

**OFFICIAL CITY PLAN  
OF THE  
CITY OF MINNEAPOLIS, MINNESOTA**



**PREPARED BY THE  
CITY PLANNING COMMISSION  
MINNEAPOLIS, MINNESOTA**

RESOLUTION OF THE CITY PLANNING COMMISSION  
OF THE CITY OF MINNEAPOLIS, MINNESOTA

Pursuant to the provisions of Chapter XIII of the City Charter of the City of Minneapolis, authorizing the City Planning Commission "To acquire or prepare a comprehensive city plan for the future physical development and improvement of the city, based primarily upon public utility, convenience and general welfare, which plan shall be known and designated as the official city plan"; establishing the general contents, sections and sub-sections or parts of such plan; providing the method for adopting, revising or changing any part of such plan; providing for the establishment, adoption and revision of data relating to the foundation of all or parts of such plan; and providing for the keeping of such plan, known as the OFFICIAL CITY PLAN OF THE CITY OF MINNEAPOLIS, MINNESOTA.

WHEREAS, Chapter XIII of the City Charter of the City of Minneapolis provides for certain powers and duties of the City Planning Commission, as follows:

"Sec. 2. POWERS OF COMMISSION - The city planning commission shall have power, except as otherwise provided by law:

1. To acquire or prepare a comprehensive city plan for the future physical development and improvement of the city, based primarily upon public utility, convenience and general welfare, which plan shall be known and designated as the official city plan.
2. To prepare and recommend to the proper officers of the municipality specific plans for public improvements consistent with the comprehensive plan for the city.
3. To recommend to the City Council ordinances regulating the height, location and ground areas of buildings and structures, and ordinances providing for the division of the city into districts or zones based upon the height, ground areas and use of all buildings and structures."

THEREFORE BE IT RESOLVED BY THE CITY PLANNING COMMISSION OF THE CITY OF MINNEAPOLIS, AS FOLLOWS:

SUBDIVISION A.

The "OFFICIAL CITY PLAN of the City of Minneapolis" is hereby established and such plan shall consist of the following sections or sub-sections, or parts thereof:

1. Historical and Geographic Background
2. Population and Population Trends
3. Economic Base
4. Land Use Plan
5. Zoning

6. Highways and Major Streets Plan
7. Transportation Plan
8. Parks and Recreation Plan
9. School Plan
10. Public Buildings Plan
11. Welfare Services
12. Utilities Plan
13. Redevelopment Plans
14. Municipal Finance and Capital Budget Plan

Sub-sections or parts of the above sections shall be as listed in Subdivision E. hereof and other sections or sub-sections, or parts may be added to Subdivision A. or Subdivision E., as this Commission may determine.

SUBDIVISION B.

It is hereby established that the Engineer and staff of this Commission shall prepare and present to this Commission from time to time portions of the OFFICIAL CITY PLAN and such additions thereto or revisions thereof as they may recommend.

SUBDIVISION C.

It is hereby established that there shall be provided and collected by the Engineer and staff of the Commission additional material consisting of the following, but not exclusively limited thereto, which may provide data and information on the general work and nature of city planning as carried on and related to the work in this city and in other cities of similar kind, and further, showing the state of progress of the development and improvement of the City of Minneapolis.

1. Bibliography on
  - a. OFFICIAL CITY PLAN as a whole
  - b. Sections or parts of the OFFICIAL CITY PLAN
2. Progress on
  - a. OFFICIAL CITY PLAN
  - b. Development and improvement of the city
  - c. Capital improvement projects program

SUBDIVISION D.

It is hereby established that each section, sub-section or part of such OFFICIAL CITY PLAN of the City of Minneapolis shall become a part thereof by the adoption of an appropriate resolution of this Commission so providing, and all revisions or changes of any part thereof shall also become a part thereof by the adoption of an appropriate resolution by this Commission.

It is further established that a separate record shall be kept of this resolution and all succeeding resolutions and their accompanying documents relating to such OFFICIAL CITY PLAN, and the same shall be kept in proper order and place whether relating to the plan as a whole or to each separate section, sub-section or part, and that the original copy of such record shall at all times be kept in the files of the principal office of this Commission, one copy filed with the City Council, one copy kept in the office of the Engineer of this Commission and a copy of the whole plan or parts thereof shall be filed with each separate agency of government having an interest therein.

SUBDIVISION E.

It is hereby established that the separate sections of the OFFICIAL CITY PLAN shall include the following, but not be limited thereto:

SECTION I - HISTORICAL AND GEOGRAPHIC BACKGROUND

- a. Factors leading to the original creation of the community
- b. Progressive Development
- c. Geographic Assets and Handicaps
- d. Meteorological Data
- e. Miscellaneous

SECTION II - POPULATION AND POPULATION TRENDS

- a. Historical and Factual Background
- b. Number of People
  1. Past growth
  2. Future
- c. Population Composition
  1. Determination of age composition
    - a) Births
    - b) Deaths
    - c) Natural increase
    - d) Migration effects
  2. Major age groups
    - a) School age
    - b) Working
    - c) Aged

SECTION III - ECONOMIC BASE

- a. Historical and Factual Background
- b. The Labor Force
- c. Manufacturing Employment
- d. Commercial and Industrial
- e. Family Income
- f. Stability of the Economic Base
- g. Growth of the Economic Base

SECTION IV - LAND USE PLAN

- a. Historical and Factual Background
- b. Existing Land Use
  1. Occupied private lands
  2. Vacant private lands
- c. Generalized Existing Land Use
- d. Proposed Land Use Plan
- e. Improvement District Plan

SECTION V - ZONING

- a. Historical and Factual Background
  1. Council Control
  2. 1913 Restricted Residence Districts
  3. 1915 Restricted Residence Districts
  4. 1924 Zoning Ordinance
- b. Analysis of Zoning Law and Objectives
- c. Zoning Ordinance Text
- d. Zoning Ordinance Maps

SECTION VI - HIGHWAYS AND MAJOR STREETS PLAN

- a. Historical and Factual Background
- b. Delegation of Responsibility
  1. State Constitution
  2. State Statutes
  3. City Charter
- c. Existing Traffic Pattern
- d. Traffic Pattern as Determined by O. D. Survey

- e. Proposed Street Plan
  - 1. Major Arterial Streets & Trunk Highways (1940)
  - 2. Overall Plan (1947)
  - 3. South Crosstown Highway

- f. Terminals and Parking Facilities

SECTION VII - TRANSPORTATION PLAN

- a. Historical and Factual Background
- b. Transit System
- c. Bus System
- d. Railroad System
- e. Truck Routes - Truck Terminals
- f. River Transportation and Harbor Facilities

SECTION VIII - PARKS AND RECREATION

- a. Historical and Factual Background
- b. Existing Park and Recreation System
- c. Proposed Park and Recreation System

SECTION IX - SCHOOL PLAN

- a. Historical and Factual Background
- b. Existing School System
  - 1. Public - elementary, junior high and senior high
  - 2. Private - elementary, junior high and senior high
  - 3. Universities and colleges
- c. Trends in Pupil Load
- d. Proposed School System
- e. Proposed University Plan
- f. Proposed College Plans

SECTION X - PUBLIC BUILDINGS

- a. Historical and Factual Background
- b. Existing Public Buildings
  - 1. City
  - 2. County
  - 3. State
  - 4. Federal

- c. Proposed Public Building Plan
  - 1. Civic Center
  - 2. Fire Protection System
  - 3. Police Protection System
  - 4. Library System
  - 5. Public Works Facilities
  - 6. Other

SECTION XI - WELFARE SERVICES

- a. Historical and Factual Background
- b. Existing Welfare Services
  - 1. Hospital
    - a) Public
    - b) Private
  - 2. Social Agencies
    - a) Public
    - b) Private
- c. Appraisal of Welfare Needs
  - 1. Hospitals
  - 2. Social Agencies
    - a) Delinquency
    - b) Relief
    - c) Dependency
- d. Plan for Welfare Services
  - 1. Hospital
  - 2. Social Agencies

SECTION XII - UTILITY PLAN

- a. Historical and Factual Background
- b. Existing Utilities
  - 1. Water
    - a) Supply
    - b) Treatment
    - c) Pumping Capacity
    - d) Area Served
  - 2. Sewerage
    - a) Disposal Plant
    - b) Interceptor System
    - c) Area Served
  - 3. Electric Power
    - a) Generating Plants Serving Area
    - b) Distribution System
    - c) Area Served
  - 4. Telephone
    - a) Exchange
    - b) Area Served

- 5. Gas
  - a) Control Stations
  - b) Area Served

- 6. Drainage

- c. Appraisal of Existing Facilities
- d. Proposed Utilities Plan

SECTION XIII - REDEVELOPMENT PLANS

- a. Historical and Factual Background
- b. Blighted and Marginal Areas
- c. Redevelopment Plans
  - 1. Glenwood Area
  - 2. Sumner Field Area
  - 3. Franklin School Area
  - 4. Riverside Area
  - 5. Lower Loop Area
  - 6. Others

SECTION XIV - MUNICIPAL FINANCE AND CAPITAL BUDGET PLAN

- a. Historical and Factual Background
- b. Status of Municipal Finances
  - 1. Comparison with other cities
  - 2. Distribution of funds as compared with other cities
  - 3. Fund limitations
- c. Capital Budget Plan
- d. Effect of Fund Limitations on Capital Improvements
- e. Additional Sources of Revenue

SUBDIVISION F.

It is hereby further provided that this Commission gives notice, reserves the right and advises that the OFFICIAL CITY PLAN is never static, must be studied continuously and as conditions change, be revised as then warranted.

The Planning Engineer is hereby authorized to include under Subdivision C., Bibliography and Progress, such other information as may supplement and support the plans, data and documents presented in the OFFICIAL CITY PLAN.

The Planning Engineer is hereby authorized to publish from time to time such reports or summaries of the OFFICIAL CITY PLAN as may be necessary for the information of the public and to publish a summary on such plan or parts thereof in the annual report of this Commission.

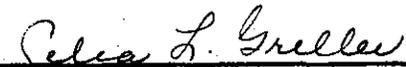
Adopted by the City Planning Commission of the City of Minneapolis,  
Minnesota June 18 1953.

(Signed)   
Patrick H. Carr, President

(Signed)   
Ray C. Ewald, Secretary

On this 22<sup>nd</sup> day of October 1953, before me a Notary Public, in and for the county of Hennepin, Minnesota, personally appeared Patrick H. Carr and Ray C. Ewald, president and secretary respectively of the City Planning Commission of the City of Minneapolis who did affirm that the preceding resolution as above set forth is a true and correct copy of the action taken by the City Planning Commission in adopting said resolution at its regular meeting on June 18, 1953.

Subscribed and sworn to before me this 22<sup>nd</sup> day of October 1953.

  
Notary Public

My Commission Expires March 18, 1960

CELIA L. GRELLER  
Notary Public, Hennepin County, Minn.  
My Commission Expires Mar. 18, 1960.

Resolution No. 2.

RESOLUTION OF THE CITY PLANNING COMMISSION  
OF THE CITY OF MINNEAPOLIS, MINNESOTA

A resolution relating to the OFFICIAL CITY PLAN of the City of Minneapolis, and providing for the adoption of the following sections, subsections and parts thereof, being particularly all or parts of Sections I, IV, V, VI, VII, VIII, X, XI, and XII.

BE IT RESOLVED BY THE CITY PLANNING COMMISSION OF THE CITY OF MINNEAPOLIS:

The following sections, subsections or parts of the Official City Plan of the City of Minneapolis, conforming to that resolution of the City Planning Commission adopted on June 18, 1953, establishing the Official City Plan and providing for the establishment of its parts, are hereby adopted and established as part of such Official City Plan, more particularly being;

Section I. Historical and Geographical Background

- Part I. A History of the Early Development of the City of Minneapolis
- a. Factors leading to the original establishment of the community
  - b. Earliest developments

Part II. History of City Planning in Minneapolis

Section IV. Land Use Plan

- Subdivision a. Historical and Factual Background
- b. Existing Land Use
  - c. Generalized Existing Land Use
  - d. Proposed Land Use Plan
  - f. Land Subdivision Regulations

Section V. Zoning

- Subdivision a. Historical and Factual Background
- b. Analysis of Zoning Law and Objectives
  - c. Zoning Ordinance Text
  - d. Zoning Ordinance Maps

Section VI, Highways and Major Street Plan

- Subdivision a. Historical and Factual Background
- b. Delegation of Responsibility
- c. Existing Traffic Pattern
- d. Traffic Pattern As Determined by O.D. Survey
- e. Proposed Street Plan

Section VII. Transportation Plan

- Subdivision a. Historical and Factual Background
- b. Transit System
- c. Bus System
- d. Railroad System
- e. Truck Routes - Truck Terminals
- f. River Transportation and Harbor Facilities
- g. Airports

Section VIII. Parks and Recreation

- Subdivision a. Historical and Factual Background
- b. Existing Park and Recreation System
- c. Proposed Park and Recreation System

Section X. Public Buildings

- Subdivision a. Historical and Factual Background
- b. Existing Public Buildings
- c. Proposed Public Building Plan

Section XI. Welfare Services

- Subdivision a. Historical and Factual Background
- b. Existing Welfare Services
- c. Appraisal of Welfare Needs
- d. Plan for Welfare Services

Section XII. Utility Plan

- Subdivision a. Historical and Factual Background
- b. Existing Utilities
- c. Appraisal of Existing Facilities
- d. Proposed Utilities Plan

all as more fully described in the title of such sections, subsections or parts and certified by the President and Secretary of the Planning Commission as being those parts of the Official City Plan made part thereof by the adoption of this resolution, being Resolution No. 2, under the date shown in the title of such parts and the same date shown in this resolution.

Each section, subsection or part of such portions of the Official City Plan are hereby incorporated in this resolution and made part of the Official City Plan by reference to the title of such section, subsection or part and reference to the certification of adoption and date thereof made by the President and Secretary of the City Planning Commission as though fully set forth in this resolution.

Those portions of the Official City Plan of the City of Minneapolis hereby established shall be in force until modified by resolution of the City Planning Commission.

Adopted by the City Planning Commission of the City of Minneapolis, Minnesota, September 16, 1954.

(Signed)   
Patrick H. Carr, President

(Signed)   
Ray C. Ewald, Secretary

On this 23<sup>rd</sup> day of September 1954, before me a Notary Public, in and for the County of Hennepin, Minnesota, personally appeared Patrick H. Carr and Ray C. Ewald, president and secretary respectively of the City Planning Commission of the City of Minneapolis who did affirm that the preceding resolution as above set forth is a true and correct copy of the action taken by the City Planning Commission in adopting said resolution at its regular meeting on September 16, 1954.

Subscribed and sworn to before me this 23<sup>rd</sup> day of Sept. 1954.

CELIA L. GRELLER  
Notary Public, Hennepin County, Minn.  
My Commission Expires Mar. 18, 1960.  
Notary Public

My Commission Expires \_\_\_\_\_

**OFFICIAL CITY PLAN  
OF THE  
CITY OF MINNEAPOLIS, MINNESOTA**



**PREPARED BY THE  
CITY PLANNING COMMISSION  
MINNEAPOLIS, MINNESOTA**

OFFICIAL CITY PLAN  
OF THE CITY OF  
MINNEAPOLIS, MINNESOTA

TITLE AND CONTENTS OF A PORTION  
OF THE OFFICIAL CITY PLAN

Section I. Historical and Geographical Background

- Part I. A History of the Early Development of  
the City of Minneapolis
- a. Factors leading to the original  
establishment of the community
  - b. Earliest developments

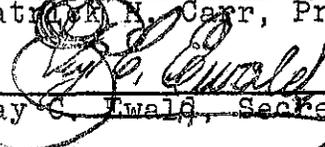
Part II. History of City Planning in Minneapolis

This is to certify that the document to which  
this certificate is attached is that part of  
the Official City Plan adopted and established  
by the City Planning Commission of the City  
of Minneapolis, Minnesota, by adoption of  
Resolution No. 2 on September 16, 1954, and  
the above Title and statement of contents is  
an exact copy of that part of Resolution No. 2  
pertaining to the same and the attached docu-  
ment is the document then approved as that  
portion or portions of the Official City Plan.

(Signed)

  
Patrick H. Carr, President

(Signed)

  
Ray C. Ewald, Secretary

Date September 23, 1954

On this 23rd day of September, 1954, before me  
a Notary Public in and for the County of Hennepin,  
Minnesota, personally appeared Patrick H. Carr and  
Ray C. Ewald, president and secretary respectively  
of the City Planning Commission of the City of  
Minneapolis, who did affirm that the material attached  
to this title page was officially adopted by the City  
Planning Commission as the portion or portions of the  
Official City Plan as above described and referred to  
by Resolution No. 2 of date of September 16, 1954.

Subscribed and sworn to before me this 23rd day of  
September, 1954.

CELIA L. GRELLER

Notary Public, Hennepin County, Minn.

My Commission Expires Mar. 18, 1960.

Notary Public

My Commission Expires \_\_\_\_\_

# CITY PLANNING COMMISSION

## MINNEAPOLIS, MINNESOTA

### 1921-1951

EX OFFICIO MEMBERS					MEMBERS APPOINTED BY MAYOR WITH CONSENT OF CITY COUNCIL				OFFICERS			ENGINEER
CITY COUNCIL	BOARD OF COUNTY COMMISSIONERS	BOARD OF EDUCATION	BOARD OF PARK COMMISSIONERS	MAYORS	APPOINTEE A	APPOINTEE B	APPOINTEE C	APPOINTEE D	PRESIDENT	VICE PRESIDENT	SECRETARY	ENGINEER
5-13-21 WILLIAM A. CURRIE	5-2-21 FRANK W. COOK	12-23-19 C. E. PURDY 7-14-21 LOWELL E. JEPSON 10 7 21 A. P. ORTQUIST	12-17-19 PHELPS WYMAN	4-29-21 JAMES E. MEYERS 7-1-21 GEORGE E. LEACH	4-29-21 JAMES T. ELWELL	4-29-21 GEO. M. BLEECKER	4-29-21 GEO. E. ANDREWS	4-29-21 A. U. MORELL	5-5-21 JAMES E. MEYERS 7-14-21 JAMES T. ELWELL		5-5-21 A. U. MORELL	
12-12-21 JOHN PETERSON		7-12-23 JAMES F. GOULD	3-5-24 WASHINGTON YALE					1-20-22 H. U. NELSON 12-25-22 FREDERICK M. MANN		3-27-23 FRANK W. COOK 8-23-23 GEO. M. BLEECKER	1-25-22 H. U. NELSON 9-28-22 GEO. M. BLEECKER 1-25-23 FREDERICK M. MANN	6-2-22 ALFRED C. GODWARD
7-7-25 WILLIAM A. CURRIE	1-8-25 W. W. HEFFELFINGER	7 16 25 MRS. M. K. DECKER	7-18-27 HORACE A. GRAY		7-1-25 EDWARD J. O'BRIEN				8-13-25 GEO. M. BLEECKER 10-14-26 FREDERICK M. MANN 10-10-27 EDWARD J. O'BRIEN 8-6-28 GEO. E. ANDREWS 8-5-29 HORACE A. GRAY	9-10-25 FREDERICK M. MANN 10-4-26 EDWARD J. O'BRIEN 10-10-27 GEO. E. ANDREWS 8-6-28 HORACE A. GRAY 8-5-29 FREDERICK M. MANN	9-10-25 EDWARD J. O'BRIEN 10-4-26 MRS. M. K. DECKER 10-10-27 HORACE A. GRAY 8-6-28 MRS. M. K. DECKER 8-5-29 EDWARD J. O'BRIEN	11-9-28 HERMAN E. OLSON
7-1-29 ARTHUR B. FRUEN		4-8-29 JAMES E. MEYERS 7-11-29 C. E. PURDY 3-31-30 LOWELL E. JEPSON 7-29-30 C. E. PURDY 7-20-31 HENRY J. BESSESEN	7-5-30 WASHINGTON YALE 7-20-31 LUCIAN C. MILLER 7-18-32 CLINTON L. STACY	7-1-29 WILLIAM F. KUNZE		8 15 29 F. H. STEVENS			8-4-30 FREDERICK M. MANN	8-4-30 EDWARD J. O'BRIEN	8-4-30 F. H. STEVENS	2-1-29 HERMAN E. OLSON
7-14-33 WILLIAM A. CURRIE		7-20-33 DR. CHAS. R. DRAKE 7-30-34 HELEN L. BAUMAN 7-22-35 LYNN THOMPSON	7-20-36 W. GLEN WALLACE 7-17-37 WALTER P. QUIST 5-6-38 W. GLEN WALLACE 7-22-38 WALTER P. QUIST	7-1-33 A. G. BAINBRIDGE	7-14-33 O. B. ERICKSON		7-6-31 JOHN L. LYNCH 12-23-32 JOHN W. SCHAFFER		8-10-31 EDWARD J. O'BRIEN 8-8-32 F. H. STEVENS 8-7-33 FREDERICK M. MANN 8-6-34 JOHN W. SCHAFFER 8-5-35 HERMAN C. MILLER 8-10-36 O. B. ERICKSON 8-6-37 LYNN THOMPSON	8-10-31 F. H. STEVENS 8-8-32 FREDERICK M. MANN 8-7-33 JOHN W. SCHAFFER 8-6-34 O. B. ERICKSON 8-5-35 F. H. STEVENS 8-10-36 LYNN THOMPSON 8-6-37 F. H. STEVENS	8-10-31 HENRY J. BESSESEN 8-7-33 O. B. ERICKSON 8-6-34 F. H. STEVENS 8-5-35 G. I. MILLER 8-10-36 F. H. STEVENS 8-6-37 G. I. MILLER	
7-1-35 HERMAN C. MILLER		7-20-36 W. GLEN WALLACE 7-17-37 WALTER P. QUIST 5-6-38 W. GLEN WALLACE 7-22-38 WALTER P. QUIST	7-20-36 W. GLEN WALLACE 7-17-37 WALTER P. QUIST 5-6-38 W. GLEN WALLACE 7-22-38 WALTER P. QUIST	7-1-35 THOMAS E. LATIMER			7-19-35 G. I. MILLER		6-11-37 RAY C. EWALD			
9-30-38 W. GLEN WALLACE	1-6-39 ROBERT LEE BROWN	7-14-38 WALTER E. JOHNSON	7-17-39 EDW. A. CHALGREN	7-1-37 GEORGE E. LEACH					8-5-38 F. H. STEVENS	8-5-38 RAY C. EWALD	8-5-38 WALTER P. QUIST 7-21-39 O. B. ERICKSON 8-4-39 F. H. STEVENS 8-23-40 JAMES A. BRUNET 8-22-41 F. H. STEVENS 1-23-42 RAY C. EWALD	
	2-3-41 RALPH E. DICKMAN	7-11-40 OWEN CUNNINGHAM 7-17-41 HENRY J. BESSESEN	7-11-40 OWEN CUNNINGHAM 7-17-41 HENRY J. BESSESEN	7-1-41 MARVIN L. KLINE	8-29-41 C. ELMER KEEFE		2-27-42 ROBERT T. JONES REAPPOINTED 8-14-42		8-4-39 RAY C. EWALD 8-23-40 O. B. ERICKSON 8-22-41 F. H. STEVENS 1-23-42 RAY C. EWALD	8-4-39 O. B. ERICKSON 8-23-40 F. H. STEVENS 8-22-41 JAMES A. BRUNET 1-23-42 C. ELMER KEEFE 8-7-42 ROBERT T. JONES	8-5-38 WALTER P. QUIST 7-21-39 O. B. ERICKSON 8-4-39 F. H. STEVENS 8-23-40 JAMES A. BRUNET 8-22-41 RAY C. EWALD 1-23-42 C. ELMER KEEFE 8-7-42 ROBERT T. JONES	
		7-15-43 LYNN THOMPSON 7-12-45 FELTON GOLWELL	7-15-43 LYNN THOMPSON 7-12-45 FELTON GOLWELL	7-1-45 HUBERT H. HUMPHREY			REAPPOINTED 7-1-46		9-6-45 C. ELMER KEEFE 11-1-45 ROBERT T. JONES	9-6-45 ROBERT T. JONES	9-6-45 CLIFFORD J. RIAN 11-1-45 RAY C. EWALD	
	1-9-47 GEO. W. MATTHEWS		7-21-47 PAUL C. JOHNSON 7-20-48 LEONARD A. JOHNSON 1-1-49 EDWIN F. KELLEY	12-1-48 ERIC G. HOYER			10-31-47 PATRICK H. CARR		REAPPOINTED 8-17-44			
	1-4-49 RICHARD O. HANSON								REAPPOINTED 7-1-48			
		7-12-51 JOHN F. McCALL								8-18-49 PATRICK H. CARR 9-20-50 ROBERT T. JONES		
					8-12-49 OLAF K. BURG				REAPPOINTED 9-29-50			
					8-31-51 I. J. OAKES			REAPPOINTED 7-13-51				

# CITY PLANNING COMMISSION

## MINNEAPOLIS, MINNESOTA

1952-

EX OFFICIO MEMBERS					MEMBERS APPOINTED BY MAYOR WITH CONSENT OF CITY COUNCIL				OFFICERS			ENGINEER
CITY COUNCIL	BOARD OF COUNTY COMMISSIONERS	BOARD OF EDUCATION	BOARD OF PARK COMMISSIONERS	MAYORS	APPOINTEE A	APPOINTEE B	APPOINTEE C	APPOINTEE D	PRESIDENT	VICE PRESIDENT	SECRETARY	ENGINEER
9-30-38 W. GLEN WALLACE	1-4-49 RICHARD O. HANSON	7-12-51 JOHN F. Mc CALL	1-1-49 EDWIN F. KELLEY 7-21-52 THOMAS F. Mc CARTHY 2-18-53 EDWIN L. HAISLET 7-1-53 PETER SKURDALSVOLD	12-1-48 ERIC G. HOYER	8-31-51 I. J. OAKES  REAPPOINTED 7-1-53	9-29-50 ROBERT T. JONES	7-13-51 PATRICK H. CARR	7-1-48 RAY C. EWALD REAPPOINTED 10-31-52	9-20-50 PATRICK H. CARR  7-9-53 I. J. OAKES 8-5-54 PATRICK H. CARR	9-20-50 ROBERT T. JONES  8-5-54 I. J. OAKES	11-1-46 RAY C. EWALD	2-1-29 HERMAN E. OLSON

OFFICIAL CITY PLAN  
OF THE CITY OF  
MINNEAPOLIS, MINNESOTA

SECTION I.  
HISTORICAL AND GEOGRAPHICAL BACKGROUND

PART I:

A HISTORY OF THE EARLY DEVELOPMENT  
OF THE CITY OF MINNEAPOLIS

- a. Factors leading to the original establishment of the community.
- b. Earliest developments.

A compilation prepared by Celia L. Greller of the staff of the City Planning Commission with the cooperation and review of Joseph W. Zalusky, Executive Director and Curator of the Hennepin County Historical Society. (Mr. Zalusky is a former member of the staff of the City Planning Commission of Minneapolis.)



Father Hennepin's Discovery of St. Anthony Falls.  
(Painting by Douglas Volk, in the State Capitol.)  
Copyright, 1905, by Douglas Volk.

## A HISTORY OF THE EARLY DEVELOPMENT OF THE CITY OF MINNEAPOLIS

### Early Settlements and Organization

Discovery of the site of the present city of Minneapolis is credited to Father Louis Hennepin, a Franciscan priest, who is also believed to be the first European to see the falls.

Father Hennepin was a member of the party of the explorer, LaSalle, who, in 1679 with a party of thirty men set out from Fort Frontenac on Lake Ontario to explore the Mississippi River. The party entered Michigan after crossing Lake Huron, passing through what is now Green Bay, Wisconsin. After a series of mishaps, they eventually came to a place on the Illinois River not far from the present site of Peoria, Illinois, where in January, 1680, a fort was erected.

Here, Father Hennepin was commissioned to explore the upper Mississippi River and if possible, to reach its source. With two companions, he sailed to the mouth of the Illinois River, entered the Mississippi River and proceeded northward. On passing the mouth of the Wisconsin River, Father Hennepin and his party were taken prisoners by a band of Sioux Indians. The Indians with their captives continued northward on the river until they reached what is now Pigs Eye Island in St. Paul. Here, the Indians destroyed the boat of the Hennepin party, left the river and followed a trail to a village on Lake Mille Lacs. They remained here about two months and then left on a hunting expedition, taking with them Father Hennepin and his men. At the junction of the Rum River and the Mississippi River, Father Hennepin with one of his companions was permitted to leave the group to go in search of supplies which LaSalle was to have left for him at the junction of the Wisconsin and Mississippi Rivers.

Proceeding downstream, Father Hennepin came upon the Falls of Saint Anthony, which he thereupon named "Saint Anthony" in honor of Saint Anthony of Padua. The date of this occurrence was probably in the latter part of July or early in August of 1680. They continued their journey down river and soon met DuLuth, a member of the original party of LaSalle. Together the men traveled to Montreal by way of Green Bay, Wisconsin and the Great Lakes. It is considered that Saint Anthony Falls receded from a point at Fort Snelling to its present location in a period of about thirty thousand years.



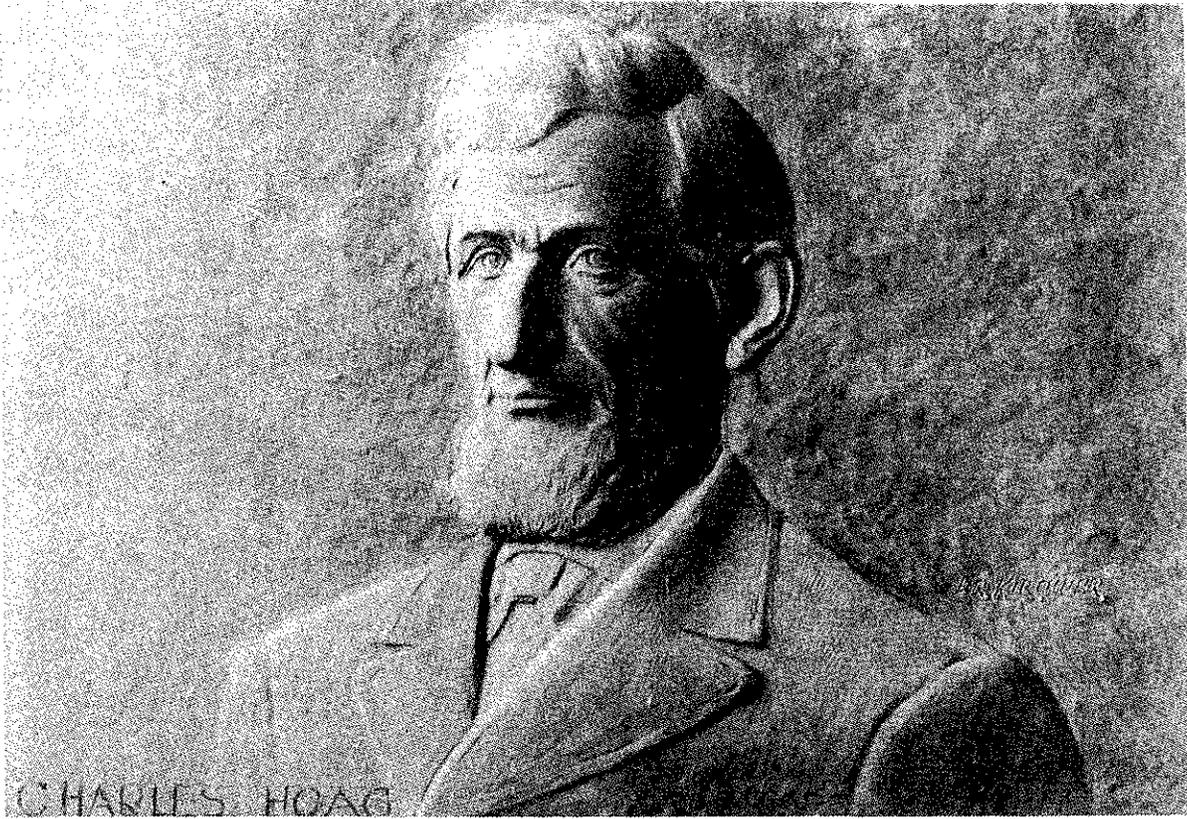
The first settlement of the white man in the general area of Minneapolis dates to August 24, 1819, when Colonel Leavenworth arrived to establish a military post on the Mississippi River, at the mouth of the Minnesota River. He brought with him 98 officers and men, this number later being increased by 120 recruits. The camp was moved from the south bank of the St. Peters River (now the Minnesota River) to the site of the old military post water tower, about three-quarters of a mile north of the Old Round Tower. Both of these structures are still standing on the fort area and the Old Round Tower of the original post is now a museum for historical exhibits. The encampment remained on this site until the buildings at the fort were completed. The new post was first named Fort Saint Anthony and three years later was renamed Fort Snelling in honor of the post commander, Colonel Joseph Snelling.

In 1822, the same year the post was occupied, a saw mill for use of the post was built by the United States Government at Saint Anthony Falls on the west side of the river. This was the first structure erected on the site of Minneapolis. Two years later the saw mill was fitted for grinding flour. The first agricultural settlers were Swiss, who settled on the military reservation in 1826.

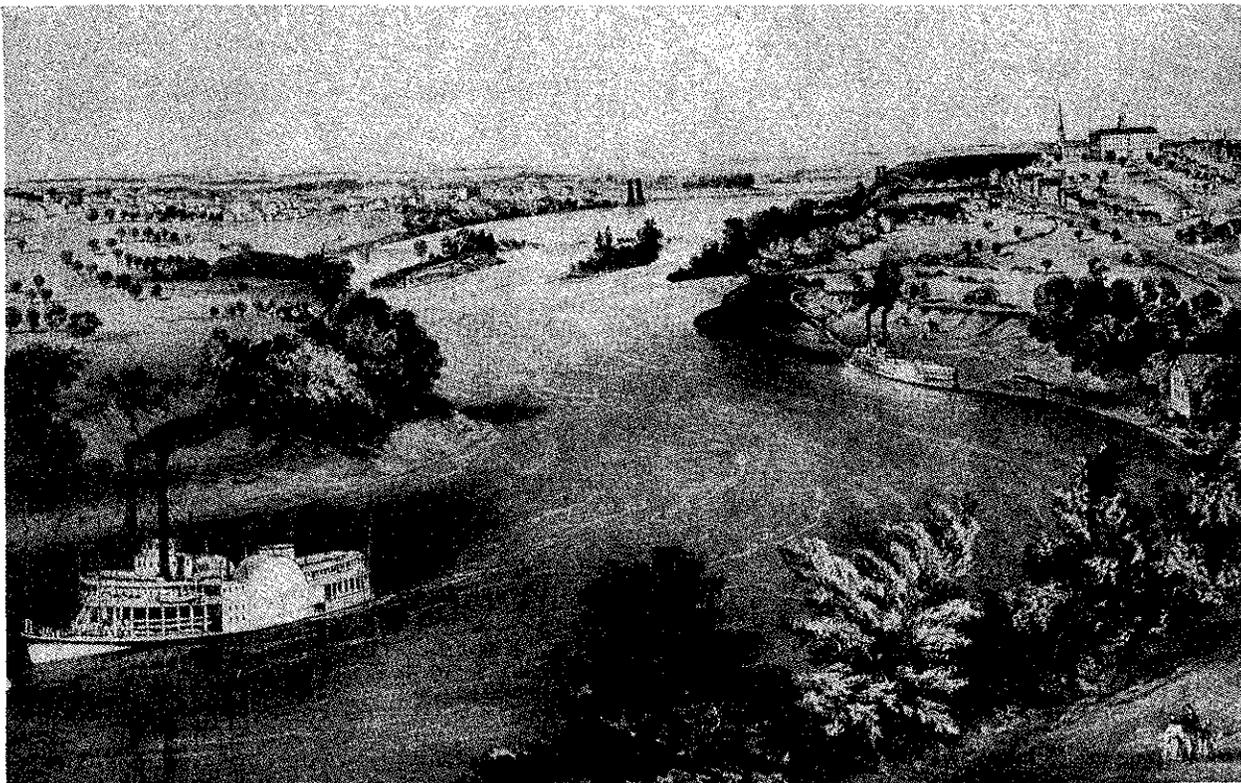
The first log cabin on the site of Minneapolis was built in 1834 on the east side of Lake Calhoun by Samuel W. and Gideon H. Pond, missionaries. The following year, a house was built on the west shore of Lake Harriet by Reverend J. D. Stevens, also a missionary.

The year, 1847, brought the first American settlers, among them, Luther Patch, his wife and two daughters. In 1848 the population had increased to 300. In 1849 William Cheever, owner of land on the east bank of the river (including a large part of the present site of the University of Minnesota) platted his land and laid out a town which he called Saint Anthony City. In 1855 he built a ninety foot tower for observation of Saint Anthony Falls on Lot 5, Block 11 of this plat and called it Cheever's Tower.

In 1849 also, Franklin Steele and Pierre Bottineau, who owned land on the east bank of the river opposite Nicollet Island, made a survey of their land and laid out the Town of Saint Anthony. The lots in this plat were 66 feet in front and 165 feet in depth, each lot containing one quarter acre of land. Streets were laid out 80 feet wide, except Main Street which was 100 feet wide. Growth commenced. In this year too, another plat was laid out on the east bank of the river, extending between the first two plats and was called Plat of Saint Anthony.



## THE MAN WHO NAMED MINNEAPOLIS



*Whitefield's sketch of Minneapolis and St. Anthony in 1857*

The territorial government was organized in 1849 and representatives were elected to the Territorial Council and House of Representatives. This year too were established a post office, public school, library and church.

In 1850 a survey and platting was made of Steele and Russell's Addition to St. Anthony and of Marshall's Addition. Orth's Addition and Bottineau's 2nd Addition were platted in 1855.

In 1850 the St. Charles Hotel was built to accommodate seventy-five guests. The building was of wood construction and was located on Marshall Street and 6th Avenue Northeast.

The State University was incorporated on February 25, 1851 and as authorized by the Territorial Legislature, was located at Saint Anthony the following winter. Citizens contributed \$3,000 towards the building fund. The first building of the University of Minnesota was erected in 1857 and called "Old Main".

In 1847 the first ferry for crossing the river was established at the point where the suspension bridge was later located. In 1854 building was begun of the first suspension bridge across the Mississippi River and the bridge was opened to public use on January 23, 1855. This was the first bridge built across the river in its entire flow to the Gulf of Mexico. It was supported by cables of wire resting on wooden towers, one tower being on the west bank of the river and the other on the adjoining bank of Nicollet Island. A wooden trestle bridge spanned the east channel.

Incorporation of the City of Saint Anthony was made by act of the legislature in 1855, the population of the city at that time being between 2500 and 3000 people. The first city council convened there on April 13, 1855. During the next few years many claims were staked out. A survey was made in 1854 of subdivision plat Town of Minneapolis which was located on the west bank of the river, but the plat was not recorded until the following year, after title to land had been secured. A real estate "boom" ensued, lots were sold, shops, houses and stores erected, and by fall of 1855 more than 100 buildings had been built on the west bank.

On March 6, 1852 an area on the west bank of the river was established by the Legislature as Hennepin County. The settled area on the west side of the river and falls was selected by the county commissioners as a county seat and the name, Albion, was given to the settlement. In November, 1852 this name was change to Minneapolis. The name, Minneapolis, was compounded from the Sioux and Greek tongues, "Minneha", being the Sioux name for falling water, and "polis" the Greek word for city.

# PROGRESSIVE GROWTH OF MINNEAPOLIS

YEAR	G R O W T H	AREA IN SQ. MILES	TOTAL AREA	CUMULATIVE POPULATION (EST.)
1849	PLAT OF ST. ANTHONY FALLS	.40		400*
1849	PLAT OF TOWN OF ST. ANTHONY	.20		538*
1849	PLAT OF CITY OF ST. ANTHONY	.30		3,000*
1855	CITY OF ST. ANTHONY	3.30		2,195*
1855	PLAT OF TOWN OF MINNEAPOLIS	1.50	1.50	300
1856	TOWN OF MINNEAPOLIS	3.30	4.80	450
1866	ANNEXATION	1.10	5.90	7,200
1867	ANNEXATION	2.00	7.90	8,500
1872	CONSOLIDATION AND ANNEXATION	4.60	12.50	18,202
1881	ANNEXATION	.30	12.80	50,000
1883	ANNEXATION	22.00	34.80	60,800
1885	ANNEXATION	.50	35.30	80,000
1887	ANNEXATION	18.00	53.30	102,000
1927	ANNEXATION	5.40	58.70	420,000
1953			58.70	530,036

\* ST. ANTHONY

PUBLISHED AS PART OF THE "OFFICIAL CITY PLAN" JAN. 1, 1954

At the legislative session of 1856 Hennepin County was extended to include lands on the east bank of the river, within which was the City of Saint Anthony. An act incorporating the Town of Minneapolis was passed at the same session of the legislature and approved by Governor Gorman on March 1, 1856. The town government was organized on July 20, 1858 at a meeting of the first council. The town was divided into four wards with a Town Council, consisting of a Justice of Peace as president and three trustees, who were empowered to establish by-laws, ordinances, rules and regulations to govern the town.

On March 2, 1866 the legislature granted a charter to the City of Minneapolis and in 1867 the city was organized. The limits defined by the legislature embraced the City of Saint Anthony, although consolidation did not take place until 1872.

The City of Minneapolis was divided into eight wards, four on the east side of the river in Saint Anthony and four on the west side. The first officers were Mayor, Comptroller, Treasurer, City Justice and two aldermen from each ward. Provision was made for acceptance of the charter by voters of both districts. With the acceptance of the charter by the voters, the individual governing bodies of the two cities were to cease. The advantages of union were manifest: identical interests, more efficient and economic government administration and strengthening of influence.

Of the two cities, Minneapolis had grown much more rapidly. In 1872 Saint Anthony yielded her claim and on March 28, 1872 an act of the state legislature approved the consolidation of the two cities under the name of Minneapolis. The boundaries of the city were enlarged so that there were ten wards. The former city of Saint Anthony was called the East Division of Minneapolis. Two aldermen were elected from each ward, for two year periods. These aldermen constituted the new City Council, which was organized April 19, 1872.

#### Public Buildings

The first public buildings in Minneapolis were schools and churches. A jail was located on the east side. The first courthouse, built in 1856-7, was located on 4th Street and 8th Avenue South. The first city hall, which was built in 1874, was located in the triangle between Hennepin and Nicollet Avenues and 1st and 2nd Streets. The erection of a building combining the courthouse and city hall was authorized and approved by the legislature on March 2, 1887. This building is our present courthouse. It was designed to be a block square and six stories in height and was believed to



- Published according to a plan of Congress in October 1879 by J. J. Stone, as an Act of the Bureau of Geographical Names.*
- Pub. by J. J. Stone, MADISON, WIS.*
- |  |  |  |  |   |  |   |
|--|--|--|--|---|--|---|
| 1. Court House.                          | 14. Madison Public School.                 | 35. 36, 37 and 38 Congregational Churches. | 55. 42 and 44 Presbyterian Churches.                       | 77. Tread Mill, Sawhorse Bros.                        | 98. P. Herzig, Northwesters Fence Works      | 118. Northwestern Post Co.              |
| 2. City Hall.                            | 15. Adams " "                              | 39. 40, 41 and 42 Episcopal Churches.      | 56. Swedenborgian Church.                                  | 78. Phoenix Mill, Sawmills & Scales.                  | 99. Simmons Bros., Manf. of Hairs & Ballings | 119. Carlson & Co., Iron Manufacturers. |
| 3. Market House.                         | 16. Jackson " "                            | 43. Roman Catholic Church.                 | 57. Universalist " "                                       | 79. Through Packing Mills, Barwell, Rose<br>son & Co. | 100. Bernard & Cape, Furniture Factory.      | 120. Needel House.                      |
| 4. Fire Engine House.                    | 17. Lincoln " "                            | 44. Quaker " "                             | 58. Washburn Mills.  | 80. Humboldt Flouring Mill, Hull & Weston.            | 101. Minnesota Soap Works.                   | 121. Clark " "                          |
| 5. State University.                     | 18. Franklin " "                           | 45. Evangelical " "                        | 59. Pillsbury Mills, Leonard, Day & Co.                    | 81. J. G. Swahn, Pottery.                             | 102. Louis Kanoef.                           | 122. Bellevue House, E. G. Dealeh.      |
| 6. Alms House.                           | 19. Sumner " "                             | 46. Hebrew " "                             | 60. German Lutheran " "                                    | 82. W. D. Washburn's " "                              | 103. Leavitt, Chase & Co.'s " "              | 123. Victoria Hotel, Mrs. M. Larson.    |
| 7. Academy of Music.                     | 20. Humboldt " "                           | 47. German Lutheran " "                    | 61. St. 14, 15 and 16 Scandinavian Luther-<br>an Churches. | 83. Monitor Flour Works.                              | 104. W. M. Lawrence, Hemlock Lumber.         | 124. Wall House, John Wall.             |
| 8. Grand Opera House.                    | 21. Bowen " "                              | 48. German Lutheran " "                    | 62. Pillsbury Mill, Day, Rollins & Co.                     | 84. United Iron Works.                                | 105. Johnson, Smith & Harrison, Lithograph's | 125. Union House, C. A. Gaa.            |
| 9. Woman's Home.                         | 22. Marcy " "                              | 49. German Lutheran " "                    | 63. Oakes Mill, W. T. Oakes.                               | 85. Northwestern Foundry, G. Menzel & Co.             | 106. E. W. Eddy & Son, Livery Stables        | 126. Wash Ave. Hotel, James Huntington. |
| 10. Augsburg Seminary—Norwegian College. | 23. Winthrop " "                           | 50. German Methodist Church.               | 64. Oakes Mill, D. R. Barber & Son.                        | 86. O. A. Pray's Shops.                               | 107. Robinson & Need, Hack and Sale Stables  | 127. Butler's Hotel, John Butler.       |
| 11. High School.                         | 24. Advent Church.                         | 51. Norwegian " "                          | 65. Holly Mills, W. H. Hinkle & Co.                        | 87. Chas. G. Rollins & Co., Fence Works.              | 108. Geo. L. Henderson's Livery Stable.      | 128. Merchants Hotel.                   |
| 12. Washington Public School.            | 25. 26, 27, 28 and 29 Baptist Churches.    | 52. Swedish " "                            | 66. Union Flouring Mills, G. W. Goodrich & Co.             |   | 109. A. R. Gullier, Mill Furnisher.          | 129. Minneapolis Mill Co.               |
| 13. Jefferson " "                        | 30. 31, 32 and 33 Roman Catholic Churches. |  | 67. Crow's Roller Mills.                                   |   | 110. Lovett's Jobbing Shops.                 | 130. Minneapolis Water Works.           |

PANORAMIC VIEW OF THE CITY OF  
**MINNEAPOLIS**  
 LOOKING NORTH WEST  
 MINNESOTA 1879

In the early seventies, Minneapolis was a thriving community, a pioneer city, the center of a great lumber industry, and was then also bidding for a prominent position in the flour and feed milling industry. In this picture, dated 1879, it will be noted that The Minneapolis & St. Louis was taking an important part in the development of Minneapolis, as a great industrial center.

There are several railroads shown in the picture, but of this group, The Minneapolis & St. Louis Railway is the only one still operating under the same name—the others having become parts of railroads now operating into Minneapolis under different names. Since those early days, Minneapolis had periods of great prosperity and also periods of greatly

decreased business volume. The Railroad Industry prospers with the communities served, and suffers with them during adversity. Today, The Minneapolis & St. Louis Railway is marching along with Minneapolis and the other communities it serves, toward a brighter day of industrial expansion, proud of the part it took in the growth of our country.

REPRINTED IN FEBRUARY, 1946  
 The Minneapolis & St. Louis Railway Company  
 General Office, Northwestern Bank Building  
 Minneapolis 1, Minnesota  
 Population of Minneapolis, according to the 1898 U. S. Census, 46,827; 1940 Census, 492,376.

be adequate for the needs of the city and county far into the future.

The first post office within the present city limits was established in 1848 in a frame building used as a mill office which was located on the east bank of the river on Main Street. Appointed to serve as postmaster was Ard Godfrey. As early as 1854 a post office was established on the west side of the river at 1st Avenue South and 1st Street. The postmaster was Hezekiah Fletcher. The first post office and federal building built of stone was begun in 1883 and completed six years later at a cost of \$500,000. It was located on the southeasterly corner of First Avenue South, now Marquette Avenue, and Third Street and still houses the federal courts, custom offices and other federal offices.

In 1912 the post office was moved to a new building in the block between Second Avenue, Third Avenue, Washington Avenue and Second Street South. With the expansion of the postal service the building became inadequate and a new post office was built in 1932 in the area between Nicollet Avenue and Third Avenue on First Street South. The first air mail flown from this city was in 1911. Pilot of the plane was Hugh Robinson.

#### Law and Order

The first court ever held in the City of Minneapolis was in July, 1849. At that time the present site of Minneapolis was in the County of LaPointe, which extended from Lake Superior to the Minnesota River. By terms of the legislative act of March 6, 1852 organizing Hennepin County, the county was annexed to Ramsey County for judicial purposes. On March 5, 1853 an act was passed, ordering two terms of court per year to be held in Hennepin County. The first district court after passage of the act, convened April 4, 1853 in a private dwelling, there being no courthouse.

The act to incorporate the City of Minneapolis, approved February 6, 1867, provided for election of two justices of peace for two-year terms, called city justices, whose function was to hear and try all complaints for violation of city charter, ordinances or cases in which the city was a party. After consolidation of the two cities in 1872, one city justice was elected on the east side of the river and two on the west side. By act approved February 18, 1874 a municipal court was established in the city, having increased powers over those granted the city justices. It provided for the election of a municipal judge and appointment of a clerk of court by the judge.

Trade and Commerce

In the early history of the city commerce consisted almost entirely of fur trading, general stores and jobbing of materials. The modern retail business began to develop in the latter part of the 1870s. The tremendous growth of the wheat and flour industry created a need for development of transportation facilities to handle the export trade. In the early history of commerce this need was filled first by boat, intermediately by both boat and rail and still later almost exclusively by rail. A direct result of the use of the railroad for commerce was the growth of the railway system, making this city the railway center for this part of the country.

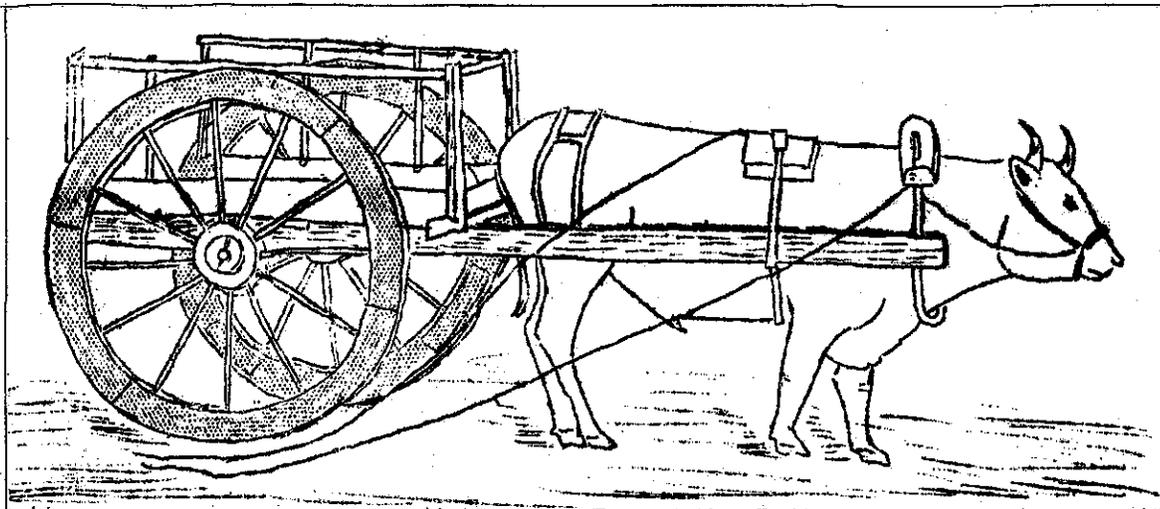
Industry

With available natural resources, abundance of raw materials, and the advantageous location of the city, the great possibilities of manufacturing were evident to the early settlers. To promote the establishment of manufacturing in the city, utilization was made of the water power provided by Saint Anthony Falls.

The first and most important of the early industries was flour milling. Other early industries were the manufacture of paper, wool, lumber and flax. Later industries included the manufacture of barrels, furniture, sashes, doors, blinds, ironworks, boilerworks, farm machinery, threshing machines, woolen blankets, linseed oil, boots and shoes, clothing, glass, etc. The two industries which early made Minneapolis most famous were flour and lumber.

As the city grew in population, commerce and industry, buildings were progressively built in the central area of the city to house its growing economic and cultural life. Among the notable buildings erected in early days, some of which are still standing, are the following:

<u>Building</u>	<u>Year Built</u>	<u>Status</u>
Exposition Building	1886	Wrecked
Masonic Temple, 6th & Hennepin	1888-89	Standing
Guaranty Loan (now Metro- politan Bldg.), 3rd St., and 2nd Avenue South	1888	Standing
N.Y. Life Building, 5th & 2nd Ave. South	1888	Standing
Chamber of Commerce, 3rd & 4th Ave. South	1884	Wrecked and replaced



## FIRST TRANSPORTATION

C. P. JONES, Pres. & Treas.

A. H. ROBBINS, Vice Pres.

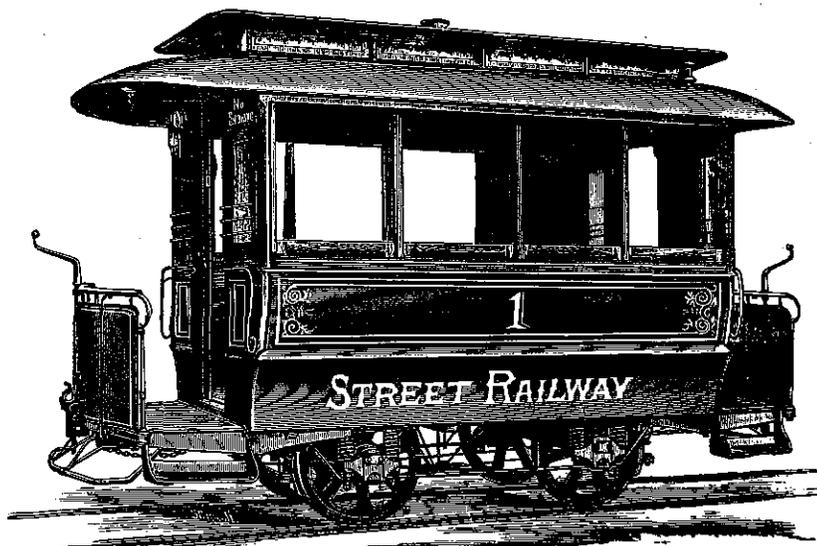
GEO. P. STEARNS, Secretary.

W. B. MANIER, Supt.

# NORTHERN :: CAR :: COMPANY,

MINNEAPOLIS, MINN.,

Capacity of shop, ten finished cars per week. Estimates and plans furnished on application; prompt delivery will be one of our main features. Orders solicited from all parts of the United States.



Are prepared to furnish cars on short notice and of the very best material, design and workmanship. Will guarantee all work turned out to be entirely satisfactory.

← BUILDERS OF →

## STREET AND SUBURBAN CARS.

Capital Stock, \$100,000.

\$75,000 Cash Paid In.

<u>Building</u>	<u>Year Built</u>	<u>Status</u>
Lumber Exchange, 5th and Hennepin	1885	Standing
Minnesota Loan & Trust Bank of Commerce	1884-5 1888	Wrecked Wrecked
Syndicate Building, 6th and Nicollet	1882	Partly destroyed by fire and replaced.
Grand Opera House	1883 (Opened)	Wrecked
City Market	1876	Wrecked in part.
Temple Court	1886	Wrecked
Boston Block	1887	Wrecked
West Hotel	1883-4	Wrecked
Nicollet Hotel	1858 (Opened)	Wrecked and replaced

### Banks

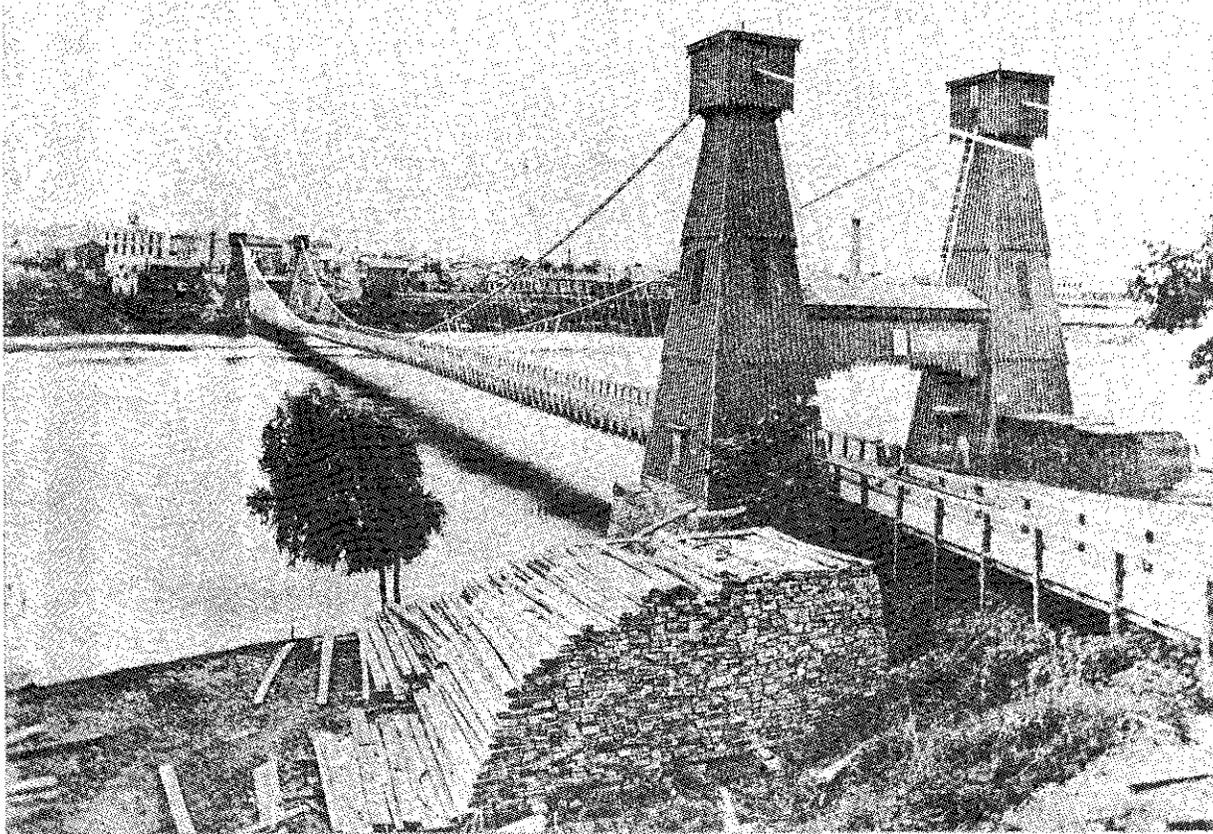
The first banks were established in 1856. These were all private banks with no fixed capital and no regulations by law. They received deposits, sold exchange and discounted papers. The inauguration of the National Bank system in 1863 gave stability to exchange. New businesses resulting from the growth of the town and the increased population, stimulated the conversion of private banks into incorporated banks and later national banks under charter. The first of these to become a national bank was the Minneapolis Bank, which later became the 1st National Bank of Minneapolis in June, 1865.

### Press

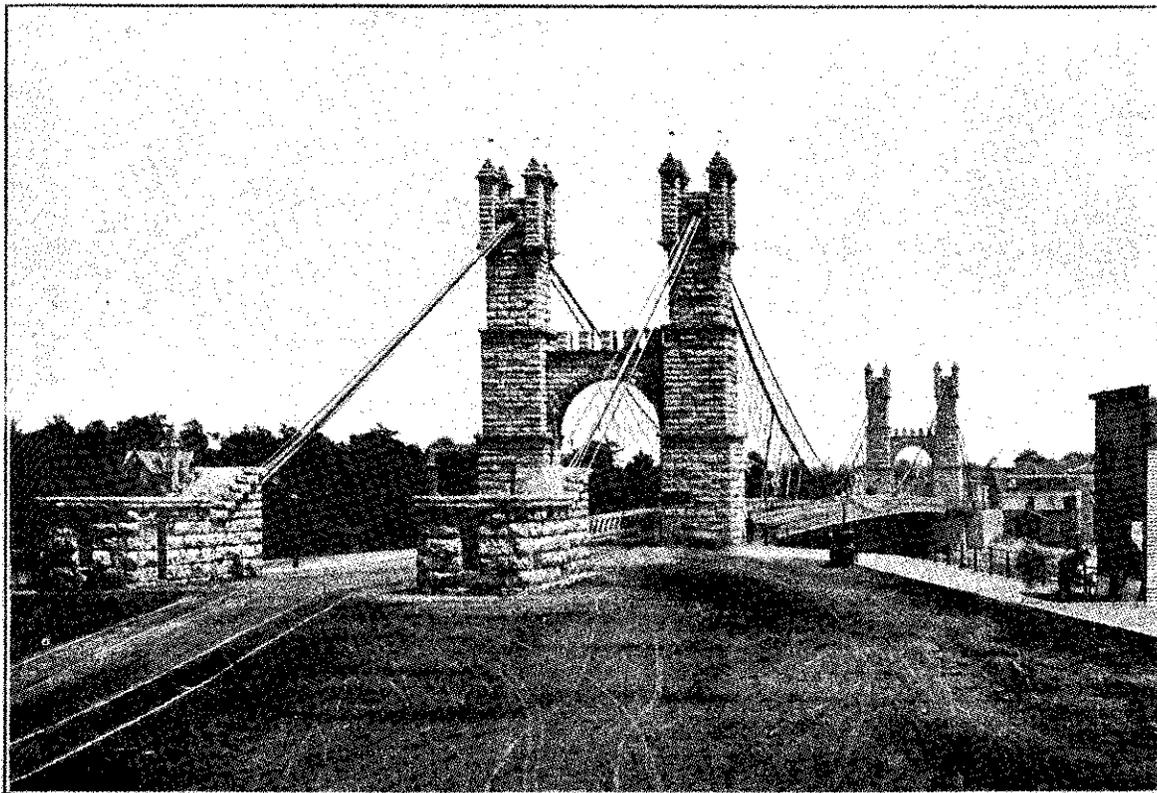
The first newspaper in Minneapolis was published in May, 1851. It was a weekly called the St. Anthony Express, the subscription rate being \$2.00 a year. It ran until 1859 when it was discontinued for lack of financial support. Subsequently other newspapers were started, the most prominent being The Tribune and The Journal. The Minneapolis Star is the successor of The Journal and The Tribune continues to this day as a morning and Sunday paper.

### Street Railway

The first move to establish this form of transportation was made in 1873 by a group of men who formed an association called The Minneapolis Street Railway Company. The first street car, propelled by a single horse, was run September 2, 1875. It was an important factor in developing and building up the outlying districts of the city.



**FIRST SUSPENSION BRIDGE - BUILT 1854-5**



**THE SECOND SUSPENSION BRIDGE.**

FROM THE SWEET COLLECTION

Erected in 1875 to replace the bridge of 1855. It was torn down in 1889 when the present steel arch bridge was built.

### Railroads

The first locomotive in Minnesota, named the "William Crooks," operated on the first section of track built in Minnesota, between St. Paul and St. Anthony. The first trip of this locomotive, its cars and passenger equipment was on June 28, 1862. On July 2, 1862 this equipment began regular train service between St. Anthony (Minneapolis) and St. Paul. All of the equipment, including locomotive, rails and cars was brought to St. Paul by steamer. This locomotive, which originally used wood for fuel, has been preserved to the present time and is on display in the Union Station of St. Paul.

### Bridges

The necessity of providing better communication between the settlements of Saint Anthony and Minneapolis resulted in the undertaking to bridge the Mississippi River. Until then crossing had been either by canoe or by ferry. In May, 1854, a group of citizens, forming a corporation, took the first step towards bridging the river and construction of the suspension bridge began. The bridge was completed and opened to public use on January 23, 1855. It was operated as a toll bridge with a 25¢ fee charged for a team and 5¢ for foot passengers. About 15 years later the bridge was purchased by Hennepin County and operated toll free.

In 1875 the original bridge was torn down, rebuilt and improved, and later tracks were added to accommodate street cars. In 1886 it was replaced by a steel arched bridge, widened and strengthened, providing two tracks for street cars and space for passing vehicles. The opening of the first suspension bridge stimulated the building up of streets leading to it on the west side of the river and the concentration of stores and shops in the area. Two other bridges were built, one in north Minneapolis and one at the foot of the University hill. However, these latter two were destroyed by storm less than two years after being built, leaving the suspension bridge the only connecting link between the two cities for a period of thirteen years. One of the conditions under which the cities agreed to unite, was that provisions would be made for two new bridges. These two bridges were located in north Minneapolis on Plymouth Avenue and in south Minneapolis on 10th Avenue South. Other early bridges were located on lower Washington Avenue (opened in 1884), 20th Avenue North (now Broadway), Franklin Avenue and Lake Street. In addition to traffic bridges there were many railroad bridges built by the railroad companies to connect their lines on opposite sides of the river.

### Library

In 1859 a library association, called the Minneapolis Atheneum, was formed. It was financed and maintained as a stockholders' corporation by the liberality and public spirit of citizens. It was housed in several temporary places before a permanent place was established. The Minneapolis Atheneum was the forerunner of the present Public Library Board.

The establishment of the Minneapolis Library Board was authorized by amendment to the city charter, approved March 2, 1885. That same year the library board entered into a contract with three existing associations (The Atheneum Association, The Academy of Science and The Art Society) for exchange of services.

A site was purchased on 10th and Hennepin for a library building and the new building was opened to the public on December 16, 1889. A branch library was opened at North High School on December 20, 1890 and a second branch was opened at Adams School, Franklin and 17th Avenue South, on April 23, 1890.

### Water Department

Water supply in the early days of the city was obtained either directly from the river or from wells. A legislative act in 1868 authorized the creation of a Board of Water Commissioners. The first water works went into operation in 1871, the water being piped in from Saint Anthony Falls. A single wooden main extended along Washington Avenue to Hennepin, and thence to Bridge Square. The east side at first was supplied through a main carried across the suspension bridge but later an auxiliary pumping station was installed on Hennepin island. In 1889 a modern station was built at Camden place, five miles up the river.

### Health Department

Much interest was taken in the organization of a department of health immediately upon the incorporation of the city in 1867. The first "sanitary committee," as it was called, consisted of a group of three physicians, one being designated as a health officer. These men set the pace for later administration of the department. In 1889 the health department was reorganized under a special law and its work broadened to include inspection and sanitary regulation.



FROM THE SWEET COLLECTION

BRIDGE SQUARE, MINNEAPOLIS, IN 1851.

Colonel Stevens' house is in the background, partly concealed by the bluff. The Indian tepees stood about where Bridge Square is now located.

### Park Department

The present Park Board was originated during the winter of 1882-3. On February 27, 1883, "An Act Providing for the Designation, Acquisition, Laying Out and Improvement of Lands in the City of Minneapolis for a System of Public Parks and Parkways and for the Care and Government Thereof," was approved, and provided further that the Act be submitted to a vote of the people at the municipal election. The Act was approved by the voters and on March 14, 1883 the appointed commissioners met and organized the board.

Public parks then existing were turned over to the board for care. Many of the sites of public parks were donated as gifts for park purposes, the first being Elliot Park, which was donated by Dr. J. S. Elliot. The year, 1889, was the most prolific in park land acquisition. In that year the park system between Lakes Harriet, Calhoun and the Isles was completed; Glenwood and Minnehaha Falls were acquired as park lands. Minneapolis is unique in that it has in its park system three of Nature's choicest gifts -- lakes, waterfalls, and a picturesque river gorge. Among the lands turned over to the Park Board was Murphy Square, dedicated in 1857. This was the first park in the city.

