AGENDA
CITY COUNCIL & HERITAGE PRESERVATION BOARD
WORK SESSION
COMMUNITY ROOM
SEPTEMBER 17, 2013
5:30 P.M.

I. CALL TO ORDER

II. ROLL CALL

III. HERITAGE PRESERVATION BOARD INTRODUCTIONS

IV. BOARD MEMBER EDUCATION

V. 2013 WORK PLAN REVIEW

1. Suburban Development in Edina Since 1935: Historic Context Study – Completed
   a. Next Steps

2. Voluntary Heritage Landmark Designations – 4 Invitations/0 Accepted
   a. Pending Wooddale Bridge Designation

3. Southdale Center Recognition – Edina Heritage Award
   a. Potential for Additional Recognition

4. Guidelines on Sustainability for Rehabilitating Historic Buildings - Adopted

VI. INITIATIVES IDENTIFIED FOR 2014

1. Develop Videos on Edina Heritage Landmarks & Heritage Preservation Program

2. Tupa Park's Cahill School & Grange Hall – Update Accessibility to Buildings

3. Develop a Heritage Resources Disaster Management Plan

4. Update Edina's Heritage Resources Inventory & Convert to Electronic Format

5. Increase Board Member Participation at State & National Preservation Conferences

VII. ADJOURNMENT

V. 3. VI.

Heritage Preservation Board
2013 Annual Work Plan

2013 Initiative - 1	Target Completion Date	Budget Required	Staff Support Required	Council Approval
Complete updating Historic Context Study to include the Mid-Century period of 1945 - 1974	August 2013	Yes CLG & Legacy Grants $5,000/$5,000	Yes 20 hours	yes
Progress Report: Completed study submitted to MNSHPO August 31, 2013. Presented to HPB at the September meeting.				
2013 Initiative - 2	**Target Completion Date**	**Budget Required**	**Staff Support Required**	**Council Approval**
Promote voluntary landmark designation of Edina Heritage Resources to include: At least 3 Morningside bungalow homes, and 1 property on the designated eligible list	December 2013	No	Yes 30 hours	yes
Progress Report: Invitations sent to 4 determined eligible property owners (3 Morningside Bungalows) = 1 Decline & 3 No Response				
2013 Initiative - 3	**Target Completion Date**	**Budget Required**	**Staff Support Required**	**Council Approval**
Work with Southdale Center on recognizing the significance of the nation's first enclosed shopping mall.	December 2013	No	Yes 15 hours	yes
Progress Report: Southdale received the 2013 Heritage Award recognizing the significance of the Mall as well as the improvements embracing the original Midcentury Modern architectural style. Will work with the mall on a permanent display celebrating its "1st mall in the country" status.				
2013 Initiative - 4	**Target Completion Date**	**Budget Required**	**Staff Support Required**	**Council Approval**

Develop guidelines for sustainability in connection with renovating historic properties	December 2013	No	Yes 10 hours	yes
Progress Report: Adopted the Secretary of the Interior's Illustrated Guidelines on Sustainability for Rehabilitating Historic Buildings	August 2013			
2013 New Initiatives - 1	**Target Completion Date**	**Budget Required**	**Staff Support Required**	**Council Approval**
Develop video on Edina Heritage Landmarks and historic preservation in cooperation with City's Communications Department	2013 - 2014	Yes Potential CLG Grant $5,000	Yes 20 hours	yes
Progress Report:				
2013 New Initiative - 2	**Target Completion Date**	**Budget Required**	**Staff Support Required**	**Council Approval**
Update accessibility to Cahill School & Grange Hall in Tupa Park	2013 - 2014	Yes Potential CLG Grant with matching funds $5,000	Yes 20 hours	yes
Progress Report:				
2013 New Initiative - 3	**Target Completion Date**	**Budget Required**	**Staff Support Required**	**Council Approval**
Develop a heritage resources disaster management plan for all heritage resource properties	2014	No	Yes 10 hours	yes
Progress Report:				

2013 New Initiative - 4	Target Completion Date	Budget Required	Staff Support Required	Council Approval
Update information in the Heritage Resources Inventory and convert it to electronic format (adaptable for GIS users) so that it can be manipulated, and available to the public.	2014	Yes Potential CLG Grant $5,000	Yes 20 hours	yes
Progress Report:				

2013 New Initiatives - 5	Target Completion Date	Budget Required	Staff Support Required	Council Approval
Establish annual meeting schedule with State of Minnesota Historic Preservation Office to enhance education and communication. Investigate enhanced use of state resources in education and education	Ongoing	No	Yes 10 hours	yes
Progress Report:				

2013 New Initiatives - 6	Target Completion Date	Budget Required	Staff Support Required	Council Approval
Increase number of Board members' attendance at state and national preservation Conferences	Ongoing	Yes Scholarships often available	Yes 8 – 24 hours	yes

Ongoing Responsibilities
Research: Evaluate potential heritage resources to add to the determined eligible for landmark designation list
Preservation: Review Certificates of Appropriateness (COA) Applications for heritage landmark designated properties
Communication & Education: Educate public on the importance of heritage preservation to the vitality of the community

Other Work Plan Ideas Considered for Current Year or Future Years	
Conduct a survey of the Mid-Century residential and commercial	

properties in the City in response to the completed Historic Context Study CLG Grant.	
Develop and implement effective, voluntary, non-regulatory approaches to preserving significant heritage resources.	

Proposed Month for Joint Work Session:	June

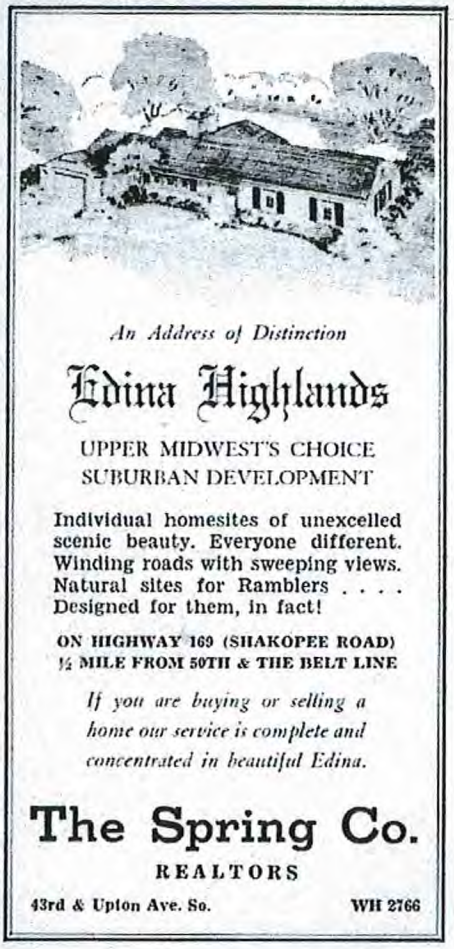
Staff Comments:	

COA application fees: $600 or $1,200 for a new home: 2011 = $4,800; 2012 thus far = $4,800.

Council Comments:	

V. 1.

SUBURBAN DEVELOPMENT IN EDINA SINCE 1935: A HISTORIC CONTEXT STUDY



Prepared for:
Edina Heritage Preservation Board

Prepared by:
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Preservation Planning Consultant

A Certified Local Government Grant Project
Federal Project Number 27-12-41930.008

August, 2013

The CITY of EDINA
...For living, learning, raising families & doing business

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CHAPTER I
INTRODUCTION

In 2012, the City of Edina was awarded a Certified Local Government (CLG) grant to carry out a historic context study to guide planning for the preservation of heritage resources associated with suburban development since 1935. This report presents the results of that study, which was prepared under the auspices of the city's Heritage Preservation Board (HPB). The report delineates a series of historic context statements that describe significant broad patterns of local development and identifies related heritage resource property types, with context-based goals and priorities for implementing the results of the study.

PROJECT DESCRIPTION

The purpose of the historic context study was to develop historic contexts dealing with the most important patterns of historical development in Edina since 1935 that may be represented by properties eligible for designation as Edina Heritage Landmarks. Historic contexts were developed on the basis of background data on local, regional, and national history. The study delineated three thematically based local historic context study units:

- Postwar Residential Neighborhoods
- Midcentury Modern Architecture and Landscapes
- Edina's Recent Past

Each study unit describes one or more aspects of historical development and identifies the significant patterns and trends related to particular types of heritage resources. The organizational framework is conventional: each context narrative is characterized by a theme, geographical limits, and chronological period. Together, the study units represent a comprehensive overview of Edina's suburban heritage from circa 1935 down to the present.

Historic contexts are the cornerstone of the preservation planning process and the present study builds on the results of previous historic context research and preservation planning work undertaken by the Edina HPB since the 1970s. In 1999, the city approved a planning document containing an initial statement of local historic contexts, organized in a two-tier format, which formed the basis of the city's current

comprehensive preservation plan. The first-tier historic contexts are organized chronologically and describe in broad, general terms the composite patterns and trends superimposed on the landscape by large-scale cultural processes that unfolded over long spans of time. In contrast, the second-tier study units are organized geographically or thematically, focusing on particular locations where concentrations of related heritage preservation resources are believed to occur. Recent historic context research has focused on broad cultural-historical themes, such as the heritage of women, and specific heritage resource types, such as Morningside bungalows.

The current comprehensive plan, adopted in 2008, includes a first-tier historic context entitled "The Suburban Landscape," which focuses on the evolution of the suburban built environment from the 1880s through the 1970s. The chronological limits of this broad, city-wide study unit have been expanded to encompass heritage resource management themes associated with the "modern" or "recent past" periods; that is, the time period has been extended down to the present day. The comprehensive plan also identifies some second-tier historic contexts which overlap to some extent with the scope of the present investigation. With the exception of the study unit devoted to Southdale, the previously delineated historic context statements have not paid much attention to property types associated with post-World War II suburban development.

RESEARCH DESIGN

The objectives of the study were as follows:

- Identify a range of historic contexts that describe significant aspects of Edina's historical development since circa 1935
- Identify the heritage resource property types associated with each historic context
- Identify information gaps to be filled by future archival research and field survey
- Establish goals and priorities for implementing the results of the study
- Present the results of the study in the form of a narrative report

The study was primarily an exercise in historical research, i.e., the search for and synthesis of textual information about events and patterns of events significant in the physical development of the city's built environment. Research methods were straightforward and reflected current standards of professional practice in public history and cultural resource management. Archival research selectively utilized a fairly wide range of both primary and secondary source materials to address specific issues and themes. The research effort focused on identifying and analyzing the most important events and patterns of events relating to settlement, land use, architectural history,

economic development, and the development of transportation systems and other urban infrastructure systems, within the broad framework of 20th century suburban development.

When the project was in its early planning stage, certain danger signals indicated that the scope of the study might have been too broad. Specifically, background knowledge suggested that additional resources needed to be devoted to archival research and reconnaissance field survey focusing on commercial development. To better match project goals with consultant resources, it was decided to apply for additional funds in the form of a small "fast-track" Minnesota Historical and Cultural Heritage Grant. Unfortunately, the request for Legacy funds was turned down by the Minnesota Historical Society.

While the study did not include field survey to identify previously unrecorded heritage resources, the historic contexts were informed to some extent by information on the general character of the built environment of individual properties and areas that was obtained through "windshield survey" of selected locations. The historic context study was not designed to identify and gather data on individual heritage preservation resources. No survey forms or inventory data sheets were compiled.

The present-day corporate boundaries of the City of Edina defined the geographical scope of the project, although some of the historic contexts were relevant to limited areas within the city limits. The study's timelines and deliverables were specified in the CLG grant agreement. All project activities were carried out in accordance with the Secretary of the Interior's standards and guidelines for preservation planning and the revised SHPO guidelines for historical and architectural projects in Minnesota.

REPORT ORGANIZATION

The report is divided into six chapters and three appendices. Chapter I provides a brief overview of the scope of the project and the work accomplished. Background information on Edina's suburban heritage is presented in Chapter II. Historic contexts and property types are discussed in Chapters III, IV, and V. Chapter VI contains a summary of the principal findings and important information gaps, with a prioritized list of recommendations for implementing the results of the study. The appendices contain a bibliography of the major sources consulted during the archival research phase of the study, a list of Edina subdivisions platted between 1935 and 1975, and a preliminary inventory of previously recorded midcentury modern and recent heritage resources.

Brief discursive notes, direct quotations from published sources, and ideas attributed to other writers are referenced in the text by footnotes. To avoid peppering the historic context narrative with numerous footnote references to redundant and secondary sources, a bibliography of the sources consulted is provided in Appendix A.

CHAPTER II
HISTORICAL BACKGROUND

The published histories of Edina are replete with references to its suburban heritage, and to the links between local events and national trends.[1]

LEGACIES OF SUBURBIA

As defined by geographers, a suburb is a residential area located outside the boundaries of a larger metropolitan area—the term is synonymous with the outlying parts or outskirts of a city. Suburbs vary in land use composition from entirely residential to commercial or industrial and are usually, though not always, independently organized local government entities (cities, villages, townships, or boroughs). Although the concept of a suburb is usually associated with modern urbanization, the origins of suburban development can be traced back to medieval times in Europe. The Industrial Revolution produced the "romantic suburb" movement in the United States, which took hold during the mid-19th century as an attempt to create the ideal rural life on the edge of the city. It was such a successful movement that the renowned landscape architect Frederick Law Olmstead declared "no great town can long exist without great suburbs." The invention of the electric trolley in 1887 fostered the development of streetcar suburbs and the widespread adoption of the automobile after World War I set in motion a series of technological and cultural shifts that rapidly transformed cities and the suburbs themselves.

Urban fringe development and suburbanization have been in evidence in the Twin Cities of Minneapolis and Saint Paul since the late 1800s. The earliest nodes of suburban development in southwestern Hennepin County were small, diffuse residential neighborhoods which coalesced at West Minneapolis (Hopkins) and St. Louis Park during the 1880s. Home builders and real estate speculators were particularly interested in the western outliers of Minneapolis that were opened up by the expanding streetcar system. Suburban development dominated urban growth in the Twin Cities between the two world wars and by the early 1950s the aggregate population of the suburbs exceeded that of the central cities. High-speed freeways were crucial in shaping postwar development by creating intra-metropolitan flexibility and spatial freedom in the

[1]The broad outline of Edina's suburban history is presented in William W, Scott and Jeffrey A. Hess, *History and Architecture of Edina* (Minneapolis, 1981), 8-15; Paul D. Hesterman, *From Settlement to Suburb: The History of Edina, Minnesota* (Edina, 1993), 39-98; and Deborah Morse-Kahn, *Edina: Chapters in the City History* (Edina, 1988), 99-160; see also the pertinent sections in Frederick L. Johnson and Thomas D. Tuttle, *Suburban Dawn: The Emergence of Richfield, Edina, and Bloomington* (Richfield, 2009).

range of locational choices available to urban residents. The entire region experienced fundamental changes in land use, population density, and the morphology of its built environment between 1935 and 1975.

EARLY SUBURBAN DEVELOPMENT IN EDINA (TO 1935)

Until the late 1880s, Edina formed the western part of Richfield Township, an unincorporated rural community situated well outside the corporate limits of Minneapolis. The pre-suburban landscape was characterized by its dispersed settlement pattern and agriculturally based economy. Except for a few rural hamlets centered on mills and country post offices, nearly all of the land was in farms (and had been since the area had been first settled in the 1850s), although a substantial portion of the farmland was covered by timber or wetlands and was therefore not well suited for the cultivation of crops such as wheat and corn. The first significant agglomerations of nonfarm settlement occurred during the late 1880s in connection with the founding of West Minneapolis (modern-day Hopkins) and St. Louis Park. With the introduction of street railway service between downtown Minneapolis and Lake Minnetonka, the first proto-suburban neighborhoods in what is now the City of Edina were established by savvy real estate developers who platted residential subdivisions that catered to working-class and middle-income commuters. The influx of suburbanites was the chief stimulus behind the incorporation of Edina Village on December 12, 1888.[2]

Individuals and corporations began to gobble up tracts of farmland in Edina in the 1880s, creating little pockets of urbanity amidst the farm fields. Late-19th century subdivisions included Mendelssohn (recorded March 23, 1883), Emma Abbott Park (May 7, 1883), Waveland Park (November 14, 1885), Harriet Park (December 13, 1887), West Minneapolis Heights (May 11, 1888), and Craik's First Addition (August 11, 1891). While these early subdivisions excited the hopes of real estate speculators, most of the platted lots remained unbuilt until the early 1900s, when the rapid expansion of the Twin City Rapid Transit streetcar system triggered the first significant influx of suburban settlers. Morningside, platted June 21, 1905, was the prototypical streetcar suburb; the community developed so rapidly that in 1920 its residents felt compelled to secede from the village of Edina and incorporate their own independent municipality.[3]

A watershed event in Edina's suburban history occurred in 1922 when Minneapolis developer S. S. Thorpe (1864-1936), president of Thorpe Bros. Realty, approached the village with his plan for a 500-acre subdivision to be called the Country

[2]The first platted residential subdivision in what is now the city of Edina was Mendelssohn was laid out in 1883 adjacent to the industrial village of West Minneapolis (modern Hopkins).
[3]The Village of Morningside was annexed to Edina in 1966. By an act of the state legislature, Edina and all of Minnesota's other incorporated villages became statutory cities on January 1, 1974.

Club District, on land bordering Minnehaha Creek that comprised portions of the Brown and Baird family farms. Thorpe's concept for the development was distinguished by the extent to which it emphasized planning and imposed private controls on land use (through restrictive covenants) to create an enclave of middleclass homes that was completely set apart from its surroundings. The development was also somewhat unique because Thorpe financed the infrastructure improvements and exercised personal control over the architecture of the individual houses. House building in the district was slow at first, but the pace of development quickened during the mid-1920s; the neighborhood was not built out until the early 1940s. The success of Thorpe's Country Club project attracted other developers to Edina interested in marketing to upper middleclass home buyers. By the late 1930s, Edina was one of the fastest-growing suburban communities in the Twin Cities and had established its identity as an upper-middleclass bedroom community. The urbanized area remained quite small, however, and most of the land inside the corporate limits was in dairy and truck farms until after World War II.[4]

THE ROLE OF TRANSPORTATION IN SUBURBAN DEVELOPMENT

The evolution of the transportation system historically has been closely tied to suburban development, influencing both the patterns of physical development and the demographic characteristics of suburban communities. After raw land and markets for new homes, the most pressing need of suburban developers has been access to transportation facilities. Like other inner-ring suburbs of Minneapolis and Saint Paul, Edina developed along historic and modern transportation routes. The earliest agglomerations of nonfarm settlement were located near the railroad and trolley lines (Fig. 1). As soon as the automobile became popular as personal transportation, virtually all of Edina was accessible, though suburban development tended to be concentrated along arterial roads and highways. Automobiles allowed suburban residents to live farther from their places of work. At the same time, they helped change the pattern language of suburban development by expanding the amount of space devoted to streets, alleys, driveways, parking lots, and garages. Increased automobile use led to demands for better roads; indeed, one of the most important effects of the coming of the automobile was the renaissance of road and bridge construction that began in the 1920s and culminated in the postwar period.

[4]According to the federal census, the population of Edina increased 71.2% between 1920 and 1930, 86.6% between 1930 and 1940. The 1940 census of housing enumerated a total of 1921 dwellings within the modern corporate limits of Edina (the villages of Edina and Morningside combined).

