

**MINUTES OF THE REGULAR MEETING OF THE  
EDINA HERITAGE PRESERVATION BOARD  
TUESDAY, NOVEMBER 14, 2006, AT 7:00 P.M.  
EDINA CITY HALL COUNCIL CHAMBERS  
4801 WEST 50<sup>TH</sup> STREET**

**MEMBERS PRESENT:** Chairman Bob Kojetin, Marie Thorpe, Chris Rofidal, Arlene Forrest, Laura Benson, Karen Ferrara and Nancy Scherer

**MEMBERS ABSENT:** Lou Blemaster and Ian Yue

**STAFF PRESENT:** Joyce Repya, Associate Planner  
Cary Teague, Planning Director

**OTHERS PRESENT:** Robert Vogel, Preservation Consultant

**I. APPROVAL OF THE MINUTES:**

Member Rofidal moved for approval of the minutes from the October 10, 2006 meeting. Member Thorpe seconded the motion. All voted aye. The motion carried.

**II. CERTIFICATE OF APPROPRIATENESS – Country Club District**

- 1. H-06-7      4624 Drexel Avenue  
Convert attached garage to living space and build  
A detached garage in the northwest corner of the  
rear yard**

Planner Repya explained that the subject property is located on the west side of the 4600 block of Drexel Avenue. The existing home is a 1933 American Colonial Revival. A 2-stall garage with a screened porch above it is attached to the rear of the house accessed by a driveway running along the north property line.

The subject request involves converting the existing 2 stall attached garage and screened porch into living space and building a new detached garage in the northwest corner of the rear yard.

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The new detached garage is proposed to measure 24' x 24', or 576 square feet in area. The garage has been designed to compliment the American Colonial architectural style of the home, with cedar shingles, siding, soffit, fascia and trim detail to match. A round or elliptical window is proposed on the east gable end above the overhead doors. The height of the garage is shown to be 18 feet at the highest peak, 13.5 feet to the mid-point of the gable, and 8.9 feet to the eave line on the east elevation. The garage is shown to set into the west side of the lot, providing a 14 foot height to the peak and approximately 8.5 feet to the midpoint of the gable on the back side, with a 4 foot retaining wall running along the north and south sides of the structure. The plans also demonstrate a 3 foot side and rear yard setback, as allowed by code.

The applicant provided photographs and the heights of adjacent structures to the west (12' to soffit) and south (6' to soffit). The home to the north (4622 Drexel Ave.) will be removed and a new home set back 8 feet from the shared lot line will be built in its place.

Ms. Repya stated that the information provided supporting the subject Certificate of Appropriateness meets the requirements of the Zoning Ordinance and the Country Club Plan of Treatment. Furthermore, the plans demonstrate that the design and exterior materials of the new garage will compliment the existing home and meet the setback and height requirements set out in the Zoning Ordinance, thus approval of the Certificate of Appropriateness is recommended subject to the plans presented.

Dan Kreiter of Matthias K. Builders, representing the homeowners Dan and Christina Delianedis explained that the new detached garage is proposed to be set into the higher elevation of the west property line surrounded on three sides by a four foot retaining wall. The garage will be set back three feet from the side and rear lot lines and a fence will be constructed on the property line. The new driveway will be poured to replace the existing driveway along the north property line.

Chairman Kojetin asked if the adjacent neighbor to the north was aware of the proposed plan and the difference in grade. Planner Repya explained that the owner of the adjacent home to the north, Robert Miller, 4622 Drexel Avenue did come into the Planning Department to review the proposed plans.

Following a brief discussion, Member Scherer stated that the proposed garage appears to compliment the home and is in keeping with garages previously approved by the Board, thus she moved approval of the Certificate of Appropriateness to convert the attached garage to living space and build a detached 2 car garage in the northwest corner of the rear yard subject to the plans presented. Member Rofidal seconded the motion. All voted aye. The motion carried.

