



Phase I/Phase II Architectural History Investigation

Southwest LRT Project

Hennepin County, Minnesota

CH2M HILL, Inc.—Project No. 474576

Volume Six

Supplemental Report Number Three (SDEIS)

SDEIS Areas in the Following Survey Zones:

Eden Prairie Survey Zone

Hopkins Survey Zone

St. Louis Park Survey Zone

Minneapolis West Residential Survey Zone

April 2014

**PHASE I/PHASE II ARCHITECTURAL HISTORY
INVESTIGATION FOR THE
PROPOSED SOUTHWEST LRT PROJECT,
HENNEPIN COUNTY, MINNESOTA**

**Volume Six
Supplemental Report Number Three (SDEIS)**

**SDEIS Areas in the Following Survey Zones:
Eden Prairie Survey Zone
Hopkins Survey Zone
St. Louis Park Survey Zone
Minneapolis West Residential Survey Zone**

**CH2M Hill, Inc. Project No. 474576
SHPO File No. 2009-0080
106 Group Project No. 1695**

**Authorized and Sponsored by:
Metropolitan Council**

**Prepared by:
Saleh Miller, Principal Investigator
and
Kelli Andre Kellerhals
The 106 Group Ltd.
The Dacotah Building
370 Selby Avenue
St. Paul, MN 55102**

April 2014

Executive Summary

Between August 2013 and March 2014, The 106 Group Ltd. (106 Group) conducted a Phase I and II Architectural History Investigation of the Eden Prairie Segment, Hopkins Operations and Maintenance Facility (OMF), and St. Louis Park/Minneapolis Segment for the Southwest LRT Project (Green Line Extension; formerly referred to as the Southwest Transitway Project).

The proposed project consists of the construction of an approximately 16-mile light rail alignment that will operate between downtown Minneapolis through the southwestern suburban cities of St. Louis Park, Hopkins, Minnetonka, and Eden Prairie, passing in close proximity to the city of Edina. 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).

The Draft Environmental Impact Statement (Draft EIS) for the project was published in October of 2012, with a public comment period concluding on December 31, 2012. This investigation examines proposed adjustments to the Locally Preferred Alternative in Eden Prairie (Eden Prairie Segment), a freight rail alignment adjustment (St. Louis Park/Minneapolis Segment), and a potential OMF location that will all be evaluated in a Supplemental Draft EIS (SDEIS) being prepared for the project.

The Minnesota Department of Transportation (MnDOT) Cultural Resources Unit (CRU) is acting on behalf of the FTA for many aspects of the Section 106 process. Therefore, Metropolitan Council has consulted with the MnDOT CRU to determine an appropriate area of potential effect (APE) and scope of cultural resources investigations for the project (see the Southwest LRT Research Design). The SDEIS areas (Eden Prairie Segment, Hopkins OMF, and St. Louis Park/Minneapolis Segment) for the Southwest LRT Project are located in Hennepin County, Minnesota.

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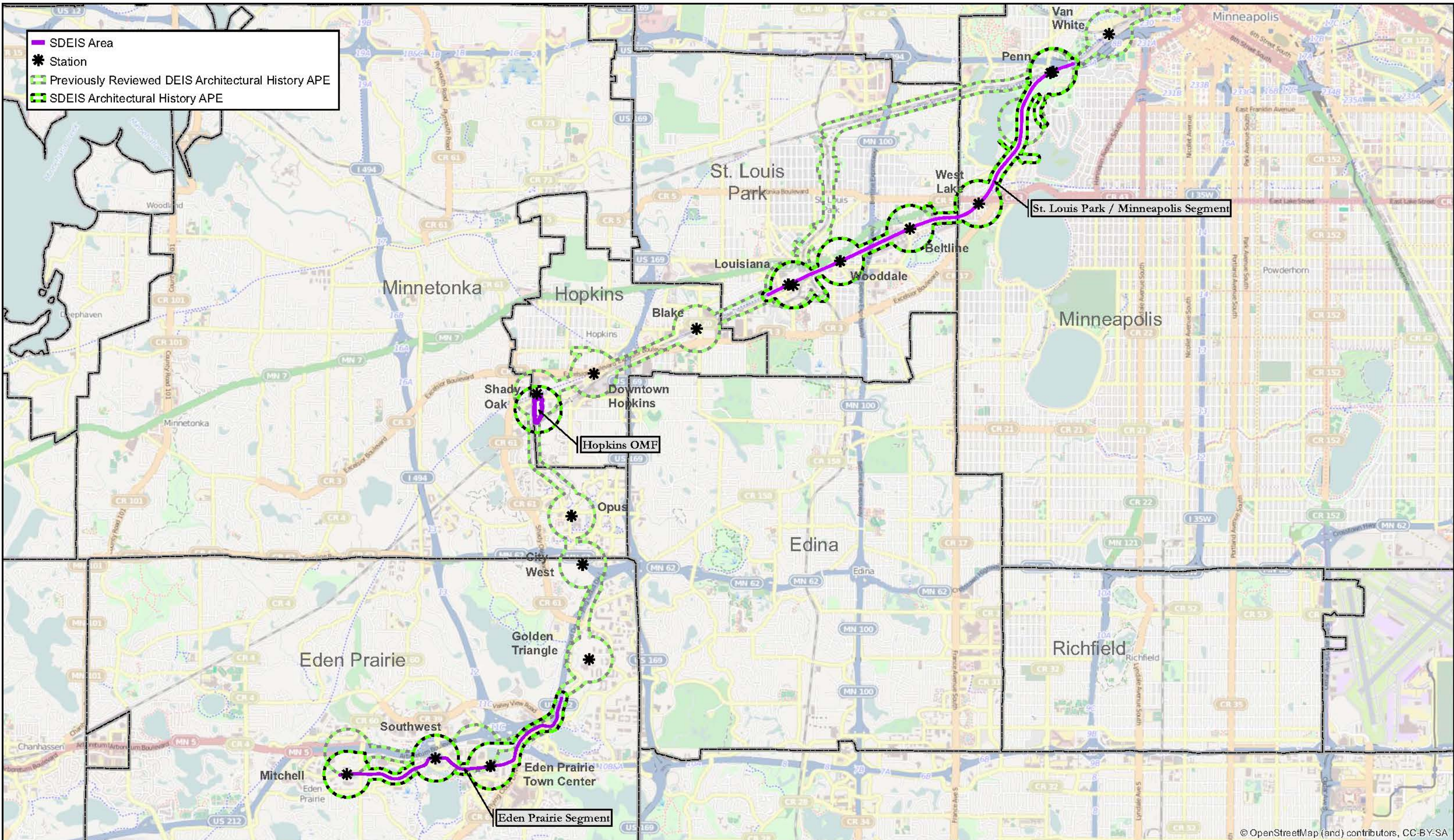
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1 Introduction

This report has been prepared to supplement Phase I and II architectural history investigations conducted between 2010 and 2014 for the proposed Southwest LRT Project (Green Line Extension; formerly referred to as the Southwest Transitway Project) in Hennepin County, Minnesota. Results of the previous investigations can be found in the following volumes of the reports entitled *Phase I/Phase II Architecture History Investigation for the Proposed Southwest Transitway Project, Hennepin County, Minnesota*:

- Volume One, the Eden Prairie, Minnetonka, Hopkins, and St. Louis Park survey zones (2010)
- Volume Two, the Minneapolis West Residential, Minneapolis South Residential/Commercial, Minneapolis Downtown, Minneapolis Industrial, and Minneapolis Warehouse survey zones (2012)
- Volume Three, railroad-related resources in the Minneapolis and St. Louis Railroad; Chicago, Milwaukee and St. Paul Railroad; Minneapolis, Northfield and Southern Railroad; and Great Northern Railroad survey zones (2010)
- Volume Four, Supplemental Report Number One, additional areas/properties in the St. Louis Park; Minneapolis West Residential; Minneapolis, Northfield and Southern Railroad; and Great Northern survey zones (2012)
- Volume Five, Supplemental Report Number Two, additional areas/properties in St. Louis Park and Minneapolis West Residential survey zones (2014)

This supplemental work was conducted in accordance with *Southwest Transitway: A Research Design for Cultural Resources*, located in Attachment A of this report. This supplemental Phase I and II architectural history investigation was conducted to address the SDEIS areas (Eden Prairie Segment, Hopkins Operations and Maintenance Facility [OMF], and St. Louis Park/Minneapolis Segment). The SDEIS architectural history area of potential effect (APE) is located within the Eden Prairie survey zone, Hopkins survey zone, St. Louis Park survey zone, and Minneapolis West Residential survey zone.



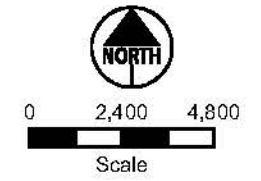
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Figure 1 - Project Location

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2 Methods and Research Design

2.1 Objectives

The primary objectives of this architectural history investigation were to determine whether there are any architectural history resources within the “SDEIS APE,” the area within which historic properties may be affected by the proposed project, that were constructed in or before 1965, and if those resources are eligible for listing in the National Register of Historic Places (NRHP). Please see Attachment A for *Southwest Transitway: A Research Design for Cultural Resources* for a description of the APE. All work was conducted in accordance with the Minnesota State Historic Preservation Office’s (SHPO) *Guidelines for History/Architecture Projects in Minnesota, MnDOT’s Cultural Resources Unit Project and Report Requirements*, and *The Secretary of the Interior’s Standards and Guidelines for Archeology and Historic Preservation* [48 Federal Register 44716-44740] (SHPO 2010; MnDOT CRU 2011; NPS 1983).

