

CITY OF WAYZATA



PLANNING DEPARTMENT

MEMORANDUM

To: City Council Members
From: Bryan Gadow, City Planner
Date: September 29, 2014
Re: Grant Application and National Register of Historic Places Nomination for Section Foreman's House

In March of 2010, the City Council approved a resolution (Resolution 08-2010, attached) of support for a grant application with the Minnesota Arts and Cultural Heritage Fund Legacy Grant for a historical context study of the Wayzata Section Foreman's House (the "House"), collaboratively with the Wayzata Historical Society (WHS). The purpose of the historical context study was to begin the process of preparing background information for a potential state-level National Register of Historic Places nomination for the House with the Minnesota Historic Preservation Office (SHPO), and to better understand the feasibility of restoring the House.

Staff and WHS completed the application in 2010, and were successful in receiving \$7,000 in grant funds to complete a Historic Context Study on the House by the Hess, Roise and Company (copy of the Study attached). Staff and WHS requested a preliminary evaluation of the eligibility of the House for placement of the National Register, and the Minnesota Historical Society replied with some additional items that needed further research on the history of the structure and the past alterations to the House.

The next step in the process is to conduct a Historic Assessment Report/Reuse Study to physically evaluate the building to determine its current condition and what options may be available for its future reuse. The reuse of the House was included as a key element of the City's Lake Effect planning discussions over the past two years. To this end, WHS applied for and received a \$10,000 grant from the Burlington Northern Santa Fe (BNSF) Railway Foundation to offset the cost of the Historic Structures Report/Reuse Study (copy of grant award letter attached). WHS has received a proposal from Charles Libby of Miller Dunwiddie to complete the Historic Structures Report/Reuse Study for a not to exceed number of \$10,000 (copy of proposal attached). Mr. Libby is familiar with the structure and has provided guidance to WHS on the historic structures report process.

WHS and Staff are requesting City Council approval to utilize the received grant uses to complete a Historic Structures Report/Reuse Study with Miller Dunwiddie.

Furthermore, the City Council should also continue discussion on a public policy level on whether to direct Staff to continue with the state-level National Register of Historic Places nomination after the completion of the Historic Structures Report/Reuse Study. As a point of comparison, the City's Historic Depot was placed on the state-level National Register of Historic Places in 1981.

A summary of the National Register of Historic Places is below:

Intro

- National Park Service administers the National Register of Historic Places.
- National Register is the official federal list of districts, sites, building, structures, and objects significant in American history, architecture, archeology, engineering, and culture.¹
- Properties on list have significance to a community, state, or the nation.
- Examples range from National (Gettysburg), State (Fort Snelling), Local (Wayzata Depot)

Benefits

- Eligibility for certain tax provisions and federal and state grant opportunities, when funds are available.

Restrictions

- No federal restrictions if no federal monies attached to property (i.e. private property owners could make any changes to the property).
- However, if property is also placed on the state register, then Minnesota State Historic Preservation Office (SHPO) may have other restrictions on what changes can be done to the property.
- For example, the rules of the Minnesota Environmental Quality Board (EQB) require preparation of an Environmental Assessment Worksheet (EAW) by the responsible unit of government (in this case the City of Wayzata) for any proposed demolition or the moving of a property that is listed on the National Register.^{2,3}

Other Considerations⁴

- Properties are removed from the National Register only if they lose the qualities they had at the time of listing.
- Properties are automatically removed from the Register if they have been moved.
- Properties on the National Register are not exempt from state and local building codes, but may receive special consideration under State Building Code at discretion of the local building official.
- If a National Register building is open to the public, the Americans with Disabilities Act (ADA) calls for the building to meet basic levels of accessibility for people with disabilities. While the law requires the removal of certain barriers, it does have special provisions for historic structures where changes would destroy a building's significant historic features.

Attachments:

- BNSF Grant Award Letter
- Miller Dunwidde Historic Proposal for Historic Assessment Services
- Resolution 08-2010
- Hess, Roise and Company Historic Context Study
- Lake Effect Framework – Section Foreman's House Related Pages

¹ National Park Service. 2010. *Frequently Asked Questions*. Accessed at: <http://www.nps.gov/nr/faq.htm#restrictions>.

² Minnesota State Historic Preservation Office. 2010. The National Register of Historic Places Program.
Accessed at: <http://www.mnhs.org/shpo/nrhp/program.htm>.

³ Minnesota Office of the Revisor of Statutes. 2010. *4410.4300 Mandatory EAW Categories*.

Accessed at: <https://www.revisor.mn.gov/data/revisor/rule/current/4410/4410.4300.pdf>

⁴ Minnesota State Historic Preservation Office. 2010. *Frequently Asked Question*.

Accessed at: <http://www.mnhs.org/shpo/nrhp/faq.htm>



Zak A. Andersen
President

BNSF Railway Foundation
P.O. Box 961057
Fort Worth, TX 76161-0057
2850 Lou Menk Dr.
Fort Worth, TX 76131-2830
817-867-6407
817-352-7924 fax
Zak.andersen@bnsf.com

May 27, 2014

Ms Bernadette Klein
Project Manager
Wayzata Historical Society
402 East Lake Street
Wayzata, MN 55391

Dear Ms Klein:

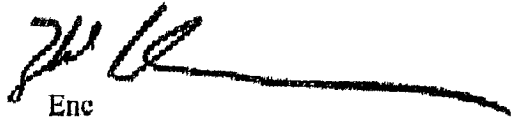
It is a pleasure to enclose BNSF Railway Foundation's **\$10,000.00** contribution towards the Wayzata Great Northern Section Foreman House Historic Structures Report/Reuse Study. By endorsing and depositing this check, you warrant that there has been no change in your I.R.S. tax classification as an organization described in Internal Revenue Service Code section 501(c)(3). If you would like to publicize this grant, please feel free to do so.

The BNSF Foundation does not accept perquisites in exchange for its charitable giving. Therefore, kindly donate any tickets or other benefits to which the Foundation may be entitled to an eligible 501(c)3 public charity. No tickets may be given to BNSF employees or their families.

It is important for our Foundation to be informed about the success of our investments in our communities. Therefore, we ask that you send a Final Report one year from today's date or at the project end date, whichever comes first, containing the amount of the grant, a brief description of the project or program, and how the Foundation's funds have impacted your constituents and the community at large. You may include photos with your report. Final Reports may be sent via electronic mail to deanna.dugas@bnsf.com, or through postal service to the Foundation's address above. If you would like to reapply for future consideration, we ask that organizations refrain from applying more than once per year.

If you have any questions, you may contact Deanna Dugas, Manager BNSF Railway Foundation, at deanna.dugas@bnsf.com or (817) 867-6458. We extend our best wishes for your continued success and look forward to hearing about your accomplishments during the year. It is a pleasure to be among your current supporters.

Sincerely,



Enc

u

August 22, 2014

Ms. Heidi Nelson
City Manager
City of Wayzata
600 Rice Street East
Wayzata, MN 55391

**RE: Wayzata Great Northern Railroad Section House Historic Assessment Services
MDA #P2010-011**

Dear Ms. Nelson:

It has been a pleasure over the last few years talking with you and others at the City of Wayzata (City) and the Wayzata Historical Society (WHS) about the potential for reuse of the Great Northern Railroad Section House that is owned by the City on the waterfront in downtown Wayzata. It is exciting that the BNSF Foundation has awarded a \$10,000 grant to WHS to help fund a study of the building's condition and adaptability for reuse.

We first sent a proposal to WHS in February 2010 that included three tasks to determine the reuse potential of the building. The tasks were:

- TASK 1: Preliminary Research to determine if the building is eligible for the National Register of Historic Places
- TASK 2: Preparing a National Register Nomination form
- TASK 3: Preparing a Historic Structures Report (HSR) or similar

Task 1 was completed in 2010 by historical consultants, Hess Roise (HR), through Legacy Grant funding from the MHS. The determination of eligibility was contingent upon further investigation of the building to determine what parts are original and historic and what is of more recent construction, not historic, and should be removed. Because an HSR or similar report would be able to provide that type of information, it made sense to adjust the order of the tasks and do the report as Task 2. That led to the BNSF Grant application, which sought \$45,000 to help fund the HSR. \$10,000 was awarded.

The \$10,000 grant won't be able to fund a full HSR, but there has been a lot of additional work and study completed by the City since the grant was applied for, particularly with the Lake Effect Study. Other tasks originally identified as part of the HSR can be delayed to future phases. This letter is our proposal to fine tune the scope and services to match the grant amount and still yield the information needed to assist the City and WHS in determining how to best reuse the Section House.

