PHASE I/PHASE II ARCHITECTURE HISTORY INVESTIGATION FOR THE PROPOSED SOUTHWEST TRANSITWAY PROJECT HENNEPIN COUNTY, MINNESOTA

VOLUME ONE:
EDEN PRAIRIE SURVEY ZONE
MINNETONKA SURVEY ZONE
HOPKINS SURVEY ZONE
ST. LOUIS PARK SURVEY ZONE
(EXCLUDING RAILROAD – RELATED PROPERTIES)

Authorized and Sponsored by:
Hennepin County Regional Rail Authority
And
Metropolitan Council

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Management Summary

The Hennepin County Regional Rail Authority and the Metropolitan Council are proposing to construct the Southwest Transitway facility, linking the intermodal station area in downtown Minneapolis with the central business area in suburban Eden Prairie. The line is located in the cities of Eden Prairie, Minnetonka, Hopkins, St. Louis Park, and Minneapolis.

In general, the Area of Potential Effect (APE) for history/architecture properties extends 300 feet on either side of the centerline of the alignment of each corridor. Around each station, the APE includes properties within a quarter-mile radius. Several circumstances when the APE departs from these parameters are noted in the APE description in the Research Design for Cultural Resources (see Appendix A).

In March 2010, Mead & Hunt, Inc. (Mead & Hunt) was retained to complete a Phase I Architecture/History survey (Phase I Survey) of project segments 1, 3, and 4 (excluding railroad-related properties), and a Phase II Evaluation of properties that may be eligible for inclusion in the National Register of Historic Places (National Register). The Phase I Survey did not include railroad-related resources, which are documented in Volume 3. The Phase I Survey identified 523 properties within the APE of segments 1, 3, and 4. Twelve properties and one historic district were identified for Phase II Evaluation. Mead & Hunt's project team consisted of Principal Investigator Heather Goodson and architectural historians Christina Slattery, Emily Pettis, Bob Frame, Shannon Dolan, Katherine Haun, and Phillip Barlow.

As a result of the Phase II Evaluation, the Hopkins Downtown Commercial Historic District, Hopkins City Hall, and Woodmark Industries Building are recommended eligible for listing in the National Register. The Lang House and Motor Travel Services Buildings are recommended eligible for listing once they reach 50 years in age.

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1.0 Introduction

The proposed Southwest Transitway line is a high-frequency train line serving the rapidly growing southwest metro area—Eden Prairie, Minnetonka, Edina, Hopkins, and St. Louis Park—as well as Minneapolis neighborhoods and the Minneapolis downtown area. The line will connect to other rail lines (Hiawatha, Central, and Northstar) and high-frequency bus routes. Through these connections, the Southwest Transitway will also provide access to the University of Minnesota, Minneapolis-St. Paul International Airport, Mall of America, Minnesota State Capitol, and downtown St. Paul.

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 (Mn/DOT) is acting on behalf of FTA for many aspects of the Section 106 review process for the Southwest Transitway project. This survey report is part of the identification/evaluation of historic properties required under the Section 106 review. The results of this survey will be submitted to the Minnesota State Historic Preservation Office (SHPO) for concurrence. Effects to properties that are listed in or eligible for listing in the National Register of Historic Places (National Register) will be assessed in consultation with the SHPO and other interested parties. It is expected that mitigation measures for these effects will be addressed in a Programmatic Agreement.

Through the scoping process of the National Environmental Policy Act, four build alternatives have been identified. To streamline subsequent analysis, these alternatives were divided into five segments. The following table outlines the segments that are associated with each of the alternatives:

Table 1

Build Alternatives and Segments	
Build Alternatives	**Segments**
LRT 1A	Segment 1, Segment 4, Segment A
LRT 3A	Segment 3, Segment 4, Segment A
LRT 3C-1 (Nicollet Mall)	Segment 3, Segment 4, Segment C-1 (Nicollet Mall)
LRT 3C-2 (11^{th}/12^{th} Street)	Segment 3, Segment 4, Segment C-2 (11^{th}/12^{th} Streets via Nicollet Avenue Tunnel)
	Segment 3, Segment 4, Segment C-2A (11^{th}/12^{th} Streets via Blaisdell Ave Tunnel)
	Segment 3, Segment 4, Segment C-2B (11^{th}/12^{th} Streets via 1^{st} Ave Tunnel)

Source: HDR, Engineering, 2009

Segment 1 extends northeast from a station in Eden Prairie at Trunk Highway (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 St. 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 the Fourth Street Station.

Figure 1 shows the build alternative segments.

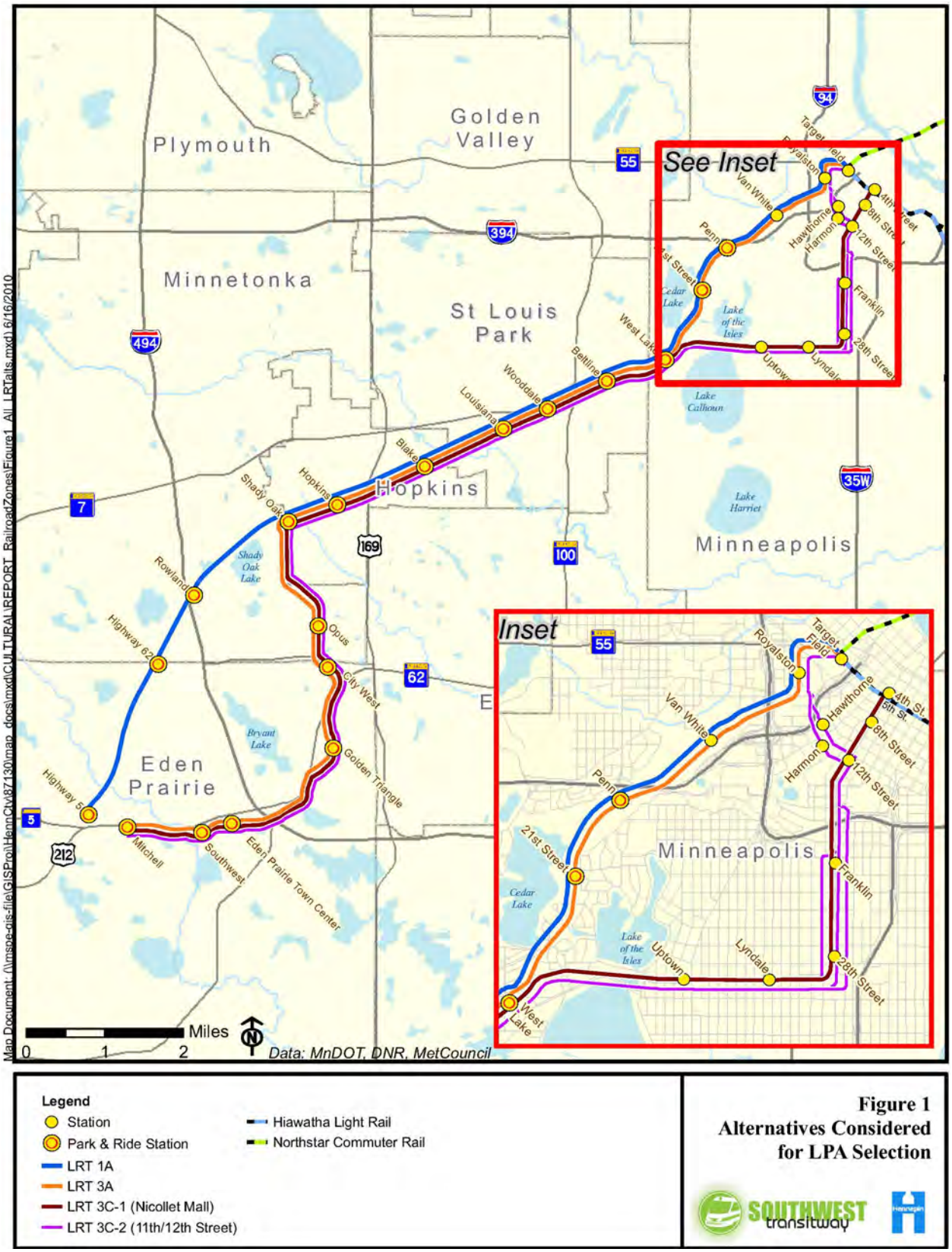

Figure 1. Alternatives Considered for LPA Selection.

2.0 Methods and Research Design

The Research Design for Cultural Resources for the Southwest Transitway project is included as an appendix to this report. This research design includes separate sections for archaeology and architecture/history surveys.

The methodology for the architecture/history survey is built around 13 survey zones, which are based on a historical and physical analysis of the project area. A historical context for each of these zones has been developed to serve as a framework for identifying and evaluating potential historic properties in the zone. Volume One of the survey report includes four survey zones encompassing areas of the project within the cities of Eden Prairie, Minnetonka, Hopkins, and St. Louis Park. Volume Two of the survey report includes project areas in five survey zones within the city of Minneapolis (western residential, southern residential/commercial, downtown, industrial, and warehouse). Volume Three of the survey report includes project areas in four survey zones encompassing four railroad corridors.

Historic-age properties were identified as those being at least 45 years of age. This age was selected so that the survey results remain relevant during the anticipated five years of project planning. *Minnesota Architecture/History Inventory Forms* were prepared for the surveyed properties and submitted separately to the SHPO. Fieldwork and documentation of properties was completed according to *Mn/DOT's Cultural Resources Unit Project Requirements* (January 2008) in March 2010.

Historic-age properties were reviewed to assess integrity and significance within the context of Hennepin County urban development and important historical themes. Properties that appear to possess significance were evaluated based on the National Register Criteria for Evaluation. Important historic themes within the APE include railroads, industry, commerce, and community development. These themes are discussed in Section 3. Figure 2 shows the APE.

A table at the conclusion of each survey report (including this one) summarizes the results of the evaluation of properties in the survey zones included in that report.

A separate report of the archaeological site probability assessment and field strategy has also been prepared, with archaeological field surveys of the selected alignment to follow.

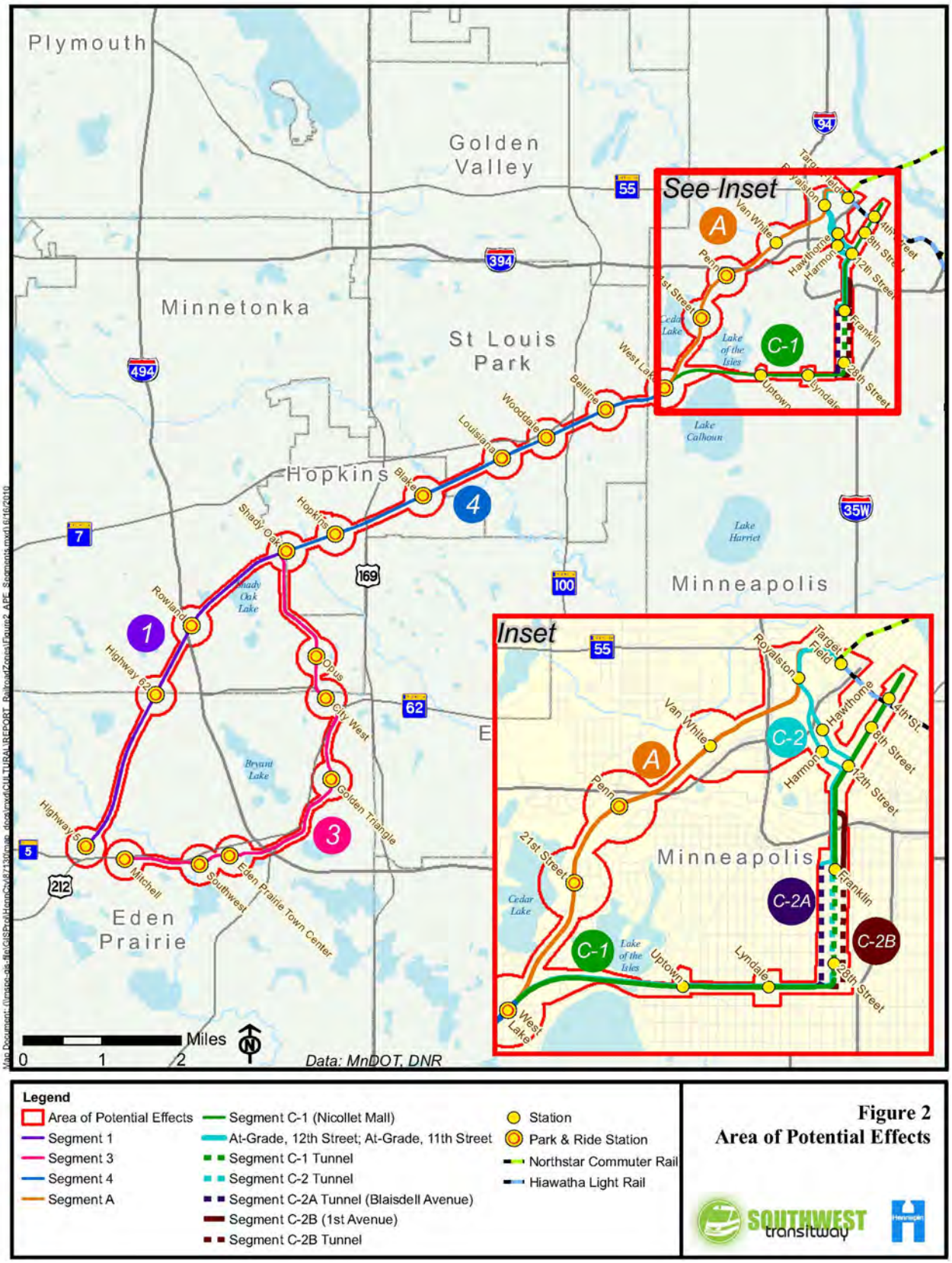

Figure 2. Area of Potential Effects.

3.0 Literature Search

3.1 Eden Prairie survey zone

Primary and secondary sources were reviewed to gain an understanding of the historic context for properties within the APE. These sources provided information about the area's development patterns and historic context.

3.1.1 Literature search

Repositories consulted to obtain historical information regarding Eden Prairie include:

- Minnesota Historical Society Library and Archives
- University of Minnesota, John B. Borchert Map Library
- Hennepin County Public Library
- Minnesota SHPO
- Eden Prairie Historical Society
- Hennepin County Assessor's Office Records (available online)
- Minnesota Geospatial Information Office (available online)

Primary and secondary sources included:

- Plat maps, atlases, and aerial images
- Minnesota SHPO site files and survey reports
- City histories

3.1.2 Previously evaluated properties in the APE

Mead & Hunt reviewed the Minnesota SHPO Architecture/History site files and identified no previously documented properties within the APE.

3.1.3 Historic context

Eden Prairie is located southwest of Minneapolis with the Minnesota River along its southern border. Due to its location along the river, settlers were quick to take up residency and farmsteads were established along lakes and streams as early as the 1850s. Eden Prairie Township was formally organized on May 11, 1858, the same day that Minnesota became a state.[1]

During the late nineteenth and early twentieth century, Eden Prairie was a predominately agricultural settlement. Wheat was the first cash crop grown by the farmers of Eden Prairie. Technological improvements in milling had created a large market for wheat and by the late 1860s Eden Prairie was one of the largest producers of wheat in Hennepin County. This agricultural success prompted increased development in the community and four general stores were established in addition to a flour mill on Mill Creek. However, as elsewhere in the state, the nutrient-stripping nature of monoculture forced many

[1] Helen Holden Anderson, *Eden Prairie the First 100 Years* (Eden Prairie, Minn.: Viking Press, 1979), 51.

farmers to diversify and focus on other crops in the last quarter of the nineteenth century, including corn, oats, barley, flax, alfalfa, and dairying.[2]

Prior to the arrival of the railroad, the Minnesota River was the primary means of transportation in Eden Prairie. However, this changed in 1871 with the arrival of the Minneapolis & St. Louis Railroad (M&StL). The following decade, the Hastings & Dakota Railway arrived, further removing transportation from the river. The M&StL depot, located near the center of the township, became a transportation hub and businesses were soon established along the corridor.[3] Built in the 1890s, one of these businesses was a small creamery across from the Miller Brothers store. Dairy production had been a key component of many farmers' income, with butter bringing in at least some amount of cash during difficult times. The opening of this creamery provided the dairy farmers with an outlet for their product until it closed in 1902, at which time many farmers banded together to ship the milk themselves by train. In 1916, spurred on by the low price farmers were getting for their milk and the lack of attention that was made to quality or cleanliness, Hennepin County agent K.A. Kirkpatrick called a meeting to discuss these issues and proposed the organization of the Twin Cities Milk Producers Association (TCMPA). The TCMPA secured the 2,500 members needed to get the organization off of the ground and was soon supplying 90 percent of the milk sold in the Twin Cities with guaranteed standards for the consumer and a level of security for the farmer.[4]

The popularity of the automobile and the construction of modern highways resulted in a major change to the Eden Prairie landscape. In 1924 Highway 169 was constructed through the center of the township, essentially splitting it into two. Although farmers were able to take advantage of the new highway, which allowed them to continue to ship products to the Twin Cities and other markets, the road also allowed local residents to travel further for essentials and schools to bus students in. As a result, the four general stores in Eden Prairie eventually closed, and the four rural schools were combined into the Eden Prairie Consolidated School.[5]

[2] Anderson, 91-93.

[3] Anderson, 63.

[4] Anderson, 99.

[5] Anderson, 55, 73.

Figure 3. Eden Prairie was still predominately rural in 1936 when this photograph was taken of Highways 212 and 169 (Minnesota Historical Society, Negative 58570).

Although transportation was improving, expansion was slow during the early twentieth century due to the Great Depression of the 1930s and World War II.[6] Population growth was limited during this period, increasing from 983 in 1920 to 1,221 in 1940.[7] Agriculture continued to be the primary focus of the community during these decades. Soybeans were introduced as a new cash crop in the 1930s and eventually matched corn in production by the 1950s. Advances in agricultural machinery and methods were readily adopted by local farmers, resulting in fewer farmers on the land with more acres under production. Large equipment made it easier for one person to work on large expanses of land, and attention to record keeping identified areas for cost cutting.[8]

The rural nature of Eden Prairie began to change drastically in the late 1940s. The Flying Cloud Airport was constructed in 1946 in an area that had been used for Navy training.[9] Industries were attracted to the area, which offered rail, highway, and air transportation and was close to the Twin Cities. In addition, the continued growth and development of the Twin Cities caused many people to locate further from the city center in the expanding suburban area, including Eden Prairie. Local farmers were soon bought out by land developers who were eager to establish residential and commercial areas.[10]

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[6] Anderson, 94-95.

[7] Ernie Shuldhiess, *Eden Prairie Book of Days* (Eden Prairie, Minn.: Published by the author, 2003), n.p. Available at the Eden Prairie Historical Society, Eden Prairie, Minn.

[8] Anderson, 95.

[9] Anderson, 55.

[10] Anderson, 97.

Eden Prairie remained a township until 1963, when the 36-square-mile area was incorporated as a village and the first village hall was constructed in 1965 near the junction of Pioneer Trail and Eden Prairie Road.[11] This coincided with the transformation of the rural, agricultural community into a developing suburban area. The population grew exponentially during this period. Between 1950 and 1970 it increased from only 1,281 to 6,938. By 1980 it had more than doubled, increasing to over 16,000.

The 1970s saw additional development with the completion of Interstate 494 (I-494) in 1975 and the construction of Eden Prairie Center, an indoor shopping mall, in 1976. Between 1980 and the present, Eden Prairie continued to evolve from a rural landscape to a modern suburb, and is highly developed with modern residential subdivisions and commercial developments.

Property types expected to be found in Eden Prairie include business and industrial properties, modern single and multi-family residential properties, community buildings, and scattered farmhouses that have been encompassed by modern development.

3.2 Minnetonka survey zone

3.2.1 Literature search

Repositories consulted to obtain historical information regarding Minnetonka include:

- Minnesota Historical Society Library and Archives
- University of Minnesota, John B. Borchert Map Library
- Hennepin County Public Library
- Minnesota SHPO
- Minnetonka Historical Society
- City of Minnetonka Community Development Department
- Hennepin County Assessor's Office Records (available online)
- Minnesota Geospatial Information Office (available online)

Primary and secondary sources included:

- Plat maps, atlases, and aerial images
- Minnesota SHPO site files and survey reports for previously surveyed properties
- City histories
- City of Minnetonka Community Development site files:
    - Building permits
    - Land records

[11] Marie Wittenberg, *Images of America: Eden Prairie* (Charleston, SC.: Arcadia Publishing, 2003), 111; Anderson 56.

- Property records maintained by private owners:
    - Lang House
    - Minneapolis Sewer Pipe Works (Pump and Meter Services)

- Minnetonka Historical Society site files

3.2.2 Previously evaluated properties in the APE

Mead & Hunt reviewed the Minnesota SHPO Architecture/History site files and identified one previously documented property within the APE: a house at 13318 North Street (HE-MKC-031).

3.2.3 Historic context

The City of Minnetonka is located in Hennepin County Minnesota, approximately 14 miles southwest of Minneapolis. The City has over 1,000 acres of public open space with natural features that include prairie and wetlands.[12] In 1852 Simon Stevens and Calvin Tuttle filed a claim for a dam site on Minnehaha Creek to utilize the available water power to power a sawmill. Although the sawmill burned in 1854, it was replaced the following year with a building that housed a sawmill on the first floor and a furniture factory and warehouse on the second until it was also destroyed by fire in 1868. The site was later used for a flour mill and subsequently a grain elevator and warehouse.[13]

Although relatively short-lived, the mill was a catalyst for growth in Minnetonka Township as other businesses were established to take advantage of the concentration of workers and rooming houses and hotels were erected. Constructed in 1853, the Minnetonka Hotel was the first in the area and the site of the initial meeting of Minnetonka Township, which was organization on May 11, 1858, the same day as the state of Minnesota.[14]

At the time Minnetonka Township was organized, the population was only 192. However, the population grew steadily during the remainder of the nineteenth century, reaching 291 by 1860 and 552 by 1870.[15]

By 1874 two rail lines were present and a number of parcels, likely farms, were occupied in addition to the established communities of Wayzata on Wayzata Bay and Minnetonka City, also known as Minnetonka Mills, in the central portion, near the site of the mill.[16] During the 1880s Minnetonka City had a church, hotel, blacksmith shop, post office, and store, in addition to a few residences.[17]

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[12] City of Minnetonka, "About Minnetonka," http://www.eminnetonka.com/about_minnetonka.cfm (accessed 8 April 2010).

[13] Betty Johnson, *Minnetonka Mills: A Historic Profile in Pictures* (Minnetonka, Minn.: The Minnetonka Historical Society, 2002), 1-3.

[14] Anderson, 4.

[15] Johnson, 54.

[16] A.T. Andreas, *Hennepin County Minnesota 1874 Atlas*. Available at the Borchert Map Library, University of Minnesota, Minneapolis, Minn.

[17] "1880s map," Minnetonka Historical Society, www.minnetonka-history.org (accessed 27 April 2010).

It was during this period that the railroad became an important transportation corridor. The M&StL was constructed in the neighboring village of Hopkins, which quickly became a hub. M&StL and St. Paul, Minneapolis and Manitoba spur lines provided access to the Minnetonka flour mill.[18] These railroads expanded the market available to the flour mill and during the 1880s it was one of the most productive mills in the region. At its peak, 300 to 400 barrels of flour were produced daily. However, the technology of new mills in Minneapolis coupled with their superior access to additional transportation options proved to be too competitive and the Minnetonka flour mill closed in 1885.[19] While the mill era was over, the community remained rooted in agriculture, which provided a stable economic base.[20]

Minnetonka Township elected to become a village in 1892 but the State Supreme Court ruled that the area did not meet village criteria. Minnetonka remained a township, within which were settlements that included Hopkins and Oak Knoll. As these communities incorporated into their own villages, like Wayzata and Hopkins had, the shape of the township changed as portions of the land were annexed.[21] Although these settlements were growing, the majority of the township remained predominately agricultural, with numerous farmsteads located on 5- and 10-acre parcels.

A streetcar line provided service between Minneapolis and Minnetonka in 1905. Minneapolis residents were attracted to Minnetonka at this time as the streetcar made it possible to retain the higher wage jobs available in the city while living in the country. By 1913 more than 10 residential subdivisions had been platted by farmers and developers. Early highways also provided direct access to the Twin Cities, including Minnetonka Boulevard and Wayzata Boulevard, which had been paved by the early 1920s.[22]

Hennepin County opened the Glen Lake Sanitarium in 1916 on the south side of Glen Lake (see Figure 4). It expanded several times over the years to accommodate the increasing number of tuberculosis patients and had a reputation as one of the three leading tuberculosis treatment centers in the world. In the 1930s, during the height of the tuberculosis epidemic, 715 people lived at the sanitarium.[23] The facility was demolished in 1993 and the site currently houses a golf course.

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[18] Johnson, 5.

[19] Johnson, 3.

[20] Johnson, 3.

[21] Johnson, 61. Some of these former communities are recognizable neighborhood centers within modern-day Minnetonka.

[22] Johnson, 5-7.

[23] City of Minnetonka, "History," http://www.eminnetonka.com/about_minnetonka/history.cfm (accessed 23 April 2010).

Figure 4. Glen Lake Sanitarium c.1920 (Minnesota Historical Society, Photographer Charles J. Hibbard, Negative NP29919).

Minnetonka Township remained predominately rural and agricultural until the mid-twentieth century. As World War II came to a close the demand for residential housing increased and large sections of farmland were subdivided into residential housing developments. Many farmers found that the rising value of their land, combined with increases in the cost of seed and property tax, significantly impacted their ability to make a profit. As developers made cash offers for their land, most farmers decided to accept. In addition, the development of modern highways required the transformation of farmland into roads, including I-494 constructed in 1963, and the four-lane expansion of Highway 12, which obliterated the former community of Oak Knoll.[24]

The population nearly doubled from 6,466 in 1940 to 12,000 in 1950 and then more than doubled to 25,037 in 1960. This increase in population is evident in the building stock of Minnetonka, as the majority of the surveyed properties are detached single-family homes from this period.

Minnetonka incorporated as a village in 1956 to address land management issues and provide the services necessary to support the growing population. In 1968 it became a city and in 1971 a new city hall building was constructed to replace the 1907 town hall that was no longer capable of supporting the expanding government.[25] In the following decades Ridgedale Mall and other shopping centers, industrial parks, apartment complexes, and residential subdivisions replaced the rural character of Minnetonka with a modern suburban setting.[26]

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[24] Anderson, 11, 61.

[25] Johnson, 63.

[26] City of Minnetonka, "Minnetonka History Timeline," http://www.eminnetonka.com/about_minnetonka/history/timeline/timeline3.pdf (accessed 21 April 2010).

Property types in the survey area include single- and multi-family residences, shopping centers and other commercial developments, industrial complexes, and community buildings.

3.3 Hopkins survey zone

3.3.1 Literature search

Repositories consulted to obtain historical information regarding Hopkins include:

- Minnesota Historical Society Library and Archives
- University of Minnesota, John B. Borchert Map Library
- Hennepin County Public Library
- Minnesota SHPO
- Northwest Architecture Archives
- Hopkins Historical Society
- City of Hopkins Planning and Development Department
- Hennepin County Assessor's Office Records (available online)
- Minnesota Geospatial Information Office (available online)

Primary and secondary sources included:

- Plat maps, atlases, and aerial images
- Minnesota SHPO site files and survey reports for previously surveyed properties
- City histories
- Hopkins Historical Society site files
- City of Hopkins Planning and Development Department site files
    - Building permits
    - Land records

3.3.2 Previously evaluated properties in the APE

Mead & Hunt reviewed the Minnesota SHPO Architecture/History site files and identified one previously documented property within the APE: the Blake School at 110 Blake Road South (HE-HOC-006).

3.3.3 Historic context

The city of Hopkins is located southwest of Minneapolis in Hennepin County, Minnesota, and was originally known as West Minneapolis.[27] The first settlers arrived in 1852 and located south of present-day Excelsior Boulevard and west of County Road 18. Prior to the arrival of the M&StL Railroad in 1871, Hopkins was a predominately agricultural community. However, the M&StL served as a catalyst for the industrial growth of Hopkins, providing an efficient corridor to transport goods and materials to Minneapolis and St. Paul and outside markets. The rail also allowed local farmers to expand from

[27] Beverly Ewing, Ed. *Hopkins Minnesota Through the Years* (Hopkins, Minn.: Hopkins Historical Society, 2002), 1.

subsistence farming into retail agriculture.[28] Raspberries were an important local crop beginning as early as the 1880s.[29]

The M&StL depot was named after Harly H. Hopkins, who donated a portion of his land to the railroad. A post office was installed in the station soon after it opened and also took on the Hopkins moniker, leading many at the time to know the town as Hopkins instead of its official name, West Minneapolis. The name was officially changed to Hopkins in 1928.[30]

After the arrival of the railroad in 1871, the first large industrial manufacturer settled in Hopkins. The Minneapolis Threshing Machine Company (MTM) established itself in Hopkins in 1887 and quickly became a leader in threshing machine technology. By 1889 the company produced its first steam traction engines and in 1893 a threshing machine was awarded several medals at the Worlds Columbian Exposition in Chicago.[31] In 1929 MTM merged with the Minneapolis Steel and Machinery Company and the Moline Plow Company of Moline, Illinois, to form the Minneapolis Moline Power Implement Company (Minneapolis Moline). During its heyday, it was the fifth largest farm machinery manufacturer in the United States and occupied a large industrial complex located between the rail corridor and Excelsior Boulevard (see Figure 5).[32]

Figure 5. Minneapolis Moline complex in Hopkins, c.1925 (Minnesota Historical Society, Negative 49295).