### Fire Department

Fire fighting in Minneapolis prior to 1868 was primarily the efforts of volunteer companies. In 1867 a water works system was formally planned and on October 18th a resolution was introduced in the City Council for the purchase of equipment for a hook and ladder company, provided twenty or more citizens would organize such a company. This was the Minneapolis Hook and Ladder Company No. 1. Two hose companies were also formed. In January, 1868 the members of the fire companies met and agreed to form a department under the supervision of the city council and on January 31, 1868 the council ratified this action and appointed a fire department staff consisting of chief engineer, first and second assistant engineers and fire wardens for each ward. In 1879 the volunteer department was formally disbanded and replaced with a paid organization.

### Police Department

The Police Department had its origin with the organization of the city government in 1872. Previous to that time police duties as to the City of Saint Anthony were the responsibility of the city marshal. The aldermen also were vested with the power of arrest although seldom exercised this power. The Town of Minneapolis from 1858 to 1867 elected annually two constables, who performed the police duties of the town and village. Prior to completion of the courthouse and jail of Hennepin County in 1857, prisoners were sent either

to Ramsey County jail or to the penitentiary at Stillwater.

Upon the organization of the city government of Minneapolis in 1867, a chief of police and six patrolmen were appointed. This first chief of police was H. H. Brackett. Under the act consolidating the City of Saint Anthony and the City of Minneapolis, passed by the legislature on February 28, 1872, the existing police departments, as above stated, were continued in force. These interim arrangements were superseded by an ordinance of the new city council passed June 18, 1873 providing for the establishment of a "Police Department," reading in part, as follows: "Section 1. The Police Department of the City of Minneapolis shall consist of a Chief of Police, twelve police officers or watchmen, and as many additional police officers or watchmen as the city council may from time to time by resolution authorize."

By 1874-5 the force had increased to nineteen officers and men and the city provided for the purchase of uniforms and other equipment for the force. The salary of the chief was \$1500, detective, \$1000 and patrolmen \$900 each. By 1883 there were sixty-two men on the force, salaries were raised and military titles given to the officers. A high degree of military discipline was introduced.

On March 14, 1887 a Board of Police Commissioners was appointed by the city council, in accordance with an act of the legislature. The Mayor was a member ex-officio and the board was in control of the police. By 1888 the military titles were abolished and the chief officer called superintendent. By 1889 the force totaled 190 men. In 1890 the police commission was abolished and appointment and control of the police was restored to the Mayor.

#### Sewer Department

The Minneapolis sewer system was created by resolution of the City Council on June 23, 1869 and work commenced on June 18, 1871. During that year the main Washington Avenue sewer was built.

#### Building Inspection Department

The department of building inspection was organized in 1884 when an inspector was appointed. Ordinances were adopted, taking into consideration all classes of buildings and regulations governing details of masonry, wood construction, steel and concrete work, plumbing, electric wiring, elevators, as well as safety, sanitation and general welfare.

### Public Utilities

With the exception of the water supply, all other utilities are rendered to the people of Minneapolis by corporations organized for the purpose and acting under the general control of the city government.

The Minneapolis Gas Light Company was organized in 1870, and operated at first in a very limited capacity. As consumption increased, the company expanded and processes of manufacture and distribution improved.

Electric light in Minneapolis was introduced in 1881 when the Minnesota Brush Electric Company was organized. The first plant was located at the foot of 4th Avenue North, where it remained until completion of a generating station at the foot of 3rd Avenue South. In 1907 a power plant was built at Taylor's Falls to supply additional horsepower. The name of the company was later changed to Minneapolis General Electric Company.

The first telegraphic service in Minneapolis was about 1865 when the Northwestern Telegraph Company opened its local office, and as late as 1866 the entire railroad and commercial telegraph business of the city was done over one line, by one operator. In 1881 the Western Union established an office in the old city hall and began business with a force of fifteen operators.

Telephones were first used in Minneapolis about 1877. In 1878 the Northwestern Telephone Exchange Company was organized and an office in Minneapolis was opened. There were fifty-three subscribers. In 1879 an office was opened in St. Paul.

### Public School System

The first school of any kind in the territory now occupied by Minneapolis was the Sioux Indian school established by Reverend J. D. Stevens, a missionary, in 1836 on the shores of Lake Harriet. The first public school after settlement of Saint Anthony was built about 1850 by subscription of citizens. It was located on 2nd Street. A district public school was opened on the west side on December 3, 1852.

The public school system of the city had its origin in a town meeting on November 28, 1855, at which it was determined to organize a properly graded school and erect a school building. The site selected for the school building was on 3rd Avenue South, between 4th and 5th Streets. The school house was said to be "the best building of the kind north of St. Louis." It was opened in the spring of 1858 with a staff of teachers, a principal, a superintendent and 320 pupils.

Until 1878 the schools of Saint Anthony and Minneapolis remained entirely distinct as separate systems. In 1878, six years after the consolidation of the two cities, a single central organization called the Board of Education of Minneapolis, was created by legislative act and given the entire control of all the public schools of both cities. This was the beginning of the public school system of today.

OFFICIAL CITY PLAN  
OF THE CITY OF  
MINNEAPOLIS, MINNESOTA

SECTION I.  
HISTORICAL AND GEOGRAPHICAL BACKGROUND

PART II.  
HISTORY OF CITY PLANNING IN MINNEAPOLIS

## HISTORY OF CITY PLANNING IN MINNEAPOLIS

The pioneer settlers and land owners who laid out their lands in subdivision plats, providing for streets, avenues and building sites, were the first city planners in the area of Minneapolis. They, together with the surveyors who were responsible for fixing the location and boundary lines of lots and public ways, determined the pattern of the first land development in the city. Thus began a city plan.

The Mississippi River at Saint Anthony Falls, center of this early development, flows from northwest to southeast, at an angle of approximately 30 degrees to an east and west line, within banks which are somewhat parallel.

The developers of the earliest subdivisions abutting Saint Anthony Falls on both sides of the river determined that the land should be so laid out so that easterly and westerly extending streets would parallel the river banks and the intersecting streets run at right angles in a northerly and southerly direction to the river banks. This pattern extended along both river banks from Plymouth Avenue and Broadway Street on the west to Cedar Avenue and Oak Street on the east, extending back from the river approximately to Grant Street on the south and 9th Street Southeast on the north.

Streets were planned, considering the nature and volume of traffic of that day, to be ample for the distant future. A great part of these streets were laid out 80 feet wide between the abutting property lines. Main streets such as Hennepin Avenue and Washington Avenue, south of the river, were made 100 feet wide between the abutting property lines. The minimum width of streets was 66 feet between abutting property lines.

The lots in greater part were quarter-acre tracts, with a frontage on the street of 66 feet and a depth to the middle of the block of 165 feet. There were ten such lots to a block, the block dimensions being 330 feet on each side and a total acreage of 2.5 acres in the typical block.

The early city, it will be agreed by today's planners, was laid out expansively for either commercial development or for pleasant and commodious house building sites. The section lines and quarter section lines which later became a determining factor in land subdivision layouts were ignored. The land subdivision design was developed by those early planners with regard to the geographical and topographical structure in a manner which they considered most practical, convenient and valuable for community development.

The following abstract from the face of the plat of the first subdivision laid out in this area and filed on January 3, 1849 is illustrative of the thought given to such subdivision layouts by the earliest planners:

"REMARKS"

"St. Anthony City is one mile below the falls of Saint Anthony which from the amount of waterpower and ease with which it is controlled, is destined to be one of the most extensive manufacturing places in the United States -- is the only place above St. Paul on the east side of the river where a landing can be made. The bluff which is precipitous and unbroken below, here rises in four distinct benches from the river to a height of ninety feet, making a gradual and easy ascent to the top. It is at the foot of the rapids and is unequivocally destined to be the landing and re-shipping point for all the Mississippi Valley above. There is one hundred and eighty two acres included in the plat. The plat at the river is from sixteen to twenty feet above high water on top of the bluff. Part is burr oak, the rest prairie. Springs break out near the top of the bluff every few rods."

This land subdivision was laid out by William Cheevers on the east bank of the river, containing what is now the campus of the University of Minnesota. Those familiar with the campus will recognize the close relationship which the foregoing description bears to the existing topography and development of the area. On the same plat, the following information pertinent to the time of filing of the plat is noted. All of the bank on the west side of the river is marked as being in the "Military Reservation of Fort Snelling". Space on the west bank now occupied by the Municipal Barge Terminal is marked, "Government Landing". From the government landing, leading northwesterly along the bank towards Saint Anthony Falls, a trail is marked, "Road to Government Mills". Thus was marked the beginning of the city.

Subsequent plats were laid out for the most part in gridiron systems, conforming to the section line and quarter section line system established by the official government land surveys. This new pattern, deviating in orientation from the original scheme paralleling the river, required numerous adjustments of street layout. A search of records might establish the identity of these later planners, but without present information covering many years of development, they are for the most part unknown. However, in the laying out of the "Town of Minneapolis", filed on August 4, 1855, earliest subdivision on the west bank of the river, the interests of a large number of owners of property were joined in one subdivision plat. This project involved an extensive area and showed a most interesting and cooperative community planning program.

Those familiar with land subdivision processes and problems will realize that a great deal of labor was expended in order to establish a cooperative program of this kind. This collaboration effort was the first predecessor of later programs of the same kind which characterized planning for and development of projects in the continuing development of Minneapolis.

The following names appear on the plat of this addition, with description of the real estate owned by them and included in the subdivision:

C. B. Russell	Dominicus M. Hanson
C. L. Chase	Gilbert S. Hanson
Franklin Steel	William Hanson
Edward Murphy	John Jackins
Daniel M. Coolbaugh	Robert Smith
Alfred E. Ames	Jacob S. Elliot
Isaac Atwater	Leonard Day
Isaac I. Lewis	Geo. E. Huy
David Bickford	R. P. Russell
B. F. Brown	Isaac S. Newton
Alfred C. Godfrey, by Isaac Atwater, his attorney	

in fact.

In 1883 a number of significant events occurred in the overall development of the City of Minneapolis. An act authorizing the creation of a Park Board was passed in February, 1883, subject to the approval of the voters of the city. On April 3, 1883 the voters approved the establishment of this board by a substantial majority. The Park Board held its first meeting on April 18 and at a subsequent meeting on April 24, 1883, Mr. Charles M. Loring, who had been elected president of the new board, was authorized to employ "Mr. H. W. S. Cleveland, a well known landscape architect of that time, to advise the board in the planning of its work." Mr. Charles M. Loring later came to be known as the "Father of the park system" and the quotation is from the history of the "Minneapolis Park System", 1883-1944, which was written by Mr. Theodore Wirth, long time superintendent of the park system (January 1, 1906 to November 30, 1935).

#### The First Comprehensive Plan for A Park System, 1883

The importance of the employment of Mr. Cleveland is illustrated by a further quotation from this history, as follows: "Mr. Cleveland presented a comprehensive report, entitled 'Suggestion for the City of Minneapolis', which was read before a meeting held June 20, 1883." A copy of the overall plan for the "Park System" as recommended by Professor Cleveland, is presented herewith.

Mr. Wirth makes this evaluation of the Cleveland report: "Mr. Cleveland's suggestions that the Board lose no time in acquiring such properties far ahead of the time of their actual need, created the desired impression upon the Board,

## A Remarkable Civic Plan

The Journal presents herewith a striking and elaborate plan for the reconstruction of Minneapolis along lines of metropolitan improvement. It is such a plan as those which have been worked out in many European cities, and which are now being seriously taken up by American cities. The original conception of this plan is that of John N. Jager, an architect of the finest training in this department of work, who is now located in Minneapolis. Mr. Jager has associated with himself in the arduous and difficult labor of working out the details Messrs. Ch. B. Straus, C. E. Edwina and F. E. Halden, all Minneapolis architects and men of ideas.

Mr. Jager studied the subject originally in Vienna under three of the most famous architects in the world—Camillo Sitte, who died in 1903, and who was probably the foremost authority on "civic regulation"; Carl Mayreder, professor in the technical university in Vienna, and since 1891 chief of the "regulation board" of that city, to whom Mr. Jager was assistant for some years; and Max Fabiani, another celebrated authority, under whom he worked in the reconstruction of the beautiful city of Leybach.

The plan for making Minneapolis "the city beautiful and the city practical" may seem at first bluish utopian and impractical, but its proponents point out that if a carefully worked-out plan, such as that of L'Enfant for the city of Washington, is adopted tentatively, all future improvements may easily be made to conform to it, whereas fifty years from now it would be quite impossible to adopt so general and far-reaching a project, except at prohibitive cost.

At the very least that may be said of it, the Jager-Straus-Edwina-Halden plan for the civic rebuilding of Minneapolis forms a most interesting and instructive study. The two maps of the city, one confined to the central district and the other showing how this plan articulates with the park system, already well developed, will repay careful study.

Herewith, too, is presented an outline of the plan, the text that follows being supplied by the authors and representing, of course, their ideas and not necessarily The Journal's.

THE man who like Luther Burbank can make two stalks of grain grow where only one grew before must follow certain definite laws or the attempt would be a failure.

The principles of the problem under consideration must be thoroughly studied and the plans for future development follow the laws as given.

The modern business man as well as the general in the field must have his work mapped out and the advance must be along the lines thus determined upon. The modern city is a business corporation and should be managed on the same principles as a great railway or other large business organizations. Its civic development should follow well studied and definite lines, based on natural laws of growth.

The Washington plan, the work of M. L'Enfant, for the building of the nation's capital city, is a good illustration of intelligent and masterful planning for future growth. New York on the other hand, with its gridiron plan, has come to the realization that it must be "reconstructed," and plans that now seem certain of acceptance, call for an expenditure exceeding probably \$500,000,000. Philadelphia has begun to do the same thing, but at much lower cost. Paris and Vienna were reconstructed at an immense cost of money, but it would be hard today to find a Parisian or a Viennese who thinks his city made a bad municipal investment. Other European cities have gone thru similar costly reconstructive periods, and now our American cities are waking up to the fact that civic art has a practical and financial value independent of sentiment.

### Minneapolis Well Situated.

Few cities are as fortunately situated in regard to natural advantages and beauties as Minneapolis with its river and falls, lakes and parks. (Nature can do a great deal in this direction, but art, which is man's work, must supplement it.)

The prospects of a new union station and a new postoffice building present an unusual opportunity for making these buildings the nucleus in a comprehensive plan for a great civic improvement. What we want is a city that is both practical and beautiful and we propose to show in the accompanying drawings and the present article what are the things that help to make the city come as near the requirements as possible. Of course, many circumstances are necessary and we shall try to indicate only the principal ones.

### Streets and Public Squares.

If there is any one thing that modern civic art has learned, thru dearly bought experience to recognize as being of the greatest importance in modern cities' business centers, it is the plan of the streets.

To solve the problem and make an intelligent and comprehensive plan of it on a sheet of drawing paper requires no impossible genius, but in order to secure public endorsement of such a plan, it is of the utmost importance for

the designer not only to be able to prove its success in other cities, but also to demonstrate the failures of the common gridiron plan.

In planning an ideal street arrangement for the city's business district, there should be, first a comprehensive scheme of arterial thoroughfares, which provide for the shortest and most direct thru travel from point to point. This scheme, which is shown on the plan provides open spaces or squares at the focal points. They are located in the part of the city which according to recent and actual growth shows the directions in which the business of the city is extending, so as to be in the heart of the business district.

In front of the proposed new union station a large open space or plaza, equalled by few American cities, will greet the view of the visitors as he leaves the station, and standing, as one might say, in the beautiful front entrance or vestibule of a modern city, with a system of streets opening up a splendid view to the business district and the governmental and administrative center. The adjoining open square in front of the new postoffice site, and overlooked by the courthouse and chamber of commerce, will form a pleasing park, unvelling to the view the costly city hall and courthouse.

### Diagonal Streets.

Two diagonal streets, one from the southwest and one from the southeast corner of the courthouse, the one extending to Hennepin avenue, Harmon place and Tenth street, the other formed by the extension of Park avenue, will give short and easy access to the center of the city. Other proposed diagonal streets will serve the double purpose of facilitating communication and of uniting the older sections of the city with the new additions, which are bound to follow with the rapid increase in population.

The open square or public concourse shown east of the chamber of commerce block, which according to the direction in which the business is moving, will be in the heart of the future business center, will be the logical location for the grouping of high office buildings, thus insuring light and air which is impossible to obtain for high buildings erected on narrow streets. Of equal importance is the open square on the east side, which in time to come will undoubtedly be a highly important business section. From this square extends the wide diagonal street which will be the shortest and most important connecting link between Packing Town and the city business district.

### Necessity for New Street Plan.

Such extensive transformations as have been wrought in Paris and Vienna, or such street changes as have been made in Berlin and Rome, are possible only under a concentrated and autocratic local government, unknown in this country. American cities must, therefore, make their revision step by step, for there is as much need of a

good general plan in the American cities as there is in Europe, and therefore, in order that every step made toward improvement may count and bring us a little nearer toward the realization of the complete scheme of general arrangement of city streets, there must be a scientifically studied plan to be consulted and followed.

Without such a plan we should be in danger of opening or widening unnecessary streets, or we might make mockery of improvement by choking a public thoroughfare with criss-cross travel where the street is barely spacious enough at the present time to handle converging traffic. That the problem of the street plan is not a merely theoretic sufficient proof may be found in all the larger cities. New York, Philadelphia, Pittsburgh, Chicago and other cities have been confronted with the problem of traffic congestion in the down-town districts, and each has been forced to solve the problem at an immense cost of money. New stations, new buildings, new bridges, and the ever growing congestion of a steadily increasing population, which always makes itself felt where there is no scientific plan for the distribution of the traffic forces a problem before us that calls for a solution. Shall we profit by the experience of other cities (Chicago, for instance), while there is yet time, or shall we ignore the warning and allow things to take their own course in the old haphazard way, until forced to admit that we are overwhelmed and like Chicago, have to pay the penalty for our negligence in not providing adequate street passages for the immense traffic that is bound to develop in the not very distant future?

All indications point to Minneapolis as one of the future great cities of the country. Few people realize the immense importance of the future river traffic along with its stupendous possibilities. Commercial interests all over the country are being forced to admit that Minneapolis is the logical business center and distributing point for the United States and Canada, and are losing no time in putting their conviction into practice. Proof of this may be seen in the coming to the city of such firms as Armour & Co., Butler Bros., and many other important firms who have located here this year, or who are ready to come at the first opportunity.

### The Union Station.

The union station is located in the diagonal of block 19, bounded by First and Second streets and Second and Third avenues S, because it is the closest contact point of the majority of the systems running passenger trains and includes the most modern passenger station in Minneapolis, that of the Milwaukee.

One of the advantages is the easy distribution of all of the traffic from such a union station to all sections of the city, as five streets serve as feeders to and from the public plaza in front of the station. Various accommodations, as information offices, streetcar waiting rooms, etc., are located opposite the station. The central building, with all the waiting rooms is also accessible in the rear from the boulevard running from the existing steel arch bridge to the proposed Fifth avenue bridge. That entrance serves as a feeder for East Minneapolis. The observation tower, accessible from the waiting rooms, discloses a panoramic view of the passenger tracks and is separated from the rest of the trackage so as to insure an absolutely safe and independent connection of the union station with the different systems.

The entire trackage, from the existing steel arch bridge to the re-land and enlarged freight yards, is sunk to the same level as that already existing at the present union station. The freight houses of the Milwaukee railway and all the freight depots and trackage located between Washington avenue S. and Twenty-seventh street E. belonging to the Milwaukee and Rock Island are to be condemned and re-land, beginning at Twenty-seventh street alongside the Mississippi river and connected below the Washington avenue bridge with the proposed re-land and enlarged freight yards. As compensation for the condemned, a union freight office building with yards of sufficient capacity for all future requirements will be erected on the original line of block 115, extending from Washington avenue to Cedar avenue, provided with ramps from three street points to the level of yards, suitable for freight hauling by teams.

The centralizing of all the railroad yards and depots mentioned insures easy handling and transferring of goods, at the same time crossing a passenger union station free of all freight handling.

### Riverfront Boulevard

The plan includes the reclamation and beautification of that portion of the west side riverfront, which lies between the steel arch bridge and Fifth avenue S, as the location of the new union station proposed in this plan permits such treatment. This shore, which has been allowed to be hideous where it should be beautiful, hiding the majestic and renowned St. Anthony falls, the most prominent feature in the history and topography of Minneapolis, instead of allowing their beauty to be admired by lovers of nature from an advantageous point of view.

To make this possible it is proposed to build a riverfront boulevard, forming a connecting link between the steel arch bridge and the proposed Fifth avenue bridge. This boulevard would be elevated to the level of the main floor of the proposed new union station, from which it would be accessible. Its main entrances would be from the bridge approaches.

This boulevard would form both a utilitarian and an artistic thoroughfare, and give an excellent view of the falls, the vista down the river with the university grounds, and the steamer docks in the distance, the exhibition grounds and the park systems of Nicollet island, and of the parking and improvements on the east side of the river. An idle dream, some may say, but it is perfectly feasible and safely within future probable improvements. The city of Cleveland had a like problem of reclaiming waterfront similarly situated, which is now being carried thru successfully.

The treatment of the Seine river in Paris affords a typical example of what can be done by wise and persistent action on the part of the city government towards preserving and developing natural beauties. No private interest should be allowed to intervene to mar what belongs to everybody, "the beauty of the city."

### Harbor and River Navigation.

Statistical reports of Congressman Joseph E. Randall of Louisiana show that the grain rate on the lakes from point of origin to destination per 1,000 miles is 80 cents a ton by boat. By rail, an average distance of 130 miles from eastern ports of rail destination the rate is 90 cents per ton. The coal rate from Pittsburgh to Duluth and other lake ports was cited to show a similar condition—135 miles rail charging 90 cents a ton and 1,000 miles water 85 cents a ton. With the proposed improvement of the Mississippi, which must eventually come, Minneapolis will be the center of shipping of the whole north and will become the transfer point for all goods coming up the river to go into the west. Reports published at the Upper Mississippi River Improvement association convention in Minneapolis call for a channel six feet deep, 400 miles long, connecting the mill city with St. Louis. With the completion of the government dams the depth of the river between them and the power dam at the Tenth avenue bridge will be increased from three to twelve feet. Accordingly, landing places or piers are provided for on the flats below the Washington avenue bridge extending to the proposed Cedar avenue bridge and from the Twin City Rapid Transit power house to the proposed Cedar avenue bridge on the other side of the river. Ramps for team hauling from the United States harbor are provided, one at the Twenty-second avenue S and two at the Cedar avenue bridge. Provisions are made for railroad connection of the harbor with the re-land and enlarged freight yards alongside the river. The blocks around the Seven corners are reserved for wholesale houses and are in immediate and direct connection with the freight yards.

### University of Minnesota.

That the University of Minnesota is the pride of the whole state is a well-known fact, and every man, no matter what his position, recognizes that there is nothing that can do more for the state and the nation than an institution of learning such as we have here.

The early history of the university is full of its struggles and only for the special providence which governs the rise of great institutions by sending to its aid, when most needed, wise and generous-hearted men, the uni-

versity would not today occupy the position it does among the great institutions of learning. The development has been steady until today buildings are grouped over the present campus. The question now is, shall sufficient additional ground be acquired so as to be able to provide for the expansion that must necessarily come with the greater demands that will confront future generations as the state increases in wealth and population.

It is sincerely hoped that the present-day legislatures will be as liberal in providing for the future needs of the university as were the legislatures in time past, when Minnesota was a new and comparatively poor state.

In this study for civic improvement the university grounds are included and the amount of land that ought to be acquired by the state indicated. A comprehensive plan for the arrangement of future buildings and for lovely botanical gardens on the river bank is also shown.

Dormitories are located on the land bounded by Ninth avenue SE, University avenue and the railway tracks. The main entrance to the grounds on this side is on Ninth avenue SE, near the future Cedar avenue bridge.

The university buildings proper and the botanical gardens are located on the ground extending from the present campus and Union street to the river. Part of this property is now included in the city park system. A bridge is proposed from the foot of Union street, connecting with Twenty-seventh avenue S and the west side river park system on the west side of the river.

Fronting on this boulevard and facing the Riverside park system will probably be located the new St. Mary's and the future City hospitals. Here would also be the logical location for future university hospital and clinics. Washington avenue, the main traveled route between this city and St. Paul, paved and boulevardized would pass thru the beautifully laidout campus, thus giving the visitor a chance to see part of the university grounds.

### Nicollet Island.

The city has most urgent need of a permanent industrial art exposition, centrally located and easily accessible from all parts of the city. The most logical location for such a purpose is Nicollet island, forming as it does a natural park, surrounded by the river and close to the beautiful St. Anthony falls. Its advantages as an ideal exhibition ground are unsurpassed.

It is spacious enough both for large buildings, for collective exhibits and for the grouping of smaller pavilions for individual collections of industrial art. This plan of grouping smaller individual exhibition buildings is today recognized by authorities on expositions as the most successful, both from an educational and commercial point of view.

The object of an exhibition of this sort is educational as well as commercial. Here the manufacturers and artisans from different cities and industrial centers meet to exhibit their wares, compare methods and results, or exchange ideas and information whereby improved methods and designs are spread thru the industrial world, stimulating a healthy and vigorous competition. Thus in a sense Minneapolis would become a permanent convention city for all branches of industrial art.

Minneapolis, being the geographical center of the continent, and is certain of being the future distributing point for all large commercial and manufacturing interests of the country, and the planning of a permanent industrial exhibition for this city would be of great interest, not only to its local commercial interest and citizens, but to business organizations over the entire country, because here buyers and sellers would meet, the manufacturers' representatives would be here with their exhibits arranged either in one of the large buildings or in a private pavilion, according to the nature of the line of goods to be exhibited. The buyer would thus have the best opportunity to study and compare the different exhibits of the line of goods in which he might be interested, and place his order accordingly. Nor would this, tho of vast importance, be the only results. Art exhibitions would be more frequent, art in its various forms, sculpture, painting, and industrial art brought closer to the people in general, would create a greater appreciation of the beautiful, and thus exert an incalculable influence over future city developments.

It would be an ideal place where a man, for a small fee, could bring his family to enjoy the music and the beautiful surroundings, and at the same time study the advance in civilized arts as displayed in the various exhibits.

### Public Baths.

Beside the exhibition project for the Nicollet island, public bathing facilities are proposed. This is something sadly needed in a city the size of Minneapolis, and that such baths should be centrally located is evident to anyone who has taken the trouble to investigate the conditions. Buildings with baths, to be managed on the same principles as those of large eastern cities, should be erected on the south-west shore, where baths could be had in winter as well as in summer.

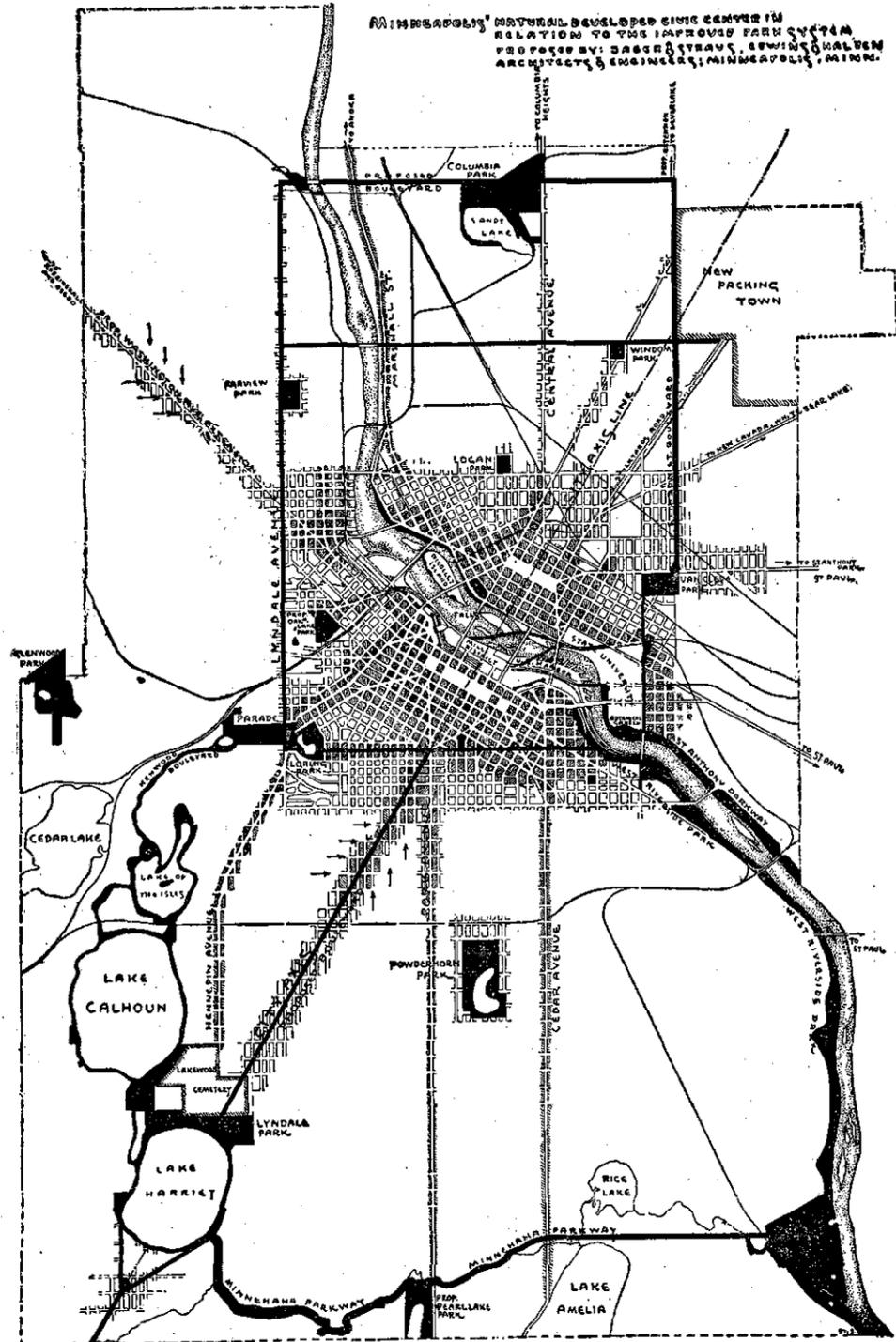
These together with an improved beach and a roped-in portion of the river to form a swimming basin for summer use, would come as near a perfect public bath system as could well be devised.

### How to Accomplish the Work.

How to accomplish this great work, whereby our city would be placed in the front rank of practical and beautiful civic art, may seem an immense undertaking when viewed by the individual, but, by the united efforts of all its citizens it would be less of a herculean task than would at first appear.

In order to advance the cause and further the movement for development of civic art an aggressive campaign of education along these lines should be carried out. The question of how to pay for this reconstruction and development resolves itself into another problem, which, tho difficult, should by no means be considered as impossible of solution. That the expenditure will be an investment none who has the city's welfare at heart or who has given the least thought to the great future possibilities in store for our city, will doubt for a moment.

The plan of "excess condemnation," as practiced in European cities and as proposed for the rebuilding of New York city, if followed here would practically repay the first cost. This process by which the city secures the property now occupied by less important buildings immediately overlooking the new streets and open squares and consequently immensely benefited by the improvements would, if afterwards leased or sold by the city at its increased valuation, form a direct and important source of income, and thus pay for the rearrangement of the streets and opening of the squares. Of equal benefit to the city will be the natural increase in value of all downtown property, and the establishment of a firmer base for real estate valuation.



MAP OF THE WHOLE CITY, SHOWING HOW THE JAGER-STRAUS-EDWINA-HALDEN PLAN IS ARTICULATED WITH THE PARK SYSTEM.

**Ambitious Schemes for City Improvement.**

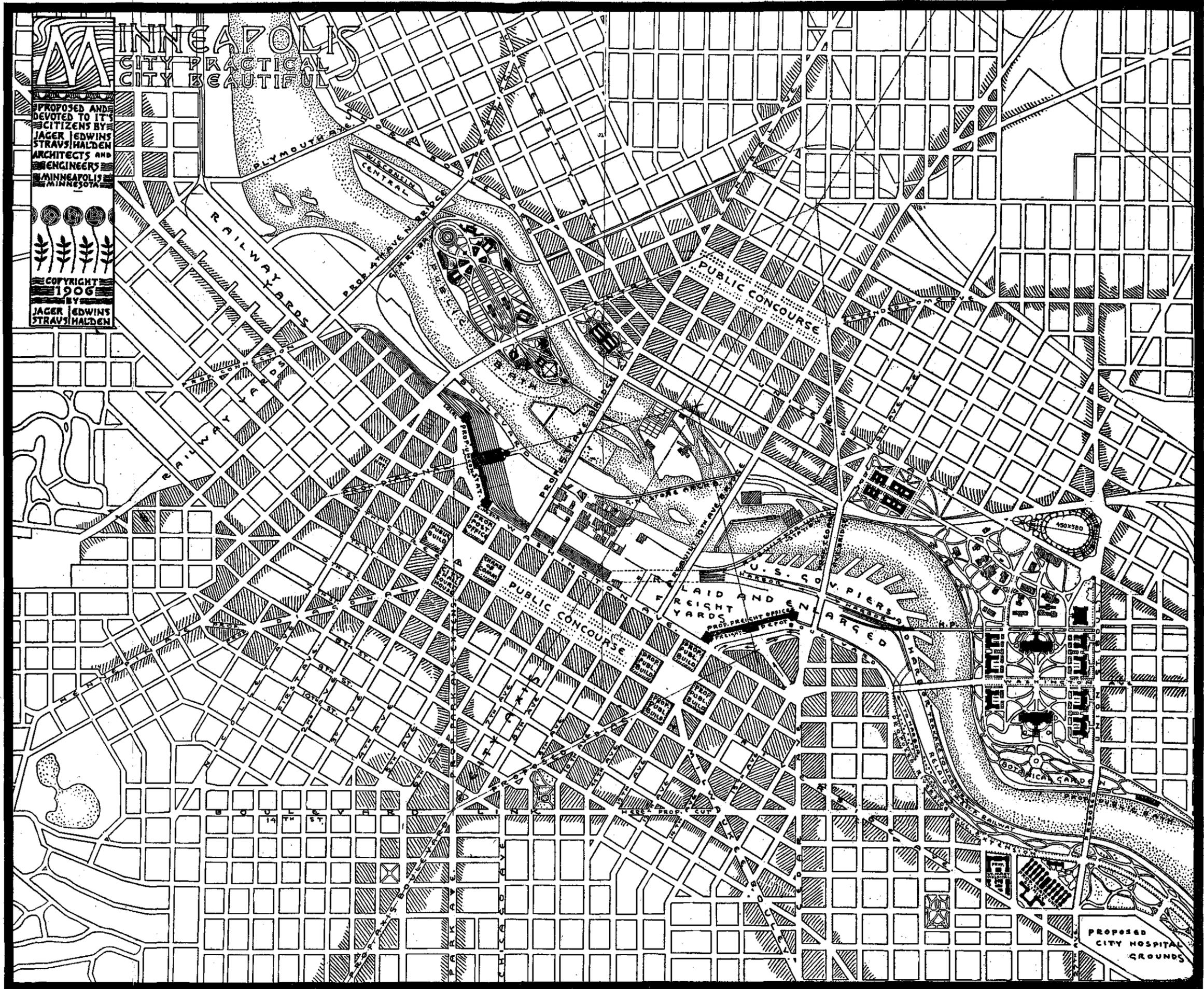
In this issue of The Journal may be found charts and accompanying text describing a very ambitious scheme for municipal betterment. It looks like a dream, and, indeed, it is a most interesting dream of what the future Minneapolis might be.

At all stages of the history of this city there have been men who have conceived great things for Minneapolis, who have looked into the future and anticipated in large part what has afterward been accomplished. Some of them have had little credit at the time for the exercise of common sense, and the evolution of practical ideas. It has only been after the city has overtaken their imagination and surpassed their fondest anticipations that the general public has been able to do them justice, and credit them with having a better conception of what the city is to be than those who have been their severe and ready critics.

Such a plan of reconstruction of our city as is proposed by the architects who submit the plan outlined today, will probably meet with little respectful consideration at this time. Probably everyone who prides himself upon his practical view of things will regard this as entirely beyond the range of the feasible. Certainly it would be if it were to be regarded as something to be accomplished in the immediate future. What is proposed, as we understand it, is not offered by the authors of this scheme as anything which could be done in ten or twenty years, but as something which may be worked to over a period of perhaps fifty years, and in the end carried out substantially as indicated. This we understand to be the thought of the designers of the charts submitted today.

The Journal is conservative enough and sensible enough of the conservatism of the people of Minneapolis to know that they are not going to rush into the work of rebuilding the city of Minneapolis along these lines as something to be done as fast as the work could be accomplished. At the same time, it is glad to submit this plan because it is interesting and suggestive and may be helpful in the accomplishment of things which come within the range of possibility and correspond with work already undertaken in other cities of our class.

Minneapolis is today one of the most prosperous cities in the country. It is developing with such rapidity as to attract very general attention. Great confidence in its future is expressed not only at home but everywhere. Indeed, larger views of the possibilities which open before this city may be found outside than within. Nature has done great things for us and we have only to adapt ourselves to nature's plan to build here the most beautiful city in the whole interior. It is not too soon for us to study carefully what is practicable in the way of civic betterment. While great expense may not be incurred with propriety at this time, it is within the range of the practical and feasible to adopt general plans of city building toward which we may grow, and compliance with which will produce infinitely better results than if we continue at haphazard, without regard to the consequences and the conditions which are to prevail in the future.



which advice has been followed (in general) ever since. Adherence to this policy has resulted in our present comprehensive park and parkway system, rich in well preserved natural scenic features obtained at reasonable cost."

The complete report of Mr. Cleveland is contained in the history of the park system written by Mr. Wirth. Reading of this report shows an analysis of the elements of a comprehensive park and boulevard system designed to conserve natural advantages of river, lake and forest areas, large parts of which remained at that time in its pristine state. Professor Cleveland's report is without question, the first report of an organized professional kind, dealing with a part of a general plan for the future development and improvement of the city, of which there is known or available records.

The Jager-Stravs-Edwins-Halden Plan for Minneapolis, 1906

The earliest known proposals for a comprehensive plan for the improvement of the city, covering a large part of all of the major elements of an official city plan, were prepared by a group of local architects and published in the Minneapolis Journal on Sunday, December 2, 1906. Mr. John N. Jager, Mr. Charles B. Stravs, Mr. C. E. Edwins and Mr. F. E. Halden composed this group. As noted in the preamble published as an introduction to the statement of these architects covering their proposals, the work on this plan had been begun by Mr. John N. Jager, with whom later had been associated Messrs. Stravs, Halden and Edwins.

In view of the importance of this project as the first known proposal of a comprehensive nature to provide a plan for the future development of the City of Minneapolis, the presently available record of those proposals, taken from a publication of the Minneapolis Journal, Sunday, December 2, 1906, is set forth at length.

Accompanying this article was an editorial which is also published with the report and its accompanying plans.

Plan of Minneapolis - The Civic Commission, 1917

The work of the architects described in the preceding paragraphs indicated a growing awareness of the need for planning for the future of the city. It is also apparent that together with this awareness of the need there was a stimulus to extend activity in this direction. This is indicated by the activities of the Minneapolis Commercial Club, as outlined in the forward to the "Plan of Minneapolis", published in 1917.

The title of the publication which is the result of the next major activity in comprehensive city planning is "Plan of Minneapolis", prepared under the direction of The Civic Commission, 1917, by Edward H. Bennett, Architect, edited and written by Andrew Wright Crawford, Esq.

The publication entitled, "Plan of Minneapolis, 1917" is a comprehensively organized and beautifully illustrated bound volume of 227 pages presenting a series of studies and recommendations covering a wide range of city planning and city development proposals. The history of the formation of the Minneapolis Civic Commission and the preparation of the material is given in the forward of this volume and because of its historical interest, is herewith presented.

#### "FOREWORD"

"The movement which resulted in the organization of the citizens' body known as the Civic Commission of Minneapolis originated at a meeting of the Committee on Civic Improvements of the Minneapolis Commercial Club November the 29th, 1909. This Committee having met upon the suggestion of Mr. L. S. Gillette and in response to the call of Mr. Wallace G. Nye, then Commissioner of Public Affairs for the Commercial Club, to consider the question of a city plan, proceeded to invite the cooperation of other clubs and civic organizations of the City in the furtherance of such project. These organizations, consisting of the Commercial Club, Chamber of Commerce, the Board of Park Commissioners, the North Side Commercial Club, the South Side Commercial Club, the St. Anthony Commercial Club, the Engineer's Club, the Municipal Art Commission, the Publicity Club, the Retailer's Association, the Six O'Clock Club, the Woman's Club, and the Trades and Labor Assembly, were represented through a Citizens' Committee in a series of meetings and discussions which followed. Final action looking toward the establishment of the Civic Commission was taken on the 7th day of January, 1910, by the adoption of the following resolution:

'The tendency to concentration of population in cities has been a marked characteristic of modern times all over the world.

'The problems incident to this rapid growth have impelled the large cities of Europe to adopt systematic and sometimes drastic civic measures to correct present evils and to prevent their recurrence.

'Of late many American cities have devoted serious attention to the advisability, if not the actual necessity, of making far sighted plans to care for their civic betterment and development. Practical men realize now that overcrowding and congestion tend to paralyze the vital functions of a city and they are turning their attention in increasing numbers to working out the means whereby the city may be made an efficient instrument for providing all the people with the best possible conditions of living.

'Within the past decade New York, Boston, Philadelphia, Pittsburgh, Cleveland, St. Louis, Kansas City, St. Paul, San Francisco, and many others have taken up those matters seriously and effectively and display by concrete examples the economic value of such foresight.

'Inasmuch as Minneapolis at the present time is confronted with problems of civic improvement involving the expenditure of large sums of money in connection with the proposed new Post Office, a possible new Railroad Station, the disposition of the track levels and the proposed Gateway Park, and inasmuch as like problems will surely arise in the future, the citizens of Minneapolis feel the urgent necessity, in common with cities above mentioned, of obtaining a thorough civic plan based upon the investigations and recommendations of a citizens' committee aided by expert advice.

'Therefore, be it resolved that this Citizens' Committee elect a Civic Commission to investigate and report as to the advisability of any public works in the City of Minneapolis which in its opinion will tend to the convenience and well-being of the people, the development of business facilities, the beautifying of the city, or the improvement of the same as a place of residence.

'It should consider systematic methods of traffic communication by highway and railway transportation in relation to the present and future needs of the city; the underlying problems connected with elevation or depression of tracks; access to and communication between outer and inner parks and boulevards;

the possible reclamation of the river frontage; determination of sites for buildings and any other investigations or enquiries, which in its judgment will best further the interests of the city as a whole.

'The recommendation of the commission should be embodied in a printed report which should be accompanied by a comprehensive civic plan, prepared by expert assistance.'

"The Civic Commission thus appointed is manifestly an unofficial body, entirely without legal sanction and entirely without legal authority of any kind. The resolution quoted has, however, been its unofficial charter, and the somewhat ambitious task imposed therein it has with feelings of modesty undertaken,

"It is a common mental error in which we all are prone to share to regard the present or the point of time at which we now stand as the ultimate point, and this is true in the growth and development of cities as in all other departments of human progress. While we know that a future is coming we do not feel its force or are persuaded of its certainty in the same sense as we know the history of the past. Thus in the growth of cities it is difficult to bring the mind to realize with adequate conviction the fact that the future is just as sure as the past, that the time of doubled, trebled and quadrupled growth will come just as surely as tomorrow's sun will shine. It is this very problem of the future, the problem of the certain increase of cities, with which city planning largely concerns itself, and therein lies the difference between planning for cities and planning in industrial or other activities of life wherein growth is not so dominant a factor. The population of Minneapolis and St. Anthony combined in 1860 was 5,822; in 1870 after consolidation of the two cities 13,066; in 1880, 46,887; in 1890, 164,738; in 1900, 202,718; in 1910, 301,408. In 1920 the population of Minneapolis at its present normal rate of increase will be 450,000 and in 1940 will be a million. Who can foresee with prophet's eye into the generations beyond what the numbers of the City will then be? That Minneapolis will have upwards of a million and a half people within its borders by 1960, and perhaps more, would seem to be as reasonable a conclusion as any respecting human life. It is certain that we are to be "citizens of no mean city".

"It is for a city of one and two million population that this Commission has endeavored to plan. If Minneapolis were to remain stationary, crystallized into the form it now has, there would be little occasion for a city plan. It is a necessary requisite therefore in valuing or appreciating the plans of any city and the plan of Minneapolis herewith presented, that the reader should project his imagination into that future of fifty or more years hence and become a citizen of that day with an appreciation of the needs and requirements that the city will then have. Most cities like Topsy "jes growed" and it is a curious anomaly that while everyone expects to have a well-designed plan in constructing private establishments even down to a barn with a selected location, yet when it comes to the establishment of a city, the home of a great civic life and the most important of all human habitations, there the will of man has with a few exceptions hitherto wholly failed.

"More and more, modern cities are approaching and even exceeding the old Greek conception of cities as bodies having a consciousness and a purpose and a field of endeavor all their own. So many things are expected of cities and attempted by them in these days, and so many more things will be demanded of them in the future, that the planning of them becomes more and more important as the days of extreme "laissez faire" recede into the past.

"Not alone, however, is this idea of planning desirable from the standpoint of beauty to achieve a "city beautiful," --which is only a by-product-- but more necessary still is such planning vital to enable the city to prepare for the utilitarian and economic uses and purposes of modern city life, to provide easy communication and easy access, to arrange for the unobstructed flow of traffic and all city activities, to provide for the health and convenience, the pleasure and recreation of the people themselves; in short to plan all things for a well-ordered civic life, a "city useful" as well as a "city beautiful." These more and more are conceded to constitute the serious reasons for a city plan.

"It was with such purpose as this to provide a plan for Minneapolis that should be no mere idle dream of the imagination but a safe, conservative and practical working plan through the years to come that the Civic Commission of Minneapolis bent itself to its labors.

"Minneapolis as a city has an individuality of its own. It was saved in its beginning from being a purely geometrical city of the checkerboard type by its physical topography, the course of the river and the direction of its earliest thoroughfares. The Commission would be the last to desire any change in that individuality. Rather has it endeavored to preserve and increase, if possible, that individuality. It has not desired and would not desire to attempt any drastic re-making of the City; indeed that would be impossible. All that any effort could possibly accomplish would be to attempt to forecast the future, to project oneself into the community of fifty years hence, and then with backward gaze attempt to see where and how and what plan now adopted would accomplish the best results from the vantage point of natural conditions and natural growth.

"With all this in mind, the Commission has employed Mr. E. H. Bennett of Chicago, a trained expert of high standing, formerly and in the lifetime of the late Mr. Daniel H. Burnham associated with him, to make a study of Minneapolis with outside eyes and to prepare and present such report and plan as he by working along the lines suggested might recommend as the fruit of his best judgment and his ripe experience in other cities. The proposals of this Report and the plans that illustrate them are the results of Mr. Bennett's work. The text was written and the Report edited by Andrew Wright Crawford, Esq., of Philadelphia. In its main features the Report has the unanimous indorsement of the Civic Commission. It would be manifestly unwise and impossible, as the experts themselves would agree, to accept the details of all its recommendations, as necessarily the final cast into which the City of the future is to be moulded. The plan, however, is presented as one deserving serious study and as one which it is believed will, when so studied, commend itself to the citizens of Minneapolis.

"Insofar as it shall so commend itself it will deserve to be put into effect. The Commission cannot refrain, however, from expressing its sober judgment that the plan will in its essentials receive sooner or later the indorsement of its substantial adoption. Already portions or suggestions from the plans after their preliminary exhibition, notably the extension of Seventh Street North and the straightening of Central Avenue to Division Street, have been favorably received and are even now in process of execution.

It is not to be expected, however, that final adoption of the entire program, much less final execution will come at once, or even in the lifetime of those who are now in active life. But as time goes on and the plan and the report sink into the consciousness of the people the Commission ventures to hope that its merits and its appeals to sound reasoning are such as to exert a wise and a deep influence for good in the future civic life of the city. In this spirit and with this hope in mind the Commission herewith presents its report in accordance with the behest laid upon it by the public spirited citizens who called the Commission into existence. Even if the future should prove this hope to be only partially fulfilled, the time and labor and expense that the Commission have put into the work will still be amply repaid. It is in a measure only repayment of a debt owed to the community where the members of the Commission have lived and enjoyed the privileges given them.

"In conclusion the Commission desires to record with sorrow the death during the term of its labors of Mr. Jacob D. Holtzermann, Judge Martin B. Koon, Mr. John DeLaittre and lastly its president, Mr. William H. Dunwoody. Public spirited men all, they contributed much to the counsels and action of the Commission and their loss, besides a deep personal one to the surviving members of the Commission, was felt greatly in its final deliberations."

RUSSELL M. BENNETT	*WILLIAM H. DUNWOODY
ELBERT L. CARPENTER	EDWARD C. GALE
FREDERIC W. CLIFFORD	LEWIS S. GILLETTE
*JOHN DELAITTRE	*JACOB D. HOLTZERMANN
HENRY F. DOUGLAS	*MARTIN B. KOON
JOHN WALQUIST	

\*DECEASED - At The Time of Publication, 1917

The illustrations from this publication which are presented herein serve to illustrate the magnitude of the proposals of this work for the future development of the city on a comprehensive basis.

The various chapters cover:

- I. The Coming Metropolis.
- II. The Dominating Features.
- III. The Sixth Avenue Artery--An Economic Necessity.
- IV. The Institute of Fine Arts and Sixth Avenue.
- V. The Eighth Street and Park Avenue Arteries.
- VI. The Civic Plaza; The Public Center--The Court House; The Administrative Center.
- VII. The Inner Ring-Street; Other Street Developments.
- VIII. Gateway Park; The Transportation Center.
- IX. Suburban and Intra-Urban Transportation.
- X. The Dependence of Individual Homes on the Street and Transportation Systems.
- XI. Housing and the Garden Suburb.
- XII. The Limitation of Skyscrapers.
- XIII. Parks, Playgrounds and Part Payment of the Purchase Price of Public Health.
- XIV. The River Fronts, the River Bridges and Nicollet Island.
- XV. Street Fixtures, Street Trees and Street Flowers.
- XVI. Smoke, Lost Human Energy and Debased Land Values.
- XVII. Railroad Lines; the Midway Clearing Yard.
- XVIII. The Economic Value of Beauty to a City.
- XIX. Financing, Maintaining and Executing the City Plan.
- XX. Legal Phases of the Plan; by C. J. Rockwood, Attorney of the Minneapolis Park Board.

Study of the contents of this publication and the predecessor works by the architects, Messrs. Jager, Stravs, Edwins and Halden, together with the works and projects of the other pioneers, indicates how a consciousness of the need for city planning had been developing in the city from its earliest beginnings. That this is true is reflected in various legislative enactments beginning at the session of the state legislature in 1901.

### Legislation and City Planning

The following acts of the legislature of the State of Minnesota effective within the City of Minneapolis, reflect interest in and action upon various phases of municipal development in the city planning field. As noted, some of these acts were incorporated in the City Charter, part by reference and part by being incorporated in the language of sections of the charter, which charter was adopted by vote of the people on November 2, 1920.

1. Chapter 154, General Laws of 1901  
An act creating a Municipal Art Commission. The powers of the Art Commission were incorporated in the last phrase of Section 4 of Chapter XIII, establishing a City Planning Commission. These powers provide that in addition to the first part of Section 4, which requires approval by the City Planning Commission on all public improvements prior to their construction, that the powers of the Municipal Art Commission, with reference to works of arts to be placed or established on city property, shall be exercised by the City Planning Commission.
2. Chapter 194, General Laws of 1903, as amended  
The act authorizes the establishment of building easements or building line setbacks by eminent domain procedure. This act was incorporated in the City Charter of 1920, by reference. Setback of building functions authorized by this act are now carried out in many sections of the city under the Zoning Ordinance.
3. Chapter 185, General Laws of 1911, as amended  
This act authorizes the acquisition and improvement of streets, boulevards, parks and playgrounds, by local assessments upon benefited property. This act has been extremely important in providing for the improvement of city areas and in the effectuation of city plans and city development. The principal proponent of this act was Senator James T. Elwell, pioneer member of the City Planning Commission and its second president. This act was incorporated in the 1920 City Charter, by reference.
4. Chapter 98, General Laws of 1913, and Chapter 420, General Laws of 1913  
These laws authorized under police power a procedure for zoning lands for residence or industrial use by the establishment of districts for such uses

respectively. As such, these laws were among the earliest of enabling acts in this country, proceeding towards the establishment of zoning ordinance regulations. These acts were incorporated in the 1920 City Charter, by reference.

5. Chapter 128, General Laws of 1915, as amended  
This act authorized the establishment of restricted residence districts by eminent domain procedure. This act is an evidence of early difficulty encountered in this state in establishing zoning regulations under police power. This procedure was used to a limited extent as a stopgap in the period preceding the establishment of the City Planning Commission, the enactment of the Zoning Enabling Act of 1921 and the adoption of the Comprehensive Zoning Ordinance on April 3, 1924. This act was incorporated in the 1920 City Charter, by reference.
6. Chapter 137, General Laws of 1917, as amended  
This act established housing standards and regulations for the City of Minneapolis. This act was instrumental in limiting population congestion and improving housing accommodations in the city over the years of intensive expansion and development. The act was incorporated in the 1920 City Charter, by reference.
7. Chapter 292, General Laws of 1919  
This act authorized the establishment of a City Planning Commission in the City of Minneapolis. The first members appointed to the Planning Commission under this act, were by the Park Board on December 17, 1919 and the School Board on December 23, 1919. This act was made Chapter XIII in the City Charter adopted by the people of this city on November 2, 1920. Following the adoption of the City Charter of 1920, active organization of the City Planning Commission began early in 1921. The first meeting of the Commission was held in May, 1921, Honorable J. E. Meyers, Mayor, serving as its president.
8. Chapter 217, General Laws of 1921, as amended  
The act authorized the establishment of a comprehensive Zoning Ordinance in all cities of the first class, which class includes the City of Minneapolis. Such an ordinance for this city was adopted on April 3, 1924, having been prepared as one of the first projects of the newly created City Planning Commission. Further amendment of this act in 1953

authorizes the City Planning Commission subject to the terms of the act as revised, to prepare and recommend to the City Council revisions of the existing Zoning Ordinance or a new Zoning Ordinance.

9. Chapter 340, General Laws of 1929  
This act authorizes a Zoning Board of Adjustment. When established, the City Planning Commission is to be such Board.
10. Chapter 487, General Laws of 1947, as amended  
This act provides for the creation of a Housing and Redevelopment Authority for the City of Minneapolis and other municipalities. This act empowers such authority to acquire and clear blighted or slum districts, to provide for the redevelopment of such lands for private or public use and to build and operate housing for families of low income. This act is one of the necessary tools for the refurbishment of older districts of cities. The Minneapolis Housing and Redevelopment Authority was established on November 5, 1947.

The Charter of the City of Minneapolis, adopted on November 2, 1920, under Chapter XIII, established the City Planning Commission. The Commission came into active being on May 5, 1921.

The thread of interest and events in the history of this city leading to the establishment of this Commission is briefly portrayed in this limited review of that phase of the civic progress of this city as portrayed herein.

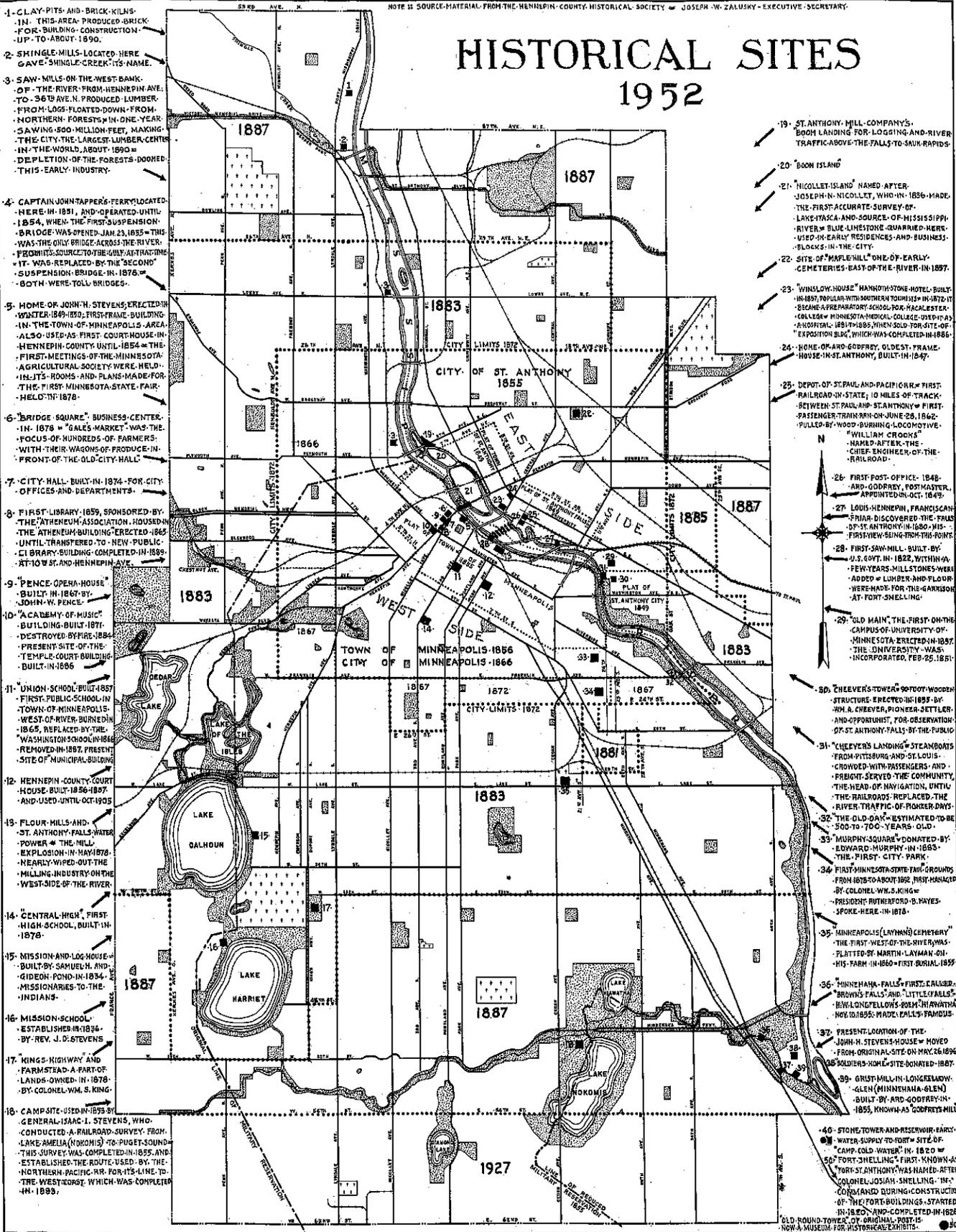
In 1951 this Commission came into the thirtieth anniversary of its activities. In the annual report of that year, a brief summary of its activities during the preceding years was presented. There is included herewith part of that report. It is included with the intent that at appropriate times in the future further statement of the work of this Commission may be extended.

OFFICIAL CITY PLAN  
OF THE CITY OF  
MINNEAPOLIS, MINNESOTA

EXCERPT FROM  
THE ANNUAL REPORT  
OF THE  
CITY PLANNING COMMISSION  
MINNEAPOLIS, MINNESOTA  
1951

# HISTORICAL SITES

## 1952



1. CLAY-PITS AND BRICK-KILNS - IN THIS AREA PRODUCTION FOR BUILDING CONSTRUCTION UP TO ABOUT 1890.
2. SHINGLE-MILLS LOCATED HERE GAVE SHINGLE-CREEK ITS NAME.
3. SAW-MILLS ON THE WEST BANK OF THE RIVER FROM HENNEPIN AVE. TO 36TH AVE. N. PRODUCED LUMBER FROM LOGS FLOATED DOWN FROM NORTHERN FORESTS IN ONE YEAR. SAWING 500 MILLION FEET, MAKING THE CITY THE LARGEST LUMBER CENTER IN THE WORLD, ABOUT 1890. DEPLETION OF THE FORESTS DOOMED THIS EARLY INDUSTRY.
4. CAPTAIN JOHN TAPPER'S FERRY LOCATED HERE IN 1831, AND OPERATED UNTIL 1854, WHEN THE FIRST SUSPENSION BRIDGE WAS OPENED JAN. 23, 1855 - THIS WAS THE ONLY BRIDGE ACROSS THE RIVER FROM THIS SOURCE TO THE GULF. AT THE TIME IT WAS REPLACED BY THE "SECOND" SUSPENSION BRIDGE IN 1876. BOTH WERE TOLL BRIDGES.
5. HOME OF JOHN W. STEVENS, ERECTED IN WINTER 1849-1850, FIRST FRAME BUILDING IN THE TOWN OF MINNEAPOLIS. AREA ALSO USED AS FIRST COURT HOUSE IN HENNEPIN COUNTY UNTIL 1854. THE FIRST MEETINGS OF THE MINNESOTA AGRICULTURAL SOCIETY WERE HELD IN ITS ROOMS AND PLANS MADE FOR THE FIRST MINNESOTA STATE FAIR HELD IN 1876.
6. "BRIDGE SQUARE" BUSINESS CENTER - IN 1878 "GALES MARKET" WAS THE FOCUS OF HUNDREDS OF FARMERS WITH THEIR WAGONS OF PRODUCE IN FRONT OF THE OLD CITY HALL.
7. CITY HALL BUILT IN 1874 FOR CITY OFFICES AND DEPARTMENTS.
8. FIRST LIBRARY 1859, SPONSORED BY THE ATHLETIC ASSOCIATION, HOUSED IN THE ATHLETIC BUILDING, ERECTED 1863 UNTIL TRANSFERRED TO NEW PUBLIC LIBRARY BUILDING COMPLETED IN 1889 AT 10TH ST. AND HENNEPIN AVE.
9. PENCE OPERA HOUSE - BUILT IN 1867 BY JOHN W. PENCE.
10. "ACADEMY OF MUSIC" BUILDING BUILT 1871, DESTROYED BY FIRE 1884. PRESENT SITE OF THE TEMPLE COURT BUILDING BUILT IN 1886.
11. UNION SCHOOL BUILT 1857 - FIRST PUBLIC SCHOOL IN TOWN OF MINNEAPOLIS. WEST OF RIVER, BURNED IN 1865, REPLACED BY THE "WASHINGTON SCHOOL" 1868. REMOVED IN 1887. PRESENT SITE OF MUNICIPAL BUILDING.
12. HENNEPIN COUNTY COURT HOUSE BUILT 1856-1857 AND USED UNTIL OCT. 1905.
13. FLOUR-MILLS AND ST. ANTHONY FALLS WATER POWER AT THE MILL EXPLOSION IN MAY 1878 NEARLY WIPE OUT THE MILLING INDUSTRY ON THE WEST SIDE OF THE RIVER.
14. CENTRAL HIGH, FIRST HIGH SCHOOL, BUILT IN 1878.
15. MISSION AND LOG HOUSE - BUILT BY SAMUEL H. AND GIDEON POND IN 1834. MISSIONARIES TO THE INDIANS.
16. MISSION SCHOOL - ESTABLISHED IN 1836 BY REV. J. D. STEVENS.
17. KING'S HIGHWAY AND FARMSTEAD A PART OF LANDS OWNED IN 1878 BY COLONEL WM. S. KING.
18. CAMP SITE USED IN 1839 BY GENERAL ISAAC I. STEVENS, WHO CONDUCTED A RAILROAD SURVEY FROM LAKE AMELIA (NOKOMIS) TO PUGET SOUND. THIS SURVEY WAS COMPLETED IN 1835 AND ESTABLISHED THE ROUTE USED BY THE NORTHERN PACIFIC RR. FOR ITS LINE TO THE WEST COAST WHICH WAS COMPLETED IN 1883.

19. ST. ANTHONY MILL COMPANY'S BOOM LANDING FOR LOGGING AND RIVER TRAFFIC ABOVE THE FALLS TO SKIN RAPIDS.
20. BOOM ISLAND.
21. NICOLLET ISLAND NAMED AFTER JOSEPH N. NICOLLET, WHO IN 1836 MADE THE FIRST ACCURATE SURVEY OF LAKE ITASCA AND SOURCE OF MISSISSIPPI RIVER. BLUE LESTERITE QUARRIED HERE USED IN EARLY RESIDENCES AND BUSINESS BLOCKS IN THE CITY.
22. SITE OF "MAPLE HILL" ONE OF EARLY CEMETERIES EAST OF THE RIVER IN 1837.
23. "WINSLOW HOUSE" HANNOH STONE HOTEL BUILT IN 1837, POPULAR WITH SOUTHERN TOURISTS IN 1872. IT BECAME A PREPARATORY SCHOOL FOR MACALESTER COLLEGE. MINNESOTA MEDICAL COLLEGE (1877-78) AND STATE 1881-1885, WHICH SOLD FOR SITE OF "EXPOSITION BLDG." WHICH WAS COMPLETED IN 1886.
24. HOME OF ARD GODFREY, OLDEST FRAME HOUSE IN ST. ANTHONY, BUILT IN 1847.
25. DEPT. OF STEAPAL AND PACIFIC RR. FIRST RAILROAD IN STATE, 10 MILES OF TRACK BETWEEN STEAPAL AND ST. ANTHONY. FIRST PASSENGER TRAIN RAN ON JUNE 28, 1862. PULLED BY WOOD-BURNING LOCOMOTIVE "WILLIAM CHOCKS" NAMED AFTER THE CHIEF ENGINEER OF THE RAILROAD.
26. FIRST POST OFFICE 1848. ARD GODFREY, POSTMASTER, APPOINTED ON OCT. 1849.
27. LOUIS HENNEPIN, FRANCISCAN PRIOR, DISCOVERED THE FOCUS OF ST. ANTHONY IN 1830. HIS FIRST VIEW BEING FROM THE POINT.
28. FIRST SAW-MILL BUILT BY U.S. GOVT. IN 1822, WITHIN A FEW YEARS MILL STONES WERE ADDED. LUMBER AND FLOUR WERE MADE FOR THE GARRISON AT FORT SMELTING.
29. "OLD MAIN" THE FIRST ON THE CAMPUS OF UNIVERSITY OF MINNESOTA. ERECTED IN 1857. THE UNIVERSITY WAS INCORPORATED, FEB. 25, 1851.
30. CHEEVER'S TOWER 90 FT. WOODEN STRUCTURE ERECTED IN 1855 BY WM. A. CHEEVER, PIONEER SETTLER AND OPPORTUNIST, FOR OBSERVATION OF ST. ANTHONY FALLS BY THE PUBLIC.
31. "CHEEVER'S LANDING" STEAMBOATS FROM PITTSBURG AND ST. LOUIS. CROWDED WITH PASSENGERS AND FREIGHT SERVED THE COMMUNITY, THE HEAD OF NAVIGATION, UNTIL THE RAILROAD REPLACED THE RIVER TRAFFIC OF PIONEER DAYS.
32. THE OLD DRY - ESTIMATED TO BE 300 TO 700 YEARS OLD.
33. MURPHY SQUARE DONATED BY EDWARD MURPHY IN 1863. THE FIRST CITY PARK.
34. FIRST MINNESOTA STATE FAIR GROUNDS FROM 1875 TO ABOUT 1892. FIRST MANAGED BY COLONEL WM. S. KING. PRESIDENT RUTHERFORD B. HAYES SPOKE HERE IN 1878.
35. MINNEAPOLIS (LAWSON) CEMETERY - THE FIRST WEST OF THE RIVER. WAS PLATTED BY MARTIN LAYMAN. HIS FARM IN 1860 - FIRST BURIAL 1859.
36. MINNEHANA FALLS FIRST CALLED "BROWN FALLS" AND "LITTLE FALLS". BEW LONG FELLOWS BOOM IN 1870. NOW IS 1885. MADE FALLS FRAMOUS.
37. PRESENT LOCATION OF THE JOHN W. STEVENS HOUSE - MOVED FROM ORIGINAL SITE ON MAY 26, 1896.
38. SOLDIERS HOME SITE DONATED 1887.
39. GRIST MILL IN LONGEARD WAGEN (MINNEHANA GLEN) BUILT BY ARD GODFREY IN 1855, KNOWN AS GODFREY'S MILL.
40. STONE TOWER AND RESERVOIR EARLY WATER SUPPLY TO FORT SITE OF "CAMP OLD WAGON" IN 1820.
41. FORT SMELTING FIRST KNOWN AS FORT ST. ANTHONY WAS NAMED AFTER COLONEL JOSIAH SMELTING. IT COMMANDED DURING CONSTRUCTION OF THE FORT BUILDINGS. STARTED IN 1820 AND COMPLETED IN 1826.
42. OLD TOWER TOWER OF ORIGINAL FORT IS NOW A MUSEUM FOR HISTORICAL ARTS.

