

# ARCHITECTURE MN

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## LIVABILITY 101

In Minneapolis, Willmar, and Duluth, architects and active citizens roll up their sleeves to create better places to live.

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## 10 ON 10

Ten notable Minnesotans combine words and images to illustrate AIA's 10 Principles for Livable Communities.

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## PLANT LIFE

With the closing of the Ford Plant in 2008, St. Paul readies for a once-in-a-lifetime redevelopment opportunity.

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## Livable Communities



Minnesota cities, towns, and neighborhoods find the right mix

COVER: MILL CITY FARMERS MARKET, PAGE 43

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Architecture Minnesota, the primary public outreach tool of the American Institute of Architects Minnesota, is published to inform the public about architecture designed by AIA Minnesota members and to communicate the spirit and value of quality architecture to both the public and the membership.



## Features



### ON THE COVER

Mill City Farmers Market, Minneapolis

Photographer comment: "I arrived early at the market," recalls Paul Crosby. "The plaza, surrounded by rich architectural history and modern inspiration, gradually transformed into an active marketplace. An impromptu stage."

### 25 **Livability 101**

Across the state, architects, planners, city officials, community organizations, and active citizens are working together to create more livable communities. These four projects in particular caught our attention.

#### **Dream Boulevard: A New Vision for Minneapolis' Washington Avenue**

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By Camille LeFevre

#### **Build It and They Will Come: Minneapolis' Midtown Greenway**

page 30

By Camille LeFevre

#### **Stream of Ideas: Conservation Design along Duluth's Upper Amity Creek**

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By Christopher Hudson

#### **Town at a Crossroads: Revitalizing Downtown Willmar**

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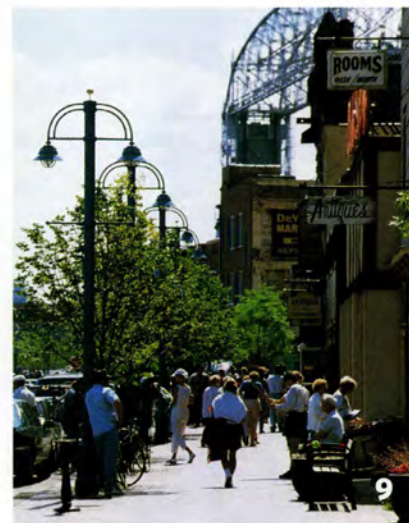
By Frank Edgerton Martin

### 43 **10 on 10**

Introduction by E. Tim Carl, AIA

For this, our Livable Communities issue, we asked 10 Minnesota thought leaders to each take one of AIA's 10 Principles for Livable Communities and run with it. And run with it they did, in words and photographs. St. Paul Mayor Chris Coleman muses on Saturday mornings at the St. Paul Farmers' Market. Guthrie Director Joe Dowling enjoys the view from a truly distinctive public space, while Hennepin County Commissioner Peter McLaughlin calls for "restoring transit to its former role as a guiding investment tool for entire communities and regions." With great verve, our 10 contributors celebrate what we love about life in Minnesota—and chart the challenges that lie ahead.





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COMPILED BY EMILY DOWD

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BY LANCE NECKAR

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# The Two SuperAmericas

Say "40th and Lyndale" and most Minneapolitans will scratch their heads trying to picture the intersection. Say "the two SuperAmericas" and they'll know it instantly. The gas station on the southeast corner is operational; the other, on the southwest corner, was closed in April 2006 due to deteriorating structural conditions. In 1998, SuperAmerica purchased a residential property next to the now-defunct station and tore down the house in hopes of building a new, larger station on that corner. But the East Harriet and Kingfield neighborhoods, unhappy with SuperAmerica's bullish course of action, did not support the design for the larger station. And that, in a nutshell, is the basis of a protracted neighborhood standoff.

Happily, the story has taken a decidedly positive turn this year, thanks to the efforts of a forward-thinking neighborhood task force. The 40th and Lyndale Task Force, led by area resident Matt Perry, has slowly reopened lines of communication by engaging SuperAmerica as a stakeholder and asking residents to broaden the scope of their goals beyond just ridding the intersection of the eyesore. In the past year, the group has organized two community forums and mailed surveys to 1,800 residents in a 16-block area around the intersection, all to gather input for a land-use proposal to be included in Minneapolis' updated Comprehensive Plan. What task-force members lacked, however, was expertise in urban design.

Enter the Mayor's Great City Design Teams (page 26; [www.greatcitydesignteam.org](http://www.greatcitydesignteam.org)), a program championed by Mayor R.T. Rybak and organized by AIA Minneapolis to provide design vision for neighborhoods with specific needs. The volunteer, multi-disciplinary team assigned to 40th and Lyndale supplied the "critical missing piece," says Perry. "We needed to find a language that conveys what our aspirations are for this urban setting. And everyone seems to understand the universal language of pictures. It just brings people together in a way that words cannot possibly do. The Mayor's Great City Design Team gave us a common language to use, and they

helped educate the stakeholders on why, when they looked at one urban environment, it looked right, and why, when they looked at another, it didn't."

The design team visits in May included a community forum and a designers-only charrette (fast-paced design workshop) two days later. The forum, which drew more than 60 residents and business owners, two SuperAmerica representatives, two city council members, and a Hennepin County commissioner, featured presentations by the task force, Mayor Rybak, and design team co-leaders Christine Albertsson, AIA, and Adam Arvidson. The designers then led small-group discussions to gain a deeper understanding of residents' hopes and concerns.

"It was immensely gratifying to be a facilitator in a community meeting like that," Arvidson enthuses. "You get to walk around and listen to people talk to each other who are neighbors but may not really know each other. They get into these very civil but heated discussions about their neighborhood and their urban space. They're not designers, of course, but they're incredibly smart and so in touch with their environment."

*"We needed to find a language that conveys what our aspirations are for this urban setting," says task-force leader Matt Perry. "The Mayor's Great City Design Team gave us a common language to use."*

Galvanized by the public meeting, the designers began the charrette with an hour-and-a-half walking tour of the site and generated, by day's end, two basic proposals. One redevelops the vacant SuperAmerica site as mixed-use while transforming 40th Street on the west side of Lyndale into a plaza-like gateway to Lake Harriet. The other, potentially more innovative plan replaces the defunct station with a Gas Station of the Future—a neighborhood transportation hub with gas pumps, electric-car charging, bike sharing, and an HOURCAR station. "The charrette was a great burst of energy," says Albertsson. "It reminded me

A neighborhood task force and a corps of volunteer designers team up to turn a festering problem into a rousing opportunity.

EDITOR'S  
NOTE



DON F. WONG

of architecture studio in school, where you have this kind of optimism that allows everything to just flow."

Architects and active residents inspiring one another to create a better place to live. This unfolding story, and others like it in this issue, is indeed a cause for optimism.

*Chris Hudson*

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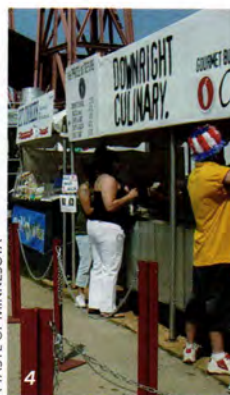
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## Freedom Fest **AUSTIN (1)**

Each year, Austin plays host to thousands of visitors for a fun-filled, three-day festival over the July Fourth holiday. There is something fun for everyone, with a Hog Jog, fishing contest, bike race, blues concert, classic car show, lots of food, and, most importantly, spectacular fireworks. This year's Hambone Blues Jam features the Bissen Brothers Band and Johnny Rawls Band, and Family Day (July 3) offerings include rock climbing and mini-golf in the park. The Austin Freedom Fest runs June 30 and July 3-4. For more information, including a schedule of events, visit [www.austincoc.com](http://www.austincoc.com).

## Duluth Fourth Fest **DULUTH (2)**

Summertime in Duluth is never dull. The city takes advantage of its short-lived balmy weather by hosting a spate of concerts and festivals, and its flagship celebration is Duluth Fourth Fest. Festival-goers soak in the natural beauty of the city that is the gateway to the North Shore while listening to live music in Bayfront Park and watching fireworks over Lake Superior. July 1 activities include a car show and free concert at the park. July 2 is the Duluth Country Fest, July 3 the Duluth Rock Fest, and July 4 Mayor's Day, a free event for everyone. For more information, visit [www.visitduluth.com](http://www.visitduluth.com).

## Watermelon Bike Race **SHOREVIEW (3)**

The Fourth of July, bicycling, and watermelon are all worthy pursuits, and there's an opportunity to enjoy all three at Shoreview's 26th annual Watermelon Ride on July 4. It's a fun and social family ride, with route options of 15, 25, and 55 miles, culminating in a Snail Lake picnic with lots of watermelon. You can start riding anytime between 7:30 and 10 A.M. Take part in the food, fun, and exercise—and still make it home in plenty of time for the fireworks. Online registration is available. For more information, visit [www.biketcbc.org](http://www.biketcbc.org).

## A Taste of Minnesota 2007 **ST. PAUL (4)**

St. Paul is rich in history, arts, culture, and entertainment, and each year Harriet Island is home to one of Minnesota's most popular festivals: A Taste of Minnesota. The Taste is known for its great food, with local restaurants and vendors serving everything from Sweet Martha's Cookies to Tom Reid's Steak Bites. The evening concerts are also a big draw; this year's diverse lineup includes the Village People, GB Leighton, the Big Wu, and the Battle of the Bands. A Taste of Minnesota is truly a Twin Cities summertime tradition. The festival runs from June 29 through July 4. For more information, visit [www.tasteofmn.org](http://www.tasteofmn.org).

## Independence Day 1827 **FORT SNELLING (5)**

Independence Day was one of the few holidays celebrated throughout the republic in the 19th century, and Fort Snelling was no exception. Historically, the fort's inhabitants marked the day with a parade, patriotic speeches, release of all prisoners in the guardhouse, festive meals, and general carousing. Today, visitors enjoy a military-dress parade, fife and drum music, cannon salutes, a patriotic reception, theatrical presentations, and period games and dancing. Join the soldiers and civilians of the historic fort at a boisterous Independence Day 1827. Admission is \$8 for adults and \$4 for children. For more information, visit [www.mnhs.org](http://www.mnhs.org).

—Compiled by Emily Dowd



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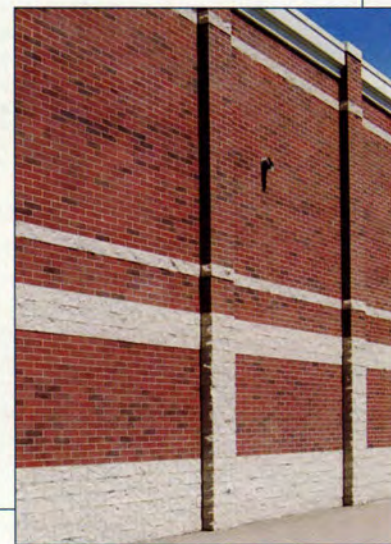
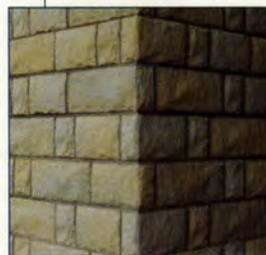
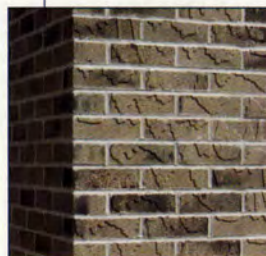
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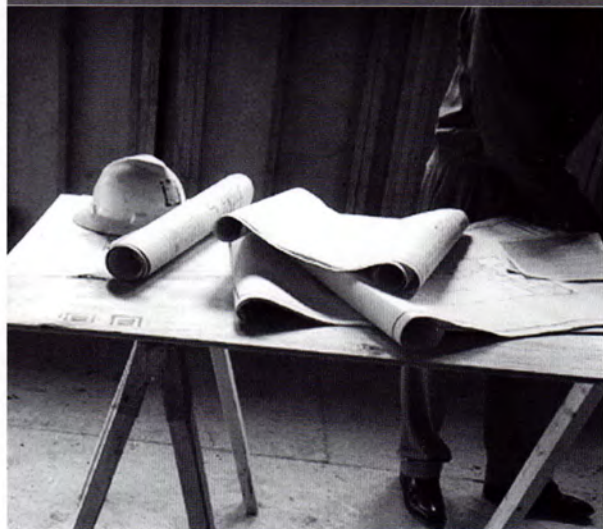
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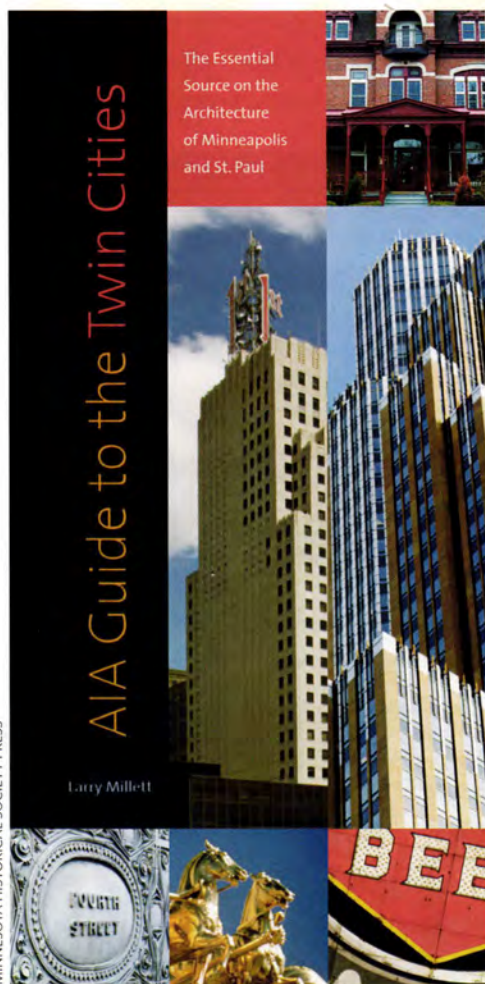


# Book Tour de Force

Architecture enthusiasts strolling, biking, and driving the Twin Cities this summer will be well served by Larry Millett's thoroughgoing yet compact new guidebook

In Speed Reading, we keep the reviews short and sweet. More time for you to check the books out for yourself.

**SPEED  
READING**



## AIA GUIDE TO THE TWIN CITIES

By Larry Millett

Minnesota Historical Society Press, 2007

The size, shape, and weight of a brick, the newly published *AIA Guide to the Twin Cities: The Essential Source on the Architecture of Minneapolis and St. Paul* is a kind of edifice itself. Compiled by Larry Millett, who for many years chronicled the built world as architecture critic for the *St. Paul Pioneer Press*, it is not merely a conventional guidebook (though it serves that purpose beautifully) but the perceptions of a man who unabashedly loves the cities he grew up in. Millett and his helpers have recorded Twin Cities buildings, parks, and public places with the scrupulous devotion of birdwatchers, even including in the text elegiacal asides on buildings long demolished.

