

**BOTTINEAU TRANSITWAY  
PHASE I AND II ARCHITECTURAL HISTORY SURVEY  
HENNEPIN COUNTY, MINNESOTA**

**SUPPLEMENTAL REPORT 1**

**Kimley-Horn Contract No. 160541007, IPO BT-4  
SHPO File No. 2011-3773**

**June 2013**

**BOTTINEAU TRANSITWAY**  
**PHASE I AND II ARCHITECTURAL HISTORY SURVEY**  
**HENNEPIN COUNTY, MINNESOTA**

**SUPPLEMENTAL REPORT 1**

**Kimley-Horn Contract No. 160541007, IPO BT-4**  
**SHPO File No. 2011-3773**  
**The 106 Group Project No. 1541**

**Submitted to:**  
**Hennepin County**  
**Engineering and Transit Planning**  
**Housing, Community Works and Transit**

**Kimley-Horn and Associates**

**and**

**Minnesota Department of Transportation**

**Submitted by:**  
**The 106 Group Ltd.**  
**The Dacotah Building**  
**370 Selby Avenue**  
**St. Paul, MN 55102**

**Principal Investigator:**  
**Greg Mathis, M.C.R.P.**

**Report Authors:**  
**Kelli Andre Kellerhals, M.S.**  
**Greg Mathis, M.C.R.P.**  
**Saleh Miller, M.S.**  
**Kathryn Ohland, M.S.**  
**Katherine Scott, B.S.**

**June 2013**

## MANAGEMENT SUMMARY

The Hennepin County Regional Railroad Authority (HCRRA) is proposing to construct the Bottineau Transitway project, an approximately 13-mile transit corridor connecting downtown Minneapolis with the northwest suburbs, in order to improve regional mobility and meet long-range transit needs. The proposed corridor is located within the cities of Crystal, Brooklyn Park, Golden Valley, Maple Grove, Minneapolis, New Hope, and Robbinsdale. The Bottineau Transitway will connect with the Minneapolis Transportation Interchange adjacent to Target Field, providing a link to destinations throughout the Twin Cities via other active or planned transit corridors, such as the Hiawatha Light Rail Transit (LRT) Line, Central Corridor LRT, and the Southwest Transitway.

This proposed project is receiving funding from the Federal Transit Administration (FTA) and therefore, must comply with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act of 1966, as amended (Section 106). Hennepin County is completing an Environmental Impact Statement (EIS) under the direction of the FTA for compliance with NEPA. The Minnesota Department of Transportation (MnDOT) Cultural Resources Unit (CRU) is reviewing the project pursuant to their FTA-delegated responsibilities.

The proposed project currently consists of Transportation System Management (TSM) Alternatives, which includes enhancements and upgrades to the existing transportation system in the project corridor such as limited stop bus routes and increased frequency to existing transit routes; and four LRT build alternatives with facilities such as stations, park and rides, and operations maintenance facilities.

In August of 2011, the 106 Group Ltd. (106 Group) developed a Bottineau Transitway research design in consultation with MnDOT CRU and conducted a cultural resources literature review for Kimley-Horn, on behalf of Hennepin County. The research design outlined all stages of cultural resources investigation that are required for compliance with Section 106. Subsequently, a Phase I and II Architectural History survey and evaluation was conducted. All architectural history resources constructed in 1965 or prior were documented during the architectural history survey. For results of the Phase I and II Architectural History survey and evaluation see the Phase I and II Architectural History Survey for the Bottineau Transitway Project Report Volume I.

In October of 2012, an additional station was proposed on the D1 Route Alternative at Plymouth Avenue after the initial Phase I architectural history survey was undertaken. As such, an additional scope of work for a Phase I and II architectural history survey was prepared and survey work commenced in late October. An area of potential effect (APE) for the Plymouth Avenue Station was determined based on the APE that was previously determined for the initial Phase I architectural history survey. During the Phase I architectural history survey of the Plymouth Avenue Station Supplemental Architectural History APE, the 106 Group documented 145 properties that were 45 years of age or older. Of these 145 properties, 95 were found to be not eligible for the NRHP due to a lack of

historical significance and/or a loss of integrity. Fifty of the 145 properties surveyed were previously evaluated at the Phase II level as part of the Homewood Historic District. Forty-five of these properties were recommended eligible for the NRHP as contributing properties to the district, while five were recommended as non-contributing. As such, no new properties were recommended as potentially eligible during the Phase I survey and therefore a Phase II evaluation was not conducted.

Also in October of 2012, the Minnesota State Historic Preservation Office (SHPO) submitted comments regarding the Phase I recommended not eligible property evaluations within the Bottineau Transitway APE. As part of their comments SHPO requested a full Phase II evaluation for one property, 1719 Xerxes Avenue North. The evaluation of this property has been included in this report.

This report is intended to serve as a supplement to the Bottineau Phase I and Phase II Architectural History Report which was submitted to MnDOT CRU on November 21, 2012. This report documents the results of the Phase I and II Plymouth Avenue Station architectural history survey and evaluation, as well as the SHPO requested Phase II evaluation of 1719 Xerxes Avenue North.

## TABLE OF CONTENTS

<b>MANAGEMENT SUMMARY .....</b>	<b>i</b>
<b>LIST OF FIGURES .....</b>	<b>iv</b>
<b>LIST OF TABLES .....</b>	<b>iv</b>
<b>1.0 INTRODUCTION.....</b>	<b>1</b>
1.1 PURPOSE OF CURRENT INVESTIGATION .....	2
<b>2.0 METHODS .....</b>	<b>4</b>
2.1 OBJECTIVES .....	4
2.2 AREA OF POTENTIAL EFFECT.....	4
2.3 BACKGROUND RESEARCH.....	5
2.3.1 <i>Additional Research</i> .....	5
2.4 FIELD METHODS .....	5
2.5 INVENTORY FORMS .....	6
2.6 EVALUATION.....	6
<b>3.0 LITERATURE SEARCH.....</b>	<b>7</b>
3.1 PREVIOUSLY LISTED, DETERMINED ELIGIBLE, AND RECOMMENDED ELIGIBLE ARCHITECTURAL HISTORY PROPERTIES .....	7
3.2 PREVIOUS ARCHITECTURAL HISTORY STUDIES .....	7
<b>4.0 HISTORICAL CONTEXTS .....</b>	<b>9</b>
4.1 PREVIOUSLY DEVELOPED CONTEXTS.....	9
<b>5.0 PHASE I ARCHITECTURAL HISTORY RESULTS .....</b>	<b>11</b>
5.1 RECOMMENDED POTENTIALLY ELIGIBLE ARCHITECTURAL HISTORY PROPERTIES .....	11
5.2 RECOMMENDED NOT ELIGIBLE ARCHITECTURAL HISTORY PROPERTIES .....	11
<b>6.0 PHASE II ARCHITECTURAL HISTORY RESULTS FOR 1719 XERXES AVENUE NORTH .....</b>	<b>14</b>
6.1 1719 XERXES AVENUE NORTH .....	14
<b>7.0 RECOMMENDATION .....</b>	<b>24</b>
<b>8.0 REFERENCES CITED .....</b>	<b>25</b>
<b>APPENDIX A: PROPERTIES LOCATED IN THE HOMEWOOD HISTORIC DISTRICT</b>	
<b>APPENDIX B: PHASE I NOT ELIGIBLE ARCHITECTURAL HISTORY PROPERTIES</b>	
<b>APPENDIX C: PROJECT PERSONNEL</b>	

## LIST OF FIGURES

FIGURE 1. PROJECT AREA AND AREA OF POTENTIAL EFFECT.....	3
FIGURE 2. PREVIOUS INVESTIGATIONS.....	8
FIGURE 3. SURVEY RESULTS.....	12
FIGURE 4. HOMEWOOD HISTORIC DISTRICT.....	13
FIGURE 5. CARL GRAFFUNDER HOUSE (HE-GVC-322), FACING NORTHEAST.....	15

## LIST OF TABLES

TABLE 1. LEGAL DESCRIPTION OF SECTIONS CROSSED BY THE ENTIRE BOTTINEAU TRANSITWAY APE.....	1
TABLE 2. LEGAL DESCRIPTION OF SECTIONS CROSSED BY THE BOTTINEAU TRANSITWAY PLYMOUTH AVENUE STATION SUPPLEMENTAL ARCHITECTURAL HISTORY APE.....	1
TABLE 3. PREVIOUSLY LISTED OR ELIGIBLE ARCHITECTURAL HISTORY PROPERTIES.....	7
TABLE 4. PREVIOUS CULTURAL RESOURCES SURVEYS.....	7
TABLE 5. PHASE II ARCHITECTURAL HISTORY PROPERTY.....	14

## 1.0 INTRODUCTION

The Hennepin County Regional Railroad Authority (HCRRA) is proposing to construct the Bottineau Transitway, an approximately 13-mile transit corridor connecting downtown Minneapolis with the northwest suburbs in order to improve regional mobility and meet long-range transit needs. The proposed corridor is located within the cities of Crystal, Brooklyn Park, Golden Valley, Maple Grove, Minneapolis, New Hope, and Robbinsdale (Table 1; Figure 1). The Bottineau Transitway will connect with the Minneapolis Transportation Interchange adjacent to Target Field, providing a link to destinations throughout the Twin Cities via other active or planned transit corridors, such as the Hiawatha Light Rail Transit (LRT) Line, Central Corridor LRT, and the Southwest Transitway.

**TABLE 1. LEGAL DESCRIPTION OF SECTIONS CROSSED BY THE ENTIRE BOTTINEAU TRANSITWAY APE**

State	County	Township	Range	Sections
Minnesota	Hennepin	29	24	5, 6, 7, 8, 9, 16, 17, 18, 20, 21, 22
Minnesota	Hennepin	118	21	4, 5, 8, 9, 10, 15, 16
Minnesota	Hennepin	119	21	5, 6, 7, 8, 17, 18, 19, 20, 29, 30, 32
			22	23, 24, 25, 26

This proposed project is receiving funding from the Federal Transit Administration (FTA) and, therefore, must comply with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act of 1966, as amended (Section 106). Hennepin County is completing an Environmental Impact Statement (EIS) under the direction of the FTA for compliance with NEPA. The Minnesota Department of Transportation (MnDOT) Cultural Resources Unit (CRU) is reviewing the project pursuant to their FTA-delegated responsibilities under Section 106.

During 2011 and 2012, The 106 Group Ltd. (106 Group) conducted a Phase I and II architectural history survey for the Bottineau Transitway project (Kellerhals et al. 2012). Subsequent to this Phase I architectural history survey being completed, an additional station was proposed by the HCRRA on the D1 Route at Plymouth Avenue. This report documents the results of the a Phase I architectural history survey for this new station. An area of potential effect (APE) for the Plymouth Avenue Station was determined based on the APE that was previously determined for the initial Phase I architectural history survey. The proposed station is located within the city of Minneapolis (Table 2).

**TABLE 2. LEGAL DESCRIPTION OF SECTIONS CROSSED BY THE BOTTINEAU TRANSITWAY PLYMOUTH AVENUE STATION SUPPLEMENTAL ARCHITECTURAL HISTORY APE**

State	County	Township	Range	Sections
Minnesota	Hennepin	29	24	17, 20

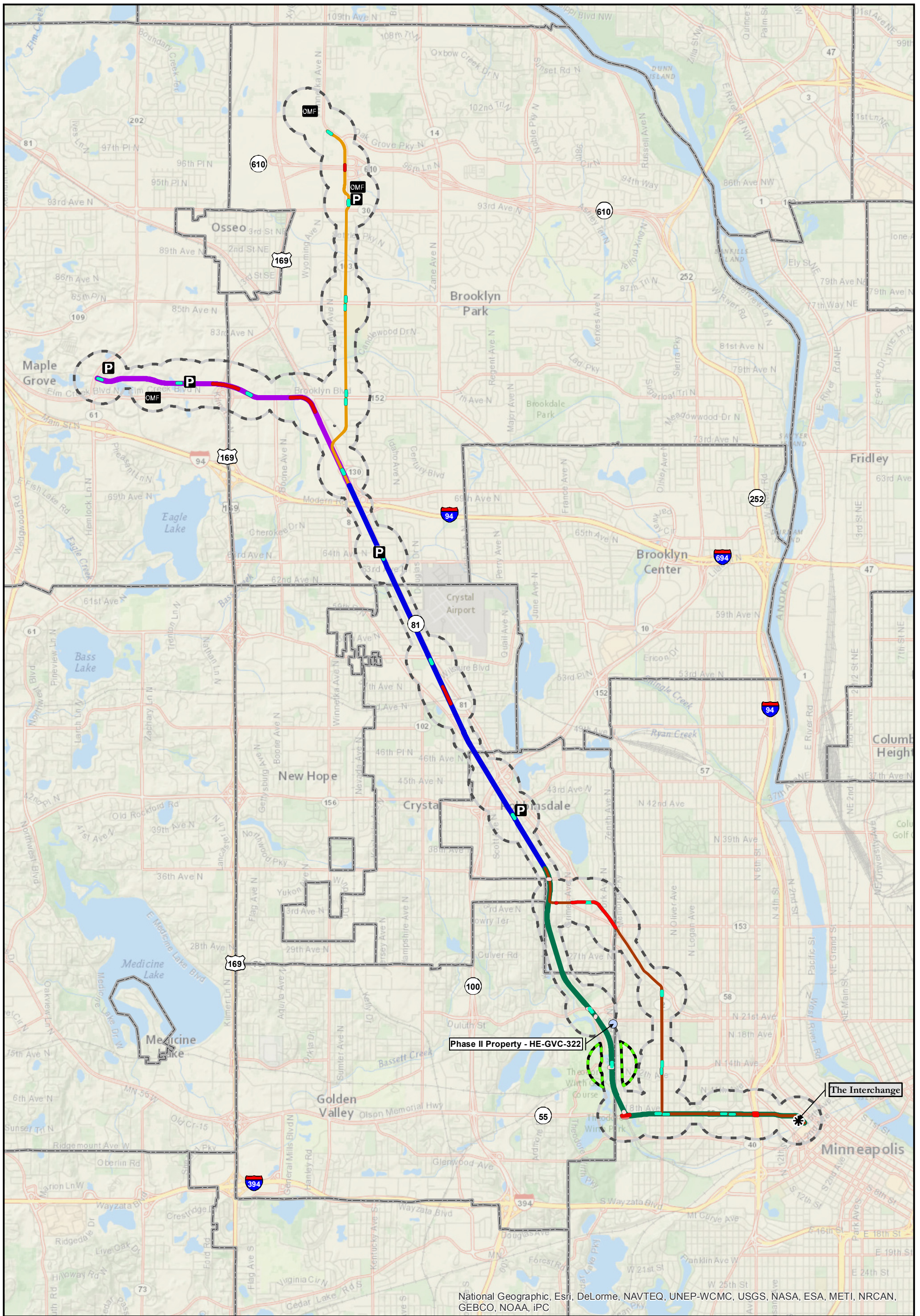
Also in October of 2012, the Minnesota State Historic Preservation Office (SHPO) submitted comments regarding the Phase I determined not eligible property evaluations within the Bottineau Transitway APE. In their comments SHPO requested a full Phase II evaluation for a property, 1719 Xerxes Avenue North (Mary Ann Heidemann, Government Programs & Compliance Minnesota SHPO, October 19, 2012). The evaluation of this property is also included in this report.

## **1.1 PURPOSE OF CURRENT INVESTIGATION**

This investigation was conducted under contract with Kimley-Horn and Associates on behalf of Hennepin County and in consultation with MnDOT CRU acting on behalf of the FTA. The purpose of the architectural history survey was to determine if any properties located within the Bottineau Transitway Project Plymouth Avenue Station Supplemental APE or the property at 1719 Xerxes Avenue North are eligible for listing in the National Register of Historic Places (NRHP). The results of the survey will assist in determining potential effects to historic properties to aid in complying with Section 106, as well as inform the Draft EIS currently being prepared for the project.