TASK 2: HISTORIC ASSESSMENT REPORT / REUSE STUDY

MDA will prepare a study of a scope consistent with the size and type of the building, its potential reuse, and within the amount covered by the BNSF grant. The services will consist of the following:

- A. MDA will measure the building's interior and exterior and produce a set of computer-based drawings consisting of plans and elevations depicting the existing conditions.
- B. MDA will evaluate the physical condition of the building and document the condition of its features, materials, and spaces. We would like to be able to perform some destructive evaluation – for example opening up walls, ceilings, or other parts of the structure – to try to determine the history of the house's construction. We assume City employees will supply the necessary skills to assist us in that task.
- C. MDA will look for signs of structural issues, but we will not engage a structural engineer at this time to perform an in-depth inspection. We will note any conditions that cause concern and warrant further study later. However, if we see something that we feel has the potential to affect the structural stability of the building and/or threaten the safety of people as they access the building, we will call it to the immediate attention of the City for possible engagement of a structural engineer at that time.

- D. MDA will compare the historic information gathered, digital photographs taken, Lake Effect findings, and existing conditions encountered with previous historical information gathered by HR.
- E. MDA will meet with WHS and City representatives to discuss our findings and, based on those findings, brainstorm ideas as to what the Section House could be used for.
- F. Based on the site assessment and brainstorming meeting, MDA will prepare concept drawings that illustrate how the Section House could be used for the determined reuse(s). The drawings will explore what portions of the building might be removed, how the building can be made accessible, how an accessible restroom can be accommodated, how many people might be able to be accommodated for various uses, whether it should be moved, etc. The design concepts will be presented in plans, elevations, and/or 3D renderings.
- G. The MDA team will prepare a draft report of our findings and will submit it to the City and WHS for review and comment.
- H. Based on the comments received, we will revise the draft and produce the final report. We will provide five paper copies of the report as well as an electronic copy.
- I. During the course of preparing the report we will attend the following meetings or site visits:
 - 1. Site visit with City staff to do on-site verification, documentation, and destructive investigation. This may be one or two days.
 - 2. A meeting with City and WHS representatives to review findings and discuss reuse alternatives.
 - 3. A meeting with City and WHS representatives to present the draft report.
 - 4. Presentation of the report a public meeting.

TASK 2: FEES

We will provide the above outlined services for a Fixed Fee of \$10,000.

TASK 2: ADDITIONAL SERVICES

We will provide Additional Services on a Time and Materials Basis or another fee basis mutually agreed upon at the time the need for Additional Services is identified. Some potential Additional Services could include:

- A. Civil, structural, mechanical, electrical, or other engineering services.
- B. Landscape Architecture services.
- C. More than two meetings with City staff (besides on-site documentation).
- D. More than one presentation of the report at a public meeting.
- E. Preparation of the final Grant report to BNSF. (It is assumed this will be done by WHS.)
- F. Hiring of a contractor to provide destructive access to portions of the building if City staff is not available to do so.

TASK 3: NATIONAL REGISTER NOMINATION

The report will help to determine if nominating the building to the National Register is desirable. A separate fee for doing so can be requested at that time.

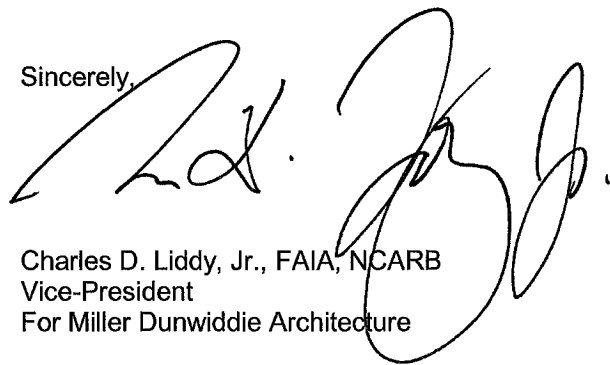
SCHEDULE

Task 2 could take approximately two months, depending on the timing of meetings, etc. This fall would be a good time to do the on-site documentation. Because of the heavy vegetation around the building, after the leaves are off the trees but before the snow starts falling, we would be able to better access the exterior and photographically document it.

I hope that this proposal is acceptable to you. As we discussed on the phone, I have tentatively scheduled a meeting at the City Council workshop on September 16th to present this proposal and answer any questions. In the meantime, if you have any questions, please contact me.

For your information in evaluating our credentials, please visit our website at www.millerdunwiddie.com. If you need paper copies of a brochure highlighting Miller Dunwiddie's experience in preservation projects, please let me know.

Sincerely,



Charles D. Liddy, Jr., FAIA, NCARB
Vice-President
For Miller Dunwiddie Architecture

Accepted for the City of Wayzata

By:

Date

Accepted for the Wayzata Historical Society

By:

Date:

Copy: Mark Miller, MDA

CITY OF WAYZATA

RESOLUTION NO. 08-2010

**A RESOLUTION OF SUPPORT FOR A GRANT APPLICATION OF A HISTORICAL
CONTEXT STUDY OF THE WAYZATA SECTION FOREMAN'S HOUSE.**

WHEREAS, the Section Foreman's House (also known as the Roadmaster's Cottage) located at 738 Lake Street was built in 1914 by the Great Northern Railroad, and was purchased by the City in 1988; and

WHEREAS, the Section Foreman's House is believed to be one of the last of its kind in Minnesota; and

WHEREAS, the Section Foreman's House is historically significant to the City of Wayzata, because of the importance of the railroad in development of the community and the nation; and

WHEREAS, the Wayzata Heritage Preservation Board and the Wayzata Historical Society have identified the Minnesota Arts and Cultural Heritage Fund Legacy Grant as a potential funding source for a historical context study of the Section Foreman's House; and

WHEREAS, both the City of Wayzata and private parties have at various times initiated discussions regarding the restoration and utilization of the Section Foreman's House as a destination for residents and visitors; and

WHEREAS, the Wayzata City Council has expressed interest in further understanding the historical context of the Section Foreman's House and the feasibility of restoring the structure.

NOW, THEREFORE, BE IT RESOLVED, that the Wayzata City Council supports the Wayzata Historical Society in preparing and submitting an application for a Minnesota Arts and Cultural Heritage Fund Legacy Grant.

BE IT FURTHER RESOLVED, that if the Wayzata Historical Society is successful in receiving grant funding for a Historic Structures Report on the Section Foreman's House, they will present the report findings to the Heritage Preservation Board and the City Council.

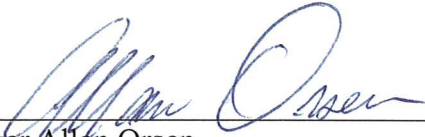
BE IT FINALLY RESOLVED, that after the completion of the Historic Structures Report, the Heritage Preservation Board, the Planning Commission, and the City Council will submit an application for the Section Foreman's House for inclusion in the National Register of Historic Places or other state or local historic designations, in accordance with the historic preservation process outlined in Section 801.11 of the Wayzata Zoning Ordinance.

Adopted by the Wayzata City Council this 2nd day of March, 2010.



Mayor Kenneth Willcox

ATTEST:



City Manager Allan Orsen

ACTION ON THIS RESOLUTION:

Motion for adoption: Amdal

Seconded by: Mullin

Voted in favor of Amdal, Bader, Mullin, Tanner, Willcox

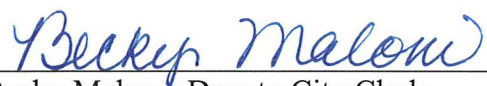
Voted against: None

Abstained: None

Absent: None

Resolution Adopted.

I hereby certify that the foregoing is a true and correct copy of a resolution adopted by the City Council of the City of Wayzata, Minnesota, at a duly authorized meeting held on March 2nd, 2010.



Becky Malone, Deputy City Clerk

SEAL



**GREAT NORTHERN SECTION HOUSE
738 EAST LAKE STREET, WAYZATA:
A NATIONAL REGISTER ASSESSMENT
(MHS GRANT #3989L-11-HE)**

PREPARED FOR
WAYZATA HISTORICAL SOCIETY
402 EAST LAKE STREET
WAYZATA, MINNESOTA 55391

PREPARED BY
CHARLENE ROISE
HESS, ROISE AND COMPANY
THE FOSTER HOUSE
100 NORTH FIRST STREET
MINNEAPOLIS, MINNESOTA 55401

JUNE 2011

INTRODUCTION

The house at 738 East Lake Street is located in downtown Wayzata, on a narrow strip of land between Lake Minnetonka and a single railroad track. It is hidden from view from Lake Street, one of Wayzata's main commercial corridors, by buildings along that street and by trees and other vegetation along the tracks. The property is accessed by a lane at the southeast corner of a public parking lot between the street and the lake. The lane goes south across the tracks, then turns southeast along the shore, passing a modern storage building and a small dock. The lane ends on the south side of the residence.¹ Land east of the house has been excavated for a storm water management pond. A few blocks to the west is the Great Northern Depot at 402 East Lake Street. The depot was erected in 1904-1905 and listed in the National Register in 1981 under Criterion C for its architectural significance and under Criterion A for its historic role in serving commuter and resort traffic.