The guidebook divides the cities into 15 neighborhoods and has a map of each, noting buildings and points of particular interest, not all of them capital-A Architecture. The cities' familiar cultural monuments and the splendid piles lining Summit Avenue are all given their due, but the book is also replete with citations and thumbnail photos of the vernacular and eccentric—an original White Castle, for instance, as well as Lustron houses, Art Moderne factories, Storybook Tudors with faux half-timbering and pretend-bald patches of brick, and the astonishing Washburn Park Water Tower, a looming Nordic Deco medieval fantasy that has to be seen to be believed.

From the onion-domed spire of Frogtown's St. Agnes Catholic Church to the depths of the Wabasha Street Caves (site of the Castle Royal underground nightclub, reputedly a favorite haunt of gangsters in the 1940s), Millett is the Virgil to guide you around the Twin Cities. He did his research riding around the neighborhoods on his bike. Ride around on a bike with this book yourself and you'll see places you never knew existed.

—Glenn Gordon



MINNESOTA HISTORICAL SOCIETY PRESS

From left to right: Hennepin Avenue Suspension Bridge, Minneapolis; 701 Building, Minneapolis; Prairie-style Charles A. Hausler House, St. Paul; Basilica of St. Mary, Minneapolis





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*At an international design conference at the University of Minnesota in April, elite critics and historians pulled no punches in their observations about Minneapolis' new architectural icons*

## CURATORS, CRITICS, AND HISTORIANS. OH MY!

DATELINE: APRIL 27, 2007

A sunny April day, when spring's tender leaf buds glow in shades of celadon and chartreuse, seems like the wrong time to head indoors for a daylong symposium. But that didn't stop 150 design enthusiasts, lured like honeybees to an open jar of simple syrup, from attending "Design and Its Publics: Curators, Critics, and Historians" at the University of Minnesota. The conference, co-sponsored by the Design Institute and Department of Art History and boasting an international roster of speakers, promised sweet succor to those suffering from an acute case of provincial isolation.

The two-day event kicked off with a panel discussion on the local architecture scene. But the afternoon quickly grew sour, as each successive speaker piled doubt on top of scorn on the recent cache of starchitect-designed treasures in Minneapolis. *Architectural Record* deputy editor Suzanne Stephens, for one, came loaded for bear. Commenting on the Walker Art Center addition by Herzog and de Meuron, she observed, "It may not swallow the [Edward Larrabee] Barnes building, but it does overwhelm it." Turning to the conservative Minneapolis Institute of Arts addition by Michael Graves, she noted that "the MIA has always picked well-known architects after they have peaked in their careers." (McKim, Mead and White designed the original building, Kenzo Tange the 1974 addition.) With cruel brevity, she breezily dismissed Pelli's Minneapolis Central Library as ordinary, the roof an overdone gesture.

By comparison, Stephens practically gushed over Jean Nouvel's Guthrie Theater, remarking that, while she did not much care for the reincarnated thrust stage, she was quite taken with the striking proscenium theater—a full-frontal minimalist box drenched in red and clean of gimmickry. Harkening back to Minneapolis'

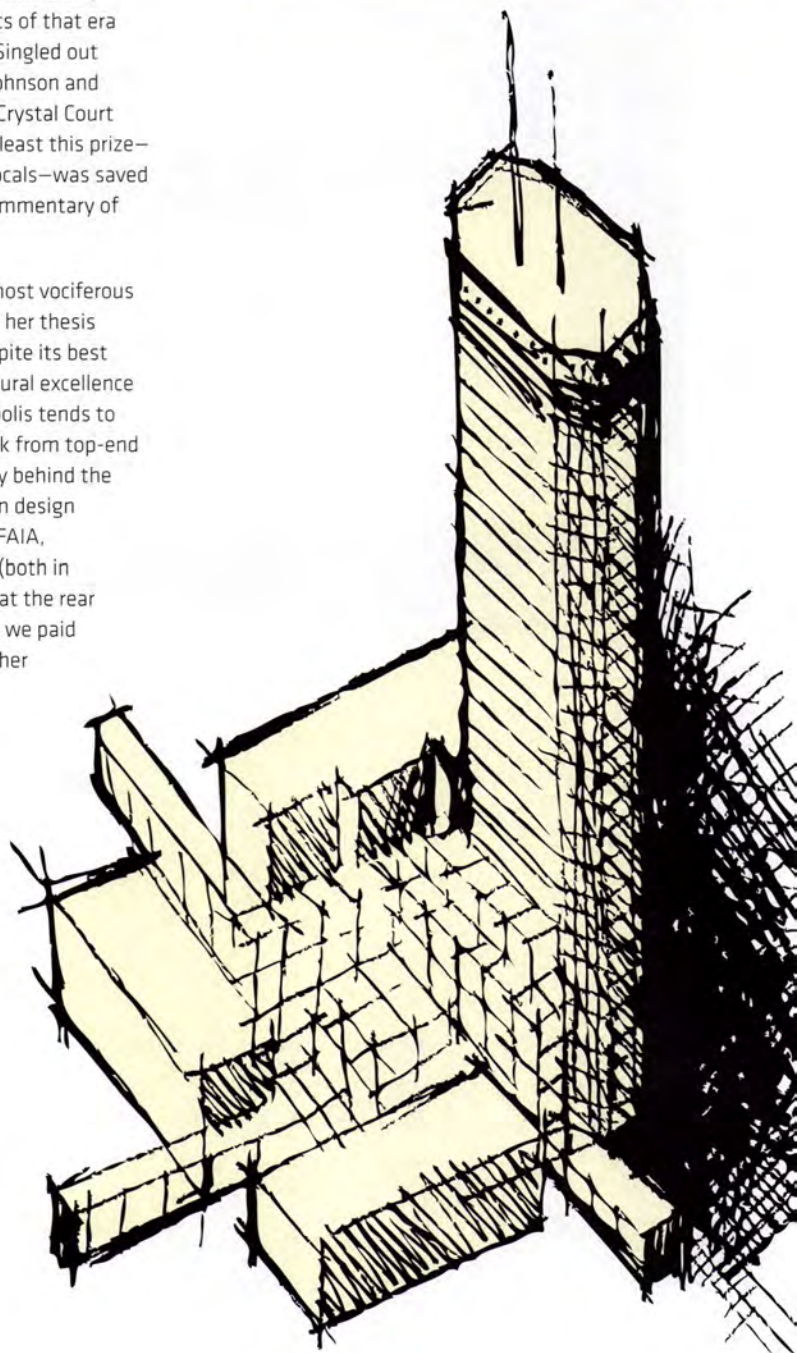
first architectural explosion in the 1970s, Stephens deemed the products of that era "notable," if also problematic. Singled out for solitary praise was Philip Johnson and John Burgee's IDS Center and Crystal Court in the heart of downtown. At least this prize—an enduring favorite among locals—was saved from the sausage-grinding commentary of our New York guest.

Although Stephens was the most vociferous of the bunch, others repeated her thesis throughout the day—that despite its best efforts to guarantee architectural excellence by importing genius, Minneapolis tends to squeeze only second-rate work from top-end talent. It was baffling to many behind the podium that, with homegrown design powerhouses like Julie Snow, FAIA, and VJAA's Jennifer Yoos, AIA (both in attendance, sitting modestly at the rear of the chamber), at the ready, we paid the airfare for outsiders. In other words, why do our shining stars have such difficulty finding fertile ground in their own backyard? The answer may remain a mystery. But coming from the tough-to-please East Coast Erudition Club, we'll happily interpret the question as the highest form of flattery.

—Phillip Glenn Koski, AIA

Architect-about-town Phillip Glenn Koski, AIA, offers his colorful take on the Minnesota architecture scene in Notebook.

NOTEBOOK





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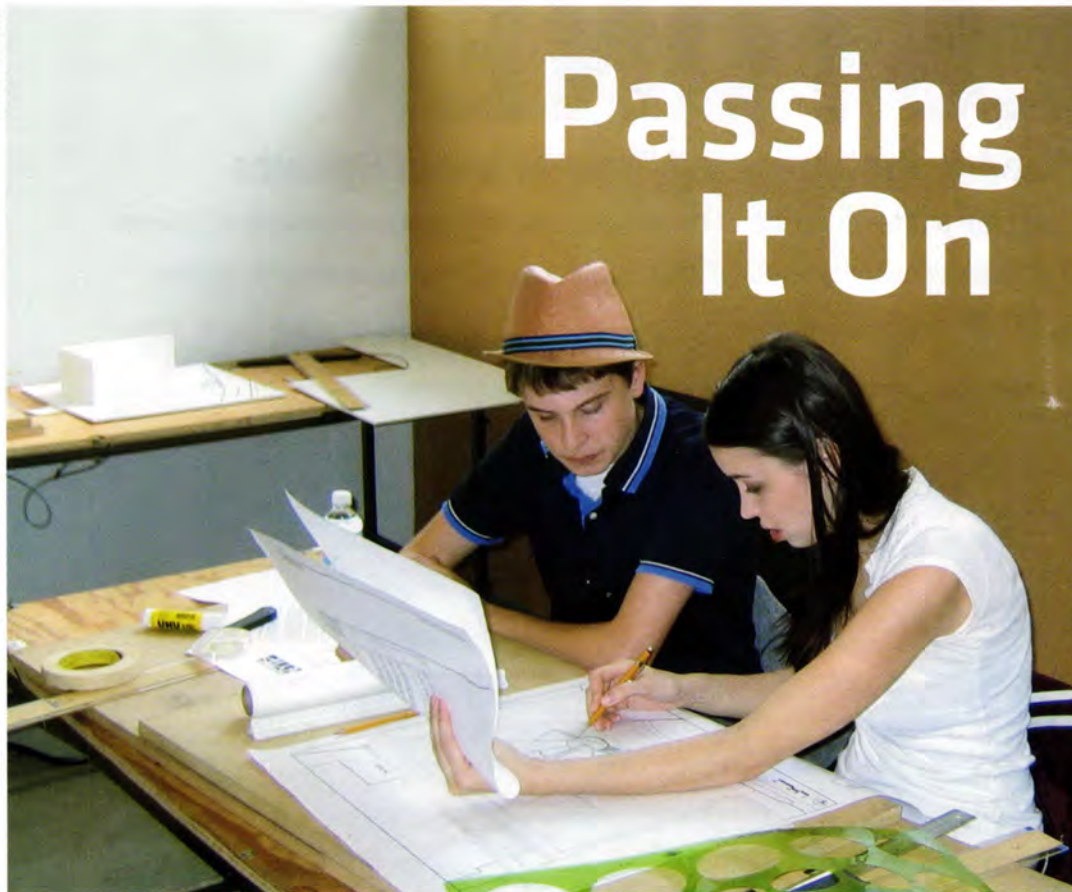
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# Passing It On

Citizen Architect profiles architects and designers who have taken on leadership roles in their communities.

CITIZEN  
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## An architect and a designer help urban high school students discover their inner architect

There are only 196 licensed African-American women architects in the U.S., and only 11 percent of all licensed architects are minorities. KKE Architects' Mohammed Lawal, AIA, and Jennifer Anderson-Tuttle are on a mission to change these startling statistics in the next generation of architects.

In 1995, Lawal and Anderson-Tuttle met Josh Weinstein, who had just moved to Minnesota from New York. Weinstein had started a youth architecture program in Brooklyn, and he was interested in launching another in the Twin Cities. With funding assistance from the University of Minnesota, Lawal, Anderson-Tuttle, and Weinstein founded the Architectural Youth Program (AYP) that same year.

The after-school program, which takes place two days a week for six weeks each fall, is geared toward urban high school students who have a budding interest in architecture and design. Anderson-Tuttle does much of the recruiting, visiting classrooms across the city, especially art and drafting classes. Once enrolled, the students learn what it's like to be an architect by visiting architecture firms and interacting with the staff.

Of course, they also learn how to sketch, do site analysis, and build models. Students work on everything from rip-and-tear models to collages to quick-response design solutions.

Which element of the program do students enjoy most? A field trip during which they design a building, assisted by a student from the University of Minnesota's College of Design. A jury of architects gives them feedback on their model at the end of the program, in a graduation ceremony hosted by the University. Wold Architects and Engineers in St. Paul offers a similar program in the spring, and students from the two programs graduate and show off their work together.

For Lawal, AYP has been an endlessly positive experience, both personally and professionally. He and Anderson-Tuttle keep up with many of the kids from sessions past, and the students form long-lasting friendships with each other. On a professional level, Lawal has found that his involvement with AYP helps him design better education facilities. "By working with kids on a daily basis, I have much more respect for what it's like to be a teacher. It helps me better connect with the public-sector market," he says.



*The Architectural Youth Program, led by Mohammed Lawal and Jennifer Anderson-Tuttle (above), puts high school students through the paces of the design process (top left, right).*

For Anderson-Tuttle, too, the program is more than just a good deed. She sees young people as the future of the profession, and education as the best tool for shaping a future of great design. "AYP is important for the students, but it also helps professionals recognize their role in educating students and being active mentors," she says.

Looking ahead, Lawal would like to see AYP become a self-sustaining program, expanded into several different architecture offices, with former students taking over as leaders. Until then, Lawal and Anderson-Tuttle's goal will remain the same. "We have a responsibility to culture," says Lawal. "As architects, we need to be more proactive in showing minorities and women that architecture is a viable profession."

—Emily Dowd



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A man with dark hair, wearing a dark button-down shirt and a patterned tie, is smiling and holding a large set of architectural blueprints. The blueprints show a floor plan with labels like 'LOBBY' and 'FIRST FLOOR'. The background is a blurred office or construction site.

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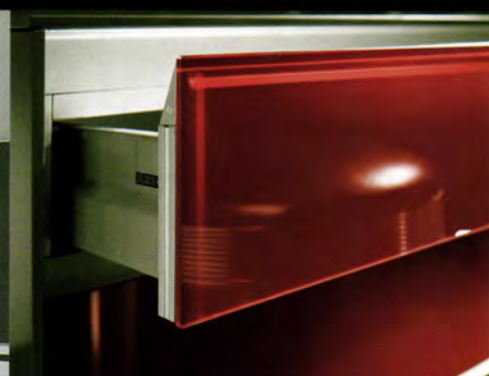
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# LAND OF GIANTS

## ART LOOMS LARGE AT FRANCONIA SCULPTURE PARK

Round up the kids and the dog and pack the MP3 player, car games, and lunch. There's nothing like a spontaneous road trip to make you appreciate life's little pleasures.

