

Evaluation of National Register of Historic Places Eligibility

Bushaway Road Historic District

Prepared for

Bushaway Preservation Fund

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1. Introduction

The Bushaway Preservation Fund (Fund) is reviewing a proposed project by Hennepin County that may result in changes to Hennepin County State Aid Highway (CSAH) 101, its intersection with McGinty Road, and adjacent properties. Previous work related to this proposed project includes Mead & Hunt Inc.'s (Mead & Hunt) letter report, *Preliminary Recommendations on National Register Significance for Select Properties*, dated September 8, 2008. This report identified 16 individual properties and one potential historic district that may possess significance under the National Register of Historic Places (National Register) Criteria for Evaluation. In June 2009 the Fund contracted with Mead & Hunt to build upon the previous work by completing an evaluation of the potential historic district area and providing a recommendation on the National Register eligibility of a Bushaway Road Historic District.

This evaluation focuses on adjacent properties along the road corridor of Hennepin CSAH 101 between Wayzata Boulevard to the north and the Gray's Bay/Lake Minnetonka Causeway on the south. This segment of Hennepin CSAH 101 is known as Bushaway Road, which will be used hereinafter in discussions of the roadway.

2. Methodology

The research and field survey activities for this evaluation build upon the work previously completed for Mead & Hunt's letter report, *Preliminary Recommendations on National Register Significance for Select Properties*, dated September 8, 2008.

A. Literature review

To develop the historic context, Mead & Hunt reviewed literature provided by the client. Sources included general histories of the area, newspaper clippings, historic maps, and a local history of the Bushaway neighborhood prepared for the Bushaway Road Sesquicentennial in 2008. For the current project, the Fund provided property records for historic-age houses, which were also used in the development of the historic context.

B. Survey and documentation

Mead & Hunt conducted a site visit in July 2009 to supplement the survey documentation completed in 2008. The earlier effort focused on the houses, whereas the site visit for the current project documented the landscape features, boundary demarcations, land uses, circulation networks, and patterns of spatial organization of the corridor. A windshield survey of resources used for the comparative analysis was also completed.

C. National Register of Historic Places Evaluation

Mead & Hunt evaluated the Bushaway Road corridor and adjacent properties for potential National Register significance within the framework of the area's historic and architectural contexts, using the National Register guidelines for evaluating cultural landscapes and the National Register Criteria of Evaluation.

The National Register is our nation's official list of significant historic properties. Created by the National Historic Preservation Act of 1966, the National Register includes buildings, structures, districts, objects, and sites that are significant to our history or prehistory. These properties may reflect a historically significant pattern, event, person, architectural style or design characteristic, or archeological site. National Register properties may be significant at the local, state, or national levels.

To qualify for the National Register, properties must possess historic significance and integrity. Significance may be found in four aspects of American history recognized by the National Register criteria:

- *Criterion A: Association with historic events or activities*
- *Criterion B: Association with significant persons*
- *Criterion C: Association with physical design or physical characteristics*
- *Criterion D: Potential to provide important information about prehistory or history*

A property must meet at least one of the four criteria for listing. Properties must be significant when evaluated in relationship to major trends in history or comparable architectural styles within a community.

In addition, properties generally must be at least 50 years old to be considered eligible for the National Register.

Certain types of properties are generally not considered eligible for National Register listing. Examples are: properties owned by religious organizations or used for religious purposes; buildings or structures moved from their original locations; birthplaces or graves of historical figures; cemeteries; reconstructed historic buildings; properties that are primarily commemorative in nature; and properties that have achieved significance within the past 50 years. However, these properties may still be eligible for listing in the National Register if they are significant under one of the four Criteria for Evaluation, and meet special requirements known as Criteria Considerations. A detailed list of the National Register Criteria for Evaluation and the Criteria Considerations is included in Appendix A.

To qualify for the National Register, a property must also retain its historic integrity of those physical features necessary to convey its significance. The National Park Service has identified seven aspects or qualities that combine to define integrity: location, design, setting, materials, workmanship, feeling, and association. According to the National Park Service:

To retain historic integrity a property will always possess several, and usually most, of the aspects. The retention of several aspects of integrity is paramount for a property to convey its significance. Determining which of these aspects are most important to a property requires knowing why, where, and when the property is significant. Because feeling and association depend on individual perceptions, their retention alone is never sufficient to support eligibility of a property for the National Register.

Properties can also be evaluated collectively for the potential to contribute to a historic district. Historic districts include concentrations of related buildings, structures, sites, and objects that are important representatives of historic and/or architectural themes. Within potential historic districts, properties are considered either contributing or noncontributing.

- *Contributing:* Properties in a district that are generally more than 50 years old, maintain a sufficient level of integrity, and represent the important historic and/or architectural themes of the district.

- *Noncontributing:* Properties in a district that do not meet the 50-year guideline or do not maintain a significant level of integrity to represent the important historic and/or architectural themes of the district.

For more information on the National Register Criteria, refer to the *How to Apply the National Register Criteria for Evaluation* (National Park Service 1990, revised 1998), available online at the National Park Service's National Register website at www.nps.gov/history/nr.

3. Historical Context

Bushaway Road is the local name for the segment of Hennepin CSAH 101 between Wayzata Boulevard on the north and the Gray's Bay/Lake Minnetonka Causeway on the south. This segment is approximately one mile in length. Located on the northeast corner of Lake Minnetonka, the road corridor is within the city limits of Wayzata and immediately north of the city of Minnetonka. See Appendix B for a location map.

Inhabitation of this area of Lake Minnetonka can be traced to periods long before the Minnesota Territory was opened for Euro-American settlement. Attracted by the lake's bounties and the woods lining the shore, the Dakota people were among the earliest documented inhabitants of the region. Attracted to the area for many of the same reasons, Euro-Americans began settling the north end of Lake Minnetonka in the early 1850s. By the end of the decade, the communities of Minnetonka and Wayzata were organized and the region's road system was being developed.¹

As was often the case with early road development, the trails used by the Dakota became wagon trails and were eventually incorporated into the road system.² An 1858 survey map indicates the earliest roads near Wayzata were the Shakopee and Dayton Road (present-day Hennepin CSAH 101) and the Old Mill Road to Minnetonka Mills and Fort Ridgley (present-day McGinty Road). The Shakopee and Dayton Road was chartered by the first state legislature as a state road connecting Shakopee on the Minnesota River to Dayton on the Mississippi River.³ For a number of years following their establishment, the Shakopee and Dayton Road and the Old Mill Road served as the only thoroughfares in the northeast region of Lake Minnetonka.⁴ After a bridge was constructed c.1878 across the Gray's Bay Channel, the region became more connected to other areas around Lake Minnetonka, but the Shakopee and Dayton and the Old Mill Roads continued to be the region's primary thoroughfares well into the twentieth century.⁵

While most of the settlement in this region was centered on the Wayzata town site, a review of property records indicates land along the Bushaway Road corridor north of the McGinty Road intersection was

¹ Stemmer, Irene. "Preliminary History of the Bushaway Neighborhood, 1858 - 2009." 27 May 2009. Available at Wayzata Historical Society, Wayzata, MN; Cook, R. *Sectional Map of Hennepin Co. Minnesota Showing Cities, Townships, Townsites, Roads & Railroads, 1860*. R. and F. Cook, 1860. Available at Minnesota Digital Library; Svendsen, Gustav R. *Hennepin County History: An Illustrated Essay*. [Minneapolis, MN]: Hennepin County Bicentennial Commission, 1976. Available at Minneapolis Public Library, Minneapolis, MN.

² Larsen, Arthur J. "Roads and Trails in the Minnesota Triangle, 1849-60." *Minnesota History*, December 1930, n.p.

³ In 1957, the section of this road between present-day Wayzata Boulevard and the Gray's Bay/Lake Minnetonka Causeway was designated as Bushaway Road after an early settler John Bourgeois, who built on the hill above Wayzata Bay. Reportedly due to mispronunciation of the name, this area later became known as "Bushaway." Meyer, Ellen W. *Happenings Around Wayzata, The First Hundred Years: 1853 - 1953*. Excelsior, MN: Tonka Printing Company, 1980, 3. ; Stemmer, 22.

⁴ Hennepin County, Minnesota Surveyor Office. *1879 Hennepin County Map*. Available at Hennepin County, MN Surveyor Office; -----. *Map of Lake Minnetonka, Hennepin County, Minnesota, 1896*. Available at Hennepin County, MN Surveyor Office; -----. *1911 Hennepin County Map*. Available at Hennepin County, MN Surveyor Office

⁵ Stemmer, 4.

patented as early as 1857. A wave of new settlement in Wayzata was sparked in the late 1860s when the St. Paul, Minneapolis and Manitoba completed its rail line to the town. According to Atwater and Stevens, "Wayzata was the only town site previously laid out touched by the railroad surveys. The beginnings and locations of the other villages followed the construction of the railroad."⁶

Tourism, an enterprise that would become the heart of Lake Minnetonka's future development, began around the same time as the railroad's arrival in Wayzata. Hotels and resorts, some of which were constructed by the railroad, sprung up along the lake's shores, especially near Wayzata on the north shore and Excelsior on the south shore.⁷ Minneapolis and St. Paul residents, as well as visitors from other states, travelled by railroad to the lake for summer recreation activities. Steamers soon arrived at the lake to transport visitors between communities and across the lake.

