

# Appendix D

**PHASE IA LITERATURE SEARCH FOR  
ARCHAEOLOGICAL POTENTIAL AND  
PHASE I HISTORIC RESOURCES SURVEY FOR THE  
DOCK STREET RESIDENTIAL PROJECT,  
NORTH LOOP NEIGHBORHOOD,  
MINNEAPOLIS, MINNESOTA**

**Two Pines Resource Group No. 11-11  
Landscape Research LLC No. 11-10**

**Submitted to:  
Bonestroo Inc.  
2335 West Highway 36  
St. Paul, MN 55113**

**Prepared by:  
Michelle M. Terrell, Ph.D.  
Principal Investigator (Archaeology)  
Two Pines Resource Group, LLC  
17711 260<sup>th</sup> Street  
Shafer, MN 55074**

**Carole Zellie  
Principal Investigator (Architectural History)  
Landscape Research LLC  
1466 Hythe St.  
St. Paul, MN 55108**

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## MANAGEMENT SUMMARY

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In May 2011, Two Pines Resource Group, LLC (Two Pines) and Landscape Research LLC (Landscape Research) conducted a Phase IA literature search for archaeological potential and a Phase I historic resources survey, respectively, for the Dock Street Residential project in the North Loop Neighborhood of Minneapolis, Minnesota. This project involves the construction of three new residential buildings, the maintenance of the Union Plaza building, and the development of a new roadway (Dock Street). The area of potential effects (APE) is a 3.25-acre parcel (PID 2202924130110). The project area is located in the NW ¼ of the SE ¼ and the SW ¼ of the NE ¼ of Section 22, Township 29N, Range 24W. An Environmental Assessment Worksheet (EAW) is being prepared for the proposed project. The EAW will include the required documentation of archaeological, historical, or architectural resources in proximity to the site.

The purpose of the Phase IA literature search for archaeological potential is to determine whether the project area contains, or has the potential to contain, any archaeological resources that are potentially eligible for listing on the National Register of Historic Places (NRHP; National Register). The literature search consisted of background research at the State Historic Preservation Office (SHPO) on previously identified archaeological sites and surveys within a one mile (1.6 km) radius of the project area; and a review of historical records, maps, and photographs. Dr. Michelle Terrell served as the Principal Investigator for archaeology. The literature search for archaeological potential revealed that no archaeological sites have been previously identified within the Dock Street Residential project area. The land use history of the project area also indicates that the railroad grade separation project that took place in 1890-91 significantly modified the landscape of the entirety of the study area and removed any pre-1891 archaeological deposits within the APE. Furthermore the types of structures present within the project area after 1891 are unlikely to have associated archaeological deposits with significant information potential (NRHP Criterion D). Based on these findings, subsurface archaeological testing is not recommended. However, archaeological remnants of the former Great Northern Railway freight depots, which were constructed c. 1891, and which were razed in 1939 and 1972, may be considered contributing elements to the Minneapolis Warehouse Historic District as representative of the once numerous depots that lined the railroad tracks of the warehouse district and which played an integral role in the commercial development of the district (NRHP Criterion A).

The historic resources survey identified the Union Plaza, which is comprised of two historic brick warehouse buildings. (Union Plaza is addressed as 333 Washington Avenue.) The Knobloch Bros. Warehouse (1896; Minnesota Moline Plow Company, later Creamery Package Manufacturing Company), is at 320 3rd Street North (HE-MPC-0095). A ca. 1898, four-story annex to this building at 314 3rd Street North (HE-MPC-0094) was also occupied by the Creamery Package Manufacturing Company and then by the Colonial Warehouse. Built immediately after the railroad grade separation project of 1890-91, they are contributing properties to the Minneapolis Warehouse Historic District and are representative of the growth of warehousing capacity following the landscape modification. Both buildings are contributing to the Minneapolis Warehouse Historic

District under NRHP Criterion A (CPED 2009:66-67). Although the rail tracks that formerly served the building have been removed, the surviving section of granite paving on Traffic Street at the north remains a contributing feature to the Warehouse Historic District under Criterion A.

The Minneapolis & St. Louis Railroad and Great Northern Railway yards (ca. 1887-), were previously documented by the Warehouse Historic District Designation Study (HE-MPC-5205; CPED 2009:119). Identified at 401 Washington Avenue N., this site includes “the Cut,” which lowered the tracks by a grade separation and enhanced the capacity of the surrounding district, resulting in new warehouse and factory construction. The original design intent of the lowered grade remains intact and the Cut is a contributing feature to the Minneapolis Warehouse Historic District under NRHP Criterion A (CPED 2009:119).

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## INTRODUCTION

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In May 2011, Two Pines Resource Group, LLC (Two Pines) and Landscape Research LLC (Landscape Research) conducted a Phase IA literature search for archaeological potential and a Phase I historic resources survey, respectively, for the Dock Street Residential project in the North Loop Neighborhood of Minneapolis, Minnesota (Figure 1). An Environmental Assessment Worksheet (EAW) is being prepared for the proposed project. The studies described herein provide the supporting documentation necessary to address archaeological, historical, or architectural resources in proximity to the project area.

### PROJECT DESCRIPTION

The Dock Street Residential project involves the construction of three new residential buildings, the maintenance of the Union Plaza building, the development of a new roadway (Dock Street), and the proposed creation of an outdoor public/private plaza along Washington Avenue (Figure 2). The project is being constructed in an area currently occupied by surface parking and the Union Plaza building.

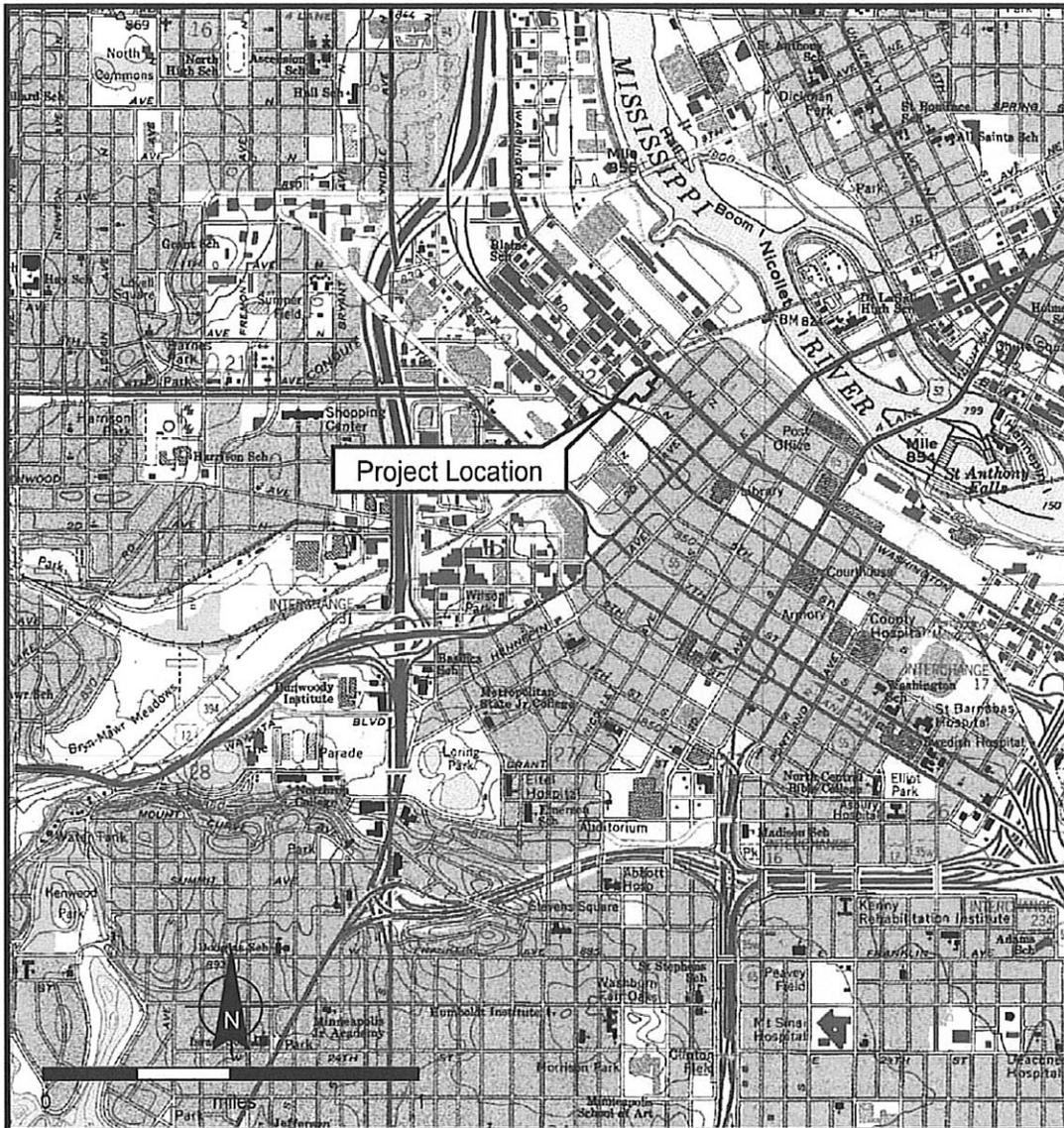
### AREA OF POTENTIAL EFFECTS (APE)

The area of potential effects (APE) is defined as a 3.25-acre parcel (PID 2202924130110) within a greater area bound to the northeast by Washington Avenue North, to the southeast by 3rd Avenue North, to the southwest by the Interstate 94 Viaduct, and to the northwest by existing rail corridors. The project area occupies Lots 1, 2, 3, 9 and 10 of Block 57 and Lot 10 (part) of Block 58 (Block 21 of Bradford & Lewis Addition) of the plat of the Town of Minneapolis Addition; Lots 1, 2 (part), 15 (part), and 16 (part) of the plat of Block 22 of the Bradford & Lewis Addition to Minneapolis; Lots 4 (part), 5 (part) and 6 of Block 10, Lot 12 of Block 19, Lot 3 of Block 57 and portions of Block 58 of Hoag's Addition to Minneapolis; and portions of the former alignments of 3rd Street North and 4th Avenue North, now vacated. The project area is located in the NW  $\frac{1}{4}$  of the SE  $\frac{1}{4}$  and the SW  $\frac{1}{4}$  of the NE  $\frac{1}{4}$  of Section 22, Township 29N, Range 24W. The UTM (NAD 83, Zone 15) coordinates of the project area are as follows: northeast corner – 478455E 4981305N; southeast corner – 4782318E 4981197N; southwest corner – 478262E 4981218N; and northwest corner – 478404E 4981346N. These coordinates were determined electronically.