**HISTORICAL FACTS II**  
 LIEUTENANT ZEBULON MONTGOMERY PIKE, IN 1805, SECURED FOR THE UNITED STATES GOVERNMENT FROM THE DAKOTA INDIANS A GRANT FOR A TRACT OF LAND WHICH INCLUDED THE FORT SMELTING RESERVATION AND THE GREATER PART OF THE PRESENT AREA OF MINNEAPOLIS.  
 THE WISCONSIN SURVEY MADE BY THE UNITED STATES GOVERNMENT, COMPLETED IN 1849, EXTENDED AS FAR AS THE EAST BANK OF THE RIVER. THE DELAY IN COMPLETING THE "KANSAS SURVEY" BEING WORKED UP FROM THAT STATE ON THE WEST SIDE OF THE RIVER AND THE URGENT NEED OF A SURVEY OF LANDS WEST OF THE RIVER, RESULTED IN EXTENDING THE "WISCONSIN SURVEY" ACROSS THE RIVER IN 1853, AND ESTABLISHED FOR THE FIRST TIME THE TOWNSHIPS, SECTIONS AND GOVERNMENT LOTS WITHIN THE PRESENT AREA OF MINNEAPOLIS. LYING WEST OF THE RIVER. THAT PART OF THE CITY LYING WEST OF THE RIVER WAS A PORTION OF THE "LOUISIANA PURCHASE," AS SOLD BY NAPOLEON OF FRANCE TO THE UNITED STATES IN 1803.

RECORD OF PLATS II	
ST. ANTHONY CITY	FILED JAN. 3 1849
TOWN OF ST. ANTHONY	SEP. 4 1849
ST. ANTHONY FALLS	NOV. 10 1849
TOWN OF MINNEAPOLIS	AUG. 4 1853
EAST SIDE	
CITY OF ST. ANTHONY	INCORPORATED - MAR. 5 1855
WEST SIDE	
TOWN OF MINNEAPOLIS, INCORPORATED	MAR. 1 1856
CITY OF MINNEAPOLIS	MAR. 2 1856
CONSOLIDATION OF EAST AND WEST SIDES INTO THE CITY OF MINNEAPOLIS	FEB. 28 1872

**MINNEAPOLIS**  
**CITY PLANNING COMMISSION**

**HISTORICAL SITES**  
**AND**  
**PROGRESSIVE GROWTH OF MINNEAPOLIS**

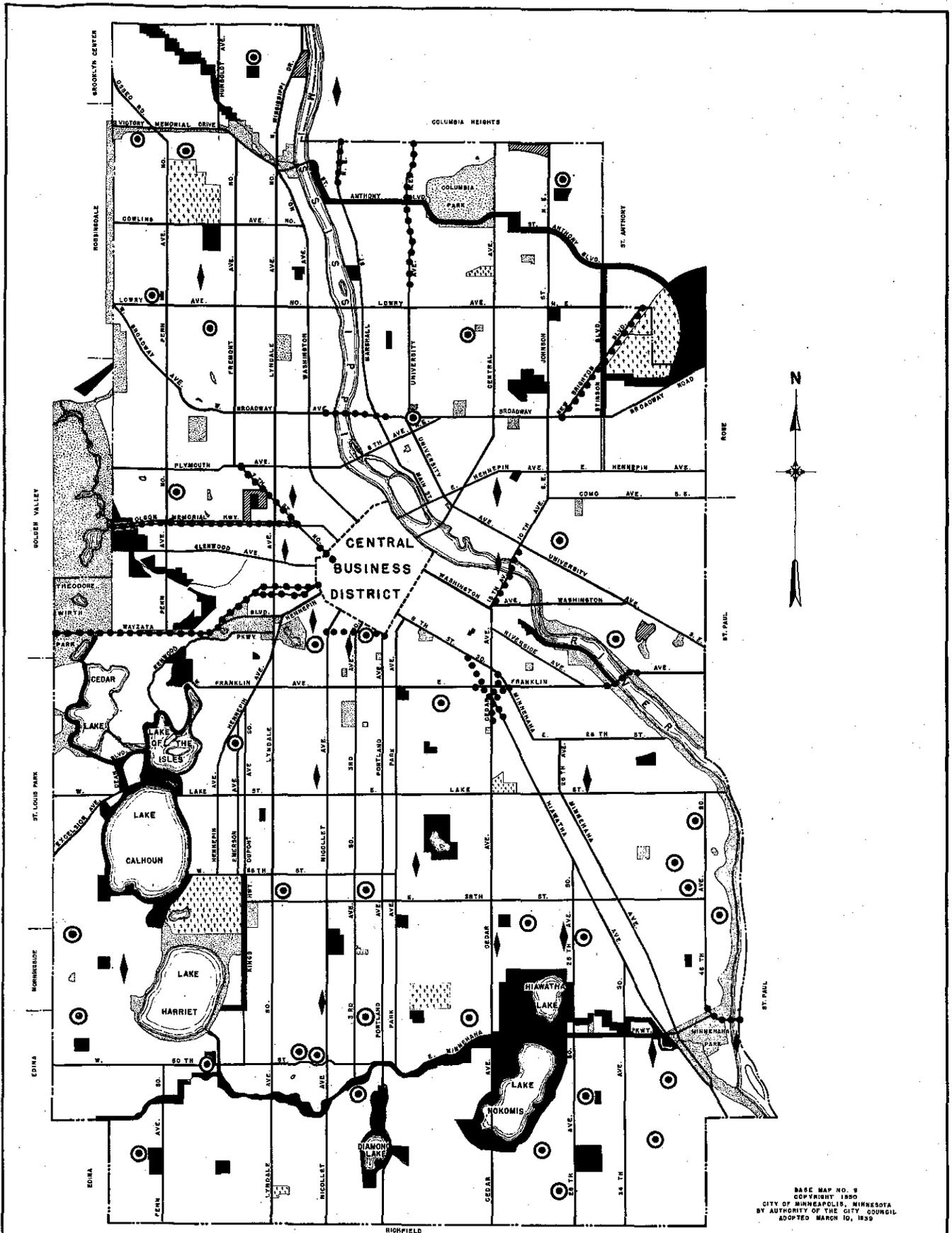
DATE	HERMAN E. OLSON PLANNING ENGINEER	DRAWING NO. <b>1425</b>
MAR. 17 1952		0-7

### HISTORICAL BACKGROUND-CITY OF MINNEAPOLIS

Minneapolis is approaching its first centennial. Much has happened in what is now Minneapolis since the construction of the government saw mill at St. Anthony Falls in 1822.

Minneapolis has changed from a community dominated by the lumbering and milling industries to a community with a well rounded industrial, distribution and commercial employment.

During this evolution of our City many things of lasting importance have happened. The map fronting this page highlights some of the facts which should be remembered.



**L E G E N D**

- PARKS
  - PUBLIC SCHOOLS
  - PUBLIC BUILDINGS & STRUCTURES
  - PUBLIC HOUSING
  - HIGHWAYS & BRIDGES
- NOTE: IMPROVEMENTS WITHIN CENTRAL BUSINESS DISTRICT ARE NOT SHOWN.

**MINNEAPOLIS**  
CITY PLANNING COMMISSION

**PUBLIC IMPROVEMENTS  
CONSTRUCTED SINCE FORMATION OF  
THE CITY PLANNING COMMISSION**

DATE	HERMAN E. OLSON PLANNING ENGINEER	DRAWING NO.
	1800 400 0 1500 SCALE IN FEET	

BASE MAP NO. 9  
COPYRIGHT 1930  
CITY OF MINNEAPOLIS, MINNESOTA  
BY AUTHORITY OF THE CITY COUNCIL  
ADOPTED MARCH 10, 1939

THIRTY YEARS OF PROGRESS

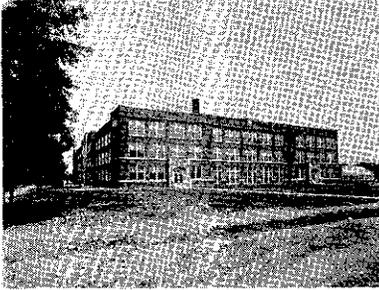
The City Planning Commission has just completed thirty years of service to this city. The membership of the Commission has changed from year to year, but the objective of the Commission remains unchanged--A Better and Greater Minneapolis.

The membership of the Commission since its beginning is shown on the back of the front cover. Many distinguished names appear in this roster. The city and the Commission are indeed fortunate that persons of this character have been willing to serve their community through membership on this Commission.

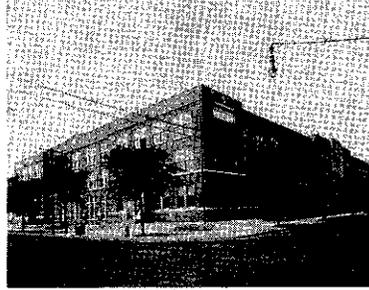
An anniversary is a time for reflection--a time for review of what has been done, the worth of our accomplishments.

What have we, as a city, done? The map fronting this page indicates by symbols various types of projects which have been carried from dream to reality. Notice that every part of the city has had some improvement. While war and depression have limited our improvements, an impressive list of projects has been completed.

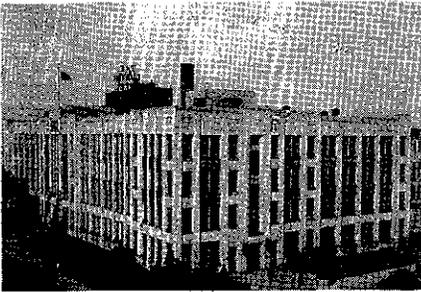
## PUBLIC SCHOOLS



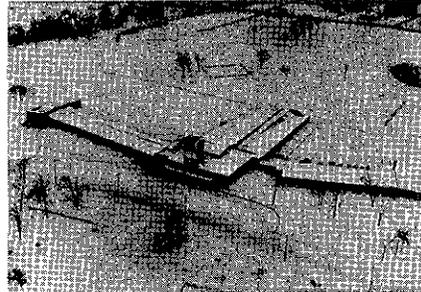
ROOSEVELT HIGH SCHOOL



EDISON HIGH SCHOOL



VOCATIONAL HIGH SCHOOL



WAITE PARK SCHOOL

## PUBLIC LIBRARIES



LINDEN HILLS BRANCH



ROOSEVELT BRANCH

PUBLIC SCHOOLS

The schools shown in the pictures on the opposite page are but a few of the schools built in the past thirty years. They do give an idea of the type of schools built and also an idea of the change in design reflected in the newer schools.

The schools built in the past thirty years include the following:

Edison High .....	1922	Cleveland ...	1927
Henry High .....	1927	Cooper .....	1923
Marshall High .....	1924	Dowling .....	1924
Roosevelt High .....	1922	Emerson .....	1925
Southwest High .....	1940	Field .....	1921
Vocational High ...	1932	Howe .....	1927
Washburn High .....	1925	Keewaydin ...	1928
Bryant Jr. High ...	1923	Lind .....	1937
Folwell Jr. High ..	1931	Loring .....	1928
Jefferson Jr. High.	1924	Minnehaha ...	1928
Jordan Jr. High ...	1922	Morris Park .	1940
Lincoln Jr. High ..	1923	Motley .....	1924
Phillips Jr. High .	1926	Northrop .....	1923
Ramsey Jr. High ...	1931	Page .....	1925
Sanford Jr. High ..	1926	Standish .....	1921
Sheridan Jr. High .	1932	Waite Park ..	1950
Agassiz .....	1922	Wenonah .....	1924
Audubon .....	1924	New Wenonah .	1951
Burroughs .....	1926		

PUBLIC LIBRARIES

Four branch libraries were built or acquired in the past thirty years. These are:

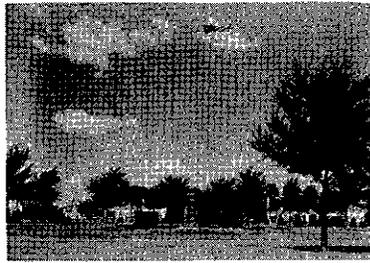
East Lake Branch ....	1924
Roosevelt Branch ....	1927
Linden Hills Branch .	1931
Longfellow Branch ...	1937

Two of these branch libraries are shown in the pictures on the opposite page.

## PARK IMPROVEMENTS



WEST MINNEHAHA PARKWAY



VICTORY MEMORIAL DRIVE

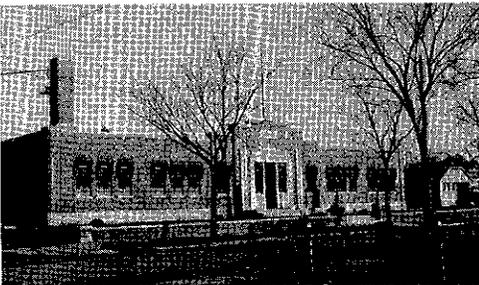


WEST RIVER ROAD

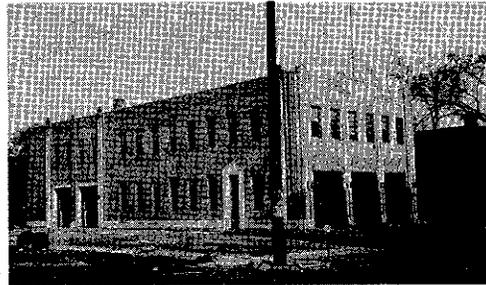


FRANKLIN STEELE SQUARE

## PUBLIC SAFETY BUILDINGS



EAST SIDE POLICE STATION



FIRE STATION #6

PARKS

Forty-two parks, parkways and golf courses have been built or improved and five additional sites acquired but not improved since 1921. All types of park facilities are represented in these projects. The pictures on the opposite page show a few of these parks and parkways.

The full list includes:

*Airport Park.....	1947	*Main Street Playground ..	1949
Bassett Triangle .....	1924	Meadowbrook Golf Course..	1946
Bassett's Creek Valley .....	1934	Minnehaha Creek .....	1928
Bohanon Field .....	1935	Mount Curve Triangles ...	1922
Brackett Field .....	1922	Nicollet Field .....	1923
Bryant Square .....	1924	Northeast Athletic Field.	1941
*Carl Schurz .....	1948	Pearl Lake .....	1936
Cedar Lake Boulevard .....	1923	Peavey Field .....	1947
46th & Chicago Playground ..	1947	*Penn Avenue Playground ..	1948
Cleveland School Playground.	1949	Perkins Hill .....	1948
Diamond Lake .....	1936	Pershing Field .....	1922
Elwell Field .....	1939	Phelps Field .....	1923
Folwell Park .....	1923	Pioneer Square .....	1932
Gross Golf Course .....	1947	Powderhorn Park .....	1923
Hiawatha Park .....	1922	St. Anthony Boulevard ....	1923
Hiawatha School Playground..	1931	*Shingle Creek Valley ....	1948
Keewaydin Field.....	1929	Sibley Field .....	1921
Kenwood Park.....	1928	Sixth Ward Playground ...	1941
Lake of the Isles .....	1922	Stinson Boulevard .....	1936
Lake Harriet .....	1922	Sumner Field .....	1922
Lake Nokomis .....	1921	Valley View Park .....	1927
Linden Hills Field .....	1921	Waite Park .....	1947
Longfellow Gardens .....	1924	Windom Park .....	1936
Lynnhurst Field .....	1928		

\*Site not improved.

PUBLIC SAFETY BUILDINGS

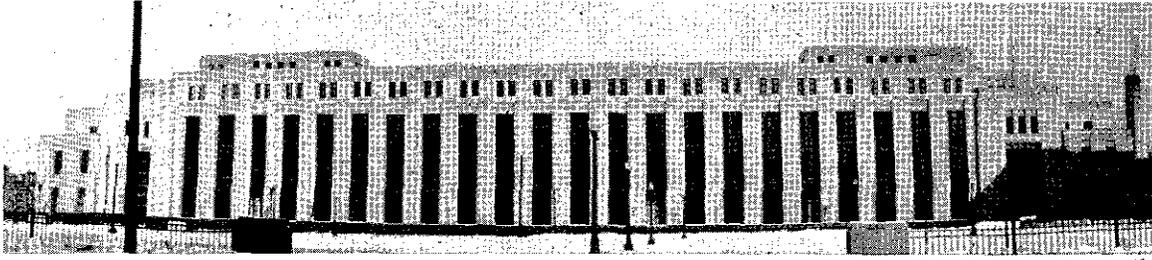
Eight public safety buildings have been built, including one police station and seven fire stations. The pictures on the opposite page illustrate the type of buildings constructed.

<u>Fire Stations</u>	
No. 4...	1939
No. 6...	1931
No. 8...	1939
No. 11...	1925

<u>Police Stations</u>	
East side...	1932

No. 13...	1923
No. 14...	1939
No. 17...	1939

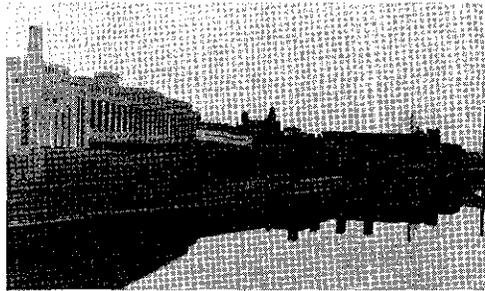
# NEW POST OFFICE



FRONT VIEW

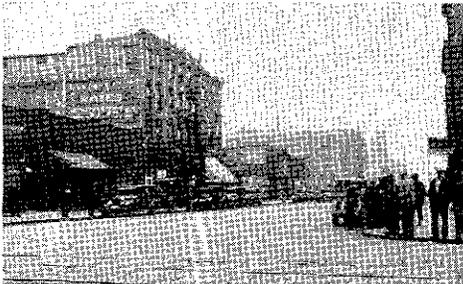


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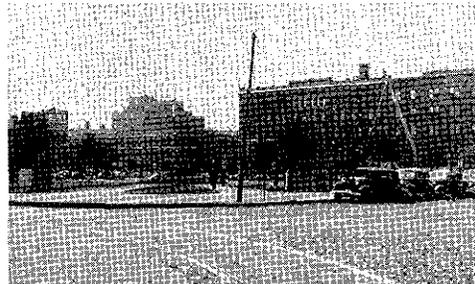


AFTER

# PIONEER SQUARE



BEFORE



AFTER

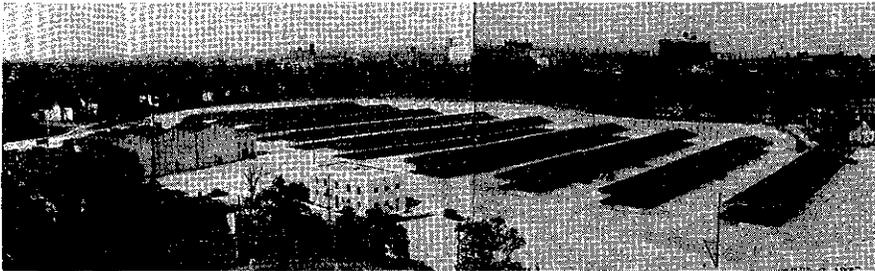
NEW POST OFFICE

The new post office, built in 1932, is shown in the pictures on the opposite page. It is a magnificent building, located on the river bank midway between the two railroad depots. From the pictures, it can be seen that the site was an eyesore and that the new structure cleaned up a bad situation.

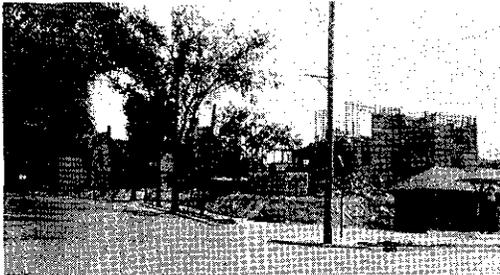
PIONEER SQUARE

Pioneer Square is located immediately in front of the new post office. Its development was part of the post office program. It provides a proper setting for the post office. The photographs on the opposite page indicate the type of dilapidated buildings that were removed to make way for the park.

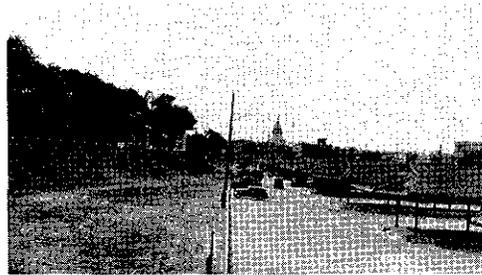
# MUNICIPAL MARKET



AIR VIEW



BEFORE



AFTER

# SUMNER FIELD HOMES



BEFORE



AFTER

MUNICIPAL MARKET

The Municipal Market is located between Glenwood Avenue and Olson Highway, just easterly of Lyndale Avenue. It provides space for farmers to market their fruits and vegetables. Oak Lake was filled in to make way for this development. In addition, a number of rundown houses and other buildings were wrecked. Pictures on the opposite page illustrate this transition from blighted area to a useful public facility.

AUDITORIUM

In 1927 the Municipal Auditorium was built. This structure, which houses 10,000 people, has facilities for arena displays, circuses, and sporting events as well as stage productions.

ARMORY

In 1935 a new Armory was constructed. This structure houses the local National Guard units and is also used for conventions and sporting events when the Auditorium is filled.

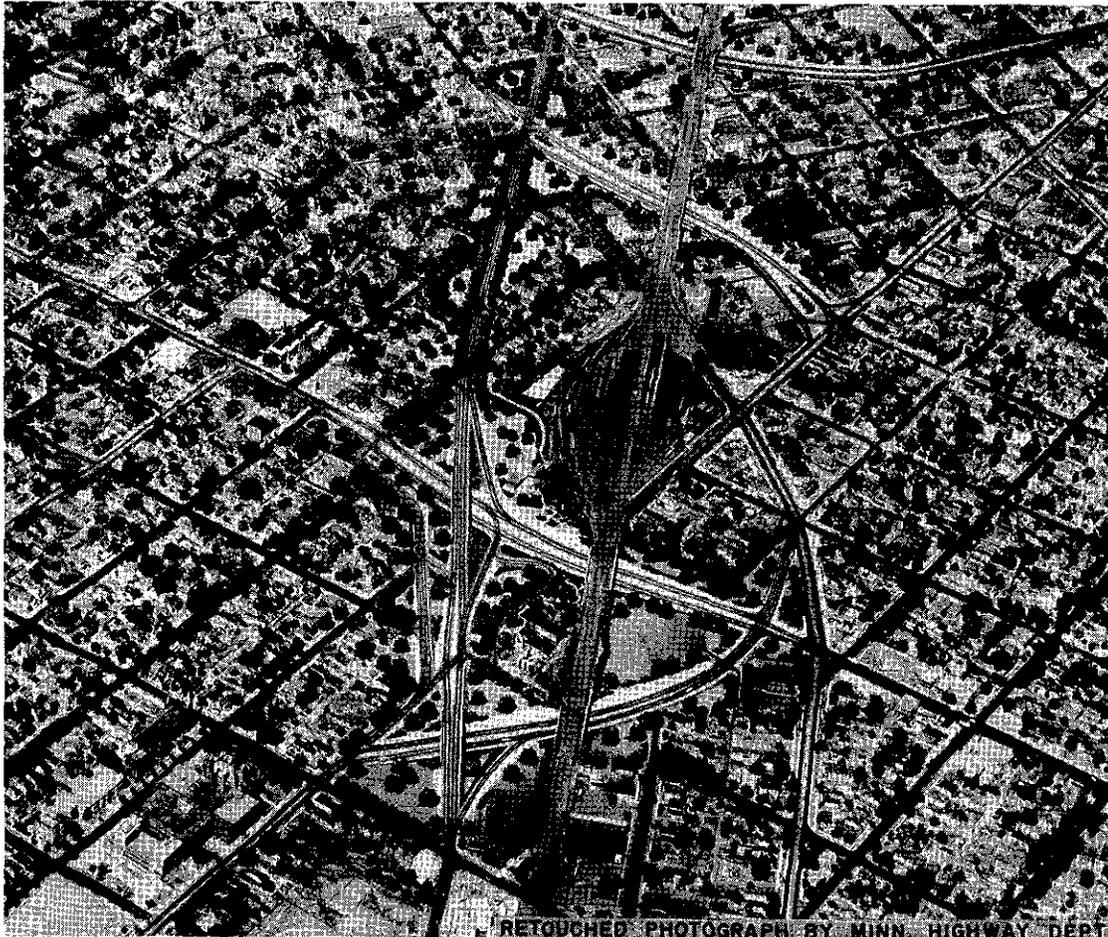
PUBLIC HOUSING

Four public housing projects have been constructed in Minneapolis. They are:

Sumner Field Homes .....	1938
Municipal Heights (City Council)...	1948
North Mississippi Court (City Council).....	1949
Glen-Dale (Housing and Redevelopment Authority).....	1951

Sumner Field Homes is a Federal Housing project. This project was built in a blighted district, as the pictures on the opposite page illustrate.

**CEDAR - FRANKLIN  
GRADE SEPARATION PROJECT**



RETOUCHED PHOTOGRAPH BY MINN. HIGHWAY DEPT.

**THE FUTURE RING STREET & 7 TH ST. - 8 TH ST.  
GRADE SEPARATIONS AT MILWAUKEE R.R. R/W  
ARE SHOWN IN BACKGROUND.**

## TRAFFIC IMPROVEMENTS

In the past thirty years, traffic on city streets has increased by  $2\frac{1}{2}$  to 3 times. Routes for handling this increase efficiently have been planned, but only a fraction of the work has been completed.

### CEDAR-FRANKLIN GRADE SEPARATION

The picture fronting this page shows a retouched photograph of the Cedar-Franklin grade separation project in the foreground with the future 7th-8th street separation and the Ring street separation in the background. This series of projects represents one of the major traffic improvements in the city. The Milwaukee railroad tracks have been a problem for more than fifty years. Everyone agreed that something should be done, but not until 1946 did all the parties agree as to what should be done. The City Planning Commission is proud that it was instrumental in bringing this agreement into being.

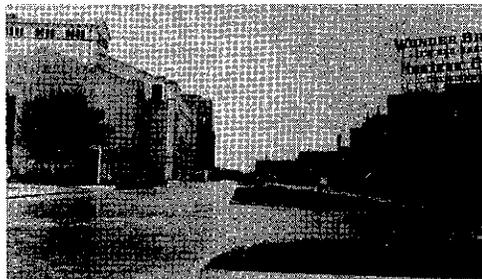
The Cedar Avenue portion of the project was completed in 1950. The Hiawatha Avenue portion was completed in 1951. The Franklin Avenue portion will be completed in 1952.

The other grade separation projects will be built as soon as funds are allocated. The Cedar-Franklin grade separation is being built by the State Highway Department. Other projects constructed by the Highway Department include Olson Highway, Wayzata Boulevard, Marshall Avenue Northeast, University Avenue Northeast, New Brighton Boulevard and the new Seventh Street North Bridge.

## GRANT STREET OPENING

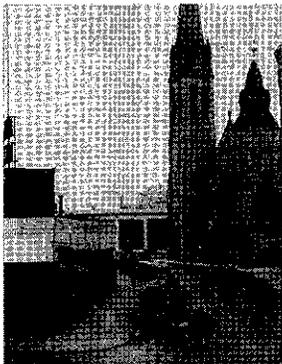


BEFORE

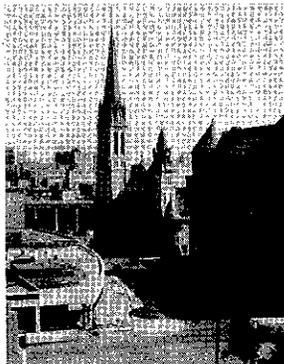


AFTER

## TENTH STREET WIDENING

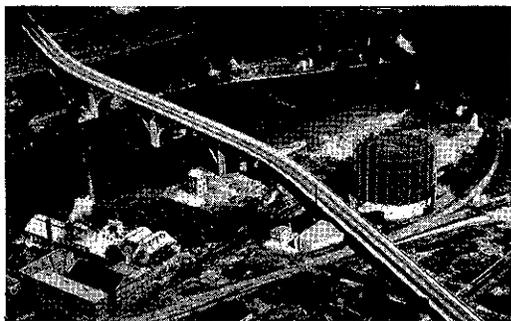


BEFORE



AFTER

## CEDAR AVE. BRIDGE



STREET OPENINGS

The city has carried out most of its traffic improvements without assistance from the state. The city has opened new streets, widened existing streets, and installed better controls.

GRANT STREET

At the left are pictures of the Grant Street opening. This change has furnished a distributing street at the south of the loop and is a part of the future Ring Street.

TENTH STREET

At the left are pictures of the Tenth Street widening. This project required the removal of a portion of a building.

BRIDGES

Minneapolis is a river city. Twelve bridges now carry traffic across the river. Three of these were built in the past thirty years:

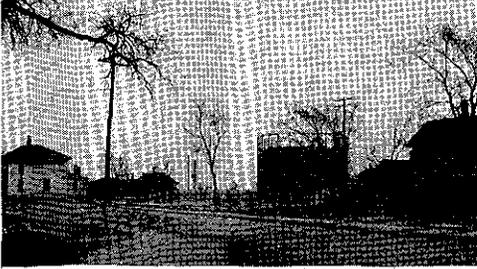
The Cedar Avenue Bridge, built in 1929  
 The Ford Bridge, built in 1927  
 The Cappelen Memorial Bridge, built in 1923.

The Cedar Avenue Bridge, shown at the left, is typical of these bridges.

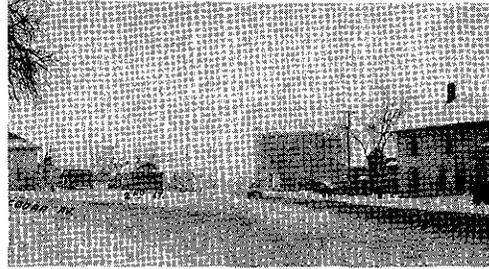
Other bridges built in this period are:

Lake Nokomis Bridge ... 1923  
 Seventh Street Bridge.. 1950  
 Nicollet Bridge ..... 1927

## CEDAR AVENUE BRIDGE OPENING

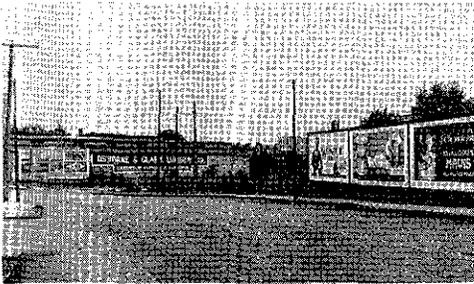


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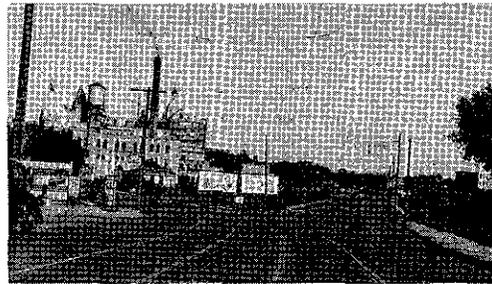


AFTER

## BROADWAY STREET OPENING

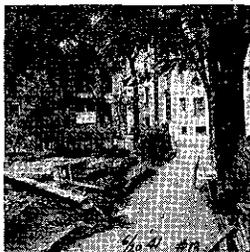


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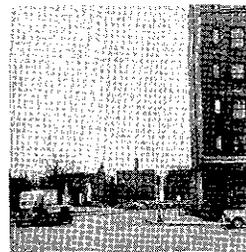


AFTER

## LINDEN AVENUE OPENING



BEFORE



AFTER

CEDAR AVENUE OPENING

The Cedar Avenue Bridge required the opening of a new street at the west bank, connecting to Cedar Avenue at Second Street. Pictures of this opening are shown at the left.

BROADWAY OPENING

Crosstown traffic traveling east on West Broadway formerly crossed the Broadway Bridge, proceeded east on 13th Avenue Northeast to Main Street, then south to Broadway Street. The opening of Broadway from the east bridge approach to Main Street provided a through crosstown route. Pictures at the left illustrate the effect of this opening.

LINDEN AVENUE OPENING

Traffic to the southwest of the loop is restricted in choice of route because of railroads, lakes, and difficult topography. In 1931, Linden Avenue was opened from Bryant Avenue to Wayzata Boulevard, providing an additional route out of the loop. By 1941, congestion near the loop made it necessary to make Linden and Hawthorne Avenues one-way streets. In order to do this, it was necessary to open Linden Avenue from 11th Street to 12th Street. This provided a natural point of separation from two-way traffic to one-way traffic. Pictures at the left show the effect of this street opening.

Minneapolis has accomplished many things in the past thirty years. Only a partial list has been included here. The problems of the past have been met with solutions that in most instances will carry on satisfactorily into the future. Measured on this standard, the improvement program of the city has been a success.

## CITY UTILITIES

The City of Minneapolis operates its own water and sewer systems. Both systems have undergone major changes in this period.

The water system has been augmented with a duplicate treatment and pumping plant at Fridley, supplementing the old plant at Columbia Heights. A 48 inch main has been constructed, looping the entire city and making it possible to equalize pressure in the system.

The sewer system formerly emptied directly into the river. Interceptors have been constructed carrying sewage to the sewage disposal plant at Pigseye Island. The disposal plant is operated by the Minneapolis-St. Paul Sanitary District.

## RICHFIELD ANNEXATION

In 1927, that part of Richfield lying between 54th Street and 62nd Street and between Fort Snelling and Xerxes Avenue was annexed by Minneapolis. This area, which was not planned as part of the area to be served by the city, has presented many problems to the various city departments. Gradually these problems have been solved.

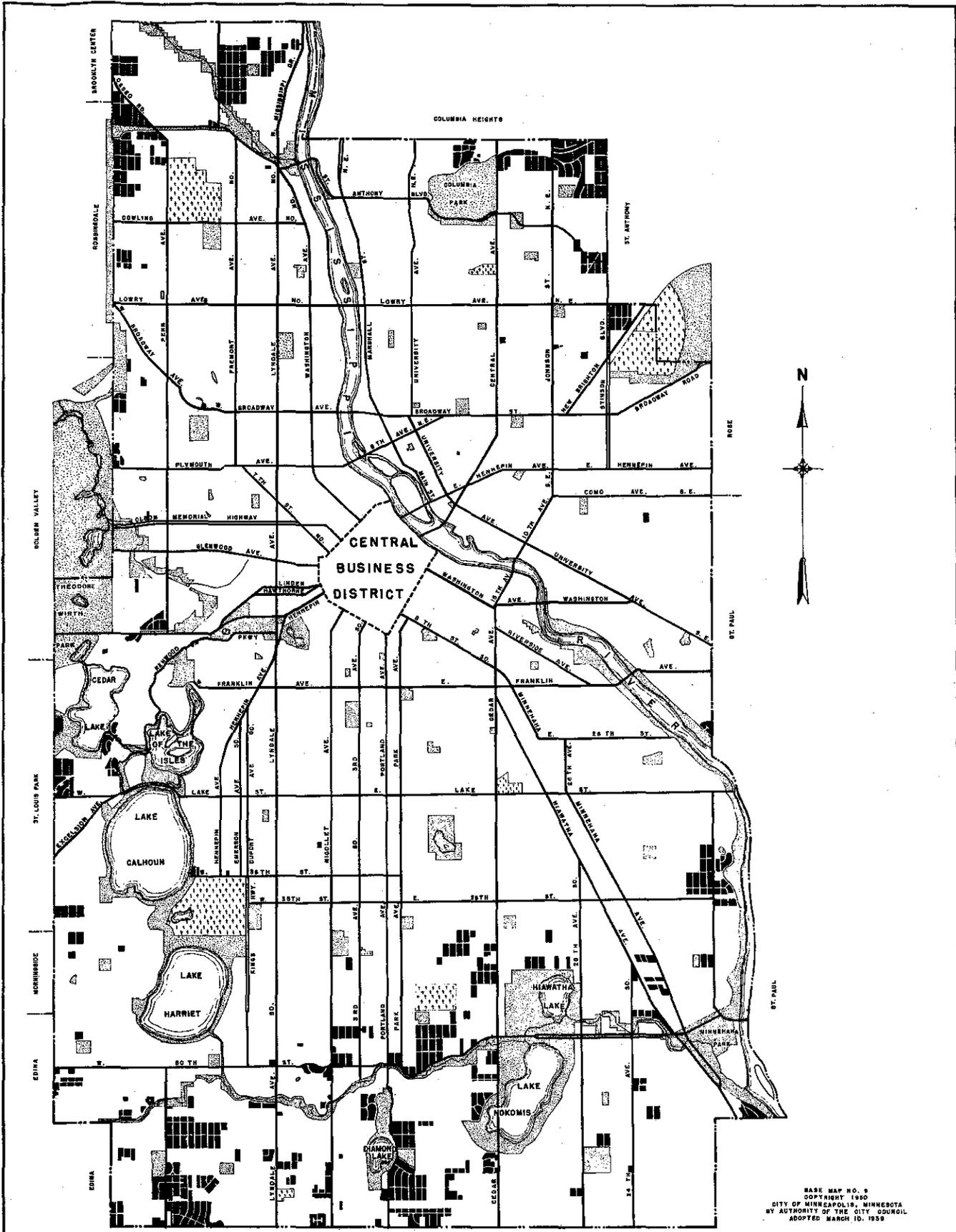
## UPPER HARBOR

The Upper Harbor, long discussed, is becoming a reality. Dredging below the lower dam at St. Anthony Falls has been completed. Construction of a new lower dam has been started. The Broadway Bridge has been raised to provide required navigation clearance. The City Council has assembled lands in the Upper Harbor area for future industrial development.

## PLANNING STUDIES

The Commission staff has prepared many plans for the guidance of the city's development. A zoning plan was prepared and adopted in 1924. A new zoning plan is now in preparation. A comprehensive plan for highway development has been prepared. The economic data which provided the basis for approval of the Upper Harbor by the Federal Government was prepared by the Commission. Numerous background studies have been made and are available for use by city departments.

Much of this background data was prepared under W.P.A. programs sponsored by the Commission.



BASE MAP NO. 9  
 COPYRIGHT 1950  
 CITY OF MINNEAPOLIS, MINNESOTA  
 BY AUTHORITY OF THE CITY COUNCIL  
 ADOPTED MARCH 10, 1959

<b>MINNEAPOLIS</b> CITY PLANNING COMMISSION		
LAND PLATS APPROVED BY THE CITY PLANNING COMMISSION 1921-1951		
DATE	HERMAN E. OLSON PLANNING ENGINEER	DRAWING NO.
	1800 800 0 1800	
SCALE IN FEET		

LAND SUBDIVISION

By Charter and Statute, the City Planning Commission has authority to approve or reject all plats. Whenever plats are submitted which do not comply with the requirements of the Commission, the staff prepares designs which can be used by the subdivider. In the past thirty years, 240 plats have been approved. The map facing this page shows the location of these plats without specific identification of individual plats.

Wherever possible, variations through use of contour planning have been introduced which break up the gridiron pattern and thus create more interesting residential areas. The map illustrates some of these variations.

It will be noted that there are few large tracts platted. Most of the intervening areas were platted prior to 1921 making the job of the Commission more difficult. A successful program of requiring interesting development of the scattered unplatted areas has been carried out.

Very little unplatted land (except industrial) remains. In the future most developments will be replats of poorly laid out subdivisions created prior to the establishment of this Commission.

The City Planning Commission reviews the past with a pride of accomplishment. It looks to the future with expectations of a challenge to be met. The problems of the future will be greater, more complex, and more costly. The solutions to these problems will have a greater effect on the community. The growth of our city, the prosperity of its business and industry, and the comfort of its people depend on an aggressive program of public improvement. This Commission has promoted in the past and will continue to promote in the future a better Minneapolis. This Commission has no authority to carry out any of the programs suggested, but must depend on the continued support of the public, the City Council and other city departments.

**OFFICIAL CITY PLAN  
OF THE  
CITY OF MINNEAPOLIS, MINNESOTA**



**PREPARED BY THE  
CITY PLANNING COMMISSION  
MINNEAPOLIS, MINNESOTA**

OFFICIAL CITY PLAN  
OF THE CITY OF  
MINNEAPOLIS, MINNESOTA

TITLE AND CONTENTS OF A PORTION  
OF THE OFFICIAL CITY PLAN

Section IV. Land Use Plan

- Subdivision a. Historical and Factual Background
- b. Existing Land Use
- c. Generalized Existing Land Use
- d. Proposed Land Use Plan
- f. Land Subdivision Regulations

This is to certify that the document to which this certificate is attached is that part of the Official City Plan adopted and established by the City Planning Commission of the City of Minneapolis, Minnesota, by adoption of Resolution No. 2 on September 16, 1954, and the above Title and statement of contents is an exact copy of that part of Resolution No. 2 pertaining to the same and the attached document is the document then approved as that portion or portions of the Official City Plan.

(Signed)

  
Patrick H. Carr, President

(Signed)

  
Ray C. Ewald, Secretary

Date September 23 1954

On this 23rd day of September 1954, before me a Notary Public in and for the County of Hennepin, Minnesota, personally appeared Patrick H. Carr and Ray C. Ewald, president and secretary respectively of the City Planning Commission of the City of Minneapolis, who did affirm that the material attached to this title page was officially adopted by the City Planning Commission as the portion or portions of the Official City Plan as above described and referred to by Resolution No. 2 of date of September 16, 1954.

Subscribed and sworn to before me this 23rd day of September 1954.

CELIA L. GRELLER  
Notary Public, Hennepin County, Minn.  
My Commission Expires Mar. 18, 1960.

Notary Public

My Commission Expires \_\_\_\_\_

OFFICIAL CITY PLAN  
OF THE CITY OF  
MINNEAPOLIS, MINNESOTA

SECTION IV  
LAND USE PLAN

INDEX

- Subdivision a. Historical and Factual Background
- b. Existing Land Use
  - 1. Occupied private lands
  - 2. Vacant private lands
- c. Generalized Existing Land Use
- d. Proposed Land Use Plan
- e. Improvement District Plan
- f. Land Subdivision Regulations

## LAND USE PLAN

The Land Use Plan consists of a series of maps and studies showing the historical development of land, including detailed maps showing existing land uses and a map showing the use of land in a generalized plan.

This data has been analyzed to determine trends and the effect on land use of subdivision practices, zoning laws, public and private building developments, traffic and transportation facilities and improvements, utility services and redevelopment plans.

From this evaluation comes the "Proposed Land Use Plan" which defines the community's long range objectives for the development of private property. The "Proposed Land Use Plan" is designed to harmonize private land uses with other private land uses and public uses and improvements with private land uses.

The "Proposed Land Use Plan" establishes the potential for population growth, industrial and commercial expansion, subject to the ability of the community to support such expansion.

OFFICIAL CITY PLAN  
OF THE CITY OF  
MINNEAPOLIS, MINNESOTA

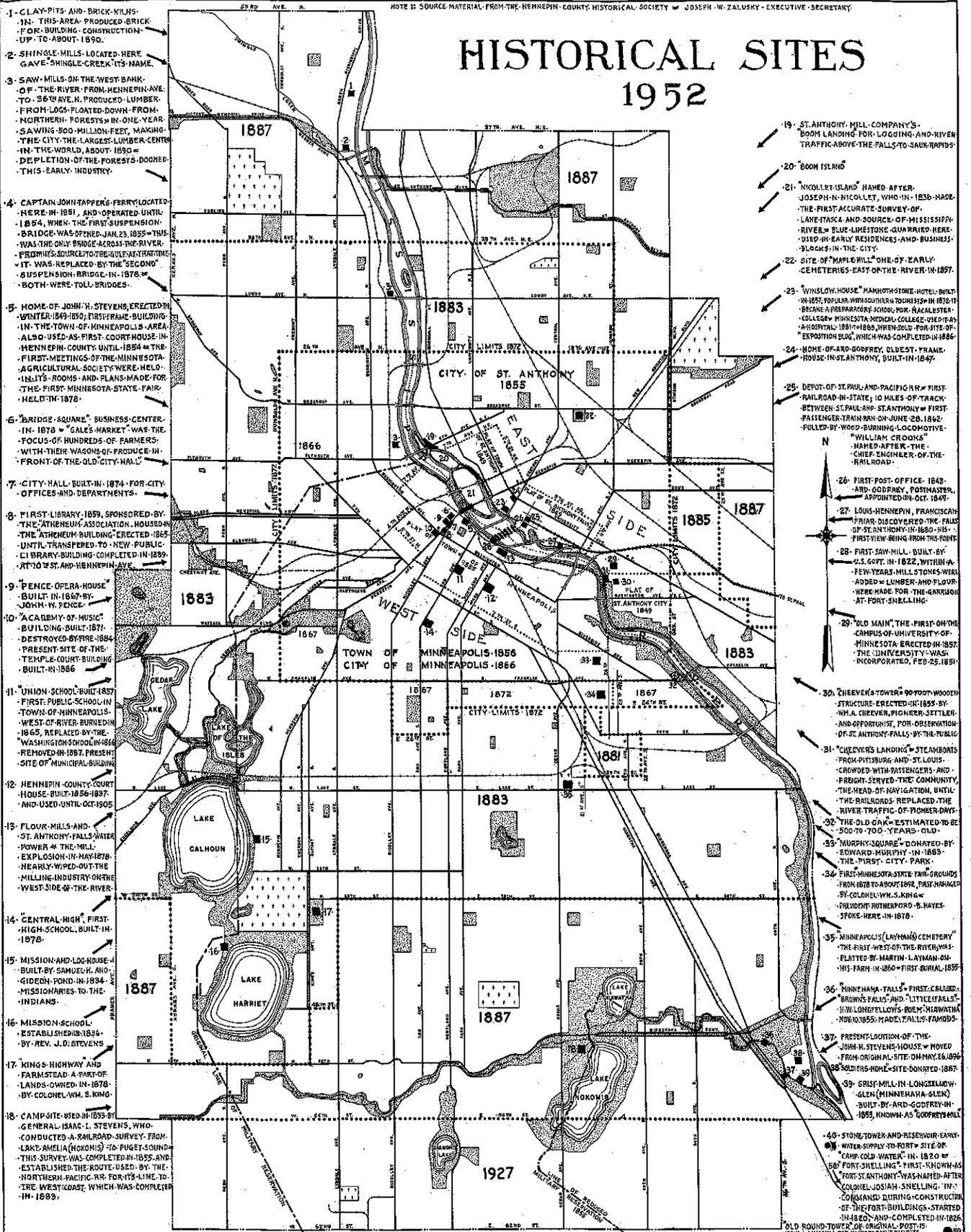
SECTION IV  
LAND USE PLAN

SUBDIVISION a.  
HISTORICAL AND FACTUAL BACKGROUND

NOTE: SOURCE MATERIAL FROM THE HENNEPIN COUNTY HISTORICAL SOCIETY & JOSEPH W. ZALUSKY - EXECUTIVE SECRETARY

# HISTORICAL SITES

## 1952



1. CLAY PITS AND BRICK MILLS - IN THIS AREA PRODUCED BRICK FOR BUILDING CONSTRUCTION UP TO ABOUT 1850.
2. SHINGLE MILLS LOCATED HERE GAVE SHINGLE CREEK ITS NAME.
3. SAW MILLS ON THE WEST BANK OF THE RIVER FROM HENNEPIN AVE. TO 36th AVE. N. PRODUCED LUMBER FROM LOGS FLOATED DOWN FROM NORTHERN FORESTS IN ONE YEAR SAWING 500 MILLION FEET, MAKING THE CITY THE LARGEST LUMBER CENTER IN THE WORLD, ABOUT 1850. DEPLETION OF THE FORESTS DOOMED THIS EARLY INDUSTRY.
4. CAPTAIN JOHN TAPPERS FERRY LOCATED HERE IN 1851, AND OPERATED UNTIL 1854, WHEN THE FIRST SUSPENSION BRIDGE WAS OPENED JAN. 23, 1855 - THIS WAS THE ONLY BRIDGE ACROSS THE RIVER FROM HIS SOURCE TO THE GULF AT THAT TIME - IT WAS REPLACED BY THE "SECOND" SUSPENSION BRIDGE IN 1876. BOTH WERE TOLL BRIDGES.
5. HOME OF JOHN H. STEVENS, ERECTED HERE IN 1850, BECAME BUILDING IN THE TOWN OF MINNEAPOLIS AREA ALSO USED AS FIRST COURT HOUSE IN HENNEPIN COUNTY UNTIL 1854 AT THE FIRST MEETINGS OF THE MINNESOTA AGRICULTURAL SOCIETY WERE HELD - HALLS, ROOMS AND PLANS MADE FOR THE FIRST MINNESOTA STATE FAIR HELD IN 1878.
6. "BRIDGE SQUARE" BUSINESS CENTER IN 1878 "GALE'S MARKET" WAS THE FOCUS OF HUNDREDS OF FARMERS WITH THEIR WAGONS OF PRODUCE IN FRONT OF THE OLD CITY HALL.
7. CITY HALL BUILT IN 1874 FOR CITY OFFICES AND DEPARTMENTS.
8. FIRST LIBRARY 1859, SPONSORED BY THE ATHLETIC ASSOCIATION, HOUSED IN THE ATHLETIC BUILDING, ERECTED 1865 UNTIL TRANSFERRED TO NEW PUBLIC LIBRARY BUILDING COMPLETED IN 1889 AT 70 ST. AND HENNEPIN AVE.
9. PENCE OPERA HOUSE BUILT IN 1867 BY JOHN W. PENCE.
10. "ACADEMY OF MUSIC" BUILDING BUILT 1871 DESTROYED BY FIRE 1894 PRESENT SITE OF THE TEMPLE COURT BUILDING BUILT IN 1886.
11. UNION SCHOOL BUILT 1857 FIRST PUBLIC SCHOOL IN TOWN OF MINNEAPOLIS WEST OF RIVER BURNED IN 1865, REPLACED BY THE WASHINGTON SCHOOL IN 1866 REMOVED IN 1887, PRESENT SITE OF MUNICIPAL BUILDING.
12. HENNEPIN COUNTY COURT HOUSE BUILT 1856-1897 AND USED UNTIL OCT. 1905.
13. FLOUR MILLS AND ST. ANTHONY FALLS WATER POWER AT THE MILL. EXPLOSION IN MAY 1876 NEARLY WIPED OUT THE MILLING INDUSTRY ON THE WEST SIDE OF THE RIVER.
14. CENTRAL HIGH, FIRST HIGH SCHOOL, BUILT IN 1878.
15. MISSION AND LODGE HOUSE BUILT BY SIMON AND GIDEON FOND IN 1834 MISSIONARIES TO THE INDIANS.
16. MISSION SCHOOL ESTABLISHED IN 1836 BY REV. J. D. STEVENS.
17. KINGS HIGHWAY AND FARMSTEAD A PART OF LANDS OWNED IN 1878 BY COLONEL WM. S. KING.
18. CAMP SITE USED IN 1853 BY GENERAL ISAAC L. STEVENS, WHO CONDUCTED A RAILROAD SURVEY FROM LAKE AMELIA (NOXON) TO PUGET SOUND - THIS SURVEY WAS COMPLETED IN 1855 AND ESTABLISHED THE ROUTE USED BY THE NORTHERN PACIFIC RR. FOR ITS LINE TO THE WEST COAST, WHICH WAS COMPLETED IN 1883.

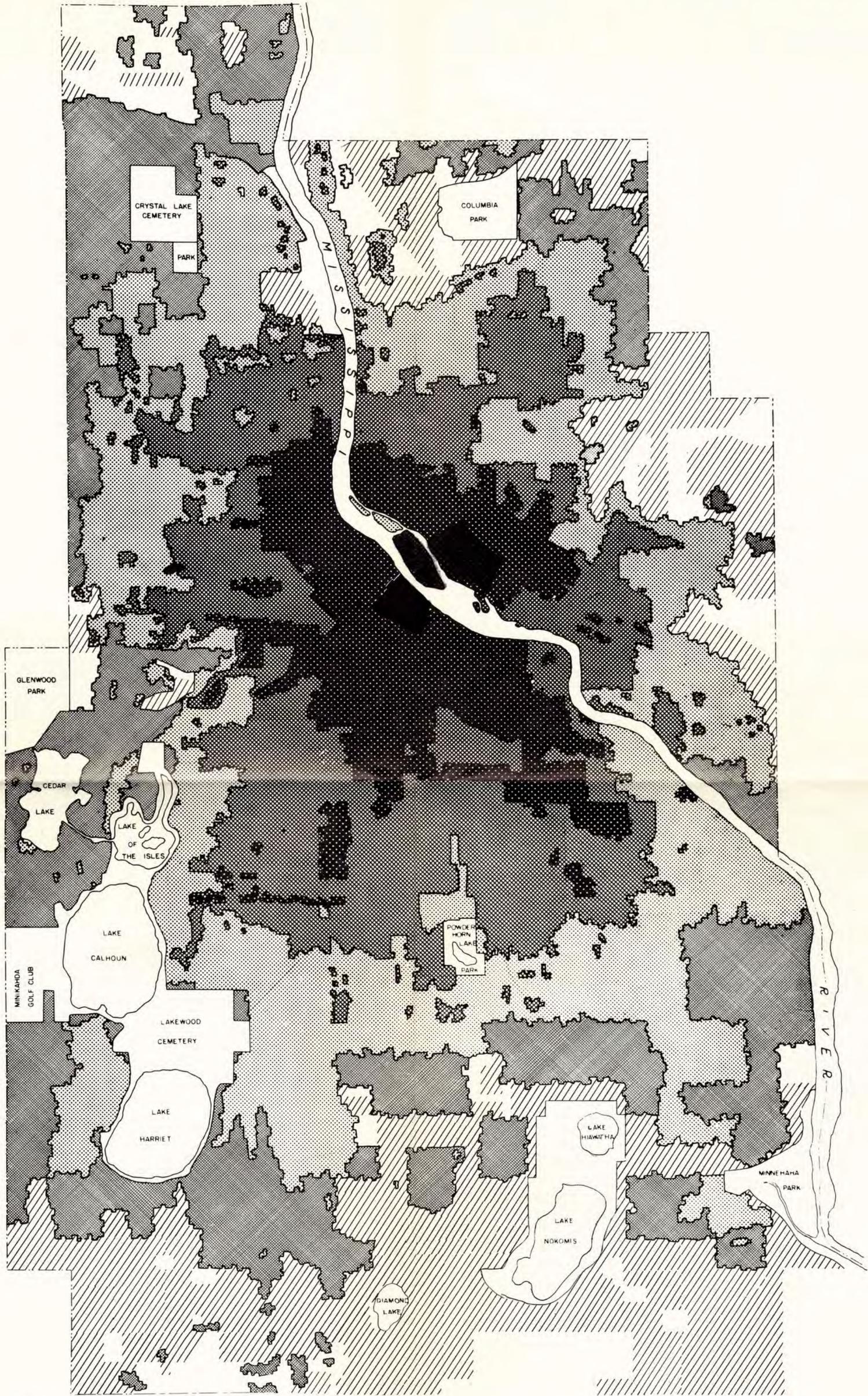
19. ST. ANTHONY MILL COMPANY'S BOOM LANDING FOR LOGGING AND RIVER TRAFFIC ABOVE THE FALLS TO SAUK RAPIDS.
20. BOOM ISLAND.
21. NICOLET ISLAND NAMED AFTER JOSEPH-N NICOLET, WHO IN 1836 MADE THE FIRST ACCURATE SURVEY OF LAKE TASCA AND SOURCE OF MISSISSIPPI RIVER - BLUE LIMESTONE QUARRIED HERE USED IN EARLY RESIDENCES AND BUSINESS BLOCKS IN THE CITY.
22. SITE OF "MILL" ONE OF EARLY CENTRIES EAST OF THE RIVER IN 1857.
23. "WINDLOW HOUSE" MANHATTAN HOTEL BUILT IN 1857, POPULAR WITH SOUTHERN TOURISTS IN 1872 IT BECAME A PREPARATORY SCHOOL FOR MACALESTER COLLEGE MINNESOTA MEDICAL COLLEGE USED AS HOSPITAL 1881-1888 WHEN SOLD FOR SITE OF EXPOSITION BLDG. WHICH WAS COMPLETED IN 1886.
24. HOME OF ARD GODFREY, OLDEST FRAME HOUSE IN ST. ANTHONY, BUILT IN 1847.
25. DEPOT OF ST. PAUL AND PACIFIC RR FIRST RAILROAD IN STATE; 10 MILES OF TRACK BETWEEN ST. PAUL AND ST. ANTHONY FIRST PASSENGER TRAIN RUN ON JUNE 28, 1862 PULLED BY WOOD-BURNING LOCOMOTIVE "WILLIAM CROOKS" NAMED AFTER THE CHIEF ENGINEER OF THE RAILROAD.
26. FIRST POST OFFICE 1848 - ARD GODFREY POSTMASTER, FIRST APPOINTED OCT. 1845.
27. LOUIS HENNEPIN, FRANCISCAN FRIAR, DISCOVERED THE FALLS OF ST. ANTHONY IN 1680 HIS FIRST VIEW BEING FROM THIS POINT.
28. FIRST SAW MILL BUILT BY U.S. GOVT. IN 1822, WITHIN A FEW YEARS MILL STONES WERE ADDED - LUMBER AND FLOUR WERE MADE FOR THE GARRISON AT FORT SNELLING.
29. "OLD MAIN" THE FIRST ON THE CAMPUS OF UNIVERSITY OF MINNESOTA ERECTED IN 1857 - THE UNIVERSITY WAS INCORPORATED, FEB. 25, 1859.
30. "CREEVEY'S TOWER" 90 FOOT WOODEN STRUCTURE ERECTED IN 1855 BY WM. A. CREEVEY, PIONEER SETTLER AND OPPORTUNIST, FOR OBSERVATION OF ST. ANTHONY FALLS BY THE PUBLIC.
31. "CREEVEY'S LANDING" STEAMBOATS FROM PITTSBURG AND ST. LOUIS - CROWDED WITH PASSENGERS AND FREIGHT SERVED THE COMMUNITY, THE HEAD OF NAVIGATION, UNTIL THE RAILROADS REPLACED THE RIVER TRAFFIC OF PIONEER DAYS - THE DAILY SERVICE ESTIMATED TO BE 500 TO 700 YEARS OLD.
32. "MURPHY'S SQUARE" DONATED BY EDWARD MURPHY IN 1885 - THE FIRST CITY PARK.
33. FIRST MINNESOTA STATE FAIR GROUNDS FROM 1878 TO ABOUT 1892, FIRST MANAGED BY COLONEL WM. S. KING - PRESIDENT RUTHERFORD B. HAYES SPOKE HERE IN 1878.
34. MINNEAPOLIS (LAVINIA) CEMETERY THE FIRST WEST OF THE RIVER - ELATED BY MARTIN LAVINIA GUNNIS FARM IN 1850 - FIRST BURIAL 1859.
35. MINNEHANA FALLS - FIRST CALLED "BROWN'S FALLS" AND "LITTLE FALLS" - NEW LONGFELLOW'S POEM "MINNEHANA" NOV. 1855 - MADE FALLS FAMOUS.
36. PRESENT LOCATION OF THE JOHN H. STEVENS HOUSE - MOVED FROM ORIGINAL SITE ON MAY 26, 1895.
37. SOLDIER'S HOME - SITE DONATED 1887.
38. GRIST MILL IN LONGFELLOW GLEN (MINNEHANA GLEN) BUILT BY ARD GODFREY IN 1853, KNOWN AS "GODFREY MILL".
39. STONE TOWER AND RESERVOIR EARLY WATER SUPPLY TO FORT SNELLING - CAMP "OLD WATER" IN 1820 WAS FORT SNELLING'S FIRST - KNOWN AS FORT ST. ANTHONY WAS NAMED AFTER COLONEL JOSIAH SNELLING - IN COMMAND DURING CONSTRUCTION OF THE FORT BUILDINGS - STARTED IN 1820 AND COMPLETED IN 1826.
40. OLD ROUND TOWER OF ORIGINAL POST IS NOW A MUSEUM FOR HISTORICAL ARTS.

<b>HISTORICAL FACTS II</b> LEUTENANT ZEBULON MONTGOMERY PIKE IN 1808 SECURED FOR THE UNITED STATES GOVERNMENT FROM THE DAKOTA INDIANS A GRANT FOR A TRACT OF LAND WHICH INCLUDED THE FORT SNELLING RESERVATION AND THE GREATER PART OF THE PRESENT AREA OF MINNEAPOLIS. "THE WISCONSIN SURVEY" MADE BY THE UNITED STATES GOVERNMENT, COMPLETED IN 1848 EXTENDED AS FAR AS THE EAST BANK OF THE RIVER - THE DELAWARE COMPLETING THE "KANSAS SURVEY" BEING WORKED UP FROM THAT STATE ON THE WEST SIDE OF THE RIVER AND THE URGENT NEED OF A SURVEY OF LANDS WEST OF THE RIVER RESULTED IN EXTENDING THE "WISCONSIN SURVEY" ACROSS THE RIVER IN 1853, AND ESTABLISHED FOR THE FIRST TIME THE TOWN SHIPS SECTIONS AND GOVERNMENT LOTS WITHIN THE PRESENT AREA OF MINNEAPOLIS LYING WEST OF THE RIVER - THAT PART OF THE CITY LYING WEST OF THE RIVER WAS A PORTION OF THE "LOUISIANA PURCHASE" AS SOLD BY NAPOLEON OF FRANCE TO THE UNITED STATES IN 1803.	
<b>RECORD OF PLATS II</b> ST. ANTHONY CITY FILED JAN. 3, 1849 TOWN OF ST. ANTHONY " " SER. 4, 1849 ST. ANTHONY FALLS " " NOV. 10, 1849 TOWN OF MINNEAPOLIS " " AUG. 4, 1855.	
<b>EAST SIDE</b> CITY OF ST. ANTHONY INCORPORATED - MAR. 3, 1853.	
<b>WEST SIDE</b> TOWN OF MINNEAPOLIS INCORPORATED - MAR. 1, 1856. CITY OF MINNEAPOLIS - MAR. 2, 1869.	
<b>CONSOLIDATION OF EAST AND WEST SIDES</b> INTO THE CITY OF MINNEAPOLIS - FEB. 28, 1872.	

**MINNEAPOLIS CITY PLANNING COMMISSION**

**HISTORICAL SITES AND PROGRESSIVE GROWTH OF MINNEAPOLIS**

DATE	HERMAN E. OLSON PLANNING ENGINEER	DRAWING NO. 1425 0-7
MAR. 17, 1952	0 500 1000 SCALE IN FEET	



**L E G E N D**

- |   |                     |   |   |
|---|---------------------|---|---|
|  | SETTLED BEFORE 1855 |  | AREAS NOT POPULATED AS OF JAN. 1, 1954. |
|  | SETTLED 1855 - 1885 |   |   |
|  | SETTLED 1885 - 1892 |   |   |
|  | SETTLED 1892 - 1912 |   |   |
|  | SETTLED 1912 - 1934 |   |   |
|  | SETTLED 1934 - 1953 |   |   |

**MINNEAPOLIS**  
CITY PLANNING COMMISSION

**GROWTH OF SETTLED AREAS**

DATE	HERMAN E. OLSON PLANNING ENGINEER	DRAWING NO.
	0 1600 3200 SCALE IN FEET	

PUBLISHED AS PART OF THE  
"OFFICIAL CITY PLAN" JAN. 1, 1954.

## HISTORICAL AND FACTUAL BACKGROUND

About half of Minneapolis was once a part of Fort Snelling Military Reservation. (See map entitled, "Historical Sites and Progressive Growth of Minneapolis.")

The development of Minneapolis began with the erection of a government sawmill at the Falls of Saint Anthony in 1822. (See Site 28 Ibid.) In 1823 millstones were added. Construction of Fort Snelling was started in 1820 and completed in 1826. The mill provided lumber and flour to both the military post and the settlers. Saint Anthony Falls had a two-fold effect on the development of the territory -- it was a source of power and a barrier to navigation. In addition, crossing of the Mississippi River was more favorable upstream of the falls. These factors combined to make Minneapolis the natural trading center for the territory.

As indicated by the map entitled, "Historical Sites and Progressive Growth of Minneapolis", the first subdivision plat in the area of the present city of Minneapolis was filed on January 3, 1849. It was located on the east bank of the Mississippi River and known as the recorded plat of "Saint Anthony City". It was followed by the plat, "Town of Saint Anthony", filed September 4, 1849 and the plat, "Saint Anthony Falls", filed November 10, 1849. On the west side of the river the first recorded plat was "Town of Minneapolis", filed August 4, 1856.

The map, "Growth of Settled Areas", illustrates the progressive development of the city. In 1855 the total developed area of Minneapolis was less than 280 acres. The next thirty years, 1855-1885, was a period of rapid expansion. The major exploitation of river power and river transportation took place in this period.

The seven years following, 1885-1892, was the period during which the city made the most rapid growth. During this period, the growth was primarily in expansion of the dwelling areas. The periods from 1892-1912 and from 1912-1934 saw continued rapid expansion of the dwelling areas. The last period, 1934-1953, was also rapid in expansion of dwelling areas. It should be noted that most of the construction in the latter period took place after 1945.

Much of the area of the city is now used differently than when first developed. This is particularly true around the core of the city. As the city grew in size and population, the commercial and industrial areas expanded. Since transportation during the early days of the city was primarily

by walking, by cart or by public transit, this expansion took place principally around the center of the city. Seventh and Nicollet, now the heart of the retail trade area, was first developed as a farm, then as a residential area and then to its present use.

The first known land use study was made by the Minneapolis Street Railway Company in 1913. This study grouped land uses somewhat along the line as presently used but also incorporated reference to areas predominantly foreign-born or colored. These segregations are not made in present land use studies. The study was published in the book, "Plan of Minneapolis", which was prepared in 1917. The map referred to is attached.

OFFICIAL CITY PLAN  
OF THE CITY OF  
MINNEAPOLIS, MINNESOTA

SECTION IV  
LAND USE PLAN

SUBDIVISION b.  
EXISTING LAND USE

1. Occupied Private Lands
2. Vacant Private Lands

	68A <sup>1</sup>	68A <sup>2</sup>	68B <sup>1</sup>	68B <sup>2</sup>										
		51ST AVE.												
	66A	66B	67A	67B										
		44TH AVE.						37TH AVE.						
	64A	65A	65B	69A	69B	70A	70B	72A	72B					
		DOWLING AVE.						51ST AVE.						
	64B	23A	23B	24A	24B	71A	71B	29A	29B					
		LOWRY AVE.						LOWRY AVE.						
	64C	22A	22B	25A	25B	28A	28B	30A	30B					
		23RD AVE.						14TH AVE.						
	60A	21A	21B	26A	26B	27A	27B	31A	31B					
		PLYMOUTH AVE.						E. HENNEPIN AVE.						
	60B	20A	20B	2A	2B	3A	3B	32A	32B					
		GLENWOOD AVE.												
59A	59B	19A	19B	1A	1B	4A	4B	33A	33B					
		WAYZATA BLVD.												
58A	58B	7A	7B	6A	6B	5A	5B	36A	36B					
		LAKE CEDAR												
57A	57B	8A	8B	9A	9B	37A	37B	44A	44B					
		LAKE OF THE ISLES												
		LAKE CALHOUN												
12A	12B	11A	11B	10A	10B	38A	38B	43A	43B					
		LAKE HENNEPIN												
13A	13B	14A	14B	15A	15B	39A	39B	42A	42B					
		LAKE HENNEPIN												
18A	18B	17A	17B	16A	16B	40A	40B	41A	41B					
		LAKE HARRIET												
56A	56B	55A	55B	54A	54B	53A	53B	52A	52B					
		LAKE NOKOMIS												
73A	74A	74B	75A	75B	76A	76B	77A	77B	78A	78B				
		LAKE HENNEPIN												
73B	79A	79B	80A	80B	81A	81B	82A	82B	83A	83B				

**MINNEAPOLIS**  
CITY PLANNING COMMISSION

**ATLAS PLATE**  
**INDEX MAP**

PUBLISHED AS PART OF THE "OFFICIAL CITY PLAN" JAN. 1, 1954.

