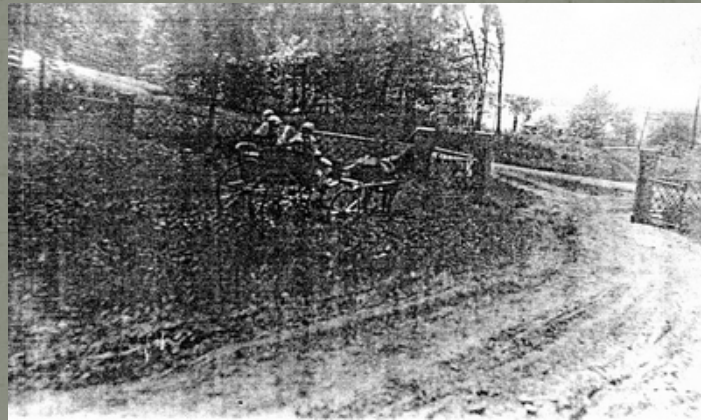


# Historical Significance of Bushaway Road: Findings & Recommendations



Bushaway Railroad Bridge, 1915



Horse & buggy entering Bushaway, 1915

Sept. 10, 2008 Presentation to Task Force for Reconstruction of Hwy 101



# Historical Significance & Bushaway Outline

- Intangible impacts overview (scenic, historic, cultural)
- Historical Findings
  - Irene Stemmer's summary of early history
  - Revelations from County maps
  - Photographs of historic houses
  - View from professional historians, Bob Frame, Mead & Hunt
- Threat of current County proposal
- Reconstruction can be viewed as opportunity to revisit history
- Recommendations for Bushaway reconstruction
- Recommendations for Bushaway Sesquicentennial (150 yrs)
- Overall recommendation on Bushaway: be proud, don't plunder



# Intangible impacts of reconstruction alternatives

- **Scenic features**
  - *Bushaway is known as the most beautiful road in Wayzata*
  - *Beauty of the heavily treed roadway*
  - *Quality of estate gates, fences, walls, homes*





# More Intangible impacts of reconstruction alternatives

- **Historical features**

- *Road*
- *Residences*
- *Historic District*

- **Cultural features**

- *Bushaway as a neighborhood or community should be encouraged*
- *Relatives of Bushaway pioneers should be encouraged to remain in area*

# Historical findings

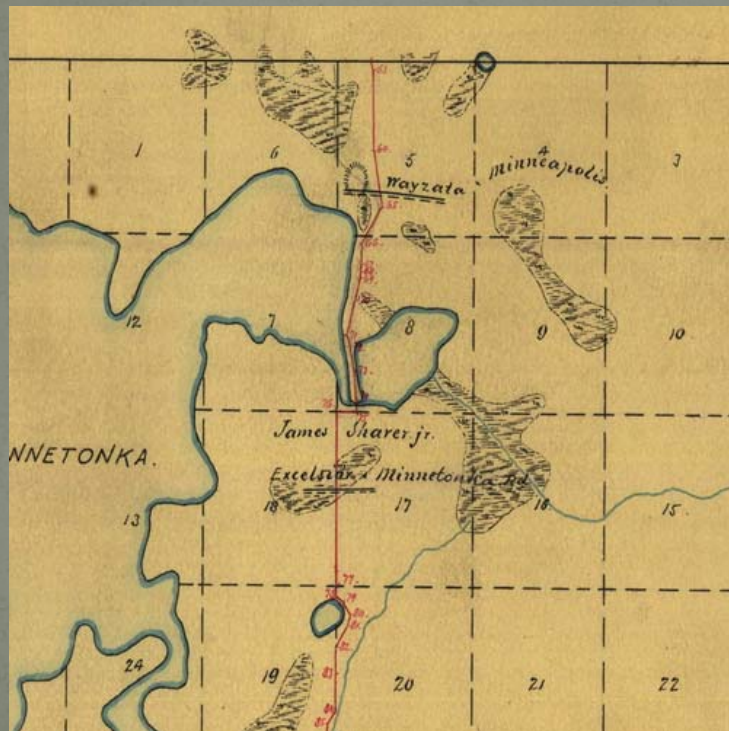
- **Brief summary of Irene Stemmer's report**
  - *Native American Trails*
  - *Trappers (cabin remains at 324 Bushaway)*
  - *Early landowning pioneers*
    - *Shaver*
    - *Carpenter*
  - *Later large, notable farms*
    - *Dodge*
    - *Decker*
  - *Early lakeside estates*
    - *Field, Sweatt, Brooks, Piper, etc.*
  - *Origins and significance of the road*
    - *Bushaway, the hub (with railroad depot) on the Dayton to Shakopee (Miss. River to Minn. River)*