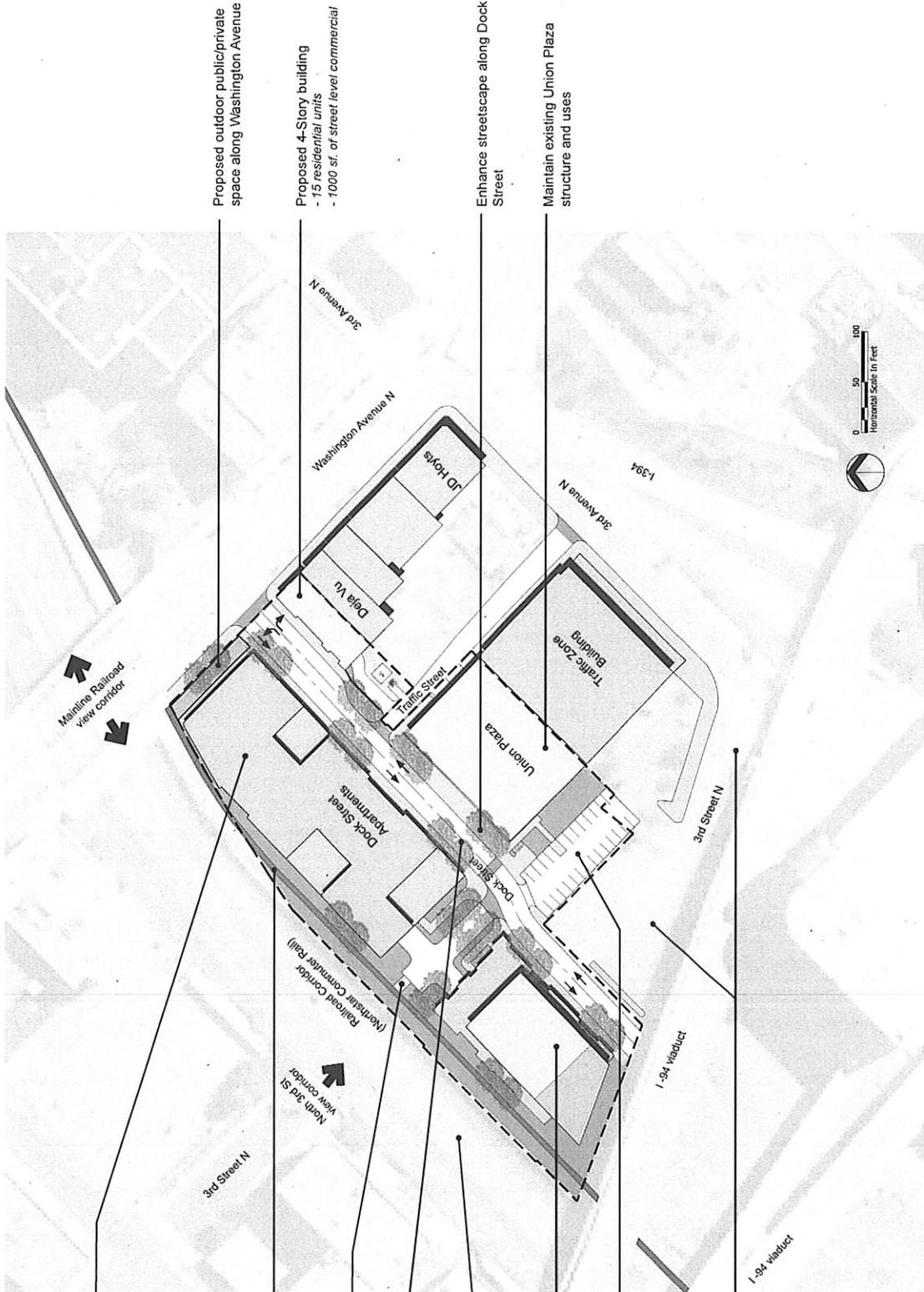
### EXISTING HISTORIC AND CULTURAL DESIGNATIONS

The Dock Street Residential project area is situated within the Minneapolis Warehouse Historic District (1865-1930) (Figure 3). The North Loop Minneapolis Warehouse District received local designation in 1978. This designation focused on the wholesaling portion of the warehouse industry. The area covered by the local designation was encompassed by a nomination for the larger Minneapolis Warehouse Historic District that addressed the entire warehousing industry and connections with the railroad industry. The district encompasses the City of Minneapolis' late-19th and early-20th century warehouse and wholesaling district. This remarkably intact concentration of commercial

buildings designed by the city’s leading architects and engineers reflects the role of the city as a major distribution and jobbing center for the Upper Midwest. The Minneapolis Warehouse Historic District was listed in the National Register of Historic Place (National Register) in 1989. In 2009, the City of Minneapolis expanded the boundaries of the local designation to match the boundaries of the National Register district. Properties within the district are subject to review by the State Historic Preservation Office (SHPO) and the Minneapolis Heritage Preservation Commission (HPC).



**FIGURE 1. PROJECT LOCATION**  
*(PORTION OF MINNEAPOLIS SOUTH [1993], 7.5' USGS QUADRANGLES)*



Proposed Dock Street Apartment Building  
 - 185 residential units  
 - 4,000 sf. street level commercial  
 - 5-story building at Washington Avenue street front  
 - 6-story building at parking garage

Existing Cedar Lake Bike and Pedestrian Trail

Proposed Cedar Lake Bike Trail access

Proposed Dock Street 26' private wide roadway  
 Shared bike access along roadway  
 Transit Lines  
 - Northstar Commuter Rail  
 - Hiawatha, Central, and proposed Southwest LRT (SW of viaduct)

Conceptual 16-story building  
 - 200 residential units  
 - 16,500 sf. street level commercial  
 Maintain existing parking lot

Maintain existing access to site and adjacent parking areas

Proposed outdoor public/private space along Washington Avenue

Proposed 4-Story building  
 - 15 residential units  
 - 1000 sf. of street level commercial

Enhance streetscape along Dock Street

Maintain existing Union Plaza structure and uses

June 24, 2011



edness swenson graham architects inc.