Bryan Gadow, a planner in the Wayzata Planning Department, prepared a draft National Register nomination in 2007. Two architecture students from the University of Minnesota, Tyler Wilfahrt and Shari Hemmingsen, conducted research and drafted a National Register nomination for 738 East Lake Street in 2009. In March 2010, Gadow sent both studies to Susan Roth, the Minnesota State Historic Preservation Office National Register historian, asking for comments on the draft nomination forms. Roth sent a letter in response on July 15, 2010, raising a number of questions about the history of the building's construction and its current condition. To address this request for more information, the Wayzata Historical Society obtained a \$7,000 grant from the Arts and Cultural Heritage Fund through the Minnesota Historical Society and hired Hess, Roise and Company to prepare a preliminary National Register assessment. Bernie Klein oversaw the project for the Wayzata Historical Society. Hess Roise historian Charlene Roise served as project manager and principal author of this report with assistance from researcher Penny Petersen.

This project has been made possible by the Arts and Cultural Heritage Fund through the vote of Minnesotans on November 4, 2008. Administered by the Minnesota Historical Society.

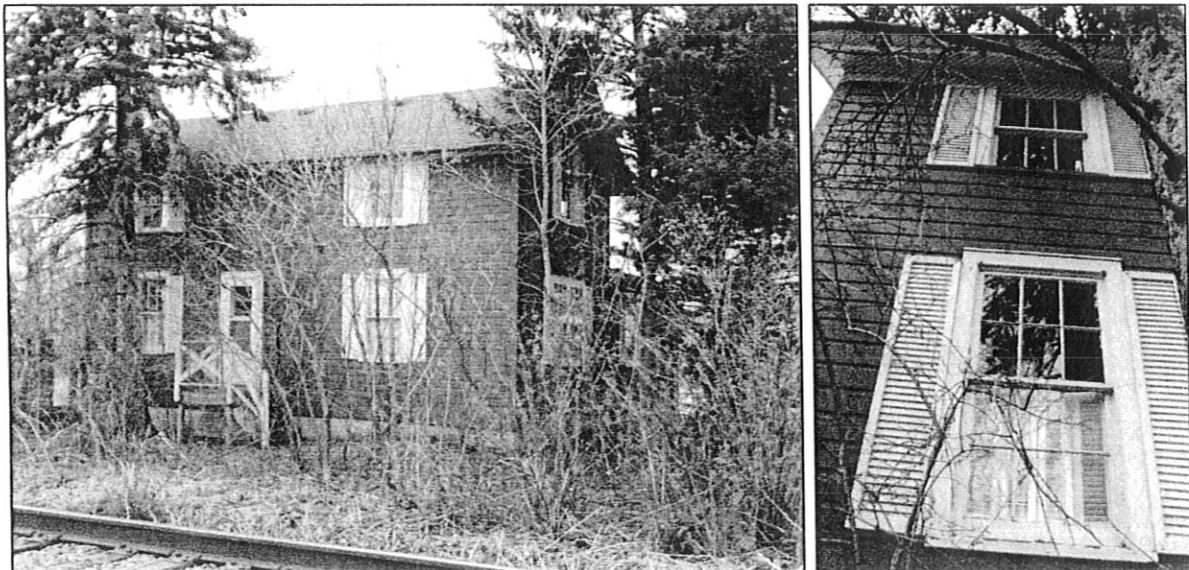
¹ Although the alignment of the residence is slightly off of cardinal directions, to simplify the following discussion, the side facing the lake will be assumed to be south with the other sides corresponding to this alignment.

DESCRIPTION

The house originally faced the railroad tracks to the north. Additions have reoriented it 180 degrees to front on Lake Minnetonka. The original section, measuring about 32 feet wide by 16 feet deep, rises one-and-one-half stories and has a side gable roof. With two single-story extensions to the south, the depth is now about 36 feet. The building, including the additions, are covered with clapboard. The north facade has an off-center door, creating a slightly asymmetrical facade. One window is centered in each of the walls that flank the door. Small second-floor windows are directly above the first-floor windows. The west facade of the original building has paired nonhistoric windows on the first floor and a single window on the second floor. The east facade has a window centered on each floor and a door on the south end, which is approached by steps from the south. A small window is beneath the projecting eaves on the east end of the south side. Some of the windows appear to be original; many have newer shutters.

A porch with paired windows and a doorway is tucked into the southeast corner of the addition section. A band of casements is to the west. The east wall has two windows, and paired windows are on the west wall.

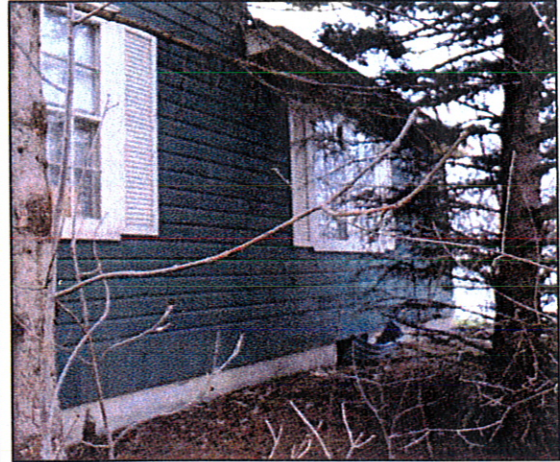
On the interior, a stair divides the first floor of the original section into two rooms, an arrangement repeated on the second floor. A hallway runs east-west to the exterior door in the east wall. The addition section is divided into several rooms. While the interior of the original section has been extensively remodeled, including the insertion of a modern kitchen in the northwest room, some doors, windows, and trim seem to be original. A more detailed physical investigation will be needed to identify original features. The basement contained a large amount of water during a May 2011 site visit and was difficult to examine as a result.



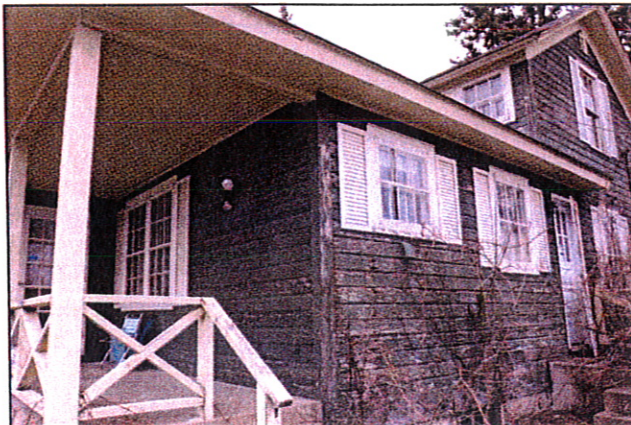
Front (north) facade, and detail of west end of front facade.



East and south sides of original section (right) and addition (below).



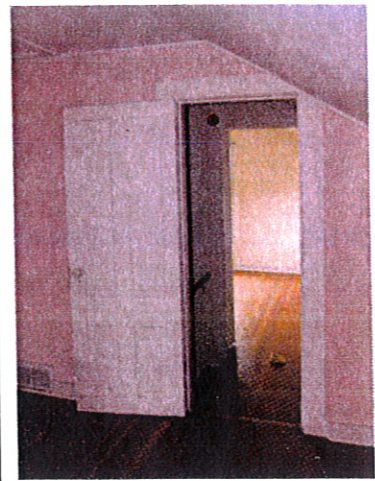
West side of original section (left) and addition (above).





Above: The section house in its setting, with views to the northwest (left) and southwest (right).

Below: The interior of the original section. The top photographs show the west (left) and east (right) rooms on the first floor. The lower photographs are of the second-floor bedrooms.



HISTORICAL CONTEXT

The Depot War

The original site of Wayzata was platted in 1854. While its founders attempted to make it a local trade center, a financial panic in 1857 thwarted these ambitions. The community was revived in 1867 when the main line of the Saint Paul and Pacific Railroad Company linked it to Minneapolis some twenty-five miles to the east. This soon brought a new form of economic vitality: tourism. Wayzata, blessed with a beautiful setting on Lake Minnetonka, was one of the lakeshore communities that benefitted from an influx of seasonal visitors by the late nineteenth century.²

The Saint Paul and Pacific was acquired by the Saint Paul, Minneapolis and Manitoba Railway in 1879. The operations of that company were transferred to the Great Northern Railway Company in 1890. Wayzata was part of the company's Willmar Division, which extended west from Saint Louis Park. These communities were fortunate in being in the orbit of the Great Northern, which was under the guiding force of James J. Hill, the "Empire Builder." Hill's vision for the railroad's future extended to the Pacific Ocean, and his work to expand the railroad was relentless. The Pacific link was completed in 1893.³

Although Wayzata was beholden to the railroad for its growth, the citizens did not always appreciate the noise, soot, and hazard associated with train traffic. In 1883, Wayzata passed an ordinance requiring the railroad to move the tracks. When the community tried to enforce it several years later, the case ended up in court. In retaliation for the affront, Hill razed the centrally located Broadway Depot. He built two smaller depots at Holdridge (near today's Bushaway Road/County Road 101) and Ferndale, less convenient locations on the outskirts of town.⁴

The impasse remained until the city council passed a reconciliation ordinance in 1905. It had the desired effect. Hill attended the dedication of a handsome new depot that was erected downtown in the following year. It was officially known in the railroad's records as Station No. A24. While the combination depot accommodated passengers and freight for decades, the arrival of the Twin City Rapid Transit Company's streetcar line in 1914 diverted many commuters and tourists away from the railroad. Cars and trucks were even tougher competition. This ultimately led to the discontinuation of passenger service to Wayzata in 1958 and the transfer of the depot property to the city in 1972.⁵

² Richard Prosser, *Rails to the North Star: A Minnesota Railroad Atlas* (Minneapolis and London: University of Minnesota Press, 2007), 135, 160; Ralph Hidy, Muriel Hidy, Roy Scott, and Don Hofsommer, *The Great Northern Railway: A History* (Minneapolis and London: University of Minnesota Press, 1988), 72-73.