Following a dispute with Wayzata leaders over the location of tracks and railroad-related structures, James J. Hill, who had gained control of the St. Paul, Minneapolis and Manitoba Railroad by 1878, removed the depot from Wayzata and built a new one approximately one mile east of town. The new depot was called the Holdridge Depot and stood just west of the railroad's intersection with Bushaway Road until 1906, when Hill built a new depot in downtown Wayzata. With the addition of the Holdridge Depot, the importance to the region of the intersections of Bushaway Road, McGinty Road, and the railroad as a transportation and communications hub was firmly established.

By the late nineteenth century, a related phenomenon that was repeated on other lakes within close distance to Minneapolis and St. Paul was the development of summer residences on Lake Minnetonka for wealthy and prominent members of the Twin Cities' societies. The lake also attracted wealthy business owners, developers, and entrepreneurs from other states, such as Charles Gibson from St. Louis, Missouri.

Larson describes the summer cottage Gibson commissioned the architectural firm Long & Haglin to design in 1876 as setting the "standard for the lake's better class of summer houses until the neoclassical manor houses of the early 1890s."⁸ Larson continues his description of Gibson's cottage,

Gibson located his summer home well up from the shore, in the midst of the dense woodlands that filled his property...he was aware of how the landscape could be shaped to serve both naturalistic and human ends...three broad avenues were cut through the forest, two of them exposing the cottage to lake vistas and the third opening a prospect to the rising summer sun.⁹

This design philosophy was reflected in the development of other summer homes around Lake Minnetonka, and is exemplified today by the properties along the Bushaway Road corridor.

⁶ Atwater, Isaac and John Stevens. *History of Minneapolis and Hennepin County*. New York, NY: Munsell Publishing Company, 1895, 1408.

⁷ Larson, Paul C. *A Place at the Lake*. Afton, MN: Afton Historical Society Press, 1998, 30.

⁸ Ibid, 34.

⁹ Ibid, 34.

With this early, solid foundation in development based on tourism and summer homes of wealthy families from the Twin Cities and other locations, Wayzata and the surrounding area experienced continued growth throughout the latter half of the nineteenth century and the early decades of the twentieth century. The land on each side of Bushaway Road south of the McGinty Road intersection was purchased in 1876 by Herbert Carpenter and became known as Carpenter's Point.¹⁰ North of the McGinty Road intersection, several people, including prominent Minneapolis financier Samuel C. Gale, owned large parcels of land on each side of Bushaway Road.

A state road since it was platted in 1858, the Shakopee and Dayton Road was transferred in 1892 to Hennepin County ownership and maintenance.¹¹ In c.1897 the alignment of the Shakopee and Dayton Road segment known as Bushaway Road alignment was shifted slightly east through the Carpenter's Point peninsula to run straight from the railroad north, rather than continuing to follow the LaSalle Street and Central Street alignments from the railroad north as it had historically.¹² This resulted in an alignment that accommodated the development of the corridor's spatial organization as it is seen today.

Around the turn of the twentieth century, George D. Dayton purchased several parcels north of the Bushaway Road/McGinty Road intersection. Dayton and George C. Andrews developed plans for a residential suburb called Northland-on-Minnetonka. Lot sizes were to be one to 10 acres, with the availability of at least one tract of 30 acres for an estate.¹³ Dayton and Andrews built the Northland Inn near the present-day intersection of La Salle Street and Bushaway Road to accommodate prospective buyers for the development, as well as tourists. Research did not yield information about the success of Dayton and Andrews' venture. However, historical accounts indicate the Northland Inn changed owners by 1915.¹⁴

About the same time Dayton and Andrews were planning Northland-on-Minnetonka, the heirs of Herbert Carpenter, who had died in 1906, subdivided and platted Carpenter's Point into nine lots.¹⁵ The land east of Bushaway Road was developed as son Henry Carpenter's summer home and became known as

¹⁰ Hennepin County, Minnesota. Certificates of Title and Abstracts of Title for selected properties. Available at Hennepin County Public Records Division, Minneapolis, MN, n.p.

¹¹ Hennepin County, MN Surveyor Office. *County Road Alignment Books, Vol. 10*. Hennepin County, MN. Available at Hennepin County Surveyor Office, Minneapolis, MN, 15.

¹² Cooley, George W. *Map of Lake Minnetonka, Hennepin County, MN*. 1896. Available at Minneapolis Public Library, Minneapolis, MN, n.p.; Dahl, P. M. *Plat Book of Hennepin County, Minnesota*. Minneapolis: Northwestern Map Publishing Company, 1898. Available at Minnesota Historical Society Library, St. Paul, MN, n.p.

¹³ Andrews, George C. "Beautiful Northland Under the Trees at Minnetonka." Available at Wayzata Historical Society, Wayzata, MN.

¹⁴ Meyer, Ellen Wilson. "Tales from Tonka...An Almost Forgotten Inn." *Wayzata News*. 9 August 1982. Available at Wayzata News, Wayzata, MN, 5.

¹⁵ Schmidt, Andrew J., Andrea C. Vermeer, and John H. Lauer. "Phases I and II Architectural History Evaluation of the Locust Hills Estate, Wayzata, Hennepin County, Minnesota." Summit EnviroSolutions, Inc., January 2006. Available at Locust Hills Development, LLC, Blaine, MN, 29.

Locust Hills Estate. Following Henry Carpenter's death in the early 1930s, a group of well-known Minneapolis executives interested in developing a country club formed the Locust Hills Associates and purchased Locust Hills Estate. Members of the Locust Hills Associates included Rufus R. Rand, Jr., Arthur Rand, James Dean, Glen and Nadyne Traer, Alice and Benjamin Keator, Paul and Hazel Brooks, George and Nina Piper, Harry Piper, Louis Piper, Jessie Crocker Wilcox, and Charles B. Sweatt.¹⁶

Efforts to develop a country club were short lived, and Locust Hills Estate was sold to Glen and Nadyne Traer in 1935.¹⁷ Locust Hills Estate had several more owners through the mid-to-late twentieth century, including Charles Sweatt, son of Honeywell, Inc. cofounder William Sweatt.¹⁸ In recent years, Locust Hills Estate has been subdivided to create a neighborhood of high-end, custom homes.

With the early twentieth century Northland-on-Minnetonka subdivision of the land north of the McGinty Road intersection and the Carpenter's Point subdivision south of the intersection, the spatial organization, circulation networks, and general setting of the Bushaway Road corridor were set. Any changes since that time, which have been minor, can be attributed to construction of improvements, such as houses and amenities, to support recreational pursuits on individual parcels. Despite a transfer of ownership and maintenance in c.1934 back to the state, Bushaway Road has also experienced only minor changes since the early twentieth century.¹⁹

Throughout the early to mid-twentieth century, the families of top business leaders of Minneapolis, such as the Pipers, the Hill family, Cargills, John Hawley, the Wilcox family, George Dayton, and the George and Thomas Andrews families, established their summer homes along the Bushaway Road corridor.²⁰ The oldest extant house on Bushaway Road dates to 1906 and is located at 218 Bushaway Road. The house is known as the Dodge House (also known as Leeward). Other extant houses constructed in the early twentieth century include:

- Lewis Piper House at 623 Bushaway Road, constructed in 1915
- Brooks House at 601 Bushaway Road, constructed in 1919
- Piper House at 555 Bushaway Road, constructed in 1926
- H.C. Piper House at 421 Bushaway Road, constructed in 1929
- Wilcox/Nash House at 433 Bushaway Road, constructed in 1930
- Dodge House (also known as Windward) at 100 Bushaway Road, constructed in 1936
- Field House at 324 Bushaway Road, constructed in 1937

The Decker Farm at 250 Bushaway Road was constructed in 1912; however, the house was reconstructed in the mid-twentieth century and only the original 1912 carriage house is extant.

¹⁶ Stemmer, 5.

¹⁷ Stemmer, 6.

¹⁸ Schmidt, 28-30.

¹⁹ *Hennepin County Highway Map*. 1934. Available at Hennepin County Surveyor Office, Minneapolis, MN.

²⁰ Anderson, Ron. Personal email communications with Heather Goodson, Wayzata, MN, 27 August 2009.

Following residential trends of the period, the Bushaway Road corridor experienced another period of construction in the post World War II years. See Section 4 below for more detailed descriptions of the historic-age houses along the Bushaway Road corridor.