**2. H- 06- 8 4608 Bruce Avenue  
Certificate of Appropriateness for changes to the plans  
for a new home originally approved on March 14, 2006**

Planner Repya explained that the subject property is located on the west side of the 4600 block of Bruce Avenue. The Heritage Preservation Board approved a Certificate of Appropriateness to demolish the existing home and construct a new 2-story English Cottage style home on the site at the March 14, 2006 meeting.

The approved plans for the new home illustrate a 2-story English Cottage style structure with an attached 2 car garage on the rear, walk-out portion of the house. The garage will be accessed by a new driveway proposed on the south side of the lot. The exterior finishes for the home are shown to be wood shake like siding (Hardi board composite) with stone accents. The roof is proposed to offer varying sized gables (from a 12/15 pitch to a 12/10) and will be covered with a composite shingle material.

Ms. Repya further stated that JMS Homes has indicated that they have a buyer for the home who is requesting some changes to the plan approved with the initial Certificate of Appropriateness. Following is a listing of the proposed changes by elevation:

**FRONT (east)**

- Second floor, left side of the south window stone was removed and replaced by shakes.
- Front door threshold was dropped by approximately 2 feet by cutting a small portion of the foundation at the stoop.
- Front door will be an 8 foot door instead of a 7 foot door.

**SIDE (south)**

- Stone replacing shakes and Hardi board panels on the first floor and walk-out portion.
- Windows sizes changed and placement realigned.

**SIDE (north)**

- Window sizes changed on east and west sides, Hardi board panel removed below center window on west side.

**REAR (west)**

- Cantilever provided for direct vent gas fireplace.
- Windows added to second story and walk-out (south side)
- Window size reduced above fireplace cantilever.
- Windows on walk-out below fireplace cantilever reduced from 3 to 2.

Ms. Repya reminded the Board that the approval of the initial Certificate of Appropriateness was subject to the plans presented. When changes to plans are proposed, a new Certificate of Appropriateness is required to provide the Board an opportunity to determine if the changes are in keeping with the District's plan of treatment.

Consultant Vogel has reviewed the subject changes to the home and determined that the changes to the plan as proposed are consistent with the District plan of treatment regarding the size, scale, proportions and materials of the home. He added that the architectural character of the proposed new construction will compliment the historic character of the district and not disturb the historic integrity of the new homes.

In closing, Planner Repya reminded the Board that when the plans were initially reviewed, JMS provided a comparative streetscape illustration depicting the height of the proposed structure as well as the houses on the north and south sides. That plan illustrated an overall building height of the new structure to be 27.5 feet to the highest point of the ridge. The home to the north, 4606 Bruce Avenue was shown to have an overall height of 24 feet, 4.9 feet shorter and the home to the south, 4610 Bruce Avenue measured 24.3 feet at the highest point of the ridge, totaling 5.9 feet shorter than the proposed home. Also, a survey for the subject property illustrated the ridge elevations of the houses on the east side of Bruce Avenue (directly across the street) range from .7 to 4.6 feet shorter than the proposed home. The Board deemed the height differences to be appropriate.

Since the Certificate of Appropriateness was approved for the subject property at the March HPB meeting, the original home has been demolished and the basement/foundation for the new home is in place. Staff has heard from several neighbors regarding the grade and siting of the new home on the property. Some feel that the foundation sits higher than what was depicted on the comparative illustration provided for Board review. Of particular concern is the perception that the streetscape illustration was not to scale and did not depict the actual spacing and heights of the homes on the plan. JMS has agreed to create a new streetscape plan to scale that would accurately depict the front facades, setbacks and grades of subject home as well as the homes on either side.

Andy Porter, JMS Homes then presented a new streetscape, drawn to scale depicting the facades of the subject home as well as the homes to the north and south. The building heights of all the structures are indicated to be the same as the streetscape provided with the initial proposal in March 2006. The adjusted grade at the entry, 898.0 for the proposed home was provided. The grades for the adjacent homes were not provided, however it is apparent from the revised drawing that the subject home, as the numbers indicate, is proposed to sit higher than the homes on either side.