³ Hidy et al, *Great Northern Railway*, 72-73, 85.

⁴ Robert Vogel, "Historical and Architectural Resources of Wayzata, Minnesota," July 2003, Appendix J, page 13, prepared for the Heritage Preservation Board, Wayzata Historical Society; *History of Wayzata, 1854-2004* (Wayzata: Wayzata Historical Society and City of Wayzata 150 Year Celebration Committee, 2004), 19-20.

⁵ Vogel, "Historical and Architectural Resources," Appendix J, page 13; *History of Wayzata, 1854-2004*. Data on many of the company's authorizations for expenditures (AFE) are included in a joint archive website maintained by the Great Northern Railway Historical Society and the Northern Pacific Railway Historical Association (http://www.gn-npjjointarchive.org/Lists/AFE_List/), hereafter cited as GNRHS/NPRHA Archives. The original

Railroad Operations in Wayzata

Railroad operations required a large staff and a variety of buildings and other facilities. A sense of the scale of the latter is provided by Great Northern records of construction and maintenance associated with Wayzata in the early twentieth century. In 1901, a storage house for hand cars was relocated to Saint Anthony Park. In the following year, the railroad moved a privy from Ferndale to Wayzata and erected a 16-foot by 32-foot section house with a 14-foot by 16-foot kitchen. The budget for the house was \$775. This is apparently the building at 738 East Lake Street. On May 17, 1902, the *Minneapolis Journal* reported that “the Great Northern railway is building a house at Wayzata.”⁶

The return of the depot to Wayzata a few years later also entailed removing the old stations and erecting a 16-foot by 150-foot dock just east of the new depot. The building was connected to the city water supply and a well was retired. During the same period, the railroad installed a 400-gallon steel tank with a brick structure, as well as a 50,000-gallon wood water tank on a 30-foot-tall wood tower with a 12-foot by 14-foot pump house. (Sanborn maps and a photograph in the collections of the Wayzata Historical Society indicate that the wood water tower was near the section house.) In 1907, a coal shed was relocated, and in 1910 the railroad built an 8-foot by 15-foot wood septic tank and a 16-foot by 32-foot freight depot. A “box car body bunkhouse” was placed in the vicinity in 1912, presumably to house maintenance crews. (This structure was sold to a private party in 1933 after being condemned.) Railroad property also included a signal maintainer’s building.⁷

In addition, major and minor adjustments were made to the track over time. The railroad installed a crossover for the main line between Wayzata and Ferndale in 1904, for example, and removed a 202-foot-long main-line crossover from the Peoples Ice Company the next year. Track had to be relocated when the depot was erected in 1905, and a new 1,120-foot side track accompanied the freight depot in 1910.⁸

The pedestrian dock, car body repair shop, and tool house were “retired” in 1943, signifying a major change in the railroad’s operations in Wayzata.⁹

Maintenance of Way

Given their extensive holdings and nonstop operation in all seasons, railroad facilities were costly to maintain. According to an early twentieth-century source, “experience shows that over 23 per cent of all the expense of operating the road is required for maintaining the track, bridges, culverts, buildings, fences, gates and crossings, and over 15 per cent for maintaining the

source for this information is the Great Northern Railway Company Archives at the Minnesota Historical Society. Box 133-F-11-8-F contains index cards for AFEs at the Wayzata station from 1917 to 1974; these are cited as Index Cards, GNRCA-MHS. An entry on a card dated November 1, 1972, documents the transfer of the depot: “Retire and donate in place depot facilities to the City of Wayzata, relocate telephone.”

⁶ This information is from entries in the GNRHS/NPRHA Archives and the *Minneapolis Journal*, May 17, 1902.

⁷ GNRHS/NPRHA Archives; Index Cards, GNRCA-MHS.

⁸ GNRHS/NPRHA Archives.

⁹ Index Cards, GNRCA-MHS.

equipment in good order so that operations may be continued with economy and safety.” It added: “The problem of maintenance of track is constantly becoming more and more difficult by reason of the increased weight of rolling stock and the heavier loads hauled.”¹⁰ Indeed, tracks were one of the most critical components of the system, requiring day-to-day maintenance and repair. Despite the best diligence, emergencies were inevitable, and personnel had to be available twenty-four hours a day, seven days a week, to address any problems that came up.

A book published in 1915 explained: “The territory covered by a railway is divided into districts or divisions each of which is further subdivided and each subdivision placed in charge of a roadmaster or supervisor of track. Each subdivision is in turn subdivided into sections. The section-foreman is in charge of the section and is assigned a force of men varying in number according to the location and length of the section, density of traffic, equipment of track, season of the year, etc.”¹¹

The person directly responsible for keeping the track in good operating condition was the section foreman. This position was the highest some men attained, while others used it as a stepping stone to other management jobs. A 1901 text noted that fieldwork provided critical training for young engineers, who are placed “in section gangs where they can learn the practical work and are then advanced to section foremen, supervisors of several gangs of section men, and then to roadmasters.”¹²

Sections were a very small unit in a vast railway system. “On our more important lines,” a 1901 book reported, “a section of single track should not exceed six miles, and section-houses should be placed as near a telegraph office or station as possible.” Double-track sections were shorter, around four miles in length. (Separate bridge crews had special equipment and training and covered a larger territory.) “The foreman should have the care of track and property of the company on his section, and should be held accountable for their proper care and maintenance.” They used handcars to inspect all of the tracks within their purview, usually twice a week. The size of a section gang related to the scale and use of the track: “On roads having a large traffic, each section gang should consist of a foreman and one and one-half men per mile of double track, with an additional allowance of one man for every two miles of sidings. On single track each gang should consist of a foreman and one man per mile of track, with an additional allowance of one man for every two miles of sidings.” Maintenance work required specialized equipment, so “each section should have a tool house large enough to accommodate a hand car and a full complement of tools.”¹³

Convenient housing was not always readily available for trackmen, who typically led a rather transient life, so railroads provided “section houses” for these workers. Standardization was required for the operation of a rail system, and this approach was extended into ancillary structures including section houses. Situated in the right of way, “the houses are usually framed structures, and are built single or double”—the latter to hold two crews—according to a book on

¹⁰ Marshall M. Kirkman, *Building and Repairing Railways—Supplement to the Science of Railways* (New York and Chicago: World Railway Publishing Company, 1901), 323.

¹¹ William C. Willard, *Maintenance of Way and Structures* (New York: McGraw-Hill Book Company, 1915), 23.

¹² Kirkman, *Building and Repairing Railways*, 325.

¹³ *Ibid.*, 327, 331-332.

railroad structures published in 1918. “The character of these houses varies to suit the class of labor and the accommodation necessary or desirable to provide under different conditions.”¹⁴

Another book from the same period explained that “section dwelling-houses are of three kinds: Section-houses, in which both foreman and laborers live; section-foreman’s houses and section-laborers’ houses. The plans of these vary greatly on different railways.” Costs could vary greatly as well—from \$600 to \$5,000, with around \$2,000 said to be the norm.¹⁵

“The general plans are based on climatic conditions and adaptability to different nationalities of laborers.” One of the biggest challenges that section foremen faced—one that seemed to loom larger than the relatively straightforward task of keeping the rails in service—was training and managing crew members. “The ordinary wages paid section-laborers are not enough to attract reliable men,” one writer complained. The first chapter of another early twentieth-century book on *Practical Track Maintenance* was headed “The Big Problem—Labor,” and the third chapter covered “Handling Laborers of Different Nationalities.” Rather surprisingly, “outside of the American or northern European trackmen who used to be available for section work, the American hobo is conceded to be the best all around trackman. . . . A foreman could come nearer [to] treating such men as equals than he could men of foreign nationalities. It is a much easier and pleasanter job to handle men who not only understand the English language but who understand track work thoroughly.”¹⁶

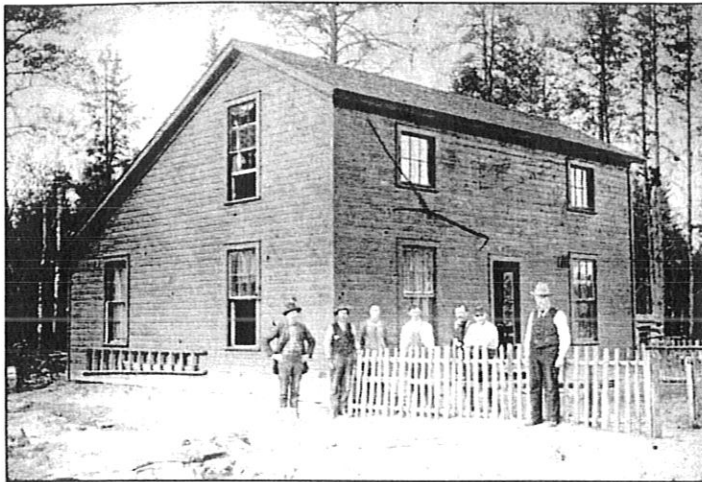
To retain crews, the foreman often had to share lodging and food. “Under such circumstances the foreman’s wife generally has charge of the house and boards the men of the gang.” A contemporary source confirms that “in order to have the trackmen live on their sections it is often necessary to provide houses for them, the foremen very generally boarding the single men.”¹⁷ It appears that residences designed to include borders were larger as the illustrations on the next page suggest. More illustrations on the following pages show some typical station house designs.