Or its larger pleasures, if you make your way to Franconia Sculpture Park ([www.franconia.org](http://www.franconia.org)), about two miles southwest of Taylors Falls at the intersection of Highways 8 and 95. At Franconia, children have great adventures traipsing through the 16 acres of restored prairie and standing up-close to the colossal sculptures, while adults do some intellectual exploring of their own. It's a world where Donald Myhre's ghostly, 22-foot-tall *Dave, Don, and Jeff* stands just down the path from Kari Reardon's elegant, 24-foot *Metalmatic* tower (pictured here). Think of Monty Python's *And Now for Something Completely Different* as you park the car and begin your outdoor journey.

Franconia Sculpture Park is all about the experience of interacting with art in a natural environment. And when you've had your fill of that, stop by the "studio" (much of it is open-air) to meet the artists and learn about the process of making large-scale art.

So hit the road, and remember: Life's not about the getting there; it's about what you do along the way. Free admission/donations appreciated. Open seven days a week from dawn until dusk.

—Susan Andre, *Allied AIA*

In Platform, we highlight thought-provoking public art in architectural environments.

PLATFORM

## 3-D Saturday Nights

Artists from Franconia and members of VACUM (Visual Arts Critics Union of Minnesota) converge on the second Saturday evening each month from June through October for 3-D Saturday Nights, a no-holds-barred three-way dialogue among sculptors, writers, and anyone in the public interested in art of three or more dimensions. The evenings include slideshows of current resident artists' work, freewheeling discussion, and good things to eat and drink at the barbecue afterward. An \$8 donation covers the food and drink.

—Glenn Gordon



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BY LANCE NECKAR

# PLANT Life

In Variables, thought leaders and concerned citizens offer their take on complex issues in the built environment.

VARIABLES

Workers load cars from the Ford Plant onto river barges for shipment downriver. The plant has animated the Highland Park neighborhood since 1925.

*The Ford Assembly Plant has anchored St. Paul's Highland Park neighborhood for more than 80 years. Now, with the plant closing in 2008, the city readies for a once-in-a-lifetime redevelopment opportunity. Which current scenarios and design goals hold the most promise for reinvigorating the community? Our expert panel offers insight.*

I was fortunate to be appointed to the Planning Task Force on the redevelopment of the Ford Assembly Plant in St. Paul's Highland Park neighborhood. The discussions that will help shape the city's development framework for the Ford plant are at an early stage of evolution but on a very fast track. In June (after this issue went to press), five scenarios were offered that anticipate many of the unknown conditions of the site. Mayor Chris Coleman's optimistic ideas include making the Ford site a zero-emissions development. Meanwhile, Ford, bleeding cash, has apparently sold its 17-megawatt power plant to a Canadian hydroelectric firm. The sale of the Albert Kahn-designed, villa-like building and its four 1920s-era Westinghouse turbines at the edge

of the dam represents a loss to the project on many levels. Even with the 5-megawatt provision of power to the site that is a codicil of the sale, the loss limits the site's reuse flexibility.

It seems at this stage that some type of mixed-use scenario will prevail. Most schemes show predominantly residential fabric at several density levels near the Mississippi River, with variations of commercial, institutional, and light-industrial development built around a green infrastructure to protect and give access to the river. Meanwhile, United Auto Workers activists, lobbying on behalf of green manufacturing, have actively promoted discussion of a manufacturing future for the site. The design future of the Ford site now appears to

depend on several related, if uncertain, factors: cost of site cleanup (which may not be fully known until after the plant closes in 2008 and phase II investigations can be completed), how Ford proceeds, which developer gets it, what land uses will be economically and politically feasible at the time of the sale, and whether the site's rail corridor will be used for freight or transit or even as a street.

Stay tuned. This project has the potential to be a breakout vision of a resilient, regenerative future for our region, one in which new benchmarks of sustainability are set. Or it will be a pleasant New Urbanist, mixed-use addition to Highland. What we all hope it will not be is simply an artifact of the money of the moment.

*For additional perspective, Architecture Minnesota asked three close observers of this complex redevelopment opportunity—including St. Paul Mayor Chris Coleman—to weigh in with their hopes and concerns. Their comments, excerpted here, appear in full on page 55.*

"I didn't create parameters for the Ford Site Planning Task Force, but I did ask them to wrestle with two specific ideas: **What might it look like if we set out to create an emission-free community in the heart of the city?** And how might we integrate a new job-intensive use in a neighborhood best known for its high-quality residential environment?"

—St. Paul Mayor Chris Coleman

"Rather than asking what this site means to the Twin Cities, region, or country through the possibilities of extending our commuter-rail system, maintaining our skilled industrial labor, or producing **the model of an integrated green community**, [current] plans lean heavily on housing—the fast-food of the real estate industry."

—David Eijadi, FAIA, organizer of AIA St. Paul's "Unauthorized Design" charrette in March, an event at which more than 40 architects considered numerous possibilities for the Ford plant site

"Some criticize Highland for having a NIMBY (not in my back yard) attitude. Speaking as one Highland resident, **I don't oppose development or change; I just oppose bad design.** If we fail in visioning Ford, it's not for looking backward, but for not looking hard enough."

—Deborah Karasov, executive director of Great River Greening and member of the Ford Site Planning Task Force



PICTOMETRY

**The size of the Ford site makes it one of the largest redevelopment opportunities in the history of St. Paul.**



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**AIA** Minnesota



*The Washington Boulevard (page 26) and Upper Amity Creek (page 38) projects were organized by AIA Minneapolis and AIA Northern, respectively, to mark the 150th anniversary of the American Institute of Architects. AIA St. Paul's AIA 150 campaign—a series of design workshops that will help University Avenue business owners prepare for light rail—will be highlighted in our November/December Urban Design issue. All three volunteer efforts were designed to focus on livability issues.*

# LIVABILITY 101

We borrowed this title from a booklet published by the American Institute of Architects because, well, it fits. Cities, towns, and neighborhoods looking for a refresher course in how to create more vibrant places to live would do well to heed the examples shown in the following pages: A mayor engages a volunteer team of architects, planners, and developers to create a vision for revitalizing a major urban thoroughfare unfriendly to pedestrian activity. City officials and planners, community organizations, and neighborhood groups work together to forge a unique, city-spanning recreational corridor, and new development blossoms along its path. In central Minnesota, a small city aspires to transform its flagging, historic downtown into the regional destination it once was. And up north, volunteer architects and community planners present their city with a conservation-friendly plan for adding housing to a prized natural area targeted for development.

What binds these stories together? All four efforts featured a wide collaboration of forward-thinking individuals, including many architects, and all four embody AIA's 10 Principles for Livable Communities (see feature on page 43). Rather than listing all 10 principles here, we'll simply highlight the overarching 10th principle, which these projects beautifully illustrate — **DESIGN MATTERS: DESIGN EXCELLENCE IS THE FOUNDATION OF SUCCESSFUL AND HEALTHY COMMUNITIES.**

—Christopher Hudson



# Dream BLVD

BY CAMILLE LEFEVRE



*A vision sketch (right) shows the new gateway to Washington Boulevard at I-35W. The beautiful architecture and green streetscape are marked improvements over existing conditions (left).*



The Washington Boulevard vision study makes specific recommendations for creating parks, greening streetscapes, widening sidewalks, and adding quality street lighting, wayfinding signage, and street art. The locations of the four vision sketches (each paired with a photo of existing site conditions) in this article are marked with dots on this map.

*The North Loop neighborhood features dynamic downtown views and an urban fabric of historic warehouses. The beautification of the streetscape will make the neighborhood feel much more livable.*



Minneapolis Mayor R.T. Rybak partners with a volunteer team of architects, landscape architects, urban designers, and developers to create a new vision for a vibrant, pedestrian-friendly **Washington Avenue**.



*The streetscape at proposed new live/work residential between Park Avenue South and Portland Avenue South shows active storefronts, wider sidewalks, and high-quality street trees.*



*The historic Mill District is a burgeoning neighborhood featuring world-class cultural destinations including the Guthrie Theater and the Mill City Museum, as well as innovative residential and mixed-use architecture.*





## Around Town

In addition to the fall 2006 Washington Boulevard study, AIA Minneapolis formed five more Mayor's Great City Design Teams in spring 2007 to lead charrettes (design workshops) in neighborhoods across Minneapolis. The five locales all had specific needs.

### Longfellow Gateway

One design team helped the Longfellow Community Council envision a landmark gateway to the city along East 46th Street between the Ford Bridge and 46th Avenue

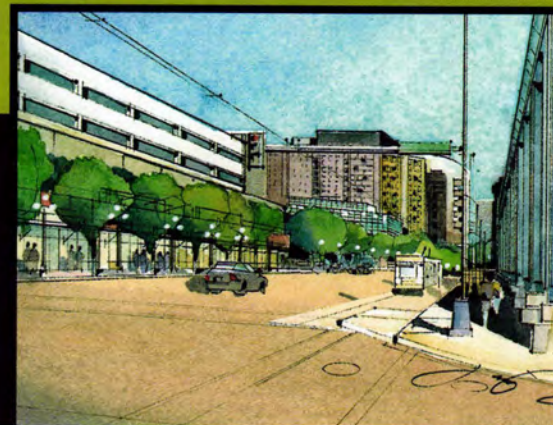
South. The team also offered ideas on how to enhance the entire corridor between the gateway and development at the 46th Street light-rail station.

### Nicollet and 18th

Another team worked with the Stevens Square Community Organization to generate ideas for this essentially vacant block. The group's goal is to spur the development of mixed-use buildings that include affordable housing and essential businesses (grocery store, bank).



*By infilling the first level of an existing parking ramp with a band of commercial spaces, the designers transformed an inhospitable wall into a pedestrian-friendly street.*



"HOW MANY TIMES HAVE YOU TOLD NEW VISITORS TO TOWN THAT THEY JUST HAVE TO WALK DOWN WASHINGTON AVENUE?" asks Minneapolis Mayor R.T. Rybak. The response he expects, and gets, of course, is sardonic laughter. "And yet," he interjects, before the cackling has subsided, "Washington Avenue connects the University of Minnesota to the center of the Mill District to the new Central Library and through the Warehouse District past the new site for the Twins ballpark and the North Loop to Northeast Minneapolis."

Washington Avenue is, in fact, the city's principal, continuous east-west corridor. And it loosely follows the course of the Mississippi River. Historically a major artery lined with pedestrian-scaled buildings, the wide avenue accommodated walkers, horse-drawn buggies, automobiles, and streetcars. But like the rest of the riverfront area, Washington was mostly forgotten by the mid-20th century after the mills closed and the Gateway District was destroyed.

"This once-great Minneapolis corridor has become a bland thoroughfare," Rybak says. "But in the past several years its potential has been recognized again." That potential came to light as new cultural facilities such as the Mill City Museum, Minneapolis Central Library, and Guthrie Theater became realities. And these buildings aren't the only new attractions on or near Washington; they were planned within a rapidly changing downtown context that includes the revitalization of the Mississippi riverfront, adaptive reuse of mill buildings, mixed-use infill developments, and many new residential buildings. By his second term, Rybak decided the re-visioning of Washington Avenue was a way to weave together the burgeoning Mill District with the other diverse and rapidly growing hotspots along the corridor.



#### 40th and Lyndale

This intersection includes two SuperAmerica gas stations—one vacant with an empty lot beside it and the other outdated and poorly designed. A design team helped the 40th and Lyndale Task Force develop a land-use proposal for the intersection that reflects the interests of area residents. See page 5 for more details.

#### Central and Lowry

In May 2005, a fire destroyed three businesses and nine apartments on this

corner. The Northeast Minneapolis Chamber of Commerce asked a design team for a fresh perspective on how to fill the hole, with the goal of building consensus among local business owners and residents.

#### Penn and Lowry

Here a design team worked with the Cleveland Neighborhood Association to envision a vibrant gateway to Cleveland Park that would create a stronger neighborhood identity. Plans for the intersection also include a four-story mixed-use building and a bus/rapid-transit station.

"The purpose of the Mayor's Great City Design Teams," says Mayor Rybak, "is to help residents develop community visions for their neighborhood, energize neighbors into action, and help more residents understand urban design and development planning. There is a place for everyone's ideas as we work together to create a vision for Minneapolis."



*The low-rise industrial buildings at the intersection of Washington and Plymouth are based on the suburban model of placing parking between the buildings and the street. The existing streetscape contains newer street lighting and trees but would benefit from more and larger trees and street art.*



In February 2006, Rybak gave a speech sponsored by the American Institute of Architects Minneapolis titled "Re-Weaving the Urban Fabric: Creating Great Spaces for a Great City," in which he advocated the integration of transit, economic development, public art, architecture, and green space to create vibrant urban spaces. AIA Minneapolis, eager to mark AIA's 150th anniversary in 2007, embraced that challenge by assembling the Mayor's Great City Design Teams—volunteer teams of architects, landscape architects, urban designers, and developers that help community groups plan for neighborhood revitalization (see sidebar on pages 28–29). On a warm September afternoon, Rybak and architect David Graham, AIA, of Elness Swenson Graham (ESG) Architects led the first design team down Washington Avenue to discuss opportunities and challenges. A Washington Boulevard "vision study," as Graham calls it, was born.

The study integrates AIA's 10 Principles for Livable Communities (see feature on page 43) in a nearly block-by-block re-visioning of the Washington streetscape. According to Graham, who led the vision study, a successful re-visioning begins with vertical mixed-use infill development "designed with lots of transparency and a contemporary interpretation of traditional ideas, to encourage active pedestrian traffic along the sidewalk."

"If you don't promote infill—whether private, for-profit, or nonprofit—it'll be a dead street," he continues. "Places like Minnesota Center for Book Arts in the Mill District and Java Joe's in the North Loop have large windows through which you can glimpse activity, whether you're walking or driving by. That's what makes great boulevards: people and activity. We need lots more of that."

>> continued on page 56

#### WASHINGTON BOULEVARD CORE DESIGN TEAM

David Graham, AIA  
ESG Architects

Ryan Kronzer, Assoc. AIA  
Rozeboom Miller Architects

David Frank  
Schafer Richardson

John Slack  
Dahlgren Shardlow & Uban

Lauren Huynh, Assoc. AIA  
ESG Architects

Jerry Ohm  
ESG Architects

Raymond Dehn, Assoc. AIA  
ESG Architects

Erin McCleary  
ESG Architects





#### PHASE ONE, WEST

*Opened in summer 2000, the first segment of the Midtown Greenway passes the bucolic Chain of Lakes before cruising through bustling Uptown and past the large, lush Soo Line Community Garden. The most urban and densely populated section of the Greenway, the western segment links 10 south Minneapolis neighborhoods.*

# Build It and They Will Come

A truly distinctive urban amenity, Minneapolis' Midtown Greenway invites bicycle rides and mixed-use development all along its path

by Camille LeFevre

"Trench. Just think of the word *trench* and everything it suggests," urges Caren Dewar, executive director of ULI (Urban Land Institute) Minnesota, ticking off such images as a deep, muddy depression in the ground that people other than soldiers generally avoid. "Just being in a trench suggests you're in trouble," she adds. "Now, think of the word *greenway*," she continues, with its connotations of lush plant growth, leafy trees and shrubs, and people gathering together under dappled shade as they walk, bike, read, picnic, and enjoy each other's company.