The industrial expansion resulted in a demand for a large workforce and with it an associated demand for housing. This demand was first met by the 1887 construction of tenement properties to efficiently house large numbers of workers.[33] The neighborhood between Mainstreet and Excelsior Boulevard was home to several rooming houses that were used by workers during the week who took the train home on

[28] Ewing, 6.

[29] Ewing, 53.

[30] Ewing, 39, 40.

[31] Ewing, 48.

[32] Ewing, 50.

[33] Ewing, 75. Many of these rooming houses were removed in the 1960s to make way for a new City Hall and other new municipal and commercial buildings.

weekends. Churches, schools, businesses, and professional services were established to serve the large number of industrial and agricultural workers in Hopkins. The Blake School, a private preparatory school, was established on a former farm in 1912 at the edge of the growing community (see Figure 6). These amenities made Hopkins the commercial, educational, and social activity center for neighboring communities.[34]

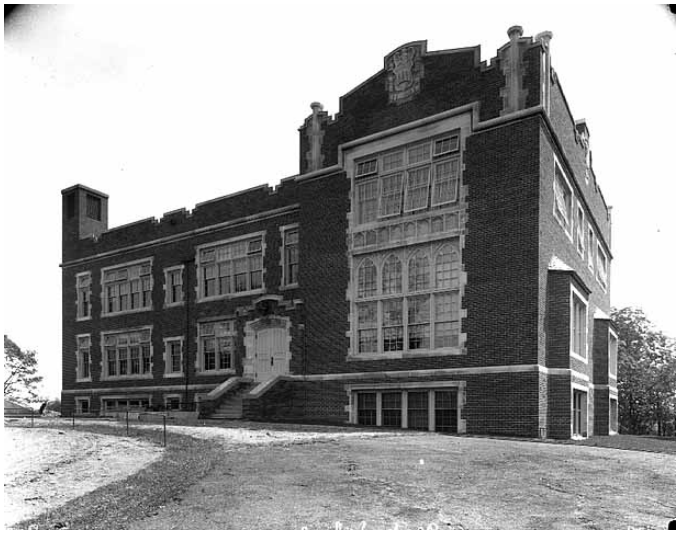

Figure 6. The Blake School, 1912 (Minnesota Historical Society, Photographer Charles Hibbard, Negative 5007-B).

Streetcar service was established in 1899, connecting Hopkins with Minneapolis. Along with the railroad, this corridor made it easy to commute between Hopkins and Minneapolis and helped to transport both the labor forces necessary for the growing industry and residents from outlying communities into Hopkins' growing downtown commercial area.[35]

Although Hopkins emerged as an industrial community, agriculture remained important through the twentieth century. Raspberry production began in the 1880s and increased in size in the following decades. By the 1920s it was estimated that the Hopkins area had over 800 acres devoted to the crop and was one of the largest berry producers nationwide. The Great Depression and drought conditions in the 1930s put many producers out of business and the crop size continued to dwindle through the 1950s and 1960s, eventually disappearing by the 1980s. During the Depression, an annual raspberry festival was established to boost the local economy. Although Hopkins is no longer a major producer of raspberries, this annual festival continues today.[36]

Population growth in Hopkins slowed dramatically during the Depression but then surged following World War II. Census records show a population of 4,100 in 1940, 7,595 in 1950, and 11,370 by 1960, a

[34] Ewing, 2.

[35] Ewing, 33.

[36] Ewing, 55, 136.

tremendous rate of growth for the 20-year period.[37] While Hopkins was growing at a rapid pace during this period, some of this growth can be attributed to the annexation of areas adjacent to Hopkins in Minnetonka Township, primarily as a way for the annexed areas to gain access to city services. As a result, single- and multiple-family homes were constructed to house the growing population. The oldest portion of the Interlachen Park neighborhood, located between the Interlachen County Club and Excelsior Boulevard, was platted in 1911. Interlachen Park's northern portion was platted between 1947 and 1949 with single-family homes that featured the popular Ranch style of the period.

The Minneapolis Moline Company declined in the years following World War II and other industrial companies were quick to move into the prime industrial corridor along the rail line in Hopkins. Companies such as National Tea, Red Owl, Winston & Newel Company (SuperValu), Superior Separator Company, and Honeywell were located in Hopkins by 1964. This dramatically increased employment with over 1,500 jobs created in Hopkins by these companies.[38] As a result, in 1964 a new City Hall was constructed to replace the aging 1912 structure that could no longer accommodate the growing workforce.[39]

Prior to the advent of the automobile, Hopkins served as a hub for nearby communities due to its large downtown commercial area and convenient rail and streetcar service. Residents of Eden Prairie, Minnetonka, and St. Louis Park were able to travel to the community to work and shop, resulting in a large number of services and merchants downtown including dental and medical offices, banks, bakeries, drug stores, hardware and grocery and stores, millineries, restaurants, theaters, and a library (see Figure 7).[40] However, as the automobile gained popularity, this position as a hub gradually disappeared. The freedom offered by automobiles made travel to Minneapolis, St. Paul, and other surrounding communities much easier. Residents were no longer tied to railroads or streetcars and were taking advantage of the new shops and services that catered to mobile customers away from the central downtown. As a result, businesses located along Mainstreet, including several automobile dealerships, relocated to Excelsior Boulevard and other major transportation corridors. During this period shopping centers were established in nearby communities, including St. Louis Park's Miracle Mile in 1951, the first commercial strip mall in Minnesota.[41] The success of Miracle Mile inspired others to quickly follow suit, including the 1955 Knollwood shopping center in St. Louis Park and the 1956 Southdale shopping center in Edina, the first indoor shopping mall in the nation.[42]

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[37] Ewing, 8-10.

[38] Ewing, 57.

[39] "Improve All City Services," c.1963. Available at Hopkins City Hall site files, Hopkins, Minnesota.

[40] Ewing, 3.

[41] Mickey Tibbis, "Miracle Mile celebrates 40 years of business success," 11 September 1991. Available at the St. Louis Park Historical Society, "Miracle Mile clippings folder," St. Louis Park, Minn.

[42] Ewing, 4.

Figure 7. Mainstreet in downtown Hopkins, c.1920 postcard (Minnesota Historical Society, Negative 104202).

As the last of the raspberry farmers sold off their acreage in the 1960s and 1970s, the former farmland was annexed into the city and converted into residential developments. One such development is located in southern Hopkins; Opus II is a 450-acre office, industrial and high-density residential development complex. In 1980 businesses in the development accounted for over 3,000 jobs.[43]

Apartment units became popular in the 1960s and 1970s, replacing the single-family home as the preferred residential developments of the period. This emphasis on multiple-unit dwellings continued as Federal urban renewal money became available in 1965 and the city zoning favored multiple-family dwellings. By 1980 the census revealed that these economic and political pressures had resulted in 60 percent of Hopkins dwelling units being apartments, with a total of 7,700 renters. An attempt to counteract this shift in demographics followed in the late twentieth and early twenty-first centuries with a greater emphasis on owner-occupied townhouses and a return to single family dwellings.[44]

Property types that can be expected to be found in the Hopkins survey area include industrial and commercial properties, single- and multi-family dwellings, and community buildings.

3.4 St. Louis Park survey zone

3.4.1 Literature search

Repositories consulted to obtain historical information regarding St. Louis Park include:

- Minnesota Historical Society Library and Archives
- University of Minnesota, John B. Borchert Map Library
- Hennepin County Public Library
- Minnesota SHPO

[43] Ewing, 81.

[44] Ewing, 83.

- Northwest Architecture Archives
- St. Louis Park Historical Society
- St. Louis Park Building Codes Department
- Hennepin County Assessor's Office Records (available online)
- Minnesota Geospatial Information Office (available online)

Primary and secondary sources included:

- Plat maps, atlases, and aerial images
- Minnesota SHPO site files and survey reports for previously surveyed properties
- City histories
- St. Louis Park Historical Society site files
- St. Louis Park Building Codes Department site files
    - Building permits
    - Land records

- Property records maintained by private owners:
    - Union Congregational Church
    - Northland Aluminum, Inc.

- City directories

3.4.2 Previously evaluated properties in the APE

Mead & Hunt reviewed the Minnesota SHPO Architecture/History site files and identified three previously documented properties within the APE: a house at 3456 Wooddale Avenue South (HE-SLC-007), the Peavey-Haglin Experimental Concrete Grain Elevator located on Northland Aluminum Products, Inc. property (HS-SLC-009), and the St. Louis Park Roadside Park at 5025 Highway 7 (HE-SLC-017).

The Peavey-Haglin Experimental Concrete Grain Elevator is listed in the National Register and is designated a National Historic Landmark. It is also is a Historic Civil Engineering Landmark.

The St. Louis Park Roadside Park was determined eligible for the National Register as part of the Lilac Way Historic District in 1998. However, this determination was changed to ineligible after most of the district was razed as part of Trunk Highway 100 reconstruction in 2006.

3.4.3 Historic context

The city of St. Louis Park is located southwest of Minneapolis in Hennepin County, Minnesota, on landscape characterized by a mixture of rolling uplands and level ground with intermittent ponds and wetlands.[45] The earliest known settlers of St. Louis Park arrived in 1854 and supported themselves with subsistence level farming. The growth of Minneapolis and St. Paul soon created a market for food that the farmers of St. Louis Park helped supply, resulting in a primarily agricultural economy for the first

[45] City of St. Louis Park, "Land & Climate," http://www.stlouispark.org/land_climate.htm (accessed 6 April 2010).

several decades. The St. Paul & Pacific and M&StL Railroads arrived in St. Louis Park in the 1870s and 1880s but did little to alter the social or economic status of the area as no depot was constructed until later in the century. The earliest settlers created the necessities of society soon after their arrival and constructed the first school around 1859 at the corner of Excelsior and Pleasant Avenue in the newly formed School District No. 18.[46]

The first step towards industry came in 1886 when 6,746 acres were officially incorporated as the village of St. Louis Park and the railroad built its first depot in the community. The cities of Minneapolis and St. Paul grew rapidly during this period and the proximity of St. Louis Park made it a target for industrial expansion. Although neighboring communities experienced organic growth in their population and industrial base in the years leading up to this point, St. Louis Park retained its agricultural nature until the 1890s, when the Minneapolis Land and Investment Company (MLIC) formed with the intent of developing the village into an industrial suburb.[47]

T. B. Walker, a successful Minnesota lumber baron, and his associates formed the MLIC to create a model community in St. Louis Park. The MLIC purchased 2,000 acres and re-platted the area to accommodate an industrial, commercial, and residential suburb. Beginning in 1890, the existing plats were rearranged, resulting in 12,000 lots on about 1,700 acres. A provision was incorporated into the deeding of the streets, roads, and parks to the city that retained the rights to lay gas, water, underground conduits, and street railway tracks. An industrial area was included in this re-platting along the M&StL and Milwaukee Railroads in the location where Highway 7 and Louisiana Avenue currently intersect.[48] Walker was responsible for constructing a church, factories, commercial buildings, and hotels to house workers involved in the development of the community and the local industries.[49]

The population grew from 350 in 1886 to 499 by 1890, but it was the following decade when growth began in earnest.[50] Walker influenced one specific upgrade to the infrastructure, the 1892 introduction of the electric streetcar, which ran between St. Louis Park and Minneapolis. Walker sought this transportation corridor to aid in population growth and provide the workforce necessary to expand local industry.

Efforts to bring in new industry began to show a return in the 1890s. Despite a national economic slowdown in 1893, several factories moved to the industrial section of the village, including Monitor Works, Esterly Harvester, the Sugar Factory, Republic Creosoting Company, Thompson Wagon Works, Malleable Iron Works, and Presto-Lite. The Peavy-Haglin Experimental Concrete Grain Elevator, a National Historic Landmark, was constructed during this period as well (see Figure 8).[51] The elevator

[46] Norman Thomas, "St. Louis Park: A Story of a Village," http://www.slphistory.org/history/normanthomas.asp (accessed 16 April 2010).

[47] Thomas, 43.

[48] Thomas, 44-45.

[49] "The Brookside Timeline," http://www.jeanneandersen.net/timeline.html#postwar (accessed 30 March 2010).

[50] Thomas, 61.

[51] "The Brookside Timeline."

was built along the rail line adjacent to other grain elevators. It was test-filled in May of 1899 and emptied the following year. Having been built as an experiment, the elevator was used only the one time to store grain but it has remained a highly visible feature on the St. Louis Park landscape to this day.[52]

Figure 8. Peavy-Haglin Experimental Concrete Grain Elevator, located along the rail corridor, c.1908 (photo courtesy of the Minnesota Historical Society, Negative 26073).

The population expanded to 1,325 by 1910 and 2,281 by 1920. During this period, area farms were subdivided and platted into residential developments, including the Goodrich Farm. This land became the Lenox Subdivision in 1913, located north of present-day Highway 7 and east of Louisiana Avenue.[53] The continuous expansion of the population and the rapid adoption of the automobile made necessary the first paved roads in St. Louis Park. Excelsior Boulevard was a main thoroughfare between Minneapolis and the western suburbs at this time and had several automobile-related businesses located along the corridor.[54]

This growth in the population led to the need for more services, notably in the schools. A new school was approved in March of 1913, and the St. Louis Park High School was soon built on land donated by Walker between the depot and streetcar line.[55] Industry began to lessen in importance in St. Louis Park during this period as Minneapolis continued to grow and the automobile made commuting from the St. Louis Park into the city easier. During the 1920s St. Louis Park had only four factories, two of which were still in

[52] St. Louis Park Historical Society, "Grain Elevators,"

http://www.slphistory.org/history/grainelevators.asp (accessed 29 March 2010).

[53] "Goodrich Farm Platted," *Journal*, 1 November 1913. Available at St. Louis Park Historical Society, "General" clippings files, St. Louis Park, Minn.

[54] "The Brookside Timeline."

[55] Thomas, 71.

operation after 1930.[56] However, the population continued to grow and the numerous plats laid out by Walker and other developers were being bought and built upon. This dramatic increase in population placed a heavy demand for services on the local government just as the Great Depression made expansion problematic.[57]

Although the years of the Great Depression were difficult, the opportunities provided by work relief programs brought much needed improvements to St. Louis Park. The Works Progress Administration (WPA) made transportation to Minneapolis more efficient around 1934 by assisting the state with the construction of Highway 7; however, this also had the consequence of making the streetcar system obsolete.[58] Soon after the highway was complete, the owner of the streetcar system petitioned the village council for permission to remove the tracks and to begin a bus service, which was readily welcomed by the community.[59]

The 1930s saw the reduction of the Walker land holdings. The industrial suburb that Walker had envisioned did not come to fruition as planned. Community leaders adopted the slogan "A City of Homes," reflecting the desire of the community to remain a bedroom community of the larger and busier nearby Twin Cities.[60] The remaining undeveloped land that was owned by Walker and the MLIC lost value to property tax each year. By the end of the decade Walker made an offer to the village council to provide 27 acres in exchange for tax forgiveness with a certain acreage retained by Walker's organization to be replatted and improved. By 1940, with the improvements complete and the homes on these lots sold, the Walker era in St. Louis Park had passed.[61]

In 1940 the population of St. Louis Park was 7,737 and of the 2,200 dwellings present, 1,806 post-dated 1920, when the idea of a residential suburb was established.[62] By 1950 the estimated population of the village was 22,644, nearly triple the residents of the previous decade. Building permits accelerated as well, from 32 in 1942 when the World War II restricted the availability of materials to 857 in 1949 and 1,122 in 1950. All told, in the period between 1946 and 1952 a total of 4,500 building permits were granted in St. Louis Park, making it one of the fastest growing suburbs around the Twin Cities.[63] This period of development is evidenced in the concentrations of residences dating to the 1940s and 1950s located within the survey area.

Although the emphasis was on residential construction during the postwar period, commercial and industrial development still retained a presence within the community. Warehouses and office buildings

[56] Thomas, 90.

[57] Thomas, 85.

[58] Thomas, 102.

[59] "The Brookside Timeline."

[60] "The Brookside Timeline."

[61] Thomas, 102.

[62] Thomas, 104.

[63] Thomas, 110-112.

were constructed along the rail corridor in the 1950s and 1960s. The Northland Aluminum Products facility, which incorporated the Peavey-Haglin Experimental Concrete Grain Elevator, was established in 1946 near the intersection of Highways 7 and 100. Still in operation, the company produces the Nordic Ware line of bake ware and pioneered the use of non-stick coatings.[64] St. Louis Park is also home to the first strip shopping center in Minnesota, known as the Miracle Mile (see Figure 9). The complex opened in 1951 at the highly-visible intersection of Excelsior Boulevard and Highway 100.[65]

Figure 9. Miracle Mile shopping center in 1955 (photo courtesy of the Minnesota Historical Society, Norton & Peel photographer, negative NP227976).

In January 1955 St. Louis Park was officially designated a city. In 1961 the city council chose Carpenter Park for the site of a new city hall, which was complete in 1963.[66] To accommodate the increasing population, over 4,000 apartment units were constructed in the early 1970s.[67] The 1970s proved to be the peak of population growth, as the 2006 population of 43,145 indicates stabilization in the community.[68] In recent years, the city has experienced increased commercial development along the major transportation corridors, Highway 7 and Excelsior Boulevard, including modern big-box stores and other service-related buildings. Modern apartment buildings are also located along these corridors.

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[64] "History of Northland Aluminum Products" (1975), 38. Available from St. Louis Park Historical Society "Nordic Ware" clippings files, St. Louis Park, Minn.

[65] Tibbis, "Miracle Mile Celebrates 40 years of Success," 11 September 1991.

[66] "City Hall," St. Louis Park Historical Society, http://www.slphistory.org/history/cityhall.asp (accessed 20 April 2010).

[67] "The Brookside Timeline."

[68] United States Census Bureau, "St. Louis Park, Minnesota," http://quickfacts.census.gov/qfd/states/27/2757220.html (accessed 30 March 2010).

The survey area for this proposed project follows the Southwest Transitway corridor through the southern half of St. Louis Park and runs adjacent to residential communities and the area platted by Walker for industrial use. The property types expected to exist within St. Louis Park survey area include industrial and business buildings, single and multi-family residential homes, community structures, and governmental buildings.

4.0 Results

Mead & Hunt's principal investigator for this project is Heather Goodson. The project team also included architectural historians Christina Slattery, Emily Pettis, Bob Frame, Shannon Dolan, Katherine Haun, and Phillip Barlow. Fieldwork and research was completed between March and April 2010.

4.1 Eden Prairie survey zone

A total of 20 properties were surveyed in the Eden Prairie survey zone (see Appendix B for the complete list of these properties). Of these properties, none warranted Phase II evaluation and none were listed, previously determined eligible, or recommended as eligible for the National Register.

4.2 Minnetonka survey zone

A total of 96 properties were surveyed in the Minnetonka survey zone (see Appendix B for the complete list of these properties). Of these properties, two warranted Phase II evaluation. One property is recommended eligible for the National Register when it becomes 50 years old. No properties were listed in or previously determined eligible for listing in the National Register. Table 2 presents the details of the Phase II properties in the Minnetonka survey zone. The Phase II evaluation of each property is presented in this section.

Table 2. Phase II Properties in Minnetonka Survey Zone

Property Name (Historic)	Property Address	SHPO Inventory Number	NRHP Status	Project Segment(s)
Lang House	5038 Dominick Spur, Minnetonka	HE-MKC-101	Recommended eligible when it is 50 years old (2016)	1
Minneapolis Sewer Pipe Works/ Red Wing Sewer Pipe Company	11303 Excelsior Boulevard, Minnetonka	HE-MKC-102	Recommended not eligible	1, 3, 4

Figure 10 shows the locations of Phase II properties located in the Minnetonka survey zone that are recommended eligible for National Register listing.

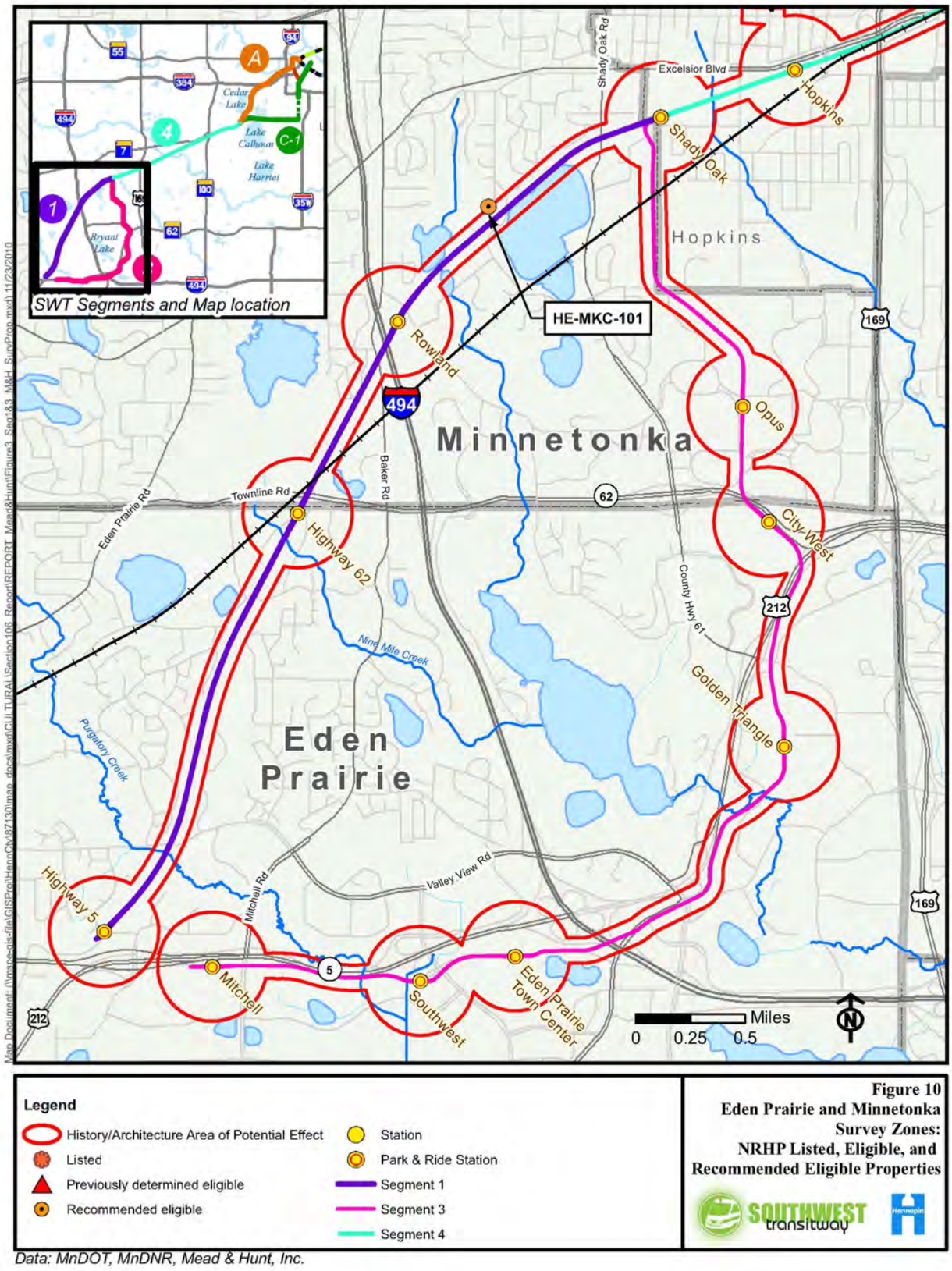

Figure 10. Eden Prairie and Minnetonka Survey Zones: NRHP Listed, Eligible, and Recommended Eligible Properties.

4.2.1 Lang House

MnSHPO Inventory Number: HE-MKC-101
Address: 5038 Dominick Spur
City/Township: Minnetonka

Description

The Lang House located at 5038 Dominick Spur in Minnetonka, Minnesota, is a unique modern residential building featuring an elliptic paraboloid roof (see Figure 11). The home is located on 2.67 acres and overlooks a wooded flood plain.[69] Designed in 1961-1962 by owner Keith Lang, construction could not begin until funding was acquired through a Federal Housing Administration Experimental loan in 1963.[70] A 200-square-foot detached garage, designed in 1962 but not built until 1972, is located to the north of the house. The garage was specifically designed to be detached and set away from the house so not to interfere with the roof form or the viewshed (see Figure 12). [71]

The single-story home has a square footprint and was constructed between 1963 and 1966. The house features an elliptic paraboloid roof where the roof appears to flex in the center, pushing the edges downward and creating a dome-like interior. An elliptic paraboloid is created by "sliding a vertical parabola with a downward curve along a perpendicular parabola with a downward curve. The horizontal sections are ellipses while its vertical sections are parabolas."[72] In essence, if the surface is cut horizontally it is an ellipse and if cut vertically it is a parabola. The north and south roof edges curve down toward the ground; the east and west roof edges are not pushed downward but project away from the walls creating a wide eave (see Figure 13). The north and south roof edges are supported by two concrete anchors on the building. The concrete anchors are covered with plywood, shaped like inverted triangles, and extend the roofline to the ground (see Figures 14 and 15).

The Lang House features a "thin shell" roof comprised of light weight composite roof materials that are curved to resist both tensile and compressive forces.[73] Fiberglass forms the sheathing of the roof and polyethylene insulation protected by a fabric skin stretched over the surface protects the building. Steel columns 5.5 inches in size are located along the interior walls and support the load of the roof structure, leaving the interior space free of supporting columns.[74] The house is clad with brick veneer with canted east and west corners. A group of four fixed picture windows is located on each elevation. The north and south elevations are a mirror of the east and west elevations (see Figure 16).

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[69] Hennepin County Assessors Property Tax Web Database, www.16.co.hennepin.mn.us (accessed 12 April 2010).

[70] Mrs. Keith Lang, interview by Mead & Hunt, Minnetonka, Minn., 30 March 2010.

[71] Interview with Mrs. Keith Lang; "Application for garage permit," Permit No. 3660 (1972), City of Minnetonka building permit files, Minnetonka, Minn.

[72] Francis Ching, *A Visual Dictionary of Architecture* (New York: John Wiley & Sons, Inc., 1997), 219.

[73] Angus MacDonald, *Structure and Architecture* (Oxford: Architectural Press, 2001), 59.

[74] "Application for Building Permit," Permit No. 64-314 (April 28, 1964), City of Minnetonka building permit files, Minnetonka, Minn.

Minor modifications have been made over the years to the building. Primarily, the fiberglass roof was found to crack in inclement weather and a number of repairs to the roof have been made. A modern deck extending over the concrete-block retaining wall, located south of the house, was added to the south elevation in the 1990s.

Figure 11. North elevation of the Lang House, view facing south.

Figure 12. View of the garage and house, view facing southwest.

Figure 13. Note how the north and south sides of the roof are pinned to the ground while the east elevation is allowed to extend, view facing southwest.

Figure 14. Detail view of the concrete anchors.

Figure 15. Detail view of the roofing materials.

Figure 16. Northwest elevation, view facing southeast.

History

Since its construction in 1966, the Lang House has been used as a single-family residence and has been owned solely by the designer, Keith Lang, and his family. Designed in 1961-62, the house form and structure was developed by Lang without assistance from an architect, contractor, or designer. The inspiration for the unique roof form is unknown but may have been inspired by other prominent 1950s and 1960s buildings that stressed unusual roof forms.[75] Lang worked as a mechanical engineer for Northrop

[75] Malcom Millais, *Exploding the Myths of Modern Architecture* (New York: Frances Lincoln Ltd, 2009), 119.

Aircraft in California in the early 1950s before moving to Minneapolis, where he worked on the General Mills High Altitude Balloon program.[76] Though not a civil or structural engineer, Lang's understanding of aircraft design and aeronautics may have also lent to the inspiration of using an elliptic parabloid roof form for his home.

The house was constructed on an undeveloped lot by the Langs and was purchased in 1960 for its location at the top of a hill and unobstructed view of the woods. The lot was located at the end of a cul-de-sac of an unplatted subdivision developed with post-World War II residences.[77] Extensive grading and the construction of a retaining wall along the south elevation of the house was necessary in order to build on the lot. In keeping with Modernist design ideals, the house was sited to take advantage of the wooded viewshed and allow ample natural light indoors.[78]

Evaluation

The Lang House was evaluated under *Criterion C: Architecture* as an example of distinctive characteristics of type, period, and method of construction. The postwar building era was one of experimentation for house construction, materials, and design and includes popular styles such as Minimal Traditional, Ranch, Split-Level, and Contemporary. Because of its unique design, the Lang House does not fit one particular architectural style and would fall into the architectural category of Modern, in which residents stressed unique construction and use of new building technologies, little ornamentation, open floor-plans, natural building materials, and ample windows to bring the outdoors in and open interior spaces. The Lang House was as built to fit the lot and is sited to overlook and appreciate the view shed. It was designed with brick to blend the house into the landscape, and large picture windows on each elevation brought the outdoors in. The paraboloid roof form characterizes the Modern movement's celebration of unique forms and use of the latest building technology.