¹⁴ J.W. Orrock, *Railroad Structures and Estimates*, 2d ed. (New York: John Wiley and Sons, 1918), 343.

¹⁵ Willard, *Maintenance of Way and Structures*, 23.

¹⁶ *Ibid.*, 23, 272-273; Kenneth L. Van Auken, *Practical Track Maintenance*, 2nd ed. (Chicago: Railway Educational Press, 1921), 13, 52.

¹⁷ Willard, *Maintenance of Way and Structures*, 23, 272-274; E. E. Russell Tratman, *Railway Track and Track Work*, 3d ed. (New York: Engineering News Publishing Company, 1908), 213.

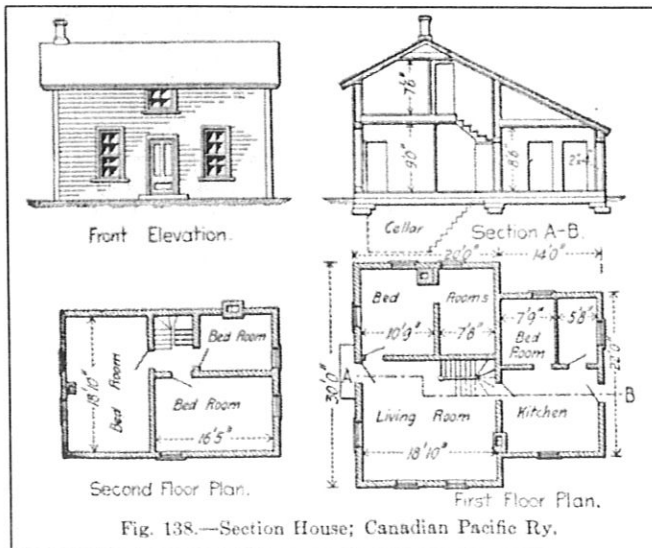


The photograph to the left, dated 1900, depicts a large section house for the Eastern Minnesota Railroad in Ball Club, Minnesota.



The front and side (left photograph) and back (right) of a section house of similar design in Henricks, Minnesota, in 1900. It has suffered a number of alterations since its construction in the late nineteenth or early twentieth century.

(All photographs from Minnesota Historical Society Collections)



These drawings from a book published in 1908 show a section house of the Canadian Pacific Railway that was designed to accommodate a number of workers. The text describes the structure as "a very plain house." (Tratman, Railway Track and Track Work, 213-214)

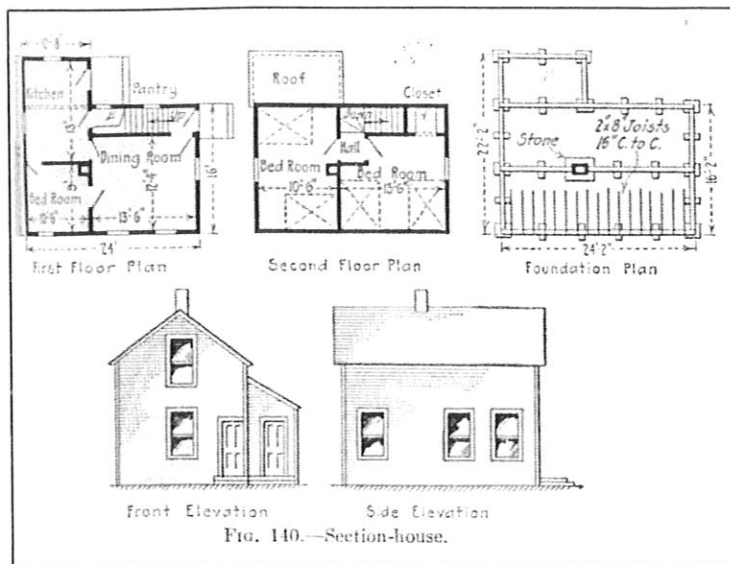


FIG. 140.—Section-house.

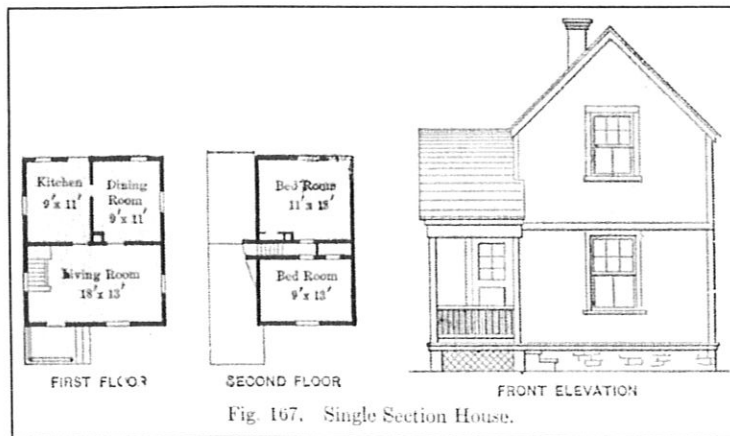


Fig. 167. Single Section House.

Both of the section houses illustrated on this page are similar, with gable-front designs. One has a projecting front entry porch; the kitchen extends from the side of the other plan. The main mass of the upper house is 16 wide by 24 feet deep; the lower house is about 2 feet wider and of the same depth.

The top drawings are from a 1915 publication and depict "a typical wooden section-house." This was apparently a standard design of the Lehigh Valley Railroad, and it was also used by the Northern Pacific. "The outside painting is Indian red with bottle green trimmings, and is sanded to a height of 6 ft. The inside is sealed." The text notes that "bridge-gangs are housed in old passenger-cars converted into living quarters. Floating gangs are housed in old box cars converted into bunk-cars." (Willard, Maintenance of Way and Structures, 273-274)

According to a 1918 publication, the section house in figure 167 (bottom drawing) is "an ordinary single section house" that "can be built for \$750, wood foundation, or \$900 with concrete foundation." It provides further details of the construction: "Frame and partitions, spruce; rough boarding, floors, clapboards, outside and inside finish, frames, etc., good quality native spruce or pine; shingles, pine or cedar; all mouldings, doors, windows, and inside finish, stock pattern." "Cedar sills or posts about 5-ft. centers, or when it can be done cheaply, concrete, stone, or brick foundation with cellar. Frame, 2" x 3" studs at 16-in. centers, 2" x 10" joists at 16-in. centers, ceiling roof joists and rafters 2" x 6" at 16-in. centers, 4" x 3" wall plates and runners, outside walls 7/8-in. rough boarding, with 7/8-in. ship lap, siding, or shingles, with building paper between, and 1" x 5" trim around windows, doors, porch, eaves, etc. All inside walls lathed and plastered. Shingle roof, 7/8-in. boards with building paper between. Floors 7/8-in. rough boards and 7/8-in. finished floor with building paper between for ground floor, and 7/8-in. finished floor only for upper story." (Orrock, Railroad Structures and Estimates, 343-344)