The city of Wayzata and other areas of Lake Minnetonka remain popular destinations for local recreation. However, as the metropolitan areas of Minneapolis and St. Paul have increased in population throughout the latter half of the twentieth century, Lake Minnetonka's communities have also become suburban havens for year-round residents. Increased population in these communities equated increased traffic, and in the early 1980s the state began redesigning State Highway 101 (now Hennepin CSAH 101), including the Bushaway Road segment. At about the same time, there were also plans to upgrade McGinty Road between Interstate Highway 494 and the city of Wayzata, including its intersection with Bushaway Road, by widening it to four lanes and realigning portions to straighten the roadway.²¹

Plans for the redesigned Bushaway Road segment included substantial alterations to its intersections with the Burlington, Northern, and Santa Fe (BNSF) Railroad tracks and McGinty Road. The plans called for a wider roadway and a wider bridge over the railroad tracks. As a result of public opposition to the plans, the city of Wayzata began studying the possibility of taking over the state-owned road in order to obtain a variance to keep the "small-town character of the tree lined road."²² For the same reason of wanting to maintain the character of the roadway, the state's plan to upgrade McGinty Road was met with opposition, and the only work that occurred was the installation of signals at the Bushaway Road-McGinty Road intersection. In 1997 the State of Minnesota turned State Highway 101 over to Hennepin County, and it was redesignated Hennepin CSAH 101.²³ Sometime since 1984, the bridge over the railroad tracks has been rehabilitated. Deteriorated timber superstructure and substructure members were replaced with steel members.²⁴

The last period of development for the Bushaway Road corridor dates to the early twenty-first century, when some new owners demolished historic-age houses to make way for new houses. In several instances, carriage houses associated with the original houses are extant. Despite the trends in other areas of Lake Minnetonka toward year-round residences, these newer homes along the Bushaway Road corridor are used primarily as second residences by their owners.²⁵

²¹ Morse-Kahn, Deborah. Personal communications with Heather Goodson. Minneapolis, MN, 28 August 2009.

²² Olson, Lance. "Bushaway bridge razing raising residents' wrath." *The Sun*. 15 September 1982.

²³ Anderson, Ron. Personal email communications with Heather Goodson. Wayzata, MN, 4 August 2009.

²⁴ Research did not reveal an exact date of the bridge rehabilitation.

²⁵ Anderson, Ron. Personal communications with Heather Goodson. Wayzata, MN, 14 July 2009.

4. Eligibility Evaluation

Using the National Register criteria discussed above, Mead & Hunt evaluated the Bushaway Road corridor for National Register eligibility as a historic district.²⁶ The Bushaway Road corridor consists of the residential parcels fronting both sides of the roadway corridor between Wayzata Boulevard and the Gray's Bay/Lake Minnetonka causeway.

In order to evaluate the Bushaway Road corridor for historical significance, the physical features that represent the interrelationships of the corridor's resources, also known as character-defining features, were identified. Photographs of the Bushaway Road corridor are found in Appendix C. The following character-defining features were identified and are discussed in more detail in the following section:

- Buildings and structures
- Land uses and activities
- Patterns of spatial organization
- Circulation networks
- Response to the natural environment
- Boundary demarcations

A. Character-defining features

Buildings and Structures

The majority of buildings located within the Bushaway Road corridor are residences, many of which date to the early history of the corridor. Any structures and objects associated with the residential properties are discussed below with the respective residences. A non-residential structure located within the Bushaway Road corridor is the bridge that carries Bushaway Road over the BNSF railroad tracks. The bridge was rehabilitated sometime after 1984. Due to the replacement of timber structural members with steel members, the bridge has diminished historic integrity. Therefore, it is considered a noncontributing resource within the Bushaway Road corridor.

Houses along Bushaway Road date from three primary periods of construction: the early twentieth century, the 1950s and 1960s, and 1990 to the present. The earlier two periods reflect the historic trends of land development in the area, while the last period is of more recent development. The predominant style of the first period of construction was the Colonial Revival style common for lake shore cottages. Other styles used during the first period of development include Tudor and Shingle with Craftsman influences. With the post World War II period of development along the Bushaway Road corridor, houses exhibited minor influences of popular architectural styles of the time, such as the Ranch style, but generally maintained the look and feel of the earlier Colonial Revival houses. New houses constructed during the corridor's most recent period of development maintain similar characteristics, such as massing

²⁶ According to the National Register Bulletin entitled *How to Apply the National Register Criteria for Evaluation*, "A district possesses a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development." National Park Service. *National Register Bulletin: How to Apply the National Register Criteria for Evaluation*. Washington D.C.: U.S. Government Printing Office, 1997, 5.

and scale, as the older houses. Furthermore, contemporary adaptations of the earlier styles, such as Colonial Revival, were utilized in the designs.

Generally, houses along the Bushaway Road corridor are associated with land parcels of one or more acres in size. This allowed for the houses to follow a design philosophy similar to that of Charles Gibson’s Lake Minnetonka cottage described above. Houses are set back from Bushaway Road with dense woodlands serving as buffers between. Houses along the lake are also set above the shore with expansive lawns between the houses and shoreline to provide ample room for lake side entertainment and recreation. For those houses along the corridor that are not set on large parcels of land, vegetation is used to buffer the house from the roadway.

Table 1 lists the houses along the corridor by address and date of construction. (Note: The Locust Hills development was not included in this evaluation as it was determined eligible for the National Register in a previous study.²⁷)

Table 1. Contributing and Noncontributing Residences

Address	Date of Construction
<i>Contributing Residences</i>	
100 Bushaway Road	1936
121 Bushaway Road	c.1910
217 Bushaway Road	1946
218 Bushaway Road	1906
231 Bushaway Road	1955
243 Bushaway Road	1957
250 Bushaway Road	1952
271 Bushaway Road	c.1925
321 Bushaway Road	1946
324 Bushaway Road	1937
421 Bushaway Road	1929
433 Bushaway Road	c.1930
523 Bushaway Road	1954
555 Bushaway Road	1926
601 Bushaway Road	1919
620 Bushaway Road	1919
623 Bushaway Road	c.1915

²⁷ See the January 2006 study entitled *Phases I and II Architectural History Evaluation of the Locust Hills Estate, Wayzata, Hennepin County, Minnesota* completed by Andrew Schmidt and Andrea Vermeer of Summit EnviroSolutions, Inc. and John Lauber of John Lauber Historic Preservation and Community Planning.

Table 1. Contributing and Noncontributing Residences

Address	Date of Construction
Noncontributing Resources	
151 Bushaway Road	1991
167 Bushaway Road*	1960
195 Bushaway Road	2001
205 Bushaway Road	1994
240 Bushaway Road	2000
263 Bushaway Road	2003
270 Bushaway Road*	1964
401 Bushaway Road	1992
405 Bushaway Road*	1964
501 Bushaway Road	2005
581 Bushaway Road	2009
600 Bushaway Road*	1968
611 Bushaway Road*	1966
630 Bushaway Road*	1969
639 Bushaway Road	1997
655 Bushaway Road	2003
663 Bushaway Road*	1962

**These properties will be contributing resources in the historic district once they become 50 years of age*

Houses more than 50 years of age are described below and photographs are found in Appendix D. Representative photographs of noncontributing houses are found in Appendix E. The following descriptions of residences and their setting along the Bushaway Road corridor are based on information gathered during site visits and are supplemented with details about the associated families from Stemmer's *Preliminary History of the Bushaway Neighborhood, 1858 – 2009*.

100 Bushaway Road

Constructed in 1936, this is a two-story Colonial Revival style house designed by architect Clyde W. Smith for Edwin “Ned” and Anne Winton Dodge. The family referred to this house as “Windward.” It has an L-shaped plan with cross gable roof form, and is clad with wood clapboard siding.

Set at the end of a long, winding driveway, the house has lawns immediately surrounding it. Beyond the lawns, the parcel is encircled by dense trees.

121 Bushaway Road

Set among trees atop a hill, this one-story bungalow was constructed in c.1910. It has an irregular plan with a cross-gable roof and is clad in wood clapboard siding. An expansive lawn extends from the front of the house down the hill to the edge of Bushaway Road.

217 Bushaway Road

Constructed in 1946, this one-and-one-half story Colonial Revival house is clad in brick and has a side gable roof accented by dormers. A two-and-one-half story garage addition clad in wood clapboard siding extended the house to the north. The house, surrounded by a small lawn, is nestled among the trees with a substantial set back from Bushaway Road.

218 Bushaway Road

Known historically as "Leeward," this was Edwin "Ned" and Anne Winton Dodge's farm complex (See 100 Bushaway Road above). The original house and farm buildings were constructed in 1906.

The Colonial Revival-style house has a cross-gambrel roof. Two additions, which are sympathetic to the house's original design, were constructed in 1963 and c.1989 to extend the house to the east. The farm's barn and chicken coop are extant and have been converted to modern uses, which have not affected their historic integrity.

231 Bushaway Road

Built atop a slight rise in the landscape, this one-story, Ranch-style house with a walkout basement has a side-gable roof and is clad in wood shingles. The house was constructed in 1955. Terraced landscaping and flower beds surround the house. Unlike most of the houses along the corridor with parcels large enough to allow for substantial set backs from the roadway, this house is sighted close to the roadway. A narrow band of trees and a wood fence separate the small front yard and house from Bushaway Road.