The house also displays characteristics of the less formal Googie architecture, which incorporates futuristic characteristics. Googie architecture features upswept rooflines, boomerang shapes, large glass windows on the facade, broad eaves, and angles that seem to "ignore gravity altogether," much like the Lang House.[79] Like contemporary architects who were developing innovative public buildings at this time that emphasized unique roof shapes, mathematics, and application of experimental materials, Lang's design also blends futurism and contemporary. Other famous examples of Modern buildings featuring paraboloid roofs include Saarinen's Kresge Auditorium in Massachusetts, Candela's Valencia Oceanografic, and Utzon's Sydney Opera House.

The Lang House is significant for its distinctive Modern architectural characteristics - the open floor plan, use of brick veneer, large picture windows, little ornamentation, and unique building technique and form. The period of significance is 1966 to reflect completion of Lang House construction.

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[76] Interview with Mrs. Keith Lang.

[77] Dominick Spur subdivision plat, City of Minnetonka site files, Minnetonka, Minn.

[78] Interview with Mrs. Keith Lang.

[79] Douglas Haskell, "Googie Architecture," *House and Home* (February 1952, www.spaceagecity.com/googie/ (accessed 13 April 2010).

The Lang House retains integrity of location, setting, feeling, and association because the building reflects mid-twentieth century aesthetics and is an innovative design form utilizing new technologies and building ideas. Few alterations have been made to the building and repairs to the roof have been with in-kind materials. Therefore, integrity of design, materials, and workmanship is retained. Overall, the Lang House displays a high degree of integrity.

Recommendation

The Lang House is recommended eligible for the National Register under *Criterion C: Architecture* for its distinctive characteristics of type, period, and method of construction when the building reaches 50 years of age.

4.2.2 Minneapolis Sewer Pipe Works

MnSHPO Inventory Number: HE-MKC-102
Address: 11303 Excelsior Boulevard
City/Township: Minnetonka

Description

Historically part of the Minneapolis Sewer Pipe Works/Red Wing Sewer Pipe Company, the building is located on a 3.54-acre lot at 11303 Excelsior Boulevard in Minnetonka. Constructed in 1908, the original portion of the building is a cream brick, one-and-one-half-story, front-gable, rectangular plan building with large additions on the west gable end and south elevation (see Figure 17). The addition on the west gable end is a c.1950 brick, flat-roof building with replacement windows that effectively doubles the length of the building and serves as the current primary entrance with pedestrian access facing Excelsior Boulevard (see Figure 18). The south elevation addition is a large c.1950 gable-roof metal storage building with garage door (see Figure 19). This gable-roof addition features its own addition of a flat-roof concrete block storage building with metal sheathing on the east and west elevations.

The original building is visible on the east gable end, north elevation, and peak of the west gable end. The east gable end was likely the original entrance for the building and features two fixed-pane replacement windows, a pedestrian access door with glass surround centered on the first story, a loading door in the upper gable portion, and decorative brickwork along the raised parapet. The north elevation faces onto Excelsior Boulevard and features three fixed-pane replacement windows. The west gable end has a single fixed-pane window in the gable peak. The roof of the building features an original chimney just inside the high parapet on the west gable end and asphalt shingles.

The entirety of the parcel fronts Excelsior Boulevard and is surrounded by a chain-link fence. The parcel features a large c.1990 one-story concrete block warehouse to the south of the original building. Small metal storage sheds are located in both the southeast portion of the parcel and by the access gate near the parcel's northeast corner.

Figure 17. Original portion of the building, view facing northwest.

Figure 18. Original building and c.1950 brick addition, view facing southwest.

Figure 19. Original brick structure and additions, view facing northeast.

Figure 20. View of the parcel facing south.

History

The Red Wing Sewer Pipe Company was formed as a subsidiary of Red Wing Stoneware, a producer of a wide variety of clay and stoneware products since 1878 and based in Red Wing, Minnesota. The first piece of sewer pipe was made in 1890 by George Cook of Red Wing Stoneware who had experimented

with pipe to determine a good use for the coarse clay on top of the fine clay extracted for pottery.[80] The pipe was produced with a salt glaze and baked at 2200 degrees to vitrify the product, sealing out moisture and creating a high quality product.[81] The Red Wing Sewer Pipe Company was formed soon thereafter and moved into their first production facility in Red Wing, Minnesota.[82] Due to the success of this enterprise, a new facility was constructed in Minnetonka to take advantage of the convenient raw material delivery and product distribution offered by the M&StL Railroad.[83]

Construction of the Red Wing Sewer Pipe Company was completed on December 1, 1908, by contractor C.F. Kaglin & Stahr. The 33-acre company complex consisted of three buildings: a four-story, 82-foot by 300-foot drying building, a 72-foot by 140-foot mixing room building, and a 62-foot by 194-foot clay house (believed to be the only remaining structure).[84] The property featured 16 furnaces and eight large smoke stacks that stood as tall as the drying building. These buildings were placed to take advantage of the adjacent rail line with trunk lines running up to the buildings for efficient loading and unloading.

Early images of this complex show that it was initially branded with the name Minneapolis Sewer Pipe Works, which was a branch of the Red Wing Sewer Pipe Company.[85] By 1915 the complex had the Red Wing Sewer Pipe Company name on the drying building and was shipping 1,500 train cars of product a year to northern Minnesota, the Dakotas, and Montana.[86]

During its period of operation from 1908 to 1924 the Red Wing Sewer Pipe Company was a large employer in Hopkins. This period of success was short, however, and by 1924 economic hardship forced the closure of the plant.[87] The complex sat vacant until approximately 1930 when it saw a short period of use by the National Bricklite Company. National Bricklite only stayed in operation for a few short years before also going out of business, at which point all of the buildings in the complex except for the subject building located at 11303 Excelsior Boulevard were destroyed.[88]

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[80] Madeline Angell, *Red Wing Minnesota, Saga of a River Town* (Minneapolis: Dillum Press, 1977), 200.

[81] Minnesota Historical Society, "Red Wing Sewer Pipe Company," http://www.mnhs.org/school/online/communities/occupations/POTdoc1T.htm (accessed 13 April 2010).

[82] Angell, 200.

[83] "Minneapolis Gets Sewer Pipe Co." *The Wall Street Journal*. 1 April 1908. Available at Minnesota Historical Society, Microfilm Archives, St. Paul, Minn. The facility was located on the boundary between Minnetonka and Hopkins and was considered to be a Hopkins-area industry at the time of construction.

[84] Jeff Wagner, ed, *Hopkins Centennial Album, 1887-1987* (Hopkins, Minn.: Hopkins Centennial Committee, 1987), 27; "Minneapolis Sewer Pipe Works," *The Hopkins News,* 9 July 1908. Available at Minnesota Historical Society, Microfilm Archives, St. Paul, Minn.

[85] "Conditions From the Atlantic to the Pacific as Reported by Our Expert Observers," *Brick and Clay Record* (September, 1908): 47.

[86] Ewing, 59.

[87] "Pump and Meter Service Company Building History," Available at Pump and Meter Service Company Inc. site files, Hopkins, Minn.

[88] "Pump and Meter Service Company Building History."

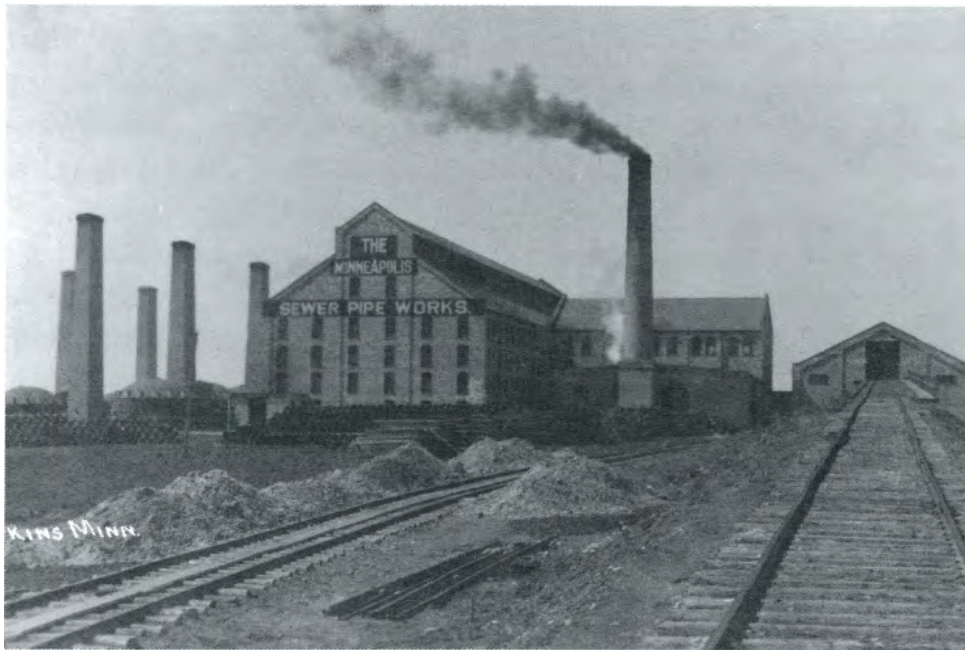

*Figure 21. Red Wing Sewer Pipe Company. Subject building is visible on right (*Hopkins Through the Years*, 59).*

The remaining building was sold to O.F. Woodrich in the 1930s and repurposed as storage and shop space for his Minneapolis-based construction business. Woodrich Construction moved their operation into this building in 1949 after the interior was remodeled. A later alteration in 1954 addition extended the building to the west to provide additional office and work space. The property was sold again in 1981 to Lee H. Radermacher, owner of the Pump and Meter Service Company. The property underwent further remodeling in 1993 to create more office space for the Pump and Meter Service Company, which remains the building's occupant as of 2010.[89]

The original setting for this building was a 33-acre production site that was visually anchored by the four-story drying room and associated chimneys, which were all demolished in the 1930s.[90] The railroad spur lines that provided the primary means of transportation have been removed. The complex is now configured to utilize automobile transportation, evidenced by the paving of a majority of the remaining site and the reorientation of the building towards Excelsior Boulevard.

Evaluation

The remaining building from the Red Wing Sewer Pipe Company complex located at 11303 Excelsior Boulevard was evaluated for the National Register under *Criterion A: Industry* and *Criterion C: Architecture*. This facility was a secondary production facility for the Red Wing Sewer Pipe Company and does not have significance as the headquarters of the company, or significance as the site where the methodology for manufacturing sewer pipe was established. While the Red Wing Sewer Pipe Company

[89] "Pump and Meter Service Company Building History."

[90] "Pump and Meter Service Company Building History."

was an employer in Hopkins from 1908 to 1924, it does not appear to have been a significant contributor to the development of the community of Minnetonka or the nearby community of Hopkins. Furthermore, it is not significant under *Criterion A* due to the loss of a majority of the industrial complex with which it is historically associated resulting in the property's inability to convey the feeling and association of the historic period. The setting of the building has also been dramatically altered by the addition of pavement, multiple buildings constructed in the last several decades, and the removal of the railroad trunk lines.

The building is not significant under *Criterion C: Architecture* as the 1908 portion of the building does not display the high artistic value necessary to be considered eligible. In addition, the building displays a lack of integrity in the historic fabric caused by the replacement of windows and doors and the addition of large, visually incompatible additions that detract from the original structure's architectural and aesthetic design. Nor does it represent a significant example of a type, period, or method of construction. As such, this building is not eligible under *Criterion C*.

Recommendation

As the remaining building from the Red Wing Sewer Pipe Company, this building is recommended not eligible for the National Register under *Criterion A: Industry* or *C: Architecture*.

4.3 Hopkins survey zone

A total of 143 properties were surveyed in the Hopkins survey zone (see Appendix B for the complete list of these properties). Of these, five properties and one potential historic district warranted Phase II evaluation. One property and the historic district are recommended eligible for the National Register. No properties were listed in or previously determined eligible for listing in the National Register. Table 3 presents the details of the Phase II properties in the Hopkins survey zone. The Phase II evaluation of each property and the district is presented in this section.

Table 3. Phase II Properties in Hopkins Survey Zone

Property Name (Historic)	Property Address	SHPO Inventory Number	NRHP Status	Project Segment(s)
Hopkins City Hall	1010 1st Street South, Hopkins	HE-HOC-026	Recommended eligible	4
Hopkins Downtown Commercial Historic District	800 to 1000 block of Mainstreet, Hopkins	HE-HOC-027	Recommended eligible	4
Minneapolis Moline Company	11111-11119 Excelsior Boulevard, Hopkins	HE-HOC-028	Recommended not eligible	1, 3, 4
Prodel, Inc. Building	30 8th Avenue South, Hopkins	HE-HOC-029	Recommended not eligible	4
Nygren Building	50 9th Avenue South, Hopkins	HE-HOC-030	Recommended not eligible	4
Oakridge Investment Co. Building	15 10th Avenue South, Hopkins	HE-HOC-031	Recommended not eligible	4

Figure 55 on page 79 shows the locations of Phase II properties located in the Hopkins survey zone that are recommended eligible for National Register listing.

4.3.1 Hopkins City Hall

MnSHPO Inventory Number: HE-HOC-026
Address: 1010 1st Street South
City/Township: Hopkins

Description
Hopkins City Hall, located at 1010 First Street South in Hopkins, Minnesota, was constructed in 1964 as part of the need to expand city services for its growing population. City Hall is sited on 1.87 acres directly south of Hopkins' downtown and is surrounded by commercial and multi-family residential properties.[91] The modern Hopkins City Hall was designed by architects Lang, Raugland, and Brunet, Inc. in 1963.[92] The building was designed to house the city hall in a two-story building to the north with the fire department in a separate two-story building with a tower to the south. The buildings were connected with a one-story hyphen.[93] Overall, the building is symmetrical, clad in brick veneer, and rests on a concrete foundation (see Figure 22).

Original Building
The primary facade (north) of City Hall features brick veneer in a running course pattern with an end brick row every fifth course. The facade is broken by vertical ribbons of fixed-over-awning windows and aluminum panels. A concrete and glass vestibule is located in the center of the facade sheltered by a concrete portico with a sawtooth roof. The vestibule and portico project north from the facade and are original to the design of the building (see Figure 23). The outdoor steps, railing, pedestrian furniture, and landscaping on the north and west sides of the facade have recently been updated. A metal mansard roof projects from the center of the building and is original.

The side (west) elevation features a concrete water table and similar brick coursework. The elevation features a narrow ribbon of aluminum paneling and fixed-over-awning windows. A larger fixed-over-awning window is located in the recessed southern wing of the elevation. A cornerstone inscribed with "1964" is located on this side elevation to the right of the windows. The opposite side (east) elevation features one-over-one and narrow three-light fixed windows. The one-over-one window is directly above a modern entry door. An additional modern access door to the building is located at the northern end of the elevation.

To the south of the city hall building is the original fire department building, which now houses the police department. The rear (south) elevation features a modern steel overhead door, modern single light

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[91] Hennepin County Assessors Property Tax Web Database, www.16.co.hennepin.mn.us (accessed 14 April 14 2010).

[92] "Lang and Raugland Papers," Northwest Architecture Archives, Elmer Anderson Library, University of Minnesota, Minneapolis, Minn.

[93] "Building Elevations," Lang, Raugland, and Brunet architectural drawings of Hopkins City Hall, Sheet 6 of 14, 17 October 1963. Available at Northwest Architecture Archives, Elmer Anderson Library, University of Minnesota, Minneapolis, Minn.

windows, and a modern single-light entry door (see Figure 24). An entry east of the modern door has been filled with brick veneer. All of the doors and windows have new lintels of brick soldier coursing.

The side (east) elevation features 16 single-light, over-awning windows located equidistant on the elevation. Three brick channels, located between every two sets of windows, breaks the smooth facade. A modern entry door is located to the right of the windows. A tower used historically to dry fire hose projects from the ridge line of the building. The rectangular tower is clad in brick and features windows on the south, west, and north elevations and a flat roof with narrow eave. An access ladder is located on the south elevation of the tower (see Figure 25).

Additions

A few minor additions have been added to the rear building in 1990 and 2003 (see Figure 26). In 1990 a second story was added to the hyphen connecting the city hall building to the fire department. The addition features brick veneer and fixed windows flanked by a fixed-over-awning windows.

In 2003 a single-story addition was added to the side (west) elevation of the fire department. The addition projects west from the hyphen and wraps around the front of the building. The addition features a cast stone water table, brick coursework, and fixed-over-awning windows. An entry is located on the north elevation and features a glass vestibule and metal canopy (see Figure 26). An additional entry that features a metal canopy and a one-over-one window is located on the rear (south) elevation.

A 120-foot metal latticework communications tower is located adjacent to the side (east) elevation. The tower was erected in 1988 and rests on a concrete slab foundation.[94] A modern metal utility cabinet is adjacent to the communications tower, located in the southeast corner of the building.

[94] Resolution No: 88-16 allowing a 120-foot high communications tower at the Hopkins City Hall was adopted March 1, 1988. "Resolution 88-16," (1988), Hopkins City Hall permit files, Hopkins, Minn.

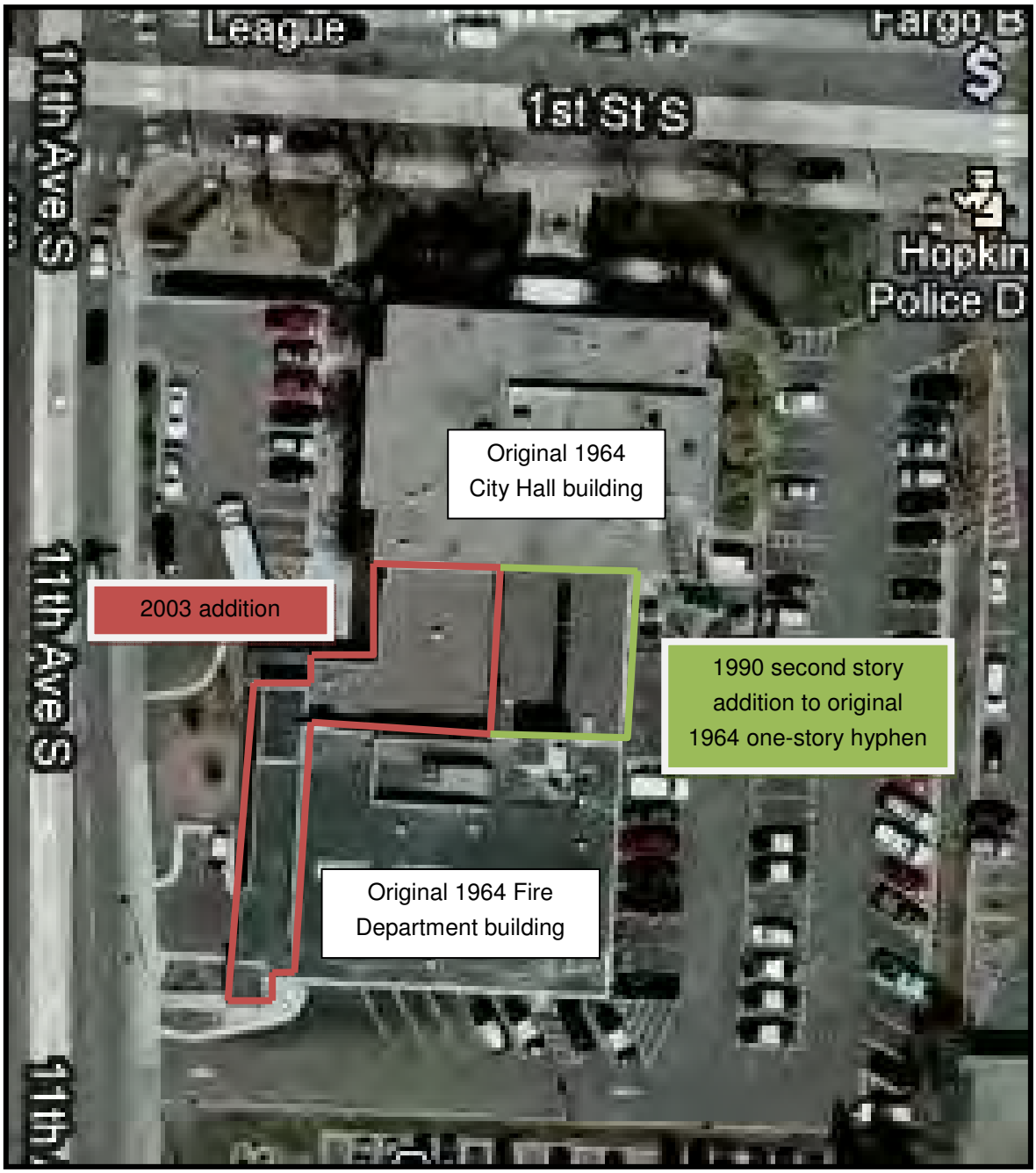
Figure 22. North facade of Hopkins City Hall, view facing southwest.

Figure 23. North facade of Hopkins City Hall, view facing southeast.

Figure 24. South elevation of Hopkins City Hall, view facing north.

Figure 25. East elevation of Hopkins City Hall, including the hose drying tower, view facing southwest.

Figure 26. 2003 addition to the west elevation, view facing southeast.



Hopkins City Hall
1010 First Street South, Hopkins, Minnesota

Aerial photograph from www.maps.google.com (accessed 13 July 2010)

Figure 27
Spatial Evolution of
Hopkins City Hall

Figure 27. Spatial Evolution of Hopkins City Hall

History

The growth of Hopkins in the 1950s through the 1960s pushed the city to expand its services, as represented by the construction of a larger civic building housing city hall and the fire department. When the original city hall was constructed in 1912, Hopkins was a small village of 2,500 residents. In a 1950 census, the City of Hopkins' population had grown to 7,595.[95] By 1963, its population almost doubled to 13,000.[96] Growth continued through the 1970s and 1980s, but at a slower pace, with populations at 13,428 and 15,336, respectively. In 2010 Hopkins had a population of just over 17,000.[97]

This sudden population growth in the 1950s and 1960s can be attributed to Hopkins' large industrial presence and annexation of land surrounding the city. Up until the 1950s, Hopkins was a small business and farming community. After World War II Hopkins grew as city dwellers moved west from Minneapolis into adjacent communities.[98] However, the largest growth of the city would occur between the 1950s and early 1960s, when major industrial employers moved into the area. Companies such as National Tea, Red Owl, Winston & Newel Company (SuperValu), Superior Separator Company, and Honeywell located in Hopkins by 1964, which dramatically increased employment and the city's population. According to the Civic and Commerce Association at the time, over 1,500 jobs were brought to Hopkins by these companies.[99]

Annexation of land provided additional room for new housing, office, and industrial development and aided in the growth of the city. In the late 1940s and early 1950s seven subdivisions were added to Hopkins. In the 1960s and 1970s, 450 acres in southern Hopkins, called Opus II, were annexed and developed with office, industrial, commercial, and high-density housing. By 1980 over 3,000 people were employed at businesses established in the subdivision.[100]

Because of this growth, Hopkins city government needed to expand its municipal services. The first Hopkins City Hall was located on the northeast corner of Mainstreet and 8th Avenue North. Built in 1912 the building originally housed a volunteer fire department and six part-time city employees.[101] The building was remodeled a number of times to find room for a growing staff but by 1963 the building could not meet code requirements and was "condemned by the State Fire Marshall and Electrical Inspector." A pamphlet circulated by the Fire Department to increase support for the special election to fund a new city hall building asks "This is Hopkins?" when describing the dilapidated building. City hall was not only "sub-standard" and "over-crowded, over-age, and over-due for replacement" but it was also seen as

[95] Ewing, 4.

[96] "Improve All City Services," c.1963. Available at Hopkins City Hall site files, Hopkins, Minn.

[97] Ewing, 9-10.

[98] Ewing, 4.

[99] Ewing, 57.

[100] Ewing, 81.

[101] Ewing, 151-152.

representing Hopkins as a behind the times city. A larger "up-to-date" facility representing Hopkins success as a growing community was desired.[102]

On December 10, 1963, the citizens of Hopkins voted in favor of building a new municipal building and modern fire department.[103] The building was financed with $400,000 from permanent improvement revolving funds and $290,000 from surplus funds.[104] The new City Hall site was selected in the area southwest of downtown where plans had been in development since 1957 for urban renewal and revitalization projects due to the large amount of substandard housing.[105] Construction began on February 11, 1964, by the Dean Wichter Construction Company and was completed by November of the same year. The city hall building formally opened on December 30, 1964, and an open house welcomed the public on January 17, 1965 (see Figure 28).[106]

Figure 28. Laying the cornerstone for Hopkins City Hall on the west elevation, November 13, 1964. (Richard Sly, available at www.hopkinsmnhistoricalsociety.org).

[102] "Improve All City Services," c.1963. Available at Hopkins City Hall site files, Hopkins, Minn.

[103] "Vesely to Give City Hall Dedication Speech Sunday," *Beltline Newspaper*, 14 January 1965.

[104]"Vesely to Give City Hall Dedication Speech Sunday."

[105] Ewing, 86.

[106] *Hennepin County Review*, 24 December 1964. Available at Hopkins City Hall site files, Hopkins, Minn.; *Hennepin County Review*, 14 January 1965. Available at Hopkins City Hall site files, Hopkins, Minn.

The building was designed by architects Lang, Raugland, and Brunet, Inc. Oscar Lang and Arnold Raugland established their partnership of Lang, Raugland and Lewis in 1922, becoming Lang and Raugland in 1930. Lang attended the University of Pennsylvania School of Architecture from 1913 to 1915. His early career included work with two noted Minneapolis architectural firms: Hewitt and Brown and the firm of Long, Lamoreaux and Long. Raugland was an engineer, receiving a degree from the University of Minnesota in 1920. The firm continued until 1992 under a series of partners following Lang's death in 1960.[107] As Lang and Raugland, the firm produced a wide variety of commissions for private and public buildings and structures, including a number of churches and schools in the Minneapolis area. They are noted for their work on Augsburg College facilities and the Mizpah Congregational Church in Hopkins. It appears their civic government building work was limited but in the 1950s the firm designed the Edina Village Hall.[108]

Alterations to the City Hall have been few over the last 40 years. Interior renovations and a second-story to the hyphen connecting city hall and the fire department building were undertaken in 1990.[109] The work was done by Bernard Jacob Architects, Ltd. More recently, the single-story addition to the front of the fire department building was designed and constructed by Braurer & Associates, Inc. in 2003. Both the 1990 and 2003 additions are sympathetic to the original Lang and Raugland design, matching the wall cladding and window type.

Evaluation

The Hopkins City Hall was evaluated for the National Register under *Criterion A* at the local level in the area of *Community Planning and Development*. Hopkins City Hall was constructed in response to explosive population growth to provide an increased level of municipal services to the community. The relocation of the city hall building to a larger site and the modern architectural design was a signal that the city was modern and meeting the needs of its citizens. Hopkins City Hall was also evaluated for the National Register under *Criteria Consideration G* at the local level for its exceptional importance to the city of Hopkins. Hopkins City Hall plays an important role in providing a needed level of service to its citizens and was built in response to the explosive growth experienced by Hopkins in the 1950s and 1960s. While there are other postwar buildings in the downtown area, the city hall building is the best local representation of this growth. The period of significance is the 1964 date of construction, which is a response to the growth and community need for improved municipal services.

Hopkins City Hall retains integrity of location, setting, feeling, and association because the building reflects mid-twentieth century design aesthetics and conveys the city's progress during this period. While minor additions have been made, they are sensitive in scale and materials to the original structure. Therefore, integrity of design, materials, and workmanship is retained. Overall, Hopkins City Hall displays a high degree of integrity.

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[107] "Lang and Raugland Papers," Available at Northwest Architectural Archives, Elmer Anderson Library, University of Minnesota, Minneapolis, Minnesota.

[108] "Lang and Raugland Papers."

[109] Building Plaque, Hopkins City Hall, Hopkins, Minnesota.

Recommendation

Hopkins City Hall building is locally significant under *Criterion A: Community Planning and Development*, applying *Criteria Consideration G,* for its embodiment of how a city government met the municipal needs of a growing community. It serves as the best representative example of a municipal property type representing this period of growth and development. Therefore, Hopkins City Hall is recommended eligible for the National Register.

4.3.2 Hopkins Downtown Commercial Historic District

MnSHPO Inventory Number: HE-HOC-027
Address: 800-1000 blocks of Mainstreet
City/Township: Hopkins

Description
The Hopkins Downtown Commercial Historic District is a collection of commercial, mixed-use, and fraternal buildings in a three-block corridor that extends along Mainstreet (formerly called Excelsior Avenue) from 8th Avenue to 11th Avenue (see Figures 29-31). The district consists of properties fronting Mainstreet that represent the principal periods of development along Mainstreet. These blocks are bound by 8th Avenue on the east and 11th Avenue the west. Although commercial development extends east and west along Mainstreet, much of the buildings outside this core area have been altered or replaced with modern buildings in recent years.