2.2 SDEIS Area of Potential Effect

The SDEIS architectural history APE for the corridor includes 300 feet on either side of the centerline of the current alignments, and expands to 0.25 miles from the centerpoints of proposed station and OMF locations. The delineation of the SDEIS APE follows the same parameters as the delineation of the APE in the research design, except where notated below.

The architectural history APE for the Eden Prairie Segment, Hopkins OMF, and St. Louis Park/Minneapolis Segment has been developed in consultation with MnDOT CRU. The exceptions to the above standard APE for the SDEIS survey areas are as follows:

1. The APE around the Hopkins OMF facility utilizes the same 0.25 mile radius as that employed for the station areas. This addresses visual and other indirect effects and effects of related infrastructure work. See Figure 2b.
2. The 0.25 mile radius APE around Penn Station (in the SDEIS St. Louis Park/Minneapolis Segment) includes a portion of the Kenwood Parkway Residential Historic District. The APE is extended beyond the 0.25 mile radius to include the remainder of the Historic District. This will allow consideration of any potential effects, including parking and traffic, throughout the Historic District along the parkway. See Figure 2c.
3. The 300 foot APE on either side of the project as it crosses the Kenilworth Lagoon/Channel (in the SDEIS St. Louis Park/Minneapolis Segment) includes only a portion of the Lagoon/Channel, which, together with the adjoining Cedar Lake and Lake of the Isles, is part of the Grand Rounds Historic District. The APE is extended beyond the 300 feet on each side of the corridor to include the entire length of the Lagoon/Channel and adjacent portions of the two connecting lakes. This will allow consideration of potential visual and noise effects from the new bridge from vantage points within the Historic District on the lagoon/channel and the lakes. See Figure 2c.
4. Six locations in and/or adjacent to the standard APE include improvements to existing roadways. The APE in these locations is extended outside the standard APE to include parcels adjacent to the construction limits of the roadway improvements. This addresses visual and other indirect effects associated with the improvements. These six locations are as follows:
 - a. Northeast corner of the Mitchell Station APE (see Figure 2a)
 - b. A portion of the north side of the alignment between the Mitchell Station and Southwest Station (see Figure 2a)
 - c. Northeast corner of the Eden Prairie Center Station (see Figure 2a)
 - d. A portion of the west side of the alignment located northeast of Eden Prairie Center Station and east of Valley View Road (see Figure 2a)

- e. Northeast corner of the Beltline Station APE (see Figure 2c)
- f. East and west sides of the Penn Station APE (see Figure 2c)

2.3 Inventory Forms

A new or updated Minnesota Architecture-History Inventory Form was completed for each property located within the SDEIS APE that was constructed in or before 1965, and has not been previously listed in or determined eligible for listing in the NRHP or surveyed during the previous Phase I survey completed for the Southwest LRT project. The inventory forms are being submitted to the SHPO.

2.4 Evaluation

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

3.1 Eden Prairie Survey Zone

Historical contexts prepared for the previous Southwest LRT architectural history reports were reviewed to gain an understanding of the properties located in the SDEIS APE.

3.1.1 Previously Evaluated Properties

In August of 2013, the 106 Group reviewed the Minnesota SHPO Architecture-History Inventory files and identified no architectural history properties that have been previously listed in or determined eligible for listing in the NRHP that are located within the SDEIS APE for the Eden Prairie segment in the Eden Prairie survey zone (see Figure 2a).

3.2 Hopkins Survey Zone

Historical contexts prepared for the previous Southwest LRT architectural history reports were reviewed to gain an understanding of the properties located in the SDEIS APE.

3.2.1 Previously Evaluated Properties

In August of 2013, the 106 Group reviewed the Minnesota SHPO Architecture-History Inventory files and identified no architectural history properties that have been previously listed in or determined eligible for listing in the NRHP that are located within the SDEIS APE for the Hopkins OMF in the Hopkins survey zone (see Figure 2b).

3.3 St. Louis Park Survey Zone

Historical contexts prepared for the previous Southwest LRT architectural history reports were reviewed to gain an understanding of the properties located in the SDEIS APE.

3.3.1 Previously Evaluated Properties

In the fall of 2013, the 106 Group reviewed the Minnesota SHPO Architecture-History Inventory files and identified three architectural history properties that have been previously listed in or determined eligible for listing in the NRHP that are located within the SDEIS APE for the St. Louis Park/Minneapolis segment in the St. Louis Park survey zone (see Figure 2c). These properties include:

- NRHP-listed Chicago, Milwaukee & St. Paul Railroad Depot (HE-SLC-008)
- NRHP-listed and National Historic Landmark Peavey-Haglin Experimental Concrete Grain Elevator (HE-SLC-009)
- NRHP-eligible Hoffman Callan Building (HE-SLC-055)

3.4 Minneapolis West Residential Survey Zone

Historical contexts prepared for the previous Southwest LRT architectural history reports were reviewed to gain an understanding of the properties located in the SDEIS APE.

3.4.1 Previously Evaluated Properties

In 2013, the 106 Group reviewed the Minnesota SHPO Architecture-History Inventory files and identified two individual properties and four historic districts that have been previously listed in or determined eligible for listing in the NRHP that are located within the SDEIS APE for the St. Louis Park/Minneapolis segment in the Minneapolis West Residential survey zone (see Figure 2c). These properties include:

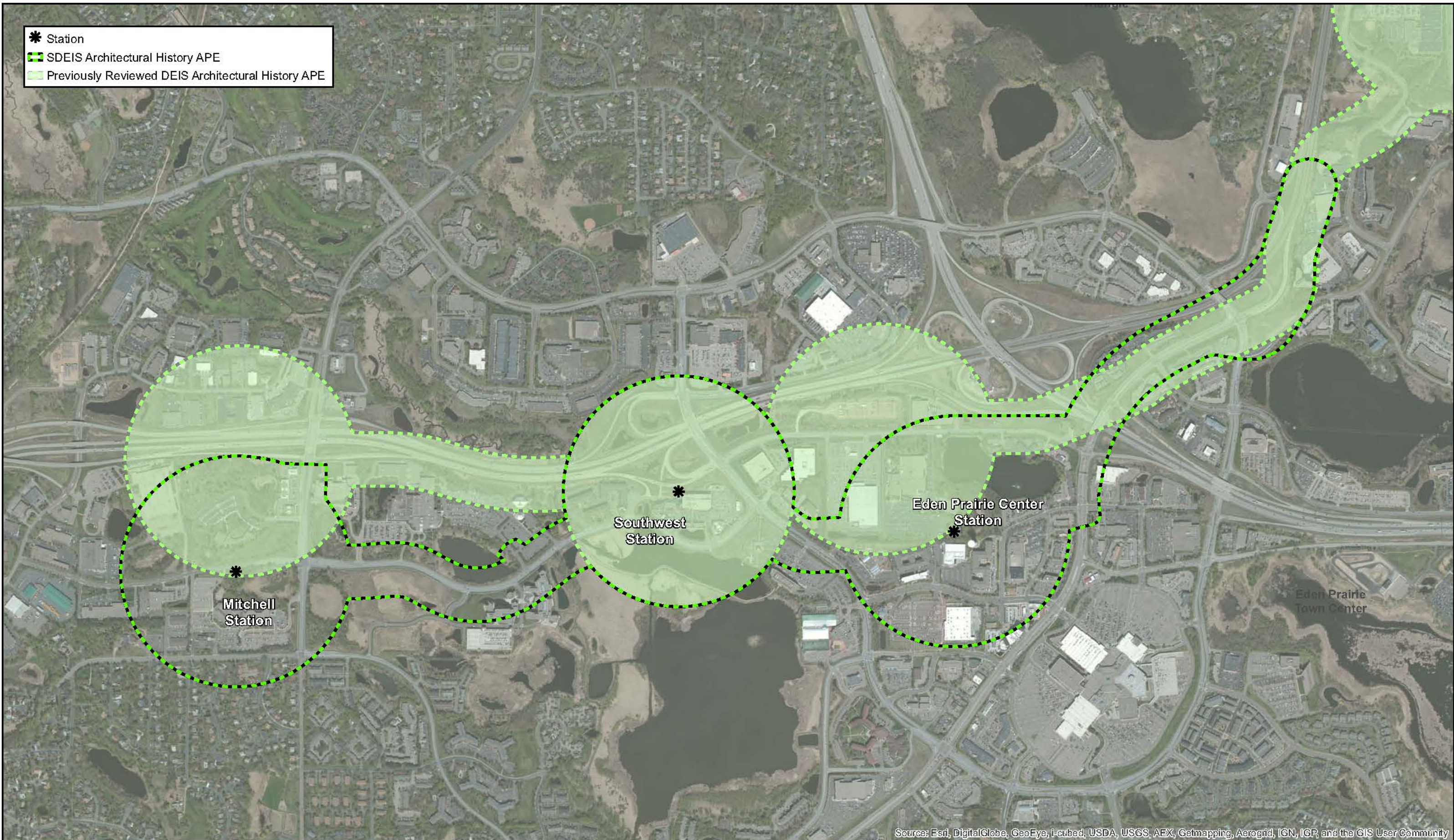
- NRHP-eligible Minikahda Club (HE-MPC-17102)
- NRHP-eligible Mac Martin House (HE-MPC-8763)

