

# Phase I Archaeological Literature Review, Land Use History and Disturbance Assessment

## WOODWARD AVENUE LIGHT RAIL TRANSIT PROJECT

Detroit, Michigan

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U.S. Department  
of Transportation  
**Federal Transit  
Administration**



City of Detroit  
Department of Transportation

**WOODWARD LIGHT RAIL**

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# ABSTRACT

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In September 2010, ASC Group, Inc., was contracted by Parsons Brinckerhoff to conduct a Phase I Archaeological Literature Review, Land Use History, and Disturbance Assessment for the Woodward Avenue Light Rail Transit (LRT) Project in the City of Detroit, Wayne County, Michigan. This study was undertaken in compliance with Section 106 of the National Historic Preservation Act of 1966, as amended. The data collection, fieldwork, and report were completed according to guidelines of the Michigan Office of the State Archaeologist (OSA) and the Michigan Department of Transportation (MDOT).

Current designs for the Locally Preferred Alternative (LPA) call for the construction of LRT connecting Downtown Detroit with Highland Park. For much of its length, the alignment is within the existing right-of-way for Woodward Avenue. In Downtown Detroit, three design options for the LRT alignment are being considered south of Grand Circus Park. All are within existing street rights-of-way. A maximum of 21 LRT stations would be constructed along the alignment, and a Vehicle Storage and Maintenance Facility (VSMF) would be constructed at two of three potential sites adjacent to or near Woodward Avenue.

The archaeological literature study area was 0.25 mi (0.4 km) on both sides of the LRT alignment. Twenty-seven previous cultural resource surveys and 55 documented archaeological sites were identified within that study area. The archaeological sites tend to be historic period sites associated primarily with the nineteenth-century development of the modern city; however, earlier historic period sites and two prehistoric sites were recorded, as well.

This report does not include a detailed historic context, as that material is included in the Phase I history/architecture report prepared by Parsons Brinckerhoff (September and November, 2010). Rather, this study contains a generalized historical context and a detailed review of cartographic resources from the eighteenth, nineteenth, and twentieth centuries. This review was undertaken to assess the likelihood of encountering intact archaeological sites within the study area. It is generally assumed that impacts within public rights-of-way would not affect intact archaeological resources; therefore, the bulk of this analysis focuses on the three VSMF sites.

This study revealed that portions of the LPA have the potential to affect archaeological resources. Impacts associated with the LPA, including LRT station construction south of Grand Circus Park, may impact buried deposits associated with the eighteenth-century iterations of the city and one National Register of Historic Places (NRHP)-eligible nineteenth-century site (20WN785). The eighteenth-century city does not correspond with the modern street grid, and previous excavations demonstrate that portions of the older city survive intact. Of the three potential VSMF sites, the MLK Boulevard Site has the potential to impact evidence of three mid- to late nineteenth-century houses. ASC Group, Inc. recommends construction-phase monitoring for all deep excavations that have the potential to affect Site 20WN785 or any portion of the pre-1805 palisaded city. In addition, ASC Group, Inc., recommends a Phase I subsurface investigation for the MLK Boulevard VSMF site, with a focus on the three house lots with the best potential to contain intact archaeological deposits.

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# 1.0 INTRODUCTION

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In September 2010, ASC Group, Inc., was contracted by Parsons Brinckerhoff to conduct a Phase I Archaeological Literature Review, Land Use History, and Disturbance Assessment for the Woodward Avenue Light Rail Transit (LRT) Project in the City of Detroit, Wayne County, Michigan. This study was undertaken in compliance with Section 106 of the National Historic Preservation Act of 1966, as amended. The data collection, fieldwork, and report were completed according to guidelines of the Michigan Department of Transportation (MDOT) and in accordance with guidance from the Michigan Office of the State Archaeologist (OSA).

Current designs for the Locally Preferred Alternative (LPA) call for the construction LRT connecting Downtown Detroit (Downtown) with Highland Park (Figure 1-1, Figure 1-2, Sheets 1 and 2, Figure 1-3, Sheets 1-7). For much of its length, the LPA would fall within the existing right-of-way for Woodward Avenue. North of Grand Boulevard, the LRT alignment and passenger stations would be constructed in the center of Woodward Avenue, i.e., the LRT alignment would be median-running. South of Grand Boulevard, the LRT alignment and stations would be either median-running or curb-running. In Downtown, three design options for the LRT alignment are being considered south of Grand Circus Park. In the first option, the alignment departs Woodward Avenue and continues west along Grand River Avenue. It then travels south along Washington Boulevard before running east along Larned Avenue for several blocks. The alignment then travels north on Randolph for a single block before returning to Washington Boulevard via Congress Street. In the second option, the alignment is largely the same, but connects from Woodward Avenue to Washington Boulevard via State Street, rather than Grand River Avenue. Under the third option, the alignment would remain on Woodward Avenue for its entire length. A maximum of 21 stations would be constructed along the LRT alignment. While station designs have not been finalized, there are two options. Each station would likely consist of a covered passenger platform for both inbound and outbound passengers, with each platform being between 140 to 180 feet in length, based on LRT vehicle length, space available for each transit station, and whether the alignment is median- or curb-running. Stations with the median-running alignments would have a conventional canopy, while canopy height for stations with the curb-running alignments may consist of a more vertical element. Canopy design guidelines would be developed during the proposed project's design phase.