Mr. Porter recited the proposed changes to the plans which were approved in the initial Certificate of Appropriateness. He pointed out that the proposal to lower the front door threshold by 2 feet is an attempt to respond to the neighborhood concern regarding the height of the foundation. The lower threshold will be achieved by cutting a small portion of the foundation at the stoop. He added that by lowering the threshold, the home will “nest” better on the property.

Mr. Porter added that his firm inherited a unique and challenging lot in the Country Club District. The grade of the previous home was established for the rear walkout home that was built in the 1970’s. When designing the new home, the existing grade of the property was not altered in an attempt to maintain the drainage patterns established for the subject property as well as the surrounding properties.

Kitty O’Dea, 4610 Bruce Avenue (to the south) addressed the Board providing photographs of the previous home at 4608 Bruce Avenue with respect to her home as well as current photos illustrating the foundation for the new home. Ms. O’Dea stated that she does not feel that the new home is in scale with the neighborhood as required by the district’s plan of treatment . Ms. O’Dea also expressed her concern that the streetscape provided to the HPB at the March 2006 meeting when the Certificate of Appropriateness for the new home was approved was misleading and misrepresented the home that is being built.

Ms. O’Dea added that in addition to the concerns she has relative to the inaccurate streetscape, there is also an issue of the 12 foot driveway width required. Apparently, JMS did not take into consideration the grade difference between their site and her property. The proposed driveway was measured from the foundation to the property line, however because they did not take into consideration the grade difference, they now need a retaining wall which they asked Ms. O’Dea to provide for them on her property. Ms. O’Dea declined their request to build the retaining wall on her property, so now JMS is going to install a piece or sheet metal to retain the 2 foot grade difference. While Ms. O’Dea recognized that the driveway issue was not part of the Certificate of Appropriateness changes being addressed at this time – the issue has added to her frustrations in dealing with JMS.

When asked what remedy Ms. O’Dea would like to see, she stated that she thinks it would be appropriate for the original Certificate of Appropriateness to be rescinded due to the inaccurate streetscape that was provided at the time of the initial review. She added that the foundation should be removed and the new home set lower on the lot.

The following neighbors addressed the Board - a compilation of their comments follows:

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Dan Kraft	4607 Bruce Ave.	Karen Tully	4619 Bruce Ave.
Gordon Spartz	4603 Bruce Ave.	Bob Thompson	4523 Bruce Ave.
JoAnn Farley	4615 Bruce Ave.	Ann Wordelman	4522 Bruce Ave.
Dan Dulas	4609 Bruce Ave.	Thomas Zumwalde	4600 Casco Ave.

- Change is not the problem, however new construction must be in keeping with the neighboring homes. The proposed home is too massive and tall.
- In the 1970's when the previous home was built, the lot was regraded to provide for a 1 story walkout. The lot works for the 1 story walkout, not for 2 stories. For the proposed 2 story home, the lot should be regraded to bring it back to its original grade.
- The walkout home and large foot print on the lot does not work.
- Yes, the previous home on the site was a contemporary style which people were initially glad to see go, however the proposed home does not appear to be designed for the subject lot.
- The architectural style is not problematic, however due to the citing and massive scale, the new home will be out of character.
- JMS told the neighbors they would lower the foundation and they didn't do that.
- Height is the issue – the basement should be lowered and draitile installed.

Chairman Kojetin asked Consultant Vogel to provide insight into the design of the proposed home. Mr. Vogel observed that it appears that the architectural style of the proposed home is not in question, but rather the scale and proportion relative to the adjacent homes. He pointed out that the District's guidelines don't address the few unique properties – such as this walkout, that exist. The design for the home meets all the criteria of the City's zoning ordinance, in fact, the home could be even taller and larger than what has been approved. One must keep in mind that the District's Plan of Treatment is not an alternative code to the zoning code and flexibility is required. The Plan of Treatment indicates that the new construction must be compatible with existing structures, however acceptable height differences are not identified.