Hines

DOCK STREET RESIDENTIAL - NORTH LOOP NEIGHBORHOOD  
 Minneapolis, Minnesota

Plan View

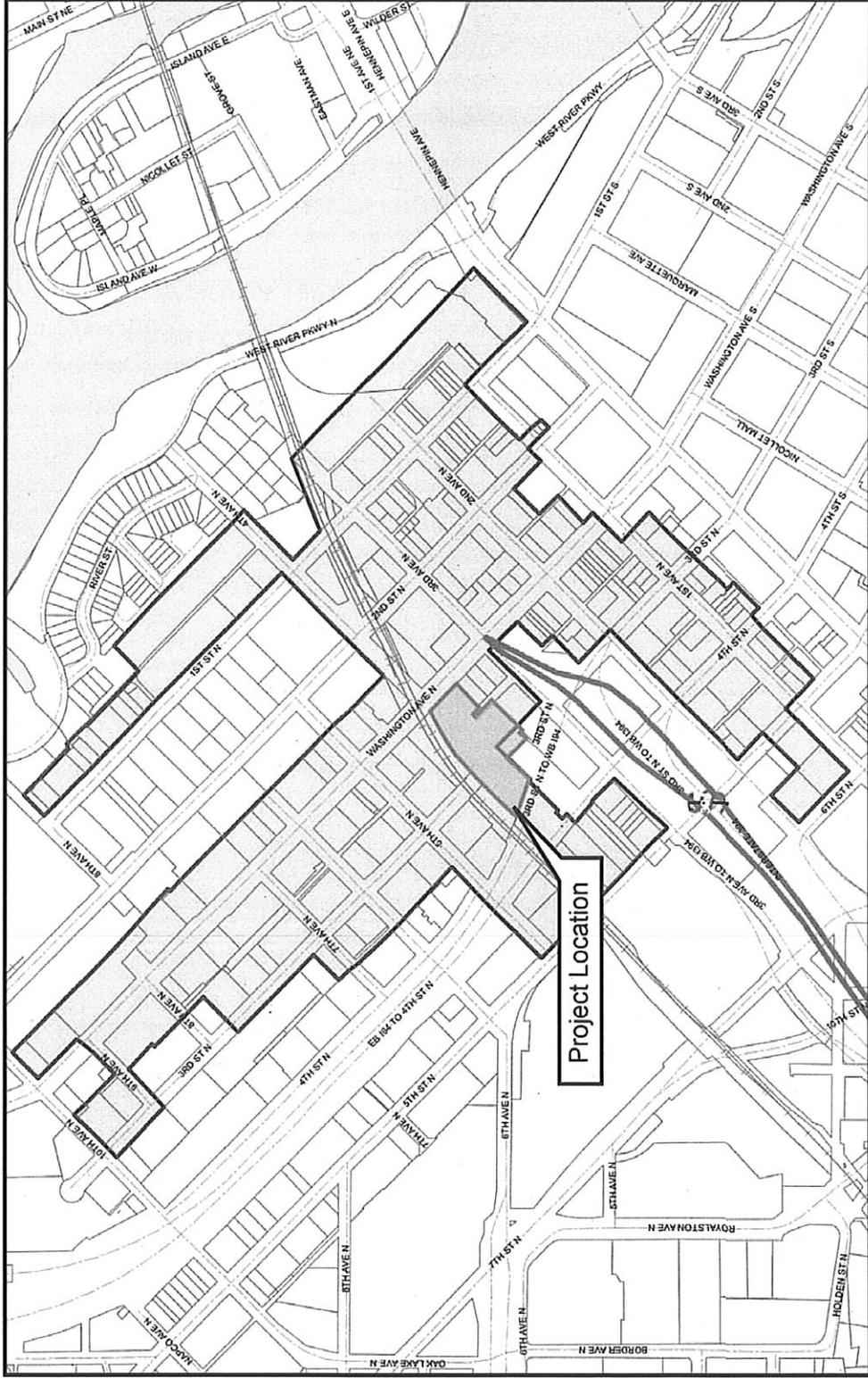


FIGURE 3. PROJECT LOCATION ON MAP OF THE MINNEAPOLIS WAREHOUSE HISTORIC DISTRICT  
(SOURCE: MINNEAPOLIS HERITAGE PRESERVATION COMMISSION, 2010)

## RESEARCH DESIGN

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### OBJECTIVES

The primary objective of the Phase IA literature search for archaeological potential and the Phase I historic resources survey is to identify any cultural resources within the project's archaeological APE that are potentially eligible for listing in the National Register. The National Register criteria, summarized below, are used to evaluate identified resources.

- Criterion A association with events that have made a significant contribution in our past;
- Criterion B association with the lives of persons significant in our past;
- Criterion C embodiment of the distinctive characteristics of a type, period, or artistic values; or representation of the work of a master; possession of high artistic values; or representation of a significant and distinguishable entity whose components may lack individual distinction; or
- Criterion D potential to yield information important to prehistory or history (National Park Service 2002).

### METHODS

All work was conducted in accordance with the *SHPO Manual for Archaeological Projects in Minnesota* (Anfinson 2005), *Guidelines for History/Architecture Projects in Minnesota* (SHPO 2010), and *The Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation* (National Park Service 2002).

### ASSESSING ARCHAEOLOGICAL POTENTIAL

In order for an archaeological site to be considered eligible for listing in the National Register, it must not only meet one of the above-described criteria, but it must also display a level of integrity, or be intact enough, to convey that information. In order to identify areas within the Dock Street Residential project area that have the potential to contain significant archaeological sites, archival research was conducted to develop a history of the project area and associated structures. This land use history was used to assess the probability for any identified potential archaeological resources to have survived subsequent development impacts or site activities.

Once potential intact archaeological resources had been identified, additional documentary research was conducted on those potential resources. This site-specific research focused on functions, periods of occupation or operation, and associated individuals. This research allows for the assessment of whether a site would, or would not, have the ability to inform our understanding of significant aspects of our past if the site was excavated. In this fashion, the literature search assessed the potential for the

presence of archaeological sites within the project area as well as their potential integrity and significance.

## **BACKGROUND RESEARCH**

Staff from Two Pines Resource and Landscape Research conducted background research at the SHPO, Minnesota Historical Society (MHS), the Hennepin County Library, and University of Minnesota Borchert Map Library. Research at the SHPO focused on previously identified cultural resources within and proximate to the project area and the review of reports of previous investigations.

The Minneapolis Warehouse Historic District is documented in the National Register of Historic Places Nomination Form (1989). Aspects of the district are also discussed in the *Minneapolis Warehouse Historic District Designation Study* (CPED 2009) and the *Minneapolis Warehouse Historic District Design Guidelines* (CPED 2010).

A land use history of the area was compiled with historic atlases (Cook 1861; Minneapolis Real Estate Board 1903 and 1914, Works Progress Administration 1940); fire insurance maps (Rascher Insurance Map Publishing Company 1892; Sanborn Map Company 1885, 1890; 1912, 1923, 1930, 1951, 1952, 1963); panoramic views (1867, 1879, 1891) and aerial photographs (1938, 1947, 1953, 1964). Historic photographs of the warehouse district in the holdings of the Minnesota Historical Society and the Hennepin County Library were also consulted. Building permit index cards were consulted at the Hennepin County Library.

## **FIELD VISIT**

The consultants walked through and around the project area. The buildings, structures, objects and landscapes that have retained historic identity in and near the project area were identified.

## **PREVIOUS INVESTIGATIONS AND DESIGNATIONS**

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### **MINNEAPOLIS WAREHOUSE HISTORIC DISTRICT**

The Dock Street Residential project area is located within the railyards area of the Minneapolis Warehouse Historic District (see Figure 3). The District was designated as a local historic preservation district in 1978 and was listed in the National Register in 1989. Following a 2009 designation study, the NRHP Minneapolis Warehouse Historic District was designated as a Historic District. Properties within the district are, therefore, subject to review by the Minneapolis HPC and the Minnesota SHPO.

According to the Minneapolis Warehouse Historic District Designation Study, the district's 160 properties represent "evolving patterns of commercial growth during the late-nineteenth and early twentieth-century that shaped the city's identity" (CPED 2009). The district is evidence of the network of railroads and supporting warehousing, manufacturing, and other industries. District architecture reflects the growth of industry as well as engineering and design improvements during the period 1865 to 1930. The Minneapolis Warehouse Historic District retains integrity and meets the following criteria for designation as a local historic district (CPED 2009:46):

- *Designation Criterion One:* The property is associated with significant events or with periods that exemplify broad patterns of cultural, political, economic or social history.
- *Designation Criterion Four:* The property embodies the distinctive characteristics of an architectural or engineering type or style, or method of construction.
- *Designation Criterion Six:* The property exemplifies works of master builders, engineers, designers, artists, craftsmen or architects.

The Minneapolis Warehouse Historic District Design Guidelines (2010) provide guidance on treatment of historic buildings and new construction (CPED 2010). The project area is within the zone characterized as "Railyards." This area has few buildings but is characterized by a lowered grade that "relative to the adjacent properties is a significant feature of the site" (CPED 2010:8).

### **GREAT NORTHERN RAILWAY CORRIDOR AND MINNEAPOLIS AND ST. LOUIS RAILROAD CORRIDOR**

"Railroads in Minnesota, 1862-1956," the National Register of Historic Places Multiple Property Documentation Form (MPDF) provides a framework for evaluating the former Great Northern Railway and Minneapolis and St. Louis Railroad corridor that edges the project boundary. In 1893 the Great Northern became the fifth transcontinental railroad in the United States and reached from St. Paul to Seattle. Under James J. Hill and his son Louis J. Hill, the line greatly expanded markets for agricultural products and manufactured goods. It acquired many other lines. In 1970 the Great Northern merged with the Northern Pacific and the Chicago Burlington and Quincy to become the Burlington Northern (Schmidt et al. 2007:85, 101, 106).

The Minneapolis and St. Louis Railroad was founded in Minneapolis in 1870 as a locally owned railroad that could bring raw materials as well as finished goods to and from the city. Following several reorganizations it was acquired by the C&NW in 1960. The MPDF provides guidelines for evaluating railroad corridor historic districts and railroad features including the only remaining feature, the grade separation (or “Cut”) recorded as HE-MPC-138. This feature is contributing to the Minneapolis Warehouse Historic District (CPED 2009:119) (see Table 1).

## **RECORDED ARCHAEOLOGICAL SITES AND PREVIOUS SURVEYS**

The Dock Street Residential – North Loop Neighborhood project area is located within the Central Lakes Deciduous South archaeological sub-region. This archaeological sub-region encompasses much of central Minnesota and is located directly west of the Mississippi River. The topography of the Central Lakes Deciduous South sub-region consists of glacial moraines, till plains, and outwash plains. This area contains numerous lakes, streams, and wetlands. The climate within this sub-region has an average annual precipitation range from 20 to 28 inches. Average January highs range from 12 to 24 degrees Fahrenheit (F), while average July highs range from 78 to 82 degrees F. The frost-free season lasts up to 160 days in the south and up to 140 days in the north.