DATE	HERMAN E. OLSON PLANNING ENGINEER	DRAWING NO.
	0 1000 2000 SCALE IN FEET	

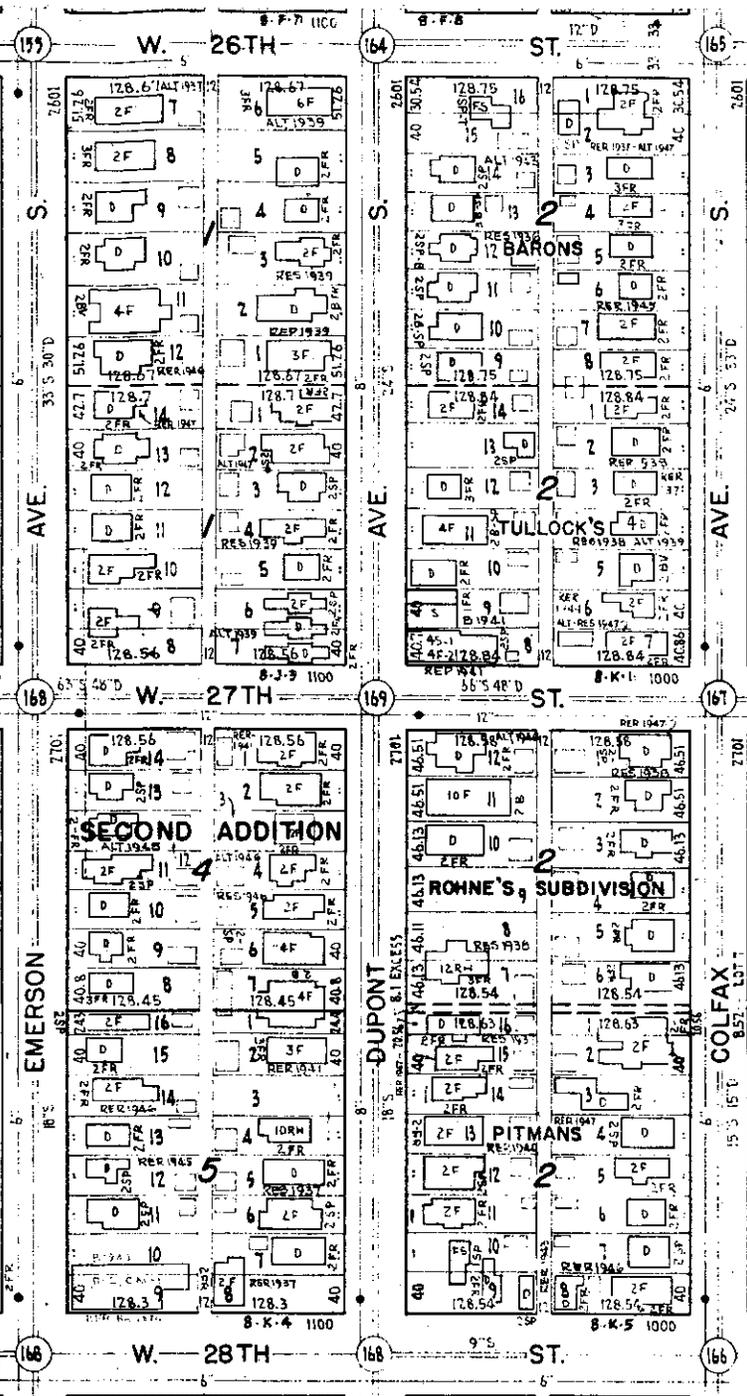
# SYMBOLS SHOWING USAGE & CONSTRUCTION OF BUILDINGS AS ENTERED ON THE CITY ATLAS PLATES

USAGE	CONSTRUCTION
D - ONE FAMILY DWLG.	D - FR - FRAME
2F - DUPLEX	2F - SP - STUCCO PLASTER
3F - MULTIPLE	7F - B - BRICK
S - STORE	S - BV - BRICK VENEER
W - WAREHOUSE	W - C - CONCRETE
G - GARAGE	G - T - TILE
OFF - OFFICE	OFF - RC - REINFORCED CONCRETE
FS - FILLING STATION	FS - CB - CONCRETE BLOCK
M - FACTORY	M - SS - STRUCTURAL STEEL
CM - COMMERCIAL	CM - S - STONE
PA - THEATRE-PUBLIC ASSEMBLY	PA - KRA6 - KRAGSTONE
HR - HOTEL-ROOMING HOUSE	B-1940 - HR - SV - STONE VENEER
B - BUILT	ALT-1941 - IM - M - STONE MASONRY
ALT - ALTERATION	RER-1942 - G - GLASS
RER - REROOF	RES-1943 -
RES - RESIDE	REP-1944 -
REP - REPAIR	ADD-1945 -
ADD - ADDITION	MO-1946 -
MO - MOVED ON	FDTN-1947 -
FDTN - FOUNDATION	

**EXAMPLE OF MIXED USAGE**

2 S-1	← 2 STORES 1ST FLOOR
4 OFF-2	← 4 OFFICES 2ND FLOOR
5 F-3	← 5 FAMILIES 3RD FLOOR
PA-4	← AUDITORIUM 4TH FLOOR
4B	

ATLAS PLATES SHOW BUILDING  
CONSTRUCTION FOR WHICH  
PERMITS WERE ISSUED



**NOTE:**  
ORIGINAL MAPS ARE AT THE SCALE 1" = 100',  
AND TOTAL 169 IN NUMBER. ABOVE MAP IS SAMPLE OF  
PART OF ATLAS PLATE NO. 8B. COMMERCIAL & INDUSTRIAL  
PROPERTIES ARE SHOWN SIMILARLY.

PUBLISHED AS PART OF THE "OFFICIAL CITY PLAN" JAN. 1, 1954.

<b>MINNEAPOLIS</b> CITY PLANNING COMMISSION		
SAMPLE OF LAND USE MAPS		
DATE	HERMAN E. OLSON PLANNING ENGINEER	DRAWING NO.
	 SCALE IN FEET	

## EXISTING LAND USE

The office of the City Planning Commission maintains a detailed record of land use, at a scale of 1" = 100'.

The "Atlas Plate Index Map" shows how these land use maps are distributed. A total of 169 maps are involved. The plate entitled, "Sample of Land Use Maps", illustrates how the information is recorded and the symbols used in showing type of use, construction and date of construction or removal of buildings. In addition the maps show open land areas, such as parking and storage. This data was compiled from occupancy records of the City Assessor's office, building permits, plats and from aerial photographs of the city.

The table, "Distribution of Land Use by Zones", summarizes the existing use of land as of January 1, 1948. This tabulation was made in relationship to a proposed new zoning ordinance which is under consideration.

Some index to the progressive development of the city may be obtained by comparing areas of land use by acres for specific periods of time.

COMPARATIVE USE OF LAND  
Shown by Acres

	City <u>1923</u>	Richfield Annex <u>1927</u>	City <u>1948</u>	<u>Change**</u>
Residential	7,740	360.0	11,608.4	3,508.4
Four-flats	151		316.5	165.5
Apartments	127		798.4	671.4
Commercial	491	21.8	874.9	362.1
Lt. Industrial	478	6.6	651.8	167.2
Heavy Industrial	1,950	11.6	2,401.0	439.4
Schools	368*	10.0	315.2	- 62.8
Parks	2,370	76.0	2,504.3	58.3
Streets & Alleys	6,912	780.0	8,527.3	835.3
Open Areas	3,060	64.7	2,942.5	- 182.2
Vacant	10,459	2,186.4	5,981.1	-6,664.3
Miscellaneous		5.3	707.0	701.7
	<u>34,106</u>	<u>3,522.4</u>	<u>37,628.4</u>	

\*Includes church schools.

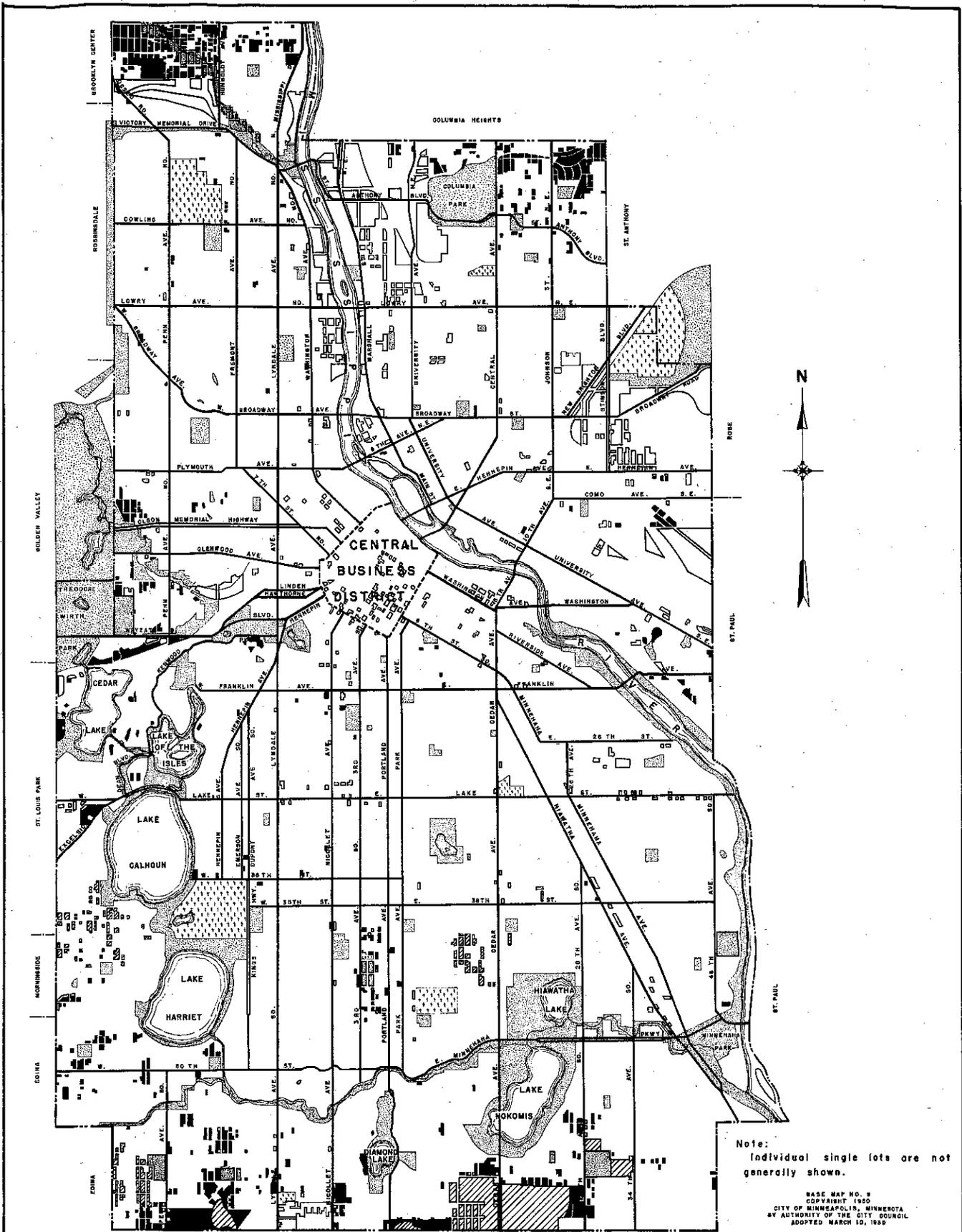
\*\*Change shows increase except where indicated by minus sign.

1. Occupied Private Lands

In 1923 a total of 10,937 acres of land was occupied by various private uses. (See preceding table.)

When the northerly part of the Village of Richfield was annexed, a total of 400 acres of the annexed lands was occupied by private uses. By 1948, the development of private uses had increased to include 16,651 acres.

In this twenty-five year period an additional 5,314 acres had been developed for private purposes. This was the equivalent to developing almost a half a square mile each year.



Note:  
Individual single lots are not  
generally shown.

BASE MAP NO. 3  
COPYRIGHT 1950  
CITY OF MINNEAPOLIS, MINNESOTA  
BY AUTHORITY OF THE CITY COUNCIL  
ADOPTED MARCH 10, 1929

**LEGEND**

- VACANT USABLE RESIDENCE PROPERTY.
- VACANT INDUSTRIAL & COMMERCIAL PROPERTY.
- VACANT PROPERTY HELD FOR PUBLIC OR INSTITUTIONAL USE.
- VACANT PROPERTY - ADVERSE BUILDING CONDITIONS.

<b>MINNEAPOLIS</b> CITY PLANNING COMMISSION		
VACANT LAND AREAS DEC. 31, 1950		
DATE	HERMAN E. OLSON PLANNING ENGINEER	DRAWING NO.
	1950 500 0 1950	
SCALE IN FEET		

## 2. Vacant Private Lands

The table, "Comparative Use of Land", shows that there was a total of 10,459 acres of vacant land in 1923. With the annexation of part of Richfield, an additional 2,186.4 acres of vacant land were added. In 1948 this total had been reduced to 5,981.1 acres, a decrease of 6,664.3 acres. The vacant land figure for 1948 includes unimproved lands used for parking and open storage.

As of January 1, 1954 the total vacant land (not including parking and storage lands) was 2,883.7 acres. This vacant land, under the Zoning Ordinance, was distributed into the following development categories:

1-Family Residence	885.23 acres
2-Family Residence	404.03 acres
Apartments	159.47 acres
Commercial	184.52 acres
Lt. Industrial	293.09 acres
Heavy Industrial	957.31 acres

The map, "Vacant Land Areas, December 31, 1950", indicates the distribution of these lands geographically. It will be noted that the industrial properties generally are small in area. The few large vacant tracts have adverse foundation conditions.

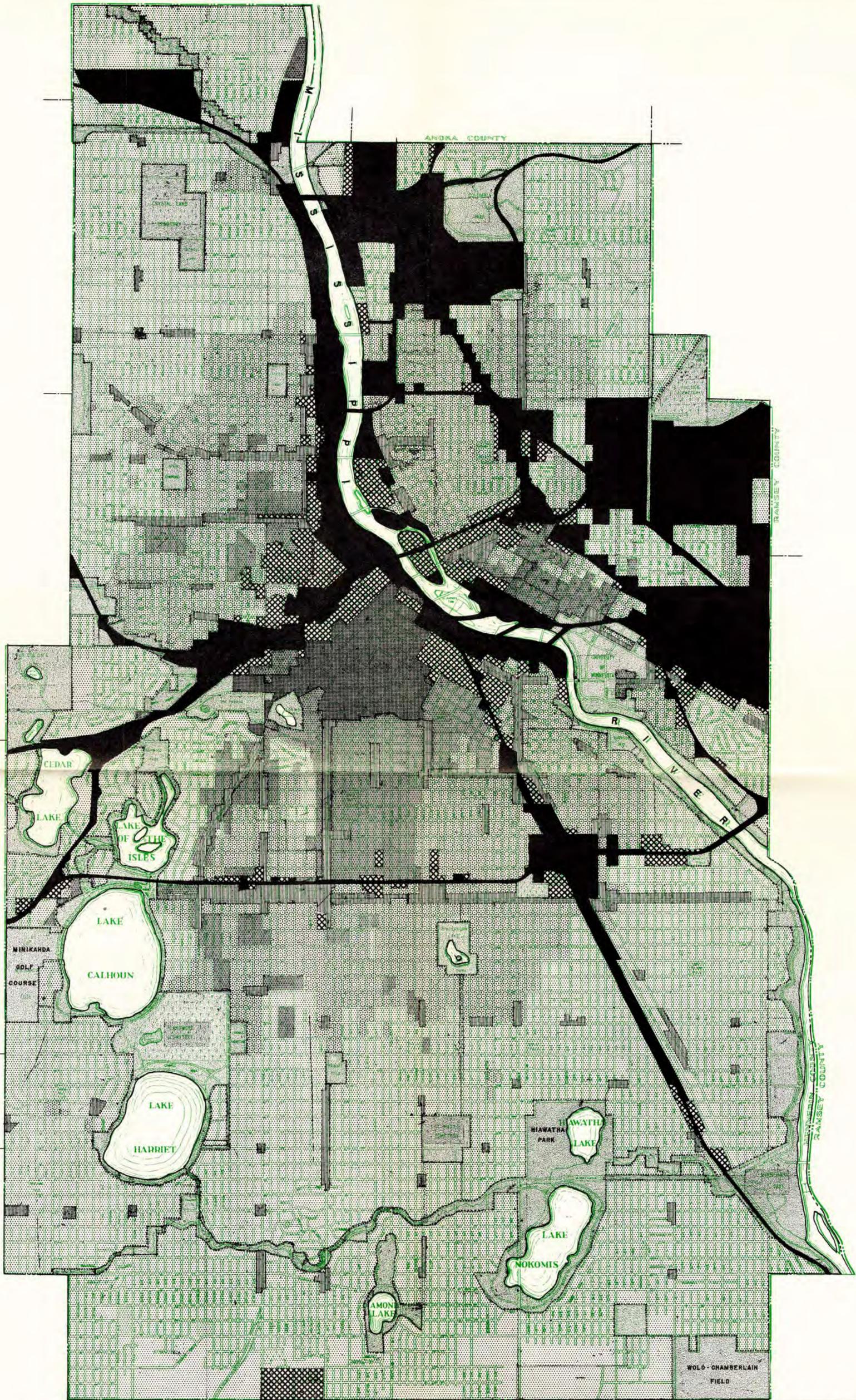
The vacant residential property is being developed rapidly. Of the 1,448.73 acres of vacant land zoned for dwelling purposes, 95 acres are held for future institutional uses and 355 acres are handicapped by unfavorable foundation conditions. Thus, only 1000 acres of land are available for dwelling construction. This is a decrease of 700 acres since January 1, 1951.

At the present rate of construction, and allowing for persons retaining one or more extra lots as part of their dwelling site, all of the vacant dwelling property should be gone by January 1, 1957.

OFFICIAL CITY PLAN  
OF THE CITY OF  
MINNEAPOLIS, MINNESOTA

SECTION IV  
LAND USE PLAN

SUBDIVISION c.  
GENERALIZED EXISTING LAND USE



BASE MAP NO. 3  
 COPYRIGHT 1949  
 CITY OF MINNEAPOLIS, MINNESOTA  
 BY AUTHORITY OF THE CITY COUNCIL  
 ADOPTED MARCH 10, 1950

**LEGEND**

- |  |                              |  |                                |
|--|------------------------------|--|--------------------------------|
|  | SINGLE FAMILY RESIDENTIAL    |  | CENTRAL COMMERCIAL             |
|  | 2 FAMILY RESIDENTIAL         |  | LIGHT INDUSTRIAL               |
|  | 3 OR MORE FAMILY RESIDENTIAL |  | HEAVY INDUSTRIAL AND RAILROADS |
|  | OUTLYING COMMERCIAL          |  | MAJOR OPEN AREAS               |

SOURCE: ATLAS PLATES - JAN. 1, 1948  
 REZONING PROJECT.

PUBLISHED AS PART OF THE  
 "OFFICIAL CITY PLAN" JAN. 1, 1954.

**MINNEAPOLIS**  
 CITY PLANNING COMMISSION

CITY OF MINNEAPOLIS  
 GENERALIZED LAND USE MAP

HERMAN E. OLSON  
 PLANNING ENGINEER

1600 800 0 1600 3200  
 SCALE IN FEET

DRAWING NO.

1601  
 2-21

## GENERALIZED EXISTING LAND USE

The "Generalized Existing Land Use Plan" is a composite of all of the detailed land use maps.

The predominate use of each property was recorded by conventional symbols on a large map. When this was completed, the information was generalized to show the prevailing use in the various areas of the city. Finally, vacant lands were shown under the prevailing adjacent use.

The "Generalized Land Use Map" included in this section shows the prevailing use of land by blocks or parts of blocks. It will be noted that the land use pattern is quite uniform in some areas while very spotty in others.

The appraisal of this pattern, together with coordination with the other elements of the City Plan, will determine the "Proposed Land Use Plan" which is the main objective of this section of the OFFICIAL CITY PLAN.

OFFICIAL CITY PLAN  
OF THE CITY OF  
MINNEAPOLIS, MINNESOTA

SECTION IV  
LAND USE PLAN

SUBDIVISION d.  
PROPOSED LAND USE PLAN

## PROPOSED LAND USE PLAN

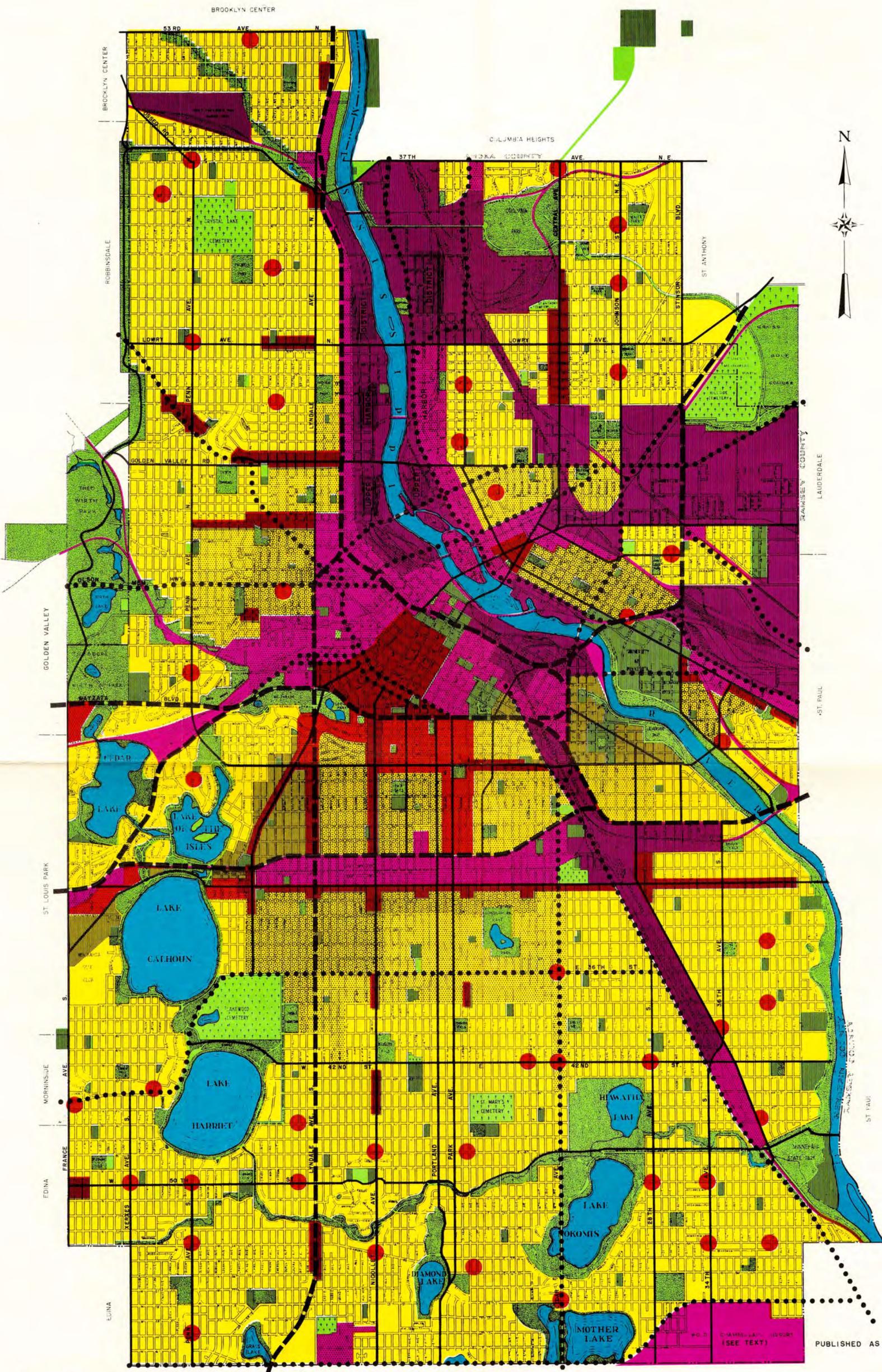
The proposed land use plan brings together the various objectives sought in the other sections of the OFFICIAL CITY PLAN. The important elements of all phases of the plan are shown in their relationship with one another. Public uses and private uses are coordinated to best meet the needs of the community.

The existing zoning ordinance, which is a land use plan, provides dwelling areas and intensities which would permit more than 2,000,000 to live within the present corporate limits of the city. Such concentration of people is no longer feasible. Present trends indicate a population of 650,000 in the year 2000. There is little prospect that the population will exceed 700,000 persons in the foreseeable future.

The objectives of the Proposed Land Use Plan are to provide adequate space for housing this population as well as providing adequate space for necessary public facilities to care for this population, and space for commercial and industrial development to serve and furnish the major employment opportunities for the entire metropolitan area.

In presenting this plan it is desirable to call attention to some of its features:

1. Highways shown on this plan are the same as shown and discussed in detail in Section VI. Major highways, as far as possible, have been used as the boundary of industrial areas. Dwelling, commercial and industrial areas are all adequately served by major highway facilities.
2. Railroads. Some changes have been suggested in railroad facilities for the purpose of improving land use conditions in certain areas. See Section VII for details.
3. Airport. Wold-Chamberlain Field has been shown as the major port for the city. How long it will remain as such is a question which cannot be answered definitely at this time. When jet transports replace present equipment, a change in the location of the major airport, which should have been made some years ago, will become most urgent. The Anoka County site recommended by this Commission in 1947 may no longer be available. Further study on this problem is required.



**L E G E N D**

- |  |                             |   |                       |
|--|-----------------------------|---|-----------------------|
| RESIDENCE - 0-15 FAMILIES PER NET ACRE       | LOCAL COMMERCIAL            | PUBLIC & SEMI-PUBLIC BLDGS. & OCCUPIED SPACES | EXPRESSWAYS           |
| MULT. DWELLING - 16-25 FAMILIES PER NET ACRE | LIMITED BUSINESS            | PARKS   | DIVIDED LANE HIGHWAYS |
| MULT. DWELLING - 26-40 FAMILIES PER NET ACRE | GENERAL COMMERCIAL          | CEMETERIES                                    | ARTERIAL STREETS      |
| MULT. DWLG. - OVER 40 FAMILIES PER NET ACRE  | LIGHT INDUSTRIAL            | OTHER OPEN AREAS                              | LOCAL STREETS         |
|  | HEAVY INDUSTRIAL            | WATER AREAS                                   |                       |
|  | RAILROADS, DOCKS & AIRPORTS | SMALL AREAS NOT SHOWN.                        |                       |

PUBLISHED AS PART OF THE "OFFICIAL CITY PLAN" MAY 15, 1954

BASE MAP NO. 3  
COPYRIGHT 1949  
CITY OF MINNEAPOLIS, MINNESOTA  
BY AUTHORITY OF THE CITY COUNCIL  
ADOPTED MARCH 10, 1953

**MINNEAPOLIS**  
CITY PLANNING COMMISSION

**PROPOSED  
LAND USE  
PLAN**

DATE	HERMAN E. OLSON PLANNING ENGINEER	DRAWING NO.
<p>SCALE - 1" = 3200'</p>		

4. Parks. Section VIII of this report calls attention to certain areas which are deficient in neighborhood playground facilities. No attempt has been made to show specific sites except where property is at least partially owned by the city. Certain more general facilities have been shown, such as Cedar Lake Park and Mother Lake. A neighborhood park has been shown in the Minnekahda Golf Club to call attention to the need for such facilities should the club ever be sold for a dwelling development.
5. Schools. Public schools have been shown where such facilities now exist or where policy has already been expressed. A school site has been indicated in the Minnekahda Golf Club should the club ever be disbanded. Expansion space for the University of Minnesota and Augsburg College has been indicated.
6. Hospital Center. Space in the vicinity of Elliot Park has been reserved for the further development of the existing hospital facilities.
7. Commercial areas. General commercial areas have been shown where such commercial areas serve or will serve more than a local neighborhood. Along such streets as Lake Street expansion space has been suggested at the principal intersection while minimizing those portions of such streets which do not have long-range commercial potential.

Limited business has been indicated for office building sites. Included in this category are a number of problem areas where the long-range solution to the use of the property seems to be as office buildings.

Local shopping has been shown as a circle with no attempt made to indicate the extent of the development. The limits of local commercial areas will be shown in detail in the proposed zoning ordinance.

8. Upper Harbor District. The Upper Harbor District is in the process of development. Construction of the dams and locks necessary to make this possible is now in progress. Bridges are being raised. The question of what frontage in the district should be under public control has not been settled. Portions of the district must be under public control in order to assure the long-range success of the project.

It is the opinion of the City Planning Commission that the land use pattern suggested in this plan is a realistic approach to the needs of this city and that future development conforming to this plan will be in the best interests of the city.

OFFICIAL CITY PLAN  
OF THE CITY OF  
MINNEAPOLIS, MINNESOTA

SECTION IV  
LAND USE PLAN

SUBDIVISION e.  
IMPROVEMENT DISTRICT PLAN

IMPROVEMENT DISTRICT PLAN

This subdivision shows details and parts of the overall Land Use Plan on the basis of Improvement Districts or Neighborhoods.

Such neighborhood plans are for the purpose of correlating separate plans relating to individual neighborhood areas.

This subdivision will be prepared in the near future when the disposal of other problems permits.

OFFICIAL CITY PLAN  
OF THE CITY OF  
MINNEAPOLIS, MINNESOTA

SECTION IV  
LAND USE PLAN

SUBDIVISION f.  
LAND SUBDIVISION REGULATIONS

## LAND SUBDIVISION REGULATIONS

Section 5 of Chapter 13 of the City Charter reads as follows:

"Section 5. Plans, Plats, Etc., to Be Submitted to Commission for Approval or Rejection. -- All plans, plats, or replats of land hereafter laid out in building lots and streets, alleys or other portions of the same intended to be dedicated to public use, or for the use of purchasers or owners of lots fronting thereon, or adjacent thereto, and located within the city limits, shall be submitted to the city planning commission for its approval; and it shall be unlawful to receive or record such plans in any public office unless the same shall bear thereon by endorsement or otherwise, the approval of the city planning commission. The disapproval of such plan, plats, or replats by the city planning commission shall be deemed a refusal by the city of the proposed dedication shown thereon. The approval of the commission shall be deemed an acceptance by the city of the proposed dedication; but shall not impose any duty upon the city concerning the maintenance or improvements of any such dedicated parts, until the proper authorities of the city shall have made actual appropriations of the same by entry, use or improvements.

"The duty of the city planning commission in accepting or rejecting a plat shall be deemed legislative and discretionary and not administrative."

Under the legislative authority granted, and in order to promote the health, safety, convenience and general welfare of the inhabitants of the city of Minneapolis, the City Planning Commission does hereby adopt the following rules and minimum standards governing the subdivision of lands:

1. It is suggested that each subdivider of land confer with the commission staff before preparing the tentative plat, in order to become thoroughly familiar with subdivision requirements and with the proposals of the Official City Plan affecting the territory in which the proposed subdivision lies.
2. Surveys shall be made by a registered land surveyor. Distances shall be measured with a standard 100 foot steel tape which tape shall have been certified as accurate by the National Bureau of Standards. Kinked

or mended tapes shall not be used in making a subdivision survey. The boundary line survey together with the tie to a section corner, half-section corner or city monument shall conform to the following accuracy standards:

The angular error in seconds shall not exceed  $15 \frac{\sqrt{N}}{N}$

Per instrument station where N equals the number of instrument stations. The position closure after distribution of azimuth errors shall not exceed 1 in 10,000. Angular error shall be distributed according to the number of angles involved and position error shall be adjusted according to established procedures for adjusting latitudes and departures.

3. Any party wishing to subdivide a parcel of land shall submit to the Commission six copies of a tentative subdivision plat, with the following information:
  - a) Location and legal description.
  - b) Proposed name of subdivision.
  - c) Name and address of owner or owners.
  - d) Name, address and telephone number of representative to be contacted relative to proposed subdivision.
  - e) Name of mortgagee, if any.
  - f) Name of surveyor, his state registration number and city license number.
  - g) Type of title (registered title or abstract, or both).
  - h) Draft of proposed deed restrictions. In dwelling areas the deed restrictions shall provide that each lot is a separate building site and may not be subdivided without the consent of the City Planning Commission. These restrictions shall not be interpreted as prohibiting building on a site larger than a single platted lot, provided that there are no fragments smaller than a platted lot left over in the process of such development.
  - i) A contour map of the area if requested by the City Planning Engineer. Said map shall show contours at 2 feet intervals, using city datum.

- j) Center line and right of way line profiles for all streets with suggested grade. Center line profile for all alleys with suggested grade. If street is an extension of an existing street, profile shall show grade of adjoining section.
4. The tentative plat, which shall be drawn at a scale of 1 inch equals 100 feet or less, shall show the following:
- a) Size and tentative numbering of lots.
  - b) Size and tentative numbering of blocks.
  - c) Width of streets, alleys and walkways.
  - d) Radii of street line curves.
  - e) Width of public utility easements.
  - f) Tentative names of streets.
  - g) Building line easements.
  - h) All platting surrounding the land in question for a distance of 150 feet.
  - i) Proposed public areas.
  - j) Location of existing easements.
  - k) Location of bodies of water, swamp land, low wet land or natural water channels.
  - l) Location of all structures within the area.
  - m) All monuments to be placed and the angles which will be shown on the final plat. Such monuments shall be required at all corners or changes in alignment of the boundary line, at all block corners and at all changes in street alignment.
  - n) Date, north arrow and scale.
  - o) Angle and distance (or traverse if required) to a section corner, quarter corner or city monument.

5. After approval of the tentative plat, the final plat may be prepared and submitted. The following shall be submitted with the final plat:
  - a) A copy of the surveyor's traverse, including the tie to a section corner, half-section corner or city monument, together with a copy of the computations for computing the adjustments to the traverse.
  - b) Abstract of title for property, included in plat, said abstract to have been certified by an abstract company not more than five days prior to date submitted and shall show that the current taxes have been paid. If title is registered, the title number shall be given. If title papers otherwise conform but payment of taxes is not shown, the tax receipt shall accompany the title papers.
  - c) Size of such plats and the materials used in the preparation of the tracing and mounted copies of such plats shall conform to "An Ordinance to Designate the Material and Size of Plats of Additions to the City of Minneapolis" (55:75).
  - d) Deed restrictions.
6. The final plat shall be submitted in quintuplicate. One shall be in ink on tracing cloth, two shall be on cloth backed paper and two shall be paper prints. One of the cloth backed paper plats shall be marked, "Original"; all others shall be marked, "Copy". The original and copies, except the two paper prints, shall all be completed with original signatures of all persons required to sign such plats. The final plat shall show:
  - a) The name of the plat, its location, north point, acreage, scale and date. Scale shall be 1 inch equals 100 feet, or less.
  - b) Courses, distances and angles of plat lines. Distances shall be in feet and decimals of a foot. Angles shall be in degrees, minutes and seconds.

- c) Location and description of all monuments. Monuments shall be placed at all boundary corners and angle points, at all block corners and at all changes in street alignment.
- d) Location, names and dimensions of all public areas, streets, alleys, parks, schools and easements for public utility or other uses.
- e) Angles in street lines and between street lines and plat boundary lines.
- f) Radii of street line curves.
- g) Dimensions of lots.
- h) Block and lot numbers.
- i) Building line easements.
- j) Location of bodies of water, swamp land, low wet land and natural water channels.
- k) Presentations, acknowledgements and certifications as required by statute.

#### 7. Design Requirements

All plats shall conform to the Land Use Plan of the Official City Plan. In areas where the Land Use Plan is not shown in detail, the City Planning Commission reserves the right to complete such detailed plans before the plat is approved.

##### Streets:

Major streets shall be platted to the width and alignment designated in the Official City Plan.

Secondary streets and streets in industrial and commercial areas shall be of the same width as dedicated or opened in the adjoining areas but in no case less than 80 feet wide. Minor streets, except as noted above, shall be of the same width as dedicated or opened in adjoining areas but in no case less than 66 feet wide, except that deadend streets and looping streets, not over 1000 feet long and which cannot carry through traffic, may be 50 feet wide. All new streets shall make proper connection to existing streets. Streets shall intersect at right angles or radial to curved streets whenever practical. On secondary streets and streets in commercial and industrial areas, centerline radius of curvature shall be not less

than 350 feet. On minor and local streets the centerline radius of curvature shall be not less than 150 feet. Cul-de-sacs shall be not over 500 feet long with a turn around at the end having a diameter of 100 feet. No other form of deadend street shall be permitted.

At the boundary of the area platted, subdivider shall dedicate such additional width as may be required to comply with the preceding requirements. Where said boundary abuts an unimproved area, subdivider shall dedicate one-half of the required width, except where the City Planning Commission shall find that the additional width cannot practically be obtained from the adjoining property, in which case the subdivider shall dedicate the entire width of street required.

At the intersection of two streets, where one or more of the streets are less than 66 feet in width, the corners shall be rounded to a 20 foot radius. The layout of streets shall be such that grades of 5% or less can be maintained on major streets and 8% or less on minor streets. If such grades cannot be established under the plan submitted, the City Planning Commission reserves the right to redesign the subdivision or shall reject the plan as unsuitable.

**Alleys:**

Alleys in residential areas shall be not less than 14 feet in width. Where such alleys intersect or make an offset of more than 45 degrees, a ten foot corner-cut shall be provided.

Alleys in multiple dwelling areas shall be not less than 20 feet in width. Where such alleys intersect or make an offset of more than 45 degrees, a 15 foot corner-cut shall be provided.

Alleys in commercial or industrial areas shall be not less than 24 feet in width. Where such alleys intersect or make an offset of more than 45 degrees, a 20 foot corner-cut shall be provided.

Deadend alleys shall not be permitted.

**Utility Easements:**

Utility easements shall be provided where alleys are not provided. Such easement shall be 10 feet wide and generally extending 5 feet on each side of the rear lot line. Other easements may be required to provide continuous routes for utilities.

**Blocks:**

In commercial and industrial areas, size and shape of block shall be made to fit the intended use. In dwelling areas, blocks shall be not less than 600 feet nor more than 1500 feet long and of a minimum width to provide 2 tiers of lots. Through lots shall be avoided as far as possible. A pedestrian way, at least 10 feet in width, shall be provided near the middle of any block exceeding 800 feet in length.

**Lots:**

Lots in residence districts shall be not less than 50 feet wide, 100 feet deep and have an area of not less than 6,000 square feet. Where alleys are not provided, the minimum lot width shall be 58 feet. In multiple dwelling districts, lots shall be not less than 60 feet wide, 100 feet deep and have an area of not less than 7,500 square feet. Where alleys are not provided, the minimum lot width shall be 68 feet. In commercial or industrial districts, size and shape of lot shall be made to fit the intended use.

Where reverse frontage lots occur, the corner lot shall have a frontage along each street not less than 50 feet, plus the front yard requirement on the intersecting street, except that in multiple dwelling areas said minimum frontage shall be 60 feet plus the front yard requirement on the intersecting street.

As far as practicable, side lot lines shall be at right angles or radial to the street line. On corner lots, rounding of corners shall be required as heretofore specified and also at the intersection of major and secondary streets where the intersecting angle is less than 135 degrees and at the intersection of minor streets where the angle is less than 90 degrees.

All lots shall have frontage on a street.

**Park and School Sites:**

In subdividing property, consideration shall be given to suitable sites for schools, parks, playgrounds and other common areas for public use, so as to conform to the recommendations of the Official City Plan. Any provision for schools, parks and playgrounds should be indicated on the tentative plat, in order that it may be determined when and in what manner such areas shall be dedicated to the appropriate agency.

**Easements along Lakes, Streams and Natural Water Courses:**

Whenever any lake, stream or natural water course is located in or adjoining an area that is being subdivided, the subdivider shall dedicate an adequate easement over and along each side of the lake, stream or natural water course for the purpose of widening, deepening, sloping, improving or protecting the same, or for drainage, parkway or recreational use.

**Zoning:**

Where reference is made to residence areas, dwelling areas, commercial areas, etc., the areas spoken of are those defined in the Zoning Ordinance.

**Monuments:**

A principal monument shall be provided. Said monument shall be tied in by at least three reference points and to a section corner, quarter corner or city monument. The location point on all monuments shall be set in the cap of the monument with a punch. All monuments shall be constructed and placed in accordance with designs and standards approved by the City Planning Commission.

**8. Variances**

The City Planning Commission may permit variations from the preceding requirements where necessary to meet practical difficulties or to obtain more suitable platting.

**9. Interpretation**

The City Planning Commission reserves the right to interpret the intent of these regulations and to issue such rules or further regulations as circumstances may require.

10. Improvements Required

Conforming to the provisions of Section 5, Chapter XIII of the City Charter, subdivision plats may be accepted and approved by the City Planning Commission without the requirement that the improvement of the dedicated public areas be made by the subdivider, provided that whenever the City Planning Commission deems that the public interest requires that such improvement be made prior to acceptance and approval of the final plat, the subdivider shall be required to make such improvement in accordance with rules and regulations established by the City Planning Commission and approved by the City Council.

**OFFICIAL CITY PLAN  
OF THE  
CITY OF MINNEAPOLIS, MINNESOTA**



**PREPARED BY THE  
CITY PLANNING COMMISSION  
MINNEAPOLIS, MINNESOTA**

OFFICIAL CITY PLAN  
OF THE CITY OF  
MINNEAPOLIS, MINNESOTA

TITLE AND CONTENTS OF A PORTION  
OF THE OFFICIAL CITY PLAN

Section V. Zoning

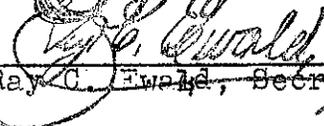
- Subdivision a. Historical and Factual Background
- b. Analysis of Zoning Law and Objectives
- c. Zoning Ordinance Text
- d. Zoning Ordinance Maps

This is to certify that the document to which this certificate is attached is that part of the Official City Plan adopted and established by the City Planning Commission of the City of Minneapolis, Minnesota, by adoption of Resolution No. 2 on September 16, 1954, and the above Title and statement of contents is an exact copy of that part of Resolution No. 2 pertaining to the same and the attached document is the document then approved as that portion or portions of the Official City Plan.

(Signed)

  
Patrick H. Carr, President

(Signed)

  
Ray C. Ewald, Secretary

Date September 23 1954

On this 23rd day of September 1954, before me a Notary Public in and for the County of Hennepin, Minnesota, personally appeared Patrick H. Carr and Ray C. Ewald, president and secretary respectively of the City Planning Commission of the City of Minneapolis, who did affirm that the material attached to this title page was officially adopted by the City Planning Commission as the portion or portions of the Official City Plan as above described and referred to by Resolution No. 2 of date of September 16, 1954.

Subscribed and sworn to before me this 23rd day of September 1954.

CELIA L. GRELLER  
Notary Public, Hennepin County, Minn.  
My Commission Expires Mar. 18, 1960.

Notary Public

My Commission Expires \_\_\_\_\_

OFFICIAL CITY PLAN  
OF THE CITY OF  
MINNEAPOLIS, MINNESOTA

SECTION V  
ZONING

INDEX

- Subdivision a. Historical and Factual Background
  - 1. Council Control
  - 2. 1913 Restricted Residence Districts
  - 3. 1915 Restricted Residence Districts
  - 4. 1924 Zoning Ordinance
- b. Analysis of Zoning Law and Objectives
- c. Zoning Ordinance Text
- d. Zoning Ordinance Maps

## ZONING

"Zoning is the division of a community into districts for the purpose of regulating the use of land and buildings, the height or bulk of buildings, the proportion of lot that may be covered by them, and the density of population." <sup>1</sup>.

"Zoning is the instrument for giving affect to that part of the comprehensive city plan which is concerned primarily with the use and development of privately owned land as distinguished from that part which is concerned with public lands and facilities." <sup>1</sup>.

Zoning makes possible a more attractive and efficient living environment. It tends to conserve property values and thus protect the financial resources of the individual citizen. For the public administrator it is a tool in fixing potential intensity of development and makes it possible to estimate water, sewer, recreation and school requirements much more accurately than otherwise would be the case. Similarly, utility companies estimate the potential requirements for their services. A well planned zoning ordinance fixes policy which makes it possible to design public improvements to fit a pre-determined pattern.

The facility is designed to fit the need rather than over designed to meet unforeseen eventualities, or under designed resulting in early replacement.

<sup>1</sup>Local Planning Administration (International City Managers Association)

OFFICIAL CITY PLAN  
OF THE CITY OF  
MINNEAPOLIS, MINNESOTA

SECTION V  
ZONING

SUBDIVISION a.  
HISTORICAL AND FACTUAL BACKGROUND

1. Council Control
2. 1913 Restricted Residence Districts
3. 1915 Restricted Residence Districts
4. 1924 Zoning Ordinance

## HISTORICAL AND FACTUAL BACKGROUND

1. Council Control

The earliest record of official control of land use goes back to June 4, 1886, when the City Council passed "An Ordinance to Designate where Lumber Piles and Mill Wood Piles Shall Not Be Maintained in the City of Minneapolis".

This was followed by other ordinances on the following:

Stables	7-31-03
Boiler Shops, etc.	4-13-06
Foundaries, etc.	4-26-07
Objectionable Occupations	2-18-10
Automobile Garages	5-26-11
Greenhouses, etc.	7-28-11
Laundries, etc.	8-25-11
Coal Yards, etc.	9-29-11
Height Limits on Mt. Curve Avenue	12-8-11
Manufacture & Sale of Gas	2-9-12
Location of Business Buildings on Park & Portland Avenues	6-28-12
Certain Buildings	7-26-12
Business Buildings on University Avenue S.E.	9-13-12
Business Buildings on Certain Streets	10-11-12
Greenhouses, etc., Injurious to Adjacent Property	10-25-12
Height Limits on Dupont Avenue	11-8-12
Reformatories, etc.	4-25-13
Junk Yards, etc.	9-11-14
Garages	10-23-14
Roller Skating Rinks, etc.	10-30-14
Lumber Piles	3-10-16
Morgues, etc.	1-31-19
Stone Quarries	8-8-19
Bottling Works	10-10-21
Feed Stores	3-23-23
Ice Houses	3-28-24

These ordinances were in two forms, those limiting certain uses to limited areas and those prohibiting certain uses except when authorized by the City Council.

There was no attempt made in these ordinances to be comprehensive in the application of a land use plan. Each ordinance pertained to a specific limited problem.

Another form of land use control was provided for in Chapter 13, Special Laws of 1887.

This act limited the power of the City Council to grant liquor licenses only in a specified district of the city.

The act was in the form of an amendment to the city charter. When the Home Rule charter was adopted in 1920, this provision was incorporated as part of said charter.

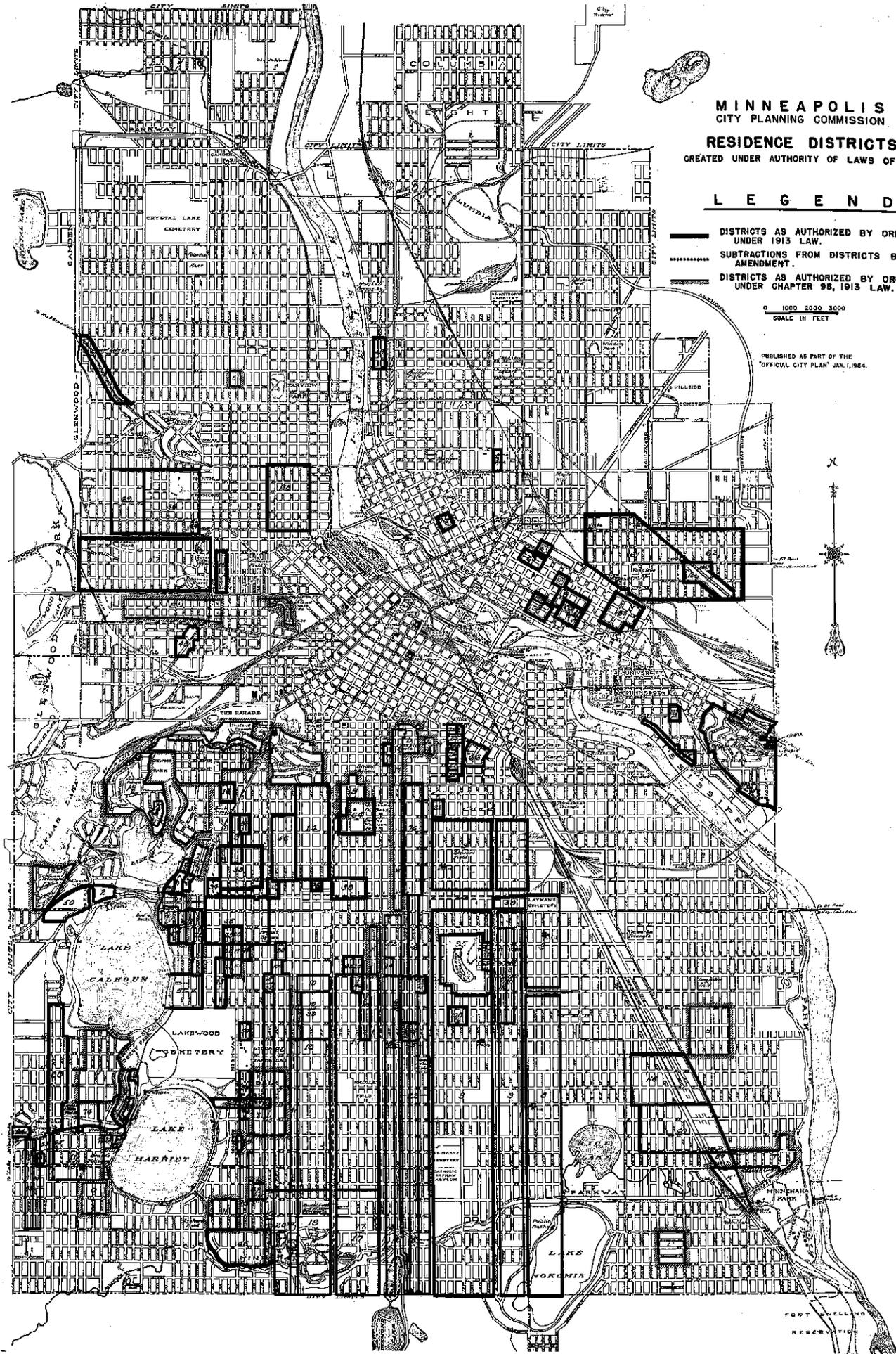
MINNEAPOLIS  
CITY PLANNING COMMISSION  
RESIDENCE DISTRICTS  
CREATED UNDER AUTHORITY OF LAWS OF 1913

LEGEND

- DISTRICTS AS AUTHORIZED BY ORDINANCE UNDER 1913 LAW.
- ..... SUBTRACTIONS FROM DISTRICTS BY AMENDMENT.
- DISTRICTS AS AUTHORIZED BY ORDINANCE UNDER CHAPTER 98, 1913 LAW.

0 1000 2000 3000  
SCALE IN FEET

PUBLISHED AS PART OF THE  
"OFFICIAL CITY PLAN" JAN. 1, 1924.



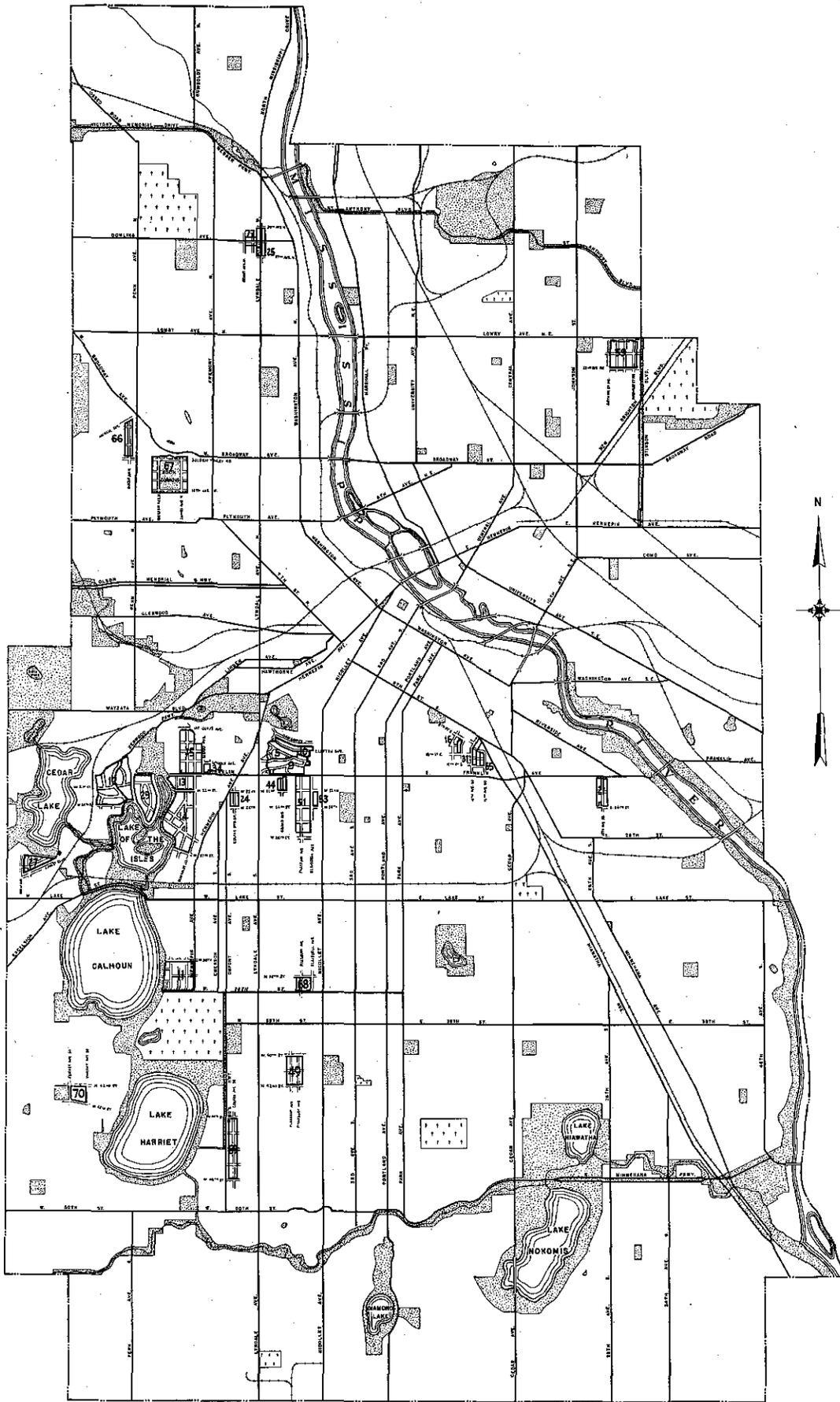
## 2. 1913 Restricted Districts

The 1913 session of the Minnesota Legislature passed two statutes affecting the use of property, as follows:

Chapter 98 - "An Act authorizing cities of fifty thousand inhabitants and over in the exercise of the police power by ordinance to designate residence districts in such cities wherein only buildings for residences may be erected and maintained."

Chapter 420 - "An Act Authorizing cities of fifty thousand inhabitants and over in the exercise of the police power by ordinance to designate residence and industrial districts in such cities and classify industries and buildings which may be erected and maintained therein, and prohibit all others."

Thirty-nine districts were created under authority of Chapter 98, Laws of 1913 and 118 districts were created under authority of Chapter 420, Laws of 1913. These districts covered a total of 7,950 acres, or 23% of the area of the city. (See map, "Residence Districts".) Here again the restrictions were not an expression of a land use plan but an attempt to solve specific limited problems. The validity of these regulations were clouded by a decision of the court, as follows: "An ordinance prohibiting property owner from erecting a store building upon land within a residential district could not be sustained as a legitimate exercise of the police power, and was an unlawful invasion of the property owner's constitutional rights. State ex. rel. Lachtman v. Houghton, 1916, 134 Minn. 226, 158 N.W. 1017, L.R.A. 1917F, 1050."



**RESTRICTED RESIDENCE  
DISTRICTS  
(1915 LAW)**

DATE	HERMAN E. OLSON PLANNING ENGINEER	DRAWING NO.
	0 400 800 1200 SCALE IN FEET	

PUBLISHED AS PART OF THE "OFFICIAL CITY PLAN" JAN. 1, 1954.

3. 1915 Restricted Residence Districts

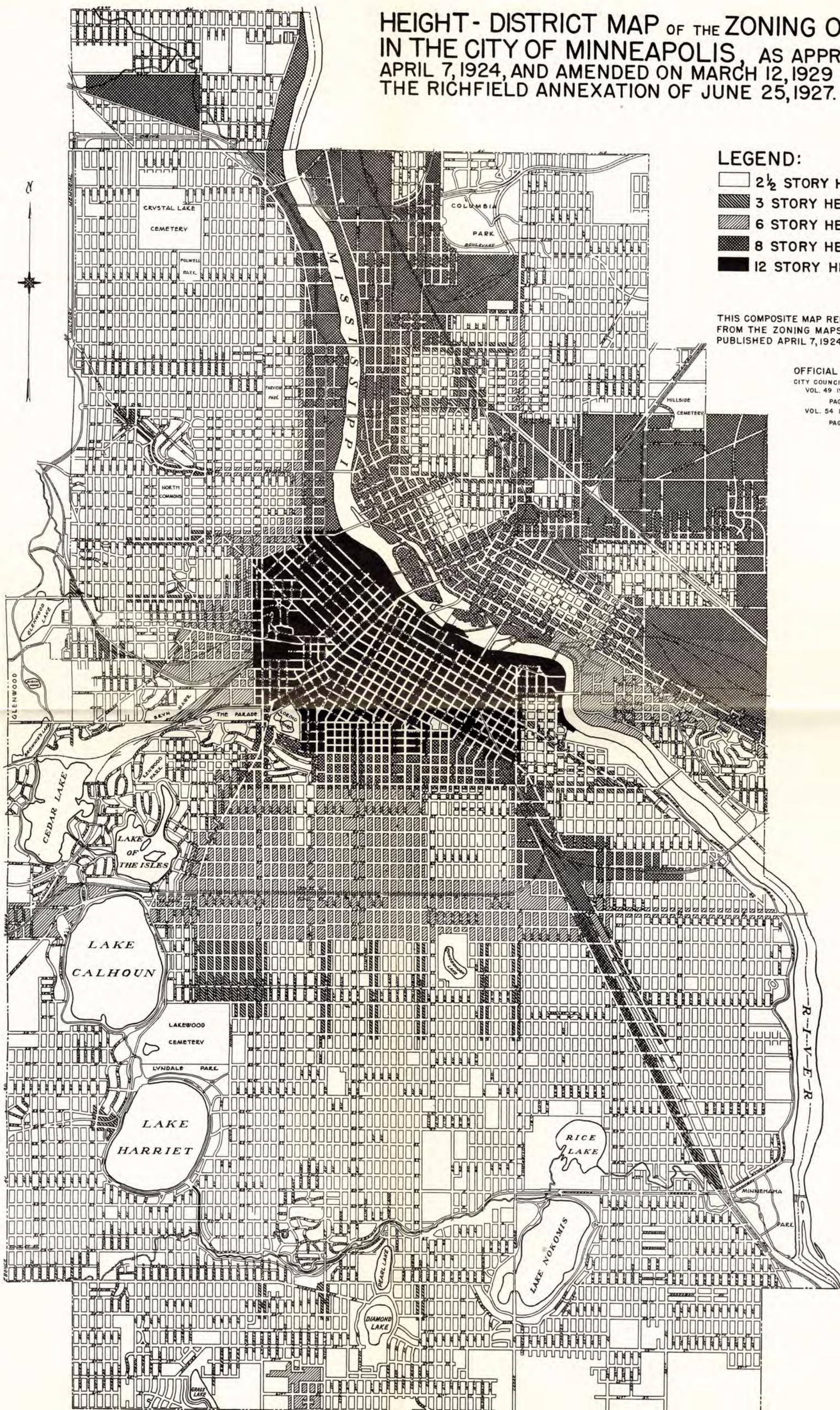
The 1915 session of the Minnesota Legislature passed a statute entitled (Chapter 128): "An Act authorizing cities of the first class to designate and establish restricted residence districts and to prohibit the erection, alteration and repair of buildings thereon for certain prohibited purposes."

Twenty-eight districts were created under the authority granted in this statute. (See map, "Restricted Residence Districts, 1915 Law" for location of districts.)

These districts were created under the eminent domain powers of the city under a proceeding in which benefit and damages were determined, assessments and awards made. A petition by 50% of the owners in the district was necessary to give the City Council jurisdiction to act. In addition to the 28 districts created, about 100 districts were in various stages of consideration when new police power zoning legislation was passed. These districts were later abandoned.



**HEIGHT - DISTRICT MAP OF THE ZONING ORDINANCE  
IN THE CITY OF MINNEAPOLIS, AS APPROVED  
APRIL 7, 1924, AND AMENDED ON MARCH 12, 1929 TO INCLUDE  
THE RICHFIELD ANNEXATION OF JUNE 25, 1927.**



**LEGEND:**

- 2 1/2 STORY HEIGHT DISTRICT
- ▨ 3 STORY HEIGHT DISTRICT
- ▩ 6 STORY HEIGHT DISTRICT
- ▤ 8 STORY HEIGHT DISTRICT
- 12 STORY HEIGHT DISTRICT

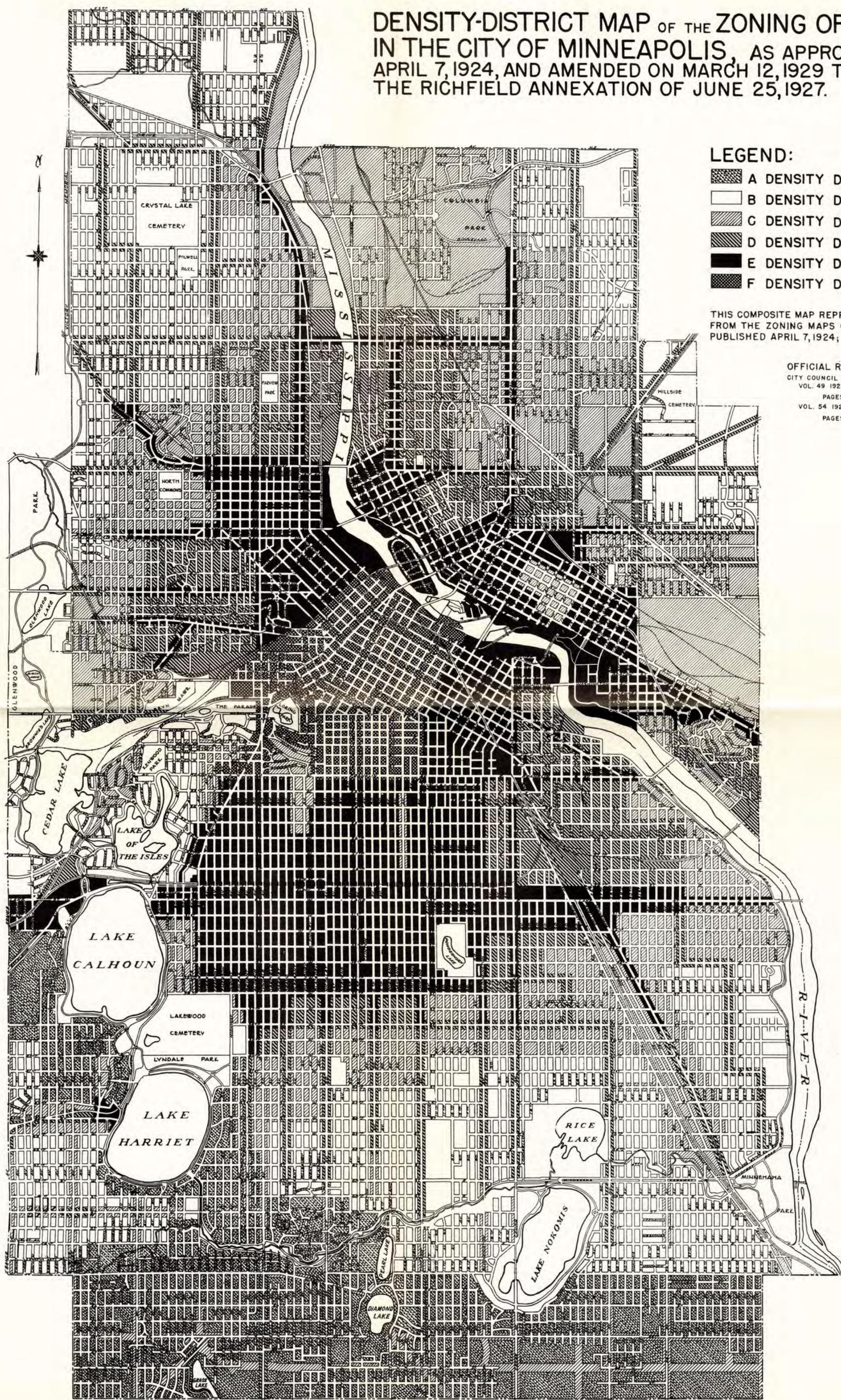
THIS COMPOSITE MAP REPRODUCED FROM THE ZONING MAPS OFFICIALLY PUBLISHED APRIL 7, 1924; MAR. 14, 1929.

OFFICIAL REFERENCE  
CITY COUNCIL PROCEEDINGS  
VOL. 49 1923-1924  
PAGES 1103 TO 1113  
VOL. 54 1928-1929  
PAGES 1016 TO 1017

ALL AMENDMENTS TO THE PROVISIONS OF THE HEIGHT DISTRICT MAP ON RECORD IN THE OFFICE OF THE CITY PLANNING COMMISSION SHALL BE AS MUCH A PART OF THESE PROVISIONS AS IF THE SAME WERE ALL FULLY DESCRIBED HEREIN.

PUBLISHED AS PART OF THE "OFFICIAL CITY PLAN" JAN. 1, 1954.