The following report describes project methodology, previous investigations, historical contexts, Phase I and II results for the Plymouth Avenue Station Supplemental APE, as well as the result of the Phase II evaluation of 1719 Xerxes Avenue North. Appendix A contains a table of all properties within the Homewood Historic District, including those inventoried as part of this investigation; Appendix B contains a table of all the properties that were recommended as not eligible during the Phase I architectural history survey; and Appendix C contains the list of project personnel. In addition, Minnesota Architecture-History Inventory Forms were prepared for each property surveyed and were submitted to MnDOT CRU and the SHPO separately.

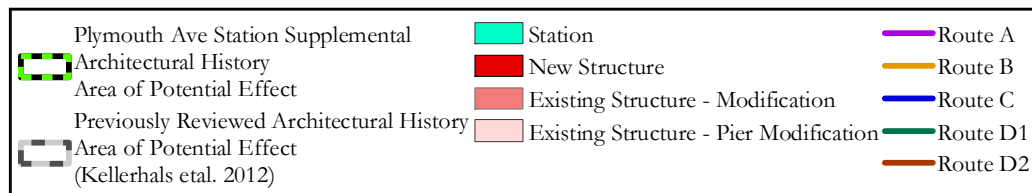
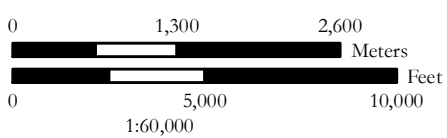




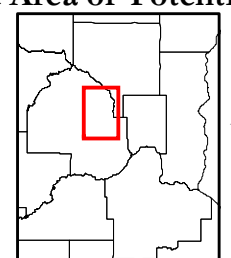
Source: LMIC; Kimley-Horn and Associates; The 106 Group Ltd.

Map Produced by The 106 Group Ltd: 5/15/2013

**Bottineau Transitway  
Phase I and II Architectural History Survey  
Supplemental Report 1  
Hennepin County, Minnesota**



**Project Area and Area of Potential Effect**



**Figure 1**

## 2.0 METHODS

### 2.1 OBJECTIVES

The primary objectives of the architectural history survey were to determine whether there are any architectural history resources within the Bottineau Transitway Project Plymouth Avenue Station Supplemental APE that are 45 years of age or older, and if those resources are eligible for listing in the NRHP. In addition, the property at 1719 Xerxes Avenue North was evaluated to determine its eligibility for listing in the NRHP, per a request from the SHPO. All work was conducted in accordance with the SHPO's *Guidelines for History/Architecture Projects in Minnesota* (SHPO 2010), *The Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation* [48 Federal Register 44716-44740] (NPS 1983), and *MnDOT's Cultural Resources Unit (CRU) Project and Report Requirements* (Hudak 2011).

### 2.2 AREA OF POTENTIAL EFFECT

The APE for architectural history for the Bottineau Transitway project has previously been determined in consultation with MnDOT CRU. The APE accounts for any physical, auditory, atmospheric, visual, or change-in-use impacts to historic properties. The potential effects on an existing corridor include increases in noise and vibrations due to increased rail traffic. The Bottineau Transitway project has the potential for both direct and indirect effects. Effects can result from construction and from operations of the project. Effects may include reasonably foreseeable effects caused by the project that may occur later in time, be farther removed in distance, or be cumulative.

The following APE for architecture/history has been delineated for the Bottineau Transitway Project as a whole:

- Proposed routes/corridors – 500 feet either side of the proposed alignment
- Stations – 0.25 mile radius from the center point of the station area
- New structures (new or replacement bridges, pedestrian bridges, etc.) – 0.25 mile radius from the structure (assumes the potential for pile driving)
- Existing structures – modification (widening/reconstruction of existing structures) – 0.25 mile radius from the structure (assumes the potential for pile driving)
- Existing structures – pier modification only (moving piers to allow the LRT/BRT to go under) – 500 feet radius from the structure (assumes using drilling and no pile driving)

Therefore, based on the APE determined for the Bottineau Transitway project as a whole, the Plymouth Avenue Station Supplemental Architectural History APE has been determined to be a 0.25 radius around the center point of the proposed station. The construction of new stations will have a higher potential for physical, auditory, or visual impacts due to the new construction, as well as increases in traffic and noise around the station area. In addition, there is potential for increased development in suburban areas and redevelopment in urban areas. The APE includes a 0.25-mile area around each station to encompass effects related to

project construction, operations, and reasonably foreseeable development related to the project. The Plymouth Avenue Station Supplemental Architectural History APE includes approximately 33.4 acres (13.5 ha).

## **2.3 BACKGROUND RESEARCH**

In October of 2011 the 106 Group conducted a cultural resources literature review as part of the research design for the project that identified all previously identified cultural resources and previously surveyed portions within the Bottineau Transitway APE.

Prior to the start of the field survey, staff from the 106 Group conducted additional background research at the SHPO for information on previously inventoried architectural history properties and surveys previously conducted within the Plymouth Avenue Station Supplemental Architectural History APE to supplement and update information compiled earlier in the year.

During the Phase I architectural history survey, research was conducted at the Minneapolis Development Review; the Hennepin County Central Library; and the Hennepin County Assessor's Office in Minneapolis. Online research was also conducted. Research materials consulted at these repositories included city directories, building permits, and property tax records.

### ***2.3.1 Additional Research***

During the Phase II architectural history evaluation for 1719 Xerxes Avenue North, property-specific research was conducted at several repositories to obtain property-specific information to aid in evaluating the eligibility of property. In November of 2012, the repositories visited or contacted included:

- City of Golden Valley;
- Hennepin County Library;
- Minnesota Historical Society (MHS);
- Northwest Architectural Archives (NWAA);
- University of Minnesota College of Design (CDES)

## **2.4 FIELD METHODS**

During the Phase I survey, a field survey of the buildings, structures, and landscape features in the APE was conducted in order to identify those properties that appeared to be 45 years in age or older. Data provided by Hennepin County, in conjunction with field observations, were used to determine the dates of construction. Each of these properties was subsequently documented with field notes and digital photographs.

The Plymouth Avenue Station is located along the D1 Route that was surveyed as part of the Phase I and II survey previously completed for this project (Kellerhals et al. 2012); however, an APE of 500 feet was previously surveyed in this location to account for the previously proposed pier modification of an existing bridge. Based on how recently this survey was conducted, only historical or architectural properties that fall within a 0.25 mile radius of the station that were not previously surveyed during the initial Bottineau Transitway Phase I investigation were surveyed as part of the investigation for the proposed Plymouth Avenue Station. The survey for the Plymouth Avenue Station encompassed 145 properties.

## **2.5 INVENTORY FORMS**

A Minnesota Architecture-History Inventory Form was completed for each architectural history property 45 years in age or older that has not been previously listed or determined eligible in the NRHP. The forms were submitted to the MnDOT CRU and SHPO separately.

## **2.6 EVALUATION**

Upon completion of the fieldwork, the potential eligibility of each resource for listing in the NRHP was assessed based on the property's potential significance and integrity. The NRHP criteria, summarized below, were used to help assess the significance of each property:

- Criterion A – association with the events that have made a significant contribution to the broad patterns of our history;
- Criterion B – association with the lives of persons significant in our past;
- Criterion C – embodiment of the distinctive characteristics of a type, period, or method of construction; representation of the work of a master; possession of high artistic values; or representation of a significant and distinguishable entity whose components may lack individual distinction; or
- Criterion D – potential to yield information important to prehistory or history (NPS 1995).

The National Park Service (NPS) has identified seven aspects of integrity to be considered when evaluating the ability of a property to convey its significance: location, design, setting, materials, workmanship, feeling, and association. The integrity of each property or site was assessed in regard to these seven aspects. The properties were also assessed to determine if they represent a type of resource to be evaluated for NRHP eligibility using the Criteria Considerations (NPS 1995).

### 3.0 LITERATURE SEARCH

#### 3.1 PREVIOUSLY LISTED, DETERMINED ELIGIBLE, AND RECOMMENDED ELIGIBLE ARCHITECTURAL HISTORY PROPERTIES

The previously listed, determined eligible, and recommended eligible architectural history properties for the overall Bottineau Transitway Project are listed in the Phase I and Phase II Architectural History Report. Regarding the expanded Bottineau Transitway Plymouth Avenue APE, one property within the expanded APE has been previously listed, determined eligible, or considered eligible for listing in the NRHP by the SHPO.

**TABLE 3. PREVIOUSLY LISTED OR ELIGIBLE ARCHITECTURAL HISTORY PROPERTIES**

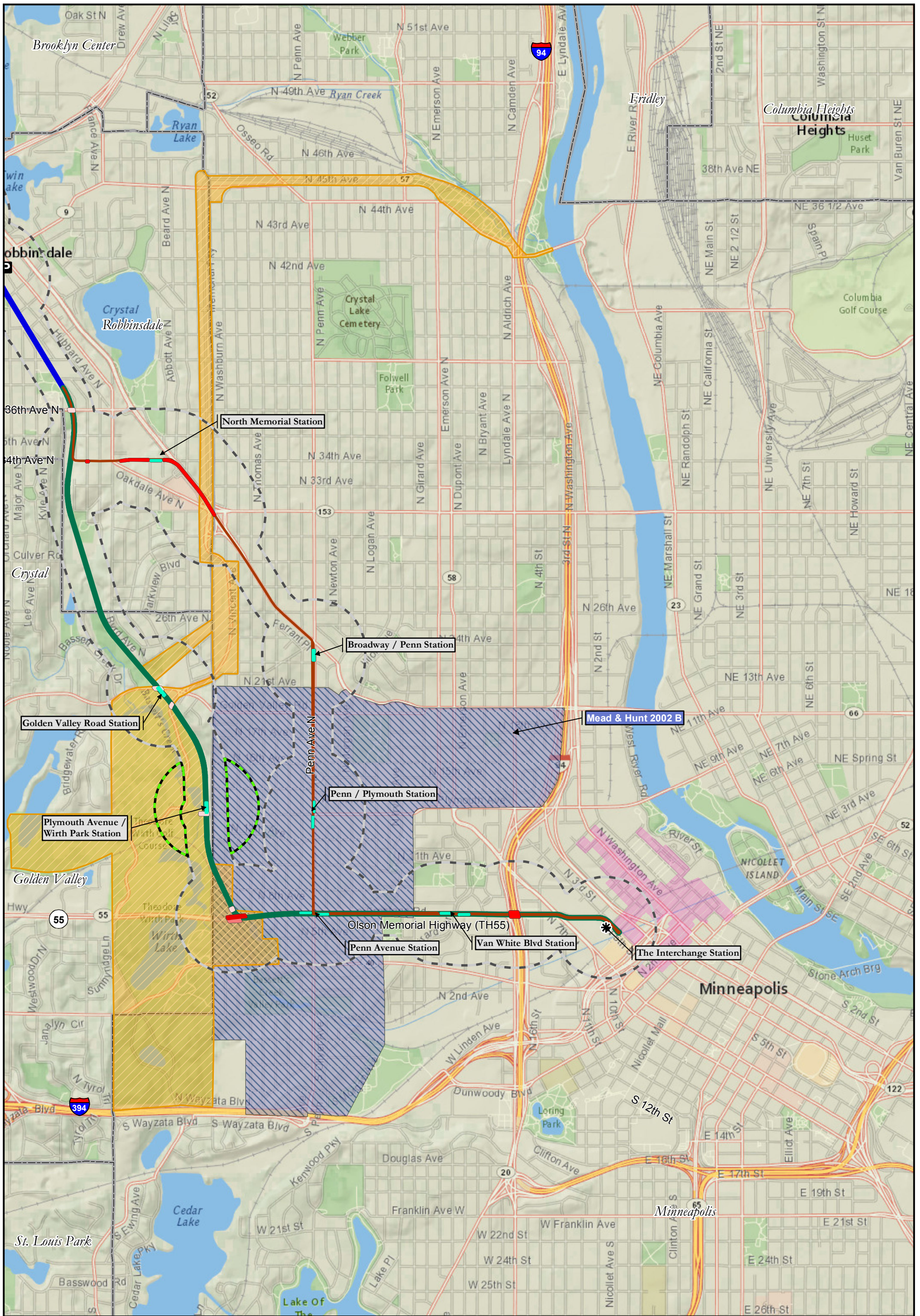
Inventory No.	Property Name	Address	City	Property Type	NRHP Status	Route(s)
XX-PRK-0001	Grand Rounds Historic District (Theodore Wirth Park Segment and Victory Memorial Parkway Segment)	N/A	Golden Valley, Minneapolis	Park, Bridge	Eligible	Routes D1 & D2

#### 3.2 PREVIOUS ARCHITECTURAL HISTORY STUDIES

The previous cultural resources surveys for the overall Bottineau Transitway Project are listed in the Phase I and Phase II Architectural History Report (Kellerhals et al. 2012). Regarding the expanded Bottineau Transitway Plymouth Avenue APE, one architectural history survey has been previously conducted within the expanded APE (Table 3). The location of this survey has been mapped on Figure 2.

**TABLE 4. PREVIOUS CULTURAL RESOURCES SURVEYS**

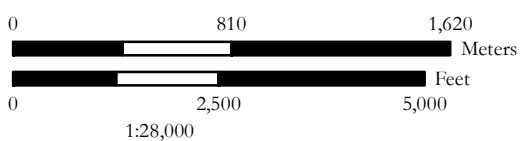
Author	Year	Report Title
Mead & Hunt	2002 B	North Minneapolis Historic Resources Inventory, Bryn Mawr and Near North Neighborhoods (South Area)



Source: LMIC; Kinley-Horn and Associates; The 106 Group Ltd.

Map Produced by The 106 Group Ltd. 12/4/2012

**Bottineau Transitway  
Phase I and II Architectural History Survey  
Supplemental Report 1  
Hennepin County, Minnesota**



- |   |  |
|---|--|
| Plymouth Ave Station  | Station                                |
| Architectural History Area of Potential Effect  | New Structure                          |
| Previously Reviewed Architectural History Area of Potential Effect (Kellerhals et al. 2012) | Existing Structure - Modification      |
| Area of Potential Effect  | Existing Structure - Pier Modification |
| Route C   | Park and Ride                          |
| Route D1  | Previous Cultural Resources Survey     |
| Route D2  | NRHP Eligible Historic District        |

**Previous Investigations**



**Figure 2**

## 4.0 HISTORICAL CONTEXTS

### 4.1 PREVIOUSLY DEVELOPED CONTEXTS

All contexts pertaining to the entire Bottineau Transitway project are listed in the Phase I and II Architectural History Report. The following lists the contexts that pertain to the Bottineau Transitway Plymouth Avenue properties, as well as the property at 1719 Xerxes Avenue North.

Architectural history properties within the expanded Bottineau Transitway Plymouth Avenue APE are addressed by the following broad statewide contexts. All broad statewide contexts are available at the SHPO office in St. Paul, Minnesota.

- *Urban Centers, 1870-1940*

Architectural history properties within the APE are addressed by the following statewide property type documentation, which is available at the SHPO office in St. Paul, Minnesota.

- *Railroads in Minnesota, 1862-1956*

Architectural history properties within the APE are addressed by the following local thematic context, which is available at the SHPO office in St. Paul, Minnesota.

- *Minneapolis Public Schools, 1849-1962*

Architectural history properties within the APE are addressed by the following local contexts, which are available at the SHPO office in St. Paul, Minnesota.

