

**PHASE I AND II ARCHITECTURE-HISTORY SURVEY FOR THE
DOUGLAS DRIVE (CSAH 102) RECONSTRUCTION,
GOLDEN VALLEY, HENNEPIN COUNTY, MINNESOTA**

**S.P. 128-091-033
Mn/DOT Agreement No. 99511
SHPO No. pending**

**Authorized and Sponsored by:
Minnesota Department of Transportation
and the Federal Highway Administration**

**Prepared by:
Summit Envirosolutions, Inc.
1217 Bandana Boulevard North
St. Paul, Minnesota 55108
Summit Project No. 1727-0037**

C12 - 0012

Level K

Consultant's Report

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**Principal Investigator: Marjorie Pearson, Ph.D.
with contributions by Renée L. Hutter, M.F.A.**

MARCH 2012

MANAGEMENT SUMMARY

The City of Golden Valley (City) is proposing to reconstruct Douglas Drive (CSAH 102) between Trunk Highway 55 (Olson Memorial Highway) and CSAH 70 (Medicine Lake Road). Because this project will receive funding from the Federal Highway Administration (FHWA), it must comply with Section 106 of the National Historic Preservation Act of 1966, as amended. The Minnesota Department of Transportation (Mn/DOT) Cultural Resources Unit (CRU) contracted with Summit EnviroSolutions, Inc. (Summit) to complete a Phase I and II architecture-history survey. The purpose of the survey was to identify any architecture-history properties within the Douglas Drive Reconstruction project area of potential effect (APE) that are potentially eligible for inclusion in the National Register of Historic Places (NRHP). The cultural resources study was conducted in accordance with Section 106 and the Minnesota Historic Sites Act.

The Douglas Drive Reconstruction project is located in Sections 20, 21, 28, 29, 32, and 33, Township 118N, Range 21W, Golden Valley, Hennepin County, Minnesota. The APE accounts for possible changes in visual qualities, noise levels, and traffic patterns on surrounding properties resulting from the project. The APE comprises 304.5 acres (123.2 hectares).

The architecture-history investigation included both a literature search and field survey component. The architectural history field survey consisted of a pedestrian survey of all buildings and structures within the architectural history APE to identify and record buildings and structures 45 years in age or older. Marjorie Pearson served as Principal Investigator for architectural history.

A total of 61 properties 45 years in age or older were inventoried during the Phase I architectural history survey, including 48 houses, two apartment building complexes, three office building complexes, one commercial structure, one industrial complex, one educational building, one religious building, two streets, and two railroad corridors. The Honeywell Golden Valley Plant, the industrial complex; the Kingdom Hall of the Golden Valley Congregation of Jehovah's Witnesses, the religious building; and the Luce Line, one of the railroad corridors, were evaluated at the Phase II level. The Kingdom Hall of the Golden Valley Congregation of Jehovah's Witnesses is recommended as eligible for listing in the NRHP. None of the Phase I properties or the Honeywell Golden Valley Plant or the Luce Line railroad corridor is recommended as eligible for listing in the NRHP.

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1.0 INTRODUCTION

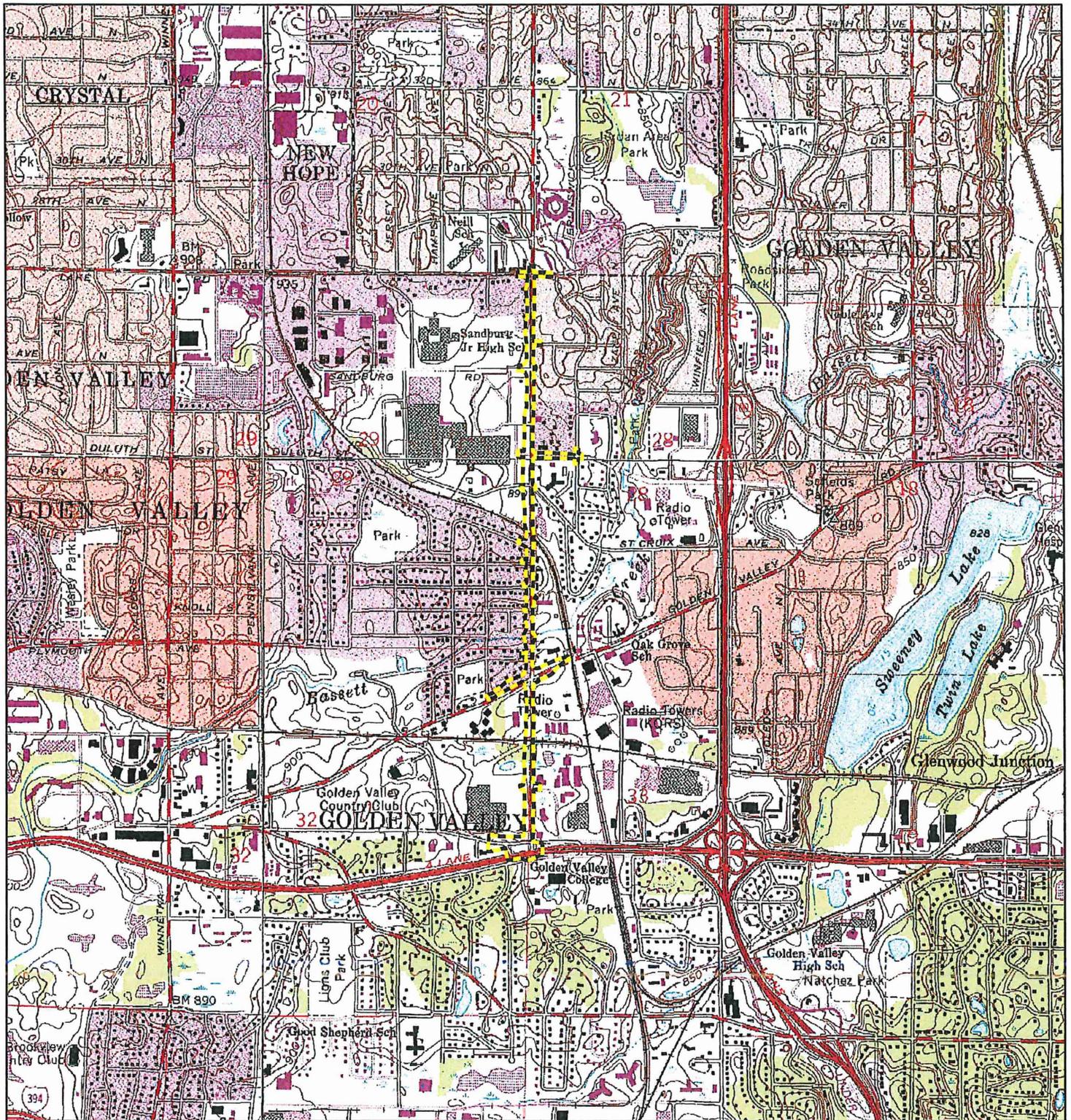
The City of Golden Valley (City) is proposing to reconstruct Douglas Drive (CSAH 102) between Trunk Highway 55 (Olson Memorial Highway) and CSAH 70 (Medicine Lake Road). The purpose of the project is to reconstruct the existing two-, three-, and four-lane undivided street, incorporating street widening, improved traffic-lane marking, and new sidewalks, as well as intersection improvements. The street widening and intersection improvements will result in some property taking. The section between TH 55 and Golden Valley Road will have a center planted median, flanked by two marked lanes of traffic on each side and planted boulevard strips with new sidewalk on the west side and new sidewalk and separate bicycle path on the east side. The section between Golden Valley Road and Duluth Street will have three marked traffic lanes, with the center lane reserved for passing and turning, flanked by marked bicycle lanes, narrow boulevard strips, and new sidewalks. The section between Duluth Street and Medicine Lake Road will have four marked traffic lanes, flanked by marked bicycle lanes, narrow boulevard strips, and new sidewalks. A roundabout will be installed at the intersection with Golden Valley Road, and Golden Valley Road will be reconfigured between the Canadian Pacific Railroad overpass on the east and Florida Avenue North on the west. A roundabout will be installed at the intersection with Sandburg Road. The intersection with Duluth Street will be enlarged, and Duluth Street will be widened between Douglas Drive and Adair Avenue North.

Because this project will receive funding from the Federal Highway Administration (FHWA), it must comply with Section 106 of the National Historic Preservation Act of 1966, as amended. The Mn/DOT Cultural Resources Unit (CRU) contracted with Summit EnviroSolutions, Inc. (Summit) to complete a Phase I and II architecture-history survey. The purpose of the survey was to identify any architecture-history properties within the Douglas Drive Reconstruction project area of potential effect (APE) that are potentially eligible for inclusion in the National Register of Historic Places (NRHP). The cultural resources study was conducted in accordance with Section 106 and the Minnesota Historic Sites Act.

The area of potential effect (APE) was determined in consultation with the Mn/DOT CRU Project Manager. It includes the existing streets that will be reconstructed and/or widened and the properties fronting or crossing those streets, as well as a two- or three-building buffer extending to the west of Douglas Drive between Phoenix Street and Hampshire Place.

The Douglas Drive Reconstruction project is located in Sections 20, 21, 28, 29, 32, and 33, Township 118N, Range 21W, Golden Valley, Hennepin County, Minnesota. The APE accounts for possible changes in visual qualities, noise levels, and traffic patterns on surrounding properties resulting from the project. The APE comprises 304.5 acres (123.2 hectares). The UTM coordinates (NAD 83) for the APE are Zone 15, northwest corner:

47093E 4983815N; northeast corner: 471681E 4983946N; southwest corner: 471465E 4981260N; and southeast corner: 471952E 4981336N.



Map adapted from USGS 7.5 minute topographic map(s): Hopkins, Minneapolis North, Minneapolis South, and Osseo, MN; T 118 N, R 21 W, Section 20, 21, 28, 29, 32, and 33.

Legend

 Project Location



0 2,000 Feet
1 inch = 2,000 feet



PROJECT LOCATION

Douglas Drive Project
Golden Valley, Hennepin County, Minnesota



Figure 1

File: Fig1_Project_Location
Summit Proj. No.: 1727-0037
Plot Date: 11-29-11
Arc Operator: RLH/THV
Reviewed by: MP/AJS

2.0 METHODS

2.1 OBJECTIVES

The principal objectives of the Phase I and II architecture-history survey were to identify all previously recorded historic properties within the APE that are listed in or are eligible for listing in the NRHP, and to identify other potentially NRHP-eligible resources within the APE.

Summit's investigation was guided by the Secretary of the Interior's Standards and Guidelines for Historic Preservation (48 FR 44716). Fieldwork and preparation of the final report with recommendations were completed or directly supervised by an architectural historian meeting the standards set forth in 36 CFR 61.

2.2 AREA OF POTENTIAL EFFECTS

An APE was delineated to assess direct and indirect effects to historic properties within the project area. The APE encompasses the area within the project construction limits, as well as the area around the construction limits to account for indirect effects, including changes in visual qualities, noise levels, and traffic patterns for surrounding properties. Generally, the APE encompasses the first tier of properties adjacent to the proposed roadwork along Douglas Drive, Golden Valley Road, and Duluth Street. However, because of the proposed property takings and the relatively narrow lot depths on the west side of Douglas Drive between Phoenix Street and Hampshire Place, the APE was extended back several properties along those streets. It also incorporates areas north of Golden Valley Road and east of Douglas Drive that are bounded by the two railroad lines in the study area (Figures 7a, b, c, d).

2.3 LITERATURE SEARCH

Summit staff completed background research at the Minnesota State Historic Preservation Office (SHPO), the Minnesota Historical Society (MHS) library, the Hennepin County Minneapolis Central Library, and the University of Minnesota Libraries. The purpose of research was to obtain historical information about the APE and to develop historic contexts for the project area. Research was completed at the SHPO on October 19, 2011, and December 6, 2011, to identify known historic resources and historic resource surveys in the vicinity of the project area. In addition, topographic maps, aerial photographs, and historical maps held at the MHS library and U of M were consulted between October and December 2011.

2.4 PHASE I SURVEY

The Phase I architecture-history field investigation consisted of pedestrian survey from the public right-of-way of all buildings and structures within the APE. Buildings and structures 45 years in age or older were identified based on background research and professional judgment and were inventoried with field notes, digital photographs, and a GIS-mapped location. Buildings and structures less than 45 years old were not recorded. Upon completing the field survey, a Minnesota Architecture-History Form was prepared for each property within the APE that contained buildings or structures 45 years in age or older. The one property that had been inventoried previously was reassessed to account

for changes in historic integrity and registration requirements and was recorded on an updated inventory form. It was also the subject of a Phase II evaluation.

2.5 PHASE II EVALUATIONS

Three properties were identified for Phase II architecture-history evaluation based on their potential to meet one or more criteria for listing in the National Register of Historic Places.

Summit evaluated the Honeywell Golden Valley Plant at the Phase II level for National Register of Historic Places eligibility because the industrial complex potentially comprised a historic district. The Kingdom Hall of the Golden Valley Congregation of Jehovah's Witnesses was evaluated at the Phase II level for NRHP eligibility because of the high quality of its architecture. Summit evaluated the former Luce Line railroad for NRHP eligibility as a railroad corridor historic district.

For the Honeywell Golden Valley Plant and the Kingdom Hall, Summit conducted additional historical research at the Minnesota Historical Society Library, Hennepin County Minneapolis Central Library, and the University of Minnesota Libraries.

Summit utilized the statewide Multiple Property Documentation Form *Railroads in Minnesota, 1862-1956* (Schmidt et al 2007a) to evaluate the railroad corridor. The Principal Investigator applied the registration requirements identified in the MPDF to evaluate the NRHP eligibility of the Luce Line railroad corridor. The analysis was based on a previous study of the line (Wiltberger et al 2003), as well as a limited amount of additional research.

In conjunction with the Phase I survey, Summit conducted an intensive-level survey of the three properties to assess their current conditions and historic integrity. Field documentation consisted of detailed written descriptions and digital photographs.

3.0 LITERATURE SEARCH RESULTS

3.1 PREVIOUS INVESTIGATIONS

In the late 1970s, the Golden Valley Historical Society identified seven houses in Golden Valley that were built over 100 years ago (Golden Valley Historical Society 1986:109). The Society recognized that all had been too extensively altered to qualify for “official historic designation”; nonetheless the histories of the houses were recorded in a series of brochures published between 1979 and 1983. Three of the houses are within the APE for this project and have been recorded on inventory forms.

Two previous architectural resources surveys have been conducted within the city of Golden Valley. In 1988, a reconnaissance level survey was conducted in 26 Hennepin County municipalities, including Golden Valley (Roberts 1986). A total of 14 properties in Golden Valley were surveyed during this effort; none are located within the APE.

In 1994, The 106 Group performed a Phase I and II Cultural Resources Investigation for the Trunk Highway 100 Reconstruction (106 Group 1995). During this investigation a total of 164 buildings, eight bridges, two parks, and a highway and the landscaping along the highway were inventoried. None of these properties are located within the APE.

In December 2001, the Electric Short Line Railway/Luce Line was surveyed from downtown Minneapolis to Gluek, Minnesota (Wiltberger et al 2003). The line was determined as not eligible for the National Register. As part of that study, the Golden Valley Segment (HE-GVC-055) was a previously inventoried property. The resource was resurveyed and a new inventory form created. The evaluation of that segment is based on the MPDF registration requirements cited below.

In 2007, Summit Envirosolutions and ARCH³, LLC prepared a Multiple Property Documentation Form (MPDF), *Railroads in Minnesota, 1862-1956*, and *Minnesota Statewide Historic Railroads Study Project* report, that developed MPDF registration requirements and evaluated four railroad corridors (Schmidt et al 2007a, b). The portion of the Minneapolis Northfield and Southern railroad corridor that passes through Golden Valley was evaluated in the study report and found to be not eligible for National Register listing. A new inventory form has been created for this property.

3.2 HISTORIC CONTEXTS—DEVELOPMENT OF GOLDEN VALLEY

The following sections provide relevant historic contexts for the architectural history properties inventoried during the survey. These contexts constitute research themes under which the properties can be evaluated for their NRHP significance. They are based on the statewide contexts, *Railroads and Agricultural Development, 1870-1940*, *Urban Centers, 1870-1940*, and *Minnesota Railroads, 1862-1956*; the National Register context, *Historic Residential Suburbs, 1830 to 1960* (Ames and McClelland 2002); and the county-wide context, *Suburban Development in Hennepin County, 1870-1970* (Atwood and Roise 2010).

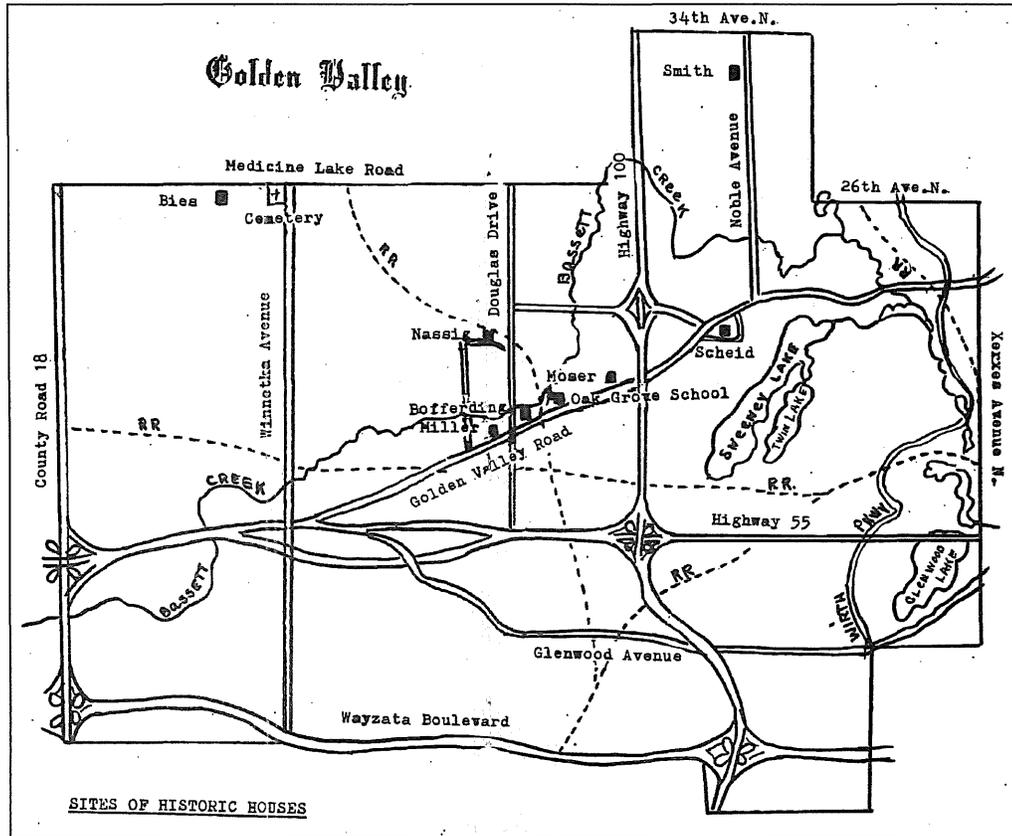


Figure 2. From: D. Wandersee, *Historic Houses of Golden Valley*. Golden Valley Historical Society, 1982



Figure 3. Golden Valley Road looking southwest from railroad crossing at Golden Valley Golf Club, 1960. Photo: Norton & Peel, Minnesota Historical Society

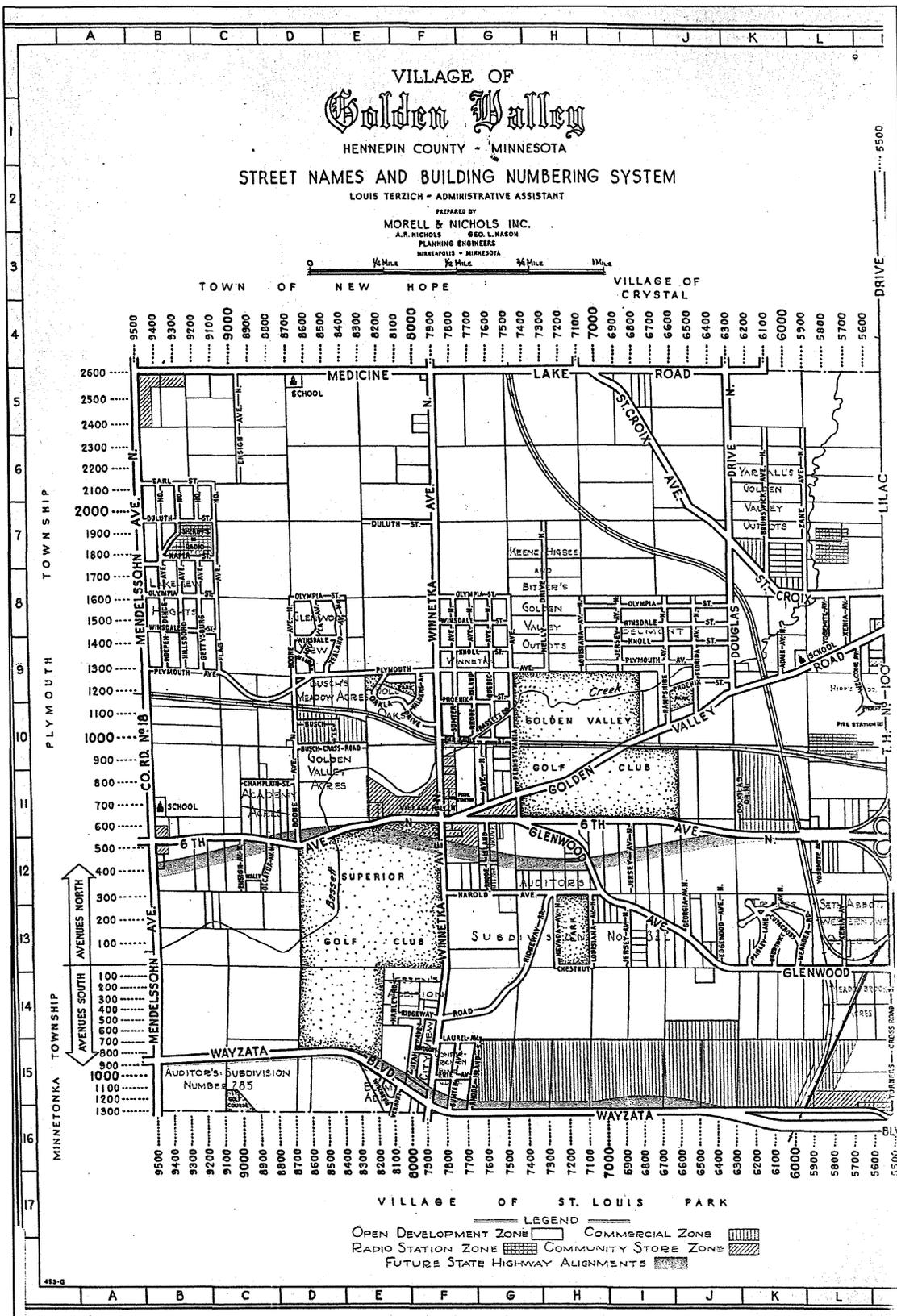


Figure 4. West half of the Village of Golden Valley in 1950, showing additions and proposed zoning overlays. From: Minnesota Historical Society Collections (Morell and Nichols 1950).



Figure 5. General offices of General Mills, Golden Valley, 1959.
Photo: Minnesota Historical Society Collections

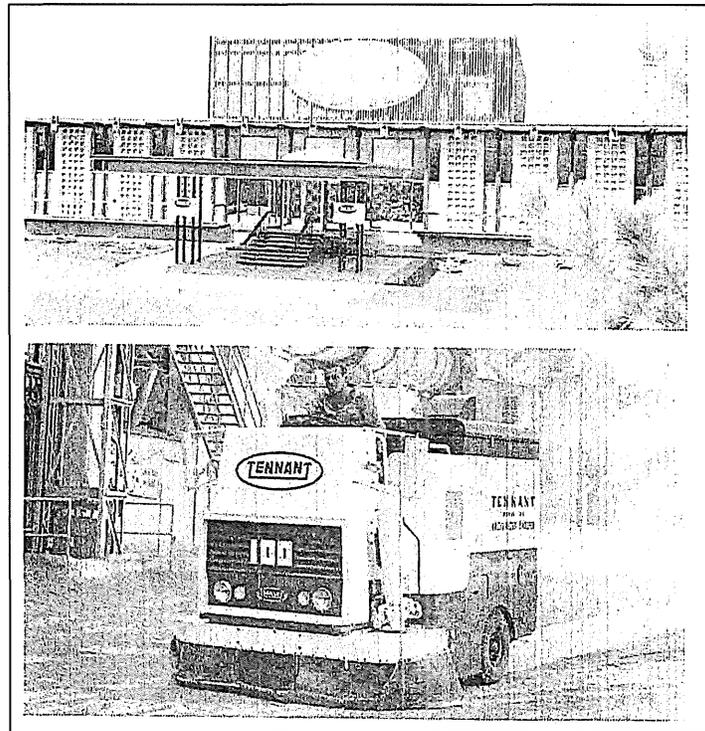


Figure 6. Pako Company offices, facing Country Club Drive (top)
Tennant Company machinery (bottom). Both 1962.

From: *The Golden Valley Story*

3.2.1 Early History: Farms and early roads

Golden Valley was initially established in the 1850s as a farming community in the northwest section of the Town of Minneapolis. The area was opened to settlement in 1851 after the treaty was negotiated with the Dakota that ceded land west of the Mississippi River to the federal government and Minnesota Territory. Many of the early settlers in Golden Valley relocated to Minnesota from states further to the east. Among the first were the families of William Jones and John Gearty of Massachusetts and William Varner of Ohio. Others, like the family of Carl Moser, were German immigrants (Golden Valley Historical Society 1986:3-5). Rolling hills covered the landscape, which was traversed by the winding course of Bassett Creek. Several lakes and wetlands also dotted the landscape. The farm acreage was laid out in accordance with the familiar federal Public Land Survey System (PLSS) that created a grid divided into sections, townships, and ranges, but there were very few roads connecting the farms.

The two earliest roads in the study area are today called Golden Valley Road and St. Croix Avenue. However, neither survives in its original configuration. Both were laid out in the 1870s (Wright and Rice 1873; Warner and Foote 1879).

Golden Valley Road was originally called the Watertown Road. It led from Watertown in Carver County to St. Anthony on the east bank of the river and the city market near Bridge Square in downtown Minneapolis. Following an irregular path, roughly extending to the northeast from Watertown, it followed the local terrain “by going around swamps, hills and even houses” and provided a way for farmers to bring their produce and livestock to Minneapolis for sale (Golden Valley Historical Society 1986:55). Within the boundaries of the city of Minneapolis, the road was regularized into the city grid and was called 19th Avenue North. Watertown Road still appears as a name on Golden Valley maps of the 1930s, although 19th Avenue North is also shown as a name. The street was renamed Golden Valley Road sometime in the 1940s. (Fig. 4)

Today’s St. Croix Avenue is part of what was originally Medicine Lake Road. As originally laid out, the road led eastward from Medicine Lake in today’s Plymouth along a section line before curving slightly northward and then southeasterly. It joined the Watertown Road [Golden Valley Road] at approximately the location of today’s Highway 100. Like the Watertown Road, part of the route was probably a traditional American Indian pathway as there was a Dakota encampment on the shores of Medicine Lake (Golden Valley Historical Society 1986:5-7). Medicine Lake Road appears as a name on the street corresponding to St. Croix Avenue on Golden Valley maps of the 1930s (Hudson 1930; Western Map Co. 1933). By the 1940s, Medicine Lake Road had been extended due east along the section line, forming the boundary between Golden Valley and New Hope-Crystal. The section of the road that curved to the southeast was renamed St. Croix Avenue. Part of the avenue was rerouted in the late 1950s with the acquisition and development of the Minneapolis-Honeywell site west of Douglas Drive and the construction of the Carl Sandburg Junior High School.

A portion of today's Douglas Drive was also established in the 1870s (Warner and Foote 1879). It led north from its intersection with the original route of Medicine Lake Road/St. Croix Avenue between Sections 28 and 29 to the village of Crystal and is called a county road on some maps. On a 1930 map, it is called Yarnell Avenue (Hudson Map Company 1930). It did not receive its full north-south extent until about 1957 or 1958 when the road was upgraded to accommodate traffic to and from the new Minneapolis-Honeywell site as well as new commercial and industrial development north of Olson Memorial Highway (Suburban Press 1956a; Hudson Map Company 1956; Hudson Map Company 1958).

In December 1886, the community voted to split off from the Town of Minneapolis and to organize the Village of Golden Valley (Golden Valley Historical Society 1986:60). The village had 467 residents, most of whom were farmers or owners of businesses that served farmers (Golden Valley Story 1962:23). The village hall, post office, and several businesses were located at the west side of the village, near the intersection of today's Golden Valley Road and Winnetka Avenue. The population of the village grew slowly well into the twentieth century and remained focused on agriculture.

A few late nineteenth-century and early twentieth-century farmhouses, although not recognizable as such, remain scattered throughout Golden Valley. In the mid-1970s, the newly established Golden Valley Historical Society identified a group of houses that were 100 years old and began to write histories of them (Golden Valley Historical Society 1986:109). As would be expected, the houses were clustered along the Watertown Road and Medicine Lake Road, with the majority along the Watertown Road [Golden Valley Road]. (Fig. 2) Two late nineteenth-century farmhouses are located at 2150 and 2531 Douglas Drive. There are no recognizable agricultural buildings such as barns and sheds and no evidence of farm fields associated with any of these houses.

3.2.2 Development of Railroads

The following railroad context is derived partly from *Railroads in Minnesota, 1862-1956* (Schmidt et al 2007a) and *Electric Short Line Railway (Luce Electric Line) MC-HHT-010* (Wiltberger et al 2003).

One reason for Golden Valley's slow growth was its relative isolation from the city of Minneapolis and other local communities except by the limited road system. By contrast, other nearby suburban areas were reached by trolley lines from Minneapolis. The railroad lines that were proliferating in Minnesota had largely bypassed Golden Valley. That situation finally changed in the early twentieth century.

In 1908, William L. Luce and his son Erle D. Luce incorporated the Electric Short Line Railway, soon to be known as the Luce Line after its founders, with the intention of building a line between Minneapolis and Brookings, South Dakota. The elder Luce had been active in the grain business since the 1880s and saw the need for a branch railroad line to west central Minnesota and western South Dakota.

Construction began slowly in 1909, then in earnest in 1912, in downtown Minneapolis near the intersection of 7th Street North, 3rd Avenue North, and Holden Street, in the vicinity of the Great Northern Railway freight yards. The tracks continued to Luce Line Junction [Glenwood Junction] near the western city limits; this segment was reorganized in 1915 as the Electric Short Line Terminal Company. Construction west of Luce Line Junction reached Parker's Lake in Plymouth by January 1914, Stubb's Bay north of Lake Minnetonka by June 1914, Winsted by February 1915, and Hutchinson by February 1916, for a total of 55 miles.

When it was established, the line provided a way for passengers to travel between Golden Valley and Minneapolis, as well as points west. There was a small shelter where the tracks crossed today's Golden Valley Road but no formal station, so passengers had to flag the train (Golden Valley Historical Society 1986:54). The line was also used for freight. (Fig. 3)

Although advertised as the "Luce Electric Lines," the passenger service used gasoline-electric motor cars pulling "trailers," that included open platform cars and enclosed Pullman sleeping cars. The freight service was operated with steam locomotives (Olson 1976:520, 522).

In addition to providing passenger and freight service to the small agricultural communities along the line, the Luce Line operated excursion trains to resorts it owned on Medicine Lake, Parker's Lake, and Stubb's Bay (Olson 1976:522, 525).

No further construction on the line occurred during World War I. The line was extended 18 miles west of Hutchinson to Cosmos in 1922 and reached another eight miles to Lake Lillian in 1923. Because of financial difficulties, the line was reorganized as the Minnesota Western railroad in 1924, then extended to Gluek in 1927 where the Cargill Company established a large grain terminal (Olson 1976:524). Because Minnesota Western lacked cash, it leased the line to the Minneapolis Northfield and Southern (MN&S) railroad, which managed operations until the line was acquired by the Minneapolis and St. Louis (M&StL) in 1956. The Chicago Northwestern Railway acquired the line in 1960, and ended operations between Hutchinson and Gluek in 1967. Despite management and ownership changes, the line was commonly referred to as the Luce Line or the Minnesota Western. In 1972, 104 miles of track from Parker's Lake to Gluek were formally abandoned (Olson 1976:524). The surviving 10 miles of trackage from Colfax Avenue in Minneapolis to Plymouth is now owned and operated by the Union Pacific as a freight transfer line.

The Minneapolis Northfield and Southern Railway Company (MN&S) was incorporated by Harry E. Pence in 1918, "to acquire, maintain and operate a railroad between Minneapolis and Northfield, and to make extensions to other points in Minnesota" (Prosser 1966:144). MN&S soon acquired the Minneapolis St. Paul Rochester and Dubuque Electric Traction Company (MStPR&D), popularly known as the Dan Patch

Electric Line. The latter had begun as an all-passenger line. The MN&S focused mainly on industrial freight traffic. In 1921, it leased trackage from Chicago Great Western to travel from Northfield to Mankato and Randolph. Then in 1927, it leased the Luce Line/Minnesota Western to gain access to markets in western Minnesota.

Pence realized that he could maximize the success of freight traffic by implementing a railroad belt line around Minneapolis that connected the main line to two more major lines. In 1927, a new branch connected Soonor, near Luce Line Junction, to the Soo Line in Crystal, approximately six miles to the north. This extension passes through Golden Valley, crossing the Luce Line tracks. MN&S obtained trackage rights from the Soo Line for the line between the Crystal end of the Soonor extension and the Soo Line's Shoreham yard in north Minneapolis to make a connection with the Northern Pacific (Olson 1976:507).

The MN&S belt line promoted industrial development and provided a reliable source of freight. Local industry was able to avoid delays by shipping freight through the terminal shipping yards of Minneapolis and St. Paul. Using the MN&S also facilitated freight interchanges around Minneapolis. By contrast, passenger traffic on the MN&S dropped steadily during the 1920s as bus traffic increased. In 1942, passenger traffic ceased altogether.

Freight shipping remained strong during the 1940s and continued to be a "vital transfer road" in the post-World War II period (Gjevre 1990:62). The Soo Line purchased MN&S in 1982; it in turn was purchased by the Canadian Pacific in the early 1990s, which still operates the line.

3.2.3 Initial Suburbanization and Planning for Future Development

The establishment of the Luce Line and the expansion of Glenwood (now Theodore Wirth) Park into Golden Valley in 1909 made the area more attractive to suburban development and related improvements. The Golden Valley Golf Club (now the Golden Valley Country Club) was incorporated in 1916 to take advantage of the increasingly popular sport of golf. The club purchased the old Varner farm and converted it to a nine-hole golf course, later expanded to eighteen holes. The founders, among them Harry Pence, cited the convenience of the Luce Line from Minneapolis to attract members. (The tracks ran across part of the golf course and Watertown Road.) The club also wanted to counter the competition from the Glenwood Park golf course (Wollan 2000:11-13).

Despite such efforts, the agricultural base of the community was still strong. In 1911, Chris Ewald and his family leased part of the old William McNair Farm in the northeast section of Golden Valley, north of the Watertown Road [Golden Valley Road] to expand their dairy business. They grazed their herd and delivered milk locally. They also set up a creamery to pasteurize milk on the Minneapolis side of Xerxes Avenue, to the east of the farm. The Ewalds remained in Golden Valley until 1923. Much of the farm was

subsequently platted for suburban development, and some of it was incorporated into Theodore Wirth Park (Golden Valley Historical Society 1986:150,152).

However, even as late as 1925, one German-Swiss immigrant family purchased a five-acre plot for subsistence agriculture. Alvin Hirschhoff, the head of the household, maintained his factory job in Minneapolis and commuted on the Luce Line. The children attended the Oak Grove School on the Watertown Road [Golden Valley Road], and the boys caddied at the golf club (Hirschhoff 2001:12,15-16).

Two early residential plats were sited adjacent to today's Douglas Drive. The earliest, Yarnall's Golden Valley Outlots, on the east side of what was then a county road, later Yarnall Avenue, north of St. Croix Avenue [Medicine Lake Road] dates from 1885, predating the formation of the village in 1886. These lots, as well as unplatted lots on both sides of the road, remained in agricultural use although a few houses began to be built close to the road in the 1930s. These are: 2400 Douglas Drive, 2430 Douglas Drive, 2503 Douglas Drive, and 2510 Douglas Drive.

