



## **Cultural Resources Evaluation Supporting Documentation Technical Memorandum**

May 2016

Southwest LRT Project Technical Memorandum

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## **SOUTHWEST LRT (METRO GREEN LINE EXTENSION)**

### **1 Purpose**

The purpose of this technical memorandum is to summarize and document the archaeological and architecture/history resources technical reports that were produced to support the Southwest Light Rail Transit (LRT) Project's Final Environmental Impact Statement (EIS). These reports define the areas of potential effect (APEs) for the Project, describe the methods used for identifying and evaluating historic resources, and document resources within the Project's APEs that are listed in or are eligible for listing in the National Register of Historic Places (NRHP).

### **2 List of Archaeological and Architecture/History Reports**

The sections below summarize all technical reports produced to inform the analysis contained in Section 3.5 of the Project's Final EIS. The attachments specified in each summary contain full copies of each report for reference.

#### **2.1 Research Design and Area of Potential Effect**

Separate archaeological and architecture/history APEs were defined for the Project. While the APEs were being defined, and prior to the initiation of any survey work, research methodologies were defined to ensure a uniform approach for identifying and evaluating archaeological and architecture/history resources within the Project's APEs.

##### **2.1.1 Research Design for Cultural Resources (February 2010, updated March 2010 and April 2010)**

This 2010 document defines the Project's archaeological and architecture/history APEs, and outlines methodologies for identifying and evaluating archaeological and architecture/history resources. This document is located in Attachment A of this technical memorandum.

##### **2.1.2 Research Design for Cultural Resources, Supplement Number 1 (October 2014)**

The research design was updated in 2014 to define parameters for modifying the architecture/history APE to account for design adjustments as the Project progressed from conceptual level design (approximately 1 percent design) to approximately 30 percent plans (Preliminary Plans) and through 100 percent plans (Construction Documents). This document is located in Attachment A of this technical memorandum.

#### **2.2 Architecture/History Reports**

All reports on investigations within the architecture/history APE undertaken throughout development of the Project's Draft, Supplemental Draft, and Final EISs are summarized individually below, in chronological order. Historic resources identified in each study that are within the current APE are also summarized.

##### **2.2.1 Phase I/Phase II Architecture History Investigation, Volume One: Eden Prairie, Minnetonka, Hopkins, and St. Louis Park Survey Zones (September 2010)**

This Phase I/Phase II architecture history survey encompassed Project Segments 1, 3, and 4, but excluded railroad-related properties, which are documented in Volume Three. The Phase I Survey identified a total of 523 properties built in 1965 or earlier within the Project's architecture/history APE. Twelve individual properties and one historic district were identified for Phase II evaluation. The remainder of the properties were not determined eligible.

One previously determined eligible/listed property was identified in the study. This property is the Peavey-Haglin Experimental Concrete Grain Elevator, which is listed in the NRHP and is also designated a National Historic Landmark and a Historic Civil Engineering Landmark. As a result of the Phase II evaluation, two properties within the current APE, the Hopkins Downtown Commercial Historic District and Hopkins City Hall, were determined eligible for listing in the NRHP. This document is located in Attachment B of this technical memorandum.

##### **2.2.2 Phase I/Phase II Architecture History Investigation, Volume Three: Minneapolis and Saint Louis, Chicago Milwaukee and St. Paul (CM&StP), Minneapolis Northfield and Southern, and Great Northern Railroads Survey Zones (October 2010)**

This report documents railroad-built buildings and structures built in 1965 or earlier within the Project's architecture/history APE. The investigation identified three previously identified historic resources/districts within the current APE: The Chicago Milwaukee St. Paul & Pacific Railroad Depot in St. Louis Park was previously listed in the

NRHP, while the Osseo Branch of the St. Paul Minneapolis & Manitoba Railroad / Great Northern Railway Historic District and the Grand Rounds Historic District were previously determined eligible for listing in the NRHP.

As a result of this survey, the Minneapolis & St. Louis Railroad Depot, which is within the current architecture/history APE in Hopkins, was determined eligible for listing in the NRHP. This document is located in Attachment C of this technical memorandum.