- Multi-jurisdictional
  - *Postwar Suburbanization and Development* (Pearson and Hutter 2012)
  - *History of CSAH 81 and the Bottineau Road* (Mathis and Stark 2007)
  - *Railroads*
    - *Minneapolis & Pacific Railway Company Line (Soo Line)*
    - *Minneapolis & Northwestern Railroad Company Line (BNSF Railroad)*
- Golden Valley
  - *Development of Golden Valley* (Pearson and Hutter 2012)
- Minneapolis
  - *Residential Development, 1847 to Present* (Zahn 1990)
  - *Minneapolis Commercial Centers, 1885-1963* (Zahn 1990)
  - *Public School Education, 1849-1942* (Zahn 1990)
  - *North Minneapolis: Minneapolis Historic Context Study* (Peterson and Zellie 1998)
  - *Jewish Settlement in North Minneapolis, 1860s-1972* (Peterson 1997)

Additional historical contexts were developed by the 106 Group as part of the Bottineau Transitway project in order to evaluate other property types that were located within the APE. The following contexts can be found in the full Phase I and II Architectural History Survey for the Bottineau Transitway Project Report.

- Mid-Century Modern Architecture
- Mid-Twentieth Century Residential Architecture
- Modern Ecclesiastical Architecture
- Mid-Century Modern Ecclesiastical Architecture in Minnesota
- Development of Golden Valley
- Jewish Settlement in North Minneapolis, 1890-1969
- African American Settlement in North Minneapolis



## **5.0 PHASE I ARCHITECTURAL HISTORY RESULTS**

Staff from the 106 Group conducted a Phase I architectural history survey of the Bottineau Transitway Plymouth Avenue Station Supplemental Architectural History APE in October of 2012. Greg Mathis, M.C.R.P. served as principal investigator. Kelli Andre Kellerhals, M.S. and Kathryn Ohland, M.S. served as field personnel. During the Phase I survey, the 106 Group inventoried 145 architectural history properties that are older than 45 years of age within the current Plymouth Avenue Station Supplemental Architectural History APE. Results of the Phase I survey are summarized in sections 5.1 and 5.2 below.

### **5.1 RECOMMENDED POTENTIALLY ELIGIBLE ARCHITECTURAL HISTORY PROPERTIES**

During the Phase I architectural history survey for the Bottineau Transitway Plymouth Avenue Station, no properties were recommended as potentially eligible. However, 50 properties within the Plymouth Avenue Station Supplemental Architectural History APE were previously evaluated at the Phase II level as part of the Homewood Historic District (see Figures 3-4 and Appendix A). Forty-five of these properties were recommended eligible for the NRHP as contributing properties to the district, while five were recommended as non-contributing. However, since these properties were outside of the previously reviewed APE, inventory forms were not previously prepared.

Also, at the request of the SHPO, a Phase II evaluation was recommended for the property at 1719 Xerxes Avenue North, which was previously evaluated during the Phase I and II investigation for this project (Kellerhals et al. 2012). Therefore, a Phase II architectural history evaluation was conducted for this property. See Section 6.0 for the Phase II evaluation and recommendation.

### **5.2 RECOMMENDED NOT ELIGIBLE ARCHITECTURAL HISTORY PROPERTIES**

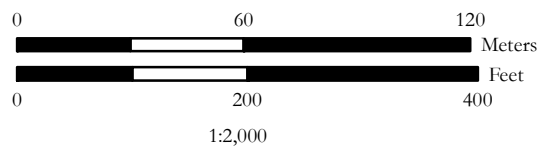
During the Phase I architectural history survey for the Bottineau Transitway Plymouth Avenue Station, 95 properties were recommended as not eligible for listing in the NRHP due to a lack of historical significance and/or a loss of historical integrity (Figure 3). Please see Appendix B for a table of all recommended not eligible properties.



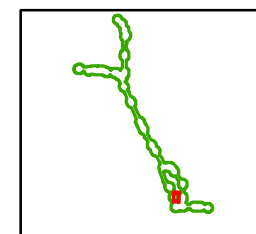
Source: Hennepin County; ESRI; The 106 Group Ltd.

Map Produced by The 106 Group Ltd: 11/05/2011

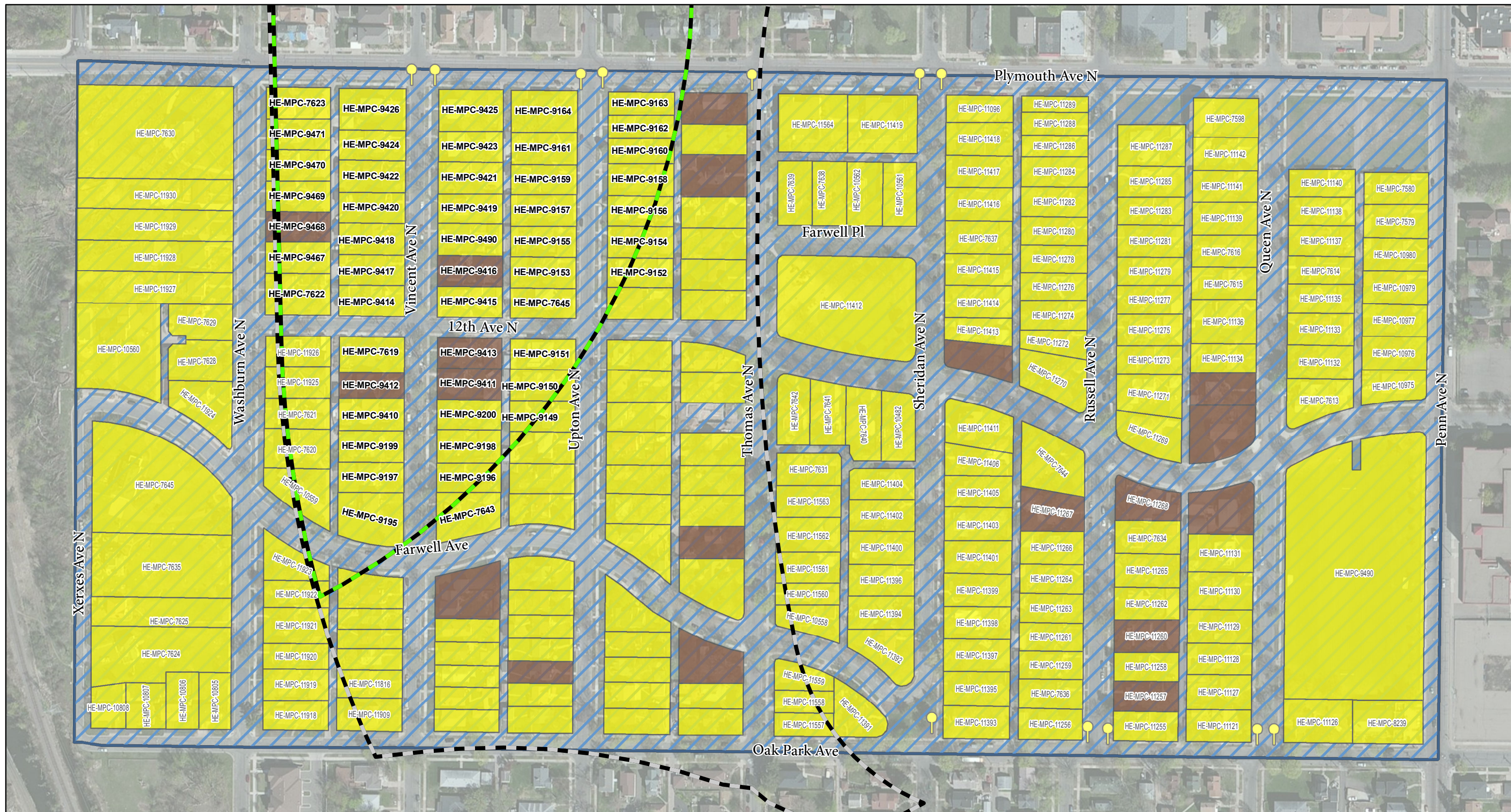
**Bottineau Transitway  
Phase I and II Architectural History Survey  
Supplemental Report 1  
Hennepin County, Minnesota**



**Survey Results**



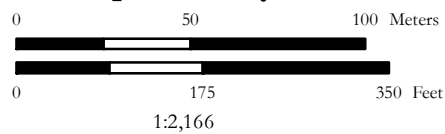
**Figure 3**



Source: Hennepin County; MN SHPO; The 106 Group Ltd.

Map Produced by The 106 Group Ltd. 12/4/2012

**Bottineau Transitway  
Phase I and II Architectural History Survey  
Supplemental Report 1  
Hennepin County, Minnesota**



- Plymouth Ave Station Architectural History Area of Potential Effect
- Previously Reviewed Architectural History Area of Potential Effect (Kellerhals et al. 2012)
- Recommended Eligible Historic District/Complex
- Contributing Property\*
- Non-contributing Property\*†
- Entry Marker

Bold SHPO numbers represent properties inventoried during Supplemental Report 1  
\*SHPO Numbers outside of the current APE were not obtained.  
†Properties not of sufficient age were not surveyed and, therefore, do not have SHPO numbers.

**Homewood Historic District**



**Figure 4**

## 6.0 PHASE II ARCHITECTURAL HISTORY RESULTS FOR 1719 XERXES AVENUE NORTH

During the Phase I architectural history survey for the Bottineau Transitway Plymouth Avenue Station, no properties were recommended as potentially eligible for listing in the NRHP. However, 50 properties within the Bottineau Transitway Plymouth Avenue Station Supplemental Architectural Survey APE were previously evaluated at the Phase II level as part of the Homewood Historic District. Forty-five of these properties were recommended eligible for the NRHP as contributing properties to the district, while five were recommended as non-contributing (see Figure 4 and Appendix A for a full list of the properties within the Homewood Historic District). At the request of the SHPO, a Phase II evaluation was recommended for the property at 1719 Xerxes Avenue North, which was previously evaluated during the Phase I and II investigation for this project (Kellerhals et al. 2012). Therefore, a Phase II architectural history evaluation was conducted for this property. During the Phase II architectural history evaluation, the property was recommended as not eligible for listing in the NRHP.

**TABLE 5. PHASE II ARCHITECTURAL HISTORY PROPERTY**

Inventory No.	Historic Property Name	Address	City	Recommended NRHP Status
HE-GVC-322	Carl Graffunder House	1719 Xerxes Avenue North	Golden Valley	Not Eligible

### 6.1 1719 XERXES AVENUE NORTH

*Description:* This Mid-Century Modern, Contemporary style house is located on the west side of Xerxes Avenue North, near the northeast edge of Theodore Wirth Park (Figure 5). The house is situated at the far western portion of a wooded, block deep, double lot, atop a small hill that slopes downward towards the south and to York Avenue to the west. The split-level frame residence has a concrete block foundation laid in stack bond. It is faced with vertical board-and-batten natural wood siding on the east, south, and west elevations. The north elevation is concrete block laid in stack bond. The house is surmounted by an off-centered gable roof that is covered with asphalt shingles. A massive concrete block chimney is located on the north slope of the roof. The south elevation of the house features ribbon bands of large metal picture windows that span the entire elevation. A full-length balcony with a wood railing is also located on the upper level of the south elevation. On the north bay of the west elevation there is a large, floor-to-ceiling window. The north elevation is not fenestrated. A lower, long, narrow addition, also with an off-centered gable roof, extends from the original house footprint to the east. The addition also features a ribbon band of large metal windows and a wood balcony on the south elevation. Other fenestration consists of single-leaf doors.

A one-story, detached two-car garage faced with Masonite siding that has a front gable roof covered with asphalt shingles is located slightly east of the house.

A one-story, front-gabled frame shed that is clad with tarpaper and vertical wood batten is located just west of the house.



**FIGURE 5. CARL GRAFFUNDER HOUSE (HE-GVC-322), FACING NORTHEAST**

*History:* The Carl Graffunder House is located on Lots 34 and 25 (later Lot 6), Block 3 of the McNair Manor Addition in Golden Valley, Minnesota, a prominent first-ring suburb. The house is located near the border of Golden Valley and Minneapolis. Although the Village of Golden Valley was incorporated in 1886, it was bypassed by early trails and railroads and remained largely a rural, agricultural community well into the early twentieth century. After the Luce Line Railroad was extended through Golden Valley in 1912, and as highways were extended into the village in the 1930s, the community experienced a period of growth. Between 1910 and 1940, the beautiful setting of eastern Golden Valley attracted many affluent families from Minneapolis (Golden Valley Historical Society 1986:55). However, the majority of the community remained largely rural through World War II. Reflecting a tremendous economic and population boom across the nation after World War II, the Twin Cities, including Golden Valley, experienced a major growth period from 1950 through 1970. Correspondingly, residential development boomed in Golden Valley in the decades after World War II (City of Golden Valley 2012; Golden Valley Historical Society 1986). Between 1950 and 1970, the population of Golden Valley increased from approximately 5,000 to over 24,000 (Pearson and Hutter 2012:17).

### *The Carl Graffunder House*

The first building permit for the Carl Graffunder House was issued on April 1, 1949, to Carl Graffunder, owner and architect, for the construction of a one-and-a-half-story, 31-foot by 36-foot frame dwelling for the approximate cost of \$12,000 (Village of Golden Valley 1949:Building Permit #1288). Soon after, in 1951, a second permit for the construction of a 20-foot by 32-foot detached garage and studio was issued to Mr. Graffunder (Village of Golden Valley 1951: Building Permit #1979). Carl Graffunder received another permit on May 20, 1957, for the construction of a 42-foot 8-inch by 15-foot one-story addition to the house. The addition consisted of a bedroom, bathroom, and entry. According to building permits, the original permit for the addition was not used so a second permit was issued on September 4, 1958 for the same addition, which was attached to the north elevation of the house (Village of Golden Valley 1957:Building Permit #4094; Village of Golden Valley 1958:Building Permit #4625; Agricultural Stabilization and Conservation Service [ASCS] 1957; ASCS 1971). Mr. Graffunder lived in the house with his wife Mariedawn until 1975, when they moved to a cabin they had built in the nearby community of Minnetonka in 1965 (Hammel 2010:121).

According to the Golden Valley city directory, R.H. Denniston was the next owner of the house (R. L. Polk & Company 1965; R. L. Polk & Company 1970; R. L. Polk & Company 1975; R. L. Polk & Company 1976). Beginning in 1977, the residence was owned by Charlitta Baehner (R. L. Polk & Company 1977). Charlita Baehner owned the house until at least 1986, as she is listed as the owner on a 1985 building permit to reroof the house and on a 1986 building permit for repairs to the garage (City of Golden Valley 1985:Building Permit #15364; City of Golden Valley 1986:Building Permit #15767). The roof was repaired again in 1997 by then owner Mikki Murray, and in 2003, three windows and an entry door were replaced (City of Golden Valley 1997:Building Permit#005573; City of Golden Valley 2003:Building Permit #GV023838). The Carl Graffunder House is currently owned by Jean Ann Kidd and Dennis Alert Lutgen (Hennepin County Assessor's Office 2012).

### *Carl Graffunder*

Carl Graffunder was an early Minnesota modernist architect. Born in Rock Island, Illinois in 1919, Graffunder attended school in Hibbing, Minnesota. He then attended the University of Minnesota and graduated with a degree in architecture in 1942. As a student, Graffunder spent the summer of 1939 as a draftsman in the office of J.C. Taylor in Hibbing; the summer of 1940 with Antonin Raymond in New Hope, Pennsylvania; and the summer of 1941 in the office of Eino Jyring in Hibbing. Graffunder served in the Navy during World War II, during which time he studied at the United States Naval Academy. After his service, he continued his education at the New York Structural Institute in 1946 and then attended Harvard University, where he received his master's degree in 1948 (Lathrop 2010:83; Hammel 2010:121; Northwest Architectural Archives 1949). During his graduate studies, he returned to the office of his mentor, Antonin Raymond, to work as chief draftsman in 1946 and 1947, where he focused on modernist works (Lathrop 2010:83; Hammel 2010:121). For a short time in 1947, Graffunder also worked for Raymond & Rado in New York City (Northwest Architectural Archives 1949). In 1949, he returned to Minneapolis and established his own firm, working out of a studio at his home. In 1956, Graffunder established a partnership with Norman C. Nagle, known as Graffunder, Nagle & Associates.