Irene's preliminary draft report can be found under "historical subgroup" in the Bushaway website: <http://bushaway.wetpaint.com>

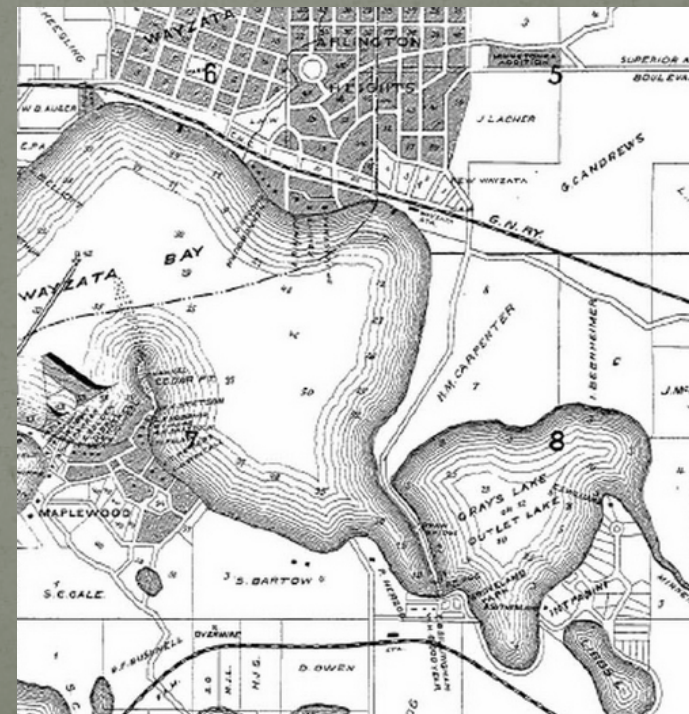


# Historical findings

- Revelations from early County maps
  - *Bushaway Rd (part of road from Dayton to Shakopee) was one of the first, if not the first road, road surveyed under the Minnesota State Legislature exactly 150 years ago.*



1858, First road survey (Shaver's era)



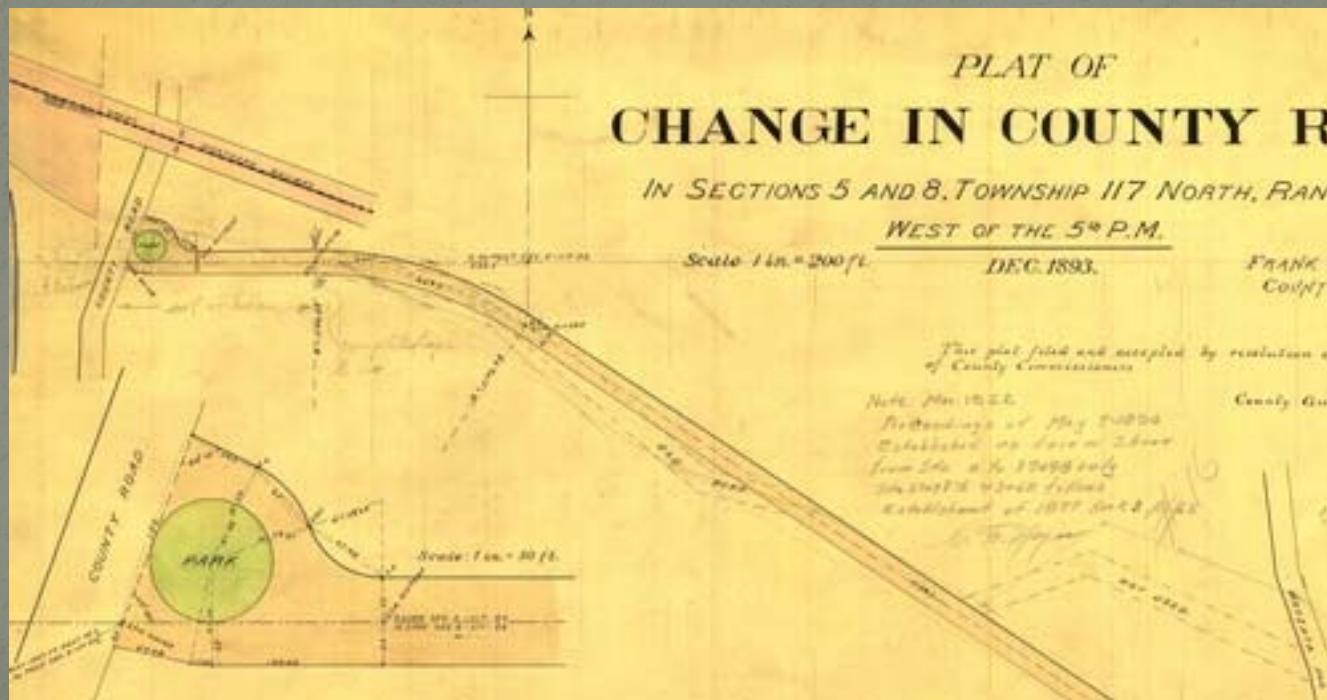
1896 Survey map (Carpenter's era)