The LPA also includes construction and operation of a Vehicle Storage and Maintenance Facility (VSMF) on one of three potential sites adjacent to or near Woodward Avenue (Figure 1-3, Sheets 2, 3, and 5). The potential VSMF sites range in size from approximately 4.4 ac (1.8 ha) to approximately 22 ac (8.9 ha). While the VSMF would not affect the entirety of the selected parcel, this study considered the entirety of each parcel since designs have not been finalized.

The first potential VSMF site is the MLK Boulevard Site. It is the closest to Downtown and consists of two parcels, one on either side of Stimson Street (Figure 1-3, Sheet 2). The first parcel is bound on the north by Stimson Street, on the east by Woodward Avenue, and on the west by the line of Park Avenue if that road extended across the block. The parcel occupies just the northern portion of this block. The second parcel is bound by Stimson Street on the south, Martin Luther King, Jr. Drive on the north, and extant buildings to the east and west. It occupies a portion of the southern half of its block and encompasses approximately 4.4 ac (1.8 ha).

The second potential VSMF site is the Amsterdam Street Site (Figure 1-3, Sheet 3). This site also consists of two parcels. The first occupies the entire block bound by Woodward Avenue on the east, Amsterdam Street on the south, Cass Avenue on the west, and a railroad right-of-way

on the north. The second parcel occupies approximately one-third of the block to the west and is bound by Cass Avenue on the east, Amsterdam Street on the south, and the railroad right-of-way on the north. This site encompasses approximately 5.5 ac (2.2 ha).

The third potential VSMF site is the Highland Park Ford Plant Site (Figure 1-3, Sheet 5). This site is located on a single parcel within the Highland Park Ford Plant property and is adjacent to the Highland Park Ford Plant National Historic Landmark. It encompasses approximately 22 ac (8.9 ha), including an access road that connects the site to Woodward Avenue along the north side of the Ford property.

The purpose of this investigation is to gather data for compliance with Section 106 of the National Historic Preservation Act of 1966, as amended. Background research necessary to complete this project was completed by David F. Klinge, MA. Mr. Klinge conducted archaeological site file research at the OSA and historic map research at the Library of Michigan, in Lansing, on September 30 and October 1, 2010. Mr. Klinge completed additional research at the Detroit Public Library and the Detroit Historical Museum on October 6, 2010, and a site visit was completed on October 7, 2010. Finally, Mr. Klinge served as the report author, principal investigator, and project manager for the archaeological study.

## 2.0 Project Description

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This Archaeological Resources Technical Report has been prepared in support of the Woodward Avenue Light Rail Transit (LRT) Project Draft Environmental Impact Statement (DEIS). The study area (Figure 1-1) is located in Wayne County, Michigan. It comprises the Woodward Avenue Corridor extending 9.3 miles (14.9 km) from Downtown Detroit (Downtown), near the Detroit River, north to the State Fairground near 8 Mile Road. The majority of the study area lies within the City of Detroit, while approximately two miles (from Webb to McNichols (6 Mile) streets) is within the City of Highland Park.

From south to north, the study area includes the densely developed Downtown Central Business District (CBD) and many of the City's prominent historical sites, civic buildings, sports venues and cultural attractions; medical, higher education, and additional cultural institutions north of the CBD; and residential areas and the Michigan State Fairgrounds.

### 2.1 Alternatives

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Two alternatives are being evaluated in the DEIS, the No Build Alternative and the Locally Preferred Alternative (LPA). The alternatives screening process considered alternatives that were identified through previous transit studies, a field review of the Woodward Avenue corridor, an analysis of current and projected population and employment data for the corridor, a literature review of technology modes, a rigorous alternatives screening analysis, and public and agency comments received during the formal project scoping process held to satisfy National Environmental Policy Act (NEPA) [USC 1969] requirements.

The two alternatives being considered are described below.

#### 2.1.1 No Build Alternative

The No Build Alternative includes transit, roadway and non-motorized elements.