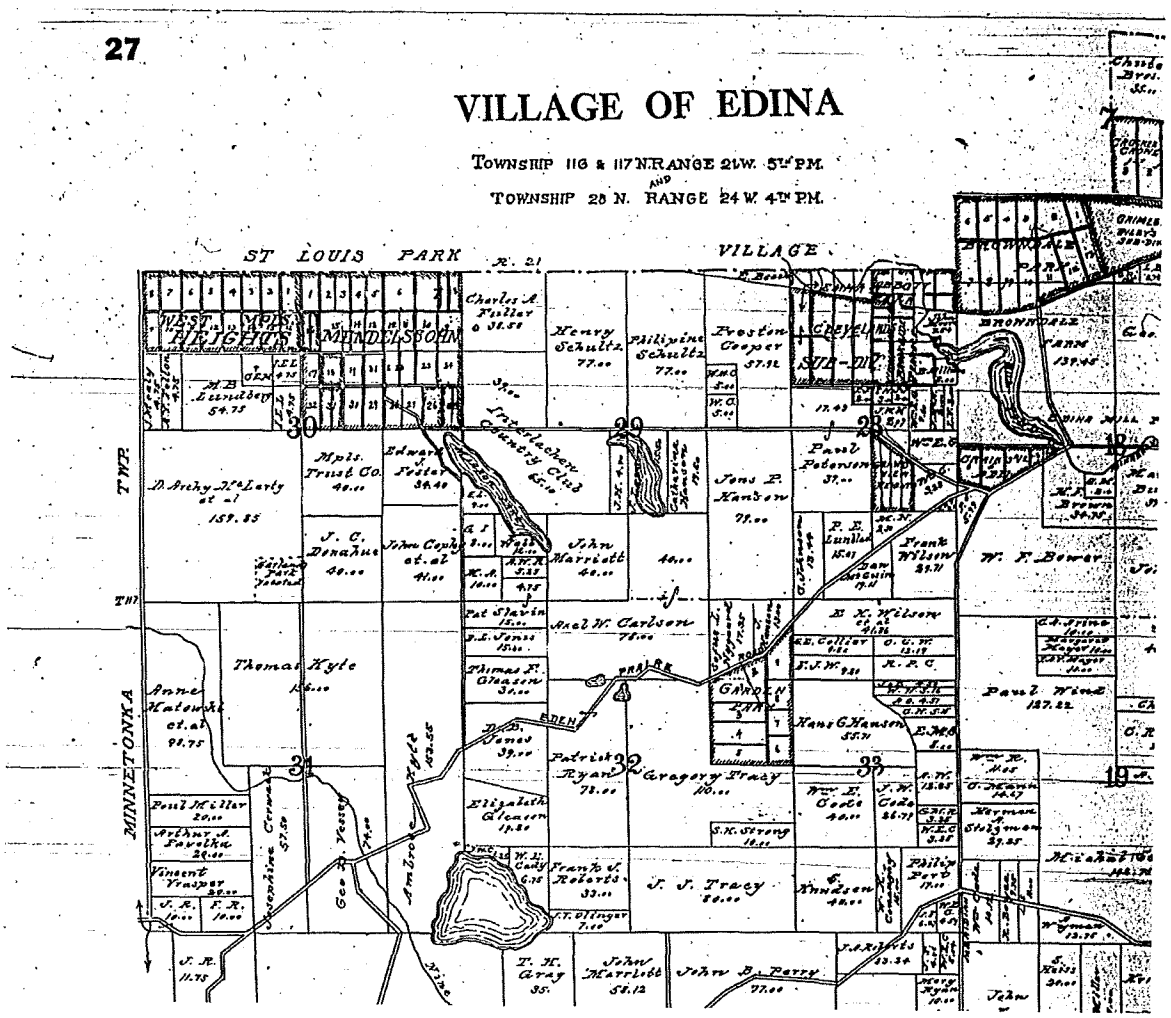

Figure 1. Northern Edina in 1913. Note the street railway lines and early residential subdivisions. From Westby's *Atlas of Hennepin County* (Minneapolis, 1913)

Both the federal and state government became involved in highway development during the late 1800s and by 1900 most policy makers recognized the desirability of a national system of hard-surface roadways. The state of Minnesota began making small contributions for the improvement of town and county roads after the State Highway Commission was created in 1905 (renamed the Department of Highways in 1917, it was reorganized in its modern form in 1925). A new era began with passage of the Federal Road Act of 1916, which established a federal-state cost sharing program to finance highway construction. In 1921 the Minnesota legislature accepted the provisions of the act; a year earlier, voters approved a constitutional amendment establishing a state highway system of trunk highways and county roads, with millions of dollars appropriated to improve and keep them in repair. Additional federal legislation was enacted in 1921 to require federal approval for highway projects and earmarking millions for state and county roads. Locally, the first stretches of concrete highway were laid in the mid-1920s and by the late 1930s Edina residents had come to rely on a number of paved motorways, including trunk highways and county roads that led to Minneapolis and to neighboring suburban communities. The naming, numbering, and marking of highways became standardized in the late 1920s and early 1930s; the modern system of traffic signs and signals evolved at the same time. Local interests spearheaded the construction of State Highway 100, conceived in the late 1920s as part of the Twin Cities "belt-line" and built between 1934 and 1942 as a Works Projects Administration (WPA) project. Outside of the Country Club District, however, most of the streets in Edina remained unpaved until the 1940s. In the area of mass transit, streetcar service continued to be important during World War II, but ridership declined rapidly after 1945 and the TCRT Como-Harriet line was dismantled in 1954.

After the end of the war, the pent-up demand for automobiles helped usher in the suburban boom. Automobile production in the United States jumped from a mere 70,000 in 1945 to 2.1 million in 1946 and 3.5 million in 1947. Highway travel reached its postwar peak in 1946 and increased an average of six percent per year for the next three decades. Highways in the Twin Cities area were poorly equipped to handle the postwar traffic load. Little had been done since 1942 to increase the capacity of the existing highways and a great deal of roadway and bridge maintenance had been deferred. Local traffic in Edina and the other growing suburban communities quickly overwhelmed the two-lane highways and single-lane county roads—local officials and civic groups complained that inadequate highways constituted the greatest drawback to suburban growth. Transportation projects in the immediate postwar era focused on dealing with the problems resulting from massive suburban growth, rising levels of congestion and increasing delays, and a regional highway system that lacked the capacity to accommodate increased growth in automobile transportation.

Once again, the federal government took the lead. The Federal-Aid Highway Act of 1944 was enacted as part of the transition to a postwar economy. Planners anticipated a surge in car ownership and traffic and the act significantly increased funding for federal, state, and county highway construction. The act also recognized the growing complexity of the highway program by reclassifying the federal aid highway system and readjusting the formulae for federal-state financial participation. The Federal-Aid Highway Act of 1956 launched the National System of Interstate and Defense Highways (renamed the Dwight D. Eisenhower System of Interstate and Defense Highways in 1991), the largest public works program yet undertaken.[5]One of the segments of the 37,700-mile Interstate system was Highway 494, which was built across the southern metropolitan area between 1959 and 1966, triggering another surge in local development activity.[6] The 1950s and 1960s also saw the widening of Highway 100 and construction of a new expressway along the route of Hennepin County Road 62 (nicknamed the "Crosstown" and since 1988 designated State Highway 62), both multi-lane, high-speed motorways designed to carry large volumes of commuter traffic.[7]

The postwar transportation system that has evolved in Edina since the 1930s is predicated on the use of automobiles for the vast majority of personal travel needs. Alternatives to automobile travel, such as streetcars and inter-city bus routes, declined in importance during the second half of the 20th century. At the same time, local school districts expanded their school bus programs. Commuting patterns did not change significantly between the 1930s and the 1960s, when most residents with jobs left Edina to go to work, driving alone in their personal automobiles. Average travel times within the Twin Cities metro area actually increased after completion of the interstate system. The transportation system that has evolved since the 1920s is based upon a hierarchy of thoroughfares planned and built by the state and local governments, sometimes with financial assistance from the federal government. The main components of the system are the principal arterial thoroughfares, consisting of the interstate freeway, state trunk highways, and county roads which connected Edina to other parts of the Twin Cities area; the collector streets that link Edina neighborhoods with each other and major business concentrations; and the local streets that connect blocks and land parcels within neighborhoods (Fig. 2). City street infrastructure development, as distinguished from state and county highway planning and construction, has historically been most

[5]The Interstate system was authorized in 1944 but funding for construction was delayed 12 years; the system was 98% completed by 1973.
[6]State Highway 5 was one of Minnesota's original "constitutional routes" established in 1920, though it was not assigned route number 5 until 1934. Construction began on the Edina segment of the Interstate 494 loop in 1959; the original construction was completed in 1963.
[7]In 1960, the Minnesota Department of Highways identified the junction of Highway 100 and Excelsior Boulevard as the busiest at-grade intersection in the state.

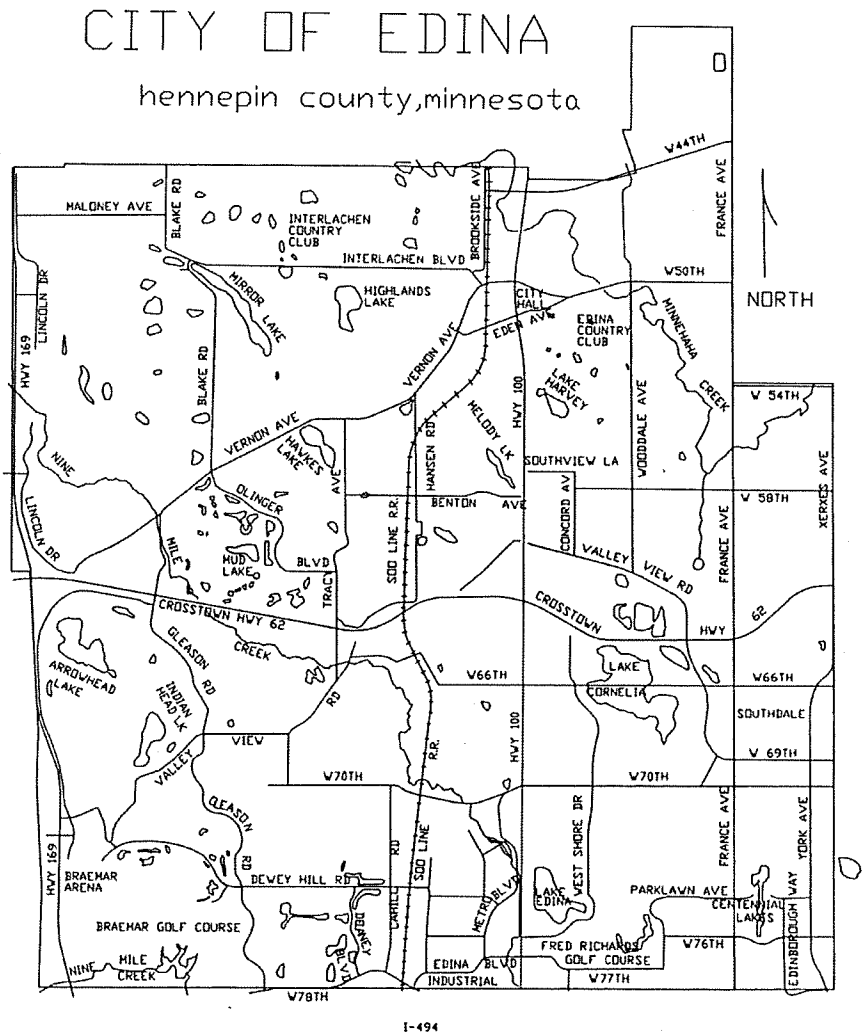

Figure 2.Edina primary and collector streets. City of Edina, 2012.

concerned with local streets. There was scant interest in bicycling or passenger rail before the 1990s.[8]

THE ROLE OF GOVERNMENT IN SUBURBAN DEVELOPMENT

Morningside and the other early 20th century streetcar suburbs were laid out according to simple, rudimentary plans that required local government approval at the time platting; once the plat was recorded, the village exercised little control over the actual physical development, with the inevitable result that each subdivision developed independently and investment in critical infrastructure tended to be made in piecemeal fashion. A few of the early developers employed modern land use planning methods when they designed their subdivisions and used restrictive covenants to privately enforce a form of land use control. Indeed, the private sector paved the way for making zoning a legitimate government activity.

Although there had been growing interest in municipal planning since the Progressive Era, zoning did not emerge as the preeminent tool in local government control of land use until the late 1920s.[9] A 1926 Supreme Court decision opened the door to municipal land use control by upholding the constitutionality of municipal zoning in the landmark case of Euclid, Ohio v. Amber Realty. In Edina, increasing attention was paid to planning and zoning after 1924, when the Minneapolis developer Sam Thorpe laid out his Country Club subdivision, the first significant, unified development in Edina to be planned and built under single ownership and control. When the village created its own zoning program in 1930, it adopted a form of the Country Club District land use controls, which became the template for new residential development in all parts of the village.[10] The primary objective of the zoning ordinance was to protect low-density, single-family neighborhoods from encroachment by commercial and industrial development, but it also placed severe restrictions on the amount of land available for intensive commercial development as well as higher density residential development (i.e., apartment buildings). The separation of land uses became total in the mid-1950s when Edina residents voted to set aside a large tract of undeveloped land to be

[8]According to the Edina public works department, the city currently maintains 230 miles of streets and roads, 25 miles of sidewalks, and 8 miles of walking paths.

[9]New York City passed the first municipal zoning ordinance in the United States in 1916 and within five years over seventy other cities (including Minneapolis) adopted similar zoning codes. The Department of Commerce's Advisory Committee on City Planning and Zoning issued *A Zoning Primer* in 1922 and *A Standard State Zoning Enabling Act* in 1924; in 1928 it published *A Standard City Planning Enabling Act*, which formed the basis for the Zoning Enabling Act passed by the Minnesota Legislature in 1929.

[10]A planning commission was established on May 14, 1929; the first village ordinance was adapted from the U.S, Department of Commerce model ordinance. Municipal zoning was not fully implemented until 1931. The village relied on outside consultants until 1957, when it hired its first full-time planner.

developed exclusively for commercial purposes in an effort to expand the village tax base without interfering with the interests of the home builders.

By the late 1930s suburban development was, to a considerable extent, a public enterprise guided by government regulations and partially subsidized with taxpayer money. While the nation was in the depths of the Great Depression, Congress passed the Emergency Relief and Construction Act of 1932, creating the Reconstruction Finance Corporation (RFC), which for the first time made the federal government an active partner in housing development. The RFC made loans to private corporations providing housing for low-income families. Also in 1932, the Federal Home Loan Bank Board was established to make advances on the security of home mortgages and establish a Home Loan Bank System. These early New Deal initiatives did little to assist individual home buyers, however, because they did not fundamentally alter the home financing system, which was still characterized by short-term credit and high interest rates.[11]

Everything changed when the New Dealers pushed the National Housing Act of 1934 through Congress. The act was primarily a tool to stimulate the economy and relieve high unemployment in the building industries by releasing private credit in the hands of banks and lending institutions for new home construction and renovation of existing buildings. The centerpiece of the act was creation of the Federal Housing Administration (FHA), which was given responsibility for implementing a national program of mortgage insurance. By having the United States Treasury assume the risk of insuring private mortgages, the act made possible the amortization of long-term, fixed-rate, low-interest loans with regular monthly payments that steadily reduced the mortgage debt. In 1938, Congress went a step further and authorized the FHA to create a national mortgage association, the Federal National Mortgage Association (Fannie Mae), to provide a secondary market where government-insured home mortgages could be sold to investors, which made more money available for home loans. As World War II was winding down, Congress authorized the Veterans Administration (VA) to create its own home loan program under the Serviceman's

[11]Before 1935, most single-family homes would have been financed with two mortgages: a bank, building-and-loan association, or other lender would advance approximately 60% of the cost of the property on the security of a "first" mortgage, with the builder or some other individual putting up the remainder in the form of a "second" or "junior" mortgage. Both the first and second mortgages would be for short periods (typically 3-5 years) and neither required the homeowner to do more than make interest payments and taxes until the mortgages became due, at which time most borrowers, if they could not pay off the principal owed, would have been compelled to extend the original mortgages or refinance. Analysis of home financing trends published in the early 1930s found that nine of ten new homes were subject to second mortgages, one of the major causes of widespread home foreclosure and forfeiture during the Great Depression.

Readjustment Act of 1944 (more commonly known as the GI Bill).[12] The VA mortgage program was created to assist eligible veterans in readjusting to civilian life by becoming homeowners. Similar to FHA loans, the VA mortgages were insured by the federal government and amortized so that they could be paid off gradually. The program gave a further boost to home purchases by allowing veterans to buy a home with no down payment. Such mortgages were particularly advantageous for the young families of returning servicemen—loan payments were typically less than rental rates for equivalent housing units. Subsequent federal housing acts liberalized mortgage terms for home buyers. Although neither program actually built homes or loaned money, FHA and VA home loans had a tremendous impact on housing development by generating a vast increase in the number of qualified new home buyers.

Local government was transformed by the federal government's expanding role in housing and economic development. From the outset, the FHA and other agencies pushed cities to adopt a program of urban planning that drew upon the principles developed since the Progressive Era to guide the development of safe, healthful, attractive, and affordable residential neighborhoods. The FHA's Land Planning Division issued its first design manual for residential development in 1940 and worked unceasingly to force local officials and planning professionals to adopt its land use philosophies, which were clearly biased toward suburban communities dominated by single-family detached and owner-occupied homes. To assist local governments with planning for new residential subdivisions, the FHA recommended standardized design practices that were expected to become a template used by developers and planning commissions. One of the landscape legacies of the FHA planning program was the abandonment of the rectilinear gridiron plat in favor of subdivisions with curvilinear streets. The disappearance of the front porch can also be attributed to FHA regulations. The land use planning principles recommended by the FHA set the standards for subdivision design adopted by the Edina planning commission, which by the mid-1950s seems to have absorbed all of the design practices promulgated by the FHA and its industry partners.[13]

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[12]Veterans benefits in the form of home loans were subsequently granted to those who served during the Korean conflict, the Cold War, and the Vietnam war.

[13]In addition to the FHA program guidelines, Edina officials (including a full-time director of planning, a position that has been filled since 1957) relied upon the *Community Builder's Handbook* published by the Urban Land Institute, the first edition of which appeared in 1947; the *Handbook* was aimed at primarily at developers, but promoted coordination with local planning agencies and was a respected reference work for municipal officials. Reviewing the minutes of planning commission for 1944-1955, it is clear that city planning decisions were also informed by the *Home Builders' Manual for Land Development*, published in seven editions between 1950 and 1990 by the National Association of Home Builders, the industry's primary trade organization.

THE GREAT DEPRESSION AND WORLD WAR II

The Great Depression and World War II stand out as pivotal events in American and World history. They also mark an important watershed in Edina's suburban heritage. The decade of the 1920s, which many believed had opened a new and never-ending era of economic growth and prosperity, closed in the most complete economic collapse in American history. The stock market crash of October 29, 1929 started an economic decline which continued with little interruption until 1933. Sixteen years after Black Tuesday, the postwar economic revival ushered in a spectacular new wave of prosperity which some historians have termed, "The Suburban Era."