The Belmont Addition on the west side of Douglas Drive and northeast of the Golden Valley Golf Club was platted in 1915. It extends four blocks west to Louisiana Avenue. Despite the early plat date, no houses seem to have been built in the Belmont Addition until the late 1920s. Maps from the 1930s still show the street names as numbered avenues with a north-south street called Brookline (perhaps alluding to the location north of Bassett Creek) where Douglas Drive is today (Hudson 1930; Western Map Co. 1933). A few houses in the study area were built in the 1930s, and a few early houses on the north side of Golden Valley Road were incorporated into the plat. The houses from the 1930s include 6300 and 6306 Phoenix and 6306, 6370, and 6504 Golden Valley Road. Construction did not begin in earnest in the Belmont Addition until after World War II. There is no overall consistency of design, style, form, or building type that would create a potential historic district.

The rather modest houses from the 1920s and 1930s on Douglas Drive and in the Belmont Addition are characteristic of suburban residential architecture of the period. They display the stylistic features of the Cape Cod variant of the Colonial Revival style and restrained cottage versions of the Tudor Revival style (McAlester 1984/2009:321-326, 354-361).

3.2.4 Impact of the WPA: Douglas Drive, Olson Memorial Highway, Beltline/Highway 100

As the state of Minnesota struggled to emerge from the Great Depression of the 1930s, it began to take advantage of various federal relief programs, especially the Works Progress Administration (WPA), to promote local infrastructure improvements. Several projects had an impact on the western suburbs of Minneapolis, including Golden Valley.

The Minneapolis Board of Park Commissioners under Superintendent Theodore Wirth expanded and improved the golf course in Glenwood Park and created a series of dams along Bassett Creek to provide water features for the golf course. Work on Bassett Creek was carried out further to the west in 1937 as new culverts were installed to channel the creek under various county roads including Douglas Drive.

A much larger project was the creation of a belt line highway system west of Minneapolis that resulted in the construction of Trunk Highway 100, also known as the Beltline or Lilac Way, and Trunk Highway 55, also known as Olson Memorial Highway.

Trunk Highway 100, which runs north-south through the eastern section of Golden Valley, was planned by Minnesota state highway engineer Carl Frederick Graeser, working with the landscape architecture and engineering firm of Morell & Nichols, Inc. (The 106 Group 1995:37, 73-82). Work was begun in 1934 with construction underway through Golden Valley in 1936. The village was concerned about commercial encroachment along the highway so it mandated a 300 foot setback (later reduced to 200 feet) for any building facing the new highway (Borchert 1960:40). The highway embankments were extensively landscaped and planted with hundreds of lilac bushes and other vines, shrubs, and trees, thus giving the road the name that was originally championed by the *Minneapolis Journal* (The 106 Group 1995:80). The image was reinforced by an annual lilac festival (Golden Valley Historical Society 1986:100-103). The highway plan appears to have been the initial opportunity for the Morell & Nichols firm to work in the Village of Golden Valley.

Olson Memorial Highway was begun in 1936 and given its name in 1937, after the death of the state's popular governor Floyd B. Olson. It was an east-west extension of 6th Avenue North, leading from downtown Minneapolis, across Glenwood Park, and continuing into Golden Valley. The highway initially terminated at its intersection with Highway 100.

Both highways made it easier for residents and commuters to travel between Minneapolis and its suburbs, and their presence helped to set the stage for major development after World War II.

3.2.5 Postwar Suburbanization and Development

Zoning for Residences and Commerce

After working with the state highway department on the new roads, the officials of Golden Valley realized that the municipality needed an overall plan and appropriate zoning that would ease the transition from a farming community to a suburb that was bound to grow beyond a few thousand residents. (The population was 2,048 in 1940.) Under the provisions of Minnesota State Law, Golden Valley established a planning commission in 1937, which entitled the village to receive WPA funds. The commission soon realized that overall planning was beyond its capabilities so three members of the commission, Robert Buzzelle, Paul Seeman, and Dr. Sylvester Koontz, met with several

faculty members of the civil engineering department of the University of Minnesota to organize a Golden Valley planning study as a graduate course. The report was given to the village in 1940. It recommended that commercial districts be located by major roads with sufficient setbacks to allow for parking in front of the buildings. It also recommended that industrial areas be identified near the rail lines (Golden Valley Historical Society 1986:122).

Before the village could adopt a zoning ordinance, World War II intervened. In about 1948 or 1949, Morell & Nichols, Inc., was commissioned to develop an overall plan for the Village of Golden Valley. A 1949 base survey map shows the existing streets and plats at that time. Olson Memorial Highway extended only as far west as the MN&S tracks (Morell and Nichols 1949). A version of the survey map with zoning overlays was issued soon thereafter (Morell and Nichols 1950). (Fig. 4) The maps are “based on [an] original drawing by Mr. Swan Erickson” who was a member of the Golden Valley Planning Commission. The 1950 map shows the proposed alignment for the western extension of Olson Memorial Highway, veering south of the Golden Valley Golf Club, instead of continuing along 6th Avenue North. Recommended commercial zones are identified north of Wayzata Boulevard (the southern boundary of the village) and north of Olson Memorial Highway, as well as a small section north of St. Croix Avenue and east of Douglas Drive. Nodes like the intersection of Golden Valley Road and Winnetka Avenue and some areas north of Olson Memorial Highway are identified for community stores. Aside from two small “radio station” zones (transmitter tower sites) and existing parks and golf courses, everything else is classified as “open development zone,” presumably to accommodate future residential development. The village adopted a comprehensive zoning ordinance on September 20, 1955 (*Minneapolis-Honeywell Regulator Company v. Carl Nadasdy*, 76 N.W. 2nd 670). Morell & Nichols continued to work with the village on various plans and plats through the 1950s (Golden Valley Historical Society 1986:122; Morell and Nichols 1953/1954, 1957).

In 1951, Golden Valley gained a notable member of its planning commission who helped guide the village’s planning efforts for the next ten years (Borchert 1984:35). John R. Borchert had been recently appointed as a professor in the geography department of the University of Minnesota. He and his wife Jane lived at 433 Westwood Drive North in Golden Valley between 1950 and 1970. He went on to become an internationally acclaimed geographer who pioneered demographic and geographic studies of the Upper Midwest and influenced many students. Jane Borchert was active in civic and educational affairs, serving as president of the Golden Valley chapter of the League of Women Voters, which played an active role in shaping the form and activities of local government (Golden Valley Historical Society 1986:119; *Golden Valley Story* 1962:25). John Borchert often used Golden Valley examples in planning studies he carried out for various government agencies (Borchert 1960:14, 40-43, 55-56, 62-64). Another member of the Golden Valley Planning Commission in the 1950s was architect Carl Graffunder, who lived in a house he designed at 1719 Xerxes Avenue North, just west of the Minneapolis city line (McNamara 1953).

Residential Development

In 1950, the population of Golden Valley was about 5,000; it grew to over 24,000 during the next twenty years, making Golden Valley a fully developed first-ring suburb with much of the open land put into residential, commercial, and industrial use.

An expanding suburb like Golden Valley had infrastructure and public works requirements. Instead of depending on wells, the village received its water from the City of Minneapolis Water Works (Larson et al 2011:51). The village initially thought it would depend on septic tanks for sewage and waste treatment, but in the 1950s decided to install a citywide sewage system that was largely completed in 1957 (Suburban Press 1956b:1; Golden Valley Historical Society 1986:123).

Zoning much of the village for “open development” made Golden Valley desirable for suburban residences. None are unique in style or type to Golden Valley, but they exemplify suburban building trends throughout the greater Twin Cities metropolitan area.

Most prevalent are single-family homes. The construction of these houses were made possible and encouraged through the Veteran’s Loan Guaranty Program for mortgage financing and the Federal Housing Act (FHA) of 1949 that provided shelter and aided community development (Smith 1978:3-4). The FHA rating system determined the eligibility of a house for loan insurance and the FHA and VA programs set limits on the values of the houses they would finance (Smith 1978:5, 8).

FHA cost restrictions and standards also helped established the size, form, and style of suburban houses. These houses are classified in several broad categories as Cape Cod, rambler or ranch, and split-level.

The Cape Cod style house, which began to be built in the late 1940s, is a variation on a popular style for suburban residences in the years before World War II. It generally has a small footprint, is one or one-and-a-half stories with a side-gabled roof and symmetrical facade, and a rectilinear floor plan. The FHA standards required a minimum ceiling height of eight feet. Dormers were often added to the roof to meet FHA standards for ventilation (Ames and McClelland 2002:66). The simple floor plan and compact design were both efficient and low-cost.

By the late 1940s, architects, builders, and developers began to shift away from the Cape Cod house to ranch houses, often called ramblers because of their open floor plans. Ranch houses are usually one story and generally have wide asymmetric facades with low-pitched roofs with overhanging eaves, wide chimneys, and picture windows. Houses are wider than they are deep, thus requiring larger lots, which also allow room for a garage, either attached or freestanding. In hilly areas, the ranch house could be built into the slope and incorporate a walkout basement. The ranch house was the most popular suburban house type of the 1950s and 1960s (Ames and McClelland 2002:66-67).

The split-level house became popular in the 1960s. It is typically two stories with a partially below-grade garage, recreation, and service area, a mid-level living room and kitchen-dining room area, and an upper-level bedroom area. Depending on the configuration of the lot, the wide facade of the house could be oriented to the street or to the side yard. Like the ranch house, the split-level has a low-pitched roof with overhanging eaves (Gerloff and Battles 2003).

In Golden Valley, where the topography often resulted in curvilinear streets, rather than a strict grid, and residential lots were 100 feet wide, the houses were somewhat larger and not quite as uniform in design as in some other suburbs. The village praised its residential qualities: "The spacious landscape of our village has been preserved by planning homes to suit the terrain. Clusters of homes built as a unit, with curving streets and continuous lawns blending with the natural landscape, are characteristic of most areas, whether the homes are large or small" (Golden Valley Story 1962:20).

Very few houses in Golden Valley were designed by architects. Most were the products of contractor-builders, who would either plat a parcel and build homes on speculation, or work with buyers of individual lots and then build the houses according to their needs and budgets. The houses have been modified and often enlarged over the course of the past 50 years, more or less sympathetically to their original character. Much of this work was the result of a joint effort by a group of first-ring suburbs in Anoka, Dakota, Hennepin, and Ramsey Counties to promote sympathetic rehabilitation of existing, sound housing stock (Gerloff et al 1999; Gerloff and Battles 2003).

Examples of two-family houses or duplexes are also found throughout the Golden Valley area. In appearance, they resemble the single-family ranch houses and split-levels, but with two entrances (and often two garages) to reveal their status.

Not every Golden Valley resident could afford to purchase or rent a house. By the late 1950s, developers began acquiring larger parcels of property to build complexes of two-story and basement rental apartment buildings. These are located along some of the major streets such as Douglas Drive and Medicine Lake Road. The flat-roofed buildings are set back from the street on slight slopes. The buildings have central entrances that lead to stair halls which are flanked by the apartment units, often marked on the exterior by terraces and balconies. Similar apartment buildings can be seen throughout the metropolitan suburbs.

Business and Manufacturing

Residents of the core cities were not the only ones moving to the suburbs in the 1950s. Local businesses and industry followed in their wake as they sought to escape the cramped confines of the older downtowns. Golden Valley was a particularly attractive location for business and industry expansion as it was close to the western limits of Minneapolis. The improved roadways such as the Beltline (Highway 100), Olson Memorial Highway (Highway 55), and Wayzata Boulevard (Highway 12) allowed for easy access, and the two railroad lines provided support for industry and freight shipping.

In addition, Golden Valley had large areas of undeveloped land, and the new zoning overlays encouraged commercial and industrial development in specific locations. The village government prided itself on fitting “industries into carefully planned sites, keeping uppermost the thought that Golden Valley is primarily a residential area” (Golden Valley Story 1962:10). It touted the advantages for industries to locate “out of the crowded city area” to Golden Valley which “is near the financial and business heart of Minneapolis, is in close proximity to the large labor markets of the urban complex, and has excellent transportation and highway facilities. With its rolling countryside terrain and its spacious residential development, Golden Valley lends itself to the lovely park settings that industry is adopting” (Golden Valley Story 1962:11).

The Minneapolis Gas Company (today Centerpoint Energy) obtained a large parcel of property south of Golden Valley Road and west of the MN&S tracks in the early 1950s and established a regulator station. Structures and gas holding tanks are visible in a 1953 aerial photograph. Ground level views are depicted in 1958 and 1962 photographs (Norton and Peel 1958a; Golden Valley Story 1962:13).

In 1955, Golden Valley elected a mayor, Carl J. Nadasdy, who held office for the next twelve years. He was particularly anxious to encourage business and industrial development, for he saw it as a way of diversifying and improving the village tax base, instead of depending entirely on the residential property tax. In addition, a diversified group of businesses would offer many job opportunities for local residents (Suburban Press 1956a:1).

In 1955, General Mills shocked the City of Minneapolis when it announced that it would move its headquarters from downtown Minneapolis to a new campus in Golden Valley. It purchased a 40-acre site north of Wayzata Boulevard at Highway 18 (now Highway 169), at the west edge of the village. The new headquarters opened in 1958, and expansion soon began to a 112-acre site to the north (Golden Valley Story 1962:10; Golden Valley Historical Society 1986:128-129). (Fig. 5)

In 1957, the G.H. Tennant Company, manufacturer of building cleaning machinery and products, opened a new factory and warehouse, north of Olson Memorial Highway and west of the MN&S tracks (Golden Valley Story 1962:10; Golden Valley Historical Society 1986:127). (Fig. 6)

However, the industrial relocation that roused the greatest controversy was the decision of Minneapolis-Honeywell to consolidate its warehouse facilities and expand some of its manufacturing to a 105-acre site in Golden Valley. Instead of a parcel in one of the commercial zones, Honeywell purchased a large farm parcel that was located west of Douglas Drive and north of the MN&S tracks, a site that had been identified for open development and required rezoning to industrial use. Once the news came out in December 1955, local residents, especially those in the Hampshire Oaks addition immediately to the south, began to protest. They expressed concerns about increased traffic, twenty-four hour noise, and negative impacts on property values (Suburban Press

1955:1). After several contentious public meeting and planning commission hearings, the rezoning was recommended by a large majority of the members of the planning commission, at that time chaired by John R. Borchert, with several conditions mandated for development on the site. The rezoning was approved by the village council (Suburban Press 1956a:1, 1956b:1). However, the council refused to issue a building permit when the residential opponents submitted petitions requesting a referendum on the rezoning of the Honeywell site. Consequently, Honeywell filed a lawsuit in state court. On April 20, 1956, the Minnesota State Supreme Court ruled that amendments to zoning ordinances did not require referendums, and the village was ordered to issue a building permit (Minneapolis-Honeywell Regulator Company v. Carl Nadasdy, 76 N.W. 2nd 670; Circulator 1956a:2). Construction began that summer. Among the conditions mandated by the planning commission for building on the site, the new building was required to be set far back from Douglas Drive, and truck traffic was controlled. The county also upgraded Douglas Drive and extended it south of Golden Valley Road to link to Olson Memorial Highway (Suburban Press 1956a:1). The new consolidated warehouse and repair facility opened in 1957 (Circulator 1957:1). It began manufacturing the famous Honeywell Round thermostat in Golden Valley in 1961 (Golden Valley Story 1962:11).

The company gradually expanded in Golden Valley, eventually consolidating all the operations of its Residential Division in Golden Valley in 1966. By then Honeywell had 856,000 square feet under one roof, making it the largest comfort controls product facility in the world and the second largest plant in Honeywell's "family" (Honeywell Annual Report 1966:20; Circulator 1966d,e). (Fig. 17)

An industrial building for the Pako Company, manufacturer of industrial photographic and X-ray processing equipment, was built in 1958-1960, facing Country Club Drive (former 6th Avenue North), north of Olson Memorial Highway. The building, which has been altered and much expanded, was designed by David J. Griswold & Associates and received a merit award from the Minnesota Society of Architects (Golden Valley Story 1962:10; Golden Valley Historical Society 1986:129; Vincent H. Mart 1963b). (Fig. 6) (The company was dissolved in 1991, according to Minnesota state business incorporation records.)

Other business and commercial buildings were constructed along Douglas Drive at major intersections. An automobile service station was built on the north side of St. Croix Avenue in 1957, in one of the identified commercial zones. A one- and two-story rental office building followed in 1965 on the south side of St. Croix Avenue. Another rental office building, somewhat further north at 2040 Douglas Drive, dates from 1968. Such office buildings would have served the needs of local professionals, such as doctors, lawyers, accountants, and insurance agents, as well as other small businesses, who found it more convenient to locate in a suburban building that would be more convenient to themselves and their clients than a downtown office.

Institutional Buildings

A residential community typically develops other supporting services, especially those related to education and religious practice and worship.

The rapidly expanding population of Golden Valley soon required new schools to meet the educational needs of its children. The old Oak Grove School on Golden Valley Road and three other small school buildings throughout the village were no longer functional. Today, the city is part of two school districts, operated out of Robbinsdale and Hopkins, two communities to the north and west of Golden Valley (Golden Valley Story 1962:14-16; Golden Valley Historical Society 1986:18-28).

The main effort in the heart of Golden Valley was the establishment and construction of Carl Sandburg Junior High School which opened in 1959. The school's namesake, the poet Carl Sandburg, came to the dedication. It is located on a large site west of Douglas Drive and north of the Honeywell site. During construction, the diagonal route of St. Croix Avenue across the site was truncated. A new east-west access street was created and named Sandburg Road. Honeywell provided an easement across its northern property line (Golden Valley Historical Society 1986:124). The one- and two-story modern school building, designed by Hammel and Green and intended to house 1,800 students, was planned with three classroom wings and one auditorium/gymnasium wing enclosing a courtyard (Northwest Architect 1959). The school was expanded over the years to house a growing student population. In 1988, it became the Carl Sandburg Middle School. It closed in 2009 and now houses the Sandburg Educational Center for special needs students (Sandburg Middle School 2009). The school athletic fields occupy an elevated site to the east of the school building.

In its early years and well into the twentieth century, Golden Valley had only one church, the nondenominational Mission Church, which affiliated with the Methodists in 1908 and was located on the Watertown Road (Golden Valley Historical Society 1986:34-35). As the residential population of the village expanded after World War II, a variety of religious denominations followed to meet the needs of local residents. The major Protestant denominations, as well as the Roman Catholics, built new buildings or expanded older ones. Some also added school buildings.

The most architecturally distinctive religious building in Golden Valley is located at 150 Douglas Drive. It was built in 1957 by the Golden Valley Congregation of Jehovah's Witnesses as its Kingdom Hall. Designed by Herbert Fritz, a former Taliesin fellow who had studied with Frank Lloyd Wright and had gone into private practice in 1950, the building echoes the form and materials of Wright's famous Unitarian meeting house (1949-1951) in Madison, Wisconsin. Local publications describe it as "bring[ing] [Wright's] unique architecture to Golden Valley" and "one of the most admired buildings in Golden Valley" (Golden Valley Story 1962:13; Golden Valley Historical Society 1986: 51-52). (Fig. 8)

Jehovah's Witness congregations expanded throughout the Twin Cities suburbs in the 1950s as the population of those suburbs grew (Polk 1956b, 1957b). Because of the meeting and study practices of Jehovah's Witness congregations, adherents found it desirable to live in close proximity to their Kingdom Halls. The interiors of the Kingdom Halls were arranged in ways that were conducive to regular congregational meetings that focused on teaching, study, and discussion (Holden 2002:64-69; Chryssides 2008:32-33, 84, 90; Wah 2001:170-171).

4.0 PHASE I FIELD WORK RESULTS

4.1 SUMMARY

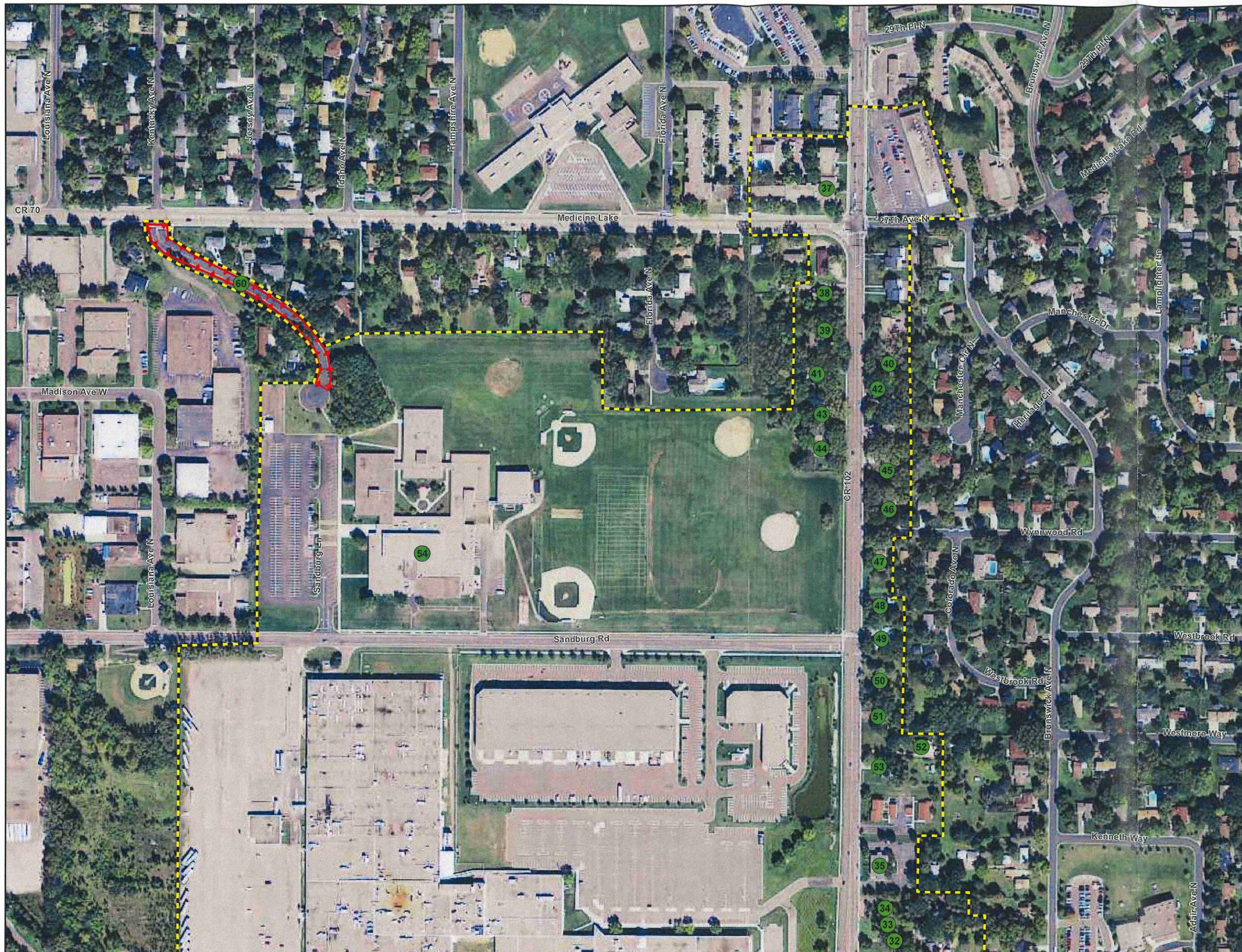
Marjorie Pearson served as Principal Investigator and Renée L. Hutter was project Architectural Historian. Phase I fieldwork was conducted on October 24 and 25, 2011. During the survey, all buildings, structures, and objects 45 years in age or older within the APE were recorded. The survey population consisted of 61 properties (Figure 7a, b, c, d; Table 1). The recorded buildings and structures range in time period from the 1870s to the 1960s.

Table 1 summarizes the results of the architecture-history survey. No properties within the APE are currently listed in the NRHP or were previously determined or recommended eligible for listing in the NRHP.

Table 1. Phase I Survey Results

Property Name and Address	SHPO No.	Construction Date	NRHP Recommendation
001. 6305 Hampshire Place North	HE-GVC-062	1955	Not eligible
002. 6325 Hampshire Place North	HE-GVC-063	1956	Not eligible
003. 6400 Hampshire Place North	HE-GVC-064	1956	Not eligible
004. 6305 Olympia Street	HE-GVC-065	1950	Not eligible
005. 1605 Douglas Drive North	HE-GVC-066	1948	Not eligible
006. 6312 and 6320 Olympia Street	HE-GVC-067	1952	Not eligible
007. 6404 and 6408 Hampshire Place North	HE-GVC-068	1958	Not eligible
008. 6300 Winsdale Street	HE-GVC-069	1950	Not eligible
009. 6316 Winsdale Street	HE-GVC-070	1949	Not eligible
010. 6307 Winsdale Street	HE-GVC-071	1960	Not eligible
011. 1435 Douglas Drive North	HE-GVC-072	1960	Not eligible
012. 6300 Knoll Street	HE-GVC-073	1961	Not eligible
013. 6312 Knoll Street	HE-GVC-074	1961	Not eligible
014. 1333-1335 Edgewood Avenue North	HE-GVC-075	1966	Not eligible
015. 6300 Phoenix Street	HE-GVC-076	1939	Not eligible
016. 6306 Phoenix Street	HE-GVC-077	1939	Not eligible
017. 6306 Golden Valley Road	HE-GVC-078	1943	Not eligible
018. 6320 Golden Valley Road	HE-GVC-079	1933	Not eligible
019. 6400 Golden Valley Road	HE-GVC-080	1890	Not eligible
020. 6432 Golden Valley Road	HE-GVC-081	1890	Not eligible
021. 6504 Golden Valley Road	HE-GVC-082	1928	Not eligible
022. 6300 Olson Memorial Highway	HE-GVC-083	1958-1960	Not eligible
023. 6161 Golden Valley Road	HE-GVC-084	1962	Not eligible
024. 6212 Golden Valley Road	HE-GVC-085	1890	Not eligible
025. 1170-1180 Douglas Drive North	HE-GVC-086	1956	Not eligible
026. 1200-1210 Douglas Drive North	HE-GVC-087	1955	Not eligible
027. 1300 Douglas Drive North	HE-GVC-088	1952	Not eligible
028. 1710 Douglas Drive North	HE-GVC-089	1965	Not eligible

029.	1900 Douglas Drive North	HE-GVC-090	1957	Not eligible
030.	1950 Douglas Drive North	HE-GVC-091	1957	Eligible: Phase II, Crit. C
031.	1935 Brunswick Avenue North	HE-GVC-092	1948	Not eligible
032.	2000 Douglas Drive North	HE-GVC-093	1948	Not eligible
033.	2010 Douglas Drive North	HE-GVC-094	1948	Not eligible
034.	2020 Douglas Drive North	HE-GVC-095	1948	Not eligible
035.	2040 Douglas Drive North	HE-GVC-096	1968	Not eligible
036.	1400-1600 Douglas Drive North	HE-GVC-097	1959-1962	Not eligible
037.	2701 Douglas Drive North	HE-CRC-381	1965	Not eligible
038.	2531 Douglas Drive North	HE-GVC-099	ca. 1890	Not eligible
039.	2511 Douglas Drive North	HE-GVC-100	1956	Not eligible
040.	2510 Douglas Drive North	HE-GVC-101	1940	Not eligible
041.	2501 Douglas Drive North	HE-GVC-102	1937	Not eligible
042.	2430 Douglas Drive North	HE-GVC-103	1930	Not eligible
043.	2429 Douglas Drive North	HE-GVC-104	1947	Not eligible
044.	2417 Douglas Drive North	HE-GVC-105	1955	Not eligible
045.	2410 Douglas Drive North	HE-GVC-106	1947	Not eligible
046.	2400 Douglas Drive North	HE-GVC-107	1930	Not eligible
047.	2320-2322 Douglas Drive North	HE-GVC-108	1960	Not eligible
048.	2310 Douglas Drive North	HE-GVC-109	1950	Not eligible
049.	2300 Douglas Drive North	HE-GVC-110	1960	Not eligible
050.	2230 Douglas Drive North	HE-GVC-111	1949	Not eligible
051.	2210 Douglas Drive North	HE-GVC-112	1960	Not eligible
052.	2150 Douglas Drive North	HE-GVC-113	ca. 1890	Not eligible
053.	2130 Douglas Drive North	HE-GVC-114	1961	Not eligible
054.	2400 Sandburg Lane	HE-GVC-115	1958-1959	Not eligible
055.	1985 Douglas Drive North	HE-GVC-116	1956-1983	Not eligible: Phase II
056.	Minneapolis, Northfield and Southern Railroad Golden Valley segment	HE-GVC-117	1927	Not eligible
057.	CSAH 102 (Douglas Drive) over Bassett Creek (Bridge No. 90614)	HE-GVC-118	1959	Not eligible
058.	Golden Valley Road	HE-GVC-119	ca. 1875	Not eligible
059.	Luce Line./Electric Short Line RR: Golden Valley segment	HE-GVC-055	1911-1913	Not eligible: Phase II
060.	St. Croix Avenue	HE-GVC-120	ca. 1875	Not eligible
061.	6405 Hampshire Place	HE-GVC-121	ca. 1875	Not eligible



Legend

Architecture-History Properties

- 1 Not Eligible
- 30 NR Eligible
- Architecture-History APE
- St. Croix Avenue
- Golden Valley Road
- Minneapolis, Northfield and Southern Railroad
- Luce Line/Electric Short Line Railroad

Site Location

0 300 Feet

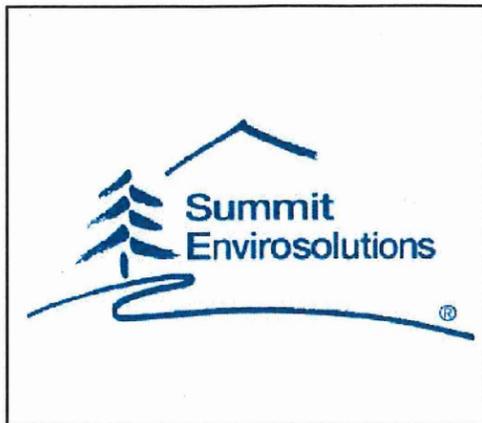
1 inch = 300 feet

Architecture-History Survey Results

Douglas Drive Project
 Golden Valley
 Hennepin County, Minnesota

Figure 7a

File: Fig7_survey_results.mxd
 Summit Proj. No.: 1727-0037
 Plot Date: 03/08/2012
 Arc Operator: RLH
 Reviewed by: MP





Map adapted from USDA FSA NAIP Orthophoto, 2010; Hennepin County, MN

Legend

Architecture-History Properties

- ① Not Eligible
- ▲ NR Eligible
- Architecture-History APE
- St. Croix Avenue
- Golden Valley Road
- Minneapolis, Northfield and Southern Railroad
- Luce Line/Electric Short Line Railroad

0 300 Feet
1 inch = 300 feet

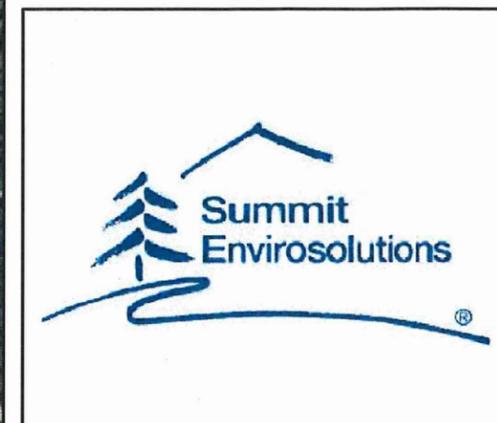
Site Location

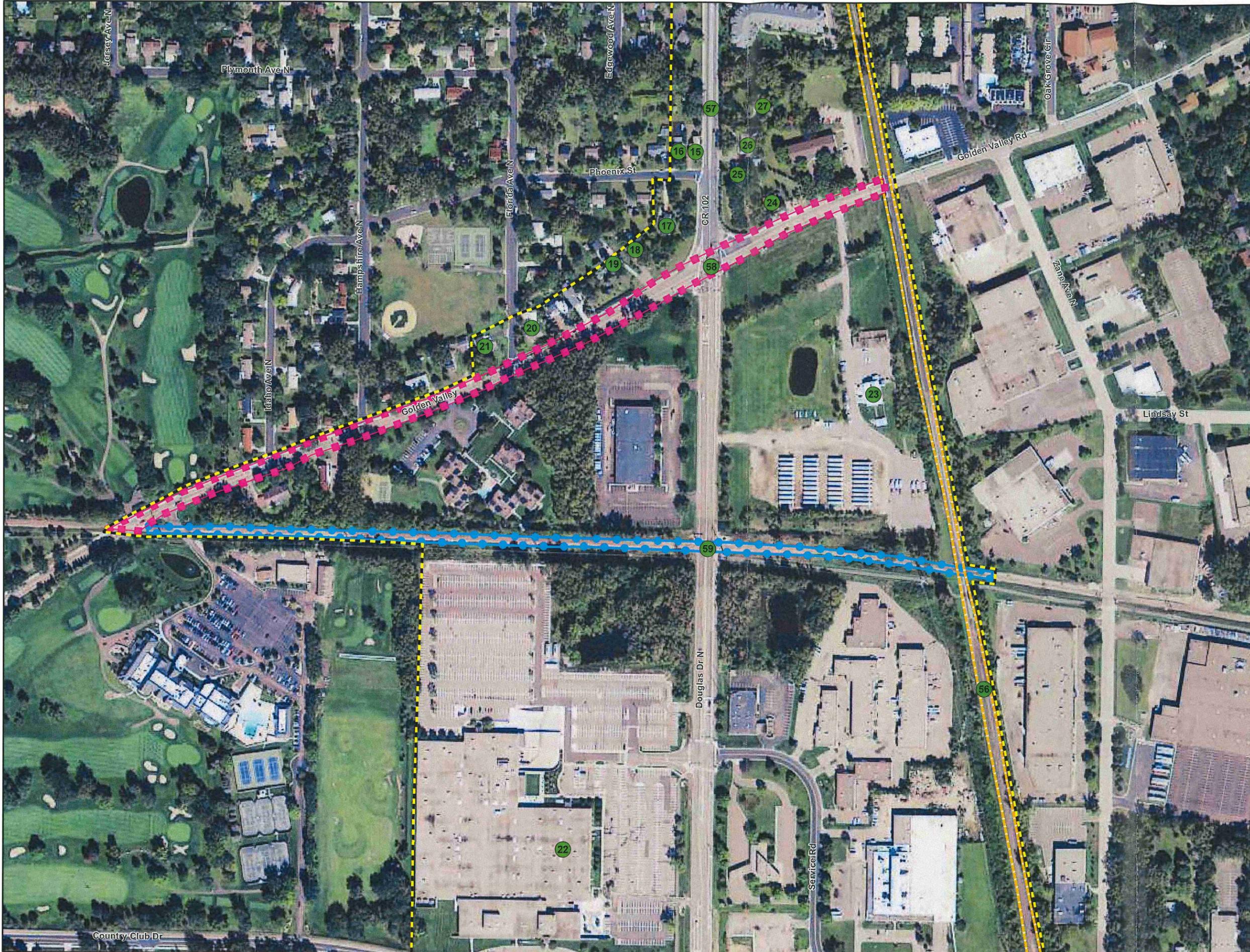
Architecture-History Survey Results

Douglas Drive Project
Golden Valley
Hennepin County, Minnesota

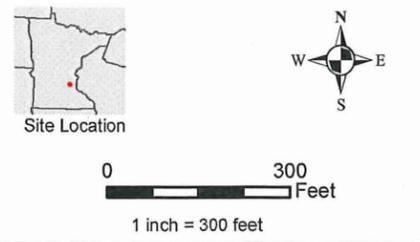
Figure 7b

File: Fig7_survey_results.mxd
Summit Proj. No.: 1727-0037
Plot Date: 03/08/2012
Arc Operator: RLH
Reviewed by: MP





- Legend**
- 1 Not Eligible
 - 30 NR Eligible
 - Architecture-History APE
 - St. Croix Avenue
 - Golden Valley Road
 - Minneapolis, Northfield and Southern Railroad
 - Luce Line/Electric Short Line Railroad



Architecture-History Survey Results

Douglas Drive Project
 Golden Valley
 Hennepin County, Minnesota

Figure 7c

File: Fig7_survey_results.mxd
 Summit Proj. No.: 1727-0037
 Plot Date: 03/08/2012
 Arc Operator: RLH
 Reviewed by: MP



Map adapted from USDA FSA NAIP Orthophoto, 2010; Hennepin County, MN



- Legend**
- Architecture-History Properties**
- 1 Not Eligible
 - 30 NR Eligible
- Architecture-History APE**
- St. Croix Avenue
 - Golden Valley Road
 - Minneapolis, Northfield and Southern Railroad
 - Luce Line/Electric Short Line Railroad



0 300
Feet
1 inch = 300 feet

Architecture-History Survey Results

Douglas Drive Project
Golden Valley
Hennepin County, Minnesota

Figure 7d

File: Fig7_survey_results.mxd
Summit Proj. No.: 1727-0037
Plot Date: 03/08/2012
Arc Operator: RLH
Reviewed by: MP



Map adapted from USDA FSA NAIP Orthophoto, 2010; Hennepin County, MN

4.2 INVENTORIED PROPERTIES

6305 Hampshire Place (Resource No. 001, HE-GVC-062).

SE ¼ of the NE ¼ of the SE ¼ of Section 29, T118N, R21W

The property at 6305 Hampshire Place is located on the south side of the street and includes a one-story, side-gabled ranch house dating from 1955. The house rests on a concrete-block foundation and is faced with wide board siding. The north elevation facing the street has one-over-one wood-framed windows with shutters, and a projecting bay window that replaced the original picture window. The roof is clad with asphalt shingles. The one-story, gabled-roof garage is linked to the house by an enclosed breezeway. A large weeping willow tree is in the front yard. Trees on the east side shield the house from Douglas Drive.