Transit elements include increased service frequencies on Detroit Department of Transportation (DDOT) Route 53 (Woodward Avenue) and reorganization of feeder bus routes to optimize travel times. The No Build Alternative does not include any new bus routes. Also, the No Build Alternative assumes bus services on existing roads in mixed traffic; it does not assume any change in future (2030) bus travel speeds or travel times on Route 53.

The No Build Alternative includes all capacity-related transportation system projects listed in the Southeast Michigan Council of Governments' (SEMCOG) Transportation Improvement Program (TIP) for the Detroit-Warren-Livonia Metropolitan Statistical Area (MSA) for fiscal years 2008 through 2011. In addition to the TIP projects, the No Build Alternative also includes capacity-related transportation projects in the study area that are listed in SEMCOG's financially constrained Regional Transportation Plan (RTP).

A shared-use path for pedestrians and bicycles is currently being constructed along Kirby Street on either side of Woodward Avenue. There are plans to also construct a shared-use path along Canfield Street on both sides of Woodward Avenue within the next few years. There are no other plans to improve or construct any other non-motorized facilities within the study area.

#### 2.1.2 Locally Preferred Alternative

The LPA is light rail transit (LRT) on Woodward Avenue from Downtown to 8 Mile Road, with two mainline operating options and three Downtown design options still under consideration.

The mainline operating options along Woodward Avenue are median-running and separated from traffic (Option A) and curb-running in mixed traffic (Option B).

LRT has been defined as an at-grade system entirely within existing rights-of-way. It would be fully functional as a stand-alone project, but would be designed to accommodate possible future extensions.

LRT uses electric rail vehicles and may operate with just one vehicle or two that are joined; if the latter, the LRT would not be expected to be longer than 180 feet. However, some City blocks in Downtown are shorter than 180 feet; therefore, LRT vehicles would be given priority at traffic signals to avoid blocking intersections and crosswalks by stopped LRT vehicles. LRT vehicles are powered via overhead electric wire (catenary); therefore, there are not the safety issues as there would be with a live third rail at ground level.

Existing road rights-of-way vary considerably in the study area. In Downtown, it ranges from 78 feet (23.8 m) along Washington Boulevard to 109 feet (33.2 m) along Woodward Avenue south of Adams Street. North of Adams Street, the right-of-way widens along Woodward Avenue to 120 feet (36.6 m) until reaching Grand Boulevard. The narrowest section of Woodward Avenue, at 100 feet (30.5 m), is found north of Grand Boulevard to Manchester Parkway, where the right-of-way then returns to 120 feet (36.6 m). The widest section of right-of-way is found north of McNichols Road where it widens to 204 feet (62.2 m).

Three Downtown design options for the LPA were identified. Their respective alignments are as follows:

- Downtown option 1: Woodward, Grand River, Washington, Larned, Randolph, Congress;
- Downtown option 2: Woodward, State, Washington, Larned, Randolph, Congress; and
- Downtown option 3: Woodward Avenue.

### **LPA Variations**

The LPA alignment follows Woodward Avenue from Downtown Detroit in the south to the Michigan State Fairgrounds near 8 Mile Road in the north. Combining the two mainline alignment operating options and the three Downtown design options, three variations of the LPA were defined for evaluation in this DEIS.

- Alternative A1 – median-running with Downtown design option 1; 15 LRT stations;
- Alternative B2 – curb-running with Downtown design option 2; 21 LRT stations; and
- Alternative B3 – curb-running with Downtown design option 3; 18 LRT stations.

### **Vehicle Storage and Maintenance Facility**

Additionally, three locations were identified for the vehicle storage and maintenance facility (VSMF) required to be constructed with any of the LPA variations.

The proposed VSMF would provide for indoor storage, inspection, repair and light maintenance of LRT equipment, and administrative offices. It would have its own storm water management system. The square footage of the facility is anticipated to be between 75,000 (6,968 sq m) and 110,000 square feet (10,219 sq m), depending on site size, configuration and facility design. The three sites under consideration were identified on the basis of proximity to Woodward Avenue, size and configuration, zoning, land use, site ownership, and potential utility and traffic impacts. The three potential sites are as follows:

- MLK Boulevard Site (4.2 acres) – would occupy two lots north and south of West Stimson Street, just west of Woodward Avenue and south of MLK/Mack Avenue. This site would have frontage on Woodward Avenue.
- Amsterdam Street Site (4.6 acres) – would occupy two lots east and west of Cass Avenue between Amsterdam Street and the two grade-separated tracks owned by Consolidated Rail Corporation (CR) and Canadian National Railway (CN), respectively, just south of Baltimore Avenue. This site would have frontage on Woodward Avenue and is adjacent to the Amtrak Station.
- Highland Park Ford Plant Site (19.0 acres) – would occupy one large lot east of Woodward Avenue north of Manchester Street and the former Highland Park Ford Plant. As this site is about 900 feet east of Woodward Avenue, direct access would be via the right-of-way for CR’s currently abandoned rail line.