## PHASE TWO, CENTRAL

*The Greenway begins passing through more industrial areas of the city as it moves from Fifth Avenue South to Hiawatha Avenue. Completed in 2004, the central section, spanning five neighborhoods, travels by the Soldiers and Pioneers Memorial Cemetery, which is the only significant green space in this segment.*

## PHASE THREE, EAST

*The recently completed eastern leg, which runs from Hiawatha Avenue to West River Parkway, passes through two residential neighborhoods and Brackett Park.*

The shift from *trench* to *greenway*, which is “transformative in the most profound sense,” Dewar explains, is exactly what’s happened to the former freight-train corridor running west to east through Minneapolis from the Chain of Lakes to the Mississippi River. Known as the Midtown Greenway, the three-phase, publicly funded project, which began in 2000, has transformed the neglected, decommissioned railroad bed, dug deep into the ground to keep it from public view, into a thriving, visible, focal point for urban renewal.

“It’s a silver bullet that’s vastly improving our quality of life,” enthuses Tim Springer, executive director of the Midtown Greenway Coalition, who then lists the civic accomplishments this new intra-city trail achieves. “It’s a non-motorized transportation corridor, a public recreational path for biking and walking, and a link in our green-space system between our two most important public-space amenities: the lakes and the river.”

The Midtown Greenway is also, says Dewar, “healing, repairing, and knitting together” the diverse communities in between. “The trench was about turning your back to the railroad and the industry along it. The Greenway is about turning toward the communities that have grown up along it.” Adds Springer: “A lot of people are starting to connect with, identify with, and regularly use the Greenway. We know of one family whose kids use it to walk

from their home in the Phillips neighborhood to Uptown every day. It’s become a part of their lives.”

Phase one—the western segment of the bicycling and walking path, which opened first—extends from Chowen Avenue, just west of Lake Calhoun, to Fifth Avenue South, just east of I-35W. This stretch passes through 10 neighborhoods as it moves past Lake of the Isles and Lake Calhoun, through Uptown, and past the Soo Line Garden, a large community garden, on its eastern end.

The central portion of the Greenway, or phase two, travels from Fifth Avenue to Hiawatha Avenue, past the Soldiers and Pioneers Memorial Cemetery (Layman’s Cemetery), Midtown Exchange, and five neighborhoods. The easternmost segment, or phase three, passes through two neighborhoods and ends at the West River Parkway. Five public-art projects are planned for this portion of the trail, which will eventually cross the Mississippi River and continue on into St. Paul.

In addition to biking and walking trails, the Greenway may also, in the future, include a passenger railway. “We’re pursuing electrically

powered, modern streetcars operating on rails alongside the cycling and walking trails in the Greenway, with the aim of creating a national model for a beautiful, multi-modal alternative-transportation corridor,” Springer says.

Since its transformation, the Midtown Greenway has also been spurring phenomenal development along its formerly industrial edges, including housing. “You don’t build housing on a trench,” Dewar says. “The Greenway reclaims an area that was a no-man’s-land, and that’s hugely important in terms of property values.” Springer likens the Greenway to “a spine for development, with projects growing along the Greenway much like sugar crystals grow along a piece of string that’s submerged in a solution of sugar and water.”

So call the Midtown Greenway the new sweet spot in Minneapolis, where fresh air, lush landscaping, outdoor art, community participation, peaceful recreation, non-motorized travel, and a variety of new housing options designed by some of the city’s most notable firms are transforming the city itself. The following is a look at a few sugar crystals that caught our eye.

*The three-phase, publicly funded Midtown Greenway has transformed the neglected, decommissioned railroad bed, dug deep into the ground to keep it from public view, into a thriving, visible, focal point for urban renewal.*





*With its easy access to transit, shopping, and recreation, this four-phase, mixed-use redevelopment brings city living to St. Louis Park.*



## Hoigaard Village

**HOIGAARD VILLAGE**  
[www.hoigaardvillage.com](http://www.hoigaardvillage.com)

**Architect:**  
 UrbanWorks Architecture  
[www.urban-works.com](http://www.urban-works.com)

**Landscape architect:**  
 Studio Green  
 Landscape Architecture

**Completion date:**  
 Spring 2008 (Harmony Vista)  
 through 2010

**Digital renderings:**  
 UrbanWorks Architecture

**THIS FOUR-PHASE, MIXED-USE REDEVELOPMENT** was designed to bring urban living—with its implied easy access to transit, shopping, and leisure activities—to one of Minneapolis' first-ring suburbs just west of the Chain of Lakes: St. Louis Park. Recipient of a Livable Communities Grant, the development reuses a light-industrial site two blocks from a future light-rail station and next to the Southwest Trail (for bicyclists and pedestrians), which links with the Midtown Greenway.

A mix of owner- and renter-occupied units, Hoigaard Village includes condos, townhouses, and apartments, many of which overlook a large



park with a stormwater pond that serves the entire neighborhood. The Harmony Vista condos and Camerata apartments are rendered in an understated contemporary design of brick and precast concrete. But where the condo building, which faces 36th street, includes pedestrian-friendly retail on the first floor, buildings like the Camerata, which is positioned next to the Greenway, have a distinctly more residential feel. Adding to the overall mix will be large, city-commissioned public artworks, placed along 36th near the park.

Other proposed phases include the Adagio (condos) and Medley Row (townhomes). There's no telling where the musical theme came from in naming Hoigaard Village's residential buildings. But with the warehouse-style layouts of Harmony Vista, singles seeking the comfort of the suburbs but with easy access to downtown will be able to ride the rails from one to the other for a song.

Recipient of a Livable Communities Grant, the development reuses a light-industrial site two blocks from a future light-rail station and next to the Southwest Trail (for bicyclists and pedestrians), which links with the Midtown Greenway.





AYM

## Mozaic



*Translucent glass walls, grass-lawn terraces, and an outdoor "living room" with heated-granite walkways and fire and water features: This new development fairly screams hipness as it remakes a beloved entertainment hub.*

**MOZAIC**  
[www.uptownmozaic.com](http://www.uptownmozaic.com)

**Architect:**  
BKV Group  
[www.bkvgroup.com](http://www.bkvgroup.com)

**Landscape architect:**  
BKV Group

**Completion date:**  
Spring 2009

**Digital renderings:**  
BKV Group

### MODERNISM + TATTOOED GRUNGE FILTERED

through a New Age sensibility is the hipness equation promoted by the marketers of this shimmering behemoth planned for what has been the Lagoon Cinema in Uptown and the parking lot behind it. With the controversy over the height of its tallest building resolved (now 10 stories instead of 13), this condo-hotel-retail project is being promoted with such airy concepts as "feeding both sides of you," meaning your slumming greasy-spoon side and Uptown Girl martini side. And to care for your spiritual side, the floors are named Earth, Water, Fire, Air, Life, Time, Space, and—the top floor—Aura.

Aside from all that lifestyle marketing, the curvilinear translucent building has some stunning amenities, such as 72 open-plan units, some with grass-lawn terraces; a plaza (they call it an "outdoor living room") with heated-granite walkways and water and fire features; and a bridge to the Midtown Greenway. The complex also includes a luxe Graves Hotel, restaurant and cafe space, and an expanded Lagoon Cinema. With all that glass, however, residents are advised to stick with the first two parts of the Mozaic website's exhortation to "Dress Up, Dress Down" and skip the third: "Or Romp Around Naked."





# Midtown Lofts

**LOCATED ON THE MIDTOWN GREENWAY,** the three-building complex's 72 one-story contemporary lofts and two-story townhomes are already sold out. Was it because of the structures' careful siting into the existing neighborhood, recently transformed by light rail, the Greenway, and the spectacular reuse of the Sears building into Midtown Exchange? Or perhaps it was the sensitive reference to the area's mixed industrial and residential heritage through the use of light industrial-grade materials, splashes of bright color, and porches and railings on the buildings' exteriors? Or maybe it was the high-design interiors—so clean and sassy, Room & Board featured them in their 2006 sales catalog—and a midrange price point that spurred dedicated urbanites to snap them up at a steady pace? The answer: all of the above, and the fact that residents' daily needs can be easily met via walking, biking, or public transit, putting the green in urban living.

**MIDTOWN LOFTS**  
[www.landergroup.com](http://www.landergroup.com)

**Architect:**  
Elness Swenson  
Graham Architects  
[www.esgarch.com](http://www.esgarch.com)

**Landscape architect:**  
Close Landscape  
Architecture  
[www.closetlandarch.com](http://www.closetlandarch.com)

**Size:**  
112,500 square feet

**Completion date:**  
December 2004

**Photographer:**  
Albert Vecerka/  
ESTO Photographics

*This contemporary three-building complex evokes the area's mixed industrial and residential heritage through the use of industrial-grade materials, bright colors, and terraces.*



High-design interiors—so clean and sassy, Room & Board featured them in their 2006 sales catalog—and a midrange price point spurred dedicated urbanites to snap them up at a steady pace.



**DESIGNED WITH SLEEKLY URBAN LINES THAT** conjure a marriage of metallic futurism and Scandinavian restraint worthy of *Dwell* magazine, T29 (as it's snappily known) has arisen on a former industrial storage yard next to the Greenway, and it projects a sense of affordable modernist luxury. Distinctly downtown in feel—with light streaming through expansive windows, concrete floors, and nine-foot ceilings—the 54 two-level townhome lofts are also, well, homey, with their semi-private ground-floor patios, perfect for entertaining. But the project's metal, stucco, and concrete exteriors, together with its neighborly courtyards, lend T29 the air of a small village on the right side of the tracks.



## Track 29

► **TRACK 29**  
[www.track29lofts.com](http://www.track29lofts.com)

**Architect:**  
B. Aaron Parker &  
Associates/Metropeligo  
[www.metropeligo.com](http://www.metropeligo.com)

**Landscape architect:**  
Close Landscape  
Architecture  
[www.closeandarch.com](http://www.closeandarch.com)

**Size:**  
125 units (71 condos,  
54 two-story garden  
apartments)

**Photographer:**  
B. Aaron Parker



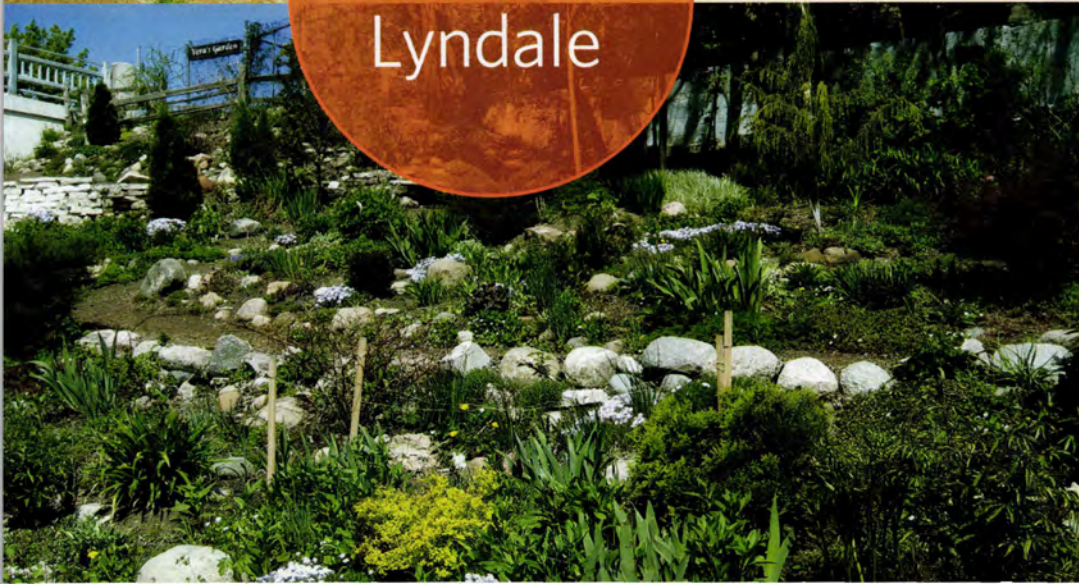
## 2833 Lyndale

**OF THE MANY LOVINGLY TENDED COMMUNITY** gardens along the Midtown Greenway, none has flourished like Vera's Garden. The Eden-like oasis bursts with floral color spring through fall, stopping walkers, cyclists, and roller-bladers in their tracks. Its sudden absence would shock and sadden passersby, even though everyone knows the lush landmark has been growing on borrowed time and land.

Fortunately, the new 2833 Lyndale Mixed-Use Development, located at the northeast corner of the intersection of Lyndale Avenue South and the Greenway (a collection of industrial

and commercial buildings are still on the site), has been designed by BKV Group to incorporate a portion of Vera's Garden. While the upper third of the garden will be subsumed into an underground parking garage, the U-shaped building's 11,000-square-foot raised central courtyard will be connected to the garden via two stairways, one mid-block and one along Lyndale.

The raised courtyard—with its concrete sidewalks, wood arbor, structured plantings, outdoor seating, and ornamental fencing and lighting—will also provide numerous views on Vera's Garden and the Greenway below. Will there be a new batch of gardeners among the residents of the 109-unit building? BKV hopes so. Plans for a garden tool room are under way, to help new tenders of Vera's Garden get growing.



► **2833 LYNDALE MIXED-  
USE DEVELOPMENT**

**Architect:**  
BKV Group  
[www.bkvgroup.com](http://www.bkvgroup.com)

**Landscape architect:**  
BKV Group

**Size:**  
122,000 square feet

**Completion date:**  
Fall 2008

**Photographer:**  
BKV Group;  
Mark Emery



GRE

Midtown Exchange, an innovative adaptive reuse accomplished by a wide collaboration of architecture firms, developers, and consultants, has become a south Minneapolis hub and the envy of urban visionaries around the country.

**COLOSSAL SLICES OF PUFFY WHITE MEXICAN** cake festooned with chocolate shavings and strawberries. Bins of Greek olives, slices of Italian cheese, shelves of Native American fry-bread, racks of spices, squiggles of crackling pork, steaming trays of curry. African clothing, Ecuadorian crafts, fish markets, organic groceries, minute massage, salsa aerobics, and a Steely Dan song in Spanish. In the midst of it all sits the "all-American" malt-and-burger shop Andy's Garage.