As implied by the region’s name, during the contact period much of the vegetation of the Central Lakes Deciduous South archaeological sub-region consisted of hardwood forests with a mix of deciduous-coniferous forest dominated by pine in the northern portion of the sub-region. During the Late Holocene period, subsistence resources in this sub-region would have included white-tailed deer, small herds of bison and elk, beaver, bear, and some moose. Fish and waterfowl would also have been plentiful. Wild rice beds were also present throughout most of the sub-region.

Background research conducted at the SHPO prior to fieldwork revealed that there are no previously identified archaeological sites within the project APE, nor has it been previously surveyed. However, research at the SHPO indicated the presence of 31 recorded archaeological sites within a one mile (1.6 km) radius of the project area (Table 1). Many of these sites were identified during development projects along the Minneapolis riverfront. Sites 21HE112 through 21HE117 were identified during 1983 and 1986 archaeological surveys of the proposed West River Parkway extension (Anfinson 1984; Tordoff 1984; Tordoff and Clouse 1987). Archaeological investigation of the Bridgehead area for the Federal Reserve Bank of Minneapolis resulted in the documentation of sites 21HE195 and 21HE196 (Rust et al. 1995). The development of the Mills Ruin Park led to the identification of sites 21HE272 through 21HE275 (Clouse 1996). More recently, preparations for the Guthrie Theater Complex identified sites 21HE331, 21HE332, and 21HE333 (Bischoff et al. 2001), while investigations of the Fuji-ya/Wave Development project area identified sites 21HE363 through 21HE367 (SHPO Archaeological Site Files). Most of these previously identified sites consist of foundations and structural remains associated with industries along the Minneapolis riverfront.

**TABLE 1. PREVIOUSLY RECORDED ARCHAEOLOGICAL SITES WITHIN ONE MILE OF THE PROJECT AREA**

Site No.	T	R	S	Description
21HE112	29N	24W	22	Omaha R.R. Roundhouse
21HE113	29N	24W	22	North Star Sawmill
21HE114	29N	24W	22	West Side Power Plant
21HE115	29N	24W	22 and 23	Pacific Sawmill
21HE116	29N	24W	23	Hennepin Avenue Bridge Footings
21HE117	29N	24W	23	Gateway Residential District
21HE118	29N	24W	23	Old City Waterworks
21HE127	29N	24W	23	King Midas/Pillsbury “B” Grain Elevator
21HE195	29N	24W	22	North Star Ironworks
21HE196	29N	24W	23	Bridgehead Area B
21HE266	29N	24W	23	Federal Courthouse Site
21HE272	29N	24W	23	Petit Flour Mill/NW Consolidated Elevator “B”
21HE273	29N	24W	23	Zenith Flour Mill
21HE274	29N	24W	23	Alaska Flour Mill/Pillsbury “B” Mill
21HE275	29N	24W	23	Minneapolis Mill Company Waterpower Canal
21HE282	29N	24W	27	221-227 South Seventh Street
21HE283	29N	24W	23	Palisade Mill
21HE318	29N	24W	15	Orth’s Brewery
21HE331	29N	24W	26	2 <sup>nd</sup> St. House and Dwelling
21HE332	29N	24W	23	Minneapolis/St. Louis Depot
21HE333	29N	24W	23	Minneapolis Transfer Roundhouse/Locomotive House
21HE345	29N	24W	23	Minneapolis Mill Company Tail Race Canals
21HE352	29N	24W	26	911 Portland
21HE363	29N	24W	23	Bassett’s Second Sawmill
21HE364	29N	24W	23	Columbia Flour Mill
21HE365	29N	24W	23	Occidental Feed Mill
21HE366	29N	24W	23	Minneapolis Eastern Railway Company Features
21HE367	29N	24W	23	Cataract Mill Complex
21HE369	29N	24W	23	King Midas Flour Mill
21HE370	29N	24W	23	Phoenix Mill Site
21HE373	29N	24W	23	23-25 and 29 Grove Street

## PROJECT AREA HISTORY

### PRE-DEVELOPMENT ENVIRONMENTAL HISTORY

The land use history of the Dock Street Residential project area illustrates the rise and decline the City of Minneapolis' warehouse and wholesaling district. Located in the NW ¼ of the SE ¼ and the SW ¼ of the NE ¼ of Section 22 of Township 29N, Range 24W, the project area was initially located on the outskirts of the burgeoning community of St. Anthony-Minneapolis. When this area was initially surveyed in 1853, the only feature of note was a trail that, after having crossed Bassett's Creek to the north, passed along the southern edge of the project area on its way to the Mississippi River crossing (Figure 4). As the City of Minneapolis expanded westward, this area was platted in part as the Town of Minneapolis as well as Hoag's Addition to Minneapolis. Still, in 1861, the project area was devoid of development. Cook's map of that year indicates the presence of scattered homes as well as Charles Hoag's estate proximate to, but not within, the Dock Street Residential APE (Cook 1861) (Figure 5). It would take the introduction of railroad transportation in 1867 to spur development of this portion of the city.

### INTRODUCTION OF THE RAILROAD

In June of 1862, the St. Paul and Pacific Railroad ran the first train in Minnesota from St. Paul to St. Anthony. By May 1867, a bridge had been constructed to carry the rail line over the Mississippi River and into Minneapolis (Schmidt et al. 2007:86; CPED