### **2.1.3 Park and Ride Lot**

A park and ride lot, which would be provided with all LPA variations, would be located near the proposed Shoppes at Detroit’s Gateway at the southeast corner of 8 Mile Road and Woodward Avenue. The lot is accessible from northbound and southbound Woodward Avenue. A pedestrian overpass would provide access from the parking lot to the median-located rail station. An existing bus stop and transfer station at the State Fairgrounds would be maintained.

### **2.1.4 Traction Power Substations**

LRT’s electric traction power system requires traction power substations (TPSS) approximately every mile, depending on the frequency and size of the vehicles. These substations, which are approximately 25 by 60 feet in dimension, require vehicular access and a relatively small site (30 by 70 feet). These facilities do not need to be immediately adjacent to the tracks. Because of this flexibility, substations can be located to minimize visual intrusions and can be visually shielded by fencing, landscaping, or walls, or can be incorporated into existing buildings. Nine TPSS sites have been preliminarily identified; eight TPSS for Alternatives A1 and B2 and seven for Alternative B3. The locations will be refined during the preliminary engineering phase of project development.

### **2.1.5 Construction Staging Areas**

During construction of the LRT, several small sites will be required for the temporary storage of materials and equipment and will be located in the general vicinity of the LPA. Following construction of the LPA, the construction staging areas would be made available for other, more permanent development. Four construction staging areas have been initially identified. Two sites, located north of I-75 and west of Woodward Avenue, are approximately 0.9 and 1.6 acres in size, respectively. A third site, 1.6 acres in size, is proposed for the northeast corner of East Bethune Street and Woodward Avenue. A fourth site, 0.9 acre in size, is proposed in Highland Park at the southwest corner of Sears Street and Woodward Avenue. Each of these four parcels is presently undeveloped and vacant.

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## 3.0 RESEARCH DESIGN

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### 3.1 Research Goals

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This study is a Phase I literature review, land-use history, and archaeological disturbance assessment. It is designed to identify previously documented archaeological sites in the vicinity of the LPA, to assess the quality and significance of those resources, and to make inferences about the potential to encounter significant archaeological sites within a specified study area. This is accomplished by reviewing pertinent data regarding the number, type, and significance of previously documented sites in the vicinity, reviewing prehistoric environmental and cultural data, and reviewing local historical development to track changes in land use over time. A site visit documented the current conditions within the study area and ground disturbance that might not be included in the historic record.

In coordination with MDOT and OSA archaeologists, the archaeological study area (ASA) is defined as an area 0.25-mi (0.4-km) on both sides of the LPA alignment, including the three potential VSMF sites.

### 3.2 Background Research

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In September and October of 2010, ASC personnel examined the archaeological site file at OSA in Lansing. As this study is concerned with subsurface resources only, no data were reviewed pertaining to historical or architectural resources, either listed in the National Register of Historic Places (NRHP), State Register of historic places, or local register or determined eligible for listing, beyond those listed as National Historic Landmarks (NHL) or State or NRHP Historic Districts. NHL listings and historic district listings were considered as they often provide information relevant to general historic development within broad areas of an urban landscape and contain contextual information that may aid in determining the significance of any archaeological sites that are encountered during a project. (All other items related to the extant built environment and history/architecture resources have been addressed by Parsons Brinckerhoff in separate documentation). In addition to the archaeological site file, the following resources were consulted at the Library of Michigan and relevant online inventories:

- NHL listings;
- NRHP listings;
- Michigan Historic Preservation Office (MHPO) online listing of State Historic Sites;
- 7.5' and 15' quadrangles (USGS topographic maps);
- County historic atlas maps;
- Sanborn Fire Insurance Maps;
- Twentieth-century aerial photography (DTE aerial photographs);
- Contract archaeology reports; and
- *Archaeological Atlas of Michigan* (Hinsdale 1931).

#### 3.2.1 National Historic Landmarks and Historic Districts

The literature review revealed that two NHLs and 20 State Register and NRHP districts are located within the archaeological literature review study area (Table 3-1). The NHL listings include the Fox Theater, located at 2211 Woodward Avenue, and the Highland Park Ford Plant in Highland Park.