- NRHP-eligible Grand Round Historic District (XX-PRK-001), including 10 contributing resources¹:
 - Kenwood Parkway (HE-MPC-1796)
 - Kenwood Park (HE-MPC-1797)
 - Lake Calhoun (HE-MPC-1811)
 - Cedar Lake (HE-MPC-1820)
 - Kenilworth Lagoon (HE-MPC-1822)
 - Lake of the Isles (HE-MPC-1824)
 - Lake of the Isles Parkway (HE-MPC-1825)
 - Cedar Lake Parkway (HE-MPC-1833)
 - Kenwood Water Tower (HE-MPC-6475)
 - Park Board Bridge No. 4 (HE-MPC-6901)

- NRHP-eligible Lake of the Isles Residential Historic District (HE-MPC-9860)
- Kenwood Parkway Residential Historic District (HE-MPC-18059, under evaluation)
- NRHP-eligible St. Paul Minneapolis and Manitoba Railroad Historic District (HE-MPC-16387)

¹ The APE also includes three non-contributing resources in the Grand Rounds Historic District: two wood pile railroad bridges (HE-MPC-1850 and HE-MPC-1851) and a two-lane automobile bridge with a steel beam span (the Burnham Road Bridge, HE-MPC-1832). All of these bridges span the Kenilworth Lagoon/Channel. The two railroad bridges were individually evaluated as not eligible in Volume Three of the Southwest architecture history survey, and the Burnham Road Bridge was individually evaluated as not eligible in MnDOT's statewide bridge survey

- * Station
- SDEIS Architectural History APE
- Previously Reviewed DEIS Architectural History APE



Source: Esri, DigitalGlobe, GeoEye, I-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, and the GIS User Community

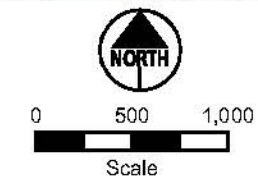





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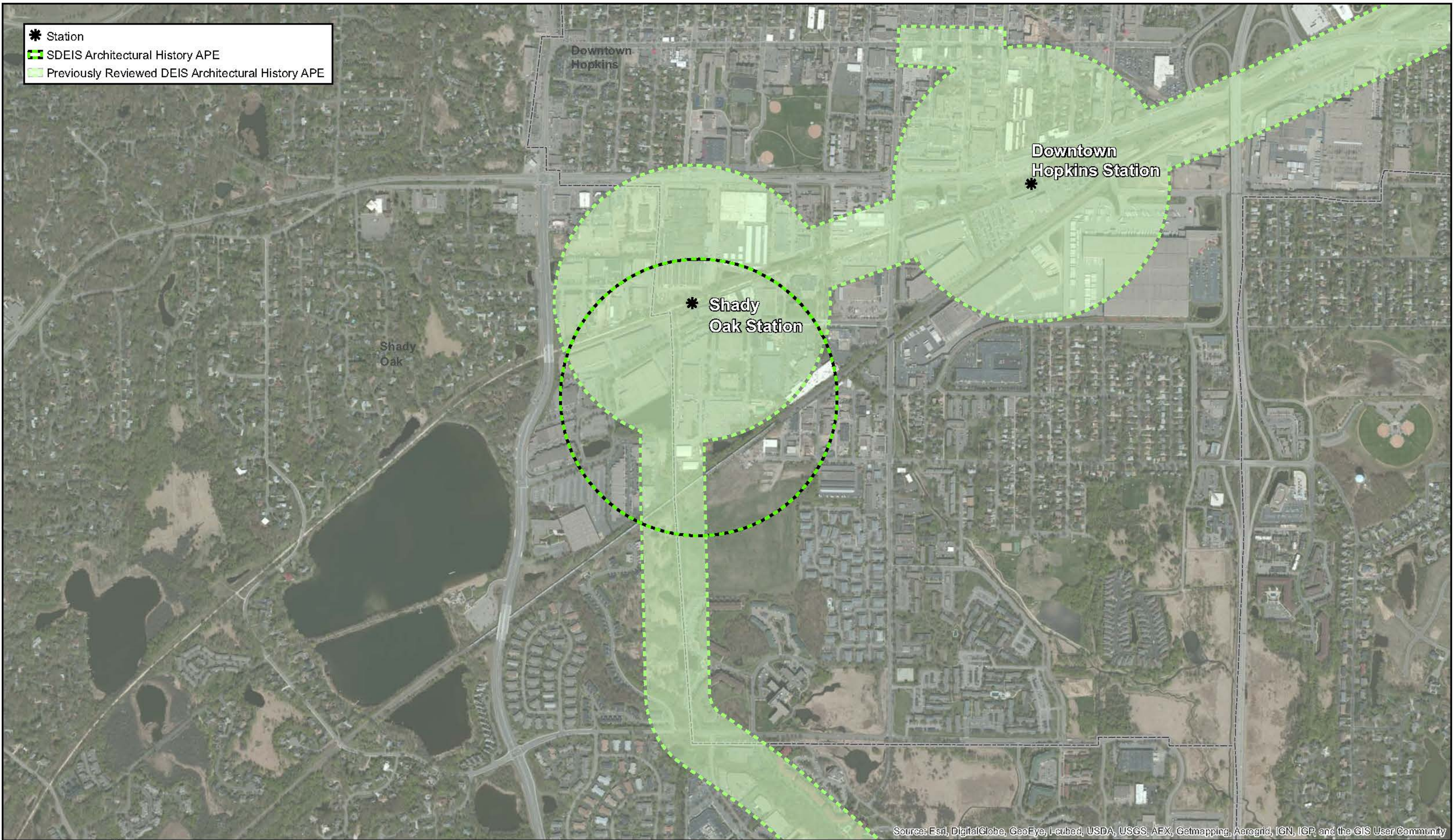
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Figure 2a - Previously Listed and Determined Eligible Architectural History Properties Eden Prairie Segment

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-  Station
-  SDEIS Architectural History APE
-  Previously Reviewed DEIS Architectural History APE



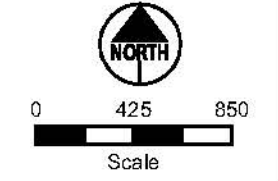
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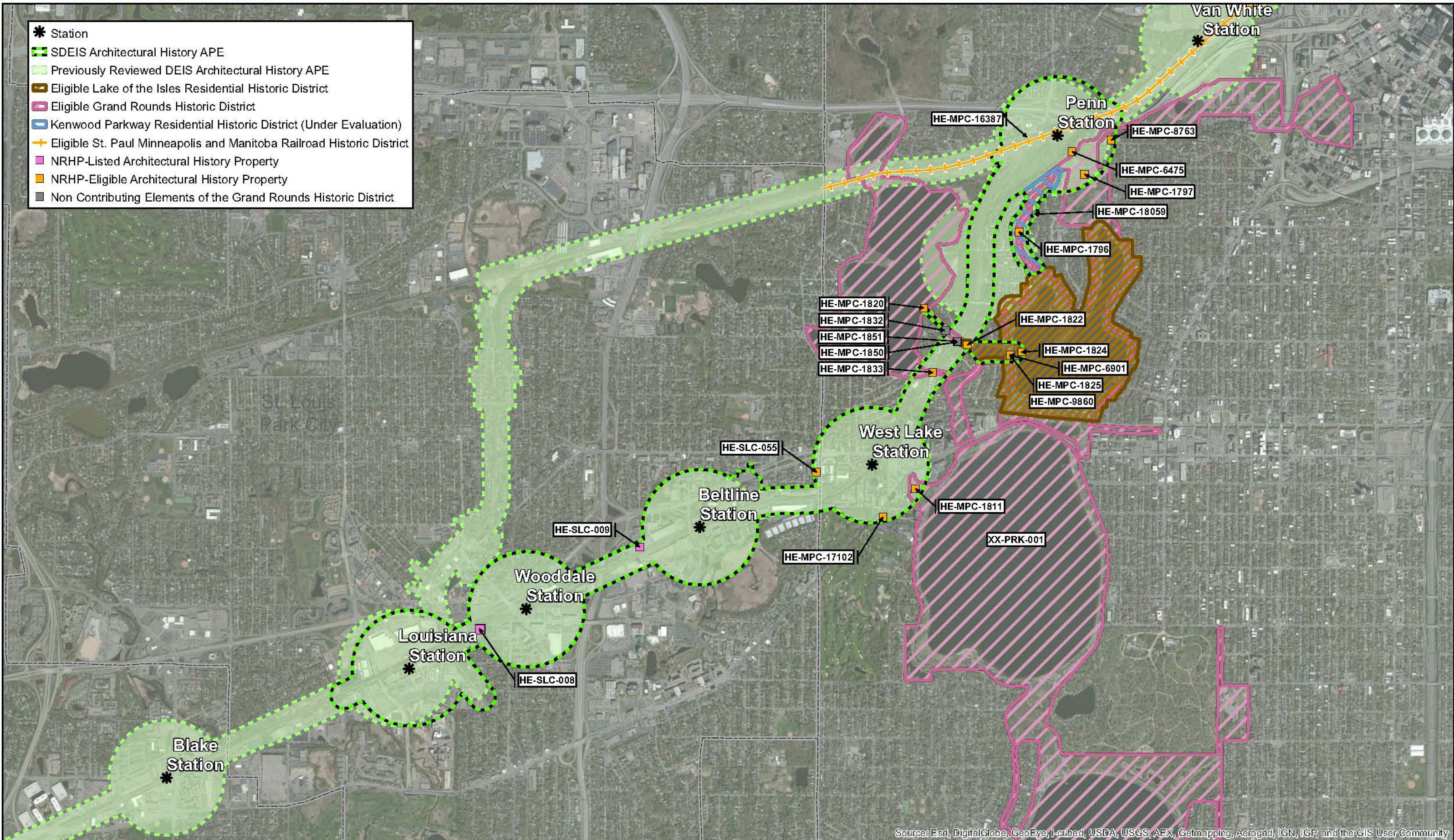
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 Figure 2b - Previously Listed and Determined Eligible Architectural History Properties Hopkins OMF