243 Bushaway Road

Constructed in 1957, this house is a late example of the Prairie style. The two story house with one story garage is clad in wood clapboard on the lower level and wood shingles on the upper level. It exhibits classic features of its style, such as a low hip roof with wide eaves, battered porch columns, and an overall emphasis on horizontal lines.

The house is set at the end of a long, forested driveway behind the house located at 231 Bushaway Road. Since there is no direct connection of this house to Bushaway Road, it is oriented to the south, rather than toward Bushaway Road to the east. The parcel is predominantly wooded, although there is a small lawn southwest of the house.

250 Bushaway Road

This residence was known historically as the Decker Farm and later the Hill House. Edward W. Decker, president of Northwestern National Bank in Minneapolis, purchased the land in 1912 and commissioned architects William Gray Purcell and George Grant Elmslie to design the house in the Prairie style for which they were known. The Decker family used the house as their summer residence until Allan Janney Hill purchased the property in 1944.

After Hill purchased the property, he had the main house demolished and constructed a house designed by architect Guy Crawford. Crawford designed the main house after an eighteenth century French manor. A service building, which was comprised of the garage, servants' quarters, and other service areas, and the breezeway that connected it to the original main house were left standing after the main house was demolished. The service building was re-connected to the main house after reconstruction. The two buildings standing next to each other provide an interesting visual history of architectural styles. Despite the demolition of the original main house, Hill's house, which was constructed in 1952, has achieved historic significance in its own right.

271 Bushaway Road

Constructed c.1925, this two-and-one-half-story Tudor house is clad in stucco and has a front gable roof with asymmetrical eaves. A two-story addition extended the house to the south. Due to the land's topography, the addition's upper story is on the same level as the house's first story. A three-car garage comprises the addition's lower level.

This parcel has a small, manicured lawn to the north of the house, but is primarily encircled by trees that provide a buffer from Bushaway Road on the east and LaSalle Street on the south.

321 Bushaway Road

Set atop a rise in the land, this Colonial Revival style house was constructed to take advantage of the elevation change and features multiple levels. The main part of the house is one-and-one-half stories, while the garage wing is a full two stories. Clad in wood shingles, the house is side gabled with a projecting cross-gable next to the primary (east) entrance. A one-story enclosed porch extends from the south end of the house. According to the Hennepin County Property Tax database, the house was constructed in 1946.

Bound by Bushaway Road on the east, the railroad tracks on the north, LaSalle Road on the north, and another residential property on the west, the parcel is encircled by a dense band of trees. The house sits near the northeast corner of the parcel and a large lawn extends from the house to the north.

324 Bushaway Road

Constructed in 1937 by the John Andrews Field family, this is a two-story Colonial Revival house, which is reported to have replaced a house on this site that burned.²⁸ Clad in wood clapboard siding, the side-gable house has a rectangular plan. A one-story garage with shed roof dormer is connected to the house's northeast corner by an enclosed breezeway. A log cabin, believed to be a trapper's cabin dating to the late 1700s, stands near the southwest corner of the house.²⁹

The house is set back from Bushaway Road with a large lawn to the west and south sides. The rear of the property, which is to the east of the house, is forested. A dense stand of trees runs along the western

²⁸ Stemmer, 15.

²⁹ Ibid, 2.

edge to separate the property from Bushaway Road and the southern edge to separate it from the railroad. A decorative iron fence with brick columns that dates to an earlier house on the property also lines the property's western edge.³⁰

421 Bushaway Road

This three-story Colonial Revival house was designed by Liebenberg & Kaplan and constructed in 1929 as a summer lake residence for Harry C. Piper, Sr., a Minneapolis investment banker, and his family. The house is clad in wood clapboards and has an irregular plan with complex roof form.³¹ Aerial photographs indicate the house's west elevation, which faces the lake, is lined with windows and has a large porch.

Connected to the house by a covered sidewalk, a detached, two-story garage stands northeast of the house. Extensive vegetation surrounds the house obscuring much of the house from the east and buffering the house from Bushaway Road. Aerial photographs indicate there is an in-ground swimming pool at the southeast corner of the house. This house is considered architecturally significant as a design of Liebenberg & Kaplan, a prominent Minnesota architecture firm also known for its residential designs in areas such as the National Register-listed Edina Country Club District.

433 Bushaway Road

Constructed c.1930 for the Wilcox family, the two story, side gable, Colonial Revival style house is clad in wood clapboard siding and has wood shingles on the dormers. The house's primary (east) elevation has minimal detailing at the entry door and small, symmetrically placed windows. In contrast, the rear (west) elevation, which is oriented toward the lake, is lined with windows and has a large screened porch. A modern addition extends the house to the south. A tennis court is located near the property's northwest corner. Due to the narrowness of the land at this point in the corridor, a row of large boulders and vegetation, rather than a stand of trees, screen this property from Bushaway Road.

523 Bushaway Road

According to the Hennepin County Property Tax database, this house was constructed in 1954. The house is located inside a large fence that surrounds this parcel and the parcel of 501 Bushaway Road, which was constructed in 2005. From the public right-of-way, the house exhibits the Ranch style and does not appear to have any exterior alterations. Access to the property for the purposes of the historic resources survey was not obtained and research did not reveal additional information about this property.

555 Bushaway Road

Designed in 1926 by architect Andrew Schuehle for the George F. Piper, Jr. family, this large, Colonial Revival house has an irregular plan and complex roof form. George F. Piper was a well-known businessman who ran an antiques store in Carver, Minnesota, as well as a gift and clothing store in

³⁰ A 1915 photograph available at the Wayzata Historical Society shows the fence and brick columns.

³¹ At the time of the historic resources survey, the house was undergoing renovation following a damaging fire. As a result, access to the property was limited and information gathered for the historic resources survey was limited to what could be acquired from the driveway on the east side and what is visible in aerial photographs. Aerial photographs were viewed at <http://www.bing.com/maps/>.

Wayzata.³² Built on a hill, the house has multiple stories and is clad in wood shingles with stone accents. There are numerous windows, particularly on the east side facing the lake, throughout the house. As a special design feature, the house lacks internal hallways to allow breezes off the lake to flow through.

Set back from Bushaway Road, the house's natural materials allow it to blend with the surrounding landscape. The property has recreational amenities, such as an in-ground swimming pool, tennis courts, and a boat dock. A carriage house that appears to date to the same period of construction as the house is also located on the property. Original, stone gate pillars stand at each corner of the driveway near its intersection with Bushaway Road.

In 1937 John B. Hawley, another well known businessman, purchased the house, and the family continues to own the house today. John B. Hawley was president of Northern Pump/Northern Ordinance, a company that became known for the submersible pump it built for World War II Navy ships.³³

601 Bushaway Road

Constructed in 1919, this house served as the main house for the Brooks Estate. Prominent Minneapolis architect Harry Wild Jones designed the Tudor style house, as well as a carriage house, caretaker's cottage (620 Bushaway Road), and a cook's cottage.³⁴ The large two-and-one-half-story house has an irregular plan and is clad in stucco with heavy, half-timbering. The wood shingle cladding and rolled edges give the roof a thatched appearance. Multiple cross gables, prominent entry porch, large chimneys, and long narrow windows are also classic features of the house's architectural style. An expansive lawn slopes down from the rear of the house to the lake shore.

Set back from Bushaway Road, the house is accessed via a long driveway. Large gates with stone pillars that are original to the construction of the house mark the entrance at Bushaway Road. A hand-placed stone wall lines both sides of the driveway.³⁵ Immediately inside and to the south of the gate stands the carriage house. The carriage house's east facade is parallel to, and at the pavement edge of, Bushaway Road. The one-and-one-half-story building has three double-wide bays and utility area on the first floor. An apartment occupies the second floor. With stucco and half-timbering cladding and a thatched roof, the building reflects the house's architectural style.

620 Bushaway Road

Historically, the Brooks Estate (601 Bushaway Road) extended across Bushaway Road to include this house. This parcel was subdivided from the estate in 1980. Constructed in 1919, it was the estate caretaker's cottage. The one-and-one-half-story, stucco-clad house with a wood shingle roof reflects the Tudor style of the main house. A small, shed-roof addition extended the house to the north. Designed to

³² Stemmer, 9.

³³ Ibid, 9.

³⁴ This property is included in a National Register nomination that is under development for extant residential and commercial buildings designed by architect Harry Wild Jones. Furthermore, the current owners intend to pursue designation of the property as a Wayzata Heritage Landmark.

³⁵ Anderson, Ron. 26 August 2009, n.p.

reflect the house's architecture, the detached garage and workshop stands northwest of the house. A small bridge carries the brick driveway over a creek that runs perpendicular across the property to Gray's Bay. The long, narrow parcel is bound on the west by Bushaway Road and Gray's Bay on the east. A wood fence and narrow strip of trees separate the house from the edge of the roadway.