### **2.2.3 Phase I/Phase II Architecture History Investigation, Volume Two: Minneapolis West Residential, South Residential/Commercial, Downtown, Industrial, and Warehouse Survey Zones (February 2012)**

This architecture/history inventory was conducted of properties built in 1965 or earlier in the architecture/history APE in Minneapolis (excluding railroad-related resources, which are documented in Volume Three). The study included 1,264 Phase I and 110 Phase II properties/districts and identified 31 properties (22 individual properties and nine historic districts) listed in or previously determined eligible for listing in the NRHP and, four of which are within the current APE. These properties include:

- Frieda and J. Neils House, 2801 Burnham Boulevard (listed)
- Grand Rounds Historic District (eligible)
- Lake of the Isles Residential Historic District (eligible)
- Minneapolis Warehouse Historic District (listed)

As a result of the Phase II evaluations, twenty properties (19 individual properties and one historic district) were initially determined eligible for the NRHP.<sup>1</sup> Based on new information identified after the completion of the survey, two additional individual properties within this survey area were subsequently determined eligible for the NRHP. Of these 24 properties, the following properties within the current architecture/history APE were determined eligible for listing in the NRHP, of which three are still extant:

- The Minikahda Club, 3205 Excelsior Boulevard
- Mac and Helen Martin House, 1828 Mount Curve Avenue
- William Hood Dunwoody Industrial Institute, 818 Dunwoody Boulevard
- Regan Brothers Bakery, 643 North 5th Street (demolished in 2013)

This document is located in Attachment D of this technical memorandum.

### **2.2.4 Phase I/Phase II Architecture History Investigation, Volume Four: St. Louis Park; Minneapolis West Residential; Minneapolis, Northfield, and Southern Railroad; and Great Northern Railroad Survey Zones (April 2012)**

A Phase I and II architecture/history survey of the corridor of the potential reroute of the freight rail line was completed, as a supplement to earlier survey efforts. The Phase I supplemental survey work identified 514 properties. Five properties were identified for Phase II evaluation; however, the reroute of the freight rail line is no longer part of the Project, so none of the properties determined eligible for listing in the NRHP as a result of this survey are located within the current architecture/history APE. This document is located in Attachment E of this technical memorandum.

### **2.2.5 Supplemental Phase I/Phase II Architecture History Investigation, Volume Five: St. Louis Park and Minneapolis West Residential Survey Zones (February 2014)**

To supplement previous survey efforts, additional architecture/history Phase I survey and Phase II evaluation were conducted of resources in the St. Louis Park and Minneapolis West Residential survey zones. The supplemental Phase I survey work included one property, in the St. Louis Park survey zone. In addition, based on the results of Phase I surveys previously completed in 2012, supplemental Phase II evaluations were completed for three individual properties and one potential historic district in the Minneapolis West Residential survey zone. Of these, three properties in the current architecture/history APE were determined eligible for listing in the NRHP: the Mahalia and Zachariah Saveland House (2405 22nd Street West), the Frank and Julia Shaw House (2036 Queen Avenue South), and the Kenwood Parkway Residential Historic District. This document is located in Attachment F of this technical memorandum.

<sup>1</sup> Not all properties recommended eligible by the survey were determined eligible for the NRHP. Correspondence between MnDOT CRU and MnHPO related to determinations of eligibility is located in Appendix N.

### **2.2.6 Supplemental Phase I/Phase II Architecture History Investigation, Volume Six: Eden Prairie, Hopkins, St. Louis Park, and Minneapolis West Residential SDEIS Survey Zones (April 2014)**

A Phase I and II architecture/history investigation was completed to identify historic properties in the APEs for proposed adjustments to the Project in Eden Prairie (Eden Prairie Segment), a freight rail alignment adjustment (St. Louis Park/Minneapolis Segment), and the proposed Hopkins Operations and Maintenance Facility (OMF) location that were evaluated in the Project's Supplemental Draft EIS. A total of 41 properties were surveyed, one of which was evaluated at a Phase II level. As a result of the investigation, no properties were determined to be eligible for listing in the NRHP. This document is located in Attachment G of this technical memorandum.