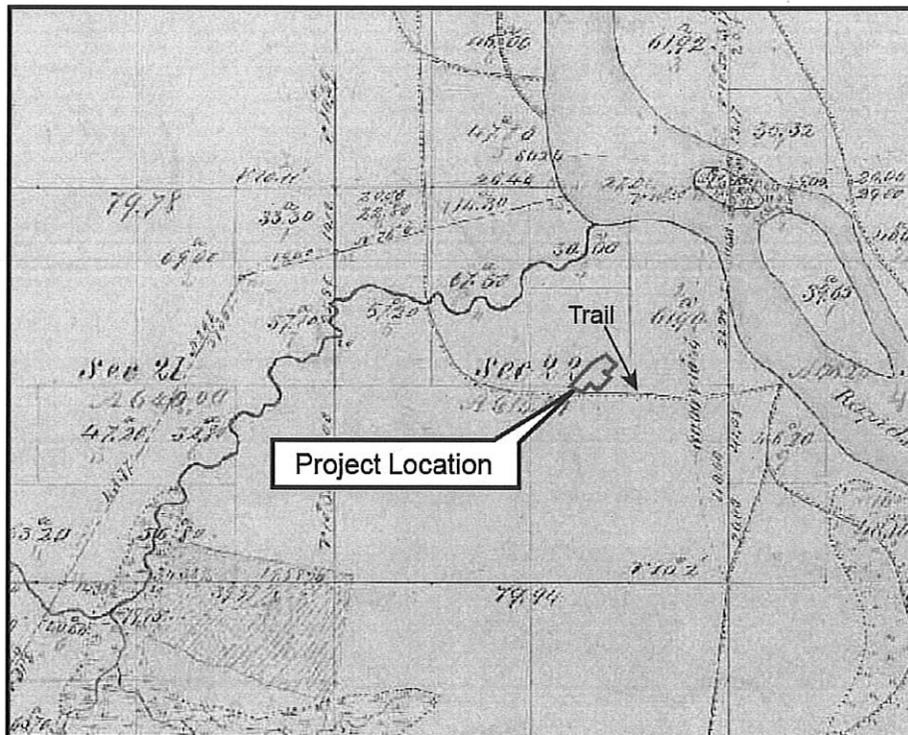


FIGURE 4. PROJECT AREA ON 1853 GENERAL LAND OFFICE SURVEY MAP

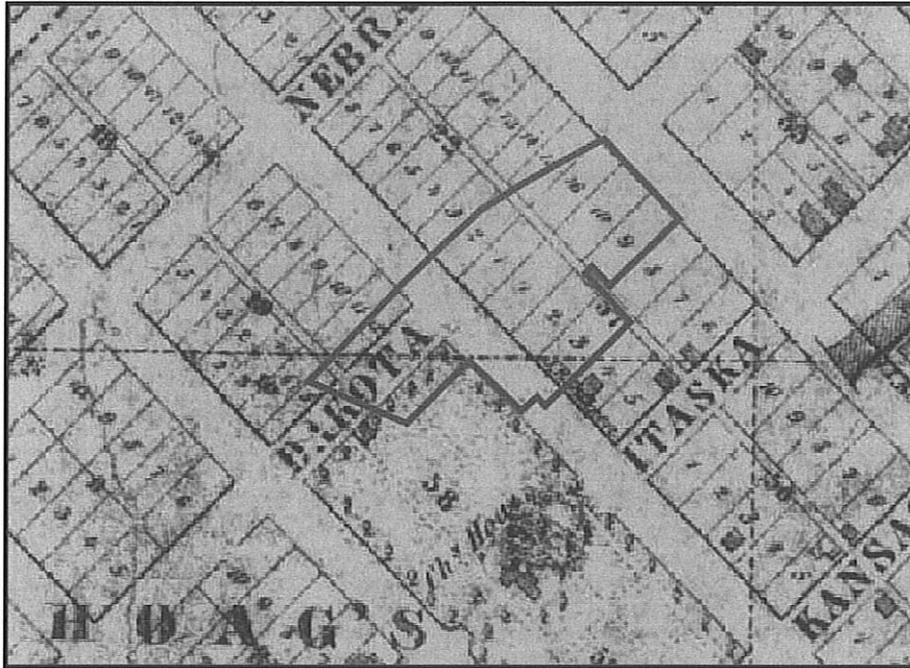
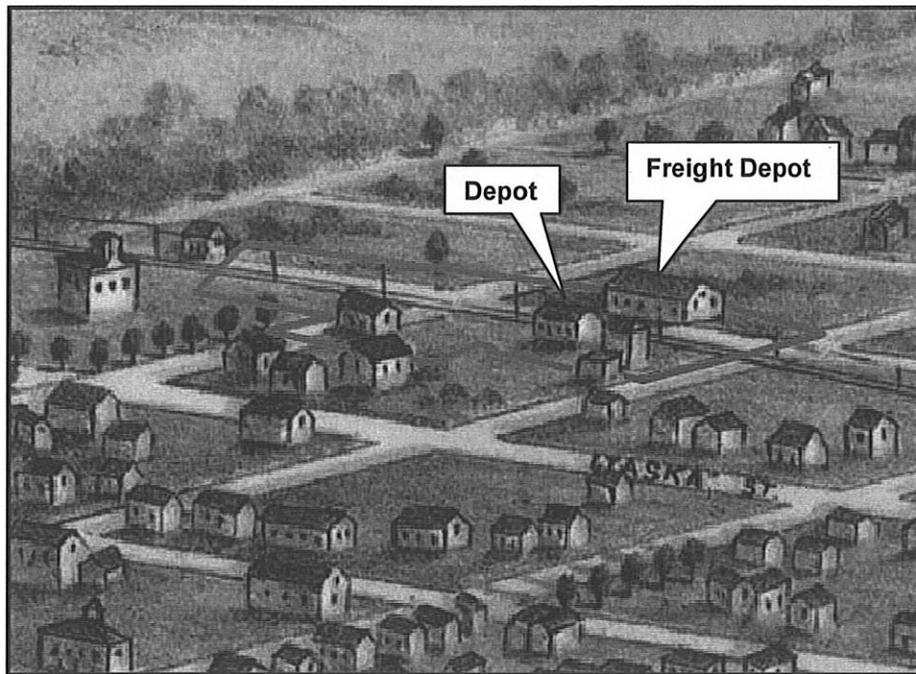


FIGURE 5. PROJECT AREA ON DETAIL FROM COOK'S 1861 MAP

2009:11). The St. Paul and Pacific Railroad corridor crossed Nicollet Island near 3rd Avenue North and headed west-southwest cutting a diagonal path through the platted grid of Minneapolis before aligning with 4th Avenue North (formerly Dakota) near its intersection with Washington Avenue North. Heading southwest from this point, the 4th Avenue North alignment was given over to a rail corridor. This nascent railroad passed through the center of the Dock Street Residential project area and is cause for not only the rapid transformation of the immediate area, but also the growth of the warehouse district. A detail from Ruger's 1867 panoramic map (Figure 6) of Minneapolis when compared with Cook's 1861 map (Figure 5) illustrates not only increased development in the vicinity of the project area, but the construction of the St. Paul and Pacific Railroad's first depot and freight house within the project's APE (Ruger 1867). These two buildings reflect the railroad's unprecedented ability to move people and goods and the importance of these newfound connections to the burgeoning city (Figure 7; Hennepin County Library).

In 1879, the St. Paul Minneapolis and Manitoba Railway Company took over the St. Paul and Pacific Railroad (Schmidt et al. 2007:87). The 1885 Sanborn Fire Insurance Map of the project area indicates that the Manitoba expanded the freight depot documented on the 1867 view and added another large freight depot to the southwest (Figure 8) (Sanborn Map Company 1885). The passenger station is labeled "Old Depot," a new passenger depot having been constructed in 1877 (CPED 2009:13). The Minneapolis and St. Louis Railroad has a small passenger station, freight house and rail lines just to the south of the project area. While some dwellings are still present within and near the project APE, a series of storefronts along Washington Avenue North, 3rd Street North, and 4th Avenue



**FIGURE 6. APPROXIMATE BOUNDARY OF PROJECT AREA ON A DETAIL OF RUGER'S  
1867 PANORAMIC MAP**



**FIGURE 7. ST. PAUL AND PACIFIC RAILROAD DEPOT (LEFT) AND FREIGHT DEPOT  
(LEFT CENTER), 1874, VIEW TO SOUTHWEST**

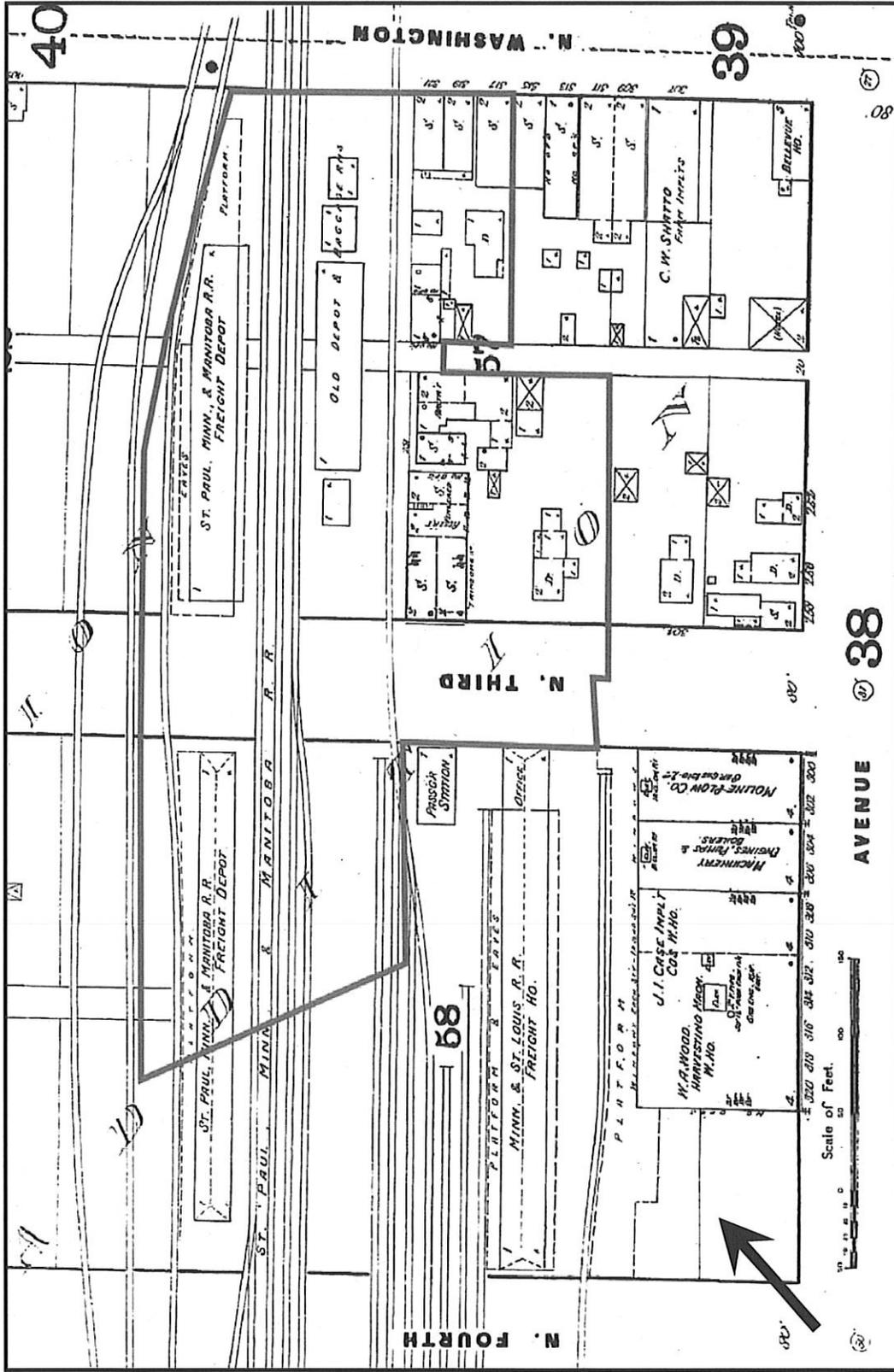


FIGURE 8. PROJECT AREA OUTLINED ON 1885 SANBORN FIRE INSURANCE MAP

North reflect the increasingly commercial nature of the area. Two restaurants are also present within the APE along 4th Avenue North, and these, like the Bellevue Hotel (est. bef. 1879) on the corner of Washington Avenue North and 3rd Avenue North, most likely catered to railroad travelers and/or teamsters collecting and delivering freight. While not located within the APE, the presence of the row of implement warehouses on 3rd Avenue North and the C. W. Shatto Farm Implements building on Washington Avenue North illustrate the rise of the agricultural implement warehouse industry, which by 1915 would become the leading business in Minneapolis (CPED 2009:7). Between 1885 and 1890, the buildings within the project APE remained unchanged with only the addition of a single-story storefront at 316 3rd Street North (Sanborn Map Company 1890). Two storefronts had converted to lunch rooms and another to a hotel. The most significant change in the area occurred just outside the APE with the 1886 construction of the six-story, Moline, Milburn & Stoddard Company agricultural implements (later National Biscuit Company) building on the northwest corner of the intersection of 3rd Avenue North and 3rd Street North.