The buildings in the district are typically one or two stories with exceptions being the two, three-story buildings at 824 Mainstreet (see Figure 32) and 906-908 Mainstreet (see Figure 33). Buildings range in age from 1893 to 2006 with the majority representing two distinct periods of development: the turn of the twentieth century and the post-World War II population boom. The oldest buildings in the historic district are constructed of brick with decorative features that include brick corbelling, dentils, quoins, and other decorative patterns. Stone veneer as a decorative treatment is most common on retail buildings from the postwar period. Notable decorative elements include the large parapet with scrollwork and crucifix on the building at 823 Mainstreet (see Figure 34). Architectural ornamentation on the upper stories has typically been preserved, although the majority of storefronts have been modified over the years to include new entrances, windows, and siding materials.

Buildings along Mainstreet house a variety of historic and current uses, including restaurants, retail, and offices, some with second-story apartments. Several distinctive buildings serve as anchors along the historic district and include the two visually commanding three-story brick buildings constructed by Hilmer Olson in 1893 and 1902, the 1903 Independent Order of Odd Fellows (IOOF) Building, the c.1902 Opera Hall, and the 1902 Masonic Lodge (see Figure 35). The Masonic Lodge differentiates itself from the commercial block due to its deep setback.

Within the district Mainstreet is a two-lane asphalt road with on-street parking. Sidewalks and concrete curb and gutter are located between the buildings and the street. Street lights include period replicas with acorn lamps and modern fixtures with square lamps. Several mature trees are located along the sidewalk and decorative brick pavers are located at select intersections. A small clock tower and plaza are located at the southwest corner of 9th Avenue and Mainstreet, at the former site of a commercial building. The clock was installed in 1992 and the area includes planters, benches, and commemorative pavers.

Figure 29. South side of the 800 block of Mainstreet, note the Opera Hall in the center of the block, view facing southwest.

Figure 30. North side of 900 block of Mainstreet, note the IOOF Building on the corner, view facing northeast.

Figure 31. South side of 900 block of Mainstreet, note the clock and Olson Building on the corner, view facing southwest.

Figure 32. 1893 Olson Building located at 824 Mainstreet, view facing south.

Figure 33. 1902 Olson Building located at 906-908 Mainstreet, view facing southwest.

Figure 34. The 1903 IOOF building located at 823 Mainstreet, view facing northeast.

Figure 35. The 1902 Albert Pike Masonic Lodge located at 907 Mainstreet, view facing north.

Figure 36. The c.1960 building located at 911 Mainstreet, view facing northwest.

Figure 37. The 1958 Kokesh Hardware Store located at 1001 Mainstreet, view facing northwest.

History

Hopkins' location along the M&StL Railroad corridor attracted several industries in the mid- to late nineteenth century. The community developed to meet the needs of the growing workforce, with churches, schools, businesses, and professional services established in the areas surrounding the industrial complexes along the rail corridor. A concentration of commercial buildings was constructed along what was historically known as Excelsior Avenue (now known as Mainstreet), forming a central downtown area. Excelsior Avenue served as the main highway route between Minneapolis and Excelsior before it was re-routed to the south in the late twentieth century. The earliest buildings downtown were one- and two-story frame structures that were eventually replaced with the extant brick and masonry buildings. The oldest extant brick building on Mainstreet was constructed in 1893 by Hilmer Olson, who owned a local brickyard. Located at 822-824 Mainstreet, the building housed a number of commercial establishments on the first story with living quarters located on the second story. Olson was responsible for the construction of other downtown buildings, including the three-story Olson Block located at 902-904 Mainstreet.[110]

Excelsior Avenue was the center of commercial and social activity during the late nineteenth and early twentieth century. Commercial buildings lined both sides of Excelsior Avenue between 7th Avenue and 11th Avenue, churches were located within walking distance, and an unofficial streetcar waiting station was located at the corner of Excelsior Avenue and 9th Avenue. The block along Excelsior Avenue between 7th Avenue and 8th Avenue was characterized primarily by a lumber yard, blacksmith shop, and livery stables. The streetcar allowed residents of surrounding communities to travel into Hopkins and shop in this commercial area, which was more substantial than those in the smaller and more rural surrounding communities of Eden Prairie and Minnetonka.

[110] Ewing, 192.

The growing economy and population is reflected in the growth of downtown during the first decade of the twentieth century. Several of the existing buildings were constructed around this time, including 901 Mainstreet (which served as the unofficial waiting station for the streetcar), the Opera House, the Masonic Lodge, the IOOF building, Jack Shonka's Hopkins Theatre at 819 Mainstreet, and several commercial buildings.[111]

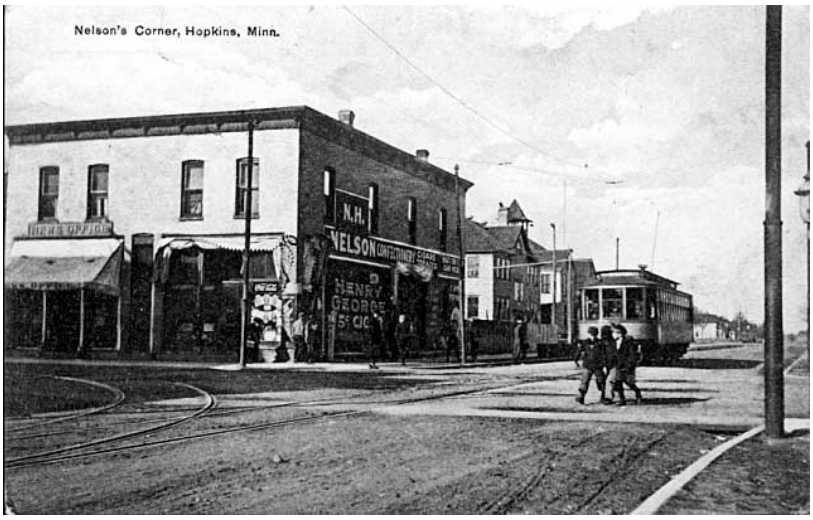

Figure 38. 901 Mainstreet and the streetcar line, c.1905 (Minnesota Historical Society, Negative 104200).

Figure 39. Excelsior Avenue (now Mainstreet) c.1920 (Minnesota Historical Society, Negative 104202).

Commercial development slowed in the following decades as World War I and the Great Depression took their toll on the area. Only four buildings were constructed in the district between 1920 and the 1940s.

[111] Ewing, 182-209.

However, the postwar boom resulted in the construction of new buildings within the district that replaced older buildings or utilized empty lots. These businesses offered a range of services, including a car dealership, hardware store, restaurants, bars, and offices.[112] With gas stations on nearly every corner, car dealerships lining Excelsior Avenue, and a number of local bars, Hopkins became known as the "cars and bars" town.[113] In 1951 streetcar service was removed and commercial development began to shift to the major transportation corridors, including Excelsior Boulevard.[114] Shopping malls were established in the surrounding communities, including the Miracle Mile, opened in 1951, and Knollwood Plaza, opened in 1955, in St. Louis Park, and Southdale Shopping Center, opened in 1956, in Edina, replacing downtowns as the primary retail areas. By the early 1960s, small, specialized stores were no longer profitable, and Hopkins merchants could no longer compete with the modern shopping malls. In addition, many of the surrounding agricultural communities that relied on the Hopkins downtown for shopping now had their own suburban commercial developments and travel to downtown Hopkins was no longer necessary.[115]

Evaluation

The Hopkins Downtown Commercial Historic District was evaluated under *Criterion A* at the local level in the area of *Commerce*. During the late nineteenth and early twentieth century, downtown Hopkins served as the commercial center for local residents and residents of the surrounding agricultural communities who traveled to Hopkins to buy goods and services. In addition to serving as the central location of a variety of businesses, the Opera Hall, Masonic Lodge, IOOF, and other social and civic institutions were housed in the district. Historically, the commercial core of Hopkins extended along Excelsior Avenue from 7th Avenue on the east to 11th Avenue on the west. However, the block between 7th and 8th Avenues was characterized primarily by lumberyards, a blacksmith shop, and livery stables. The buildings in this block have been replaced by modern buildings in recent years; therefore, this block is not included in the boundaries of the Hopkins Downtown Commercial Historic District. The period of significance begins in 1893 with the construction of the oldest building in the district and ends in 1960, when suburban shopping centers began to replace downtown Hopkins as the primary destination for local consumers. The Hopkins Downtown Commercial Historic District retains its commercial nature and represents this early period of commerce and settlement in Hopkins. Although the district is surrounded by modern commercial development, it retains a strong sense of time and place. Table 4 presents a listing of buildings within the district.

[112] Ewing, 190-211.

[113] Ewing, 4.

[114] Ewing, 37.

[115] Ewing, 4.

Table 4. Listing of Buildings Within the Hopkins Downtown Commercial Historic District

Address	Historic Name	Date Built	Status	Notes
801 Mainstreet	Commercial Building	c.1908	Contributing	Rusticated concrete block construction.
802 Mainstreet	Commercial Building	1975	Noncontributing	Outside the period of significance.
805 Mainstreet	Commercial Building	1956	Noncontributing	Altered.
808 Mainstreet	Commercial Building	1900	Contributing	Two-story commercial with two storefronts.
809 Mainstreet	Commercial Building	1950	Contributing	Recessed entrance with stone veneer.
810-812 Mainstreet	Grocery Store	c.1900	Contributing	Retains recessed storefront and overall form.
811 Mainstreet	Commercial Building	1967	Noncontributing	Outside the period of significance.
815 Mainstreet	Commercial Building	c.1900	Contributing	Decorative brick corbelling at cornice.
816 Mainstreet	Opera Hall	c.1902	Contributing	Beltcourse over first story with decorative details, arched windows with Gothic Revival details, decorative cornice.
819 Mainstreet	Jack Shonka's Hopkins Theatre	c.1900	Contributing	First theatre in Hopkins, corner quoins, decorative brick corbelling at cornice, protruding brick window surrounds.
820 Mainstreet	Commercial Building	c.1900	Contributing	Brick arches over center entrance, brick corbelling and quoins, stone accents and quoins.
821-823 Mainstreet	International Order of Odd Fellows Lodge	1903	Contributing	Stepped brick banding above windows and below cornice, decorative cornice with scrollwork and crucifix detail.
824 Mainstreet	Olson Grocery	1893	Contributing	Oldest brick building on Mainstreet, constructed by Hilmer Olson, decorative brick corbelling, stone window lintels with floral designs and scrollwork.
901 Mainstreet	Commercial Building	c.1900	Noncontributing	Significant alterations include the addition of a large pent roof, faux half timbering, and replacement windows.

Table 4. Listing of Buildings Within the Hopkins Downtown Commercial Historic District

Address	Historic Name	Date Built	Status	Notes
903 Mainstreet	Montgomery Ward Catalog Order Store	1958	Contributing	Dressed stone veneer, recessed entrance.
906-908 Mainstreet	Olson Building	1902	Contributing	Known as the Olson Building, constructed by Hilmer Olson and one of a few three-story buildings on Mainstreet. Decorative brick corbelling, stone window sills.
907 Mainstreet	Albert Pike Masonic Lodge	1902	Contributing	Pedimented entablature over door with Masonic crest, wide eaves with cornice returns, dentils on cornice, arched windows. Building is deeply recessed from the street and has a small front yard.
910-912 Mainstreet	Nelson Meat Market	1894	Contributing	Raised parapet, small brick dentils in cornice, brick lintel over second story windows with oversized keystone.
911 Mainstreet	Commercial Building	c.1960	Contributing	Recessed storefront and stone veneer.
913 Mainstreet	Maetzold Hardware and Garage	c.1929	Contributing	Decorative brick details in cornice.
914 Mainstreet	Charleston Clothing	c.1910	Contributing	Stepped parapet, patterned brickwork.
915-921 Mainstreet	Commercial Building	c.1900	Contributing	Cornice features brick dentils and recessed panels.
916 Mainstreet	Smetana Drug Store	c.1900	Contributing	Original three-light casement windows in second story, large brick window lintels with oversized keystones.
918 Mainstreet	Anderson Dry Goods	c.1900	Contributing	Muted brick corbelling in cornice, non-protruding brick window surrounds.
922 Mainstreet	Commercial Building	c.1900	Contributing	Brick arched windows on second story and east elevation, dentils on upper cornice.
1001 Mainstreet	Kokesh Hardware	1958	Contributing	One-story, brick with recessed entrance.

Table 4. Listing of Buildings Within the Hopkins Downtown Commercial Historic District

Address	Historic Name	Date Built	Status	Notes
1004 Mainstreet	State Bank of Hopkins	1908	Contributing	Yellow brick used for window surrounds, decorative panels, and to highlight corbelling at the cornice. Upper windows have transom windows over a centered picture window flanked by one-over-one windows.
1006-1008 Mainstreet	Commercial Building	c.1930	Contributing	Stone veneer on first story, white brick window lintels.
1007 Mainstreet	Commercial Building	c.1930	Contributing	Two part building, retains awning over first story, recessed entrance.
1009-1015 Mainstreet	Commercial Building	c.1915	Contributing	Two-part storefront with a decorative panel over each denoted by protruding brick.
1010 Mainstreet	Commercial Building	2006	Noncontributing	Outside period of significance.
1014 Mainstreet	Commercial Building	c.1950	Contributing	Brick and granite veneer.
1016 Mainstreet	Commercial Building	c.1950	Contributing	Granite veneer.
1017-1023 Mainstreet	Dahlberg Brothers Ford	c.1940	Noncontributing	Entrance bays converted into storefront widows, replacement material.
1022 Mainstreet	Saloon	c.1915	Noncontributing	Significant alterations include replacement windows, wall sheathing, and entrances.

The buildings in the Hopkins Downtown Commercial Historic District retain enough integrity to convey the district's significance as an early downtown commercial center. Although several of the buildings have alterations, including modified storefronts, they are able to reflect a sense of time and place.

Recommendation

The Hopkins Downtown Commercial Historic District is locally significant under *Criterion A: Commerce* for its role in the commercial development of Hopkins. It is recommended eligible for the National Register.

Downtown Hopkins Commercial District Contributing and Non-contributing buildings

Aerial photograph from www.googleearth.com (accessed 27 July 2010)

Figure 40

Downtown Hopkins Commercial District

Figure 40. Aerial photo of Hopkins Downtown Commercial Historic District showing locations of contributing and noncontributing resources.

4.3.3 Minneapolis Moline Company

MnSHPO Inventory Number: HE-HOC-028
Address: 11111 Excelsior Boulevard
City/Township: Hopkins

Description

The former Minneapolis Moline Company building is located at 11111 Excelsior Boulevard in Hopkins, Minnesota. The building is located on the south side of Excelsior Boulevard and north of a former railroad corridor. The facade of the building is oriented to the north. The red brick building was constructed in 1951 as part of the Minneapolis Moline Company complex. At the time of construction, the building had a footprint of 340,000 square feet.[116] Since then there have been multiple additions and modifications to the building spanning from 1962 through 1998.

The building has an irregular plan with a flat roof and rests on a concrete foundation. Windows are a combination of fixed single, multi-light, and glass block. A modern two-story addition with large fixed windows separated by decorative panels was added to the northeast corner of the original building and served as office space (see Figure 41). A flat roof portico supported by metal poles shelters an entryway on the east elevation and a decorative sign advertising the facility as the "Hopkins Tech Center" is located above the roofline on the north elevation and supported by a decorative metal frame (see Figure 42). The remaining portion of the facade features a long band of one-over-one, double-hung sash windows and a c.1960 decorative metal screen at the roofline (see Figure 43).

The building also features a loading dock and garage on the east elevation and several brick and concrete block warehouse additions with service bays (see Figure 44). A detached pole building is connected to the west elevation by a conveyor system. A brick smokestack, located adjacent to the side (west) elevation, is the only visible remnant of the former Minneapolis Moline factory. At some point after purchasing the property, "Napco" was painted in white letters over the original "MMCO" (Minneapolis Moline Company) white brickwork (see Figure 45).

[116] Ewing, 52.

Figure 41. Former Minneapolis Moline building, side (east elevation), view facing southwest.

Figure 42. Former Minneapolis Moline building, northeast corner (north and east elevations), view facing southwest.

Figure 43. Former Minneapolis Moline building, front (north elevation), view facing southeast.

Figure 44. Former Minneapolis Moline building, side (east) elevation, view facing southeast.

Figure 45. Former Minneapolis Moline building, side (east elevation), view facing north.

History

The Minneapolis Threshing Machine Company began manufacturing farm equipment in the late 1880s and quickly became the largest employer in western Hennepin County.[117] Aside from a minor decrease in production during the economic depression of 1893, the Minneapolis Threshing Machine Company experienced financial success well into the twentieth century. In 1929 it merged with the Minneapolis Steel and Machinery Company of Minneapolis and the Moline Implement Company of Moline, Illinois, to form the Minneapolis Moline Power Implement Company (Minneapolis Moline). The merger created the fifth largest farm implement manufacturing company in the United States and by 1930 more than 1,300 people were employed at the company.[118] In addition to its location in Hopkins, Minneapolis Moline had several other branches located across the United States, including Minneapolis and Moline, Illinois. The Hopkins branch housed the power machinery division office and factory.[119]

[117] Ewing, 2.

[118] Ewing, 50.

[119] *The Story of Minnie Moline Minneapolis-Moline Power Implement Company*, 1941. Available at the Minneapolis Historical Society, St. Paul, Minn.

Figure 46. Aerial view of Minneapolis Moline Industrial Complex c.1925 (from the Hopkins Historical Society), view facing south.

Like many other companies, Minneapolis Moline contributed to the production of war-related materials during World War II. After the war, the company returned to manufacturing farm implements. In 1951 they built the building at 11111 Excelsior Boulevard and continued to be successful until the mid-1950s, when the agriculture-related economy began to decline.[120]

During its tenure in Hopkins, Minneapolis Moline constructed several ancillary buildings throughout the property to aid in the manufacture of farm implements. Many of the buildings associated with Minneapolis Moline, such as the main complex seen in Figure 46, are no longer extant. Only the subject 1951 red brick building located at 11111 Excelsior Boulevard and its smokestack, which were located several blocks to the west of the main complex, are extant today. The one-story red brick building was designed as a completely contained manufacturing building.[121]

In 1962 Napco Industries purchased the Minneapolis Moline building located at 11111 Excelsior Boulevard. Napco was a leading manufacturer of automotive parts and supplier of service parts and other components for commercial and military vehicles.[122] Napco built a one-story red brick building to the east of the Minneapolis Moline building in 1963. The 1963 building was designed to house multiple companies affiliated with Napco.[123]

During their ownership, Napco modified the original Minneapolis Moline building by adding several additions, including the two-story office addition on the northeast corner. The building currently houses the Hopkins Tech Center and is owned by Venturian Holdings LLC. Since Venturian Holdings LLC's acquisition, the interior space of the building has been modified to accommodate approximately 26 tenants.[124]

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[120] Ewing, 52.

[121] Ewing, 60.

[122] Ewing, 60.

[123] Ewing, 60.

[124] Ewing, 60.

Evaluation

The Minneapolis Moline property was evaluated for the National Register under *Criterion A: Industry* and *Criterion C: Architecture*. With regard to *Criterion A,* the property has an association with the industrial development of the Minneapolis Moline Company in the city of Hopkins. The 1951 building was associated with Minneapolis Moline Company for 11 years before it was purchased by Napco Industries. However, it post-dates the heyday of the Minneapolis Moline Company, from its merger in 1929 through the postwar era; therefore, it does not reflect the significance of the company. In addition, most of the key industrial buildings, structures, and objects associated with Minneapolis Moline have been demolished and there is nothing remaining of the original pre-World War II industrial complex. Thus, the property as a whole no longer conveys the early history of the Minneapolis Moline Company in Hopkins. As for the property's association with Napco Industries, research did not reveal a significant association between Napco and industrial development in Hopkins. Therefore, the building is not eligible under *Criterion A*.

As for *Criterion C*, the property is no longer representative of a mid-twentieth century industrial complex. The 1951 brick building has been significantly altered since it was sold in 1962. Multiple additions to the building spanning from 1962 through 1998 for remodeling of the interior space to accommodate multiple tenants has diminished the building's integrity. The property as a whole no longer represents an intact mid-twentieth century industrial complex. Therefore, the property is not eligible under *Criterion C* as property type.

Recommendation

The Minneapolis Moline Company building is recommended not eligible for the National Register under *Criterion A: Industry* or *Criterion C: Architecture.*

4.3.4 Prodel, Inc. Building

MnSHPO Inventory Number: HE-HOC-029
Address: 30 8th Avenue South
City/Township: Hopkins

Description
The Prodel, Inc. building is located at 30 8th Avenue South on the west side of the street, approximately mid-block between Mainstreet and 1st Street South. Constructed in 1961 as an office building, it is a two-story, concrete block building with a flat roof that measures 74 feet by 50 feet.[125] Shadow blocks, concrete blocks with a pattern of beveled recesses, were used in construction of the building's north elevation to lend an aesthetic element to the building. The identical east and west elevations feature aluminum curtain walls that are topped with bands of corrugated metal, and have large plate glass windows and small awning windows divided horizontally by porcelain panels. These features, coupled with the centered, full-height entry portico, reflect the building's interior spatial organization.

Parking lots flank the building on the north, south, and west sides. A small storage building stands at the northwest corner of the property, and a flag pole is located on the east side of the building just north of the primary entrance. The building was converted from an office building to the Elks Lodge in 1966, and the interior was remodeled.[126] On the exterior, the building has experienced few alterations. A metal awning overhangs the building's east entrance, and various windows on the east and west elevations were painted opaque white.

[125] "New Hopkins Office Building Work Starts," 22 June 1961. Available at the City of Hopkins permit files, Hopkins, Minn.

[126] "Hopkins Elks to Dedicate New Home Oct. 28-29," 27 October 1966. Available at the City of Hopkins permit files, Hopkins, Minn.

Figure 47. East facade of 30 8th Avenue South, view facing west.

Figure 48. Oblique view of east and north elevations, view facing southwest.

Figure 49. Oblique view of west and south elevations, view facing northeast.

History

In the decades following World War II, Hopkins experienced a surge in population as residents moved from the larger cities of Minneapolis and St. Paul to the surrounding suburban communities. To accommodate commercial and retail needs of the city's increased population, the city's commercial core began expanding south, east, and west from the historic downtown commercial core along Mainstreet in the late 1950s and early 1960s.[127] The area south of downtown was known for the boarding houses and apartment buildings constructed in the late nineteenth and early twentieth century to house the employees of the area's major industries, such as the Minneapolis Threshing Machine Company (later known as Minneapolis Moline Power Implement Company). By the middle of the twentieth century, many of the boarding houses and apartment buildings were dilapidated, and this area was prime for development. Located between the major transportation route of Excelsior Boulevard and Hopkins' downtown commercial core, this area represented the second wave of commercial and office development in the city.[128] Modern buildings in popular styles, including Contemporary and Ranch forms, were added by private developers to provide office space and professional services immediately north and south of Mainstreet. Additionally, the city built a new city hall complex, and the post office moved to the south side of downtown during this time.

The building located at 30 8th Avenue South was commissioned by Prodel, Inc., a corporation owned by four local residents: Robert Good, Robert Anderson, and local architects Earl and Eugene Branstrom. The Branstrom brothers were also the building's designers, and Rutledge Construction Company served as the general contractor. When construction began in mid-1961, the estimated construction cost was

[127] Ewing, 174-176; Wagner, 24.

[128] Ewing, 174-176.

$89,000, which included the cost of the land, from which an old house was moved. The new office building was designed to accommodate eight, air-conditioned rental spaces.[129]

In 1966 the Hopkins Elks Lodge sought a new home to accommodate its large membership, and eventually settled on the Prodel, Inc. building. The new lodge was dedicated in October 1966 after an interior remodeling adapted the building to the Elks' needs. The upper level was remodeled to include a bar, cocktail lounge, two dining rooms, and a kitchen. The lower floor accommodated the lodge room, offices for the manager and secretary, store rooms, and "probably the finest of all saunas in the Metropolitan area."[130] The building located at 30 8th Avenue South continues to serve as the Elks Lodge today.

Evaluation

The Prodel, Inc. building was evaluated under *Criterion A* in the area of *Community Planning and Development* for its association to Hopkins' mid-twentieth century efforts to respond to the post-World War II population surge and the expansion of the city's downtown commercial core and services. Construction of the Prodel, Inc. building was a private undertaking that does not convey the significance of community planning and development. Furthermore, there is not a cohesive collection of mid-twentieth century buildings in this area of the city to convey the overall significance of postwar community planning and development.

The building was also evaluated under *Criterion C* in the area of *Architecture*. The Prodel, Inc. building does not embody distinctive characteristics of a type, period, or method of construction or represent the work of a master. The building does not possess high artistic value and does not represent a significant and distinguishable entity whose components may lack individual distinction.

Recommendation

The Prodel, Inc. building is recommended not eligible under *Criterion A* in the area of *Community Planning and Development* and *Criterion C* in the area of *Architecture*.

[129] "New Hopkins Office Building Work Starts," 22 June 1961.

[130] "Hopkins Elks to Dedicate New Home Oct. 28-29," 27 October 1966.

4.3.5 Nygren Building

MnSHPO Inventory Number: HE-HOC-030
Address: 50 9th Avenue South
City/Township: Hopkins

Description

The Nygren building is located at 50 9th Avenue South, at the northwest corner of 9th Avenue South and 1st Street South. Constructed in 1962, this is a two-story, concrete block office building with a flat roof that measures 74 feet by 50 feet.[131] Shadow blocks, concrete blocks with a pattern of beveled recesses, were used in construction of the building's south elevation to lend an aesthetic element to the building. The identical east and west elevations feature aluminum curtain walls that are topped with bands of corrugated metal, and have large plate glass windows and small awning windows divided horizontally by porcelain panels. These features, coupled with the centered, full-height entry portico, reflect the building's interior spatial organization. Windows on the south elevation are fixed lights with inset, small awning windows. There are also three fixed light windows and an emergency exit door on the north elevation.

Parking lots flank the building on the north and west sides. Other than installation of awnings to protect the building entrances on the east and west elevations, the building does not appear to have experienced alterations since it was constructed.

Figure 50. East (primary) facade, view facing west.

[131] "Building permit number B62-84," 50 9th Avenue South, Hopkins, Minn. Available at City of Hopkins permit files, Hopkins, Minn.

Figure 51. Oblique view of south and east elevations, view facing northwest.

Figure 52. West elevation, view facing east.

History

In the decades following World War II, Hopkins experienced a surge in population as residents moved from the larger cities of Minneapolis and St. Paul to the surrounding suburban communities. To accommodate commercial and retail needs of the city's increased population, the city's commercial core began expanding south, east, and west from the historic downtown commercial core along Mainstreet in the late 1950s and early 1960s.[132] The area south of downtown was known for the boarding houses and

[132] Ewing, 174-176; Wagner, 24.

apartment buildings constructed in the late nineteenth and early twentieth century to house the employees of the area's major industries, such as the Minneapolis Threshing Machine Company (later known as Minneapolis Moline Power Implement Company). By the middle of the twentieth century, many of the boarding houses and apartment buildings were dilapidated, and this area was prime for development. Located between the major transportation route of Excelsior Boulevard and Hopkins' downtown commercial core, this area represented the second wave of commercial and office development in the city. Modern buildings in popular styles, including Contemporary and Ranch forms, were added by private developers to provide office space and professional services immediately north and south of Mainstreet. Additionally, the city built a new city hall complex, and the post office moved to the south side of downtown during this time.[133]

Carlton D. Nygren, a local businessman, commissioned the building in mid-1962 after a house located on the lot was demolished.[134] The architecture firm of Branstrom and Branstrom designed the building, and Rutledge Construction Company served as the general contractor.[135] Constructed approximately a year after the building located at 30 8th Avenue South, this building is almost identical to the 8th Avenue South building. Although research did not yield information on the building's tenants throughout the latter part of the twentieth century, the building continues to be used today as an office building.

Evaluation

The Nygren building was evaluated under *Criterion A* in the area of *Community Planning and Development* for its association to Hopkins' mid-twentieth century efforts to respond to the post-World War II population surge and the expansion of the city's downtown commercial core. Construction of the Nygren building was a private undertaking that does not individually convey the significance of community planning and development. Furthermore, there is not a cohesive collection of mid-twentieth century buildings in this area of the city to convey the overall significance of postwar community planning and development.

The building was also evaluated under *Criterion C* in the area of *Architecture*. The Nygren building does not embody distinctive characteristics of a type, period, or method of construction or represent the work of a master. The building does not possess high artistic value and does not represent a significant and distinguishable entity whose components may lack individual distinction.

Recommendation

The Nygren building is recommended not eligible under *Criterion A* in the area of *Community Planning and Development* and *Criterion C* in the area of *Architecture*.

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[133] Ewing, 174-176.

[134] "Building permit number B62-74," 50 9th Avenue South, Hopkins, Minn. Available at City of Hopkins permit files Hopkins, Minn.

[135] "Building permit number B62-8," 50 9th Avenue South, Hopkins, Minn. Available at City of Hopkins permit files, Hopkins, Minn.