When asked in 1932 whether they had ever been anything like the Great Depression, the economist John Maynard Keynes replied, "Yes, it was called the Dark Ages, and it lasted four hundred years." In 1930s America, the hard times lasted a decade, the longest, deepest depression in the history of the United States. Unemployment rose over 600% between 1929 and 1933: by 1933, more than 13 million people had been thrown out of work. Even after the economy began to improve in 1934, a great many Americans were still having trouble making a living: as late as 1940, over 7.5 million people (roughly 14% of the labor force) were still unemployed or underemployed. No segment of the economy felt the depression more than housing. Nationally, new building construction slumped rapidly in 1930 and the near collapse of the banking system in 1931-32 accentuated the crisis. Development was severely retarded in the villages of Edina and Morningside, where by 1932 housing starts had fallen to a tiny fraction of what they had been during the 1920s building boom. Real estate values plummeted while bankruptcy rates and home foreclosures increased dramatically. New Deal efforts toward recovery included massive federal and state government subsidies for the home building industry, which renewed developer interest in new home construction. Reflecting the gradual upward swing in the national business cycle, several new residential subdivisions were platted in Edina during the late 1930s. Some of the better-planned and managed subdivision projects actually flourished and there was a slow but steady increase in new home building until 1942.[14]

Although World War II began in Europe in 1939 and the United States began to rearm in earnest in 1940, America remained isolationist and neutral until after the Japanese attack on Pearl Harbor on December 7, 1941. The war had far-reaching effects on the nation's economy and culture. Locally, most of the young men (and quite a few women) joined the various military services, and many of those who stayed home went to work in war-related industries. War production brought back prosperity (the

[14]New home construction slumped during the deep recession of May, 1937 to June, 1938, but made a strong recovery in 1939-41.

gross national product grew from $91 billion in 1939 to $166 billion in 1945) and the distribution of wealth actually shifted away from the upper classes in favor of those with lower incomes—average household income more than doubled during the war years, although rationing and price controls restrained consumer spending to a great extent.[15] Wartime employment gave many women their first taste of economic independence. Despite the demands of family and work, hundreds of local women chose to support the war effort by volunteering their time and energy in programs organized under the auspices of the Office of Civilian Defense, the Red Cross, and other service organizations.

Although the war failed to radically affect the standard of living, an acute housing shortage developed during the war years. Residential construction was dormant from 1942 until late 1944, and only a handful of new homes were built in 1945. As veterans returned home, marriage and birth rates skyrocketed and there was widespread demand for consumer products, including housing. The unprecedented economic expansion and rapid population growth, combined with the shortage of housing, meant that there were very few homes for sale or rent—in 1945, the federal government estimated there were 3.6 million families in search of adequate housing. The housing shortage forced many families to move in with friends or relatives while they waited for their version of the "American Dream" to materialize.[16]

It was not a case of local developers and builders not seeing the problem coming. Throughout the war years, the home construction industry had lobbied government officials for programs to address the looming housing shortage. In the Twin Cities area, newspaper and magazine articles with plans for veterans housing began to appear as early as 1943, and by late 1944 Edina builders were advertising lots in already platted subdivisions, offering 25-year FHA-insured home loans at 4.5% interest. Large-scale development of new subdivisions was delayed, however, until 1946-1947 due to materials shortages and a brief postwar economic recession. From this point forward, Edina experienced a surge in population growth that quickly transformed the semi-rural village into a bustling, rapidly expanding suburban community. Fueled by returning servicemen and the exodus of middleclass city dwellers from the core cities, the postwar suburban boom caused a desperate housing shortage that led to a tidal wave of new subdivision platting and home building. The population of Edina and

[15]Commodity rationing commenced early in 1942 and in May the Office of Price Administration froze prices for most everyday goods; mandatory rationing of selected consumer goods remained in effect until the fall of 1945. The War Production Board, established in January, 1942, ordered the halt of all private, non-essential building construction on April 9, 1942; it regulated the production and sale of building construction material until the agency was abolished in November, 1945.

[16]The phrase "American Dream" was coined by historian James Truslow Adams in his book, *Epic of America* (Boston, 1932), p. 410.

Morningside, which stood at 5,855 in 1940, climbed to 9,744 by the time of the 1950 census; Edina alone experienced a growth rate of over 202% during the decade of the 1950s. Along with hundreds of new residential subdivisions, the great migration to the suburbs brought new highways, shopping centers, schools, and office complexes radically altered Edina's landscape.

CHAPTER III
POSTWAR RESIDENTIAL NEIGHBORHOODS

The historic context overview presented below is a sub-context of the general city-wide study unit, The Suburban Landscape. It is intended to be used to develop goals and priorities for neighborhood-scale surveys and thematic studies. For preservation planning purposes, a postwar neighborhood is defined as a community within the city limits where the built environment is dominated by buildings constructed after World War II. The historic context is characterized by the following general themes: the establishment and physical development of residential districts, the imprint of land use planning on the design of subdivisions, the application of industrial principles to home building, and the history of efforts to create the ideal suburban community in Edina.

HISTORIC CONTEXT STATEMENT

Edina is a city of neighborhoods and has been since the 19th century. The original neighborhoods were open-country rural settlements dominated by family farms, where mills, churches, and post offices became the focal points for community identity. Over time, some of the agglomerations of non-farm settlement came to function as unincorporated rural hamlets. In contrast, suburban neighborhoods evolved out of the subdivisions laid out by real estate developers, a distinctively urban land use pattern that was superimposed on the rural landscape. The fixed boundaries of the platted areas being largely invisible, the subdivisions eventually coalesced into larger neighborhoods which commonly adopted the name of the oldest or largest platted section. A combination of forces, social as well as economic, contributed to the rapid suburbanization of Edina during the postwar period. New home building had effectively ended in April, 1942, when the Office of War Production banned all nonessential construction and there were no new housing starts in Edina or Morningside until 1944. Despite the pent-up demand for housing, the diversion of labor and materials to the war effort delayed the start of the postwar housing boom in the Twin Cities area until 1947, by which time the economy as a whole had largely completed the transition from war to peace. The number of building permit applications processed by the villages of Morningside and Edina steadily multiplied once the economy hit its stride in the 1950s. The number of new housing starts soared and the population of the village increased from 9,744 in 1950 to 44,031 by 1970. By the mid-1970s, Edina considered itself to be a fully developed community.[17]

[17] Edina's postwar development boom was not uninterrupted, of course; there were actually several irregularly spaced housing booms, separated by slumps corresponding to the recessions of 1945, 1949, 1953, 1957-58, 1960-61, 1969-70, and 1973-75.

Postwar neighborhood development in Edina was spurred by the availability of large amounts of raw land suitable for most kinds of residential and commercial construction. To meet the demand for new single-family housing, developers acquired large tracts of farmland which they platted into densely compacted subdivisions. The late 1940s saw a flurry of subdivision platting, mostly in the area north of 54th Street between France Avenue and Highway 100, within and adjacent to the existing suburban neighborhoods of Morningside, Country Club, and South Harriet Park. Developers fanned out across the city during the 1950s and '60s, with new subdivisions spreading to the southern and western city limits; except for a few hundred acres of prime land in west Edina, the neighborhood built-out was complete by the mid-1970s. More than one hundred residential subdivisions large and small were platted and developed between 1945 and 1975.

Until the 1920s, most residential subdivisions in Edina were relatively small and suburban neighborhoods like Morningside tended to grow incrementally as adjoining parcels of land were platted and built out. Most of the developers during the prewar period operated on a modest scale and the homes within a given subdivision were built by different independent contractors (and sometimes by the owners themselves). The first large-scale subdivision was the Country Club District of 550 lots platted by Thorpe Bros. in 1924. Country Club was designed as a single neighborhood with a master plan of development that included private zoning controls (through restrictive covenants) and developer-financed utilities. Inspired in part by the success of Thorpe's Country Club project, during the late 1930s several developers tried their hand at platting small "estate"-type subdivisions aimed at the upper-middleclass housing market. Developers like Merrill Hutchinson (Rolling Green and Hilldale, platted in 1936 and 1939, respectively) and J. Frank Ecklund (White Oaks, 1936) were primarily dealers in land rather than home builders and competed in the market through the kinds of site amenities they offered, such as spacious lots, paved streets, sidewalks, trees, and natural areas.

In contrast, the postwar era was dominated by the so-called "community builders" (i.e., corporate developers) who took advantage of government incentives to develop large residential neighborhoods that were rapidly filled with mass-produced housing.[18] Community builders were distinguished from traditional subdividers by their corporate structure, which combined land acquisition, engineering and architectural services, site improvements, house construction and merchandising in the same firm; and by their

[18]The Community Builders Council, founded in 1942 under the aegis of the Urban Land Institute, began to codify the planning and design principles for large residential developments in the *Community Builders Handbook*, first edition of which appeared in 1947.

adoption of industrialized home building techniques. Taking advantage of readily available financing, streamlined methods of construction, and an unprecedented demand for housing, these corporate developers laid out their subdivisions according to FHA principles and were strong advocates of zoning regulation. These large-scale developers viewed their business as selling neighborhoods, not land or houses.

Mid-20th century suburban subdivisions were planned communities and the first urban planners were the subdividers themselves. All of Edina's postwar neighborhoods bear the unmistakable imprint of a centuries-old American tradition of real estate development to the extent that each subdivision was laid out by individuals or corporations whose principal aim was profit: the fundamental design objective was to maximize the amount of developable land. Until the 1930s, there were relatively few legal constraints on private land development in Edina, no land use zoning, and almost no public control over home building beyond some rudimentary sanitary and fire codes. Nevertheless, the platting of subdivisions generally conformed to existing laws and traditional practices. Land use zoning and building codes, which emerged in the 1920s and were institutionalized in both Edina and Morningside in the 1930s, imposed increasing restraints on developers. Much of the basic municipal planning framework was shaped by the Federal Housing Administration (FHA), which established technical standards and procedures that required developers to have detailed plans for their subdivisions.

Before any development activity could occur, each new subdivision had to be platted according to state and local laws then in effect. The first step in the platting process involved the preparation of a written depiction of the lots, blocks, and reserves created by the subdivision, accompanied by a plat of survey that showed the location and boundaries of the individual parcels of land to be subdivided into lots, with streets and easements drawn to scale. The subdivision plats were then submitted to village for approval. Lot size varied between subdivisions, but the average residential lot covered approximately one-fourth to one-third of an acre and had a street frontage of 50 feet, except in the "estate" type subdivisions, where the building lots were bigger. Subdivisions were given names to help market the development at the time the plat was recorded. Postwar subdivisions generally had relatively modest, simple names which sought to evoke a sense of exclusivity, sometimes reflecting some measure of historical or physiographical context to the actual site. As Edina grew, the names of the larger subdivisions and neighborhoods merged (Fig. 3).

The orthogonal plat, with its mechanically repeated geometric grid of rectangular blocks, straight-line streets, and right-angle intersections, was the traditional methodology for platting land for both residential and commercial development.

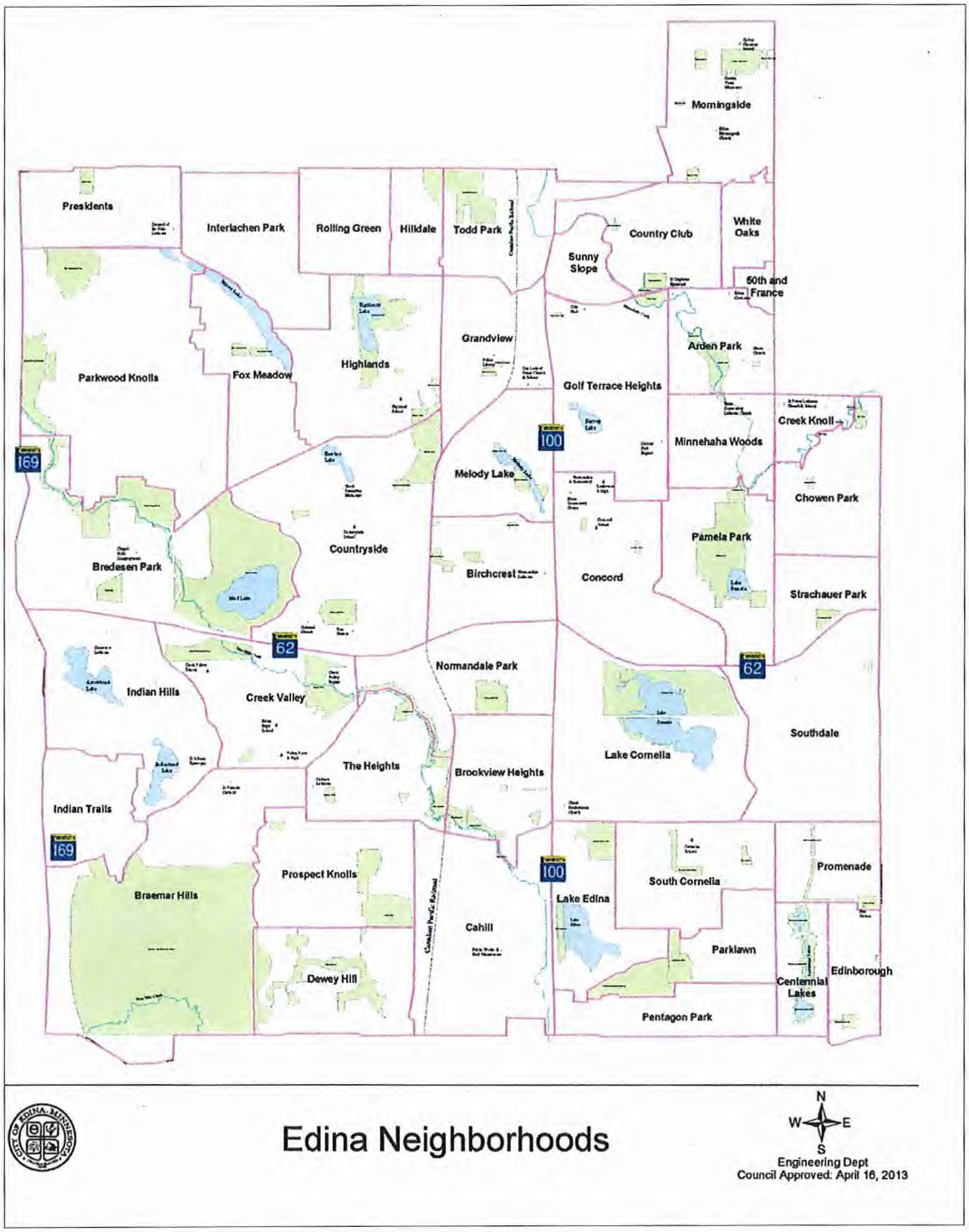

Figure 3.Edina neighborhoods. City of Edina, 2013.

Historically, the gridiron plat itself was a microcosm of the government land survey that subdivided the public domain into perfectly square townships and sections. Because the gridiron layout ignored topography, obliterated the semi-rural setting, and left very little land for open space beyond the narrow boulevard strips within the street rights of way, suburban developers turned to curvilinear streets, which reduced development costs and were also better adapted to subdivisions with variegated topography. First used in the Country Club District in the 1920s, the curvilinear residential street pattern dominated in postwar residential subdivisions. Subdivision regulations provided a hierarchical system of residential and collector streets that emphasized separation between residential and commercial areas.

By the 1930s, the design of suburban subdivisions was largely in the hands of professionals. Both Edina and Morningside employed village engineers in the 1920s and the positions were never left unfilled. While private developers employed their own consulting engineers and land surveyors to make the plats of survey and create whatever plans were necessary for various kinds of improvements, the village engineers were responsible for setting the grades of streets, drawing up plans and specifications for public utilities, and safeguarding the public health and safety. Site grading and excavation work was carried out by private contractors under the direction of the village engineer, who controlled and managed all work done within the public right of way (streets, storm water drains, sanitary sewer, water, gas service, streetlights). Morningside and Edina required building permits before any construction could commence; the villages also adopted building codes and employed inspectors to ensure that residential sewer and water connections were up to code.

Frank Lloyd Wright observed, "It is in the nature of the automobile that the city spreads out thus and far away."[19] The first motorways between Minneapolis and Edina followed the routes of 19th century roadways. During the streetcar era, France and Vernon Avenues (both of which were originally laid out as wagon roads) became the dominant north-south thoroughfares and the early suburban subdivisions established the initial gridding of local collector streets. The first modern expressway, State Highway 100, was constructed through Edina in 1934-41 as part of a Twin Cities "belt-line" highway.[20] The Interstate 494 loop, built in 1959-1966, completed the system of arterial routes designed for mass commuting. In order to accommodate the massive influx of people and their cars, Edina home builders paid special attention to transportation infrastructure. Municipal subdivision regulations required the plats of survey to locate all public thoroughfares as well as lot lines; developers were also required to obtain village

[19] "America Tomorrow," *American Architect* 141 (1950):145.

[20] The segment of Highway 100 between old Trunk Highway 5 (now Interstate 494) and old U.S. Route 52 in Robbinsdale was officially designated the "Lilac Way" and included extensive roadside landscaping (mostly in St. Louis Park).

approval for the naming of streets and the numbering of houses according to standardized plans. Because older connecting streets often had to be reconstructed or realigned to accommodate increased traffic, developers were forced to design their subdivision projects in concert with state and local government transportation planners. Within the subdivisions themselves, driveways and garages took up a great deal of land, requiring developers to enlarge the size of their building lots or eliminate other uses of residential yards (such as sidewalks and alleys).

Cars conquered suburbia and the extinction of Twin City streetcar system in the early 1950s made automobile ownership a prerequisite for living the good life in Edina. Most postwar housing was equipped with some kind of shelter for storage of the family automobile. Domesticated during the early 20th century, by the 1940s the garage had evolved from a utilitarian shed for the family car into an essential, highly specialized structure designed to architecturally compliment the owner's dwelling place. As built, many of the houses constructed in Edina between 1935 and 1975 probably had detached garages, usually set behind the house. These were typically wood-frame structures built on concrete slabs, with small windows (to provide day-lighting) and service doors (for pedestrian access and egress); the siding material sometimes, though not always matched the cladding of the house. The most important design characteristic was the door through which the car entered the garage.[21] At least half the houses built during this period were originally constructed with attached garages, design trend that was first popularized by suburban home builders in the 1920s. The prevalence of attached garages produced a major shift in the pattern of neighborhood streetscapes; as residents increasingly came and went from their houses by car, the interior door from the garage often became the most-used entrance, which in turn affected use patterns in other parts of the house. Garages were originally designed to shelter one car, but two-stall garages began to make their appearance in the 1950s and were a standard feature on most new homes built after 1960. Steadily rising household incomes, fueled in part by the increase in two-earner households, created an explosion in car ownership and by the late-1960s the two-car garage was no longer an ideal but a necessity for most Edina home owners. Today, the one-car garage is nearly extinct in Edina; it is not uncommon to see a Cape Cod or Ranch style dwelling with its original single-stall attached garage converted to living space and a newer attached two-car garage built on the back side of the property.

[21]The folding overhead garage door with a steel track, invented in 1921, was more or less standard equipment by midcentury; fiberglass, steel, and composites eventually replaced wood in the 1970s. Electric garage door openers were available as early as the 1930s.

Cultural geographer J. B. Jackson called the front yard "a national institution—essential to every home, like a Bible somewhere in the house."[22] Every single-family dwelling built in Edina since 1935 has had a front yard. After streets and houses, the front yards dominate the environment of every mid-20th century residential neighborhood. In the older subdivisions with narrower lots, front yards tended to be small and functioned primarily as a buffer between the private realm of the house and the public realm of the street. In the lower density, economically upscale subdivisions, the more open plan of development and comparatively large building lots made the front lawn a highly visible and potent status symbol. During the initial phase of suburban development, it was common practice for home owners to enclose their front yards with fences—the image of the small suburban cottage surrounded by a white picket fence epitomized the "dream house" imagined by most mid-20th century Americans—but government regulations and changing architectural tastes compelled postwar home builders in Edina to leave their front yards unfenced so as not to disturb the uniformity of the neighborhood streetscape.