**DENSITY-DISTRICT MAP OF THE ZONING ORDINANCE  
IN THE CITY OF MINNEAPOLIS, AS APPROVED  
APRIL 7, 1924, AND AMENDED ON MARCH 12, 1929 TO INCLUDE  
THE RICHFIELD ANNEXATION OF JUNE 25, 1927.**



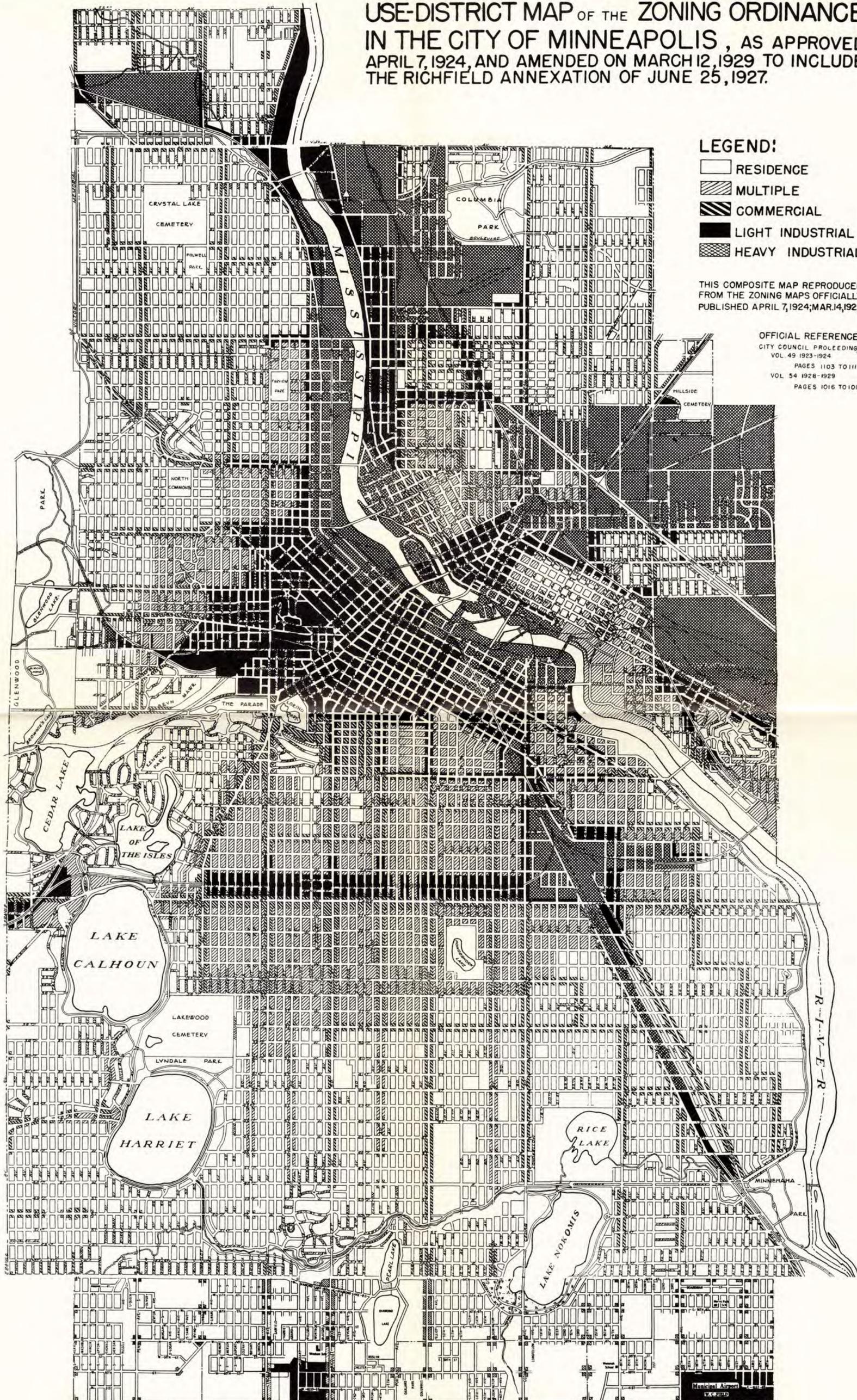
- LEGEND:**
-  A DENSITY DISTRICT
  -  B DENSITY DISTRICT
  -  C DENSITY DISTRICT
  -  D DENSITY DISTRICT
  -  E DENSITY DISTRICT
  -  F DENSITY DISTRICT

THIS COMPOSITE MAP REPRODUCED FROM THE ZONING MAPS OFFICIALLY PUBLISHED APRIL 7, 1924; MAR. 14, 1929.

OFFICIAL REFERENCE  
CITY COUNCIL PROCEEDINGS  
VOL. 49 1923-1924  
PAGES 1103 TO 1113  
VOL. 54 1928-1929  
PAGES 1016 TO 1017

ALL AMENDMENTS TO THE PROVISIONS OF THE DENSITY DISTRICT MAP ON RECORD IN THE OFFICE OF THE CITY PLANNING COMMISSION SHALL BE AS MUCH A PART OF THESE PROVISIONS AS IF THE SAME WERE ALL FULLY DESCRIBED HEREIN.

USE-DISTRICT MAP OF THE ZONING ORDINANCE  
 IN THE CITY OF MINNEAPOLIS, AS APPROVED  
 APRIL 7, 1924, AND AMENDED ON MARCH 12, 1929 TO INCLUDE  
 THE RICHFIELD ANNEXATION OF JUNE 25, 1927.



LEGEND:

- RESIDENCE
- ▨ MULTIPLE
- ▩ COMMERCIAL
- LIGHT INDUSTRIAL
- ▧ HEAVY INDUSTRIAL

THIS COMPOSITE MAP REPRODUCED  
 FROM THE ZONING MAPS OFFICIALLY  
 PUBLISHED APRIL 7, 1924; MAR. 14, 1929.

OFFICIAL REFERENCE:  
 CITY COUNCIL PROCEEDINGS  
 VOL. 49 1923-1924  
 PAGES 1103 TO 1113  
 VOL. 54 1928-1929  
 PAGES 1016 TO 1017

ALL AMENDMENTS TO THE PROVISIONS OF THE USE DISTRICT MAP ON RECORD IN THE OFFICE OF THE CITY PLANNING COMMISSION SHALL BE AS MUCH A PART OF THESE PROVISIONS AS IF THE SAME WERE ALL FULLY DESCRIBED HEREIN.

#### 4. 1924 Zoning Ordinance

In 1921 the State Legislature passed an act entitled, "An Act to authorize the regulation of the location, size and use of buildings in cities of the State of Minnesota now or hereafter having 50,000 inhabitants or over, and the adoption of comprehensive plans pursuant to such regulations." (1921, Minn. 217).

Following the passage of this statute, with funds provided by the City Council, preparation of a zoning ordinance for the City of Minneapolis was instituted by the City Planning Commission. Staff work on such an ordinance was begun in July, 1922.

During the course of the surveys and studies preliminary to the drafting of the maps and text of the zoning ordinance, it was found that the enabling legislation was not broad enough to permit a comprehensive zoning ordinance. The act as passed did not cover regulation of height of buildings or density of population.

In 1923 the State Legislature amended the act to cover regulation of height of buildings and density of population (1923, Minn. 364). On June 15, 1923 the City Planning Commission approved the Proposed Zoning Ordinance and submitted it to the City Council.

After careful review of the ordinance and after ten public hearings, the City Council on April 3, 1924 adopted the ordinance. The ordinance was approved by the mayor on April 7, 1924.

Copies of the Zoning Ordinance text, Use District Map, Height District Map, and Density District Map are attached hereto.

OFFICIAL CITY PLAN  
OF THE CITY OF  
MINNEAPOLIS, MINNESOTA

SECTION V  
ZONING

SUBDIVISION b.  
ANALYSIS OF ZONING LAWS AND OBJECTIVES

## ANALYSIS OF ZONING LAWS AND OBJECTIVES

The zoning ordinance passed in 1924 as amended, was based on an analysis of existing development as of that date according to the following criteria:

1. Ultimate population of Minneapolis would be in the neighborhood of 1,500,000 to 2,000,000 persons.
2. Commercial, industrial and housing areas capable of housing, serving and employing such a population should be provided.
3. Transit routes throughout their length should be allocated to commercial or industrial use.
4. The principal means of transporting people would continue to be by public transit.
5. Public transit routes were so well established and their impact on the value of property so great, that no changes in the system could be expected other than minor extensions of service.
6. The natural desire to live close to place of employment and close to public transit service would force the conversion or reconstruction of areas to approximately the intensity authorized under the zoning ordinance.
7. Commercial and industrial areas would be developed as intensely as possible. The principal precaution to be taken was by limiting height to prevent overshadowing of adjoining dwelling areas, to control fire hazards and to prevent congestion of traffic and transit facilities.
8. Districts should be laid out so as to create as few non-conforming uses as possible.
9. Regulations governing Use, Height and Density should be set forth separately and shown on separate maps.
10. Industrial areas in general should adjoin the river or railroad trackage.
11. Density regulations should be such that streets, utilities, schools, parks and transit facilities could accommodate the accumulation of people.
12. Except for the commercial areas along transit lines, districts should be as broad as possible.

In presenting the zoning ordinance at that time, the City Planning Commission cited ten objectives which would be accomplished by the ordinance:

- "1. Produce orderliness in the growth of the city.
2. Segregate residential, commercial and industrial uses to suitable and convenient areas, to the mutual advantage of all.
3. Prevent the invasion of well established districts by non-conforming uses, fostered by those who wish to exploit the values created by others, to their personal gain.
4. Prevent blighted districts by prohibiting improper uses and thereby stabilizing investment.
5. Conserve property values by preserving building lines, limiting the height of buildings to the demands of the district and assuring the permanency and integrity of the character of each district.
6. Prevent street and transit congestion by reasonable limitations of the height of buildings and the intensity of use of the land,
7. Promote health, morals and safety by safeguarding against congestion of population through provision for adequate yards and courts and a maximum allowable density of population.
8. Aid in economic design, location and construction of the street, sewer, water, gas, electric and transit systems, and all other public utilities and the correct location of schools and parks by definitely establishing the character of the various districts and fixing the maximum density of population therein.
9. Obviate the necessity of creating restrictions by deed, agreement or condemnation, all of which methods of protecting investment are inflexible and frequently unchangeable, resulting in the prevention of the natural development of property consistent with the growth of the city.

10. Encourage new building, promote residential, commercial and industrial development and conserve taxable value of existing structures, thereby preserving and adding to the source of municipal income and tending to decrease the individual tax burden."

The general objectives expressed above still prevail. Technological advancements have influenced community living to the point that the standards governing the attainment of these objectives have changed.

When walking was the prevailing mode of transportation, metropolitan areas seldom exceeded three miles in diameter. With the establishment of the horse-drawn street car, the area expanded to five or six miles in diameter. The electric street car in turn expanded the area to a ten or twelve mile diameter. This later limitation was an underlying factor in the evaluation and development of the 1924 zoning ordinance.

The automobile and the motor bus have again expanded the area of metropolitan development, this time to twenty-five or thirty miles in diameter. This affects population density and building heights. The needs of the community have changed, trends of development have changed and the zoning ordinance should reflect these changes.

The changes to be considered are:

1. The trend is for single family homes. There is no purpose and probably much is lost by zoning large areas for high density, multi-story buildings.
2. The automobile has supplanted the transit system as the major means of transportation. As a result, the shopping center tends to replace the ribbon commercial development.
3. Trucks have made it practical to have industrial areas away from railroad trackage and river frontage. The automobile and truck have introduced two new problems, offstreet parking and offstreet loading.
4. Mechanization of material handling has revolutionized the form of industrial buildings. Production activities in new buildings are now generally confined to one story. The same trends toward one

story buildings are observed in warehousing and distributing activities.

These changes have resulted in Minneapolis being over-zoned for apartment buildings, over-zoned for commercial areas and under-zoned for industrial areas.

5. Under existing regulations the population of Minneapolis within its present corporate limits, could be 2,350,000 persons excluding any that might live in commercial and industrial zones. Present estimates are for a population of 650,000 by the year 2,000 with the probability that the population will not exceed 700,000 within the existing city limits. Density regulations should be changed to reflect this population goal.

Experience over the past thirty years has indicated other changes which should be made to the existing zoning ordinance, as noted in the following paragraphs.

6. Uses should be classified affirmatively. Provisions should be made for adding new uses as technological advances create such new uses. In this manner the ordinance will always be kept current as to use classifications.
7. Present districts are too broad in their scope. They should be increased in number to permit more appropriate classifications for more homogeneous areas.
8. Delineation of the ordinance should be with one map not with three maps.
9. All regulations or restrictions as to use of land or buildings should be contained in the zoning ordinance.
10. The ordinance should be comprehensively reviewed and revised at ten year intervals.

OFFICIAL CITY PLAN  
OF THE CITY OF  
MINNEAPOLIS, MINNESOTA

SECTION V  
ZONING

SUBDIVISION c.  
ZONING ORDINANCE TEXT

ZONING ORDINANCE TEXT

A tentative draft of a new zoning ordinance was prepared by the City Planning Commission staff.

This document was presented to the Commission, to the City Council and to the public for their consideration in November, 1948. (For copy of draft, see appendix.)

OFFICIAL CITY PLAN  
OF THE CITY OF  
MINNEAPOLIS, MINNESOTA

SECTION V  
ZONING

SUBDIVISION d.  
ZONING ORDINANCE MAPS

ZONING ORDINANCE MAPS

A tentative draft of a new zoning map was prepared by the City Planning Commission staff.

This document was presented to the Commission, to the City Council and to the public for their consideration in November, 1948.

Upon the adoption of a new zoning ordinance, a program should be instituted for elimination of non-conforming uses and the relocation of buildings and land uses, in order to remove obstacles to appropriate city development.

**OFFICIAL CITY PLAN  
OF THE  
CITY OF MINNEAPOLIS, MINNESOTA**



**PREPARED BY THE  
CITY PLANNING COMMISSION  
MINNEAPOLIS, MINNESOTA**

OFFICIAL CITY PLAN  
OF THE CITY OF  
MINNEAPOLIS, MINNESOTA

TITLE AND CONTENTS OF A PORTION  
OF THE OFFICIAL CITY PLAN

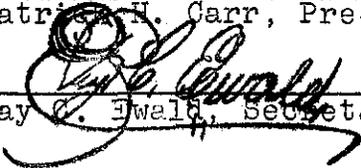
- Section VI. Highways and Major Street Plan  
Subdivision a. Historical and Factual Background  
b. Delegation of Responsibility  
c. Existing Traffic Pattern  
d. Traffic Pattern As Determined by  
O. D. Survey  
e. Proposed Street Plan

This is to certify that the document to which this certificate is attached is that part of the Official City Plan adopted and established by the City Planning Commission of the City of Minneapolis, Minnesota, by adoption of Resolution No. 2 on September 16, 1954, and the above Title and statement of contents is an exact copy of that part of Resolution No. 2 pertaining to the same and the attached document is the document then approved as that portion or portions of the Official City Plan.

(Signed)

  
Patrick H. Carr, President

(Signed)

  
Ray C. Ewald, Secretary

Date September 23 1954

On this 23rd day of September 1954, before me a Notary Public in and for the County of Hennepin, Minnesota, personally appeared Patrick H. Carr and Ray C. Ewald, president and secretary respectively of the City Planning Commission of the City of Minneapolis, who did affirm that the material attached to this title page was officially adopted by the City Planning Commission as the portion or portions of the Official City Plan as above described and referred to by Resolution No. 2 of date of September 16, 1954.

Subscribed and sworn to before me this 23rd day of September 1954.

CELIA L. GRELLER  
Notary Public, Hennepin County, Minn.  
My Commission Expires Mar. 18, 1960.

Notary Public

My Commission Expires \_\_\_\_\_

OFFICIAL CITY PLAN  
OF THE CITY OF  
MINNEAPOLIS, MINNESOTA

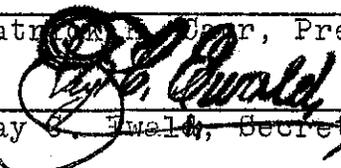
TITLE AND CONTENTS OF A PORTION  
OF THE OFFICIAL CITY PLAN

- Section VI. Highways and Major Street Plan  
Subdivision a. Historical and Factual Background  
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Notary Public

My Commission Expires \_\_\_\_\_

OFFICIAL CITY PLAN  
OF THE CITY OF  
MINNEAPOLIS, MINNESOTA

SECTION VI  
HIGHWAYS AND MAJOR STREET PLAN

INDEX

- Subdivision a. Historical and Factual Background
- b. Delegation of Responsibility
  - 1. State Constitution
  - 2. State Statutes
  - 3. City Charter
- c. Existing Traffic Pattern
- d. Traffic Pattern as Determined by O.D. Survey
- e. Proposed Street Plan
  - 1. Major Arterial Streets & Trunk Highways
  - 2. Overall Plan (1947)
  - 3. South Crosstown Highway
- f. Terminals and Parking Facilities

OFFICIAL CITY PLAN  
OF THE CITY OF  
MINNEAPOLIS, MINNESOTA

SECTION VI  
HIGHWAYS AND MAJOR STREET PLAN

SUBDIVISION a.  
HISTORICAL AND FACTUAL BACKGROUND

## HISTORICAL AND FACTUAL BACKGROUND

In the early days of the development of what is now Minneapolis, there were three principal focal points for all overland routes. They were Fort Snelling, the ferry crossing of the Mississippi River at Nicollet Island and the public steamboat landing on the flats just below the present University of Minnesota.

These routes were actually only trails which were best traveled by foot or horseback but could be traveled by wagon if necessary. Few of these trails coincide in any way with the existing street pattern. See the attached map entitled, "Principal Streets Prior to 1900".

By 1892 the present street pattern had taken shape, although many of the roads have been eliminated by land subdivisions made since that date. The earliest principal road or street appears to be Main Street, which was created as part of Saint Anthony. It will be noted that this road proceeded northerly from Saint Anthony along the river and also southeasterly and easterly from Saint Anthony toward St. Paul.

As the City of Minneapolis developed, subdividers and city officials in their times cooperated in maintaining, what then seemed, adequate width of right-of-way for the streets. Only in the location of major traffic routes will it be necessary to increase street capacity. The attached map entitled, "Status of Street Improvements," shows the extent and condition of existing streets.

One of the factors limiting traffic flow has been delay in developing the most efficient use of available main traffiways by improving pavements and cross sections and by delay in installing most modern methods and equipment for traffic regulation. The present program of replacing rail transit by bus transit and its concurrent opportunity for improving roadway surface, roadway width and traffic control facilities, should improve greatly traffic conditions up to the limits of capacity within the existing street areas.

Some of the most limiting factors affecting the traffic pattern in Minneapolis are natural barriers. These include:

1. Mississippi River.
2. Lakes and creeks.
3. Bluffs southwest of central business district.
4. Topography along Minnehaha Creek.

Other factors seriously affecting the traffic pattern are railroad areas, cemeteries and large institutional properties.

The attached "Contour Map" shows the problems created by both these natural barriers and those created by man. It should be noted that the contours shown on this map are based on street elevations and may vary from contours determined by more precise methods. However, the data shown is sufficient to point up the problem involved.

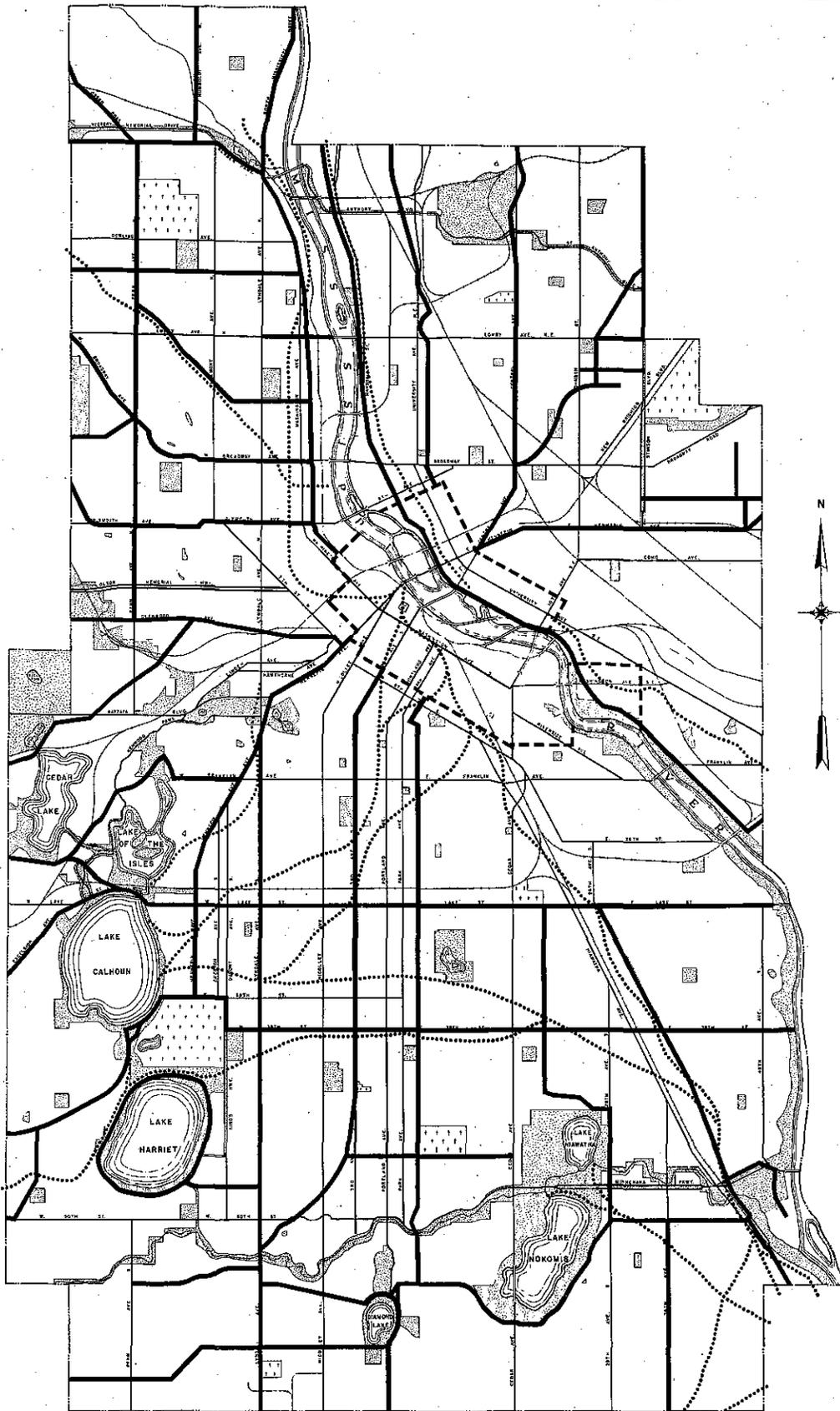
Since the land areas of this city are now intensively occupied throughout its corporate areas, the improvement of traffic conditions beyond existing street capacities involves the acquisition of land areas already built up. A program of right of way acquisition far in advance of construction will reduce costs and has long been needed.

OFFICIAL CITY PLAN  
OF THE CITY OF  
MINNEAPOLIS, MINNESOTA

SECTION VI  
HIGHWAYS AND MAJOR STREET PLANS

SUBDIVISION b.  
DELEGATION OF RESPONSIBILITY

1. State Constitution
2. State Statutes
3. City Charter



**L E G E N D**

- ..... TRAILS SHOWN IN GOVERNMENT SURVEYS OF 1853
- PRINCIPAL STREETS IN 1892
- EXISTING STREETS SHOWN FOR ORIENTATION
- ▭ ORIGINAL INCORPORATED AREAS WHICH DEVELOPED INTO MINNEAPOLIS

**MINNEAPOLIS  
CITY PLANNING COMMISSION**

**PRINCIPAL STREETS  
PRIOR TO 1900**

DATE	HERMAN E. OLSON PLANNING ENGINEER	DRAWING NO.
	0 800 1800 2200	
	SCALE IN FEET	

PUBLISHED AS PART OF  
THE "OFFICIAL CITY PLAN"  
MAY 15, 1954

## DELEGATION OF RESPONSIBILITY

Highways and major streets in the City of Minneapolis consist of four types, as follows:

1. Trunk Highways  
These are under the jurisdiction of the Commissioner of Highways. The general location of all trunk highway routes is designated by law. The exact route and the design of facilities is determined by the Commissioner of Highways. The City Council must approve plans for any construction before work is begun.
2. State Aid Roads  
These are designated by the Board of County Commissioners with the consent of the City Council and the Commissioner of Highways. The county prepares the plans for improvement of the roads, the plans of which must be approved by the City Council and the Commissioner of Highways.
3. Local Streets  
These are under the jurisdiction of the City Council with part of the jurisdiction being shared with the City Planning Commission, as indicated in Section IV, under platting regulations.
4. Park Boulevards  
These are under the control of the Board of Park Commissioners.

Advisory to and coordinating the work of the four jurisdictions is the City Planning Commission, which is responsible for and prepares the "Official City Plan".

The following legislative acts, delegate the responsibilities:

1. State Constitution  
Under an amendment to the Minnesota Constitution, adopted November 2, 1920 (compiled as Article XVI of said constitution), a trunk highway system was established. This amendment designated 70 routes which were to make up the trunk highway system. These routes were described by fixing

the points at beginning and end and the points which should be passed through by the route, "-----the more specific and definite location of which shall be fixed and determined by such boards, officers and tribunals and in such manner as shall be prescribed by law,-----."

The constitution provides also for additional routes by legislative act under certain conditions.

## 2. State Statutes

Chapter 161 of the Minnesota Statutes provides that a Department of Highways shall be in charge of the trunk highway system. The Commissioner of Highways is the executive officer of said department. Under general limitations specified in the statute, the Commissioner of Highways has exclusive jurisdiction over the allocation of the trunk highway funds.

Chapter 160, Minnesota Statutes (General Provisions Relating to Roads) section 160.07, reads as follows:

"State Aid Roads. All state aid roads shall be constructed, improved, and maintained by the counties under rules and regulations to be made and promulgated by the Commissioner of highways, and the several counties are vested with all rights, title, easements, and appurtenances there-to appertaining, held by, or vested in any of the towns or municipal subdivisions thereof, or dedicated to the public use prior to the time such road is designated a state aid road."

## 3. City Charter

Section 1, Chapter 8 of the City Charter reads in part, as follows: "City Council to Control Streets. The City Council shall have the care, supervision and control of all highways, streets, alleys, public squares and grounds within the limits of the city -----."

Section 2, Chapter 13 of the City Charter reads in part, as follows:

"Sec. 2. POWERS OF COMMISSION. --The city planning commission shall have power, except as otherwise provided by law:

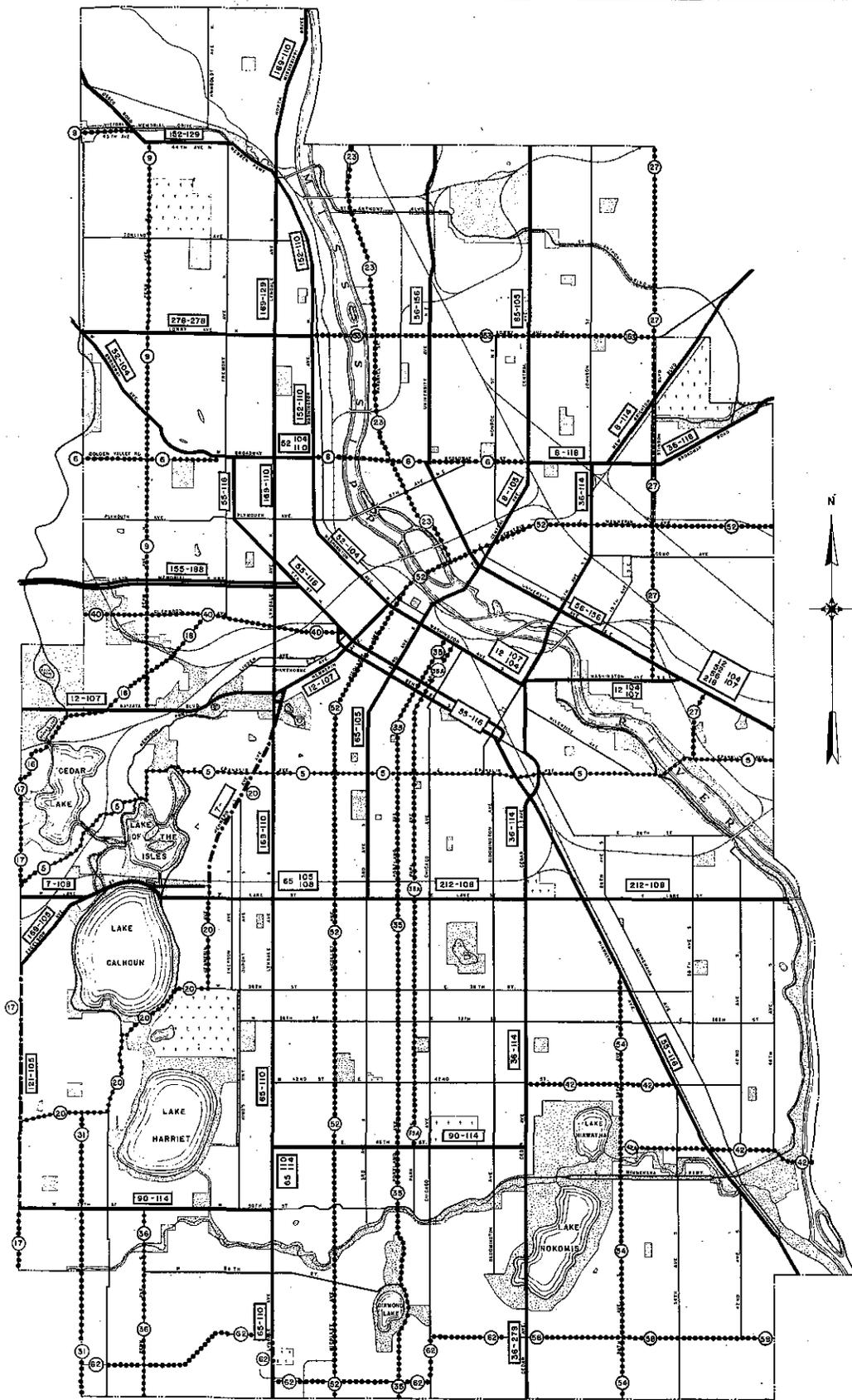
1. To acquire or prepare a comprehensive city plan for the future physical development and improvement of the city, based primarily upon public utility, convenience and general welfare, which plan shall be known and designated as the official city plan.
2. To prepare and recommend to the proper officers of the municipality, specific plans for public improvements consistent with the comprehensive plan for the city."

Section 4, Chapter 13 of the City Charter reads in part, as follows: "Commission to Approve Public Improvements Contemplated. No public improvements shall be authorized to be constructed in the city until the location and design of the same have been approved by the city planning commission, provided in the case of disapproval, the Commission shall communicate the reason to the City Council, and the majority vote of such body shall be sufficient to override such disapproval."

OFFICIAL CITY PLAN  
OF THE CITY OF  
MINNEAPOLIS, MINNESOTA

SECTION VI  
HIGHWAYS AND MAJOR STREET PLANS

SUBDIVISION c.  
EXISTING TRAFFIC PATTERN



**LEGEND**

- TRUNK HIGHWAYS 1ST NO. - HIGHWAY MARKING  
2ND NO. - STATUTE NUMBERS
- STATE AID ROADS
- PRINCIPAL CITY TRAFFIC STREETS

**MINNEAPOLIS  
CITY PLANNING COMMISSION**

**EXISTING TRAFFIC ROUTES**

DATE	HERMAN E. OLSON PLANNING ENGINEER	DRAWING NO.
	430 1922 2250	
	SCALE IN FEET	

PUBLISHED AS PART OF THE "OFFICIAL CITY PLAN" MAY 15, 1954

## EXISTING TRAFFIC PATTERN

Existing traffic is handled by a combination of state trunk highways, state aid roads and principal local streets and parkways. The type and location of these streets and parkways is indicated on the attached map, entitled, "Existing Traffic Routes". The state trunk highways shown on this map include both permanent and temporary routes, the majority being temporary.

In general, the system is made up of city streets which have been designated as major traffic routes without being adequately improved. Only Olson Highway, Trunk Highway No. 155; Wayzata Boulevard, Trunk Highway No. 12; a portion of University Avenue Northeast, Trunk Highway No. 56; a portion of Marshall Avenue Northeast; a portion of Hiawatha Avenue, Trunk Highway No. 55 and a portion of Franklin Avenue have been improved to handle the type and volume of traffic assigned to them.

Traffic volumes on some of these improved routes have increased by 4 to 5 times the pre-war volumes. Other routes have been used more intensely but the increase has, by limitation of capacity, been more modest. Some routes which are also business streets, have had a reduction in traffic volume, resulting from the conflict between the through traffic and the business activity. Since the total traffic increase has been about 50% over pre-war volumes, many streets are now being used for through traffic that were formerly local streets.

OFFICIAL CITY PLAN  
OF THE CITY OF  
MINNEAPOLIS, MINNESOTA

SECTION VI  
HIGHWAYS AND MAJOR STREET PLANS

SUBDIVISION a.  
TRAFFIC PATTERN AS DETERMINED  
BY THE ORIGIN-DESTINATION SURVEY

TRAFFIC PATTERN AS DETERMINED  
BY THE ORIGIN-DESTINATION SURVEY

During 1949, the State Department of Highways conducted an Origin-Destination Traffic Survey.

The analysis of the data compiled in this survey shows the traffic pattern that drivers would normally follow if adequate facilities were available.

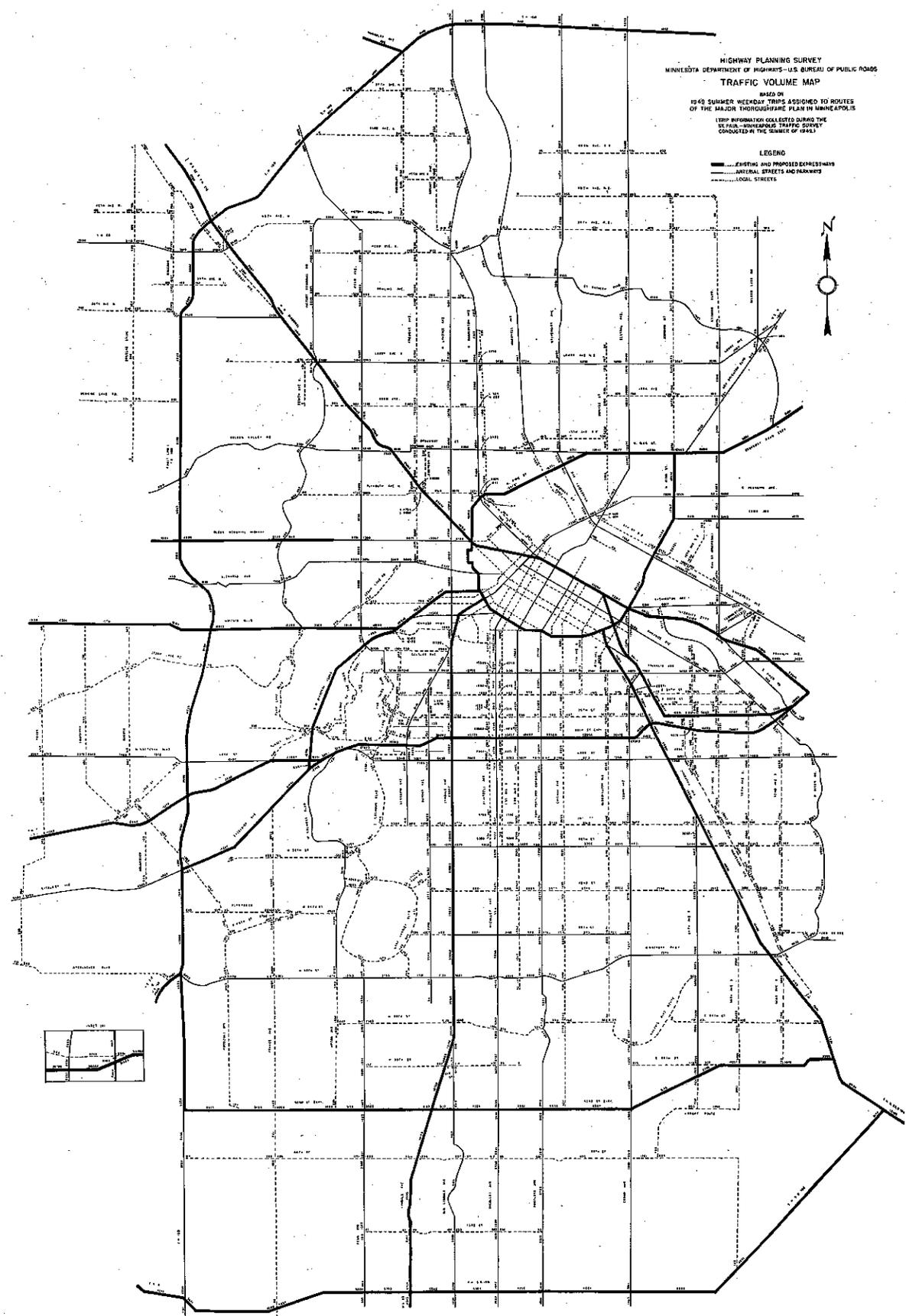
The Highway Department has compiled the study as to the traffic pattern based on 1949 traffic counts.

A copy of this map, entitled, "Traffic Volume Map", is attached to this report. This data is being correlated with construction trends, business development and traffic trends. Based on the various trends, an estimate of 1970 traffic requirements is being prepared. This later map will be added to this report when available.

HIGHWAY PLANNING SURVEY  
 MINNESOTA DEPARTMENT OF HIGHWAYS—U.S. BUREAU OF PUBLIC ROADS  
**TRAFFIC VOLUME MAP**

BASED ON  
 1948 SUMMER WEEKDAY TRIPS ASSIGNED TO ROUTES  
 OF THE MAJOR INDUSTRY PLAN IN MINNEAPOLIS  
 TRIP INFORMATION COLLECTED DURING THE  
 DETAIL—METROPOLITAN TRAFFIC SURVEY  
 CONDUCTED IN THE SUMMER OF 1948

LEGEND  
 ——— EXISTING AND PROPOSED EXPRESSWAYS  
 ——— ARTERIAL STREETS AND PARKWAYS  
 - - - - - LOCAL STREETS



<b>MINNEAPOLIS</b> CITY PLANNING COMMISSION		
<b>TRAFFIC VOLUME MAP</b>		
DATE	<b>HERMAN E. OLSON</b> PLANNING ENGINEER	DRAWING NO.
 SCALE IN MILES		

OFFICIAL CITY PLAN  
OF THE CITY OF  
MINNEAPOLIS, MINNESOTA

SECTION VI  
HIGHWAYS AND MAJOR STREET PLANS

SUBDIVISION e.  
PROPOSED STREET PLAN

1. Major Arterial Streets & Trunk Highways (1940)
2. Overall Plan (1947)
3. South Crosstown Highway

## PROPOSED STREET PLAN

Streets affect the community more than any other public facility. They serve people on foot, in private cars and in buses and taxis. They serve people going to and from work, shopping and to out of town destinations. They serve also to move goods in trucks, panel delivery or tractor-trailer trucks, to homes, stores, warehouses or factories.

Most of our traffic problems, congestion and hazard, have resulted from trying to make the same streets do too many jobs at once. Most of our streets were designed as local access streets and have assumed additional duties for lack of other facilities.

Basically, streets, under the proposed street plan will fall into four types:

1. Local access streets  
These streets serve dwelling areas, commercial areas or industrial areas. Traffic is confined to the local area. Transit vehicles will operate on some of these streets.
2. Arterial streets  
These streets collect traffic from local access streets, provide routes from one local neighborhood to the next and act as feeders for the highways. Transit vehicles will operate on these streets.
3. Divided lane highways  
These highways carry passenger cars, trucks and transit vehicles to various parts of the city and metropolitan area and in part, act as feeders for the expressways. These highways have a continuous dividing strip except at points of controlled grade intersections.
4. Expressways  
These highways carry all types of traffic. Inter-urban, suburban and some local transit vehicles will operate on expressways. They serve as connecting links between major points within the metropolitan area and beyond. These highways have a continuous dividing strip. There are no intersections at grades. The attached chart entitled, "Typical Cross Sections" shows the general design of the principal highways.

Streets and highways are constructed to serve the public. They fulfill their function best when they carry their allotted traffic with the least impact on adjoining property. Street and highway planning is therefore, not just a traffic study but also a land use study. Ignoring the land use pattern in laying out highways, can create serious problems which can cause damage far exceeding the benefits derived from the highway. A highway in one location may serve traffic well. The same highway in some other location might serve traffic equally well while conserving dwelling areas and also acting as a stimulus to industrial and commercial growth. Similarly, another location equally good trafficwise, could result in the highway being an obstacle to industrial growth.

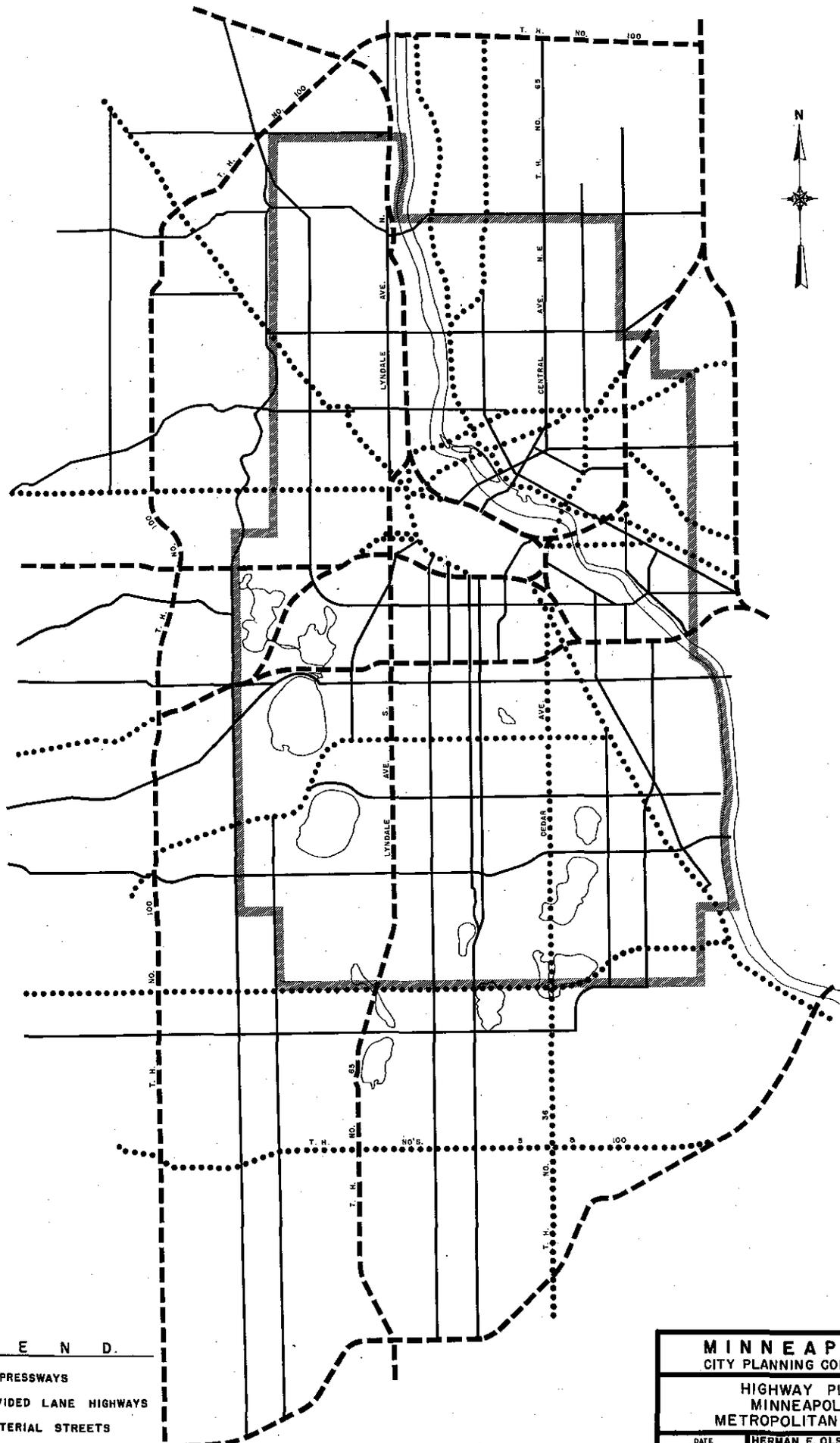
Local access streets and arterial streets will carry transit vehicles in the same manner as at present. Divided lane highways and expressways will be designed to accommodate transit vehicles and suburban and interurban buses. Special loading areas outside the normal traffic lanes will be provided.

The maps entitled, "Highway Plan Minneapolis Metropolitan Area" and "Highway Plan City of Minneapolis" included in this report, are coordinated plans. Land use and traffic needs have been harmonized. Streets and highways have been classified according to the four categories defined above.

The objectives of the above two plans are that local streets shall retain their quiet, low volume characteristics and that those local streets which have been forced to handle more than their share of traffic shall be returned to the quiet status.

Arterial streets shall serve every neighborhood. These streets shall carry traffic volumes equivalent to those now carried by Lowry Avenue, 50th Street or Nicollet Avenue. Any further improvement required will generally be in the form of roadway improvements, signs and signals. In a few cases some street openings are necessary.

Divided lane highways shall serve as major traffic carriers. Volumes comparable to those on Highway 100, west of the city, are anticipated. These streets will be widened, center islands constructed and controls installed. There will be no openings in the

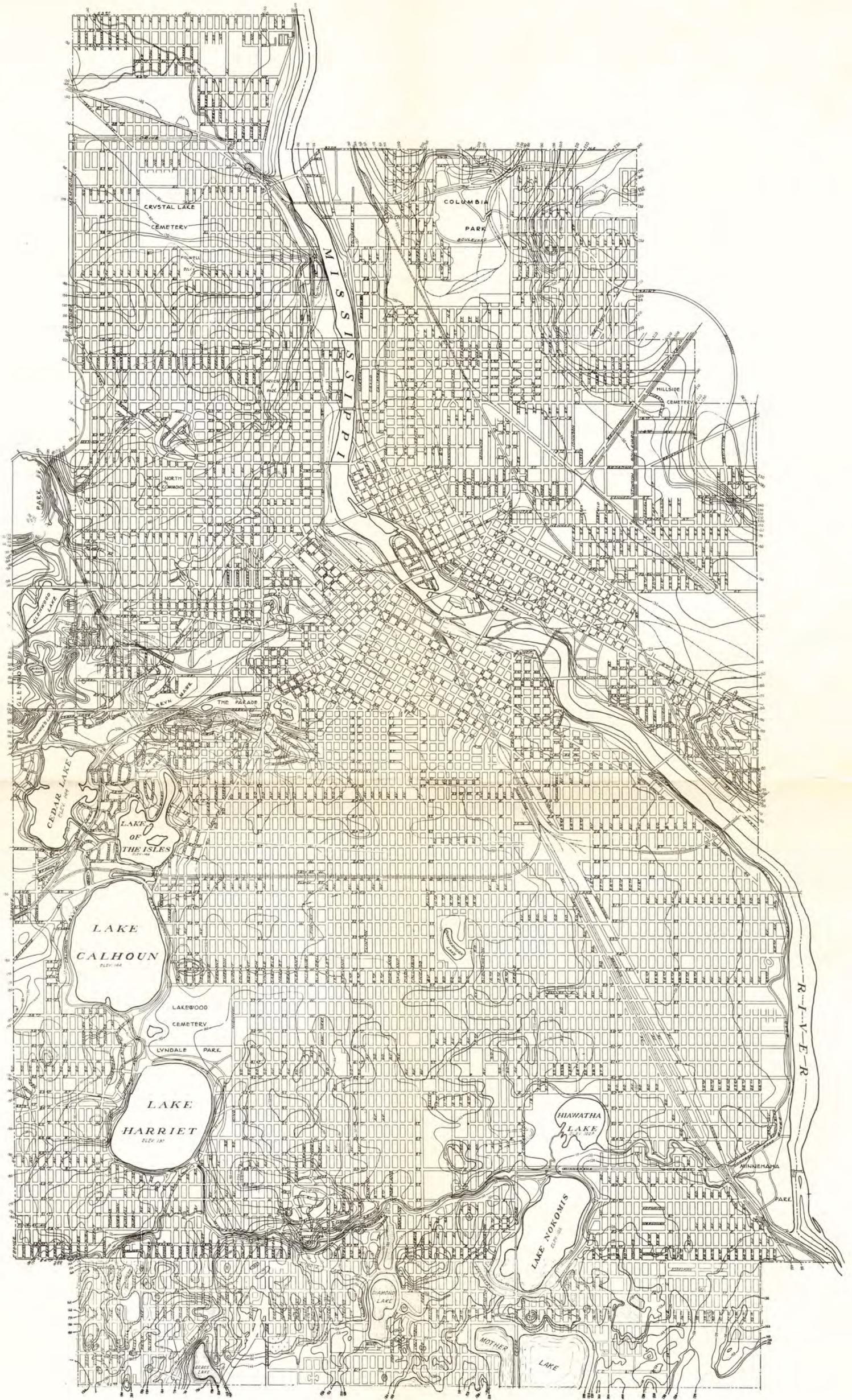


L E G E N D.

- EXPRESSWAYS
- ..... DIVIDED LANE HIGHWAYS
- ARTERIAL STREETS
- MINNEAPOLIS CITY LIMITS

PUBLISHED AS PART OF THE "OFFICIAL CITY PLAN" MAY 15, 1954

<b>MINNEAPOLIS</b> CITY PLANNING COMMISSION		
HIGHWAY PLAN MINNEAPOLIS METROPOLITAN AREA		
DATE	HERMAN E. OLSON PLANNING ENGINEER	DRAWING NO.
	1" = 1/2 MILE SCALE IN MILES	



MINNEAPOLIS  
CITY PLANNING COMMISSION

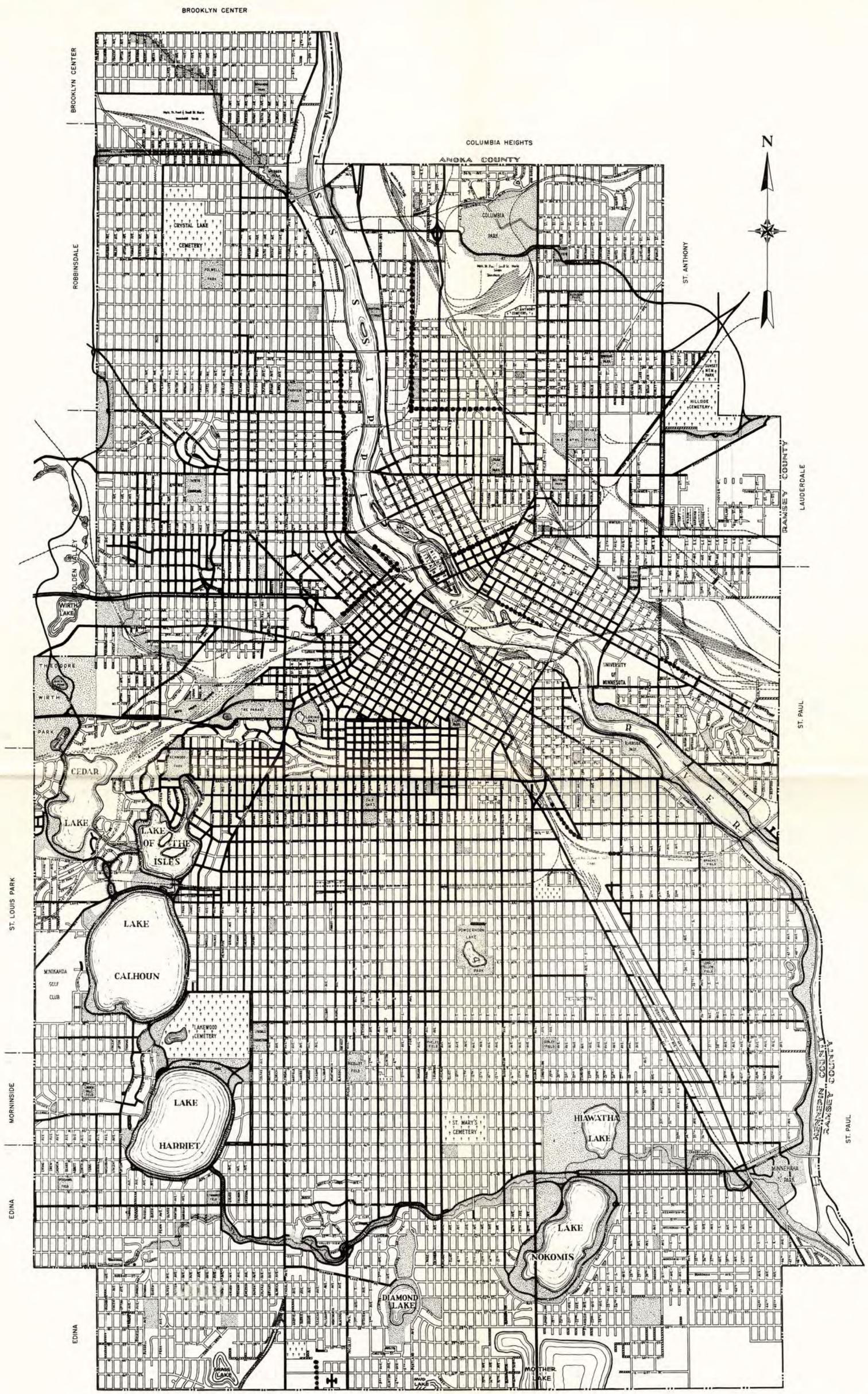
CONTOUR MAP

DATE

HERMAN E. OLSON  
PLANNING ENGINEER

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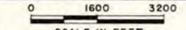
**L E G E N D**

-  PAVED
-  OILED DIRT
-  NOT IMPROVED
-  USED FOR RAILROAD R/W

PUBLISHED AS PART OF THE "OFFICIAL CITY PLAN" JAN. 1, 1954.

**MINNEAPOLIS  
CITY PLANNING COMMISSION**

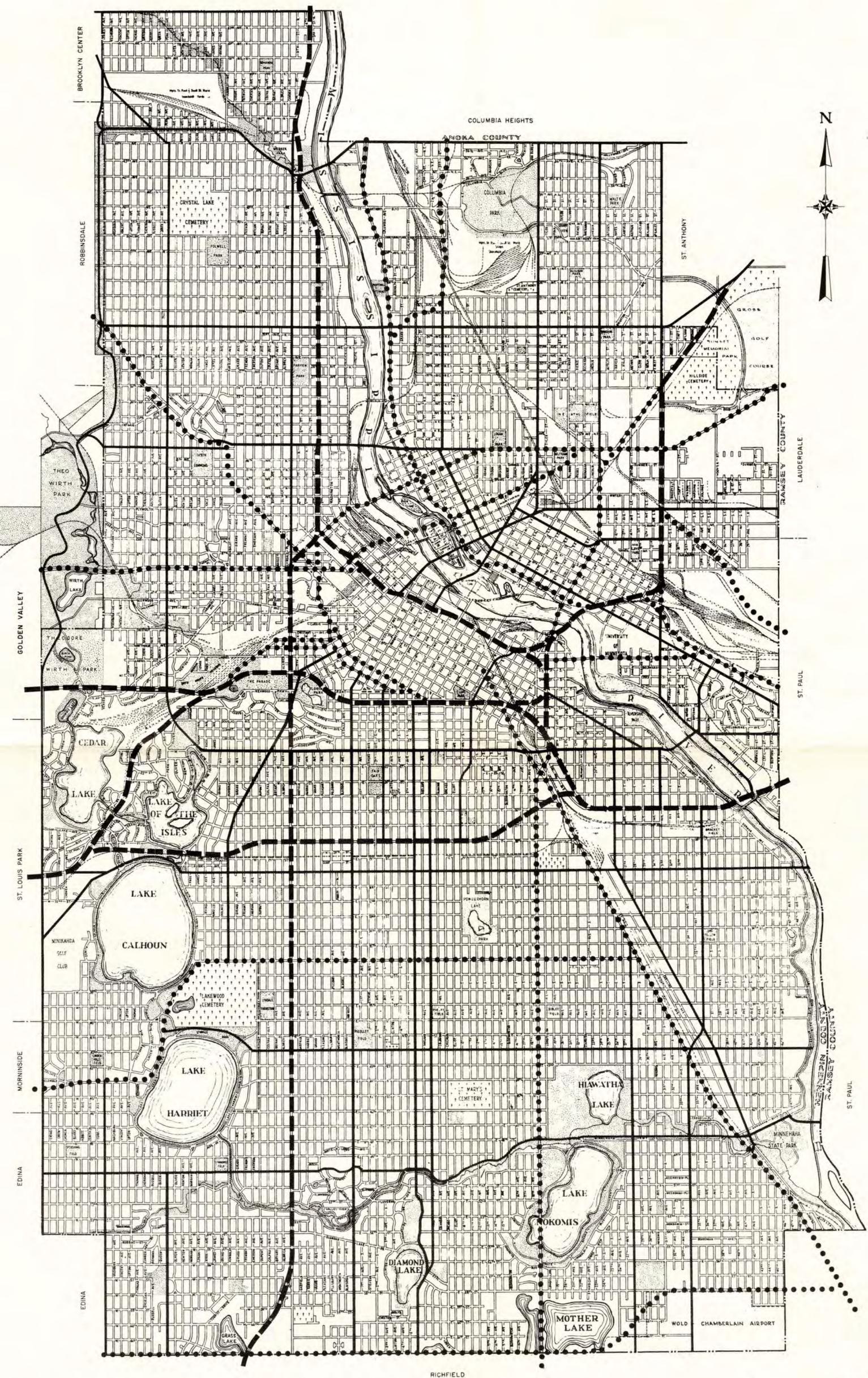
**STATUS OF  
STREET IMPROVEMENTS**

DATE	HERMAN E. OLSON PLANNING ENGINEER	DRAWING NO.
		
SCALE IN FEET		

BASE MAP NO. 3  
COPYRIGHT 1949  
CITY OF MINNEAPOLIS, MINNESOTA  
BY AUTHORITY OF THE CITY COUNCIL  
ADOPTED MARCH 10, 1939

BROOKLYN CENTER

COLUMBIA HEIGHTS  
NOKA COUNTY



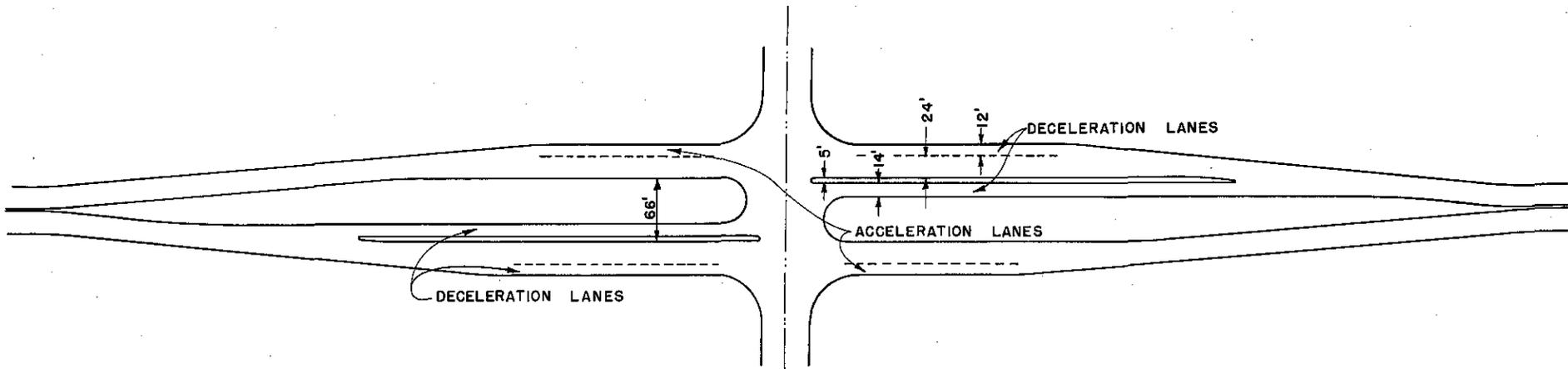
- L E G E N D**
- — — — — EXPRESSWAYS
  - ..... DIVIDED LANE HIGHWAYS
  - ARTERIAL STREETS
  - LOCAL STREETS

**MINNEAPOLIS**  
CITY PLANNING COMMISSION

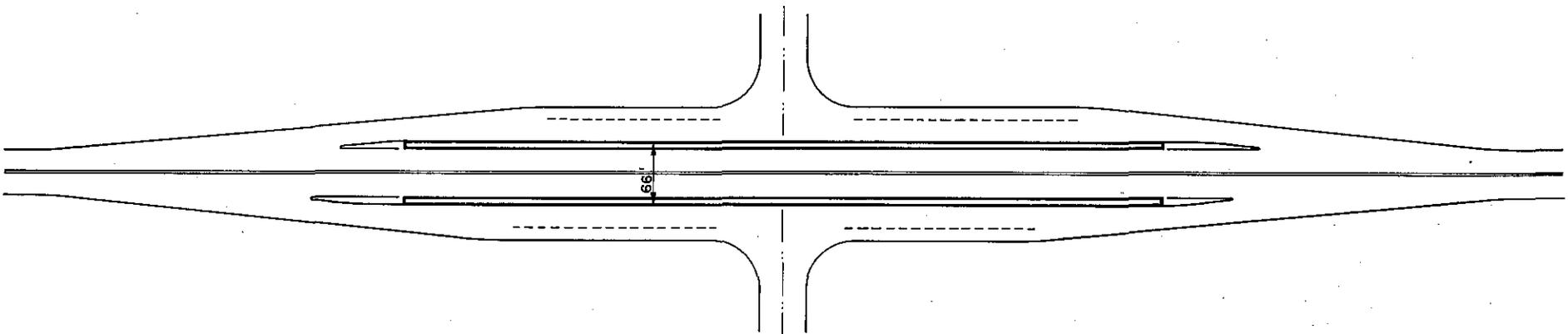
**HIGHWAY PLAN**  
CITY OF MINNEAPOLIS

DATE	HERMAN E. OLSON PLANNING ENGINEER	DRAWING NO.
SCALE IN FEET		

PUBLISHED AS PART OF THE "OFFICIAL CITY PLAN" MAY 15, 1954



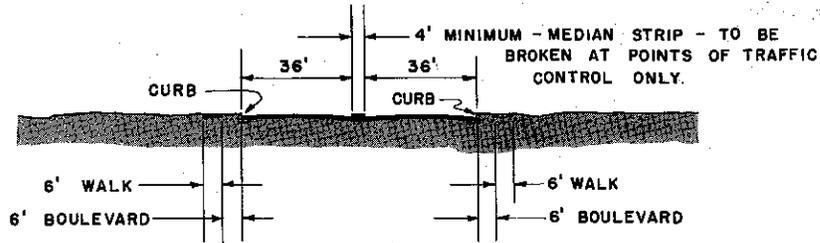
TYPICAL INTERSECTION AT GRADE



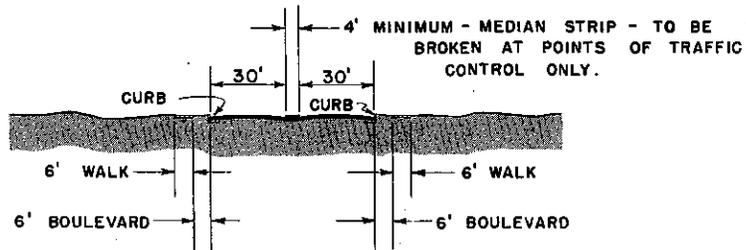
ADAPTATION TO GRADE SEPARATION

PUBLISHED AS PART OF THE "OFFICIAL CITY PLAN" AUG. 1, 1954.

<b>MINNEAPOLIS</b> CITY PLANNING COMMISSION		
INTERSECTION DETAILS DIVIDED LANE HIGHWAYS		
DATE	HERMAN E. OLSON PLANNING ENGINEER	DRAWING NO.
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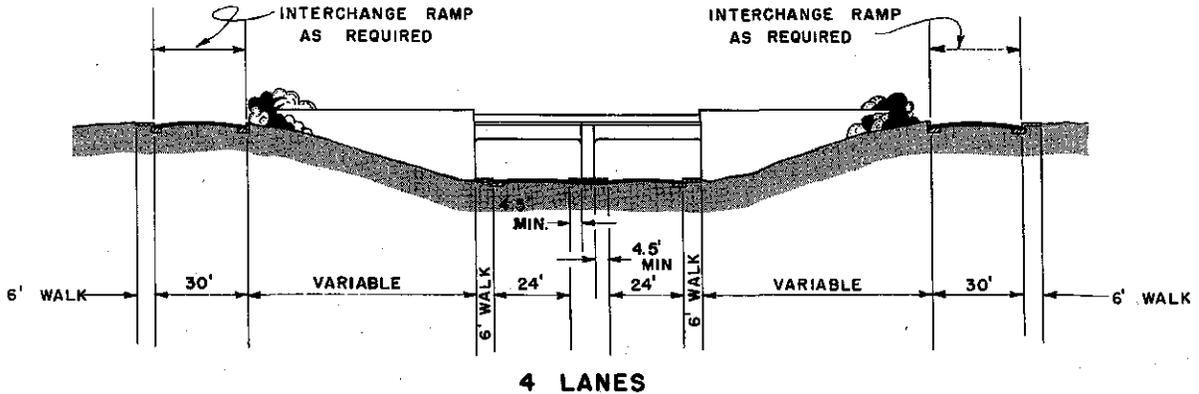
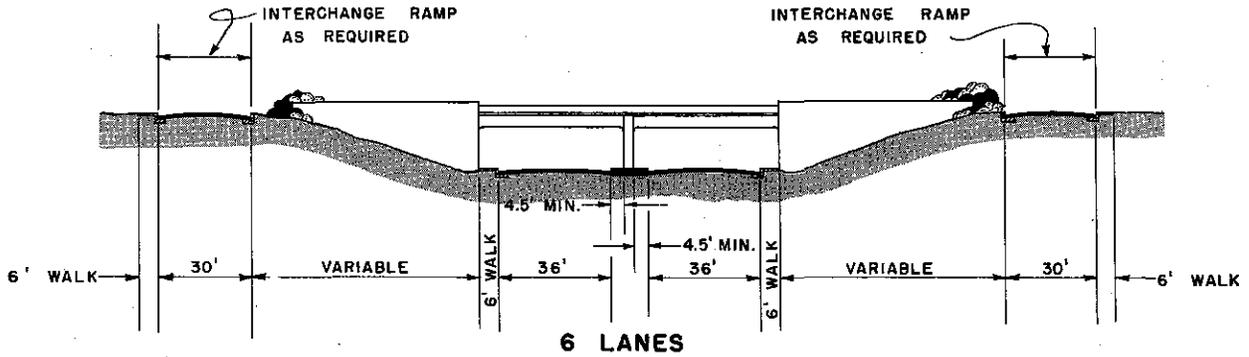


6 LANES



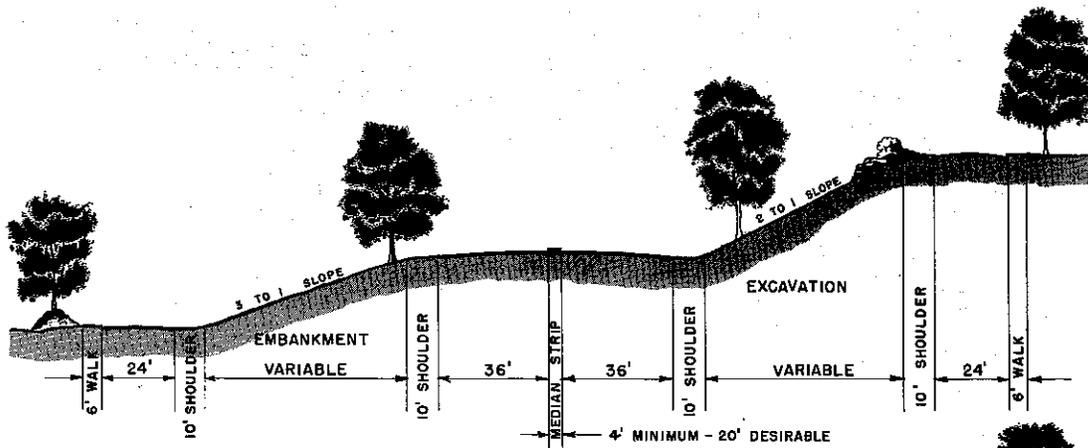
4 LANES

STRUCTURES

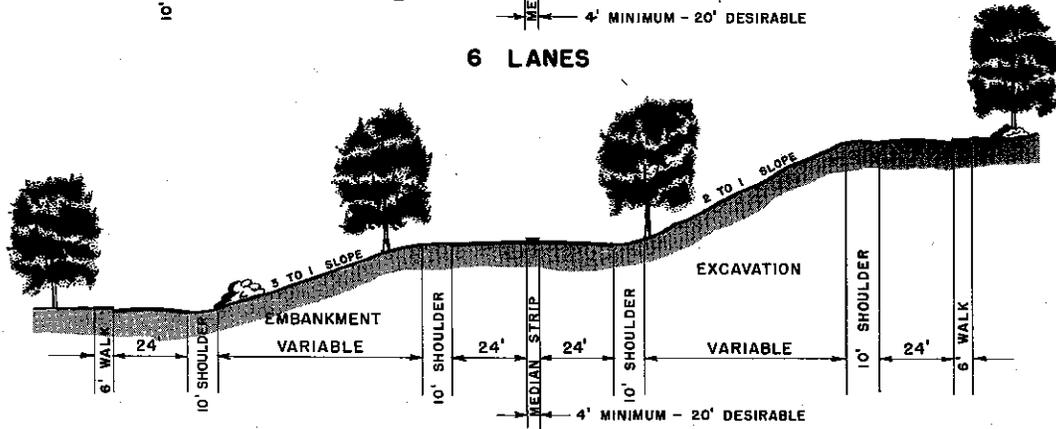


NOTE: GRADE SEPARATIONS ARE AT MAJOR INTERSECTIONS ONLY.  
PARKING IS PROHIBITED ON DIVIDED LANE HIGHWAYS DURING PEAK HOURS.