### **GRADE SEPARATION PROJECT**

As demonstrated by historical images of the project APE, the topography of this area of Minneapolis was generally level (Figures 6, 7, and 9; MHS Location MH5.9 MP1d r36). As the Great Northern Railway and Minneapolis and St. Louis Railroad companies expanded their yards and trackage, not only did the street grid within this portion of the city become nearly impassable, but the intertwined tracks of the two rail lines created conflicts amongst the railroads. A resulting lawsuit between the two railroads, the City of Minneapolis, and the Minneapolis Street Car System and the railroads was settled in 1890 with the outcome being an expansive grade separation project that left a lasting imprint on the landscape within this portion of the warehouse district (CPED 2009:16). Connectivity between the city and areas west of the rail corridors was re-established not only by running the active main line through a depressed right of way, referred to as the "Cut," but also by lowering the grade of surrounding rail yards as well. The mainline corridor, which was expanded to a total of six tracks, ran within the deepest part of the trench, and was separated from the yards by an additional grade change reinforced with stone retaining walls (CPED 2009:16). The creation of this artificial trench between 3rd Avenue North and 5th Avenue North necessitated a substantial amount of earth moving and the removal, or modification, of numerous structures (Figure 9; Hennepin County Library). Upon completion of the grading, new rail yards, freight depots, and support structures were constructed (Figures 10 and 11; Hennepin County Library), while a series of bridges or viaducts carried street traffic over the rail yards (Figure 12; Hennepin County Library). At the same time, the alley within Block 57 was widened to form Traffic Street, which provided access to the lower grade occupied by the freight depots. The grade separation project improved access to the area west of the rail yards and opened up new areas to commercial development resulting in the further expansion of the warehousing and manufacturing district.



**FIGURE 9. STEREOGRAPH IMAGE OF PROJECT AREA (BLOCK 57), c. 1871,  
VIEW TO SOUTH**

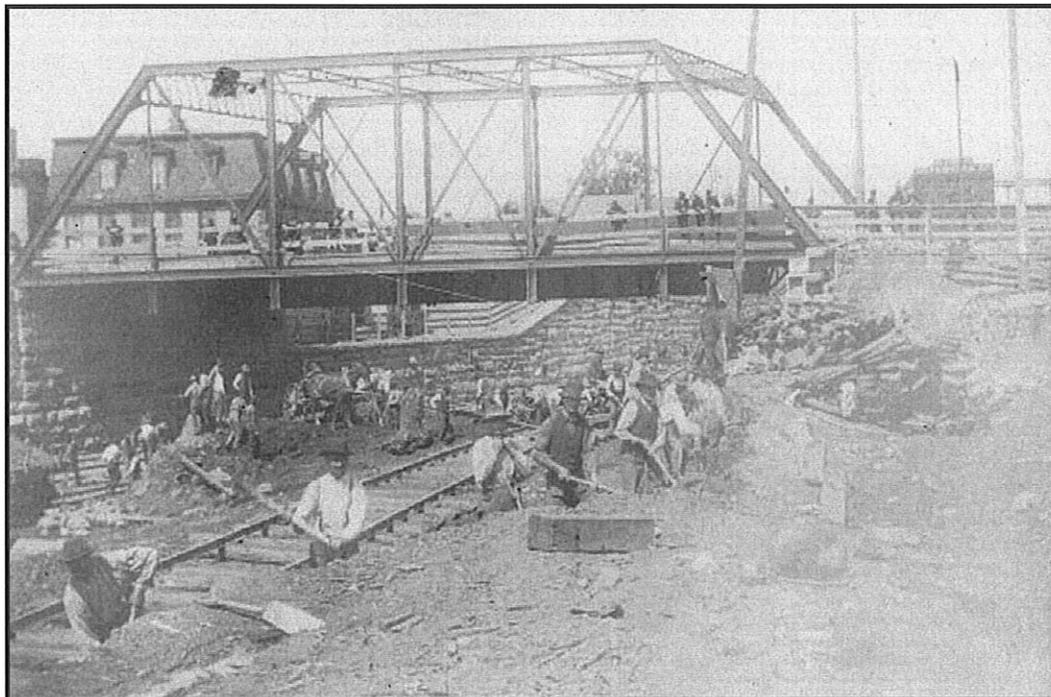


M & St. L Freight Dep between 3<sup>rd</sup> & 4<sup>th</sup> Sts Oct 10 90 (Abbott Engr)

**FIGURE 10. CONSTRUCTION OF MINNEAPOLIS AND ST. LOUIS FREIGHT DEPOT WITHIN THE TRENCH OF  
THE GRADE SEPARATION PROJECT BETWEEN 3RD AND 4TH STREETS NORTH, 1890**



**FIGURE 11. CONSTRUCTION OF MINNEAPOLIS AND ST. LOUIS FREIGHT DEPOT WITHIN THE TRENCH OF THE GRADE SEPARATION PROJECT BETWEEN 3RD AND 4TH STREETS NORTH, 1890**



**FIGURE 12. CONSTRUCTION OF RAILROAD TRACKS UNDER WASHINGTON AVENUE NORTH, 1891**



The grade separation project had a lasting effect on the landscape and built environment of the Dock Street Residential APE. All of the structures presently within the project area prior to 1891 were either removed or altered. The Great Northern Railway replaced its earlier freight depots with two expansive depots that extended under the 3rd Street North viaduct (Figure 13). The larger of the two serviced outbound freight, and the smaller housed inbound freight. A companion two-story freight office building was constructed at 327 Washington Avenue North. Lots 3, 4, and 5 of Block 57, which had previously been occupied by stores, hotels, restaurants, and a dwelling, became the site of two warehouses. The first, a five-story, brick warehouse (ca. 1895) at 318-20 3rd Street North built by the Knoblauch Bros. real estate firm, was initially leased to the Minnesota Moline Plow Company and then to the Creamery Package Manufacturing Company (MT 18 Aug 1895:10; City Directories). An annex addressed as 314 3rd Street North (ca. 1898) housed the creamery firm and then the Colonial Warehouse (Figure 14). In design and orientation, both buildings reflect the advantages of the re-grading of the rail yards (CPED 2009:130). The only storefronts to remain in the APE were located at 319 and 321 Washington Avenue North (see Figures 8 and 13). While the buildings along the Washington Avenue side of the block remained on the same footprint as their earlier counterparts, permit index cards indicate that those that were not replaced entirely were raised on the same lot. The addition of a basement story was necessary to accommodate the grade change from the front of the lot on Washington Avenue to the now-depressed rear of the lot. Of the two remaining storefronts, 319 Washington was modified, while the brick building at 321 Washington was constructed in 1891.

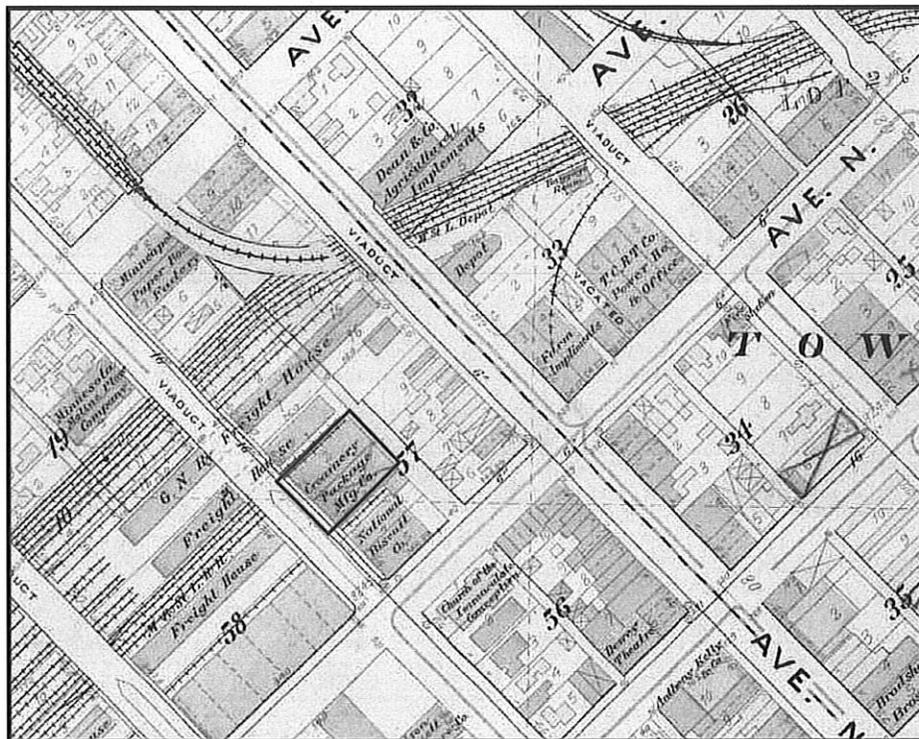


FIGURE 14. 314 AND 320 3RD STREET N. OUTLINED ON 1903 MINNEAPOLIS ATLAS

## TWENTIETH-CENTURY CHANGES

The period of significance for the Minneapolis Warehouse District is 1865 to 1930. During this period the development patterns, landscapes, buildings and structures of the wholesaling and warehouse industry were established. But, during the 1920s and 1930s, changes in shipping rates and the loss of the railroad's shipping monopoly to trucking, coupled with the economic downturn of the Great Depression and the decline of the farm machinery industry, resulted in the decline of the warehouse district (CPED 2009:23-24). The demolition in 1939 of the Great Northern's inbound freight depot within the project APE is a direct reflection of the changing fortunes of this period. Within the warehouse district overall, much of the twentieth-century was marked by stagnation, neglect, and disrepair. A lack of new development within the project APE is in keeping with this period of stagnation. During the twentieth century, buildings within the project area were removed starting with the above-mentioned inbound freight depot in 1939 and followed by 319 Washington Avenue prior to 1951, and 321 Washington Avenue in 1959.