Backyard patios, lawns, barbeques, and children's play apparatus were cognate with postwar suburban development and as such reflect a uniquely American, 20th century mindset.[23] Most Edina subdivisions were laid out with fairly expansive backyard areas that provided space for outbuildings and accessory structures, as well as room for the homeowners to indulge themselves in traditional suburban leisure activities such as family play and gardening. Back and side yards usually started out as unfenced open spaces but most owners eventually enclosed them with chain-link or wooden "privacy" fences, either as a symbol of owner independence, or as defense against trespassers and prying neighbors. The shift in focus in American popular culture from the front of the house to the back can be traced to the bungalow era (circa 1900-1925) and by the 1940s middle-class tastes in home design were running toward an emphasis on comfort, privacy, and personal recreation space. Architecturally, this trend manifested itself in modern homes with informal floor plans, larger living rooms, basement "rumpus rooms," and the virtual elimination of front porches. Borrowing the name from the paved interior courtyards found in traditional Mediterranean villas, suburban home designers applied the term *patio* to any paved area adjoining a house. Most often placed in the back, patios were the mid-20th century suburbanite's substitute for the traditional front porch. Secluded from the street (and from neighboring properties), patios were outfitted

[22]"Ghosts at the Door," in *Changing Rural Landscapes*, ed. Ervin H. Zube and Margaret J. Zube (Amherst, MA, 1977), 41.

[23]Patios and patio furniture, backyard barbeques, swing sets and Jungle gyms all entered mainstream suburban culture previous to 1930 but did not become essential home fixtures until after 1950. Kettle grills, picnic tables with attached benches, portable ice chests, and metal lawn chairs were patented and on the market by the early 1950s.

with specialized furniture and other accouterments appropriate for lounging, casual dining, and informal entertaining.

Postwar subdivisions have become synonymous with "sprawl" because of their wasteful land use practices. One early critic summarized the inherent economic inefficiencies of low-density suburban development:

> When the new developments are scattered at random in the outlying areas, the costs of providing services becomes excruciating. There is not only the cost of running sewer and water main and storm drains out to Happy Acres but much more road, per family served, has to be paved and maintained . . . Sprawl also means low value utility operation for the amount of installation involved.[24]

Edina's postwar neighborhoods could certainly be characterized generally as sprawling on the basis of their dominant land use patterns, which reflect all of the common denominators of urban sprawl: uniform low density development, spatially segregated land uses, poor street accessibility, transportation dominance by private automobiles, and the lack of a downtown or other significant central district. However, it cannot be said that Edina neighborhoods were developed without careful planning and there was relatively little in the way of leapfrog development or commercial strip development. Perhaps a more objective assessment would be that suburban development patterns in Edina were no better or worse than in other inner-ring Twin Cities suburbs in terms of everyday quality of life consequences. Indeed, some community leaders have argued that Edina-style sprawl is a desirable form of suburban development.

No one can argue that postwar development patterns did not have a negative impact on natural ecosystems. Conventional land development in the postwar period typically entailed a great deal of land clearing, excavation, grading, and filling that destroyed or at least severely damaged local ecosystems. Edina includes extensive areas of gently rolling land as well as some rough, hilly land where developers simply bulldozed the swells, swales, ravines, and wetland basins to make room for building lots and streets. Serious soil erosion and surface water pollution problems developed, countless micro-relief features were obliterated, and very little in the way of natural vegetation survived. However, many kinds of birds and small mammals found the suburban environment very much to their liking. Edina's Whitetail deer population, for example, though nearly extinct by the 1930s, achieved a remarkable increase since the 1950s.

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[24]William Whyte, *The Exploding Metropolis* (Garden City, NY, 1958), 122. Whyte, a well-known urbanist, is credited with popularizing the term "urban sprawl," which was the title of his article that appeared in the December, 1959 issue of *Fortune* magazine.

ASSOCIATED PROPERTY TYPES

Postwar residential and commercial development occurred throughout all parts of the city. The only extensive concentrations of high-density suburban housing which pre-date the Second World War are in the oldest sections of West Minneapolis Heights, Morningside, South Harriet Park, and Country Club neighborhoods. Except for the Country Club District (90% built-out by the late 1930s), there was an abundance of vacant, buildable lots available in the pre-war subdivisions when the wartime ban on new home construction was lifted in 1944.

The period of significance for this historic context is circa 1935 to 1975. Strictly speaking, the postwar era began on the day of Japan's surrender, September 2, 1945, but a good case can be made that several of the most important broad patterns of postwar suburban development were already well underway in Edina during the late 1930s. Edina experienced a dramatic surge in suburban development after the war and the building boom spanned three decades. The conversion of vacant land to urban development slowed after 1970, although opportunities existed for platting small subdivisions in the western part of the city into the early 1990s. In 1975 the Metropolitan Council adopted a Metropolitan Development Framework Guide that identified Edina as a "fully developed" community.

Several generic property types link the themes discussed in the historic context statement with actual heritage preservation resources on the ground. For preservation planning purposes, suburban neighborhoods are ordinarily treated as potential historic districts, i.e. groups of buildings and related landscape features that comprise a specific environment with an identity of time and place. These districts may represent entire platted subdivisions or portions thereof. It is unlikely that the boundaries of heritage landmark districts will be coextensive with the boundaries of neighborhoods.

Edina's postwar neighborhoods are comprised primarily of houses, functionally related accessory buildings such as garages, and domestic landscape features. The city has a surprisingly diverse mix of neighborhoods that developed since the late 19thcentury, but the suburban landscape is dominated by residential subdivisions that were platted and built out after circa 1935. The primary historic character defining elements of these neighborhoods include: detached single-family houses representing common midcentury modern architectural styles and house types; the physical layout of the subdivisions, including the rhythm of house spacing and setbacks, lot size, street pattern, roadway width; the relationship of garages and driveways to dwellings;

residential landscaping; and adherence to standardized subdivision design and home building practices.

The basic organizational unit of the suburban neighborhood is the subdivision (Fig. 4). Each subdivision represents a powerful spatial protocol based on a highly standardized planning template. Most of the city's postwar neighborhoods have no natural boundaries: highways and major collector streets provide the only well-defined edges. Land use is highly segregated and residential neighborhoods contain only dwellings, except for a diffused scatter of schools and churches. The layout of most subdivisions is generally unchanged since they were originally platted and built out. Zoning regulations appear to have been effective, since in most of the older neighborhoods there are relatively few non-conforming properties. A typical mid-20th century residential neighborhood is fairly densely built up and well served by public utilities. Streets, which connect the private with the public domain and also link the different parts of the city, play an important role in molding the historic character of neighborhoods and comprise more than one-fourth of the land area within a typical residential subdivision. Street patterns are conventional: simple rectangular grids in the older neighborhoods, curvilinear loops and cul-de-sacs in the subdivisions that were laid out during the 1950s and 1960s (Fig. 5). Local streets play an important role in determining the form of residential neighborhoods (and the community as a whole) and their cultural landscape characteristics (width, geometry, surfacing materials, destinations) reflect well documented national and regional trends in land use planning, landscape architecture, transportation technology, and civil engineering. Although most postwar neighborhoods are not particularly well connected with the rest of the city, Edina residents have ready access to arterial streets that allow moderate driving time to any point within the greater Minneapolis area as well as the trunk and interstate highway systems. The lack of connectivity encourages the use of cars over other travel modes, even for relatively short trips. Traffic congestion has vexed city officials since the 1940s.[25]

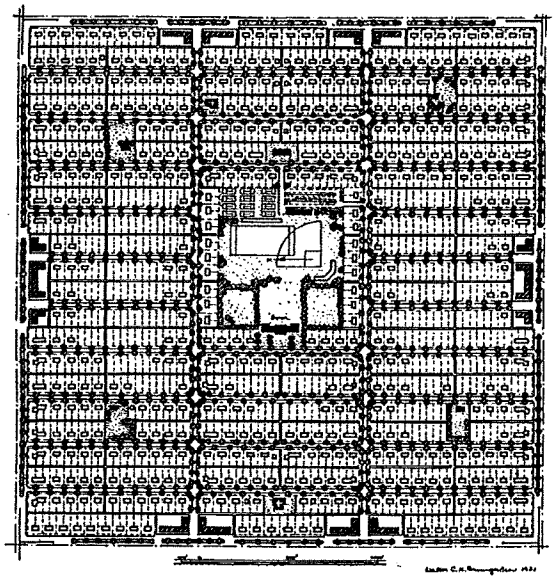
Most of the city's postwar neighborhoods have been built-out for decades and the amount of vacant land remaining is very small. Historic fabric consists primarily of the houses, which constitute the essential character-defining feature of each neighborhood. The housing stock is dominated by detached, one- and two-story, detached single-family dwellings that sit on narrow, rectangular lots. Almost without exception, every house has a garage, either attached or detached. In the older tract house subdivisions, the houses were built side by side in neat rows with more or less

[25]There is little or no empirical evidence to suggest that street patterns have measurable effects on the sociability of a neighborhood, although there are demonstrable "quality of life" impacts from increased traffic congestion.

Figure 4. Example of Edina subdivision plat. Southdale First Addition, platted by Thorpe Bros. in 1953. From a sales brochure in the possession of Bob Moore.

100 PLANNING FOR RESIDENTIAL DISTRICTS

DIAGRAM 12. THE SINGLE BUILDING-LINE IN THE GRIDIRON PATTERN



a.

46 PLANNING FOR RESIDENTIAL DISTRICTS

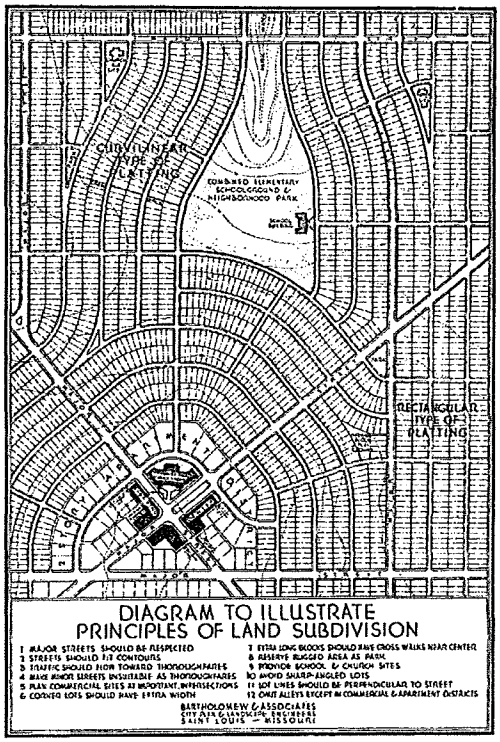


Figure 6 Standard suburban street patterns. From the 1932 report of the Committee on Subdivision Layout of the President's Conference on Home Building and Home Ownership.

b.

uniform setbacks and the visual impression is of a linear agglomeration of small houses jammed shoulder to shoulder. While examples of nearly all of the mainstream architectural styles are found in Edina, postwar domestic architecture is dominated by modern vernacular forms. Architectural historians have delineated several generic classifications for contractor-built house forms built between the 1930s and the 1970s, of which the Minimal Traditional, Cape Cod, Ranch, and Split-Level predominate in Edina.[26] Minimal Traditional houses first appeared in Edina during the late 1930s as infill construction in Country Club and Morningside neighborhoods, and this type of house remained popular with local builders well into the 1950s.A few architect-designed Cape Cod style residences were built in Edina in the late 1930s and early 1940s. In the hands of local contractors, the Cape Cod house form quickly became the mainstay of early postwar tract house developers, whose marketing usually emphasized its "charming" and "cozy" qualities. The Ranch house form (also popularly known as the "rambler" or "rancher") dominated postwar suburban housing nationwide, making up nearly two-thirds of all new single-family dwellings built between 1945 and 1970.[27] Not surprisingly, it was the "dream house" of choice in Edina, where it sheltered every class of suburbanite. Starting in the late 1960s, local builders began to fill out their subdivisions with their versions of Split-Level and Neo-Colonial homes. All of Edina's postwar residential neighborhoods have experienced gentrification and the teardown trend has accelerated city-wide since the late 1990s. Most of the pre-1975 housing stock appears to be structurally sound and well maintained. However, a relatively small proportion of the houses constructed between 1935 and 1975 are in deteriorated condition (chiefly due to deferred maintenance).

Within a given postwar neighborhood, groups of buildings and their associated landscape elements may sometimes comprise a specific historic environment that conveys a sense of time and place. In cultural resource management, these assemblages of heritage resources are referred to as *streetscapes*. In most of Edina's mid-20th century residential neighborhoods the street pattern itself is of historical interest to the extent that it is an artifact of the original subdivision plat and establishes the basic framework for neighborhood development. Residential streets tend to be narrow, straight or curvilinear, and tree-lined, and their alignment, width, grade, and surface materials define the viewshed along blocks of houses. As such, the streets exert a great influence over the three-dimensional pattern of space. The oldest subdivisions were laid out with a square or oblong grid of straight streets (a geometric pattern inherently inefficient for traffic flow). In contrast, most postwar developments were platted with

[26]The design characteristics of the common Edina postwar house types are addressed as part of the Midcentury Modern architecture in Chapter IV.
[27]United States Bureau of the Census, *Statistical Abstract of the United States: 1996* (Washington: Government Printing Office, 1997), 714.

curvilinear street patterns, consisting of long blocks with loops and cul-de-sacs (better adapted to the automobile).[28] Other elements of the neighborhood circulation system, particularly front walkways and driveways, also contribute to historic character and possess important historical associations in their own right. Residential streets and driveways are today paved with bituminous asphalt or concrete and only the older neighborhoods are served with alleys. Typically, postwar developers did not provide public sidewalks within the boulevards along residential streets. The only street furniture consists of regularly-spaced streetlights, street signs, traffic signs, and fire hydrants—very little of this infrastructure appears to be over fifty years old, however.

Landscaping on residential lots also reflects historical and cultural influences. Indeed, the history of the lawn and other aspects of suburban vernacular landscape architecture are intertwined with suburban material culture. For example, the traditional means of expanding the living area of a postwar suburban home was to build an outdoor patio adjacent to one of the exterior walls. Most patios were poured concrete slabs until the 1970s, when concrete and brick pavers became popular. The first decks made of treated lumber may have been constructed as early as the 1960s and thousands of homes were eventually retrofitted with raised, open-air structures in a variety of configurations. Like patios, decks were often built by do-it-yourselfers. Homeowners were also their own landscape gardeners, planting flower beds, shrubbery, and shade trees entirely at their personal discretion. Ornamental plantings in yards are typical of suburban home ground planting styles that evolved during the second half of the 20th century. Nearly every subdivision home probably had planting beds around the foundation walls filled with flowers and shrubs. A good deal of this outdoor art was not informed by any particular school of landscape architecture; the choice and arrangement of the various plants was entirely a matter of personal taste and fashions changed. Judging from aerial photographs flown during the 1940s and 1950s, home vegetable gardens were also a feature of many postwar homes—perhaps a legacy of the World War II "victory garden" movement, but more likely another middleclass manifestation of the good life in suburbia. Developers were not initially required to provide street trees in their subdivisions and tree planting was the responsibility of property owners or homeowner associations. Throughout the city, boulevard plantings consisting of deciduous trees represent an essential structural component of historic streetscapes.

A massive amount of urban infrastructure, some of it quite old, lies embedded within Edna's postwar neighborhoods in the form of a tangled web of pipes, mains, lines, conduits, standpipes, catch basins, and maintenance covers. While Edina's

[28]The convention gridiron plat consumed as much as 35% of a subdivision's area for streets, while a curvilinear pattern typically left around 75% of buildable area.

earliest suburban residents obtained their water from private wells, by 1940 most of the developed part of the village was connected to the Minneapolis municipal water system. Postwar subdivisions were supplied from the deep wells and reservoirs built as part of the municipal waterworks system established in 1936. On-site wastewater disposal was the norm outside of Country Club (which had its own sanitary sewer system) until 1939, when suburban neighborhoods in Edina and Morningside were connected to the metropolitan sewer system. Subdivisions platted after 1940 were required to provide sanitary sewer connections to all of the homes built. It would be reasonable to expect to encounter original sections of underground water mains and sewer pipes when excavating for new utilities. Because much of Edina was developed for agriculture before the mid-20th century, it is likely that the remains of 19th and early 20th century farmsteads also lie buried underneath modern-day neighborhoods where they may be uncovered during new building construction.

The Edina Heritage Landmark program (like the National Register of Historic Places) is based on the concepts of historic significance, historic context, and historic integrity that are used to determine whether or not a heritage resource is eligible for designation. Historic significance refers to the importance of a heritage resource in terms of its historical, architectural, archaeological, or cultural values. Significance may be achieved by association with events that have made a significant contribution to the broad patterns of state, local, or national history (Criterion A); by association with the lives of persons significant in our past (Criterion B); by embodying the distinctive characteristics of a type, period, or method of construction, or by representing the work of a master, or possessing high artistic values, or representing a significant and distinguishable entity whose components lack individual distinction (Criteria C); or by yielding, or having the potential to yield, important historical, architectural, or archaeological data.

Postwar residential and commercial neighborhoods represent an important aspect of Edina's heritage as a first-ring suburb; therefore, the significance of a given neighborhood will most often need to be evaluated under Criteria A and C. However, just as not everything that is old is worth preserving, every postwar residential neighborhood in Edina is not going to be considered historically significant simply on the basis of its association with the broad pattern of 20th century suburban development. To qualify for Edina Heritage Landmark designation, the association itself must be important and such an evaluation must be based on the information assembled by a survey that documents the direct connections between a neighborhood and a specific historical event, theme, or property type.

Mid-20th century residential neighborhoods contain diverse assemblages of houses, some of which may be individually significant as exemplars of a design, period, or method of construction that reflects the physical development of a particular neighborhood. Until relatively recently, the common forms of postwar domestic architecture were largely ignored by preservationists. "They're ugly and plain and they represent the beginnings of *sprawl*, the sworn enemy of historic preservation . . . cookie-cutter architecture, devoid of individuality or design, and they were spewed out by the thousands!"[29] Notwithstanding this deeply held bias, the 1950s ramblers and 1960s split-level houses are gaining respect as cultural resources worthy of study and preservation. The overwhelming majority of these buildings were not designed by professional architects or master builders. However, the best preserved but otherwise architecturally undistinguished houses may warrant consideration for landmark designation as examples of important vernacular building types.

Like many other 20th century resources, the heritage values of public works infrastructure has often been overlooked, if not dismissed outright, when the preservation of historic neighborhoods has been considered. Mainstream preservationists generally have found little historical value in underground utilities or residential streets. Underground infrastructure represents a potential landscape archaeology resource whenever undisturbed utility structures are preserved *in situ* and their examination leads to important information that would otherwise be unobtainable.

In order to qualify for designation as an Edina Heritage Landmark District, a postwar neighborhood must meet one of the heritage landmark eligibility criteria and retain historic integrity of those physical attributes necessary to convey its significance. Heritage resource surveys are an important planning tool because they provide the basis for evaluating historic integrity. As part of its comprehensive plan, the City of Edina expects to complete surveys of the entire city by the year 2030. This process will include developing neighborhood-level historic context statements against which individual buildings and groups of historically related buildings can be evaluated. To assemble an inventory of postwar neighborhoods worthy of consideration in the planning process, the survey will need to be conducted in two phases: a reconnaissance to characterize an area's heritage resources in general, followed by intensive survey to document all of the historic properties within the boundaries of a given neighborhood. The Heritage Preservation Board will need to prioritize the neighborhoods to be surveyed based on several factors, including the age of the community, the association with significant themes in Edina history, and the availability

[29]George Kramer, "Listening to Lily: Why We Should Preserve the Recent Past," *The Alliance Review* [newsletter of the National Alliance of Preservation Commissions] (January-February, 2004):4. The "Lily" in the title refers to comedian Lily Tomlin, who once quipped that, "maybe if people started to listen, history would stop repeating itself."

of resources needed to conduct the surveys. The survey results should be incorporated into the city's heritage resource management system to ensure that planners and policy makers have access to the information. The benchmark for the comprehensive survey of postwar residential neighborhoods should be a 100% reconnaissance-level investigation of all subdivisions platted and built out prior to ca. 1975. Intensive surveys should be carried out in neighborhoods where over 50% of the buildings date from the period of historical significance (circa 1945 to 1975)—intensive surveys will not be required in neighborhoods where less than 50% of the standing structures date from the period of significance.