That's just a glimpse of the cultural mélange of the Global Marketplace on the first floor of Midtown Exchange, the goliath formerly known as the Sears & Roebuck building at Lake Street and Chicago Avenue. Its innovative adaptive reuse was accomplished by a wide collaboration of architecture firms, developers, and consultants on a fast-track schedule of less than two years. Today, Midtown Exchange has become a south Minneapolis hub and the envy of urban visionaries around the country.

## Midtown Exchange



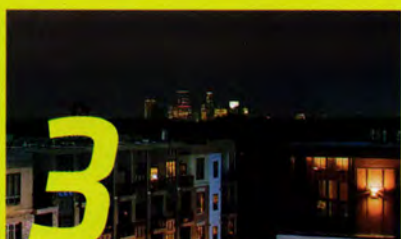




AIA's 10 Principles for Livable Communities have been the focus of statewide events celebrating the 150th anniversary of the American Institute of Architects.

Architecture Minnesota asked 10 Minnesotans who are leaders in their respective fields to each address one of **AIA's 10 Principles for Livable Communities.** The words and images they delivered capture the best of Minnesota living—and the work we still need to do.

# 10 ON 10



Minnesota has received more than its fair share of accolades for quality of life in recent years, including top rankings on lists of most livable states.

If you ask Minnesotans what it is they love about where they live, you are likely to hear a wide range of answers: the system of parks, the schools, the neighborhoods, the arts, and, yes, even the weather. In reality, all of these things and so much more must come together in just the right formula to make our cities the unique and vibrant places they are. In Minnesota, we don't leave this mix to chance; we have a long history of communities and visionaries working together to create the best social, cultural, and physical context for people to thrive in.

In Los Angeles last summer, I was truly inspired by a performance art piece titled "10 x 10." In it, 10 people recognized for their creativity each presented 10 images that spoke to their inspiration. The diversity and juxtaposition of both people and images was thought provoking and memorable. Since then I have been searching for a way to import and translate that concept to Minnesota. Leave it to *Architecture Minnesota* to find the perfect translation. What better way to explore the forces that fuel our quality of life than to link our great places with the people working to make them great? In the following pages, 10 Minnesota thought leaders each tackle one of AIA's 10 Principles for Livable Communities. Taken as a whole, their words and images—by turns wistful, celebratory, prescriptive, and challenging—reflect the diversity of thought that goes into the complex task of creating livable communities.

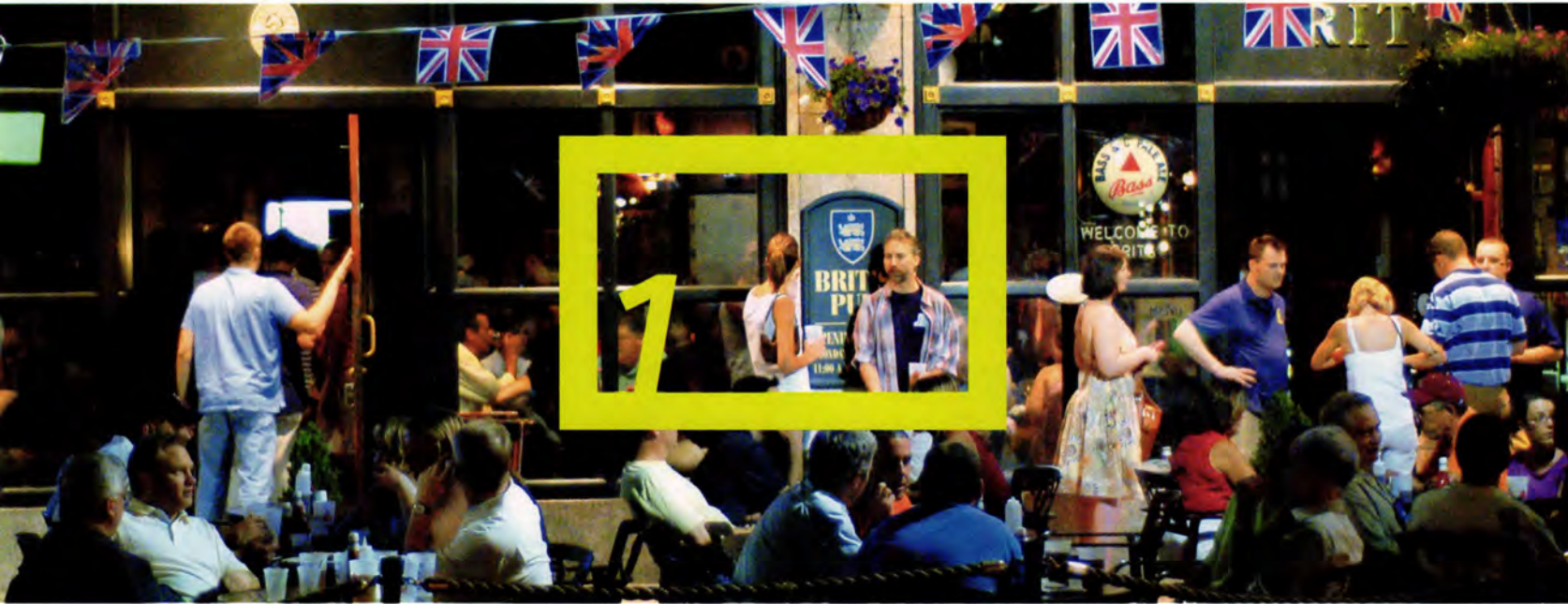
—E. Tim Carl, AIA

In the spirit of a thoughtful exchange of ideas, we invite readers to respond to this feature at [aia.mnblog.blogspot.com](http://aia.mnblog.blogspot.com). The magazine and our 10 contributors would love to hear your thoughts.



## PRINCIPLE 1: Design on a Human Scale

*Compact, pedestrian-friendly communities allow residents to walk to shops, services, cultural resources, and jobs and can reduce traffic congestion and benefit people's health.*



DAN OLDRE

Human-scale design is less about architecture and more about use. How do people interact with their city? Why do people engage in their city? How does the city meet the needs and desires of its citizenry? If done well, a city's scale is human and approachable. In late 2006, a group of active community members created the Walking Minneapolis Foundation to focus on making Minneapolis a world-class, walkable, vibrant downtown. We've spent time thinking about the great cities of the world and what makes them great. Our conclusions can be organized into three equally important areas:

### PHYSICAL

Are there places for people to meet each other? Do the pathways between great places encourage the journey through easy navigation and a sense of discovery among aesthetically connected elements? Do storefronts encourage visibility to and from the public right of way? Does public art and greenery make the journey pleasing? Does a "rhythm" of planned and impromptu activities make people want to be there?

### OPERATIONAL

Visible signs that someone cares are important. Beautiful structures and spaces don't matter if no one takes care of them and no one is there to

use them. If a woman thinks a space smells clean, looks clean, and sounds clean, then she (and all of her male and female friends) will be comfortable being there. In addition to looking cared for, a community space needs to broadcast that people are *supposed* to be there. A space with ambassadors, activities, vendors, and events says, "Come discover this place." Portable elements, such as lightweight chairs, vendor carts, and stages, give people a reason to journey and allow them to make the space their own. (Portable items also allow a space to adapt to seasonal, daily, and event-related traffic patterns, thus maximizing resources.)

### MAGICAL

The human question is about what people think of a space. We have all been to cities where the architecture wasn't first-rate, but the city was still cool. People want to be around other people, to make memories and be remembered. It is important to give people a reason to come to a space. But first it is necessary to promote the sense of place they will discover when they come.

I chose this picture because it represents all three of these elements. It's not just about the architecture of the space; it's about the soul of the place—the ability to be human together. Don't we all want to be there?



## Sarah Harris

Sarah Harris is executive director of Walking Minneapolis, a private foundation seeking to create a more vibrant and pedestrian-friendly downtown. [www.walkingminneapolis.org](http://www.walkingminneapolis.org)





## Chris Coleman

St. Paul Mayor  
Chris Coleman spoke on AIA's  
10 Principles for Livable Communities at  
AIA Minnesota's 2006 Town Hall Forum  
on livable communities.  
[www.stpaul.gov/mayor](http://www.stpaul.gov/mayor)

When I think about the importance of variety in our cities and neighborhoods, I think of Saturday mornings at the St. Paul Farmers' Market. The colors, flavors, and aromas remind me of why I love St. Paul. Being able to buy fresh produce straight from the growers speaks to the wonderful texture of our marketplace and community.

The diversity of people selling and shopping reminds me that we are stronger—and more interesting—because of the generations of immigrants who have shaped our community. New foods and fabrics, art and music are just the beginning of the gifts they've brought to us. Families come together around their booths

at the farmers' market with the goal of earning enough to send their children to college, launching them to remarkable lives of opportunity and service.

From the heart of historic Lowertown, I can see bluff neighborhoods in every direction—Dayton's Bluff, the West Side, Summit Hill—each with its own immigrant story, its own character, and its own place in St. Paul's future.

I come home with an armful of produce, half of which I can't identify and don't know how to cook. But that is St. Paul's story—wonder, discovery, and celebration of the diversity that is life in this great city.

### PRINCIPLE 2: Provide Choices

*People want variety in housing, shopping, recreation, transportation, and employment. Variety creates lively neighborhoods and accommodates residents in different stages of their lives.*





**PRINCIPLE 3: Encourage Mixed-Use Development**  
*Integrating different land uses and varied building types creates vibrant, pedestrian-friendly, and diverse communities.*



## David Graham, AIA

David Graham is a principal with Elness Swenson Graham Architects, a firm whose mixed-use projects include Excelsior & Grand in St. Louis Park.  
[www.esgarch.com](http://www.esgarch.com)

It is predicted that the population of the Twin Cities metropolitan area will grow by more than one million by 2030. Where will these people live, work, shop, and play? What architects and planners are now seeing is that the old model of simply sprawling out beyond the suburbs, while relying on single-use zoning, is no longer economically viable or environmentally sustainable. One solution is mixed-use development (or redevelopment) in our metropolitan area.

What is mixed-use? *Vertical* mixed-use takes the form of new buildings, or reused existing ones, that contain various combinations of retail, housing, restaurants/cafes, yoga studios or workout gyms, grocery stores, childcare centers, offices, and even artist studios. By layering this variety of uses with housing and commercial on upper levels and public areas on the pedestrian-friendly ground level, architects create places in which people can thrive while enjoying easy access to the amenities they need to live their lives. *Horizontal* mixed-use comprises retail, commercial, and civic neighborhood centers within walking distance of a variety of places to live.

As these mixed-use projects sprout on formerly dilapidated or empty sites within the metro area, they create new neighborhood vitality with tree-lined sidewalks and animated street-level shops and eateries. Whenever possible, mixed-use developments are located near public transit and bikeways. Residents have easy access to work and play and become less reliant on their cars.

If this scenario sounds familiar, it should. Mixed-use designs helped shape the vibrant neighborhoods of pre-World War II America. In Minnesota, architects and developers are using those proven planning principles and reinterpreting them in a contemporary way, often with architectural designs that blend the historic character of the neighborhood with a modernist sensibility.

A century ago, 10 percent of the world's population lived in cities. Today, 50 percent of the world's population lives in cities, and by 2050, the percentage will rise to 75. This global and urban population growth, combined with critical needs for financial and environmental sustainability, makes high-density, mixed-use, transit-oriented, walkable, green urban neighborhoods the primary challenge and opportunity for architects in American cities like Minneapolis and St. Paul.

Just as in the past, a diverse urban vitality is today's solution for the future.



AC JOHNSON PHOTOGRAPHY





#### PRINCIPLE 4: Preserve Urban Centers

*Restoring, revitalizing, and infilling urban centers takes advantage of existing streets, services, and buildings and avoids the need for new infrastructure. This helps to curb sprawl and promote stability for city neighborhoods.*



**Judith Martin**

Professor Judith Martin is director of the Urban Studies program at the University of Minnesota.

"Who Woulda Thunk It"? Folk musician Greg Brown's song title aptly captures the recent changes in Minneapolis' North Loop neighborhood. Warehouse districts across the country were transformed in the 1980s; the North Loop, though next to downtown, lagged more than a decade behind. This view—what used to be a close-up of the Soo Line Railroad tracks—shows a street made over very quickly in the late 1990s. These high-density low- and mid-rise buildings at Heritage Landing destroy the myth that Minnesotans will not live at city densities.

Heritage Landing and other North Loop projects add thousands of new city residents to this once truck- and rail-filled area. For decades this was

no place for people. The Warehouse District lost businesses as the economic world shifted, and dereliction crept in—brick pavers peeked from under the worn blacktop. But now a new neighborhood flourishes, with its own traditional neighborhood anchors: the new Franklin Bank (who puts a new bank in a derelict industrial area?), the old Gardner Hardware, many new restaurants, bars, and gyms, and dogs galore walking their owners. How far away can a Whole Foods be?

Preserving urban centers starts with the willingness of residents to live an urban life, one in which most errands do not involve a car ride. It's not for everyone. But those who choose this lifestyle find unexpected pleasures.





## Peter McLaughlin

Hennepin County Commissioner  
Peter McLaughlin led the campaign  
to bring LRT to the Twin Cities.  
[www.co.hennepin.mn.us](http://www.co.hennepin.mn.us)  
keywords: Peter McLaughlin, District 4

I'm an *infrastructural determinist*. From the railroad towns of the 19th century to the streetcar cities and suburbs of the mid-20th century, history shows that where our rails, roads, and trails are located determines where and how we live, work, and play. Infrastructure investment shapes the pace and pattern of how communities develop over time.

So transportation infrastructure has never been about just transportation. It's been about creating the context in which people live their lives. It's been about expanding economic opportunities for individuals, businesses, communities, and regions. In the 1950s and 60s, we saw the reverse effect. Freeways drained life out of inner cities.

Today, transit is a powerful catalyst to reestablish older urban centers as residential and commercial hubs with a vibrant mix of uses that create safe environments for a diverse group of travelers including pedestrians, bicyclists, train riders, and drivers. Transit can also link the suburbs in new ways and spawn new patterns of suburban development. New development along the Hiawatha LRT line in both Minneapolis and Bloomington has proven that here.

To support healthy communities and a healthy population, we need to continue this change in course. We must move from an atomistic, automobile-driven pattern of development to one where transportation choices are enhanced by strategic infrastructure investments that serve us well today and throughout this century. A robust multi-modalism must be part of this effort. It will transform transit from an option for some to a choice for many. It will restore transit to its former role as a guiding investment tool for entire communities and regions.

We'll have even greater systems by incorporating creative thinking from community members and system users. The idea to include bike racks on every Hiawatha LRT vehicle, for example, came from area residents.