The property is part of what was the 40-acre Nassig farm in the late nineteenth century. This section, located southwest of the MN&S railroad tracks, was identified as a site for “open development” by the Golden Valley Planning Commission in 1950 (Morell and Nichols 1950). It was platted as part of Arnold J. Anderson’s 1st Addition in 1953. Soon thereafter the street was cut through; it appears on a 1953 aerial photo. According to Hennepin County property records, the house was built in 1955.

This house was built in 1955 as a single-family suburban residence in Arnold J. Anderson’s 1st Addition in the Village of Golden Valley, one of the rapidly growing suburbs of Minneapolis in the years after World War II. It is not known to be associated with significant events or persons. It is a modest example of a mid-twentieth century ranch house, one of the most popular house types in the Twin Cities metropolitan suburbs. While it was built in a platted addition, the addition itself has no overall consistency of design, style, form, or building types. For these reasons, the property is recommended as not eligible for National Register listing under Criteria A, B, or C.



6305 Hampshire Place, facing S



6305 Hampshire Place, facing S

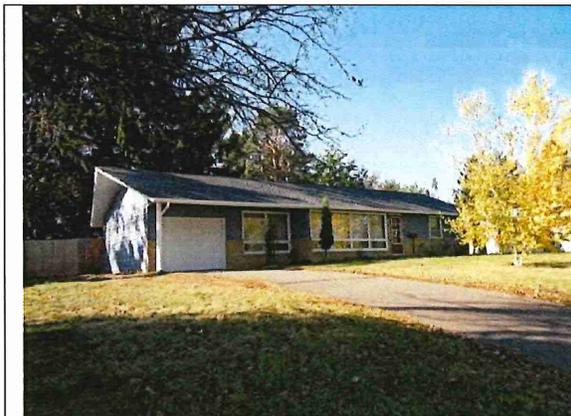
6325 Hampshire Place (Resource No. 002, HE-GVC-063).

SE ¼ of the NE ¼ of the SE ¼ of Section 29, T118N, R21W

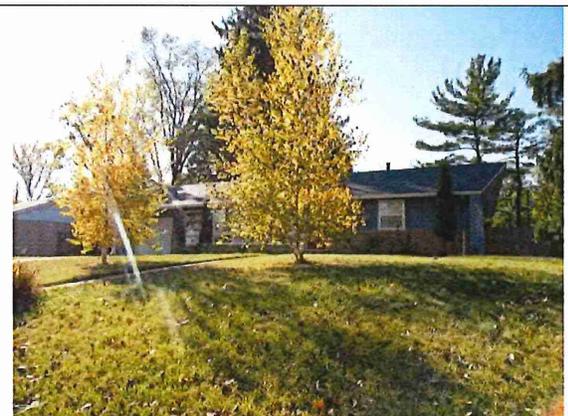
The property at 6325 Hampshire Place is located on the south side of the street and includes a one-story, side-gabled, ranch house dating from 1956. The house rests on a foundation covered with applied brick and is faced with asbestos-cement shingles. The north elevation, which faces the street, has replacement windows consisting of large picture windows above side-opening windows. The roof is clad with asphalt shingle. The roof extends to the east to encompass the attached garage.

The property is part of what was the 40-acre Nassig farm in the late nineteenth century. This section, located southwest of the MN&S railroad tracks, was identified as a site for “open development” by the Golden Valley Planning Commission in 1950 (Morell and Nichols 1950). It was platted as part of Arnold J. Anderson’s 1st Addition in 1953. Soon thereafter the street was cut through; it appears on a 1953 aerial photo. According to Hennepin County property records, the house was built in 1956.

This house was built in 1956 as a single-family suburban residence in Arnold J. Anderson’s 1st Addition in the Village of Golden Valley, one of the rapidly growing suburbs of Minneapolis in the years after World War II. It is not known to be associated with significant events or persons. It is a modest example of a mid-twentieth century ranch house, one of the most popular house types in the Twin Cities metropolitan suburbs. While it was built in a platted addition, the addition itself has no overall consistency of design, style, form, or building types. For these reasons, the property is recommended as not eligible for National Register listing under Criteria A, B, or C.



6325 Hampshire Place, facing S



6325 Hampshire Place, facing S

6400 Hampshire Place (Resource No. 003, HE-GVC-064).

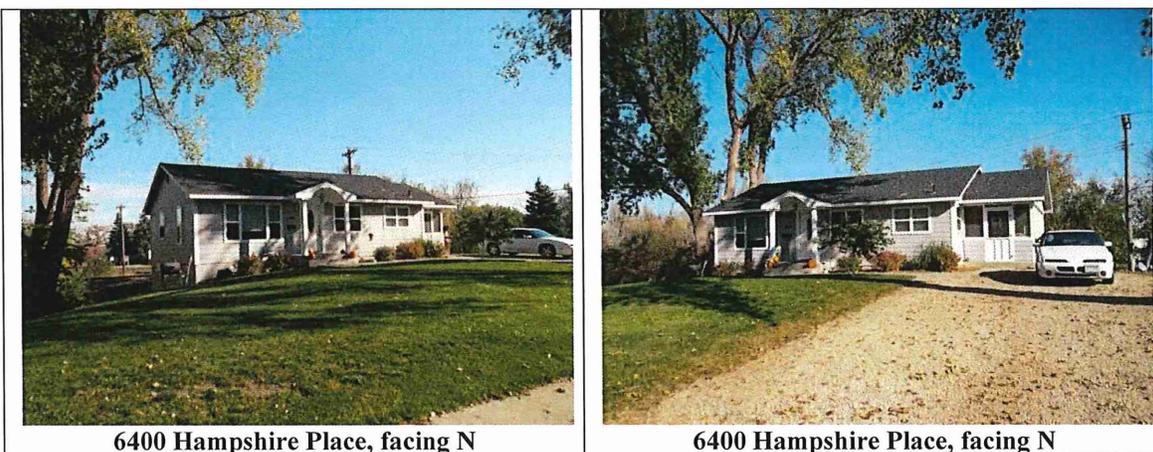
SE ¼ of the NE ¼ of the SE ¼ of Section 29, T118N, R21W

The property at 6400 Hampshire Place is located on the north side of the street and includes a one-story, side-gabled, rambler house dating from 1956. The houses rests on a concrete-block foundation and is faced with vinyl siding, a replacement for the original

clapboard. Because the back yard slopes down to the north, the house incorporates a walk-out basement. The south elevation, which faces the street, has replacement windows and a new open entry porch. An enclosed side porch extends from the east elevation. The roof is clad with asphalt shingle. The yard extends to Douglas Drive on the east and contains several large trees.

The property is part of what was the 40-acre Nassig farm in the late nineteenth century. This section, located southwest of the MN&S railroad tracks, was identified as a site for “open development” by the Golden Valley Planning Commission in 1950 (Morell and Nichols 1950). It was platted as part of Arnold J. Anderson’s 1st Addition in 1953. Soon thereafter the street was cut through; it appears on a 1953 aerial photo. According to Hennepin County property records, the house was built in 1956.

This house was built in 1956 as a single-family suburban residence in Arnold J. Anderson’s 1st Addition in the Village of Golden Valley, one of the rapidly growing suburbs of Minneapolis in the years after World War II. It is not known to be associated with significant events or persons. It is a modest example of a mid-twentieth century rambler house with later additions; this is one of the most popular house types in the Twin Cities metropolitan suburbs. While it was built in a platted addition, the addition itself has no overall consistency of design, style, form, or building types. For these reasons, the property is recommended as not eligible for National Register listing under Criteria A, B, or C.



6305 Olympia Street (Resource No. 004, HE-GVC-065).

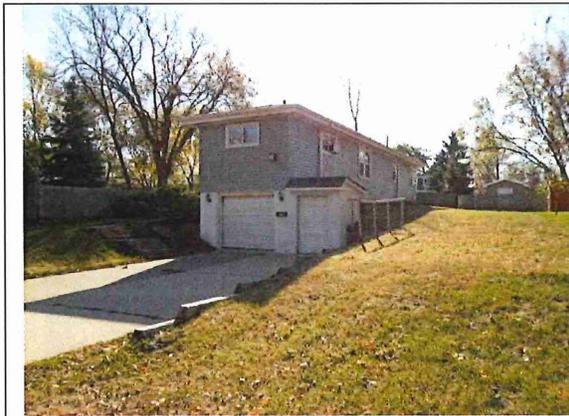
SE ¼ of the SE ¼ of the SE ¼ of Section 29, T118N, R21W

The property at 6305 Olympia Street is located on the south side of the street and includes a one-story and basement, hipped-roof, rambler house dating from 1950 with later additions. The house rests on a concrete-block foundation and is faced with vinyl siding, a replacement for the original clapboard. The original windows have been replaced. The garage appears to have been added below the house at the basement level.

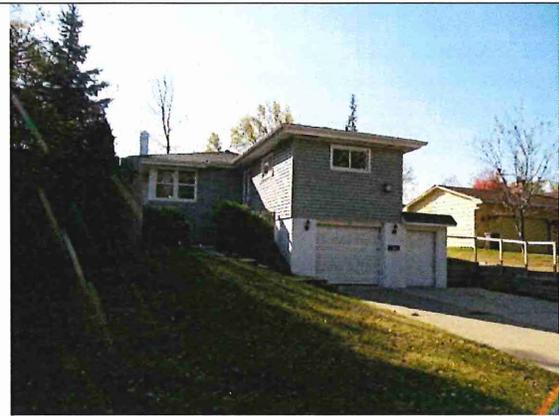
The east elevation of the house is blocked by a raised berm and a fence along Douglas Drive. The roof is clad in asphalt shingles.

The property is part of what was the 80-acre Halloran farm in the late nineteenth century. It became part of the Belmont Addition that was platted in 1915. The Belmont Addition extended north of Golden Valley Road and the Golden Valley Golf Club and west of a north-south road originally called Brookline (later part of Douglas Drive), to Louisiana Avenue. The Belmont Addition with its regular grid was one of the early plats in the Village of Golden Valley but very few houses were constructed before World War II. According to Hennepin County property records the house was built in 1950.

This house was built in 1950 as a single-family suburban residence in the Belmont Addition in the Village of Golden Valley, one of the rapidly growing suburbs of Minneapolis in the years after World War II. It is not known to be associated with significant events or persons. It is a modest example of a mid-twentieth century Rambler house with later additions; this is one of the most popular house types in the Twin Cities metropolitan suburbs. While it was built in a platted addition, the addition itself has no overall consistency of design, style, form, or building types. For these reasons, the property is recommended as not eligible for National Register listing under Criteria A, B, or C.



6305 Olympia Street, facing SE



6305 Olympia Street, facing SW

1605 Douglas Drive North (Resource No. 005, HE-GVC-066).

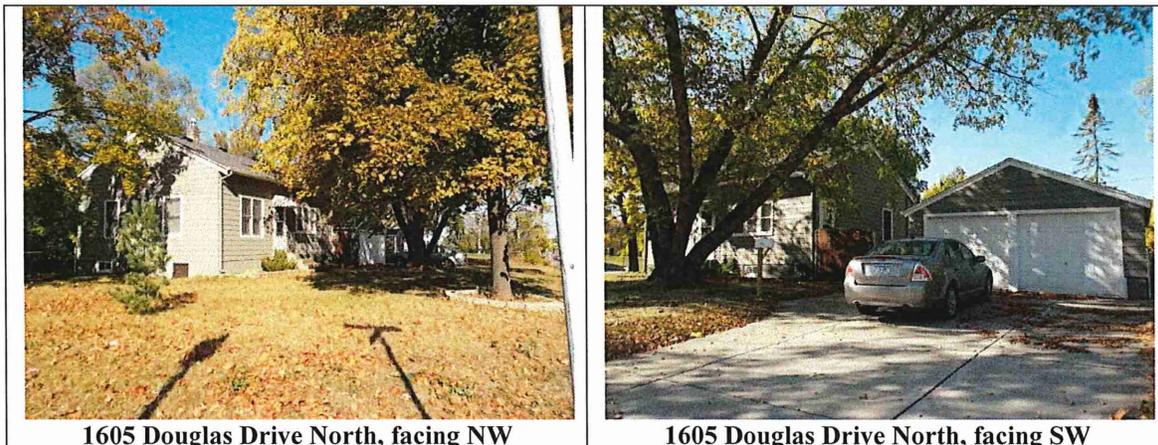
SE ¼ of the SE ¼ of the SE ¼ of Section 29, T118N, R21W

The property at 1605 Douglas Drive North is located on the west side of the street at the north side of Olympia Street and includes a one-and-a-half-story, side-gabled, Cape Cod style house built in 1948. The house rests on a concrete-block foundation with a stucco veneer and is clad with wide board siding. The east elevation, which faces the street, has one-over-one windows with aluminum storm sash. Concrete steps lead to the front entrance door set below a canopy. A two-stall, gable-roofed garage is located just north

of the house. Both roofs are clad with asphalt shingles. Large trees partially screen the house from both streets.

The property is part of what was the 80-acre Halloran farm in the late nineteenth century. It became part of the Belmont Addition that was platted in 1915. The Belmont Addition extended north of Golden Valley Road and the Golden Valley Golf Club and west of a north-south road originally called Brookline (later part of Douglas Drive), to Louisiana Avenue. The Belmont Addition with its regular grid was one of the early plats in the Village of Golden Valley but very few houses were constructed before World War II. According to Hennepin County property records, the house was built in 1948.

This house was built in 1948 as a single-family suburban residence in the Belmont Addition in the Village of Golden Valley, one of the rapidly growing suburbs of Minneapolis in the years after World War II. It is not known to be associated with significant events or persons. It is a modest example of a mid-twentieth century Cape Cod style house; this is one of the most popular house types in the Twin Cities metropolitan suburbs. While it was built in a platted addition, the addition itself has no overall consistency of design, style, form, or building types. For these reasons, the property is recommended as not eligible for National Register listing under Criteria A, B, or C.



1605 Douglas Drive North, facing NW

1605 Douglas Drive North, facing SW

6312 and 6320 Olympia Street (Resource No. 006, HE-GVC-067).

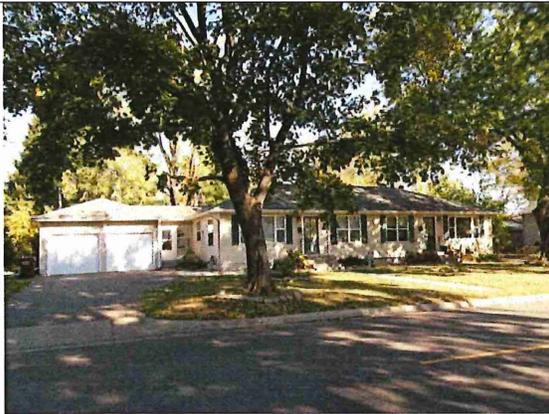
SE ¼ of the SE ¼ of the SE ¼ of Section 29, T118N, R21W

The property at 6312 and 6320 Olympia Street is located on the north side of the street and includes a one-story, hipped-roof duplex ranch house, built in 1952. The building rests on a concrete-block foundation and is sided in vinyl, a replacement for the original siding. The south elevation, which faces the street, has an entrance door to each unit with each door approached by two steps. All the windows, including the picture window in each unit, are replacements. The roof with its overhanging eaves is clad in asphalt

shingles. An enclosed breezeway extension at the rear is linked to a two-stall, hipped-roof garage at the east.

The property is part of what was the 80-acre Halloran farm in the late nineteenth century. It became part of the Belmont Addition that was platted in 1915. The Belmont Addition extended north of Golden Valley Road and the Golden Valley Golf Club and west of a north-south road originally called Brookline (later part of Douglas Drive), to Louisiana Avenue. The Belmont Addition with its regular grid was one of the early plats in the Village of Golden Valley but very few houses were constructed before World War II. According to Hennepin County property records the house was built in 1952.

This two-family house was built in 1952 as a duplex suburban residence in the Belmont Addition in the Village of Golden Valley, one of the rapidly growing suburbs of Minneapolis in the years after World War II. It is not known to be associated with significant events or persons. It is a modest example of a mid-twentieth century duplex ranch house with later modifications; this is one of the most popular house types in the Twin Cities metropolitan suburbs. While it was built in a platted addition, the addition itself has no overall consistency of design, style, form, or building types. For these reasons, the property is recommended as not eligible for National Register listing under Criteria A, B, or C.



6312 and 6320 Olympia Street, facing N

6404 and 6408 Hampshire Place North (Resource No. 007, HE-GVC-068).

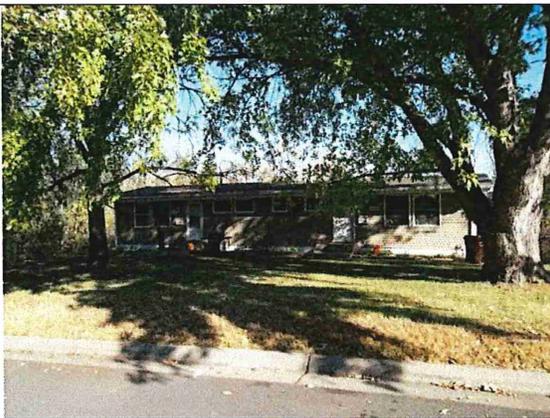
SE $\frac{1}{4}$ of the SE $\frac{1}{4}$ of the SE $\frac{1}{4}$ of Section 29, T118N, R21W

The property at 6404 and 6408 Hampshire Place North is located on the north side of the street and includes a one-story and basement, side-gabled, duplex ranch house, built in 1958. The building rests on a concrete-block foundation and is sided with vinyl, a replacement for the original clapboard. The south elevation, which faces the street, has an entrance door to each unit with each door approached by two steps. All the windows, including one-over-one sash and casements, are replacements. On the north side, the

walk-out basement leads to the sloping rear yard, which extends to the railroad embankment. The roof with its overhanging eaves is clad in asphalt shingles.

The property is part of what was the 40-acre Nassig farm in the late nineteenth century. This section, located southwest of the MN&S railroad tracks, was identified as a site for “open development” by the Golden Valley Planning Commission in 1950 (Morell and Nichols 1950). It was platted as part of Arnold J. Anderson’s 1st Addition in 1953. Soon thereafter the street was cut through; it appears on a 1953 aerial photo. According to Hennepin County property records, the two-family duplex house was built in 1958.

This two-family house was built in 1958 as a duplex suburban residence in Arnold J. Anderson’s 1st Addition in the Village of Golden Valley, one of the rapidly growing suburbs of Minneapolis in the years after World War II. It is not known to be associated with significant events or persons. It is a modest example of a mid-twentieth century rambler house with later additions; this is one of the most popular house types in the Twin Cities metropolitan suburbs. While it was built in a platted addition, the addition itself has no overall consistency of design, style, form, or building types. For these reasons, the property is recommended as not eligible for National Register listing under Criteria A, B, or C.



6404 and 6408 Hampshire Place North, facing N

6300 Winsdale Street, Resource No. 008, HE-GVC-069).

SE ¼ of the SE ¼ of the NE ¼ of Section 29, T118N, R21W

The property at 6300 Winsdale Street is located on the north side of the street and includes a one-and-a-half-story, cross-gabled minimal traditional house, built in 1950. The house rests on a concrete-block foundation and is faced with applied brick on the projecting front section and wood siding on the other sections. The windows have one-over-one wood sash set in wood surrounds, and a picture window is flanked by one-over-one windows. The rear wing has a tuck-under garage accessed from Douglas Drive. Concrete steps lead up the slope to the front entrance. The roof is clad in asphalt shingles.

The property is part of what was the 80-acre Halloran farm in the late nineteenth century. It became part of the Belmont Addition that was platted in 1915. The Belmont Addition extended north of Golden Valley Road and the Golden Valley Golf Club and west of a north-south road originally called Brookline (later part of Douglas Drive) to Louisiana Avenue. The Belmont Addition with its regular grid was one of the early plats in the Village of Golden Valley but very few houses were constructed before World War II. According to Hennepin County property records the house was built in 1950.

This house was built in 1950 as a single-family suburban residence in the Belmont Addition in the Village of Golden Valley, one of the rapidly growing suburbs of Minneapolis in the years after World War II. It is not known to be associated with significant events or persons. It is a modest example of a mid-twentieth century minimal traditional house; this is one of the most popular house types in the Twin Cities metropolitan suburbs. While it was built in a platted addition, the addition itself has no overall consistency of design, style, form, or building types. For these reasons, the property is recommended as not eligible for National Register listing under Criteria A, B, or C.



6300 Winsdale Street, facing NE

6300 Winsdale Street, facing NW

6316 Winsdale Street (Resource No. 009, HE-GVC-070).

SE ¼ of the SE ¼ of the NE ¼ of Section 29, T118N, R21W

The property at 6316 Winsdale Street is located on the north side of the street and includes a one-and-a-half-story, side-gabled, Cape Cod style house, built in 1949. The house rests on a concrete-block foundation and is clad in vinyl siding, a replacement for the original clapboard. The south elevation, which faces the street, has two gabled-roof dormers set on the front roof slope and an enclosed projecting entranceway. The windows have replacement sash and a new projecting bay window that replaced the original picture window. The roof with overhanging eaves is clad with asphalt shingles. To the west of the house is a two-stall, front-gabled-roof garage.

The property is part of what was the 80-acre Halloran farm in the late nineteenth century. It became part of the Belmont Addition that was platted in 1915. The Belmont Addition extended north of Golden Valley Road and the Golden Valley Golf Club and west of a north-south road originally called Brookline (later part of Douglas Drive) to Louisiana Avenue. The Belmont Addition with its regular grid was one of the early plats in the Village of Golden Valley but very few houses were constructed before World War II. According to Hennepin County property records the house was built in 1949.

This house was built in 1949 as a single-family suburban residence in the Belmont Addition in the Village of Golden Valley, one of the rapidly growing suburbs of Minneapolis in the years after World War II. It is not known to be associated with significant events or persons. It is a modest example of a mid-twentieth century Cape Cod style house with later modifications; this is one of the most popular house types in the Twin Cities metropolitan suburbs. While it was built in a platted addition, the addition itself has no overall consistency of design, style, form, or building types. For these reasons, the property is recommended as not eligible for National Register listing under Criteria A, B, or C.



6313 Winsdale Street, facing NE

6313 Winsdale Street, facing NW

6307 Winsdale Street (Resource No. 010, HE-GVC-071).

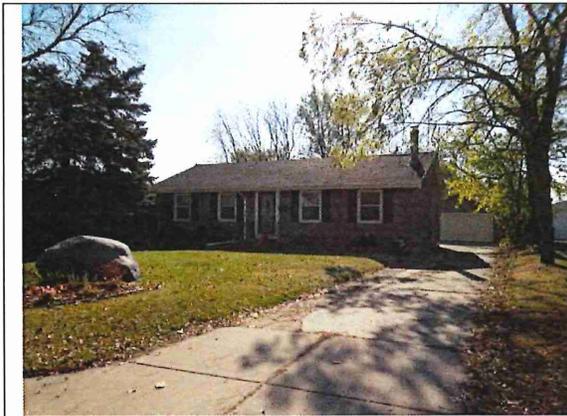
SE ¼ of the SE ¼ of the NE ¼ of Section 29, T118N, R21W

The property at 6307 Winsdale Street is located on the south side of the street and includes a one-story, side-gable roof, ranch house, built in 1960. The house rests on a concrete-block foundation, and has wide board siding. The windows have one-over-one vinyl replacement sash. The roof with overhanging eaves is clad with asphalt shingles. A two-stall, front-gable, detached garage located to the rear of the house.

The property is part of what was the 80-acre Halloran farm in the late nineteenth century. It became part of the Belmont Addition that was platted in 1915. The Belmont Addition extended north of Golden Valley Road and the Golden Valley Golf Club and west of a north-south road originally called Brookline (later part of Douglas Drive), to

Louisiana Avenue. The Belmont Addition with its regular grid was one of the early plats in the Village of Golden Valley but very few houses were constructed before World War II. According to Hennepin County property records the house was built in 1960.

This house was built in 1960 as a single-family suburban residence in the Belmont Addition in the Village of Golden Valley, one of the rapidly growing suburbs of Minneapolis in the years after World War II. It is not known to be associated with significant events or persons. It is a modest example of a mid-twentieth century ranch house; this is one of the most popular house types in the Twin Cities metropolitan suburbs. While it was built in a platted addition, the addition itself has no overall consistency of design, style, form, or building types. For these reasons, the property is recommended as not eligible for National Register listing under Criteria A, B, or C.



6307 Winsdale Street, facing SE



6307 Winsdale, facing SW

1435 Douglas Drive North (Resource No. 011, HE-GVC-072).

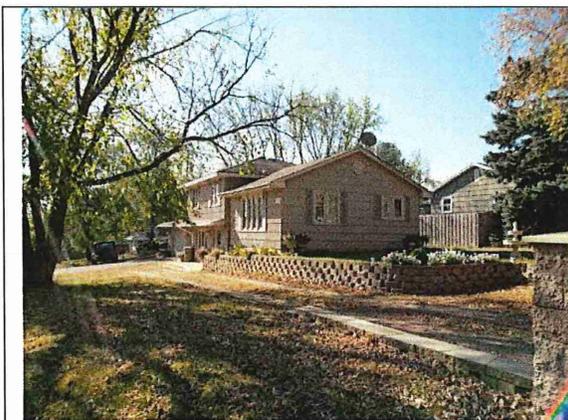
SE ¼ of the SE ¼ of the NE ¼ of Section 29, T118N, R21W

The property at 1435 Douglas Drive North is located on the west side of the street at the south side of Winsdale Street and includes a one and two-story, hipped-roof, and side-gable, split-level house, built in 1960. The house rests on a concrete-block foundation and is sided with asbestos-cement shingles and applied brick. The window openings have casements and are flanked by shutters. The roofs of both sections have wide overhanging eaves and are clad with asphalt shingles. A large attached garage wing with a shallow hipped roof with overhanging roof eaves extends from the south side of the house. The garage appears to be a replacement for or an enlargement of the original garage.

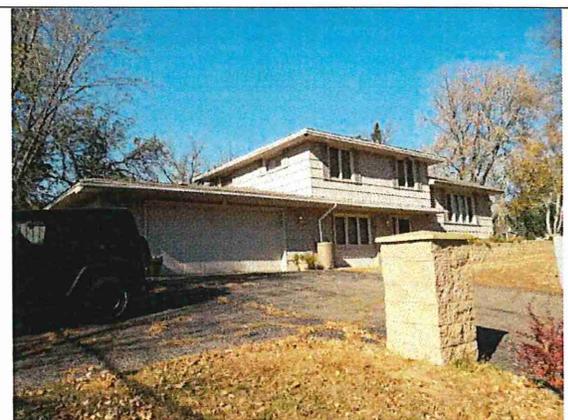
The property is part of what was the 80-acre Halloran farm in the late nineteenth century. It became part of the Belmont Addition that was platted in 1915. The Belmont Addition extended north of Golden Valley Road and the Golden Valley Golf Club and west of a north-south road originally called Brookline (later part of Douglas Drive) to Louisiana Avenue. The Belmont Addition with its regular grid was one of the early plats in the

Village of Golden Valley, but very few houses were constructed before World War II. According to Hennepin County property records the house was built in 1960.

This house was built in 1960 as a single-family suburban residence in the Belmont Addition in the Village of Golden Valley, one of the rapidly growing suburbs of Minneapolis in the years after World War II. It is not known to be associated with significant events or persons. It is a modest example of a mid-twentieth century split-level house with later additions; this is one of the most popular house types in the Twin Cities metropolitan suburbs. While it was built in a platted addition, the addition itself has no overall consistency of design, style, form, or building types. For these reasons, the property is recommended as not eligible for National Register listing under Criteria A, B, or C.



1435 Douglas Drive North, facing SW



1435 Douglas Avenue, facing NW

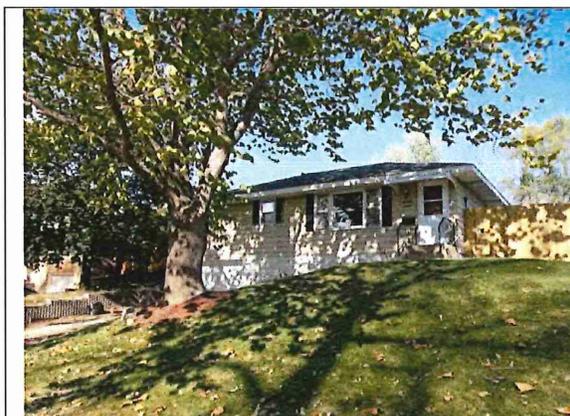
6300 Knoll Street (Resource No. 012, HE-GVC-073).

SE ¼ of the SE ¼ of the SE ¼ of Section 29, T118N, R21W

The property at 6300 Knoll Street is located on the north side of the street and includes a one-story and basement, hipped-roof, rambler house, built in 1961. The house rests on a concrete-block foundation and is faced with painted permastone at the basement level, and wood siding at the main level. The south elevation, which faces the street, has one-over-one wood sash windows and a picture window; all are flanked by shutters. The roof with overhanging eaves is clad with asphalt shingles. The house is set into the slope and incorporates a tuck-under garage at the basement level.

The property is part of what was the 80-acre Halloran farm in the late nineteenth century. It became part of the Belmont Addition that was platted in 1915. The Belmont Addition extended north of Golden Valley Road and the Golden Valley Golf Club and west of a north-south road originally called Brookline (later part of Douglas Drive), to Louisiana Avenue. The Belmont Addition with its regular grid was one of the early plats in the Village of Golden Valley, but very few houses were constructed before World War II. According to Hennepin County property records, the house was built in 1961.

This house was built in 1961 as a single-family suburban residence in the Belmont Addition in the Village of Golden Valley, one of the rapidly growing suburbs of Minneapolis in the years after World War II. It is not known to be associated with significant events or persons. It is a modest example of a mid-twentieth century rambler house; this is one of the most popular house types in the Twin Cities metropolitan suburbs. While it was built in a platted addition, the addition itself has no overall consistency of design, style, form, or building types. For these reasons, the property is recommended as not eligible for National Register listing under Criteria A, B, or C.



6300 Knoll Street, facing NW



1605 Douglas Avenue, facing NE

6312 Knoll Street (Resource No. 013, HE-GVC-074).

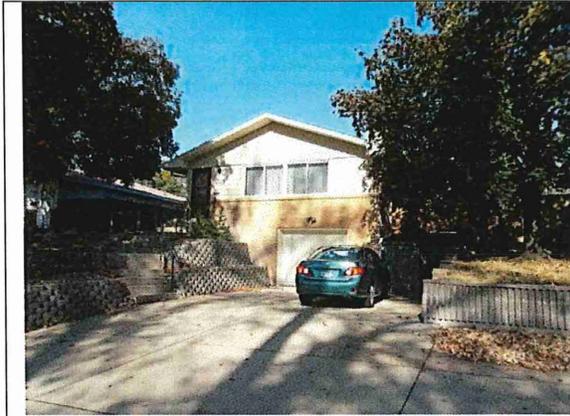
SE ¼ of the SE ¼ of the SE ¼ of Section 29, T118N, R21W

The property at 6312 Knoll Street is located on the north side of the street and includes a one-story and basement, front-gable, ranch house, built in 1961. The house rests on a concrete-block foundation and is faced with applied brick at the basement level and wood siding at the main level. The windows have sliding aluminum sash. A tall large exterior brick chimney rises on the east elevation. The roof with overhanging eaves is clad with asphalt shingles. The house is set into the slope and incorporates a tuck-under garage at the basement level.

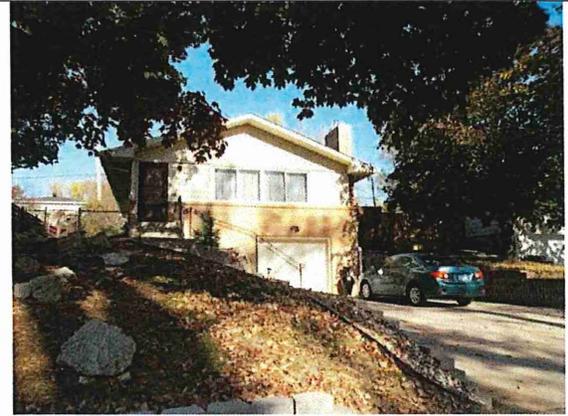
The property is part of what was the 80-acre Halloran farm in the late nineteenth century. It became part of the Belmont Addition that was platted in 1915. The Belmont Addition extended north of Golden Valley Road and the Golden Valley Golf Club and west of a north-south road originally called Brookline (later part of Douglas Drive), to Louisiana Avenue. The Belmont Addition with its regular grid was one of the early plats in the Village of Golden Valley, but very few houses were constructed before World War II. According to Hennepin County property records, the house was built in 1961.

This house was built in 1961 as a single-family suburban residence in the Belmont Addition in the Village of Golden Valley, one of the rapidly growing suburbs of Minneapolis in the years after World War II. It is not known to be associated with

significant events or persons. It is a modest example of a mid-twentieth century ranch house; this is one of the most popular house types in the Twin Cities metropolitan suburbs. While it was built in a platted addition, the addition itself has no overall consistency of design, style, form, or building types. For these reasons, the property is recommended as not eligible for National Register listing under Criteria A, B, or C.



6312 Knoll Street, facing NW



6312 Knoll Street, facing NE

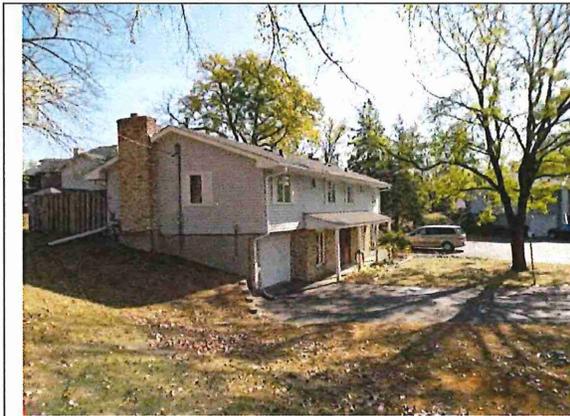
1333-1335 Edgewood Avenue North (Resource No. 014, HE-GVC-075).

SE ¼ of the SE ¼ of the SE ¼ of Section 29, T118N, R21W

The property at 1333-1335 Edgewood Avenue North is located at the southwest corner of Knoll Street and Douglas Drive and includes a one-story and basement, side-gabled, split-level two-unit townhouse residence, built in 1966. The residence rests on a concrete-block foundation and is faced with applied brick at the basement level and replacement vinyl siding on the upper level. The upper-level section projects slightly over garages, and there are paired entrances at the basement level. A shed roof on wood posts shelters the entrances. The windows have replacement casement sash. Exterior brick chimneys rise on the north and south elevations. The roof with overhanging eaves is clad with asphalt shingles. The residence is set down a slope from Knoll Street and Douglas Drive and is oriented diagonally to the street grid.