4.3.6 Oakridge Investment Co. Building

MnSHPO Inventory Number: HE-HOC-031
Address: 15 10th Avenue South
City/Township: Hopkins

Description

The Oakridge Investment Company building is located at 15 10th Avenue South, on the east side of the street. Commercial buildings are located to each (north and south) side of the building, and there is a parking lot to the east. Constructed in 1961 as an office building, this is a two-story, concrete block building with a flat roof that measures 80 feet by 40 feet.[136] The primary (west) facade features an aluminum curtain wall clad with a brick veneer that is topped with a band of pressed metal, and large plate glass windows with small inset awning windows. The facade also features an entry portico flanked by engaged brick columns. The east elevation reflects the same fenestration pattern as the west elevation. The building's north and south elevations are obscured by adjacent buildings.

Most of the windows and doors on the east and west elevations have been replaced. A large addition to the building immediately north of 15 10th Avenue South wraps around and obscures part of this building's east elevation.

Figure 53. Oblique view of west (primary) and north elevations, view looking southeast.

[136] "Building permit number B-61-138A," 15 10th Avenue South, Hopkins, Minn. Available at City of Hopkins permit files, Hopkins, Minn.

Figure 54. Addition to building immediately north wrapping around east elevation to obscure a portion of the elevation, view facing northwest.

History

In the decades following World War II, Hopkins experienced a surge in population as residents moved from the larger cities of Minneapolis and St. Paul to the surrounding suburban communities. To accommodate commercial and retail needs of the city's increased population, the city's commercial core began expanding south, east, and west from the historic downtown commercial core along Mainstreet in the late 1950s and early 1960s.[137] The area south of downtown was known for the boarding houses and apartment buildings constructed in the late nineteenth and early twentieth century to house the employees of the area's major industries, such as the Minneapolis Threshing Machine Company (later known as Minneapolis Moline Power Implement Company). By the middle of the twentieth century, many of the boarding houses and apartment buildings were dilapidated and this area was prime for development. Located between the major transportation route of Excelsior Boulevard and Hopkins' downtown commercial core, this area represented the second wave of commercial and office development in the city.[138] Modern buildings in popular styles, including Contemporary and Ranch forms, were added by private developers to provide office space and professional services immediately north and south of Mainstreet. Additionally, the city built a new city hall complex, and the post office moved to the south side of downtown during this time.

The building located at 15 10th Avenue South was commissioned by the Oakridge Investment Company, and Lee Mason was the builder.[139] Constructed the same year as the building located at 30 8th Avenue South, the two buildings have a similar appearance to their primary facades. Although research did not

[137] Ewing, 174-176; Wagner, 24.

[138] Ewing, 174-176.

[139] "Building permit number B-61-138A."

yield information on the building's tenants throughout the latter part of the twentieth century, the building continues to be used today as an office building.

Evaluation

The Oakridge Investment Company building was evaluated under *Criterion A* in the area of *Community Planning and Development* for its association to Hopkins' mid-twentieth century efforts to respond to the post-World War II population surge and the expansion of the city's downtown commercial core and services. Construction of the Oakridge Investment Company building was a private undertaking that does not individually convey the significance of community planning and development. Furthermore, there is not a cohesive collection of mid-twentieth century buildings in this area of the city to convey the overall significance of postwar community planning and development in Hopkins.

The building was also evaluated under *Criterion C* in the area of *Architecture*. The Oakridge Investment Company building does not embody distinctive characteristics of a type, period, or method of construction or represent the work of a master. The building does not possess high artistic value and does not represent a significant and distinguishable entity whose components may lack individual distinction.

Recommendation

The Oakridge Investment Company building is recommended not eligible under *Criterion A* in the area of *Community Planning and Development* and *Criterion C* in the area of *Architecture*.

4.4 St. Louis Park Survey Zone

A total of 264 properties were surveyed in the St. Louis Park survey zone (see Appendix B for the complete list of these properties). Of these properties, six warranted Phase II evaluation. Two properties are recommended eligible for the National Register. One property was listed in the National Register and no properties were previously determined eligible for listing in the National Register. Table 5 presents the details of the Phase II properties in the St. Louis Park survey zone. The Phase II evaluation of each property is presented in this section.

Table 5. Phase II Properties in St. Louis Park Survey Zone

Property Name (Historic)	Property Address	SHPO Inventory Number	NRHP Status	Project Segment(s)
St. Louis ParkHigh School	6300 Walker Street, St. Louis Park	HE-SLC-051	Recommended not eligible	4
Woodmark Industries Building	4601 Highway 7	HE-SLC-052	Recommended eligible	4
Union Congregational Church	3700 Alabama Avenue South, St. Louis Park	HE-SLC-053	Recommended not eligible	4
Northland Aluminum, Inc.	5005 Highway 7, St. Louis Park	HE-SLC-054	Recommended not eligible	4
Motor Travel Services Building	3907 Highway 7, St. Louis Park	HE-SLC-055	Recommended eligible when it is 50 years old (2013)	4, A, C1, C2

Figure 55 shows the locations of Phase II properties located in the St. Louis Park survey zone that are recommended eligible for National Register listing.

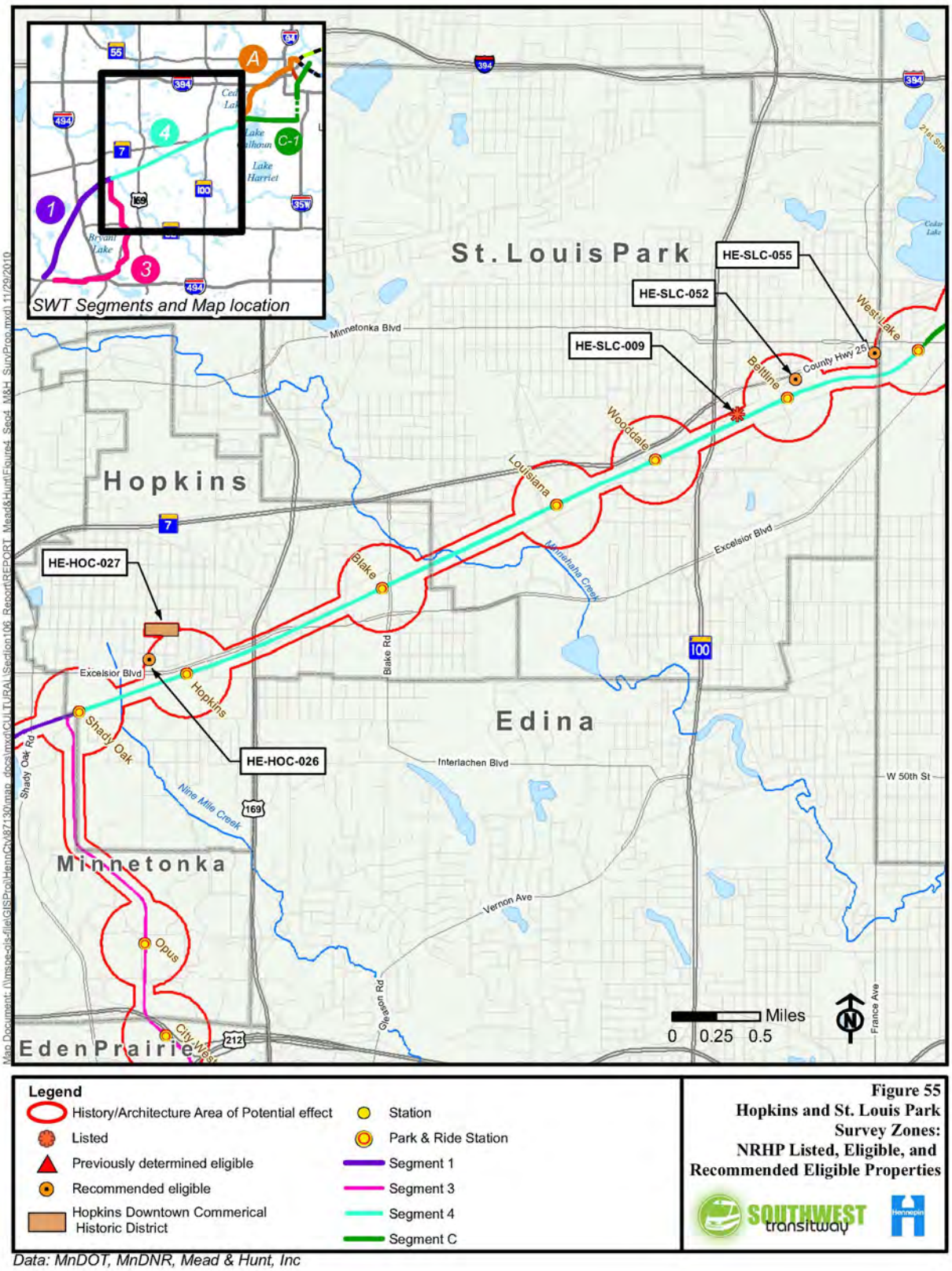

Figure 55. Hopkins and St. Louis Park Survey Zones: NRHP Listed, Eligible, and Recommended Eligible Properties.

4.4.1 St. Louis Park High School

MnSHPO Inventory Number: HE-SLC-051
Address: 6300 Walker Street
City/Township: St. Louis Park

Description
The former St. Louis Park High School building is located at 6300 Walker Street in St. Louis Park, Minnesota. The facade of the school building is oriented to the south facing a paved parking lot and is accessed by a series of concrete stairs. A playground with modern equipment is located at the southwest corner of the school building. A paved play area with basketball courts is located at the northwest corner of the school building. An athletic field and two ancillary buildings associated with the school property are located west of the school. Another paved parking area is located at the northeast corner of the school building. A sidewalk wraps around a portion of the perimeter of the school property before stopping at the northwest corner of the parcel at the athletic field. The only portion of the school property that does not have a sidewalk is located along the west and south sides of the athletic field.

The original 1914 structure associated with this property is no longer extant. The structures that are extant were added to the property between 1937 and 1967. The building that currently functions as the main entryway to the school complex was located east of the original building and was added to the property in 1937. This two-story brick building was designed by local architects Haxby & Bissell and constructed under the supervision of Mads Madson.[140] It has a rectangular footprint, rests on a concrete foundation, and has a stepped flat roof. The main entryway is centered on the symmetrical facade. Decorative details are reminiscent of the Modernistic style and include vertical projections capped with stylized concrete motifs, decorative brickwork, horizontal concrete courses, and the use of glass block as a decorative element. Windows are a combination of replacement fixed multi-light with multi-light awnings, and one-over-one double-hung sash. A band of three modern glass doors are located at the main entryway (see Figure 56).

Subsequent additions to the 1937 building were added to the north, east, and west elevations, creating an irregular footprint for the building as a whole. Completed by 1967, these additions are brick with flat roofs and vary in size and scale. They range from one to two stories and feature a range of decorative brickwork, fenestration, and window types (see Figures 57-60). As a result, the building is more than double the size of the 1937 building.

[140] St. Louis Park Historical Society, "Central Junior High School," http://slphistory.org/history/central.asp (accessed 24 March 2010).

Figure 56. St. Louis Park High School, 1937 building, front (south) facade, view facing north.

Figure 57. St. Louis Park High School, 1937 building with additions on front (south) and side (east) elevations, view facing northwest.

Figure 58. St. Louis Park High School, addition on front (south) and side (west) elevations with 1937 building visible in background, view facing northeast.

Figure 59. St. Louis Park High School, additions to side (west) elevation, view facing east.

Figure 60. St. Louis Park High School, additions to the rear (north) and side (west) elevation, view facing east.

History

The original three-story St. Louis Park High School building was constructed in 1914 on a parcel of land (Block 17) donated by the Honorable T.B. Walker.[141] In 1937 a two-story addition was added to the east elevation. The building was designed by local architects Haxby & Bissell. The WPA contributed 45 percent of the funds needed to construct the $300,000 addition. After construction, the addition became the senior high and the 1914 building continued to serve as the junior high. Funds received from the Public Works Administration were used to construct an athletic field in the late 1930s.

A second addition was added to the north side of the original school building in 1941 and functioned as an Industrial Arts wing.[142] In 1949 a total of 209 students graduated from the high school, the largest class in the history of the school.[143] As St. Louis Park experienced significant population growth, overcrowding became an issue and in 1952 another wing housing a new cafeteria and library was added to the east.[144] Throughout the early 1950s the student population continued to increase. In an effort to alleviate the stress of overcrowding, students attended classes in double shifts; 1,331 junior high students attended class in the morning while 881 senior high students attended class in the afternoon.[145] In order to accommodate the growing number of students and to permanently solve issues with overcrowding, a

[141] St. Louis Park Historical Society, "Central Junior High School."

[142] St. Louis Park Historical Society, "Central Junior High School."

[143] St. Louis Park Historical Society, "Central Junior High School."

[144] St. Louis Park Historical Society, "Central Junior High School."

[145] St. Louis Park Historical Society, "Central Junior High School."

new high school opened at the start of the 1956-1957 school year, and the school located on Walker Street became the St. Louis Park Junior High.[146]

In 1962 the original 1914 building was demolished and replaced with a new addition on the west side of the 1937 building. The new $900,000 addition consisted of 19 new classrooms, a physical education area for girls, visual aid office, nurse's area, and a multi-purpose classroom. At the same time, the principals' and counselors' offices were remodeled and the industrial arts facilities were improved. Although the student population began to show signs of decline during the 1963-1964 school year with an enrollment of approximately 1,200 students, a pool was added to the school property in 1967.[147]

Enrollment at the school continued to decline over the next two decades, resulting in a merger of the two St. Louis Park junior high schools in 1980. The merger resulted in the closure of the former St. Louis ParkHigh School. The building remains in use as a community center serving St. Louis Park.

Evaluation

The St. Louis Park High School property was evaluated under *Criterion C: Architecture*, *Criterion A: Education, and Criterion A: Federal Relief Construction in Minnesota*. With regard to *Criterion C*, the school building does not represent an intact example of a school constructed in the early twentieth century. St. Louis Park High School has had a significant loss of integrity due the demolition of the original 1914 school building in 1962; the core of the original structure is no longer present. Although additions were added to the 1937 structure throughout the 1960s, the overall school building lacks sufficient integrity to qualify as a representative example that reflects the evolution of an early to late twentieth century school building. Even though the additions to the 1937 building date to the historic period, the overall size and scale of the additions are visually disruptive and the lack of visual continuity detracts from the building's integrity. In addition, the 1937 portion of the school building designed by Haxby & Bissell does not display the high artistic value necessary to be considered eligible under *Criterion C*, nor does it represent a significant example of a type or method of construction. Therefore, the school is not eligible under *Criterion C*.

As for *Criterion A: Education*, while the school as a whole may have played an important role in education within the community, the absence of the original 1914 school building combined with the numerous additions indicates that the property no longer retains sufficient integrity for the property to be eligible under *Criterion A*.

The St. Louis Park High School was also evaluated under *Criterion A* using the National Register of Historic Places Multiple Property Documentation Form for *Federal Relief Construction in Minnesota, 1933-1941*. As the document states, "Educational facilities are historically significant for their association with the social, political, and economic impact of the Great Depression and the subsequent development of the various federal relief programs which were responsible for their construction."[148] The St. Louis Park

[146] St. Louis Park Historical Society, "Central Junior High School."

[147] St. Louis Park Historical Society, "Central Junior High School."

[148] *Federal Relief Construction in Minnesota, 1933-1941*. National Register of Historic Places Multiple Property Documentation Form.

High School meets the registration requirements set forth in the Multiple Property Documentation Form for educational facilities, as summarized below:

- Construction financed through a grant or loan from the federal government
- Construction was completed by the end of 1941
- Project represents a significant contribution to the community by providing a new and modern building, which offered programs and community services.

However, due to the large number of surviving resources associated with the Work Relief programs, a building must possess integrity of location, design, materials, workmanship, and association, and should be without substantial alterations. According to the Multiple Property Documentation Form, if the sizes of additions exceed the original building, the building may not be eligible.

As discussed in the *Description* section above, the St. Louis Park High School has had several, substantially sized additions creating an irregular footprint and more than doubling the size of the 1937 building. In particular, the large, 1962 addition to the west end, which replaced the original 1914 school, detracts from the overall design, feeling, and setting of the 1947 building. While the St. Louis Park High School possesses significance as an example of Federal Relief Construction in Minnesota, it no longer retains sufficient integrity to convey this significance.

Recommendation

St. Louis Park High School is recommended not eligible for the National Register under *Criterion A: Education, Criterion A: Federal Work Relief Construction in Minnesota* or *Criterion C: Architecture.*

4.4.2 Woodmark Industries Building

MnSHPO Inventory Number: HE-SLC-052
Common Name: Woodmark Industries Building
Address: 4601 Highway 7
City/Township: St. Louis Park

Description

The Woodmark Industries Building is located at 4601 Highway 7 in St. Louis Park. The exterior is designed in the Streamline Moderne architectural style, but the building also incorporates elements of traditional industrial or factory architecture, which is more functional than stylistic or aesthetic. The cream brick building is 200 feet wide by 70 feet deep and 17 feet high. The front (north) wall, however, extends an additional six or seven feet to include the upper band of windows (this unusual configuration is described below). The building presents an extremely wide, low, horizontal facade to the street (see Figure 61).[149] It is considered a one-story building according to the original building permit as well as the interior design and function; however, the main (north) facade windows are arranged in two bands to

[149] For building and site dimensions see B.H. Bradley, Civil Engineer & Surveyor, "Survey for Lincoln Tool & Die Co., Proposed Building, 4601 State Hwy. No. 7," October 8, 1945. Available at St. Louis Park City Hall building permit files, St. Louis Park, Minn.

present the appearance of two stories, emphasizing the building's horizontality. A simple concrete band extends across the front facade about five brick courses below the plain metal cornice, tying the windows together horizontally. The flat brick walls exhibit no other surface treatment. The building corners are square and the concrete foundation is barely visible at grade, with the brick walls appearing to disappear into the ground. Individual bricks are standard size and proportion.

The window openings are proportioned three to one, with the width being three times the height. They are vertically stacked on the facade, one directly above the other, creating nine identical bays across the front facade. The openings are rectangles without trim, except for shallow concrete sills, and are filled with square glass block. Centered in each glass block field is a vertically oriented single-light wood sash, measuring three glass blocks wide and four glass blocks high. All window openings on the front facade are identical except the westernmost window opening at the first story level, which is approximately one-third narrower to accommodate a single door opening within the same bay.

Centered on the front facade is a 66-foot-wide office bay projecting 20 feet from the north wall (see Figure 62).[150] Its design and materials continue and enhance the theme of the facade. The single-story projection extends across the three center bays on the main wall behind it, and rises to the sill of the upper band of windows. The brick walls have curved corners with a continuous curved concrete coping. The walls curve into a recessed entrance centered on the front of the bay (see Figure 63). The curved entrance walls have curved glass-block windows with curved concrete sills. Centered beneath a glass transom in the recessed entrance are original double wood doors with large glass windows and aluminum hardware. The entrance has a concrete lintel with the building's address, "4601." Two large glass-block windows flank the entrance on the bay's facade. They are similar to the windows on the main wall, but larger, and each has four wood sash windows set into the glass block that are regularly spaced across the opening. A similar glass-block-with-sash window is set into each of the projecting bay's end walls. The pair of metal light standards in front of the entrance do not appear in a 1960 historic photograph and are considered later additions to the property.

The west and east (side) elevations are similar to the front facade but each is clearly designed as a single story. The top of the each wall is several feet lower than the front wall, possibly reflecting the interior space height. The tops of the end walls are extended to the height of the top of the front (north) wall with wood cornices or parapets painted tan to blend with the cream brick. Partial views showing the rear of these walls reveal their lighter construction (almost temporary in appearance) and their irregular wood supports angled into the roof area, suggesting that the end wall extensions were not part of the original design or construction and were a later addition, probably to conceal the ends of the sawtooth roof as discussed below.

The west (side) elevation has four square window openings with 12-light metal factory sash that appear to swivel open in the middle six-light horizontal sections. The west concrete basement wall is partially exposed and has another factory sash window and a shallow wood double service door. The east (side) elevation has two glass-block-with-sash windows similar to the main façade, and no other features.

[150] Bradley, "Survey," October 8, 1945.

The south (rear) elevation is an unadorned one-story wall with six, 12-light metal factory sash spaced at regular intervals (see Figure 64). At the west end is the building's only addition, a one-story concrete block structure extending to the south. At the east end are two vehicular openings with overhead doors for loading. Cream brick facing extends across the east loading dock area on the south wall; the remainder of the wall to the west corner is covered with stucco.

The building has a modified sawtooth factory roof designed for maximum daylight to the interior. Because of the building's limited depth, the roof area allows only two east-west "teeth" in the sawtooth roof (if there were only one it would more readily be termed a monitor roof). The sawtooth configuration is further modified from the conventional sawtooth configuration in that the vertical window area of the north bank of windows is actually the upper row of windows on the building's main (north) façade. This design element represents an ingenious method of accommodating the building's shallow depth while simultaneously incorporating the architectural design of the main façade with the factory design of the roof and the interior. The south "tooth" or window element is a conventionally designed component of a sawtooth roof, with the vertical window plane facing north and a sloped roof plane facing south. The irregular zig-zag ends of the roofline created by the vertical and sloping planes are concealed by the two wood end panels atop the end walls. The roof configuration is slightly visible from behind the building where there have been no structural attempts to conceal it.

The property retains the original front lawn open to the street, providing an unobstructed view of the entire main facade. There are two sidewalks, one extending directly north from the entrance to the street and another extending east from the entrance to a side parking area. On the east side of the property is a service drive leading to the rear of the building and the loading dock doors. The west and south property areas are lightly wooded. On the rear grounds are several small wood gazebos and storage sheds and a large free-standing vehicular garage erected after the original building construction (see Figure 65).

Figure 61. Woodmark Industries Building, view facing southwest.

Figure 62. Woodmark Industries Building office bay, view facing south.

Figure 63. Woodmark Industries Building entrance detail, view facing south.

Figure 64. Woodmark Industries Building, south and east elevations, view facing northwest.

Figure 65. Woodmark Industries Building, garage building at rear of property, view facing southwest.

History

Based on the site survey of October 8, 1945, the City of St. Louis Park's Building Department issued a building permit on October 16, 1945, to Lincoln Tool & Die Company, 1108 Second Avenue South, Minneapolis, to construct a "factory" at the 4601 Highway 7 location. The building permit identified the architect as Lang and Raugland. Although Lincoln Tool & Die received the survey and permit, a Certificate of Occupancy related to the building permit was issued to Woodmark Industries Inc. in October 1945 to use the building as a "machine shop."[151]

Woodmark Industries was incorporated March 29, 1946, and the incorporation filing identifies Woodmark's address as 4601 Highway 7 in Minneapolis.[152] Little is currently known about the company's business and products, although a worker in the building recently recalled that Woodmark produced a folding carpenter's rule. A folding aluminum rule reportedly was introduced by Woodmark in the 1940s or 1950s, and is thought to be innovative because of the aluminum material and was considered competitive with folding rules manufactured by the large national Stanley tool company.[153]

By 1963 the Professional Instrument Company had acquired the building. According to the company website, Professional Instruments Company was established in 1946 by brothers Ted and Harold Arneson. In 1963 the firm constructed a loading dock and ramp inside the building's southeast corner and built the large separate vehicular garage building south of the Woodmark building. No construction date was determined for the concrete block addition to the southwest corner of the building because no building permit was identified. The company produced a wide variety of precision and consumer machined products.[154]

The Arnesons are property owners of record in 2010 and the building continues to be used as a machine shop. The primary item produced in the building is Professional Instrument's "air bearing," the firm's signature product.[155]

The Woodmark Industries Building was designed in the Streamline Moderne architectural style by the Minneapolis firm of Lang and Raugland. Oscar Lang and Arnold Raugland established their partnership of Lang, Raugland and Lewis in 1922, becoming Lang and Raugland in 1930. Lang attended the

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[151] Bradley, "Survey," October 8, 1945; "Certificate of Occupancy for 4601 Highway #7, Building Permit 3553," October 1945. Available at St. Louis Park City Hall building permit files, St. Louis Park, Minn.

[152] Business Organization Inquiry, "Woodmark Industries, Inc.," Minnesota Secretary of State Online Access http://da.sos.state.mn.us/minnesota/corp_inquiry-entity.asp (accessed 20 April 2010).

[153] "A rare folding rule of aluminum – Woodmark," at Worthopeida – Premier Price Guide http://worthpoint.com, (accessed 4 April 2010).

[154] "Application for Building Permit and Certificate of Occupancy," Permit Number 1781, August 12, 1963 and "Application for Building Permit and Certificate of Occupancy," Permit Number 1989, November 20, 1963. Available at St. Louis Park City Hall building permit files, St. Louis Park, Minn. An early interior photograph on the company's history web page appears to show the interior of the Woodmark building with the square factory sash clearly visible. Professional Instruments Company website, http://www.airbearings.com/history1946, accessed April 20, 2010.

[155] Professional Instruments Company, "Established 1946," http://www.airbearings.com/history1946 (accessed 20 April 2010); also information from company employees at the building, 8 April 2010.

University of Pennsylvania School of Architecture from 1913 to 1915. His early career included work with two noted Minneapolis architectural firms, Hewitt and Brown, and Long, Lamoreaux and Long. Raugland was an engineer and received a degree from the University of Minnesota in 1920. The firm continued until 1992 under a series of partners following Lang's death in 1960.[156]

As Lang and Raugland, the firm produced a wide variety of commissions for private and public buildings and structures, including some industrial and commercial buildings with stylistic similarities to the Woodmark Building from the same post-World War II time period. The plans for the Woodmark Industries Building were not found in the Lang and Raugland Papers at the Northwest Architectural Archives. A similar design, however, was used for the D.B. Rosenblatt and Company's Minneapolis factory building in 1946.[157] Like the Woodmark building, the Rosenblatt factory plans depict a wide and low main façade (though not nearly as horizontal as Woodmark) that emphasizes the horizontality with unbroken bands of glass-block windows. As in the Woodmark building, rectangular fixed-sash windows are regularly spaced across the window band at the apparent centers of bay locations. The facade is two stories, similar to Woodmark, but in this case the exterior design reflects a true two-story interior.

Overall, the Rosenblatt Building as depicted in the plans and the Woodmark Building as built are similar light industrial variations of the Streamline Moderne design by Lang and Raugland. Before the Rosenblatt Building could be constructed, its proposed site at 1000 Currie Avenue North, Minneapolis, was acquired by the Warner Brothers Picture Distribution Corporation. Warner Brothers had its own architect, E.C.A. Bullock, adapt Lang and Raugland's Rosenblatt plans for their own purposes and, in the process, modified elements of the design—notably the corner entrance. As a result, the Warner Brothers Picture Distribution Corporation Building as built (now the Catholic Charities Branch Building) is somewhat different from the 1946 Rosenblatt plans, although there is a clear and identifiable relationship between the design and linear arrangement of the glass block windows in both buildings. The Catholic Charities Branch Building as it appears in 2010 is reminiscent of Lang and Raugland's Streamline Moderne style in industrial design, but not as representative of the style as the original 1946 plans for Rosenblatt and not nearly as representative as the extant Woodmark Industries Building. In addition, the Catholic Charities building does not have the open and unaltered setting that has been retained by the Woodmark Building.

Located two miles away from Woodmark at 6520 West Lake Street is another Streamline Moderne building that is almost a miniature version of the Woodmark Building (see Figure 67). The year built and the name of the designer of this small commercial building are unknown. Identified on its exterior as "SMD Sel-Mor," the small commercial building exhibits stylistic elements and materials similar to

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[156] "Lang and Raugland Papers," Northwest Architecture Archives, Elmer Anderson Library, University of Minnesota, Minneapolis, Minn.

[157] D.B. Rosenblatt and Co., Inc., Factory building blueprints, "Commission 0681," 1946. Available at "Lang and Raugland Papers," Northwest Architectural Archives, Elmer Anderson Library, University of Minnesota, Minneapolis, Minn. The Warner Brothers Picture Distribution Corporation Building (now Catholic Charities Branch Building) is discussed in Chad Moffett, "Evaluation of National Register Eligibility" letter report, Mead & Hunt, Inc., to Scott Ehrenberg, Community Planning and Economic Development (CPED), Minneapolis, January 20, 2005, copies available at the CPED office and the Minneapolis Heritage Preservation Commission office.

Woodmark, including the cream brick color, but it is not as fully developed architecturally and not as pristine. The SMD Sel-Mor building features include similar Streamline Moderne horizontality in one story, symmetrical design around a center entrance, rectangular glass-block windows with centered opening sash, and a recessed entrance with flanking rounded glass-block window-walls. The facade is altered with a large modern cornice used for signage. Unlike the free-standing Woodmark Industries Building, the SMD-Sel-Mor building is a single façade within a continuous block-long strip of largely unrelated commercial and retail structures and does not stand alone as a separate structure.

Figure 66. SMD Sel-Mor building, 6520 West Lake Street, Minneapolis, view facing north.

Evaluation

The Woodmark Industries Building is best evaluated in the context of architectural style incorporating selected features of industrial architectural. Two sources are used to establish the elements of design and construction: Marcus Whiffen's *American Architecture Since 1780: A Guide to the Styles,*[158] and Betsy Hunter Bradley, *The Works: The Industrial Architecture of the United States*.[159]

Whiffen establishes three fundamental characteristics for Streamline Moderne,[160] the style reflected in the Woodmark building's exterior design:

- Horizontality in overall form, with verticality reserved for entrances
- Curved surfaces, including end walls, corners, bays, and cylindrical projections
- No ornament apart from stringcourses and trim emphasizing horizontality

Additional elements noted by Whiffen and applicable to Woodmark include walls of brick or concrete, usually plastered, and the use of glass block for translucency and textural contrast. Whiffen further notes that Streamline Moderne was the architectural style of the late 1930s. He classifies the styles that follow chronologically as "Styles that have flourished since 1945," thus placing the Midwestern example of Woodmark in 1945-46 at the end of the Streamline Moderne period nationally.