The Hiawatha line was the start. Against steep odds and virulent opposition, this region took a gamble on rail infrastructure. Its success is now virtually unchallenged. We stand now on the verge of a region-defining set of investments in additional corridors: Northstar to St. Cloud, Central to St. Paul, Southwest to Eden Prairie, and more.

And, lest we forget, the polar ice cap is *still* melting. It's time to get on with the building of our new, sustainable communities. It's time to invest in new, high-quality transportation infrastructure that will give people real choices for how they live now and in decades to come.

### PRINCIPLE 5: Vary Transportation Options

*Giving people the option of walking, biking and using public transit, in addition to driving, reduces traffic congestion, protects the environment, and encourages physical activity.*

PAUL CROSBY







## PRINCIPLE 6: Build Vibrant Public Spaces

*Citizens need welcoming, well-defined public places to stimulate face-to-face interaction, collectively celebrate and mourn, encourage civic participation, admire public art, and gather for public events.*



**Joe Dowling**

Joe Dowling is director of the Guthrie Theater.  
[www.guthrietheater.org](http://www.guthrietheater.org)

When Jean Nouvel suggested that the new Guthrie Theater should be built some 50 feet in the air and have a lobby space cantilevered over the Mill Ruins Parkway, I thought he had finally gone out of his mind. How could we achieve such a thing? How impractical and expensive! *Non, non*, a thousand times *non*. Luckily, M. Nouvel is as persuasive as he is brilliant, and he convinced me to join him on a cherry picker, which launched us up into the breezy November air. Immediately, I could see the value of Jean's ideas.

And so, what has come to be known as the Endless Bridge (it sounds better in French: *le pont sans fin*) has become one of the icons of an iconic building. Each week, I love watching hundreds of people emerge through the dark-blue glass door at the end of the cantilever. I get to see the looks of

delight, the sense of awe, and the gasps of surprise at the spectacular views of the Mississippi River, the historic St. Anthony Falls, and the Stone Arch Bridge that once linked our city with the rest of the country by rail.

Late at night, early in the morning, or in the midday sun, people gather on the Jundt Terrace to let the sights and sounds of this historic and graceful area relax them from the stresses of the day. The three theater spaces in the new Guthrie Theater are beautiful and practical. They will always be the center of the Guthrie experience. But I will always be drawn to the end of the Endless Bridge for its originality, its views, and its architectural and engineering genius. There, in a moment or two, I can recharge my batteries for the rigors of the day.



**PRINCIPLE 7: Create a Neighborhood Identity**  
A "sense of place" gives neighborhoods a unique character, enhances the walking environment, and creates pride in the community.



## Brenda Langton

Restaurateur Brenda Langton is the force behind health-food ventures Cafe Brenda, Spoonriver, and Mill City Farmers Market.  
[www.cafebrenda.com](http://www.cafebrenda.com)

The Mill City Farmers Market, in Minneapolis' burgeoning Mill District community, is a special place that brings small family farmers and city dwellers together to connect on a very important and delicious subject: locally grown foods. It's a weekly gathering where we do our grocery shopping and talk with farmers about where and how our wonderful food is grown.

Children, for example, learn how carrots are grown—gorgeous, long, thin carrots (not the nubby pieces in a plastic bag) with feathery green tops that can be put in a salad or soup to give our bodies upward energy. This is the kind of teaching we do at our demonstrations. After all, "Food is medicine."

The market has a special vibe, and the amazing location doesn't hurt. We are situated on a beautiful plaza and in the Mill City Museum's train shed, overlooking the Mississippi River and the historic Stone Arch Bridge. Inside the train shed, which saw the beginning of the industrialization of wheat in the 19th century, there is a deep sense of history. And when marketgoers walk out onto the modern plaza, they are awed by the deep-blue, Jean Nouvel-designed Guthrie Theater next door—and by more fabulous foods all around.

At this very serious time in our world, with global warming on the rise and commercial big farming hurting our environment and our health, it is extremely important that we all do our part in making green decisions that can save our planet. Buying and celebrating locally grown foods is a good start; doing so in an inviting neighborhood environment makes it all the more enjoyable.



PAUL CROSBY





## Deborah Karasov

Deborah Karasov is executive director of Great River Greening, an organization that leads and supports community-based restoration of natural areas. [www.greatrivergreening.org](http://www.greatrivergreening.org)



### PRINCIPLE 8: Protect Environmental Resources

*A well-designed balance of nature and development preserves natural systems, protects waterways from pollution, reduces air pollution, and protects property values.*

The American Institute of Architects wisely proposes a well-designed balance of nature and development. A successful balance can be seen in such projects as St. Paul's Landmark Plaza (pictured), with its native plants in a downtown setting. We all work very hard to build this equilibrium, but we have a long way to go.

Our state is home to 1,749 registered architects and 300 registered landscape architects (source: Minnesota Board of Registration), truly a worthy pool of environmental talent and social power. Yet projects are client-driven, and education seems never enough. I share the distress of those who want to do more. How can we do better to design projects that don't pollute the air and water, don't consume unsustainable amounts of energy, and don't leave our children growing up in danger? Here are some random facts suggesting the challenge:

#### AIR

Garden equipment to care for unsustainable landscaping produces up to 5 percent of the nation's air pollution and more in metropolitan areas. A conventional lawn mower pollutes as much in an hour as do 40 late-model cars (source: EPA).

Regionally, the NO<sub>x</sub> and SO<sub>2</sub> released from lawn-maintenance equipment react with water in the atmosphere to form acid rain (source: EPA). Acid rain is particularly damaging to lakes, streams,

and forests, as well as to irreplaceable historic buildings, statues, and sculptures that are part of our nation's cultural heritage.

#### ENERGY

In 2005, there were 36,509 building permits in Minnesota (source: U.S. Census Bureau); we currently have only six LEED-certified buildings (source: Minnesota Office of Environmental Assistance).

Total emissions of CO<sub>2</sub> (the primary greenhouse gas) have increased by 53 percent since 1985. Nearly all the CO<sub>2</sub> emissions in Minnesota are the result of fossil fuel combustion for transportation, electricity generation, and heating (source: Minnesota PCA).

#### WATER

Nonpoint source pollution, which comes from rainfall or snowmelt moving over the ground and carrying away pollutants, is the state's largest water-quality problem. As a result, approximately 40 percent of our surveyed rivers, lakes, and wetlands are not clean enough to meet basic

uses — fishing, swimming, and drinking (source: Minnesota PCA). Although agriculture is the leading contributor, urban development has a role. Urban water pollution comes from excess fertilizers, herbicides, and insecticides from residential areas; oil, grease, and toxic chemicals from urban runoff and energy production; and sediment from improperly managed construction sites and eroding streambanks.

The EPA estimates that 17 million gallons of fuel, mostly gasoline, is spilled each year while refueling lawn equipment used for unsustainable landscaping. This is more than the oil spilled by Exxon Valdez in the Gulf of Alaska (source: EPA).

#### HEALTH

11.5 percent of all traffic deaths in Minnesota in 2000–2001 were pedestrians in the Minneapolis–St. Paul metropolitan area (source: Transportation Policy Project: Mean Streets).

Minnesota is in the second highest 20 percent of states where housing units have a high risk of lead hazards (source: Pollution Scorecard).





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## PRINCIPLE 9: Conserve Landscapes

*Open space, farms, and wildlife habitat are essential for environmental, recreational, and cultural reasons.*



Shane Coen

Landscape architect Shane Coen has designed conservation developments such as Jackson Meadow in Marine on St. Croix. [www.coenpartners.com](http://www.coenpartners.com)

I can't write about conserving landscapes without mentioning the importance of developing land in a manner that conserves, complements, and even enhances the cherished sites we want to save. As a community we must accept the fact that most land will eventually be developed. Once we digest this reality, a renewed effort and focus on how to develop and conserve land starts from a more progressive place than we're currently accustomed to. As I read through the AIA's 10 Principles for Livable Communities, the paramount tenet is that design matters. We can encourage and follow the first nine principles, but what if what we build is architecturally insignificant? We risk creating places with little enduring quality, no sense of place, and no relevant dialogue with the conserved lands that we find so valuable. It is our role to encourage and expect great architecture and design; we need to weave this idea into the regular review process and follow through with hiring and empowering community planners who are highly educated design professionals with outstanding credentials. Then we can conserve and build with integrity.

That being said, let's consider the three physical areas that are being developed, and talk about conserving landscapes within them.

### URBAN

Obviously the lands we set aside for open space within our city fabrics are often smaller than those in rural settings. In the urban context, we try to identify land to conserve that will enhance the public experience both socially and environmentally. For instance, the surface parking lot bounded by Hennepin Avenue, First Avenue North, and Fifth and Sixth streets is one of the most valuable open parcels in Minneapolis to preserve. This space as a public plaza and park would significantly enhance the livability and workability of our downtown experience.

In addition, these urban spaces and the new buildings that surround them should be designed with a clean contemporary aesthetic celebrating the present and embracing modern technologies. It's time for design professionals and municipalities to end the promotion of faux-historic aesthetics within our urban open spaces and for the significant architecture surrounding them. In other words: Preserve the old and celebrate the new; the contrast is what can be truly beautiful.

### SUBURBAN

Smart growth has done an excellent job promoting development where infrastructure is in place or will likely extend. It has done a horrible job promoting what these developments, and their associated open spaces, can look like. Suburban development concepts need to be built around powerful public-open-space components that encourage direct connections to other significant surrounding open spaces. Emphasis needs to be placed on the aesthetics and functions of these

parks by embracing cultural differences in how public spaces are occupied and used, and through developing clear, bold architectural concepts that spatially reinforce and relate to the open space.

### RURAL

The idea of the American family farm holds great power and sway in our collective memory. As a community, we need to wake up and quickly react to the fact that the family farm is on the edge of extinction. Most farmers that have inherited their family's farm are no longer interested in farming it, and will inevitably develop the land. Encouraging low-density development (one lot per 5, 10, or even 20 acres) simply locks up all of the potential community open space as private land and litters the landscape with spotty development. The key is for communities to support dramatic density bonuses if the land that is significant to the public is preserved forever. The land that is put into conservation easements must remain open to the public. The goal should be to retain the rural character of our countryside while increasing density in areas within the rural landscape that we do develop.

When we develop, we should do so in a progressive manner and build on the least valuable land. Builders should not design homes; they should build them. Civil engineers should not create master plans; they should collaborate on innovative sustainable stormwater and infrastructure solutions. Qualified landscape architects should design progressive communities that promote progressive architecture. And land conservancies should promote innovative development, not just the preservation of land.





## Lyndel King

Lyndel King is director of the Weisman Art Museum at the University of Minnesota. The Weisman unveiled Frank Gehry's designs for a major building expansion in March of this year. [www.weisman.umn.edu](http://www.weisman.umn.edu)

My personal experience as director of the University Art Museum during its transformation into the Weisman Art Museum convinced me, if I ever doubted it, that design matters. Bold design by our architect, Frank Gehry, made us an icon. It gave us identity, visibility—it gave us presence. Design is the force that demands that students and the community make time in their hectic lives for the museum, and for art.

Design gave our visitors the expectation that we would produce exceptional work and challenged us to meet very high standards. The design of our building stimulated others in our community, as well. Great design energizes individuals and communities.

Our spaces are designed to function well for their purposes. But the forms of our building also help accomplish our mission. I love the varying reactions to our building's design: Many people love it, many people hate it, but no one says, "Oh, it's OK." The design of our building evokes strong opinions. It promotes discussion about art and architecture. Great design makes people think; it promotes healthy disagreements that stimulate individuals and communities.

Great design makes our environment easier to live in. It provides emotional support as well as intellectual challenges. It provides an environment where I, as an individual, feel that I can do my best. It makes my life better, it makes my work better, and it makes our community live and work better.

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**PRINCIPLE 10: Design Matters**  
*Design excellence is the foundation of successful and healthy communities.*







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## Plant Life

<< continued from page 23

"It is the St. Paul way, when we have a development opportunity of the scale of the Ford site, to gather very smart people around a very large table and ask them to forge a common vision. We do it because we have confidence that the path forward will be defined not by a majority vote among competing proposals but in the interchange of insights and ideas.

I didn't create parameters for the Ford Site Planning Task Force, but I did ask them to wrestle with two specific ideas: What might it look like if we set out to create an emission-free community in the heart of the city? And how might we integrate a new job-intensive use in a neighborhood best known for its high-quality residential environment? I asked task-force members not to limit their discussion to what they think is practical or political or even possible. I asked them to dream big.

They have done remarkable work to this point, and I look forward to continuing to work with them over the next year as we give shape and dimension to our dreams."

—St. Paul Mayor Chris Coleman

"The Ford site has a rare confluence of natural and manmade resources that look to be squandered in most of the schemes presented to the public through the task force. Rather than asking what this site means to the Twin Cities, region, or country through the possibilities of extending our commuter-rail system, maintaining our skilled industrial labor, or producing the model of an integrated green community, the plans lean heavily on housing—the fast-food of the real estate industry. If the site is completed in this way, a few will be instantly satisfied, but the health of our community will suffer."

—David Eijadi, FAIA

"We are planning for the Ford site during a trend of cities taking sustainability seriously. Ranked by the Green Guide as #4 in the Top 10 Green Cities in the U.S., St. Paul is noted for all the things that I grew up with in Highland Park: racing my brother to the park to play softball, hanging out and spotting birds at the Mississippi River's edge, and breathing clean air that made my bike ride to school go down easy.

>> continued on page 58

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Photos by Paul Crosby

6,000 square feet of granite, limestone, glass tile and slate paving produce a stylish and sophisticated dining experience in this superb Brazilian steakhouse.

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## Dream Blvd

<< continued from page 29

Once pedestrian-friendly infill is under way, the vision study calls for improving the streetscape with wide, welcoming sidewalks made of high-quality pavement; benches and waste receptacles; public art and wayfinding signage; and street lights and continuous patterns of street trees. Hence the use of the term *boulevard*, commonly defined as a wide, multi-lane, divided thoroughfare with high-quality landscaping, including rows of trees. "It isn't rocket science doing this," Graham emphasizes. "It's all about following through with consistency."

Aspects of the vision plan have already begun on some blocks. ESG has designed a new contemporary boutique hotel, Aloft, which will include street-front retail and a bar-restaurant on the corner. An ESG mixed-use residential project, the Revue, will wrap around the Guthrie's parking ramp. A streetcar line on Washington is under discussion, while the North Loop is evaluating options for greening its neighborhood.

According to Mayor Rybak, a middle section of Washington is on the repaving schedule for 2009. Businesses along the avenue are considering how to improve their storefronts and entrances. And the Washington Boulevard vision study will have "an enormous effect" on a new "pedestrian strategy for downtown Minneapolis," as well as the city's revamped Comprehensive Plan.