Evaluating historic integrity in postwar neighborhoods will be a challenging task. The vast size of the postwar housing stock makes intensive survey a daunting prospect—individual neighborhoods may contain thousands of homes built from a relatively small design palette. All of Edina's neighborhoods have changed over time and very few were architecturally homogeneous when they were initially developed. Changes in physical characteristics do not necessarily mean that a neighborhood is not worthy of preservation as a landmark district; however, if a neighborhood or streetscape no longer retains enough historic fabric to convey its association with historic events, it is not eligible for heritage landmark designation. Properties that are integral parts of a potential neighborhood historic district do not need to be individually eligible for designation; however, it is important to recognize that a majority of the properties within a proposed district must retain the authenticity of physical characteristics which illustrate the historical and architectural significance of the neighborhood.

In addition to historic resources, a postwar suburban neighborhood eligible for Heritage Landmark designation will comprise buildings, structures, sites, or areas that do not contribute to the significance of the district. The number of noncontributing properties a district can contain yet still convey its sense of time and place depends on how these properties affect the district's integrity. For example, some neighborhoods contain properties built after 1975 which reflect the same historical and architectural themes as traditional postwar housing and represent a continuation of the same pattern of development. In cases where these later houses make up only a small part of the district, and reflect the postwar neighborhood historic context, they should be considered contributing heritage resources.

Although there are many well maintained and respectfully preserved suburban homes in Edina's postwar neighborhoods, a high proportion of the city's postwar housing stock has been altered from its original appearance. Indeed, many of the homes built between 1935 and 1975 have been "re-muddled" almost beyond recognition. Most of the smaller houses, for example, have been enlarged with

additions, and much of this new construction is not compatible with the architectural character of the original buildings. Literally thousands of vintage houses have been covered over in whole or in part with simulated stone, brick veneer, stucco, aluminum or vinyl siding. Some of the materials used in postwar buildings also present special challenges for preservation. Many of the common products used in building construction have proved to be hazardous (e.g., asbestos) or unstable (e.g., some kinds of fiberglass). In many cases, it is neither appropriate nor technically feasible for property owners to replace them in-kind. In such a context, a contiguous grouping of well-preserved Cape Cod or Ranch style homes with their original exterior siding intact may possess exceptional significance because they represent such a scarce resource.

Representative neighborhood streetscapes comprising one or more blocks of houses may qualify as significant cultural landscapes under Criteria A and C when they comprise an intact, functionally and historically related whole. Streetscapes must represent a significant and distinguishable entity, though the components need not possess individual distinction for the multi-property assemblage to qualify for landmark status as a district or site. With respect to postwar neighborhood landscape features such as street patterns, sidewalks, and open space areas, an important factor to be considered when evaluating historic integrity is the effect of recent infrastructure improvements on the built environment of the neighborhood as a whole.

CHAPTER IV
MIDCENTURY MODERN ARCHITECTURE AND LANDSCAPES

The historic context Midcentury Modern Architecture and Landscapes is a sub-unit of the city-wide first-tier study unit, The Suburban Landscape. The focus is on specific property types. It is intended to be used to guide future reconnaissance and intensive level surveys and will inform heritage preservation resource evaluations involving individual buildings and landscape features. The study unit will undoubtedly need to be refined, modified, and updated as more midcentury modern heritage resources are identified and recorded.

HISTORIC CONTEXT STATEMENT

The term "midcentury modern" has been used to describe various 20th century architectural movements that combine functionalism with an aesthetic ideology that rejects historical precepts. Architectural historians and preservationists generally agree that the midcentury modern "period" began in the early 1920s and ended in the late 1960s. Locally, modern architecture was predominant in both domestic and commercial building from the 1930s through the 1970s, and many buildings characteristic of the midcentury modern styles continued to be constructed in Edina into the 21st century.[30]

Designers and builders working in the Twin Cities region began to experiment with Modern architecture shortly after the turn of the 20thcentury, but the idiom was not widely popular in the suburbs until after World War II. The first Modern house style adopted by local builders was a hybrid of early 20th century eclecticism that architectural historians have named the Minimal Traditional (Fig. 6). Widely built in suburban subdivisions throughout the country, it was derived from the Period Revival and Bungalow movements, but lacked the decorative detailing found on Craftsman, Colonial, and Tudor styled homes. The basic design concept (which owed a debt to the federal government's expanded role in the design of houses) emphasized simplicity, function, and affordability, and the use of modern materials and construction techniques. A small house built to FHA standards, the Minimal Traditional house was typically one or one-and-a-half stories and gable-roofed, with an open floor plan. Wall cladding was usually wood lap siding, sometimes with brick veneer trim; until it was

[30]The architectural classifications used herein have been adapted from the following standard reference works: Virginia and Lee McAlester, *A Field Guide to American Houses* (New York, 1984); and Carole Rifkind, *A Field Guide to American Architecture* (New York, 1980). The term *style* is used here to describe a definite type of architecture that can be distinguished from others by its morphological characteristics, i.e., form, massing, structure, and ornamental details; it encompasses both academic periods and vernacular building forms.

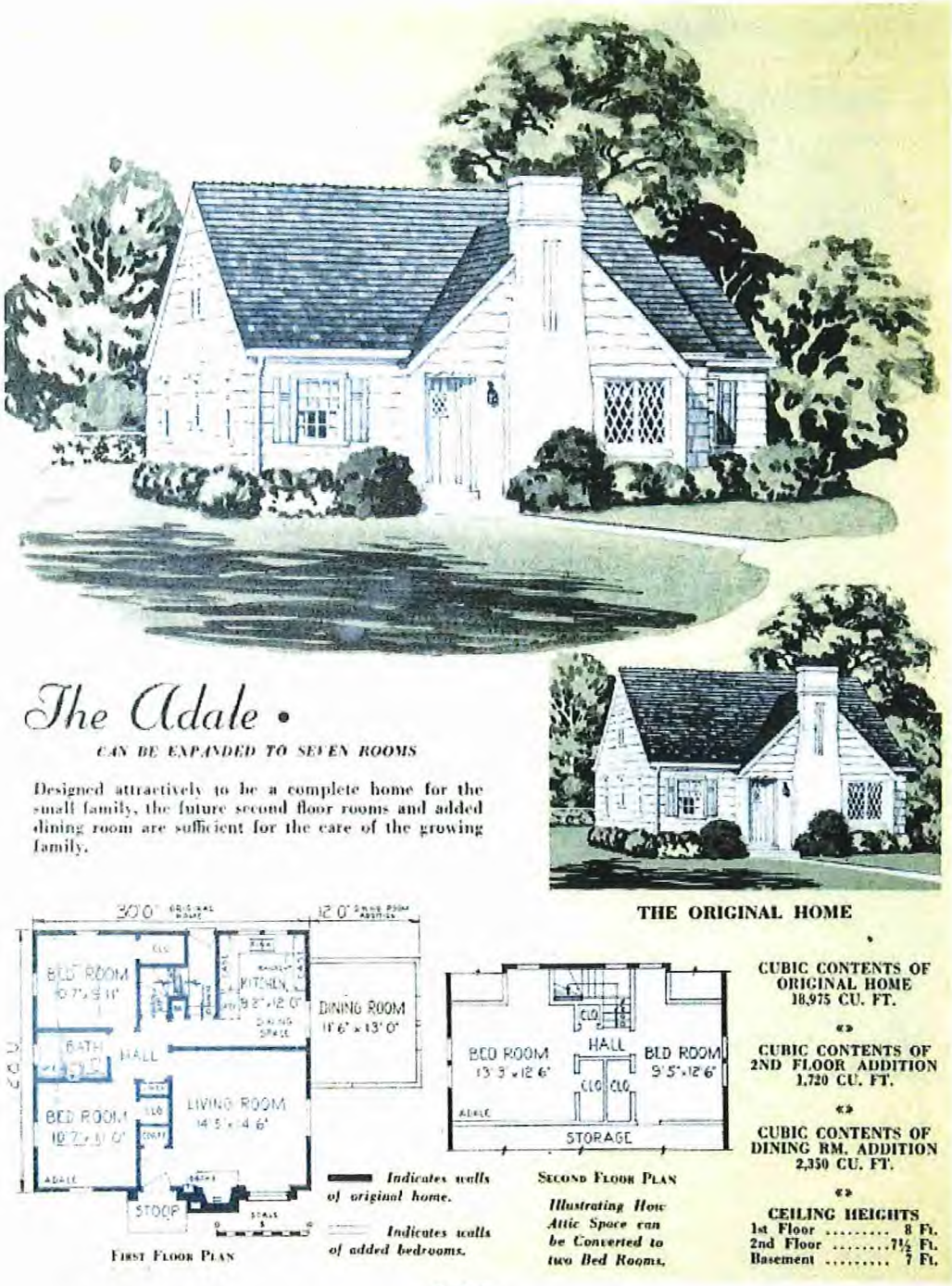


Figure 6. Minimal Traditional style house. From a catalog of house plans published by the National Plan Service, 1956.

banned in 1973, asbestos cement siding was also common.[31] The earliest examples in Edina appear to have been built in the late 1930s as infill construction in the Country Club District and other older subdivisions, but the style was a favorite of postwar developers and a significant number were built in newly platted subdivisions until the mid-1950s. Some of these houses may have been architect-designed. Designers affiliated with the Architects' Small House Service Bureau, a consortium of architects and engineers founded in Minneapolis after World War I, were responsible for several custom-built homes built in Edina for middleclass clients in the 1930s. Because Minimal Traditional style houses are often misidentified as examples of the Ranch or Cape Cod styles, some architectural historians prefer to classify them as unstyled.

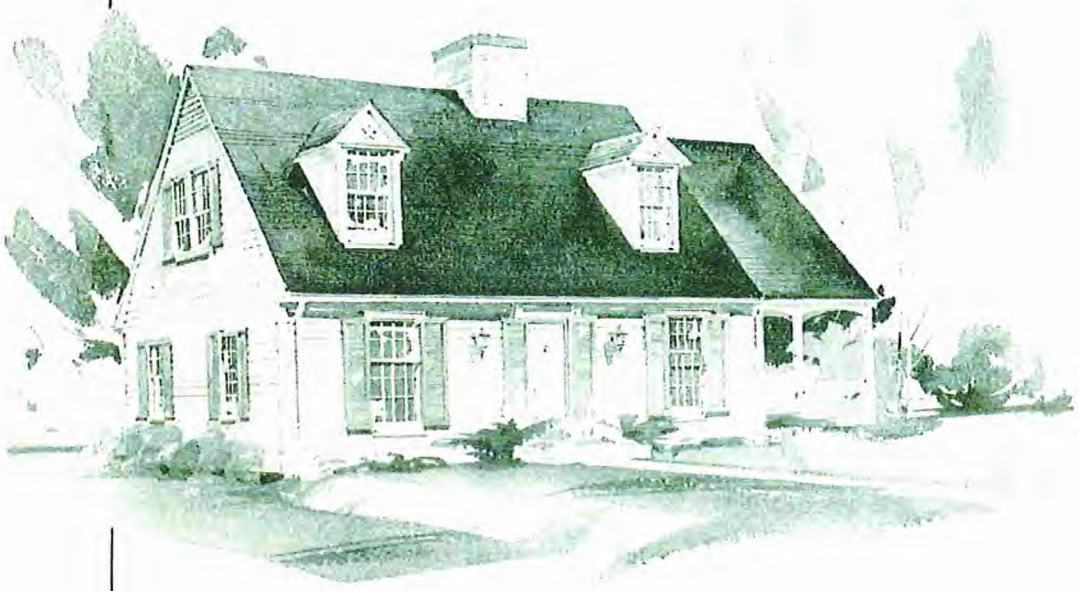
Next in chronological order is the Cape Cod (Fig. 7), a distinctly American house type that traced its conceptual roots to the colonial New England folk house building tradition. In its 20th century suburban context, however, the Cape Cod reflected the industrialization of home building and the modern vernacular aesthetic. The contractor-built house was the mainstay of suburban developers nation-wide between circa 1935 and 1955; Edina home builders turned them out by the hundreds and marketed them as starter homes for young families and returning servicemen. Real estate advertising invariably emphasized the Cape Cod's "charming" and "cozy" qualities. The typical Cape Cod in Edina is a compact, one-story house with a steeply pitched gable roof, a small projecting entry porch or vestibule, and dormers. As built, most offered two or three bedrooms and less than 800 square feet of living space. Judging from old photographs, the typical Edina Cape Cod started out nearly devoid of exterior ornamentation, although some local builders embellished their houses with picturesque wood shake siding, divided light "colonial" windows, brick chimneys, and decorative shutters. In the hands of architects such as Royal Barry Wills, the colonial era prototype also provided the conceptual basis for several high-style, custom-built homes built in Edina during the 1930s and 1940s.

Postwar suburban residential development in all parts of the United States was dominated by the Ranch, also popularly known as the Rambler (Fig. 8). It was the style of choice among Edina home builders from the 1950s through the 1970s.[32] The design concept for the "rambling" one-story house evolved out of the Craftsman bungalow movement in southern California during the 1920s. Some of the pre-war specimens show the influence of the Spanish Colonial Revival and Frank Lloyd Wright's "Usonian"

[31]Asbestos siding (made of asbestos fibers mixed with Portland cement) was first introduced in the 1920s and widely promoted by the insurance industry and the FHA for its fire protection qualities. During World War II, the government exempted asbestos shingles and siding from wartime limits on building materials to encourage home repairs.

[32]The U.S. Bureau of the Census estimates that two-thirds of all the new single-family houses built between 1945 and 1970 were ranch style houses.

E-626 CAPE COD EXTERIOR
SIX ROOM PLAN



Featuring an exterior of Cape Cod lines, here is a home that is well suited to the larger family. The first floor plan includes a large living room that runs full depth of the house, dining room, kitchen and lavatory. There is plenty of closet space throughout and one of the three bedrooms on the second floor will accommodate twin beds. A large porch completes the plan.

DATA
Living Area, Both Floors — 1,468 sq. ft.

FIRST FLOOR PLAN

SECOND FLOOR PLAN

Blueprint plans are available for all homes illustrated in this book either as shown or in reverse position, if desired. Let us serve you now.

Page 26

Figure 7. Cape Cod style house. From a catalog of house plans published by the National Plan Service, 1948.

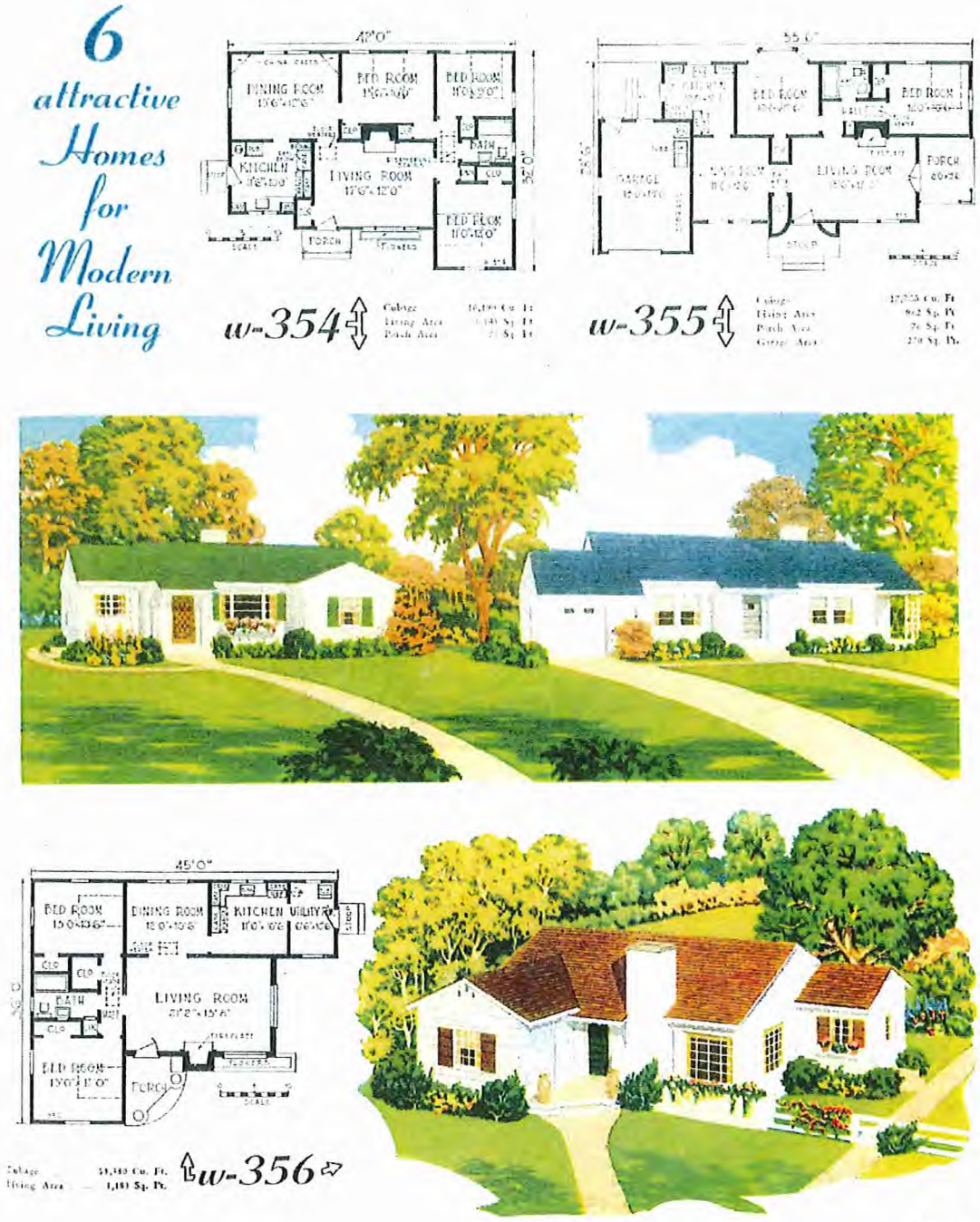


Figure 8. Ranch style house. From a catalog of house plans published by the National Plan Service, 1955.

house. The first Ranch style houses built in Edina probably date from around 1940 and it took several years for the West Coast import to catch on with local developers.[33] The vast majority of the ranch houses in Edina were built from standardized plans, which made it ideal for tract house subdivisions wherein developers strove to keep costs low by offering a narrow range of housing styles. Some of the early tract house versions were quite small and lacked attics or basements. Developers compensated for the compact interiors by providing relatively large areas for outdoor living, typically in the form of patios (replacing the traditional porch) attached to the back of the house for privacy. The property type is characterized by its asymmetrical massing, single-story elevation, low pitch hip or gable roof, and informal floor plan that separated the bedrooms from the multi-purpose living areas. The simple configuration of the rooms was intended to create a feeling of spaciousness and comfort throughout the house. The different ranch house models were highly standardized but nevertheless offered variations in orientation, siding, and roof shape. Picture windows were nearly ubiquitous. Garages were originally built as detached or attached structures—typically single-stall as built and later enlarged to hold two or more cars. Exterior wall cladding was usually wood, brick veneer, or a mix of materials. Aluminum siding, invented in the late 1930s, became standard in new house construction by the 1960s.[34] Exterior ornamentation was usually muted, but the Ranch house lent itself to myriad façade improvisations (new siding, window treatments). One of the most potent symbols of the American Dream, Ranch style houses sheltered every class of Edina resident, from the families of blue-collar factory workers to the managerial elite.