As noted in the building description above, the Woodmark building clearly exhibits Whiffen's three character-defining features of Streamline Moderne. Feature one: Woodmark's main façade is absolutely horizontal with only the entrance exhibiting vertical elements. The projecting north bay has Whiffen's second key feature: all the bay's corners are curved. The minimal amount of trim represents Whiffen's third characteristic, no ornament apart from limited trim emphasizing horizontality: in Woodmark's case this is the narrow horizontal concrete band connecting the upper windows. Woodmark further exhibits the secondary features, including the use of glass block for both interior light and surface texture, and the use of brick for three facades and stucco for the fourth.

To understand how Woodmark's design and construction serve the building's function, however, the evaluation needs to extend beyond Streamline Moderne aesthetics and examine the building's industrial architecture. As Bradley writes in *The Works*, "Traditional emphasis on architectural style . . . fails to provide a framework for meaningful analysis of industrial architecture."[161] To explore this point and evaluate the interaction of aesthetic style and industrial design in the Woodmark building, it is useful to focus on a feature that embodies this particular intersection, the building's sawtooth roof. As described above, the industrial sawtooth roof employs a complex series of raised vertical window planes and sloping roof planes to bring light through an otherwise flat and windowless roof area into a large interior

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[158] Marcus Whiffen *American Architecture Since 1780: A Guide to the Styles*[158] (MIT Press, revised edition, 1992).

[159] Betsy Hunter Bradley, *The Works: The Industrial Architecture of the United States* (Oxford University Press, 1999).

[160] Whiffen, p. 241.

[161] Bradley, p. 202.

workspace. Its name is derived from the edge or cross-section of the roof, which appears similar to a giant sawblade with large saw teeth facing upwards, each triangle of window and roof segment creating one "tooth."

Bradley discusses sawtooth factory roofs at length, but one statement in particular captures the essence of the situation in the Woodmark building. Bradley writes, "One engineer considered the introduction of the sawtooth roof one of the most important advances in the design of industrial buildings, though he admitted that appearance, uniformity, and symmetry were sacrificed for practical usefulness."[162]

In other words, the sawtooth roof was an important innovation in industrial design, but its appearance created aesthetic problems even for efficiency-minded structural engineers, who had difficulty seeing how the aesthetic style and function could be combined in an acceptable manner.

As analyzed by Bradley, the sawtooth roof feature had significant advantages and liabilities. It provided necessary north light (consistent, even light) for large workspaces, especially those where "comparatively low headroom" was required, but it required a complicated roof design and construction with extensive flashing and was therefore expensive. And, as noted above, even to efficiency-minded engineers, it was not aesthetically pleasing. According to Bradley, "During the 1890s, factory designers often concealed the 'unpleasant exterior effect of the sawtooth roof' by extending walls as parapets" to hide the awkward sawtooth profile on the outside edge.[163]

The Woodmark sawtooth roof exhibits these same conflicting characteristics. It provides the north light needed for machine shop work over the entire building footprint, supplemented by the extensive use of large glass-block windows and factory-sash windows in the walls. On the other hand, it apparently was perceived as unattractive because the wood parapets were constructed to extend the end walls and thus conceal the sawtooth edge.

Significant here, however, is the ingenious incorporation of the roof's north band of windows into the Streamline Moderne main façade. The sawtooth roof as constructed in the Woodmark building was not, by 1945, a new or innovative industrial design. The sawtooth concept, however, remained useful and may have become a less-expensive and practical solution to factory lighting when Lang and Raugland adapted it. No information is available to explain whether cost was a consideration in the Woodmark roof design. In Woodmark, Lang and Raugland integrated this factory lighting element—the sawtooth roof—within a limited amount of roof area and simultaneously used it to reinforce one of Whiffen's character-defining features of Streamline Moderne style, horizontality on the main facade. While banded glass-block windows appear in other Lang and Raugland plans, including the Rosenblatt Building and the SMD-Sel-Mor building, they do not appear to be integrated with additional significant functional or industrial design elements as in Woodmark.[164]

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[162] Bradley, p. 192.

[163] Bradley, p. 192.

[164] For additional comparisons, see also in Lang and Raugland Papers, plans for Process Building for Northwest Linseed Company (1947), Electric Machinery Manufacturing Company building (1945), and Red Owl Stores Office and Warehouse (1946-1948).

Evaluated in the context of the Rosenblatt Building and the SMD-Sel-Mor building, the Woodmark Industries Building is an excellent representative of the Streamline Moderne architectural style as used for a light-industrial building. Lang and Raugland's design incorporates and expresses the three character-defining features of the style as described by Whiffen: extreme horizontality with banded windows and a carefully conceived two-story front facade, rounded brick corners on the projecting bay, and rounded glass-block recessed entrance features.

Of the three examples considered, Woodmark is not only the best-preserved and unaltered, but it survives in an unaltered suburban setting that allows the building to be viewed from all directions as it was when built. It especially retains the original views from the north (the Highway 7 frontage road) and is well sited in its large, open, and lightly wooded suburban lot. No other buildings intrude on the site to interrupt the primary views.

The use of the Streamline Moderne exterior to simultaneously facilitate and conceal the industrial functions inside is compatible with, and appropriate for, the building's location on a newly opened suburban boulevard where a purely functional factory design would be considered less aesthetically acceptable. Lang and Raugland's design cleverly adapts Streamline Moderne stylistic features to meet industrial needs, notably the use of the sawtooth roof and large glass-block windows to provide large amounts of daylight across an open interior space filled with precision machinery. As such, the Woodmark Industries Building is not only an excellent unaltered representative of the Streamline Moderne as defined by Whiffen, but it is also an excellent unaltered representative of light industrial architecture as described by Bradley, designed to fit within a mid-twentieth-century suburban setting.

The Woodmark building's integrity of design and materials is excellent, with no apparent alterations to the main facade and only minor changes and one addition to other elevations. The property also retains good integrity of location.

Recommendation

The Woodmark Industries Building is recommended eligible for the National Register under *Criterion C: Architecture* as an excellent example of the Streamline Moderne style used in industrial building design in a post-World War II suburb. The building is recommended not eligible under *Criterion A* because no association with a significant event or pattern of events was found. The building is recommended not eligible under *Criterion B* because no association with a significant person was found.

4.4.3 Union Congregational Church

MnSHPO Inventory Number: HE-SLC-053
Address: 3700 Alabama Avenue South
City/Township: St. Louis Park

Description

The Union Congregational Church is located at 3700 Alabama Avenue South in St. Louis Park, Minnesota. The church is situated at the northwest corner of Oxford Street and Alabama Avenue South. The front facade of the church is oriented to the east (see Figure 68). A paved parking lot is located immediately adjacent to the rear (west) elevation. A playground area with modern equipment is located along the north edge of the property. A concrete sidewalk wraps around the perimeter of the property to the north, east, and south.

The Union Congregational Church was designed by local architects Carl Bard and Joseph Vanderbilt in 1937. Construction of the church began in May 1939 and was completed in 1941. Constructed of cut stone, the side gable church has a rectangular plan with two one-story gable protrusions at the northwest and northeast corners of the building. Both of the protrusions feature a chimney (see Figure 69). A bell tower is located at the southeast corner and features a decorative crenellated buttress, pointed-arch vents, and a pointed-arch entryway with a wood door. A gable vestibule with a metal entrance door is located at the southwest corner (see Figure 70). Windows are a combination of paired, diamond-shaped, multi-light stained glass and bands of three pointed-arch stained glass with stone lintels and sills, and replacement one-over-one, double-hung sash. Windows feature their original wood traceries. A large stained glass rose window is centrally located on the north parapet. The cornerstone has three dates marking the start of the church in 1870, the official organization of the church in 1883 as the Union Congregational Church, and 1941 for the completion of the new building.[165]

An education building was constructed to the north of the church in 1951 (see Figure 71). The building was designed by local architects Armstrong and Schlicting.[166] The two-story vernacular building with modern influences has an irregular plan and flat roof with a brick chimney. The exterior cladding is a combination of brick and cut sandstone. An enclosed entrance vestibule with modern plate-glass doors is located near the northeast corner. Windows are a combination of one-over-one, double-hung sash, glass block, and awning. In 1984 a one-story, brick hyphen was constructed to connect the side (north) elevation of the church to the side (south) elevation of the education building (see Figure 72).[167] The hyphen has a rectangular plan with flat roof and fixed single pane windows. Flat roof porticos supported by brick columns shelter the entryways on the east and west elevations.

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[165] "Union Congregational Church Has Seen Numerous Changes in 110 Years." Newspaper clipping, available at Union Congregational Church site files, St. Louis Park, Minn.

[166] Caren E. Carlberg, Secretary, "Minutes of a Special Meeting of the Executive Committee of the General Building Commission," 27 November 1949. Available at Union Congregational Church site files, St. Louis Park, Minn; E.M. Martinson, "Minutes of the Executive Committee," 20 December 1949. Available at Union Congregational Church site files, St. Louis Park, Minn.

[167] Mary Kay Sauter, interview by Mead & Hunt, Inc., St. Louis Park, Minn., 30 March 2010.

With the connection of the two buildings in 1984, the footprint of the building more than doubled the original footprint of the church building. The education building was constructed in a much larger size and scale compared to the church and dominates the property as a whole. Although the education building features stone veneer cladding in an effort to complement the church, the use of brick masonry on the facade disrupts the intended visual continuity. In addition, the church is set back much farther on the property than the education building, which was placed much closer to the sidewalk. Therefore, the education building is featured more prominently on the parcel.

Figure 67. Overview of Union Congregational Church property, view facing northwest.

Figure 68. Union Congregational Church front (east) elevation, view facing west.

Figure 69. Union Congregational Church rear (west) elevation, view facing northeast.

Figure 70. Education Building, front (east) and side (north) elevations, view facing southwest.

Figure 71. 1984 hyphen addition, front (east) elevation, view facing northwest.

History

The Union Congregational Church started in 1870 when Reverend H.A. Stimson began delivering sermons to the rural residents living southwest of the city of Minneapolis in Minneapolis Township. Prior to the construction of a church, services were held in the local schoolhouse. In 1878 Mrs. Margaret Scott donated land located west of the existing schoolhouse at the corner of Wooddale Avenue and Excelsior Boulevard for a church to be built.[168]

The new church was called Clarke Chapel until it was formally organized on March 14, 1883, and the name was officially changed to Union Congregational Church.[169] As more people began settling in the area, church membership began to grow and by 1890 it had 123 members.[170] In 1893 the church received a generous donation from one of St. Louis Park's founding fathers, Joseph Hamilton, when he gifted a parcel of land located at the corner of Oxford Street and Alabama Avenue. Within the year, the church was dismantled and reassembled over a partial basement on the new lot.[171]

As more and more people were drawn to the community, the Union Congregational Church's membership increased. After the turn-of-the-century, the congregation outgrew the existing 30-by-48-foot building, which lacked indoor plumbing.[172] In the 1920s membership in the church increased again with the acceptance of members from a Methodist congregation whose church burned down.[173] As a result, the church was referred to as the Community Church of St. Louis Park from 1927 to 1941. During this time, church members recognized the need for more space and started a building fund. However, the Depression delayed fundraising efforts. Despite the financial challenges the church continued to move forward, and by 1937 plans for a new church building were complete. Two local architects, Carl Bard and Joseph Vanderbilt, designed the new building.[174] Construction began on Mother's Day 1939 under the supervision of Frank Bye, a local stone mason and church member.[175] Bye used stone from the foundation of the old church building to construct the new bell tower; the remainder of the stone was

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[168] "Dedication September 14-21, 1941", N.p., c.1941, 3. Available at Union Congregational Church site files, St. Louis Park, Minn. Union Congregational Church, St. Louis Park, Minn.

[169] Union Congregational Church: United Church of Christ, "History of Union Congregational Church," http://www.unionslp.com/history.html (accessed 24 March 2010); "Dedication September 14-21," 3.

[170] "Union Congregational Church Has Seen Numerous Changes in 110 Years."

[171] "Union Congregational Church Has Seen Numerous Changes in 110 Years":

[172] "History of Union Church," N.p., n.d. Available at Union Congregational Church files, St. Louis Park, Minn.; Unknown newspaper, "Union Congregational Church Has Seen Numerous Changes in 110 Years."

[173] "History of Union Church," N.p., n.d.; Unknown newspaper, "Union Congregational Church Has Seen Numerous Changes in 110 Years."

[174] "Union Congregational Church Has Seen Numerous Changes in 110 Years."

[175] "Union Congregational Church," N.p., n.d.

donated from an old Pillsbury Flour Mill.[176] Construction of the church was completed in 1941, and the building was large enough to house its 200 official members.[177]

After World War II, the population of St. Louis Park increased and it was not long before space once again became an issue for the church. By the late 1940s and early 1950s the church membership had increased to 701, including 510 children enrolled in Sunday school and 143 enrolled in the church's grade school.[178] The congregation decided to expand once again in 1949 by adding an education building to the north end of the property. The new education building was designed by Armstrong and Schlicting. Construction of the education building was completed in 1951. In 1957 church membership had increased to 1,148 and the new education building housed 653 students.[179] The congregation became a member of the United Church of Christ in 1961.

By the early 1980s the church was looking to improve the facility. A brick hyphen was added to connect the church with the education building in 1984, which created enough interior space for a foyer with a cloakroom and restrooms.[180] The church has continued to grow through the years, meeting the needs of the congregation, and continues to serve Hopkins.

Evaluation

The Union Congregational Church and associated education building were evaluated for the National Register under *Criterion C:* A*rchitecture* applying Criterion *Consideration A: Religious Properties*. Although the church was designed by two local architects, Carl Bard and Joseph Vanderbilt, it is not the best representative example of their work. The architects designed several buildings throughout the Midwest, including the Francis Drake Hotel and Hennepin Avenue Methodist Church in Minneapolis. While the Union Congregational Church features elements of the Gothic Revival style, it does not display the high artistic value necessary to be considered eligible under *Criterion C*. Nor is it a significant example of a type or method of construction. The connection of the church and education buildings more than doubled the original footprint of the church building. Compared to the church, the education building is of much larger size and scale and visually dominates the property. Although the church and associated education building represent a religious property that evolved during the mid-twentieth century to meet the needs of the congregation, the connection of the buildings with the addition of hyphen detracts from the overall design, feeling, and setting of the church and diminishes the historic integrity of the property.

Recommendation

The Union Congregational Church is recommended not eligible for the National Register under *Criterion C: Architecture*.

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[176] "Union Congregational Church," N.p., n.d.; "Union Congregational Church Has Seen Numerous Changes in 110 Years."

[177] "History of Union Church," N.p., n.d.

[178] "Churches in St. Louis Park," N.P, c.1959. Available at Union Congregational Church site files, St. Louis Park, Minn.

[179] "Union Congregational Church Has Seen Numerous Changes in 110 Years."

[180] Mary Kay Sauter, interview by Mead & Hunt, Inc., St. Louis Park, Minn., 30 March 2010.

4.4.4 Northland Aluminum, Inc.

MnSHPO Inventory Number: HE-SLC-054 and HE-SLC-009
Address: 5005 Highway 7
City/Township: St. Louis Park

Description
Northland Aluminum Products is located in the southeast corner of Trunk Highway 7 and Trunk Highway 100 on 12.10 acres of property in St. Louis Park, Minnesota (see Figure 73).[181] Located in an industrial area, Northland Aluminum's site has been developed by David Dalquist and his family. The first Northland Aluminum Products building was constructed in 1946-1947 (Building #1), but a number of additions and alterations obscure any of the original structure. The site has grown and developed over the last 60 years with a number of building additions and new construction during times of the company's prosperity. Today, seven buildings make up the Northland Aluminum Products site: Buildings #2, #3, #5, #6 and #7 are connected and appear to be one large building.

While the buildings on the complex range from 1946 to 2009, the overall design aesthetic of the buildings is similar. A large 1968 building addition to the original 1946 building set the tone for all other buildings constructed on the site. Each building features rough unfinished concrete surfaces, modular prestressed concrete structural panels, and vertically stacked ribbon windows.

Building #1
A single-story concrete block building was the first building built on the lot in 1946-47 by the Dalquists. The building was a simple industrial building with little adornment and 15-light windows (see Figure 74). A number of expansions throughout the 1950s and 1960s enveloped this original building and it is not visible today.

Currently, the front (north) facade is composed of modular prestressed concrete panels broken by vertically stacked, fixed-over-awning windows. Due to the topography, Building #1 is a multi-story building with the front facade at two stories and the rear (south) elevation just one story. Four loading docks are located on the first story of the facade directly west of an enclosed entry. Building #1 is defined by a large glass wall corner feature added in 1968 (see Figure 75). The side (west) elevation is defined with prestressed concrete panels, while the east elevation features a one-story gable front, concrete block building with a metal seam roof, and bay door (see Figure 76). The side and rear elevations feature a variety of windows including fixed and fixed-over-awning.

Building #2
Building #2 was added to the site in 1970 as a freestanding building used for anodizing products. The appearance of the building follows the precedent set by the 1968 addition to Building #1 and features prestressed concrete wall panels and windows that are vertically stacked fixed-over-awning. The facade (north) also features one-over-one fixed windows with concrete block frames. A series of metal pipes and flues extend above the roof on the rear (south) elevation (see Figure 77).

[181] Hennepin County Assessors Property Tax Web Database, www.16.co.hennepin.mn.us (Accessed 12 April 12).

Building #3

Constructed in 1973, Building #3 is similar in appearance to its neighbors with prestressed concrete paneled walls and windows that are vertically stacked fixed-over-awning. Three loading docks are located in the hyphen of the building, which connects Building #3 to Building #2.

Building #4

This one-story commercial building with a rectangular footprint was built in 1950 and became part of the Northland Aluminum complex in 2006. The building features a flat roof and is clad with brick veneer over concrete block with a running course of edge brick defining the wall. The front (north) facade features two- and three-light, fixed replacement windows with canvas awnings. A modern stucco and glass vestibule and parapet extending above the roof line has been added to the facade (see Figure 78). The east and west elevations feature single-light fixed windows, all of which are replacements. A modern steel access door and brick chimney extending above the roof is located on the rear (south) elevation.

Building #5

Building #5 was constructed in 1974 and is the westernmost building on the complex. The building features prestressed concrete panels broken by vertically stacked fixed-over-awning windows. A concrete foundation is visible as the building gradually rises to the west. Two access doors are located on the front (north) facade on the east and west end of the facade, respectively. The side (west) elevation and rear (south) elevation are also prestressed concrete panels and feature a number of loading docks. A loading dock on the rear elevation was filled in when the pedestrian trail adjacent to the building was installed.

Building #6

Building #6 connected Buildings #2 and #5 to add additional warehouse and manufacturing space in the 1980s. The front (north) facade features a large glass and aluminum vestibule. Curved towers clad with glazed tile flanking the entrance to the building define the edges of the facade (see Figure 79). The rear (south) elevation features prestressed concrete panels and filled in loading docks with corrugated metal panels and concrete block. A set of three, one-over-one windows and modern steel access door has been added to the east.

Building #7

Constructed in 2009, Building #7 was designed to integrate stylistically into the site. Prestressed concrete modular panels and vertically stacked fixed-over-awning windows comprise all elevations. Fixed glass and aluminum windows are located on both the southeast and northeast corners of the addition (see Figure 80). Eleven loading docks and an entry door are located on the side (east) elevation.

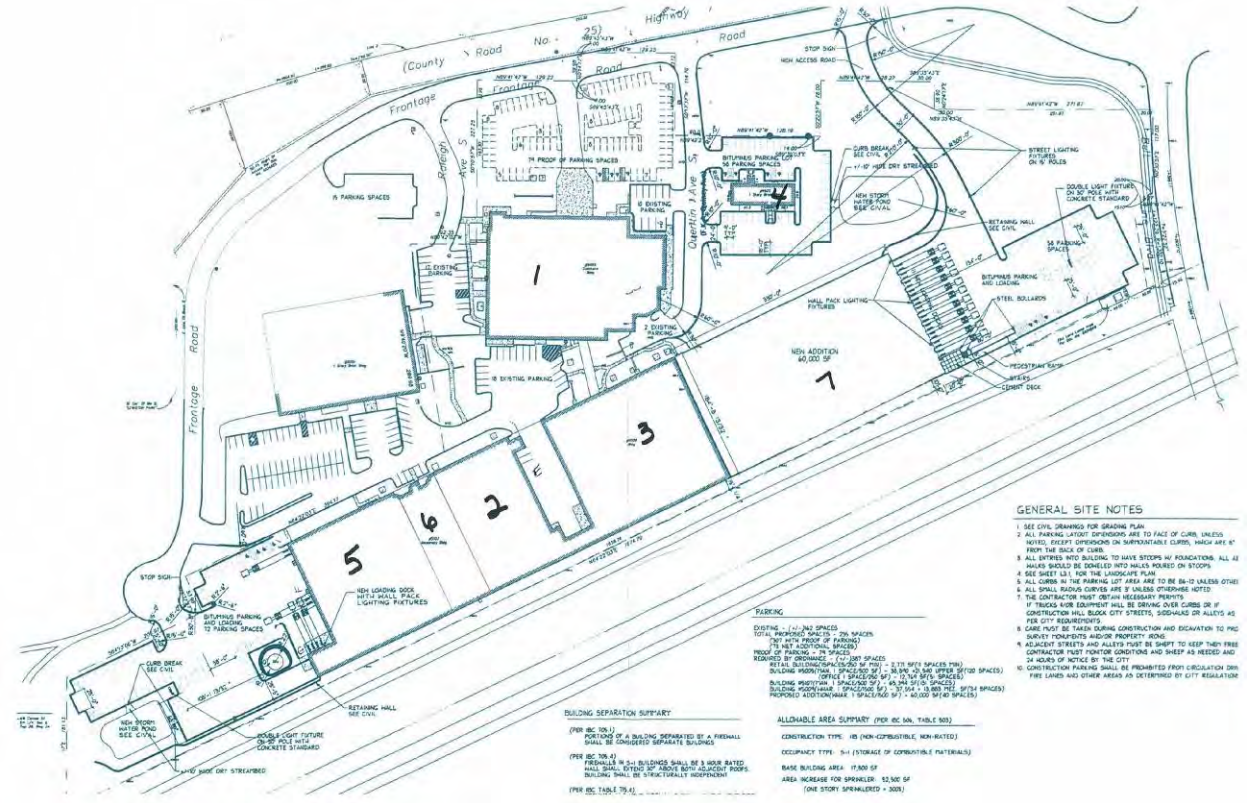

Figure 72. Current site plan for the Northland Aluminum Products site. The buildings have been numbered in chronological order of date of construction with the exception of Building #4, which was purchased and added to the complex in 2006.

Figure 73. The first building for Northland Aluminum Products, constructed in 1946-47, has since been enveloped by later additions (from The Nordic Ware Saga, 13).

Figure 74. Glass wall corner feature found on the northwest corner of Building #1, added in 1968, view facing southeast.

Figure 75. Northeast corner of Building #1, the prestressed concrete panels were added as part of the 1968 building addition, view facing southwest.

Figure 76. Rear elevation of Buildings #2 and #3, view facing north.

Figure 77. Building #4 facade and west elevation, the structure was built in 1950 and added to the Northland Aluminum building inventory in 2006, view facing southeast.

Figure 78. The facade of Building #6 features a large glass vestibule, view facing south.

Figure 79. Northeastern elevation of Building #7 showing both glass corners and loading docks, view facing southwest.

History

The area that is now the Northland Aluminum Products site was largely undeveloped in the 1930s and 1940s. A railroad corridor defines the southern border of the property, part of which is now a pedestrian trail. The site was home to the Robin Hood Flour grain elevator (razed in 1968) and the extant Peavey-Haglin Experimental Concrete Grain Elevator (built in 1899).[182] In 1946 brothers Mark and Dave Dalquist purchased a lot in the middle of the site and built a one-story, 2,000 square foot concrete block building to house their growing "Plastics for Industry" company (Building #1).[183] The brothers manufactured foundry patterns and prototypes from plastic resins and aluminum for a number of companies including General Mills and Minneapolis Moline.[184] The company continued to grow throughout the late 1940s and early 1950s, producing a number of specialized bakeware pans and irons that revived old baking traditions.[185]

In 1950 the Dalquists purchased Northland Aluminum Products, carrier of the Nordic Ware product line, from Leonard Nordquist and officially adopted the name for their product line.[186] Northland Aluminum Products is best known for their development of the Bundt Pan and pioneering the use of non-stick coatings on cookware. In 1950 the company trademarked the Bundt Pan, a heavy cast-aluminum fluted pan that was originally used in Europe.[187] The decorative pan was successful because of its unique shape and because it reminded many of "old world cakes."[188] By 1960 the Bundt Pan was "America's #1 selling cake pan."[189] The pan became a national sensation in 1966 when a Teflon coated Bundt Pan was used to create the "Tunnel of Fudge Cake," the winner of the Annual Pillsbury Bake-Off Contest.[190] A partnership with Pillsbury, who would make a cake mix to be sold with the pan, was born in the 1970s and dramatically increased Northland Aluminum Product's profitability as Americans were "eager and ready for a delicious cake mix baked in a novel shape."[191]

During the mid-1960s, Northland Aluminum Products was also developing the use of Teflon coatings on different products for medical, industrial, and commercial application and on the specialty bake and cookware. In 1964 DuPont, inventors of Teflon, licensed Northland Aluminum to use of the coating on

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[182] The Peavy-Haglin Experimental Concrete Grain Elevator is listed as a National Historic Landmark and in the National Register of Historic Places.

[183] David Dalquist, *The Nordic Ware Saga* (Minneapolis: Kirk House Publishers, 2006), 13.

[184] Dalquist, 11-12.

[185] "History of Northland Aluminum Products," (n.p: 1975). Available from St. Louis Park Historical Society "Nordic Ware" clippings files, St. Louis Park, Minn.

[186] "History of Northland Aluminum Products," 16-17.

[187] "History of Northland Aluminum Products," 38.

[188] Dalquist, 40.

[189] "History of Northland Aluminum Products," 219.

[190] "History of Northland Aluminum Products," 39; *The Florence Times Daily* (Alabama), 25 September 1966, 18.

[191] Dalquist, 42.

Nordic Ware products. Teflon coatings on Nordic Ware would let a housewife "cook, bake and make delicious molded salads with quick-cleaning ease and gourmet results."[192]

Growth of the company in the 1950s and 1960s called for additional manufacturing, office, and warehouse space. Building #1 was expanded in 1953 to a 3,900-square-foot building and a second story was added.[193] Steadily, the building expanded as the company continued to grow with building additions in 1958, 1959, 1961, and 1962. An existing 3,500 warehouse located east of Building #1 was purchased from the Renner Well Company and a 7,000-square-foot prestressed concrete addition was added connecting the warehouse to Building #1. In 1967 two additional building expansions of unknown size were undertaken, further expanding Building #1. The largest addition occurred in 1968, when a 26,000-square-foot addition of prestressed concrete and a defining glass wall tower at the northwest corner of the building were added.[194] The addition, which featured prestressed concrete panels, ribbons of vertically stacked windows, and glass vestibules, set the design aesthetic for future buildings.

Due to Teflon coated cookware and a partnership with Pillsbury, sales of Nordic Ware dramatically increased through the 1970s, with peak production at 30,000 Bundt Pans produced per day.[195] This amount of production and development of coating techniques required a larger building and new manufacturing space. In 1970 a 5,600-square-foot manufacturing building south of Building #1 was constructed (Building #2). In 1973 another 7,000-square-foot facility (Building #3) directly to the east of Building #2 was built and in 1974 an additional warehouse (Building #5) west of Building #2 was erected.

Throughout the 1970s and 1980s, Northland Aluminum Products developed innovative plastic and aluminum casting methods, including products that were designed to work in microwaves.[196] Expansion of the company continued, and in 1982 Buildings #2 and #5 were enclosed (Building #6) to allow for greater flexibility of space.[197] Throughout the last two decades Northland Aluminum Products has focused on maintaining their product line and exploring innovations in cookware, including grill-safe, non-stick cookware. In the early 1990s the company was recognized as the world's leading applicator of commercial non-stick coatings.[198]

A single-story brick structure adjacent to Northland Aluminum Product's headquarters, located at 4925 Highway 7, was acquired and incorporated into the site as Building #4 in 2006. This structure was built in 1950 as a veterinarian clinic and pet hospital by Bennett Porter.[199] Alterations to the structure at an

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[192] *Chicago Tribune* (Chicago), 19 April 1965, 17.

[193] Dalquist, 30.

[194] "History of Northland Aluminum Products."

[195] Dalquist, 42.

[196] Dalquist, 219.

[197] Bette Danielson of Northland Aluminum Products, email message to Mead & Hunt, 5 April 2010.

[198] Bette Danielson of Northland Aluminum Products, email message to Mead & Hunt, 5 April 2010.