623 Bushaway Road

Constructed c.1915, this house reflects influences of the Shingle and Craftsman styles. It has an irregular plan with a complex roof form. Wide eaves, exposed rafter tails, and curved walls lend stylistic details to the wood shingle clad house. An addition designed by Liebenberg and Kaplan Architects and constructed in 1923 extended the house to the rear. A four-car garage was also connected to the rear of the house by an enclosed breezeway.

Oriented toward the lake, it is set at the end of a long driveway with dense trees separating the house from the road. A lawn surrounds the house and extends to the lake shore.

Land Uses and Activities

Current land uses and activities throughout the Bushaway Road corridor are much like they were historically. Residential, recreation, and leisure activities were the primary uses since most of the houses were constructed as summer homes. Large lawns surrounding the houses provided the space for lawn games and outdoor entertainment, as well as accommodating amenities such as swimming pools and tennis courts.

Patterns of Spatial Organization

Bushaway Road is the spine of the corridor with long, narrow driveways extending off each side to provide access to the houses. For the most part, the parcels are large (several acres in some cases) with the houses set back from the roadway. Dense woodlands separate the houses from the roadway, and houses on lakeshore parcels have open views toward the lake. This pattern of spatial organization provides a sense of traveling through a forest with intermittent clearings at the driveways opening to tranquil settings centered on the houses.

Response to the Natural Environment

Houses along the Bushaway Road corridor were primarily constructed as summer homes to be used for recreational and relaxation purposes. Houses were sited on parcels to provide a serene getaway from the hustle and bustle of everyday life. To accomplish this, set backs from the roadway are substantial and dense woodlands were left to provide a buffer between the houses and the roadway. Houses on lakeshore parcels are also oriented toward the lake with expansive lawns stretching down to the lakeshore.

Circulation Networks

Bushaway Road meanders through a tree-lined corridor from Wayzata Boulevard on the north toward the lake on the south. With driveways extending from each side, the two-lane roadway does not have shoulders, curbs, or sidewalks. Driveways tend to follow the contours of the landscape through densely forested areas before opening into clearings in which the houses stand.

Boundary Demarcations

Dense woodlands along the Bushaway Road corridor serve to mark the boundaries between the roadway and the parcels extending to each side, as well as marking parcel lines. In some cases, driveways also serve as the boundary demarcations between parcels. In a number of locations along the corridor, stone or brick columns flank driveways to mark points of entry onto the properties. Decorative fencing and entry gates are also used in several locations along the corridor to mark the boundaries at the roadway. For example, original gate columns are found at 432, 555, and 601 Bushaway Road, and 324 and 405 Bushaway Road have original gate columns with associated fencing. At 601 Bushaway Road, an original, hand-placed stone wall lines the driveway.

B. Integrity

The landscape and settlement patterns of the Bushaway Road corridor were established in the early twentieth century by the development of Carpenter's Point and Northland-on-Minnetonaka for summer, recreational homes. Since that time, there has been little additional subdivision of the land along Bushaway Road. Many of the historic homes with associated outbuildings have been retained. Where there is new construction along the corridor, the houses exhibit complimentary styles with similar massing and scale as that of the historic homes. The cultural traditions of using the land and homes for summer recreational pursuits and entertainment purposes persist today. Furthermore, the vegetation patterns and boundary demarcations have changed very little since the earliest years of the corridor's history.

The road corridor itself has experienced little alteration throughout the last 150 years. With the exception of the bridge replacement over the BNSF railroad tracks, the documented, major alterations occurred during the historic period. Minor alterations include changes in paving materials to meet the latest standards of the time.

Unlike the Bushaway Road segment of Hennepin CSAH 101, which retains its historic integrity, the roadway segments immediately north and south have experienced substantial alterations. These segments have been widened to at least three lanes, and, in some cases five lanes. Upgrades including medians, curbs, gutters, and sidewalks have also been constructed on these segments of the roadway.

Overall, the Bushaway Road area retains its historic integrity of setting, feeling, location, association, design, materials, and workmanship as the changes, collectively or individually, have not been substantial. This segment of the roadway itself has not experienced the upgrades other segments have. Furthermore, landscape and settlement patterns established in the early twentieth century remain strongly evident today.

C. Comparative analysis

To provide additional perspective of the historic context and to further inform the National Register eligibility evaluation of the Bushaway Road corridor, Mead & Hunt conducted a comparative analysis of three other areas within the Twin Cities region that developed through trends similar to those of the Bushaway Road corridor. The selected areas are the Ferndale peninsula in southwest Wayzata, White Bear Lake, and Forest Lake. These areas were selected due to their locations within the same general region as the Bushaway Road corridor and for their development as locations of summer cottages or

second homes for wealthy Minneapolis and St. Paul families during the early to mid-twentieth century. Other lake communities in the Twin Cities region that experienced nineteenth century, resort era development, transitioned into communities of year-round residences with minimal development of summer cottages.

Lake Minnetonka

The Ferndale peninsula area of southwest Wayzata, in particular, was identified in the 2002 *Historical and Architectural Resources of Wayzata, Minnesota* report as an area with similar characteristics to the Bushaway Road corridor.³⁶ Historically, Lake Minnetonka's Ferndale peninsula was developed for large estates lining the west shore of Wayzata Bay. According to Robert C. Vogel & Associates, "The typical estate included several functional elements: the main house, one or more guest houses, a carriage house or stables (later garages), a boat house, and a variety of small specialized outbuildings."³⁷ Over time, however, the large parcels that once comprised the peninsula were subdivided, and substantial infill development has occurred since the mid-twentieth century.

Over time, the city of Wayzata has grown to incorporate the peninsula as one of its neighborhoods. With the peninsula's existing network of city streets and recreational trails connected to the rest of the city, there is a seamless transition from downtown Wayzata into the neighborhood. This, coupled with the smaller lot sizes and more dense development, lends to the feeling of being in a city neighborhood. No longer is there a feeling of being in an early twentieth century setting of country estates on the peninsula.

A windshield survey supported by a review of parcel maps did not reveal other areas around Lake Minnetonka's shores that have retained as much of the historic feel, setting, and association as the Bushaway Road area. In other areas around Lake Minnetonka, there are small pockets that retain their historic feel but are generally comprised of only a few houses.

White Bear Lake

Located northeast of St. Paul, White Bear Lake's mid-nineteenth century settlement and development paralleled that of Lake Minnetonka as a resort destination for tourists. Rail service reached the community in 1868, which opened the area to additional businesses and industries, as well as reduced the trip from St. Paul from three hours to 20 minutes.³⁸

The resort era faded, however, after the turn of the twentieth century, and farming, lumbering, and other industries became the economy's mainstays. By the mid-twentieth century, the community was no longer identified as a resort and summer home community. The city of White Bear Lake began experiencing extensive year-round residential development as it expanded from 2.5 square miles in 1921 to seven

³⁶ Robert C. Vogel & Associates. "Historical and Architectural Resources of Wayzata, Minnesota." October 2002. Available at Heritage Preservation Board, Wayzata Historical Society, Wayzata, MN, 12.

³⁷ Ibid, 12.

³⁸ "History of White Bear Lake." <<http://www.whitebearlake.org>>.

square miles in 1960. Late twentieth century economic development programs attracted several national companies and today the city has a population of 24,000.³⁹

With White Bear Lake's mid-to-late twentieth century growth, there is no longer a concentration of summer residents. The community has completed the transition from its early roots as a tourist and summer resident destination to a city of year-round residents enjoying the lake amenities and close proximity to a major metropolitan area.

Forest Lake

Located approximately 30 miles north of the Twin Cities, Forest Lake developed in the late nineteenth century as a result of wealthy tourists visiting its summer resorts, much like other lakes located a short train ride from the metropolitan area. By 1897 a daily excursion train from St. Paul brought tourists to Forest Lake to enjoy amenities such as resort hotels, dance pavilions, picnic grounds, tennis courts, and a bandstand on the lake's shores.⁴⁰

Around the turn of the twentieth century, a small group of wealthy St. Paul residents built summer cottages at Forest Lake.⁴¹ However, it was not until a decade later that Forest Lake began seeing increased development of summer, lakeshore cottages. By the 1920s and 1930s, Forest Lake had become an increasingly popular stop over on the main highway between St. Paul and Duluth.⁴² With completion of Interstate Highway 35 in the late 1960s, Forest Lake, like White Bear Lake, began a transition from a popular destination for summer tourists to a suburb of year round residents commuting to the Twin Cities. By 2000 Forest Lake had a population of over 17,000 residents.⁴³

Each of the comparative analysis areas experienced early development patterns similar to those of the Bushaway Road area. However, by the mid-twentieth century, each area began transforming from communities of summer, recreational homes to neighborhoods and cities of year-round residents. As a result, these areas no longer have the same character-defining features that the Bushaway Road area retains.

D. Statement of significance

Located along the northeast shore of Lake Minnetonka, the Bushaway Road corridor exemplifies the region's summer recreational home and tourism development since the early twentieth century. Drawn by the lake and the corridor's idyllic setting, wealthy families from the Twin Cities established weekend getaways and recreational retreats. Families traveled the last bit of their trips to their summer getaways

³⁹ Ibid, n.p.