In order to expand the amount of living space but still keep residential lots small, developers adopted the Split-Level style (some builders referred to it as a "split-ranch" or "raised ranch") in the 1960s (Fig. 9). Some architectural historians see the origins of the Split-Level in the early-20th century houses designed by Wright and other Prairie School practitioners. The split-level house form is basically a two- or three-level building with the main floor levels oriented adjacent to each other and lower level constructed partially below grade. The half-story difference in elevation gives the house its distinctive asymmetrical, split-entry profile. The placement of rooms with different functions on different levels (living room and kitchen on the main floor, bedrooms on the upper level, with family room and extra bedrooms in the basement) provided for spatial

[33]Cliff May (1909-1989), a self-taught architect and developer, is credited with inventing the California Ranch style house circa 1932; he claimed to have designed over 18,000 "rambling" suburban houses that were built in the suburbs of Los Angeles and San Diego between the 1930s and 1960s.

[34]The modern version of baked enamel coated aluminum siding was invented by Frank Hoss for use in Chicago subdivisions before the start of World War II. Retail sales in the Twin Cities area appear to have begun circa 1947. Sears, Roebuck had offered an embossed steel siding product as early as the late 1920s.

separation between public and private areas. Kitchens actually shrank in size, despite being

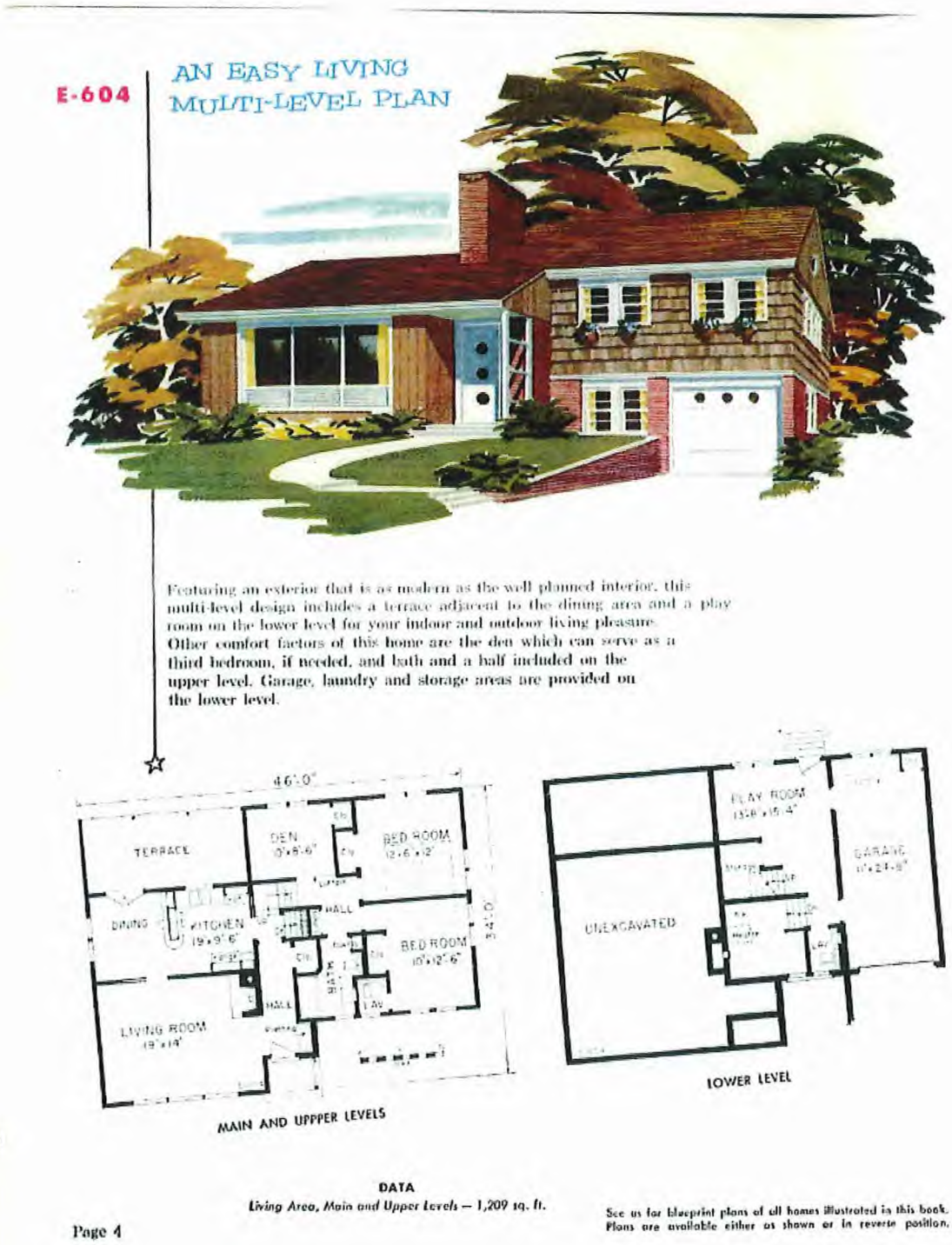


Figure 9. Split-level style house. From a catalog of house plans published by the National Plan Service, 1955.

crammed with appliances; and the basement recreation room (a 1960s innovation made possible by the Split-Level house form) became the new family gathering place. The typical Edina split-level has a low pitch gable roof with wide eaves and the same wall cladding and fenestration seen in ranch style houses. Because split-levels were marketed to more upscale buyers, however, there is usually more decorative detailing, usually derived from the Colonial or Tudor modes. Wall cladding was wood, brick veneer, steel or aluminum siding, occasionally stucco. An attached garage is often found in the lower level, facing the street. The style was particularly well adapted to sites with sloping topography. One of the most popular types of contractor-built housing associated with postwar suburban development, the Split-Level entered pop culture iconography as the "Brady Bunch" house.[35]

Edina's suburban landscape is dotted with an assortment of two-story houses commonly identified as "Colonial," "Tudor" or "Mediterranean" homes, most of which are sited on half-acre or larger lots in platted subdivisions. Very few of these houses can be regarded as authentic specimens of any particular Period Revival style (Colonial Revival, Tudor, etc.); most are modernistic houses embellished with nostalgic features borrowed from earlier times. Although the Period Revival movement faded in popularity after the Great Depression, the architectural heritage of Anglo-American, English, and French design traditions continued to influence suburban home building in the decades following World War II. Prospective Edina homeowners interested in traditionally styled houses took their inspiration from the plans published in popular magazines and architectural pattern books. There was no shortage, apparently, of local architects and contractors willing to take on these kinds of custom-build projects. The result was a set of vernacular houses that are probably best categorized as examples of the Contractor Modern vernacular design tradition, sometimes referred to in the literature as "Neo-Eclectic" architecture. The Neo-Colonial house form loosely based on the Garrison House prototype seems to have enjoyed the greatest popularity among Edina builders. Developers became increasingly aware of the marketability of Neo-Colonial, Neo-French Provincial, and Neo-Tudor houses during the late 1960s and 1970s.

A small number of modernistic Art Moderne influenced houses appear to have been built in Edina during the 1920s and 1930s. They are distinguished by their asymmetrical facades, smooth wall surfaces, curved corners, and flat roofs. Postwar houses in the International style are quite rare—Le Corbusier's notion of the house as a "machine for living" apparently never gained much traction with Edina home builders. Functionalist contemporary designs derived from the so-called American International style became somewhat more popular for architect-designed homes during the 1960s

[35]The North Hollywood house in the San Fernando Valley where the exteriors were shot for the ABC television series (1969-74) was built in 1959; see the article about the house (which is recognized as a local heritage landmark) in the *Los Angeles Times*, September 26, 1994.

and 1970s. These boldly shaped, geometrical houses typically exhibit large expanses of glass and have open floor plans. They generally eschew traditional domestic architecture forms and detailing (some lack exterior ornamentation altogether), although some examples show the influence of the Prairie School and other eclectic styles. An unknown number of Edina's Contemporary styled houses were designed by trained architects and some show the influence of Richard Neutra, Robert Venturi, and other prominent modernist designers.

With respect to commercial architecture, the Modern era manifested itself in the International style that was introduced into the United States during the 1930s.[36] Although a handful of streamlined Art Moderne and Art Deco styled commercial buildings were erected in Edina and Morningside during the 1930s, postwar commercial architecture was dominated by vernacular forms, some of which showed the influence of the International style, a functionalist aesthetic that sometimes goes under the name Corporate International or Corporate Modernism. Most of the office buildings and stores built between the 1940s and 1960s appear to have been based on standardized designs and featured large expanses of masonry, flat roofs, and minimal exterior ornamentation. The defining characteristics of the Corporate International style include simple geometric forms (often rectilinear), reinforced concrete and steel construction, smooth unadorned wall surfaces (typically glass or stucco), glass curtain walls, the absence of exterior ornamentation and decoration, cantilevered upper levels, and metal window frames (often in horizontal bands) set flush with the exterior walls.

The primary materials used in the construction of mid-20th century buildings were wood and masonry. Most houses (as well as many commercial buildings) were wood framed with sawn dimension lumber and boards. Interiors were trimmed with a variety of milled and preformed wood products. Softwood lumber was the primary raw material for general purpose construction, including framing, siding, and flooring. Historically, two types of light-frame construction were most widely used in suburban home building: balloon (which was used almost exclusively until the 1940s) and platform framing. The principal use of hardwood lumber was for flooring and millwork in the "public" spaces within houses. Buildings constructed after 1935 also contain a variety of manufactured wood products such as plywood, waferboard, particleboard, hardboard, and fiberboard. Drywall (also known as sheetrock, gypboard, and plasterboard) began to replace lath and plaster for walls and ceilings in the 1920s and the cement versions of gypsum drywall were widely used by postwar home builders for bathrooms. Wall paneling consisting of sheets of hardboard, particleboard, or plywood covered with a thin layer of

[36]The stylistic classification "International" was supposedly coined by Philip Johnson and Henry-Russell Hitchcock for their International Exhibition of Modern Architecture, held at the Museum of Modern Art in New York City in 1932.

decorative paper became popular after 1945; plastic laminate wall paneling eventually replaced manufactured wood paneling in the 1950s.[37]

Suburban housing construction was a major user of concrete, like wood an ancient building material that was cheap and flexible. Most houses were built with basement walls made of hollow concrete block, which had been available since the early 1900s in a wide variety of shapes and finishes. By the 1930s, however, rock-face or rusticated concrete block had fallen out of favor and replaced by plain, smooth-faced block manufactured in standard sizes. Although every house was built upon concrete footings, relatively few Edina houses were constructed with cast-in-place concrete walls, though exposed concrete was sometimes used as a design element in some high-style modernistic homes. Artificial stone that imitated natural stone masonry played a role in the changing aesthetics of suburban housing beginning in the 1930s, but Perma-Stone, Rostone, and other simulated stone products were apparently not widely used in Edina. Houses with load-bearing sidewalls made of solid brick are rare, but brick veneer was widely used for wall cladding after 1935. Postwar builders tended to use brick primarily for decorative trim, fireplace chimneys, and fancy work. Stucco, which became popular during the early 1900s, was widely used as wall cladding for houses constructed before World War II; however, the predominant postwar suburban house forms were not as heavily dependent on stucco. It continued to be a very popular choice for modernistic commercial buildings up to the present day. A tremendous amount of concrete and bituminous asphalt was used to pave residential driveways.

Postwar home builders made widespread use of many other construction materials, some traditional and others representing recent technological innovations. Aluminum production soared during the war and aluminum siding for houses began to be manufactured on a commercial scale in the 1950s; it was also widely used for windows, doors, and trim work. The earliest materials used for attic and wall insulation were fiberglass, mineral wool, and fiberboard. Cellulose insulation, spray-applied foam, and insulated panels began to be widely used in the 1970s. Ceramic wall and floor tile was more common in custom-built homes than in tract houses. The floors in the living areas of the typical Ranch or Split-Level house were nearly always carpeted. Custom homes were more likely to feature hardwood or softwood. Vinyl flooring was not widely used until the 1970s. Window technology also made important advances after the 1930s. Wooden double-hung sash windows were standard equipment for suburban houses until the 1960s, but eventually gave way to casement and sliding windows with metal frames. Fixed windows, a common suburban house fixture since the Victorian

[37]Plywood, fiberboard, drywall, and laminated paneling are examples of materials that were invented in the early 1900s but not widely used in home building until after World War II.

era, did not become the modern-day picture window until the 1940s.[38] Thermal pane windows were first introduced in 1935 but were not commonly used in all classes of residential construction until the late 1960s.

The postwar period saw the rapid development of new domestic heating, ventilating, and air conditioning systems. Edina housed built after 1935 were generally heated by hot air, hot water, or steam systems. The older homes would have been heated with coal, but by the 1930s most of the new houses being built in the Twin Cities suburbs were equipped with furnaces that burned either gas or fuel oil. The Twin Cities were connected to the interstate natural gas pipeline system in 1934; however, it was not until 1947 that the Minneapolis Gas Company (MinneGasCo) switched to natural gas from coal gas. The modern forced-air furnace that moved warm air into the rooms of a house through sheet metal ductwork was introduced for residential use in 1935 and quickly became the dominant home heating system. During the warm weather months, houses were cooled with electric fans, a home appliance as old as electrification. A handful of homes in Edina's Country Club District were built with air conditioning in the late 1920s and 1930s, but the technology was beyond the reach of most middleclass families until the 1950s, when the first through-window air conditioners became commercially available. Many postwar vintage homes were eventually retrofitted with central air conditioning.

An understanding of Edina's mid-20th century history is incomplete without an appreciation of suburban landscapes. Perhaps the most important types of suburban landscapes are residential subdivisions and home grounds (already discussed in the previous chapter). Except for some formal gardens, the art of landscape architecture was limited mostly to transportation corridors and parks. Highway 100, Interstate Highway 494, and the Crosstown Freeway (County Road 62) are engineered historic landscapes that strongly contributed to suburban development. Along with local streets, the highways dominate the pattern of spatial organization within the city limits. Each highway corridor forms a cohesive linear built environment that includes the roadway, bridges, abutments, retaining walls, culverts, lighting fixtures, and signs. Local streets bear the unmistakable imprint of government planning, although there is relatively little in the way of roadside landscaping other than street trees, street lights, signs, and fire hydrants. The entrances to some subdivisions are marked with signs or monuments. The proliferation of gasoline service stations, motels, stores, and restaurants within these corridors marked important aspects of the automobile's impact on everyday life.

[38]Oversized "cottage" or "front" windows became popular in the 1890s but panes larger than 48 inches square could not be manufactured until the 1930s. The term "picture window" was coined circa 1938. Architectural innovators working in the International style developed the glass curtain wall for use in commercial construction around the same time.

The rising demand for recreational facilities was noted by Edina officials as early as the 1920s (a village park board was established in 1930); however, developers were not required to set aside land for recreational or conservancy purposes until much later. Interest in developing a system of municipal parks and recreation facilities intensified after World War II and a long-term vision for community parks evolved after 1947. The park system received its first substantial boost in 1953 when the developers of Southdale shopping center donated a tract of land at Lake Cornelia for future use as a park and public swimming pool. The village hired a full-time park and recreation supervisor in 1955. After voters approved a $700,000 park bond issue in 1957, the village created several neighborhood parks and built a municipal swimming pool and a public golf course; by 1965, the village had 22 parks, totaling 425 acres.[39] The Braemar golf course and ice arena, twin centerpieces of the initial park building program, opened in 1964 and 1965, respectively. Expansion of the park system continued through the 1960s and 1970s, when Edina earned a national reputation for the quality of its municipal parks and recreation programs. The grounds of public schools were also designed as community open space with various outdoor recreation facilities built and improved to meet changing needs. The 1970s saw the beginnings of increased community interest in parks, open space, natural resource conservation, and trails.

To summarize, the architectural character of Edina during the mid-20th century was dominated by detached single-family houses that reflected a relatively narrow range of Modern styles. Particularly prevalent were the vernacular house forms associated with the Minimal Traditional, Cape Code, Ranch, Split-Level, and Contractor Modern design modes. Most houses were built to standardized plans and specifications created explicitly for suburban subdivision development. Tract houses were characterized by their architectural similarity.[40] Most custom-built houses were based on the same common suburban house forms.[41] The typical midcentury dwelling was initially quite modest in size and proportions, but was designed to be enlarged as needed. Commercial architecture during this period is primarily vernacular in character, although some offices and stores show the influence of the International style. Landscape architecture, and in particular the layout of suburban home grounds and gardens, was also influenced by the Modern aesthetic.

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[39]The 1957 park plan called for a park or playground within one-half mile of every home.

[40]The most recent edition of *The Real Estate Dictionary* defines tract housing as, "A dwelling that has a similar style and floor plan to those of all other houses in a development."

[41]The term "custom home" generally refers to a site-specific house that has been built to the specifications (lot choice, floor plan, materials, colors, fixtures, etc.) of an individual customer. Home buyers sometimes, though not always participated in the actual design process and a great many "custom-built" homes were designed and constructed without licensed architects. Custom builders have also traditionally built houses on "spec" (speculation) without a particular buyer in mind.

ASSOCIATED PROPERTY TYPES

Most of the popular domestic architectural forms of mid-20th century America are found in Edina. Particularly prevalent are the modern vernacular house forms which reflect the postwar building boom of 1945-1975. The most important stylistic influences are those associated with early 20th century eclecticism and the modern movement. High-style Modern houses designed by professional architects are not particularly numerous, however. The most common house types (which probably account for more than three-fourths of the city's housing stock) reflect regional variants of the national vernacular design movements embodied in the Minimal Traditional, Ranch, Split-Level, and Contractor Modern styles. Most of these houses are stylistically conservative and conventional in their design and materials. The industrialization of the home building process led to uniformity of the finished product, especially in tract house subdivisions developed during the 1950s and early 1960s.

Midcentury modern houses should be considered eligible for Edina Heritage Landmark designation in the area of architectural history when they represent distinctive, well preserved examples of a particular property type. To be considered eligible, a 1950s Ranch style house, for example, would need to clearly possess the physical features that define the style. Most postwar modern houses will be singled out for landmark designation because they embody the distinctive characteristics of a vernacular house type, not because they represent exceptional examples or possess outstanding aesthetic values. It is most definitely not necessary for a house to represent the work of a noted architect or builder to be evaluated as significant. Architect-designed and high-style specimens of a particular property type may qualify solely on the basis of their design and construction values. Houses will also need to be evaluated for their associative value. For example, the primary significance of a rare, well preserved specimen of the Contractor Modern house type may be the product of its association with an important developer or builder; some houses will derive their landmark eligibility from their association with specific historical events or patterns of events. Mere association with the broad patterns of suburban development will not be enough, in and of itself, to qualify an otherwise undistinguished property for heritage landmark eligibility: the property's specific association must be considered significant as well.