The early 20th-century business tenants of buildings on the 300 block along the south side of Washington Avenue reflect the declining economy of the area during the Great Depression and following World War II. Salvation Army thrift stores occupied some properties, along with rooming houses and taverns. By 1958, a gasoline filling station occupied the corner of 3rd Avenue North and Washington (301 Washington). The structure at 307 Washington (1903), a warehouse and office building that formerly housed the Boyd Hauser wholesale tobacco and candy business, was vacant (Figures 15 and 16, MHS MH5.9 MP2.1 r245 and MH5.9 MP2.1 p402; City Directories).

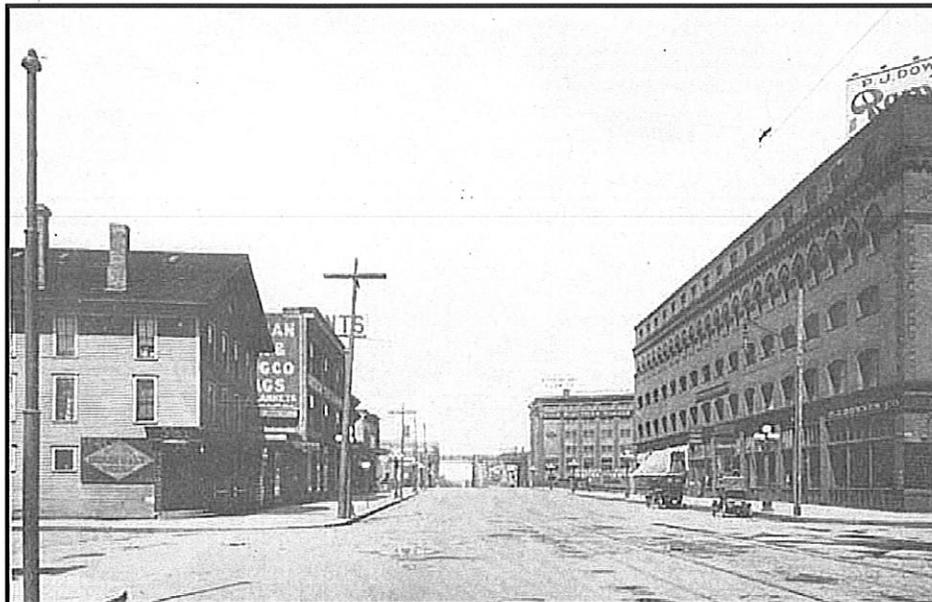


FIGURE 15. WASHINGTON AVENUE NORTH LOOKING WEST FROM 3RD AVENUE N., 1912



**FIGURE 16. NORTHWEST CORNER OF WASHINGTON AVENUE NORTH AND 3<sup>RD</sup> AVENUE NORTH, 1949**

*(THIRD BUILDING FROM RIGHT IS 307 WASHINGTON [1903; EXTANT])*

The Northern Pacific's outbound freight depot was wrecked in 1972 and the remaining freight office building followed shortly thereafter in 1981. By the 1980s the project area had achieved its current configuration of surface parking in association with the extant Union Plaza building.

### **CURRENT SITE CONDITIONS**

The Dock Street Residential APE, with the exception of the Union Plaza building, is currently comprised almost entirely of surface parking (Figure 17). The west/northwest edge of the project area borders the active Burlington Northern Santa Fe Railway corridor that runs within a depressed rail bed bordered by stone retaining walls. A bike trail runs along the west edge of the project area parallel to the rail corridor. The elevated I-94/3rd Street North viaduct crosses the southern third of the project APE. The surface parking is accessed from 3rd Avenue North via Traffic Street, a former alley that retains brick pavers under asphalt, and 3rd Street North/Dock Street, and from Washington Avenue North just to the south of the Washington Avenue North viaduct over the depressed rail grade (Figure 18). Traffic Street is a contributing resource to the Minneapolis Warehouse District (CPED 2009:174). These access roads descend toward a level expanse formerly occupied by the rail yards and freight houses and which is now used for vehicle parking. This remnant rail yard together with the distinct grade alteration in this area are features that exemplify the connectivity of the railroad with the warehouse industry and the

alterations of the landscape that were necessary to facilitate the continued growth of not only the warehouse district, but the City as a whole. For this reason, this site is recognized as a contributing resource to the Minneapolis Warehouse District (CPED 2010:48).



**FIGURE 17. OVERVIEW OF PROJECT AREA, VIEW TO NORTHWEST**



**FIGURE 18. TRAFFIC STREET GRANITE PAVING, LOOKING WEST**

## **ASSESSMENT OF ARCHAEOLOGICAL POTENTIAL**

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The literature search for archaeological potential revealed that the project area was developed during the 1860s and contained a variety of businesses and residences that would have the potential to have associated significant archaeological deposits. However, the grade separation project that took place in 1890-91 substantially altered the landscape within the APE. Soil removal and grading activities were so extensive that they would have removed or disturbed any archaeological deposits or features predating the grade separation project. Furthermore, structures that were built within the project area after 1891, or which were modified in response to the landscape alterations that took place during the grade separation, would have been connected to the city's municipal water and sewer system (Minneapolis City Engineers Office 1895; Minneapolis City Engineers Office 1897). As abandoned privies, wells, or cisterns are often sources of undisturbed, stratified cultural deposits, the post-1891 utility connections further limits the archaeological potential of the APE. Based on these findings, the Dock Street Residential project area is considered to have a low potential to contain intact archaeological deposits with significant information potential (Criterion D).

The post-1891 project area was dominated by the freight depots of the Great Northern Railway. While the Great Northern's rail yard was once one of six such facilities serving this portion of Minneapolis, the open land of the APE represents the last rail yard in downtown Minneapolis that has yet to be developed (CPED 2010:36). Constructed immediately following the grade separation, the outbound and inbound Great Northern freight depots illustrated the direct connection between the railroads and the businesses of the warehouse district. In 1989, only three freight depots within the warehouse district were extant: the Chicago Great Western Freight Station, the Chicago St. Paul Minneapolis and Omaha Railway Depot, and the Minneapolis and St. Louis Railway Outbound Freight Depot (Anderson 1989:7.60). Today, only the Chicago St. Paul Minneapolis and Omaha Railway Depot at 50 4th Avenue North remains. While freight depots, as transfer stations, are generally considered to have low archaeological potential, the archaeological remnants of the former Great Northern freight depots, which were constructed c. 1891 and razed in 1939 and 1972 (CPED 2009:119), may be considered contributing elements to the Minneapolis Warehouse Historic District as representative of the once numerous depots that lined the railroad tracks of the warehouse district and which played an integral role in the commercial development of the district (Criterion A).

## HISTORIC RESOURCES SURVEY RESULTS

Four properties were evaluated within the project boundary (Table 2).

**TABLE 2. PREVIOUSLY INVENTORIED MINNEAPOLIS WAREHOUSE HISTORIC DISTRICT RESOURCES WITHIN THE PROJECT AREA**

SHPO No.	Historic Name	Address	Status	Resource Type
HE-MPC-5205	Railyard "Cut"	401 Washington Avenue North	Contributing	Site
HE-MPC-0094	Warehouse	314 3rd Street North	Contributing	Building
HE-MPC-0095	Knoblauch Bros. Warehouse	320 3rd Street North	Contributing	Building
244 (CPED No.)	Traffic Street	At Third Avenue North	Contributing	Structure

### HE-MPC-0094

**Previous inventory: Minneapolis Warehouse Designation Study (CPED 2009:130)**  
**Warehouse**  
**314 3rd Street North**  
**ca. 1898**



**FIGURE 19. 314 3RD STREET N., LOOKING NORTH**



**FIGURE 20. 314 3RD STREET N., LOOKING WEST**

### *Description*

314 3rd Street North is a four-story warehouse that shares a party wall with 320 3rd St. N. to the west (HE-MPC-0095). As Union Plaza it is addressed as 333 Washington Avenue North. A one-story, flat-roofed cream brick hyphen on the east elevation connects the building with the Moline, Milburn and Stoddard Co. warehouse at 256 3rd Avenue N. The flat-roofed, cream-brick structure has a shallow parapet and simple brick cornice. The second-story windows at the south façade are oversized, round-arched units and contain multi-paned replacement sash. Metal balconies are placed at each window.

Windows at the other three stories and on the north façade are filled with paired, double-hung replacement sash under a single segmental arch. A rail pocket was placed between this building and 256 Third Avenue N. (see Figure 14).

### *Significance*

The first occupant of this building appears to have been the Creamery Package Manufacturing Company. The firm is shown on the 1903 Minneapolis Real Estate Atlas at this address and at the adjoining 318-320 3rd St. North. After about 1910, the address 312-316 was used by the Colonial Warehouse Company and appears on the 1930 Sanborn Map (City Directories and 1930 Sanborn). The Colonial Warehouse offered general storage and sample rooms (Minneapolis Morning Tribune [MMT] 17 April 1910:46) and advertised as the “finest storage location in the city” (MMT 1 Sept 1909:16). (The 1914 Minneapolis Real Estate Atlas, however, continues to label the building as Creamery Package Manufacturing.) By the early 1930s, the Leitz-Lasher Corporation, distributor of carpets and linoleum flooring, occupied the building. By 1958 they were succeeded by Renard Linoleum and Rug Company (City Directories). 314 3rd Street North is contributing to the District under NRHP Criterion A for its association with the development of Minneapolis and its railroad, warehouse and manufacturing industries.