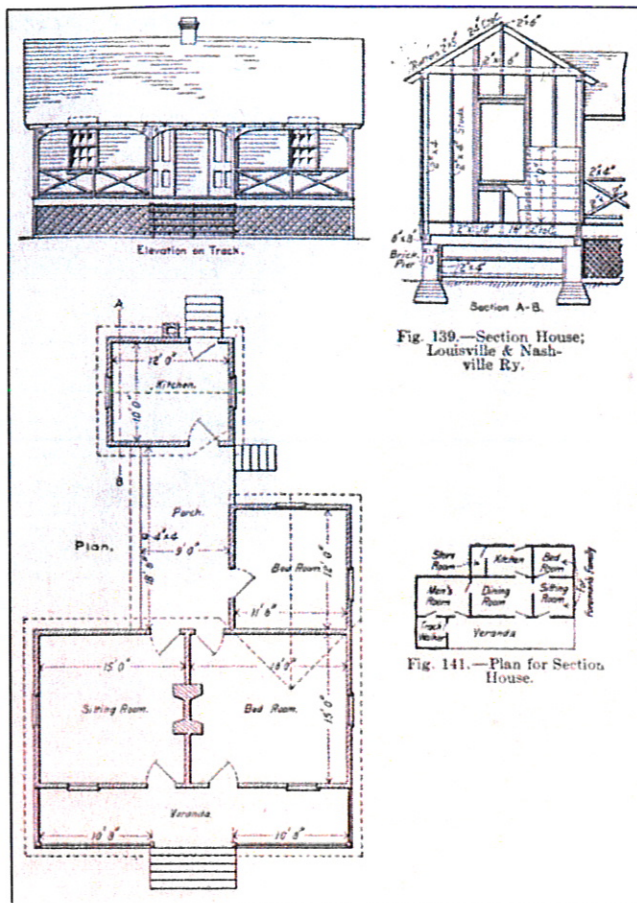
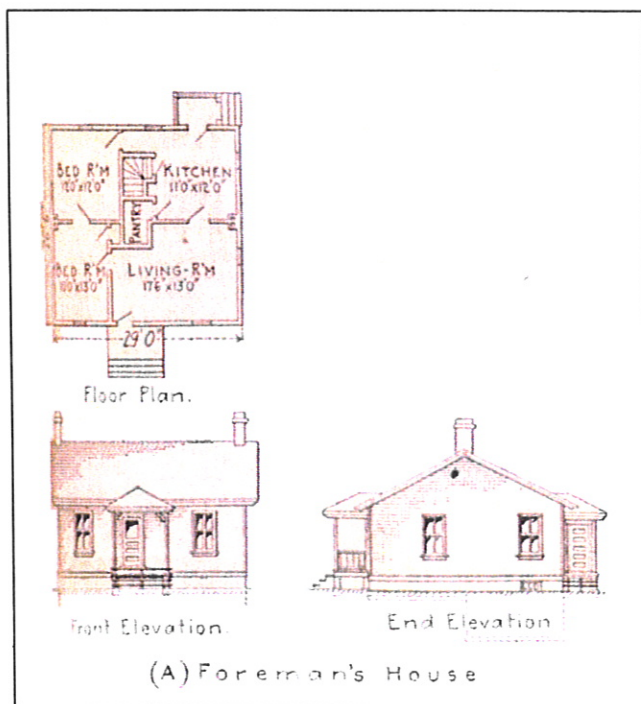


Fig. 139.—Section House;
Louisville & Nash-
ville Ry.

Fig. 141.—Plan for Section
House.

The drawings on the left depict two section houses of the Louisville and Nashville Railway. The single-story plan and the inclusion of verandas is a sign that section house designs sometimes responded to particular regional conditions.

(Tratman, Railway Track and Track Work, 213, 215)



This house is for a section foreman of the Lehigh Valley Railroad. It has a larger footprint than many of the plans—29 feet by 26.5 feet, plus projecting entries on the front and back—but is only a single story.

(Willard, Maintenance of Way and Structures, 273-274)

Great Northern Standard Plans

The Engineering Department records in the substantial Great Northern archives, which are located at the Minnesota Historical Society, have standard plans for some section houses. None have been found, however, that could have provided the design for the Wayzata structure. Design 8324, for example, which is dated 1899, is for a two-story, 30-foot by 30-foot structure with eight rooms. Other standard plans are for smaller, single-story houses. By 1918, the railroad had adopted a bungalow style (the 8141 series) for cottages with four to six rooms.¹⁸

Although standard plans that match the design of the Wayzata section house have not been located, an 1890 photograph (below) of a Great Northern section house in Askov, Minnesota, suggests that other buildings shared the same design.

*Askov section house (below),
and detail of Wayzata section house (right).
(Historic photograph from Minnesota Historical Society Collections)*



¹⁸ The drawings were in GNRCCR-MHS, Chief Engineer, Structures Drawings Code #0012, 1882-1964.

The Wayzata Section House

Although some sources give a construction date of 1914, it appears that the house was erected in 1902, based on the Great Northern's records. The 1905 federal census listed only one person in Wayzata whose occupation was given as "railroad": Thomas Gannon. The twenty-nine-year-old man was born in Minnesota to Irish parents and had a twenty-year-old wife, Julia, who was born in "Dakota." Her parents were from Wisconsin. Although his position with the railroad is not provided, they presumably occupied the section house.¹⁹

Two people associated with the railroad appear in the 1910 census. Maurice Carmody was a "towerman." The thirty-three-year-old single man was a border with the family of Lars Pederson, a sail maker. The second railroad employee, Ole Stafney, was a railroad section foreman. The forty-nine-year-old man emigrated from Norway in 1888, as did his wife, Anna, who was forty-five years old in 1910. By 1910, she had produced nine babies, and six survived. Five lived with them in Wayzata: sons Olaf (age 19, a grocery wagon teamster), Jalmer (age 12), Custer (age 7), and Lowell (age 2), and daughter Olga (age 15). They presumably occupied the building at 738 Lake Street, and the size of the family apparently prohibited them from taking in borders.²⁰

An index of the railroad's authorizations for expenditure occasionally mention the section house, and other entries might also relate to the property. An order on December 8, 1926, was for "installing electric lights in section house," a project apparently done by railway employees. A payment approved May 23, 1938, covered an "assessment for five year period 1933 to 1937 incl. levied against railway co. property for cost of construction of water main." On September 26, 1938, an expenditure of \$190 was approved to "install 100 ft. pipe line between City water main and the section house and install cesspool." Other payments to the city for assessments related to water main construction were approved June 6, 1939, and June 13, 1941. An entry on August 10, 1942, is to "furnish and place 725 cu yds riprap and slope bank of Lake Minnetonka from sta. 765+75 to 766+60" for \$825.²¹

On June 12, 1943, work was authorized to "place section house on concrete foundations, etc., \$2175." An entry on December 8 of the next year was to "install toilet facilities in section house and place sewer line" at a cost of \$550. (Wayzata did not have a municipal sewer system until the 1930s; before that, according to a local history, "The Lake was both water supply and sewage receptacle!")²²

One of the main sources of information about the building is a 1959 article in the *Minnetonka Herald* entitled "Wayzata Section House among Last of Those that Once Lined Railroad." Written only a few years before the house was sold by the Great Northern, the article has

¹⁹ U.S. Census enumeration records for the Village of Wayzata from the Fifth Decennial Census of Minnesota (1905), Sheet 4.

²⁰ U.S. Census enumeration records for the Village of Wayzata from the Thirteenth Census (1910), sheets 19 and 20. The Minnesota birth certificates index on the Minnesota Historical Society website (www.mnhs.org) lists a Custer Gerald Stafney born on December 27, 1902, in Meeker County and a Lowell Russell Stafney born on November 21, 1907 in Hennepin County.

²¹ Cards for Wayzata in Box 133-F-11-8-F, GNRCCR-MHS.

²² Ibid; *History of Wayzata, 1854-2004* (Wayzata: Wayzata Historical Society and City of Wayzata 150 Year Celebration Committee, 2004), 31.

information about both the house and the lives of its occupants, Mr. and Mrs. Gustave Frederick Ehrreich. Gustave, who was born in about 1900, had started working for the railroad at the age of fifteen and had become a foreman by the time he was twenty-five. He got married about a decade later, and the couple had lived in railroad housing their entire wedded life. The article noted that although they had moved numerous times, Mrs. Ehrreich “never once . . . experienced the frustration of trying to make the old curtains fit windows in the new place. The reason is quite simple. The houses have all been identical.” The paint color was always grey, inside and out, and the layout was “austere, simple with two rooms upstairs and two down.”²³

According to the article, the section houses were built by carpenters employed by the railroad and situated at about ten-mile intervals on the Willmar line. The railroad did not charge rent, but the occupants were responsible for paying for their own utilities. Assignments for sections were based on seniority, and “Wayzata has been a high ranking location for many years, perhaps because of its ideal location on a perfect stretch of beach with a million-dollar view across the bay.”²⁴

As more rental housing became available, it was no longer essential to provide quarters for the section men, and the railroad sold off most of the houses. The article claimed that the section house “in Wayzata is the only one in Minnesota,” but also reported that “the house in the St. Boni sector on Lake Waconia was purchased by the section foreman . . . when he retired. He remodeled the house and his wife still lives there. The section house in Willmar was sold recently.” This contradiction suggests that the article is not altogether reliable, but it seems likely that few houses are extant and that the survivors have been altered.²⁵

By the mid-twentieth century, the railroad apparently loosened its requirements for conformity. The 1959 article reported that “about five years ago Wayzata broke with the old custom, and the section house was painted white with green trim. Two rooms were also added to the first floor facing the lake.”²⁶

The final mention of the section house in the railroad’s authorizations for expenditures comes on October 8, 1962: “Sale of approximately .11 acres land and section house to Dr. Charles N. Brooks at Wayzata, Minnesota.”²⁷

The new owner received a permit from the city to “remodel front” in the following year, a project estimated to cost \$3,800. The existing building dimensions shown on the permit are 32 feet wide and 30 feet deep, so the project apparently produced the southernmost section of the building.²⁸

²³ “Wayzata Section House among Last of Those that Once Lined Railroad,” *Minnetonka Herald*, July 23, 1959.