### **2.2.7 Kenilworth Lagoon/Channel Context, History, and Physical Description (November 2014)**

This document provided a historic context, history, and physical description of the features of the Kenilworth Lagoon/Channel, a component of the Chain of Lakes Segment of the Grand Rounds Parkway System in Minneapolis that connects Lake of the Isles and Cedar Lake. The lagoon/channel is a contributing element of the Grand Rounds Historic District, which has been determined eligible for listing on the NRHP. The purpose of this report was to serve as a point of reference for assessing effects of the Project on this historic resource, including informing the design of a new crossing for the Project over this resource. This document is located in Attachment H of this technical memorandum.

### **2.2.8 Supplemental Phase I Architecture/History Investigation, Volume Seven: Minnetonka, Hopkins, St. Louis Park, and Minneapolis West Residential Survey Zones (July 2015)**

A Phase I architecture/history survey was completed for additional areas within the architecture/history APE in Minnetonka, Hopkins, St. Louis Park, and Minneapolis. During the Phase I architecture/history survey, a total of 122 properties were surveyed. Of these, 113 properties were newly identified properties that were not previously surveyed. All 113 newly identified properties were recommended as not eligible for listing in the NRHP. One additional property (HE-HOC-143) was found to have been previously evaluated as contributing to a determined eligible historic district. Finally, windshield survey of eight properties that were documented within the last five years for other projects in the Minneapolis West Residential Survey Zone was completed to confirm their current integrity. Of these eight properties, two were found to have altered integrity and updated inventory forms were prepared to reflect their current integrity status. This document is located in Attachment I of this technical memorandum.

### **2.2.9 Supplemental Phase I Architecture/History Investigation, Volume Eight: St. Louis Park and Minneapolis West Residential Survey Zones (November 2015)**

A Phase I architecture/history survey was completed for additional areas within the architecture/history APE, which was revised in October 2015. During this Phase I architecture/history survey, a total of eight properties within St. Louis Park and Minneapolis were surveyed; all were newly identified properties and all eight were determined not eligible for listing in the NRHP. This document is located in Attachment J of this technical memorandum.

## **2.3 Archaeology Reports**

All reports on investigations within the archaeological APE undertaken throughout development of the Project's Draft, Supplemental Draft, and Final EISs are summarized individually in the following sections, in chronological order. Archaeological resources identified in each study that are within the current APE are also summarized. Due to the sensitive nature of archaeological resources, report exhibits have been omitted from this memorandum.

### **2.3.1 Phase 1a Archaeological Investigation (September 2010)**

Archaeological potential was assessed along five Project segments examined in the Draft EIS. Based on the analysis of Project components at that time, it was determined that approximately 194 acres across 48 specific areas would require intensive archaeological inventory and assessment if all segments were reviewed. This document is located in Attachment K of this technical memorandum.

### **2.3.2 Phase 1a Archaeological Investigation of the Freight Rail Relocation Corridor (June 2012)**

Archaeological potential was assessed for the freight rail relocation corridor in 2012. Three areas with potential to contain archaeological resources were identified. In addition, two areas identified in the previous Phase 1a study were also located within the current study area. The reroute of the freight rail line is no longer part of the Project, so not all of the areas identified are located within the current archaeological APE. This document is located in Attachment L of this technical memorandum.



### **2.3.3 Phase I Archaeological Survey in Minneapolis, St. Louis Park, Hopkins, Minnetonka, and Eden Prairie (December 2012)**

Phase I archaeological field investigations, geophysical investigations, and/or archival research was completed at 44 distinct areas of archaeological potential identified in previous Phase 1a archaeological assessments undertaken in preparation for the Project (see Sections 2.3.1 and 2.3.2). No additional archaeological investigations were recommended in 36 of the 44 areas. This included areas without the potential to contain significant intact archaeological resources, areas where no archaeological properties were identified during the course of survey, and areas where any resources identified lacked historical significance or archaeological integrity to be eligible for listing in the NRHP. Additional archaeological investigations at eight sites were recommended. This document is located in Attachment M of this technical memorandum.