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- * Station
- SDEIS Architectural History APE
- Previously Reviewed DEIS Architectural History APE
- Eligible Lake of the Isles Residential Historic District
- Eligible Grand Rounds Historic District
- Kenwood Parkway Residential Historic District (Under Evaluation)
- Eligible St. Paul Minneapolis and Manitoba Railroad Historic District
- NRHP-Listed Architectural History Property
- NRHP-Eligible Architectural History Property
- Non Contributing Elements of the Grand Rounds Historic District



Source: Esri, DigitalGlobe, GeoEye, I-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, and the GIS User Community

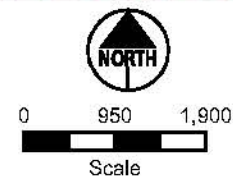


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Figure 2c - Previously Listed and Determined Eligible Architectural History Properties St. Louis Park / Minneapolis Segment

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4 Results

Staff from the 106 Group conducted a Phase I and II architectural history investigation of the SDEIS APE between August 2013 and March 2014. Saleh Miller, M.S. served as principal investigator. A full list of project personnel is provided in Attachment F. During the Phase I survey, the 106 Group documented 41 architectural history properties that were constructed in or before 1965 that are located within the SDEIS APE. Of these 41 properties, one was recommended as potentially eligible during the Phase I investigation and proceeded to a Phase II evaluation.

4.1 Eden Prairie Survey Zone

A total of two properties were surveyed in the SDEIS APE for the Eden Prairie segment in the Eden Prairie survey zone. All properties are recommended as not eligible for listing in the NRHP due to a lack of historical significance and/or a loss of integrity. Therefore, none of the properties within the SDEIS APE for the Eden Prairie segment warranted a Phase II evaluation (See Attachment B).

4.2 Hopkins Survey Zone

A total of 12 properties were surveyed in the SDEIS APE for the Hopkins OMF in the Hopkins survey zone. All properties are recommended as not eligible for listing in the NRHP due to a lack of historical significance and/or a loss of integrity. Therefore, none of the properties within the SDEIS APE for the Hopkins OMF warranted a Phase II evaluation (See Attachment C).

4.3 St. Louis Park Survey Zone

A total of 10 properties were surveyed in the SDEIS APE for the St. Louis Park/Minneapolis segment in the St. Louis Park survey zone. All properties are recommended as not eligible for listing in the NRHP due to a lack of historical significance and/or a loss of integrity. Therefore, none of the properties within the SDEIS APE for the St. Louis Park/Minneapolis segment in the St. Louis Park survey zone warranted a Phase II evaluation (See Attachment D).

4.4 Minneapolis West Residential Survey Zone

A total of 17 properties were surveyed in the SDEIS APE for the St. Louis Park/Minneapolis segment in the Minneapolis West Residential survey zone. Sixteen of these properties were recommended as not eligible for listing in the NRHP due to a lack of historical significance and/or a loss of integrity during the Phase I evaluation. Of these 17 properties, one warranted a Phase II evaluation (Table 1). The Phase II evaluation is presented in this section.

Table 1. Phase II Architectural History Evaluation

Property Name (Historic)	Property Address	SHPO Inventory Number	NRHP Status
Edgar J. Couper House	1819 Mount Curve Avenue, Minneapolis	HE-MPC-5145	Not eligible

4.4.1 Edgar J. Couper House, HE-MPC-5145

Description: This Tudor Revival style house was constructed in 1910. The two-and-a-half-story, irregular-shaped structure rests on a brick clad foundation, is faced in stucco, and has a cross-gabled roof that is covered with asphalt shingles (Figure 3). The house features two prominent front gables on the façade. Decorative half-timbering is located in the gable ends. A one-story projecting window bay that was added in 1927 is located on the east end of the façade. The bay is clad in stucco and has a flat roof. A two-story sleeping porch that was constructed in 1911 is located on the east elevation. The sleeping porch is faced in stucco and half-timbering and has a hipped roof. A two-story wing that is faced in stucco and has a gable roof is located at the southwest corner of the house. Exterior brick chimneys are located on both the east and west elevations.

Shed-roofed dormers are located on the north, east, and west slopes of the roof. Exposed rafter tails can be seen under the roof eaves and wood trim surrounds all windows and the door.



Figure 3. 1819 Mount Curve Avenue (HE-MPC-5145), Facing South

A large garage is attached to the east elevation of the house via a one-story hyphen. The one-and-a-half-story garage, which was constructed in 1910, is faced in stucco and has a front gabled roof that is covered with asphalt shingles. Decorative half-timbering is located in the gable end. A hipped roof dormer is located on the east slope of the garage roof. An addition was added to the western elevation of the garage in 1968. The addition is clad in stucco and has a mansard roof. Flat roof dormers are found on the north, west, and south elevations of the addition. Fenestration on the garage consists of a two-stall metal overhead door; a single-stall metal overhead door; single-light wood casement windows; and one-over-one, double-hung, wood windows. Original building permits have not been found indicating the date of construction of the hyphen, though it was likely added in 1968 as part of the addition to the garage. The hyphen is clad in stucco and has a hipped roof that is covered with asphalt shingles. Fenestration on the hyphen includes a 30-light wood window with 12-light wood transom and a single-leaf metal door with vinyl screen door and eight-light wood transom.

The main block of the house features multiple types of fenestration. The first story of the façade is fenestrated with three, paired six-light wood casement windows with two-light transoms; six-light fixed wood windows; six-over-one, double-hung, wood windows with wood storms; fifteen-over-one, double-hung, wood windows; two-over-one, double-hung, wood windows with wood storms; and a single-leaf door with a metal and glass storm door. The main entrance, which is sited slightly off-center, is framed by a front-gabled portico. The second story of the façade is fenestrated with six-over-one, double-hung, wood windows with wood storms; double-hung, wood windows with divided light transoms; eight-over-one, double-hung, wood windows with wood storms; and one-over-one, double-hung, wood windows with wood storms. The half-story of the façade is fenestrated with six-over-one, double-hung, wood windows with wood storms and three, nine-light wood casement windows.

Fenestration on the first story of the east elevation consists of fifteen-over-one, double-hung, wood windows and two-over-one, double-hung, wood windows with wood storms. The second story of the east elevation is fenestrated with eight-over-one, double-hung, wood windows with wood storms.

Fenestration on the first story of the south elevation is only partially visible from the public right-of-way (ROW) due to retaining walls and a fence, and includes two projecting bay windows comprised of one-over-one, double-hung, wood windows with nine-light wood transom windows. Fenestration on the second story of the south elevation is also only partially visible from the ROW and includes eight-light wood casement

windows and eight-over-one, double-hung, wood window with wood storms. The half-story of the south elevation is fenestrated with tripled, double-hung, wood windows in the gable ends; it is not possible to determine the number of lights in the windows from the ROW.

Fenestration on the first story of the west elevation includes six-over-one, double-hung, wood windows with wood storms; and one-over-one, double-hung, wood windows with divided-light transoms. The second story of the west elevation is fenestrated with eight-light, fixed wood windows; eight-light, wood casement windows; a three-part, single-light casement window; and a six-over-one, double-hung, wood window with wood storm. Fenestration on the half-story on the west elevation includes double-hung wood windows; however, it is not possible to determine the number of lights in the windows from the ROW.

History: According to Minneapolis building permits, this Tudor Revival style house and garage were constructed in 1910. The house was designed by architect William Kenyon for original owner Edgar J. Couper (City of Minneapolis 1910a:Building Permit #B86416; City of Minneapolis 1910b:Building Permit #B87421). The next year a two-story sleeping porch, also designed by William Kenyon, was added to the east elevation of the house (City of Minneapolis 1911:Building Permit #B93810). According to Sanborn maps the first story of the sleeping porch was originally open (Sanborn Map Company 1951). In 1927, a one-story addition was constructed on the rear and front of the dwelling. The front addition appears to be the bay window that is extant on the façade; the addition to the rear of the building is not visible from the ROW. These additions were designed by architect Maurice Maine, the partner of William Kenyon (City of Minneapolis 1927:Building Permit #B206809). In 1968, an addition was constructed on the garage, which based on the form of the garage was likely the western portion (City of Minneapolis 1968:Building Permit #B411206). It is likely that the hyphen between the house and garage was also constructed at this time, though original building permits verifying a date of construction have not been found. Plans found at the Northwest Architectural Archives indicate that the two bay windows on the south elevation were added as part of an interior remodeling project in 1969; the project also included the removal of two casement windows on the first story of the wing on the west elevation. An architect is not listed on the plans (Northwest Architectural Archives 1969).