Graham is equally enthusiastic. "In cities across the country, not just in Minneapolis, the industrial glacier has receded—to use [Toronto urban planner] Ken Greenberg's metaphor—and people are rediscovering urban rivers as places for residences, recreation, and economic development," he observes. "Washington Boulevard follows the banks of the Mississippi River, which I call the third coast, and links an amazing amount of energy, vitality, and economic investment."

>> continued on page 59

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## Plant Life

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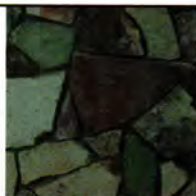
But what about the things that other cities do better? Like the clustering of sustainable businesses in Eugene, Oregon; or the pedestrian-friendly design in Austin, Texas; or the aggressive green-building incentives in Denver, Colorado? Huntsville, Alabama—once a cotton-market town and now one of the South's fastest-growing cities—is boasting the first-of-its-kind industrial park, where 100 percent of all water runoff will be biofiltered with swales, wet ponds, and dry ponds.

Some of this and more could be possible at the Ford site, our great chance to try things out for the rest of the city. Some criticize Highland for having a NIMBY (not in my back yard) attitude. Speaking as one Highland resident, I don't oppose development or change; I just oppose bad design. If we fail in visioning Ford, it's not for looking backward, but for not looking hard enough."

—Deborah Karasov

AMN



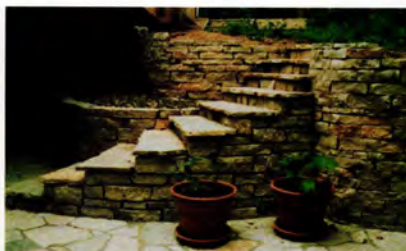


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## Dream Blvd

<< continued from page 56

"As a major corridor and tourist destination, it deserves to have a more welcoming, auto- and pedestrian-friendly sense of arrival, especially if we're selling Minneapolis as a great city and want to compete with Portland, Seattle, and Chicago's Millennium Park," Graham continues. "Our vision study is an example of using a corridor to reweave a whole length of urban fabric, as opposed to just focusing on redevelopment on one street corner or neighborhood."

So when exactly might Washington Avenue become Washington Boulevard? Rybak admits the transformation will occur piece by piece. "If this was the 1960s or 70s, when cities had dollars to make things happen all at once, we'd lay out a grand vision and get Washington Boulevard done," he says. "But this is a different world. And we don't want to do one-size-fits-all redevelopment. So for better or worse, Washington Boulevard will happen in increments. But the vision study gives us a blueprint for that series of smaller actions that together could turn into something spectacular." **AMN**

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## Town at a Crossroads

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only 4 percent of local police calls are in downtown. The biggest elephant in the room is the wary eye cast on Willmar's cultural newcomers—the 20 percent of the population that is foreign-born. Three-quarters of this group is Latino and the remaining quarter East African. "In a small town, there's no avoiding cultural diversity. It's more direct," Tom Ososki points out. The fact that Willmar's demographics reflect where much of Minnesota will be in 2020 makes the Design Center's work a model to watch as other communities embrace more diverse populations and their needs.

Like the Yankees, Germans, Scandinavians, and Irish who came to Willmar before them, Willmar's newcomers are not afraid to work in food-processing (Jennie-O Turkey is headquartered in Willmar) or service-related jobs. And these groups are some of the biggest risk-takers in starting new businesses such as cafes, bakeries, and clothing stores downtown—hardly a surprising trend, given the history of Minnesota's towns and cities. For example, Minneapolis' Lake Street has for generations been home to immigrant businesses run by Swedes, Norwegians, Russians, Mexicans, and now Ethiopians, Somalis, and Hmong. The suburbs can have big boxes, but old streetcar strips like Lake Street and downtowns like Willmar have a more local experience to offer. The question is, Can Minnesota's small towns build the right retail mix of large and small, new and old, to compete with other regions?

### RECONNECTING TOWNSCAPES NEW AND OLD

Willmar's downtown leaders realize that big-box retail is a fact of life in Midwestern small towns. The challenge is to plan for it, make it accessible to transit, and connect it to older neighborhoods. Yet, in a time of mega-high schools and mega-stores, there is a reactionary desire for other options, for the intimacy of scale possible in charter schools and the cozy, engineered "community places" of Starbucks and Applebee's. What these franchise neighborhood hubs recall is the schools, stores, and coffee shops that existed 40 years ago in downtown Willmar—places, like Thrifty Drug, that Judy Wright remembers from her youth.

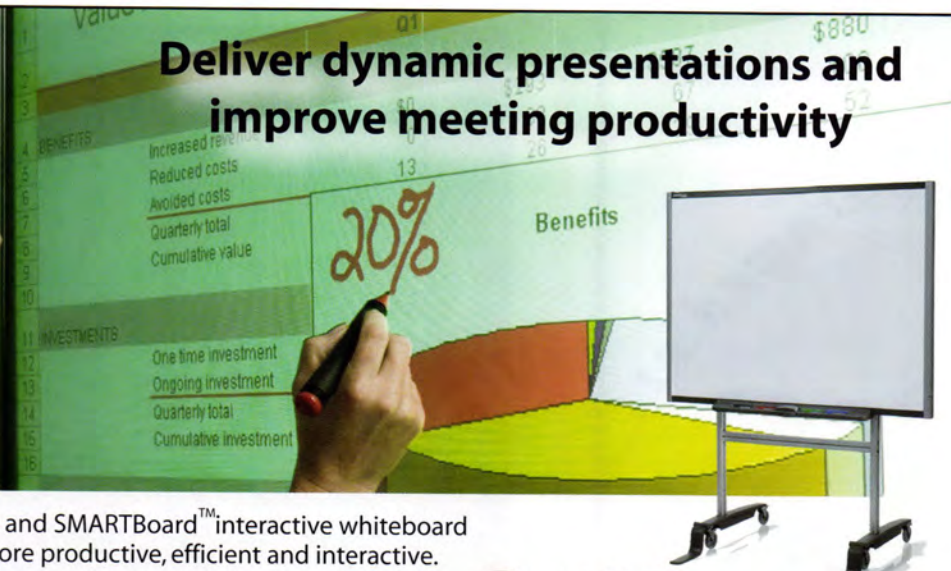
Judy Wright's Northern Grounds Coffee House—in a 1960s bank with a drive-thru deposit window now used for quick-stop coffee—is the wireless

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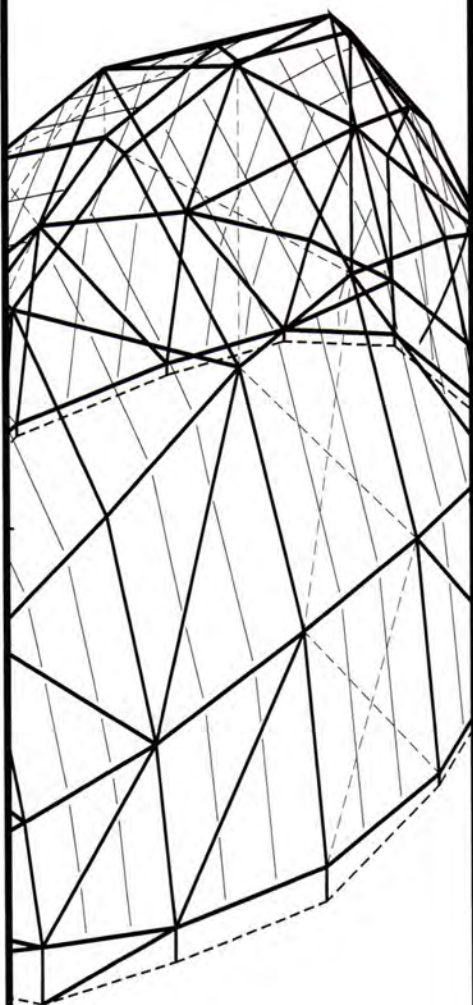


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## Town at a Crossroads

<< continued from page 60

update of that old idea. In places like Willmar and in big cities, it's the activities and gathering places that people long remember and still need today. Wright's coffee shop—with memorable ice creams (such as chocolate chip) on the menu—does as much for downtown Willmar as the most lavish performing arts center might in a bigger town.

Architects like those on the Minnesota Design Team bring valued knowledge and insight to local groups seeking new possibilities for old downtowns. But in the long run, the design community has to look at small-town regions including new neighborhoods, outlying factories, and strip development as an economic unit. Open space, hydrology, wellness trails, and design guidelines for automotive-related retail setbacks and density can help to reconnect fractured small towns. Ultimately, small towns are much more than historic downtowns and façades. "I would really like the Design Center to further their understanding of how edge development affects downtown," Ososki says. He sees the old airport

site not far from downtown as a great opportunity to move beyond traditional industrial zoning to create a mix of housing, office, and research and other job incubators in the nascent energy field.

Shaping this broader vision, and continuing to bring downtown new uses such as Heartland Community services, with its 35 employees, remain the Design Center's major challenges. "What is 'community' in this culture?" Ososki asks. "It's not just design and physical structure." The message is that rural towns and small cities need to think beyond downtown and the sterile guidelines of planning documents. They need to weave automotive and pedestrian scale together, and to create a healthy mix of living, working, and retail spaces at all scales. With this range of choices, Minnesota's small towns will have the best chance to survive in an urbanizing nation and global economy. Willmar is a noble experiment worth watching. **AMN**



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### Firm Personnel by Discipline

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Email: [info@btr-architects.com](mailto:info@btr-architects.com)  
[www.btr-architects.com](http://www.btr-architects.com)  
Established 1971  
Contact: Gary F. Milne Rojek, AIA

### Firm Principals

Ann Voda, AIA, CID  
Robert Zimmerman, AIA, CID  
Gary F. Milne Rojek, AIA  
Randy L. Moe, AIA, CID

*continued next column*

### Firm Personnel by Discipline

Architects	9
Other Professional	7
Technical	1
Administrative	1
Total in Firm	18

### Work %

Housing	15
Office Bldgs/Banks/Financial	10
Retail/Commercial	5
Churches/Worship	25
Education/Academic	40
Planning	5

*Central Lutheran Bell Tower, Restoration, Minneapolis, MN; Eden Prairie - Hennepin County Library, Eden Prairie, MN; Allied Health Simulation Lab, Riverland Community College, Austin, MN; Tax Payer Service Centers, Hennepin County - Ridgedale, Maple Grove, Eden Prairie, MN; Macy's, Oakland and Flint, MI and Northbrook, IL; St. John's Episcopal Church, Minneapolis, MN*

## BKV GROUP, INC.

222 North Second Street  
Minneapolis, MN 55401  
Tel: (612) 339-3752  
Fax: (612) 339-6212  
[www.bkvgroup.com](http://www.bkvgroup.com)  
Established 1978  
Other Office: Chicago, IL  
Contact: J. Owen Boarman

### Firm Principals

J. Owen Boarman, AIA  
David R. Kroos, AIA  
Gary Vogel, AIA  
Bill Baxley, AIA  
Victor Pechaty, AIA  
Michael Krych, AIA  
Ted Redmond, AIA  
John Gould, AIA

### Firm Personnel by Discipline

Architects	43
Interior Designers	7
Engineers	17
Other Professional	9
Technical	4
Administrative	12
Total in Firm	92

### Work %

Housing/Multiple	40
Office Bldgs/Banks/Financial	20
Municipal	20
County and State	20

*continued next column*

*North Hennepin Community College, Center for Business and Technology (renovation and addition), Brooklyn Park, MN; Carleton Place Lofts (1920-30 restoration and remodel), St. Paul, MN; Colle+McVoy, Wyman Building (1901 renovation), Minneapolis, MN; Plymouth Public Safety and City hall (remodel and addition), Plymouth, MN; Freeborn Government Center (1888 renovation, remodel and addition), Albert Lea, MN; Dakota County Galaxie Public Library (remodel), Apple Valley, MN*

## BLUMENTALS ARCHITECTURE, INC.

6235 Earle Brown Drive, D-Barn, Ste. 100  
Brooklyn Center, MN 55430  
Tel: (763) 561-5757  
Fax: (763) 561-2914  
Email: [info@blumentals.com](mailto:info@blumentals.com)  
[www.blumentals.com](http://www.blumentals.com)  
Established 1976  
Contact: James Moy, AIA, CID

### Firm Principals

James Moy, AIA, CID  
Janis Blumentals, AIA, CID  
Andy Swartz, AIA, CID

### Firm Personnel by Discipline

Architects	4
Technical	3
Administrative	1.5
Total in Firm	8.5

### Work %

Housing/Multiple	50
Office Bldgs/Banks/Financial	25
Retail/Commercial	10
Manufacturing/Industrial	10
Churches/Worship	5

*National Guard Armory, Renovation, Northfield, MN; Franklin-Portland Gateway Phase1/Pinecliff Apartments, Renovation, Minneapolis, MN; New Village Apartments, Renovation, Minneapolis, MN; 417 North 2nd Avenue Historic Warehouse, Restoration and Renovation, Minneapolis, MN; YWCA Grotto Street Apartments, Renovation, St. Paul, MN; Brooklyn Center Civic Center, Renovation, Brooklyn Center, MN*



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Fax: (612) 332-3626  
Email:  
bhickey@collaborativedesigngroup.com  
www.collaborativedesigngroup.com  
Established 2001  
Contact: William D. Hickey, AIA

**Firm Principals**

William D. Hickey, AIA, LEED AP  
Lee Seppings  
Michael W. Jordan, AIA  
James O'Shea, RA  
Craig A. Mikert, PE  
Pamela A. Gilbert

**Firm Personnel by Discipline**

Architects	22
Interior Designers	3
Engineers	6
Other Professional	2
Technical	2
Administrative	4
Total in Firm	39

**Work %**

Housing/Multiple	25
Office Bldgs/Banks/Financial	15
Retail/Commercial	15
Churches/Worship	5
Municipal	15
Education/Academic	25

Midtown Exchange Building, Minneapolis, MN; Education Sciences Building, University of Minnesota, Minneapolis, MN; MacLean Hall Renovation, Minnesota State University Moorhead, Moorhead, MN; Lowry Building, St. Paul, MN; Split Rock Light House Historic Preservation, Two Harbors, MN; Blair House, St. Paul, MN

**CONWAY + SCHULTE ARCHITECTS, P.A.**

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Minneapolis, MN 55401  
Tel: (612) 333-5867  
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Email: csarchitects@qwest.net  
www.conwayandschulte.com  
Established 1994  
Contact: William Conway, AIA

**Firm Principals**

William Conway, AIA  
Marcy Schulte, AIA

**Firm Personnel by Discipline**

Architects	3
Technical	1
Total in Firm	4

**Work %**

Housing/Multiple	15
Residences	30
Office Bldgs/Banks/Financial	20
Mixed-use Office/Admin./Parking/	
Cultural/Institutional	25
Site/Garden Design	10