The firm was located at 2529 Nicolet Avenue in Minneapolis. Around the time of Norman Nagle's death in 1965, the firm became Carl Graffunder & Associates (Lathrop 2010:83; Hammel 2010:121). In 1967, the firm added a new partner and became Graffunder, Berreau & Associates Inc., and was located at 1007 Wesley Temple Building in Minneapolis (Northwest Architectural Archives 1949; R. R. Bowker 1956; R. R. Bowker 1962; R. R. Bowker 1970).

Like his contemporaries, Winton Close and Robert Cerny, in 1950 Graffunder began teaching at the University of Minnesota as an assistant professor while maintaining his private practice (University of Minnesota Board of Regents 1950:474). Graffunder remained a professor at the University of Minnesota for the next 38-years (Lathrop 2010:83; Hammel 2010:121).

Building on the training he received while working on Modernist designs for Antonin Raymond, Carl Graffunder developed his own unique design aesthetic within the Mid-Century Modern movement. Graffunder "liked the elegant simplicity of modernism and its use of natural materials, lots of glass, and flat roofs" (Hammel 2010:121). In his designs Graffunder developed the ability to seamlessly blend what on the surface would appear to be contrasting aspects of Modernism and nature into pleasing and striking architectural compositions that were bold and highly modern, yet natural and rustic. His designs successfully wove together Modernist materials such as exposed steel beams and cables, and concrete, with large spans of glass and the hard, angular forms, of postwar Modernism with natural, earthy materials, such as natural wood, stone, and brick in a way that creates both visual contrast, yet striking harmony. As a result, his designs have a starkly Modern character, yet are warm and comfortable, providing a sense of tranquility. It is this skillfulness with which these juxtapositions are executed that sets his designs apart from the work of his contemporaries.

Carl Graffunder designed many Mid-Century Modern houses in Minnesota, as well as libraries, churches, civic and university buildings, commercial structures, and even remodels (Hammel 2010:121). Graffunder was most prolific as a residential designer and is known to have designed at least 100 Modernist houses in the Twin Cities (Hammel 2010:121). Examples of his residential work include: his own house and studio at 1719 Xerxes Avenue North in Golden Valley (1949, 1951, 1958); the Edman House at 2 Dorset Road in Mendota Heights (ca. 1950); the Arlander House at 2271 Acorn Road in Roseville (ca. 1950); the Yogel House on Pieper Road in South Saint Paul (ca. 1950); the Berdie House at 2208 Folwell Avenue in Falcon Heights (1954); the Nordgren House at 79 Seymour Avenue Southeast in Minneapolis (1954); the William and Irma Dale House at 340 Diamond Lake Road East in Minneapolis (1955); the A. Leighton House at 1722 Oliver Avenue South in Minneapolis (1955); and the Gertrude Esteros House at 2291 Hoyt Avenue West in St. Paul (1960) (Millet 2007; Millet 2012a; Millet 2012b; Millet 2012c; Millet 2012d; Millet 2012e; Gebhard and Martinson 1977).

Examples of Graffunder's non-residential commissions include: the Normandale Lutheran Church at 6100 Normandale Road in Edina (ca. 1954); the Minnesota Dental Association Building at 2236 Marshall Avenue West in St. Paul (1956); the American Legion Hall and

Spano Medical Building in Minneapolis (1955); Bethany Lutheran Church at 3901 36<sup>th</sup> Avenue South in Minneapolis (1958); the Stevens Square Nursing Home at 32<sup>nd</sup> Street East and Stevens Avenue in Minneapolis (ca. 1960); the Infinity Photo Studio and Offices (ca. 1963); Clyton A. Gay Hall and the Science Building on the University of Minnesota-Morris Campus (1965 & 1966) (Millet 2007; Millet 2012a; Millet 2012b; Millet 2012c; Millet 2012d; Millet 2012e; Gebhard and Martinson 1977; Granger and Kelly 2005).

One of Carl Graffunder's first designs, if not the first building he designed after his return to Minnesota in 1949, was his own residence. He designed and built his house at 1719 Xerxes Avenue North shortly after his return. This property also includes the studio and garage that he built in 1951. In the early years of his career, Graffunder used this studio exclusively as his main workspace until moving his firm to Minneapolis when he partnered with Norman Nagel (Minneapolis Star 1952; R. R. Bowker 1956). In the early 1960s, Carl Graffunder began to design a summer home on Lake Minnetonka at Hardscrabble Point. This house was completed in 1965. Between 1965 and 1975, the Graffunders's used this residence as a summer cabin. Starting in 1975 they lived in this house year-round (Hammel 2010:121).

Carl Graffunder was well known and acclaimed for his modernist residential designs. The house he designed for himself in 1949 received considerable media coverage and was showcased in both local and national publications (Hammel 2010:121). Reflective of the quality and affordability of its design for a modest sized house, the design for the Graffunder House was published in *Quality Budget Houses: a Treasury of 100 Architect-Designed Houses from \$5,000 to \$20,000*. This national publication showcased well-designed houses in terms of function and architectural merit that were also affordable. The booklet was intended to appeal to more discerning members of the middle class who desired architect-designed, contemporary living, for a cost that was comparable to the standard plan track houses that were being constructed en masse across the nation after World War II. This booklet highlighted the affordability of the Graffunder House, which was a result of its efficient, two-story design with a cube-shaped plan, its use of inexpensive and stock size materials, and the minimal use of material by stressing the framing of the house to its maximum capacity (Ford and Creighton 1954). In *Everyday Art Quarterly* from 1952, the house was mentioned as having a very small budget and, again, highlighted using stock parts to maximize the budget (Everyday Art Quarterly 1952). The house also appeared in *A Guide to the Architecture of the Twin Cities* by Harlan E. McClure in 1955. This publication was prepared for the 1955 national convention of the American Institute of Architects (AIA), the first to ever be held in Minneapolis, and highlighted, and sought to “illustrate the important influences surrounding the development of architecture in this metropolitan area and to select representative examples of the better contemporary work in the various building types” (McClure 1955:1). When discussing the Graffunder House, McClure states that it is notable because “effective use is made of simple natural materials, lending fine tactile quality to the design” (McClure 1955:31). In addition to the considerable press his own home received, Graffunder's designs for several other homes also appeared in well-known national publications such as *Better Homes & Gardens*. His design for the Wolf House appeared in the March 1955 issue, and his design for the Peterson House appeared in the May 1955 issue (University of Minnesota 1955:48).



Among the awards won by Carl Graffunder, Graffunder, Nagel & Associates won a Minnesota AIA Honor Award in 1961 for their design for the Reynolds Cabin in Northern Minnesota. This cabin was one of 12 projects to win an award that year, and was in company with designs by other well known Minnesota modernist architects, including Ralph Rapson, Elizabeth and Winston Close, Cerny Associates, and Hammel Green (AIA Minnesota 2006).

#### *Mid-Century Modern and the Contemporary Style*

The majority of Carl Graffunder's designs, including his own house, were based on the Mid-Century Modern Contemporary style. Mid-Century Modern is generally identified as an architectural aesthetic from the decades following the end of World War II, between 1945 and circa 1965, and characterized by the simplification of form and a lack of ornamentation, the purpose of which is to highlight the function and structure of a building, moving away from any historic references (Roth 2001:360; Curtis 2006:11-17). The aesthetic grew from the late Moderne style and was influenced by the principles established by the Chicago School and later International style, but Mid-Century Modern buildings took on many different forms (National Trust for Historic Preservation 2011:1). The movement influenced mid-twentieth century civic, educational, commercial, residential, and religious architecture across the United States during the postwar boom. Mid-Century Modernism in Minnesota followed national trends. By the 1960s, businesses, churches, and private patrons attracted internationally recognized architects who, along with local designers, designed a number of notable Modernist buildings throughout the Twin Cities, as well as across the state. Examples include skyscrapers, such as the IDS Tower (Minneapolis) and the First National Bank Building (Minneapolis); suburban office complexes, such as General Mills Headquarters (Golden Valley) and the Dayton's Department Store (St. Paul); and sacred spaces, such as Mount Zion Temple (St. Paul), Christ Church Lutheran (Minneapolis), and St. John's Abby Church (Collegeville) (National Trust for Historic Preservation 2011).

The Contemporary style is a derivative of the International style and builds off of the Mid-Century Modern aesthetic. It emerged as an architectural style in the United States in the years following World War II. This style grew in popularity in the 1950s, reaching its zenith in the 1960s and early 1970s, before it began to wane in the late 1970s. The style shares several stylistic elements with more purist forms of the International style, including the use of angular forms and a general lack of detailing. Contemporary style designs differentiate from the International style through the use of multiple building materials. The International style is defined by a stark, white stucco exteriors or later, dark colored metal, while Contemporary architecture is known for its use of various combinations of wood, brick and stone wall cladding, and by the integration of landscaping into the site (McAlester 2004:482). The style has two distinct subtypes based on roof form. The flat-roof subtype is closely related to the International style, but lacks the stark white stucco exteriors found on its predecessor. Examples of the gable-roof subtype typically have shallow-pitched gable roofs, and broad, overhanging eaves with exposed rafters (McAlester 2004:482). Buildings that fall into this second category draw their influence from the Craftsman and Prairie styles, and to some degree the Usonian House developed by Frank Lloyd Wright in 1936 (Roth 1980). Attached one- or two-stall garages are characteristic of both variations of the style (McAlester 2004:482).

The Contemporary style evolved in California, where Wright's influence, as well as the local traditions of Bernard Maybeck and the Greene brothers, formed a good base and the climate was ideal for Wright's open, expansive plans (Roth 1980). From California, the style swept across the country over the course of a decade. The open plans, stylistic forms, and integrated landscaping that are associated with the style were promoted by a number of publications, as well as builders who were proponents of the style. Many of these publications were also responsible for unofficially coining a name for the style. In their NRHP Bulletin (2002) on historic residential suburbs, Ames and McClelland wrote:

John Hancock Callender's *Before You Buy a House* (1953), a joint publication of the Southwest Research Institute and the Architectural League of New York, was designed to educate prospective home buyers about the efficiency, livability, and low-cost afforded by the "contemporary residential style." The book showcased dozens of communities of small homes from all parts of the country, including Arapahoe Acres in Englewood, Colorado; and many of merchant builder Joseph Eichler's subdivisions in California.

The style was rarely used for large-scale buildings. The style is most prevalent in areas that were experiencing rapid suburbanization after World War II, and examples are seldom found in older, highly urbanized areas. Most examples in Minnesota date from the late 1950s through the mid-1970s.

*Significance:* The Carl Graffunder House was evaluated under NRHP Criterion C in the area of architecture for its design. Architecturally, the house is Mid-Century Modern in design and is best described as an early example of the gable-roof subtype of the Contemporary style, which was a derivative of the International style. The house is set apart by its extensive use of natural materials, its integration into its site, and its pitched roof. These characteristics exemplify important and broad evolutionary steps in the development of Mid-Century Modern architecture, as the International style placed great emphasis on designs that stood out from their settings and contrasted with it. The Graffunder House was designed to complement and take advantage of its setting. Moreover, even though it was comparable in size to the thousands of Minimal Traditional, Cape Cod, and Ranch style houses that were being built in the Twin Cities in the decade after World War II, architecturally, it was radically different. The house features a shallow-pitch gable roof with wide overhanging eaves and exposed roof beams, vertical wood cladding, a lack of ornamentation, and a massive chimney. It is the early use of these features that makes the house an important piece in the development of Mid-Century Modern architecture in Minnesota. It is also distinctive for its large ribbon windows on the south elevation that provide a connection with its site and nature, breaking the barrier between interior and exterior spaces. The connection with the site and nature is further emphasized by the siting of the house on a hill at the west end of the lot so that it overlooks a forested valley to the south and Theodore Wirth Park to the west. The design of the house masterfully combines earthy, natural materials that give the house a rustic feel, with Modernist elements, such as a large amount of glass. The distinctive balance found between the rustic and the Modernist design aesthetic makes the house stand out amongst other houses in the surrounding area.

While the house is a good example of its style, it is more important for its embodiment of Mid-Century Modern design principles that encouraged efficient design and space planning, as well as the blending of modern and earthy materials to provide for comfortable, modern, contemporary living. As such, the house stands out through its design quality and skilled execution, reflective of the distinctive design philosophy and skill of its architect, Carl Graffunder. This house embodies Graffunder's ability to maximize the use of space and materials to create a well-designed, aesthetically pleasing, and highly functional house while maintaining a strict budget. The cube-shaped design of the house emphasizes affordability, as its compact two-story design was more cost-efficient to build than a one-story house. The house also emphasizes affordability with its use of inexpensive stock materials, such as concrete block and dimensional lumber. Graffunder also minimized the amount of materials needed by stressing the capacity of the structural elements of the house to their greatest allowable capacity. The affordability of this house was an attempt to show that architect-designed houses were within the reach of the "common man" and could be a viable option for those looking for a higher level of architecture design and higher aesthetic design. The house fills a gap between the standard plan, builder-grade houses popular at this time period, and new high-style, architect-designed houses. This house has architectural merit but is more affordable through its efficient design and use of inexpensive materials.

Reflective of its innovativeness, including its Modernist design for a modest house, simple construction system, efficiency of plan and function, and affordability, the house received considerable media coverage after its construction. Given the acclaim this house received from the Twin Cities press, on a local level it likely also influenced other architects to design affordable higher style house, such as the many Contemporary style houses and neighborhoods constructed in Golden Valley, as well as the broader Twin Cities for the middle-class in the 1950s and 1960s.

The Carl Graffunder House was also evaluated under NRHP Criterion C, within the area of architecture as a work of Carl Graffunder. Graffunder's career in Minnesota spans several decades, beginning in 1949 when he set up a practice in the Twin Cities, and continues until approximately 1988 when he retired from teaching at the University of Minnesota. During his career, Graffunder designed many Mid-Century Modern buildings, including more than 100 residences, as well as a diverse array of commercial, religious, educational, and civic buildings. While he was most prolific as a residential architect his other non-residential works were designed and built during the time when he was completing many residential commissions, and follow the same overall design aesthetic. In addition, based on an initial review of a small sampling of buildings that he designed over the course of his career, there does not appear to be any particularly distinctive periods in his career in terms of his architectural aesthetic, or in the types of building he designed. Given the fact that Carl Graffunder is still living and his career extends well into the recent past; to be eligible as the work of a master, the house would need to meet Criteria Consideration G for exceptional significance. To satisfy Criteria Consideration G, Carl Graffunder would have to be a nationally recognized architect. While Graffunder was a skilled architect and several of his designs appeared in national publications, not enough is scholarly knowledge is known about his career and his contributions to the field of architecture to demonstrate that he was a nationally significant master architect who would meet the requirements of Criteria

Consideration G. Therefore, the Carl Graffunder House does not have significance under Criterion C, within the area of architecture as a work of master architect.