The Fox Theater was constructed in 1928. It is one of five movie houses built around the country by William Fox, an early film pioneer. The Fox Theater was one of the largest of its day, and seats 5,048. It was the first movie house constructed with an integrated sound system and was capable of showing movies with sound from its opening day. It was completely renovated and restored in 1988 and continues to host live productions today. It is representative of Detroit's heyday as a rising industrial power and the conversion of Midtown Woodward Avenue and the area north of Grand Circus Park into a commercial and entertainment district for surrounding neighborhoods, which were generally affluent in the late nineteenth and early twentieth centuries.

The Highland Park Ford Plant was the second production facility of the Ford Motor Company, which outgrew its operations at the corner of Piquette and Beaubien streets in 1910. It was the first production facility in the world to make use of the assembly line, which has since become the global standard for industrial production. In the late 1920s, Ford discontinued automobile production in Highland Park but continued to manufacture tractors and automobile body components. The Highland Park Ford Plant was largely responsible for the successful growth of the local and regional automobile industry and ultimately Detroit's longtime dominance of the domestic automobile market. In a large part, the success of the Ford Motor Company, and others that followed in its wake, is responsible for the rapid growth in development of Detroit and its surrounding communities, like Highland Park, in the first half of the twentieth century.

The 20 identified historic districts are generally arranged along different segments of Woodward Avenue, which has been a defining thoroughfare of Detroit and the communities to the north of the city for more than 200 years. The historic districts are largely related to Detroit's rapid expansion and growth in the second half of the nineteenth century and the first half of the twentieth century. In the downtown area, they tend to be associated with commercial development, while Middle Woodward districts tend to reflect the residential growth of that area in the second half of the nineteenth century and the industrial growth in the first half of the twentieth century. Farther from downtown, in and around Highland Park, the districts tend to reflect low-income housing for factory and industrial workers and high-income residential development that occurred in the twentieth century. The districts, particularly in their age of significance, track the residential and commercial expansion of the city northward along Woodward Avenue.

**Table 3-1. Historic Districts in the Archaeological Study Area**

(SR = State Register; NRHP = National Register of Historic Places)

Name	Location	Description	Listed In:
Arden Park-East Boston Historic District	Arden Park and East Boston Blvd. between Woodward Ave. and Oakland St.	Six square blocks with a mixture of spacious, two-story upper income homes. Built in the early 20 <sup>th</sup> -century and contains numerous architectural styles designed by prominent architects and architectural firms. Period of Significance: 1901–1930.	NRHP: 1982
Boston-Edison Historic District	Bound by Linwood, Atkinson St., Woodward Ave., and Glynn Ct.	45-block area consisting of numerous single-family homes built between 1900 and 1925. The homes possess a uniformity of construction type and method. Period of Significance: 1900–1925.	SR: 1973 NRHP: 1975
Capitol Park Historic District	Griswold St., between Michigan Ave. and W. Grand River Ave.	A streetscape of early commercial and financial institutions representing Detroit's rise to industrial and commercial dominance in the late 19 <sup>th</sup> and early 20 <sup>th</sup> centuries. Constructed by prominent architects and architecture firms. Period of Significance: 1877–1945.	NRHP: 1999

**Table 3-1. Historic Districts in the Archaeological Study Area**

(SR = State Register; NRHP = National Register of Historic Places)