²⁴ Ibid.

²⁵ Ibid.

²⁶ Ibid.

²⁷ Ibid; *History of Wayzata, 1854-2004*, 31.

²⁸ A copy of the building permit application, dated June 12, 1963, is included in Bryan Gadow, “Roadmaster’s Cottage,” draft National Register of Historic Places Nomination Form, 2007, 7-1, prepared for the City of Wayzata.

In 1984, the building was repaired after storm damage. The work is described on the building permit: "Replace damage[d] framing on roof/walls. Interior/exterior painting, replace brick chimney."²⁹

²⁹ Ibid.

NATIONAL REGISTER EVALUATION

Wayzata 2003 Survey

A survey of Wayzata's historical and architectural resources was completed in July 2003 by historian Robert Vogel. The survey classified properties into three categories related to potential local "Heritage Preservation Site" designation: 1) properties that were individually eligible; 2) properties that were not individually eligible but that contributed to one of three potential historic neighborhood heritage preservation districts—South Wayzata ("Bluff"), North Wayzata, and Old Holdridge; and 3) "old buildings and sites . . . [that] were evaluated as nonsignificant and therefore ineligible for Heritage Preservation Site designation because of their lack of architectural distinction or compromised historic integrity due to alterations, additions, or deterioration."³⁰

The survey identified several buildings in addition to the Great Northern Depot that were associated with the railroad. Two were classified as being contributing features in potential local historic districts, although neither was flagged as "pivotal" in those districts:

- The O'Laughlin House, 507 Rice Street East: "Four-Square Style suburban cottage; historically associated with the Great Northern Railroad (station master's residence). . . . Built in 1915." The study found that it "contributes to the historic character of the [Bluff Neighborhood] district."
- House, 337 Reno Street: "Gabled Ell Style suburban cottage; historically associated with the Great Northern Railroad (station master's residence). . . . Built in 1904." Even though the property was altered, it was determined to contribute to the historic character of the proposed Old Holdridge Historic District.³¹

The survey also mentioned the Wayzata Section House, which was identified as "House (Roadmaster's Cottage)" and described as a "vernacular suburban cottage on Wayzata Bay." The report gave a construction date of 1914, and noted the property's association with the Great Northern Railway. The building was placed in the third category as "nonsignificant."

The designations of "station master's residence" for 337 Reno and "roadmaster's cottage" for 738 Lake are questionable. While the 1904 construction date of the house at 337 Reno coincides with the construction of the new depot, the house is located about a mile to the east, near the Wayzata Yacht Club, not a convenient location for a station master. It is, though, very close to the tracks. The house at 507 Rice Street, on the other hand, is only two blocks from the depot, making it a more logical location for someone in that position, but it was built a decade later, if the construction date is correct. The label of "roadmaster's cottage" for the residence at 738 Lake Street is also suspect. As discussed above, the roadmaster was at the apex of field workers; the modest building at 738 Lake seems more likely a section foreman's residence.

³⁰ Vogel, "Historical and Architectural Resources of Wayzata," Appendix J, page 98.

³¹ Ibid., Appendix J, pages 88 and 98.

National Register Multiple Property Listing

A National Register of Historic Places Multiple Property Documentation Form has been prepared for “Railroads in Minnesota, 1962-1956.” Section F, “Associated Property Types,” includes a discussion of section houses and provides registration requirements. It outlines registration requirements for individual section houses by criteria:

- Criteria A and B: “If the railroad corridor does not retain integrity as a historic district, a section house will not convey its function as a specialized railroad building.”
- Criterion C: “A railroad section house will meet Criterion C if it meets one of the following conditions: it embodies the distinctive architectural design or construction methods associated with significant railroads, including the use of standard company designs; it embodies the work of a significant architect, engineer or builder; or it represents historically important trends in the evolution of standardized railroad company architecture.”
- Criterion D: “The structure or its ruin itself must be, or must have been, the principal source of . . . important information” regarding “a significant aspect of the standardized architecture developed as part of the evolution of its class of railroad-related properties.”³²

Evaluation of Wayzata Section House

The Wayzata Section House is most likely to qualify for the National Register under Criterion C for embodying the standard design of a significant railroad, the Great Northern. More research should be done to verify that the Wayzata house is a rare survivor of a once common property type. Assuming this is the case, however, the property appears likely to meet the registration requirement for Criterion C.

Although some information has been discovered about the property, there are many gaps—for example: Who occupied the house over time and what were their backgrounds? Did it sometimes shelter laborers as boarders in addition to the foreman’s family? Do standard plans survive anywhere? What other railroad structures (e.g., tool house) were associated with the house, and where were they located? Information to fill these gaps might be obtained from in-depth research that was beyond the scope of this project (e.g., a more intensive probe of the archives of the Great Northern Railway Company, a detailed examination of local newspapers and other publications, interviews with individuals knowledgeable about the Great Northern’s history).

The period of significance begins with the building’s construction in 1902. Further research is needed to establish the ending date. There are at least three options: 1943, the mid-1950s, or 1962. The early to mid-1940s appear to be a turning point for the railroad’s operations in Wayzata. As mentioned above, the pedestrian dock, car body repair shop, and tool house were “retired” in 1943. The section house was placed on a concrete foundation and had other work performed in the same year. In the following year, a sewer line and toilet facilities were installed in the house. In 1945-1946, the tracks were shifted towards the lake so that Lake Street could be

³² Andrew Schmidt, Daniel Pratt, Andrea Vermeer, and Betsy Bradley, “Railroads in Minnesota, 1962-1956,” National Register of Historic Places Multiple Property Documentation Form, prepared by Summit Envirosolutions, Saint Paul, F-243 – F-246.

widened—a project that cost the railroad over \$100,000. Further change occurred in 1953 when the railroad logged a work order to convert a “public crossing to private crossing on Broadway st. and construct fence and gate.” This might refer to the access road to the section house, which is at the foot of Broadway. Around the same time, two rooms were added to the south side of the section house. Finally, the railroad sold the house in 1962. There does not appear to be a reasonable argument for extending the period of significance beyond that date.³³

Issues of Integrity

As is apparent from the description earlier in this report, the Wayzata Section House has been subjected to many alterations. These have affected its integrity.

Some alterations to the building are minor in nature and easily reversible. Nonhistoric shutters could be removed and the location of the attachments repaired. The exterior paint scheme, now green and cream, could be returned to the original gray color. The modern asphalt-shingle roofing could be replaced by something more appropriate to the early twentieth century.

Some of the alterations might date from the building’s period of significance and could be significant in their own right. One addition is clearly later. On June 12, 1963, the Dahl and Baldus Construction Company applied to the City of Wayzata for a building permit to remodel the property. At that time, the dimensions of the house were given as 32 feet across the front, 30 feet in depth, and 20 feet (1.5 stories) high. The project was estimated to cost \$3,800.³⁴

The remodeling apparently produced a single-story extension to the south holding a recessed entry porch. The south facade clearly reflects its 1960s origin and is visually jarring. This further reinforced the building’s reorientation to the south, which began with the 1950s addition, detracting from its relationship to the railroad tracks to the north.

Another strike against the building’s integrity is the replacement of the chimney in 1984. The chimney, a functional necessity, would have been of little visual interest on a more ornate structure. Because the building’s design was so utilitarian, however, the chimney was a pivot point, reinforcing the symmetry and serving as the building’s apex.

The setting has also experienced alteration. In about 1988, the City of Wayzata installed a storm water treatment pond directly east of the building. This is a modern intrusion, and changes the relationship the house had to a small creek that emptied into the lake in that vicinity.³⁵

The growth of vegetation on the north side of the house makes it difficult to imagine that as the front facade. The vegetation is overgrown on the other sides as well, particularly to the west. This, however, would be easy to reverse.

³³ Index Cards, GNRCA-MHS.

³⁴ Dahl and Baldus Contracting Company, Application for Building Permit to City of Wayzata, June 12, 1963, reprinted in “Railroad Section House,” draft National Register of Historic Places Registration Form for 738 Lake Street East, Wayzata, prepared by Shari Hemmingsen and Tyler Wilfahrt, December 8, 2009.

³⁵ Hemmingsen and Wilfahrt, “Railroad Section House,” 3.

Recommendations

The building, constructed from a standard Great Northern plan, once had numerous contemporaries. Few if any are known to survive in Minnesota, the company's headquarters. While a comprehensive inventory of this property type has not been completed, it seems likely that the attrition rate for this utilitarian building type is high. As such, the building is significant under Criterion C in the area of transportation as a representative example of a once common building type that was an important component in the operation of a main line of a major American railroad, the Great Northern.