*Integrity:* When the Carl Graffunder House was built, it was one of the first in the area and had a relatively unobstructed view of Theodore Wirth Park to the west. Within a few short years the area around the house was soon fully developed as a residential area. However, with its location on a large wooded lot, the lot still provides a strong sense of seclusion. Moreover, being situated atop a small hill, the house still retains its views of Theodore Wirth Park to the West. Therefore, the house still retains sufficient integrity of location. The design of the original portion of the house remains largely intact in terms of form and layout. As such, the house also retains good integrity of setting, materials, workmanship, and association. However, the overall design of the house as a Modernist, small, affordable, architect-designed house has been compromised by the addition of a tall, and somewhat heavily massed balcony railing on the south elevation, and the addition on the east side of the house. The railing is a strong visual element that hinders the Modernist ideal of bringing the outside in, and the addition of the railing impedes that effect by visually blocking the view from the inside. Further, the addition on the east side of the house obscures the original entryway into the house, as well as downgrades the original living spaces of the house to secondary spaces, as the new living spaces of the addition become the main living spaces of the house. Even though the addition was designed by Graffunder himself, the construction of the addition takes away the minimal, efficient, and affordable design intent of the original portion of the house. The house today is no longer a small, efficient Modern house. As a result of the addition and the balcony railings, the integrity of feeling has been compromised. The house no longer retains its original significance as a small, affordable, architect-designed house. As such, this house does not retain significant integrity to convey its historical associations.

*Recommendation:* The Carl Graffunder House embodies Mid-Century Modernism, not only in its architectural style and detail, but more importantly in its efficient design and its strict adherence to its budget. The house represents the defining characteristics of Mid-Century Modern and Contemporary styles, including integration into the landscape, a shallow gable-roof with wide overhanging eaves, wood cladding, a lack of ornamentation, and a massive chimney. The house stands out among other similarly styled houses as a very early example, for its distinctive design, and the skill of its execution. This is manifested in its masterful balance between Modernist elements such as concrete and large spans of glass, with the use of natural materials, such as the natural board-and-batten exterior that give the house a thoroughly modern, yet comfortable, rustic feel. More importantly, however, the house was designed to be as affordable as possible, by using stock materials and stressing the materials to their maximum load capacity to reduce the amount of materials needed. The affordability of the house is evidenced by the cube-shaped floor plan of the original portion of the house, the use of inexpensive materials, and minimal finishing. The design of the house was intended to highlight how middle-class buyers could have an architect-designed house at an affordable price and achieve a contemporary lifestyle. The house offered an affordable alternative to the stock plans of the typical builder-designed houses that were common at this time period. Despite the significance of this house as a good example of Mid-Century Modern design principals, the integrity of the house has been compromised such that it no

longer conveys the design intent and overall feeling of the house as it was originally constructed. The ability to understand and appreciate the efficiency of the cube design, the affordable materials, and the maximum structure loading has been compromised by the addition that changed the function and feeling of the house. It is further compromised by the loss of the connection between the interior and nature outside, which is now obscured by the balcony railing. Due to its compromised integrity, this house is recommended as not eligible for listing in the NRHP under Criterion C in the area of architecture for its design.

Additionally, the Carl Graffunder House is recommended as currently not eligible under Criterion C, in the area of architecture as a work of a master architect because Carl Graffunder is still living and his career extends well into the recent, so not enough time has passed to be able to sufficiently evaluate his contributions to the field of architecture.

## 7.0 RECOMMENDATION

During the combined Phase I and Phase II architectural history survey for the Bottineau Transitway Plymouth Avenue Station, the 106 Group identified 145 properties within the project APE that were 45 years of age or older. Within the APE, one architectural history property has been previously listed, determined, eligible, or considered eligible for listing in the NRHP by the SHPO. As a result of the Phase I architectural history survey, no properties within the the Plymouth Avenue Station Supplemental Architectural History APE were recommended as potentially eligible for the NRHP due to a lack of historical significance. However, 50 properties within the Plymouth Avenue Station Supplemental Architectural History APE were previously evaluated at the Phase II level as part of the Homewood Historic District during the Bottineau Tranistway Phase I and Phase II. Forty-five of these properties were recommended eligible for the NRHP as contributing properties to the district, while five were recommended as non-contributing (see Figure 4 and Appendix A).

In October of 2012, the SHPO recommended a Phase II evaluation of an additional property, located at 1719 Xerxes Avenue North, which had been previously evaluated during the Phase I and II architectural history survey for this project (Kellerhals et al. 2012). Therefore, a Phase II architectural history evaluation was conducted for this property. This property is recommended as not eligible for listing in the NRHP.

## 8.0 REFERENCES CITED

### Agricultural Stabilization and Conservation Service [ASCS]

1957 *Historical Aerial Photograph, Hennepin County, Minnesota*. United States Department of Agriculture, Washington, D.C. On file at the John R. Borchert Map Library, Minneapolis, Minnesota.

1971 *Historical Aerial Photographs, Hennepin County, Minnesota*. United States Department of Agriculture, Washington, D.C. On file at the John R. Borchert Map Library, Minneapolis, Minnesota.

### AIA Minnesota

2006 *Minnesota Honor Awards List: 1954-2006*. Electronic document, [http://www.aia-mn.org/\\_assets/pdf/HonorAwards\\_AIAMN\\_000.pdf](http://www.aia-mn.org/_assets/pdf/HonorAwards_AIAMN_000.pdf), accessed December 3, 2012.

### City of Golden Valley

1985 Building Permit #15364. On file at the City of Golden Valley, Golden Valley, Minnesota.

1986 Building Permit #15767. On file at the City of Golden Valley, Golden Valley, Minnesota.

1997 Building Permit#005573. On file at the City of Golden Valley, Golden Valley, Minnesota.

2003 Building Permit #GV023838. On file at the City of Golden Valley, Golden Valley, Minnesota.

2012 History. Electronic document, <http://www.goldenvalleymn.gov/about/history.php>, accessed August, 2012.

### Curtis, William J.R.

2006 *Modern Architecture Since 1900*. Phaidon Press Limited, London, United Kingdom.

### Everyday Art Quarterly

1952 *Everyday Art Quarterly*. No. 22, Spring 1952.

### Ford, Mary Marrow, and Thomas Hawk Creighton

1954 *Quality Budget Houses: a Treasury of 100 Architect-Designed Houses from \$5,000 to \$20,000*. Reinhold Publishing, New York.

### Golden Valley Historical Society

1986 *Golden Valley: A History of a Minnesota City, 1886-1986*. Golden Valley Historical Society, Golden Valley, Minnesota.

Granger, Susan and Scott Kelly

2005 *University of Minnesota Morris Historic Preservation Plan A Plan For Landscape & Buildings*. Electronic document, <http://www.morris.umn.edu/preservation/>, accessed November 28, 2012.

Hammel, Bette Jones

2010 *Legendary Homes of Lake Minnetonka*. Minnesota Historical Society Press, St. Paul, Minnesota.

Hennepin County Assessor's Office

2012 *Property Information*. Electronic document, [www16.co.hennepin.mn.us/pins/addrsrch.jsp](http://www16.co.hennepin.mn.us/pins/addrsrch.jsp), accessed November 27, 2012.

Hudak, G. Joseph

2011 *MnDOT's Cultural Resources Unit (CRU) Project and Report Requirements*. Minnesota Department of Transportation, St. Paul, Minnesota.

Kellerhals, Kelli Andre, Greg Mathis, Saleh Miller, Kathryn Ohland, and Katerine Scott

2012 *Phase I and II Architectural History Survey for the Bottineau Transitway Project, Crystal, Brooklyn Park, Golden Valley, Maple Grove, Minneapolis, New Hope, and Robbinsdale, Hennepin County, Minnesota*. Prepared by the 106 Group Ltd., St. Paul, Minnesota. On file at the State Historic Preservation Office, St. Paul, Minnesota.

Lathrop, Alan K.

2010 *Minnesota Architects: A Biographical Dictionary*. University of Minnesota Press, Minneapolis, Minnesota.

McAlester, Virginia and Lee

2004 *A Field Guide to American Houses*. Alfred A. Knopf, New York, New York.

Mathis, Greg, and William Stark

2007 *Phase I and II Architectural History Survey for the County State Aid Highway (CSAH) 81 Reconstruction Project, Brooklyn Park, Crystal, Maple Grove, Osseo and Robbinsdale, Hennepin County, Minnesota*. Prepared by the 106 Group Ltd., St. Paul, Minnesota. On file at the State Historic Preservation Office, St. Paul, Minnesota.

McAlester, Virginia and Lee

2004 *A Field Guide to American Houses*. Alfred A. Knopf, New York, New York.

Mead & Hunt

2002a *North Minneapolis Historic Resources Inventory: Bryn Mawr, and Near North Neighborhoods (South Area)*. Prepared by Mead & Hunt, Madison, Wisconsin. On file at the Minnesota State Historic Preservation Office, St. Paul, Minnesota.



Millett, Larry

2007 *ALA Guide to the Twin Cities: the Essential Source on the Architecture of Minneapolis and St. Paul*. Minnesota Historical Society Press, St. Paul, Minnesota.

2012a Mid-Century Modern: Outstate Data Base. Electronic document, <http://www.larrymillett.com/wp-content/uploads/2009/01/outstate.pdf>, accessed November 28, 2012.

2012b Mid-Century Modernism: Minneapolis Suburbs Database. Electronic document, <http://www.larrymillett.com/wp-content/uploads/2009/01/mplssuburban.pdf>, accessed November 28, 2012.

2012c Mid-Century Modern: St. Paul Database. Electronic document, <http://www.larrymillett.com/wp-content/uploads/2009/01/stpaul1.pdf>, accessed November 28, 2012.

2012d Mid-Century Modern: St. Paul Suburban Database. Electronic document, <http://www.larrymillett.com/wp-content/uploads/2009/01/stpaulsuburban1.pdf>, accessed November 28, 2012.

2012e Mid-Century Modern: Minneapolis Database. Electronic document, <http://www.larrymillett.com/wp-content/uploads/2009/01/mpls.pdf>, accessed November 28, 2012.

Minneapolis Star Journal

1952 Mr. Carl Graffunder. 23 September. Minneapolis, Minnesota.

Minnesota State Historic Preservation Office [SHPO]

1993 *Urban Centers 1870-1940*. On file at the Minnesota State Historic Preservation Office, St. Paul, Minnesota.

2010 *Guidelines for History/Architecture Projects in Minnesota*. On file at the Minnesota State Historic Preservation Office, St. Paul, Minnesota.

National Park Service [NPS]

1983 Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation. *Federal Register* 48(190):44716-447.

1995 *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*. Government Printing Office, Washington, D.C.

2002 National Register Bulletin: Historic Residential Suburbs. United States Department of the Interior, Washington, D.C.

National Trust for Historic Preservation

2011 *Minnesota Modern: Era of Innovation*. National Trust for Historic Preservation, Washington, D.C.

Northwest Architectural Archives, Manuscripts Division

1949 *The American Institute of Architects Application for Corporate Membership*. Carl Graffunder File. On file at the Northwest Architectural Archives, University of Minnesota, Minneapolis, Minnesota.

Pearson, Marjorie, and Renee L. Hutter

2012 *Phase I and II Architecture-History Survey For The Douglas Drive (CSAH 102) Reconstruction, Golden Valley, Hennepin County, Minnesota*. Prepared for Minnesota Department of Transportation and the Federal Highway Administration. Available at the Minnesota State Historic Preservation Office, St. Paul, Minnesota.

Peterson, Garneth O.

1997 *Jewish Settlement in North Minneapolis, 1890-1969*. Historic Context for Minneapolis Preservation Plan. Prepared by Landscape Research, St. Paul, Minnesota.

Peterson, Garneth O. and Carole Zellie

1998 *North Minneapolis Historic Context Study*. Prepared by Landscape Research, Minneapolis, Minnesota.

Roth, Leland M.

1980 *A Concise History of American Architecture*. Harper & Row. New York, New York.

R. L. Polk & Company

1956 Polks's Minneapolis Suburban City Directory, R. L. Polk, St. Paul, Minnesota.

1957 Polks's Minneapolis Suburban City Directory, R. L. Polk, St. Paul, Minnesota.

1958 Polks's Minneapolis Suburban City Directory, R. L. Polk, St. Paul, Minnesota.

1960 Polks's Minneapolis Suburban City Directory, R. L. Polk, St. Paul, Minnesota.

1965 Polks's Minneapolis Suburban City Directory, R. L. Polk, St. Paul, Minnesota.

1970 Polks's Minneapolis Suburban City Directory, R. L. Polk, St. Paul, Minnesota.

1975 Polks's Minneapolis Suburban City Directory, R. L. Polk, St. Paul, Minnesota.

1976 Polks's Minneapolis Suburban City Directory, R. L. Polk, St. Paul, Minnesota.

1977 Polks's Minneapolis Suburban City Directory, R. L. Polk, St. Paul, Minnesota.

R. R. Bowker LLC.

1956 *American Architects Directory*. R. R. Bowker Company, New York.

1962 *American Architects Directory*. R. R. Bowker Company, New York.

1970 *American Architects Directory*. R. R. Bowker Company, New York.

Schmidt, Andrew J., Daniel R. Pratt, Andrea C. Vermeer, and Betsy H. Bradley

2005 *National Register of Historic Places Multiple Property Documentation Form: Railroads in Minnesota, 1862-1956*. Summit Envirosolutions, Inc. and ARCH3, LLC. On file at the State Historic Preservation Office, St. Paul, Minnesota.

Village of Golden Valley

1949 Building Permit #1288. On file at the City of Golden Valley, Golden Valley, Minnesota.

1951 Building Permit #1979. On file at the City of Golden Valley, Golden Valley, Minnesota.

1957 Building Permit #4094. On file at the City of Golden Valley, Golden Valley, Minnesota.

1958 Building Permit #4625. On file at the City of Golden Valley, Golden Valley, Minnesota.

University of Minnesota

1955 *Publications of the Faculties*. University of Minnesota, Minneapolis, Minnesota.

University of Minnesota Board of Regents

1950 *University of Minnesota Board of Regents Budget Committee Minutes, June 9, 1950*. Electronic document, <http://conservancy.umn.edu/bitstream/43133/1/1949-50-16.pdf>, accessed December 3, 2012.

Zahn, Thomas R. and Associates

1990 *Preservation Plan for the City of Minneapolis*. Minneapolis Heritage Preservation Commission, Minneapolis, Minnesota.

Zellie, Carol

2005 *Minneapolis Public Schools Historic Context Study*. On file at the Minneapolis Heritage Preservation Commission, Minneapolis, Minnesota.