Mr. Vogel pointed out that the proposed home meets the broad standards of the Plan of Treatment and guidelines which are not prescriptive. However, the neighbors who live near the home have concerns which should also be taken into consideration.

Member Rofidal asked for clarification regarding the action the Board should take. Planner Repya explained that the Certificate of Appropriateness request before them involves the changes to the original Certificate of Appropriateness approved in March 2006.

Discussion ensued as to whether the Board had grounds to rescind the Certificate of Appropriateness for the new home on the grounds that the information provided to the Board was inaccurate. Planner Repya observed that while the foundation of the new home on the streetscape did not visually appear to be taller than the adjacent homes, the height of the structures provided and the respective grades indicated on the plan were accurate and did demonstrate the height differences.

Member Scherer observed that there are three issues of concern:

1. The height differences of new construction is a problem all over town, but more problematic for homes on smaller lots;
2. The new streetscape is different from what the Board viewed in March. Visually, one gets a different feel that might have raised some questions when the original decision was made; and
3. Acrimony is always troublesome. Has the builder met with the neighbors to work on collaboration?

Mr. Porter observed that JMS has been attempting to do the right thing all along. As his firm experienced with the new home they built on Drexel & Bridge, the construction phase is an ugly time. However, once the Drexel home was complete, the neighbors were very pleased and that is the scenario they expect for this home.

Member Rofidal asked Consultant Vogel if a Certificate of Appropriateness can be revoked once it has been issued. Mr. Vogel explained that if the plans accompanying the Building permit application were the same as the plans approved by the Heritage Preservation Board, he did not believe the Certificate of Appropriateness could be revoked.

Discussion ensued regarding the legality of revoking or suspending a Certificate of Appropriateness once it has been issued. Board members agreed they would like some direction from the City Council relative to the appropriate action to take. Member Rofidal then moved to suspend the decision of the request for a Certificate of Appropriateness for changes to the original plan for 60 days to afford the Board the opportunity to discuss with the City Council the issuance of the original Certificate of Appropriateness, the appropriateness of the changes proposed and the neighborhood concerns. Member Benson seconded the motion. All voted aye. The motion carried.

Planning Director, Cary Teague clarified that Planning Staff will consult with the City Attorney to determine if Staff and/or the Board could revoke the original certificate based on the plans submitted with the Building Permit and the plans approved for the Certificate of Appropriateness in March.

### **III. 2007 NATIONAL TRUST CONFERENCE:**

Consultant Vogel introduced Amy Mino, Executive Director of the Landmark Center in St. Paul who was present to discuss the 2007 National Trust Conference that will be held in the Twin Cities on October 1 – 6, 2007. Ms. Mino explained that the National Trust Conferences are not designed in your typical “sit in a grand ballroom and listen to a speaker” type of format rather 30 field sessions will be offered throughout the state to provide participants an opportunity to view first hand the historic resources of the state.

Ms. Mino asked the Board to consider hosting a field session highlighting the significant historic resources in Edina. She explained the field session proposal submission system which outlined the key information to submit along with a budget and timeline.

General discussion ensued among the Board relative to the historically significant features Edina could highlight in a session. Chairman Kojetin noted that it might be a good idea to partner with the Edina Historical Society on such a project. Board members agreed with Kojetin, thanked Ms. Mino for taking the time to meet with them and indicated that they would seriously consider participating in field session. No formal action was taken.

### **IV. BROWDALE BRIDGE & EDINA MILL SITE – Landmark Nomination Studies**

Planner Repya advised the Board that Preservation Consultant, Robert Vogel has completed the Nomination Study and Plan of Treatment for the Browndale Bridge and the Edina Mill Site (attached to these minutes as Exhibits “A” and “B”). The State Historic Preservation Office is currently reviewing these studies – they have 60 days to comment, thus we should be hearing from them by the end of December. In the meantime, once the HPB approves these nomination studies, the Planning Commission will have an opportunity for review; after which their comments will be conveyed to the City Council, which is the last stop on the road to landmark designation.