Name	Location	Description	Listed In:
Cultural Center Historic District	5200 Woodward Ave., 5201 Woodward Ave., 100 Farnsworth Ave.	Consists of three buildings that form the nucleus of the Cultural Center Area. They are the Detroit Public Library, the Detroit Institute of Arts, and the Horace H. Rackman Education Memorial Building. They are significant as the seeds of Detroit's cultural district as well as for their distinctive architecture. Period of Significance: 1915–1943	NRHP: 1983
Grand Circus Park Historic District	Roughly bound by Clifford St., John R St., and Adams St.	A collection of 40 buildings surrounding and radiating from Grand Circus Park, a key feature of the 1807 Woodward plan for Detroit. This area became the social center of the city in the early 20 <sup>th</sup> century. Period of Significance: 1866–1900. A 41 <sup>st</sup> building was added in 2000 at 25 W. Elizabeth St., expanding the Period of Significance to include 1950.	NRHP: 1983, 2000
Lower Woodward Avenue Historic District	1201–1449 and 1400–1456 Woodward Ave.	This district consists of buildings on both sides of Woodward Ave, north of Grand Circus Park. The buildings were largely constructed in the late 19 <sup>th</sup> and early 20 <sup>th</sup> centuries and are typically commercial, late Victorian-style buildings. Period of Significance: 1886–1949.	NRHP: 1999
New Amsterdam Historic District	Between Amsterdam St., Woodward Ave., York St., and Second Ave.	Consists of 23 buildings constructed in the early 20 <sup>th</sup> century. They are associated with Detroit's booming industrial base at the time, particularly the automobile industry. Period of Significance: undefined (ca. 1890–1930)	NRHP: 2001
Palmer Woods Historic District	Roughly bound by 7 Mile Rd., Woodward Ave., and Strathcona Dr.	Consists of 188 ac (76 ha), 14 curving avenues, and 297 residential buildings. House lots are large and irregular, and the buildings and grounds were designed by prominent architects. Numerous styles and buildings materials are found in this carefully planned upper-income residential subdivision. Period of Significance: 1915–1940.	NRHP: 1983
Park Avenue Historic District	2209, 2233, 2323, 2333 Park Ave., 113, 119 Fisher Freeway	Consists of a series of multi-story brick commercial buildings sharing late Victoriana and Italian Renaissance styles. Period of Significance: 1905–1930.	SR: 1996 NRHP: 1997
Sugar Hill Historic District	Bound by Woodward Ave., Forest Ave., John R St., and Canfield St.	Located near the Middle Woodward cultural center, this district is composed of 14 buildings associated with Detroit's vibrant African-American community and music history in the second quarter of the 20 <sup>th</sup> century. Period of Significance: 1940–1965	NRHP: 2003
Virginia Park Historic District	Both sides of Virginia Park from Woodward Ave. to John Lodge Ave.	This three-block district is composed of 58 residential buildings that front Virginia Park. It is significant as an intact late-19 <sup>th</sup> and early 20 <sup>th</sup> -century planned residential development. Period of Significance: 1890–1920	NRHP: 1982
Warren-Prentis Historic District	Bound by Woodward Ave., Warren St., Third Ave., and an alley south of Prentis St.	This district contains one of the last, largely intact neighborhoods of late 19 <sup>th</sup> - and early 20 <sup>th</sup> -century upper- and upper-middle-income housing in the city. Period of Significance: 1866–1900	NRHP: 1997
Washington Boulevard Historic District	Washington Blvd. between Michigan Ave., and Clifford St.	This district includes 12 buildings that face Washington Blvd. They were designed by prominent architects and range from two to 36 stories and include a range of architectural styles. All are commercial buildings. Period of Significance: 1900–1930	NRHP: 1982
Wayne State University Historic District	4735-4841 Cass Ave.	This small district encompasses just three buildings: The Mackenzie House, the Hilberry Theater, and the former Detroit Central High School. It is significant as a focal point for the growth of Wayne State University and for its contribution to higher education. Period of Significance: 1866–1900	SR: 1957 NRHP: 1978
Willis-Seldon Historic District	Bound by alley north of Willis St., Woodward Ave., ally south of Seldon St., and Third Ave.	This district contains one of the largest assemblages of mixed-use, late 19 <sup>th</sup> - and early 20 <sup>th</sup> -century architecturally significant buildings in the city. It contains industrial, recreational, government, religious, and residential buildings, and the residential buildings document the rise and eventual decline of the neighborhood in the decades surrounding the Great Depression. Period of Significance: 1870–1947.	NRHP: 1997

**Table 3-1. Historic Districts in the Archaeological Study Area**

(SR = State Register; NRHP = National Register of Historic Places)

Name	Location	Description	Listed In:
Woodward East Historic District	Bound by Alfred St., Edmund St., Watson St., Brush St., and John R. St.	Consists of a residential neighborhood of Victorian single-family homes, many of which are well preserved. It was historically one the most prestigious neighborhoods in the city. Period of Significance: 1826–1865	SR: 1974 NRHP: 1975
Brush Park Historic District	Bound by Woodward Ave., Martin Luther King, Jr., Blvd., Beaubien St., and I-75.	This is a city-designated historic district that includes the entirety of the Woodward East Historic District above. It encompasses 24 blocks, and is characterized by the presence of large, well-preserved Victorian-era residences. The neighborhood was an upper-income enclave in the last quarter of the 19 <sup>th</sup> century.	City of Detroit district: Date unknown
Highland Heights-Stevens' Subdivision Historic District	Bound by Woodward Ave., alley southeast of Buena Vista Ave., Oakland Ave., and alley south of Massachusetts Ave.	This is a neighborhood of single-family homes along parallel streets in Highland Park. The district contains 430 buildings, 395 of which are contributing elements. The structures are a good example of suburban domestic architecture from the first quarter of the 20 <sup>th</sup> century. Period of Significance: 1904–1930	NRHP: 1988
Palmer Park Boulevard Apartment Buildings Historic District	1981, 2003, 2025 W. McNichols Road	Located in Highland Park, this district is composed of three adjacent apartment buildings that were built in the mid-1920s. It is a good example of low-income, high-rise apartment developments of that period. Period of Significance: 1923–1925	NRHP: 1992
Cass Park Historic District	Temple St., Ledyard St., and 2 <sup>nd</sup> Ave. at Cass Park.	Cass Park is a formal Square with angled pathways built in the late 19 <sup>th</sup> century. Several buildings are included in the district, including the Detroit Masonic Temple, the S. Kresge World Headquarters, large Victorian style houses, and multi-story apartment buildings. Period of Significance: 1850–1950	NRHP: 2005