The building's integrity is greatly compromised. A historic structures report conducted by architects and historians who meet the Secretary of the Interior's Professional Qualifications Standards would be extremely helpful in answering questions about the original design that might not be provided by archival sources.

Given the building's poor integrity, it is probably necessary to undertake some restoration before the property could be successfully nominated to the National Register. It is imperative that any surviving historic materials and elements, such as windows, be retained. The case for designation would be strengthened by the restoration of some components, such as interior window trim, and removal of the 1963 addition. Moving the building to a different location would further harm its integrity and is not recommended.

SECTION FOREMAN'S HOUSE



The Section Foreman's House offers an opportunity for a quieter, more contemplative lakeside experience. The existing landscape needs some cleanup, and includes a pond that would be suitable for winter activities such as ice skating.

YEAR-ROUND FOOD VENDOR

The restored Section Foreman's House provides an opportunity for a year-round informal food vendor in the style of Sea Salt (Minnehaha Falls), Bread + Pickle (Lake Harriet), or Tin Fish (Lake Calhoun). This operation could also serve as a warming house for ice skaters in the winter.

ADDITIONAL DOCKS

Additional transient boat parking is available along the east side of the Broadway pier to avoid interfering with lake views from Lake Street.

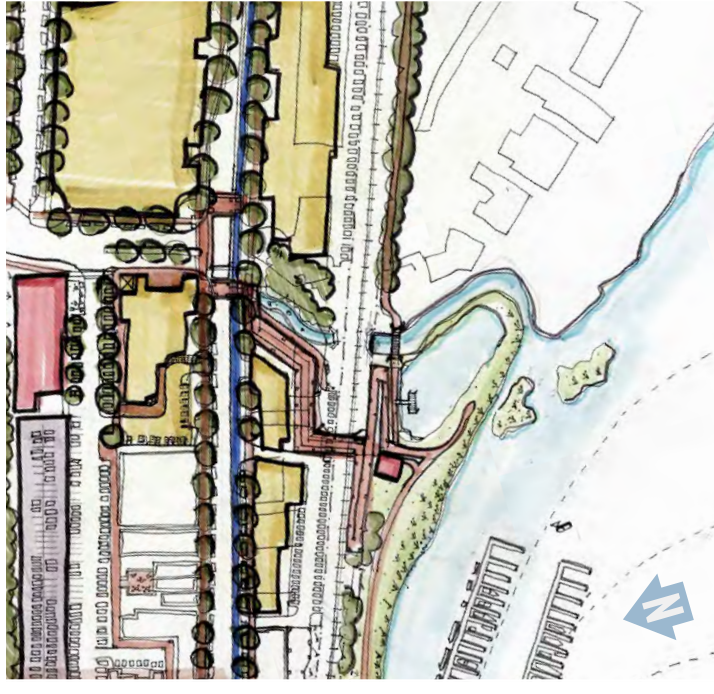
UNDER-TRACK TUNNEL CONNECTION

The framework proposes exploring the potential for an under-track tunnel connection to this location from Lake Street and Superior Blvd. Additional research is required regarding the feasibility of this proposal.

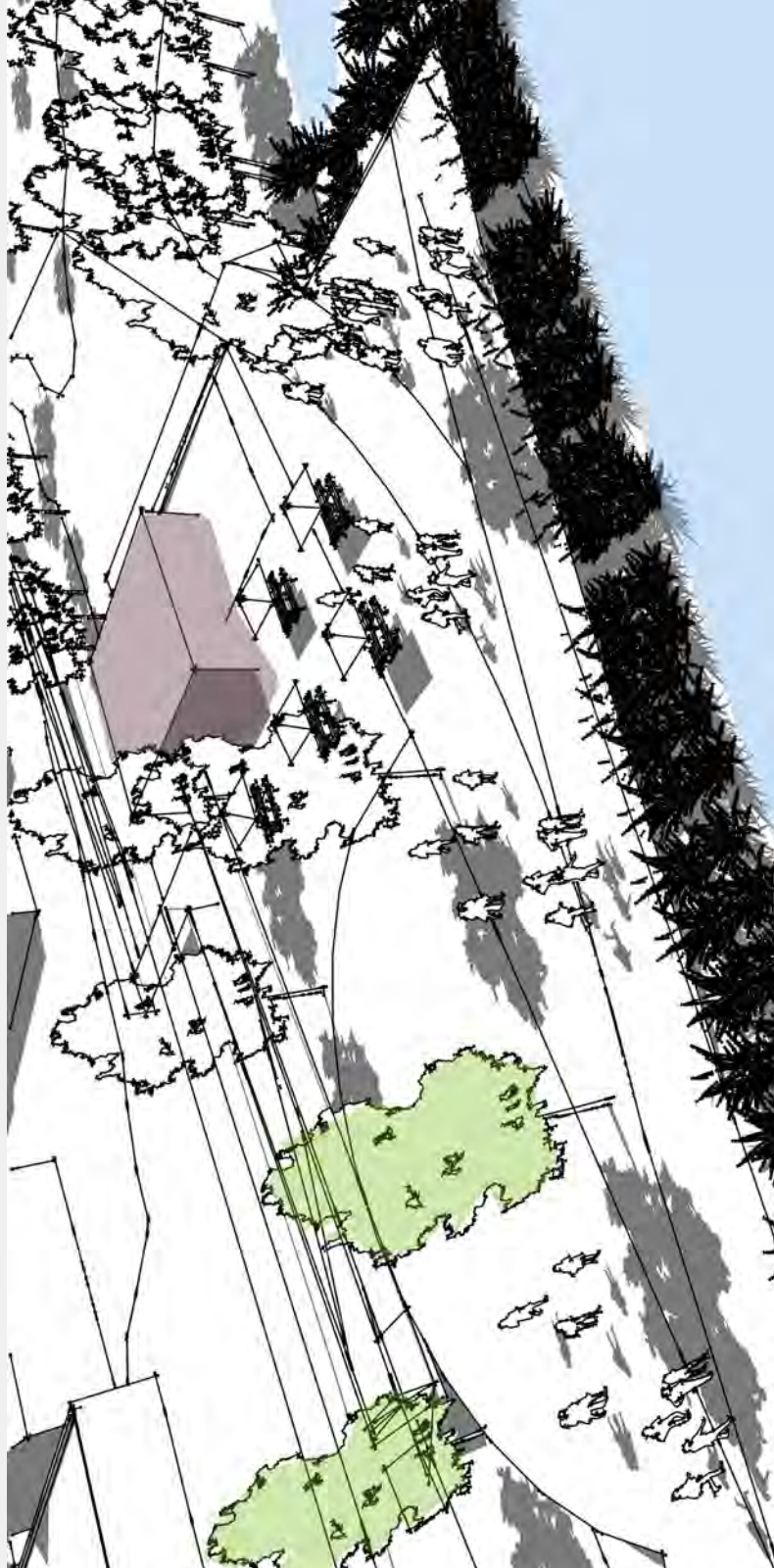
STORMWATER MANAGEMENT AND WATER QUALITY

Stormwater management is an important factor in managing water quality. Expanding on the existing natural features around the Section Foreman's House would enhance water quality for the lake.

- **Floating islands**
Floating islands assist in enhancing water quality by removing pollutants and particulate matter.
- **Natural shoreline**
The natural shoreline condition is maintained in this area. Shoreline vegetation filters runoff and improves water quality while providing habitat for lake wildlife.
- **Gleason Creek inlet**
As a small pond next to the Section Foreman's House, the Gleason Creek inlet currently provides some stormwater management.



SECTION FOREMAN'S PARK



HIDDEN GEM REVEALED

Embracing this historic site offers many opportunities for Wayzata. A rehabilitated Section Foreman's house serves as a touchstone to the past, acknowledging the role of the railroad in keeping Wayzata's lakefront open. This project also creates a new lakeside venue with unique opportunities for summer and winter activities.

OBJECTIVES

Create a new lakeside public gathering space

Provide year-round food vendor space

Incorporate all-season programming

Preserve historic character

SECTION FOREMAN’S PARK

Suggested Enhancements	Description	Order of Magnitude Cost
Rehabilitate Section Foreman's House	Repair and update house.	\$ 1,000,000 - 1,175,000
Landscape and stormwater pond cleanup	Invasive species monitoring and removal, stormwater pond re-engineering, landscape design, installation, and maintenance, shoreline restoration, litter removal.	\$ 575,000 - 675,000
Vehicle and pedestrian access	Permeable pavers on access road and walking trail from Broadway pier to Section Foreman's Park	\$ 250,000 - 275,000
Total		\$ 1,825,000 - 2,125,000

STRATEGIES

Develop the Section Foreman’s Park as a distinct lakefront venue.

Provide year-round programming to fully activate the space.

Acknowledge the role of the railroad in Wayzata's history with an interpretive exhibit.

When the railroad tracks were built, a section foreman oversaw track workers for each section of the track. This railroad company employee was also responsible for inspecting and maintaining the tracks, and was housed next to them for that purpose.