[199] "Park Veterinarians," St. Louis Park Historical Society, www.slphistory.org (accessed 13 April 2010).

unknown time include the addition of a modern vestibule and parapet on the facade, replacement of windows, and filling in of windows and doors on the rear and side elevations.

In 2009 a 60,000-square-foot building addition to the east of Building #3 was added to the site. The addition draws its aesthetic inspiration from Building #1 and features modular prestressed concrete paneling and a large glass window entry on both the northeast and southeast corners of the structure.

The number of alterations, building additions, and expansions in the last 60 years is a testament to the growth and prosperity of the Northland Aluminum Products but the evolution of the site and buildings on the site is not easily discernable due to the continuity in design aesthetic. In particular, the original structure of Building #1 was enveloped by building additions in the 1950s and 1960s. The additions remove most of the early context of the Northland Aluminum Products story. Buildings #2 through #6, which post-date the significant achievements of the company, have been relatively unaltered over the years and retain original windows and doors.

Evaluation

The Northland Aluminum Products site was evaluated under *Criterion A* at the national level in the area of *Invention*. Northland Aluminum Products is a significant industry in Minnesota and the nation because it developed the Bundt Pan, which brought "old world" decorative cakes to the American public, and pioneered the first non-stick coatings for cookware and bakeware which allowed for ease of cooking and cleaning of pans. The period of significance includes two dates, 1950 for the design of the Bundt Pan and 1964 for the development of non-stick cookware.

To best understand the significant inventions of the Bundt Pan and Teflon coatings, the building in which these inventions took place between 1950 and 1964 should embody the historic period and convey a sense of place and time. Therefore, retaining integrity of location, setting, feeling, and association are especially important. While integrity of location and setting is retained, due to the number of alterations and additions to Building #1 after 1964, where the development of the Bundt Pan and Teflon coatings occurred, integrity of feeling and association have been lost. The design aesthetic applied in 1968 conveys a feeling of time not associated with the period of significance when historic events defining the company occurred. The overall historic character of the building has been lost with the alterations and the property does not possess integrity.

Recommendation

While the Northland Aluminum Products site is significant under *Criterion A: Invention* for the development of the Bundt Pan and non-stick cookware, the site does not retain the historic integrity needed to convey this significance and is recommended not eligible for the National Register.

4.4.5 Motor Travel Services Building

MnSHPO Inventory Number: HE-SLC-055
Address: 3907 Highway 7
City/Township: St. Louis Park

Description

Located at 3907 Highway 7, the Motor Travel Services Building is a round, formed concrete, commercial building.[200] Designed by James R. Dresser and Associates between 1959 and 1961 and built by Arkay Builders for Motor Travel Services and Hoffman Callan Printing in 1962 and 1963, the building has been continuously used for commercial purposes.[201] It is located on 1.17 acres and is surrounded by similarly aged single-and multi-family residences to the east and south and commercial businesses to the west.[202]

This commercial building is 24 feet tall with a 116-foot-diameter circular plan and features a flat roof (see Figure 81).[203] The building is defined by walls constructed of formed concrete and has a concrete foundation. The wall pattern is inset and geometric in nature (see Figure 82). Entrance into the building is on the west side, facing the adjacent lot to the west. A projecting wood canopy shelters the glass and aluminum entrance door. The front of the building faces Highway 7 and features a horizontal band of 12 single-light fixed windows located at grade (see Figure 83). Above and to the west end of the horizontal band of windows is a larger window with two sets of four-light fixed windows separated by aluminum panels. Two sets of four-light fixed windows are located on the east side of the building facing France Avenue.

The south side of the building faces a parking lot and features an additional modern steel access door and a loading platform. The platform projects away from the building and rests on a concrete foundation. Formed concrete walls that match the building are located on the east, west, and south sides of the platform (see Figure 84). A smaller wood frame loading dock is located on the east side of the platform and may not be original to the building. Metal stairs adjacent to the building are also located on the east side of the platform. A concrete block utility shed is located to the south of platform.

It appears that the windows on the east and west sides of the building have been replaced with modern windows to fit the openings, while the band of at grade 12 single-light fixed windows appear to be original. The original design featured a cantilever deck on the east side of the building. The cantilever deck is no

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[200] This is the legal address for the property. The physical address indicated on the building is 3000 France Avenue South.

[201] "3000 France Ave.," *St. Louis Park History*, www.slphistory.org (accessed 20 April 2010); Permit Number 1157, "Application for Building Permit and Certificate of Occupancy," 8 August 1962, City of St. Louis Park building permits, St. Louis Park, Minn.

[202] Hennepin County Assessors Property Tax Web Database, www.16.co.hennepin.mn.us (accessed 20 April 2010).

[203] Permit Number 1157, "Application for Building Permit and Certificate of Occupancy," 8 August 1962, City of St. Louis Park building permits, St. Louis Park, Minn.

longer extant and the original patio doors have been replaced with fixed windows. Few other exterior alterations to the building have been made.

Figure 80. Front of the Motor Travel Lodge Building, view facing south.

Figure 81. Detail view of the geometric formed concrete pattern.

Figure 82. Front portion of the building, view facing southeast.

Figure 83. Loading dock on the south portion of the building, view facing southeast.

History

The building located at 3907 Highway 7 was designed and constructed to house the offices of Motor Travel Services Company and Hoffman Callan Printing Company. Research revealed little information about the Motor Travel Services Company. According to Dresser, the Motor Travel Services Company was an early competitor of the American Automobile Association, also known as AAA.[204]

At the request of the building's other primary tenant Hoffman Callan Printing Company, Dresser designed the building round to create efficiency in the printing process. The printing process would begin at the entrance to the lower level and continue around the building in a circular pattern with the printing process ending at the loading dock entrance. From there, the product could easily be sent to waiting trucks for shipping. The upper level of the building was reserved for executive officers, accountants, and secretarial work.

St. Louis Park Historical Society files indicate the original development plan for this property was a two-story office building and 45-unit motel. Research did not reveal why the motel portion of the design was not constructed though it has been speculated by the designer that funding fell through for the motel.[205] The building has housed a number of commercial businesses, including Motor Travel Services Company, Hoffman Callan Printing, Maritz Laboratories, Galaxy Film Service, and the Country Club Market. The building is currently occupied by ASAP, a printing and design company.[206]

Figure 84. East side of the Motor Travel Services Building under construction (Image from St. Louis Park Historical Society website, www.slphistory.org).

Architect James Dresser was a protégé of Frank Lloyd Wright, studying with Wright as a Taliesin Fellowship architect in Spring Green, Wisconsin, in 1945.[207] Taking Prairie School design ideals with him,

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[204] Mr. James Dresser, telephone interview by Mead & Hunt, Minneapolis, Minn., 13 July 2010.

[205] Mr. James Dresser, telephone interview by Mead & Hunt, Minneapolis, Minn., 13 July 2010.

[206] "3000 France Ave.," *St. Louis Park History*, www.slphistory.org (accessed 20 April 2010).

[207] Rovie Rep, "Splendid Example of Wrightian Architecture in Monroe," *Green County Spotlight*, www.greencountyspoltight.com (accessed 19 April 2010); "The Fellows Roster," *Taliesin Fellows Newsletter*, 15 October 2001, 4.

Dresser began designing commercial and residential buildings primarily in the Wisconsin area. Dresser's designs typically feature Prairie School aesthetics, including low roof-lines, organic building materials, wide-eave overhangs, extensive use of glass to bring the outdoors in, and horizontal lines. Interior finishes, furniture, and lighting are also often custom designed by Dresser for his buildings.

An article discussing Dresser's worked heralded his designs as "artfully combining one of a kind architecture and closeness with nature" and "simultaneously intriguing and pleasing to the eye."[208] His portfolio includes a number of restaurants in Wisconsin Dells, Wisconsin. The Lake Geneva Public Library and two residences in Shorewood Hills are located in National Register-listed Historic Districts in Wisconsin.

Evaluation

The Motor Travel Services Building was evaluated for the National Register under *Criterion C: Architecture* as an example of distinctive characteristics of type, period, and method of construction of the Modern architecture style. The building was designed by architect James Dresser and expresses the postwar modernist movement. Postwar modernist architecture featured the use of new building materials and experimentation with form to create of one-of-a-kind buildings. In particular, 1960s modern architecture was about the combination of "science and art."[209] The Motor Travel Services Building displays characteristics of Modern architectural styles and the less formal postwar futurism as defined by striking shapes, dynamic lines, contrasts, and use of advanced materials.[210]

Contemporary architects were developing innovative public buildings throughout the 1950s and 1960s, which emphasized unique forms, the use of mathematics, and application of experimental materials. Round structures were also a popular design during this period, including Frank Lloyd Wright's Guggenheim Museum, which may have influenced the architect. Other examples of postwar modern and futurist architecture include Welton and Becket's Capitol Records Building, CA (1956); Oscar Niemeyer's Brazilian National Museum, Brazil (1960); and the Montreal Biosphere (1967). The round form and emphasis of geometric patterning of the Motor Travel Services Building make a striking and unique appearance expressive of mid-century modernist architecture. The period of significance is 1963 to reflect the year the building's construction was completed.

The Motor Travel Services Building retains integrity of location, setting, feeling, and association and continues to reflect mid-twentieth modern and futurist design aesthetics. Although few alterations have been made to the building, the windows have been replaced reducing the building's integrity of materials. Because the building retains its sense of place and reflects a mid-century design aesthetic, the Motor Travel Services Building retains overall historic integrity.

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[208] Rovie Rep, "Splendid Example of Wrightian Architecture in Monroe." "Del-Bar History," *The Del-Bar*, www.del-bar.com (accessed 19 April 2010).

[209] J. M. Richards, *An Introduction to Modern Architecture* (Baltimore: Penguin Books, 1970), 11.

[210] "Post-war Futurism," *Essential Architecture*, www.essential-architecture.com (accessed 20 April 2010).

Recommendation

The Motor Travel Services Building is recommended eligible for the National Register under *Criterion C: Architecture* as a distinctive characteristic of type, period, and method of construction when it reaches 50 years of age.

5.0 Recommendations

Mead & Hunt conducted a Phase II Evaluation of 13 historic-age properties within the APE. Of those Phase II evaluations, eight properties were recommended not eligible, two properties are recommended eligible when they reach 50 years of age, and two properties and one district are recommended eligible for the National Register. In addition, the Peavey-Haglin Experimental Concrete Grain Elevator (HE-SLC-009), included within the Northland Aluminum, Inc. property, is listed in the National Register. See Table 6 for additional information.

Eligible and listed properties within the APE will be assessed for potential effects.

Table 6. Southwest Transitway Historic Properties

Survey zones: Eden Prairie, Minnetonka, Hopkins, St. Louis Park (excluding railroad-related properties)

Property Name (Historic)	Property Address	SHPO Inventory Number	NRHP Status	Project Segment(s)
Minnetonka Survey Zone				
Lang House	5038 Dominick Spur, Minnetonka	HE-MKC-101	Recommended eligible when it is 50 years old (2016)	1
Minneapolis Sewer Pipe Works/ Red Wing Sewer Pipe Company	11303 Excelsior Boulevard, Minnetonka	HE-MKC-102	Recommended not eligible	1, 3, 4
Hopkins Survey Zone				
Hopkins City Hall	1010 1st Street South, Hopkins	HE-HOC-026	Recommended eligible	4
Hopkins Downtown Commercial Historic District	800 to 1000 block of Mainstreet, Hopkins	HE-HOC-027	Recommended eligible	4
Minneapolis Moline Company	11111-11119 Excelsior Boulevard, Hopkins	HE-HOC-028	Recommended not eligible	1, 3, 4
Prodel, Inc. Building	30 8th Avenue South, Hopkins	HE-HOC-029	Recommended not eligible	4
Nygren Building	50 9th Avenue South, Hopkins	HE-HOC-030	Recommended not eligible	4
Oakridge Investment Co. Building	15 10th Avenue South, Hopkins	HE-HOC-031	Recommended not eligible	4
St. Louis Park Survey Zone				
St. Louis ParkHigh School	6300 Walker Street, St. Louis Park	HE-SLC-051	Recommended not eligible	4
Woodmark Industries Building	4601 Highway 7	HE-SLC-052	Recommended eligible	4

Table 6. Southwest Transitway Historic Properties

Survey zones: Eden Prairie, Minnetonka, Hopkins, St. Louis Park (excluding railroad-related properties)

Property Name (Historic)	Property Address	SHPO Inventory Number	NRHP Status	Project Segment(s)
Union Congregational Church	3700 Alabama Avenue South, St. Louis Park	HE-SLC-053	Recommended not eligible	4
Northland Aluminum, Inc.	5005 Highway 7, St. Louis Park	HE-SLC-054	Recommended not eligible	4
Motor Travel Services Building	3907 Highway 7, St. Louis Park	HE-SLC-055	Recommended eligible when it is 50 years old (2013)	4, A, C1, C2
Peavey-Haglin Experimental Concrete Grain Elevator	Highway 7 and Highway 100 on the Northland Aluminum, Inc. property	HE-SLC-009	Listed – National Historic Landmark	4

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Appendix A. Research Design for Cultural Resources

Southwest Transitway:
A Research Design for Cultural Resources
12 February 2010, updated 16 March 2010, 2 April 2010

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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:

Alternative	*Segments*
LRT 1A	1, 4, A
LRT 3A	3, 4, A
LRT 3C-1 (Nicollet Mall)	3, 4, C-1 (Nicollet Mall)
LRT 3C-2 (11th/12th Street)	3,4, C-2 (11th-12th Streets), C-2A (Blaisdell Avenue), C-2B (1st 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/ARCHITECURE 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 RESPONSBILITY 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.

Appendix B. Table of Surveyed Properties

Southwest Transitway Historic Properties

Survey Zones: Eden Prairie, Minnetonka, Hopkins, St. Louis Park

EDEN PRAIRIE

Property Name (Historic)	Property Address		SHPO Inventory Number	NRHP Status	Project Segment(s)
Culvert	South of Valley View Road along pedestrian bridge		HE-EPC-163	Not eligible	1
Business	14101	62ND ST W	HE-EPC-153	Not eligible	1
Building	14301	62ND ST W	HE-EPC-160	Not eligible	1
House	6613	CANTERBURY LA	HE-EPC-161	Not eligible	1
Business	6300	CARLSON DR	HE-EPC-152	Not eligible	1
Business	6390	CARLSON DR	HE-EPC-151	Not eligible	1
House	6574	FLYING CLOUD DR	HE-EPC-167	Not eligible	3
House	6685	FLYING CLOUD DR	HE-EPC-166	Not eligible	3
Business	6851	FLYING CLOUD DR	HE-EPC-165	Not eligible	3
Business	6871	FLYING CLOUD DR	HE-EPC-164	Not eligible	3
Business	6282	INDUSTRIAL DR	HE-EPC-159	Not eligible	1
Warehouse	6283	INDUSTRIAL DR	HE-EPC-158	Not eligible	1
Business	6330	INDUSTRIAL DR	HE-EPC-157	Not eligible	1
Business	6331	INDUSTRIAL DR	HE-EPC-156	Not eligible	1
Business	6340	INDUSTRIAL DR	HE-EPC-155	Not eligible	1
Business	6350	INDUSTRIAL DR	HE-EPC-154	Not eligible	1
House	14315	STRATFORD RD	HE-EPC-162	Not eligible	1
Emerson	12001	TECHNOLOGY DR	HE-EPC-169	Not eligible	3
Eaton Corp.	14900	TECHNOLOGY DR	HE-EPC-170	Not eligible	1, 3
House	10580	VALLEY VIEW RD	HE-EPC-168	Not eligible	3

MINNETONKA

Property Name (Historic)	Property Address		SHPO Inventory Number	NRHP Status	Project Segment(s)
St. Margarets Cemetery	Bren Rd. East, East of Shady Oak Rd.		HE-MKC-189	Not eligible	3
Business	11300	47TH ST W	HE-MKC-190	Not eligible	1, 3, 4
Business	11301	47TH ST W	HE-MKC-191	Not eligible	1, 3, 4
Business	11421	47TH ST W	HE-MKC-192	Not eligible	1, 3, 4
House	5303	BAKER RD	HE-MKC-122	Not eligible	1
House	5319	BAKER RD	HE-MKC-123	Not eligible	1
House	5331	BAKER RD	HE-MKC-124	Not eligible	1
House	5339	BAKER RD	HE-MKC-125	Not eligible	1
House	5411	BAKER RD	HE-MKC-126	Not eligible	1
House	5501	BAKER RD	HE-MKC-127	Not eligible	1
Hennepin County Home School	14300	CO RD NO 62	HE-MKC-121	Not eligible	1
House	4925	DIANE DR	HE-MKC-103	Not eligible	1
House	4933	DIANE DR	HE-MKC-104	Not eligible	1
House	5025	DOMINICK SPUR	HE-MKC-105	Not eligible	1
House	5031	DOMINICK SPUR	HE-MKC-106	Not eligible	1
Lang House	5038	DOMINICK SPUR	HE-MKC-101	Eligible	1
House	5039	DOMINICK SPUR	HE-MKC-107	Not eligible	1
Minneapolis Sewer Pipe Works/Red Wing Sewer Pipe Company	11303	EXCELSIOR BLVD	HE-MKC-102	Not eligible	1, 3, 4
Business	11351	EXCELSIOR BLVD	HE-MKC-195	Not eligible	1, 3, 4
Business	11415	EXCELSIOR BLVD	HE-MKC-194	Not eligible	1, 3, 4
Strip Mall	11509	EXCELSIOR BLVD	HE-MKC-193	Not eligible	1, 3, 4
House	5600	GLEN MOOR CIR	HE-MKC-163	Not eligible	1
House	5603	GLEN MOOR CIR	HE-MKC-164	Not eligible	1
House	5616	GLEN MOOR CIR	HE-MKC-165	Not eligible	1
House	5619	GLEN MOOR CIR	HE-MKC-166	Not eligible	1
House	5635	GLEN MOOR CIR	HE-MKC-167	Not eligible	1
House	5651	GLEN MOOR CIR	HE-MKC-168	Not eligible	1
House	5733	GLEN MOOR CIR	HE-MKC-169	Not eligible	1
House	5750	GLEN MOOR CIR	HE-MKC-170	Not eligible	1
House	5751	GLEN MOOR CIR	HE-MKC-171	Not eligible	1
House	5764	GLEN MOOR CIR	HE-MKC-172	Not eligible	1
House	5765	GLEN MOOR CIR	HE-MKC-173	Not eligible	1
House	5778	GLEN MOOR CIR	HE-MKC-174	Not eligible	1

MINNETONKA

Property Name (Historic)	Property Address		SHPO Inventory Number	NRHP Status	Project Segment(s)
House	5601	GLEN MOOR RD E	HE-MKC-148	Not eligible	1
House	5602	GLEN MOOR RD E	HE-MKC-149	Not eligible	1
House	5618	GLEN MOOR RD E	HE-MKC-150	Not eligible	1
House	5633	GLEN MOOR RD E	HE-MKC-151	Not eligible	1
House	5634	GLEN MOOR RD E	HE-MKC-152	Not eligible	1
House	5649	GLEN MOOR RD E	HE-MKC-153	Not eligible	1
House	5650	GLEN MOOR RD E	HE-MKC-154	Not eligible	1
House	5665	GLEN MOOR RD E	HE-MKC-155	Not eligible	1
House	5666	GLEN MOOR RD E	HE-MKC-156	Not eligible	1
House	5681	GLEN MOOR RD E	HE-MKC-157	Not eligible	1
House	5682	GLEN MOOR RD E	HE-MKC-158	Not eligible	1
House	5701	GLEN MOOR RD E	HE-MKC-159	Not eligible	1
House	5734	GLEN MOOR RD E	HE-MKC-160	Not eligible	1
House	5752	GLEN MOOR RD E	HE-MKC-161	Not eligible	1
House	5775	GLEN MOOR RD W	HE-MKC-162	Not eligible	1
House	5524	GLENAVON AVE	HE-MKC-175	Not eligible	1
House	5525	GLENAVON AVE	HE-MKC-176	Not eligible	1
House	5536	GLENAVON AVE	HE-MKC-177	Not eligible	1
House	5537	GLENAVON AVE	HE-MKC-178	Not eligible	1
House	12800	JORISSEN RD	HE-MKC-119	Not eligible	1
House	12808	JORISSEN RD	HE-MKC-120	Not eligible	1
House	5503	MAYVIEW RD	HE-MKC-182	Not eligible	1
House	5504	MAYVIEW RD	HE-MKC-183	Not eligible	1
House	5303	MINNETOGA TER	HE-MKC-140	Not eligible	1
House	5304	MINNETOGA TER	HE-MKC-139	Not eligible	1
House	5311	MINNETOGA TER	HE-MKC-138	Not eligible	1
House	5316	MINNETOGA TER	HE-MKC-136	Not eligible	1
House	5319	MINNETOGA TER	HE-MKC-137	Not eligible	1
House	5326	MINNETOGA TER	HE-MKC-135	Not eligible	1
House	5327	MINNETOGA TER	HE-MKC-134	Not eligible	1
House	5336	MINNETOGA TER	HE-MKC-133	Not eligible	1
House	5339	MINNETOGA TER	HE-MKC-132	Not eligible	1
House	13318	NORTH ST	HE-MKC-031	Not eligible	1
House	13322	NORTH ST	HE-MKC-179	Not eligible	1
House	13326	NORTH ST	HE-MKC-180	Not eligible	1

MINNETONKA

Property Name (Historic)	Property Address		SHPO Inventory Number	NRHP Status	Project Segment(s)
House	13401	NORTH ST	HE-MKC-181	Not eligible	1
House	5312	ROGERS DR	HE-MKC-128	Not eligible	1
House	5326	ROGERS DR	HE-MKC-129	Not eligible	1
House	5327	ROGERS DR	HE-MKC-130	Not eligible	1
House	5335	ROGERS DR	HE-MKC-131	Not eligible	1
House	5400	ROWLAND RD	HE-MKC-141	Not eligible	1
House	5416	ROWLAND RD	HE-MKC-142	Not eligible	1
House	5417	ROWLAND RD	HE-MKC-143	Not eligible	1
House	5424	ROWLAND RD	HE-MKC-144	Not eligible	1
House	5425	ROWLAND RD	HE-MKC-145	Not eligible	1
House	5432	ROWLAND RD	HE-MKC-146	Not eligible	1
House	5433	ROWLAND RD	HE-MKC-147	Not eligible	1
House	11605	SHADY OAK DR	HE-MKC-114	Not eligible	1
House	11613	SHADY OAK DR	HE-MKC-115	Not eligible	1
House	11621	SHADY OAK DR	HE-MKC-116	Not eligible	1
House	11709	SHADY OAK DR	HE-MKC-117	Not eligible	1
House	11717	SHADY OAK DR	HE-MKC-118	Not eligible	1
House	11810	SHADY OAK LA	HE-MKC-113	Not eligible	1
House	11814	SHADY OAK LA	HE-MKC-112	Not eligible	1
House	11828	SHADY OAK LA	HE-MKC-111	Not eligible	1
House	11829	SHADY OAK LA	HE-MKC-110	Not eligible	1
House	11833	SHADY OAK LA	HE-MKC-109	Not eligible	1
House	11900	SHADY OAK LA	HE-MKC-108	Not eligible	1
House	4908	SHADY OAK RD	HE-MKC-184	Not eligible	1
House	4910	SHADY OAK RD	HE-MKC-185	Not eligible	1
House	4914	SHADY OAK RD	HE-MKC-186	Not eligible	1
House	4918	SHADY OAK RD	HE-MKC-187	Not eligible	1
House	4932	SHADY OAK RD	HE-MKC-188	Not eligible	1

HOPKINS

Property Name (Historic)	Property Address		SHPO Inventory Number	NRHP Status	Project Segment(s)
Hopkins Downtown Commercial Historic District	800-1000 blocks of Main Street		HE-HOC-027	Eligible	4
Interlachen Park Neighborhood	Roughly bound by Excelsior Blvd, Meadowbrook Rd, Boyce St, and Ashley Rd		HE-HOC-147	Not eligible	4
Oakridge Investment Co. Building	15	10TH AVE S	HE-HOC-031	Not eligible	4
Business	17	10TH AVE S	HE-HOC-070	Not eligible	4
Business	32	10TH AVE S	HE-HOC-071	Not eligible	4
Business	34	10TH AVE S	HE-HOC-072	Not eligible	4
Business	410	11TH AVE S	HE-HOC-036	Not eligible	1, 3, 4
House	130	17TH AVE S	HE-HOC-081	Not eligible	1, 3, 4
House	136	17TH AVE S	HE-HOC-080	Not eligible	1, 3, 4
House	135	18TH AVE S	HE-HOC-079	Not eligible	1, 3, 4
House	136	18TH AVE S	HE-HOC-078	Not eligible	1, 3, 4
Hopkins City Hall	1010	1ST ST S	HE-HOC-026	Eligible	4
Gas Station	1102	2ND ST N E	HE-HOC-083	Not eligible	4
Business	600	2ND ST N E	HE-HOC-130	Not eligible	4
Business	800	2ND ST N E	HE-HOC-131	Not eligible	4
Business	607	2ND ST S	HE-HOC-058	Not eligible	4
Business	201	3RD ST S	HE-HOC-038	Not eligible	4
Apartment Building	19	5TH AVE S	HE-HOC-163	Not eligible	4
Apartment Building	22	5TH AVE S	HE-HOC-041	Not eligible	4
Apartment Building	29	5TH AVE S	HE-HOC-164	Not eligible	4
Apartment Building	39	5TH AVE S	HE-HOC-165	Not eligible	4
Business	1202	5TH ST S	HE-HOC-037	Not eligible	1, 3, 4
Business	1415	5TH ST S	HE-HOC-032	Not eligible	1, 3, 4
Building	1515	5TH ST S	HE-HOC-033	Not eligible	1, 3, 4
House	15	6TH AVE S	HE-HOC-050	Not eligible	4
House	19	6TH AVE S	HE-HOC-049	Not eligible	4
House	27	6TH AVE S	HE-HOC-048	Not eligible	4
Apartment Building	28	6TH AVE S	HE-HOC-051	Not eligible	4
House	31	6TH AVE S	HE-HOC-047	Not eligible	4
House	35	6TH AVE S	HE-HOC-046	Not eligible	4
Apartment Building	38	6TH AVE S	HE-HOC-052	Not eligible	4
House	39	6TH AVE S	HE-HOC-045	Not eligible	4

HOPKINS

Property Name (Historic)	Property Address		SHPO Inventory Number	NRHP Status	Project Segment(s)
House	40	6TH AVE S	HE-HOC-053	Not eligible	4
House	43	6TH AVE S	HE-HOC-044	Not eligible	4
House	46	6TH AVE S	HE-HOC-054	Not eligible	4
House	47 1/2	6TH AVE S	HE-HOC-043	Not eligible	4
House	50	6TH AVE S	HE-HOC-055	Not eligible	4
House	54	6TH AVE S	HE-HOC-056	Not eligible	4
Apartment Building	57	6TH AVE S	HE-HOC-042	Not eligible	4
Business	62	6TH AVE S	HE-HOC-057	Not eligible	4
House	21	7TH AVE S	HE-HOC-064	Not eligible	4
House	31	7TH AVE S	HE-HOC-063	Not eligible	4
House	37	7TH AVE S	HE-HOC-062	Not eligible	4
House	41	7TH AVE S	HE-HOC-061	Not eligible	4
House	53	7TH AVE S	HE-HOC-060	Not eligible	4
Business	65	7TH AVE S	HE-HOC-059	Not eligible	4
Strip Mall	15	8TH AVE S	HE-HOC-065	Not eligible	4
Prodel, Inc. Building	30	8TH AVE S	HE-HOC-029	Not eligible	4
Business	15	9TH AVE S	HE-HOC-067	Not eligible	4
Building	23	9TH AVE S	HE-HOC-068	Not eligible	4
Business	31	9TH AVE S	HE-HOC-069	Not eligible	4
Business	5	9TH AVE S	HE-HOC-066	Not eligible	4
Nygren Building	50	9TH AVE S	HE-HOC-030	Not eligible	4
House	10	ASHLEY RD	HE-HOC-111	Not eligible	4
House	16	ASHLEY RD	HE-HOC-110	Not eligible	4
House	20	ASHLEY RD	HE-HOC-109	Not eligible	4
House	29	ASHLEY RD	HE-HOC-114	Not eligible	4
House	35	ASHLEY RD	HE-HOC-113	Not eligible	4
House	42	ASHLEY RD	HE-HOC-108	Not eligible	4
House	46	ASHLEY RD	HE-HOC-107	Not eligible	4
Business	126	BLAKE RD N	HE-HOC-091	Not eligible	4
Business	325	BLAKE RD N	HE-HOC-090	Not eligible	4
Business	415	BLAKE RD N	HE-HOC-106	Not eligible	4
House	11	BLAKE RD S	HE-HOC-128	Not eligible	4
Blake School	110	BLAKE RD S	HE-HOC-006	Not eligible	4
House	29	BLAKE RD S	HE-HOC-127	Not eligible	4
House	33	BLAKE RD S	HE-HOC-126	Not eligible	4