### **HE-MPC-0095**

**Previous survey: Minneapolis Warehouse Designation Study (CPED 2009:130)  
Knoblauch Bros. Warehouse (Minnesota Moline Plow Company; Creamery  
Package Manufacturing Company)  
320 3rd Street North  
1895**



**FIGURE 21. 320 3RD STREET N., LOOKING SOUTH**



**FIGURE 22. 320 3RD STREET N., LOOKING EAST**

### *Description*

Architect Warren H. Hayes (1849-1899) designed this five-story warehouse erected by contractors Pike & Cook. The flat-roofed, cream-brick structure abuts a four-story annex

at the east (314 3rd Street North; HE-MPC-0094). As Union Plaza it is addressed as 333 Washington Avenue North. The building footprint measures 62 x 150 feet (deviating from the original building permit dimensions) and rests on a shallow limestone foundation. A headhouse is placed at the west edge of the flat roof. The roofline has a deep corbelled cornice set in a sawtooth brick pattern, which surmounts a band of semi-circular arched windows. Segmentally-arched windows are arranged across the three facades; those on the second and third stories have slightly projecting hoods. Sills have been clad with a metal plate. High-profile brick stringcourses are placed between the first and second floors and the fourth and fifth floors. Upper-story windows contain replacement multi-paned sash and first-floor windows have been replaced with single modern units. A modern one-story, shed-roofed portico shelters the north, south, and west facades. The roof is clad in metal and is supported by wood posts and exposed trusswork at the entry canopies. Modern glass and metal entry systems set into low-spung segmental arched openings appear to date from a 1984 renovation. The renovation created office space throughout the building and the annex.

### ***Significance***

The Knoblauch Brothers real estate firm erected this building, apparently as investment property. Although the family's primary business was shoe manufacture, they developed commercial and residential real estate throughout downtown Minneapolis. The building was constructed during a period of economic optimism following the completion of the grade separation project and was oriented to the resulting efficient rail system design:

*Knoblauch Bros. have commenced the construction of an agricultural warehouse at Third Avenue North and Third Street, on the line of the Great Northern Railway. The building will be ready for occupancy Nov. 15, and has been leased to the Minnesota Moline Plow Company. The ground floor covers 40 x 150 feet and the block will be five stories with basement. It will be built of common brick, stone trimmings, and mill construction . . . The warehouse will cost \$ 20,000. The property has excellent track facilities as it adjoins 200 feet and has switch privileges over several systems. (Minneapolis Tribune [MT] 18 Aug 1895:10).*

The Minnesota Moline Plow Company was replaced by 1903 by the Creamery Package Manufacturing Company. The firm had many national branches and was the largest manufacturer of creamery, dairy, and cheese factory equipment in the U.S. In 1898 it moved its Minnesota headquarters to Minneapolis from Mankato, first locating at Second Avenue North and Second Street North (MT 21 July 1898:5; 28 Aug 1898:B2). The 1914 Minneapolis Atlas shows the firm as also occupying the adjacent warehouse at 312 3rd Street North (Minneapolis Real Estate Board 1914). No other businesses appear to be associated with the two buildings until about 1908, when the Colonial Warehouse occupied the east half at 312-314 (MT 1908-1930).

320 3rd Street North is contributing to the Warehouse Historic District under NRHP Criterion A for its association with the development of Minneapolis and its railroad, warehouse and manufacturing industries. This building (and its annex), abuts the Moline, Milburn and Stoddard Company agricultural implement warehouse just outside the APE (1886; 1902). This rock-faced limestone and brick building was designed by Joseph

Haley. It housed the Moline Plow Company, Milburn Wagon Company, Ohio and Stoddard Manufacturing Company. By 1930 the building housed the National Biscuit Company. Now known as the Traffic Zone Building, it is occupied by art studios and galleries and offices (CPED 2009:67). It is contributing to the Warehouse Historic District and is also individually listed on the NRHP.

## **HE-MPC-5205**

**Previous inventory: Minneapolis Warehouse Designation Study (CPED 2009:119)  
Great Northern Railway and Minneapolis and St. Louis Railroad yards: “The Cut”  
401 Washington Avenue  
ca. 1887-**



**FIGURE 23. 401 WASHINGTON AVENUE, LOOKING SOUTH**

### ***Description***

The extensive rail yards of the Great Northern Railway and Minneapolis and St. Louis Railroad are now a parking lot, but the 1890-91 grade separation created for the Great Northern & Minneapolis St. Louis rail yards is intact and abuts the northwestern perimeter of the APE. The separation was supported by a still-extant stone retaining wall. The lowering of the grade required additional access to the site including the construction of Traffic Street and now-raised viaducts at 3rd and Fourth Streets. The grade separation allowed increased capacity for warehouse development.

### ***Significance***

The so-called “Cut” was evaluated as a contributing feature to the Minneapolis Warehouse Historic District because it “exemplifies the transformative power of the railroads on the landscape of the district and is emblematic of the interconnectedness of the railroads and the warehouse industry in the commercial growth of Minneapolis in the late nineteenth and early twentieth century” (CPED 2009:119). It is a contributing property to the Warehouse Historic District under NRHP Criterion A.

## **CPED # 244**

### **Previous inventory: Minneapolis Warehouse Designation Study (CPED 2009:174) Traffic Street From Third Avenue North**



**FIGURE 24. TRAFFIC STREET, LOOKING WEST**

#### ***Description***

Traffic Street is accessed from Third Avenue N. between Washington Avenue North and 256 Third Street North. There are sections of exposed granite pavers and additional pavers under surrounding asphalt. The street retains its original right-of-way width.

Traffic Street was created from an existing alley in 1890 to provide access to the Great Northern rail yards and freight depots that line the 4th Avenue North rail corridor. Its creation stemmed from a settlement between the City of Minneapolis, Great Northern Railway and the Minneapolis & St. Louis Railroad, which created the grade separated tracks and rail yards.

#### ***Significance***

Traffic Street is contributing property to the Minneapolis Warehouse Historic District under NRHP Criterion A because it retains the historic relationship between the buildings and landscape features of the district.

## **SUMMARY AND RECOMMENDATIONS**

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In May 2011, Two Pines Resource Group, LLC and Landscape Research LLC conducted a Phase IA literature search for archaeological potential and a Phase I historic resources survey, respectively, for the Dock Street Residential project in the North Loop Neighborhood of Minneapolis, Minnesota. This project involves the construction of three new residential buildings, the maintenance of the Union Plaza building, and the development of a new roadway (Dock Street). An Environmental Assessment Worksheet (EAW) is being prepared for the proposed project. The EAW will include the required documentation of archaeological, historical, or architectural resources in proximity to the site.

The literature search for archaeological potential revealed that no archaeological sites have been previously identified within the Dock Street Residential project area. The land use history of the project area also indicates that the railroad grade separation project that took place in 1890-91 significantly modified the landscape of the entirety of the study area and removed any pre-1891 archaeological deposits within the APE. Furthermore the types of structures present within the project area after 1891 are unlikely to have associated archaeological deposits with information potential (Criterion D). Based on these findings, subsurface archaeological testing is not recommended. However, archaeological remnants of the former Great Northern Railway freight depots, which were constructed c. 1891, and which were razed in 1939 and 1972, may be considered contributing elements to the Minneapolis Warehouse Historic District as representative of the once numerous depots that lined the railroad tracks of the warehouse district and which played an integral role in the commercial development of the district (Criterion A).

The historic resources survey identified the Union Plaza, which is comprised of two historic brick warehouse buildings (Union Plaza is addressed as 333 Washington Avenue). The Knoblach Bros. Warehouse (1896; Minnesota Moline Plow Company, later Creamery Package Manufacturing Company), is at 320 3rd Street North (HE-MPC-0095). A ca. 1898, four-story annex to this building at 314 3rd Street North (HE-MPC-0094) was also occupied by the Creamery Package Manufacturing Company and then by the Colonial Warehouse. Built immediately after the railroad grade separation project of 1890-91, they are contributing properties to the Minneapolis Warehouse Historic District and are representative of the growth of warehousing capacity following the landscape modification. Both buildings are contributing to the Minneapolis Warehouse Historic District under Criterion A (CPED 2009:66-67). Although the rail tracks that formerly served the building have been removed, the surviving section of granite paving on Traffic Street at the north remains a contributing feature to the Warehouse Historic District under Criterion A.

The Minneapolis & St. Louis Railroad and Great Northern Railway yards (ca. 1887-), were previously documented by the Warehouse Historic District Designation Study (HE-MPC-5205; CPED 2009:119). Located at 401 Washington Avenue N., this site includes “the Cut,” which lowered the tracks by a grade separation and enhanced the capacity of

the surrounding district, resulting in new warehouse and factory construction. The original design intent of the lowered grade remains intact and the Cut is a contributing feature to the Minneapolis Warehouse Historic District under Criterion A.

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