### 3.2.2 Archaeological Sites

During the literature review data collection, 55 archaeological sites were identified in the OSA site file within 0.25 mi (0.4 km) of the LPA alignments and the VSMF sites (Table 3-2). However, it is possible that additional sites that were obscured on available cartographic sources at OSA occur within the ASA along the Detroit waterfront. Two of these sites have solely prehistoric components, three have both prehistoric and historic components, and the rest are solely historic sites. As might be expected, the majority of the identified sites are located near downtown Detroit, and the density of reported sites decreases north along Woodward Avenue (Figure 3-1, Sheets 1 and 2). It must be noted that it is difficult to determine precise site locations from mapping data available at OSA for downtown Detroit. Accordingly, three archaeological sites within the ASA—20WN267, 20WN928 and 20WN931—could not be placed on Figure 3-1.

The majority of the archaeological sites are concentrated along the waterfront and in the area of downtown Detroit south of Grand Circus Park (Figure 3-1, Sheet 1). North of Grand Circus Park, the density of previously documented archaeological sites drops precipitously, which is likely tied to the lack of intensive cultural resource surveys in those areas. Several are located between Grand Circus Park and the Middle Woodward area surrounding Wayne State University but, north of that limit, just two archaeological sites were identified within the archaeological study area (ASA). Both are located in Highland Park, west of Woodward Avenue and north of McNichols Road (Figure 3-1, Sheet 2).

**Table 3-2. Archaeological Sites within the Archaeological Study Area**

Site Number	Site Name	Location	Township	Range	Section	Quarter	Temporal Period and Site Type	NRHP Status (as determined by OSA staff)
20WN56	Canoe	Griswold and W. Congress	02S	12E	17	Center-NW-NE	Prehistoric, undetermined cultural period dugout canoe found in 1875 (historic reference).	More Information Needed
20WN97	—	—	02S	12E	17	—	Prehistoric, undetermined cultural period village site (Hinsdale reference).	More Information Needed
20WN151	I-275-4	—	04S	09E	16	SW-SW-SW	Prehistoric, undetermined cultural period lithic scatter. Historic, undetermined period artifact scatter.	More Information Needed
20WN922	Millman Island	—	05S	10E	23	S-NE-SE	Prehistoric, Paleo/Early Archaic/Late Archaic/ Late Woodland artifact collection. Historic, undetermined period artifact collection.	More Information Needed
20WN25	—	—	04S	09E	28	SW-SW-NE	Prehistoric, Woodland period scatter. Historic, 19 <sup>th</sup> - and 20 <sup>th</sup> -c. house site.	More Information Needed
20WN52	—	Foot of First St.	02S	12E	17	Center	Historic, undefined period Native American cemetery.	More Information Needed
20WN1033	—	—	02S	12E	08	SW-SW-SW-NW-NE	Historic, 19 <sup>th</sup> -c and 20 <sup>th</sup> -c. privy and midden deposits.	Not eligible
20WN1027	Mary Chase Stratton Pottery Studio	NE corner of Alfred St. and John St.	02S	12E	08	N1/2	Historic, early 20 <sup>th</sup> -c. pottery studio (historic reference).	More Information Needed
10WN1018	—	In block bound by Cass, Howard, First, and an alley	02S	12E	17	NE-NE-NW	Historic, mid-19 <sup>th</sup> -c. refuse midden associated with map-documented house site.	More Information Needed
20WN928	Preston Subdivision	Private Claim 729	02S	11E	—	—	Historic, 1880s privy vaults and midden features associated with housing development.	Not eligible
20WN913	Broadway Station	—	02S	12E	08	SE-NWSE	Historic, mid-19 <sup>th</sup> -c. privy and refuse features.	Not eligible
20WN911	FC49	—	02S	12E	17	SE-NE-NE	Historic, early 19 <sup>th</sup> -c. house foundation.	Not eligible
20WN912	Michigan Station	—	02S	12E	17	NE-NE-NW	Historic, early 19 <sup>th</sup> -c. foundation and burials.	Eligible