A brief discussion ensued regarding the significance of the Edina Mill during the Civil War. Member Forrest then moved to recommend the City Council designate the Browndale Bridge and Edina Mill Site Edina Heritage Landmarks. Member Rofidal seconded the motion. All voted aye. The motion carried.

### **V. OTHER BUSINESS: None**

**VI. NEXT MEETING DATE: December 12, 2006**

Chairman Kojetin suggested that the December 12<sup>th</sup> meeting be held at the Edina Historical Society Museum as a joint holiday time with members of the Edina Historical Society. Board members agreed that would be an excellent opportunity to share common interests and gain a better understanding of each group's responsibilities.

**VII. ADJOURNMENT: 10:10 p.m.**

**Respectfully submitted,**

*Joyce Repya*

**EXHIBIT "A"**

## **EDINA HERITAGE LANDMARK NOMINATION STUDY OF THE BROWDALE BRIDGE**

### **INTRODUCTION**

This report documents the historic Browndale Bridge for designation as an Edina Heritage Landmark. It identifies and locates the heritage resource, explains how it meets the heritage landmark eligibility criteria, and makes the case for historical significance and integrity. In general, the Edina Heritage Landmarks program has adopted the conventions and terminology of the National Register of Historic Places to classify and describe heritage resources and to state their significance. Once a property is rezoned as a heritage landmark by the City Council, the plan of treatment contained in the nomination study becomes the official site preservation plan.

The Browndale Bridge is owned by the City of Edina. It has been assigned structure number 92643 in the Minnesota Department of Transportation highway bridge inventory and property identification number HE-EDC-0628 in the Minnesota Historical Society inventory of historic resources in Hennepin County.

### **DESCRIPTION**

The Browndale Bridge is a concrete arch bridge that carries Browndale Road over Minnehaha Creek a short distance north of 50<sup>th</sup> Street at the entrance to the Edina Country Club District. The main span of the spandrel-filled arch is 24 feet 8 inches in length; including the concrete abutments, the historic structure is 31 feet long. The bridge deck is 24 feet wide, with a bituminous roadway and 6-inch concrete curbs; the railings (some of which have been bent as a result of automobile collisions) are steel plates attached to masonry bollards with stone caps. The concrete spillway of the former Edina Mill dam is directly underneath the bridge; the archaeological remains of the mill are preserved in Dwight Williams Park along the north side of Minnehaha Creek, immediately downstream from the Browndale Bridge. Flared concrete wing walls, built in two phases, protect the bridge abutments. The bridge and abutments have been coated with hand-troweled sand cement grout. Some cracks and spalling are visible on the underside of the barrel vault and the wing walls.

Although it has been rated “deficient” by the Minnesota Department of Transportation on the basis of its width and alignment (which do not meet modern highway safety standards), the bridge is considered structurally sound and its load-bearing members are in good condition. The City plans to rehabilitate the bridge and wing walls with new concrete facing that matches the existing rough-sawn board finish, a widened and resurfaced roadway with new curb, and placement of new curb and gutter along the approaches; plans also include

embankment slope repairs and replacement of the existing bridge railing with new historically appropriate ornamental metal railing.

## **HISTORICAL SIGNIFICANCE**

The first bridge at this site may have been constructed as early as 1860; late-nineteenth century records contain frequent references to a “stone arch bridge” crossing Minnehaha Creek at the Edina Mills locality. The stone bridge was destroyed by flood waters and was rebuilt under the auspices of Hennepin County in 1902; the plans for “Bridge No. 44” survive in the archives of the Hennepin County Engineer. This iron and timber structure was itself washed away in 1906 and was replaced by the present concrete arch structure, which is in many respects similar to the standardized short-span stone-arch bridge designs developed during the early twentieth century by the Minnesota State Highway Commission. Concrete wing walls were added in 1907 and the entire structure was overhauled in 1909. The earliest bridge inspection records date from 1933.