The property is part of what was the 80-acre Halloran farm in the late nineteenth century. It became part of the Belmont Addition that was platted in 1915. The Belmont Addition extended north of Golden Valley Road and the Golden Valley Golf Club and west of a north-south road originally called Brookline (later part of Douglas Drive), to Louisiana Avenue. The Belmont Addition with its regular grid was one of the early plats in the Village of Golden Valley, but very few houses were constructed before World War II. According to Hennepin County property records, the two-unit townhouse residence was built in 1966 as part of a five-building complex, now called the Bassett Creek Townhomes. Edgewood Avenue was cut into the block south of Knoll Street shortly before the complex was built.

This two-unit residence was built in 1966 as part of a townhouse complex created in the Belmont Addition in the Village of Golden Valley, one of the rapidly growing suburbs of Minneapolis in the years after World War II. It is not known to be associated with significant events or persons. It is a modest example of a mid-twentieth century split-level two-unit residence; this is one of the most popular residence types in the Twin Cities metropolitan suburbs. While it was built in a platted addition, the addition itself has no overall consistency of design, style, form, or building types. For these reasons, the property is recommended as not eligible for National Register listing under Criteria A, B, or C.



1333-1335 Edgewood Avenue North, facing SE



1333-1335 Edgewood Avenue North, facing NE

6300 Phoenix Street (Resource No. 015, HE-GVC-076).

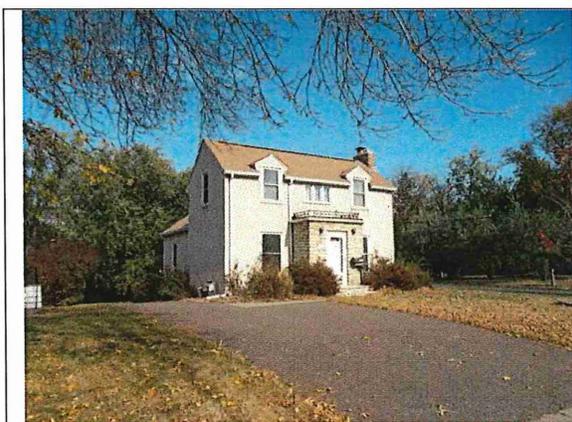
NE ¼ of the NE ¼ of the NE ¼ of Section 32, T118N, R21W

The property at 6300 Phoenix Street is located on the north side of the street at the west side of Douglas Drive and includes a one-and-a-half-story, side-gabled, modified Tudor-cottage type house, built in 1939. The house rests on a concrete foundation and is faced with stucco with random stone detail. The south elevation, which faces the street, has an enclosed projecting, stone-faced entrance surmounted by an iron balustrade; two gable-roofed dormers project above the eaves of the front roof slope. A one-story gable-roofed wing intersects the main house at the rear. A basement-level garage wing, clad with aluminum siding, is attached to rear wing. An exterior chimney faced with stucco and random stone detail rises from the east elevation. All the windows have replacement sash. The roof is clad with asphalt shingles.

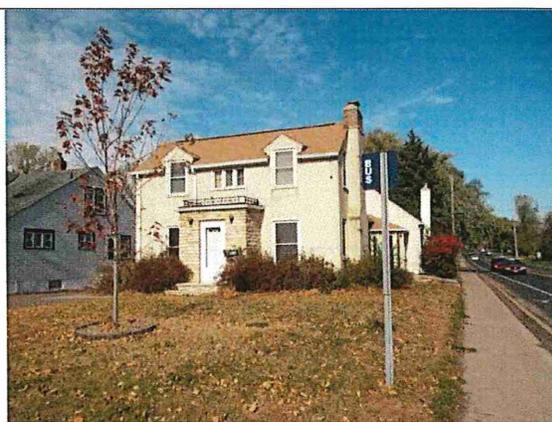
The property is part of what was the 80-acre Halloran farm in the late nineteenth century. It became part of the Belmont Addition that was platted in 1915. The Belmont Addition extended north of Golden Valley Road and the Golden Valley Golf Club and west of a north-south road originally called Brookline (later part of Douglas Drive), to Louisiana Avenue. The Belmont Addition with its regular grid was one of the early plats in the Village of Golden Valley, but very few houses were constructed before World War II.

The house at 6300 Phoenix Street is one of them. According to Hennepin County property records, it was built in 1939. The house is visible on a 1945 aerial photograph.

This house was built in 1939 as a single-family suburban residence in the Belmont Addition in the Village of Golden Valley, just before the onset of World War II. It is not known to be associated with significant events or persons. It is a modest example of a twentieth-century modified Tudor cottage-type house; this is one of the most popular house types in the Twin Cities area. While it was built in a platted addition, the addition itself has no overall consistency of design, style, form, or building types. For these reasons, the property is recommended as not eligible for National Register listing under Criteria A, B, or C.



6300 Phoenix Street, facing NE



6300 Phoenix Street, facing NW

6306 Phoenix Street (Resource No. 016, HE-GVC-077).

NE $\frac{1}{4}$ of the NE $\frac{1}{4}$ of the NE $\frac{1}{4}$ of Section 32, T118N, R21W

The property at 6306 Phoenix Street is located on the north side of the street and includes a one-and-a-half-story, cross-gabled, Tudor cottage-type house, built in 1939. The house rests on a concrete foundation and is faced with brick on the front gable entrance section and replacement vinyl siding on the other sections of the house. The entrance is approached by brick steps. The windows have one-over-one replacement vinyl sash. The roof is clad with asphalt shingles. A freestanding gable-roofed garage is located to the rear.

The property is part of what was the 80-acre Halloran farm in the late nineteenth century. It became part of the Belmont Addition that was platted in 1915. The Belmont Addition extended north of Golden Valley Road and the Golden Valley Golf Club and west of a north-south road originally called Brookline (later part of Douglas Drive), to Louisiana Avenue. The Belmont Addition with its regular grid was one of the early plats in the Village of Golden Valley, but very few houses were constructed before World War II. This house is one of them. According to Hennepin County property records, it was built in 1939. The house is visible on a 1945 aerial photograph.

This house was built in 1939 as a single-family suburban residence in the Belmont Addition in the Village of Golden Valley, just before the onset of World War II. It is not known to be associated with significant events or persons. It is a modest example of a twentieth-century Tudor-cottage type house; this is one of the most popular house types in the Twin Cities area. While it was built in a platted addition, the addition itself has no overall consistency of design, style, form, or building types. For these reasons, the property is recommended as not eligible for National Register listing under Criteria A, B, or C.



6306 Phoenix Street, facing NW



6306 Phoenix Street, facing NE

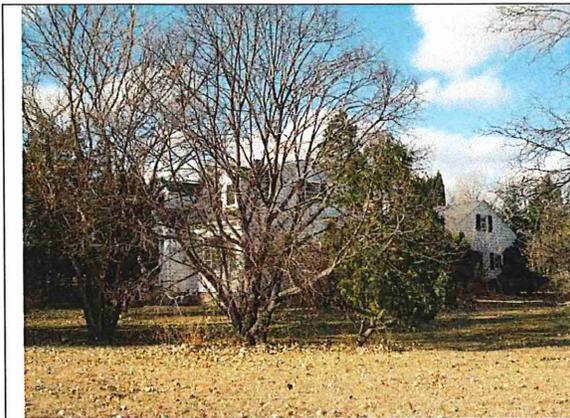
6306 Golden Valley Road (Resource No. 017, HE-GVC-078).

NE ¼ of the NE ¼ of the NE ¼ of Section 32, T118N, R21W

The property at 6306 Golden Valley Road is located on the north side of the street at the west side of Douglas Drive and includes a one-and-a-half-story, side-gabled, Cape Cod style house, built in 1943. The house is clad in asbestos-cement shingle siding and rests on a concrete-block foundation. The south elevation, which faces the street, has a projecting gabled entrance section and gabled roof dormers. The house is largely concealed by the trees surrounding the property. A freestanding garage is accessed from Phoenix Street at the rear. The yard extending east to Douglas Drive has a separate parcel address of 6300 Golden Valley Road.

The property is part of what was a 23-acre addition to the 80-acre Halloran farm in the late nineteenth century. It became part of the Belmont Addition that was platted in 1915. The Belmont Addition extended north of Golden Valley Road and the Golden Valley Golf Club and west of a north-south road originally called Brookline (later part of Douglas Drive), to Louisiana Avenue. The Belmont Addition with its regular grid was one of the early plats in the Village of Golden Valley, but very few houses were constructed before World War II. According to Hennepin County property records, the house was built in 1943. It appears on a 1945 aerial photograph.

This house was built in 1943 as a single-family suburban residence in the Belmont Addition in the Village of Golden Valley, which became one of the rapidly growing suburbs of Minneapolis in the years after World War II. It is not known to be associated with significant events or persons. It is a modest example of a mid-twentieth century Cape Cod style house; this is one of the most popular house types in the Twin Cities metropolitan suburbs. While it was built in a platted addition, the addition itself has no overall consistency of design, style, form, or building types. For these reasons, the property is recommended as not eligible for National Register listing under Criteria A, B, or C.



6306 Golden Valley Road, facing W



6306 Golden Valley Road, facing W

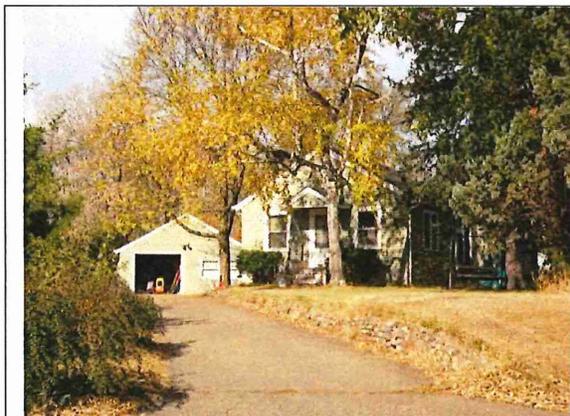
6320 Golden Valley Road (Resource No. 018, HE-GVC-079).

NE ¼ of the NE ¼ of the NE ¼ of Section 32, T118N, R21W

The property at 6320 Golden Valley Road is located on the north side of the street and includes a one-story, front-gabled, minimal traditional house, built in 1933. The house rests on a concrete foundation and is faced with replacement vinyl siding. The south elevation, which faces the street, has a gabled front entrance section. The windows have replacement sash. A freestanding garage is located to the west of the house.

The property is part of what was a 23-acre addition to the 80-acre Halloran farm in the late nineteenth century. It became part of the Belmont Addition that was platted in 1915. The Belmont Addition extended north of Golden Valley Road and the Golden Valley Golf Club and west of a north-south road originally called Brookline (later part of Douglas Drive), to Louisiana Avenue. The Belmont Addition with its regular grid was one of the early plats in the Village of Golden Valley, but very few houses were constructed before World War II. This house was one of them. According to Hennepin County property records, it was built in 1933. It appears on 1937 and 1945 aerial photographs.

This house was built in 1933 as a single-family suburban residence in the Belmont Addition in the Village of Golden Valley, before the onset of World War II. It is not known to be associated with significant events or persons. It is a modest example of a twentieth century minimal traditional house; this is one of the most popular house types in the Twin Cities area. While it was built in a platted addition, the addition itself has no overall consistency of design, style, form, or building types. For these reasons, the property is recommended as not eligible for National Register listing under Criteria A, B, or C.



6320 Golden Valley Road, facing N

6400 Golden Valley Road (Resource No. 019, HE-GVC-080).

NE ¼ of the NE ¼ of the NE ¼ of Section 32, T118N, R21W

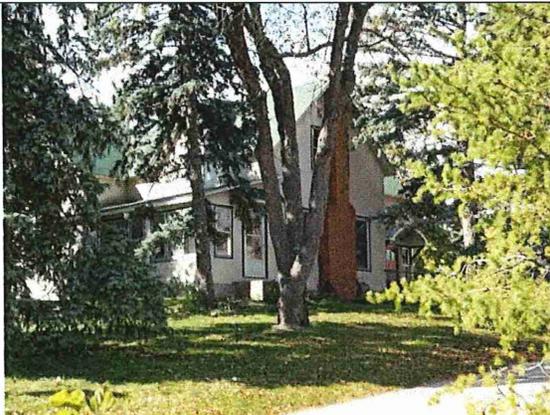
The property at 6400 Golden Valley Road is located on the north side of the street and includes a two-and-a-half-story, cross-gabled farmhouse, built in 1890. The house rests on a concrete foundation and is faced with stucco, possibly a replacement for original wood siding. The intersecting gable on the front roof slope rises above a shed-roofed, enclosed porch. The windows set in wood surrounds have one-over-one sash. An exterior brick chimney rises on the east side. The roof with overhanging eaves is clad with asphalt shingles. A freestanding, two-stall garage is located at the rear.

The property is part of what was a 23-acre addition to the 80-acre Halloran farm in the late nineteenth century. It became part of the Belmont Addition that was platted in 1915. The Belmont Addition extended north of Golden Valley Road and the Golden Valley Golf Club and west of a north-south road originally called Brookline (later part of Douglas Drive), to Louisiana Avenue. The Belmont Addition with its regular grid was one of the early plats in the Village of Golden Valley, but very few houses were constructed before World War II.

According to Hennepin County property records, the house was built in 1890. The Golden Valley Historical Society has identified this as the Miller House, one of seven

Golden Valley houses that were at least 100 years old when the group began its history project in the mid-1970s (Fig. 2; Golden Valley Historical Society 1986:109). There is no written brochure available for the Miller House, so it is not clear how the group determined a date. A structure in the approximate location of the house appears on 1879 and 1888 plat maps (Warner and Foote 1879; Warner and Foote 1888). The house is visible on 1937 and 1945 aerial photographs. It is likely that this is the house that was occupied by J. Cliff and Emma Miller who worked as manager and cook at the Golden Valley Golf Club between 1917 and 1929 (Wollan 2000:17). Apparently this is the same Emma Miller who kept an “infamous house on Golden Valley Road,” “paid her bills promptly in cash,” “was an excellent cook,” and “didn’t ask questions” (F. Wandersee 1983:20). By the time the first Golden Valley city directory was published in 1951, the house was owned by retiree Charles Henry and his wife Minnie (Rogers 1951).

This house was built in the late nineteenth century as farmhouse fronting the Watertown Road in the Village of Golden Valley. In 1915 it was incorporated into the Belmont Addition in the Village of Golden Valley. Despite its age, it is not known to be associated with significant events or persons. It is a much altered example of a late nineteenth-century farmhouse. There are no other structures or landscape features that recall its original use. While it now part of a platted addition, the addition itself has no overall consistency of design, style, form, or building types. For these reasons, the property is recommended as not eligible for National Register listing under Criteria A, B, or C.



6400 Golden Valley Road, facing NW

6432 Golden Valley Road (Resource No. 020, HE-GVC-081).

SW ¼ of the NE ¼ of the NE ¼ of Section 32, T118N, R21 W

The property at 6432 Golden Valley Road is located on the north side of the street at the east side of Florida Avenue and includes a one-and-a-half-story, front-gabled house, built in 1890. The house rests on a concrete foundation and is clad in stucco, probably a replacement for original wood siding. A gabled hood shelters the front entrance on the south elevation. The east and west elevations have shed roof dormers. The north

elevation has a one-story, gable-roof addition. The windows have been replaced but retain the original wood surrounds.

The property is part of what was a 23-acre addition to the 80-acre Halloran farm in the late nineteenth century. It became part of the Belmont Addition that was platted in 1915. The Belmont Addition extended north of Golden Valley Road and the Golden Valley Golf Club and west of a north-south road originally called Brookline (later part of Douglas Drive), to Louisiana Avenue. The Belmont Addition with its regular grid was one of the early plats in the Village of Golden Valley, but very few houses were constructed before World War II. According to Hennepin County property records, the house was built in 1890.

This house was built in the late nineteenth century, possibly as a modest rural residence or farmhouse facing the Watertown Road in the Village of Golden Valley. In 1915 it was incorporated into the Belmont Addition. Despite its age, it is not known to be associated with significant events or persons. It is a modest and much altered example of a late nineteenth-century rural residence. While it now part of a platted addition, the addition itself has no overall consistency of design, style, form, or building types. For these reasons, the property is recommended as not eligible for National Register listing under Criteria A, B, or C.



6504 Golden Valley Road (Resource No. 021, HE-GVC-082).

SW ¼ of the NE ¼ of the NE ¼ of Section 32, T118N, R21W

The property at 6504 Golden Valley Road is located on the north side of the street at the west side of Florida Avenue and includes a one-story minimal traditional house with intersecting gable-roof sections, built in 1928. The house rests on a concrete foundation and is faced in aluminum siding. The south elevation facing the street has a recessed entrance. A gabled wing has been added to the east side and a flat-roofed extension is

located at the rear. The windows have six-over-one and eight-over-one wood sash. The roof is clad with asphalt shingles.

The property is part of what was a 23-acre addition to the 80-acre Halloran farm in the late nineteenth century. It became part of the Belmont Addition that was platted in 1915. The Belmont Addition extended north of Golden Valley Road and the Golden Valley Golf Club and west of a north-south road originally called Brookline (later part of Douglas Drive), to Louisiana Avenue. The Belmont Addition with its regular grid was one of the early plats in the Village of Golden Valley, but very few houses were constructed before World War II. This house was one of them. According to Hennepin County property records, the house was built in 1928. It appears on 1937 and 1945 aerial photographs.

During the 1950s and perhaps earlier, the house was owned by Swan Erickson, a member of the Golden Valley Planning Commission (McNamara 1953). He also drew the original map that was the basis of official Golden Valley village maps (Morell and Nichols 1950; Morell and Nichols 1953/1954; Morell and Nichols 1957). In 1957, he was running Swan's Saw Sharpening Service out of his house (Polk 1957b).

This house was built in 1928 as a single-family suburban residence in the Belmont Addition in the Village of Golden Valley, prior to the onset of World War II. It is not known to be associated with significant events. Despite its association with a Golden Valley civic official, he does not appear to be a person of significance. It is a modest example of a twentieth-century minimal traditional house; this is one of the most popular house types in the Twin Cities metropolitan suburbs. While it was built in a platted addition, the addition itself has no overall consistency of design, style, form, or building types. For these reasons, the property is recommended as not eligible for National Register listing under Criteria A, B, or C.



6504 Golden Valley Road, facing N



6504 Golden Valley Road, facing E

6300 Olson Memorial Highway (Resource No. 022, HE-GVC-083).

SE ¼ of the NE ¼ of Section 32, T118N, R21W

The property at 6300 Olson Memorial Highway is located north of the highway, facing Country Club Drive (former 6th Avenue North), and on the west side of Douglas Drive. It includes a one-story and two-story, office building complex, completed in 1960 with later additions, that is surrounded by parking lots. The structure is of concrete and is faced with brick accented by stone bands that set off large plate-glass windows. The east elevation has a recessed one-story entrance which links office sections on the Douglas Drive side. The original two-story entrance section faces Country Club Road on the south side. The painted concrete loading dock wing is at the northwest corner of the complex.

The property was originally farmland and never platted. The site was identified for “open development” when the Village of Golden Valley began to examine zoning in the late 1940s (Morell and Nichols 1950). Douglas Drive was not extended south of Golden Valley Road until late 1957, even though the route was identified on earlier maps (Morell and Nichols 1953/1954; Morell and Nichols 1957). In about 1958, the site was acquired by the Pako Corporation (Morell and Nichols 1958; Golden Valley Historical Society 1986: 129). Pako manufactured industrial photographic and X-ray processing equipment and expanded into graphic arts equipment. Its new building was designed by David Griswold & Associates and received a merit award from the Minnesota Society of Architects (Fig. 6; Golden Valley Story 1962:10; Golden Valley Historical Society 1986:129). A 1963 aerial photo shows the building before it was enlarged (Vincent H. Mart 1963a). Pako left the complex in 1985, due to changes in the graphic reproductions industry. The company was dissolved in 1991, according to Minnesota state business incorporation records. The building is now owned by United Health Services and houses Optum Health Services.

This office building complex was built in 1958-1960 with later additions in the Village of Golden Valley, one of the rapidly growing suburbs of Minneapolis in the years after World War II. It is not known to be associated with significant events or persons. Although the original design received a merit award when the building was completed, it has been expanded and altered over the years and does not stand out for its design as a mid-twentieth century office building. For these reasons, the property is recommended as not eligible for National Register listing under Criteria A, B, or C.



6300 Olson Memorial Highway, facing W



6300 Olson Memorial Highway, facing NW



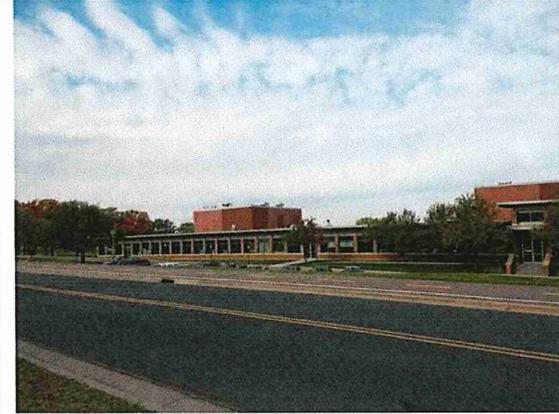
6300 Olson Memorial Highway, facing W



6300 Olson Memorial Highway, facing W



6300 Olson Memorial Highway, facing N



6300 Olson Memorial Highway, facing N

6161 Golden Valley Road (Resource No. 023, HE-GVC-084).

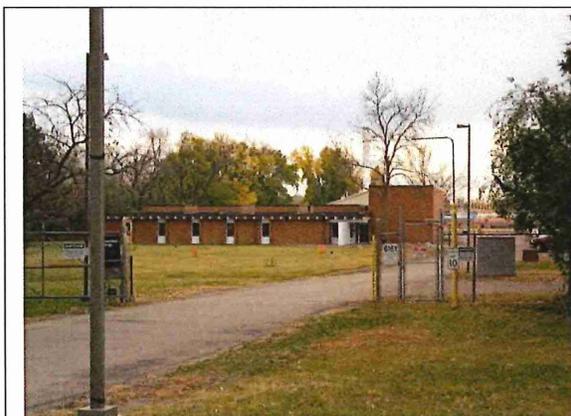
SW ¼ of the NW ¼ of the NW ¼ of Section 33, T118N, R21W

The property at 6161 Golden Valley Road is located on the south side of the road at the east side of Douglas Drive. It is bounded by railroad tracks on the east and the south. The property includes several structures, among them a one-story, flat-roofed office building,

built in 1962, two gable-roofed, garage structures, a water tower, and many gas holding tanks. The whole site is surrounded by a chain-link fence.

The property was originally farmland owned by Peter Bofferding and never platted. The site was identified for “open development” when the Village of Golden Valley began to examine zoning in the late 1940s (Morell and Nichols 1950). Douglas Drive was not extended south of Golden Valley Road until late 1957, even though part of the route was identified on earlier maps (Morell and Nichols 1953/1954; Morell and Nichols 1957). In about 1958, the site was rezoned for industrial use, although the Minneapolis Gas Company seems to have acquired the property in the early 1950s for use as a regulator station. A 1953 aerial photograph shows gas holding tanks on the site; at that time the site was accessed by a driveway from Golden Valley Road. The garages and the water tower are shown in a 1958 photograph (Norton and Peel 1958a). According to Hennepin County property records, the office structure was built in 1962. The Minneapolis Gas Company, later known as Minnegasco, is now called Centerpoint Energy.

This industrial site was built in the early 1950s with later additions in the Village of Golden Valley, one of the rapidly growing suburbs of Minneapolis in the years after World War II. While the Minneapolis Gas Company and its successors has been significant in the development of Minneapolis and its suburbs, this regulator station site does not appear to be significant for events or persons. None of the buildings or structures on the site stands out for its design. For these reasons, the property is recommended as not eligible for National Register listing under Criteria A, B, or C.



6161 Golden Valley Road, facing S

6212 Golden Valley Road (Resource No. 024, HE-GVC-085).

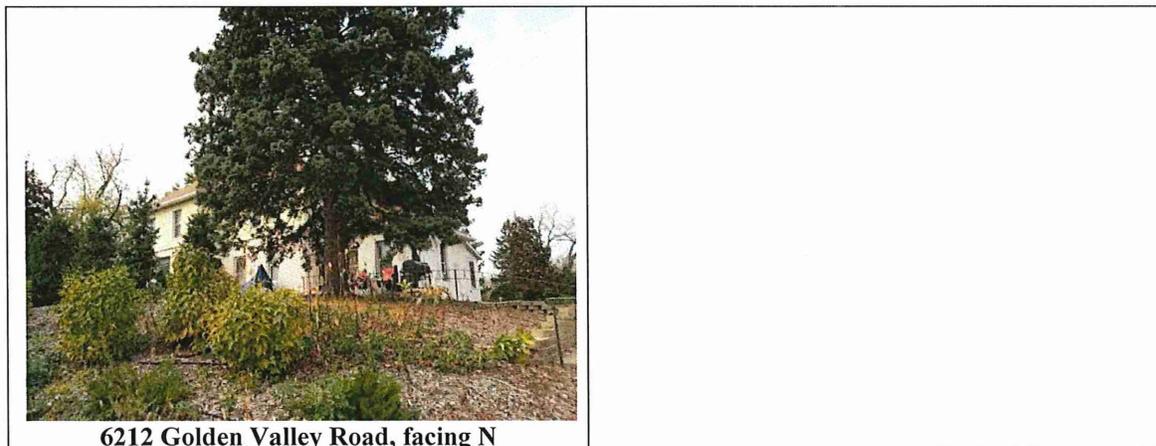
NW ¼ of the NW ¼ of the NW ¼ of Section 33, T118N, R21W

The property at 6212 Golden Valley Road is located on the north side of the road and east of Douglas Drive and includes a two-story, hipped-roof, Foursquare house, built in the late nineteenth century. The house is clad in stucco on the first story, probably replacing the original clapboard, and vinyl siding on the second. All windows have been replaced

except one large plate-glass window with a colored-glass transom. The roof is clad with asphalt shingles. The house is set back on a slope and partially obscured by trees and foliage. The wooded yard extending to the west has the address of 1100 Golden Valley Road.

According to Hennepin County property records, the house was built in 1910, although it appears to be earlier in date. The Golden Valley Historical Society has identified this as the Bofferding House, one of seven Golden Valley houses that were at least 100 years old when the group began its history project in the mid-1970s (Fig. 2; Golden Valley Historical Society 1986:109). According to the historic house history, Peter Bofferding, his wife Catherine, and their five children were German immigrants to Golden Valley in 1857 and set up in dairy farming. Subsequently, Peter built a house north of the Watertown Road (D. Wandersee 1982:1, 10). A structure in the approximate location of the house appears on 1888 and 1898 plat maps (Warner and Foote 1888; Dahl 1898). The house is visible on 1937 and 1945 aerial photographs. Peter's son Nicholas and wife Barbara lived in the house until 1920, then sold it to Joseph Mengelkoch. In 1951, it was acquired by the Lessard family (D. Wandersee 1982:15; Rogers 1951). This appears to be about the same time that other pieces of the original Bofferding acreage began to be sold off. The house has been divided into four apartment units.

This house was built in the late nineteenth century as farmhouse fronting the Watertown Road in the Village of Golden Valley. Despite its age, it is not known to be associated with significant events or persons. It is a much altered example of a late nineteenth-century farmhouse. There are no other structures or landscape features that recall its original use. For these reasons, the property is recommended as not eligible for National Register listing under Criteria A, B, or C.



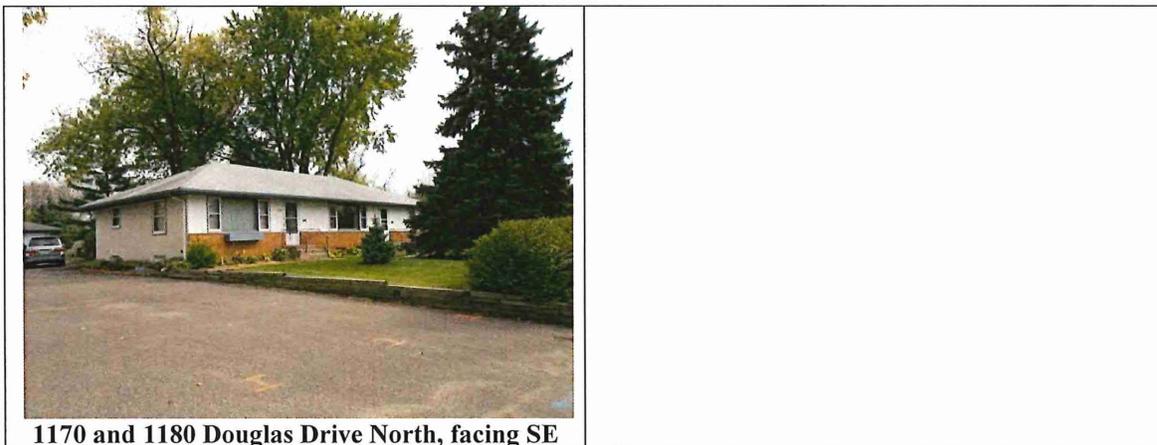
1170 and 1180 Douglas Drive North (Resource No. 025, HE-GVC-086).

NW ¼ of the NW ¼ of the NW ¼ of Section 33, T118N, R21W

The property at 1170 and 1180 Douglas Drive is located on the east side of the street and includes a one-story, hipped-roof, rambler duplex residence, built in 1956. The house is faced with brick at the base with vertical wood siding above on the front, west elevation and stucco on the side and rear elevations. Each unit has one picture window flanked by one-over-one windows, and an entrance door above steps. The roof with overhanging eaves is clad with asphalt shingles. There is a two-stall, hipped-roof garage to the rear.

This property was part of the Bofferding Farm in the late nineteenth century and never platted. The site was identified for “open development” when the Village of Golden Valley began to examine zoning in the late 1940s (Morell and Nichols 1950). In the early 1950s, the farm property began to be sold for development. According to Hennepin County property records, the duplex residence was built in 1956. It appears on a 1957 aerial photograph.

This two-family house was built in 1956 as a duplex suburban residence in the Village of Golden Valley, one of the rapidly growing suburbs of Minneapolis in the years after World War II. It is not known to be associated with significant events or persons. It is a modest example of a mid-twentieth century duplex ranch house; this is one of the most popular house types in the Twin Cities metropolitan suburbs. For these reasons, the property is recommended as not eligible for National Register listing under Criteria A, B, or C.



1200 and 1210 Douglas Drive North (Resource No. 026, HE-GVC-087).

SW ¼ of the SW ¼ of the SW ¼ of Section 28, T118N, R21W

The property at 1200 and 1210 Douglas Drive is located on the east side of the street and includes a one-story, hipped-roof, rambler duplex residence, built in 1955. The house rests on a concrete-block foundation and is faced with aluminum siding. Each unit has

one picture window flanked by one-over-one windows, and an entrance door above steps. The northernmost window retains its original canopy. The roof with overhanging eaves is clad with asphalt shingles. There is a two-stall, hipped-roof garage to the rear.

This property was part of the Bofferding Farm in the late nineteenth century and never platted. The site was identified for “open development” when the Village of Golden Valley began to examine zoning in the late 1940s (Morell and Nichols 1950). In the early 1950s, the farm property began to be sold for development. According to Hennepin County property records, the duplex residence was built in 1955. It appears on a 1957 aerial photograph.

This two-family house was built in 1955 as a duplex suburban residence in the Village of Golden Valley, one of the rapidly growing suburbs of Minneapolis in the years after World War II. It is not known to be associated with significant events or persons. It is a modest example of a mid-twentieth century duplex ranch house; this is one of the most popular house types in the Twin Cities metropolitan suburbs. For these reasons, the property is recommended as not eligible for National Register listing under Criteria A, B, or C.



1300 Douglas Drive North (Resource No. 027, HE-GVC-088).

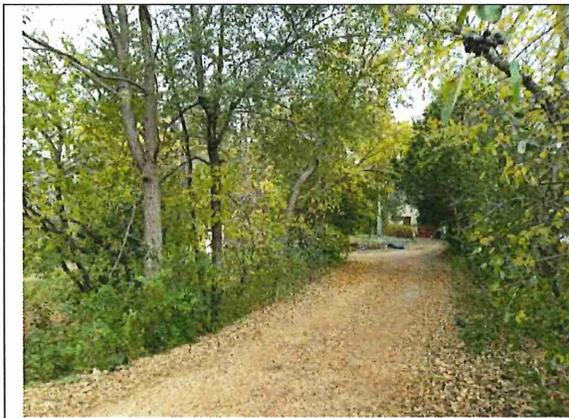
SW ¼ of the SW ¼ of the SW ¼ of Section 28, T118N, R21W

The property at 1300 Douglas Drive North is located on the east side of the street and includes a two-and-a-half-story split-level house, set at the end of a long driveway, that was built in 1952. The house with intersecting gabled roofs is faced with split stone and beige brick. A tuck-under garage is at the basement level, and another freestanding garage is east of the house. The roof is clad with asphalt shingles. The house is set far back from the road on its lot and is largely concealed by foliage.

This property was part of the Bofferding Farm in the late nineteenth century and never platted. The site was identified for “open development” when the Village of Golden

Valley began to examine zoning in the late 1940s (Morell and Nichols 1950). In the early 1950s, the farm property began to be sold for development. According to Hennepin County property records, the house was built in 1952. It appears on 1953 and 1957 aerial photographs.

This single-family house was built in 1952 as a suburban residence in the Village of Golden Valley, one of the rapidly growing suburbs of Minneapolis in the years after World War II. It is not known to be associated with significant events or persons. It is a modest example of a mid-twentieth century split-level house; this is one of the most popular house types in the Twin Cities metropolitan suburbs. For these reasons, the property is recommended as not eligible for National Register listing under Criteria A, B, or C.



1300 Douglas Drive North, facing E



Aerial view of 1300 Douglas Drive North, Hennepin County Interactive Maps

1710 and 1724 Douglas Drive North (Resource No. 028, HE-GVC-089).

SW ¼ of the NW ¼ of the SW ¼ of Section 28, T118N, R21W

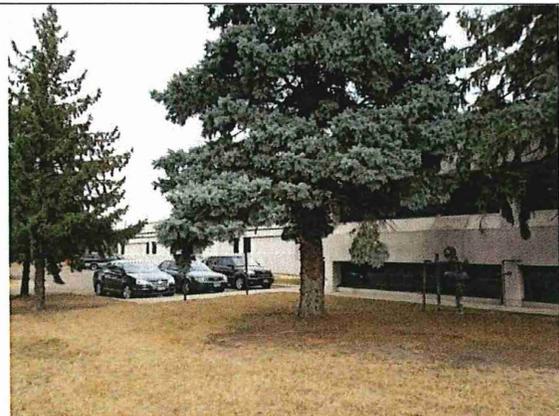
The property at 1710 and 1724 Douglas Drive North is located on the east side of the street at the south side of St. Croix Avenue and includes a one-story and two-story, flat-roofed, office building complex, built in 1965 with later modifications. The structure has an asymmetric plan with two two-story office wings, linked by an angled lobby entrance section, and a rectangular one-story warehouse wing to the north. The walls are clad in stucco panels. The horizontal windows have replacement sash that is recessed from the wall surfaces. The lobby entrance has angled glass walls. The complex is surrounded by parking lots.

This property was farmland in the late nineteenth century and was unplatted until this building was constructed. The site was identified for “open development” when the Village of Golden Valley began to examine zoning in the late 1940s (Morell and Nichols 1950). This status remained through the 1950s (Morell and Nichols 1953/1954; Morell and Nichols 1957). According to Hennepin County property records, the building was constructed in 1965. It is now known as the Golden Valley Corporate Center.

This office building complex was built in 1965 with later modifications in the Village of Golden Valley, one of the rapidly growing suburbs of Minneapolis in the years after World War II. It is not known to be associated with significant events or persons. Such low-rise office building complexes were built throughout the metropolitan area in the 1960s and later. It does not stand out for its design as a mid-twentieth century office building. For these reasons, the property is recommended as not eligible for National Register listing under Criteria A, B, or C.