⁴⁰ Washington County Historical Society. "Washington County History Guide: Forest Lake." <<http://projects.wchsmn.org/communities/forest-lake/>> (16 August 2009).

⁴¹ Larson, 111.

⁴² Washington County Historical Society. "Washington County History Guide: Forest Lake." <<http://projects.wchsmn.org/communities/forest-lake/>>.

⁴³ Ibid, n.p.

on the tree-lined and meandering Bushaway Road, which set the mood of leaving the hustle and bustle of the city for the fun and relaxation of their second homes.

The Bushaway Road corridor became the focal point of early Minnesota/Minneapolis enterprise as not only did the railroad, the Old Mill Road, and the Shakopee and Dayton Road intersect there, but also some of the principal entrepreneurs and financial leaders of Minneapolis purchased property and built summer residences along the corridor. Assembly of these business leaders each summer at their recreational homes along the Bushaway Road corridor established one of the most important social networks in the Minneapolis-Lake Minnetonka region, and this trend continued well into the mid- to late twentieth century.⁴⁴

The Bushaway Road corridor experienced three periods of residential/seasonal home development: the early twentieth century; the 1950s and 1960s; and 1990 to the present. These second homes were set among the woodlands lining both sides of Bushaway Road. Expansive lawns immediately surrounding the houses provided space for outdoor entertainment and recreational pursuits. For those houses located along the lakeshore, the lawns also stretched to the shoreline to provide views of the lake.

Patterns of spatial organization, circulation networks, and responses to the natural environment established in the early twentieth century have persisted throughout the corridor's developmental history, and these character-defining features of the Bushaway Road corridor are still apparent today.

Reflecting the corridor's earliest period of development, the period of significance begins in 1906, with the date of construction of the oldest, extant house along the corridor, located at 218 Bushaway Road. The period of significance ends in 1959, which is the 50-year cutoff for considering significance. In the future, the period of significance should be extended to 1969, the construction date of the last house built during the corridor's second period of development.

Invoking a sense of time and place, the Bushaway Road corridor is an intact cultural landscape that demonstrates the pattern of early-to-mid twentieth century recreational development on lakes in the Twin Cities region. This area represents a cohesive collection of grand, summer recreational homes, circulation networks, and landscape features long associated with this development trend. As such, the Bushaway Road corridor is recommended eligible for the National Register as a locally significant historic district under National Register *Criterion A* in the area of *Entertainment and Recreation* as the best identified concentration of seasonal residences from this period of development in the Twin Cities region.

E. Boundary of Bushaway Road Historic District

The historic district boundary includes the Hennepin CSAH 101/Bushaway Road corridor from Wayzata Road on the north end to the Gray's Bay/Lake Minnetonka Causeway on the south end and the properties adjacent to the corridor on the east and west. See the boundary map in Appendix F.

⁴⁴ Anderson, 27 August 2009, n.p.

F. Conclusion

Locally significant under *Criterion A* in the area of *Entertainment and Recreation*, the Bushaway Road Historic District exemplifies the region's summer recreational home and tourism development since the early twentieth century as a cohesive collection of summer recreational homes, circulation networks, and landscape features. The winding, tree-lined Bushaway Road is the backbone of the cultural landscape created by the wealthy Minneapolis families who established their summer recreational retreats along the corridor. Character-defining features of the Bushaway Road Historic District include the buildings, the land uses and activities, patterns of spatial organization, response to the natural environment, circulation networks, and boundary demarcations.

Alterations to roadway layout and its setting as a result of Hennepin County's proposed project on Bushaway Road would have the potential to adversely affect the Bushaway Road Historic District's historic integrity. Alterations such as a widened roadway would have the potential to remove historic stone gate columns and fencing or change the corridor's circulation network by straightening the meandering roadway. A widened roadway would also have the potential to modify patterns of spatial organization through tree removal and changes in how driveways intersect with the roadway. Buildings located close to the road such as the carriage house at 601 Bushaway Road would potentially be directly impacted if the road were widened. Other modifications such as an upgraded roadway with curb and gutter would introduce new elements to the Bushaway Road Historic District that have never been a part of the overall setting.

Changes such as those described above have the potential to severely detract from the Bushaway Road Historic District's historic feeling, setting, and association. Whether incremental over time or as the result of one particular project, these types of changes could alter the historic integrity, converting the district from the idyllic rural setting that reflects its significance to one with a more modern-day setting exhibiting an urban landscape and design aesthetic. Careful consideration should be given to alterations or modifications to character-defining features that would affect the Bushaway Road Historic District's overall historic integrity.

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Appendix A. National Register of Historic Places Criteria for Evaluation

THE NATIONAL REGISTER CRITERIA FOR EVALUATION

The following criteria are designed to guide the states, federal agencies, and the Secretary of the Interior in evaluating potential entries (other than areas of the National Park System and National Historic Landmarks) for the National Register.

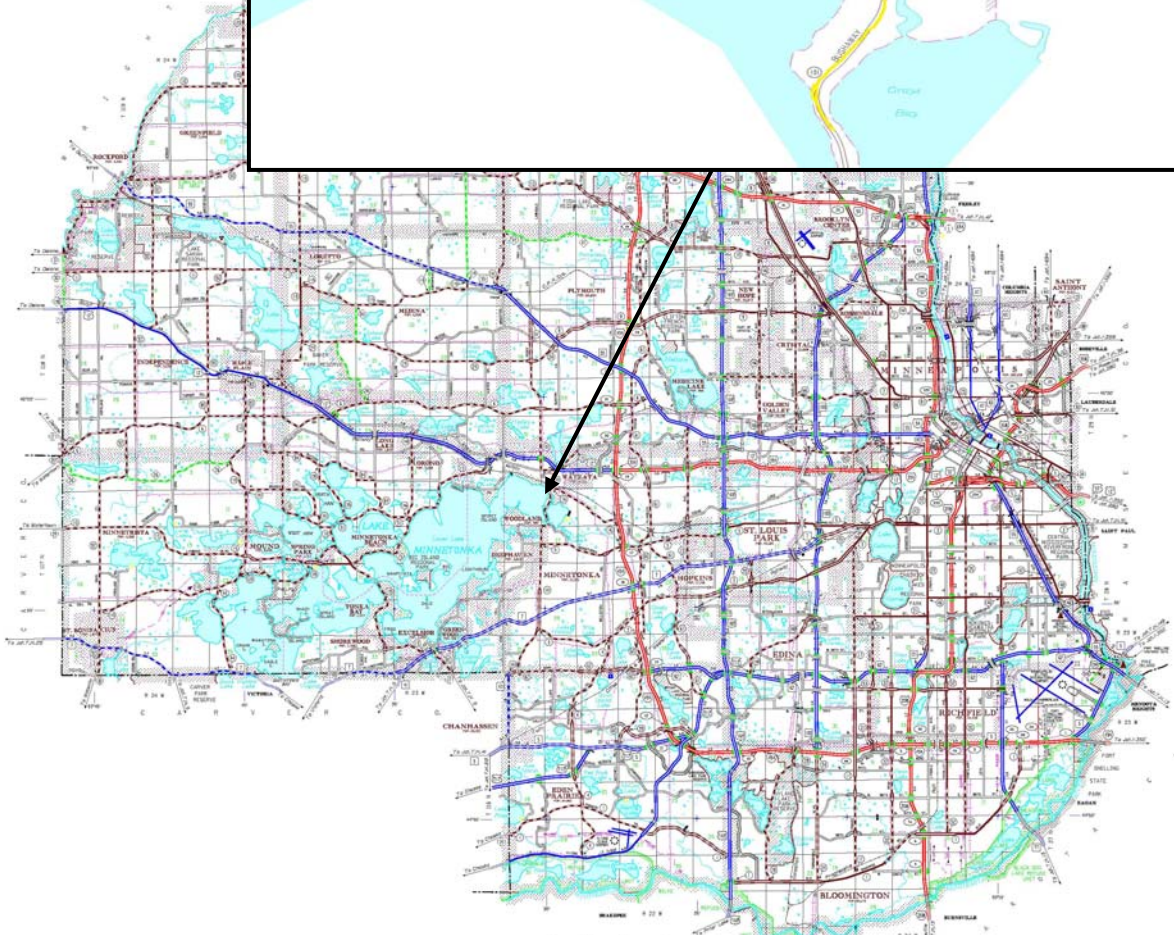
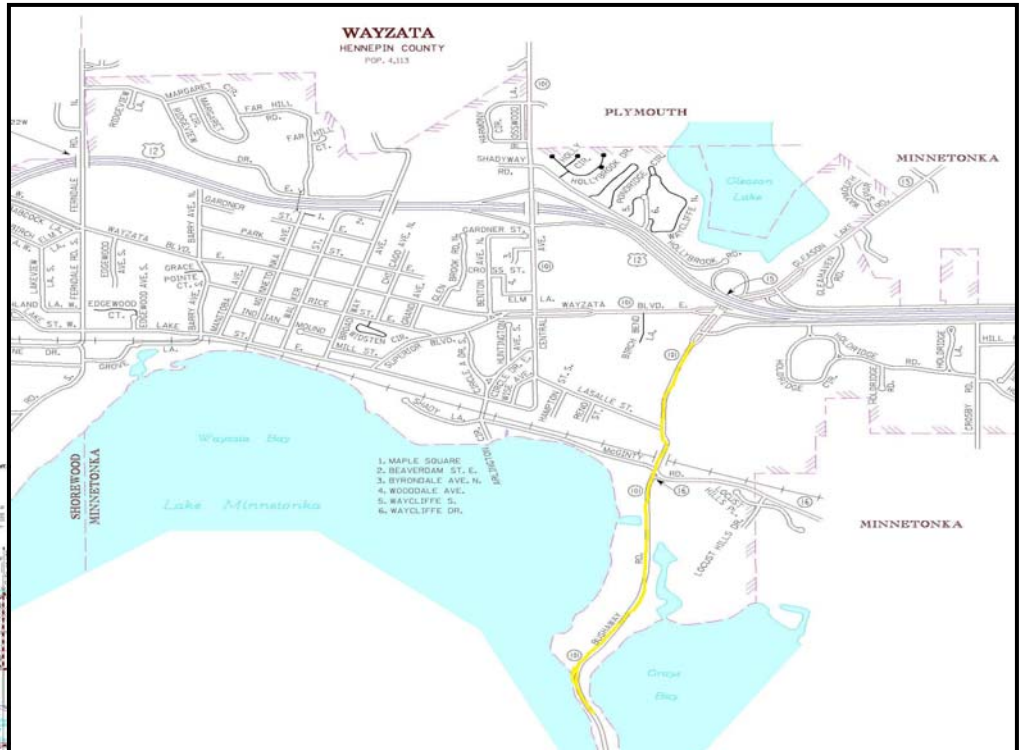
Criteria: The quality of *significance* in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- A. That are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. That are associated with the lives of persons significant in our past; or
- C. That embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. That have yielded, or may be likely to yield, information important in prehistory or history.