**APPENDIX A: PROPERTIES LOCATED IN THE HOMEWOOD HISTORIC  
DISTRICT**

**PROPERTIES LOCATED IN THE HOMEWOOD HISTORIC DISTRICT\***

*\*Properties listed in bold were not previously surveyed as a part of the original Bottineau Transitway Project APE but were evaluated for integrity as part of the Phase II evaluation for the Homewood Historic District. The bolded properties lay within the expanded Plymouth Avenue Station Supplemental Architectural History APE and, therefore, were surveyed at a Phase I level. Inventory forms were prepared for these properties during this current investigation. Properties not located in either the previously reviewed Bottineau Transitway project APE or the expanded Plymouth Avenue Station Supplemental Architectural History APE have not been inventoried and therefore do not have inventory numbers.*

*Properties with an asterisk are properties that were originally determined as contributing to the historic district. However, subsequent consultation with SHPO has determined that these properties are non-contributing and their status has been updated to reflect this determination. The property with a double asterisk was originally determined as non-contributing to the historic district. Subsequent consultation with SHPO has determined that the property is contributing and the property's status has been updated to reflect this determination.*

<b>Inventory No.*</b>	<b>Property Name</b>	<b>Address</b>	<b>Date</b>	<b>Recommended NRHP Eligibility</b>
HE-MPC-9490	Abraham Lincoln Jr. High School Athletic Field	2131 12 <sup>th</sup> Avenue N	1923	Contributing
N/A	House	2420 12 <sup>th</sup> Avenue N	1970	Non-contributing
HE-MPC-10482	House	2501 12 <sup>th</sup> Avenue N	1915	Contributing
HE-MPC-7640	David Haas House	2511 12 <sup>th</sup> Avenue N	1920	Contributing
HE-MPC-7641	David Dworsky House	2515 12 <sup>th</sup> Avenue N	1920	Contributing
HE-MPC-7642	House	2523 12 <sup>th</sup> Avenue N	1925	Contributing
HE-MPC-10558	House & Garage	2518 Farwell Avenue N	1955	Contributing
N/A	House	2616 Farwell Avenue N	1946	Contributing
HE-MPC-10559	House	2822 Farwell Avenue N	1953	Contributing
HE-MPC-10560	House	2924 Farwell Avenue N	1914	Contributing
HE-MPC-10561	House	2502 Farwell Place	1916	Contributing
HE-MPC-10562	House & Garage	2506 Farwell Place	1926	Contributing
HE-MPC-7638	Max Kohn House	2512 Farwell Place	1932	Contributing
HE-MPC-7639	House	2520 Farwell Place	1916	Contributing
HE-MPC-10805	House	2900 Oak Park Avenue	1960	Contributing
HE-MPC-10806	House	2908 Oak Park Avenue	1960	Contributing
HE-MPC-10807	House	2916 Oak Park Avenue	1960	Contributing
HE-MPC-10808	House	2924 Oak Park Avenue	1960	Contributing
HE-MPC-8239	Calvary Methodist Church / Minneapolis Believers in Christ Church	1001 Penn Avenue N	1910	Non-contributing*
HE-MPC-10975	Duplex	1201 Penn Avenue N	1960	Contributing
HE-MPC-10976	House & Garage	1209 Penn Avenue N	1928	Contributing
HE-MPC-10976	House & Garage	1215 Penn Avenue N	1928	Contributing
HE-MPC-10979	House	1221 Penn Avenue N	1910	Contributing

**PROPERTIES LOCATED IN THE HOMEWOOD HISTORIC DISTRICT\***

*\*Properties listed in bold were not previously surveyed as a part of the original Bottineau Transitway Project APE but were evaluated for integrity as part of the Phase II evaluation for the Homewood Historic District. The bolded properties lay within the expanded Plymouth Avenue Station Supplemental Architectural History APE and, therefore, were surveyed at a Phase I level. Inventory forms were prepared for these properties during this current investigation. Properties not located in either the previously reviewed Bottineau Transitway project APE or the expanded Plymouth Avenue Station Supplemental Architectural History APE have not been inventoried and therefore do not have inventory numbers.*

*Properties with an asterisk are properties that were originally determined as contributing to the historic district. However, subsequent consultation with SHPO has determined that these properties are non-contributing and their status has been updated to reflect this determination. The property with a double asterisk was originally determined as non-contributing to the historic district. Subsequent consultation with SHPO has determined that the property is contributing and the property's status has been updated to reflect this determination.*

<b>Inventory No.*</b>	<b>Property Name</b>	<b>Address</b>	<b>Date</b>	<b>Recommended NRHP Eligibility</b>
HE-MPC-10980	House & Garage	1225 Penn Avenue N	1929	Contributing
HE-MPC-7579	House & Garage	1231 Penn Avenue N	1926	Contributing
HE-MPC-7580	House & Garage	1237 Penn Avenue N	1927	Contributing
N/A	Vacant Parcel	1245 Penn Avenue N	N/A	Non-contributing
N/A	Vacant Parcel	2201 Plymouth Avenue N	N/A	Non-contributing
N/A	Vacant Parcel	2215 Plymouth Avenue N	N/A	Non-contributing
HE-MPC-7598	Homewood Presbyterian Church / Kenesseth Israel Synagogue	2309 Plymouth Avenue N	1910	Contributing
HE-MPC-11096	Apartment Building	2419 Plymouth Avenue N	1957	Contributing
HE-MPC-11121	House	1001 Queen Avenue N	1911	Contributing
HE-MPC-11126	House & Garage	1004 Queen Avenue N	1920	Contributing
HE-MPC-11127	House & Garage	1009 Queen Avenue N	1928	Contributing
HE-MPC-11128	House & Garage	1015 Queen Avenue N	1936	Non-contributing*
HE-MPC-11129	House & Garage	1023 Queen Avenue N	1925	Contributing
HE-MPC-11130	House & Garage	1101 Queen Avenue N	1913	Contributing
HE-MPC-11131	House	1107 Queen Avenue N	1913	Contributing
N/A	House	1115 Queen Avenue N	1987	Non-Contributing
HE-MPC-7613	J.C. Nelson House	1200 Queen Avenue N	1922	Contributing
N/A	House	1205 Queen Avenue N	1976	Non-Contributing
N/A	House	1209 Queen Avenue N	1977	Non-Contributing
HE-MPC-11132	House & Garage	1210 Queen Avenue N	1927	Contributing
HE-MPC-11133	House & Garage	1214 Queen Avenue N	1927	Contributing
HE-MPC-11134	House & Garage	1215 Queen Avenue N	1914	Contributing
HE-MPC-11135	House & Garage	1218 Queen Avenue N	1925	Contributing
HE-MPC-11136	House & Garage	1221 Queen Avenue N	1918	Contributing
HE-MPC-7614	House & Garage	1224 Queen Avenue N	1926	Contributing
HE-MPC-7615	Oscar M. Johnson	1227 Queen Avenue N	1927	Contributing

**PROPERTIES LOCATED IN THE HOMEWOOD HISTORIC DISTRICT\***

*\*Properties listed in bold were not previously surveyed as a part of the original Bottineau Transitway Project APE but were evaluated for integrity as part of the Phase II evaluation for the Homewood Historic District. The bolded properties lay within the expanded Plymouth Avenue Station Supplemental Architectural History APE and, therefore, were surveyed at a Phase I level. Inventory forms were prepared for these properties during this current investigation. Properties not located in either the previously reviewed Bottineau Transitway project APE or the expanded Plymouth Avenue Station Supplemental Architectural History APE have not been inventoried and therefore do not have inventory numbers.*

*Properties with an asterisk are properties that were originally determined as contributing to the historic district. However, subsequent consultation with SHPO has determined that these properties are non-contributing and their status has been updated to reflect this determination. The property with a double asterisk was originally determined as non-contributing to the historic district. Subsequent consultation with SHPO has determined that the property is contributing and the property's status has been updated to reflect this determination.*

<b>Inventory No.*</b>	<b>Property Name</b>	<b>Address</b>	<b>Date</b>	<b>Recommended NRHP Eligibility</b>
	House			
HE-MPC-11137	House & Garage	1230 Queen Avenue N	1926	Contributing
HE-MPC-7616	House & Garage	1233 Queen Avenue N	1926	Contributing
HE-MPC-11138	House & Garage	1236 Queen Avenue N	1926	Contributing
HE-MPC-11139	House & Garage	1239 Queen Avenue N	1927	Contributing
HE-MPC-11140	House	1242 Queen Avenue N	1928	Contributing
HE-MPC-11141	House & Garage	1245 Queen Avenue N	1928	Contributing
HE-MPC-11142	House & Garage	1251 Queen Avenue N	1938	Contributing
HE-MPC-11255	House & Garage	1000 Russell Avenue N	1911	Contributing
HE-MPC-11256	House & Garage	1001 Russell Avenue N	1927	Contributing
HE-MPC-11257	House & Garage	1008 Russell Avenue N	1927	Non-contributing
HE-MPC-7636	Joseph Fingerman House	1009 Russell Avenue N	1927	Contributing
HE-MPC-11258	House & Garage	1014 Russell Avenue N	1929	Contributing
HE-MPC-11259	House & Garage	1015 Russell Avenue N	1928	Contributing
HE-MPC-11260	House & Garage	1018 Russell Avenue N	1927	Non-contributing
HE-MPC-11261	House & Garage	1019 Russell Avenue N	1928	Contributing
HE-MPC-11262	House & Garage	1024 Russell Avenue N	1927	Contributing
HE-MPC-11263	House & Garage	1027 Russell Avenue N	1929	Contributing
HE-MPC-11264	House & Garage	1101 Russell Avenue N	1929	Contributing
HE-MPC-11265	House & Garage	1102 Russell Avenue N	1938	Contributing
HE-MPC-11266	House & Garage	1107 Russell Avenue N	1927	Contributing
HE-MPC-7634	Nathan Rosenzweig House	1108 Russell Avenue N	1936	Contributing
HE-MPC-11267	House & Garage	1111 Russell Avenue N	1916	Non-contributing
HE-MPC-11268	House & Garage	1114 Russell Avenue N	1915	Contributing**
HE-MPC-7644	Harry B. Goodman House	1121 Russell Avenue N	1940	Contributing
HE-MPC-11269	House & Garage	1200 Russell Avenue N	1948	Contributing

**PROPERTIES LOCATED IN THE HOMEWOOD HISTORIC DISTRICT\***

*\*Properties listed in bold were not previously surveyed as a part of the original Bottineau Transitway Project APE but were evaluated for integrity as part of the Phase II evaluation for the Homewood Historic District. The bolded properties lay within the expanded Plymouth Avenue Station Supplemental Architectural History APE and, therefore, were surveyed at a Phase I level. Inventory forms were prepared for these properties during this current investigation. Properties not located in either the previously reviewed Bottineau Transitway project APE or the expanded Plymouth Avenue Station Supplemental Architectural History APE have not been inventoried and therefore do not have inventory numbers.*

*Properties with an asterisk are properties that were originally determined as contributing to the historic district. However, subsequent consultation with SHPO has determined that these properties are non-contributing and their status has been updated to reflect this determination. The property with a double asterisk was originally determined as non-contributing to the historic district. Subsequent consultation with SHPO has determined that the property is contributing and the property's status has been updated to reflect this determination.*

<b>Inventory No.*</b>	<b>Property Name</b>	<b>Address</b>	<b>Date</b>	<b>Recommended NRHP Eligibility</b>
HE-MPC-11270	House & Garage	1205 Russell Avenue N	1935	Contributing
HE-MPC-11271	House & Garage	1206 Russell Avenue N	1929	Contributing
HE-MPC-11272	House	1211 Russell Avenue N	1930	Contributing
HE-MPC-11273	House & Garage	1212 Russell Avenue N	1929	Contributing
HE-MPC-11274	House & Garage	1215 Russell Avenue N	1929	Contributing
HE-MPC-11275	House & Garage	1218 Russell Avenue N	1928	Contributing
HE-MPC-11276	House & Garage	1221 Russell Avenue N	1929	Contributing
HE-MPC-11277	House & Garage	1224 Russell Avenue N	1928	Contributing
HE-MPC-11278	House & Garage	1227 Russell Avenue N	1929	Contributing
HE-MPC-11279	House & Garage	1230 Russell Avenue N	1928	Contributing
HE-MPC-11280	House & Garage	1233 Russell Avenue N	1929	Contributing
HE-MPC-11281	House & Garage	1236 Russell Avenue N	1928	Contributing
HE-MPC-11282	House & Garage	1239 Russell Avenue N	1938	Contributing
HE-MPC-11283	House & Garage	1240 Russell Avenue N	1936	Contributing
HE-MPC-11284	House & Garage	1243 Russell Avenue N	1940	Non-contributing*
HE-MPC-11285	House & Garage	1244 Russell Avenue N	1940	Contributing
HE-MPC-11286	House & Garage	1247 Russell Avenue N	1948	Non-contributing*
HE-MPC-11287	House & Garage	1248 Russell Avenue N	1941	Contributing
HE-MPC-11288	House & Garage	1251 Russell Avenue N	1948	Non-contributing*
N/A	Vacant Parcel	1254 Russell Avenue N	N/A	Non-contributing
HE-MPC-11289	House & Garage	1255 Russell Avenue N	1950	Contributing
HE-MPC-11391	House & Garage	1001 Sheridan Avenue N	1925	Contributing
HE-MPC-11392	House	1003 Sheridan Avenue N	1914	Contributing
HE-MPC-11393	House & Garage	1004 Sheridan Avenue N	1916	Contributing
HE-MPC-11394	House & Garage	1007 Sheridan Avenue N	1923	Contributing
HE-MPC-11395	House	1008 Sheridan Avenue N	1917	Contributing
HE-MPC-11396	House & Garage	1011 Sheridan Avenue N	1922	Contributing
HE-MPC-11397	House & Garage	1016 Sheridan Avenue N	1925	Contributing



**PROPERTIES LOCATED IN THE HOMEWOOD HISTORIC DISTRICT\***

*\*Properties listed in bold were not previously surveyed as a part of the original Bottineau Transitway Project APE but were evaluated for integrity as part of the Phase II evaluation for the Homewood Historic District. The bolded properties lay within the expanded Plymouth Avenue Station Supplemental Architectural History APE and, therefore, were surveyed at a Phase I level. Inventory forms were prepared for these properties during this current investigation. Properties not located in either the previously reviewed Bottineau Transitway project APE or the expanded Plymouth Avenue Station Supplemental Architectural History APE have not been inventoried and therefore do not have inventory numbers.*

*Properties with an asterisk are properties that were originally determined as contributing to the historic district. However, subsequent consultation with SHPO has determined that these properties are non-contributing and their status has been updated to reflect this determination. The property with a double asterisk was originally determined as non-contributing to the historic district. Subsequent consultation with SHPO has determined that the property is contributing and the property's status has been updated to reflect this determination.*

<b>Inventory No.*</b>	<b>Property Name</b>	<b>Address</b>	<b>Date</b>	<b>Recommended NRHP Eligibility</b>
HE-MPC-11398	House & Garage	1022 Sheridan Avenue N	1925	Contributing
HE-MPC-11399	House & Garage	1100 Sheridan Avenue N	1927	Contributing
HE-MPC-11400	House	1105 Sheridan Avenue N	1922	Contributing
HE-MPC-11401	House	1106 Sheridan Avenue N	1926	Contributing
HE-MPC-11402	House	1111 Sheridan Avenue N	1920	Contributing
HE-MPC-11403	House & Garage	1112 Sheridan Avenue N	1911	Contributing
HE-MPC-11404	House & Garage	1117 Sheridan Avenue N	1921	Contributing
HE-MPC-11405	House	1118 Sheridan Avenue N	1935	Contributing
HE-MPC-11406	House	1122 Sheridan Avenue N	1926	Contributing
HE-MPC-11411	House & Garage	1128 Sheridan Avenue N	1910	Contributing
HE-MPC-11412	Farwell Park	1201 Sheridan Avenue N	1889	Contributing
HE-MPC-11413	House & Garage	1206 Sheridan Avenue N	1953	Contributing
HE-MPC-11414	House & Garage	1210 Sheridan Avenue N	1910	Contributing
HE-MPC-11415	House & Garage	1216 Sheridan Avenue N	1910	Contributing
HE-MPC-7637	House & Garage	1220 Sheridan Avenue N	1927	Contributing
HE-MPC-11416	House	1226 Sheridan Avenue N	1940	Contributing
HE-MPC-11417	House & Garage	1234 Sheridan Avenue N	1911	Contributing
HE-MPC-11418	House & Garage	1238 Sheridan Avenue N	1957	Contributing
HE-MPC-11419	Apartment Building	1239 Sheridan Avenue N	1961	Contributing
HE-MPC-11557	House	1000 Thomas Avenue N	1925	Contributing
N/A	House	1001 Thomas Avenue N	1916	Contributing
HE-MPC-11558	House	1004 Thomas Avenue N	1925	Contributing
N/A	House	1007 Thomas Avenue N	1915	Contributing
HE-MPC-11559	House	1008 Thomas Avenue N	1925	Contributing
N/A	House	1015 Thomas Avenue N	1915	Non-contributing
HE-MPC-11560	House & Garage	1016 Thomas Avenue N	1955	Contributing
N/A	House	1025 Thomas Avenue N	1910	Contributing
HE-MPC-11561	House & Garage	1102 Thomas Avenue N	1912	Contributing