1710 and 1724 Douglas Drive North, facing NE



1710 and 1724 Douglas Drive North, facing SE



1710 and 1724 Douglas Drive North, facing NE

1900 Douglas Drive North (Resource No. 029, HE-GVC-090).

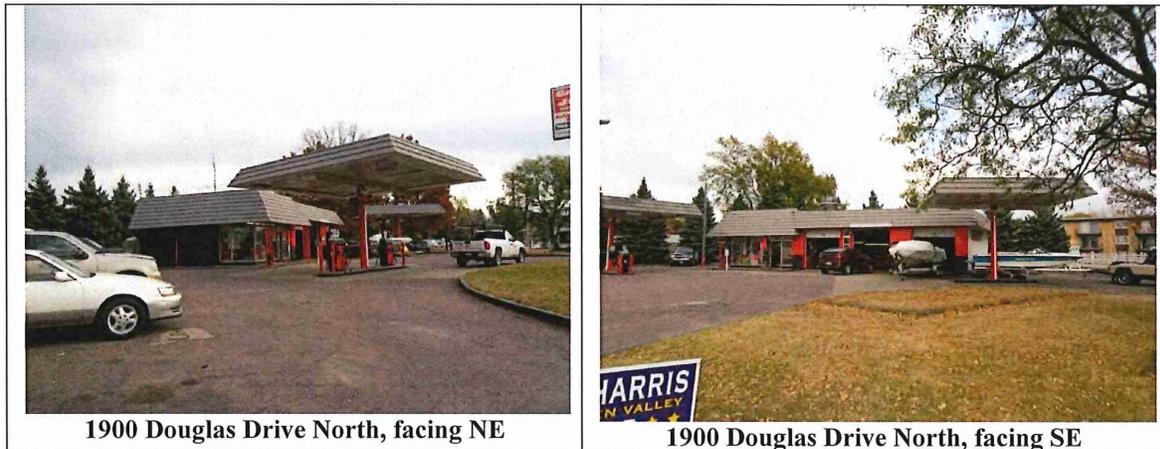
NW ¼ of the NW ¼ of the SW ¼ of Section 28, T118N, R21W

The property at 1900 Douglas Drive North is located on the east side of the street at the north side of St. Croix Avenue and includes a one-story, flat-roofed, automobile service station structure, built in 1957. The section at the north contains the office, and the section at the south has three service bays. The concrete-block structure is faced with painted permastone at the base and steel panels above on the building front. The windows are plate glass in aluminum framing in the office section and glass block on the

north and south elevations. Two mansarded canopies, each supported on a single steel post, shelter the gas pumps. The mansard roof on the building and the canopies over the pumps were presumably added during the 1970s.

This property was one of Yarnall's Golden Valley Outlots, platted in 1885. At that time, this lot would have been at the intersection of the original Medicine Lake Road and the county road (later called Yarnall Avenue). The site was identified as a commercial zone when the Village of Golden Valley began to examine zoning in the late 1940s (Morell and Nichols 1950). This status was changed to industrial when the service station was constructed (Morell and Nichols 1958). According to Hennepin County property records, the building was constructed in 1957.

This automobile service station was built in 1957 with later modifications in the Village of Golden Valley, one of the rapidly growing suburbs of Minneapolis in the years after World War II. It is not known to be associated with significant events or persons. Such automobile service stations were built throughout the metropolitan area in the 1950s and later to meet the needs of the increasing number of automobile owners. It does not stand out for its design as a mid-twentieth century automobile service station and has been extensively modified since it was built in 1957. For these reasons, the property is recommended as not eligible for National Register listing under Criteria A, B, or C.



1935 Brunswick Avenue North (Resource No. 031, HE-GVC-092).

SW ¼ of the SW ¼ of the NW ¼ of Section 28, T118N, R21W

The property at 1935 Brunswick Avenue North is located on the west side of the street at the north side of Duluth Street and includes a two-and-a-half-story, side-gable roof Cape Cod style house, built in 1948 with later additions. The house rests on a concrete-block foundation and is faced with vinyl siding, a replacement for the original wood clapboard. All the windows have replacement sash. The east elevation, which faces Brunswick Avenue, has a slightly projecting entrance section. The roof with overhanging eaves is

clad with asphalt shingles. The second story, which is most apparent when viewed from the south side, appears to be a relatively recent addition. A two-stall, front-gabled roof garage to the rear of the house is accessed from Duluth Street. The house is set far back on the lot from Brunswick; the lot also extends west to Douglas Drive.

This property was one of Yarnall’s Golden Valley Outlots, platted in 1885. At that time, this lot would have been accessible from the county road (later called Yarnall Avenue). The site was identified as an “open development” zone when the Village of Golden Valley began to examine zoning in the late 1940s (Morell and Nichols 1950). Brunswick Avenue was part of the street grid, but Duluth Street was not extended east of Douglas Drive until 1967. According to Hennepin County property records, the house was constructed in 1948. It appears to be one of a group of four houses built at that time.

This house was built in 1948 as a single-family suburban residence in the Village of Golden Valley, one of the rapidly growing suburbs of Minneapolis in the years after World War II. It is not known to be associated with significant events or persons. It is a modest example of a mid-twentieth century Cape Cod style house with later modifications; this is one of the most popular house types in the Twin Cities metropolitan suburbs. For these reasons, the property is recommended as not eligible for National Register listing under Criteria A, B, or C.



1935 Brunswick Avenue North, facing NE

1935 Brunswick Avenue North, facing W

1935 Brunswick Avenue North, facing W

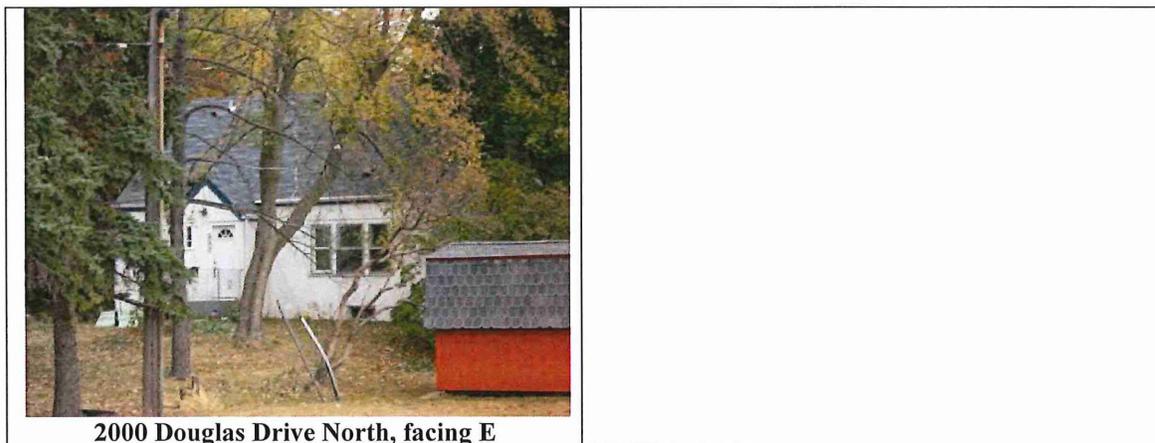
2000 Douglas Drive North (Resource No. 032, HE-GVC-093).

SW ¼ of the SW ¼ of the NW ¼ of Section 28, T118N, R21W

The property at 2000 Douglas Drive North is located on the east side of the street and includes a one-and-a-half-story, side-gable roof, Cape Cod style house, built in 1948. The house rests on a concrete-block foundation and has stucco facing. The windows have replacement sash. The west elevation, which faces the street, has a projecting gabled entry with a side window set by the door. The roof with overhanging eaves is clad with asphalt shingles.

This property was one of Yarnall’s Golden Valley Outlots, platted in 1885. At that time, this lot would have fronted the county road (later called Yarnall Avenue). The site was identified as an “open development” zone when the Village of Golden Valley began to examine zoning in the late 1940s (Morell and Nichols 1950). According to Hennepin County property records, the house was constructed in 1948. It appears to be one of a group of four houses built at that time.

This house was built in 1948 as a single-family suburban residence in the Village of Golden Valley, one of the rapidly growing suburbs of Minneapolis in the years after World War II. It is not known to be associated with significant events or persons. It is a modest example of a mid-twentieth century Cape Cod style house; this is one of the most popular house types in the Twin Cities metropolitan suburbs. For these reasons, the property is recommended as not eligible for National Register listing under Criteria A, B, or C.



2010 Douglas Drive North (Resource No. 033, HE-GVC-094).

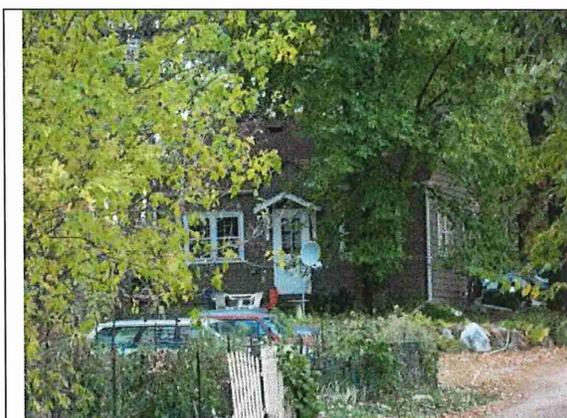
SW ¼ of the SW ¼ of the NW ¼ of Section 28, T118N, R21W

The property at 2010 Douglas Drive North is located on the east side of the street and includes a one-and-a-half-story, side-gable roof, Cape Cod style house, built in 1948. The house rests on a concrete-block foundation and is faced with replacement vinyl

siding. The windows have replacement sash. The west elevation, which faces the street, has a gable over the entrance, which interrupts the front roof slope. There is a gabled hood over the entrance door. The roof with overhanging eaves is clad with asphalt shingles.

This property was one of Yarnall's Golden Valley Outlots, platted in 1885. At that time, this lot would have fronted the county road (later called Yarnall Avenue). The site was identified as an "open development" zone when the Village of Golden Valley began to examine zoning in the late 1940s (Morell and Nichols 1950). According to Hennepin County property records, the house was constructed in 1948. It appears to be one of a group of four houses built at that time.

This house was built in 1948 as a single-family suburban residence in the Village of Golden Valley, one of the rapidly growing suburbs of Minneapolis in the years after World War II. It is not known to be associated with significant events or persons. It is a modest example of a mid-twentieth century Cape Cod style house with later modifications; this is one of the most popular house types in the Twin Cities metropolitan suburbs. For these reasons, the property is recommended as not eligible for National Register listing under Criteria A, B, or C.



2010 Douglas Drive North, facing E

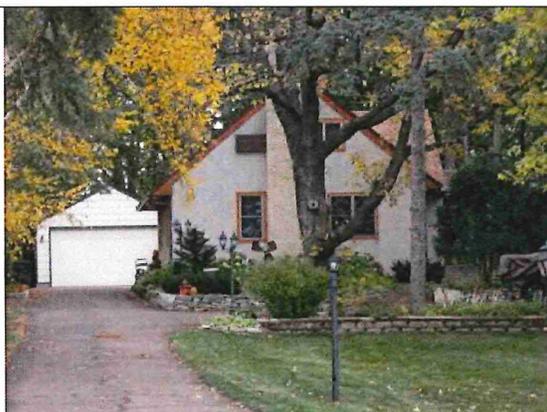
2020 Douglas Drive North (Resource No. 034, HE-GVC-095).

SW ¼ of the SW ¼ of the NW ¼ of Section 28, T118N, R21W

The property at 2020 Douglas Drive North is located on the east side of the street and includes a one-and-a-half-story, end gable, Tudor cottage house, built in 1948. The gable end is oriented to the street; the roof has an intersecting gable on the south side, which is the front of the house. The house is clad in stucco. The windows have replacement sash but retain their original wood surrounds. The west elevation has an exterior brick chimney. The roof with overhanging eaves is clad with asphalt shingles. A freestanding two-stall, front-gable garage is located to the northeast of the house.

This property was one of Yarnall's Golden Valley Outlots, platted in 1885. At that time, this lot would have fronted the county road (later called Yarnall Avenue). The site was identified as an "open development" zone when the Village of Golden Valley began to examine zoning in the late 1940s (Morell and Nichols 1950). According to Hennepin County property records, the house was constructed in 1948. It appears to be one of a group of four houses built at that time.

This house was built in 1948 as a single-family suburban residence in the Village of Golden Valley, one of the rapidly growing suburbs of Minneapolis in the years after World War II. It is not known to be associated with significant events or persons. It is a modest example of a mid-twentieth century Tudor cottage style house; this is one of the most popular house types in the Twin Cities metropolitan suburbs. For these reasons, the property is recommended as not eligible for National Register listing under Criteria A, B, or C.



2020 Douglas Drive North, facing E

2040 Douglas Drive North (Resource No. 035, HE-GVC-096).

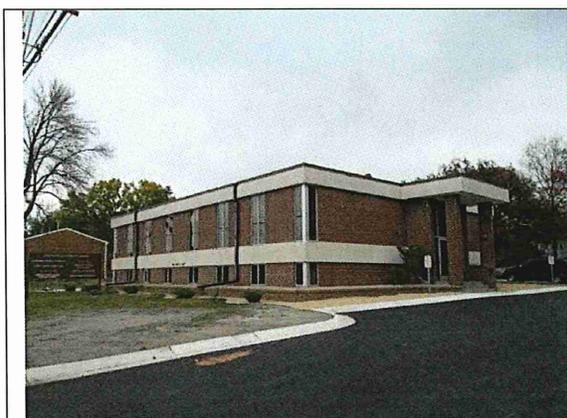
SW ¼ of the SW ¼ of the NW ¼ of Section 28, T118N, R21W

The property at 2040 Douglas Drive North is located on the east side of the street and includes a one-story and raised basement, flat-roof, office building, built in 1968. The building is faced with red brick and has beige brick bands above the basement and at the roof parapet. The vertical window openings have replacement sash. The north and south elevations have two-story projecting entrances with brick piers. A driveway wraps around the building.

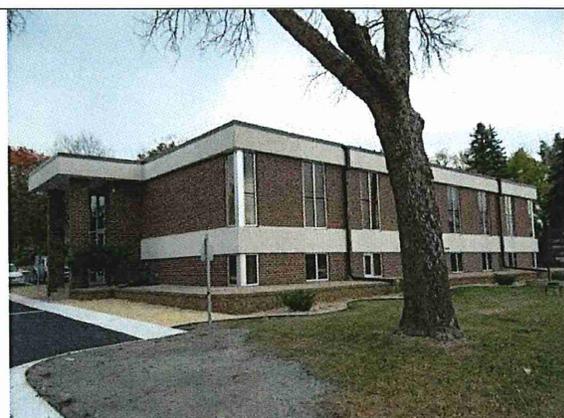
This property was one of Yarnall's Golden Valley Outlots, platted in 1885. At that time, this lot would have fronted the county road (later called Yarnall Avenue). The site was identified as an "open development" zone when the Village of Golden Valley began to examine zoning in the late 1940s (Morell and Nichols 1950). This status remained

through the 1950s (Morell and Nichols 1953/1954; Morell and Nichols 1957). According to Hennepin County property records, the building was constructed in 1968.

This office building was built in 1968 in the Village of Golden Valley, one of the rapidly growing suburbs of Minneapolis in the years after World War II. It is not known to be associated with significant events or persons. Such low-rise office buildings were built throughout the metropolitan area in the 1960s and later to meet suburban office demands. It does not stand out for its design as a mid-twentieth century office building. For these reasons, the property is recommended as not eligible for National Register listing under Criteria A, B, or C.



2040 Douglas Drive North, facing NE



2040 Douglas Drive North, facing SE

1400, 1450, 1500, and 1600 Douglas Drive North (Resource No. 036, HE-GVC-097).
NW ¼ of the SW ¼ of the SW ¼ of Section 28, T118N, R21W

The property at 1400, 1450, 1500, and 1600 Douglas Drive North is located on the east side of the street and bounded by railroad tracks on the east. It includes four, two-story and basement apartment buildings. Each building has a hipped roof with overhanging eaves clad in asphalt shingles and is faced with beige brick with vinyl siding on the panels between the windows. The windows have sliding sash set in aluminum frames.

Building 1400 (built 1962) and Building 1450 (built 1961) are oriented north-south with twelve bays on the long elevations and three bays on the short elevations. The entrance doors are on the east and west elevations with the west doors sheltered by wood canopies. A group of six windows are located above the entrance to light the interior stairwell. Two hipped-roof garages, located behind the buildings, are oriented east-west. Each garage has 22 stalls, eleven on each long side. The garages are faced with beige brick with wood posts between the overhead doors.

Building 1500 (built 1961) is oriented east-west and has the same basic configuration as Building 1400 and Building 1450 of twelve bays by three bays with entrances on the

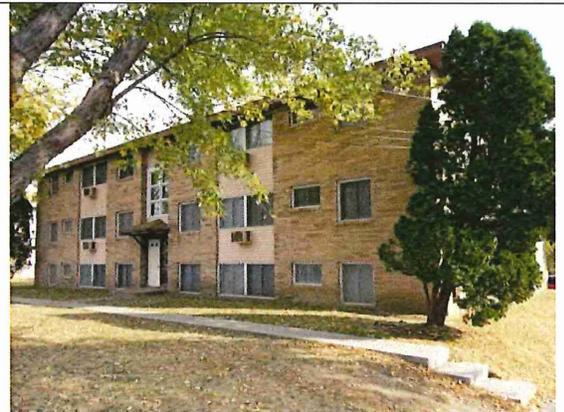
north and south elevations. Building 1600 (built 1959) is oriented north-south, but has eight bays on the long elevations and three bays on the short elevations. The entrances are on the east and west elevations. Another hipped-roof garage is located east of Building 1500 and Building 1600; it is square in plan with five stalls on the north and south elevations.

This property is part of what was Moser farm in the late nineteenth century and remained in agricultural use into the 1930s or later. The site was identified as an “open development” zone when the Village of Golden Valley began to examine zoning in the late 1940s (Morell and Nichols 1950). This status remained through the 1950s (Morell and Nichols 1953/1954; Morell and Nichols 1957). According to Hennepin County property records, these apartment buildings were constructed in 1959, 1961, and 1962.

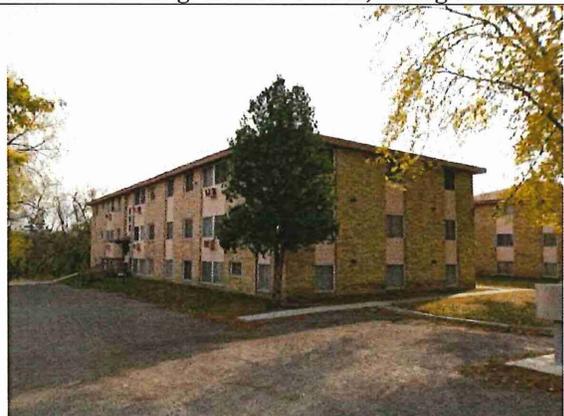
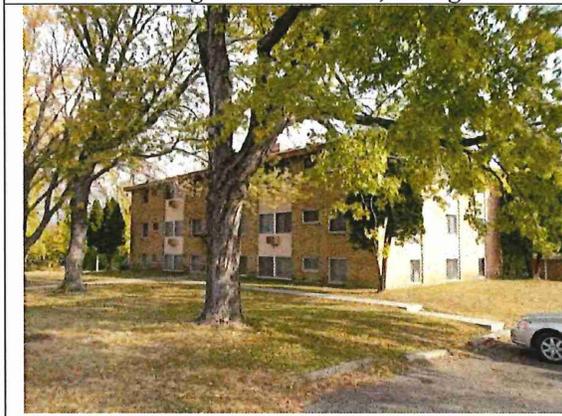
This four-building complex of apartments was built between 1959 and 1962 in the Village of Golden Valley, one of the rapidly growing suburbs of Minneapolis in the years after World War II. The complex is not known to be associated with significant events or persons. Such low-rise apartment buildings were built throughout the metropolitan area in the 1950s, 1960s, and later to meet suburban housing demands. The complex does not stand out for the design of its mid-twentieth century apartment buildings. For these reasons, the property is recommended as not eligible for National Register listing under Criteria A, B, or C.

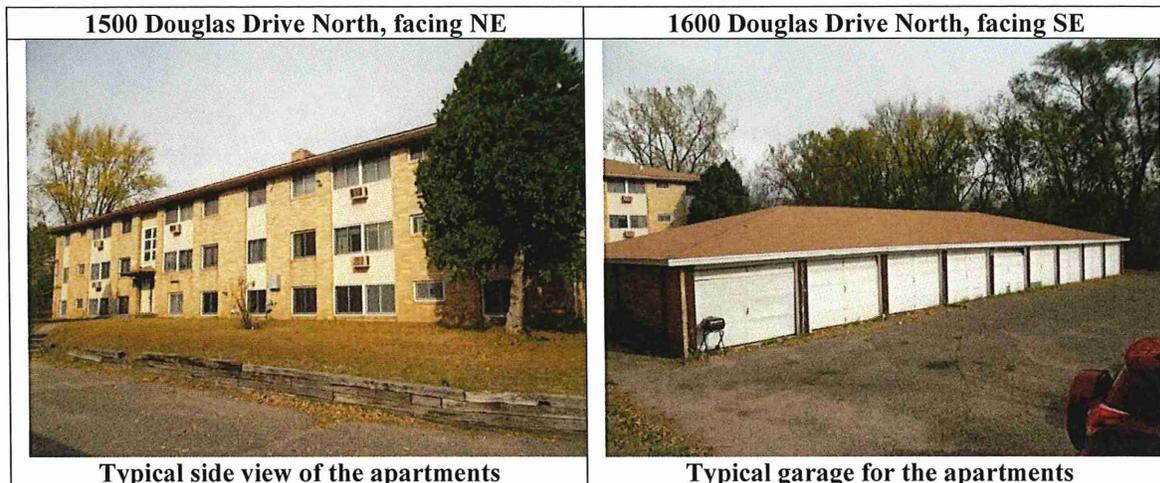


1400 Douglas Drive North, facing SE



1450 Douglas Drive North, facing NE





2701 and 2711 Douglas Drive North (west side); 6300 and 6400 27th Avenue North/Medicine Lake Road, Crystal (Resource No. 037, HE-CRC-381).

Sedona Hills Apartments

SE ¼ of the SE ¼ of the SE ¼ of Section 20, T118N, R21W

The property at 2701 and 2711 Douglas Drive North and 6300 and 6400 27th Avenue North/Medicine Lake Road is located on the west side of Douglas Drive and the north side of 27th Avenue North/Medicine Lake Road in the city of Crystal. (27th Avenue North/Medicine Lake Road is the boundary line between Crystal and Golden Valley.) The property includes a two-story and basement, flat-roofed, apartment building complex, built in 1964 and 1965. The building complex extends north from Medicine Lake Road and west from Douglas Drive North to Florida Avenue North. The units are built of painted concrete block. Projecting terrace sections flank the entrance bays, and steps approach the doorways. The windows have one-over-one aluminum sash, with panels of vinyl siding above and below the window openings.

This property was part a five-acre parcel owned by a member of the Moser family, and it fronted the county road (later called Yarnall Avenue). Medicine Lake Road was not extended east along the section line that divided Crystal and Golden Valley until the 1930s as shown in a 1937 aerial photograph (Warner and Foote 1879; Warner and Foote 1888; Western Map Co. 1933). A 1962 aerial photograph shows that the site was still undeveloped. According to Hennepin County property records, the buildings of the complex were constructed in 1964 and 1965.

This apartment building complex was built in 1964 and 1965 in the Village of Crystal, one of the rapidly growing suburbs of Minneapolis in the years after World War II. The complex is not known to be associated with significant events or persons. Such low-rise apartment buildings were built throughout the metropolitan area in the 1950s, 1960s, and later to meet suburban housing demands. The complex does not stand out for the design

of its mid-twentieth century apartment buildings. For these reasons, the property is recommended as not eligible for National Register listing under Criteria A, B, or C.



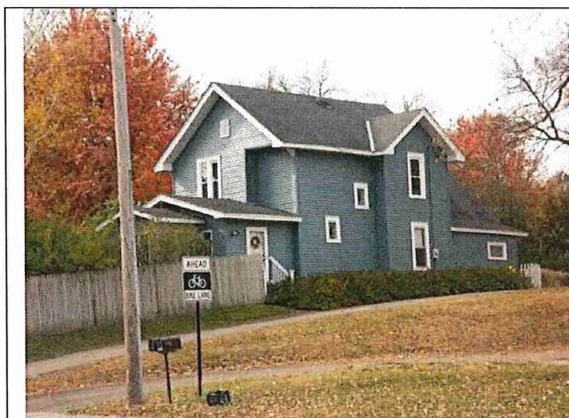
2531 Douglas Drive North (Resource No. 038, HE-GVC-099).

NE ¼ of the NE ¼ of the NE ¼ of Section 29, T118N, R21W

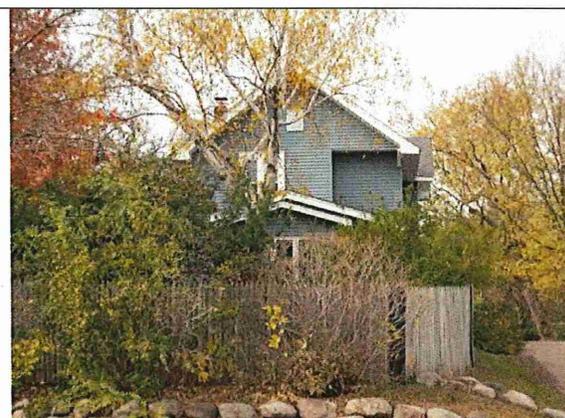
The property at 2531 Douglas Drive North is located on the west side of the street and includes a two-and-a-half-story, front-gable house, built in the late nineteenth century. The east elevation, which is the front of the house, has a one-story, front-gable, enclosed porch with a projecting gabled extension. The north elevation has a two-story gabled projecting bay which intersects the roof slope. All windows have replacement sash except two on the north elevation which contain small panes of ornamental glass that light the interior stairhall. The house has vinyl siding, a replacement for the original clapboard. The roof with overhanging eaves is clad with asphalt shingles. A freestanding hipped-roof garage with a shed-roof extension is located at the rear of the property. The front yard is fenced and extensively planted with trees and shrubs, obscuring the front of the house.

The property is part of what was the ten-acre Boldt farm in the late nineteenth century (Warner and Foote 1879; Warner and Foote 1888; Dahl 1898). It fronted what was known as the county road (later called Yarnall Avenue). A structure is depicted on the 1898 plat map in the approximate location of this house, which appears to date from the 1890s. According to the Hennepin County property records, the house dates from 1900. The property remained in agricultural use well into the twentieth century as indicated by aerial photographs in 1937 and 1951 (Golden Valley Photo Plat Book 1951). In 1951 the house was owned by retiree Erland Johnson and his wife Emilia (Rogers 1951). By 1956, the property was a 1.33 acre parcel (Golden Valley Photo Plat Book 1956). Emilia Johnson continued to live in the house until at least 1965 (Polk 1965).

This house was built in the late nineteenth century as a farmhouse fronting the county road (later called Yarnall Avenue) in the Village of Golden Valley. Despite its age, it is not known to be associated with significant events or persons. It is a much altered example of a late nineteenth-century farmhouse. There are no other structures or landscape features that recall its original use. For these reasons, the property is recommended as not eligible for National Register listing under Criteria A, B, or C.



2531 Douglas Drive North, facing SW



2531 Douglas Drive North, facing W

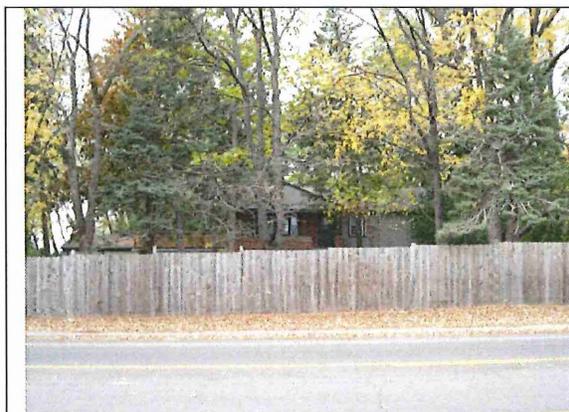
2511 Douglas Drive North (Resource No. 039, HE-GVC-100).

SE ¼ of the NE ¼ of the NE ¼ of Section 29, T118N, R21W

The property at 2511 Douglas Drive North is located on the west side of the street and includes a one-story and basement raised ranch house, built in 1956. The house has a side-gable roof with overhanging eaves, clad with asphalt shingles. The east elevation, which faces the street, has a projecting gabled section faced with brick. The remaining walls are covered with aluminum siding. The windows have replacement sash. An exposed brick chimney rises on the south side of the house, and a deck that extends over the attached garage wing. A freestanding garage is located to the rear of the property. A tall wood fence and mature vegetation obscure the front of the property.

The property is part of what was the ten-acre Boldt farm in the late nineteenth century (Warner and Foote 1879; Warner and Foote 1888; Dahl 1898). It fronted what was known as the county road (later called Yarnall Avenue). The property remained in agricultural use well into the twentieth century as indicated by aerial photographs in 1937 and 1951 (Golden Valley Photo Plat Book 1951). By 1956, the property was a 2.10 acre parcel owned by William Thomas, and the house was under construction (Golden Valley Photo Plat Book 1956; Polk 1956b).

This house was built in 1956 as a single-family suburban residence in the Village of Golden Valley, one of the rapidly growing suburbs of Minneapolis in the years after World War II. It is not known to be associated with significant events or persons. It is a modest example of a mid-twentieth century raised ranch style house with later modifications; this is one of the most popular house types in the Twin Cities metropolitan suburbs. For these reasons, the property is recommended as not eligible for National Register listing under Criteria A, B, or C.



2511 Douglas Drive North, facing W



2511 Douglas Drive North, facing NW

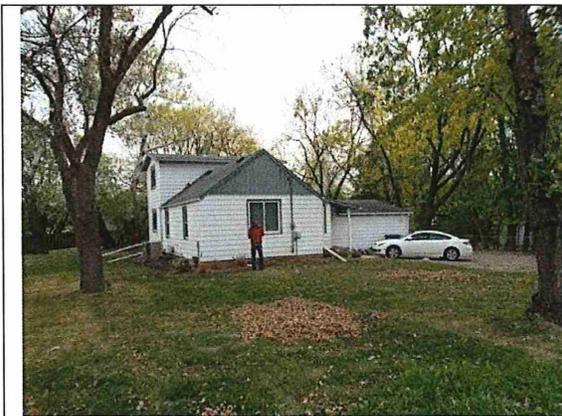
2510 Douglas Drive North (Resource No. 040, HE-GVC-101).

NW ¼ of the NW ¼ of the NW ¼ of Section 28, T118N, R21W

The property at 2510 Douglas Drive North is located on the east side of the street and includes a one-and-a-half-story minimal traditional house with intersecting gabled roofs, built in 1940. The house rests on a concrete-block foundation and is faced with recently installed vinyl siding. The windows have replacement sash. The second-story section on the south side appears to be an addition. The roof is clad with asphalt shingles. An attached gabled garage wing is located on the south side of the house.

This property was part of the Miller farm in the late nineteenth century (Warner and Foote 1888; Dahl 1898). It fronted what was known as the county road (later called Yarnall Avenue). The property remained in agricultural use well into the twentieth century as indicated by aerial photographs in 1937. According to Hennepin County property records, the house was built in 1940. By 1951, it was on a 1.0 acre parcel owned by A. E. Campbell (Golden Valley Photo Plat Book 1951).

This house was built in 1940 as a single-family suburban residence in the Village of Golden Valley, just before the onset of World War II. It is not known to be associated with significant events or persons. It is a modest example of a mid-twentieth century minimal traditional style house with later modifications; this is one of the most popular house types in the Twin Cities metropolitan suburbs. For these reasons, the property is recommended as not eligible for National Register listing under Criteria A, B, or C.



2510 Douglas Drive North, facing W



2510 Douglas Drive North, facing NW

2501 Douglas Drive North (Resource No. 041, HE-GVC-102).

SE ¼ of the NE ¼ of the NE ¼ of Section 29, T118N, R21W

The property at 2501 Douglas Drive North is located on the west side of the street and includes a one-and-one-half-story, side-gabled, Cape Cod style house. The house rests on a stuccoed concrete foundation and is faced with vinyl siding, a replacement for the original wood clapboard. The windows have replacement sash in wood surrounds. The

east elevation, which is the front of the house, has a gabled projecting entryway and two gabled dormers on the front roof slope. A one-story extension has been added at the northwest corner of the house. The roof with overhanging eaves is clad with asphalt shingles. A freestanding garage is located to the rear of the property.

The property is part of what was the ten-acre Boldt farm in the late nineteenth century (Warner and Foote 1879; Warner and Foote 1888; Dahl 1898). It fronted what was known as the county road (later called Yarnall Avenue). The property remained in agricultural use well into the twentieth century. The house may appear on a 1937 aerial photograph, but the image is not very clear. According to Hennepin County property records, the house was built in 1937. The house is visible in a 1953 aerial photograph. By 1956, the property was a 1.45 acre parcel owned by Weldon E. Wahl and his wife Florence. Wahl was a grain sampler for the State of Minnesota (Golden Valley Photo Plat Book 1956; Polk 1956b).

This house was built in 1937 as a single-family suburban residence in the Village of Golden Valley, prior to the outset of World War II. It is not known to be associated with significant events or persons. It is a modest example of twentieth-century Cape Cod style house with later modifications; this is one of the most popular house types in the Twin Cities metropolitan area. For these reasons, the property is recommended as not eligible for National Register listing under Criteria A, B, or C.



2430 Douglas Drive North (Resource No. 042, HE-GVC-103).

SW ¼ of the NW ¼ of the NW ¼ of Section 28, T118N, R21 W

The property at 2430 Douglas Drive North is located on the east side of the street and includes a two-story minimal traditional house, built in 1930, possibly with later additions. The house has a square plan and a shallow gabled roof with the gable facing the street. The house rests on a concrete foundation and is faced with asbestos-cement

siding. The windows have one-over-one wood sash; a large picture window is flanked by one-over-one sash. The entrance is set on the north side of the house; it is approached by two steps and set under an aluminum canopy. An exposed exterior brick chimney rises next to the entrance. The roof with wide overhanging eaves is clad with asphalt shingles. A freestanding hipped-roof garage with asbestos-cement shingles and asphalt roof shingles is located to the rear of the house.

This property was part of the Miller farm in the late nineteenth century (Warner and Foote 1888; Dahl 1898). It fronted what was known as the county road (later called Yarnall Avenue). The property remained in agricultural use well into the twentieth century as indicated by aerial photographs in 1937. According to Hennepin County property records, the house was built in 1930. By 1951, it was on a 1.0 acre parcel owned by A. Forestsky (Golden Valley Photo Plat Book 1951).

This house was built in 1930 as a single-family suburban residence in the Village of Golden Valley, before the onset of World War II. It is not known to be associated with significant events or persons. It is a modest example of a twentieth-century minimal traditional style house with later modifications; this is one of the most popular house types in the Twin Cities metropolitan suburbs. For these reasons, the property is recommended as not eligible for National Register listing under Criteria A, B, or C.



2430 Douglas Drive North, facing SE

2429 Douglas Drive North (Resource No. 043, HE-GVC-104).

SE $\frac{1}{4}$ of the NE $\frac{1}{4}$ of the NE $\frac{1}{4}$ of Section 29, T118N, R21W

The property at 2429 Douglas Drive North is located on the west side of the street and a one-story, side-gabled ranch house, built in 1947 with later additions. The house rests on a concrete-block foundation, and the siding is being replaced. The front of the house has a gabled-roof entrance that projects into the roof slope. The section of the house to the north of the entrance appears to be a later addition. The windows have replacement sash.

The roof is clad with asphalt shingles. A freestanding gabled-roof garage is located northwest of the house.

The property is part of what was the ten-acre Boldt farm in the late nineteenth century (Warner and Foote 1879; Warner and Foote 1888; Dahl 1898). It fronted what was known as the county road (later called Yarnall Avenue). The property remained in agricultural use well into the twentieth century as indicated by aerial photographs in 1937 and 1951 (Golden Valley Plat Book 1951). According to Hennepin County property records, the house was built in 1947. By 1956, the property was a .52 acre parcel owned by M.C. Parsons (Golden Valley Plat Book 1956). The house appears to have been enlarged.

This house was built in 1947 as a single-family suburban residence in the Village of Golden Valley, one of the rapidly growing suburbs of Minneapolis in the years after World War II. It is not known to be associated with significant events or persons. It is a modest example of a mid-twentieth century ranch style house with later additions and modifications; this is one of the most popular house types in the Twin Cities metropolitan suburbs. For these reasons, the property is recommended as not eligible for National Register listing under Criteria A, B, or C.