<b>MINNEAPOLIS</b> CITY PLANNING COMMISSION		
TYPICAL SECTIONS DIVIDED LANE HIGHWAYS		
DATE JULY 7, 1954	HERMAN E. OLSON PLANNING ENGINEER	DRAWING NO. 0 3 12 13
SCALE IN FEET		

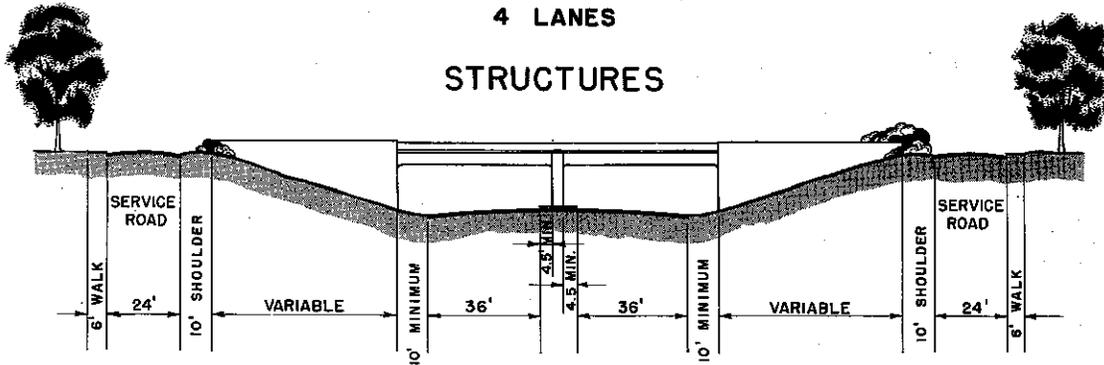


6 LANES

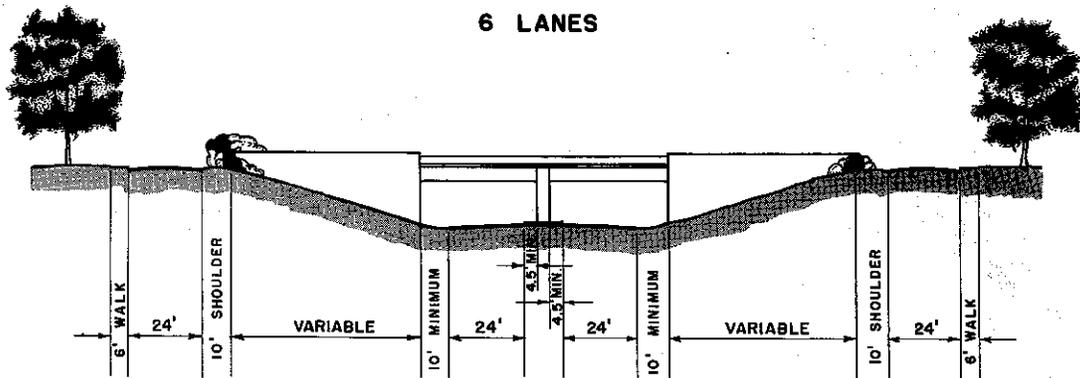


4 LANES

STRUCTURES



6 LANES



4 LANES

NOTE: PARKING IS PROHIBITED AT ALL TIMES ON EXPRESSWAYS.

<b>MINNEAPOLIS</b> CITY PLANNING COMMISSION		
TYPICAL SECTIONS EXPRESSWAYS		
DATE	HERMAN E. OLSON PLANNING ENGINEER	DRAWING NO.
JULY 2, 1954	C. S. D. 30	
SCALE IN FEET		

center island except at controlled intersections. Some grade separations will be constructed where traffic volumes warrant such construction. Access from adjoining property to the highway will be permitted.

Expressways shall serve as major traffic carriers and shall carry the bulk of the through traffic. Volumes comparable to or in excess of those on Wayzata Boulevard (within the city) are anticipated. These highways will have no intersections at grade, opposing lanes will be completely separated, and adjoining property will be served by service roads.

Further, it is the objective of these plans to coordinate traffic movement with transit routes so as to expedite the movement of transit vehicles. This should improve the service to transit passengers and make this form of transportation more attractive.

The "Highway Plan City of Minneapolis" is a refinement of the Major Arterial Streets and Trunk Highways report of 1940, as supplemented by the Overall Plan of 1947 and the South Crosstown Highway Plan of 1949.

**OFFICIAL CITY PLAN  
OF THE  
CITY OF MINNEAPOLIS, MINNESOTA**



**PREPARED BY THE  
CITY PLANNING COMMISSION  
MINNEAPOLIS, MINNESOTA**

OFFICIAL CITY PLAN  
OF THE CITY OF  
MINNEAPOLIS, MINNESOTA

TITLE AND CONTENTS OF A PORTION  
OF THE OFFICIAL CITY PLAN

- Section VII. Transportation Plan
- Subdivision a. Historical and Factual Background
  - b. Transit System
  - c. Bus System
  - d. Railroad System
  - e. Truck Routes - Truck Terminals
  - f. River Transportation and Harbor Facilities
  - g. Airports

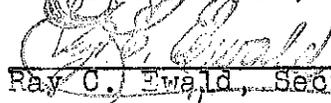
This is to certify that the document to which this certificate is attached is that part of the Official City Plan adopted and established by the City Planning Commission of the City of Minneapolis, Minnesota, by adoption of Resolution No. 2 on September 16, 1954, and the above Title and statement of contents is an exact copy of that part of Resolution No. 2 pertaining to the same and the attached document is the document then approved as that portion or portions of the Official City Plan.

(Signed)



Patrick H. Carr, President

(Signed)



Ray C. Ewald, Secretary

Date September 23 1954

On this 23rd day of September 1954, before me a Notary Public in and for the County of Hennepin, Minnesota, personally appeared Patrick H. Carr and Ray C. Ewald, president and secretary respectively of the City Planning Commission of the City of Minneapolis, who did affirm that the material attached to this title page was officially adopted by the City Planning Commission as the portion or portions of the Official City Plan as above described and referred to by Resolution No. 2 of date of September 16, 1954.

Subscribed and sworn to before me this 23rd day of September 1954.

CELIA L. GRELLER  
Notary Public, Hennepin County, Minn.  
My Commission Expires Mar. 18, 1960.

Notary Public

My Commission Expires \_\_\_\_\_

OFFICIAL CITY PLAN  
OF THE CITY OF  
MINNEAPOLIS, MINNESOTA

SECTION VII  
TRANSPORTATION PLAN

INDEX

- Subdivision a. Historical and Factual Background
- b. Transit System
- c. Bus System
- d. Railroad System
- e. Truck Routes - Truck Terminals
- f. River Transportation and Harbor Facilities

OFFICIAL CITY PLAN  
OF THE CITY OF  
MINNEAPOLIS, MINNESOTA

SECTION VII  
TRANSPORTATION PLAN

SUBDIVISION a.  
HISTORICAL AND FACTUAL BACKGROUND

## HISTORICAL AND FACTUAL BACKGROUND

In the 1850s transportation to Minneapolis was by rail to Prairie de Chien or Rock Island and then by steamboat to Cheever's Landing (across the river from the present municipal dock). Steamboat service was also available upstream of St. Anthony Falls. Regularly scheduled trips were maintained between Minneapolis and Sauk Rapids.

In 1857 the first railroads in Minnesota were organized. Included were three lines to serve Minneapolis. They were the Minnesota and Pacific (Great Northern Railway), the Minneapolis and Cedar Valley, and the Southern Minnesota. The first railroad line was constructed between St. Paul and St. Anthony by the Minnesota and Pacific in 1862. By 1865 trains were operating over 210 miles of trackage in Minnesota. By 1900 there were 8,000 miles of track in Minnesota. At the present time there are 8,700 miles of trackage in the state.

With the development of the rail transportation system, the river became less important to the City of Minneapolis. This was due primarily to the limited facilities available. St. Anthony Falls, which was the focal point in the original development of the area, became a barrier to river transportation. The logical harbor areas were above the falls. The ports of contact were all downstream.

Transit service in Minneapolis had its foundation in 1873 when the Minneapolis Street Railway Company was incorporated. The first line was completed in 1875. This line ran from 4th Avenue North and Washington, along Washington to Hennepin, thence on Hennepin to Central Avenue Northeast; Central to 4th Street Southeast and east on 4th Street to 13th Avenue Southeast. The system grew to a total of 115 miles of track by 1889. The track was narrow gauge. The cars were 10, 12 and 16 feet in length, horse-drawn.

In 1889 work began on converting to electric power. All track was relaid at standard gauge, using 60# or heavier rail. A 4,000 horsepower power house was built. The complete rebuilding of the system was completed in fifteen months.

In Atwater's "History of the City of Minneapolis", Frank J. Mead wrote as follows: "One peculiarity has always been notable in the history of the Minneapolis Street Railway Company, notwithstanding the marvelous growth of the city, the street cars, even in the primitive days of the faithful old horse and the uncertain mule, have always been kept in advance of actual development, and there has been no real cause for complaint because of a lack of efficient service. It has been the effort of the company to keep the lines a little in advance of the limits of population and thus furnish the public a certain means of inter-communication."

Inter-urban bus service serving Minneapolis was established in 1918, at which time a route to Buffalo, Minnesota was started. In 1922 service to Duluth was established. Since then service has expanded to provide contact with all parts of the United States, Canada and Mexico.

Local bus service started in 1932, at which time the first street car service was replaced by bus. Since then bus service has completely replaced the rail cars and suburban bus lines have been established to most of the populated suburban areas.

Truck transportation had a marked effect on traffic in the city of Minneapolis. The greatest reaction to trucking was in dwelling areas. The first attempt to control trucking was in 1928 when an ordinance was passed prohibiting trucks and commercial vehicles on certain streets.

On April 8, 1938, an ordinance was passed which included authority for designating certain streets as "truck routes". From time to time the City Council did designate such routes. On November 24, 1944 the ordinance was amended to designate in the ordinance the particular streets included in the truck route system.

Airport facilities for Minneapolis had their origin in an appeal by the State Adjutant General to Minneapolis and St. Paul civic groups for the acquisition of the old speedway (Wold-Chamberlain Field) as an airport for the air squadron of the Minnesota National Guard. The Twin City Aero Corporation was formed to

construct and operate the field. Starting in 1921, the State of Minnesota rented space on the field for the air squadron. In 1927 ownership and control of the airport was taken over by the Park Board. In 1944 the Metropolitan Airports Commission took over operating control of the airport.

OFFICIAL CITY PLAN  
OF THE CITY OF  
MINNEAPOLIS, MINNESOTA

SECTION VII  
TRANSPORTATION PLAN

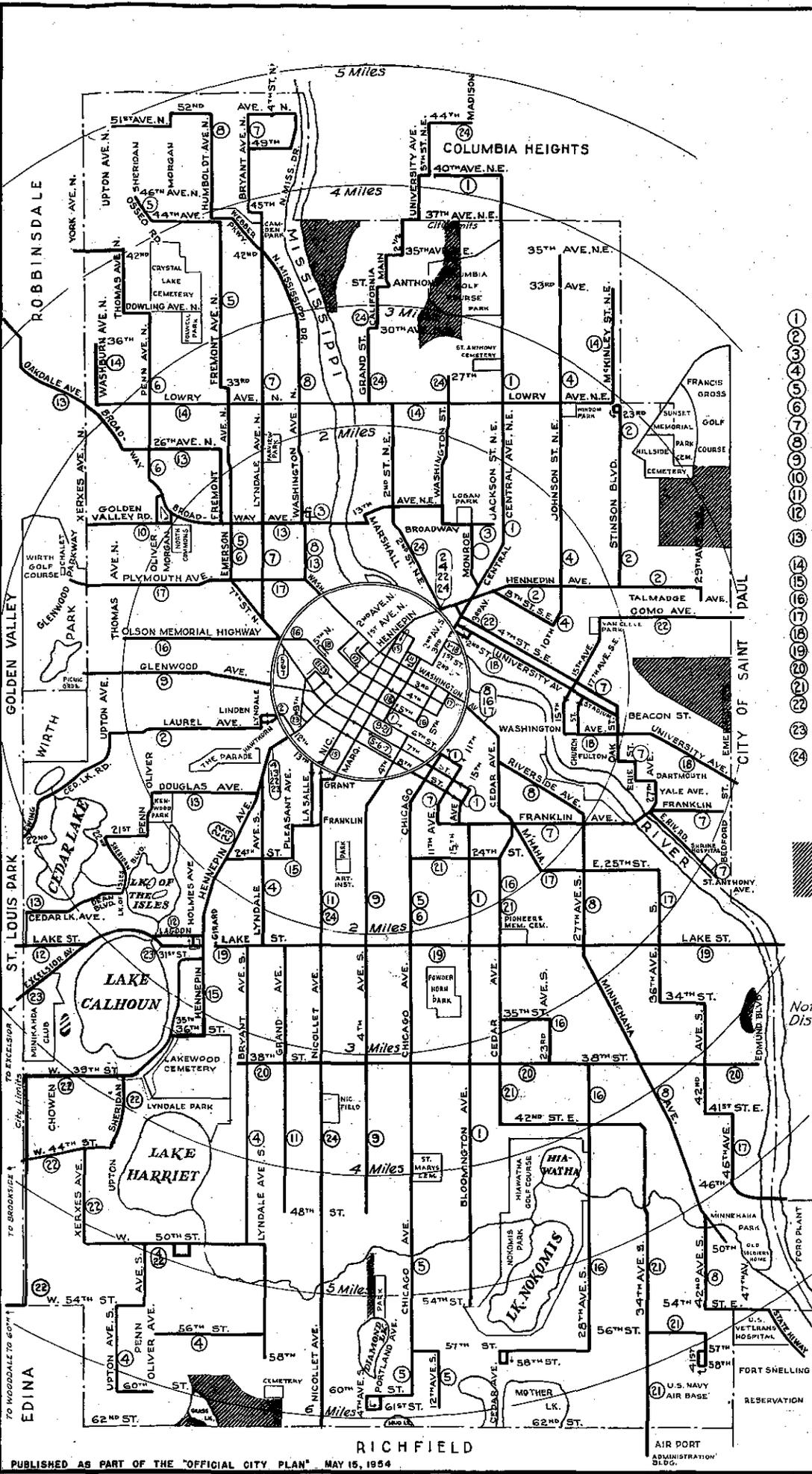
SUBDIVISION b.  
TRANSIT SYSTEM

## TRANSIT SYSTEM

Replacement of street cars by buses on the Como-Harriet line June 19, 1954 ended street car service in Minneapolis. The all bus system will be more flexible, faster and better adapted to operating in congested traffic. It will give the city a freer hand in solving its traffic problems.

The map entitled, "Transit System" shows the service in effect as of June 19, 1954. According to accepted standards (American Public Health Association, among others), walking distance to transit facilities should be not greater than one quarter to one third mile. Using one third mile as the limit for reasonably adequate service, only eight areas in the city are classified as unserved. Of these, four are in industrial areas not requiring service; three are isolated areas (one block on the west shore of Lake Calhoun, homes fronting the west side of Pearl Lake Park, and Edmond Boulevard, between 33rd and 36th Streets), which could not reasonably justify the investment required to furnish service; one is in the south part of the city in the area bounded generally by James, 59th, Grand and the city limits. This latter area is not fully developed but will require service in the near future. Service can be given from either the Bryant-Johnson or Nicollet lines.

As improvements are carried out under the "Highway and Major Street Plan", improvement in service will also be possible in the transit system. Express service on divided lane highways and expressways should provide very attractive transportation. Portions of local bus routes will be on improved routes, which will also improve service on such routes.

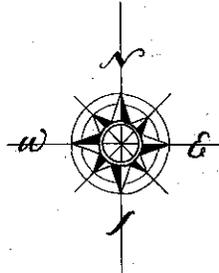


**BUS LINES:**

- ① BLOOMINGTON-COLUMBIA HTS.
- ② BRYN MAWR-N.W. TERMINAL
- ③ BROADWAY
- ④ BRYANT - JOHNSON
- ⑤ CHICAGO-FREMONT
- ⑥ CHICAGO-PENN
- ⑦ FRANKLIN - N. LYNDALE
- ⑧ FT. SNELLING-N. WASHINGTON
- ⑨ GLENWOOD - 4<sup>TH</sup> AVE. S.
- ⑩ GOLDEN VALLEY ROAD
- ⑪ GRAND AVE.
- ⑫ HENNEPIN-FRANCE
- ⑬ KENWOOD - ST. LOUIS PARK-ROBBINSDALE
- ⑭ LOWRY AVE.
- ⑮ NICOLLET-HENNEPIN
- ⑯ OLSON HIGHWAY - 28<sup>TH</sup> AVE. S.
- ⑰ PLYMOUTH - EAST 25<sup>TH</sup> ST.
- ⑱ ST. PAUL - MINNEAPOLIS-SELBY-LAKE
- ⑲ 38<sup>TH</sup> STREET
- ⑲ 34<sup>TH</sup> AVE. S.
- ⑲ COMO - HARRIET
- ⑲ BROOKSIDE - GLEN LAKE - EXCELSIOR - TONKA BAY
- ⑲ NICOLLET - 2<sup>ND</sup> ST. - MONROE

AREAS MORE THAN 1/2 MILE FROM TRANSIT SERVICE

*Note:* Distances shown from 4th St. & Nicollet.



BASED ON MAP FROM MPLS. STREET RAILWAY COMPANY

**MINNEAPOLIS CITY PLANNING COMMISSION**

**TRANSIT SYSTEM**

DATE	HERMAN E. OLSON PLANNING ENGINEER	DRAWING NO.
	TABLE 13, PLAN	

RICHFIELD

OFFICIAL CITY PLAN  
OF THE CITY OF  
MINNEAPOLIS, MINNESOTA

SECTION VII  
TRANSPORTATION PLAN

SUBDIVISION c.  
BUS SYSTEM

# MINNEAPOLIS CITY PLANNING COMMISSION

## INTER-URBAN & SUBURBAN BUS ROUTES SERVING MINNEAPOLIS

DATE

HERMAN E. OLSON  
PLANNING ENGINEER

DRAWING NO.

1/2" 0 1 2  
SCALE IN MILES

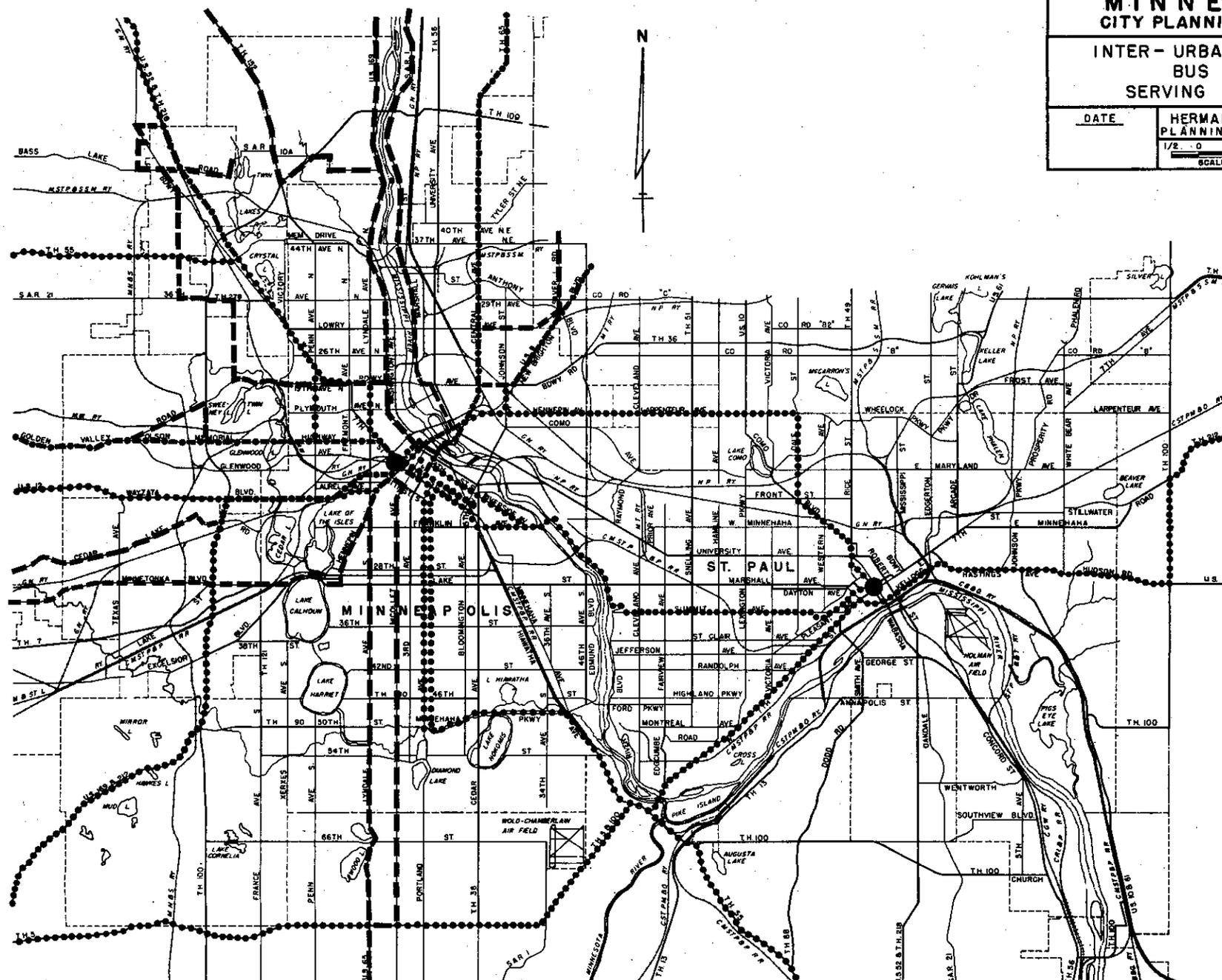
### LEGEND

● DEPOT

●●●●● INTER-URBAN  
BUS ROUTES

— SUBURBAN  
BUS ROUTES

●●●●● INTER-URBAN  
& SUBURBAN  
BUS ROUTES  
COMBINED



PUBLISHED AS PART OF THE "OFFICIAL CITY PLAN" MAY 15, 1954

## BUS SYSTEM

Minneapolis is served by five inter-urban bus companies and by seven suburban bus companies. Two of the inter-urban bus companies operate single routes. The others operate larger systems.

The seven suburban bus companies serve all of the suburbs except Edina which is served by the Minneapolis bus system. The map, "Inter-Urban and Suburban Bus Routes Serving Minneapolis", shows the service provided. In many areas additional service would appear to be warranted.

A pressing need in the City of Minneapolis is a bus terminal which will serve both inter-urban and suburban systems. This facility should be such that the inter-urban buses may stay on expressways or divided lane highways until entering the terminal. Likewise, suburban buses should have access to the same terminal but reach it via either expressways or surface streets. The location which best meets the requirements of such a bus terminal is the combined Heliport, Garage and Bus Terminal shown on the plan entitled, "Civic Center". The proposed terminal is such that inter-urban buses would not enter the surface street system of the business district but would leave from the depressed inter-city expressway directly into the terminal. Such a facility would reduce travel time materially and eliminate congestion and friction on city streets caused by such bus operations.

OFFICIAL CITY PLAN  
OF THE CITY OF  
MINNEAPOLIS, MINNESOTA

SECTION VII  
TRANSPORTATION PLAN

SUBDIVISION d.  
RAILROAD SYSTEM

## RAILROAD SYSTEM

Minneapolis is served by ten truckline railroads, of which four are transcontinental systems. Through these and connecting lines, service is maintained to all parts of the country. The two maps, "Railroad System Minneapolis Metropolitan Area" and "Railroad System Saint Paul Metropolitan Area" show the network of tracks serving the Twin Cities area.

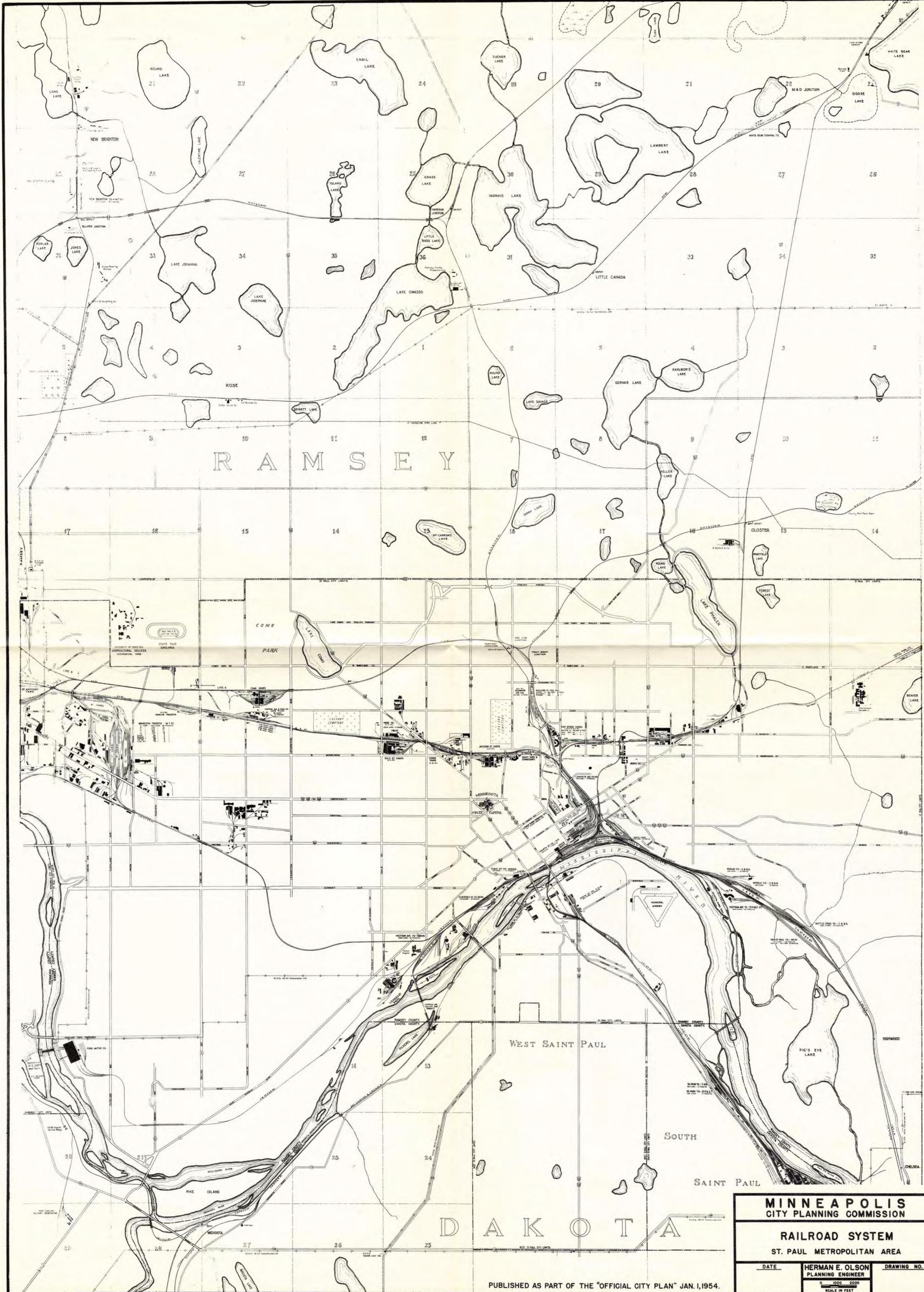
Two general comments as to railroad facilities may be made:

1. Consolidation of facilities could be accomplished without affecting service.
2. Yards are too short to take advantage of all the economies possible under modern freight handling methods.

Under category 1, the following suggestions are made:

- a. Establishment of a union passenger station.
- b. Relocation of the Minneapolis-St. Louis right of way to a location parallel to the Great Northern right of way along the north side of Cedar Lake, to eliminate detrimental affect on residential areas.
- c. Elimination of the C.M.S.P. & P. Railway Company's east side branch except to the limited facilities necessary to serve abutting industries. This would eliminate detrimental affect on the University of Minnesota and abutting residential areas. Interchange now carried on via this branch could be handled by the Minnesota Transfer Railroad.

As to category 2, little can be done within the city of Minneapolis to create efficient yard facilities. The space required for such facilities can be obtained only outside of the built up portions of the metropolitan area. When such yards are created, local yard facilities may be reduced and the land used in most cases for industrial expansion.



RAMSEY

WEST SAINT PAUL

SOUTH

SAINT PAUL

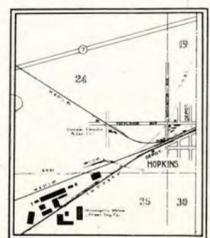
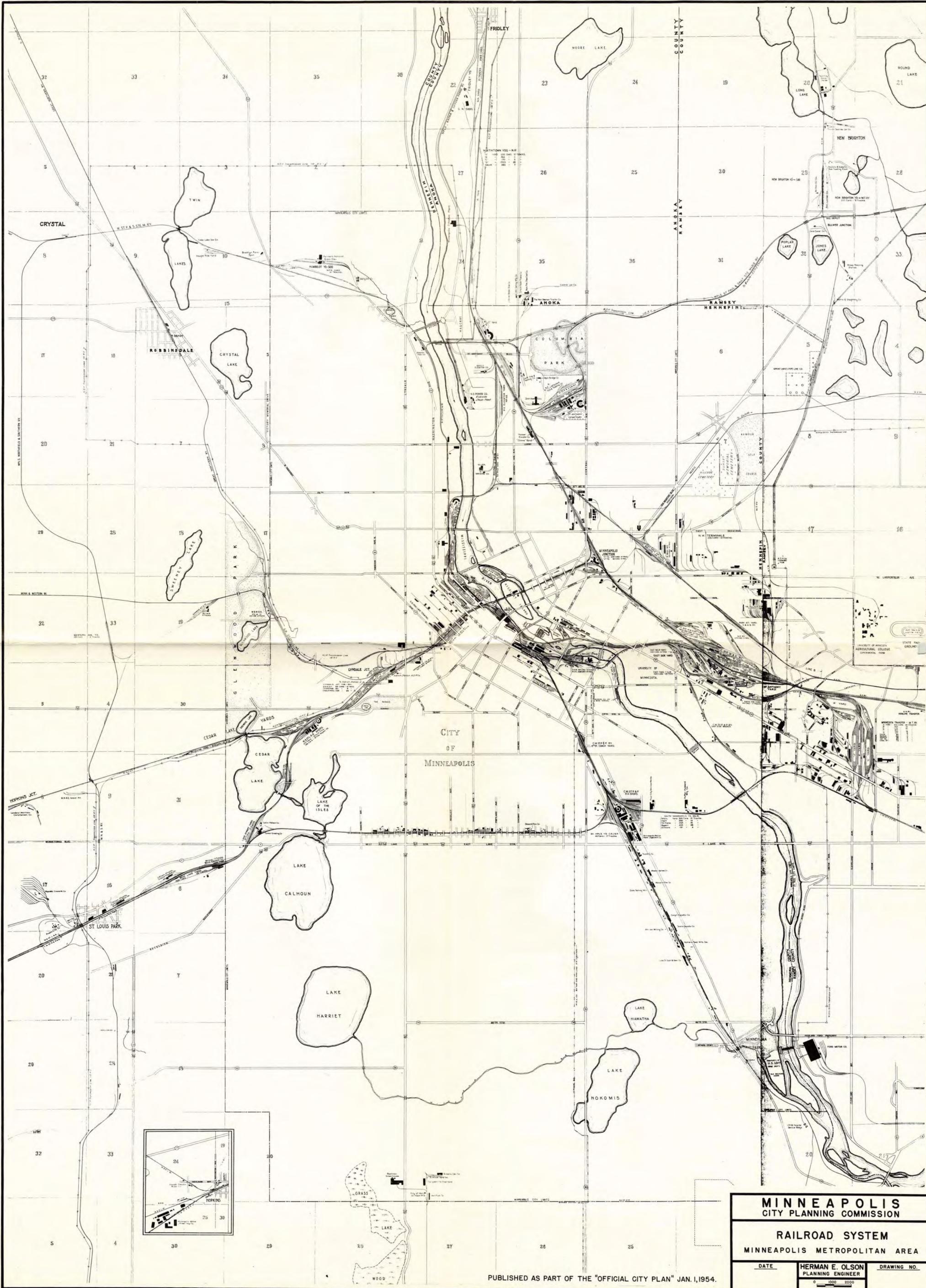
DAKOTA

MINNEAPOLIS  
CITY PLANNING COMMISSION

RAILROAD SYSTEM  
ST. PAUL METROPOLITAN AREA

DATE	HERMAN E. OLSON PLANNING ENGINEER	DRAWING NO.
	SCALE IN FEET 0 1000 2000	

PUBLISHED AS PART OF THE "OFFICIAL CITY PLAN" JAN. 1, 1954.



PUBLISHED AS PART OF THE "OFFICIAL CITY PLAN" JAN. 1, 1954.

<b>MINNEAPOLIS</b> CITY PLANNING COMMISSION		
<b>RAILROAD SYSTEM</b> MINNEAPOLIS METROPOLITAN AREA		
DATE	<b>HERMAN E. OLSON</b> PLANNING ENGINEER	DRAWING NO.
 SCALE IN FEET		

OFFICIAL CITY PLAN  
OF THE CITY OF  
MINNEAPOLIS, MINNESOTA

SECTION VII  
TRANSPORTATION PLAN

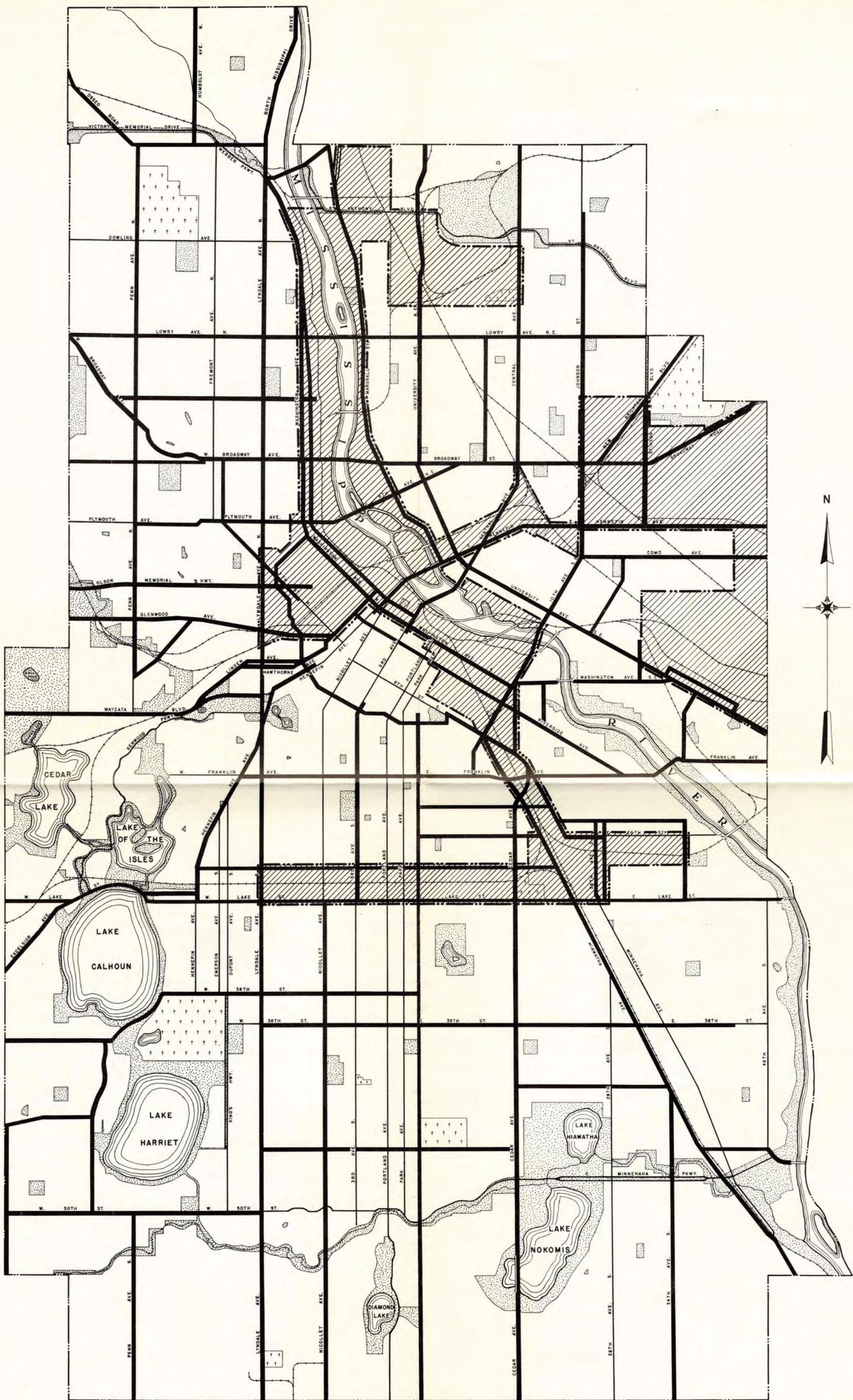
SUBDIVISION e.  
TRUCK ROUTES - TRUCK TERMINALS

## TRUCK ROUTES - TRUCK TERMINALS

The truck route system now in effect was established by an ordinance passed June 30, 1950. As has been mentioned previously, similar ordinances have been passed from time to time since 1938.

The present system furnishes adequate distribution to the trucking companies while protecting neighborhoods against unnecessary encroachment by trucks not making local delivery.

From time to time as elements of the Highway Plan are constructed, some of the existing truck routes will be transferred to the new facility. At that time it will be possible to further protect local neighborhoods and at the same time provide better facilities for the trucking industry.



**L E G E N D**



**TRUCK TERMINAL AREAS**



**TRUCK ROUTES**



**OTHER PRINCIPAL STREETS**

**MINNEAPOLIS  
CITY PLANNING COMMISSION**

**TRUCK ROUTES  
&  
TRUCK TERMINAL AREAS**

DATE

**HERMAN E. OLSON  
PLANNING ENGINEER**

DRAWING NO.

0 800 1600 3200

SCALE IN FEET

PUBLISHED AS PART OF THE "OFFICIAL CITY PLAN" JAN. 1, 1954.

OFFICIAL CITY PLAN  
OF THE CITY OF  
MINNEAPOLIS, MINNESOTA

SECTION VII  
TRANSPORTATION PLAN

SUBDIVISION f.  
RIVER TRANSPORTATION AND HARBOR FACILITIES

## RIVER TRANSPORTATION AND HARBOR FACILITIES

The Municipal Dock at the foot of Washington Avenue Bridge is the present head of navigation on the Mississippi River. The area available for dock facilities is limited. An adverse grade from the dock to the prevailing elevation of the city's industrial area further limits the usefulness of the dock.

Construction is underway on new dams and installation of locks at Saint Anthony Falls. Raising or rebuilding of bridges upstream of the falls is well underway. When completed, the entire area from the falls to the Soo Line Bridge at 41st Avenue North will become a harbor district. In the Upper Harbor District the land elevation is reasonably close to water elevation and the total land area served is extensive. Efforts to date have been limited to the extension of navigation to serve this district. The time has come when further decisions must be made.

To become a major terminal, the Upper Harbor District must be in part a public port. The location and extent of the public facilities should be determined as soon as possible. Special studies are required before this decision can be made. It is recommended that funds be provided and consultants be employed to advise on this phase of the Upper Harbor District program.

The public is investing substantial funds in making the Upper Harbor District possible. Under existing ordinances of the city it is possible for all of the land in the district to be developed for industries not requiring river transportation or raw water for processing purposes.

Consideration must be given to whether or not future use of land in this district shall be limited to those industries which do require the river for transportation or the source of process water. This decision will affect the drafting of the new zoning ordinance.

# MINNEAPOLIS

## UPPER HARBOR AREA

### AVAILABILITY OF LAND FOR INDUSTRIAL USE

(AS OF JANUARY 1, 1948)

CITY PLANNING COMMISSION  
HERMAN E. OLSON - PLANNING ENGINEER

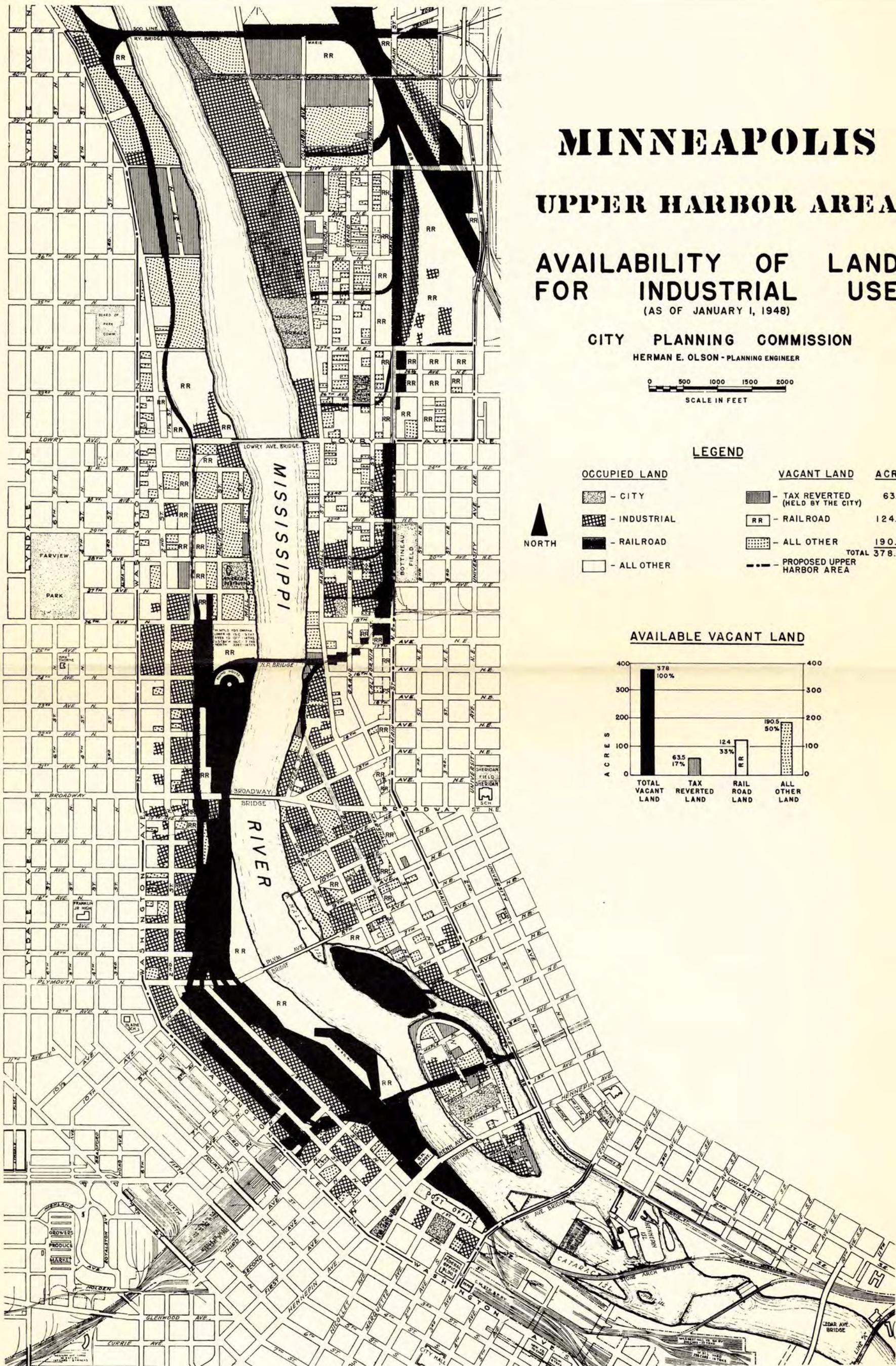
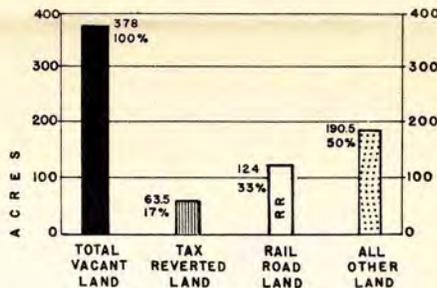


#### LEGEND

OCCUPIED LAND		VACANT LAND		ACRES
	- CITY		- TAX REVERTED (HELD BY THE CITY)	63.5
	- INDUSTRIAL		- RAILROAD	124.0
	- RAILROAD		- ALL OTHER	190.5
	- ALL OTHER	- PROPOSED UPPER HARBOR AREA		TOTAL 378.0



#### AVAILABLE VACANT LAND



OFFICIAL CITY PLAN  
OF THE CITY OF  
MINNEAPOLIS, MINNESOTA

SECTION VII  
TRANSPORTATION PLAN

SUBDIVISION g.  
AIRPORTS

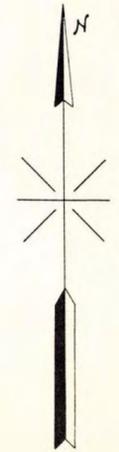
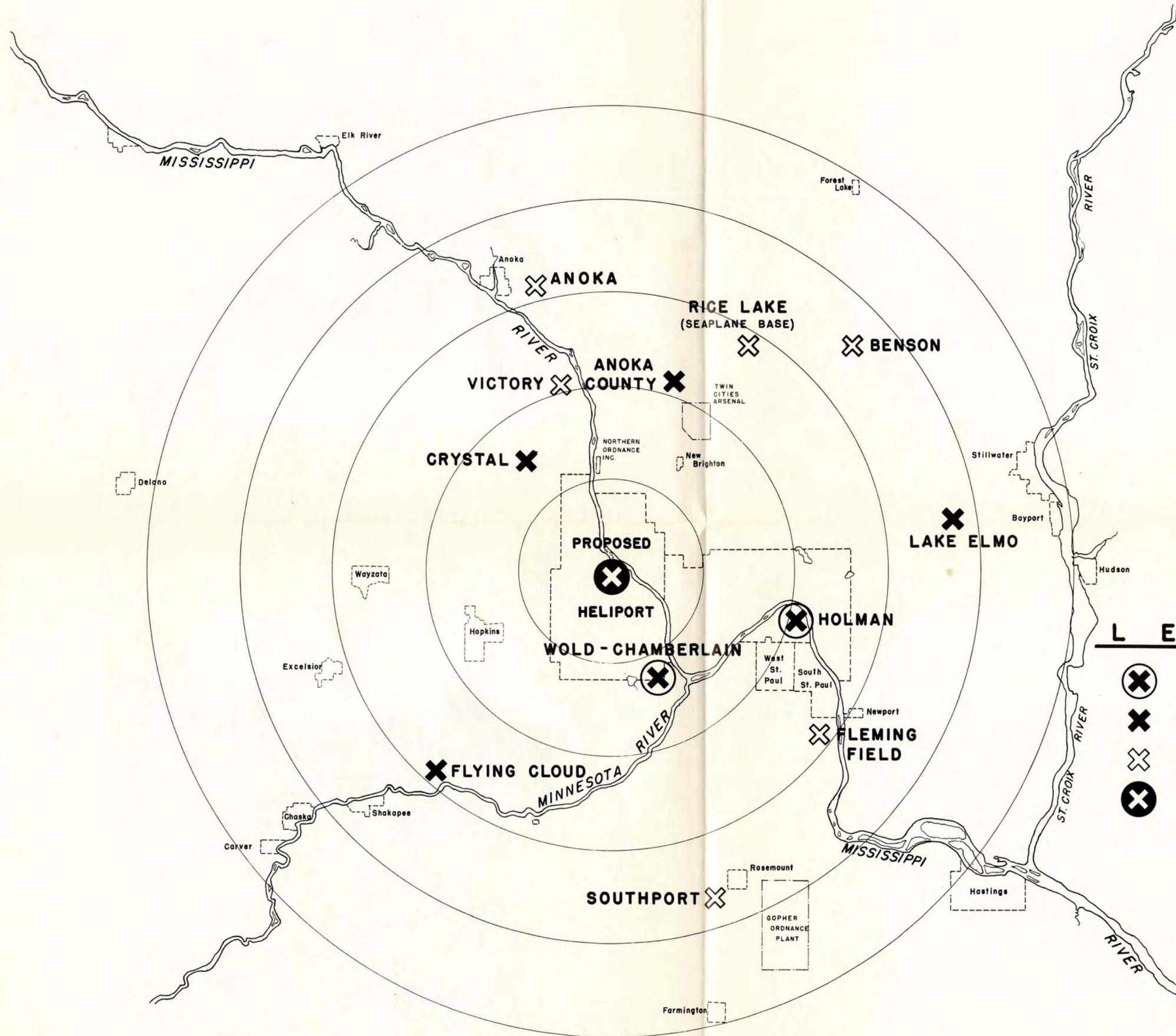
## AIRPORTS

Minneapolis is served by five airlines, two of which operate international routes. The principal airport is Wold-Chamberlain Field. Under statute, all airports within twenty-five miles of the city halls of Minneapolis or St. Paul are under the jurisdiction of the Minneapolis-St. Paul Metropolitan Airports Commission. See map entitled, "Airports" for location of public and private airports in the metropolitan area.

Wold-Chamberlain Field is located partly in Minneapolis and partly in the village of Richfield. In 1947 when the improvement of Wold-Chamberlain Field was under discussion, the City Planning Commission advised the Airports Commission of the necessity of considering the relocation of the primary airport. At that time a site was available in Anoka County. This site, covering 40 square miles, could have been purchased for about \$2,000,000. The Airports Commission thought it was best to expand Wold-Chamberlain Field but did decide to purchase a limited tract as a secondary airport at the site suggested.

Predictions made by the Planning Commission at that time as to future technological advancements are now beginning to materialize. The aircraft industry now predicts the use of jet transports for commerce transportation within ten years. The noise characteristics and flight characteristics of the jet transport are such that the airports used by such craft must be located away from the intensively developed areas. The Anoka County site of 40 square miles would have met the needs of this type of aircraft. However, this site is no longer available at a reasonable cost. A site further from the central cities seems to be the only solution left.

There is a relatively new field in aviation which will expand rapidly when military restrictions on private use of certain types of helicopters are removed. Extensive travel by helicopter between cities less than 300 miles apart is predicted. Use of the helicopter as an airport taxi service is also predicted.



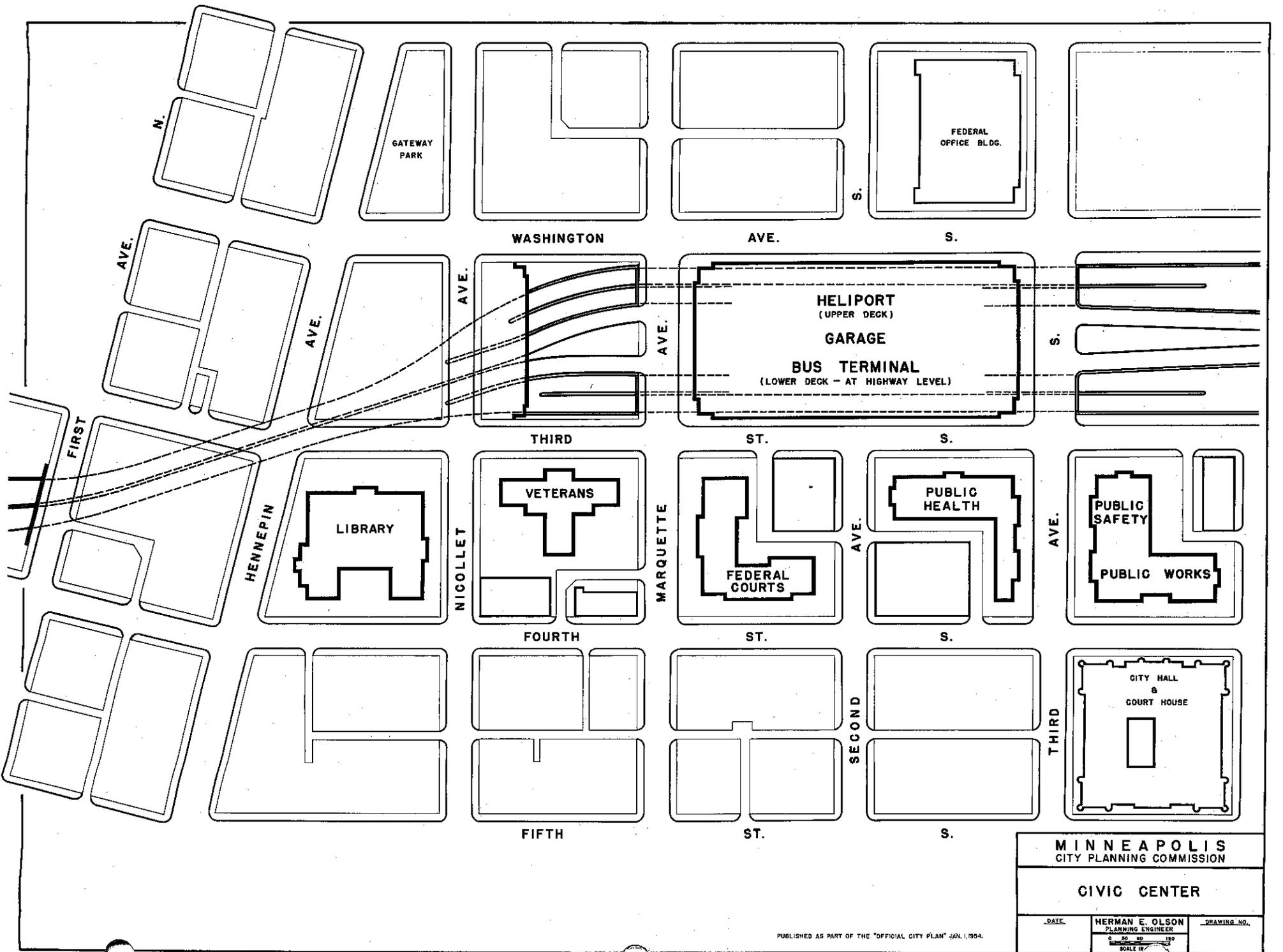
**LEGEND**

-  PRIMARY AIRPORT - MET. AIRPORTS COMM.
-  SECONDARY AIRPORT - MET. AIRPORTS COMM.
-  SECONDARY AIRPORT - PRIVATE.
-  PROPOSED HELIPORT.

**MINNEAPOLIS  
CITY PLANNING COMMISSION**

**AIRPORTS**

DATE	HERMAN E. OLSON PLANNING ENGINEER	DRAWING NO. 7015 2-12-4
SCALE IN MILES		



<b>MINNEAPOLIS CITY PLANNING COMMISSION</b>		
<b>CIVIC CENTER</b>		
DATE	HERMAN E. OLSON PLANNING ENGINEER	DRAWING NO.
 SCALE IN FEET		

PUBLISHED AS PART OF THE "OFFICIAL CITY PLAN" JAN. 1, 1934.

A heliport to serve such planes requires a very limited facility. Approaches to such ports are at a very steep angle, thus limiting the effect of obstructions. For some time the Planning Commission has recommended the construction of a parking deck over the Inter-City Expressway, adjacent to the Civic Center (bus terminal between lanes of the highway). To this we now add facilities for a heliport on the roof of the terminal structure. The same general facilities would serve both bus and helicopter passengers. A heliport at this location would bring passengers within a few minutes' travel time of most of our important stores, office buildings, hotels or manufacturing plants. See the attached drawing entitled, "Civic Center".

**OFFICIAL CITY PLAN  
OF THE  
CITY OF MINNEAPOLIS, MINNESOTA**



**PREPARED BY THE  
CITY PLANNING COMMISSION  
MINNEAPOLIS, MINNESOTA**

OFFICIAL CITY PLAN  
OF THE CITY OF  
MINNEAPOLIS, MINNESOTA

TITLE AND CONTENTS OF A PORTION  
OF THE OFFICIAL CITY PLAN

Section VIII. Parks and Recreation

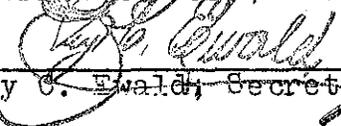
- Subdivision a. Historical and Factual Background
- b. Existing Park and Recreation System
- c. Proposed Park and Recreation System

This is to certify that the document to which this certificate is attached is that part of the Official City Plan adopted and established by the City Planning Commission of the City of Minneapolis, Minnesota, by adoption of Resolution No. 2 on September 16, 1954, and the above Title and statement of contents is an exact copy of that part of Resolution No. 2 pertaining to the same and the attached document is the document then approved as that portion or portions of the Official City Plan.

(Signed)

  
Patrick H. Carr, President

(Signed)

  
Ray C. Ewald, Secretary

Date September 23 1954

On this 23rd day of September 1954, before me a Notary Public in and for the County of Hennepin, Minnesota, personally appeared Patrick H. Carr and Ray C. Ewald, president and secretary respectively of the City Planning Commission of the City of Minneapolis, who did affirm that the material attached to this title page was officially adopted by the City Planning Commission as the portion or portions of the Official City Plan as above described and referred to by Resolution No. 2 of date of September 16, 1954.

Subscribed and sworn to before me this 23rd day of September 1954.

CELIA L. GRELLER  
Notary Public, Hennepin County, Minn.  
My Commission Expires Mar. 18, 1960.

Notary Public

My Commission Expires \_\_\_\_\_

OFFICIAL CITY PLAN  
OF THE CITY OF  
MINNEAPOLIS, MINNESOTA

SECTION VIII  
PARKS AND RECREATION

INDEX

- Subdivision a. Historical and Factual Background
- b. Existing Park and Recreation System
- c. Proposed Park and Recreation System

OFFICIAL CITY PLAN  
OF THE CITY OF  
MINNEAPOLIS, MINNESOTA

SECTION VIII  
PARKS AND RECREATION

SUBDIVISION a.  
HISTORICAL AND FACTUAL BACKGROUND

## HISTORICAL AND FACTUAL BACKGROUND

The first city park was Murphy Square, which was donated to the city by Edward Murphy on July 17, 1857. This occurred one year before New York City obtained its first park (Central Park). Beginning with the donation of this first park and until 1883, at which time the State Legislature passed a bill creating the Minneapolis Park Board, parks were controlled by the City Council.

After a referendum vote held April 3, 1883 confirmed the creation of a park board, the board had its first defacto meeting on April 18, 1883. On April 24 of the same year, the board authorized its president to engage Mr. H. W. S. Cleveland to advise the board on its future work. On June 20, 1883 Mr. Cleveland presented a comprehensive report entitled, "Suggestions for a System of Parks and Parkways for the City of Minneapolis". Mr. Cleveland's report is reviewed in Section I, Historical and Geographic Background of The Official City Plan.

Murphy Square included 3.33 acres of land. By 1883 the City Council had added 2.67 acres to the park system. Six acres of park lands were transferred from the City Council to the Park Board on April 27, 1883. Mr. Cleveland's report dealt with the need of expanding this meager beginning into a workable park system which would preserve much of the natural and scenic attractions within the city.

In the first five years of its existence, the Park Board increased the park system from six acres to 710 acres. The park system has been growing ever since.

During the tenure of William M. Berry as park superintendent, 1,804.645 acres were added to the park system. During the tenure of Theodore Wirth as park superintendent, 3,430.861 acres were added and during the tenure of C. A. Bossen as park superintendent, 416.271 acres were added to the park system. To date, under the administration of Charles E. Doell as park superintendent, 218.937 acres have been added to the park system.

The Minneapolis park system now includes a total of 5,876.71 acres, of which 608.77 acres are holdings of the Park Board at Wold-Chamberlain Airport.

It should be pointed out that during the tenures of Mr. Berry and Mr. Wirth the Park Board was expanding rapidly to make up for deficiencies existing when the board was created. The large reservation parks with expansive water areas were also created during that period. Since then most of the expansion has been in neighborhood facilities, which do not total much in acreage but which loom large in neighborhood service and are as important to the park system as the large reservation parks.

At the beginning, the park system was keyed primarily to passive recreation and the retaining of natural beauty spots. In 1906 the first steps were taken toward the establishment of playgrounds. In the first year supervision was furnished on a voluntary basis by Mr. C. T. Booth, physical director at the Y.M.C.A. In 1907 this was made a paid position during the school vacation months. It continued as a part time program until 1913, when Mr. Frank C. Berry was employed as a full time Director of Recreation. Participation in park events has grown from 93,600 persons in 1907 to 6,283,000 persons in 1952.

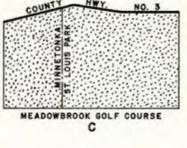
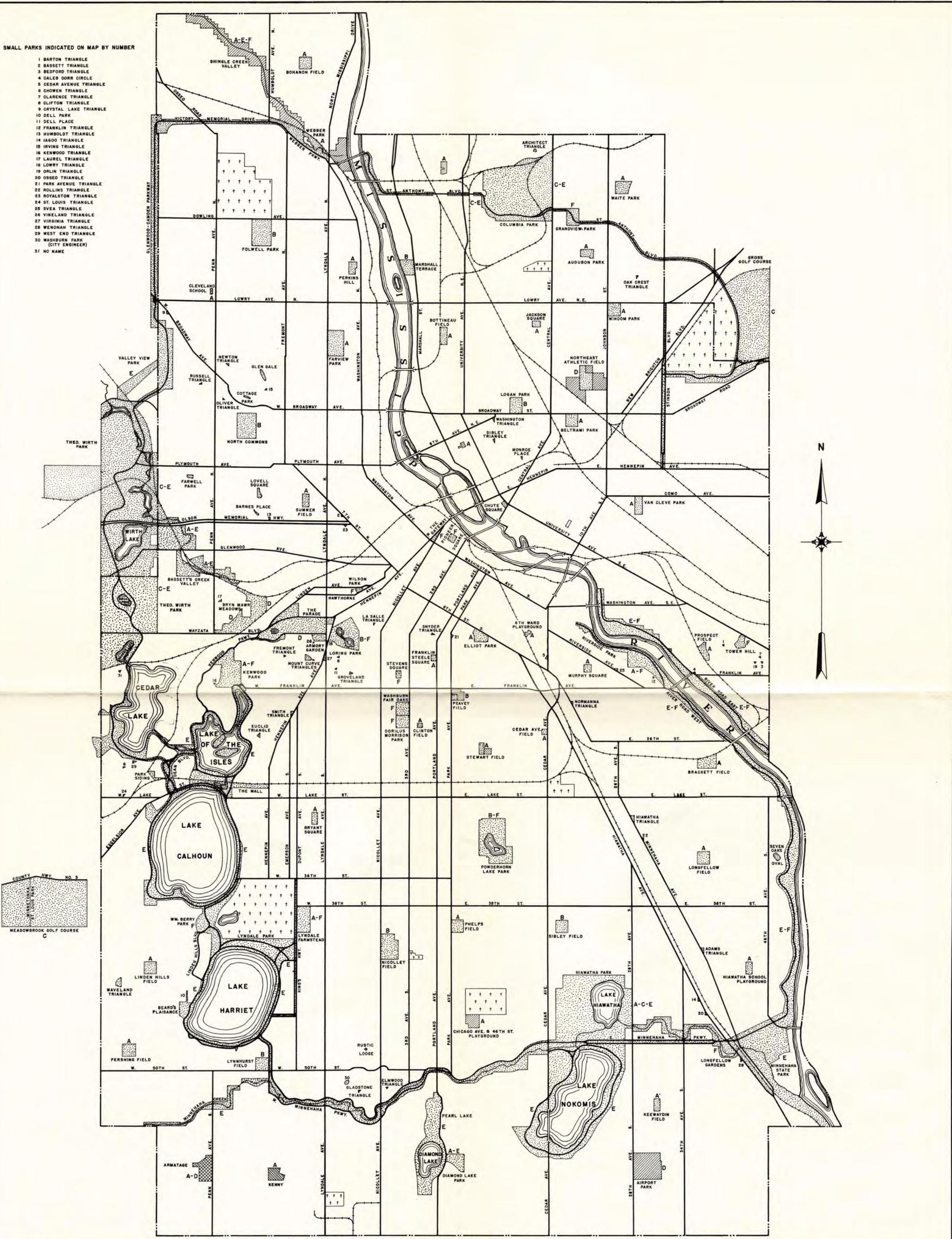
OFFICIAL CITY PLAN  
OF THE CITY OF  
MINNEAPOLIS, MINNESOTA

SECTION VIII  
PARKS AND RECREATION

SUBDIVISION b.  
EXISTING PARK AND RECREATION SYSTEM

**SMALL PARKS INDICATED ON MAP BY NUMBER**

- 1 BARTON TRIANGLE
- 2 BASSETT TRIANGLE
- 3 BEDFORD TRIANGLE
- 4 CALES DORR CIRCLE
- 5 CEDAR AVENUE TRIANGLE
- 6 CHOWEN TRIANGLE
- 7 CLARENCE TRIANGLE
- 8 CLIFTON TRIANGLE
- 9 CRYSTAL LAKE TRIANGLE
- 10 DELL PARK
- 11 DELL PLACE
- 12 FRANKLIN TRIANGLE
- 13 HUMBOLDT TRIANGLE
- 14 JAGOD TRIANGLE
- 15 IRVING TRIANGLE
- 16 KENWOOD TRIANGLE
- 17 LAUREL TRIANGLE
- 18 LOWRY TRIANGLE
- 19 ORLIN TRIANGLE
- 20 OSSEO TRIANGLE
- 21 PARK AVENUE TRIANGLE
- 22 ROLLINS TRIANGLE
- 23 ROYALSTON TRIANGLE
- 24 ST. LOUIS TRIANGLE
- 25 SVEA TRIANGLE
- 26 VINELAND TRIANGLE
- 27 VIRGINIA TRIANGLE
- 28 WENONAH TRIANGLE
- 29 WEST END TRIANGLE
- 30 WASHBURN PARK (CITY ENGINEER)
- 31 NO NAME



**LEGEND**

**STATUS OF PARK**

- EXISTING PARK
- PROPOSED PARK - LAND ACQUIRED BUT NOT DEVELOPED
- PROPOSED PARK - UNDER CONSTRUCTION

**TYPE OF FACILITIES**

- A PLAYGROUND
- B PLAYFIELD
- C GOLF COURSE
- D ATHLETIC FIELD
- E LARGE RESERVATION PARK
- F PASSIVE RECREATION

PUBLISHED AS PART OF THE "OFFICIAL CITY PLAN" JAN. 1, 1954.

**MINNEAPOLIS  
CITY PLANNING COMMISSION**

**CITY PLAN STUDIES  
PARK SYSTEM**

DATE  
OCT. 20, 1950

HERMAN E. OLSON  
PLANNING ENGINEER

DRAWING NO.

4040  
0-27

0 800 1600 3200  
SCALE IN FEET

## EXISTING PARK AND RECREATION SYSTEM

The Minneapolis park system includes 151 parks, 62 miles of parkways, 30 miles of river and lake shoreline, 13 miles of creeks, 5 golf courses.

The parks provide basically six types of facilities: playgrounds, playfields, golf courses, athletic fields, large reservation parks with lakes, streams and passive recreation areas. The map entitled, "Park System" indicates the distribution of these types of facilities.