The ownership of this house changed several times in the decades after its construction. The original owner was Edgar J. Couper, who was the vice-president of the Northwestern Knitting Company (also known as Munsingwear) (Minneapolis Directory Company 1910). The Northwestern Knitting Company was the nation's leading manufacturer of underwear in 1912. The company's founder, George Munsing, invented a method of combining silk and cotton into woolen underwear to take the itch out of the garment. The undergarment was patented in 1891 and propelled the company into a leading producer and distributor of underwear (City of Minneapolis 2013). By 1920, the house was owned by H.S. Helm, the vice-president and general manager of Russell-Miller Milling Company (Minneapolis Directory Company 1920). By 1927, Mr. George F. Piper, the vice-president of Lane, Piper & Jaffray Inc. and secretary of Piper Brothers Inc., owned the house (Minneapolis Directory Company 1927). In 1931, the house was owned by F. H. Stinchfield. Mr. Stinchfield was a lawyer at Stinchfield, Mackall, Couse, McNally & Moore. Stinchfield's widow Eliz owned the house into the 1950s (Minneapolis Directory Company 1931; Minneapolis Directory Company 1940; Minneapolis Directory Company 1950). According to building permits the house was converted into a duplex in 1958 (City of Minneapolis 1958:Building Permit #B364626). The 1969 plans from the Northwest Architectural Archives note that the house is the "Mrs. Jack A. Peverill Residence." Information about Peverill and his occupation has not been found. Sheldon S. Sturgis is listed as the current owner of the house. The house remains classified as "residential two unit" by the City of Minneapolis (Hennepin County Assessor's Office 2014).

William Kenyon

This house and garage were designed by architect William Kenyon. Kenyon was born in New York in 1863. Kenyon graduated from the Boston Art Normal School in 1884 and moved to Minneapolis in 1893. He worked in private practice until 1913. At that time he entered into a partnership with Maurice Maine, which continued until 1929. During their partnership, Kenyon and Maine were well known for designing public buildings, including Abbott Hospital in Minneapolis. The pair was also appointed architects of the New

Carnelia Company in 1914 to design the mining town of Ajo, Arizona. After Kenyon and Maine's partnership ended, Kenyon continued in private practice until his retirement in 1935. Kenyon was the chief architect of the Soo Line Railroad for 20 years, as well as a member of the advisory board for the Greater University of Minnesota Campus. He died on February 4, 1940 at the age of 77 (Lathrop 2010:126-127).

The Minneapolis Heritage Preservation Commission lists over 25 structures in Minneapolis attributed to Kenyon; an additional 68 properties in Minneapolis were identified in an unpublished survey as also being attributed to Kenyon, several of which were designed in the Tudor Revival style like the Edgar J. Couper House (Minneapolis HPC 2012:16). Kenyon's notable work includes his own home which was designed in the Tudor Revival style at 1715 James Avenue S. in Minneapolis (Figure 4), the Colonial Revival style John G. Glueck Residence at 2447 Bryant Avenue South in Minneapolis, the Lyman Court Apartments in Minneapolis (razed), the Minnesota State Fair Amphitheatre in St. Paul, and the Soo Line Building at 501 Marquette Avenue South in Minneapolis (Lathrop 2010:126-127).

Tudor Revival

The Couper House was designed in the Tudor Revival style, which is loosely based on a variety of late Medieval English prototypes and was popular in the early twentieth century. Tudor Revival was relatively uncommon in the United States before World War I, then exploded in popularity during the 1920s and 1930s, and rivaled only Colonial Revival in popularity as a vernacular domestic building style nationwide. The style then fell out of fashion in the late 1930s. Tudor Revival is subdivided into categories based on the dominant façade material, including stucco wall cladding, brick wall cladding, stone wall cladding, wooden wall cladding, false thatched roof, and parapeted gables. Common characteristics of the style include an asymmetrical design; steeply pitched gable roof, often with a dominant front gable; massive chimney; decorative half-timbering; and tall, narrow windows, commonly in multiple groups and with multi-pane glazing (McAlester 2004:354-355). The Couper House is an example of the stucco wall cladding subtype. Most stucco wall clad houses were modest in size, making the Couper House somewhat unusual given its larger size. However, the house was constructed in 1910 when stucco was a more common wall cladding choice prior to the expansion of masonry veneering techniques in the 1920s. The house exemplifies characteristics of the Tudor Revival style with its asymmetrical façade, front gables, massive chimneys, decorative timbering, and multiple window groupings.

Significance: The Edgar J. Couper House is a good example of the Tudor Revival style, as it features several character-defining features of the style, including an asymmetrical façade, steeply pitched cross-gabled roof with prominent front gables on the façade, massive chimneys, decorative half-timbering, and tall windows located in groups with multi-pane glazing. Additionally, the house is an early example of the style and is part of the stucco wall cladding subtype having been built prior to the 1920s, and is somewhat unique as an example of the stucco cladding subtype, which is a relatively small percentage of the Tudor Revival styles. Despite being a good example of the Tudor Revival style, the house does not possess any particularly unique or distinctive elements of the style which make it stand out among numerous other examples of the style within Minneapolis or the Lowry Hill neighborhood. Numerous examples of the style are found within close proximity of the Couper House, including (but not limited to) the residences at 1771 Logan Avenue South, 1785 Logan Avenue South, 1809 James Avenue South, and 1314 Mount Curve Avenue. The houses at 1771 Logan Avenue South (Figure 5), 1785 Logan Avenue South, and 1809 James Avenue South are examples of the brick wall cladding subtype, while the house at 1314 Mount Curve Avenue (Figure 6) has stone wall cladding. These houses each have the same defining elements of the Tudor Revival style that the Couper House has, including timber framing in the gable ends, large chimneys, steeply pitched gable roofs with dominant front gables, and groups of tall, narrow windows. These houses also appear to retain good historic integrity. As such, the Couper House does not possess any unique or unusual features of the Tudor Revival style that would make it stand out among the ubiquity of the Tudor Revival style within the Lowry Hill neighborhood. NRHP listed Tudor Revival structures in Minneapolis include the Edwin H. Hewitt House at 126 East Franklin Avenue, which was the personal residence of "one of Minnesota's most widely acclaimed architects," Edwin Hawley Hewitt (Minneapolis HPC 2014). The large stucco and brick residence features characteristic elements such as prominent front gables and large brick chimneys, and also retains excellent integrity. Therefore, due to the prominence of the Tudor Revival style in the Lowry Hill neighborhood and

Minneapolis, the house does not appear to have significance under NRHP Criterion C within the area of architecture.

The house was designed by local architect William Kenyon. Kenyon is well-known for his wide variety of commissions, including residences and commercial buildings throughout Minneapolis. Evaluated within Kenyon's extensive body of work, the Edgar J. Couper House does not appear to stand out or have significance as an exceptional example of his work. Additionally, alterations to the Couper House, though minimal, have impacted the original design intent of the house as planned by Kenyon. Furthermore, Kenyon's own house at 1715 James Avenue South (see Figure 4) is located two blocks east of the Couper House and is also designed in the Tudor Revival style. The James Avenue house is similar in form to the Couper House and features two prominent front gables, large brick chimneys, brick wall cladding, and stucco with half-timbering and decorative timber inlays in the gable ends. The house appears to retain excellent integrity. While the Couper House is a high-quality example of the Tudor Revival style by William Kenyon, Kenyon's personal residence retains a more direct association with Kenyon and his mastery of the Tudor Revival style. Therefore, the Edgar J. Couper House does not appear to have significance under NRHP Criterion C as the work of a master.

Although the house was owned by many prominent Minneapolis businessmen, none of them appear to have made sizable contributions to the development of Minneapolis and therefore, this property does not appear to have local significance under Criterion B. In addition, this property does not readily appear to have contributed to significant broad patterns of history; and has not yielded, nor is it likely to yield, information important in prehistory or history.

Integrity: This house and garage remain in their original location on the residential street of Mount Curve Avenue in Minneapolis. Therefore, they retain excellent integrity of location, feeling, association, and setting. Since their original construction in 1910, there have been numerous additions to the house and garage. The sleeping porch addition on the house was designed by Kenyon in 1911 and the one-story bay window addition from 1927 was designed by Maurice Maine, Kenyon's partner. The garage addition and hyphen were added in 1968 and bay windows were added to the rear elevation and some original windows on the west elevation of the house were removed in 1969. The architect of the 1968 and 1969 alterations is unknown. The garage and hyphen addition, while visible from the façade, are designed in the Tudor Revival style and are of such a scale that they do not overwhelm or detract from the overall design of the house and garage. Since most of the additions to the house were designed by Kenyon or his partner, and those that were not are located on a secondary elevation, the additions only slightly compromise the integrity of design, materials, and workmanship. Overall, the house retains good integrity.

Recommendation: The Edgar J. Couper House is a representative example of a William Kenyon-designed Tudor Revival house in Minneapolis. Despite being a good example of the style, the house is not an exceptional example and does not stand out prominently as compared to other examples of Tudor Revival houses in Minneapolis and the numerous examples of the style found within the Lowry Hill neighborhood. Therefore, the house is recommended as not eligible for listing in the NRHP under Criterion C within the area of architecture. Although the house was designed by master architect William Kenyon, the house does not appear to be an exceptional example of Kenyon's work. Additionally, Kenyon's personal residence, also designed in the Tudor Revival style and located just two blocks east of the Couper House, possesses better association with Kenyon. As such, the Edgar J. Couper House is recommended as not eligible for the NRHP under Criterion C as the work of a master.