North Star Lofts Interior (renovation), Minneapolis, MN; Dawson Depot (restoration), Dawson, IA; Centre Village Exterior Common Areas (renovation), Minneapolis, MN; Robertson Residence (remodel), Mound, MN; Graphiculture Office (remodel), Minneapolis, MN; Gerrelts Residence (renovation), Waterloo, IA

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Email: bblank@cuningham.com  
www.cuningham.com  
Established 1968  
Other Offices: Los Angeles and Bakersfield, CA; Las Vegas, NV; Biloxi, MS; Madrid, Spain; Seoul, Korea  
Contact: Bridget Blank

**Firm Principals**

John W. Cuninghame, FAIA, LEED AP  
Timothy Dufault, AIA, LEED AP  
Thomas L. Hoskens, AIA, LEED AP  
David M. Solner, AIA, LEED AP  
Roger Kipp, AIA, LEED AP  
John Culligan, AIA, LEED AP

**Firm Personnel by Discipline**

Architects	45
Interior Designers	12
Other Professional	67
Technical	24
Administrative	43
Total in Firm	191

**Work %**

Housing/Multiple	10
Office Bldgs/Banks/Financial	30
Retail/Commercial	12
Churches/Worship	5
Educational/Academic	11
Entertainment/Gaming/Resorts	32

Washington Technology Magnet Middle School (remodel), St. Paul, MN; Minneapolis Community and Technical College Phase II (remodel), Minneapolis, MN; Palace Casino Resort (remodel), Biloxi, MS; Multiple Minnesota Charter Schools (remodels), Minneapolis/St. Paul, MN; Harrah's Grand Biloxi Casino and Hotel (remodel), Biloxi, MS; Metro Hope Ministries Healing House (renovation), Minneapolis, MN

**DE NOVO ARCHITECTS**

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www.denovoarchitects.com  
Established 1993  
Contact: Sher McNeal

**Firm Principal**

James McNeal, AIA

**Firm Personnel by Discipline**

Architects	5
Other Professional	1
Administrative	1
Total in Firm	7

**Work %**

Housing/Multiple	5
Residential	85
Office Bldgs/Banks/Financial	5
Retail/Commercial	5

Residential: Italianate (total renovation and addition), Minneapolis, MN; Mediterranean (renovation and addition), Lake Minnetonka, MN; Asian Deco Condo (penthouse renovation), Downtown Minneapolis, MN; Lower Level (remodel) and Master Suite (renovation), Eden Prairie, MN; Traditional Two-story Library (remodel), Plymouth, MN; Irish Pub-style (lower level renovation), Plymouth, MN

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www.finelinearchitecture.com  
Established 1991  
Contact: Dave Herreid or Chris Heim

**Firm Principals**

Christine Heim, AIA  
David Herreid

**Firm Personnel by Discipline**

Architects	2
------------	---

**Work %**

Housing/Multiple	5
Residential	95

Mississippi Boulevard House (remodel), St. Paul, MN; St. Croix Valley House (renovation), Troy County, WI; House (addition and renovation), St. Paul, MN; The Cove House (renovation), Hudson, WI; Cabin (renovation) Fleur de Lane, Sand Lake, WI; House Renovation, Dellwood, MN

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**Firm Principals**

David Leapaltd, AIA, CID  
Daniel Tideman, AIA, CID  
Steve Paasch, AIA  
John Frischmann, AIA  
Evan Larson, AIA, CID

**Firm Personnel by Discipline**

Architects	8
Architects-in-Training	2
Technical	2
Administrative	4
Total in Firm	16

**Work %**

Education/Academic	35
Senior Healthcare	30
Office Bldgs/Banks/Financial	10
Manufacturing/Industrial	10
Municipal	10
Residences	5

Centennial Hall, St. Cloud State University, St. Cloud, MN; KDV, St. Cloud, MN; Southwest Minnesota PIC (former Post office), Montevideo, MN; Catholic Eldercare, Minneapolis, MN; Freeborn Bank (renovation), Albert Lea, MN

continued next column



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www.DHDstudio.com  
Established 1997

**Firm Principals**

David C. Heide, Assoc. AIA, Allied Member ASID

**Firm Personnel by Discipline**

Architectural	7
Interior Designers	3
Administrative	2
Total in Firm	12

**Work %**

Residential	100
-------------	-----

*Kenwood Queen Anne (restoration and remodel), Minneapolis, MN; Historic Prairie School Residence (remodel), St. Paul, MN; Elliot Park Brownstone (restoration and remodel), Minneapolis, MN; Summit Avenue Condominium (restoration and remodel), St. Paul, MN; Lake of the Isles Area Prairie School (remodel), Minneapolis, MN; Historic Homestead Residence (restoration and remodel), Black River Falls, WI*

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www.kodet.com  
Established 1983

**Firm Principals**

Edward J. Kodet, Jr., FAIA, CID  
Ken Stone, AIA, CID  
Joan M. Bren, AIA, CID, LEED AP

**Firm Personnel by Discipline**

Both Architect and Interior Designer	3
Interior Designers	1
Other Professional	8
Administrative	3
Total in Firm	15

**Work %**

Churches/Worship	30
Education/Academic	25
Municipal	20
Cultural Centers/Recreation	15
Office Bldgs/Banks/Financial	5
Retail/Commercial	5

continued next column

*Hopkins Public Library (renovation), Hopkins, MN; Samuel B. Strait House (historic restoration), Jordan, MN; Bloomington Public Works (addition and remodel), Bloomington, MN; St. Joseph the Worker Catholic Church (remodel and addition), Maple Grove, MN; Bloomington Old Town Hall (historic restoration), Bloomington, MN; Minnehaha Academy (remodel and addition), Minneapolis, MN*

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www.LHBcorp.com  
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Other MN Offices: Minneapolis  
(612) 338-2029  
Contact: Richard Carter, AIA, LEED AP  
(612) 338-2029

**Firm Principals**

Richard Carter, AIA, LEED AP  
Steve McNeill, AIA, LEED AP  
David Bjerkness, AIA, LEED AP  
Michael Fischer, AIA, LEED AP  
Evan Aljoe, ASHE, LEED AP  
Kevin Holm, AIA, LEED AP

**Firm Personnel by Discipline**

Architects	33
Interior Designers	5
Engineers	37
Other Professional	10
Technical	51
Administrative	24
Total in Firm	160

**Work %**

Sustainable Design	100
Planning	10
Housing/Multiple	15
Residential	5
Office Bldgs/Banks/Financial	10
Retail/Commercial	10
Manufacturing/Industrial	5
Medical/Health Care	15
Municipal	15
Education/Academic	15

*Ripley Gardens (historical rehabilitation), Minneapolis, MN; Midtown Eco-Energy Biomass Facility (renovation), Minneapolis, MN; Chatfield Waste Water Treatment Plant (renovation to city offices/testing labs), Chatfield, MN; Whole Foods Co-op (LEED certified remodel), Duluth, MN; UMD Life Sciences Building (LEED registered remodel), Duluth, MN; New York Building (renovation), Superior, WI*

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Established 1976

**Firm Principals**

Robert Mack, FAIA  
Stuart MacDonald, AIA  
Todd Grover, AIA

**Firm Personnel by Discipline**

Architects	7
Administrative	1
Total in Firm	8

**Work %**

Housing/Multiple	5
Residences	20
Office Bldgs/Banks/Financial	10
Churches/Worship	25
Municipal	20
Education/Academic	20

*First Congregational Church (restoration), Minneapolis, MN; Private Residence (carriage house rehabilitation), Orono, MN; Historic Dedrick Building (restoration), Chaska, MN; William G. LeDuc House and Historic Site (restoration), Hastings, MN; Rotunda of Municipal Building (restoration), Minneapolis, MN; St. Augustine Catholic Church (restoration), Washington, DC*

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www.mcmmonigal.com  
Established 1984  
Contact: Rosemary McMonigal, AIA, CID

**Firm Principal**

Rosemary McMonigal, AIA, CID

**Firm Personnel by Discipline**

Both Architect and Interior Designer	1
Architects	2
Technical	1
Administrative	1
Total in Firm	5

**Work %**

Residences	85
Housing/Multiple	10
Education/Academic	5

continued next column

*Beck Residence, Greenwood, MN; Markoe Residence, Dellwood, MN; Chamberlain Storehouse Restoration, Le Sueur, MN; Weaver Residence, Pequot Lakes, MN; Thompson Residence, Arden Hills, MN; Gerlach and Perrone Residence, St. Paul, MN*

**NOR-SON, INC.**

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www.nor-son.com  
Established 1978  
Other Office: Fargo, ND  
Contact: David Kareis

**Firm Principals**

Brooke Silvernail, AIA  
Bob Sweeney  
Stephen Rose, AIA  
Paul Maki, AIA

**Firm Personnel by Discipline**

Architects	7
Interior Designers	1
Other Professional	40
Technical	10
Administrative	25
Total in Firm	83

**Work %**

Housing/Multiple	10
Residences	50
Office Bldgs/Banks/Financial	20
Retail/Commercial	10
Manufacturing/Industrial	5
Churches/Worship	5

*Glurvick (remodel), Crosslake, MN; Baumgaetner (remodel), Bay Lake, MN; Northwoods Center, Baxter, MN; Ommen, Breezy Point (remodel), Brainerd, MN; Crosslake Townsquare, Crosslake, MN; Aicota Health Care Center, Aitkin, MN*



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www.oertelarchitects.com  
Established 1996  
Contact: Jeff Oertel

**Firm Principal**

Jeffrey L. Oertel, AIA

**Firm Personnel by Discipline**

Architects	3
Other Professional	5
Administrative	1
Total in Firm	9

**Work %**

Housing/Multiple	30
Office Bldgs/Banks/Financial	2
Municipal	58
Restoration/Museum Consulting	10

*Knapp House (sandstone restoration), St. Paul, MN; Murphy's Landing, Three River Park District (log building restoration), Shakopee, MN; Washington County Historic Courthouse (dome and window restoration), Stillwater, MN; Outagamie County Museum Expansion, Appleton, WI; Phelps House (renovation), Minneapolis, MN; Ellerbe Cottage (renovation and repair), Washington County, MN*

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www.quigleyarchitects.com

**Firm Principal**

Tim Quigley, AIA

**Firm Personnel by Discipline**

Architects	4
Administrative	1
Total in Firm	5

**Work %**

Housing	100
---------	-----

*Hamm Building, Restoration, St. Paul, MN; Washington County Courthouse, Restoration, Stillwater, MN; Northcrest Office and Warehouse, Edina, MN; Historic Murphy's Landing, Restoration of Various Structures, Shakopee, MN; Outagamie County Historical Center, Restoration and Remodeling, Appleton, WI; Knapp Residence, Restoration, St. Paul, MN*

**SALA ARCHITECTS, INC.**

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**Firm Principals**

Wayne Branum, AIA, CID  
Kelly Davis, AIA, CID  
Tim Fuller, AIA  
Katherine Hillbrand, AIA, CID  
Michaela Mahady, AIA, CID  
Joseph G. Metzler, AIA, CID  
Dale Mulfinger, FAIA  
Eric Odor, AIA

**Firm Personnel by Discipline**

Architectural	28
Interior Designer	5
Technical	7
Administrative	7
Total in Firm	45

**Work %**

Housing/Multiple	10
Residences	90

*Whitaker (renovation on White Bear Lake), Dellwood, MN; Boss Lake Cabin (renovation and remodel), Balsam Lake, WI; Lundeberg (remodel), River Falls, WI; O'Neill (addition), Deephaven, MN; Farmhouse (renovation), Excelsior, MN; McGowan Residence (renovation and addition), St. Paul, MN*

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www.tea2architects.com  
Established 1980  
Contact: Dan Nepp or Tom Ellison

**Firm Principals**

Dan Nepp, AIA, CID  
Tom Ellison, AIA, CID

**Firm Personnel by Discipline**

Architects	13
Technical	7
Administrative	1
Total in Firm	21

**Work %**

Residential	100
-------------	-----

*continued next column*

*Family Room (addition and lower level remodel), Edina, MN; Kitchen (remodel), Edina, MN; Front Porch (facelift), Minneapolis, MN; Kitchen and Sunroom, Kenwood Area, Minneapolis, MN; Poolhouse, Trellis and Terrace (facelift), Edina, MN; Residence (facelift, addition, remodel), Lake of the Isles, Minneapolis, MN*

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www.laurelulland.com  
Established 2003

**Firm Principal**

Laurel Ulland, Assoc. AIA

**Firm Personnel by Discipline**

Architectural	5
Administrative	1
Total in Firm	6

**Work %**

Residences	80
Retail/Commercial	10
Churches/Worship	10

*St. Martin's By-The-Lake Church (renovation and addition), Minnetonka Beach, MN; The Wilson Residence, St. Paul, MN; River House, Seasons of Cannon Falls, Cannon Falls, MN; East Isles Condominium (restoration), Minneapolis, MN; Lake Harriet Rambler (remodel), Minneapolis, MN*

**WHITE SPACE ARCHITECTURE**

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www.whitespacearchitecture.com  
Established 2006  
Contact: Taunya Nelson

**Firm Principal**

Taunya Nelson, AIA, CID

**Firm Personnel by Discipline**

Architect and Interior Designer	1
---------------------------------	---

**Work %**

Residences	95
Retail/Commercial	5

*continued next column*

*Tupa-Clark (kitchen and bath remodel), Eden Prairie, MN; St. Louis Park (whole home renovation), St. Louis Park, MN; Freier (whole home renovation), Roseville, MN; Dunlap-Pastel (whole home renovation), Long Lake, MN; Blesi-Burns (whole home renovation), North Oaks, MN; Nelson (kitchen and bath remodel), Minneapolis, MN*

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Established 1968  
Other Offices: Palatine, IL; Troy, MI  
Contact: Vaughn Dierks, AIA, LEED AP

**Firm Professionals**

Michael S. Cox, AIA  
R. Scott McQueen, AIA  
Vaughn Dierks, AIA, LEED AP  
Kevin Marshall, PE  
Matt Mooney, PE

**Firm Personnel by Discipline**

Architects	63
Interior Designers	4
Engineers	30
Administrative	17
Total in Firm	114

**Work %**

Education/Academic	65
Judicial/Corrections/Detention	20
Municipal	10
Planning	5

*Washington County Government Center (expansion), Stillwater, MN; Hennepin County Government Center C-3 Courts (renovation), Minneapolis, MN; Metropolitan Council Office Building (renovation), St. Paul, MN; Dakota County Technical College (library and commons renovation), Rosemount, MN; ISD 197 Henry Sibley High School (renovation), Mendota Heights, MN; ISD 16 Spring Lake Park High School (renovation), Spring Lake Park, MN*



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