2429 Douglas Drive North, facing W



2429 Douglas Drive North, facing NW

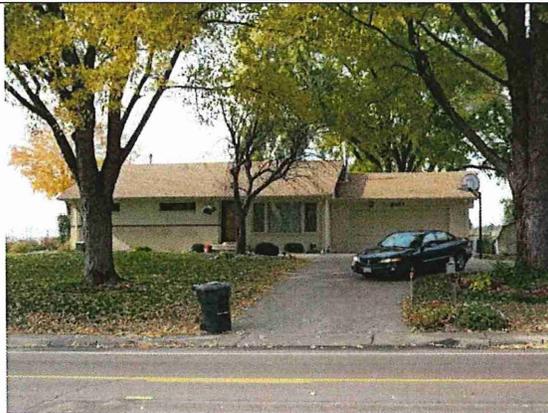
2417 Douglas Drive North (Resource No. 044, HE-GVC-105).

SE ¼ of the NE ¼ of the NE ¼ of Section 29, T118N, R21 W

The property at 2417 Douglas Drive North is located on the west side of the street and includes a one-story, side-gabled, ranch house, built in 1955 with later additions and modifications. The house rests on a concrete-block foundation and is clad in new stucco, probably after the house was enlarged. The windows have replacement sash. The roof with overhanging eaves is clad with asphalt shingles. An attached, side-gable garage wing has been added to the north side of the house.

The property is part of what was the ten-acre Boldt farm in the late nineteenth century (Warner and Foote 1879; Warner and Foote 1888; Dahl 1898). It fronted what was known as the county road (later called Yarnall Avenue). The property remained in agricultural use well into the twentieth century as indicated by aerial photographs in 1937 and 1951 (Golden Valley Photo Plat Book 1951). According to Hennepin County property records, the house was built in 1955. By 1956, the property was a .52 acre parcel owned by M.C. Parsons (Golden Valley Photo Plat Book 1956). The house appears to be extensively altered and enlarged since its original construction date.

This house was built in 1955 as a single-family suburban residence in the Village of Golden Valley, one of the rapidly growing suburbs of Minneapolis in the years after World War II. It is not known to be associated with significant events or persons. It is a much altered example of a mid-twentieth century ranch style house with later additions and modifications; this is one of the most popular house types in the Twin Cities metropolitan suburbs. For these reasons, the property is recommended as not eligible for National Register listing under Criteria A, B, or C.



2417 Douglas Drive North, facing W

2410 Douglas Drive North (Resource No. 045, HE-GVC-106).

SW $\frac{1}{4}$ of the NW $\frac{1}{4}$ of the NW $\frac{1}{4}$ of Section 28, T118N, R21W

The property at 2410 Douglas Drive North is located on the east side of the street and includes a one-story, side-gabled, ranch house, built in 1947 with later modifications. The front of the house, which is the west elevation, is faced with vertical wood siding above a brick and stone base, which is partially obscured by a terrace. The north and south side walls are faced with stucco. The windows have one-over-one sash; a picture window faces the terrace. The roof with overhanging eaves is clad with asphalt shingles. An enclosed breezeway links to a gable-roof garage wing on the north elevation. Many of the exterior features of the house appear to postdate 1947.

This property was part of the Miller farm in the late nineteenth century (Warner and Foote 1888; Dahl 1898). It fronted what was known as the county road (later called

Yarnall Avenue). The property remained in agricultural use well into the twentieth century as indicated by aerial photographs in 1937. According to Hennepin County property records, the house was built in 1947. By 1951, it was on a 1.0 acre parcel owned by G.W. Rasmussen (Golden Valley Photo Plat Book 1951).

This house was built in 1947 as a single-family suburban residence in the Village of Golden Valley, one of the rapidly growing suburbs of Minneapolis in the years after World War II. It is not known to be associated with significant events or persons. It is a modest example of a twentieth-century ranch style house with later modifications; this is one of the most popular house types in the Twin Cities metropolitan suburbs. For these reasons, the property is recommended as not eligible for National Register listing under Criteria A, B, or C.



2400 Douglas Drive North (Resource No. 046, HE-GVC-107).

SW ¼ of the NW ¼ of the NW ¼ of Section 28, T118N, R21 W

The property at 2400 Douglas Drive is located on the east side of the street at the north side of Wynnwood Road and includes a two-story, side-gambrel roof, Colonial Revival style house with Tudor Revival detail, built in 1930. Three gabled dormers are set in the front roof slope. The house is clad in stucco outlined with wood strips above a brick base. An exposed exterior brick chimney rises on the south side of the house, next to a small gabled wing. The windows have replacement one-over-one sash and sliding sash. The roof is clad with asphalt shingles. A freestanding gabled-roof garage is located at the rear of the property and accessed from Wynnwood Road.

This property was part of the Miller farm in the late nineteenth century (Warner and Foote 1888; Dahl 1898). It fronted what was known as the county road (later called Yarnall Avenue). The property remained in agricultural use well into the twentieth century as indicated by aerial photographs in 1937. According to Hennepin County property records, the house was built in 1930. By 1951, it was on a 1.0 acre parcel owned by James and Cornelia Webb (Golden Valley Photo Plat Book 1951). By 1953, Webb is

listing his occupation as “turkey raiser”; in 1957, he calls himself a “poultry breeder” (McNamara 1953; Polk 1957b). He seems to have raised the birds on the property. According to a local history, “notwithstanding strong resident opposition and starting growth from a modest beginning, a chicken hatchery grew into a considerable enterprise at St. Croix Avenue and Douglas Drive. Its destruction by fire solved the problem, as by then the land was redeveloped into other uses” (Golden Valley Historical Society 1986:141). Wynnwood Road was cut through along the south side of the property in 1957 (Morell and Nichols 1957). Mrs. Webb lived in the house until at least 1965 (Polk 1965).

This house was built in 1930 as a single-family suburban residence in the Village of Golden Valley, before the onset of World War II. It is not known to be associated with significant events or persons. It is a modest example of a twentieth-century Colonial Revival style house with Tudor Revival detail and other later modifications; this is one of the most popular house types in the Twin Cities metropolitan suburbs. For these reasons, the property is recommended as not eligible for National Register listing under Criteria A, B, or C.



2320 and 2322 Douglas Drive North (Resource No. 047, HE-GVC-108).

SW ¼ of the NW ¼ of the NW ¼ of Section 28, T118N, R21W

The property at 2320 and 2322 Douglas Drive is located on the east side of the street and includes a one-story, hipped-roof, ranch style duplex, built in 1960. The building rests on a concrete-block foundation and is clad in stucco. The windows have replacement aluminum sash. The front of the house on the west elevation has a central entrance doorway flanked by picture windows with side windows. The roof with wide overhanging eaves is clad with asphalt shingle. A freestanding garage is located to the rear of the house.

This property was part of the Miller farm in the late nineteenth century (Warner and Foote 1888; Dahl 1898). It fronted what was known as the county road (later called

Yarnall Avenue). The property remained in agricultural use well into the twentieth century as indicated by aerial photographs in 1937 and 1953. The property was zoned for residential use by 1957 and incorporated into an addition called Westmore Heights (Morell and Nichols 1957; Morell and Nichols 1958). According to Hennepin County property records, the duplex residence was built in 1960.

This two-family house was built in 1960 as a duplex suburban residence in the Village of Golden Valley, one of the rapidly growing suburbs of Minneapolis in the years after World War II. It is not known to be associated with significant events or persons. It is a modest example of a mid-twentieth-century ranch style duplex residence; this is one of the most popular house types in the Twin Cities metropolitan suburbs. For these reasons, the property is recommended as not eligible for National Register listing under Criteria A, B, or C.



2310 Douglas Drive North (Resource No. 048, HE-GVC-109).
SW ¼ of the NW ¼ of the NW ¼ of Section 28, T118N, R21W

The property at 2310 Douglas Drive North is located on the east side of the street and includes a one-story, side-gabled, ranch style house, built in 1950 with later modifications. The house rests on a concrete-block foundation and is faced with replacement vinyl siding. A picture window is centered on the front elevation; all windows have replacement sash. The roof with overhanging eaves is clad with asphalt shingles. A freestanding gabled-roof garage is located to the rear of the house.

This property was part of the Miller farm in the late nineteenth century (Warner and Foote 1888; Dahl 1898). It fronted what was known as the county road (later called Yarnall Avenue). The property remained in agricultural use well into the twentieth century as indicated by aerial photographs in 1937. According to Hennepin County property records, the house was built in 1950. By 1951, it was on a 1.0 acre parcel owned by C. P. Wright (Golden Valley Photo Plat Book 1951).

This house was built in 1950 as a single-family suburban residence in the Village of Golden Valley, one of the rapidly growing suburbs of Minneapolis in the years after World War II. It is not known to be associated with significant events or persons. It is a modest example of a mid-twentieth-century ranch style house with later modifications; this is one of the most popular house types in the Twin Cities metropolitan suburbs. For these reasons, the property is recommended as not eligible for National Register listing under Criteria A, B, or C.



2310 Douglas Drive North, facing SE



2310 Douglas Drive North, facing NE

2300 Douglas Drive North (Resource No. 049, HE-GVC-110).

SW $\frac{1}{4}$ of the NW $\frac{1}{4}$ of the NW $\frac{1}{4}$ of Section 28, T118N, R21W

The property at 2300 Douglas Drive is located on the east side of the street and includes a one-story, hipped-roof, rambler type house, built in 1960. The house is clad in vertical wood siding above a brick base. The windows have replacement sash. The prominent central chimney rises from the roof with wide overhanging eaves and asphalt shingles. The attached garage wing on the north side of the house appears to be a later addition.

This property was part of the Miller farm in the late nineteenth century (Warner and Foote 1888; Dahl 1898). It fronted what was known as the county road (later called Yarnall Avenue). The property remained in agricultural use well into the twentieth century as indicated by aerial photographs in 1937 and 1953. The property was zoned for residential use by 1957 and incorporated into an addition called Westmore Heights (Morell and Nichols 1957; Morell and Nichols 1958). According to Hennepin County property records, the house was built in 1960.

This house was built in 1960 as a single-family suburban residence in the Village of Golden Valley, one of the rapidly growing suburbs of Minneapolis in the years after World War II. It is not known to be associated with significant events or persons. It is a modest example of a mid-twentieth-century rambler style house with later additions; this

is one of the most popular house types in the Twin Cities metropolitan suburbs. While it was built in a platted addition, the addition itself has no overall consistency of design, style, form, or building types. For these reasons, the property is recommended as not eligible for National Register listing under Criteria A, B, or C.



2300 Douglas Drive North, facing SE

2230 Douglas Drive North (Resource No. 050, HE-GVC-111).

NW ¼ of the SW ¼ of the NW ¼ of Section 28, T118N, R21W

The property at 2230 Douglas Drive North is located on the east side of the street and includes a one-and-a-half-story, side-gabled, Cape Cod style house, built in 1949. Gabled dormers with wide wood siding punctuate the front slope of the roof. The house is clad with variegated colored brick, an unusual and somewhat eccentric detail for a house of this style. The windows have horizontal two-over-two, wood sash. The central entrance is set below a stylized pediment. The roof is clad with cedar shingles. An enclosed breezeway links the house to a side-gabled garage wing. Both are clad in variegated colored brick and have cedar roof shingles. The numerals “1954” are set in the front gutter of the garage roof; this may be the date of the garage.

This property was part of the Miller farm in the late nineteenth century (Warner and Foote 1888; Dahl 1898). It fronted what was known as the county road (later called Yarnall Avenue). The property remained in agricultural use well into the twentieth century as indicated by aerial photographs in 1937. According to Hennepin County property records, the house was built in 1949. By 1951, it was on a 1.0 acre parcel owned by Oscar P. Jones and his wife Betty (Golden Valley Photo Plat Book 1951; Rogers 1951). Jones was in the real estate business; by 1960, he was calling himself O. Paul Jones (Rogers 1960). Jones may have built the house himself with unusual materials to call attention to his real estate business.

This house was built in 1949 as a single-family suburban residence in the Village of Golden Valley, one of the rapidly growing suburbs of Minneapolis in the years after

World War II. It is not known to be associated with significant events or persons. It is a modest example of a mid-twentieth-century Cape Cod style house with somewhat unusual and eccentric detail; this is one of the most popular house types in the Twin Cities metropolitan suburbs. For these reasons, the property is recommended as not eligible for National Register listing under Criteria A, B, or C.



2210 Douglas Drive North (Resource No. 051, HE-GVC-112).

NW ¼ of the SW ¼ of the NW ¼ of Section 28, T118N, R21W

The property at 2210 Douglas Drive is located on the east side of the street and includes a one-story and raised basement, hipped-roof, ranch style house, built in 1960 with later modifications. The house rests on a concrete-block foundation and is faced with replacement vinyl siding. The windows have replacement sash. The garage and entrance are at basement level and sheltered by a hipped-roof canopy supported on posts. The roof is clad with asphalt shingles.

This property was part of the Miller farm in the late nineteenth century (Warner and Foote 1888; Dahl 1898). It fronted what was known as the county road (later called Yarnall Avenue). The property remained in agricultural use well into the twentieth century as indicated by aerial photographs in 1937 and 1953. The property was zoned for residential use by 1957 and incorporated into an addition called Westmore Heights (Morell and Nichols 1957; Morell and Nichols 1958). According to Hennepin County property records, the house was built in 1960.

This house was built in 1960 as a single-family suburban residence in the Village of Golden Valley, one of the rapidly growing suburbs of Minneapolis in the years after World War II. It is not known to be associated with significant events or persons. It is a modest example of a mid-twentieth-century ranch style house with later modifications; this is one of the most popular house types in the Twin Cities metropolitan suburbs. While it was built in a platted addition, the addition itself has no overall consistency of

design, style, form, or building types. For these reasons, the property is recommended as not eligible for National Register listing under Criteria A, B, or C.



2150 Douglas Drive North (Resource No. 052, HE-GVC-113).

NW ¼ of the SW ¼ of the NW ¼ of Section 28, T118N, R21 W

The property at 2150 Douglas Drive North is located on the east side of the street and includes a two-story, front-gabled, house, built in the late nineteenth or early twentieth century that has been extensively altered and possibly moved from its original location. The house rests on a concrete-block foundation and is faced with vinyl siding. The windows have replacement sash. A shed-roof dormer has been added to the south roof slope. A one-story enclosed porch extends across the front of the house. The roof with overhanging eaves is clad with asphalt shingle. A freestanding side-gabled garage located to the rear of the house.

This property was one of Yarnall’s Golden Valley Outlots, platted in 1885. At that time, this lot would have fronted the county road (later called Yarnall Avenue). A structure is depicted on the 1888 and 1898 plat maps on a lot to the north of this lot (Warner and Foote 1888; Dahl 1898). This house may date from the late nineteenth century, but it has been extensively altered. According to the Hennepin County property records, the house dates from 1905. The property remained in agricultural use well into the twentieth century as indicated by aerial photographs in 1937 and 1953. By 1957, the property was owned by Floyd L. Wilson and his wife Bernice. Wilson was a machinist and later owner of the Allied Tool Company (Polk 1957b; Rogers 1960, 1961; Polk 1961).

This house was built in the late nineteenth or early twentieth century as farmhouse fronting the county road (later called Yarnall Avenue) in the Village of Golden Valley. Despite its age, it is not known to be associated with significant events or persons. It is a much altered example of a late nineteenth- or early twentieth-century farmhouse. There are no other structures or landscape features that recall its original use. For these reasons,

the property is recommended as not eligible for National Register listing under Criteria A, B, or C.



2150 Douglas Drive North, facing E

2130 Douglas Drive North (Resource No. 053, HE-GVC-114).

NW ¼ of the SW ¼ of the NW ¼ of Section 28, T118N, R21W

The property at 2130 Douglas Drive North is located on the east side of the street and includes a two-story, side-gabled, split-level house, built in 1961. The house rests on a concrete-block foundation and is faced with vinyl siding. The windows have replacement sash. An exposed exterior chimney rises on the front of the house, puncturing the overhanging roof slope. The roof is clad with asphalt shingles. An attached front-gabled garage has been added to the front of the house.

This property was one of Yarnall's Golden Valley Outlots, platted in 1885. At that time, this lot would have fronted the county road (later called Yarnall Avenue). The site was identified as an "open development" zone when the Village of Golden Valley began to examine zoning in the late 1940s (Morell and Nichols 1950). This status remained through the 1950s (Morell and Nichols 1954; Morell and Nichols 1957). According to Hennepin County property records, the house was constructed in 1961.

This house was built in 1961 as a single-family suburban residence in the Village of Golden Valley, one of the rapidly growing suburbs of Minneapolis in the years after World War II. It is not known to be associated with significant events or persons. It is a modest example of a mid-twentieth century split-level type house; this is one of the most popular house types in the Twin Cities metropolitan suburbs. For these reasons, the property is recommended as not eligible for National Register listing under Criteria A, B, or C.



2130 Douglas Drive North, facing E

2400 Sandburg Lane (Resource No. 054, HE-GVC-115).

Carl Sandburg Middle School and playfields

SE ¼ of the NW ¼ of the NE ¼ of Section 29, T118N, R21W

The property at 2400 Sandburg Lane is located north of the east-west section of Sandburg Road and west of Douglas Drive and includes a one-story and two-story, flat-roofed, school building complex, built in 1958-1959 and designed by the architecture firm of Hammel and Green. The complex consists of four wings arranged around an open interior court. The central entrance on the west side of the building contains six metal and glass doors, slightly set back from the flanking classroom and auditorium/gymnasium wings. A sign band reading “Sandburg Middle School” extends across the entrance section. These two wings are linked to two original wings to the north and east, as well as a later wing to the east. These wings are visible in aerial photos and from the surrounding play fields. The building is faced with beige brick. All the windows are arranged in vertical strips in the classroom wings and horizontal strips in the auditorium/gymnasium wing. All the sash have been replaced. The playfields are on a raised slope and extend east of the school building to Douglas Drive North. A parking lot is located to the west of the building.

The property is part of what was the ten-acre Boldt farm in the late nineteenth century (Warner and Foote 1879; Warner and Foote 1888; Dahl 1898). It fronted what was known as the county road (later called Yarnall Avenue). The property remained in agricultural use well into the twentieth century as indicated by aerial photographs in 1937, 1951, and 1953 (Golden Valley Photo Plat Book 1951). The site was identified as an “open development” zone when the Village of Golden Valley began to examine zoning in the late 1940s (Morell and Nichols 1950). This status remained through the 1950s (Morell and Nichols 1953/54; Morell and Nichols 1957). St. Croix Avenue extended diagonally across the site. However, when Minneapolis-Honeywell acquired 105 acres to the south in 1956, St. Croix Avenue was shifted to an east-west street along the northern Honeywell property line (Morell and Nichols 1957).

By the late 1950s, the rapidly expanding population of Golden Valley required new schools to meet the needs of its school-age children. The old Oak Grove School on Golden Valley Road and three other small school buildings were no longer functional. The Golden Valley School District acquired this site and began construction of Carl Sandburg Junior High School, which opened in 1959. The school was designed by the St. Paul-based architecture firm of Hammel and Green, which had gained a reputation for school building design throughout the state of Minnesota in the 1950s (Northwest Architect 1959). The school's namesake, the poet Carl Sandburg (1878-1967), came to the dedication. The school was planned to house 1,800 students. When the school opened, it had classes for grades six through nine, as well as kindergarten classes. The kindergarten classes and grade six were eventually shifted to other schools. It was renamed the Carl Sandburg Middle School in 1988, and housed grades six through eight (Sandburg Middle School 2009). The middle school closed at the end of the 2008-2009 academic year. The building became the home of the District 287 Sandburg Education Center, which teaches students with special educational needs from ages 5 to 21.

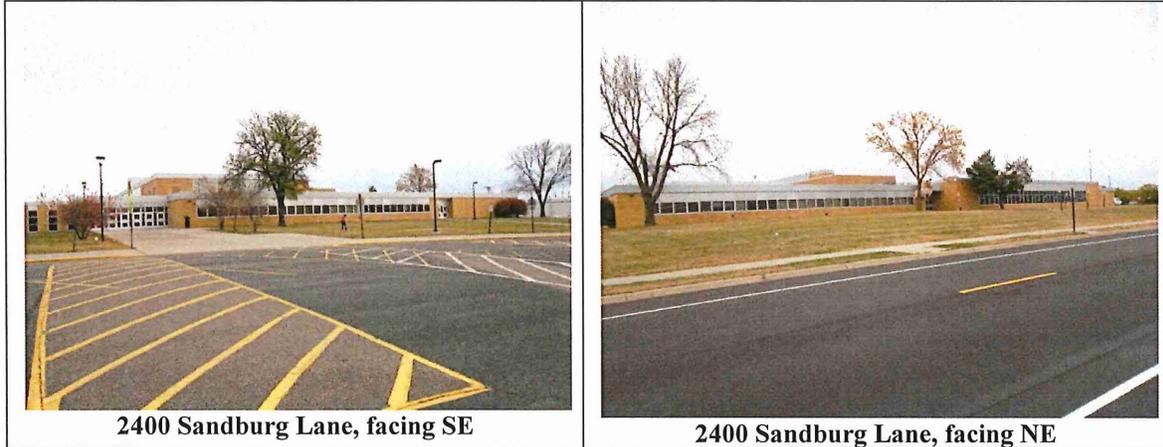
This school building complex was built in 1958-1959 to meet the educational needs of the school children of the Village of Golden Valley, one of the rapidly growing suburbs of Minneapolis in the years after World War II. It is not known to be associated with significant events and would not qualify under Criterion A. Aside from its namesake, it is not known to be associated with significant persons. The association of Carl Sandburg with this site is tangential and would not qualify under Criterion B. The design of the school building complex, with its linked wings around a central courtyard, is the work of a well-known architectural firm and reflects trends in school building design of that period. However, the building and its materials have been altered and modified. The roof parapets have been replaced and are coped in sheetmetal. All the windows and doors have been replaced, which has affected the balance between the solid brick walls and the window openings. These changes have adversely affected the overall architectural character of the building. As a consequence, it lacks integrity to make it eligible under Criterion C. Consequently, it is not recommended for listing in the National Register of Historic Places.



2400 Sandburg Lane, facing E



2400 Sandburg Lane, facing NE



Minneapolis Northfield and Southern Railway, Golden Valley Segment (Resource No. 056, HE-GVC-117).

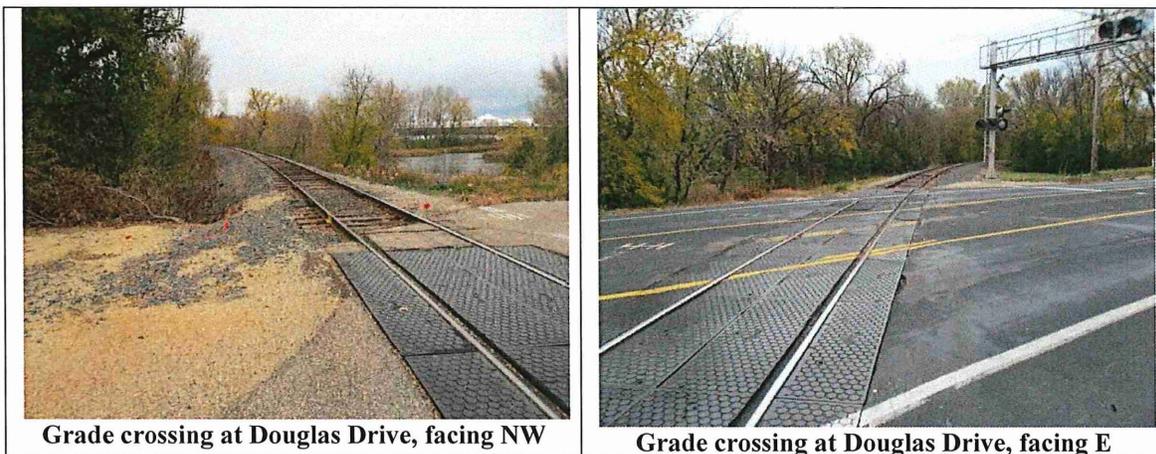
Section 28, 29, 32, 33, T118N, R21W

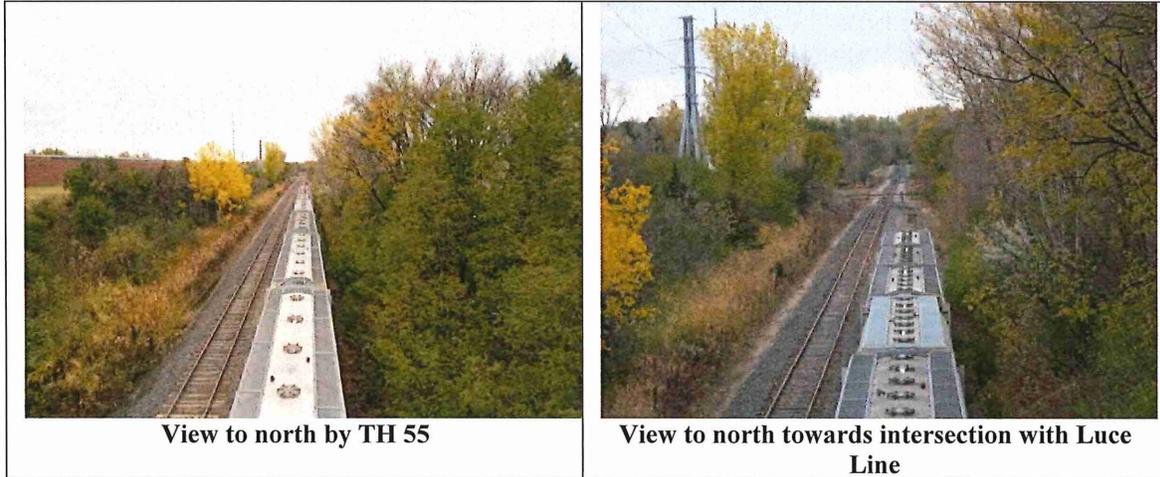
The Golden Valley segment of the Minneapolis Northfield and Southern Railway begins at the eastern city limits in Wirth Park. The tracks extend to the southwest on a slightly elevated grade, passing under a bridge on Wirth Parkway, passing under a bridge (No. 5891, built 1942, rebuilt 1975) on Olson Memorial Highway, and passing under a bridge on TH 100 (No. 27254, built 2000). West of TH 100, the roadbed curves to the northwest. The tracks pass under two bridges (Nos. 27075 and 27076, built 1997) on Olson Memorial Highway and under a bridge (No. 27226, built 1985) on the frontage road to the north of the highway. Continuing to the northwest, the tracks intersect with those of the Luce Line, then pass over Golden Valley Road on a bridge (built about 2000). The tracks curve to the west to cross Douglas Drive North at grade. West of Douglas Drive, the grade is more elevated. The tracks continue to the northwest and cross Medicine Lake Road at grade level, where the Golden Valley segment ends. (The tracks within the project APE extend from Olson Memorial Highway to the western edge of the Honeywell Golden Valley Plant property line.) The tracks consist of steel rails set on wood ties and a gravel bed. The two grade crossings are marked by poles with semaphore lights, overhead cross arms with lights, and crossing gates.

The Minneapolis Northfield and Southern Railway Company (MN&S) was incorporated by Harry E. Pence in 1918, “to acquire, maintain and operate a railroad between Minneapolis and Northfield, and to make extensions to other points in Minnesota” (Prosser 1966:144). The MN&S focused mainly on industrial freight traffic. Pence realized that he could maximize the success of freight traffic by implementing a railroad beltline around Minneapolis to two more major lines. In 1927, a new branch connected Soonor, near the Luce Line Junction in Minneapolis, to the Soo Line in Crystal, approximately six miles to the north. Part of this extension passes through Golden Valley, forming the Golden Valley segment described above. In 1927, the track roadbed was

extended through agricultural land. Most of the area adjacent to the line was identified as an “open development” zone when the Village of Golden Valley began to examine zoning in the late 1940s (Morell and Nichols 1950). An exception was the parcel immediately west of the tracks between Olson Memorial Highway and the Luce Line tracks. By the late 1950s, the parcels adjacent to the tracks between Douglas Drive and Medicine Lake Road had been zoned for industrial use (Morell and Nichols 1958). The line remains in active use for freight transfer and has been operated by the Canadian Pacific since the 1990s.

In 2007, the MN&S, including the 1927 railroad beltline, was evaluated for National Register eligibility as part of a Minnesota Statewide Historic Railroads Study (Schmidt et al 2007b:i). The study concluded that “the connection that the MN&S made by constructing a 6-mile Soonor extension was to existing major railroad corridors. . . Although the belt line created by the combined MN&S lines provided some convenience to other railroad companies, it did not become the dominant route for interchanging freight in Minneapolis, and such interchange would have been easily accomplished without it. None of the MN&S lines constituted a critical link in the state’s transportation network to support commerce or industry.” Consequently, the beltline, including the Golden Valley segment, was seen as not significant under Criterion A and not recommended for National Register eligibility (Schmidt et al 2007b:42, 120). Under the registration requirements for railroad corridor historic districts, these properties are not considered significant under Criterion B or Criterion C (Schmidt et al 2007a:196).





CSAH 102 (Douglas Drive North) over Bassett Creek (Bridge No. 90614) (Resource No. 057, HE-GVC-118).

SE ¼ of the SE ¼ of the SE ¼ of Section 32, T118N, R21W

Douglas Drive North crosses Bassett Creek between Phoenix Street and Knoll Street. It is carried on a double-box culvert with concrete wing walls and a concrete center pier. A steel railing edges the sidewalk on the west side of the road.

When Douglas Drive was extended south from Phoenix Street to Golden Valley Road in 1937 as part of WPA improvements, Bassett Creek had to be crossed (Golden Valley Historical Society 1986:122). A culvert was installed to contain the stream as the road crossed it. The culvert was rebuilt in its present form in 1959 when Hennepin County undertook major improvements to Douglas Drive in response to the increased traffic to and from the Honeywell site (Mn/DOT Structure Inventory Report 2009; Suburban Press 1956a).

This culvert is not known to be associated with any significant events or persons. A concrete box culvert of this type is widely used for stream crossings and does not stand out by virtue of its design or materials. For these reasons, the property is not recommended for listing in the National Register under Criteria A, B, or C.



West side of Douglas Drive, facing N



East side of Douglas Drive, facing NE

Golden Valley Road (Resource No. 058, HE-GVC-119).

Section 32, 33, T118N, R21W

Within the city of Golden Valley, Golden Valley Road extends in a northeasterly direction from Winnetka Avenue at the west to Lilac Drive which serves as the frontage road along the western sound barrier wall at Highway 100. The road crosses the Luce Line tracks at grade by the Golden Valley Country Club and passes under a bridge with the MN&S tracks east of Douglas Drive. (The tracks mark the limits of the project APE.) The road continues east of the Lilac Drive frontage road and the eastern sound barrier wall of Highway 100 to its intersection with Duluth Street; it then continues as Golden Valley Road to the Minneapolis city line where it becomes 19th Avenue North. The stretch of road from Winnetka Avenue to Highway 100 is two lanes wide and has asphalt paving and concrete curbs and gutters. A concrete sidewalk lines the north side of the road. This configuration is continued east of Highway 100. At the intersection with Douglas Drive, the road has been widened to accommodate turns. The section of the road east of the Duluth Street intersection is four lanes wide with asphalt paving, concrete curbs and gutters, and concrete sidewalks on both sides.

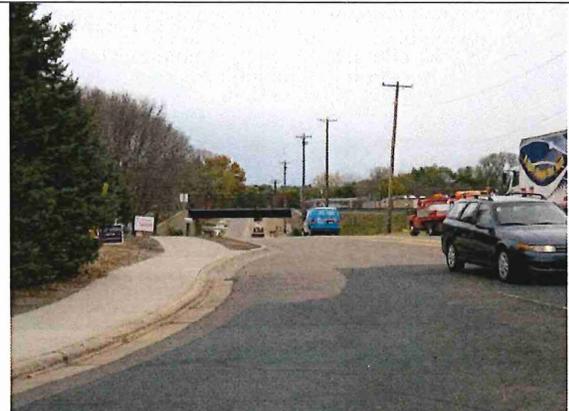
Golden Valley Road is one of the earliest roads in the area, laid out in the 1870s, but does not survive in its original configuration (Wright and Rice 1873; Warner and Foote 1879). It was originally called the Watertown Road and led from Watertown in Carver County to St. Anthony on the east bank of the Mississippi River. It followed an irregular path along the local terrain. Within the boundaries of the city of Minneapolis, the road was regularized into the city grid and was called 19th Avenue North. Watertown Road still appears as a name on Golden Valley maps of the 1930s; the street was renamed Golden Valley Road sometime in the 1940s. (Fig. 4) Comparing maps over time, it is clear that the line of the road has been regularized, the street has been widened, and paving and other amenities enhanced and improved.

Golden Valley Road is one of the oldest roads in the area and has played a crucial role in the development of Golden Valley and adjacent communities. Despite this historical significance, it has been extensively modified since it was first laid out. Aside from its

diagonal orientation, there is little to evoke its historic character. It is not known to be associated with any significant persons or to have any significant design elements. It is not recommended for listing in the National Register under Criterion A, B, or C.



Intersection of Golden Valley Road and Douglas Drive, facing W



Intersection of Golden Valley Road and Douglas Drive, facing E

St. Croix Avenue (Resource No. 060, HE-GVC-120).

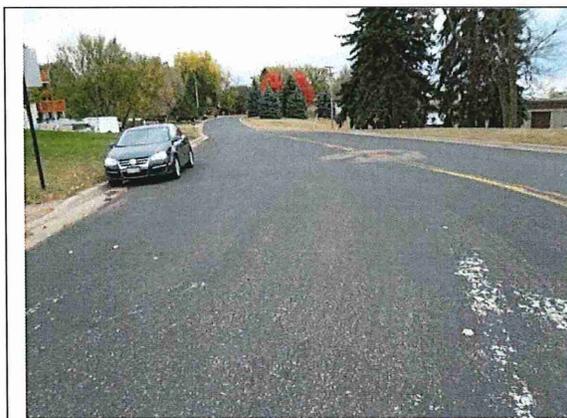
NW ¼ of the NE ¼ of Section 29 and NW ¼ of the SW ¼ of Section 28, T118N, R21W

The current extent of St. Croix Avenue survives in three segments. A section of the street, now renamed Sandburg Lane, begins at Medicine Lake Road and extends in a southeast direction to a barrier that blocks a parking lot in front of Carl Sandburg Middle School. The east-west street (now called Sandburg Road) along the southern property line of the school was originally called St. Croix Avenue after it was cut through in 1957. St. Croix Avenue continues east of Douglas Drive, extending southeast to Brunswick Avenue. This is the eastern end of the project APE. It then extends east to Lilac Drive and the western sound barrier wall that fronts Highway 100. The street continues east of Lilac Drive and the eastern sound barrier wall that fronts Highway 100 to its intersection with Golden Valley Road. Another section of the street continues eastward for about two blocks as part of a 1940s addition. The street is two lanes wide and paved with asphalt and lined with concrete curbs and gutters.

St. Croix Avenue is one of the earliest roads in the area, laid out in the 1870s, but does not survive in its original configuration (Wright and Rice 1873; Warner and Foote 1879). It is a small part of what was originally Medicine Lake Road. As originally mapped, the road led eastward from Medicine Lake in today's Plymouth along a section line before curving northward and then southeasterly. It joined Golden Valley Road at approximately the location of today's Highway 100. By the 1940s, Medicine Lake Road had been extended due east along the section line, forming the boundary between Golden Valley and New Hope-Crystal. The section of the road that curved to the southeast was renamed St. Croix Avenue. Part of the avenue was removed in 1956 with the acquisition and development of the Minneapolis-Honeywell site west of Douglas Drive and the

construction of Carl Sandburg Junior High School in 1958-1959. A new east-west section of St. Croix Avenue, later renamed Sandburg Road, was cut through between the two properties in 1957 (Morell and Nichols 1957).

St. Croix Avenue is one of the oldest roads in the area and has played a crucial role in the development of Golden Valley and adjacent communities. Despite this historical significance, it has been extensively modified since it was first laid out. Aside from its diagonal orientation east of Douglas Drive, there is little to evoke its historic character. It is not known to be associated with any significant persons or have any significant design elements. It is not recommended for listing in the National Register under Criterion A, B, or C.