Figure 4. 1715 James Avenue South (William Kenyon Residence), Facing East



Figure 5. 1771 Logan Avenue South, Facing East



Figure 6. 1314 Mt. Curve Avenue, Facing North

5 Recommendations

During the Phase I architectural history investigation, the 106 Group documented 41 properties within the SDEIS APE that were constructed in or before 1965. Forty of these properties were recommended as not eligible for listing in the NRHP due to a lack of historical significance and/or a loss of integrity. One property (HE-MPC-5145) was recommended as potentially eligible and proceeded to a Phase II evaluation. During the Phase II evaluation this property was recommended as not eligible. A listing of all inventoried properties is found in the attachments to this report (Attachments B-E). Further information on the properties is found on new or updated inventory forms, which are being submitted to SHPO for inclusion in the statewide inventory. No additional architectural history survey is recommended within this SDEIS APE.

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Attachment A
Research Design

Southwest Transitway: A Research Design for Cultural Resources

12 February 2010, updated 16 March 2010, 2 April 2010

Prepared by
Charlene Roise, Hess, Roise and Company
Christina Harrison, Archaeological Research Services
Mike Justin, Mike Madson, and Joe Trnka, HDR Engineering

INTRODUCTION

The Hennepin County Regional Rail Authority is proposing to construct the Southwest Light Rail Transit (SWLRT) facility, linking the Intermodal Station in downtown Minneapolis with the central business area in suburban Eden Prairie. The line is located within the cities of Minneapolis, St. Louis Park, Hopkins, Minnetonka, and Eden Prairie.

The Federal Transit Administration (FTA) has determined that the proposed project is an undertaking as defined by the National Historic Preservation Act (NHPA) and is subject to the provisions of Section 106 of the NHPA. Section 106 requires that federal agencies take historic properties into account as part of project planning. The Cultural Resources Unit (CRU) of the Minnesota Department of Transportation (MnDOT) is acting on behalf of FTA for many aspects of the Section 106 review process for SWLRT. The FTA has also determined that the SWLRT is subject to the National Environmental Policy Act (NEPA) and a Draft Environmental Impact Statement (DEIS) is being prepared by Hennepin County under the direction of the FTA.

Through the NEPA scoping process, four build alternatives were identified. To streamline subsequent analysis, these alternatives were divided into five segments. The following table, which was included in the draft “Southwest LRT Technical Memorandum No. 9: Environmental Evaluation” (September 9, 2009), outlines the segments that are associated with each of the alternatives:

<i>Alternative</i>	<i>Segments</i>
LRT 1A	1, 4, A
LRT 3A	3, 4, A
LRT 3C-1 (Nicollet Mall)	3, 4, C-1 (Nicollet Mall)
LRT 3C-2 (11 th /12 th Street)	3,4, C-2 (11 th -12 th Streets), C-2A (Blaisdell Avenue), C-2B (1 st Avenue)

Segment 1 extends northeast from a station in Eden Prairie at TH 5 along a former rail corridor owned by the Hennepin County Railroad Authority (HCRRA) to a station at Shady Oak Road, on the border between Minnetonka and Hopkins.

Segment 3 creates a new corridor, running east from a station at Mitchell Road in Eden Prairie and turning northerly to terminate at the Shady Oak Station.

Segment 4 follows an existing rail corridor east-northeasterly from the Shady Oak Station through Hopkins and Saint Louis Park to the West Lake Station in Minneapolis, near that city's western border.

Segment A continues northeast from the West Lake Station, mostly using an existing rail corridor, to the Intermodal Station on the western edge of downtown Minneapolis.

Segment C also begins at the West Lake Station, traveling east along a former rail corridor (now the Midtown Greenway), north along one of several alternative courses under and on city streets, to and through downtown Minneapolis, and ultimately ending at the Intermodal Station or South Fourth Street. (For the purpose of this cultural resources assessment, all of the "C" variations will be considered as a single group.)

It should be noted that the above segments overlap at three points: the Shady Oak Station, the West Lake Station, and the Royalston/Intermodal Stations. When the results of the cultural resource surveys are sorted by segment, there will be redundancy in the findings at these three points. This redundancy is inevitable if the effects of each segment are to be analyzed. When a single alternative is selected, it will be necessary to eliminate duplicated properties to obtain an accurate representation of the effects of that alternative.

PROPOSED METHODOLOGY FOR ARCHAEOLOGICAL RESOURCES SURVEY

Christina Harrison, Archaeological Research Services
Mike Justin and Mike Madsen, HDR Engineering

This work plan outlines a program to identify archaeological properties which meet the criteria of the National Register of Historic Places in the project's area of potential effect (APE), to be used in assessing potential effects to those properties. Three primary tasks comprise the work plan. First, in order to provide a uniform assessment of available data across the five project segments discussed in the DEIS, the project team will prepare a report (by project segment within a broad APE) to include: results of the literature search, an archaeological probability assessment, and a field survey strategy (Task 1). It is expected that a limited amount of field investigation/sampling may occur as part of this task depending upon the weather. Second, an archaeological inventory/evaluation of the selected alternative will be completed, using a refined APE based on proposed construction (Task 2). Finally, a report of the field investigations of the selected alternative and an assessment of effects will be prepared (Task 3).

Task 1 will involve archaeologists from both HDR and ARS. Support will be provided, as needed, by Hess Roise research staff as well as by geomorphologists and other paleoenvironmental experts provided by HDR. Division of responsibilities will partly depend on what survey needs are identified by the background research, but primary responsibility for precontact and contact period archaeology will rest with Christina Harrison (ARS) and Michael Justin (HDR), and for historic archaeology with Michael Madson (HDR). The personnel for Tasks 2 and 3 are pending.

The survey will be conducted in accordance with all federal, state, and local requirements, including the Minnesota Field Archaeology Act and the Minnesota Private Cemeteries Act.

Area of Potential Effect (APE)

The APE for archaeological resources is generally defined as the anticipated limits of construction activities. At this stage in the project development, factors influencing those limits have not yet been fully identified. The APE, starting with a broad area at first, will be refined as the engineering design advances.

For Task 1, the APE for the literature search and probability assessment will be based, as appropriate, on the project limits as defined in the project engineering drawings used to prepare the DEIS. This will include the full width of existing railroad right-of-way corridors as well as the area within 100 feet on either side of the current engineering alignments. The APE near station areas also includes any undeveloped and/or vacant property within 500 feet that could potentially be utilized for construction/development activities. Depending on the station location, these may include open, green spaces (particularly in suburban areas) and paved parking lots (particularly in urban areas).

If the literature search/probability assessment identifies potentially significant historic features or high probability areas immediately adjacent to the above-referenced APE parameters, and if the significance of potential sites in these areas is expected to relate to National Register criteria A, B, and/or C, the APE for the field strategy for the Phase I-II survey may be adjusted to include these locations.

During Task 2, the APE will be reviewed in light of more detailed engineering plans. Throughout the design phase of the project, the adequacy of the APE will be periodically evaluated and expanded or retracted as necessary as project elements are added or modified. The survey report specified in Task 3 will provide a clear delineation of the surveyed APE, including all additions, so that the adequacy of survey efforts can be readily determined when project changes are proposed.

It should be noted that, generally, the APE for archaeological resources is a smaller area located within the APE for history/architecture resources.

Task 1. Report of Archival Review/Site Probability/Field Strategy

This task will uniformly represent the readily available information across the five project segments discussed in the DEIS. In general the report will be a desktop analysis of existing archaeological research data supplemented by a discussion of probability for previously unidentified archaeological properties. Field inspections may be utilized to confirm existing conditions, particularly to inform the discussion on field survey strategies.

The desktop analysis will utilize documents on file at the State Historic Preservation Office (SHPO) and the Office of the State Archaeologist (OSA). Historic maps and aerial photographs, local histories, and other archival information on file at the Minnesota Historical Society, the Borchert Map Library (at the University of Minnesota), and local libraries and historical societies may also be reviewed.

The task will review:

- archaeological survey reports on file at SHPO, OSA and other repositories in order to establish what segments of the project routes have already been inventoried according to current standards;
- known archaeological sites and/or (if applicable) recommendations/confirmations of NRHP eligibility;
- relevant USGS topographic maps and soil surveys as well as any Mn/Model information and other environmental and paleoenvironmental data pertinent to the assessment of pre-contact archaeological site probability, including land use histories;
- Historic maps and aerial photographs to identify localities with historic-period archaeological site potential.

A preliminary field review will be conducted. The survey team will document visible indications of topographic and hydrological features as well as past and current land use with concomitant loss of soil integrity. The information from field observations will be combined with the data gathered during the archival review to propose archaeological site probability along the five segments.

Pre-contact and historic-period contexts will be briefly reviewed, with a focus to inform the discussion of site types and assessment of probability. The probability assessment will be organized by the five project segments (1, 3, 4, A, and C). For each of the five segments the report will include:

- a general description of the APE;
- a discussion of previous surveys and previously identified sites;
- a discussion of historic site types and the associated conditions that may indicate a historic property;
- a discussion of archaeological probability (for pre-contact/contact period and historic-period), and;
- a survey strategy and methods, including specific places targeted for field investigation.