Forty-six of the parks have buildings, which extend the usefulness of the parks. The map entitled, "Park Building Plan" shows the location of these buildings, the type of building and information as to the future use of the building.

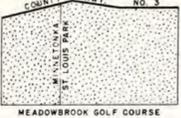
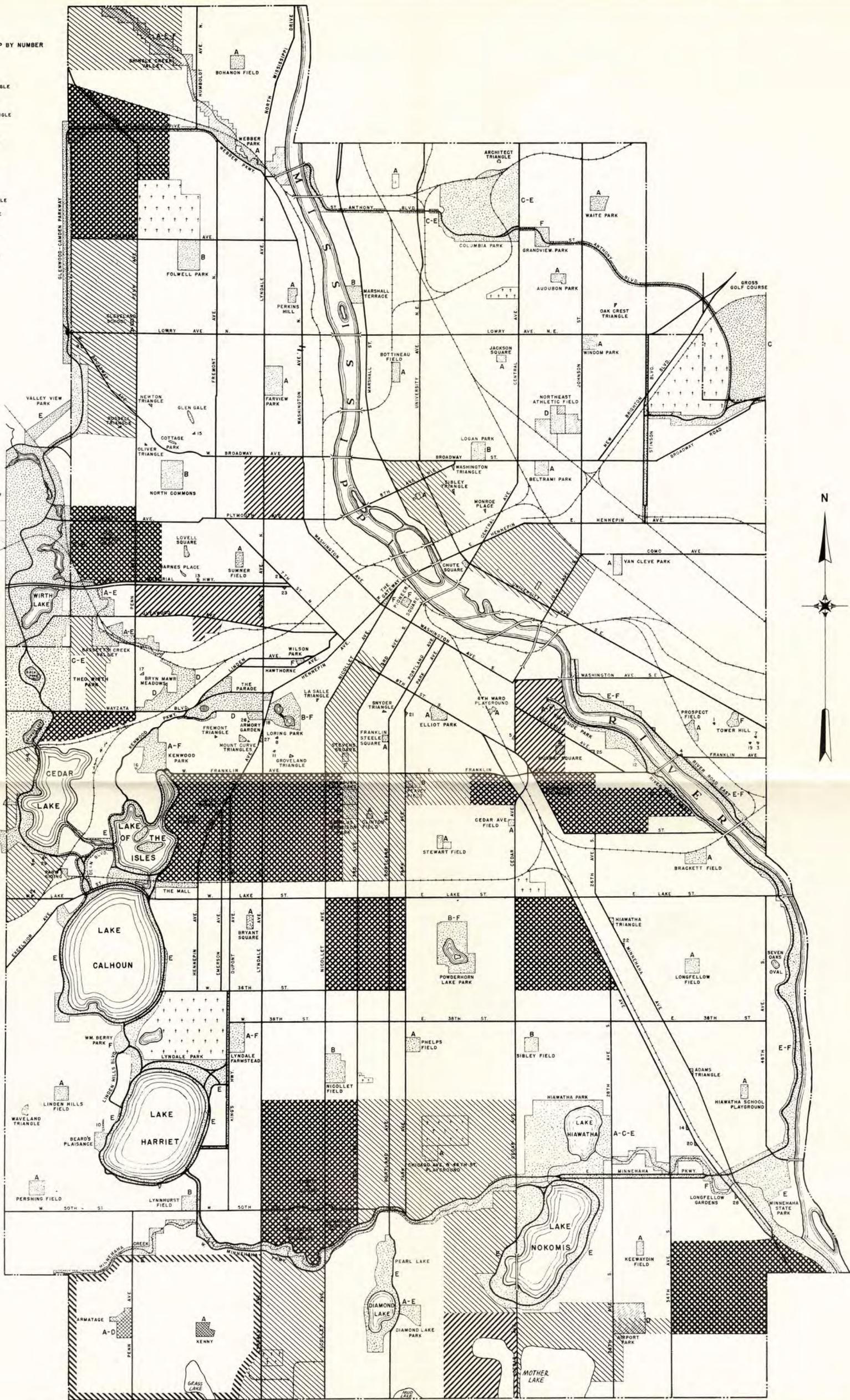
OFFICIAL CITY PLAN  
OF THE CITY OF  
MINNEAPOLIS, MINNESOTA

SECTION VIII  
PARKS AND RECREATION

SUBDIVISION c.  
PROPOSED PARK AND RECREATION SYSTEM

**SMALL PARKS INDICATED ON MAP BY NUMBER**

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- 24 ST. LOUIS TRIANGLE
- 25 SVEA TRIANGLE
- 26 VINELAND TRIANGLE
- 27 VIRGINIA TRIANGLE
- 28 WENONAH TRIANGLE
- 29 WEST END TRIANGLE
- 30 WASHINGTON PARK (CITY ENGINEER)
- 31 NO NAME



**LEGEND**

**STATUS OF PARK**

- EXISTING PARK
- PROPOSED PARK - LAND ACQUIRED BUT NOT DEVELOPED
- PROPOSED PARK - UNDER CONSTRUCTION

**TYPE OF FACILITIES**

- A PLAYGROUND
- B PLAYFIELD
- C GOLF COURSE
- D ATHLETIC FIELD
- E LARGE RESERVATION PARK
- F PASSIVE RECREATION

- AREA NOT SERVED
- FACILITIES TO BE PROVIDED AS PART OF REDEVELOPMENT OR LAND REPLANNING PROGRAM
- SITE ACQUIRED - FACILITIES NOT INSTALLED
- AREA TO BE SERVED BY FACILITIES NOW UNDER CONSTRUCTION
- AREA SERVED

**MINNEAPOLIS CITY PLANNING COMMISSION**

**NEIGHBORHOOD PARK RECREATION FACILITIES**

DATE  
OCT. 20, 1950

HERMAN E. OLSON  
PLANNING ENGINEER

DRAWING NO.  
**4040**  
0-27

PUBLISHED AS PART OF THE  
"OFFICIAL CITY PLAN" JAN. 1, 1954.

0 800 1600 3200  
SCALE IN FEET

## PROPOSED PARK AND RECREATION SYSTEM

According to standards of the National Recreation Association and the American Public Health Association the overall park system should contain not less than one acre for each one hundred persons. In Minneapolis the ratio is one acre for each ninety-nine persons. This would seem to indicate that our park system is more than adequate to meet the needs of the community. In general this is true, however, because of distribution, some areas are not adequately served.

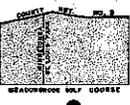
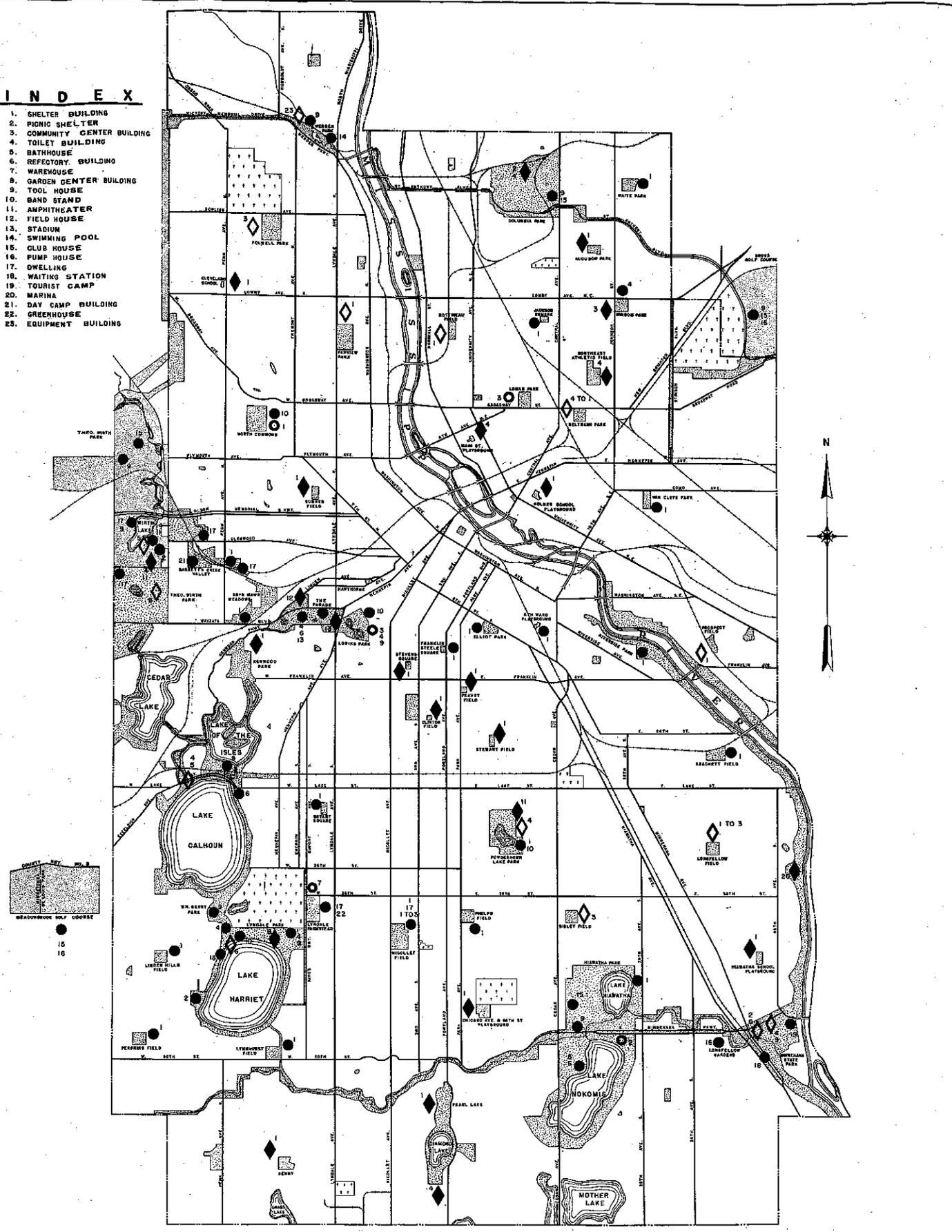
According to standards of the National Recreation Association and the American Public Health Association, the service radius of a neighborhood playground should not exceed one-fourth to one-half mile with "one-half mile permissible only in planned neighborhoods meeting all requirements for safe access, or where the playground is adjacent to an elementary school". The map entitled, "Neighborhood Park Recreation Facilities," prepared jointly by the staffs of the Park Board and the Planning Commission, shows an appraisal of service provided, using the above criteria as a guide. It will be noted that a number of areas are not adequately served.

In analyzing the park system outside of the recreation facilities, some further observations are warranted. Control of lake shore should be extended to include the remaining shoreline of Cedar Lake and all of the shoreline within the City of Minneapolis of Grass Lake, Mud Lake and Mother Lake. Control of the Mississippi River shoreline should be extended to include most of the shoreline outside of the harbor district. A few selected areas within the harbor district should also be under park control. Included in this should be a park overlooking St. Anthony Falls.

Special attention is called to the Minikahda Golf Course. The probability is very great that this land some day will be used for housing purposes. When this occurs, a joint school-park development should be constructed to serve the area.

# INDEX

1. SHELTER BUILDING
2. PICNIC SHELTER
3. COMMUNITY CENTER BUILDING
4. TOILET BUILDING
5. BATHHOUSE
6. REFECTORY BUILDING
7. WAREHOUSE
8. GARDEN CENTER BUILDING
9. TOOL HOUSE
10. BAND STAND
11. AMPHITHEATER
12. FIELD HOUSE
13. STADIUM
14. SWIMMING POOL
15. CLUB HOUSE
16. PUMP HOUSE
17. DWELLING
18. WAITING STATION
19. TOURIST CAMP
20. MARINA
21. DAY CAMP BUILDING
22. GREENHOUSE
23. EQUIPMENT BUILDING



# LEGEND

- EXISTING BUILDING TO REMAIN
- ◐ EXISTING BUILDING TO BE REMODELED
- ◊ NEW BUILDING TO REPLACE EXISTING BUILDING
- ◊ PROPOSED BUILDING
- 00 NUMBER DENOTES TYPE OF BUILDING - SEE INDEX

MINNEAPOLIS  
CITY PLANNING COMMISSION

## PARK BUILDING PLAN

DATE	HERMAN E. OLSON PLANNING ENGINEER	DRAWING NO.
0 400 800 1600 SCALE IN FEET		

The appraisal pinpoints the need for neighborhood parks. Twenty-seven areas are not now adequately served. Of these, construction of recreation areas is in progress to serve two areas; sites for recreation areas have been either wholly or partially acquired to serve eleven additional areas; and such facilities will be provided as part of redevelopment or land replanning programs for four other areas. In the ten areas remaining, private improvement of land is so complete that selection and acquisition of a site is very difficult and in some cases extremely restricted. In these latter areas it will require considerable time and the expenditure of large sums of money before the situation can be improved.

In most phases of park and recreation facilities the Minneapolis park system is well developed and is serving the community well. In the matter of tot playlots to serve preschool age children, this community lacks program and has only limited facilities. Neighborhood parks do have such facilities, however, tot playlots should have a service radius of not more than 400 feet, whereas park service areas are one-fourth to one-half mile in radius. The walking distance involved in the latter would indicate that almost every city block should have a tot playlot. In most parts of the city where dwelling lots are large, tot play facilities can be and probably are furnished privately. In the more congested areas tot playlots are generally not available at all. In order that small children be safeguarded from street and alley traffic, at least in the congested areas, tot playlots need to be provided and steps taken to bring about development of such facilities at all opportunities, with emphasis on redevelopment of land programs.

Within the existing park system there are a number of deficiencies with regard to buildings. The map entitled, "Park Building Plan," indicates the location and type of buildings which are in existence and information as to whether or not the building should continue in use or should be removed or replaced. It also shows the location and type of buildings which should be constructed to fill out existing park building accommodations.

With increasing volumes of street traffic, park boulevards which originally were designed and laid out for pleasure and outing traffic, in the early period by horse-drawn vehicles, with emphasized use on holidays, have long since been taken over by general city and region automobile traffic. These increasing volumes of traffic have progressively undermined the park and recreation values originally intended and largely attained in the early development of the park system.

Much of the difficulty is due to the fact that park boulevards are so located as to provide connecting links between areas of origin and destination of large volumes of such traffic, moving in part over highways or streets and in part over park boulevards.

Plans have been formulated, such as the Southwest Throughfare Plan, the South Crosstown Highway and others, which would relieve much of the burden of traffic on parallel boulevards, restoring such boulevards to their intended use for leisurely travel, for recreation in areas reserved and preserved because of advantages of natural scenic beauty in woodlands, streams and lakes.

All such general traffic plans and others which need to be designed for similar purposes should be advanced at the earliest possible time. The park boulevards and their preservation are directly involved, but in addition, values of property abutting such parkways and the social desirability of the abutting private lands are equally involved.

**OFFICIAL CITY PLAN  
OF THE  
CITY OF MINNEAPOLIS, MINNESOTA**



**PREPARED BY THE  
CITY PLANNING COMMISSION  
MINNEAPOLIS, MINNESOTA**

OFFICIAL CITY PLAN  
OF THE CITY OF  
MINNEAPOLIS, MINNESOTA

TITLE AND CONTENTS OF A PORTION  
OF THE OFFICIAL CITY PLAN

- Section X. Public Buildings  
    Subdivision a. Historical and Factual Background  
    b. Existing Public Buildings  
    c. Proposed Public Building Plan

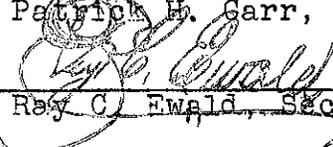
This is to certify that the document to which this certificate is attached is that part of the Official City Plan adopted and established by the City Planning Commission of the City of Minneapolis, Minnesota, by adoption of Resolution No. 2 on September 16, 1954, and the above Title and statement of contents is an exact copy of that part of Resolution No. 2 pertaining to the same and the attached document is the document then approved as that portion or portions of the Official City Plan.

(Signed)



Patrick H. Garr, President

(Signed)



Ray C. Ewald, Secretary

Date September 23rd 1954

On this 23rd day of September 1954, before me a Notary Public in and for the County of Hennepin, Minnesota, personally appeared Patrick H. Carr and Ray C. Ewald, president and secretary respectively of the City Planning Commission of the City of Minneapolis, who did affirm that the material attached to this title page was officially adopted by the City Planning Commission as the portion or portions of the Official City Plan as above described and referred to by Resolution No. 2 of date of September 16, 1954.

Subscribed and sworn to before me this 23rd day of September 1954.

CELIA L. GRELLER  
Notary Public, Hennepin County, Minn.  
My Commission Expires Mar. 18, 1960.

Notary Public

My Commission Expires \_\_\_\_\_

OFFICIAL CITY PLAN  
OF THE CITY OF  
MINNEAPOLIS, MINNESOTA

SECTION X  
PUBLIC BUILDINGS

INDEX

- Subdivision a. Historical and Factual Background
- b. Existing Public Buildings
  - 1. City
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  - 3. State
  - 4. Federal
- c. Proposed Public Building Plan
  - 1. Civic Center
  - 2. Fire Protection System
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  - 4. Library System
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OFFICIAL CITY PLAN  
OF THE CITY OF  
MINNEAPOLIS, MINNESOTA

SECTION X  
PUBLIC BUILDINGS

SUBDIVISION a.  
HISTORICAL AND FACTUAL BACKGROUND

## HISTORICAL AND FACTUAL BACKGROUND

The first building constructed in what is now Minneapolis was the Government Sawmill, built in 1822 to furnish lumber and flour for Fort Snelling. In a literal sense this was a public building, thus, a public building was the first building in the city.

The first public building of the type generally considered a public building (aside from schools, which are discussed in another section), was a jail. This was a plank building which did not fulfill its function of confining criminals. A courthouse, built at the corner of Fourth Street and Eighth Avenue South during 1856-7, was within twenty years overcrowded. In 1887 the State Legislature passed, "An Act to designate a site for a public building in the City of Minneapolis to be used as a courthouse for Hennepin County and for a City Hall for said City . . . . ." The present City Hall and Courthouse was constructed under the authority granted in this act.

The first post office was established in 1848 in a 10 x 12 foot frame building used as a mill office. The location was changed from time to time to suit the postmaster. In 1854 the first post office on the west side of the river was established under a separate postmaster. It also was relocated from time to time to suit the postmaster. In 1883 construction started on a combined post office and federal courts building, the location of which was the corner of Third Street and Marquette Avenue. By 1912 this building was inadequate to handle post office business and a new building was constructed at Third Avenue South and Washington. By 1932 the post office again had outgrown its quarters and the present building was constructed at First Street and Nicollet Avenue.

The Minneapolis Public Library was organized in 1885 under a special act of the legislature. The same year a site for a library building was purchased at Tenth and Hennepin. On December 16, 1889 the library building was completed and opened to the public. Since then, seventeen branch libraries and twenty-one school stations have been established.

The first fire house (station) was built by Independent Hook and Ladder Company No. 1 in 1858. Its location was Fifth Avenue Northeast, between Ramsey and Main Street Northeast. This company was a volunteer organization supported by subscription. In 1868 the fire department was officially organized as a public function. In 1878 the fire departments on the east and west sides of the river were consolidated. Since then the department has grown to keep pace with the development of the city. By 1893 there were eighteen engine houses in the city. By 1912 the number had increased to twenty-eight. The change to truck mounted equipment increased the service radius of fire fighting equipment. As a result of this, twenty engine houses, or fire stations, serve the entire city inspite of the fact that the city has grown considerably since 1912.

The headquarters of the Police Department are maintained at the City Hall. The first precinct station was constructed in 1889 at 1901 3rd Street North. From time to time additional precinct stations were added until five precinct stations in addition to the headquarters were in operation. Riverside station, one of the five original precinct stations, was later abandoned and its activities consolidated with the central precinct operations at the City Hall.

OFFICIAL CITY PLAN  
OF THE CITY OF  
MINNEAPOLIS, MINNESOTA

SECTION X  
PUBLIC BUILDINGS

SUBDIVISION b.  
EXISTING PUBLIC BUILDINGS

## EXISTING PUBLIC BUILDINGS

Public buildings in Minneapolis fall into four categories, according to the branch of government owning the structure.

They are: city, county, state and federal.

1. City

City buildings or public buildings owned and operated by the City of Minneapolis, excluding parks and schools which are discussed elsewhere, include the following:

<u>Building</u>	<u>Location</u>	<u>Year Built</u>
<u>CITY</u>		
City Hall	3rd Ave. S. & 4th St.	1897
Auditorium	211 E. Grant St.	1927
Municipal Market	65 Lakeside Avenue	1937
Municipal River Terminal	Washington Avenue South & River	1927
Riverside Municipal Baths	2126 6th St. So.	1912
John Ryan Public Baths	28 2nd St. N.E.	1920
Public Relief	607 3rd Ave. So.	1915
<u>PUBLIC WORKS</u>		
N. Minneapolis Incinerator	28th Ave. No. and Pacific Street	1925
S. Minneapolis Incinerator	2850 20th Ave. So.	1939
East Side Garage	1809 N.E. Washington	1925 & 1949
Equipment Shop	1308 Currie Avenue	1926
3rd District Street Dept. Hdqtrs.	520 5th St. So.	1920
Paving Plant	1925 26th St. E.	1914
4th District Street Dept. Hdqtrs.	2900 Pleasant Ave.	1917
5th District Street Dept. Hdqtrs.	4301 Pillsbury Ave.	1922
6th District Street Dept. Hdqtrs.	4444 Snelling Ave.	1921
Northside Garage	2700 Pacific St.	1949
Oil Plant	6100 Pleasant Ave.	1931

<u>Building</u>	<u>Location</u>	<u>Year Built</u>
Fridley Filtration Plant	Mississippi River N. of Minneapolis	1927
Columbia Heights Reservoir	Columbia Heights	1899
Columbia Heights Filtration	Columbia Heights	1913
N.E. Pumping Station	37th Ave. N.E., E. Bank of River	1900
Water Maintenance Dept.	935 5th Ave. S.E.	1898
Water Meter Service	219 3rd St. So.	1924

## BRANCH POLICE STATIONS

Bryant	2917 Bryant Ave. So.	1921
East Side	945 19th Ave. N.E.	1931
North Side	1901 3rd St. N.	1889
Minnehaha	2904 27th Ave. So.	1917

## FIRE STATIONS

No. 1	530 3rd St. S.	1908
No. 2	13th Ave. N.E. & Main	1892
No. 4	1101 6th St. N.	1939
No. 5	1501 4th St. S.	1887
No. 6	13th St. S. & Yale Pl.	1930
No. 7	2011 21st Ave. So.	1909
No. 8	2749 Blaisdell Ave.	1939
No. 10	19 4th St. No.	1902
No. 11	3rd Ave. S.E. & 6th St.	1926
No. 13	4201 Cedar Avenue	1923
No. 14	1704 33rd Ave. No.	1939
No. 16	429 James Ave. No.	1892
No. 17	821 35th St. E.	1941
No. 19	Univ. Ave. S.E. & Oak	1893
No. 20	41st Ave. No. & Lyndale	1894
No. 21	3008 Minnehaha Avenue	1893
No. 24	Wold Chamberlain Field	----
No. 27	46th St. and Nicollet	1912
No. 28	2724 W. 43rd Street	1912
No. 29	Johnson St. N.E. & 27th Avenue	1916
Repair Shop	Univ. Ave. N.E. and 1st Ave. N.E.	1910

## LIBRARIES

Main	Hennepin at 10th St.	1889
North	1834 Emerson Ave. No.	1894
Franklin	Franklin & 14th Ave. So.	1914
Pillsbury	100 University Ave. S.E.	1904

<u>Building</u>	<u>Location</u>	<u>Year Built</u>
Seven Corners	15th Ave. So. & 3rd St.	1912
Central Avenue	2200 Central Avenue	1915
Camden	4380 Webber Parkway	1910
Walker	2901 Hennepin Ave.	1911
Linden Hills	2900 W. 43rd St.	1931
Sumner	Olson Highway and Emerson Ave. No.	1915
Hosmer	36th St. & 4th Ave. So.	1916
Roosevelt	4026 28th Ave. So.	1927
East Lake	2916 E. Lake St.	1924
Longfellow	4001 E. M'haha Pkwy.	1937
Business	217 S. 6th Street	1946
Social Service	404 S. 8th Street (Citizens Aid Bldg)	1928
Sheridan	Edwy. & Univ. Ave. N.E. (School)	1933
Jordan	29th & Irving Ave. No. (School)	1922

In addition, library stations are operated in nineteen of the city schools.

#### HOUSING

Municipal Heights	1403 36 $\frac{1}{2}$ Ave. N.E.	1947
N. Mississippi Court	4960 N. Mississippi Drive	1948
Glen-Dale	2709 Essex Ave. S.E.	1951

#### 2. County

Courthouse	3rd Ave. & 4th St.	1897
Historical Museum	1516 Harmon Place (Remodeled home)	----
County Morgue	915 So. 5th St.	1941

#### 3. State

Soldiers Home	M'haha Ave. and E. 51st St.	1890-1903
Armory	5th Ave. So. & 5th St.	1935

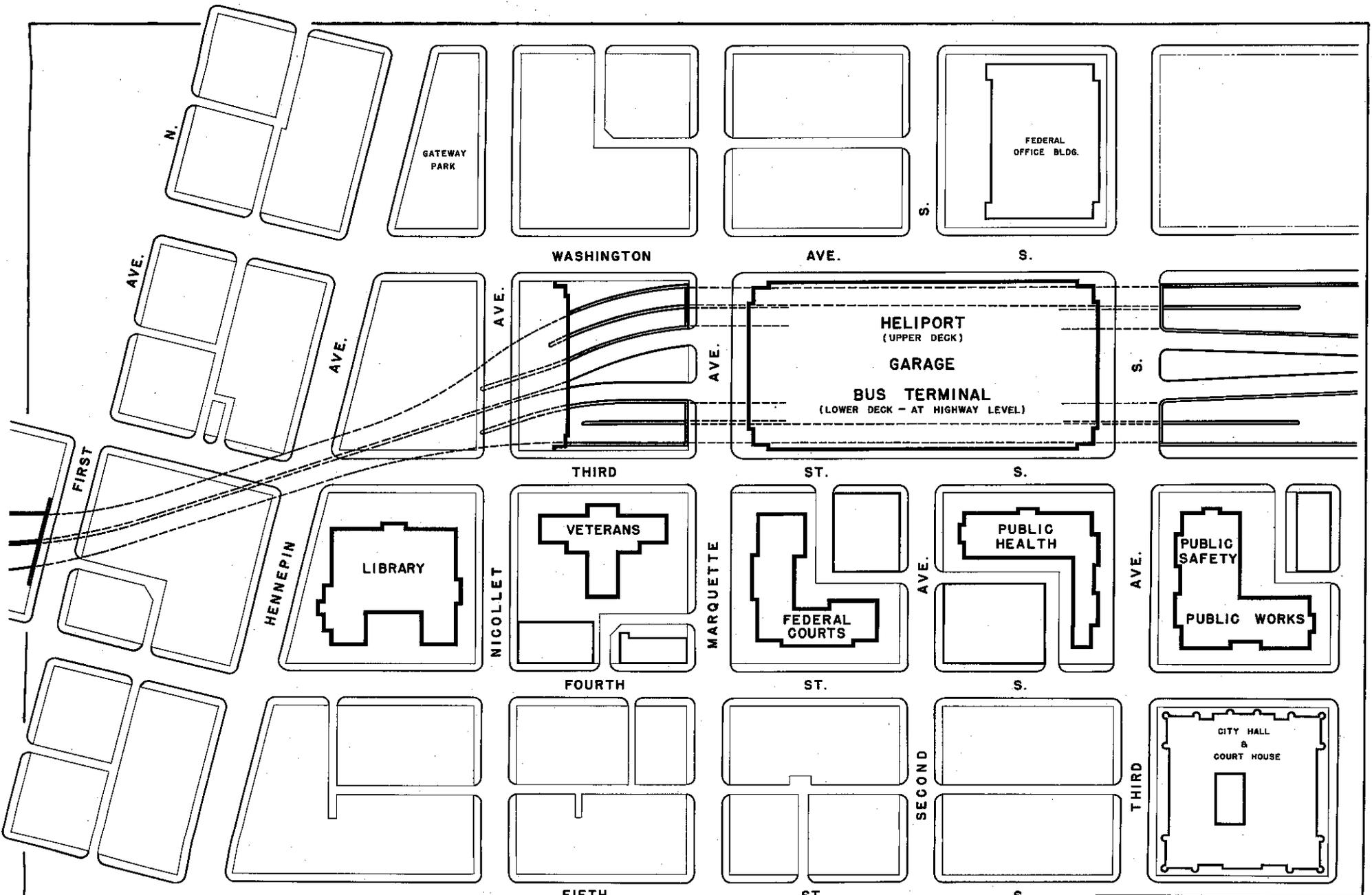
#### 4. Federal

Main Post Office	1st St. & Nicollet	1932
Sumner Field Homes	Olson Highway and Lyndale Ave. No.	1936-7
Federal Office Bldg.	Washington & 3rd Ave. So.	1912
Federal Courts Bldg.	2nd Ave. S. & 3rd St.	1883
Federal Reserve Bank	Marquette & 5th St. So.	1922
Veterans Administration	Fort Snelling	----
Veterans Hospital	54th & 48th Ave. So.	1926

OFFICIAL CITY PLAN  
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MINNEAPOLIS, MINNESOTA

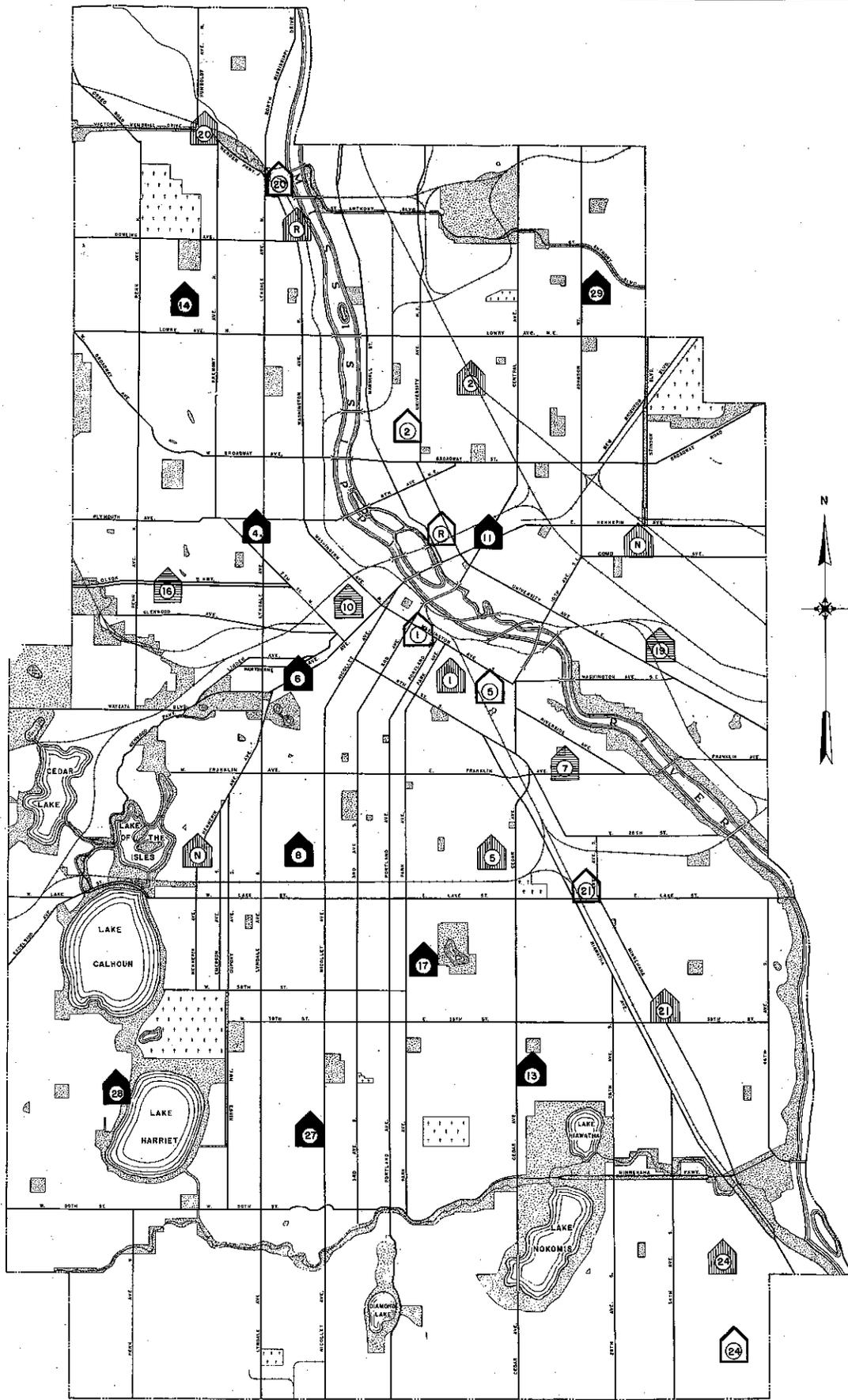
SECTION X  
PUBLIC BUILDINGS

SUBDIVISION c.  
PROPOSED PUBLIC BUILDING PLAN



MINNEAPOLIS CITY PLANNING COMMISSION		
CIVIC CENTER		
DATE	HERMAN E. OLSON PLANNING ENGINEER	DRAWING NO.
	0 30 60 150 SCALE IN FEET	

PUBLISHED AS PART OF THE "OFFICIAL CITY PLAN" JAN. 1, 1954.



**L E G E N D**



EXISTING STATION TO REMAIN



EXISTING STATION TO BE REMOVED



PROPOSED STATION



REBUILD STATION



21 STATION NUMBER



R REPAIR SHOP



N NEW STATION

PUBLISHED AS PART OF THE "OFFICIAL CITY PLAN" AUG. 1, 1954.

**MINNEAPOLIS  
CITY PLANNING COMMISSION.**

**FIRE STATIONS**

DATE

HERMAN E. OLSON  
PLANNING ENGINEER

DRAWING NO.

0 500 1000 3200  
SCALE IN FEET

## PROPOSED PUBLIC BUILDING PLAN

The proposed public building plan concerns a wide range of buildings serving many different functions. To facilitate reviewing the plan, it has been broken into a number of categories.

1. Civic Center

The Civic Center is a consolidated project which attempts to centralize certain governmental affairs in a single geographical area.

The attached plan indicates the Civic Center and shows the proposed layout. Included in the Civic Center are the new main library, a federal courts building, federal office building, public health center, and a city office building.

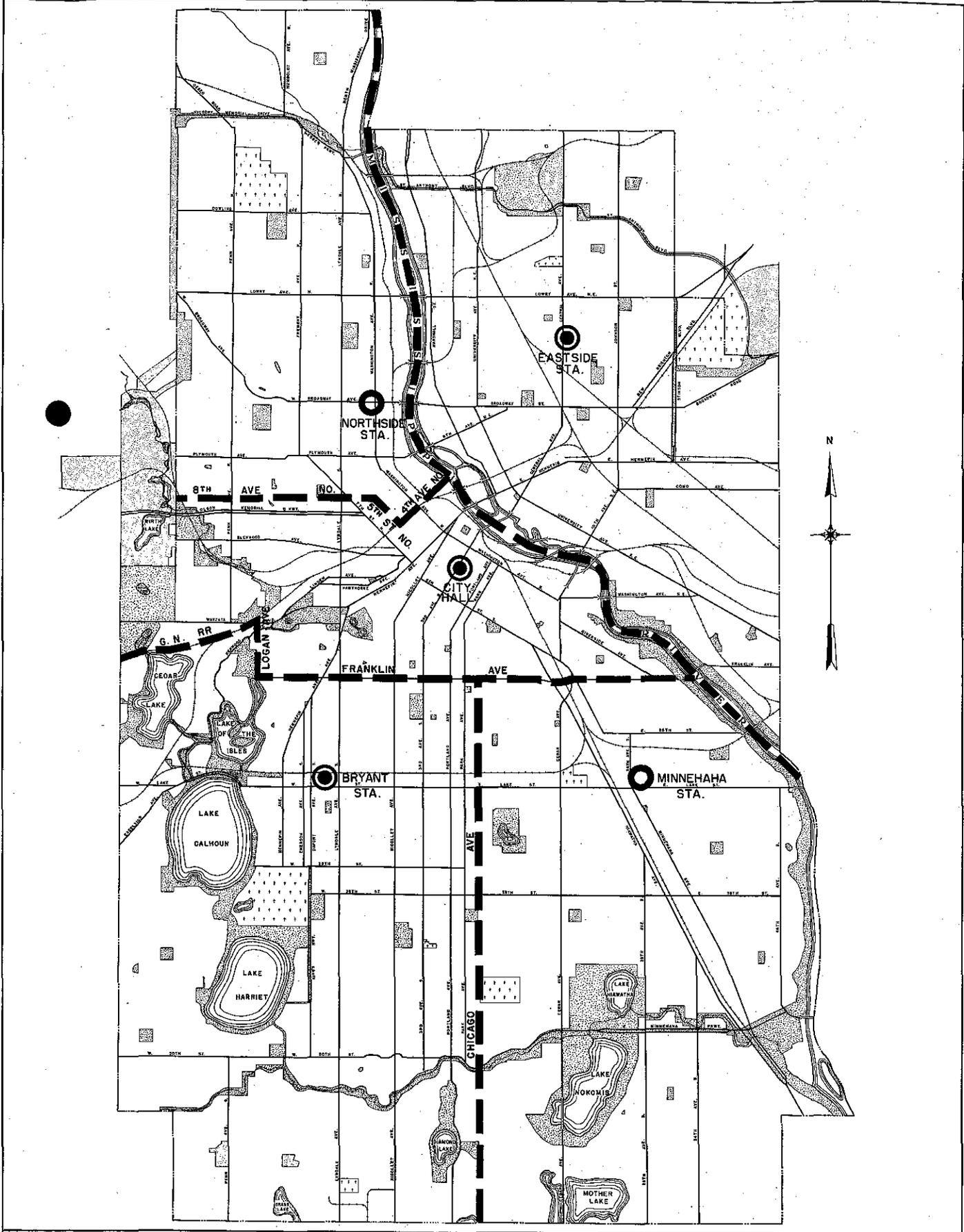
Also included in the Civic Center is a parking deck situated over the inter-city expressway, which structure will serve also as a bus terminal and a heliport.

2. Fire Protection System

As can be seen in the listings of the existing fire stations, a large number of the buildings were built at the time when horse-drawn equipment was used for fire protection. These buildings were spaced according to the standards prevalent in the time horse-drawn equipment was used. Modern fire apparatus services a larger area, thus requiring a respacing of fire stations.

The old stations have outlived their usefulness and should be removed and replaced. The map indicating fire stations shows regrouping of the fire stations.

Station No. 1 should be moved to approximately 10th Avenue South and 6th Street; Station No. 2 to approximately Jefferson Street Northeast and 18th Avenue; Station No. 5 to 28th Street and Bloomington Ave; Stations 7, 16 and 19 should be rebuilt in approximately their present locations; Station No. 20 should be built at approximately 44th and Humboldt Avenue North; Station No. 21 should be rebuilt at approximately 38th and Minnehaha Avenue.



**L E G E N D**

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**MINNEAPOLIS  
CITY PLANNING COMMISSION**

**POLICE FACILITIES**

DATE	HERMAN E. OLSON PLANNING ENGINEER	DRAWING NO.
SCALE - IN FEET		

PUBLISHED AS PART OF THE "OFFICIAL CITY PLAN" AUG. 1, 1954.

The fire department repair shop should be relocated as a part of the consolidated shops, which are planned to be located at Washington Avenue North and Dowling Avenue. It is recommended further that the fire alarm center be relocated and that it become part of the new station No. 16. Also connected with the fire alarm building should be the consolidated communication system for the police department, the city engineer and the headquarters and communication center for Civil Defense.

### 3. Police Protection System

The policing of the City of Minneapolis is divided into five precincts, as indicated on the attached map. Four of the precincts are operated out of precinct stations and one is operated out of the central headquarters at the City Hall.

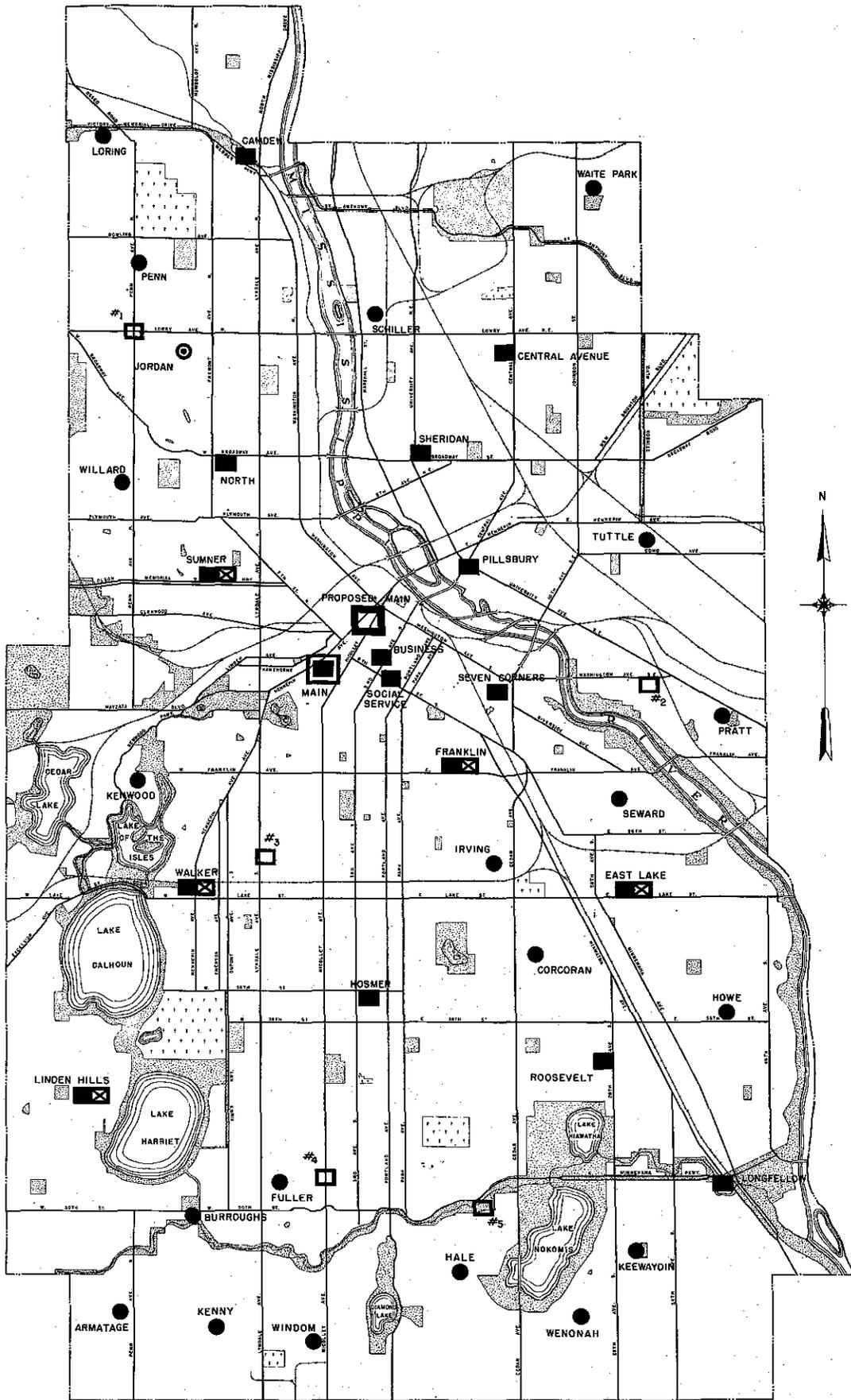
North Side station at 1901 3rd Street North and Minnehaha station at 2904 27th Avenue South are both in poor condition and should be replaced.

A quick review of the present locations of the stations in relation to the areas which they serve, indicates that they could be more centrally located in the precincts. It is recommended that a study be made, taking into account population of the individual precinct, calls for police service and incidence of crime, for the purpose of determining a better location for these stations. In connection with Minnehaha station, consideration should be given to the consolidation of this precinct with fire station No. 21.

### 4. Library System

Present housing facilities of the library system in the City of Minneapolis are inadequate to serve the needs of the community. The main branch is in need of major repairs, is poorly arranged and inadequate to hold the books. It has very poor customer circulation and requires excessive control. It is proposed that a new main library be constructed as a part of the Civic Center.

Five of the branch libraries are now becoming overcrowded so that additional storage facilities must be provided to accommodate the supply of books,



**L E G E N D**

- PRESENT MAIN LIBRARY
- BRANCH LIBRARY
- LIBRARY STATION
- PROPOSED MAIN LIBRARY
- PROPOSED BRANCH LIBRARY
- BRANCH LIBRARY CHANGED TO LIBRARY STATION
- X BRANCH LIBRARY TO BE ENLARGED

**MINNEAPOLIS  
CITY PLANNING COMMISSION**

**LIBRARY PLAN**

DATE	HERMAN E. OLSON PLANNING ENGINEER	DRAWING NO.

PUBLISHED AS PART OF THE "OFFICIAL CITY PLAN" AUG. 1, 1954.

periodicals, clippings, etc., serving the branches. Sumner, Franklin, Walker, East Lake and Linden Hills branches should be enlarged as soon as possible.

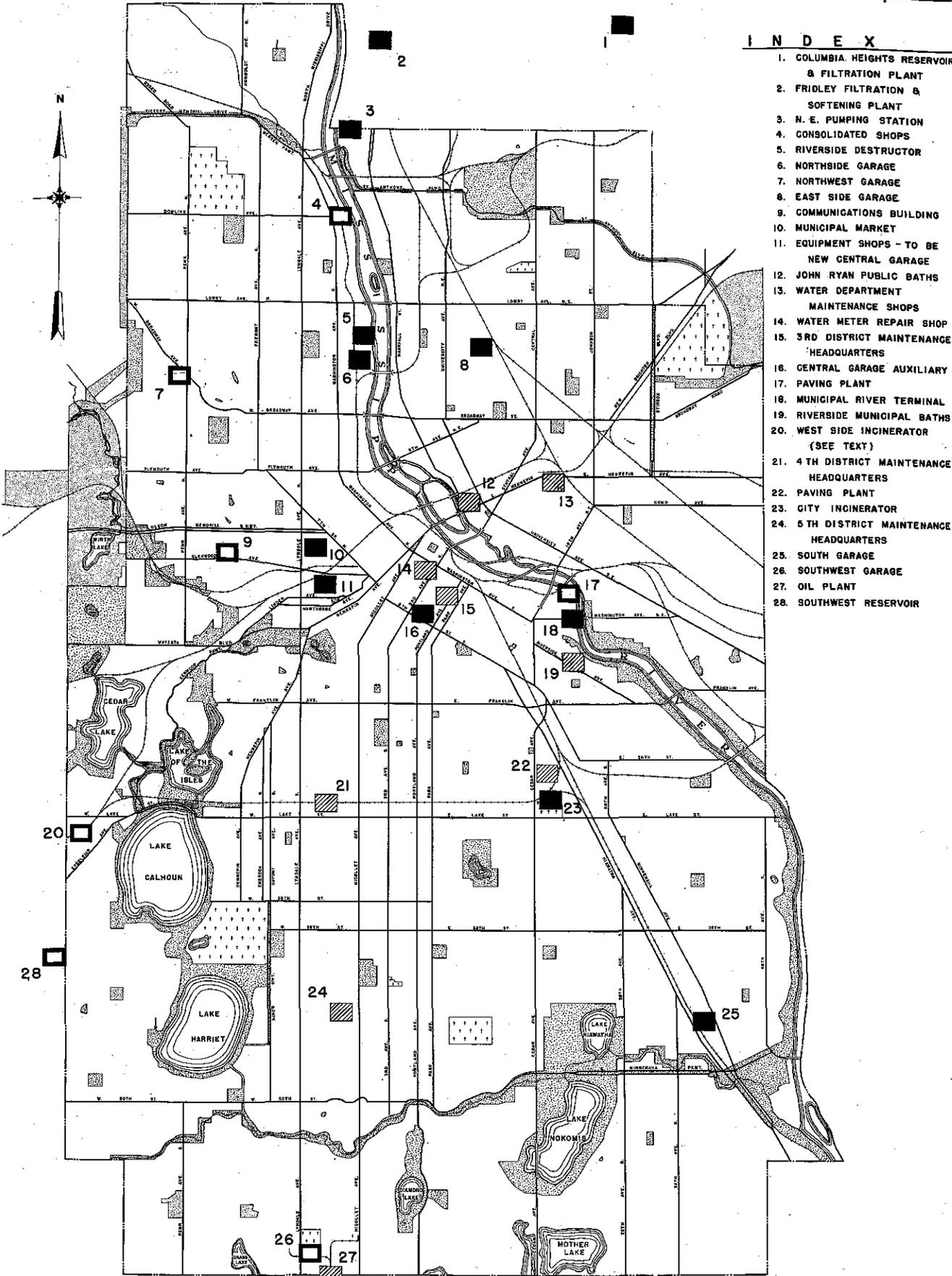
Five areas in the city are without adequate branch facilities and new branch libraries should be built to take care of these needs. They are as follows:

- a. A branch library in the vicinity of Penn Avenue North and Lowry to serve the westerly portion of north Minneapolis. This would replace Jordan branch, which is presently housed in Jordan Junior High School. Space in Jordan Junior High School is insufficient for a branch library but is adequate for maintaining a library station.
- b. A branch library in the vicinity of Washington Avenue and Oak Street, which would serve that portion of southeast Minneapolis lying south of the railroad yards and east of the University Campus.
- c. A new branch at approximately 28th Street and Lyndale Avenue South. This branch would serve the area south of the loop which is served by public transportation on Lyndale Avenue.
- d. A new branch in the vicinity of 46th and Nicollet. This would serve the area south of 38th Street, which is served by the Nicollet Avenue public transportation system.
- e. A new branch on Bloomington Avenue and Minnehaha Parkway. This would serve the area south of 38th Street, which is served by the Bloomington Avenue public transportation system.

All of these proposed libraries are on good public transit routes and at locations where good traffic facilities are available, generally both north and south, east and west. The attached map shows the plan for the proposed library system. It will be noted that the library stations are also indicated on this map. The library stations have been identified by the name of the school in which they are housed.

# I N D E X

1. COLUMBIA HEIGHTS RESERVOIR & FILTRATION PLANT
2. FRIDLEY FILTRATION & SOFTENING PLANT
3. N. E. PUMPING STATION
4. CONSOLIDATED SHOPS
5. RIVERSIDE DESTRUCTOR
6. NORTHSIDE GARAGE
7. NORTHWEST GARAGE
8. EAST SIDE GARAGE
9. COMMUNICATIONS BUILDING
10. MUNICIPAL MARKET
11. EQUIPMENT SHOPS - TO BE NEW CENTRAL GARAGE
12. JOHN RYAN PUBLIC BATHS
13. WATER DEPARTMENT MAINTENANCE SHOPS
14. WATER METER REPAIR SHOP
15. 3RD DISTRICT MAINTENANCE HEADQUARTERS
16. CENTRAL GARAGE AUXILIARY
17. PAVING PLANT
18. MUNICIPAL RIVER TERMINAL
19. RIVERSIDE MUNICIPAL BATHS
20. WEST SIDE INCINERATOR (SEE TEXT)
21. 4TH DISTRICT MAINTENANCE HEADQUARTERS
22. PAVING PLANT
23. CITY INCINERATOR
24. 5TH DISTRICT MAINTENANCE HEADQUARTERS
25. SOUTH GARAGE
26. SOUTHWEST GARAGE
27. OIL PLANT
28. SOUTHWEST RESERVOIR



L E G E N D	
PUBLIC WORKS FACILITIES	
■	EXISTING - TO REMAIN
□	PROPOSED NEW
▨	EXISTING - TO BE REMOVED

<b>MINNEAPOLIS</b> CITY PLANNING COMMISSION		
<b>PUBLIC WORKS FACILITIES</b>		
DATE	HERMAN E. OLSON PLANNING ENGINEER	DRAWING NO.
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Minneapolis has a fine library system, which is providing service of immeasurable value to the community. The new building facilities herein outlined should be provided in order that the library board may continue to serve the public with the greatest amount of service possible.

5. Public Works Facilities

Public works facilities are under the supervision and control of the city engineer. As is indicated on the attached map entitled, "Public Works Facilities", the city engineering department has buildings and installations in all parts of the city and some outside of the city. Many of these are small installations which require excessive operating overhead. A program of consolidation has been started which will reduce the number of facilities when completed.

The equipment shop at 1308 Currie Avenue is planned to be relocated on a 40 acre tract in the vicinity of Dowling and Washington Avenues North. A consolidated shop will be constructed at this location which will house the equipment shop, the maintenance shops for water, sewer, buildings and grounds and bridges departments; the fire department repair shops, water meter repair shop, and the storage and repair shop for voting machines if voting machines are installed in Minneapolis. The present equipment shop will become the central garage and will house equipment for the third and fourth districts. The present central garage at 527 4th Avenue South, will become the central garage auxiliary and will continue to serve its function of housing motor vehicles of police department and other departments operating out of the City Hall.

The north side garage will continue in its present location at 2710 Pacific Street but will be supplemented by a northwest garage to be located in the vicinity of West Broadway and Penn Avenue North. The north Minneapolis incinerator at 28th Avenue North and Pacific Street will continue at its present location.

The east side garage at 1809 Washington Street Northeast will continue at its present location. The water maintenance shop at 935 5th Avenue Southeast will be discontinued and the function moved to the consolidated shop.

The water meter service department at 219 3rd Street South will be moved to the consolidated shop. The Third District maintenance headquarters at 520 5th Street South will be discontinued and facilities moved to the Central Garage. The Fourth District maintenance headquarters at 2900 Pleasant Avenue will be discontinued and facilities moved to the Central Garage. The paving plant and other facilities at 26th and Hiawatha Avenue will be removed and the paving plant relocated in the Municipal River Terminal area with the other facilities being moved to the consolidated shops. The south Minneapolis incinerator at 2850 20th Avenue South will continue at its present location.

The Fifth District maintenance headquarters at 4301 Pillsbury Avenue will be discontinued and relocated at the southwest garage. A new southwest garage will be constructed at 61st and Harriet Avenue. The oil plant at 61st and Pleasant Avenue will be discontinued and facilities moved to the southwest garage. The Sixth District maintenance yard at 4444 Snelling Avenue will be remodeled and enlarged and will be designated as the South Minneapolis Garage. The other facilities of the water department will be discussed in the utilities section of the Official City Plan.

The facilities of the municipal market at 65 Lakeside Avenue will be reduced in accordance with the reduction in use which has resulted from the change in the method of handling produce. At the present time there are nine sheds, five of which could be discontinued.

The municipal river terminal located at Washington Avenue and the river will undoubtedly be reduced in activity as result of the upper harbor program. The paving plant will take over a part of the present terminal. Study should be made to determine whether the remaining portion of the terminal should be continued or facilities moved to new location in upper harbor. If the terminal is to be moved, consideration should be given to using a portion of the terminal for recreation and public access to the river.

Also under the jurisdiction of the city engineer are two public baths, John Ryan Public Baths at 28th Street Northeast and Riverside Baths at 2116 6th Street South. Both of these baths have enclosed swimming pools. The operation of this type of facility is expensive and operating costs exceed the benefits. Such facilities should be replaced by outdoor pools of the type available at Webber Park. The outdoor pool can serve a much larger group of persons at a cost which is within the ability of the community to provide. The John Ryan and Riverside baths should be discontinued when other facilities are provided comparable to the service furnished other sections of the city.

At the present time individual communication systems are operated by the City Engineering Department, the Police Department and the Fire Department. It is proposed that all such communications services be consolidated and placed in the communications building, which will be a part of Fire Station No. 16.

A new west side incinerator may be required. A number of factors preclude any final decision being made at this time. If it is found necessary to build such an incinerator, the most suitable location would probably be between West Lake Street and the Minneapolis & St. Louis Railway right of way, just east of the west city limits. However, increased use of sewage disposal units may reduce the quantity of garbage so that a new incinerator may not be required. Another consideration is the establishment of joint facilities with St. Louis Park. In such a case the unit would most likely be constructed in St. Louis Park.

6. Other

Following are public facilities operated in the City of Minneapolis but not covered in the foregoing general categories:

a. Welfare Department

The Welfare Department operates a public health center at 3rd Avenue South and 4th Street, with health department headquarters in the City Hall. The relief department is located in a building

at 607 3rd Avenue South and General Hospital at 5th Street and Portland Avenue South. The new public health center is to be a part of the Civic Center. In addition to being the headquarters for the Welfare Department, the public health building would house all facilities for the health center, the relief department and all other welfare functions of the department except hospital and detention. The relief department at 607 3rd Avenue South would be discontinued.

General Hospital should be enlarged and modernized, since present facilities are inadequate to meet the needs of the community. The older sections of the buildings should be removed and rebuilt. Other portions of the existing buildings should be reconstructed to meet modern standards. New laboratories, surgery suites, out-patient facilities and toilet facilities are necessary. These additional facilities, together with other modernizing and refurbishing will bring General Hospital up to standards acceptable for hospital care.

b. Civil Defense

All indications point to civil defense becoming a permanent part of local government. This being the case, consideration should be given to a permanent headquarters for housing civil defense activities. Since the big function of civil defense is communications, it is logical that civil defense facilities be consolidated with the fire alarm, police and public works communications systems at Fire Station No. 16. With Fire, Police, City Engineer and Civil Defense all operating from the same building, there will be very little duplication and the various departments responsible for close cooperation in carrying out the operations of civil defense in emergencies, will function with maximum efficiency.

c. Auditorium

The present Municipal Auditorium at 211 East Grant Street is inadequate to properly house all of the various types of shows and conventions which desire space in Minneapolis. Some discussion has been given to having a sports arena to the south of the present auditorium. This commission is not prepared to state at this time whether such a building should be built, but studies do indicate that the plans established by this commission could accommodate a sports arena without materially changing any portion of the plans. This commission recommends that further study be given to the question of building a new sports arena.

d. Juvenile Detention Center

Detention of juveniles is provided at present in special sections of the city and county jails. However, exposure of juveniles to such conditions is undesirable. A detention center is needed and Hennepin County is now studying this problem.

It has been recommended that a detention center be built adjoining the county morgue in the vicinity of 10th Avenue South, between 5th Street and 6th Street. The proposed detention center will have accommodations for about forty children and will house the probation office and the juvenile court. This commission recommends that the detention center project be carried out.

**OFFICIAL CITY PLAN  
OF THE  
CITY OF MINNEAPOLIS, MINNESOTA**



**PREPARED BY THE  
CITY PLANNING COMMISSION  
MINNEAPOLIS, MINNESOTA**

OFFICIAL CITY PLAN  
OF THE CITY OF  
MINNEAPOLIS, MINNESOTA

TITLE AND CONTENTS OF A PORTION  
OF THE OFFICIAL CITY PLAN

Section XI. Welfare Services

- Subdivision a. Historical and Factual Background
- b. Existing Welfare Services
- c. Appraisal of Welfare Needs
- d. Plan for Welfare Services

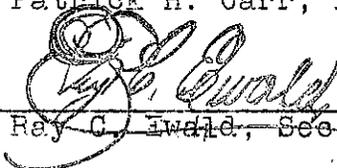
This is to certify that the document to which this certificate is attached is that part of the Official City Plan adopted and established by the City Planning Commission of the City of Minneapolis, Minnesota, by adoption of Resolution No. 2 on September 16, 1954, and the above Title and statement of contents is an exact copy of that part of Resolution No. 2 pertaining to the same and the attached document is the document then approved as that portion or portions of the Official City Plan.

(Signed)



Patrick H. Carr, President

(Signed)



Ray C. Ewald, Secretary

Date September 23, 1954

On this 23rd day of September 1954, before me a Notary Public in and for the County of Hennepin, Minnesota, personally appeared Patrick H. Carr and Ray C. Ewald, president and secretary respectively of the City Planning Commission of the City of Minneapolis, who did affirm that the material attached to this title page was officially adopted by the City Planning Commission as the portion or portions of the Official City Plan as above described and referred to by Resolution No. 2 of date of September 16, 1954.

Subscribed and sworn to before me this 23rd day of September 1954.

CELIA L. GRELLER

Notary Public, Hennepin County, Minn.  
My Commission Expires Mar. 18, 1960.

Notary Public

My Commission Expires \_\_\_\_\_

OFFICIAL CITY PLAN  
OF THE CITY OF  
MINNEAPOLIS, MINNESOTA

SECTION XI  
WELFARE SERVICES

INDEX

Subdivision a. Historical and Factual Background

b. Existing Welfare Services

1. Hospital
  - a) Public
  - b) Private
2. Social Agencies
  - a) Public
  - b) Private

c. Appraisal of Welfare Needs

1. Hospitals
2. Social Agencies
  - a) Delinquency
  - b) Relief
  - c) Dependency

d. Plan for Welfare Services

1. Hospital
2. Social Agencies

OFFICIAL CITY PLAN  
OF THE CITY OF  
MINNEAPOLIS, MINNESOTA

SECTION XI  
WELFARE SERVICES

SUBDIVISION a.  
HISTORICAL AND FACTUAL BACKGROUND

## HISTORICAL AND FACTUAL BACKGROUND

From the time of the first settlement in Minneapolis until about 1866, Minneapolis was a rapidly growing community which took care of its own social service needs on an individual private basis, without an organized group to administer such services.

In 1866 the Young Men's Christian Association was organized. Its first headquarters were at 5th and Nicollet. It continued at that location until purchase of the site of the present building at 9th and LaSalle Avenue. In 1866 also the Women's Christian Association was formed, its purpose centered on service to the community. In 1874 the Women's Boarding Home was organized and in 1888 the Jones-Harrison Home was built.

The first hospital, St. Barnabas, was organized in 1871. Its first location was at Washington Avenue North and Marcey Street. In 1874 the hospital was moved to 6th Street and 9th Avenue South. The Northwestern Hospital for Women and Children was organized in 1883. The first structure of Minneapolis General Hospital was built in 1898 at 5th Street, between Portland and Park Avenues. This building is still standing.

In the early years of Minneapolis there was no organized church. Several missions were operated. The first organized church in Minneapolis, the First Methodist Church of St. Anthony, was established July 7, 1849. Later, the same year, St. Anthony of Padua Catholic Church was built.

The first Presbyterian Church was established in 1883. In 1851 the first Congregational Church of St. Anthony was established. Other early churches established were Holy Trinity Episcopalian Church in 1850; Bethel Baptist Church in 1850; the first Emanuel Lutheran Church in 1850; the first Unitarian Church in 1855; the first Jewish synagogue in 1878. In succeeding years numerous churches, hospitals, welfare and social service agencies were established in Minneapolis.

The Council of Social Agencies was organized December 8, 1915 because many people realized the advantages of drawing all of the many individual organizations together in a unified plan. The function of the council is to supervise welfare agencies to determine that the service is necessary, that the methods used are effective, and that the funds spent are for the specified purposes. The Council of Social Agencies, now renamed the Community Chest and Council, conducts the annual unified community fund solicitation for the maintenance of the various social agencies participating in the program and allots the monies raised as above outlined.

OFFICIAL CITY PLAN  
OF THE CITY OF  
MINNEAPOLIS, MINNESOTA

SECTION XI  
WELFARE SERVICES

SUBDIVISION b.  
EXISTING WELFARE SERVICES

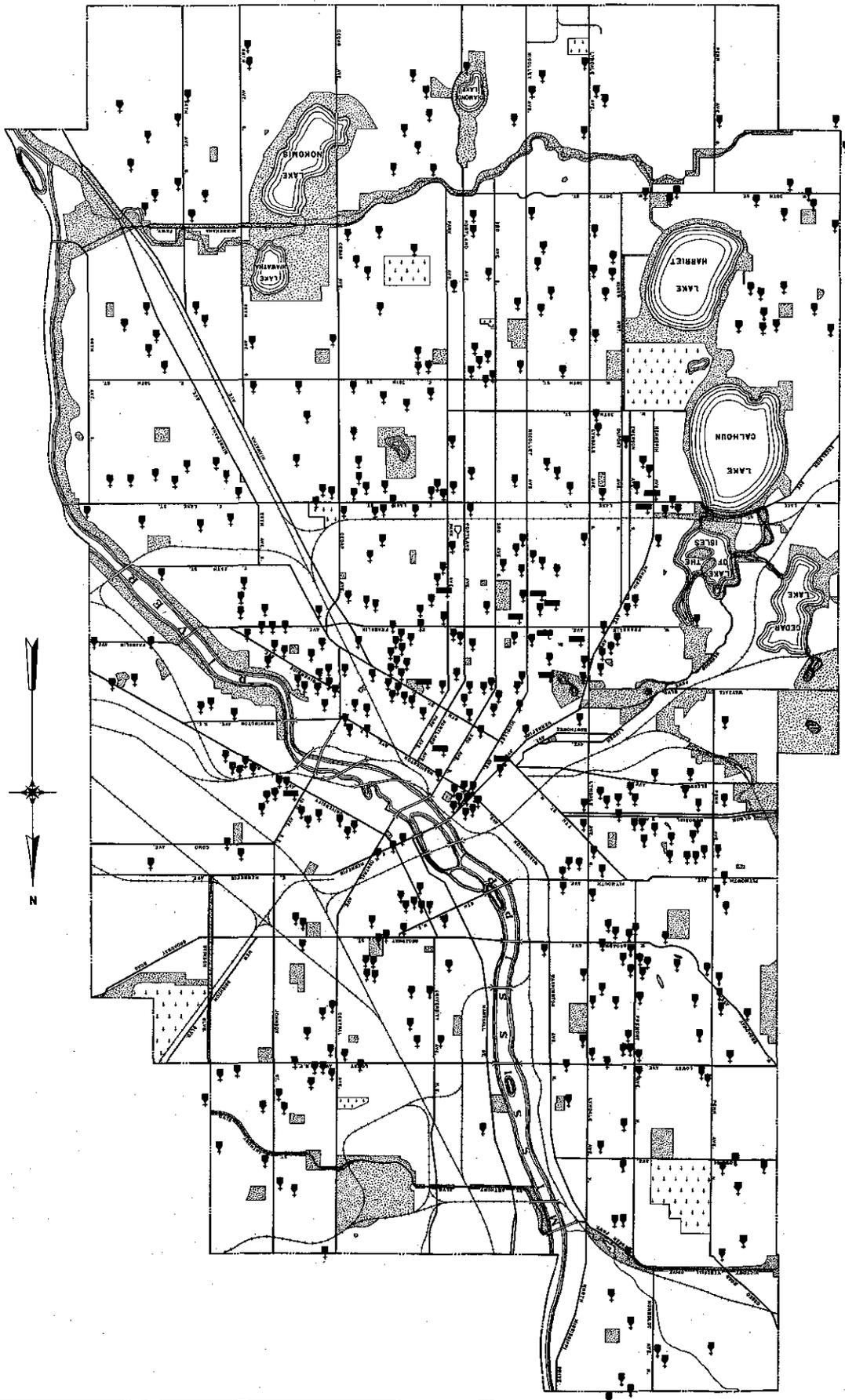
1. Hospital
  - a) Public
  - b) Private
  
2. Social Agencies
  - a) Public
  - b) Private

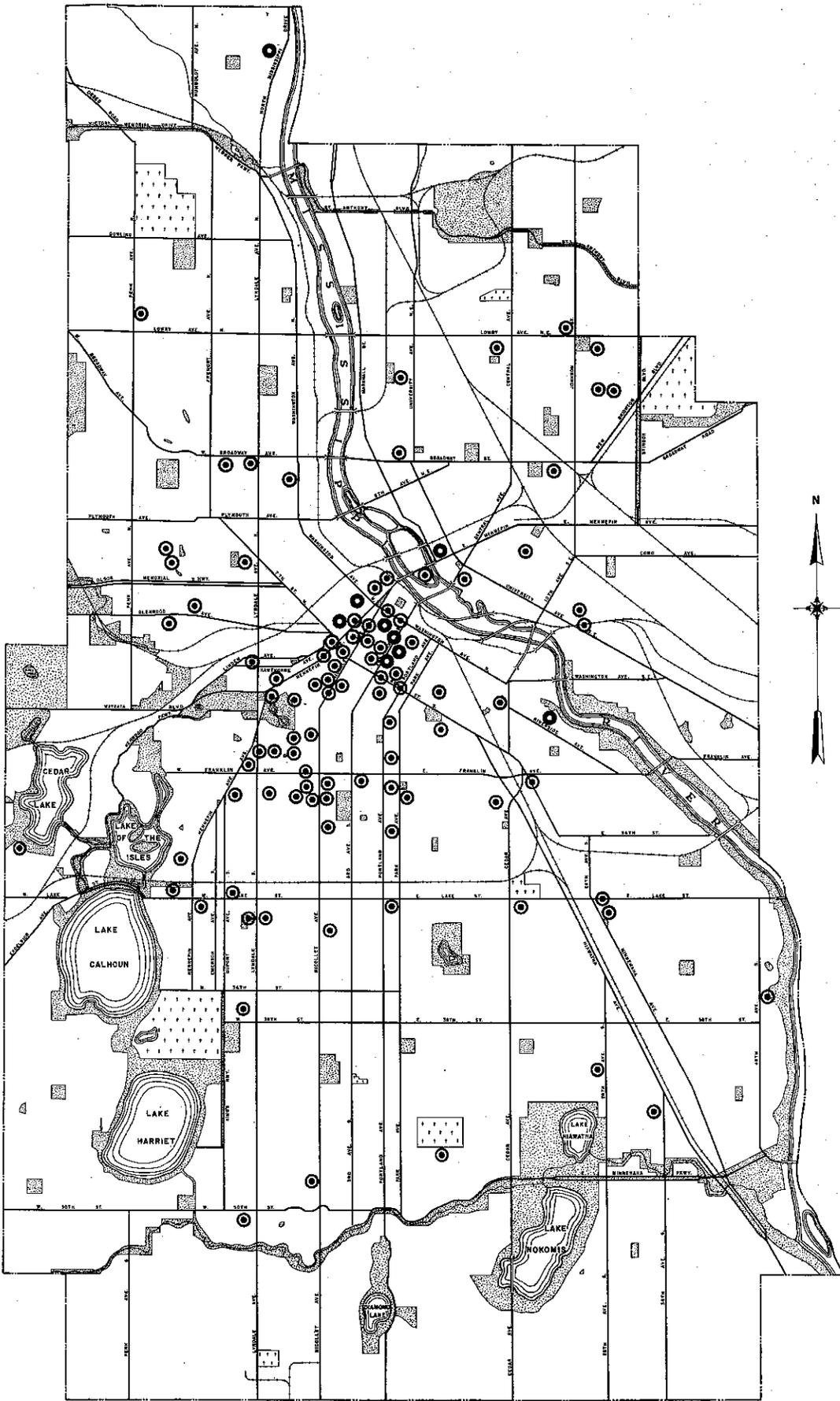
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DATE		
MINNEAPOLIS CHURCHES		
MINNEAPOLIS CITY PLANNING COMMISSION		

PUBLISHED AS PART OF THE "OFFICIAL CITY PLAN" JAN., 1934

CHURCHES.  BUILDINGS HOUSING ONE OR MORE CHURCH HEADQUARTERS. 