### **2.3.4 Phase II Archaeological Survey (February 2014)**

A Phase II evaluation was conducted to evaluate the NRHP eligibility of eight sites recommended during the previous Phase I investigation completed in December of 2012 (see Section 2.3.3). Of these eight sites, seven had the potential to be affected by the Project based on design at the time and were selected for further evaluation. Two of these sites, 21HE0436 and 21HE0437, are within the current archaeological APE and determined to be eligible for listing in the NRHP. A final recommendation regarding the eligibility of Royalston North (21HE0436) and Royalston South (21HE0437) was not made in the report due to access issues to the entire site; additional field investigations were recommended to determine the sites' eligibility for the NRHP. However, based on the information presented in the report, it was determined that these two sites are eligible for listing on the NRHP (letter from Minnesota Department of Transportation Cultural Resources Unit [MnDOT CRU] to the Minnesota Historic Preservation Office [MnHPO], April 18, 2014). This document is located in Attachment N of this technical memorandum.

### **2.3.5 Phase 1a Archaeological Investigation, Supplemental Draft EIS Areas: Eden Prairie Segment, Hopkins OMF, and St. Louis Park/Minneapolis Segment (March 2014)**

Completed in 2014, this document provided an overview of the archaeological potential within the revised archaeological APE. Three areas with potential to contain archaeological resources were identified, all within the Eden Prairie Segment. Additional investigations were recommended for these areas to determine their archaeological potential. This document is located in Attachment O of this technical memorandum.

### **2.3.6 Phase I Archaeological Investigation, SDEIS Area: Eden Prairie Segment, Archaeological Potential Area C (September 2014)**

A Phase I archaeological investigation was completed of a 6.8-acre area of archaeological potential, one of three areas of archaeological potential identified within Eden Prairie during a Phase 1a archaeological investigation completed in March 2014 (see Section 2.3.5). Pedestrian survey and subsurface testing yielded no archaeological material or sites. Therefore, no additional archaeological investigations were recommended for this area. This document is located in Attachment P of this technical memorandum.

### **2.3.7 Archaeological Investigations for the Southwest Light Rail Transit Project: Areas A and B, and the Holden-Royalston Parcel (February 2015)**

This report documents the Phase I investigations of two parcels in Eden Prairie identified as part of the Phase 1a investigation completed in 2014 (see Section 2.3.4). In addition, a Phase I survey of one parcel in Minneapolis that was identified during the Phase II archaeological survey in February 2014 (see Section 2.3.4) was completed. The investigation identified no archaeological resources within the areas in Eden Prairie. However, one historic archaeological site was located within the parcel in Minneapolis (21HE0452). It was recommended that a Phase II evaluation of this site be conducted to determine its eligibility for the NRHP. This document is located in Attachment Q of this technical memorandum.

### **2.3.8 Phase II Archaeological Evaluation of Site 21HE452 (July 2015)**

A Phase II archaeological evaluation was recommended based on the results of Phase I investigations for the Holden-Royalston parcel (Site 21HE452) conducted in 2014 (see Section 2.3.7). As a result of the Phase II evaluation, this site was determined not eligible for the NRHP, based on a lack of archaeological integrity and inability to potentially answer significant questions relating to the past. This document is located in Attachment R of this technical memorandum.

### **2.3.9 Phase I Archaeological Investigations of the Glenwood Parcel for the Southwest Light Rail Transit Project, Minneapolis, Minnesota (November 2015)**

This report documents the Phase I investigation for the Glenwood parcel in Minneapolis conducted in 2015. One historical wall feature and a small number of historical artifacts that appeared to be entirely from fill were identified. As a result of the Phase I investigation, the site was determined not eligible for the NRHP based on a lack of archaeological integrity and inability to potentially answer significant questions relating to the past. This document is located in Attachment S of this technical memorandum.

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**Attachments**

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