The survey strategy for precontact and contact period evidence will be guided by Native American and early Euro-American settlement and land use patterns identified by previous archaeological investigations in the vicinity including, for example, the 1992-1994 city-wide cultural resource survey of Eden Prairie, the corridor surveys conducted for Trunk Highway 212 and Trunk Highway 12, and a number of smaller scale compliance surveys conducted within the Nine Mile, Minnehaha and Purgatory Creek watersheds.

The results of Task 1 will be summarized in the DEIS.

Task 2. Inventory/Evaluation (Phase I-II) Survey

For the Inventory/Evaluation survey, the APE will be refined to reflect the updated engineering design. That refined APE will be surveyed in a manner consistent with the recommendations presented in the Task 1 report. Field methods outlined in the Minnesota SHPO and MnDOT CRU guidelines will be generally followed; any exception, as well as more detail specific to the existing conditions along each segment, will have been documented in the Task 1 report.

In the case of precontact/contact period Native American evidence, the field sampling will involve standard methods for identification and the preliminary assessment of horizontal and vertical site dimensions, integrity, and National Register potential. In addition, the survey may utilize targeted geomorphological testing and analysis in areas likely to feature deeply buried archaeological evidence.

Artifacts will be collected and analyzed in a manner consistent with contemporary standards. Artifacts from private property will be collected with written permission of the landowner. Historic period artifacts will only be collected if they appear to represent a potentially significant archaeological property.

Archaeological sites determined to have National Register potential will then require more comprehensive Phase II formal testing. As the Phase I review more than likely will have identified a wide range of site types associated with highly varied environmental settings and precontact to historic period contexts, the scope, research questions, field and analytic needs will be more appropriately defined at that stage of the investigation.

Task 3. Analysis and Reporting

A technical report of the Phase I and Phase II investigations, including the methodology, field work results, and recommendations, will be prepared in accordance with the guidelines of MnDOT's CRU, the Secretary of the Interior's Standards for Identification and Evaluation, and other applicable state and federal guidelines. This includes submittal of Geographic Information Systems (GIS) data per the CRU guidelines. All sites documented during the survey will be recorded on new or updated Minnesota Archaeological Site Forms.

Collected artifacts will be processed and analyzed in compliance with the survey guidelines of the SHPO and the Mn/DOT CRU. Artifacts will be curated at an approved facility as stipulated in the consultant's archaeology license.

PROPOSED METHODOLOGY FOR HISTORY/ARCHITECTURE RESOURCES SURVEY

Charlene Roise, Hess, Roise and Company

Area of Potential Effect (APE)

Generally, the APE for history/architecture resources extends 300 feet on either side of the centerline of the alignment of each corridor. Around each station, the APE includes property within a quarter-mile radius. This area addresses anticipated project-related infrastructure work and reasonably foreseeable development.

The APE is illustrated in maps of the five project segments. Exceptions to the parameters outlined above include the following:

- The APE for the Intermodal Station (in segments A and C) includes all property within the boundaries adopted for the “Downtown Minneapolis Transit Hub” Environmental Screening Report (October 28, 2009 review draft) prepared for Hennepin County by Kimley-Horn and Associates. The area shown in the report is extended northeast of Washington Avenue to and across the Mississippi River to include the first tier of properties on Nicollet Island, to provide adequate APE coverage for the three-block potential station area and related developments such as rail storage yards. This area addresses infrastructure work associated with the SWLRT project as well as cumulative effects related to the development of the Intermodal station. (See below for discussion about splitting responsibility for survey of this area between the SWLRT project and the Intermodal Station project.)
- The APE for the 4th Street, 8th Street, 12th Street, Harmon Place, Hawthorne Avenue, Lyndale, and Uptown Stations (in segment C) includes the adjacent blocks in all directions from the station. This area is proposed for the stations in the more densely-built urban area, in comparison to the larger quarter-mile radius for other stations in outlying areas.
- The APE for the proposed tunnel area under Blaisdell, Nicollet, or First Avenues, including the 28th Street and Franklin Stations (in segment C), extends from one-half block west of Blaisdell Avenue to one-half block east of First Avenue. If this alternative is selected, the APE may need to be expanded in light of the design and construction methods for the tunnel.

- Along some portions of the corridor, the 300 foot APE may be extended to take into account visual effects. For example, if the 300 foot area comprises open space, and a row of buildings is located beyond, these buildings may be included in the APE.
- In some station areas, there are known areas of project related work and/or anticipated development outside of the quarter-mile radius, and these areas are included in the APE. This includes areas in downtown Hopkins.

The APE may also be adjusted if a field surveyor recommends that the project may affect a property or properties not included in the established APE boundaries.

As project planning proceeds, additional factors will be assessed to determine if there are other effects (direct, visual, auditory, atmospheric, and/or changes in use) which could require an expansion of the above APE. These factors include:

- Noise analysis, including areas where the use of bells and whistles is anticipated.
- Vibration analysis, including vibration related to project construction and operations.
- The specific locations of project elements, including operations/maintenance facilities, park-and-ride facilities, traction power substations, signal bungalows, and other infrastructure.

Survey Approach

Survey Zones

The project cuts through a number of distinct communities, each with a unique history. As a result, these communities, which share similar physical and historical characteristics, can serve as a framework for conducting the survey. The survey will be organized around the following zones (related project segments and stations are listed in parenthesis):

- Eden Prairie (Segments 1 and 3; Highway 5, Highway 62, Mitchell Road, Southwest Station, Eden Prairie Town Center, Golden Triangle, City West Stations)
- Minnetonka (Segments 1 and 3; Rowland, Opus, Shady Oak Stations)
- Hopkins (Segment 4; Shady Oak, Hopkins, Blake Stations)
- Saint Louis Park (Segment 4; Louisiana, Wooddale, Beltline Stations)
- Minneapolis west residential, including parts of Bryn Mawr, Lowry Hill, East Isles, Kenwood, Cedar-Isles-Dean, and West Calhoun neighborhoods (Segments A and C; West Lake, 21st Street, Penn Stations)
- Minneapolis south residential/commercial, including parts of the Stevens Square/Loring Heights, Whittier, Lowry Hill East, East Isles, and Cedar-Isles-Dean neighborhoods and the Midtown Greenway (Segment C; Uptown, Lyndale, 28th Street, Franklin Stations)
- Minneapolis downtown north of I-94 (Segment C; 12th Street, 8th Street, 4th Street, Harmon Place, Hawthorne Avenue Stations)
- Minneapolis industrial (Segments A and C; Van White, Royalston Stations)
- Minneapolis warehouse (Segments A and C; Intermodal Station)

In addition, there are four railroad corridors that traverse these community boundaries. These corridors will be considered as four individual zones. The corridors (by historic names) are:

- Minneapolis and Saint Louis Railway (Chicago and North Western Railway). Part of the main line is in the APE (Segments 1, 4, A and C). A segment of this line between downtown Minneapolis and Merriam Junction has recently been evaluated by the Surface Transportation Board as not eligible to the National Register; however, the SHPO did not concur with this finding. The line will be further evaluated, focusing on the section within the APE.
- Chicago, Milwaukee and Saint Paul Railway (Milwaukee Road), Benton Cutoff. Part of the CM&SP Benton Cutoff is in the APE (Segments 4, A, and C). Except for the Chicago, Milwaukee and Saint Paul Railroad Grade Separation Historic District, which is listed in the National Register, the Benton Cutoff has previously been determined as not eligible to the National Register by the Federal Highway Administration, with concurrence by the SHPO.
- Saint Paul and Pacific Railway (Great Northern Railway). Part of the main line is in the APE (Segment A). This line will be evaluated.
- Minneapolis, Northfield and Southern Railway. Part of the Auto Club-Luce Line Extension of the MN&S is in the APE (Segment 4). This line has been previously evaluated by Mn/DOT CRU, and the Auto Club-Luce Line Extension has been recommended as not eligible to the National Register. This determination has not been submitted to SHPO for concurrence. The Mn/DOT CRU evaluation will be summarized and incorporated into this survey by reference.

All of the above lines, including those which have been evaluated as not eligible, will be inventoried and evaluated to identify any railroad related features in the APE that are potentially significant in their own right. The statewide railroad context developed by Mn/DOT CRU will serve as a basis for evaluation of railroad resources.

The survey of the above thirteen zones will be completed by three consultants. Hess Roise will complete the surveys for the five zones in Minneapolis, Mead & Hunt will complete the surveys for St. Louis Park, Hopkins, Minnetonka, and Eden Prairie, and Summit Envirosolutions will complete the surveys for the four railroad zones. Each consultant will prepare a report for the Phase I-II survey of the zones completed. An overall summary, integrating the survey results from all thirteen zones, will be prepared for the analysis of effects, within the framework of the five project segments.

The survey will include properties built in 1965 and earlier. Although National Register guidelines use a 50-year cut-off for eligibility (except for properties of exceptional importance), adopting a 45-year cut-off for this survey provides 5 years for project planning before the survey becomes outdated.

NOTE ON RESPONSIBILITY FOR SURVEYS IN THE INTERMODAL STATION AREA:

There is an overlap of the APEs for the SWLRT project and the Intermodal Station project (currently in the planning stage). The SWLRT survey effort will complete survey work for only

a portion of the SWLRT APE in the vicinity of the Intermodal Station, including where SWLRT construction is anticipated. The remainder of this area will be surveyed as part of the planning for the Intermodal Station project. The survey results from the Intermodal Station survey will be included in the consideration of cumulative effects as part of the SWLRT Section 106 review. (See map for the division of survey responsibilities in this portion of the SWLRT APE.)