# Historical findings

## Revelations from early County maps

- *Discovery of 92 ft circular City Park at McGinty's dead-end at Bushaway, from 1893 County Rd Map.*
- *Note new angle and location of railroad crossing.*





# Historical findings

- **Photographs: Historic House**
  - *1919 View of wall and bridge from Brooks estate during construction & house in 2008 (Stielow residence)*





# Historical findings

- **Photographs: Historical Houses**
  - *1918 Brooks Carriage house & house today on Stielow's*
  - *House could be threatened by planned roadway shoulder*
  - *Note traditional hand-placed rock walls on both sides of the old driveway*





# Historical findings

- Photographs
  - *Brooks caretakers house 1925 &*
  - *now 620 Bushaway (Morris')*





# Historical findings

- **Photographs**
  - *1918 Brooks servants house & house today on 581 Bushaway property (Mast's)*
  - *It is scheduled for demolition next month.*





# Historical findings

- *Historically designated house built by Piper in 1926:*
- *Zita Hawley residence, 555 Bushaway*
- *Perfect example of “lake cottage” architecture*





# Historical findings

- Photographs of houses with historical interest:
  - *House built in 1910 by H. C. Piper*
  - *Residence of Gregg Anderson at 421 Bushaway*





# Historical findings

- Photographs of houses with historical interest:
  - *Eide House built about 1930*
  - *321 Bushaway*





# Historical findings

- **Photographs**

- *Field estate; third house built by Fields, in 1937;*
- *Now Westlund residence at 324 Bushaway*
- *Half of front yard to be lost by possible roundabout*



Adjacent to house is this trappers cabin dating back to the 1700s.



# Historical findings

- Photographs of houses with historical interest:
  - *Yasmineh House built in 1928*
  - *271 Bushaway at corner with La Salle*





# Historical findings

- **Photographs of houses with historical interest:**
  - *Residence of Zev & Kristina Oman at 250 Bushaway*
  - *House built in 1952 by Hill Family (of Janney, Semple & Hill)*
  - *House is attached to original 1912 Decker estate service house, Purcell & Elmslie, architects (on right)*





# Historical findings

- Photographs of houses with historical interest:
  - *Residence of Jon Salveson at 218 Bushaway*
  - *House built to resemble old Dodge house of early 1900s*





# Historical findings

- Photographs of houses with historical interest:
  - *Residence of Robert Keith at 100 Bushaway*
  - *House built in 1936 or before on old Dodge farm*





# Historical findings

- *Additional Bushaway houses over 50 years old and potentially eligible for historical recognition:*
  - *121 Bushaway, built in 1935*
  - *217 Bushaway, built in 1946*
  - *433 Bushaway, built in 1930 (Nash/Berman house)*
  - *623 Bushaway, built in 1915 (Piper/Pflaum house)*
    - *Pflaum house is another good example of historic “lake cottage” architecture.*



# Historical findings

- **Locust Hills Estate horse barn (1940) and equipment building at 500 Bushaway are preserved and already determined to be eligible for National Register**





# Recent History of Attempts to Reconstruction Bushaway:

- *In the early 1980s, MN/DOT developed plans for a new causeway through lower Wayzata Bay, and another to fill 2-4 acres of Gray's Bay for park parking. The Wayzata City Council negotiated a plan for a much smaller amount of fill, and no change to the causeway.*
- *In the early 1980s, MN/DOT also developed several alternative plans for radically rebuilding the railroad bridge and the intersection of Bushaway with McGinty, including tunneling McGinty under Bushaway. The City Council accepted the plan for a "Bushaway BeBo," a tunnel underneath the tracks. The railroad opposed all these plans. The State threw up its hands and gave the road to the County.*
- *If history didn't repeat itself, this would be a really funny story.*