Historic integrity evaluations will be critical in determining the landmark eligibility of houses. While there are many well maintained and respectfully renovated suburban homes in Edina that date from the mid-20th century, the great majority of homes constructed between circa 1935 and 1975 are likely to have been altered from their as-built appearance. Based on recent "windshield" surveys of selected mid-20th century

neighborhoods in Edina, hundreds (perhaps thousands) of midcentury modern houses have been "remuddled" beyond recognition. Many of the smaller homes constructed on 50-foot lots have been enlarged with additions, and an ever-increasing number have acquired replacement garages and other accessory structures. According to city building permit records, decks have sprouted by the thousand since the 1970s. City wide, older homes have been extensively (and repeatedly) remodeled, including a substantial proportion of the houses originally clad with wood siding, now encased in aluminum, embossed steel, vinyl, or other synthetic siding.[42] The erosion of architectural character-defining features has been widespread, but the loss of historic fabric appears to have occurred at a markedly slower pace in some neighborhoods (e.g., West Minneapolis Heights). Certain types of common house alterations do not ordinarily result in compromised historic integrity: examples include small structural additions on secondary elevations, new detached garages, in-kind replacement of doors and windows, and the addition of ramps, decks, and other features that are easily removed. In some cases, however, these kinds of minor alterations may have an adverse cumulative effect that results in a loss of historic integrity.

Mid-20th century commercial architecture is also dominated by vernacular forms, although a few postwar buildings stand out as notable examples of Modern architecture. The current inventory of pre-1975 commercial properties worthy of preservation interest is very sparse, however: a great deal of survey work remains to be done. It seems likely that some of Edina's postwar commercial buildings will meet the heritage landmark eligibility criteria on the basis of their architectural history values—either as representative examples of a particular building type or style, or as buildings designed by noted architects or builders. Aside from their design and construction values, individual commercial buildings may also be historically significant for their association with important events or patterns of events, e.g., the history and development of particular businesses. Some complexes of commercial buildings, such as office parks, may comprise cohesive built environments. Assessing the preservation potential of commercial districts such as 50th and France will undoubtedly be problematic, if for no other reason than by the fact that most of these areas have been intensively developed and redeveloped, resulting in the loss of historic fabric and character.

Designed historic landscapes from this period include transportation structures (highways, city streets), public school grounds, and municipal parks and playgrounds. No significant outdoor art objects have yet been recorded by survey. Transportation corridors need to be treated holistically; the whole (or at least the inter-relationship

[42] Advertisements for residing existing homes with asbestos, stucco, steel, aluminum, and other low maintenance materials appear in community newspapers serving the Edina area as early as the late 1940s. Vinyl house siding was first introduced in the 1950s but did not become widely popular until after the cost of aluminum siding increased during the 1970s.

between the parts) is probably more important than any individual component. Put another way, highway corridors are historically significant because of what they represent, not because of the individual resources. Issues of historic integrity will be difficult to deal with because all of these public thoroughfares have been in continuous use for decades and much (if not all) of the original physical fabric has been replaced.

Prior to the mid-1950s, very few public open space areas existed in Edina outside of a handful of school playgrounds. Nevertheless, parts of the city parks and recreation system have been in active use for over 50 years. Park landscaping includes open space, buildings, shelters, paths, athletic fields, play areas, vegetation, scenic vistas, and natural features. Individually and in aggregate, these facilities possess a direct link with the history of suburban development. The extent to which they reflect major trends in park planning and landscape design is not well understood at present. Integrity of design, materials, and setting will be important considerations and the effects of alterations to a property should be weighed against its character-defining features and historic significance.

The great suburban development boom coincided with the Cold War (1947-1992) and while Edina did not have any military facilities within its borders, the nuclear age did have an impact on the built environment in the form of "fallout shelters" built to protect civilians from the aftereffects of a nuclear attack. The Soviet Union successfully tested its first nuclear weapon in 1949 and had developed a hydrogen bomb by 1953. In 1957 the Russians stunned the world by launching *Sputnik*, the first satellite to orbit the earth. These technical achievements made Americans aware that vast distances no longer protected them from the Soviet menace, leading to a number of crash programs to close the "missile gap" and protect the citizenry against nuclear attack. The Federal Civil Defense Act of 1950 created the federal framework for civil defense, which included a modest bomb shelter construction program and an ambitious propaganda campaign that included production of the nine-minute film "Duck and Cover" (first shown publicly in January, 1952), in which Bert the Turtle advised school children to "drop, cover and hold on" in the event their communities came under nuclear attack. In the late 1950s the Eisenhower administration actually scaled back the civil defense program, but shortly after John F. Kennedy attained the presidency he issued an executive order reorganizing the Office of Civil Defense and implementing a nation-wide fallout shelter program. By 1963, over 47 million individual shelters had been licensed and marked with the distinctive "Fallout Shelter" sign introduced by the Department of Defense in December, 1961. These shelter-in-place facilities consisted almost entirely of spaces set aside in the basements of public buildings, shopping centers, and factories; some (though not all) were stocked with food, blankets, medical supplies, and radiation detection equipment. The 1960s also saw construction of several million private

shelters, many of which were built in home basements or backyards. It is believed that most of these do-it-yourself bomb shelters were based on plans provided by the government, although *Popular Mechanics* and other popular magazines published scores of plans for improvised shelters.[43] In Edina, the shelter building program appears to have been enthusiastically embraced by local officials and the public at large. Fallout shelters were designated in the basements of stores (including Southdale shopping center), schools, large office buildings, and the Edina municipal building. The village issued building permits for family shelters and a specially prepared booklet giving information on protective measures that could be taken by individuals and families was mailed to each homeowner with a basement. The mania for bomb shelters cooled before the decade of the 1960s was over and the federal government's shelter building program was quietly phased out. (Most of the stockpiled emergency supplies ended up in landfills.) An unknown number of fallout shelters survive within Edina homes and it is rumored that some 1960s-vintage underground shelters have been quietly converted to backyard wine cellars, play rooms, and garden sheds.[44]

[43]In 1966, the state of Minnesota conducted a fallout protection survey that identified shelter spaces in 3,389 buildings with a capacity of over 2.8 million. The state building code at the time contained a chapter on fallout shelters.

[44]See the article by Joe Sullivan, "1962 Cuban Missile Crisis Raised Fears of Nuclear War and Led to Fallout Shelters." *About Town* (Spring, 2010), pp. 6-11; it describes a self-built basement shelter adapted from a section of steel culvert. Building permits for approximately a half-dozen private fallout shelters in Edina have been found in the files of the city building inspections department; the records for a good many more doubtless exist.

CHAPTER V
EDINA'S RECENT PAST

The primary purpose of the Recent Past historic context is to provide a framework for organizing future heritage resource surveys and to ensure that evaluations of heritage landmark eligibility are consistent with the city's comprehensive plan. Unlike the National Register of Historic Places, the Edina Heritage Landmarks program does not exclude properties less than 50 years old.

HISTORIC CONTEXT STATEMENT

After 1975, Edina experienced the growth characteristics of an affluent, fully developed first-ring suburb.[45] The final decades of the 20th century saw a rapid slow-down in the development of new residential subdivisions; for the next forty years, new home building was dominated by infill construction and teardowns of existing older homes. Throughout the city, a good deal of functionally and economically obsolescent building stock was torn down and replaced. Architecturally, more attention was paid to new commercial centers, office buildings, medical clinics, churches, apartment buildings, and other facilities needed to serve a mature suburban community. The design of much of the new construction was not markedly different from the types of buildings that predominated during the great postwar suburban boom, although popular trends in the design of single-family housing continued to evolve as architects and contractors experimented with new building forms, materials, and construction methods. Among design professionals in general there seems to have been a desire to reflect new social values in architectural form. Nevertheless, most new buildings continued to reflect the values and needs of "Middle America."[46]

As the suburban built environment has aged, a number of structural changes have been afoot during the past half-century. These changes include, but are by no means limited to, shifts in the patterns of land ownership, land use, development density, street patterns, sidewalks and street trees, and architecture. Construction and maintenance of urban infrastructure, including replacement of old streets, water lines, sewers, and other systems, has disrupted and altered the city's older residential

[45]According to the University of Minnesota's Design Center for the American Urban Landscape, a first-ring suburb is a post-World War II community built between 1945 and 1965. Richfield, Hopkins, and Bloomington are also considered first-ring suburbs of Minneapolis.

[46]The colloquialism "Middle America" was coined by sociologist Jonathan Rieder in the late 1960s to describe a cultural mindset that reflected the values of mainstream (read: "white middle-class suburban") Americans. The Middle Americans were selected by *Time* as the magazine's Man and Woman of the year for 1969 (*Time*, January 5, 1970).

neighborhoods and the pace of neighborhood infrastructure replacement is expected to accelerate. Large parts of the city are now slated for redevelopment. In the area of transportation, city planners have been exploring alternatives to the community's near-total dependence upon the automobile (note the great investment in the development of trails and facilities for bicycles since the 1990s). The structure of Edina's population has also undergone significant change since the 1970s: the number of people has not changed much, but the age and composition of the city's households has shifted dramatically.[47] All of these changes are producing new types of buildings and specialized activity areas that lack historical precedents.

New house construction in Edina after circa 1975 continued to be dominated by detached single-family units, although there was a significant increase in the number of new apartments, condominiums, and multi-family dwellings. Most of the recent housing stock consists of contractor-built homes that reflect the Midcentury Modern aesthetic; Postmodernism architectural styles began to appear as early as the 1960s but the movement does not appear to have gained much momentum locally until the 1980s. There has also been a significant increase in the size of new houses built since the late 1980s, a trend which continued into the second decade of the 21st century.

Several modernistic housing styles made their debut in Edina during the 1970s and 1980s. The New Brutalism informed the design of several upscale residences that were characterized by the use of heavy, unadorned, artificially roughened forms. Although some builders preferred poured in place concrete walls, most of the Edina examples were built of wood. Variations on the New Shingle style espoused by Robert Venturi and others appeared during the 1970s and the shingle-sided cottage idiom remained popular after the turn of the century. A few local architects continued working with the International style. The late-20th century fluorescence of the so-called International Revival or Cubism style is represented by a relatively small number of Edina homes that are characterized by their cubic geometry, flat roofs, and unadorned stucco walls, usually painted stark white—some critics complained they looked more like machinery than houses. A good many specimens of Postmodern architecture were also built. These houses tend to imitate historical styles, usually Colonial or Mediterranean or a mix of various styles and periods, including vernacular building traditions, and are characterized by their eye-catching details and extravagant facades. An oversized, turn-of-the-century suburban vernacular form with no clear architectural

[47]Edina's population grew from 30,481 in 1960 to 44,031 in 1970 (an increase of 44.4%) and then leveled off; the federal census enumerated 47,073 inhabitants in 1980 (an increase of only 4.6% from 1970). The most recent census (2010) put the number of city residents at 47,941.

style, sometimes derisively referred to as the "McMansion,"[48] made its appearance in the late 1990s as infill construction in established Edina neighborhoods.

The Middle Eastern oil embargo of 1973-74 played a role in shifting the design of houses and commercial buildings toward increased energy efficiency. A revolution in Iran triggered another energy crisis in 1979. Both events spurred architectural interest in energy conservation and solar power and in 1978 the federal government established its first energy performance standards. Thanks largely to the 30% income tax credit for investment in solar and other energy conservation measures instituted in 1978, by the late 1970s many of the new houses being constructed in Edina incorporated passive solar energy as a secondary heating source (although only a handful of new homes were designed with active solar systems as their prime heating source). An unknown number of single-family homes were retrofitted with solar collectors, passive solar energy systems, and photoelectric energy systems.[49] Most of the popular interest in energy conservation focused on preventing energy loss through insulation and other traditional conservation measures. Taking advantage of federal and state tax credits, several commercial buildings also installed glass-plated solar panels and other energy-absorbing systems. Some earth sheltered houses were also built, although this usually took the form of berming rather than building underground.

An emerging phenomenon in Edina has been the teardown trend, sometimes referred to as "suburban gentrification," which may foreshadow important changes in the composition of the city's older housing stock. There have always been teardowns in Edina, mostly involving older houses that were demolished and replaced with larger single-family homes. However, this kind of private residential redevelopment has become more widespread in recent years (although it occurs more often in some neighborhoods than in others) and there is growing concern over the potential adverse effects on historic neighborhoods. Opponents of the teardown trend often focus on the visual effects of the replacement houses, which are usually much bigger and more architecturally flamboyant than the typical midcentury modern styled houses they replace. Because most of the platted residential lots in the city are quite small by contemporary standards, developers have also sought to acquire and remove two or more adjacent homes in order to create a new, larger lot. The greatest influences on teardowns are economic - homeowners with higher incomes are attracted to Edina,

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[48]McMansions are typically custom-built, two story dwellings with between 3,000 and 5,000 square feet of living space and garage stalls for at least three cars. Although the origins of the neologism are a subject of ongoing debate, the term "McMansion" was probably coined by Sam Hall Kaplan in an article that appeared in the *Los Angeles Times* on July 17, 1990.

[49]The first plans for "solar houses" appeared in print immediately after World War II and the photovoltaic cell was invented by Bell Labs in 1954, but by the end of the 1970s only about one hundred solar panels had been manufactured in the United States.

where they tend to seek larger and newer houses that reflect the current standards and tastes of the upper-middleclass. Because Edina has been fully developed for many years, the number of large, high-end homes available to new home buyers is limited.[50]

ASSOCIATED PROPERTY TYPES

Unlike the National Register of Historic Places, the Edina Heritage Landmarks program does not restrict consideration of properties that were constructed during the last 50 years. In other words, there are no "criteria considerations" for local designation. In compliance with the city's comprehensive plan, the evaluation process for properties less than 50 years old involves the same criteria used to assess the preservation values of properties over 50 years old—there is no sliding scale for historical significance based on age.

The applicability of existing historic contexts to heritage resources from the recent past may be somewhat limited, however. The study unit in Midcentury Modern Architecture and Landscapes, for example, will need to be more fully developed to address the identification and evaluation of postmodern property types, particularly commercial buildings. Published histories of Edina are understandably lacking in the scope and depth of their treatment of recent history. The general theme of late-20th century Twin Cities area architectural history also cries out for some kind of overview.

Nevertheless, background knowledge of Edina's recent history suggests that significant properties less than 50 years old may be present. These resources are likely to include notable examples of Modern and Postmodern architectural styles, buildings designed by notable late-20th century architects or builders, and groups of buildings and structures that comprise cohesive landscape assemblages. Some of these resources may be quite fragile. It is anticipated that surveys of postwar commercial areas will encounter a substantial number of buildings which date from the 1970s and 1980s. Important residential properties from the same period are also expected to be present in some of the older subdivisions. Heritage resources with pre-circa 1970 construction dates may be documented and determined to have attained historical significance on the basis of their association with events that have occurred since the late 1960s.

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[50]From a community development perspective, there are some positive aspects of teardowns, such as property value appreciation, increased property tax revenues, and revitalization of the physical character of older neighborhoods—teardowns occur because Edina is blessed with great neighborhoods. The most significant adverse impact of the teardown trend (after the loss of historic properties and the character of legacy neighborhoods) is the displacement of residents of modest means, especially long-term residents. Teardowns have been especially controversial in Edina's older (pre-World War II era) neighborhoods, such as Morningside and Country Club, and preservationists have expressed concerns regarding the increasing pace of gentrification in postwar neighborhoods.

CHAPTER VI
CONCLUSIONS AND RECOMMENDATIONS

The Edina Heritage Preservation Board (HPB) produced *Suburban Development in Edina Since 1935: A Historic Context Study* to help establish a framework for making consistent, informed decisions about the preservation, protection, and use of the city's modern architecture and landscapes. The study developed background data on historic settlement, land use, and economic development patterns. Four new context-based heritage resource planning units were identified: Postwar Residential Neighborhoods, Midcentury Modern Architecture and Landscapes, and Edina's Recent Past. These study units serve as a backdrop for understanding important broad patterns in Edina history. Each unit links specific property types to significant events and trends in local, regional, or national history. Historic significance, integrity, and landmark designation requirements are also discussed.

The study was guided by the recent National Register Bulletin and the nation-wide historic context, "The Suburbanization of Metropolitan Areas of the United States, 1830 to 1960," developed by the National Park Service. Several historic context studies dealing with midcentury modern resources in other cities were also consulted.

The study was essentially an exercise in historical research—no systematic field survey was conducted. Research utilized a wide range of printed and unpublished source materials that were accessed through multiple repositories. Primary sources of archival data included maps, plats, aerial photographs, and census reports. Secondary sources included published local histories, newspaper articles, scholarly publications, and previous studies of 20th century heritage preservation resources in Edina. These documentary materials were made available at the Edina City Hall, the Edina Historical Society, the University of Minnesota Twin Cities campus libraries, and the Minnesota Historical Society. A number of Internet sources were also consulted.

PRINCIPAL FINDINGS

- The historic contexts presented in this report provide a framework for consistent, informed decisions about the preservation, protection, and use of heritage resources from the mid-20th century and recent periods.

- The study units Postwar Suburban Neighborhoods, Midcentury Modern Architecture and Landscapes, and Edina's Recent Past will be useful in planning future reconnaissance and intensive surveys. However, the historic context

statements are meant to serve as a general introduction only - more intensive archival research and field survey is required to "flesh out" the study units.

- Archival data relating to suburban development in Edina after 1935 is fairly abundant and readily accessible in public depositories. The most valuable data sets are: village and city council minutes, planning and zoning commission minutes, subdivision plats, building permits, property tax assessment records (including field record cards, with photographs, for all properties compiled 1950s-1990s), aerial photographs, city directories, and records of municipal public works construction (streets, roads, bridges, sewer, water, buildings, parks).

- Property types associated with suburban development are predominantly detached, single-family dwellings built in postwar residential subdivisions. A significant proportion of the existing housing stock was constructed between circa 1935 and 1975. (See Fig. 10) According to the most recent census data, 8% of the housing in Edina was built before 1940; 64% of the existing homes date from 1950-1979; in 2010, the median age of all Edina houses was 43.7 years old.

- Background research suggests the vast majority of Midcentury Modern buildings represent only a few common suburban house forms: Minimal Traditional, Cape Cod, Ranch, and Split-Level. Collectively, they are a potent symbol of suburban culture; for a number of reasons, however, the individual houses are usually not regarded as historically or architecturally significant.

- Midcentury Modern and Recent buildings are underrepresented in existing heritage preservation resource inventories and none have yet been individually designated as Edina Heritage Resources.

- Midcentury Modern properties are a vital legacy of Edina's suburban heritage. While some of these properties are unique and irreplaceable, the vast majority of mid-20th century buildings and landscapes represent only a few common suburban building forms. The same is true of properties dating from the last 40-50 years.