Phase I Survey (Reconnaissance Survey)

The primary goal of Phase I is to identify properties that appear to have the potential to qualify for the National Register and merit further analysis. This will eliminate from further consideration any properties that have little or no potential to meet National Register criteria. The Phase I survey will also verify that properties already listed or officially determined eligible for listing in the National Register still retain integrity.

Literature Search

The literature search will focus on areas within the APE, with broader contextual information procured as needed. The literature search will begin by collecting existing reports and research for each zone. Maps, atlases, and other information that can provide specific information about property within the APE for archaeology will be a high priority. Additional research will be conducted for specific areas, and occasionally on specific properties, as appropriate. The literature search will produce:

- A working set of research files, including maps and related materials, for each zone. A copy of these files will be provided to the archaeological team.
- For each zone, a brief context (perhaps with subcontexts) will be developed that is approximately two to five pages in length and comprises a brief narrative, an annotated list of relevant property types, and a preliminary period of significance. (This assumes that extensive narrative contexts will not be developed during this phase.) A similar context will also be prepared for each railway, focusing specifically on segments in the APE. These contexts will also be provided to the archaeological team.

Fieldwork

A project-specific inventory form will be developed. Prior to the onset of fieldwork, a draft inventory form will be submitted to the client for review and approval.

The Hennepin County property database provides building construction dates for tax parcels. These dates will be assumed to be generally reliable for properties erected in the last half of the twentieth century, and will therefore be used to eliminate properties built after 1965 from the survey. During fieldwork, however, surveyors will be observant of properties eliminated from the inventory to identify:

- Inaccuracies: Properties not included in the survey that appear to date from 1965 and earlier (in other words, instances where the county date appears to be incorrect);
- Incomplete data: Properties not included in the survey that contain multiple buildings or other features, where the county date may refer to a newer feature—but older features are also present;
- Exceptional properties: Properties dating from 1966 or later that might be of exceptional importance.

Fieldwork will be conducted by zones. The methodology for each zone is as follows:

- Using information from the Hennepin County database, surveyors will be provided with a spreadsheet listing all properties in the zone built in 1965 or earlier. In addition to the address and year built, the spreadsheet will include the property's use and the name of the owner and taxpayer. The survey will include properties listed or officially determined eligible for listing in the National Register (including those in historic districts) to verify that they retain integrity. Map books will be prepared for reference in the field.
- Surveyors will conduct site visits for each property, recording observations from public rights-of-way with field notes and digital photographs. At a minimum, surveyors will record information on noteworthy features and the property's integrity. Using the data categories for functions and uses outlined in the National Register bulletin *How to Complete the National Register Registration Form*, and with reference to the context information for each zone, the surveyor will suggest data categories that seem the most appropriate for evaluating the property's National Register potential. The surveyor will also provide a preliminary recommendation—and a justification for that recommendation—stating that 1) the property does not appear to be eligible for the National Register, or 2) the property should be evaluated in Phase II.
- All field surveyors will meet the Secretary of the Interior's Professional Qualifications Standards.

Deliverables for Phase I survey

- For each zone:
 - Synopsis for each zone, including the context and property type information.
 - Table of surveyed properties including recommendations for intensive level survey, with justification.
 - Inventory form (2 copies) for each property in the APE built in 1965 or earlier. In addition to the data collected in the field, the inventory forms will incorporate information on the property's location (UTM reference, township/range/section) from the county database. At least one color digital photograph of the property will be included on each form. (NOTE: For properties which go to a Phase II evaluation, the same survey form should incorporate the evaluation information.)
 - Map of zone with properties recommended for intensive-level survey identified.

Phase II Survey (Intensive)

The goal of Phase II is to evaluate properties, as recommended in Phase I, to determine which meet the criteria of the National Register of Historic Places. As with Phase I, the work will be organized by zones.

Literature Search

The literature search will focus on individual properties and districts that have potential to meet National Register criteria. To provide a framework for evaluating some properties, it may be necessary to expand the context synopses developed in Phase I to address specific physical areas, eras, and/or property types.

Fieldwork

Additional field work may be needed to evaluate the physical characteristics of individual properties and districts. It might be necessary to obtain permission to enter some properties for this evaluation—if, for example, there is the potential for a significant interior space, or if a parcel is large and contains a number of buildings and these buildings cannot be adequately evaluated from the public right-of-way, aerial photographs, or other means.

Deliverables for Phase II survey

- For each zone:
 - Table of Phase II properties, including recommendations on eligibility.
 - More detailed inventory form, including the narrative evaluation of eligibility, for each property included in this phase.
 - Map of zone, showing properties that appear to qualify for the National Register identified, along with listed and previously determined eligible properties.
- A Phase I-II survey report (for all zones completed by the same consultant) conforming to Mn/DOT CRU Architecture/History Report requirements and other applicable federal and state guidelines.

At the conclusion of all Phase II history/architecture survey work, a consolidated summary/table incorporating the work from all thirteen zones will be prepared for the analysis of effect. This summary will be organized by the five project segments.

Attachment B

Eden Prairie Survey Zone Surveyed Properties

Property Name (Historic)	Property Address	SHPO Inventory Number	NRHP Status
Eden Prairie United Methodist Church	15050 Scenic Heights Road	HE-EPC-269	Not eligible
House & Outbuildings	14801 Scenic Heights Road	HE-EPC-277	Not eligible

Attachment C

Hopkins Survey Zone Surveyed Properties

Property Name (Historic)	Property Address	SHPO Inventory Number	NRHP Status
Industrial Building	1215 7 th Street South	HE-HOC-347	Not eligible
Industrial Building	1401 7 th Street South	HE-HOC-357	Not eligible
Industrial Building	1409 7 th Street South	HE-HOC-358	Not eligible
Industrial Building	601 13 th Avenue South	HE-HOC-352	Not eligible
Industrial Building	615 13 th Avenue South	HE-HOC-351	Not eligible
Industrial Building	616 13 th Avenue South	HE-HOC-353	Not eligible
Industrial Building	617 13 th Avenue South	HE-HOC-350	Not eligible
Industrial Building	620-622 13 th Avenue South	HE-HOC-354	Not eligible
Industrial Building	625 13 th Avenue South	HE-HOC-349	Not eligible
Industrial Building	643 13 th Avenue South	HE-HOC-348	Not eligible
Industrial Building	648 13 th Avenue South	HE-HOC-355	Not eligible
Industrial Building	635 14 th Avenue South	HE-HOC-356	Not eligible

Attachment D

St. Louis Park Survey Zone Surveyed Properties

Property Name (Historic)	Property Address	SHPO Inventory Number	NRHP Status
NSP Transmission Line	N/A	HE-SLC-556	Not eligible
House & Garage	3860 Brunswick Avenue South	HE-SLC-555	Not eligible
Duplex	3863-3865 Brunswick Avenue South	HE-SLC-564	Not eligible
House & Garage	6027 Cambridge Street	HE-SLC-565	Not eligible
Apartment Building	4320 Highway 7	HE-SLC-566	Not eligible
Commercial Building	4330 Highway 7	HE-SLC-567	Not eligible
Industrial Building	6327 Cambridge Street	HE-SLC-568	Not eligible
Industrial Building	6325 Cambridge Street	HE-SLC-569	Not eligible
Industrial Building	6413-6415 Cambridge Street	HE-SLC-570	Not eligible
House & Garage	6308 Oxford Street	HE-SLC-572	Not eligible

Attachment E

Minneapolis West Residential Survey Zone Surveyed Properties

Property Name (Historic)	Property Address	SHPO Inventory Number	NRHP Status
House & Garage	620 Morgan Avenue South	HE-MPC-5135	Not eligible
House & Garage	624 Morgan Avenue South	HE-MPC-5136	Not eligible
House	473 Newton Avenue South	HE-MPC-5137	Not eligible
House & Garage	469 Newton Avenue South	HE-MPC-5138	Not eligible
House & Garage	437 Penn Avenue South	HE-MPC-5139	Not eligible
House & Garage	456 Oliver Avenue South	HE-MPC-5140	Not eligible
W.E. Nelson House	1121-1123 Kenwood Parkway	HE-MPC-5141	Not eligible
Richard R. Evans / William E. Nelson House	1822 Mount Curve Avenue	HE-MPC-5142	Not eligible
House & Garage	1717 Logan Avenue South	HE-MPC-5143	Not eligible
House & Garage	1715 Logan Avenue South	HE-MPC-5144	Not eligible
Edgar J. Couper House	1819 Mount Curve Avenue	HE-MPC-5145	Not eligible (Phase II)
House	1127 Kenwood Parkway	HE-MPC-5146	Not eligible
House	444 Penn Avenue South	HE-MPC-5147	Not eligible
House	2214 Mount View Avenue	HE-MPC-5148	Not eligible
House	2770 Dean Parkway	HE-MPC-5149	Not eligible
House	2774 Dean Parkway	HE-MPC-5150	Not eligible
House	2778 Dean Parkway	HE-MPC-5151	Not eligible

Attachment F Project Personnel

106 GROUP LIST OF PERSONNEL

Principal-In-Charge	Anne Ketz, M.A., RPA
Project Manager	Jennifer Bring, B.A.
Principal Investigator	Saleh Miller, M.S.
Historians	Kelli Andre Kellerhals, M.S. Saleh Miller, M.S. Kathryn Ohland, M.S. Katherine Scott, B.S.
Graphics and GIS	Nathan Moe, B.A.