The Browndale Bridge is historically significant for the engineering heritage embodied in its design and construction. It is a rare, early twentieth century example of a short-span, concrete-arched highway bridge and the only surviving, authenticated standing structure contemporaneous with the Edina Mill (1857-1932). Contextually, it relates to the broad theme of “The Suburban Landscape (1887 to 1974)” and the local study units “Edina Mills: Agriculture and Rural Life” and “Minnehaha Creek: From Wilderness Stream to Urban Waterway” that were delineated in the 1999 Historic Context Study. The bridge has well documented associations with important events and patterns of events, including settlement and development of the Edina Mills locality, suburban residential development in the Browndale Park and Country Club neighborhoods, and the effects of the automobile on rural and suburban lifeways. The masonry arch span provides physical evidence of the evolution of bridge engineering and the high quality of workmanship that went into its construction. The bridge is also an important part of the Minnehaha Creek cultural landscape and serves to illustrate how the watershed has been shaped by historical changes in land use.

## **PLAN OF TREATMENT**

The Edina Heritage Preservation Board uses the Secretary of the Interior’s Standards for the Treatment of Historic Properties as the authoritative guide for its design review decisions. Within the framework of these standards, and in consultation with the property owner, the Board has adopted the following general and specific guidelines specially tailored to the preservation requirements of the Browndale Bridge:

- 1) The Browndale Bridge will be preserved in place with stabilization of the historic masonry and ongoing maintenance to sustain its existing form. The

- preferred preservation treatment is rehabilitation, defined as the process of maintaining the bridge in a state of utility through repairs and minor alterations which make possible an efficient contemporary use while preserving those features which are significant to its historical and engineering values. Repair and replacement of deteriorated features should be based on accurate duplications of the original, based on historical, pictorial, or physical evidence.
- 2) The distinguishing historical qualities and character of the bridge (i.e., its height, shape, and form) should not be significantly altered or destroyed.
  - 3) Rehabilitate the surfaces of the bridge and wing walls by coating them with concrete, duplicating the original finish as closely as possible while preserving the existing shape of the structure.
  - 4) Replace the existing railings with historically appropriate ornamental metal railings based on historical and pictorial evidence.
  - 5) Signs, lighting, fencing, and walkways should be compatible with the character of the bridge and provide a minimum intrusion on its size, scale, material, and color.
  - 6) Recognize the special problems inherent in the bridge's alignment and structural systems when complying with traffic safety and structural engineering requirements so that the essential character of the bridge is preserved intact.
  - 7) Investigate alternative safety measures that preserve the historical integrity of the bridge. The City should make every effort to retain the historic bridge as a functional part of the modern transportation system while preserving its distinguishing original qualities and character. If it can no longer be used for vehicle traffic, the bridge should be adapted for use as a pedestrian and bicycle crossing.
  - 8) In the event that the bridge can no longer be preserved in place for reasons of public safety, the preferred treatment to mitigate the effects of demolition is removal to another, similar location where it could be preserved and rehabilitated. If relocation is not viable, the effects of demolition should be mitigated by documenting the bridge with measured drawings, large-format negative photographs, and written information to the standards of the Historic American Engineering Record (HAER).

**EXHIBIT "B"**

**EDINA HERITAGE LANDMARK NOMINATION STUDY OF THE**

## **EDINA MILLS ARCHAEOLOGICAL SITE**

### **INTRODUCTION**

This report documents the Edina Mills Archaeological Site for designation as an Edina Heritage Landmark. It identifies and locates the heritage resource, explains how it meets the heritage landmark eligibility criteria, and makes the case for historical significance and integrity. In general, the Edina Heritage Landmarks program has adopted the conventions and terminology of the National Register of Historic Places to classify and describe heritage resources and to state their significance. Once a property is rezoned as a heritage landmark by the City Council, the plan of treatment contained in the nomination study becomes the official site preservation plan.