**PROPERTIES LOCATED IN THE HOMEWOOD HISTORIC DISTRICT\***

*\*Properties listed in bold were not previously surveyed as a part of the original Bottineau Transitway Project APE but were evaluated for integrity as part of the Phase II evaluation for the Homewood Historic District. The bolded properties lay within the expanded Plymouth Avenue Station Supplemental Architectural History APE and, therefore, were surveyed at a Phase I level. Inventory forms were prepared for these properties during this current investigation. Properties not located in either the previously reviewed Bottineau Transitway project APE or the expanded Plymouth Avenue Station Supplemental Architectural History APE have not been inventoried and therefore do not have inventory numbers.*

*Properties with an asterisk are properties that were originally determined as contributing to the historic district. However, subsequent consultation with SHPO has determined that these properties are non-contributing and their status has been updated to reflect this determination. The property with a double asterisk was originally determined as non-contributing to the historic district. Subsequent consultation with SHPO has determined that the property is contributing and the property's status has been updated to reflect this determination.*

<b>Inventory No.*</b>	<b>Property Name</b>	<b>Address</b>	<b>Date</b>	<b>Recommended NRHP Eligibility</b>
N/A	House	1107 Thomas Avenue N	1911	Non-contributing
HE-MPC-11562	House & Garage	1110 Thomas Avenue N	1925	Contributing
HE-MPC-11563	House	1114 Thomas Avenue N	1910	Contributing
N/A	House	1115 Thomas Avenue N	1915	Contributing
N/A	House	1119 Thomas Avenue N	1910	Contributing
HE-MPC-7631	House & Garage	1122 Thomas Avenue N	1911	Contributing
N/A	House	1125 Thomas Avenue N	1915	Contributing
N/A	Vacant Parcel	1133 Thomas Avenue N	N/A	Non-contributing
N/A	House	1137 Thomas Avenue N	1938	Contributing
N/A	House	1141 Thomas Avenue N	1927	Contributing
N/A	House	1205 Thomas Avenue N	1916	Contributing
N/A	House	1211 Thomas Avenue N	1956	Contributing
N/A	House	1217 Thomas Avenue N	1914	Contributing
N/A	House	1223 Thomas Avenue N	1912	Contributing
N/A	House	1229 Thomas Avenue N	1910	Non-contributing
N/A	House	1235 Thomas Avenue N	1920	Contributing
HE-MPC-11564	Apartment Building	1240 Thomas Avenue N	1962	Contributing
N/A	House	1243 Thomas Avenue N	1920	Non-contributing
N/A	House	1000 Upton Avenue N	1920	Contributing
N/A	House	1001 Upton Avenue N	1920	Contributing
N/A	House	1005 Upton Avenue N	1941	Contributing
N/A	House	1008 Upton Avenue N	1926	Contributing
N/A	House	1009 Upton Avenue N	1941	Non-contributing
N/A	House	1014 Upton Avenue N	1926	Contributing
N/A	House	1019 Upton Avenue N	1941	Contributing
N/A	House	1020 Upton Avenue N	1926	Contributing
N/A	House	1023 Upton Avenue N	1941	Contributing
N/A	House	1024 Upton Avenue N	1926	Contributing

**PROPERTIES LOCATED IN THE HOMEWOOD HISTORIC DISTRICT\***

*\*Properties listed in bold were not previously surveyed as a part of the original Bottineau Transitway Project APE but were evaluated for integrity as part of the Phase II evaluation for the Homewood Historic District. The bolded properties lay within the expanded Plymouth Avenue Station Supplemental Architectural History APE and, therefore, were surveyed at a Phase I level. Inventory forms were prepared for these properties during this current investigation. Properties not located in either the previously reviewed Bottineau Transitway project APE or the expanded Plymouth Avenue Station Supplemental Architectural History APE have not been inventoried and therefore do not have inventory numbers.*

*Properties with an asterisk are properties that were originally determined as contributing to the historic district. However, subsequent consultation with SHPO has determined that these properties are non-contributing and their status has been updated to reflect this determination. The property with a double asterisk was originally determined as non-contributing to the historic district. Subsequent consultation with SHPO has determined that the property is contributing and the property's status has been updated to reflect this determination.*

<b>Inventory No.*</b>	<b>Property Name</b>	<b>Address</b>	<b>Date</b>	<b>Recommended NRHP Eligibility</b>
N/A	House	1027 Upton Avenue N	1941	Contributing
N/A	House	1031 Upton Avenue N	1939	Contributing
N/A	House	1100 Upton Avenue N	1923	Contributing
N/A	House	1101 Upton Avenue N	1924	Contributing
N/A	House	1107 Upton Avenue N	1923	Contributing
N/A	House	1108 Upton Avenue N	1923	Contributing
N/A	House	1111 Upton Avenue N	1923	Contributing
N/A	House	1116 Upton Avenue N	1916	Contributing
<b>HE-MPC-9149</b>	<b>House</b>	<b>1117 Upton Avenue N</b>	<b>1923</b>	<b>Contributing</b>
<b>HE-MPC-9150</b>	<b>House</b>	<b>1121 Upton Avenue N</b>	<b>1920</b>	<b>Contributing</b>
N/A	House	1122 Upton Avenue N	1922	Contributing
<b>HE-MPC-9151</b>	<b>House</b>	<b>1125 Upton Avenue N</b>	<b>1920</b>	<b>Contributing</b>
N/A	House	1128 Upton Avenue N	1923	Contributing
N/A	House	1134 Upton Avenue N	1923	Contributing
N/A	House	1204 Upton Avenue N	1915	Contributing
<b>HE-MPC-7645</b>	<b>House</b>	<b>1205 Upton Avenue N</b>	<b>1914</b>	<b>Contributing</b>
<b>HE-MPC-9152</b>	<b>House</b>	<b>1210 Upton Avenue N</b>	<b>1930</b>	<b>Contributing</b>
<b>HE-MPC-9153</b>	<b>House</b>	<b>1211 Upton Avenue N</b>	<b>1912</b>	<b>Contributing</b>
<b>HE-MPC-9154</b>	<b>House</b>	<b>1216 Upton Avenue N</b>	<b>1921</b>	<b>Contributing</b>
<b>HE-MPC-9155</b>	<b>House</b>	<b>1217 Upton Avenue N</b>	<b>1916</b>	<b>Contributing</b>
<b>HE-MPC-9156</b>	<b>House</b>	<b>1220 Upton Avenue N</b>	<b>1921</b>	<b>Contributing</b>
<b>HE-MPC-9157</b>	<b>House</b>	<b>1223 Upton Avenue N</b>	<b>1914</b>	<b>Contributing</b>
<b>HE-MPC-9158</b>	<b>House</b>	<b>1228 Upton Avenue N</b>	<b>1917</b>	<b>Contributing</b>
<b>HE-MPC-9159</b>	<b>House</b>	<b>1229 Upton Avenue N</b>	<b>1910</b>	<b>Contributing</b>
<b>HE-MPC-9160</b>	<b>House</b>	<b>1234 Upton Avenue N</b>	<b>1920</b>	<b>Contributing</b>
<b>HE-MPC-9161</b>	<b>House</b>	<b>1235 Upton Avenue N</b>	<b>1922</b>	<b>Contributing</b>
<b>HE-MPC-9162</b>	<b>House</b>	<b>1236 Upton Avenue N</b>	<b>1918</b>	<b>Contributing</b>
<b>HE-MPC-9163</b>	<b>House</b>	<b>1240 Upton Avenue N</b>	<b>1920</b>	<b>Contributing</b>

**PROPERTIES LOCATED IN THE HOMEWOOD HISTORIC DISTRICT\***

*\*Properties listed in bold were not previously surveyed as a part of the original Bottineau Transitway Project APE but were evaluated for integrity as part of the Phase II evaluation for the Homewood Historic District. The bolded properties lay within the expanded Plymouth Avenue Station Supplemental Architectural History APE and, therefore, were surveyed at a Phase I level. Inventory forms were prepared for these properties during this current investigation. Properties not located in either the previously reviewed Bottineau Transitway project APE or the expanded Plymouth Avenue Station Supplemental Architectural History APE have not been inventoried and therefore do not have inventory numbers.*

*Properties with an asterisk are properties that were originally determined as contributing to the historic district. However, subsequent consultation with SHPO has determined that these properties are non-contributing and their status has been updated to reflect this determination. The property with a double asterisk was originally determined as non-contributing to the historic district. Subsequent consultation with SHPO has determined that the property is contributing and the property's status has been updated to reflect this determination.*

<b>Inventory No.*</b>	<b>Property Name</b>	<b>Address</b>	<b>Date</b>	<b>Recommended NRHP Eligibility</b>
<b>HE-MPC-9164</b>	<b>House</b>	<b>1241 Upton Avenue N</b>	<b>1915</b>	<b>Contributing</b>
N/A	House	1000 Vincent Avenue N	1957	Contributing
HE-MPC-11909	Duplex	1001-1003 Vincent Avenue N	1947	Contributing
N/A	House	1008 Vincent Avenue N	1926	Contributing
HE-MPC-11816	House	1011 Vincent Avenue N	1948	Contributing
N/A	House	1012 Vincent Avenue N	1926	Contributing
N/A	House	1015 Vincent Avenue N	1922	Contributing
N/A	House	1016 Vincent Avenue N	1926	Contributing
N/A	House	1019 Vincent Avenue N	1922	Contributing
N/A	House	1020 Vincent Avenue N	1926	Contributing
N/A	House	1022 Vincent Avenue N	1998	Non-contributing
N/A	House	1023 Vincent Avenue N	1922	Contributing
N/A	House	1029 Vincent Avenue N	1927	Contributing
<b>HE-MPC-7643</b>	<b>House</b>	<b>1100 Vincent Avenue N</b>	<b>1925</b>	<b>Contributing</b>
<b>HE-MPC-9195</b>	<b>House</b>	<b>1105 Vincent Avenue N</b>	<b>1924</b>	<b>Contributing</b>
<b>HE-MPC-9196</b>	<b>House</b>	<b>1114 Vincent Avenue N</b>	<b>1925</b>	<b>Contributing</b>
<b>HE-MPC-9197</b>	<b>House</b>	<b>1115 Vincent Avenue N</b>	<b>1924</b>	<b>Contributing</b>
<b>HE-MPC-9198</b>	<b>House</b>	<b>1120 Vincent Avenue N</b>	<b>1914</b>	<b>Contributing</b>
<b>HE-MPC-9199</b>	<b>House</b>	<b>1121 Vincent Avenue N</b>	<b>1928</b>	<b>Contributing</b>
<b>HE-MPC-9200</b>	<b>House</b>	<b>1124 Vincent Avenue N</b>	<b>1924</b>	<b>Contributing</b>
<b>HE-MPC-9410</b>	<b>House</b>	<b>1125 Vincent Avenue N</b>	<b>1916</b>	<b>Contributing</b>
<b>HE-MPC-9411</b>	<b>House</b>	<b>1128 Vincent Avenue N</b>	<b>1921</b>	<b>Non-contributing</b>
<b>HE-MPC-9412</b>	<b>House</b>	<b>1131 Vincent Avenue N</b>	<b>1925</b>	<b>Non-contributing</b>
<b>HE-MPC-9413</b>	<b>House</b>	<b>1134 Vincent Avenue N</b>	<b>1920</b>	<b>Non-contributing</b>
<b>HE-MPC-7619</b>	<b>House</b>	<b>1137 Vincent Avenue N</b>	<b>1917</b>	<b>Contributing</b>
<b>HE-MPC-9414</b>	<b>House</b>	<b>1203 Vincent Avenue N</b>	<b>1911</b>	<b>Contributing</b>
<b>HE-MPC-9415</b>	<b>House</b>	<b>1204 Vincent Avenue N</b>	<b>1920</b>	<b>Contributing</b>

**PROPERTIES LOCATED IN THE HOMEWOOD HISTORIC DISTRICT\***

*\*Properties listed in bold were not previously surveyed as a part of the original Bottineau Transitway Project APE but were evaluated for integrity as part of the Phase II evaluation for the Homewood Historic District. The bolded properties lay within the expanded Plymouth Avenue Station Supplemental Architectural History APE and, therefore, were surveyed at a Phase I level. Inventory forms were prepared for these properties during this current investigation. Properties not located in either the previously reviewed Bottineau Transitway project APE or the expanded Plymouth Avenue Station Supplemental Architectural History APE have not been inventoried and therefore do not have inventory numbers.*

*Properties with an asterisk are properties that were originally determined as contributing to the historic district. However, subsequent consultation with SHPO has determined that these properties are non-contributing and their status has been updated to reflect this determination. The property with a double asterisk was originally determined as non-contributing to the historic district. Subsequent consultation with SHPO has determined that the property is contributing and the property's status has been updated to reflect this determination.*

<b>Inventory No.*</b>	<b>Property Name</b>	<b>Address</b>	<b>Date</b>	<b>Recommended NRHP Eligibility</b>
<b>HE-MPC-9416</b>	<b>House</b>	<b>1208 Vincent Avenue N</b>	<b>1912</b>	<b>Non-contributing</b>
<b>HE-MPC-9417</b>	<b>House</b>	<b>1211 Vincent Avenue N</b>	<b>1923</b>	<b>Contributing</b>
<b>HE-MPC-9490</b>	<b>House</b>	<b>1216 Vincent Avenue N</b>	<b>1919</b>	<b>Contributing</b>
<b>HE-MPC-9418</b>	<b>House</b>	<b>1217 Vincent Avenue N</b>	<b>1914</b>	<b>Contributing</b>
<b>HE-MPC-9419</b>	<b>House</b>	<b>1222 Vincent Avenue N</b>	<b>1937</b>	<b>Contributing</b>
<b>HE-MPC-9420</b>	<b>House</b>	<b>1223 Vincent Avenue N</b>	<b>1925</b>	<b>Contributing</b>
<b>HE-MPC-9421</b>	<b>House</b>	<b>1228 Vincent Avenue N</b>	<b>1916</b>	<b>Contributing</b>
<b>HE-MPC-9422</b>	<b>House</b>	<b>1229 Vincent Avenue N</b>	<b>1919</b>	<b>Contributing</b>
<b>HE-MPC-9423</b>	<b>House</b>	<b>1234 Vincent Avenue N</b>	<b>1921</b>	<b>Contributing</b>
<b>HE-MPC-9424</b>	<b>House</b>	<b>1235 Vincent Avenue N</b>	<b>1922</b>	<b>Contributing</b>
<b>HE-MPC-9425</b>	<b>House</b>	<b>1240 Vincent Avenue N</b>	<b>1915</b>	<b>Contributing</b>
<b>HE-MPC-9426</b>	<b>House</b>	<b>1241 Vincent Avenue N</b>	<b>1916</b>	<b>Contributing</b>
HE-MPC-11918	House	1000 Washburn Avenue N	1959	Contributing
HE-MPC-11919	House & Garage	1010 Washburn Avenue N	1946	Contributing
HE-MPC-11920	House & Garage	1014 Washburn Avenue N	1950	Contributing
HE-MPC-7624	House	1015 Washburn Avenue N	1938	Contributing
HE-MPC-11921	House & Garage	1020 Washburn Avenue N	1940	Contributing
HE-MPC-7625	Harry L. Rose House	1025 Washburn Avenue N	1933	Contributing
HE-MPC-11922	House & Garage	1026 Washburn Avenue N	1927	Contributing
HE-MPC-11923	House & Garage	1030 Washburn Avenue N	1924	Contributing
HE-MPC-7635	House	1035 Washburn Avenue N	1933	Contributing
HE-MPC-7645	House	1045 Washburn Avenue N	1921	Contributing
HE-MPC-11924	House	1101 Washburn Avenue N	1936	Contributing
HE-MPC-7628	David Berman House	1105 Washburn Avenue N	c. 1910	Contributing
HE-MPC-7620	Simon B. Wasserman House	1106 Washburn Avenue N	1921	Contributing
HE-MPC-7621	Isaac Rubenstein House	1114 Washburn Avenue N	1923	Contributing