Criteria Considerations (Exceptions): Ordinarily, cemeteries, birthplaces, or graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past 50 years shall not be considered eligible for the National Register of Historic Places. However, such properties will qualify if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

- A. A religious property deriving primary significance from architectural or artistic distinction or historical importance; or
- B. A building or structure removed from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or
- C. A birthplace or grave of a historical figure of outstanding importance if there is no other appropriate site or building directly associated with his or her productive life; or
- D. A cemetery which derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events; or
- E. A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or
- F. A property primarily commemorative in intent if design, age tradition, or symbolic value has invested it with its own historical significance; or
- G. A property achieving significance within the past 50 years if it is of exceptional importance.

Appendix B. Location Map



Bushway Road Historic District Location Map
(highlighted in yellow on inset map)

Sources: <http://www.dot.state.mn.us/maps/cadd/county/hennepin.pdf> and
<http://www.dot.state.mn.us/maps/cadd/city/Under5000/hennepin4.pdf>

Appendix C. Photographs of Bushaway Road Corridor



North end of Bushaway Road – Looking north toward Wayzata Blvd. and Highway 12



North end of Bushaway Road – Looking south



Bushaway Road – Looking south from the driveway of 205 Bushaway Road



Bushaway Road – Looking south from the driveway of 265 Bushaway Road



Bushaway Road – Looking south toward the bridge over the BNSF Railroad



West elevation of Bushaway Road bridge over BNSF Railroad



Bushaway Road – Looking north toward intersection with McGinty Road



Bushaway Road – Looking south from the driveway of 421 Bushaway Road



Bushaway Road – Looking north from the driveway of 620 Bushaway Road



Bushaway Road – Looking south from the driveway of 620 Bushaway Road



Bushaway Road – Looking south from near the driveway of 663 Bushaway Road



**151 Bushaway Road – View from house to east toward Bushaway Road
Representative example of dense woodlands serving as a buffer between
Bushaway Road and the house**



**217 Bushaway Road – View from near house to east toward Bushaway Road
Representative example of dense wooded band as buffer to Bushaway Road and lawn
immediately surrounding house**



**601 Bushaway Road – View from boat dock toward house's west elevation and lawn
Representative example of house's orientation to the lake**



**555 Bushaway Road – View from rear of house west toward Lake Minnetonka
Representative example of house's orientation to lake**



**555 Bushaway Road – View from front of house toward southeast corner of property
Representative example of recreational amenities such as tennis courts and large lawns**