**St. Croix Avenue (Sandburg Lane) and
Medicine Lake Road, looking SE**



**St. Croix Avenue (Sandburg Lane) at Sandburg
Jr. High School, looking NW**



**St. Croix Avenue and Douglas Drive North,
looking SE**



**St. Croix Avenue toward Douglas Drive North,
looking NW**

6405 Hampshire Place (Resource No. 061, HE-GVC-121).

SE ¼ of the NE ¼ of the SE ¼ of Section 29, T118N, R21W

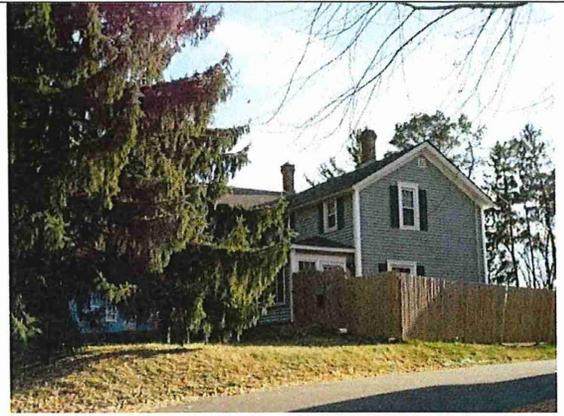
The property at 6405 Hampshire Place is located on the south side of the street and includes a two-story cross-gabled farmhouse, built in the late nineteenth century with extensive alterations. The house rests on a stone foundation and is clad with clapboard siding. A one-story enclosed porch extends across part of the front. The windows have wood surrounds and contain multi-pane sash, which appear to be replacements. Two tall brick chimneys rise from the roof with wide overhanging eaves. The roof is clad with asphalt shingles. A one-story garage with a flat roof is located to the east of the house. Large evergreen trees, shrubs, and a wood fence obscure the view of much of the front of the house from the street.

According to Hennepin County property records, the house was built in 1875. The Golden Valley Historical Society has identified this as the Nassig House, one of seven Golden Valley houses that were at least 100 years old when the group began its history project in the mid-1970s (Fig. 2; Golden Valley Historical Society 1986:109). According to the historic house history, Charles Nassig, a German immigrant, came to Golden Valley in 1866. He married Johanna Christina, purchased a 40-acre farm in 1870, and built this house. He died in 1881, although his family continued to farm the property (D. Wandersee 1981:1). A structure in the approximate location of the house appears on 1888 and 1898 plat maps. A section of the original Medicine Lake Road extended across the northeast corner of Nassig's acreage (Warner and Foote 1888; Dahl 1898). The house is visible on 1937 and 1945 aerial photographs. In 1951, the house and much of the surrounding property was owned by Arnold J. Anderson who worked as a mailer at the Minneapolis Star and Tribune. The only access was from Douglas Drive and the house had the address of 1611 Douglas Drive (Rogers 1951). Anderson platted his property as Arnold J. Anderson's First Addition in 1953. Soon thereafter the street was cut through; it appears on a 1953 aerial photo. The house was given its current address that year. According to city directories, Anderson kept his job at the Star and Tribune and lived in the house until at least 1965 (Polk 1957b; Rogers 1960; Polk 1961, 1965).

This house was built in the late nineteenth century as farmhouse near the intersection of Medicine Lake Road and the county road (Yarnall Avenue) in the Village of Golden Valley. Despite its age, it is not known to be associated with significant events or persons. It is a much altered example of a late nineteenth-century farmhouse. There are no other structures or landscape features that recall its original use. For these reasons, the property is recommended as not eligible for National Register listing under Criteria A, B, or C.



6405 Hampshire Place, facing S



6405 Hampshire Place, facing SE

5.0 PHASE II EVALUATIONS

5.1 KINGDOM HALL OF THE GOLDEN VALLEY CONGREGATION OF JEHOVAH'S WITNESSES

5.1.1 Description

1950 Douglas Drive North (Resource No. 030, HE-GVC-091).

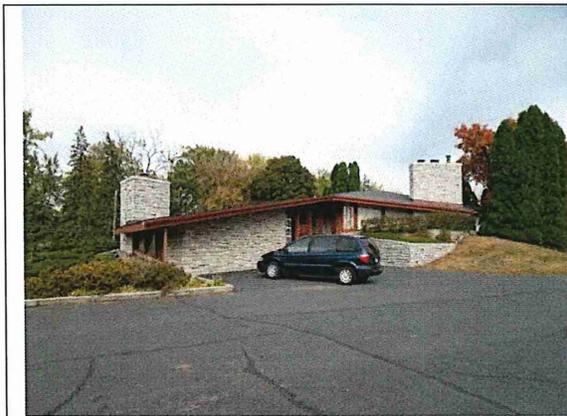
SW ¼ of the SW ¼ of the NW ¼ of Section 28, T118N, R21W

The Kingdom Hall of the Golden Valley Congregation of Jehovah's Witnesses is located on the east side of Douglas Drive on a 1.4 acre site north of Duluth Street. The one-story religious building is set back from the street and set into the sloping site to the east. The building has an asymmetric plan with two intersecting wings linked by a low pitched roof with overhanging eaves and clad with asphalt shingles. The eave to the west extends out into a prow-like form that is supported on a steel post. The exterior walls are formed of large plate-glass windows framed in wood, painted a rust color, and narrow horizontal gray split-stone blocks of random size. Two large chimneys, also faced with split-stone blocks, rise at corners on the southeast and the northwest. The entrance on the south side of the building has double doors of plate glass framed in wood, painted a rust color, flanked by plate-glass windows. A group of vertically-framed windows is set in the recessed corner to the east of the entrance. A similar group of windows is placed in the northeast corner of the building. The wing extending to the east, which is set into a berm, incorporates two levels on the interior, one that is partially below grade, and one at mezzanine level which is visible from the entrance. The interior contains office space, classrooms, a library for Watchtower publications, and larger meeting rooms. Two of the rooms have split-stone fireplaces.

A raised planting bed by the entrance is faced by a split-stone retaining wall. The berm on the north side of the building is also contained by a stone retaining wall. The slopes around the building are planted with grass, shrubs, and trees. A parking lot surrounds the lawn area.



**Aerial view of Kingdom Hall,
1950 Douglas Drive North,
Hennepin County Interactive
Map**



1950 Douglas Drive North, facing NE



1950 Douglas Drive North, facing NW



1950 Douglas Drive North, facing SW



1950 Douglas Drive North, facing E

5.1.2 Historical Background

The site of the Golden Valley Kingdom Hall was originally one of Yarnall's Golden Valley Outlots, located on the east side of the county road that became Yarnall Avenue

and later Douglas Drive. It remained largely in agricultural use well into the twentieth century. When the Village of Golden Valley was examining its zoning in the late 1940s, this was identified as an “open development zone” (Morell and Nichols 1950). (Fig. 4)

In the 1950s as suburban communities grew, several new Jehovah’s Witnesses congregations were established. There were four existing Kingdom Halls in the city of Minneapolis in 1956, one near downtown, one in Northeast Minneapolis, one in North Minneapolis, and one in South Minneapolis (Polk 1956a).

In June 1956, Louis A. Frankus, president of the newly formed Golden Valley congregation of Jehovah’s Witnesses, purchased the site from Florence O. Bohanon. In August, Frankus sold the site to the congregation for the purpose of building a new Kingdom Hall (Hennepin County 1956a, b). Two mortgages were obtained from the Minneapolis Savings and Loan Association (Hennepin County 1957, 1958). At the time Douglas Drive was the only access road, and the new Honeywell complex was under construction on the west side of the street (Circulator 1956b, c; Honeywell Corporate Records 1957). Duluth Street was not cut through east of Douglas Drive and along the property line until 1967 (Hennepin County 1967).

Plans for the new building were provided by Madison, Wisconsin-based architect Herbert Fritz, after being contacted by Frankus. Frankus was the treasurer and general manager of the Gopher Stone and Brick Company of Minneapolis, and the company provided the stone for the building (Clouse 2012; Polk 1956a; Rogers 1957). Much of the construction work was actually carried out by members of the congregation (Clouse 2012; Golden Valley Historical Society 1986:52). This practice was encouraged among Jehovah’s Witness congregations and reflects one of the guiding philosophies of Jehovah’s Witness adherents (Chryssides 2008:84).

Fritz provided a plan that echoes the form of the Unitarian meeting house in Madison, Wisconsin, although without the exaggerated vertical glass-fronted prow. Like the Unitarian meeting house, Fritz’s Kingdom Hall makes extensive use of stone and has two large stone chimneys. The meeting rooms also have an informal quality that recalls the spaces of the Madison building. The spaces reinforce the emphasis of Jehovah Witnesses’ congregations on teaching and congregational meetings (Wah 2001:170-171).

The Unitarian meeting house was designed by Frank Lloyd Wright for the First Unitarian Society of Madison, Wisconsin, and built in 1949-1951. The Rev. Kenneth L. Patton, the minister, asked Wright to design a building that would be a multi-use facility, in operation seven days a week. He asked for a large room that could be used for all functions including worship and lectures, as well as a second room for smaller groups. He also asked for a residence to be incorporated into the design (Hamilton 1990:180). Consequently Wright’s design has many allusions to his contemporary Usonian houses. To keep down the construction costs, members of the congregation undertook several projects, including loading and transporting some 1,000 tons of stone from the quarry in Prairie du Sac 30 miles away, assisting with the construction, site work, and landscaping,

and fabricating some of the interior furnishings (Hamilton 1990:181-182). Wright's design was widely publicized, and Wright himself was achieving even greater fame and publicity in the 1950s. At the invitation of the Citizen League, Wright paid a visit to Minneapolis on November 27, 1956, to give a talk on the "City of Tomorrow" (Northwest Architect 1956b).

For a group that wanted a Wrightian building, Herbert Fritz (1915-1998) was an accessible and affordable architect. Fritz literally grew up in the shadow of Frank Lloyd Wright. His father, also named Herbert, was a draftsman who worked for several Prairie School architects. Herbert Sr. went to work for Frank Lloyd Wright at Taliesin in Spring Green, Wisconsin, in 1913, where he met and married Mary Larson, daughter of Wright's stonemason Alfred Larson. After Wright went to Japan to supervise the construction of the Imperial Hotel, Herbert Sr. moved the family to Sioux City, Iowa, where Herbert Jr. was born, then to the Chicago area, while he worked for various architects. He worked for Wright off and on during the 1920s and took Herbert Jr. to meet Wright at Taliesin in about 1925. In about 1929, Herbert Sr. began to work for Wright on the rehabilitation of the Hillside Home School at Taliesin. Herbert Jr. and his younger sister Frances began to spend more time at Taliesin, and Herbert Jr. worked on the Hillside School construction, fostering his interest in architecture (Dowling 1997:4).

In 1933, Fritz spent a year studying architecture at the Art Institute of Chicago, then spent the following year at the University of Wisconsin-Madison. In 1936 and 1937, he worked in the Madison office of William Kaeser, an architect who had studied with Eliel Saarinen at the Cranbrook Academy in Bloomfield Hills, Michigan. After this apprenticeship, Fritz applied for a Taliesin Fellowship to study under Wright. He joined the Fellowship in September 1937 at age 22 and remained at Taliesin until November 1941. During his time there, he prepared the working drawings for a house for John and Ruth Pew that was located on a steep site overlooking Lake Mendota, in Shorewood Hills near Madison, and also supervised certain aspects of the construction and interior finishes (Dowling 1997:5; Sprague and Filipowicz 1990:109-110). Both Herbert Jr. and his sister Frances joined the First Unitarian Society of Madison in 1937, and Wright himself joined in 1938 (Hamilton 1990:187n2).

In 1941, Fritz purchased 130 acres of farm property that had belonged to Mary Lloyd Jones, one of Wright's aunts, and called it Hilltop Farm. He had had agricultural experience with his grandparents but planned to lease the property to a tenant. The lease fell through, so Fritz decided that he would manage the farm himself, which also necessitated his resignation from Taliesin. His move to Hilltop also coincided with the entry of the United States into World War II. Fritz was a conscientious objector and realized that if he remained a farmer, he would be exempt from the draft. After lightning struck the farmhouse in March 1942, Fritz decided to take the opportunity to rebuild, using ideas gained from the construction of Midway Barn at Taliesin with its attached barn and apartments. Fritz remained a farmer until 1947, doing residential architecture work on the side. He also met and married Eloise Bowyer. Because he was not a registered architect, he could not design buildings larger than 5,000 square feet. (He

became a registered architect in Wisconsin in 1959 after gaining experience completing the working drawings for Wright's Wyoming Valley School near Taliesin.) He decided to quit farming because of a back injury, but his architectural practice was growing, and the Fritzes opened a summer camp for girls, managed by Eloise, at the Hilltop farm site (Dowling 1997:6-7).

Fritz's design for the Kailin house in Shorewood Hills, built in 1948-1949, "established a reputation for elegant and unique architectural design" and brought Fritz to the attention of builder-contractor Marshall Erdman, who offered Fritz space in his office. Erdman was also the contractor for the construction of the Unitarian meeting house (Hamilton 1990:181-182). Through Erdman, Fritz met many clients who were affiliated with the University of Wisconsin-Madison. His designs were both interesting and economical and designed in such a way that clients could do some of the construction work themselves. Fritz's biographer characterizes them: "Modest, elegant, and unique, they reflect organic architectural principles and innovations that had been advanced by Frank Lloyd Wright, especially through his Usonian house concept. . . Wrightian influences are also apparent in the external building forms" such as "the prow form of Wright's Unitarian church" (Dowling 1997:10-11).

While Fritz's work in the 1940s and 1950s was mostly residential, he designed at least two religious buildings in the Madison area: Stevens Avenue Methodist Church (1949) and East Madison Baptist Church, 4917 Milwaukee Street (1958). Both are relatively modest one-story buildings with low pitched roofs that evoke Usonian precedents (Dowling 1997:8).

Fritz went on to a very successful career throughout Wisconsin and other areas of the Midwest. While his work remained primarily residential, it expanded beyond single-family houses to include housing for the elderly and apartment complexes. He also designed recreational complexes such as condominiums at Telemark ski lodge, Cable, Wisconsin, and many buildings at the Hilltop Summer Camp, as well as office buildings and churches. In 1982, he claimed over 100 executed projects (Dowling 1997:11-12; Kassler 1982).

In addition to Fritz's experiences and training with Wright, the Golden Valley Jehovah's Witness congregation had other reasons to be receptive to Fritz. Jehovah's Witnesses are pacifists by belief, and many were imprisoned for resisting the draft during World War II, so Fritz's conscientious objector status would have been appealing. In addition, they appreciated his practicality in creating designs that clients could construct themselves. (The Madison Unitarian Society congregation had, in part, followed that precedent.) Jehovah's Witness congregations favor designs that they can build utilizing the skills of their members and those from nearby congregations. In addition, construction proceeds quickly, so as not to detract from the preaching and advocacy work of the congregation members (Chryssides 2008:84). That was the case for the Golden Valley congregation for the Jehovah's Witness Kingdom Hall is listed on Douglas Drive in the 1957 suburban

directory. Other suburban Kingdom Halls were located in Bloomington and St. Anthony Village (Polk 1957b).

The design of the Golden Valley Kingdom Hall was soon recognized for its architectural distinction. A photograph of it was featured in a 1962 local publication with the caption, “designed by a student of Frank Lloyd Wright, [it] brings his unique architecture to Golden Valley” (Fig. 8; Golden Valley Story 1962:11). In 1986 the Golden Valley Historical Society called it, “one of the most admired buildings in Golden Valley” (Golden Valley Historical Society 1986:52).

The Golden Valley Kingdom Hall remains the home of the Golden Valley congregation, and it also houses the Plymouth congregation and a local Russian-speaking congregation. The three groups maintain an active meeting schedule in accordance with Jehovah’s Witness teachings. Typically each congregation holds a 45-minute public talk, followed by a 60-minute study session on Sundays. One evening each week, the group holds back-to-back meetings at the Kingdom Hall for study and association (Chryssides 2008:90; Wah 2001:170-171).

5.1.3 Evaluation

Because the Kingdom Hall is a religious property it must be evaluated under Criterion Consideration A. The resource was constructed by a religious institution and it is presently owned by a religious institution and is used for religious purposes. “A religious property requires justification on architectural, artistic, or historic grounds to avoid any appearance of judgment by government about the validity of any religion or belief. Historic significance for a religious property cannot be established on the merits of a religious doctrine, but rather, for architectural or artistic values or for important historic or cultural forces that the property represents” (National Register Bulletin 1990/1997:26).

Under Criterion A for association with historic events, it must be significant under a theme in the history of religion having secular scholarly recognition, or significant under another historical theme. The Kingdom Hall does not meet Criterion A.

Under Criterion B, it must be associated with persons significant in history. No one associated with the Golden Valley congregation is known to be important in religious history or to be important in the social, economic, or political history of the area. Therefore, the Kingdom Hall does not meet Criterion B.

Under Criterion C, the Kingdom Hall of the Golden Valley Congregation of Jehovah’s Witnesses embodies the distinctive characteristics of a type, period, or method of construction; and it represents the work of a master.

The building displays the plan, forms, and design features of Usonian architecture as developed by Frank Lloyd Wright and carried out by him and his students. It has an asymmetric plan, is set into the sloping site which allows for a multilevel interior, has a

low-pitched roof with broad overhanging eaves including a prow-like form, and makes use of local materials such as the split-stone facing.

The building represents the work of a skilled architect, Herbert Fritz, Jr., who studied with Frank Lloyd Wright, learned the precepts of his approach to architecture, and went on to a long and successful career as an organic architect who created harmonious living and working environments that related to their natural surroundings (Dowling 1997:11). Like his mentor, Fritz had a large group of loyal clients who remained devoted to his buildings. Fritz's work has only been studied since the mid-1990s, and it is being increasingly appreciated as his buildings achieve the half-century mark. Religious buildings are a relatively small part of his work, and the Golden Valley Kingdom Hall is one of the finest.

The period of significance is 1957, the construction date of the building. The building retains all seven aspects of integrity. It has integrity of location, design, setting, materials, workmanship, feeling, and association. Of these seven, the setting has been somewhat affected by the extension of Duluth Street along the southern property line and additional commercial development to the south of Duluth Street along Douglas Drive.

Consequently, the Kingdom Hall retains a high degree of integrity and meets Criterion C.

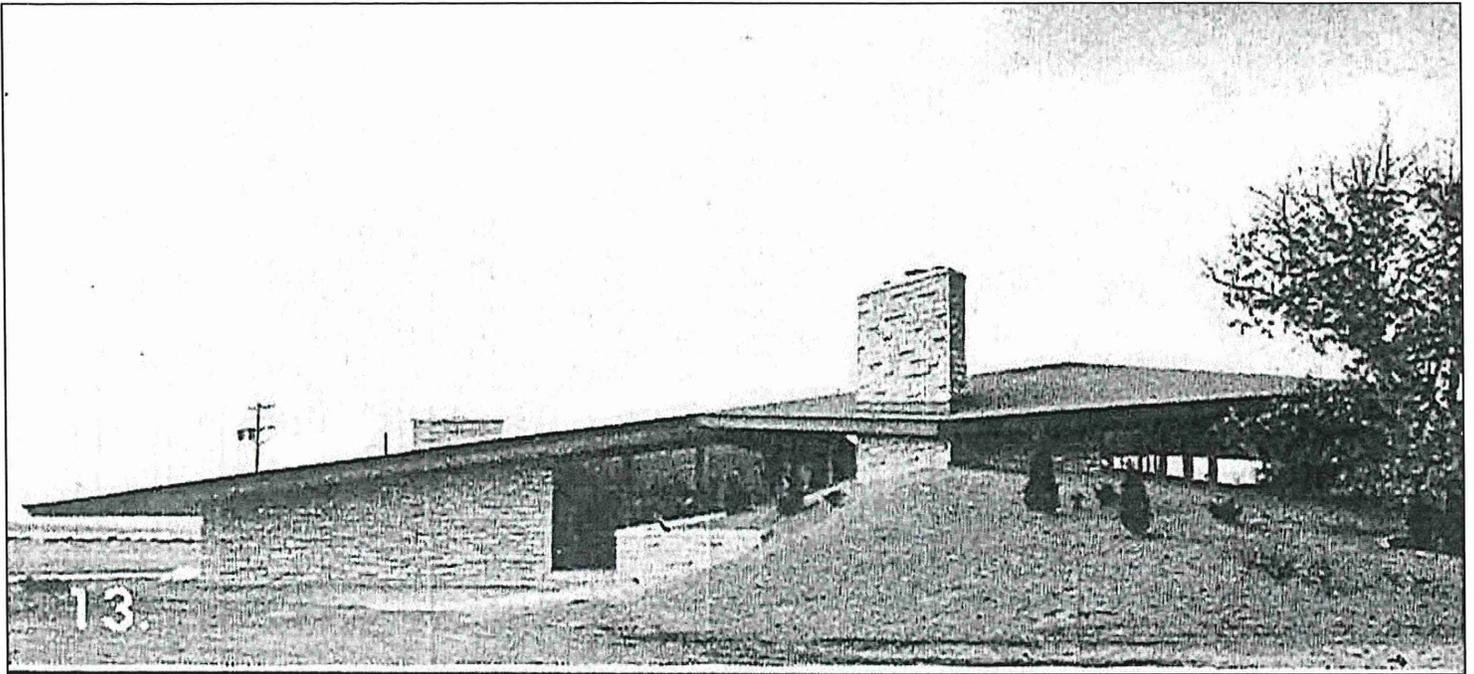


Figure 8. Kingdom Hall, Golden Valley, in 1962. View from the south. Douglas Drive is in the left background. From: *The Golden Valley Story*



Figure 9. Kingdom Hall, Golden Valley, in 2010. View from southwest. Photo: Courtesy of John Clouse

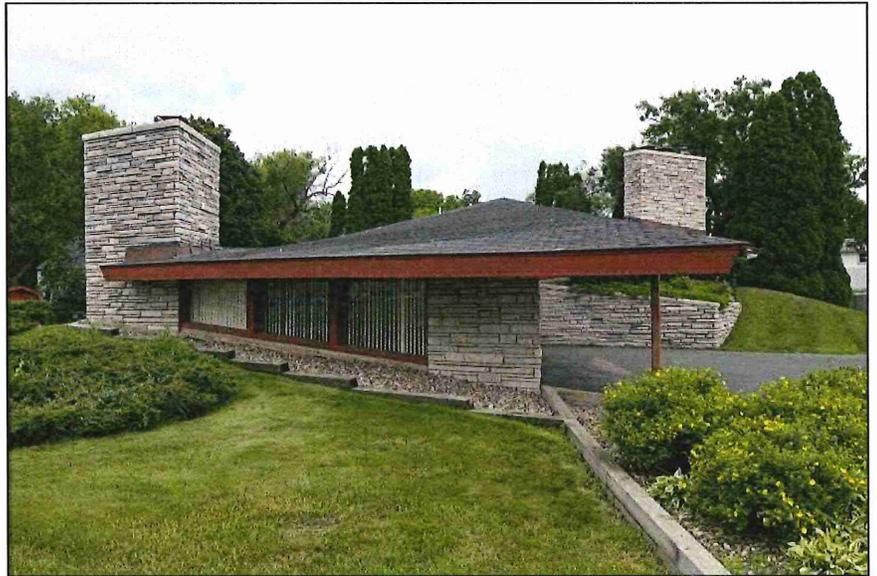
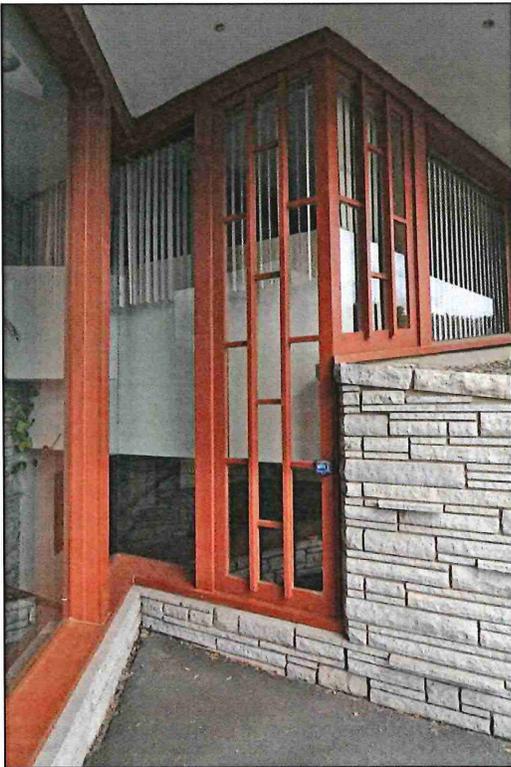


Figure 10. Kingdom Hall in Golden Valley in 2010.

- a. Entrance detail, view from the south (top);
- b. Window detail near the entrance, view from the west (left);
- c. Overview from the west (right).

Photos: Courtesy of John Clouse

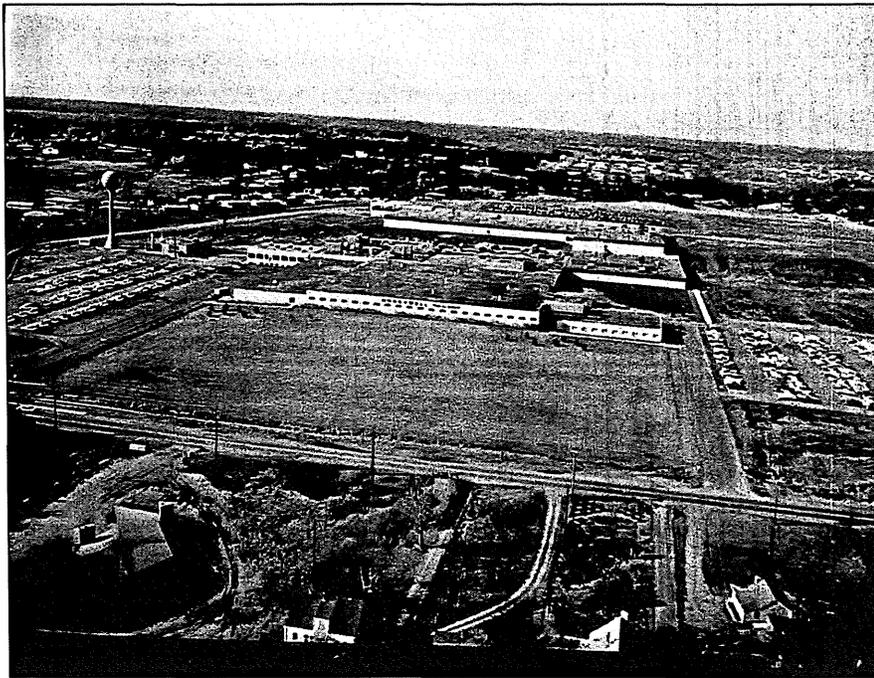


Figure 11. Aerial view of Honeywell Golden Valley Plant in 1957/1958. View to the west. The Jehovah's Witnesses Kingdom Hall is visible at the lower left. Photo: Honeywell Corporate Records, Minnesota Historical Society

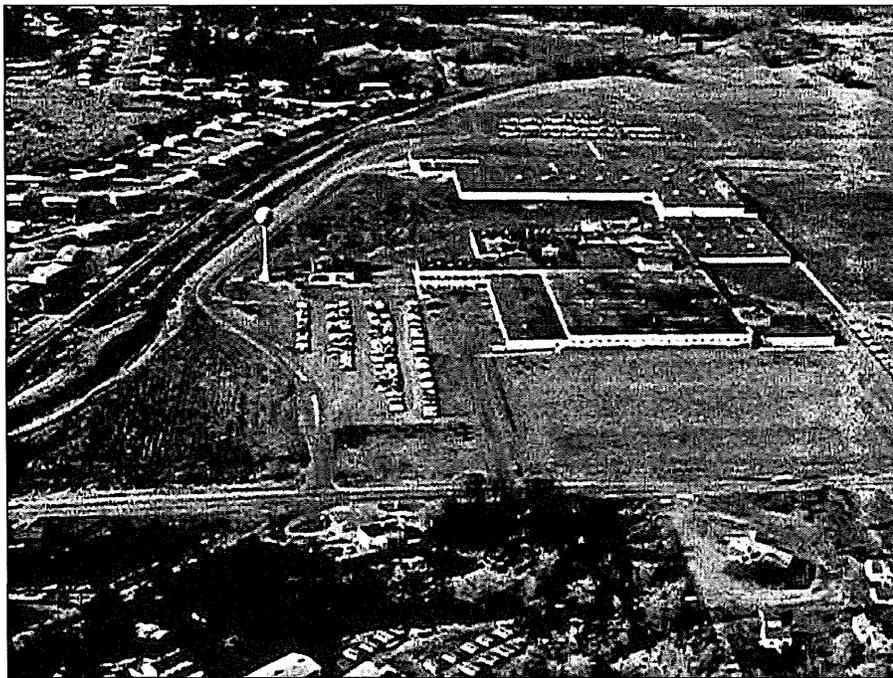


Figure 12. Aerial view of Honeywell Golden Valley Plant in 1957/1958. View to the west. The Jehovah's Witnesses Kingdom Hall is visible at the lower right. Photo: Honeywell Corporate Records, Minnesota Historical Society

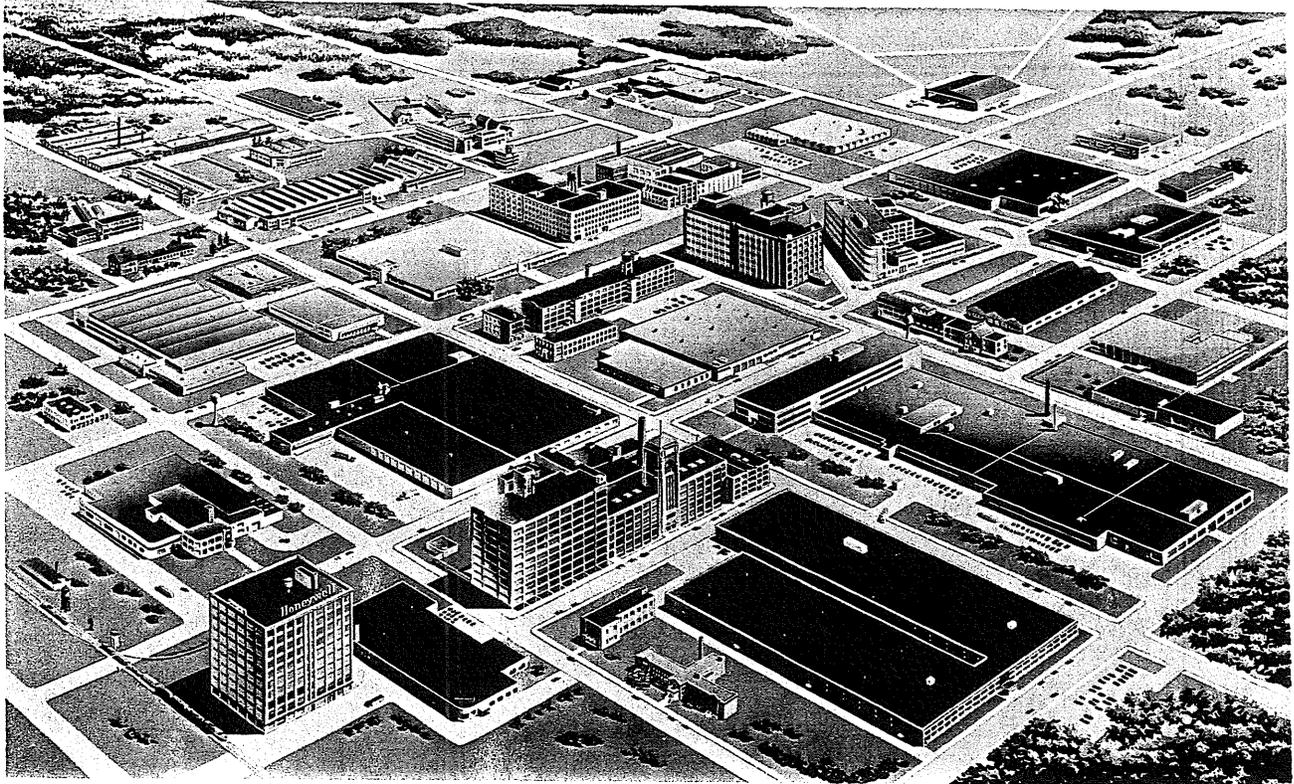


Figure 13. Honeywell Golden Valley Plant in December 1958. View from southeast near Douglas Drive.
Photo: Norton & Peel, Minnesota Historical Society.



Figure 14. Aerial view of Honeywell Golden Valley Plant in 1963. View to the northeast. MN&S railroad line and Hampshire Oaks Addition in the foreground.
Photo: Vincent H. Mart, Minnesota Historical Society

HONEYWELL MANUFACTURING AND RESEARCH FACILITIES IN THE UNITED STATES, CANADA AND OVERSEAS

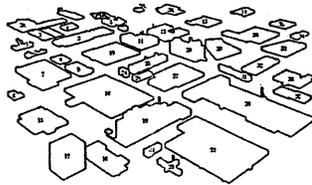


In this display our artist has brought into one community Honeywell's major manufacturing, educational, and research facilities. Plants shown represent 5,099,873 of the 6,221,229 square feet utilized.

Not shown are the company's warehouses, smaller manufacturing facilities, and 165 sales and service offices throughout the world.

In the total facilities, more than 20,000 Honeywell men and women engineer, produce, and sell over 12,000 different devices in the field of automatic control.

Present November 1958



1. Amesbury, The Rockefeller Research Center, 100,000 sq. ft.
2. Franklin, Corporate Research Center, 1,000,000 sq. ft.
3. Minneapolis, Corporate Research Center, 1,000,000 sq. ft.
4. Andover, Process Research Center, 1,000,000 sq. ft.
5. Tokyo, Japan, Research Center, 1,000,000 sq. ft.
6. Seattle, Development Laboratory, 1,000,000 sq. ft.
7. Los Angeles, Control Plant, 1,000,000 sq. ft.
8. Los Angeles, Data Development Center, 1,000,000 sq. ft.
9. Chicago, Research Center, 1,000,000 sq. ft.
10. Phoenix, Control Plant, 1,000,000 sq. ft.
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12. Denver, Control Plant, 1,000,000 sq. ft.
13. Denver, Control Plant, 1,000,000 sq. ft.
14. Minneapolis, World Headquarters Field Office, 1,000,000 sq. ft.
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Figure 15. Composite image of Honeywell manufacturing and research facilities in about 1958. The Honeywell Golden Valley Plant is number 16 on the diagram (slightly left of center). From: Honeywell Corporate Records, Minnesota Historical Society

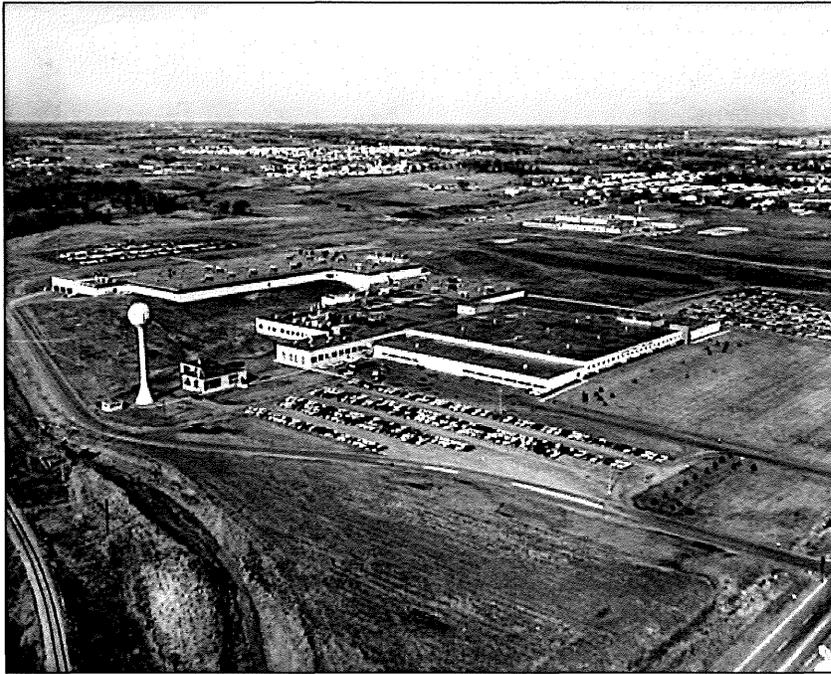


Figure 16. Aerial view of Honeywell Golden Valley Plant in 1965. View to the northwest.