The Edina Mills site is owned by the City of Edina and was added to the city's initial heritage preservation zoning district by Ordinance No. 811-A107 in 1977. A National Register of Historic Places nomination form was prepared by Foster Dunwiddie in the late 1970s but was never submitted to the state review committee. The site has been assigned site inventory number 21HE0245 by the Office of the State Archaeologist.

### **DESCRIPTION**

The Edina Mills Archaeological Site is located on Minnehaha Creek in Dwight Williams Park, a unit of the city park system. The only extant surface structure associated with the historic mill is the mill dam, which is located underneath the Browndale Bridge. This structure is a concrete gravity spillway with an uncontrolled crest approximately 24 feet in length. The abutment walls blend into the stream banks, which are high and have steep slopes. The raceway or flume from the Mill Pond, now filled in, runs for a distance of approximately 34 feet underneath the embankment formed by Browndale Road; the intake is buried under several feet of alluvium, fill, and riprap. A considerable amount of silt and debris has accumulated in front of the upstream face of the mill dam; below the spillway, a large scatter of rocks and boulders line the stilling basin. The creek bed and banks are mostly gravel and coarse sand, which scours easily. Several times over its history the mill and associated structures were damaged by floodwaters: owing to repeated fillings to prevent bank erosion, the creek bed is largely covered with boulders and large pieces of broken stone, and both banks have been armored with riprap.

The archaeological remains of the mill house are located on the left bank (descending) of the creek. The mill was a large timber and masonry structure measuring approximately 40 by 36 feet. The concrete piers and floors, as well as some timber framing members and foundation stones, lie buried under several feet of fill. The turbine pit was filled with mud, sand, and rubble when the site was

excavated in 1977. After the archaeological work was completed, the city developed a small interpretation facility on the site, consisting of an information kiosk, a preserved millstone, and an outline of the millhouse walls marked with square wooden posts.

## **HISTORICAL SIGNIFICANCE**

The importance of the Minnehaha Creek waterpower resource in early Edina history can hardly be over-estimated. When the area was first settled in the mid-nineteenth century, the creek was seen as an inexhaustible power source that could be harnessed to a wide range of industrial uses. Even after steam engines rendered waterwheels obsolete, the motive power of falling water continued to be an important economic resource.

The site was originally part of a quarter-section tract claimed by William Hoyt in 1855. The following year, Hoyt sold his interest in the property to a group of speculators, who included the waterpower development in their plans to develop a townsite called Waterville. The “paper town” of Waterville did not survive the Panic of 1857, but the Waterville Mill (built by local carpenter William Marriott) was an active grist mill when William Rheem and Jonathan T. Grimes acquired the property in 1859. In 1867 the mill passed into the ownership of Daniel H. Buckwalter, who in turn sold the waterpower privilege to Andrew Craik in 1869. Craik and his sons made many improvements to the mill, which they named the Edina Mill, and processed wheat, corn, rye, oats, and barley for the “home” (i.e., local) market. Craik hired George Millam, a fellow Scotsman, to manage the mill, and in 1875 Millam purchased the waterpower from Craik. In 1889, Millam sold the mill to Henry F. Brown, the Minneapolis lumberman who established a large stock farm at Edina. The Edina Mill formed part of the Browndale Farm estate that was purchased by Thorpe Bros. Realty in 1922 for the Country Club development.

There are numerous historical photographs and contemporary written descriptions of the Edina Mills complex. The first mill dam appears to have been a relatively crude timber and stone overflow structure designed to be overtopped by the creek. The Craik mill dam was a more elegant stone spillway that redirected part of the creek’s flow into an open millrace or flume that directed the falling water against the paddles of a large, overshot waterwheel, which created the mechanical power that caused three run of burr stones to grind the grain. George Millam reportedly replaced the old overshot waterwheel with three hydraulic shaft turbines, a more efficient type of waterwheel that required the water from the sluice to be directed downward through penstocks or nozzles to push against the curved metal blades of the turbines. Both the overshot waterwheel and the turbine systems required only a relatively small volume of water to operate.