# Historical findings

- **Methods of report by Bob Frame, Mead & Hunt**
  - *Using 3 main eligibility criteria of the National Registry*
    - *Association with events/activities contributing to historical trends*
    - *Association with historically important people*
    - *Representative of distinctive period, type of construction, artistic character, or architecture*
  - *Preliminary evaluation of the extent to which Bushaway might meet these criteria as*
    - *A road corridor*
    - *Residential properties*
    - *Historic district*



## Conclusions of report by Bob Frame, Mead & Hunt

BUSHAWAY	Events/Activities	People	Architecture
Road	Very significant role played in State transportation system and in facilitating the development around Lake Minnetonka		Because alignment of road changed in late 1800s, it probably does not have original elements. (Few roads qualify because roadway materials change.)
Houses/ Properties	Many associated with important lakefront residential development trends. Several associated with farm development		Architecture representative of Period Revival and high-style architectural styles used in lakeshore cottages and estates.
District	Several properties played significant role in agriculture and lakeside estates may have shaped residential development trends.	Area associated with Henry Carpenter, who platted much of the land.	Significance architecture as a collection of lakeshore estates.



## Conclusions of report by Bob Frame, Mead & Hunt

BUSHAWAY	Overall Conclusions
Road	Very significant role played in early State transportation, but not likely to be meet eligibility criteria.
Houses/ Properties	A number of residences almost certainly would meet eligibility standards of National Register if additional historical work done.
District	District played significant role in lake related development and important estates remain. Might well meet eligibility for National Register if additional historical work done.



# Threat of the current County proposal

Loss of historic gates  
and fences

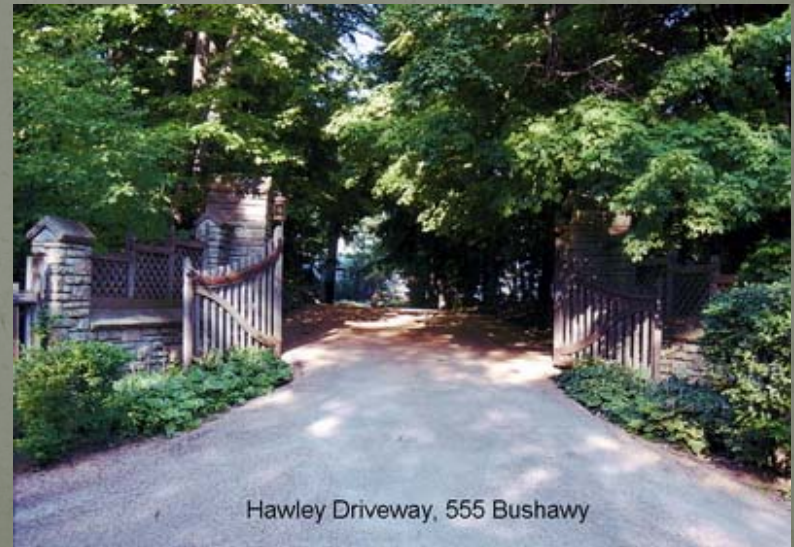
*All would go under the  
Proposed County plan*