**PROPERTIES LOCATED IN THE HOMEWOOD HISTORIC DISTRICT\***

*\*Properties listed in bold were not previously surveyed as a part of the original Bottineau Transitway Project APE but were evaluated for integrity as part of the Phase II evaluation for the Homewood Historic District. The bolded properties lay within the expanded Plymouth Avenue Station Supplemental Architectural History APE and, therefore, were surveyed at a Phase I level. Inventory forms were prepared for these properties during this current investigation. Properties not located in either the previously reviewed Bottineau Transitway project APE or the expanded Plymouth Avenue Station Supplemental Architectural History APE have not been inventoried and therefore do not have inventory numbers.*

*Properties with an asterisk are properties that were originally determined as contributing to the historic district. However, subsequent consultation with SHPO has determined that these properties are non-contributing and their status has been updated to reflect this determination. The property with a double asterisk was originally determined as non-contributing to the historic district. Subsequent consultation with SHPO has determined that the property is contributing and the property's status has been updated to reflect this determination.*

<b>Inventory No.*</b>	<b>Property Name</b>	<b>Address</b>	<b>Date</b>	<b>Recommended NRHP Eligibility</b>
HE-MPC-11925	House & Garage	1120 Washburn Avenue N	1925	Contributing
HE-MPC-11926	House & Garage	1124 Washburn Avenue N	1915	Contributing
HE-MPC-7629	Morris Steinberg House	1125 Washburn Avenue N	1933	Contributing
<b>HE-MPC-7622</b>	<b>House</b>	<b>1202 Washburn Avenue N</b>	<b>1928</b>	<b>Contributing</b>
HE-MPC-11927	House	1207 Washburn Avenue N	1920	Contributing
<b>HE-MPC-9467</b>	<b>House</b>	<b>1210 Washburn Avenue N</b>	<b>1924</b>	<b>Contributing</b>
HE-MPC-11928	House	1211 Washburn Avenue N	1933	Contributing
<b>HE-MPC-9468</b>	<b>House</b>	<b>1216 Washburn Avenue N</b>	<b>1916</b>	<b>Non-contributing</b>
HE-MPC-11929	House & Garage	1217 Washburn Avenue N	1916	Contributing
<b>HE-MPC-9469</b>	<b>House</b>	<b>1222 Washburn Avenue N</b>	<b>1921</b>	<b>Contributing</b>
HE-MPC-11930	House & Garage	1223 Washburn Avenue N	1916	Contributing
<b>HE-MPC-9470</b>	<b>House</b>	<b>1226 Washburn Avenue N</b>	<b>1916</b>	<b>Contributing</b>
<b>HE-MPC-9471</b>	<b>House</b>	<b>1234 Washburn Avenue N</b>	<b>1930</b>	<b>Contributing</b>
HE-MPC-7630	Dr. Edward A. Johnson House	1235 Washburn Avenue N	1917	Contributing
<b>HE-MPC-7623</b>	<b>House</b>	<b>1240 Washburn Avenue N</b>	<b>1932</b>	<b>Contributing</b>

**APPENDIX B: PHASE I NOT ELGIBLE ARCHITECTURAL HISTORY  
PROPERTIES**

**RECOMMENDED NOT ELIGIBLE PHASE I ARCHITECTURAL HISTORY PROPERTIES LOCATED  
WITHIN THE APE**

<b>Inventory No.</b>	<b>Historic Name</b>	<b>Address</b>	<b>City</b>	<b>Resource Type</b>	<b>NRHP Status</b>
HE-MPC-9142	House & Garage	2815 14 <sup>th</sup> Ave N	Minneapolis	Residential	Not eligible
HE-MPC-9143	House & Garage	2612 Plymouth Ave N	Minneapolis	Residential	Not eligible
HE-MPC-9144	Apartment	2700 Plymouth Ave N	Minneapolis	Residential	Not eligible
HE-MPC-9145	Duplex	2710-12 Plymouth Ave N	Minneapolis	Residential	Not eligible
HE-MPC-9146	Duplex	2714-16 Plymouth Ave N	Minneapolis	Residential	Not eligible
HE-MPC-9147	House & Garage	2722 Plymouth Ave N	Minneapolis	Residential	Not eligible
HE-MPC-9148	House & Garage	1321 Thomas Ave N	Minneapolis	Residential	Not eligible
HE-MPC-9165	House & Garage	1312 Upton Ave N	Minneapolis	Residential	Not eligible
HE-MPC-9166	House & Garage	1315 Upton Ave N	Minneapolis	Residential	Not eligible
HE-MPC-9167	House & Garage	1316 Upton Ave N	Minneapolis	Residential	Not eligible
HE-MPC-9168	House & Garage	1319 Upton Ave N	Minneapolis	Residential	Not eligible
HE-MPC-9169	House & Garage	1320 Upton Ave N	Minneapolis	Residential	Not eligible
HE-MPC-9170	House & Garage	1324 Upton Ave N	Minneapolis	Residential	Not eligible
HE-MPC-9171	House & Garage	1328 Upton Ave N	Minneapolis	Residential	Not eligible
HE-MPC-9172	House & Garage	1329 Upton Ave N	Minneapolis	Residential	Not eligible
HE-MPC-9173	House & Garage	1332 Upton Ave N	Minneapolis	Residential	Not eligible
HE-MPC-9174	House & Garage	1335 Upton Ave N	Minneapolis	Residential	Not eligible
HE-MPC-9175	House	1336 Upton Ave N	Minneapolis	Residential	Not eligible
HE-MPC-9176	House	1339 Upton Ave N	Minneapolis	Residential	Not eligible
HE-MPC-9177	House	1340 Upton Ave N	Minneapolis	Residential	Not eligible



**RECOMMENDED NOT ELIGIBLE PHASE I ARCHITECTURAL HISTORY PROPERTIES LOCATED  
WITHIN THE APE**

<b>Inventory No.</b>	<b>Historic Name</b>	<b>Address</b>	<b>City</b>	<b>Resource Type</b>	<b>NRHP Status</b>
HE-MPC-9178	House & Garage	1344 Upton Ave N	Minneapolis	Residential	Not eligible
HE-MPC-9179	House & Garage	1348 Upton Ave N	Minneapolis	Residential	Not eligible
HE-MPC-9180	House & Shed	1349 Upton Ave N	Minneapolis	Residential	Not eligible
HE-MPC-9181	House & Garage	1352 Upton Ave N	Minneapolis	Residential	Not eligible
HE-MPC-9182	House	1355 Upton Ave N	Minneapolis	Residential	Not eligible
HE-MPC-9183	House & Garage	1400 Upton Ave N	Minneapolis	Residential	Not eligible
HE-MPC-9184	House	1401 Upton Ave N	Minneapolis	Residential	Not eligible
HE-MPC-9185	House & Shed	1405 Upton Ave N	Minneapolis	Residential	Not eligible
HE-MPC-9186	House & Garage	1406 Upton Ave N	Minneapolis	Residential	Not eligible
HE-MPC-9187	House & Garage	1410 Upton Avenue N	Minneapolis	Residential	Not eligible
HE-MPC-9188	Duplex	1411 Upton Ave N	Minneapolis	Residential	Not eligible
HE-MPC-9189	House & Garage	1415 Upton Ave N	Minneapolis	Residential	Not eligible
HE-MPC-9190	House & Garage	1419 Upton Ave N	Minneapolis	Residential	Not eligible
HE-MPC-9191	House & Garage	1423 Upton Ave N	Minneapolis	Residential	Not eligible
HE-MPC-9192	House & Garage	1425 Upton Ave N	Minneapolis	Residential	Not eligible
HE-MPC-9193	House & Garage	1501 Upton Ave N	Minneapolis	Residential	Not eligible
HE-MPC-9194	House & Garage	1507 Upton Ave N	Minneapolis	Residential	Not eligible
HE-MPC-9427	Duplex	1301-03 Vincent Ave N	Minneapolis	Residential	Not eligible
HE-MPC-9428	Duplex & Garage	1305-07 Vincent Ave N	Minneapolis	Residential	Not eligible
HE-MPC-9429	Mitchell W. Goldstein Duplex & Garage	1311 Vincent Ave N	Minneapolis	Residential	Not eligible

**RECOMMENDED NOT ELIGIBLE PHASE I ARCHITECTURAL HISTORY PROPERTIES LOCATED  
WITHIN THE APE**

<b>Inventory No.</b>	<b>Historic Name</b>	<b>Address</b>	<b>City</b>	<b>Resource Type</b>	<b>NRHP Status</b>
HE-MPC-9430	House & Garage	1312 Vincent Ave N	Minneapolis	Residential	Not eligible
HE-MPC-9431	House	1315 Vincent Ave N	Minneapolis	Residential	Not eligible
HE-MPC-9432	House & Garage	1316 Vincent Ave N	Minneapolis	Residential	Not eligible
HE-MPC-9433	House	1320 Vincent Ave N	Minneapolis	Residential	Not eligible
HE-MPC-9434	House & Garage	1322 Vincent Ave N	Minneapolis	Residential	Not eligible
HE-MPC-9435	House & Garage	1323 Vincent Ave N	Minneapolis	Residential	Not eligible
HE-MPC-9436	House	1327 Vincent Ave N	Minneapolis	Residential	Not eligible
HE-MPC-9437	House & Garage	1328 Vincent Ave N	Minneapolis	Residential	Not eligible
HE-MPC-9438	House	1330 Vincent Ave N	Minneapolis	Residential	Not eligible
HE-MPC-9439	House & Garage	1331 Vincent Ave N	Minneapolis	Residential	Not eligible
HE-MPC-9440	House & Shed	1335 Vincent Ave N	Minneapolis	Residential	Not eligible
HE-MPC-9441	House & Garage	1340 Vincent Ave N	Minneapolis	Residential	Not eligible
HE-MPC-9442	House	1341 Vincent Ave N	Minneapolis	Residential	Not eligible
HE-MPC-9443	House & Garage	1346 Vincent Ave N	Minneapolis	Residential	Not eligible
HE-MPC-9444	House & Shed	1350 Vincent Ave N	Minneapolis	Residential	Not eligible
HE-MPC-9445	House & Garage	1354 Vincent Ave N	Minneapolis	Residential	Not eligible
HE-MPC-9446	House	1357 Vincent Ave N	Minneapolis	Residential	Not eligible
HE-MPC-9447	House & Garage	1359 Vincent Ave N	Minneapolis	Residential	Not eligible
HE-MPC-9448	House & Garage	1400 Vincent Ave N	Minneapolis	Residential	Not eligible
HE-MPC-9449	House	1401 Vincent Ave N	Minneapolis	Residential	Not eligible

**RECOMMENDED NOT ELIGIBLE PHASE I ARCHITECTURAL HISTORY PROPERTIES LOCATED  
WITHIN THE APE**

<b>Inventory No.</b>	<b>Historic Name</b>	<b>Address</b>	<b>City</b>	<b>Resource Type</b>	<b>NRHP Status</b>
HE-MPC-9450	House	1406 Vincent Ave N	Minneapolis	Residential	Not eligible
HE-MPC-9451	Nathan Lerman House	1407 Vincent Ave N	Minneapolis	Residential	Not eligible
HE-MPC-9452	House & Garage	1410 Vincent Ave N	Minneapolis	Residential	Not eligible
HE-MPC-9453	House & Garage	1414 Vincent Ave N	Minneapolis	Residential	Not eligible
HE-MPC-9454	House & Garage	1415 Vincent Ave N	Minneapolis	Residential	Not eligible
HE-MPC-9455	House & Garage	1422 Vincent Ave N	Minneapolis	Residential	Not eligible
HE-MPC-9456	House & Garage	1423-1425 Vincent Ave N	Minneapolis	Residential	Not eligible
HE-MPC-9457	House & Garage	1428 Vincent Ave N	Minneapolis	Residential	Not eligible
HE-MPC-9458	House & Garage	1500 Vincent Ave N	Minneapolis	Residential	Not eligible
HE-MPC-9459	Duplex	1501-1503 Vincent Ave N	Minneapolis	Residential	Not eligible
HE-MPC-9460	House & Garage	1506 Vincent Ave N	Minneapolis	Residential	Not eligible
HE-MPC-9461	House & Garage	1507 Vincent Ave N	Minneapolis	Residential	Not eligible
HE-MPC-9462	House & Garage	1510 Vincent Ave N	Minneapolis	Residential	Not eligible
HE-MPC-9463	House & Garage	1511 Vincent Ave N	Minneapolis	Residential	Not eligible
HE-MPC-9464	House & Garage	1515 Vincent Ave N	Minneapolis	Residential	Not eligible
HE-MPC-9465	House & Garage	1516 Vincent Ave N	Minneapolis	Residential	Not eligible
HE-MPC-9466	House	1519 Vincent Ave N	Minneapolis	Residential	Not eligible
HE-MPC-9472	House	1300 Washburn Avenue N	Minneapolis	Residential	Not eligible
HE-MPC-9473	House & Garage	1306 Washburn Avenue N	Minneapolis	Residential	Not eligible
HE-MPC-9474	House & Garage	1310 Washburn Avenue N	Minneapolis	Residential	Not eligible

**RECOMMENDED NOT ELIGIBLE PHASE I ARCHITECTURAL HISTORY PROPERTIES LOCATED  
WITHIN THE APE**

<b>Inventory No.</b>	<b>Historic Name</b>	<b>Address</b>	<b>City</b>	<b>Resource Type</b>	<b>NRHP Status</b>
HE-MPC-9475	House	1314 Washburn Avenue N	Minneapolis	Residential	Not eligible
HE-MPC-9476	House	1318 Washburn Avenue N	Minneapolis	Residential	Not eligible
HE-MPC-9477	House & Garage	1322 Washburn Avenue N	Minneapolis	Residential	Not eligible
HE-MPC-9478	House	1326 Washburn Avenue N	Minneapolis	Residential	Not eligible
HE-MPC-9479	House & Garage	1330 Washburn Avenue N	Minneapolis	Residential	Not eligible
HE-MPC-9480	House & Garage	1334 Washburn Avenue N	Minneapolis	Residential	Not eligible
HE-MPC-9481	House & Garage	1338 Washburn Avenue N	Minneapolis	Residential	Not eligible
HE-MPC-9482	House	1342 Washburn Avenue N	Minneapolis	Residential	Not eligible
HE-MPC-9483	House	1350 Washburn Avenue N	Minneapolis	Residential	Not eligible
HE-MPC-9484	Sol Fisher House & Garage	1400 Washburn Avenue N	Minneapolis	Residential	Not eligible
HE-MPC-9485	William Liebo House	1404 Washburn Avenue N	Minneapolis	Residential	Not eligible
HE-MPC-9486	House & Garage	1410 Washburn Avenue N	Minneapolis	Residential	Not eligible
HE-MPC-9487	House	1510 Washburn Avenue N	Minneapolis	Residential	Not eligible
HE-MPC-9488	House & Garage	1520 Washburn Avenue N	Minneapolis	Residential	Not eligible
HE-MPC-9489	House	1524 Washburn Avenue N	Minneapolis	Residential	Not eligible

## **APPENDIX C: PROJECT PERSONNEL**

## **LIST OF PERSONNEL**

Principal-In-Charge	Anne Ketz, M.A., RPA
Project Manager	Jennifer Bring, B.A.
Principal Investigator	Greg Mathis, M.C.R.P.
Field Historians	Kelli Andre Kellerhals, M.S. Kathryn Ohland, M.S.
Graphics and GIS	Nathan Moe, B.A.