HOPKINS

Property Name (Historic)	Property Address		SHPO Inventory Number	NRHP Status	Project Segment(s)
House	1313	BOYCE RD	HE-HOC-125	Not eligible	4
Business	10801	EXCELSIOR BLVD	HE-HOC-035	Not eligible	1, 3, 4
Business	11001	EXCELSIOR BLVD	HE-HOC-034	Not eligible	1, 3, 4
Minneapolis Moline Company	11111	EXCELSIOR BLVD	HE-HOC-028	Not eligible	1, 3, 4
Business	8098	EXCELSIOR BLVD	HE-HOC-129	Not eligible	4
Apartments	8311	EXCELSIOR BLVD	HE-HOC-112	Not eligible	4
Strip Mall	8490	EXCELSIOR BLVD	HE-HOC-095	Not eligible	4
Strip Mall	8594	EXCELSIOR BLVD	HE-HOC-094	Not eligible	4
Business	8660	EXCELSIOR BLVD	HE-HOC-093	Not eligible	4
Vacant parcel	8700	EXCELSIOR BLVD		Not eligible	4
Business	8870	EXCELSIOR BLVD	HE-HOC-098	Not eligible	4
Business	8890	EXCELSIOR BLVD	HE-HOC-099	Not eligible	4
Business	8900	EXCELSIOR BLVD	HE-HOC-100	Not eligible	4
Modern building	8940	EXCELSIOR BLVD		Not eligible	4
Strip Mall	9092	EXCELSIOR BLVD	HE-HOC-101	Not eligible	4
Apartment Building	9850	EXCELSIOR BLVD	HE-HOC-040	Not eligible	4
Apartment Building	9900	EXCELSIOR BLVD	HE-HOC-166	Not eligible	4
Apartment Building	9930	EXCELSIOR BLVD	HE-HOC-167	Not eligible	4
Business	21	HARRISON AVE N	HE-HOC-132	Not eligible	4
Apartment Building	1110	HIAWATHA AVE	HE-HOC-088	Not eligible	4
Apartments	1120	HIAWATHA AVE	HE-HOC-089	Not eligible	4
Business	1009	HILL ST	HE-HOC-092	Not eligible	4
House	10	JACKSON AVE S	HE-HOC-102	Not eligible	4
House	14	JACKSON AVE S	HE-HOC-103	Not eligible	4
Business	101	JEFFERSON AVE S	HE-HOC-082	Not eligible	4
Kokesh Hardware	1001	MAIN STREET	HE-HOC-146	Eligible	4
State Bank of Hopkins	1004	MAIN STREET	HE-HOC-155	Eligible	4
Business	1007	MAIN STREET	HE-HOC-148	Eligible	4
Business	1008	MAIN STREET	HE-HOC-154	Eligible	4
Business	1010	MAIN STREET	HE-HOC-153	Eligible	4
Business	1011	MAIN STREET	HE-HOC-149	Eligible	4
Business	1016	MAIN STREET	HE-HOC-152	Eligible	4
Saloon	1022	MAIN STREET	HE-HOC-151	Eligible	4
Dahlberg Brothers Ford	1023	MAIN STREET	HE-HOC-150	Eligible	4
Business	801	MAIN STREET	HE-HOC-133	Eligible	4

HOPKINS

Property Name (Historic)	Property Address		SHPO Inventory Number	NRHP Status	Project Segment(s)
Business	802	MAIN STREET	HE-HOC-162	Eligible	4
Business	805	MAIN STREET	HE-HOC-134	Eligible	4
Business	808	MAIN STREET	HE-HOC-077	Eligible	4
Business	809	MAIN STREET	HE-HOC-135	Eligible	4
Grocery Store	810	MAIN STREET	HE-HOC-076	Eligible	4
Business	811	MAIN STREET	HE-HOC-136	Eligible	4
Business	815	MAIN STREET	HE-HOC-137	Eligible	4
Opera Hall	816	MAIN STREET	HE-HOC-075	Eligible	4
Business	819	MAIN STREET	HE-HOC-138	Eligible	4
Business	820	MAIN STREET	HE-HOC-074	Eligible	4
International Order of Odd Fellows Lodge	821	MAIN STREET	HE-HOC-139	Eligible	4
Olson Grocery Store	824	MAIN STREET	HE-HOC-073	Eligible	4
Business	901	MAIN STREET	HE-HOC-140	Eligible	4
Montgomery Ward Catalog Order Store	903	MAIN STREET	HE-HOC-141	Eligible	4
Olson Building	906	MAIN STREET	HE-HOC-161	Eligible	4
Albert Pike Masonic Lodge	907	MAIN STREET	HE-HOC-142	Eligible	4
Nelson Meat Market	910	MAIN STREET	HE-HOC-160	Eligible	4
Business	911	MAIN STREET	HE-HOC-143	Eligible	4
Maetzold Hardware and Garage	913	MAIN STREET	HE-HOC-144	Eligible	4
Charleston Clothing	914	MAIN STREET	HE-HOC-159	Eligible	4
Smetana Drug Store	916	MAIN STREET	HE-HOC-158	Eligible	4
Anderson Dry Goods	920	MAIN STREET	HE-HOC-157	Eligible	4
Building	921	MAIN STREET	HE-HOC-145	Eligible	4
Business	922	MAIN STREET	HE-HOC-156	Eligible	4
House	13	MONROE AVE S	HE-HOC-105	Not eligible	4
House	9	MONROE AVE S	HE-HOC-104	Not eligible	4
House	1301	PRESTON LA	HE-HOC-118	Not eligible	4
House	1310	PRESTON LA	HE-HOC-115	Not eligible	4
House	1311	PRESTON LA	HE-HOC-119	Not eligible	4
House	1318	PRESTON LA	HE-HOC-116	Not eligible	4
House	1319	PRESTON LA	HE-HOC-120	Not eligible	4
House	1325	PRESTON LA	HE-HOC-121	Not eligible	4
House	1326	PRESTON LA	HE-HOC-117	Not eligible	4
House	1401	PRESTON LA	HE-HOC-122	Not eligible	4

HOPKINS

Property Name (Historic)	Property Address		SHPO Inventory Number	NRHP Status	Project Segment(s)
House	1409	PRESTON LA	HE-HOC-123	Not eligible	4
House	1417	PRESTON LA	HE-HOC-124	Not eligible	4
Business	18	TYLER AVE N	HE-HOC-097	Not eligible	4
House	218	TYLER AVE N	HE-HOC-084	Not eligible	4
House	226	TYLER AVE N	HE-HOC-085	Not eligible	4
House	228	TYLER AVE N	HE-HOC-086	Not eligible	4
House	304	TYLER AVE N	HE-HOC-087	Not eligible	4
Business	41	TYLER AVE N	HE-HOC-096	Not eligible	4
Business	140	WASHINGTON AVE S	HE-HOC-039	Not eligible	4

ST. LOUIS PARK

Property Name (Historic)	Property Address		SHPO Inventory Number	NRHP Status	Project Segment(s)
Peavey Haglin Concrete Grain Elevator - Located on Northland Aluminum, Inc. property	Southeast corner of Hwy 7 and 100		HE-SLC-009	Listed	4
House	3907	31ST ST W	HE-SLC-113	Not eligible	4
House	3917	31ST ST W	HE-SLC-114	Not eligible	4
House	3921	31ST ST W	HE-SLC-115	Not eligible	4
Apartment Building	4009	31ST ST W	HE-SLC-116	Not eligible	4
House	4013	31ST ST W	HE-SLC-117	Not eligible	4
House	4101	31ST ST W	HE-SLC-118	Not eligible	4
House	4105	31ST ST W	HE-SLC-119	Not eligible	4
House	4117	31ST ST W	HE-SLC-120	Not eligible	4
House	4125	31ST ST W	HE-SLC-121	Not eligible	4
House	5820	34TH ST W	HE-SLC-158	Not eligible	4
House	5900	34TH ST W	HE-SLC-058	Not eligible	4
House	5905	34TH ST W	HE-SLC-156	Not eligible	4
House	5906	34TH ST W	HE-SLC-057	Not eligible	4
House	5912	34TH ST W	HE-SLC-154	Not eligible	4
House	5913	34TH ST W	HE-SLC-155	Not eligible	4
House	5916	34TH ST W	HE-SLC-151	Not eligible	4
House	5917	34TH ST W	HE-SLC-059	Not eligible	4
House	5921	34TH ST W	HE-SLC-153	Not eligible	4
House	5922	34TH ST W	HE-SLC-150	Not eligible	4
House	5925	34TH ST W	HE-SLC-152	Not eligible	4
House	6001	34TH ST W	HE-SLC-148	Not eligible	4
House	6005	34TH ST W	HE-SLC-147	Not eligible	4
House	6009	34TH ST W	HE-SLC-146	Not eligible	4
House	6013	34TH ST W	HE-SLC-145	Not eligible	4
Business	5708	35 1/2 ST W	HE-SLC-071	Not eligible	4
Business	5720	35 1/2 ST W	HE-SLC-070	Not eligible	4
Business	4905	35TH ST W	HE-SLC-133	Not eligible	4
Business	4906	35TH ST W	HE-SLC-132	Not eligible	4
Business	4930	35TH ST W	HE-SLC-134	Not eligible	4
Business	5100	35TH ST W	HE-SLC-135	Not eligible	4
Modern Building	5912	35TH ST W		Not eligible	4
Apartments	5918	35TH ST W	HE-SLC-199	Not eligible	4
Apartments	5924	35TH ST W	HE-SLC-198	Not eligible	4

ST. LOUIS PARK

Property Name (Historic)	Property Address		SHPO Inventory Number	NRHP Status	Project Segment(s)
Apartments	6000	35TH ST W	HE-SLC-196	Not eligible	4
Apartments	6005	35TH ST W	HE-SLC-195	Not eligible	4
House	6012	35TH ST W	HE-SLC-193	Not eligible	4
Apartments	6017	35TH ST W	HE-SLC-194	Not eligible	4
House	6018	35TH ST W	HE-SLC-192	Not eligible	4
House	6024	35TH ST W	HE-SLC-191	Not eligible	4
House	6212	35TH ST W	HE-SLC-186	Not eligible	4
House	6216	35TH ST W	HE-SLC-187	Not eligible	4
House	6228	35TH ST W	HE-SLC-188	Not eligible	4
House	6300	35TH ST W	HE-SLC-189	Not eligible	4
House	6304	35TH ST W	HE-SLC-190	Not eligible	4
American Legion	5605	36TH ST W	HE-SLC-066	Not eligible	4
Business	5701	36TH ST W	HE-SLC-064	Not eligible	4
Strip Mall	5708	36TH ST W	HE-SLC-067	Not eligible	4
Business	5721	36TH ST W	HE-SLC-063	Not eligible	4
Business	5724	36TH ST W	HE-SLC-068	Not eligible	4
Business	5727	36TH ST W	HE-SLC-062	Not eligible	4
Strip Mall	5802	36TH ST W	HE-SLC-069	Not eligible	4
House	6213	37TH ST W	HE-SLC-301	Not eligible	4
House	6225	37TH ST W	HE-SLC-302	Not eligible	4
House	3365	ALABAMA AVE S	HE-SLC-149	Not eligible	4
House	3425	ALABAMA AVE S	HE-SLC-231	Not eligible	4
House	3459	ALABAMA AVE S	HE-SLC-230	Not eligible	4
House	3463	ALABAMA AVE S	HE-SLC-229	Not eligible	4
Business	3600	ALABAMA AVE S	HE-SLC-291	Not eligible	4
Union Congregational Church	3700	ALABAMA AVE S	HE-SLC-053	Not eligible	4
House	3751	ALABAMA AVE S	HE-SLC-279	Not eligible	4
House	3761	ALABAMA AVE S	HE-SLC-280	Not eligible	4
House	3762	ALABAMA AVE S	HE-SLC-281	Not eligible	4
House	3401	BRUNSWICK AVE S	HE-SLC-144	Not eligible	4
House	3407	BRUNSWICK AVE S	HE-SLC-143	Not eligible	4
House	3413	BRUNSWICK AVE S	HE-SLC-142	Not eligible	4
House	3419	BRUNSWICK AVE S	HE-SLC-141	Not eligible	4
House	3450	BRUNSWICK AVE S	HE-SLC-140	Not eligible	4
House	3456	BRUNSWICK AVE S	HE-SLC-139	Not eligible	4

ST. LOUIS PARK

Property Name (Historic)	Property Address		SHPO Inventory Number	NRHP Status	Project Segment(s)
House	3462	BRUNSWICK AVE S	HE-SLC-138	Not eligible	4
House	3468	BRUNSWICK AVE S	HE-SLC-137	Not eligible	4
House	3700	BRUNSWICK AVE S	HE-SLC-303	Not eligible	4
House	3708	BRUNSWICK AVE S	HE-SLC-304	Not eligible	4
House	3751	BRUNSWICK AVE S	HE-SLC-285	Not eligible	4
Business	6408	CAMBRIDGE ST	HE-SLC-241	Not eligible	4
Business	6425	CAMBRIDGE ST	HE-SLC-310	Not eligible	4
Business	6521	CAMBRIDGE ST	HE-SLC-309	Not eligible	4
Business	6530	CAMBRIDGE ST	HE-SLC-308	Not eligible	4
House	3708	COLORADO AVE S	HE-SLC-306	Not eligible	4
House	3712	COLORADO AVE S	HE-SLC-305	Not eligible	4
House	3742	DAKOTA AVE S	HE-SLC-232	Not eligible	4
House	7401	EDGEBROOK DR	HE-SLC-242	Not eligible	4
House	7405	EDGEBROOK DR	HE-SLC-243	Not eligible	4
House	7409	EDGEBROOK DR	HE-SLC-244	Not eligible	4
House	7415	EDGEBROOK DR	HE-SLC-245	Not eligible	4
House	7419	EDGEBROOK DR	HE-SLC-246	Not eligible	4
House	7425	EDGEBROOK DR	HE-SLC-247	Not eligible	4
House	7429	EDGEBROOK DR	HE-SLC-248	Not eligible	4
House	7435	EDGEBROOK DR	HE-SLC-249	Not eligible	4
House	7501	EDGEBROOK DR	HE-SLC-250	Not eligible	4
House	7505	EDGEBROOK DR	HE-SLC-251	Not eligible	4
House	7511	EDGEBROOK DR	HE-SLC-252	Not eligible	4
House	7515	EDGEBROOK DR	HE-SLC-253	Not eligible	4
House	7519	EDGEBROOK DR	HE-SLC-254	Not eligible	4
House	7525	EDGEBROOK DR	HE-SLC-255	Not eligible	4
House	7531	EDGEBROOK DR	HE-SLC-256	Not eligible	4
House	7601	EDGEBROOK DR	HE-SLC-257	Not eligible	4
House	7605	EDGEBROOK DR	HE-SLC-258	Not eligible	4
House	7609	EDGEBROOK DR	HE-SLC-259	Not eligible	4
House	7613	EDGEBROOK DR	HE-SLC-260	Not eligible	4
House	7705	EDGEBROOK DR	HE-SLC-261	Not eligible	4
House	7709	EDGEBROOK DR	HE-SLC-262	Not eligible	4
House	7713	EDGEBROOK DR	HE-SLC-263	Not eligible	4
House	7717	EDGEBROOK DR	HE-SLC-264	Not eligible	4

ST. LOUIS PARK

Property Name (Historic)	Property Address		SHPO Inventory Number	NRHP Status	Project Segment(s)
House	7721	EDGEBROOK DR	HE-SLC-265	Not eligible	4
House	7725	EDGEBROOK DR	HE-SLC-266	Not eligible	4
House	7729	EDGEBROOK DR	HE-SLC-267	Not eligible	4
House	7801	EDGEBROOK DR	HE-SLC-268	Not eligible	4
House	7807	EDGEBROOK DR	HE-SLC-269	Not eligible	4
House	7813	EDGEBROOK DR	HE-SLC-270	Not eligible	4
House	7825	EDGEBROOK DR	HE-SLC-271	Not eligible	4
House	7831	EDGEBROOK DR	HE-SLC-272	Not eligible	4
House	7837	EDGEBROOK DR	HE-SLC-273	Not eligible	4
Business	3825	EDGEWOOD AVE S	HE-SLC-238	Not eligible	4
Business	3831	EDGEWOOD AVE S	HE-SLC-239	Not eligible	4
Business	3855	EDGEWOOD AVE S	HE-SLC-240	Not eligible	4
Park Nicollet Methodist Hospital	6500	EXCELSIOR BLVD	HE-SLC-300	Not eligible	4
House	2920	FRANCE AVE S	HE-SLC-122	Not eligible	4, A, C1, C2
House	2924	FRANCE AVE S	HE-SLC-123	Not eligible	4, A, C1, C2
House	5806	GOODRICH AVE	HE-SLC-299	Not eligible	4
House	5812	GOODRICH AVE	HE-SLC-298	Not eligible	4
House	5818	GOODRICH AVE	HE-SLC-297	Not eligible	4
House	5826	GOODRICH AVE	HE-SLC-296	Not eligible	4
House	5900	GOODRICH AVE	HE-SLC-295	Not eligible	4
House	5906	GOODRICH AVE	HE-SLC-294	Not eligible	4
House	5912	GOODRICH AVE	HE-SLC-293	Not eligible	4
House	5918	GOODRICH AVE	HE-SLC-292	Not eligible	4
House	5912	HAMILTON ST	HE-SLC-166	Not eligible	4
House	5915	HAMILTON ST	HE-SLC-164	Not eligible	4
House	5916	HAMILTON ST	HE-SLC-167	Not eligible	4
House	5920	HAMILTON ST	HE-SLC-168	Not eligible	4
House	5921	HAMILTON ST	HE-SLC-165	Not eligible	4
House	6000	HAMILTON ST	HE-SLC-169	Not eligible	4
House	6001	HAMILTON ST	HE-SLC-172	Not eligible	4
House	6005	HAMILTON ST	HE-SLC-173	Not eligible	4
House	6006	HAMILTON ST	HE-SLC-170	Not eligible	4
House	6009	HAMILTON ST	HE-SLC-174	Not eligible	4
House	6012	HAMILTON ST	HE-SLC-171	Not eligible	4
House	6015	HAMILTON ST	HE-SLC-175	Not eligible	4

ST. LOUIS PARK

Property Name (Historic)	Property Address		SHPO Inventory Number	NRHP Status	Project Segment(s)
House	6018	HAMILTON ST	HE-SLC-178	Not eligible	4
House	6019	HAMILTON ST	HE-SLC-176	Not eligible	4
House	6025	HAMILTON ST	HE-SLC-177	Not eligible	4
House	6026	HAMILTON ST	HE-SLC-179	Not eligible	4
House	6200	HAMILTON ST	HE-SLC-180	Not eligible	4
House	6206	HAMILTON ST	HE-SLC-181	Not eligible	4
House	6210	HAMILTON ST	HE-SLC-182	Not eligible	4
Apartments	6211	HAMILTON ST	HE-SLC-184	Not eligible	4
House	6214	HAMILTON ST	HE-SLC-183	Not eligible	4
Motor Travel Services Building	3907	HIGHWAY 7	HE-SLC-055	Eligible	4, A, C1, C2
Business	4301	HIGHWAY 7	HE-SLC-112	Not eligible	4
Apartment Building	4405	HIGHWAY 7	HE-SLC-111	Not eligible	4
Apartments	4516	HIGHWAY 7	HE-SLC-102	Not eligible	4
Business	4521	HIGHWAY 7	HE-SLC-107	Not eligible	4
Woodmark Industries Building	4601	HIGHWAY 7	HE-SLC-052	Eligible	4
Business	4725	HIGHWAY 7	HE-SLC-106	Not eligible	4
Park Towers Apartments	4810	HIGHWAY 7	HE-SLC-105	Not eligible	4
Northland Aluminum, Inc.	5005	HIGHWAY 7	HE-SLC-054	Not eligible	4
St. Louis Park Roadside Parking Area	5025	HIGHWAY 7	HE-SLC-017	Not eligible	4
Vacant parcel	3059	JOPPA AVE S		Not eligible	4
Modern Building	7102	LAKE ST W		Not eligible	4
Business	7201	LAKE ST W	HE-SLC-234	Not eligible	4
Building	7317	LAKE ST W	HE-SLC-056	Not eligible	4
Modern Building	3745	LOUISIANA AVE S		Not eligible	4
Business	3900	LOUISIANA CIR	HE-SLC-274	Not eligible	4
Business	3920	LOUISIANA CIR	HE-SLC-275	Not eligible	4
House	3046	LYNN AVE S	HE-SLC-103	Not eligible	4
Business	3113	LYNN AVE S	HE-SLC-108	Not eligible	4
Business	3119	LYNN AVE S	HE-SLC-109	Not eligible	4
Business	3200	LYNN AVE S	HE-SLC-110	Not eligible	4
Business	3954	MEADOWBROOK RD	HE-SLC-061	Not eligible	4
Business	3900	MINNETONKA BLVD	HE-SLC-307	Not eligible	4, A, C1, C2
St. Louis Park City Hall	5005	MINNETONKA BLVD	HE-SLC-311	Not eligible	4
Business	3725	MONITOR ST	HE-SLC-233	Not eligible	4

ST. LOUIS PARK

Property Name (Historic)	Property Address		SHPO Inventory Number	NRHP Status	Project Segment(s)
House	3024	MONTEREY AVE S	HE-SLC-094	Not eligible	4
House	3028	MONTEREY AVE S	HE-SLC-095	Not eligible	4
House	3029	MONTEREY AVE S	HE-SLC-088	Not eligible	4
House	3033	MONTEREY AVE S	HE-SLC-089	Not eligible	4
House	3034	MONTEREY AVE S	HE-SLC-096	Not eligible	4
House	3037	MONTEREY AVE S	HE-SLC-090	Not eligible	4
House	3041	MONTEREY AVE S	HE-SLC-091	Not eligible	4
House	3044	MONTEREY AVE S	HE-SLC-097	Not eligible	4
House	3045	MONTEREY AVE S	HE-SLC-092	Not eligible	4
House	3048	MONTEREY AVE S	HE-SLC-098	Not eligible	4
House	3049	MONTEREY AVE S	HE-SLC-093	Not eligible	4
House	3100	MONTEREY AVE S	HE-SLC-099	Not eligible	4
House	3104	MONTEREY AVE S	HE-SLC-100	Not eligible	4
House	3108	MONTEREY AVE S	HE-SLC-101	Not eligible	4
Vacant lot	3130	MONTEREY AVE S		Not eligible	4
House	3029	NATCHEZ AVE S	HE-SLC-084	Not eligible	4
House	3037	NATCHEZ AVE S	HE-SLC-083	Not eligible	4
House	3040	NATCHEZ AVE S	HE-SLC-085	Not eligible	4
House	3041	NATCHEZ AVE S	HE-SLC-082	Not eligible	4
House	3044	NATCHEZ AVE S	HE-SLC-086	Not eligible	4
House	3045	NATCHEZ AVE S	HE-SLC-081	Not eligible	4
House	3049	NATCHEZ AVE S	HE-SLC-080	Not eligible	4
House	3052	NATCHEZ AVE S	HE-SLC-087	Not eligible	4
House	3100	NATCHEZ AVE S	HE-SLC-079	Not eligible	4
House	3101	NATCHEZ AVE S	HE-SLC-078	Not eligible	4
House	3105	NATCHEZ AVE S	HE-SLC-077	Not eligible	4
House	3109	NATCHEZ AVE S	HE-SLC-076	Not eligible	4
House	3036	OTTAWA AVE S	HE-SLC-131	Not eligible	4
House	3040	OTTAWA AVE S	HE-SLC-130	Not eligible	4
House	3041	OTTAWA AVE S	HE-SLC-127	Not eligible	4
House	3044	OTTAWA AVE S	HE-SLC-129	Not eligible	4
House	3049	OTTAWA AVE S	HE-SLC-126	Not eligible	4
House	3050	OTTAWA AVE S	HE-SLC-128	Not eligible	4
House	3053	OTTAWA AVE S	HE-SLC-125	Not eligible	4
House	3057	OTTAWA AVE S	HE-SLC-124	Not eligible	4

ST. LOUIS PARK

Property Name (Historic)	Property Address		SHPO Inventory Number	NRHP Status	Project Segment(s)
House	5901	OXFORD ST	HE-SLC-276	Not eligible	4
Apartments	5911	OXFORD ST	HE-SLC-277	Not eligible	4
House	5919	OXFORD ST	HE-SLC-278	Not eligible	4
House	6005	OXFORD ST	HE-SLC-282	Not eligible	4
House	6011	OXFORD ST	HE-SLC-283	Not eligible	4
House	6016	OXFORD ST	HE-SLC-290	Not eligible	4
House	6017	OXFORD ST	HE-SLC-284	Not eligible	4
House	6030	OXFORD ST	HE-SLC-289	Not eligible	4
House	6200	OXFORD ST	HE-SLC-286	Not eligible	4
House	6208	OXFORD ST	HE-SLC-287	Not eligible	4
House	6216	OXFORD ST	HE-SLC-288	Not eligible	4
Warehouse	6425	OXFORD ST	HE-SLC-235	Not eligible	4
Business	6500	OXFORD ST	HE-SLC-236	Not eligible	4
Business	6600	OXFORD ST	HE-SLC-237	Not eligible	4
Business	7800	POWELL RD	HE-SLC-060	Not eligible	4
Apartments	3030	RALEIGH AVE S	HE-SLC-104	Not eligible	4
Business	3501	STATE HWY NO 100 S	HE-SLC-136	Not eligible	4
Business	3536	STATE HWY NO 100 S	HE-SLC-074	Not eligible	4
Strip Mall	3700	STATE HWY NO 100 S	HE-SLC-065	Not eligible	4
Skippy Plant	5725	STATE HWY NO 7	HE-SLC-228	Not eligible	4
Vacant parcel	5925	STATE HWY NO 7		Not eligible	4
Business	6010	STATE HWY NO 7	HE-SLC-197	Not eligible	4
Vacant parcel	6015	STATE HWY NO 7		Not eligible	4
Central Junior High School	6300	WALKER ST	HE-SLC-051	Not eligible	4
Business	3525	WEBSTER AVE S	HE-SLC-073	Not eligible	4
House	3456	WOODDALE AVE	HE-SLC-007	Not eligible	4
House	3460	WOODDALE AVE	HE-SLC-185	Not eligible	4
Vacant parcel	3506	WOODDALE AVE		Not eligible	4
Business	3565	WOODDALE AVE	HE-SLC-075	Not eligible	4
House	3400	XENWOOD AVE S	HE-SLC-160	Not eligible	4
House	3406	XENWOOD AVE S	HE-SLC-161	Not eligible	4
House	3412	XENWOOD AVE S	HE-SLC-162	Not eligible	4
House	3416	XENWOOD AVE S	HE-SLC-163	Not eligible	4
Business	3520	XENWOOD AVE S	HE-SLC-072	Not eligible	4
House	3372	YOSEMITE AVE S	HE-SLC-159	Not eligible	4

ST. LOUIS PARK

Property Name (Historic)	Property Address		SHPO Inventory Number	NRHP Status	Project Segment(s)
House	3400	YOSEMITE AVE S	HE-SLC-218	Not eligible	4
House	3401	YOSEMITE AVE S	HE-SLC-215	Not eligible	4
House	3406	YOSEMITE AVE S	HE-SLC-219	Not eligible	4
House	3409	YOSEMITE AVE S	HE-SLC-216	Not eligible	4
House	3412	YOSEMITE AVE S	HE-SLC-220	Not eligible	4
House	3413	YOSEMITE AVE S	HE-SLC-217	Not eligible	4
House	3417	YOSEMITE AVE S	HE-SLC-221	Not eligible	4
House	3418	YOSEMITE AVE S	HE-SLC-224	Not eligible	4
House	3424	YOSEMITE AVE S	HE-SLC-225	Not eligible	4
House	3425	YOSEMITE AVE S	HE-SLC-222	Not eligible	4
House	3430	YOSEMITE AVE S	HE-SLC-226	Not eligible	4
House	3431	YOSEMITE AVE S	HE-SLC-223	Not eligible	4
House	3450	YOSEMITE AVE S	HE-SLC-227	Not eligible	4
House	3400	ZARTHAN AVE S	HE-SLC-157	Not eligible	4
House	3401	ZARTHAN AVE S	HE-SLC-214	Not eligible	4
House	3407	ZARTHAN AVE S	HE-SLC-213	Not eligible	4
House	3413	ZARTHAN AVE S	HE-SLC-212	Not eligible	4
House	3419	ZARTHAN AVE S	HE-SLC-211	Not eligible	4
House	3420	ZARTHAN AVE S	HE-SLC-208	Not eligible	4
House	3425	ZARTHAN AVE S	HE-SLC-210	Not eligible	4
House	3426	ZARTHAN AVE S	HE-SLC-207	Not eligible	4
House	3431	ZARTHAN AVE S	HE-SLC-209	Not eligible	4
House	3450	ZARTHAN AVE S	HE-SLC-203	Not eligible	4
House	3451	ZARTHAN AVE S	HE-SLC-204	Not eligible	4
House	3456	ZARTHAN AVE S	HE-SLC-202	Not eligible	4
House	3457	ZARTHAN AVE S	HE-SLC-205	Not eligible	4
House	3463	ZARTHAN AVE S	HE-SLC-206	Not eligible	4
House	3464	ZARTHAN AVE S	HE-SLC-201	Not eligible	4
House	3470	ZARTHAN AVE S	HE-SLC-200	Not eligible	4