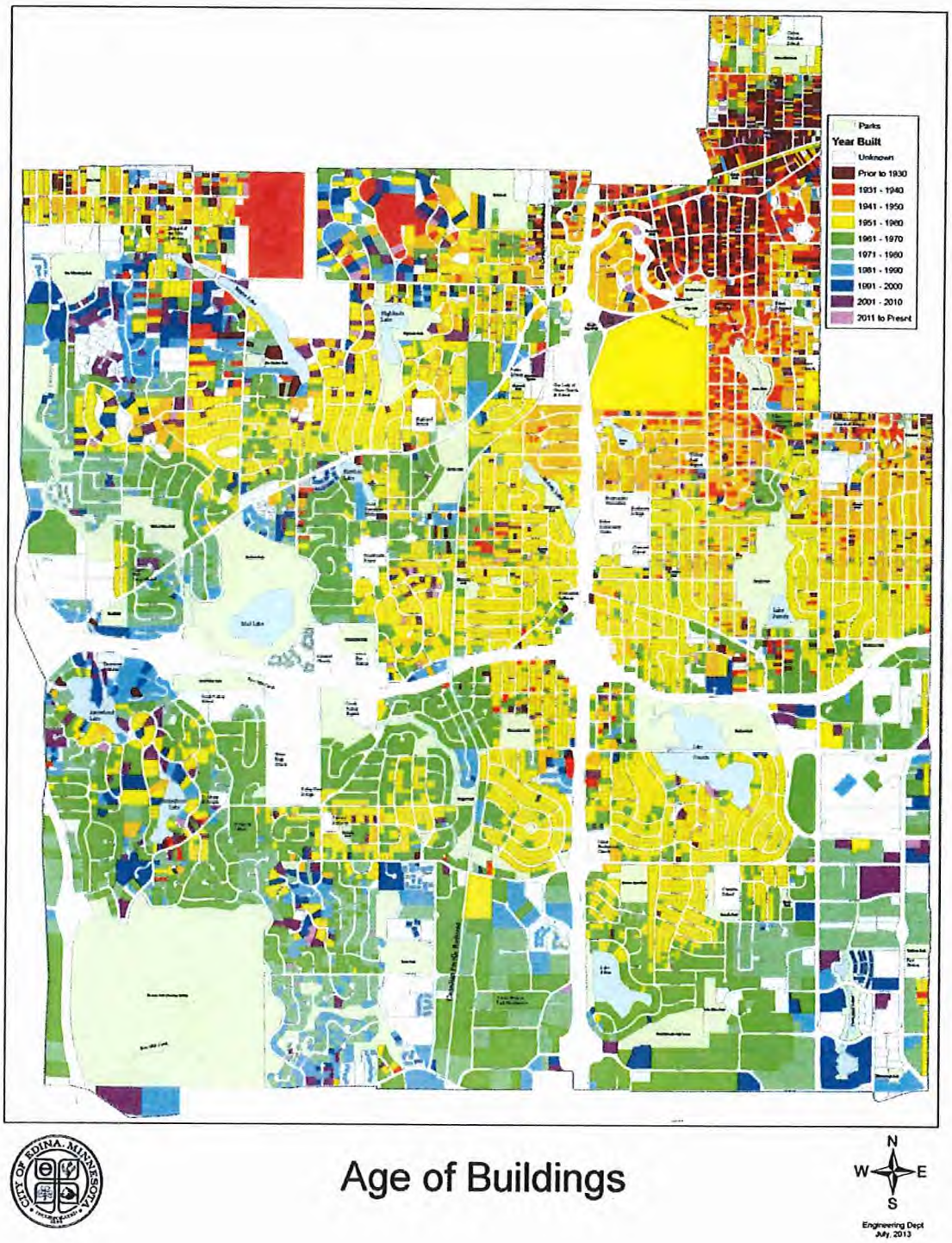

Figure 10. Age of Edina housing. Data from the city assessor, with neighborhood boundaries. City of Edina, 2013.

- Since the 1970s, hundreds (perhaps thousands) of mid-20th century buildings and landscapes have been destroyed or substantially altered by public construction projects and private development, resulting in the loss of irreplaceable information about Edina history. Although the scale of the destruction of cultural heritage may be increasing (the result of redevelopment and gentrification), plenty of significant properties doubtless remain and it is unlikely that Edina will lose more than a faction of its midcentury modern resource base in the next 10-20 years. Public interest in the preservation of midcentury modern heritage resources is expected to grow and the city preservation program is well positioned to encourage and facilitate citizen participation in the movement to save the suburban '50s and '60s.

INFORMATION GAPS

- A potential wealth of information about Edina developers, builders, neighborhoods, local real estate market conditions, and individual properties lies (largely untapped) in community newspapers such as the *Country Club Crier* (1932-42), the *Edina-Morningside Courier* (1951-68), and the *Edina Sun* (1968-73); and in the major metropolitan dailies.

- No systematic, comprehensive surveys have been carried out in any of Edina's mid-20th century neighborhoods, and only a small number of individual midcentury modern buildings have been identified and evaluated.

- There is significant disagreement among historians, architects, architectural historians, and preservationists regarding the classification of Modern and Postmodern building styles.

- The way local builders and developers designed, constructed, and marketed postwar housing is not well documented.

- There is a critical need for thematic studies of midcentury modern commercial architecture, churches, and parks.

RECOMMENDATIONS

1) The Edina HPB should adopt, modify, or disapprove the historic context study; if adopted, the new historic context study units should be integrated with the historic context statements outlined in the city's comprehensive plan.

2) Develop an initial list of 20 to 50 Midcentury Modern buildings and landscapes that the HPB considers historically important and worthy of further research.

3) Continue the neighborhood survey according to the priorities set out in the 2008 comprehensive plan; review and adjust survey strategies for the upcoming plan revision (scheduled for 2015-16) to reflect the findings of the present historic context study.

4) The redundancy of the most common Midcentury Modern property types calls out for a modification of heritage resource identification and evaluation methods—research designs for future surveys should emphasize neighborhood-specific historic context research, windshield reconnaissance of selected subdivisions (or selected blocks within subdivisions), and intensive survey of properties believed to be well preserved, representative examples of important resource types. In light of the large number of residential subdivisions platted between 1935 and 1975, it may be more cost-effective to conduct neighborhood-level surveys in the areas with the oldest housing stock first.

5) More emphasis on cultural landscapes is needed. Because they are often fragile, it is important to identify and record historic gardens and other mid-20th century landscapes, including examples of vernacular forms. In addition to identifying properties potentially eligible for heritage landmark designation, such a project would also be an important educational tool and an opportunity to promote awareness of Edina's cultural landscapes. The HPB should consider undertaking a suburban landscape survey in collaboration with neighborhood groups, garden clubs, or the Edina Historical Society.

6) Research should be carried out to identify important architects, designers, landscape architects, engineers, developers, builders, and contractors who worked in Edina between circa 1935 and 1975.

APPENDIX A
MAJOR BIBLIOGRAPHIC REFERENCES

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APPENDIX B
LIST OF EDINA PLATTED SUBDIVISIONS, 1935-1975

The information conveyed in the following list is arranged chronologically, by the date the plat was recorded. Very small plats, rearrangements of subdivisions, and auditor's plats have been excluded. Some larger subdivisions incorporate subsequent additions to the original plat and these additions have also been omitted from the list.

Rolling Green (September 2, 1936)
Country Club District Wooddale Section (November 30, 1936)
White Oaks (May 5, 1937)
Minnehaha Woods (June 2, 1937)
Brucewood (August 22, 1938)
Colonial Grove Addition (October 28, 1938)
South White Oaks Addition (May 25, 1939)
Glenview Addition to Edina (July 8, 1939)
Hilldale (July 19, 1939)
Sunnyslope Section, Country Club District (October 7, 1939)
Winchester Knolls (October 26, 1939)
Prospect Hills (March 29, 1940)
Cascade Falls (April 11, 1940)
Edina Court (May 10, 1940)
Golf Terrace Heights (April 14, 1941)
Skyline (July 28, 1941)
Southridge (September 16, 1941)
Edenmoor (November 1, 1941)
Colonial Square (June 5, 1946)
Edina Highlands (June 21, 1946)
Little Park (July 26, 1946)
Normandale Terrace (August 1, 1946)
Edina Hills (September 26, 1946)
Edina Terrace (July 27, 1946)
Valley View Heights (September 20, 1946)
Brookline Addition (October 5, 1946)
Countryside (November 20, 1946)
Creston Hills (January 30, 1947)
Edina Park (May 9, 1947)
Mirror Lakes in Edina (October 1, 1947)
Benton Park (July 23, 1948)
Parkwood Knolls (July 26, 1948)

York Terrace (November 10, 1948)
La Buena Vista (November 12, 1948)
Indian Hills (January 11, 1949)
Richmond Hills (July 9, 1949)
Beverly Hills (July 21, 1949)
Edenbrook (October 5, 1950)
Arden Park (April 27, 1951)
Melody Knolls 1st Addition (July 24, 1951)
Edina Bel-Air 1st Division (October 8, 1951)
Orrin E. Thompson's Edina Addition (November 23, 1951)
York Hills (February 2, 1952)
Valley View Terrace (March 20, 1952)
Roy H. Peterson's 1st Addition (November 12, 1952)
Clover Lane Addition (November 13, 1952)
Brookview Heights 1st Addition (December 22, 1952)
Halifax Avenue Addition (February 18, 1953)
Walnut Ridge (September 14, 1953)
South Concord Addition (October 19, 1953)
Idylwood Addition (October 29, 1953)
Southdale 1st Addition (November 27, 1953)
Moccasin Valley (December 18, 1953)
Valley View Ridge (February 4, 1954)
Lake Pamela (June 2, 1954)
Holt's Addition to Edina (August 13, 1954)
McCauley Heights First Addition (August 18, 1954)
Oak View Addition in Edina (August 24, 1954)
Donatelle's Terrace (August 26, 1954)
Elmwood Terrace (August 31, 1954)
Highwood Addition to Edina Highlands (September 8, 1954)
El Ranch Addition (September 24, 1954)
Birchcrest (January 28, 1955)
Broadmore Addition (March 3, 1955)
Harold Woods (March 31, 1955)
Mendelssohn Heights (June 22, 1955)
Terry Knolls (July 1, 1955)
Town Realty's Edina Terrace (July 30, 1955)
Gilwood Addition (August 15, 1955)
Broad Oaks (August 19, 1955)
Miller's Addition (August 25, 1955)
Woodhill Edina (September 7, 1955)

Wyman's Southview Addition (September 7, 1955)
Pioneer Oaks (September 16, 1955)
Lake Edina Addition (December 19, 1955)
Wal-Don Builders 1st Addition (May 18, 1956)
Heath Glen (August 6, 1956)
Mallard Manor (August 14, 1956)
Edwards Addition (August 22, 1956)
Birch Lane (September 7, 1956)
South Garden Estates (September 11, 1956)
Walling's Addition (June 4, 1957)
Overholt Hills James Addition (October 18, 1957)
Mirror Lake View (October 23, 1957)
Chapel Hill (July 3, 1958)
Farmers 1st Addition (September 2, 1958)
The Heights (September 19, 1958)
Edina Countryside (October 13, 1958)
Clifton Terrace (November 1, 1958)
Nelson & Woodhull's 1st Addition (March 2, 1959)
Interlachen View (May 24, 1959)
Delaney's Addition (June 15, 1959)
Cherokee Hills (September 9, 1959)
Donna Dell's Addition (November 3, 1959)
Hyland Acres (May 12, 1960)
Schneider's Addition (June 13, 1960)
Lake Cornelia Park Addition (August 30, 1960)
Southdale Acres (June 5, 1961)
Creek Valley Addition (June 30, 1961)
Gleason 1st Addition (August 31, 1961)
Fellman's Addition (December 19, 1961)
Edina Parklands (December 19, 1961)
Schey's Park View (January 11, 1962)
Valley Vista (December 6, 1962)
Hondo Addition (January 4, 1963)
Sioux Trail Addition (August 9, 1963)
Dublin Hill (October 14, 1963)
Meadowbrook Oaks (April 8, 1964)
Edina Valley Estates (January 27, 1964)
Edina Ridge (June 24, 1964)
Evanswood (October 5, 1964)
Dalquist Addition (October 9, 1964)

Edina Grove (November 19, 1964)
Interlachen Hills (May 21, 1965)
Valley Estates (June 3, 1965)
Iroquois Hills (November 3, 1965)
Cooper Addition (December 28, 1965)
Braemar Hills (June 8, 1966)
Viking Hills (March 2, 1967)
Scenic View 1st Addition (August 3, 1967)
Arrowhead Ridge (November 30, 1967)
Scenic Valley Addition (July 30, 1969)
Hyde Park (August 22, 1969)
Malibu Heights (August 28, 1969)
Braemar Oaks (October 21, 1971)
Griffith Addition (April 14, 1972)
Yorktown (June 8, 1972)
Edina Westland (July 26, 1972)
Green Hills of Edina (November 21, 1973)
Heather Hill (September 12, 1975)
Whiteman Addition (December 8, 1975)

APPENDIX C
PRELIMINARY INVENTORY OF MIDCENTURY MODERN AND RECENT HERITAGE RESOURCES

The inventory is organized chronologically by date of construction. The heritage resource identification data was taken from the SHPO inventory files and architectural survey field records compiled by the Edina HPB, city staff, and consultants since the late 1970s. Documentation on individual properties is uneven and only a handful of buildings have been fully evaluated for their heritage landmark eligibility.

1935 Westgate Theater. 3901 Sunnyside Road. Art Moderne style movie theater (converted to dry cleaners), designed by Perry E. Crosser in association with Liebenberg and Kaplan.

1936 Schaefer House. 5117 Schaefer Road. Stone house and guest house on site of original Schaefer family homestead.

1938 Saint Stephen the Martyr Episcopal Church. 4439 West 50th Street. SHPO inventory number HE-EDC-00578. Gothic Revival style stone church designed by Louis B. Bersback in consultation with Cram and Ferguson, consulting architects; addition (1966) designed by Oscar T. Lang. HPB determination of heritage landmark eligibility.

1939 Blackburn, Albert R. 5015 Wooddale Lane. SHPO inventory number HE-EDC-0579. Colonial Revival/Cape Cod house designed by Royal Barry Wills (1895-1962); one of four single family homes sponsored by *Life* magazine in 1938 as part of its "Houses for Modern Living" promotion.

1940 Carson, Dr. Paul and Mary, House ("Maryhill"), 6001 Pine Grove Road. SHPO inventory number HE-EDC-0559. Prairie School style house designed by William Gray Purcell. Conservation easement held by Minnesota Land Trust.

1941 Convention Grill. 3910 Sunnyside Road. Single-story commercial building with Art Deco detailing. HPB determination of heritage landmark eligibility.

1946 Savory's Gardens. 5300 Whiting Avenue. Horticultural landscape, display gardens.

1947 House. 4814 Lakeview Drive. Ranch style stone house.

1948 Stromme, Dr. William, House. 4905 Ridge Road. House designed by McClure and Kerr.

1949 Edina High School (Edina Community Center &Normandale Elementary School). 5701 Normandale Road. Lang and Raugland, architects.

1950 Lutheran Church of the Good Shepherd. 4801 France Avenue South. Modern styled church with sculpture by Evelyn Raymond.

1952 Concord Elementary School.5900 Concord Avenue South. Lang and Raugland, architects.

Liebenberg, Jacob (Jack) J., House. 5112 Ridge Road. Ranch style house designed by Liebenberg and Kaplan.

1954 Normandale Lutheran Church. 6100 Normandale Road. Designed by Carl Graffunder.

1956 Southdale Shopping Center. France Avenue and 66th Street South. State inventory number HE-EDC-0585. Enclosed shopping center.

Moore, Sara, House. 6909 Hillcrest Lane. Ranch style residence designed by Thorshov and Cerny, architects.

1957 Highlands Elementary School. 5505 Doncaster Way. Lang and Raugland, architects.

1958 St. Peter's Lutheran Church. 5421 France Avenue South. SHPO inventory number HE-EDC-0586. Church designed by Ralph Rapson (1914-2008), architect.

Edina Community Lutheran Church. 4113 West 54th Street. Brick A-frame church designed by Ralph Rapson and Associates.

1959 Abrahamson, Bruce A., House. 7205 Shannon Drive. SHPO inventory number HE-EDC-0627. Bruce A. Abrahamson, architect.

Sturges House. 6813 Oaklawn Avenue South. SHPO inventory number HE-EDC-0592. House designed by Arthur Dickey.

Municipal Swimming Pool.4300 West 66th Street. Shifflet, Backstrom, Hutchinson and Dickey, architects.

1960 Cornelia Elementary School. 7000 Cornelia Drive. Lang and Raugland, architects.

Edina-Morningside Junior High School/Normandale Elementary School. 4725 South View Lane. Lang, Raugland and Burnet, architects.

Edina Country Club.5100 Wooddale Avenue South. Clubhouse. Thorshov and Cerny, architects.

House. 6809 Oaklawn Avenue South. Large house with fieldstone faced triple garage, overlooking Lake Cornelia.

1961 Moore House. 6816 Valley View Road. SHPO inventory number HE-EDC-0593.

Calvary Lutheran Church. 6817 Antrim Road. Sovik Mathre and Madson, architects.

1963 House ("Horizon House"). 4233 Lynn Avenue. Concrete block and stucco house designed by Alden C. Smith.

Interlachen Court. 5320 West 53rd Street/5300 Vernon Avenue. 4 story apartment building.

1963 Pentagon Park. 4940 Viking Drive. 6 story commercial office building designed by Gerald A. Rauenhorst; part of a 16-building office park developed 1963-1970.

1964 Braemar Golf Course Clubhouse. Valley View Road off Dewey Hill Road. SHPO inventory number HE-EDC-0587. Hammel, Green and Abrahamson, architects.

Valley View Junior High School/Edina West High School/Valley View Middle School. 6000 Valley View Road. Lang and Raugland, architects.

Creek Valley Elementary School. 6401 Gleason Road.

1965 Fairview Southdale Hospital. 6401 France Avenue South. 8 story medical office building designed and built by Ellerbe and Co. and BWBR Architects.

Shepherd of the Hills Lutheran Church. 500 Blake Road South. SMSQ architects.

Braemar Ice Arena. 7501 Ikola Way. Indoor ice skating facility.

Southdale Office Center. 6600 France Avenue South. 6 story commercial office building.

Manor Apartments. 3450 Heritage Drive. 5 story apartment building.

1966 Countryside Elementary School. 5701 Benton Avenue South.

1968 One Corporate Center. 7400 Metro Boulevard. 6 story International style office building.

White Oaks Apartments. 3901-3911 West 49th Street. 4 story apartment building.

1970 Rembrandt Apartments. 3434 Heritage Drive. 5 story apartment building.

1971 Yorkdale. 6803-6805 York Avenue South. Shopping center.

Edina Towers. 6400 Barrie Road. 17 story apartment building. Gingold-Pink Architects.

1972 Edina West High School. 6754 Valley View Road. Armstrong, Schlichting, Torseth and Skold, architects.

Yorktown Centennial Apartments. 7175 York Avenue South. 12 story apartment building.

1973 Edina Municipal Liquor Store. 6801 York Avenue South. Designed by Cerny Associates.

Titus Building. 6550 York Avenue South. 6 story modernist commercial office building with cantilevered upper floor.

1974 Building. 7300 France Avenue South. 4 story commercial office building.

1975 YMCA Southdale Branch. 7355 York Avenue South. SHPO inventory number HE-EDC-0591.

1976 Southdale Branch, Hennepin County Library. 7001-7005 York Avenue South. SHPO inventory number HE-EDC-0590. 3 story public library designed by Hodne/Stageberg Partners.

Point of France. 6556 France Avenue South. 14 story apartment building designed by KKE Architects.

York Plaza. 7230 York Avenue South. 5 story apartment building.

1976 Galleria Shopping Mall. 3510 Galleria Way. Shopping center.

1977 Durham Apartments. 6201 York Avenue South. 13 story apartment building designed by Dubin, Dubin, Black and Moutoussamy.

1979 Edina Office Center. 7700 France Avenue South. 5 story modernistic commercial office building.

Edina Executive Plaza. 5200 Willson Road. 4 story commercial office building.

1980 Colonial Church of Edina. 6200 Colonial Way. SHPO inventory number HE-EDC-0588. Post-Modernist Colonial Revival church designed by Hammel, Green and Abrahamson.

1981 Regis Q. 7201 Metro Boulevard. 9 story modernistic office building.

Braemar Office Park.7900 West 78th Street. 4 story commercial office building. Second phase built 1983.

1985 Edina Park Place of Edinborough. 3300 Edinborough Way. 18 story modernistic building designed by Culpepper, McAuliffe and Meaders, Inc.

1986 House. 4729 Annaway Drive. Modern house with sculpture garden. Ralph Rapson, architect.

1987 Edinborough Park, 7700 York Avenue.1 acre indoor park, garden, recreation facilities.

1989 Fairview Southdale Physicians Building. 6363 France Avenue South. 5 story medical office building with glass curtain wall façade designed by James M. Cooperman & Associates.