324 Bushaway Road – Decorative fence demarcating property boundary at Bushaway Road



324 Bushaway Road – Trapper's Cabin located at southwest corner of house



405 Bushaway Road – Decorative fence demarcating property boundary at Bushaway Road



620 Bushaway Road – View from driveway across Bushaway Road to west showing entrance gate of 601 Bushaway Road



639 Bushaway Road – Extant historic-age carriage house (main house demolished and reconstructed in 1997)

Appendix D. Photographs of Contributing Houses



100 Bushaway Road



121 Bushaway Road



217 Bushaway Road
Photograph courtesy of Ron Anderson



218 Bushaway Road



231 Bushaway Road
Photograph courtesy of Ron Anderson



243 Bushaway Road



250 Bushaway Road



271 Bushaway Road



321 Bushaway Road



324 Bushaway Road



421 Bushaway Road



433 Bushaway Road



555 Bushaway Road



601 Bushaway Road



601 Bushaway Road – Carriage House



620 Bushaway Road



623 Bushaway Road

Appendix E. Representative Photographs of Noncontributing Houses



167 Bushaway Road



195 Bushaway Road

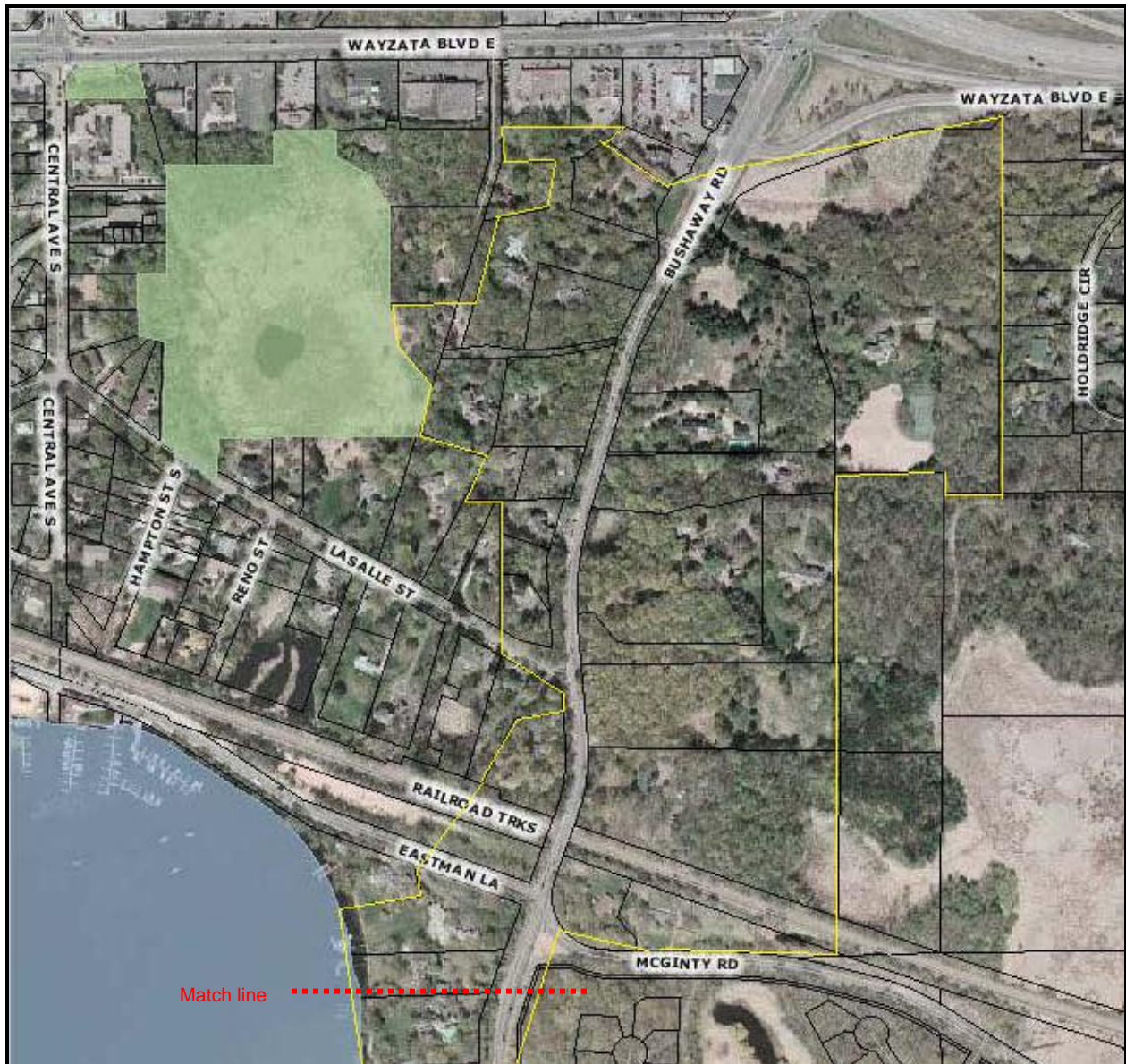


240 Bushaway Road



405 Bushaway Road

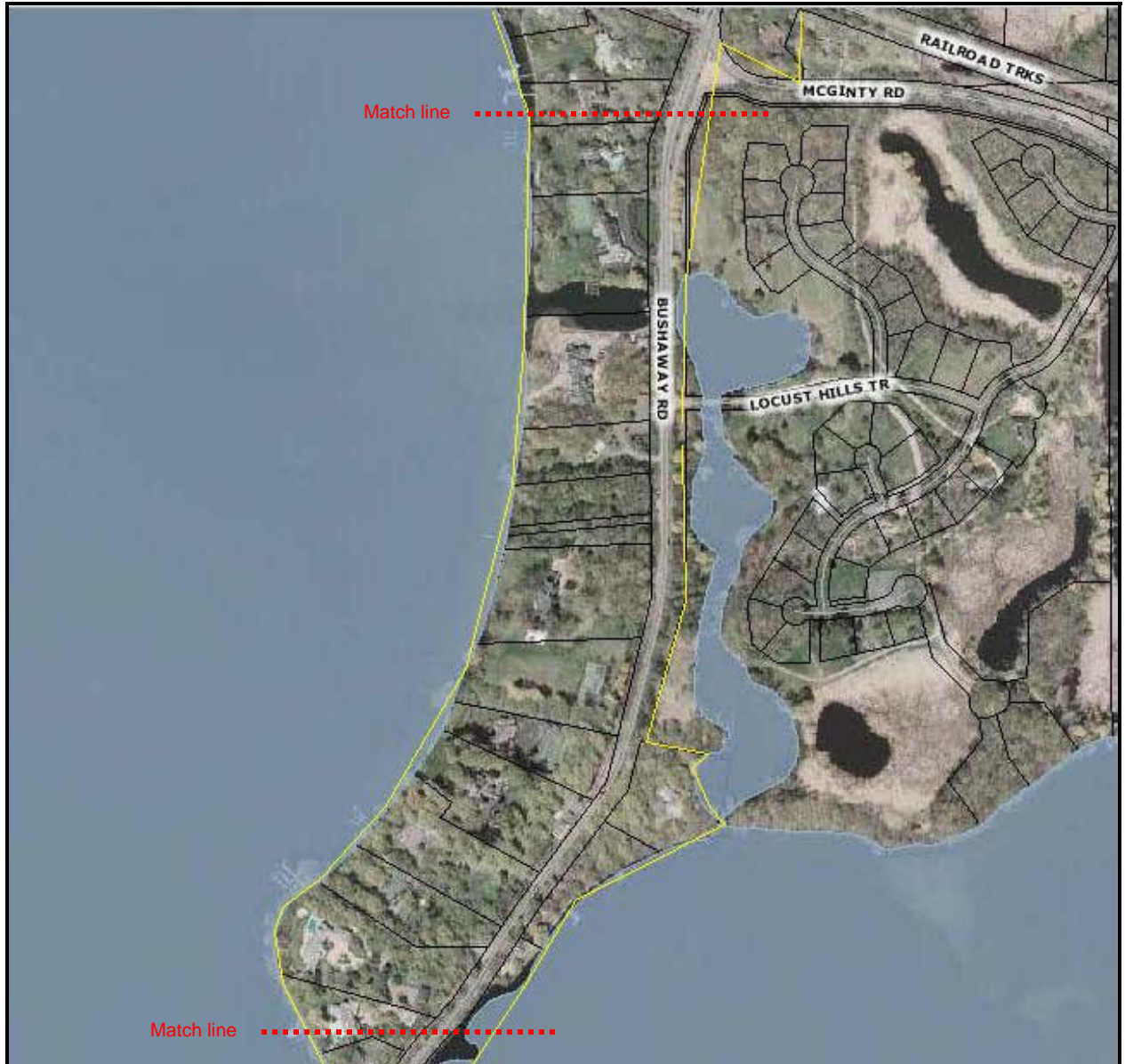
Appendix F. Historic District Boundary Map



Match line

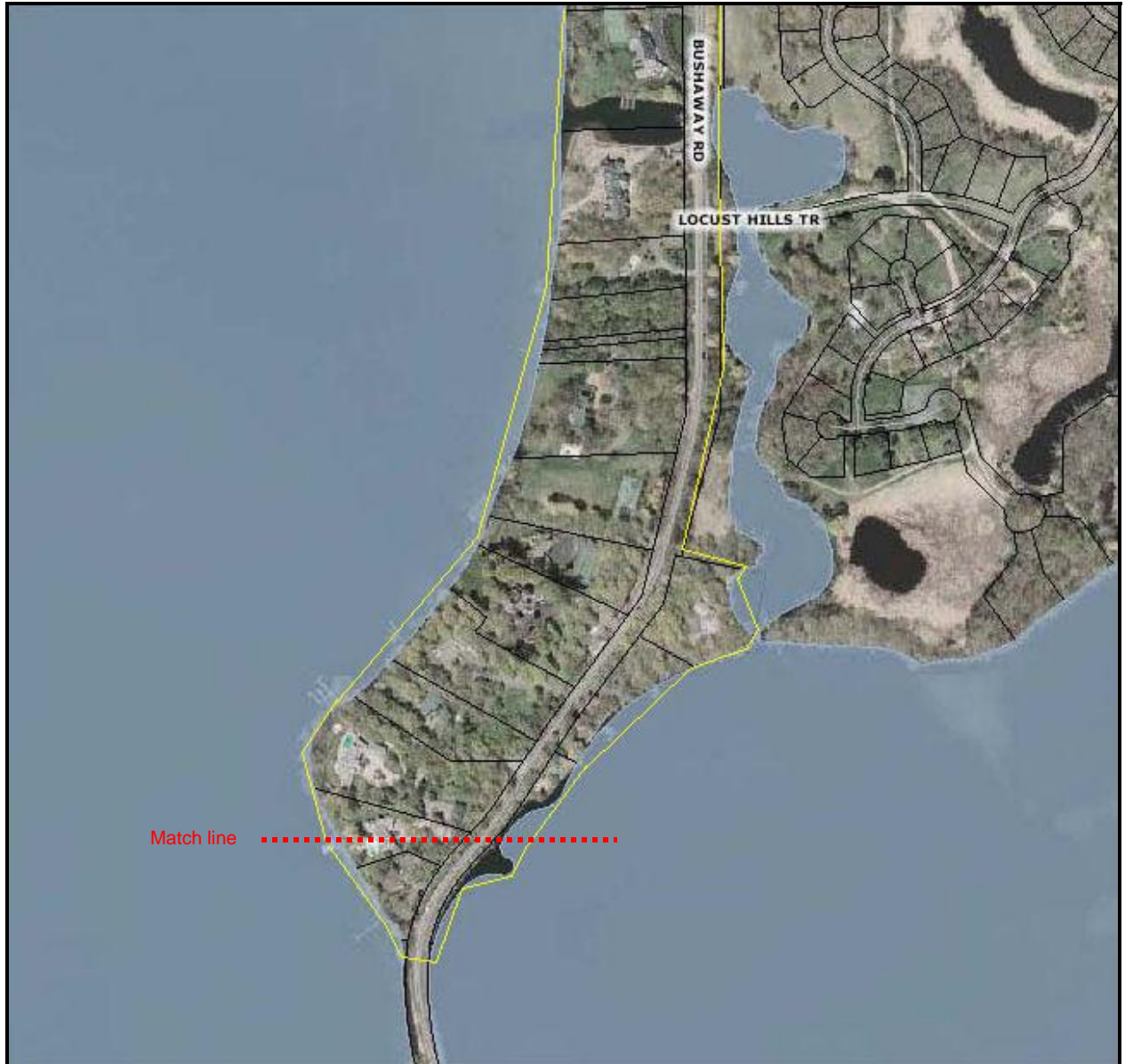
Bushaway Road Historic District
Approximate boundary indicated by yellow line
Map 1 of 3

Source: <http://gis.co.hennepin.mn.us/HCPPropertyMap/Locator.aspx>



Bushaway Road Historic District
Approximate boundary indicated by yellow line
Map 2 of 3

Source: <http://gis.co.hennepin.mn.us/HCPPropertyMap/Locator.aspx>



Bushaway Road Historic District
Approximate boundary indicated by yellow line
Map 3 of 3

Source: <http://gis.co.hennepin.mn.us/HCPROPERTYMAP/Locator.aspx>