L E G E N D





**L E G E N D .**

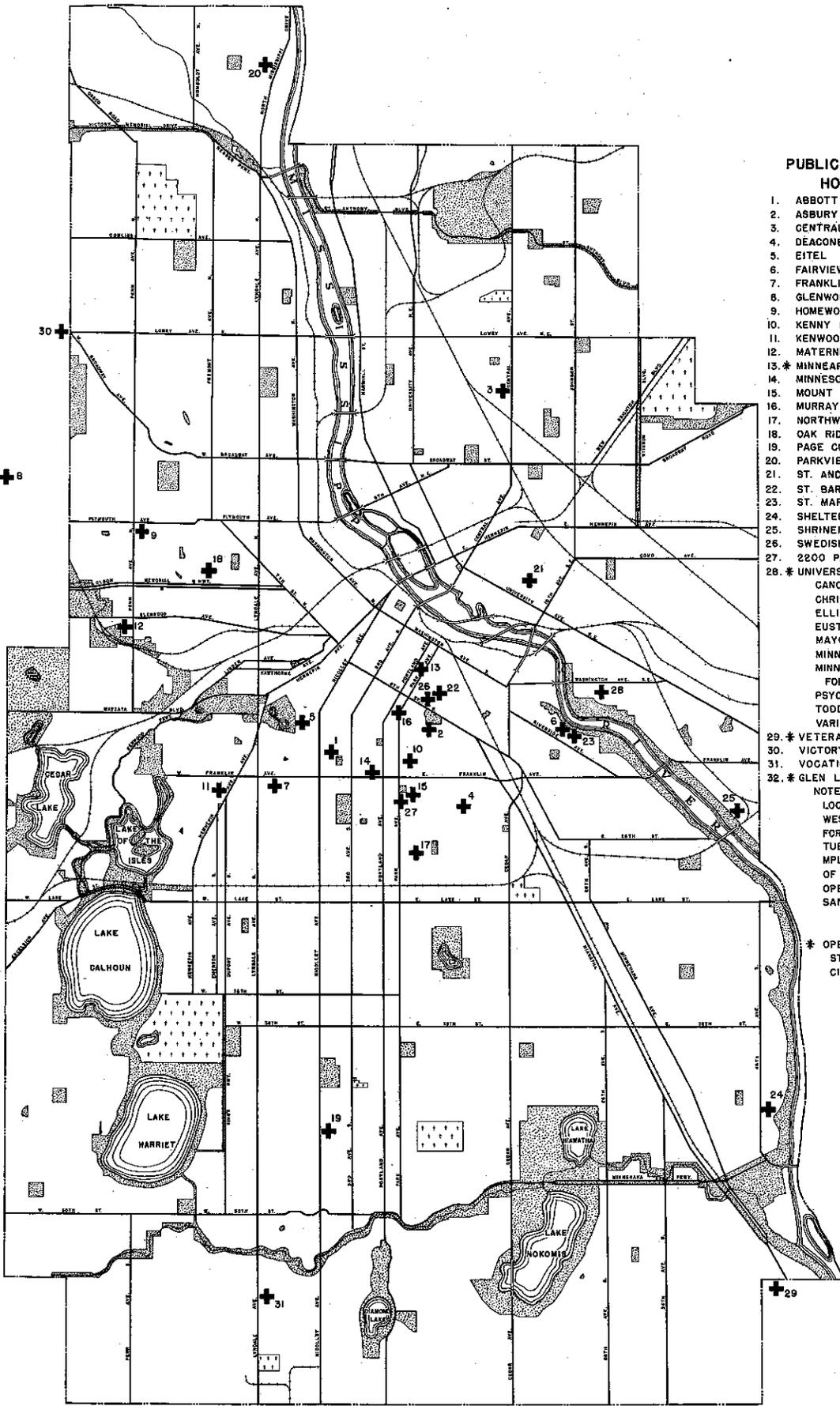
- FEDERAL, STATE, COUNTY OR CITY GOVERNMENT OPERATED SOCIAL AGENCY.
- ⊙ PRIVATELY OPERATED SOCIAL AGENCY.

**MINNEAPOLIS  
CITY PLANNING COMMISSION**

**SOCIAL AGENCIES  
IN THE  
CITY OF MINNEAPOLIS**

DATE	<b>HERMAN E. OLSON</b> PLANNING ENGINEER	DRAWING NO.
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PUBLISHED AS PART OF THE "OFFICIAL CITY PLAN" JAN. 1, 1954.



**PUBLIC & PRIVATE HOSPITALS**

1. ABBOTT
2. ASBURY
3. CENTRAL
4. DEACONESS
5. EITEL
6. FAIRVIEW
7. FRANKLIN
8. GLENWOOD HILLS
9. HOMEWOOD
10. KENNY INSTITUTE
11. KENWOOD
12. MATERNITY
13. \* MINNEAPOLIS GENERAL
14. MINNESOTA SANITARIUM
15. MOUNT SANAHI
16. MURRAY INSTITUTE
17. NORTHWESTERN
18. OAK RIDGE
19. PAGE CONVALESCENT
20. PARKVIEW
21. ST. ANDREWS
22. ST. BARNABAS
23. ST. MARYS
24. SHELTERING ARMS
25. SHRINERS'
26. SWEDISH
27. 2200 PARK AVE.
28. \* UNIVERSITY OF MINNESOTA  
 CANCER INSTITUTE  
 CHRISTIAN MEMORIAL  
 ELLIOTT MEMORIAL  
 EUSTIS  
 MAYO MEMORIAL  
 MINNESOTA GENERAL  
 MINN. HOSPITAL & HOME  
 FOR CRIPPLED CHILDREN  
 PSYCHOPATHIC  
 TODD MEMORIAL  
 VARIETY HEART
29. \* VETERANS'
30. VICTORY
31. VOCATIONAL
32. \* GLEN LAKE SANITARIUM

\* OPERATED BY FEDERAL, STATE, COUNTY OR CITY GOVERNMENT.

NOTE: SANITARIUM IS LOCATED APPROX. 6 1/2 MI. WEST OF MPLS. & CARES FOR HENNEPIN COUNTY TUBERCULAR PATIENTS. MPLS. CONTRIBUTES 83% OF THE FUNDS FOR OPERATING THIS SANITARIUM.

**MINNEAPOLIS CITY PLANNING COMMISSION**

**HOSPITALS SERVING THE CITY OF MINNEAPOLIS**

DATE	HERMAN E. OLSON PLANNING ENGINEER	DRAWING NO.
	C 800 1000 3000	
	SCALE IN FEET	

## EXISTING WELFARE SERVICES

Minneapolis is served by 32 hospitals, 427 churches and 105 social agencies.

1. Hospitals

Of the 32 hospitals serving the City of Minneapolis, four are located outside the corporate limits of the city. Twenty-eight of the hospitals are privately owned and operated. Four are operated by federal, state, county or city government. The locations of the hospitals are indicated on the attached map entitled, "Hospitals Serving the City of Minneapolis."

2. Social Agencies

Of the 105 social agencies operated in the City of Minneapolis, eight are operated by federal, state, county or city government. The map entitled, "Social Agencies in the City of Minneapolis" indicates the disposition of the facilities in the various portions of the city. The types of agencies represented by the social agency include the Y.M.C.A., the Y.W.C.A., neighborhood settlement houses, public relief, visiting nurses and all other forms of social service necessary to maintain a healthy and stable community.

The map entitled, "Minneapolis Churches" shows the disposition of churches in the City of Minneapolis. There are 427 churches within the corporate limits of the city. In addition, 13 buildings house one or more church headquarters, making a total of 440 church buildings in the city.

OFFICIAL CITY PLAN  
OF THE CITY OF  
MINNEAPOLIS, MINNESOTA

SECTION XI  
WELFARE SERVICES

SUBDIVISION c.  
APPRAISAL OF WELFARE NEEDS

1. Hospitals
2. Social Agencies
  - a) Delinquency
  - b) Relief
  - c) Dependency

APPRAISAL OF WELFARE NEEDS

1. Hospitals

A survey made in 1950 for the Minneapolis Research Council indicates a substantial shortage of hospital facilities in Hennepin County, principally in the City of Minneapolis, which is the hospital center for the county. As of that date there were 5,125 hospital beds of all types available. Of these, 613 were in quarters which were not suitable and needed replacement. The remaining 4,512 beds complied with acceptable standards.

The needs for 1970 are estimated to be 7,830 beds, classified in the following categories:

General and allied special hospital beds:

Estimated bed requirements for 1970	-	5,500
Acceptable beds now available	-	3,153
Total new requirements	-	2,347

Tuberculosis beds:

Estimated beds required in 1970	-	200
Existing acceptable beds	-	680
Surplus	-	480

Nervous and Mental beds:

Estimated bed requirements for 1970	-	980
Existing acceptable beds	-	413
New beds required	-	567

Chronic beds:

Estimated bed requirements for 1970	-	1,150
Acceptable beds available	-	338
New beds required	-	812

2. Social Agencies

Social agency facilities provided for the City of Minneapolis are well diversified and at the same time well coordinated through the Community Chest and Council. The council is continually estimating the needs for social service and attempting to fit service to the needs. As is characteristic of most cities, delinquency, relief, dependency and other social problems are greatest in blighted areas.

In these areas population density is high, family income is below normal, juvenile delinquency is substantially above the city average and generally the vital statistics indicate that death rates, tuberculosis rates, venereal disease rates, etc., are above average.

In many of these areas there is a maladjustment as to age group and sex, resulting in an unusually high proportion of adults and women.

A comparison of the disposition of welfare agencies and the location of blighted areas indicates that a high portion of available social service is provided in the blighted areas.

OFFICIAL CITY PLAN  
OF THE CITY OF  
MINNEAPOLIS, MINNESOTA

SECTION XI  
WELFARE SERVICES

SUBDIVISION d.  
PLAN FOR WELFARE SERVICES

1. Hospital
2. Social Agencies

## PLAN FOR WELFARE SERVICES

1. Hospital

The shortage of hospital facilities outlined in Subdivision "C", above, can be met in two ways, by enlarging and expanding existing hospitals and by building new hospitals.

Where space is available, existing hospitals should be enlarged.

For the establishment of new hospitals, this Commission recommends the area in the vicinity of Elliot Park. In the "Proposed Land Use Plan", which is a part of Section IV of this Official City Plan, the Commission has indicated a substantial area for a hospital center in the vicinity of Elliot Park.

2. Social Agencies

A rehabilitation center is being planned for crippled children and adults, such center to be located on the east side of Lyndale Avenue South, between Lincoln and Summit. A juvenile detention home is being planned, the location of which will be 6th Street, in the vicinity of 10th Avenue South.

This Commission knows of no new social agency facility requirement in the near future. When the need confronts this community for the replacement of present neighborhood settlement houses, in the opinion of this Commission the interests of the community would be served best if every effort were made to use publicly owned facilities insofar as possible, limiting the use of new buildings for office facilities.

Social service agencies which direct group activities could carry out their programs in the city parks and schools. Thus the community would get the maximum use out of the public investment in parks and schools and at the same time reduce the operating overhead of social agencies.

**OFFICIAL CITY PLAN  
OF THE  
CITY OF MINNEAPOLIS, MINNESOTA**



**PREPARED BY THE  
CITY PLANNING COMMISSION  
MINNEAPOLIS, MINNESOTA**

OFFICIAL CITY PLAN  
OF THE CITY OF  
MINNEAPOLIS, MINNESOTA

TITLE AND CONTENTS OF A PORTION  
OF THE OFFICIAL CITY PLAN

Section XII. Utility Plan

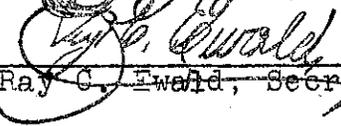
- Subdivision a. Historical and Factual Background
- b. Existing Utilities
- c. Appraisal of Existing Facilities
- d. Proposed Utilities Plan

This is to certify that the document to which this certificate is attached is that part of the Official City Plan adopted and established by the City Planning Commission of the City of Minneapolis, Minnesota, by adoption of Resolution No. 2 on September 16, 1954, and the above Title and statement of contents is an exact copy of that part of Resolution No. 2 pertaining to the same and the attached document is the document then approved as that portion or portions of the Official City Plan.

(Signed)

  
Patrick H. Carr, President

(Signed)

  
Ray C. Ewald, Secretary

Date September 23 1954

On this 23rd day of September 1954, before me a Notary Public in and for the County of Hennepin, Minnesota, personally appeared Patrick H. Carr and Ray C. Ewald, president and secretary respectively of the City Planning Commission of the City of Minneapolis, who did affirm that the material attached to this title page was officially adopted by the City Planning Commission as the portion or portions of the Official City Plan as above described and referred to by Resolution No. 2 of date of September 16, 1954.

Subscribed and sworn to before me this 23rd day of September 1954.

CELIA L. GRELLER  
Notary Public, Hennepin County, Minn.  
My Commission Expires Mar. 18, 1960.

Notary Public

My Commission Expires \_\_\_\_\_

OFFICIAL CITY PLAN  
OF THE CITY OF  
MINNEAPOLIS, MINNESOTA

SECTION XII  
UTILITY PLAN

INDEX

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- b. Existing Utilities
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    - d) Area Served
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- c. Appraisal of Existing Facilities
- d. Proposed Utilities Plan

OFFICIAL CITY PLAN  
OF THE CITY OF  
MINNEAPOLIS, MINNESOTA

SECTION XII  
UTILITY PLAN

SUBDIVISION a.  
HISTORICAL AND FACTUAL BACKGROUND

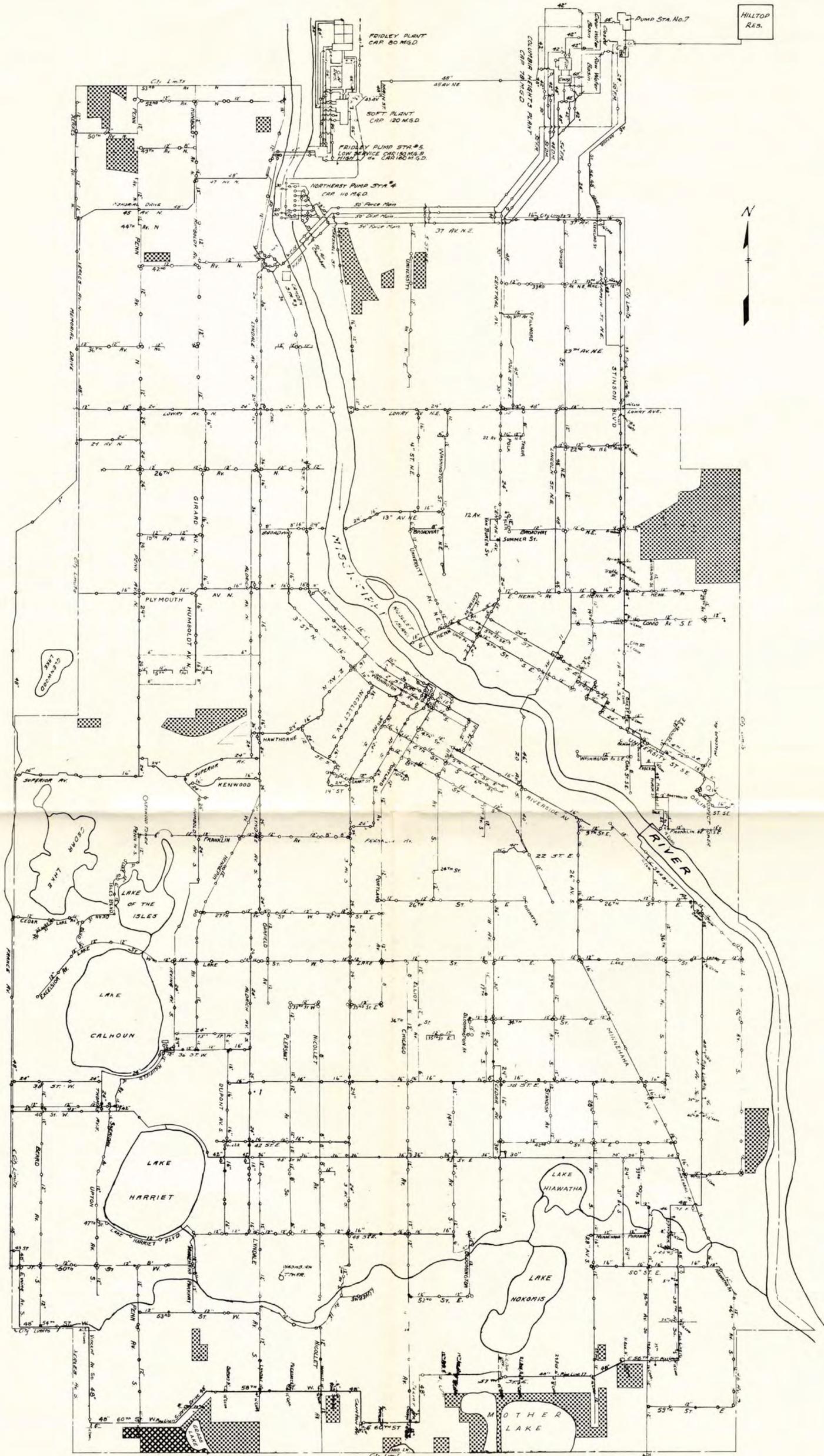
## HISTORICAL AND FACTUAL BACKGROUND

1. Water

The pioneers had an abundant supply of water from the Mississippi River which flowed past their doors. They also found flowing springs along the banks of the river. As homes were built farther from the river banks, it became inconvenient to transport these natural waters to the places where they were needed. Wells were sunk to furnish a nearer supply and in every home a cistern was provided. Before driven wells were introduced, community wells were quite common. With the introduction of driven wells the use of wells was increased, almost every house having one in its yard.

The Minneapolis Water Works was authorized in 1867. A small rotary pump was installed in the Holly sawmill and water pumped into mains in the immediate vicinity for fire protection. The first regular installation of plants began in 1872, with the location of a pumping station at 5th Avenue South and the river. By 1884 there were six pumps in this station having a capacity of 33 million gallons daily. In 1884 a second station was put in service on Hennepin Island for the east side of the river. It had a capacity of 10 million gallons daily. In 1888 a third station was put in service on the west river bank at Camden. It had a capacity of 15 million gallons daily. All of these stations have since been dismantled.

In 1899 the reservoir at Columbia Heights was put in service, the two basins having a capacity of 94 million gallons. In 1904 the Northeast Pumping Station (No. 4) was completed at 37th Avenue Northeast and the river. Its capacity was 30 million gallons. In 1913 the Columbia Heights Filtration Plant with a capacity of 40 million gallons daily was put in service. Additions were being made continually in distribution and service mains. In 1927 the Fridley Pumping Station (No. 5) and the Fridley Filtration Plant, with a capacity of 40 million gallons daily, was completed. The water was first sterilized by the use of hypochlorite of calcium in 1910.



HILTOP RES.



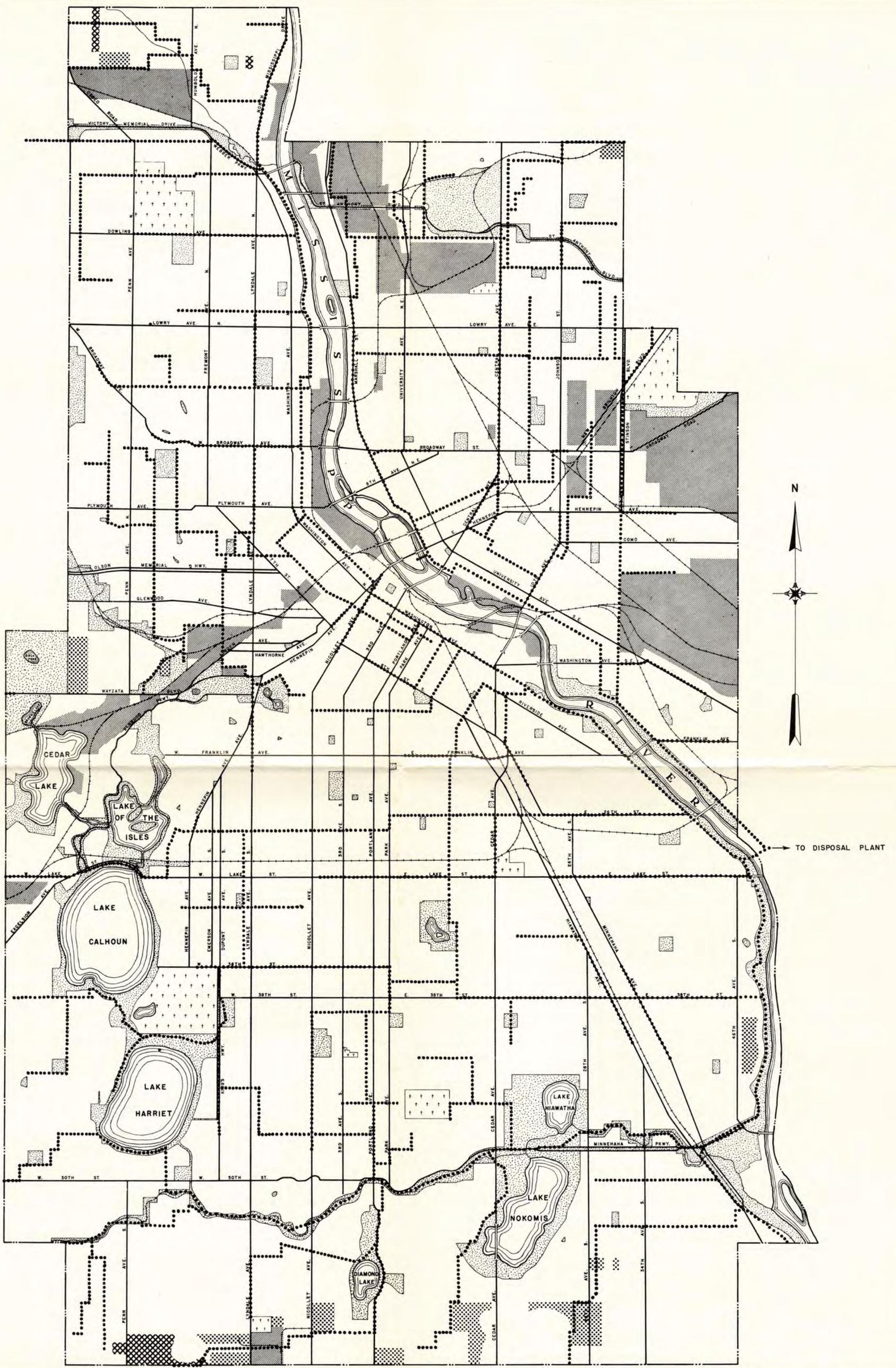
**L E G E N D**

- AREAS WITHOUT WATER MAINS.
- AREAS WITHOUT WATER MAINS - INSTALLATION SCHEDULED.
- AREAS WITH WATER MAINS.

**MINNEAPOLIS**  
CITY PLANNING COMMISSION

**WATER SYSTEM**  
**STATUS OF INSTALLATION**

DATE	HERMAN E. OLSON PLANNING ENGINEER	DRAWING NO.
SCALE IN FEET		



**L E G E N D**

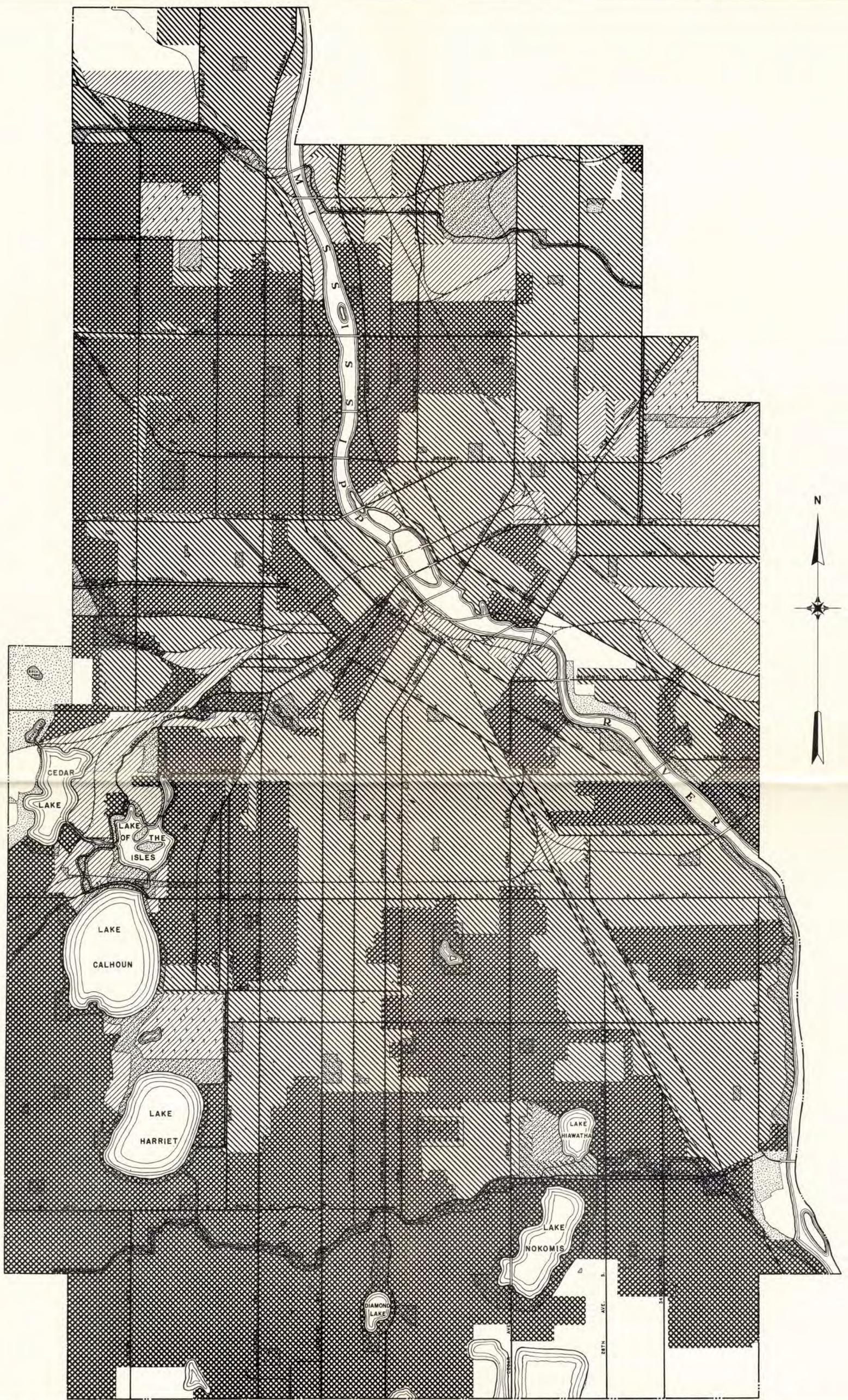
- AREAS WITHOUT SANITARY SEWERS.
  - AREAS WITHOUT SANITARY SEWERS - INSTALLATION SCHEDULED.
  - INDUSTRIAL AREAS SERVED BY SANITARY SEWERS IN ADJOINING DISTRICTS - SERVICE TO INDUSTRIAL PLANTS PROVIDED AS NEEDED.
  - AREAS WITH SANITARY SEWERS.
- ..... TRUNK SEWERS.

PUBLISHED AS PART OF THE "OFFICIAL CITY PLAN" JAN. 1, 1954.

**MINNEAPOLIS**  
CITY PLANNING COMMISSION

**SANITARY SEWERS**  
**STATUS OF INSTALLATION**

DATE	<b>HERMAN E. OLSON</b> PLANNING ENGINEER	DRAWING NO.
<p>SCALE IN FEET</p>		



**L E G E N D**

-  AREAS WITH COMBINED STORM DRAINS & SANITARY SEWERS.
-  AREAS WITH SEPARATE STORM DRAINS.
-  NATURAL DRAINAGE AREAS.
-  AREAS NOT SERVED.

**MINNEAPOLIS**  
CITY PLANNING COMMISSION

**AREAS SERVED**  
**BY**  
**STORM & SANITARY SEWERS**

DATE

**HERMAN E. OLSON**  
PLANNING ENGINEER

DRAWING NO.

0 800 1600 3200  
SCALE IN FEET

PUBLISHED AS PART OF THE "OFFICIAL CITY PLAN" JAN. 1, 1954.

## 2. Sewerage

The present sewerage system dates back to June 23, 1869, at which time George A. Brackett, alderman from the Third Ward, introduced a resolution to build a sewer in Washington Avenue. However, work on the sewer was not commenced until June 15, 1871. Where possible, trunk sewers in Minneapolis are tunnels through the sandstone underlying the limestone formation, lined and arched with brick masonry or concrete. The early main sewers discharged into the river below the falls. From these, lateral sewers radiated in various directions. In 1890 the city had 97 miles of sewer, in 1910 the mileage increased to 225, and in 1922 the city had 470 miles of sewer.

The Minneapolis-St. Paul Sanitary District was created pursuant to Chapter 341, Laws of 1933. The district board was charged with the responsibility of creating a metropolitan sewage disposal system. Construction started in July of 1934. The plant, located at Pig's Eye Island, was placed in operation on June 1, 1938.

## 3. Electric Power

In 1881 the Minnesota Electric Light and Electric Motive Power Company was incorporated. On May 15, 1882 it was granted a franchise to supply the city with light, heat and power. During the same year the name was changed to Minnesota Brush Electric Company. The plant began operating in February, 1882. In 1883 the company was given a contract to provide city lighting. A steel tower, 257 feet high, carrying eight 4,000 candlepower lamps was installed in Bridge Square. This installation was soon abandoned.

In 1884 another electric company, called the West Side Power Company, built a steam plant at Second Avenue North and the river. In 1888 the Edison Electric Light and Power Company was organized. In 1893 the Minnesota Brush Electric Company bought out the Edison Light and Power Company and established its offices at 15 South 4th Street. This consolidated company was known as the Minneapolis

General Electric Company. In 1912 the Minneapolis General Electric Company became a part of the Northern States Power Company. In 1912 the power resources of the Northern States Power Company consisted of 21,000 horsepower of steam and 22,000 water-generated horsepower, making a total of 43,000 horsepower. By 1922 power resources had been increased to 1,013,500 horsepower.

4. Telephone

The first telephone installed in Minneapolis was a two line circuit running from the residence of R. H. Hankinson, the general manager of the Northwestern Telegraph Company, to the old city hall. In 1877 a second telephone line was built along the Minneapolis & St. Louis Railway right-of-way, from the office of Loring & Fletcher to their flour mill. Early in 1878 the Northwestern Telephone Company was organized. The company commenced operations in January, 1879. In that year the Minneapolis exchange had a total of 53 subscribers. By the end of the first year of operations a total of three miles of wire was strung and nearly 700 instruments were installed. Between 1880 and 1899 the physical property of the Northwestern Telephone Exchange Company increased in value from \$16,634 to \$3,703,839. The company continued to expand, until in 1910 there were 47,311 telephones in service and by 1923 there were 101,853.

5. Gas

The Minneapolis Gas Light Company was organized in 1870. Its founders were Dorilus Morrison, then mayor of Minneapolis, and several associates. The first mains installed were of wood and carried gas to a limited number of homes and business houses.

In 1873 it cost the consumer \$6.00 per 1,000 cubic feet for gas. By 1882 the price had been reduced to \$2.50, and by 1895 it was \$1.30. Until 1935 all the gas was manufactured gas, having a heating value of 550 BTUs. From 1935 to 1947 a mixture of manufactured and natural gas, having a heating value of 800 BTUs, was supplied. Since 1947 natural gas has been furnished to the consumers in Minneapolis. This gas has a heating value of 1000 BTUs.

Gas consumption has experienced two periods of rapid growth, that during the period of about 1900 and the period following the introduction of natural gas. The reduction in the cost of gas, about 1900, resulted in gas being used extensively for cooking. The introduction of natural gas brought about the extensive use of gas for heat and power.

6. Drainage

In general, drainage was first made an integral part of the sewer system, the sewers being combined storm and sanitary sewers. In the vicinities of rivers, streams and lakes, natural drainage was maintained to the extent possible. With the construction and operation of the sewerage disposal plant in 1934, separation of drainage and sewerage has been maintained on new construction.

OFFICIAL CITY PLAN  
OF THE CITY OF  
MINNEAPOLIS, MINNESOTA

SECTION XII  
UTILITY PLAN

SUBDIVISION b.  
EXISTING UTILITIES

1. Water
  - a) Supply
  - b) Treatment
  - c) Pumping Capacity
  - d) Area Served
2. Sewerage
  - a) Disposal Plant
  - b) Interceptor System
  - c) Area Served
3. Electric Power
  - a) Generating Plants Serving Area
  - b) Distribution System
  - c) Area Served
4. Telephone
  - a) Exchange
  - b) Area Served
5. Gas
  - a) Control Stations
  - b) Area Served
6. Drainage

## EXISTING UTILITIES

1. Watera) Supply:

The water supply has always been taken from the Mississippi River. The intakes are upstream above the city, drawing water from the east channel. The water here is clear and free from city contamination.

b) Treatment:

The Fridley softening plant has a normal capacity of 120 million gallons per day. The water is softened by means of the lime treatment process, assisted by other re-agents, such as Soda-Ash, Aluminum Sulphate, Iron Sulphate and Ferri-Floc, as may be required from time to time. Softening is accomplished by gravity flow from twelve precipitators having a capacity of 10 million gallons each. Following this, stabilization is obtained either by Carbon Dioxide or Alum. After softening, the water is divided between the Fridley and Columbia Heights filtration plants, according to the demand for volume in the two plants and subsequent delivery to the distribution system. The softened water required for Fridley filters is pumped against a head of about 230 feet. The pumps are all electrically driven centrifugal type units.

c) Pumping Capacity:

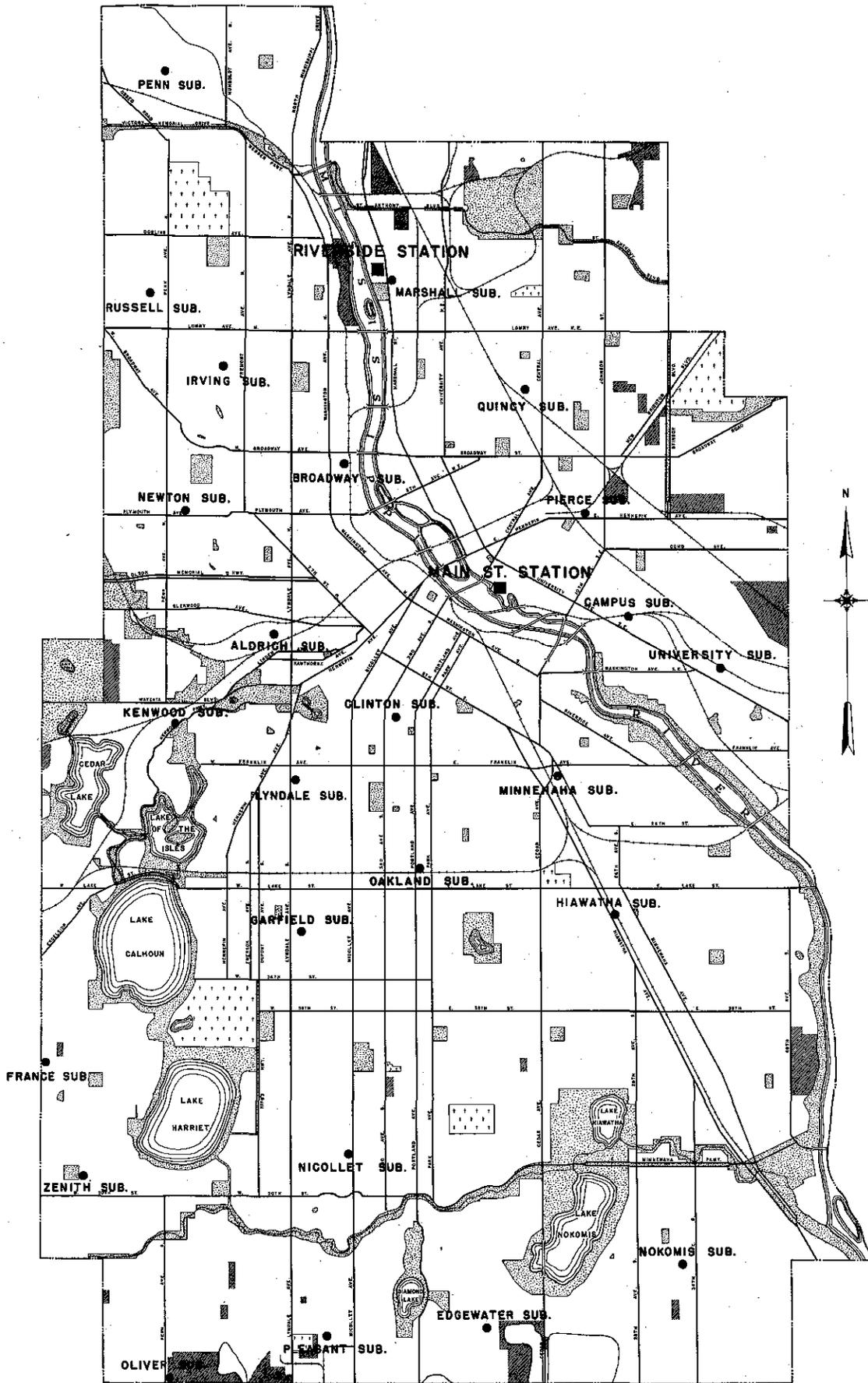
The Northeast Station No. 4 has a capacity of 80 million gallons daily and supplies its output to the Columbia Heights plant. Softened water is pumped by electrically driven centrifugal pumps against a head of 252 feet. After filtration, the water is delivered to the city by gravity from this plant.

The Fridley Station No. 5 has a capacity of 150 million gallons low lift and 120 million gallons high lift with a 40 million gallon repumping capacity. The low lift pumps supply all water to the Fridley softening plant with a lift of about 50 feet.

- d) **Area Served:**  
The area served by the Minneapolis water system is shown on the attached map entitled, "Water System, Status of Installation." It will be noted there are a number of areas which are indicated as being without water mains. Several of these are railroad yards which do not require service and one is a gravel pit which does not require service. The remainder are areas which have not yet been developed but which will be served when the need for service is established. There is one such unserved area indicated, where the installation of water mains is now underway.

## 2. Sewerage

- a) **Disposal Plant:**  
All the sewage from Minneapolis and St. Paul is carried by means of interceptor sewers to the Sanitary District disposal plant at Pig's Eye Island. Here the sewage is drained, the solids separated and the effluent returned to the river. The equipment is such that the effluent can be treated to kill bacteria, if the need for it exists.
- b) **Interceptor System:**  
The basic sewerage system for the City of Minneapolis was installed before the disposal plant was constructed. It was therefore, necessary to intercept the various trunk sewers before the point of outlet into the river. The interceptor sewers are large trunk sewers which carry sewage from the City of Minneapolis to the disposal plant at Pig's Eye Island, south of the City of St. Paul. The trunk sewer connections to the interceptors are so designed, that storm waters overflow directly into the river and do not enter into the interceptor.
- c) **Area Served:**  
The map entitled, "Sanitary Sewers, Status of Installation," shows the trunk sewer collection system and the areas that are served with local sanitary sewers. It will be noted that a number of areas have been shown without sanitary sewers where installation is scheduled. There are a number of industrial areas, as shown on the map, which are served by sanitary sewers extended from the adjoining districts.



**L E G E N D**

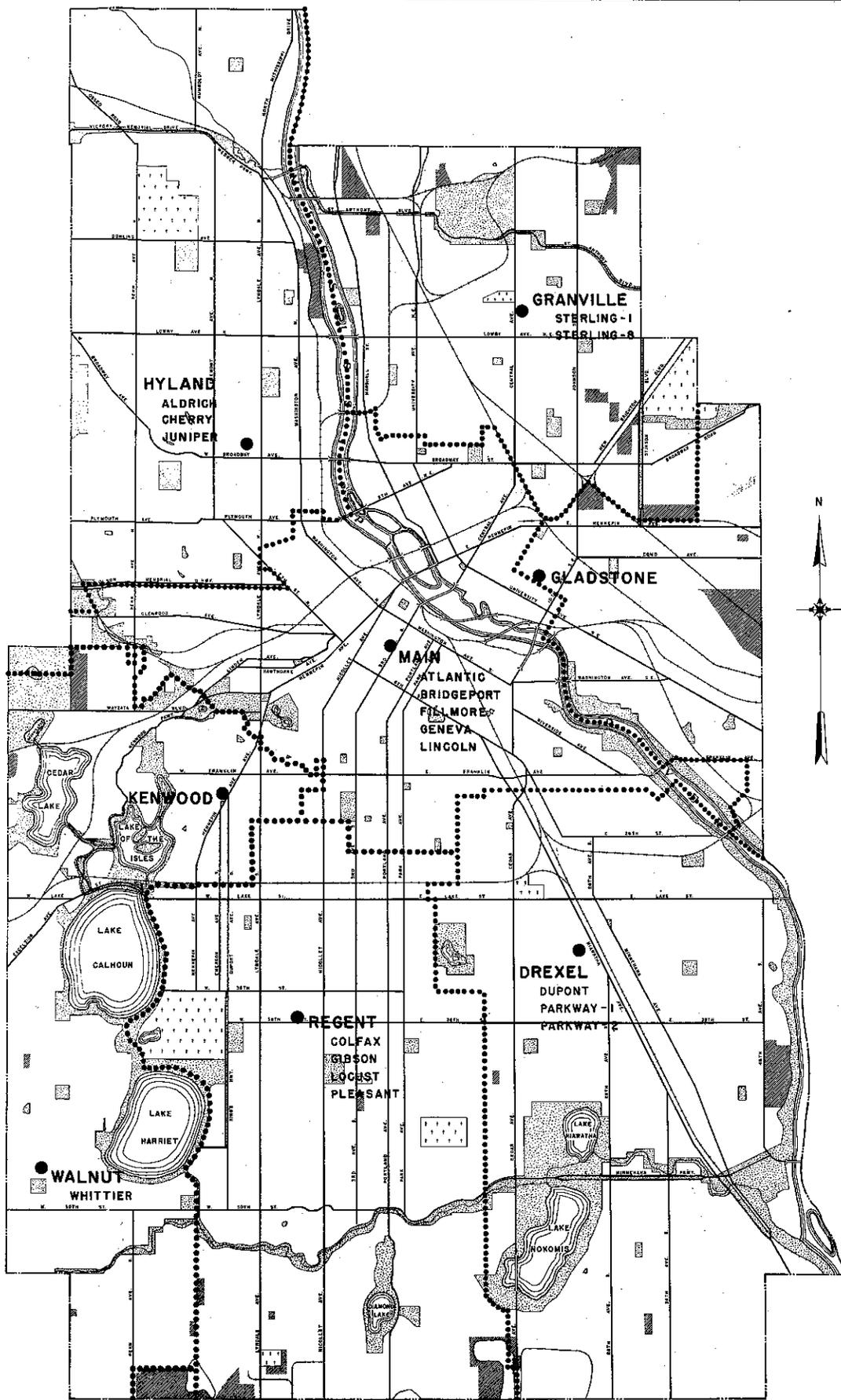
-  AREAS NOT SERVED (AREAS NOT DEVELOPED)
-  POWER PLANTS
-  SUB - STATIONS

PUBLISHED AS PART OF THE "OFFICIAL CITY PLAN" JAN. 1, 1954.

**MINNEAPOLIS  
CITY PLANNING COMMISSION**

**ELECTRIC POWER SYSTEM**

DATE	HERMAN E. OLSON PLANNING ENGINEER	DRAWING NO.
	0 500 1000 2000 SCALE IN FEET	



**L E G E N D**

- AREAS NOT SERVED (AREAS NOT DEVELOPED)
- EXCHANGE BOUNDARIES
- EXCHANGES

**MINNEAPOLIS  
CITY PLANNING COMMISSION**

**TELEPHONE SYSTEM**

DATE	<b>HERMAN E. OLSON</b> PLANNING ENGINEER	DRAWING NO.
SCALE IN FEET		

### 3. Electric Power

#### a) Generating Plants Serving Area:

Electric power for the City of Minneapolis is furnished by the Northern States Power Company. This company operates in western Wisconsin, the central and southern half of Minnesota and in areas of South Dakota. The facilities are such that generating plants located in any part of the system can be used to serve the City of Minneapolis. As of 1952 the total operating capacity of the generating plant in the Northern States Power Company's system was 1,038,945 kilowatts. The company continues to plan for expansion.

#### b) Distribution System:

All of the generating plants of the Northern States Power system are inter-connected by a distribution system which makes it possible to deliver electric power to any point as needed.

#### c) Area Served:

The map entitled, "Electric Power System," shows the sub-stations within the City of Minneapolis, the generating stations within the city and the areas which are not presently served with electric power.

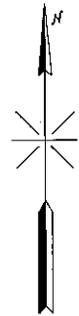
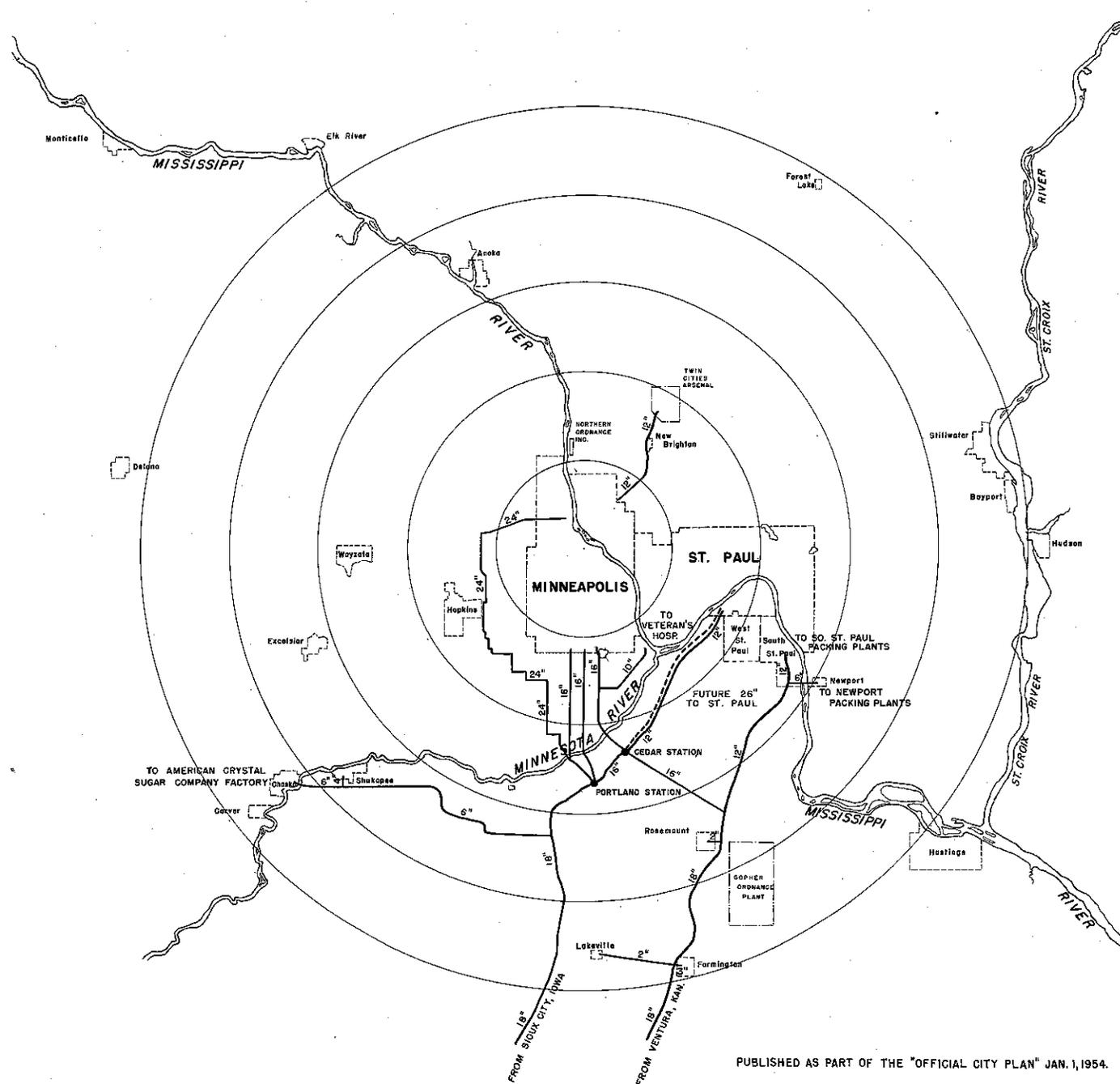
### 4. Telephone

#### a) Exchange:

The City of Minneapolis is served by eight exchanges operating primarily within the city with a small area being served by the exchange in Richfield. As of 1954 all of the exchanges are of the automatic type, with the exception of the Kenwood exchange. The map entitled, "Telephone System," shows the location of the exchanges, the present boundaries of the exchanges and the areas not presently served by the telephone system.

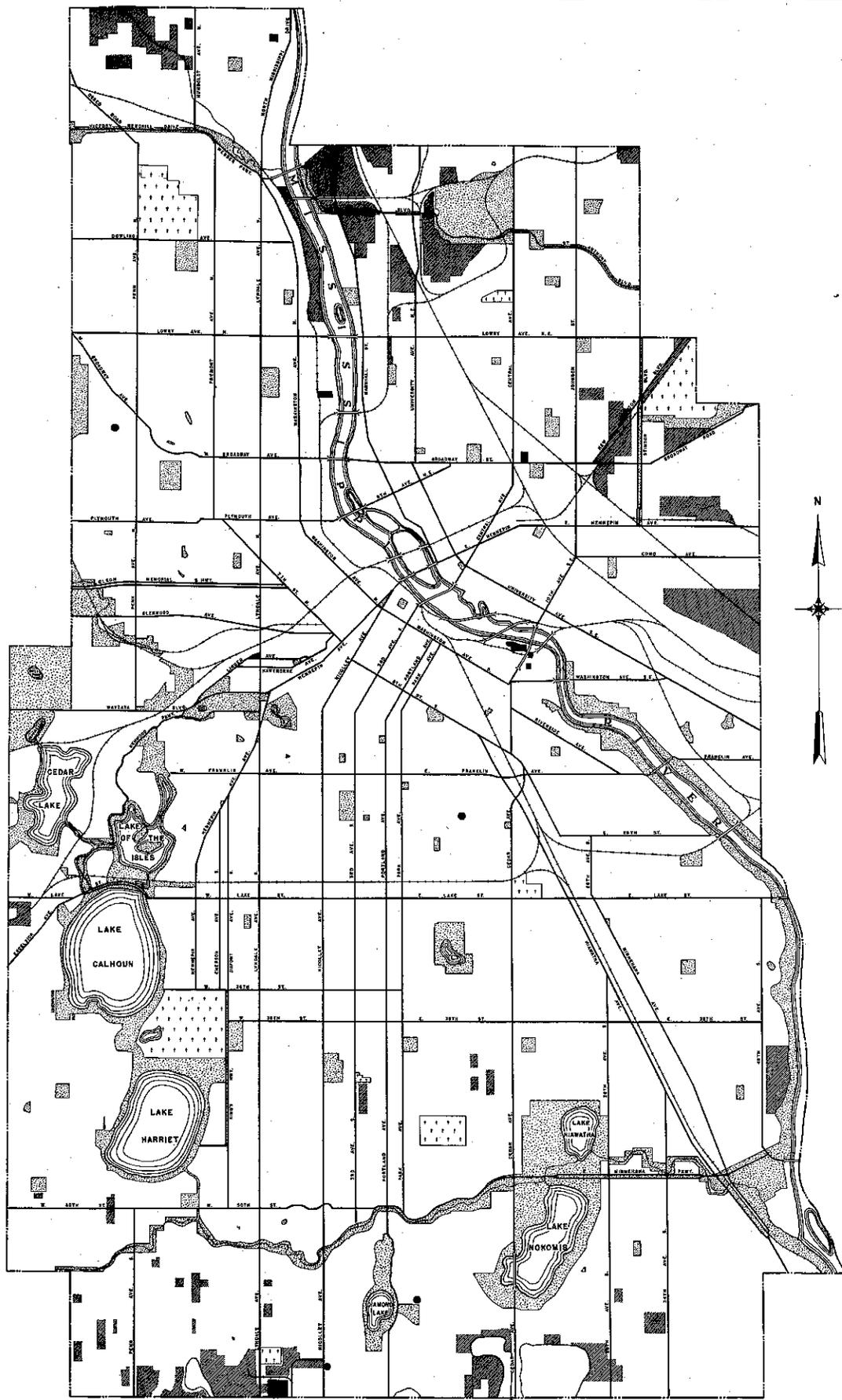
#### b) Area Served:

As mentioned above, a number of areas are not presently served by the telephone system. In all cases these are undeveloped areas in which there has been no demand for telephone service.



<b>MINNEAPOLIS CITY PLANNING COMMISSION</b>		
<b>NATURAL GAS SUPPLY MAINS</b>		
DATE	HERMAN E. OLSON PLANNING ENGINEER	DRAWING NO. <b>7015</b>
	 SCALE IN MILES	2-12-2

PUBLISHED AS PART OF THE "OFFICIAL CITY PLAN" JAN. 1, 1954.



**L E G E N D**

- AREAS NOT SERVED
- OPERATING FACILITIES
- REGULATOR STATIONS
- BORDER STATIONS

**MINNEAPOLIS**  
CITY PLANNING COMMISSION

**GAS DISTRIBUTION SYSTEM**

DATE	<b>HERMAN E. OLSON</b> PLANNING ENGINEER	DRAWING NO.
0 500 1000 3500 SCALE IN FEET		

PUBLISHED AS PART OF THE "OFFICIAL CITY PLAN" JAN. 1, 1954.

## 5. Gas

### a) Control Stations:

Gas for the City of Minneapolis is furnished to the Minneapolis Gas Company by the Northern Natural Gas Company through pipe line facilities extending all the way from Texas.

Gas can come to Minneapolis by two routes: one by way of Sioux City, Iowa, and the second by way of Ventura, Iowa.

The map entitled, "Gas Distribution System," shows the location of border stations and the regulator stations which control natural gas in the City of Minneapolis. Gas is delivered to Minneapolis by the Northern Natural Gas Company at a pressure of 175 pounds per square inch. Delivery is made to the Minneapolis Gas Company at the south bank of the Minnesota River, at which point the gas is odorized. At the border stations the pressure of the gas is reduced to approximately 75 pounds per square inch.

At the regulator stations gas is further reduced in pressure for distribution into the city. At various points gas is again reduced in pressure to the operating pressure in the lines delivering it to the local customer. A few large users get gas delivered at 75 pound pressure. Most industrial users get gas delivered at 10 pound pressure. Domestic users get gas delivered at 6 inch water column pressure.

### b) Area Served:

The map entitled, "Gas Distribution," shows areas not presently served. Those indicated as being without utilities are areas which are not presently developed and no requests have been made for service.

## 6. Drainage

The map entitled, "Areas Served by Storm and Sanitary Sewers," indicates the manner in which drainage of storm waters is now accomplished. Substantial areas of the city are served by combined storm drain and sanitary sewers.

The largest areas of the city are served by special storm drains. Some areas in the vicinity of the lakes, the Mississippi River and Bassetts Creek are served by natural drainage. Near the periphery there are several areas which are not presently served by drainage facilities.

OFFICIAL CITY PLAN  
OF THE CITY OF  
MINNEAPOLIS, MINNESOTA

SECTION XII  
UTILITY PLAN

SUBDIVISION c.  
APPRAISAL OF EXISTING FACILITIES

## APPRAISAL OF EXISTING FACILITIES

1. Water

As is indicated on the map entitled, "Water System Status of Installations," there are several areas which are not presently served by local distribution mains. These areas will be served as soon as the land is developed. Major distribution mains are already in place to make this possible. The reservoirs at Columbia Heights have a total capacity of 40 million gallons and the reservoir at Fridley has a capacity of 16 million gallons.

The present facilities for providing treated water are more than adequate. The Water Department has indicated there are improvements within the system which should be made to improve pressure in local areas. One major improvement is the construction of the Southwest Reservoir to improve pressure in the southwest district of the city. This reservoir should be constructed at the site already owned by the city on 40th Street and France Avenue South. It is planned to have storage capacity of 20 million gallons and pumping capacity of 35 million gallons per day. Installation should be made of the various distribution mains necessary for the equalization of pressure as indicated on the drawing, "Water System Future Construction," in order to maintain the best possible pressure service to home and industry and for fire protection.

2. Sewerage

The present sanitary sewer system is adequate for the needs of this community. Local service to areas not now served, will be extended as soon as these areas are developed.

3. Electric Power

The distribution and generating capacity of the Northern States Power Company is more than adequate to meet the needs of the community. Local service will be extended to areas not presently served as soon as these areas are developed.

4. Telephone

The existing telephone system in the City of Minneapolis is adequate to meet the needs of the community. Sufficient station equipment and cable capacity are available to extend service to all areas not presently served as soon as these areas are developed.

5. Gas

The Minneapolis Gas Company has a sufficient supply of gas under contract and an adequate distribution system to serve the needs of this community. A high pressure system is now being installed to serve the central business district and industrial areas with gas on an interruptible basis. Areas not now receiving gas will be served as soon as these areas are developed. Gas for heating purposes is now available without priorities or other delays.

6. Drainage

As is noted on the map entitled, "Areas Served by Storm and Sanitary Sewers," there are a number of areas which are not presently served by drainage. These will receive such service in the near future as the areas are developed.

The area served by Bassetts Creek and the Bassetts Creek tunnel is subject to flooding during extreme rainfall. It is proposed that the present combined sanitary storm system serving a portion of this area be separated and the storm water drainage be handled separately. Upstream control will be required in Bassetts Creek so as to control the rate of run-off. With the control of the volume of water in Bassetts Creek at the point of entry into the city, it will be possible to keep volumes within the capacity of Bassetts Creek tunnel and at the same time take care of drainage from that portion of the city now draining into the creek.

The various areas indicated as now served by combined storm and sanitary sewers should be reduced as rapidly as possible by the installation of separate storm drains as funds become available. Justification for the installation of separate storm drains must be reviewed from time to time as the cost of operation of the sewerage disposal plant varies as does the cost of installation of storm drains.

OFFICIAL CITY PLAN  
OF THE CITY OF  
MINNEAPOLIS, MINNESOTA

SECTION XII  
UTILITY PLAN

SUBDIVISION d.  
PROPOSED UTILITIES PLAN

## PROPOSED UTILITIES PLAN

1. Water

It is proposed that the Southwest Reservoir, with a storage capacity of 20 million gallons and a pumping capacity of 35 million gallons per day, be installed for the purpose of maintaining adequate pressure in southwest Minneapolis and that the various distribution lines indicated on the map entitled, "Water System Future Construction," be constructed as funds become available.

2. Sewerage

It is proposed that local service sewers be installed as needed in the various areas indicated on the map entitled, "Sanitary Sewers Status of Installation," which are not presently served by sewerage facilities.

3. Electric Power

The Northern States Power Company has a construction program which contemplates a continuously growing peak load requirement and a generating capacity goal having as its objective the maintenance of a capacity approximately 10% over the anticipated peak load. At the present time (1954) a 90 thousand kilowatt steam generating unit is being added to the new Black Dog plant. In 1955 another 90 thousand kilowatt unit will be added to this plant. As the need is anticipated, additional capacity will be added.

4. Telephone

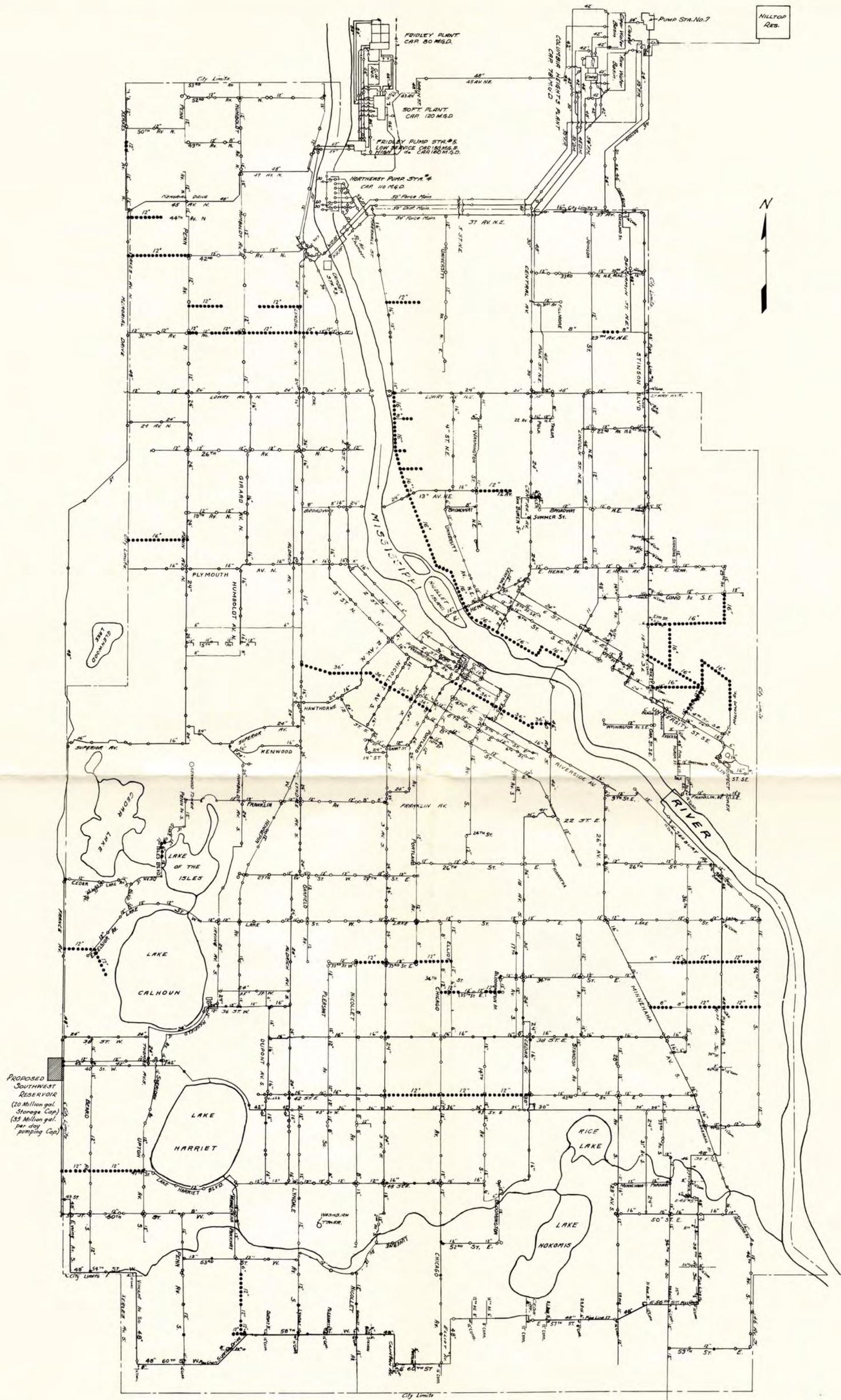
Station equipment and cable equipment are such that adequate service is now being maintained in the city. Additional station equipment is being installed to meet future needs. Additional cable capacity is being installed at locations of future service. The entire system is being converted to the seven digit dial system, with the exception of the Kenwood exchange which will continue to be manual. It is anticipated that the Kenwood exchange will eventually be limited to those persons who, for some reason or other, are not able to operate automatic telephones. The seven digit dial system will permit direct dialing to any point in the United States.

5. Gas

The Minneapolis Gas Company appears to be anticipating the major needs of the community very well. Some additional gas facilities will undoubtedly be installed as need arises in areas not already served.

6. Drainage

It is proposed that local drainage facilities be installed as needed in the areas designated as not served. See the map entitled, "Areas Served by Storm and Sanitary Sewers." It is proposed that the flooding of Bassetts Creek be corrected by the installation of upstream control dams. It is also proposed that separate storm drains be installed in the various areas now served by combined storm drains and sanitary sewers, as funds become available. These separate projects can be justified on the basis of operating savings.



**LEGEND**

- 12" — DISTRIBUTION WATER MAINS. (FIGURE DENOTES DIAMETER OF MAIN.)
- ..... PROPOSED WATER MAINS.

**MINNEAPOLIS**  
CITY PLANNING COMMISSION

**WATER SYSTEM**  
**FUTURE CONSTRUCTION**

DATE	HERMAN E. OLSON PLANNING ENGINEER	DRAWING NO.
0 1700 3400 SCALE IN FEET		

PUBLISHED AS PART OF THE "OFFICIAL CITY PLAN" JAN. 1, 1954.