Field/Westlund fence



Brooks/Stielow gate



Hawley Driveway, 555 Bushaw

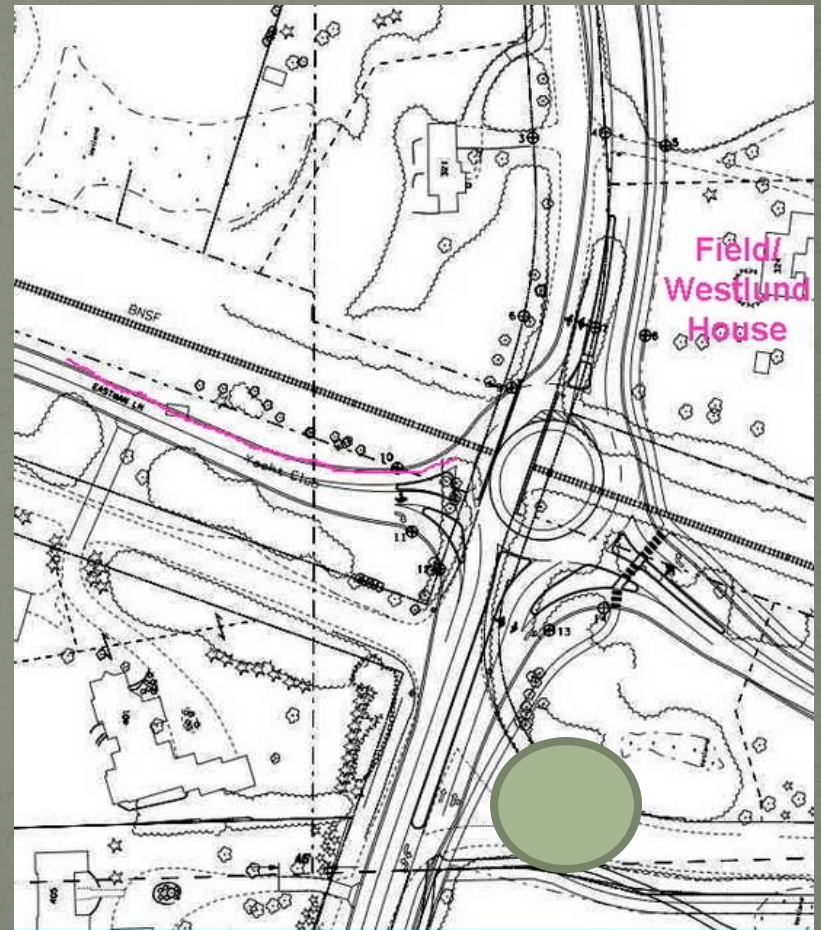


# Threat of the current County proposal

- Loss of potential for railroad bridge reconstruction with historic character
- Loss of historic character of roadway and neighborhood



Field Meeting with Country





# Threat of the current County proposal

- Loss of thousands of trees with scenic and environmental importance



Greg Brown, URS standing under one of the Locust Hills Willow trees his plan would remove



# Reconstruction could be viewed as opportunity to restore historical richness of railroad bridge as well as Bushaway roadway

- **Bridge redesign**
- **Encouraging residents**
  - *to preserve historic buildings*
  - *build fences and gates with historic hand-placed stone wall designs*
- **Addition of a walkway (shoulder or narrow trail) so that**
  - *Bushaway residents can visit neighbors*
  - *Wayzata residents can enjoy Bushaway's beauty*
- **Placing utilities underground so that trees are not damaged for power lines**
- **Taking these steps plus getting historical recognition for Bushaway would implement Wayzata Comprehensive Plan**
  - *To preserve environments, and*
  - *To strengthen community*



# Recommendations for Bushaway reconstruction

- See Bushaway Neighborhood Vision Statement
- It is critical to retain 2-lane, traditional roadway without
  - *3<sup>rd</sup> lane*
  - *8" high concrete curbing*
  - *8 ft shoulders*
  - *10 ft boulevards*
  - *8 ft asphalt trail (alternative walkway feasible)*
- Intersection should be retained in present location
- If necessary, the railroad bridge should be reconstructed in current location but with historic character and minuscule intrusion on local properties.
  - *Raising the bridge (3 ft as proposed) should be avoided, if at all possible, because of the high retaining walls needed to support the entrances.*
- A temporary moratorium (by City Council) against cutting down trees adjacent to Bushaway is needed because during periods of reconstruction planning, trees may be cut down without proper authorization.



# **Final Recommendation to Wayzata: A Bushaway Sesquicentennial**

- This is the 150<sup>th</sup> year (Sesquicentennial) of Bushaway as a road officially designated by the 1<sup>st</sup> State Legislature.
- The State is also celebrating Minnesota's 150<sup>th</sup> birthday.
- It is not too late to gain a lot of publicity and interest in Wayzata by celebrating the Sesquicentennial of Wayzata's road, Bushaway.
- The City should work with the Wayzata Historical Society and the Bushaway Community in this effort.
- After December it will be too late.



# We Recommend on Bushaway: Be Proud, Don't Plunder

BUSHAWAY	Overall Recommendations
Road	Minimize the scenic, historical, cultural, and environment damage possible from radical reconstruction
Houses/ Properties	Encourage and assist residents: To apply for National Register status. To preserve historic & environmental features
District	Encourage City of Wayzata To insist on minimal changes to historic road To start process of National Register application To celebrate Bushaway's 150 <sup>th</sup> birthday