Photo: Minneapolis Chamber of Commerce, Minnesota Historical Society

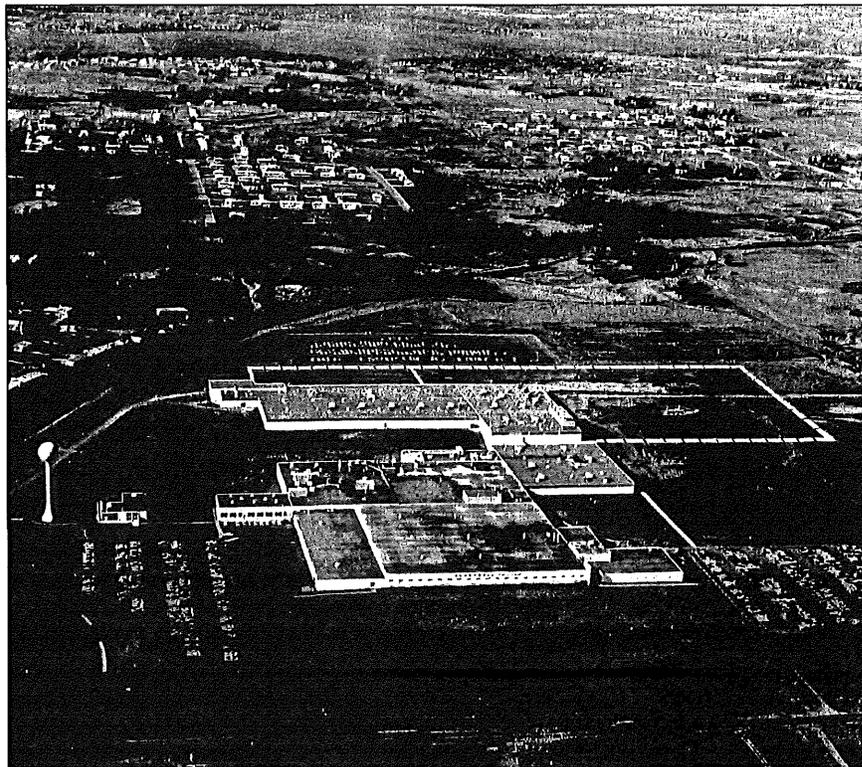


Figure 17. Aerial view of Honeywell Golden Valley Plant with proposed addition, July 1965.

From: Honeywell Corporate Records, Minnesota Historical Society



Figure 18. Honeywell Round thermostats, ready for final checkout and packaging, Golden Valley Plant, 1957.
Photo: Minnesota Historical Society



Figure 19. Interior of the repair area, Honeywell Golden Valley Plant, 1966
Photo: Minneapolis Chamber of Commerce, Minnesota Historical Society

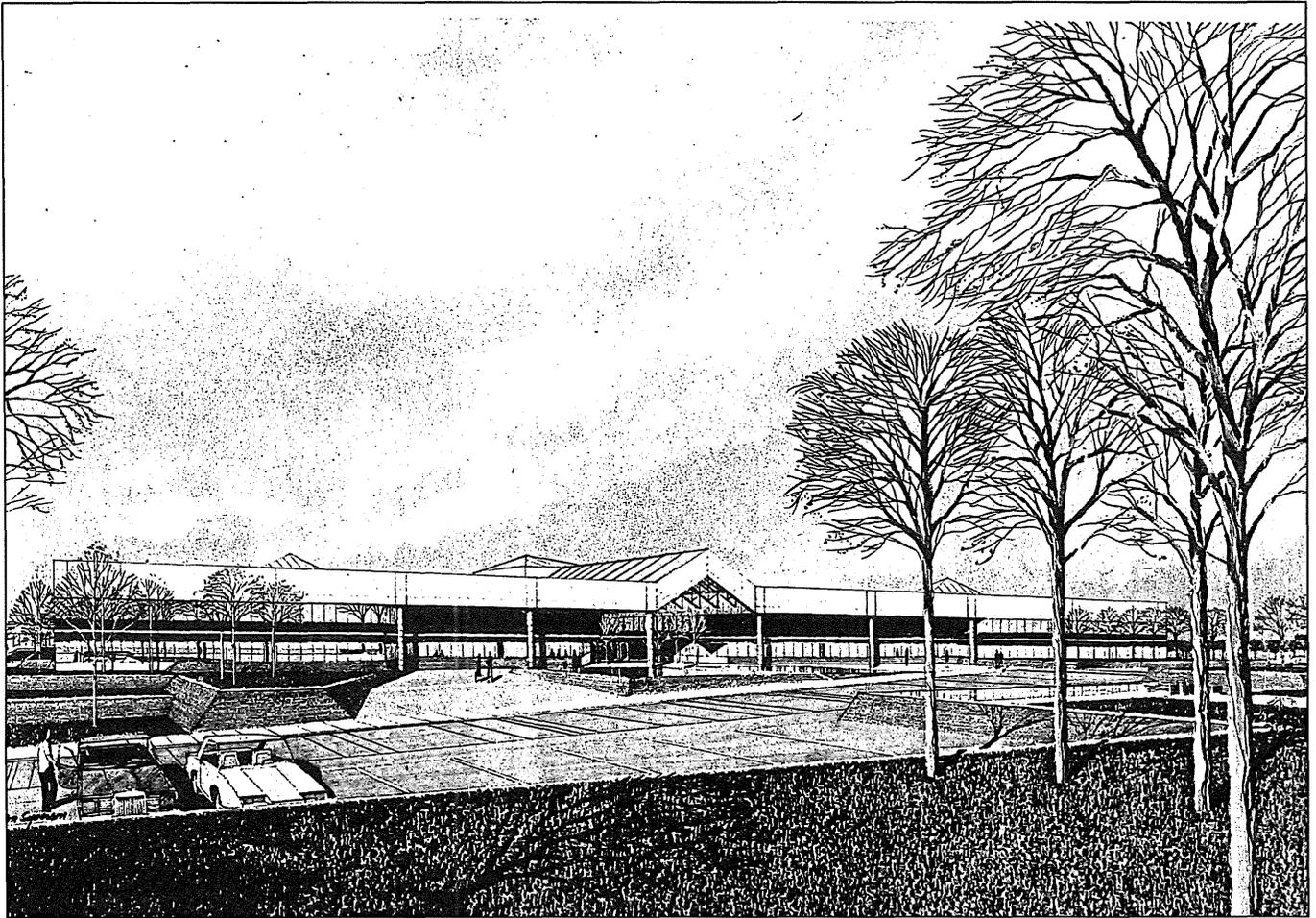


Figure 20. Architects' rendering of proposed addition to Honeywell Golden Valley Plant. Section closest to Douglas Drive, 1982. HGA Architects.
From: Honeywell Corporate Records, Minnesota Historical Society

5.2 HONEYWELL GOLDEN VALLEY PLANT

5.2.1 Description

1985 Douglas Drive North (Resource No. 055, HE-GVC-116)

S ½ of the NE ¼ and the N ½ of the SE ¼ of Section 29, T118N, R21W

The Honeywell property is a 105-acre site, located on the west side of Douglas Drive and bounded by the MN&S railroad tracks on the south and west and Sandburg Road on the north. It contains a sprawling two-story office, warehouse, and factory complex, set back from Douglas Drive in the west half of the site. It was constructed incrementally over the course of twenty-seven years with the majority of the construction taking place between 1956 and 1966, with the most recent section constructed in 1982-1983. The various sections of the complex are constructed of reinforced concrete slabs with prestressed concrete wall panels, punctuated by ribbon windows along some of the walls and loading bays in the warehouse sections. The concrete-panel sections are set below flat roofs. The front section of the building on the east side closest to Douglas Drive is the most recent addition. The concrete structure is faced with steel panels and has horizontal glass that makes up much of the wall surfaces. The entrance is marked by a peaked roof form that incorporates skylights. Additional pyramidal skylights are located on the roof of this section. The grounds immediately in front of this entrance are landscaped with grass and trees. Parking lots are sited to the north, south, and west of the complex. Also to the south is the original water tower with spheroid 100,000 gallon storage tank and adjacent pumphouse and utilities building. A large pond, which serves as a ground reservoir, and wetlands are sited near the southeast edge of the property (Honeywell Corporate Records 1968).



Current aerial view of Honeywell Golden Valley Plant looking to the north



1985 Douglas Drive North, facing SW



1985 Douglas Drive North, facing W



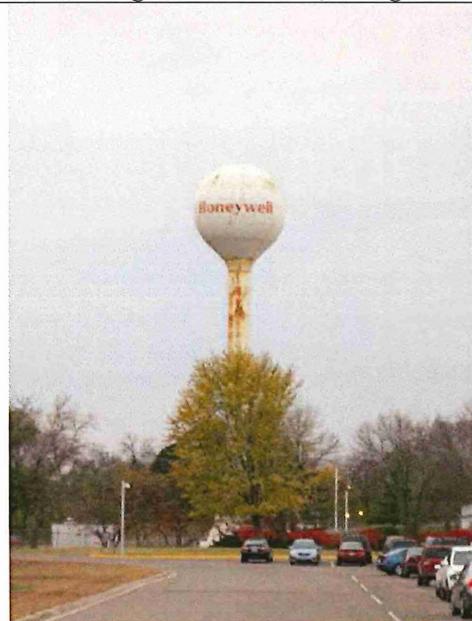
1985 Douglas Drive North, facing W



1985 Douglas Drive North, facing NW



1985 Douglas Drive North, facing S



1985 Douglas Drive North, facing W

5.2.2 Historical Background

Today Honeywell, Inc., is one of the world's largest and most diverse technology companies with world-wide manufacturing and office facilities. However, in the imagination of the general public, Honeywell is strongly associated with thermostats, or temperature control devices, that regulate indoor heating and cooling. The Honeywell facility in Golden Valley has long been an important part of Honeywell's temperature controls story. In 2012, the Golden Valley facility is the part of the Honeywell Automation and Control Solutions—Environmental and Combustion Controls, North American Home Division.

Honeywell traces its formation to Albert H. Butz, a Minneapolis inventor, who developed and patented an automatic temperature control device in 1885 and formed the Butz Thermo-Electric Regulator Company. In 1888, Butz sold his company which became the Consolidated Temperature Controlling Company. William R. Sweatt invested in the company in 1891, and the name was changed the following year to the Electric Thermostat Company, then in 1893 the Electric Heat Regulator Company. Sweatt was made the president of the company, running operations without pay. By 1902, Sweatt had bought out the original investors, and the company began expanding. In 1912, Sweatt changed the company name to the Minneapolis Heat Regulator Company and constructed the company's first building on the site of the long-time General Offices on Fourth Avenue South at East 28th Street in Minneapolis. His son Harold joined the company in 1913.

Meanwhile, in 1906, Mark C. Honeywell founded the Honeywell Heating Specialty Company in Wabash, Indiana, to build water-heating equipment. In 1916 the Honeywell Heating Specialties Company of Indiana began to produce automatic temperature controls. Both companies prospered in the years after World War I, expanding their plants and buying other companies. Then in 1927, the two companies merged, taking the name of Minneapolis Honeywell Regulator Company. At that time, the Minneapolis firm was the leading manufacturer of automatic controls for coal-fired furnaces and the Indiana firm was a leader in oil-burner controls. Manufacturing continued in both cities. Minneapolis became the new headquarters with W. R. Sweatt as chairman of the board and Mark C. Honeywell as president. Like many companies, Honeywell suffered during the Depression with sales dropping to \$3.5 million in 1932 from \$5.5 million in 1931 and employees reduced to 647 from 1,150. In 1934, Harold W. Sweatt was elected president to succeed Mark Honeywell and sales increased to \$5.4 million (Honeywell Corporate Records 1984). With H.W. Sweatt's presidency, "Minneapolis-Honeywell made the leap from a specialized firm in a small industry to a small company with world-wide potential" (Borger 1985).

That world-wide potential was realized as the company began and continued defense production before and during World War II. It began to manufacture precision optical equipment for tank periscopes and artillery sights. It developed the first successful

electronic autopilot, called the C1. It also developed heater controls for DC-3 airliners. By the end of the war, the company had produced 4,800,000 devices for the military and won sixteen Army-Navy "E" awards (Rieser 118, 172; Honeywell Corporate Records 1984).

Sweatt was very aware of the need to redirect the company after the war and appointed a post-war planning committee in June 1945. The group was asked to look at the company's major markets, as well as to evaluate its product lines and engineering directions. It was asked to set objectives to increase the company's business in fields already being served, and to cultivate new markets. "The goal was to install more and better home heating controls in homes from coast to coast." Among the heating controls were the Moduflow system, the high-end Chronotherm, and the Honeywell Round, which had been developed in a 1942 prototype, but did not go into production until 1953 in the Minneapolis plant. Sweatt also wanted to expand into temperature controls for a wide variety of transportation vehicles, from railroad cars, to passenger jets, to automobiles. Despite the company's intentions, it was still a slow shift to a civilian economy, largely because of the shortage of raw materials to manufacture the company's products (Rodengen 1995:105-107).

When Paul Wishart assumed the presidency of the company in 1953, he was at the cusp of the company's expansion. At the end of the war, the company was shifting production back to thermostats, limit controls, valves, and pyrometers, along with a few high tech aeronautical devices. "A decade later, it had entered the novel fields of computers, microelectronics, space exploration, atomic energy, submarine warfare and telemetry, and a growing list of other 'space age' products." Between 1945 and 1955, total employment grew from 8,628 to 25,000. The company invested \$48 million in plants and equipment and sales nearly tripled from \$84 million to \$244 million (Rodengen 1995:108).

The Golden Valley plant became an important part of the Honeywell expansion story. By 1955, the company had offices, plants, and warehouses that served its various divisions scattered throughout Minneapolis, St. Paul, and various suburban locations. A centrally located 105 acre site in Golden Valley offered the potential for consolidation of various activities, as well as expansion. The site, previously farmland, was identified as an "open development zone" when the Village of Golden Valley was examining its zoning in the late 1940s (Morell and Nichols 1950).

Golden Valley was attractive to companies like Honeywell for several reasons. It was close to the western city limits of Minneapolis and easily reached along the improved highways from downtown. It had large tracts of undeveloped land. Earlier in 1955, General Mills had announced that it was relocating its headquarters from downtown Minneapolis to Golden Valley. The village had also elected Carl Nadasdy as mayor; he was anxious to encourage business and industrial development as a way of strengthening and diversifying the village tax base. In December 1955, the company, acting through the A.D. Strong realty company, announced that it had options on its preferred site, and that

it would ask for industrial zoning to build warehouse facilities that would consolidate functions from 23 locations (Suburban Press 1955).

A group of local residents, many of whom lived south of the proposed development site in the Hampshire Oaks addition, organized as the Golden Valley Area Development Association, to protest the rezoning. They cited concerns about depreciated property values, noise, and increased traffic on Douglas Drive. Under municipal law, the Village council was required to hold public hearings on an amendment to rezone the site, after receiving recommendations from the planning commission. At the public hearing on January 24, 1956, the council voted to approve the amendment for industrial zoning for the site with various conditions recommended by the planning commission. They were: a buffer zone protected by setback requirements of at least 100 feet on the north and south and 50 feet on the west to be in place for ten years; a permanent 200-foot buffer zone on the south; landscaping in the buffer zone; buildings on no more than 34 acres (one third) of the property for at least ten years; and a building permit application before the council within nine months. Improvements to handle increased traffic remained unresolved, but Hennepin County had expressed its willingness to develop Douglas Drive as the major traffic route for 20 to 30 million pounds of trucking each year (Suburban Press 1956a). The rezoning amendment passed again at a second reading on February 7, 1956 (Suburban Press 1956b). The residents in opposition were not ready to give up. They organized a petition drive asking the village council to hold a referendum on the rezoning of the Honeywell site, citing M.S.A 462.01. In response, the council withheld the building permit because it was in doubt over its right to grant the permit after the referendum petition was filed. Subsequently, Honeywell filed a lawsuit in state court. On April 20, 1956, the Minnesota State Supreme Court ruled that amendments to zoning ordinances did not require referendums, and the village was ordered to issue a building permit (Minneapolis-Honeywell Regulator Company v. Carl Nadasdy, 76 N.W. 2nd 670; Circulator 1956a:2).

The new building was announced on April 26, 1956, with plans by Ellerbe and Company, architects and engineers, of St. Paul (Circulator 1956a). That year, the Ellerbe firm was designing buildings for Honeywell in six different cities (Northwest Architect 1956:22). Site work began in August. The new building was estimated to cost three million dollars and to house 750 employees in a total of 263,000 square feet, with 50,000 square feet devoted to manufacturing. The new building was to contain a consolidated order department and warehouse operations such as finished stock packing and shipping, merchandise stock, and printed stock. Plastic molding and die casting and inside repair were also to be relocated to the new plant (Circulator 1956b:3).

In April 1957, Alan MacLean was promoted to superintendent of the Golden Valley plant. Finished products were scheduled to move into the new warehouse section in May. The inside repair, plastic molding, and die casting departments were to move into a 106,000 square foot section of the plant in July. The remaining 140,000 square feet were to house a cafeteria and consolidated distribution center. Among the items shipped from the distribution center and repaired in the inside repair department were the Honeywell

Round thermostats (Circulator 1957:1). In 1958, construction began on an addition to the order department, at the northeast corner of the distribution center. Another 140 Honeywell employees moved into the expanded order department in October (Circulator 1958a, b). In 1957 and 1958, Honeywell documented the new facility in a series of ground-level and aerial photographs (Figs. 11, 12, 13; Honeywell Corporate Records 1957, 1957/1958a, c, 1958a, b, c). Because of the size and scope of the Golden Valley plant, it can best be seen in aerial photographs. At about the same time, Honeywell commissioned an artist to prepare a composite view of Honeywell manufacturing and research facilities in the United States, Canada, and overseas, showing the Golden Valley plant in relation to other sites (Fig. 15; Honeywell Corporate Records 1957/1958b).

The company announced an expansion in 1960 that would make Golden Valley the second largest Honeywell plant. The 1957-1958 building was planned to retain the warehouse functions, the die casting department, the V80 valve assembly department, and the inside repair department. The addition was to house the order department, the ceramics laboratory, and the punch press for metal finishing operations for the Temperature Controls Group (Circulator 1960a:1-2). The new addition was completed in February 1961, and the various departments moved in stages. Among the first was the V80 team that supported the T86 Honeywell Round line (Circulator 1961a).

The company used enhanced aerial photographs to explain how the plant would be further increased in size by 1966 (Fig. 17; Honeywell Corporate Records 1965). An L-shaped section containing 330,000 square feet was added on the west and north sides. As with the previous expansions, various departments moved in stages. The first was the Residential Electronic Air Control Department in April 1966, followed in August by the Residential Machine Shop, Receiving Quality, Tool Handling, several inspection and quality groups, Manufacturing Production Planning, Assembly Production Planning, and several Production Engineering groups. The new addition included a second cafeteria and a new 65,000 square foot warehouse (Circulator 1966a, b).

On September 25, 1966, there was an open house for Honeywell employees and their families; 5,000 people attended (Circulator 1966c, e). The previous day Honeywell president James H. Binger had presided at the official dedication for Golden Valley officials and residents. He was accompanied by Thomas A. Reed, vice president and general manager of the Residential Division. In his remarks Binger stated: "Honeywell has long been closely associated with Minneapolis and its suburbs . . . The building we are dedicating today is the newest and largest of fourteen Honeywell buildings in the area. The one most important thing that makes this *area* home to Honeywell is the people—men and women who have the skills to develop, make, and market a sophisticated product line. The people of this area supplied those skills. They built this company and made this building possible" (Circulator 1966d).

The expanded Golden Valley plant consolidated the Honeywell Residential Division. In the 1966 Annual Report, the company stated that "Residential Division's Golden Valley plant became the world's largest comfort controls product facility and the second largest

plant in the Honeywell family. The 60 percent expansion gives the Golden Valley facility a total area of 856,000 square feet—approximately 20 acres under one roof” (Honeywell Annual Report 1966:20).

A 1968 brochure explained the operations of the Golden Valley plant in greater detail. At that time there were approximately 2,700 employees, 1,200 in piece part manufacturing departments, 1,000 in assembly departments, and 500 in the Distribution Center and Service departments (Honeywell Corporate Records 1968). Still the Golden Valley plant was a small part of Honeywell’s overall operations. In 1967, Honeywell’s total sales exceeded \$1 billion for the first time, with sales of \$261 million attributed to the Temperature Controls Group, of which the Residential Division was a part. The number of Honeywell employees was 69,248, at the end of 1967. The number had increased to 74,483, by the end of 1968. Sales for Automation and Controls for Homes and Buildings had increased to \$292 million (Honeywell Annual Report 1967:6-7; 1968:8, 19).

The Honeywell Golden Valley plant received its most recent expansion in 1982-1983, according to plans by HGA Architects (Fig. 20; Honeywell Corporate Records 1982a, b). The Residential Division had outgrown the Golden Valley space, and Honeywell was producing temperature controls in its downtown Minneapolis plant (the former Ford plant at Fifth Street North at Fourth Avenue North) and had various residential business divisions in several locations. The expansion changed the appearance of the plant from a utilitarian factory and warehouse to an up-to-date office building, even though much of the older factory and warehouse space was retained. The eastern section of the building, closest to Douglas Drive, was extended even further eastward. This section had been the distribution center. The columns and roof were retained, but the interior was completely reconfigured with movable walls and raised floors. Raised skylights were installed in the roof of the new office expansion. In addition to offices, the new section contained other amenities such as an auditorium, employee recreation area, and multi-purpose cafeteria. Production lines moved into the Golden Valley plant from downtown Minneapolis in December 1983, followed by several business divisions in the new office area (Golden Valley Historical Society 1986:125).

In 1999, Honeywell and Allied Signal merged, retaining the Honeywell name, but moving the corporate headquarters to Morristown, N.J. The Minneapolis headquarters complex was sold. The Golden Valley facility remains as the company headquarters of the Automation and Controls Solutions—Environmental and Combustion Controls, North American Homes Division (Honeywell web site).

5.2.3 Evaluation

The Honeywell Golden Valley plant is being evaluated under Criterion A for its association with events that have made a significant contribution to the broad patterns of our history in the area of industry. The facility played an important role for Honeywell as it consolidated its warehouse and order operations and expanded its production facilities in the 1950s. It was one of several new and expanded Honeywell facilities in the metropolitan area. Various aspects of residential temperature control production, such as

the manufacture of the Honeywell Round T-86, were gradually shifted into the Golden Valley plant. By 1961, with the growth of the Residential Division and its products, it had become one of the largest. The 1966 expansion made it the world's largest comfort controls product facility and consolidated the Residential Division in Golden Valley. Continued growth moved some production and business planning for the Residential Division into other facilities, which were then consolidated again in Golden Valley with the latest expansion in 1982-1983.

The Honeywell Golden Valley plant has been an important Honeywell facility since it opened in 1957 but one that has played a supporting role in overall company operations. It has not been the site of corporate decision-making, important technological innovations, or industrial developments, despite its associations with the Honeywell Round. Even by the time the plant had become the world's largest comfort controls product facility, it employed only four percent of the company's workforce, which by the mid-1960s had diversified worldwide into many areas beyond temperature controls. Residential temperature controls helped boost Honeywell's profits, but expanding technology in computers, aeronautics, military and defense applications were seen as key to the growth of the company (Jeffrey:242-245).

The Honeywell Golden Valley plant is also being evaluated for its role in community planning and development as it affected the Village of Golden Valley. While Honeywell's request to change the zoning of the site from "open development" to "industrial" caused some controversy in 1955-1956, it was not unprecedented. The Golden Valley Planning Commission and the Village Council had been planning for commercial and industrial zoning since 1950 and had worked out a series of procedures to accommodate zoning requests. These procedures were exemplified by the conditions specified by the council when the rezoning amendment was approved. Further, Honeywell was not the only large industrial operation to move to Golden Valley. General Mills announced its relocation earlier in 1955 and the Tennant Companies moved there in 1957. All of these companies provided jobs for local residents and supported the local tax base. Their presence undoubtedly was a factor in encouraging local residential development, but it seems likely that such development would have occurred in any case, given the location of Golden Valley as a first-ring suburb in a rapidly expanding metropolitan area.

For the above reasons, the Honeywell Golden Valley plant is recommended as not eligible under Criterion A.

The Honeywell Golden Valley plant is not known to be associated with any significant persons, either associated with the Honeywell company in general, this facility in particular, or with the Village of Golden Valley. It is recommended as not eligible under Criterion B.

The Honeywell Golden Valley plant does not display the distinctive characteristics of a type, period, or method of construction; it is not the work of a master; and does not possess high artistic values. It is recommended as not eligible under Criterion C.

The period of significance for the Golden Valley plant begins in 1957 when it opened and extends to 1966, when the Residential Division was consolidated in the expanded facility. Much of the physical structure survives from this period and is visible on the exterior as one moves to the west on the site. However, it is much less visible than it was originally because of the 1982-1983 addition which dominates the view from Douglas Drive and raises a number of integrity issues. The 1982-1983 addition now presents the primary impression of the site. The integrity issues dilute our understanding of the property during the period of significance.

5.3 LUCE LINE/ELECTRIC SHORT LINE RAILWAY, GOLDEN VALLEY SEGMENT

5.3.1 Description

(Resource No. 059, HE-GVC-055)

Section 19, 20, T29N, R24W; Section 31, 32, 33, T118N, R21W

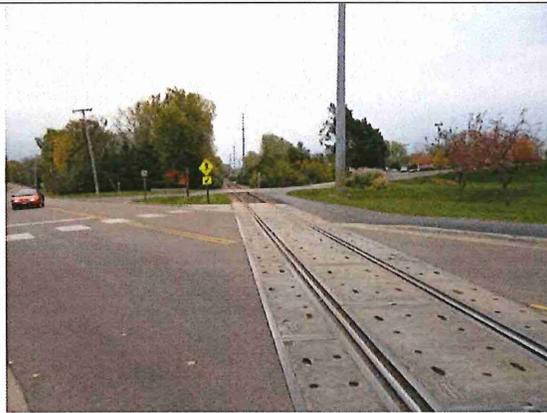
The Golden Valley segment of the Luce Line begins at the eastern city limits in Wirth Park. The tracks extend to the west on a slightly elevated grade and connect to the Minneapolis Northfield and Southern (MN&S) tracks at the south edge of Wirth Park, adjacent to Dahlberg Drive. This was originally called the Luce Line Junction and was renamed the Glenwood Junction. The Luce Line continues west through Golden Valley, approximately one-quarter mile north of Olson Memorial Highway, on a slightly elevated grade in most locations. The single-track roadway crosses Ottawa Avenue at grade; continues west under Highway 100 to cross Zane Avenue at grade; intersects with the MN&S tracks; continues west to cross Douglas Drive at grade; continues west through the Golden Valley Country Club, crossing Golden Valley Road and then Pennsylvania Avenue at grade; continues west on an embankment that crosses Bassett Creek, which is channeled through a culvert; continues west to cross Winnetka Avenue at grade; continues west to cross Boone Avenue at grade; then continues west under Highway 169, which is the boundary line between Golden Valley and Plymouth. (The section of tracks between the MN&S tracks and the intersection with Golden Valley Road are within the project APE.) The tracks consist of steel rails set on wood ties and stone ballast. The grade crossings at Ottawa Avenue and Golden Valley Road are marked by poles with semaphore lights. The grade crossings at Pennsylvania Avenue and Boone Avenue are marked only by railroad crossing signs. The grade crossing at Zane Avenue is marked by poles with semaphore lights and crossing gates. The grade crossings at Douglas Drive and Winnetka Avenue are marked by poles with semaphore lights, overhead cross arms with lights, and crossing gates. A small signal/maintenance kiosk by the tracks at Douglas Drive has a sign reading U.P. R.R. Douglas Dr. N., M.P. 04-09. Adjacent power lines define the rail corridor which is also flanked by the Luce Line recreational trail on the south.



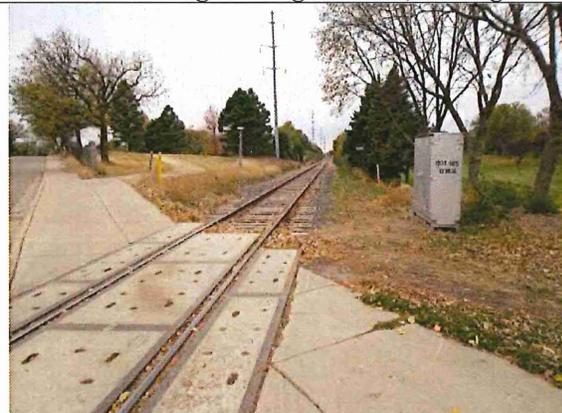
West of Douglas Drive, looking SW



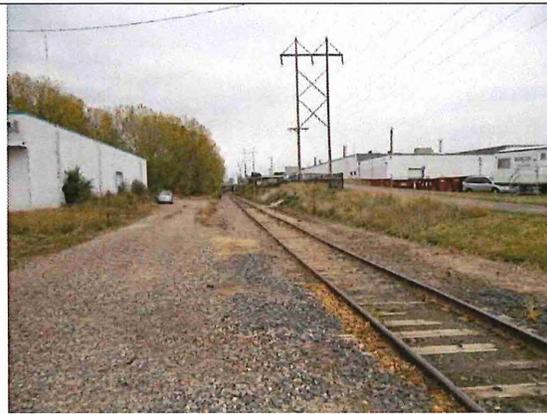
Grade crossing at Douglas Drive, looking E



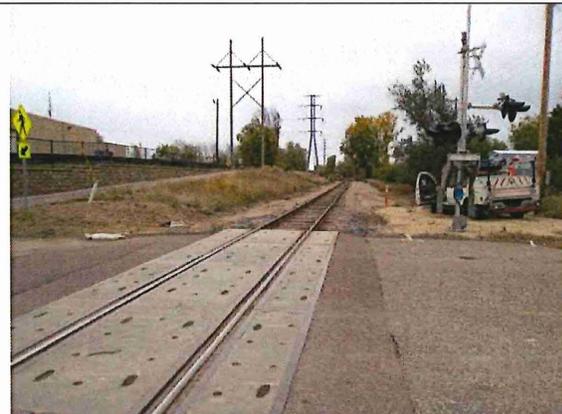
Grade crossing at Golden Valley Road, looking W



Grade crossing at Golden Valley Road, looking E



Track by Zane Avenue, looking W



Grade crossing at Zane Avenue, looking E

5.3.2 Historical Background

The Luce Line/Electric Short Line Railway was incorporated by William L. Luce and his son Erle D. Luce in 1908 with the intention of building a line between Minneapolis and Brookings, South Dakota. Construction began slowly in 1909, then in earnest in 1912, in downtown Minneapolis near the intersection of 7th Street North, 3rd Avenue North, and Holden Street. The tracks continued to the Luce Line Junction, west of the city limits and

south of Wirth Park in Golden Valley. Construction west of the Luce Line Junction reached Parker's Lake in Plymouth by January 1914, Stubb's Bay north of Lake Minnetonka by June 1914, Winsted by February 1915, and Hutchinson by February 1916, for a total of 55 miles. The line provided a way for passengers to travel between Golden Valley and Minneapolis, as well as points west. The line was also used for freight. The line was extended 18 miles west of Hutchinson to Cosmos in 1922 and reached another eight miles to Lake Lillian in 1923. Because of financial difficulties, the line was reorganized as the Minnesota Western railroad in 1924, then extended to Gluek in 1927. Because Minnesota Western lacked cash, it leased the line to the MN&S, which managed operations until the line was acquired by the Minneapolis and St. Louis (M&StL) in 1956 (Wiltberger et al 2003:5-23 – 5-28).

When the Luce Line was constructed in Golden Valley, it was on agricultural land. Part of the area adjacent to the line was identified as an "open development" zone when the Village of Golden Valley began to examine zoning in the late 1940s (Morell and Nichols 1950). (Fig. 4) Some areas south of the tracks between Wirth Park and Highway 100 were identified as commercial zones or community store zones. The area south of the tracks and west of the MN&S tracks was identified as a commercial zone, as was an area east of Boone Avenue. By the late 1950s, all of these parcels were zoned for industrial or commercial use, and other industrial parcels had been added (Morell and Nichols 1958). The Chicago Northwestern Railway acquired the line in 1960, and ended operations between Hutchinson and Gluek in 1967. In 1972, 104 miles of track from Parker's Lake to Gluek were formally abandoned (Olson 1976:524). The surviving 10 miles of trackage from Colfax Avenue in Minneapolis to Plymouth is now owned and operated by the Union Pacific as a freight transfer line.

5.3.3 Evaluation

In 2001 the Electric Short Line Railway/Luce Line was evaluated for National Register eligibility under Criterion A for its role as a transportation corridor in Minnesota. The study recommended that the section of the line from Colfax Avenue in Minneapolis to Cosmos was eligible for the National Register under Criterion A, "for its unique role as a short line railroad carrying passengers and freight to a largely agricultural market in central Minnesota" (Wiltberger et al 2003:5-29). The line included 10 miles of active railroad track and 63 miles of the Luce Line recreational trail. This recommendation was not sustained by the Minnesota State Historic Preservation Office.

Subsequently, registration requirements for significance were developed for railroad corridor historic districts as part of the *Railroads in Minnesota, 1862-1956* MPDF study (Schmidt et al 2007a). The Golden Valley segment of the Luce Line is now being evaluated under these requirements. At least one registration requirement for significance must be met to meet National Register Criterion A (Schmidt et al 2007a:194). The Luce Line corridor does not meet registration requirement number 1 because when it was built, beginning in 1909, it did not open to settlement a region of the state with no roads or navigable rivers.

The Luce Line corridor does not meet registration requirement number 3 because it was not an influential component of Minnesota's transportation network, and it did not make important early transportation connections. This was always a secondary line, and the region to the west of Minneapolis was well developed farmland by the early twentieth century.

The Luce Line corridor does not meet registration requirement number 4 because it did not provide a critical link between important railroad corridors that led to a significant expansion of operations. This line only served as an extension from the Minneapolis urban center and was never a link.

The most applicable registration requirement is number 2: "A railroad corridor historic district provided transportation between a significant class of resource or a significant manufacturing or commerce node and an important transfer point or terminal market for commodities, products, or services. Furthermore, the railroad corridor historic district either established a railroad connection that did not previously exist or served as the dominant transportation corridor, and establishment of the connection was followed by a significant expansion of an industrial, commercial, or agricultural practice" (Schmidt et al 2007a:195). When the line was constructed, it provided efficient freight service to an area of central Minnesota that fell between the big main lines. It served the farmers of central Minnesota in transporting their products to Minneapolis for sale and transfer for half a century (Wiltberger et al 2003:5-28). Despite this role, the Luce Line does not meet the level of significance specified in the registration requirement. It did not create new towns. It did not serve a particular resource market or manufacturing or commerce node, even though Minneapolis was an important transfer point. While the Luce Line established a railroad connection that did not previously exist, it was not followed by a significant expansion of an industrial, commercial, or agricultural practice. For these reasons, it is not recommended for National Register eligibility under Criterion A.

Under the registration requirements, historic railroad corridors are not eligible for the National Register under Criterion B or Criterion C (Schmidt et al 2007a:196).

Secondarily, the elements of the railroad corridor survive only in part. In the Golden Valley segment, these are the railroad roadway with its railroad bed, tracks, and ballast, along with grade crossings and one raised embankment over Bassett Creek. There are no railroad station structures or railroad yards. However, the railroad corridor west of Golden Valley and Plymouth lacks historic integrity. The design, consisting of the elements of the railroad roadway—railroad bed, fills or cuts, and ditches—have a compromised visual presence that does not convey their historic function. The materials in the form of the railroad tracks set on ballast have been removed and the railroad bed has been modified to create the recreational trail. The setting has been modified with the creation of the recreational trail, now in a largely secluded setting.

6.0 SUMMARY OF RECOMMENDATIONS

The City of Golden Valley is proposing to reconstruct Douglas Drive (CSAH 102) between Trunk Highway 55 (Olson Memorial Highway) and CSAH 70 (Medicine Lake Road). In compliance with Section 106 of the National Historic Preservation Act, Summit completed a study to identify whether any historic resources were present within the project APE. The project APE encompasses the project area, plus nearby properties for which there would be a visual change resulting from the project.

The Phase I survey identified 48 houses, two apartment building complexes, three office building complexes, one commercial structure, one industrial complex, one educational building, one religious building, two streets, and two railroad corridors. The industrial complex; the religious building; and one of the railroad corridors, were evaluated at the Phase II level. The Kingdom Hall of the Golden Valley Congregation of Jehovah's Witnesses is recommended as eligible for listing in the NRHP. None of the Phase I properties or the Honeywell Golden Valley Plant or the Luce Line railroad corridor is recommended as eligible for listing in the NRHP.

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APPENDIX A: LIST OF PROJECT PERSONNEL

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