When the Edina Mill was running at its peak of performance, the mill dam generated as much as fifteen feet of hydraulic head (about 50 horsepower) and could grind roughly 150 bushels of wheat, oats, corn, or other small grains daily. (In addition to grain milling, the Edina mill dam also provided power for a blacksmith and machine shop by means of a wire rope or cable.) Craik and his sons were merchant millers, in that they shipped part of the mill's product in barrels to market in Minneapolis. The quality of the flour made at the Edina Mill was probably less than satisfactory, however, because the hard spring wheat grown in Minnesota during the nineteenth century produced a grade of flour that was inferior to that made from winter wheat, which was softer, easier to grind, and produced a whiter flour. For making cornmeal, oatmeal, pearl barley, and animal feed, the old French burr stones could be set farther apart, with fewer grindings and screenings required to produce a marketable product.

Whenever the creek's natural flow diminished below a certain level, the mill had to shut down. This happened most often during periods of prolonged summer drought and when late-winter ice jams blockaded Minnehaha Creek upstream from the mill. The effect of upstream dams also reduced the available hydraulic head at Edina; the construction of a water control structure at the mouth of Minnehaha Creek in 1893 forced Browndale Farm to use a gasoline engine to power the feed mill; after the new dam was built at Gray's Bay in 1897, the district court indemnified Brown \$2000 for the loss of his waterpower. In 1906 a severe flood washed out the mill dam and the county replaced the stone structure with the existing concrete spillway. The Edina Mill appears to have closed for good around this time, although the millhouse and related structures were not torn down until 1932. The site was later used as a dump.

The Edina Mills Archaeological Site is historically significant because of its association with the Edina waterpower development and because the archaeological data it contains has potential value in answering important research questions. The 1977 archaeological investigation appears to have excavated only about 5% of the mill complex: the current state of knowledge about the site suggests that both Dwight William Park and the areas bordering the lower end of the Mill Pond have good potential for undisturbed cultural deposits associated with nineteenth century settlement and development activities. Contextually, the site relates to the broad theme of "The Agricultural Landscape (1851 to 1959)" and to the local study units "Edina Mills: Agriculture and Rural Life" and "Minnehaha Creek: From Wilderness Stream to Urban Waterway," delineated in the 1999 Historic Context Study.

## **PLAN OF TREATMENT**

The Edina Heritage Preservation Board uses the Secretary of the Interior's Standards for the Treatment of Historic Properties as the authoritative guide for its design review decisions. Within the framework of these standards, and in consultation with the property owner, the Board has adopted the following general and specific guidelines specially tailored to the preservation requirements of the Edina Mill Archaeological Site:

- 9) The Edina Mills Archaeological Site is the heritage preservation component of Dwight Williams Park and the Mill Pond; every reasonable effort shall be made to provide compatible uses for these publicly owned lands that require minimal alteration of the land surfaces above and under water.
- 10) Protective measures should be developed to safeguard the physical condition of known or suspected archaeological features from erosion or other damage caused by natural or human forces.
- 11) Archaeological features should be retained intact, whenever possible. Future archaeological investigations should emphasize non-intrusive, non-destructive methods of investigation such as remote sensing.
- 12) Stream bank stabilization should be accomplished in such a manner that the work detracts as little as possible from the archaeological site's setting and environment.
- 13) Adjacent road construction and maintenance, flood control and water quality improvements should be conducted in such a manner that disturbance of terrain in and around the archaeological site is minimized.
- 14) Whenever archaeological resources must be disturbed by public works construction, recovery of archaeological data shall be undertaken in conformance with current professional practices.
- 15) Reconstruction of all or part of the historic mill complex for public interpretation may be appropriate, provided that sufficient historical documentation exists to insure an accurate reproduction of the original building(s) or structure(s). Reconstruction should include measures to preserve important archaeological resources intact, wherever possible.