**Table 3-2. Archaeological Sites within the Archaeological Study Area**

Site Number	Site Name	Location	Township	Range	Section	Quarter	Temporal Period and Site Type	NRHP Status (as determined by OSA staff)
20WN909	FC44	—	02S	12E	17	NE-SW-NE	Historic, first half of the 19 <sup>th</sup> -c. dock and foundation.	Not eligible
20WN910	FC45	—	02S	12E	17	NE-SW-NE	Historic, mid-19 <sup>th</sup> -c. ash pit, foundation, and artifact scatter associated with a warehouse.	Not eligible
10WN907	Bloom	—	02S	12E	17	SW-NE-SE-NW	Historic, 2 <sup>nd</sup> -quarter 19 <sup>th</sup> -c., privies and sheet midden.	Not eligible
20WN908	FD43	—	02S	12E	17	SE-SW-NE	Historic, first half of the 19 <sup>th</sup> -c. dock foundation tramway, and boardwalk.	Not eligible
20WN906	Macomb Farm	—	02S	12E	17	SW-NE-SE-NW	Historic, late 18 <sup>th</sup> - early 19 <sup>th</sup> c. house refuse and palisade associated with Macomb farm.	Eligible
20WN904	Priest-Trask-Cobb	—	02S	12E	17	SW-NE-SE-NW	Historic, mid-19 <sup>th</sup> -c. privies associated with map-documented house.	Not eligible
20WN905	Smolk-Bates	—	02S	12E	17	SE-NW-SE-NW	Historic, 2 <sup>nd</sup> quarter of the 19 <sup>th</sup> -c. midden, wooden drain, privy.	Not eligible
20WN785	Capitol Park	—	02S	12E	08	—	Historic, 19 <sup>th</sup> -c. territory capitol and grave (historic reference).	Eligible
20WN903	Ewers	—	02S	12E	17	NE-NE-SE-NW	Historic, mid-19 <sup>th</sup> -c. drains and privies associated with a cooper shop.	Not eligible
20WN532	Smiths Building (GRAM T1 R11 H2)	—	01S	11E	11	NW-NE-NW	Historic, first half of the 19 <sup>th</sup> -c. commercial building (historic reference).	More Information Needed
20WN534	Dynes Building	—	01S	11E	11	SE-SW-SE	Historic, first half of the 19 <sup>th</sup> -c. commercial building (historic reference).	More Information Needed
20WN482	Millender	Between Larned, Jefferson, Brush, and Randolph Sts.	02S	12E	17	NE-NE	Historic, 19 <sup>th</sup> -c. house site.	Eligible
20WN445	Pulte Grocers	—	02S	12E	08	SW-SE-SE	Historic, late 19 <sup>th</sup> - and early 20 <sup>th</sup> -c. filled basement.	More Information Needed
20WN446	Palisades (Ft. Pontchartrain Palisades)	—	02S	12E	17	SW-NE	Historic, 18 <sup>th</sup> -c palisades, unearched in 19 <sup>th</sup> -c. (historic reference).	More Information Needed

**Table 3-2. Archaeological Sites within the Archaeological Study Area**

Site Number	Site Name	Location	Township	Range	Section	Quarter	Temporal Period and Site Type	NRHP Status (as determined by OSA staff)
20WN428	Beaubien 1 (Collot 2, Collot 25)	—	02S	12E	16	SW-NW-NW	Historic, 18 <sup>th</sup> -c. map-documented farm (historic reference).	More Information Needed
20WN429	Beaubien 2 (Collot Lot 2, 26, 26A, 26B)	—	02S	12E	16	NW-NW-NW	Historic, 18 <sup>th</sup> -c. map-documented farm (historic reference).	More Information Needed
20WN426	St. Martin 2 (Collot Lot 1, Collot 22, 22A, 23)	—	02S	12E	17	SE-NW	Historic, 18 <sup>th</sup> -c. map-documented farm (historic reference).	More Information Needed
20WN427	Barthe (Collot Lot 1, Collot 24)	—	02S	12E	17	SE-NE-NE	Historic, 18 <sup>th</sup> -c. map-documented farm (historic reference).	More Information Needed
20WN931	Brush Family Cemetery	—	02S	12E	08	NE-SW-SE-SE	Historic, mid-19 <sup>th</sup> -c. family cemetery (historic reference).	Not eligible
20WN422	Ceoto Fils 1 (Collot 17, 17A, 17B)	—	02S	12E	17	SW-NW	Historic, 18 <sup>th</sup> -c. map-documented farm (historic reference).	More Information Needed
20WN382	King David's Lodge	—	02S	11E	26	NE-NE	Historic, late 19 <sup>th</sup> -c. Jewish cemetery (historic reference).	Not eligible
20WN384	Roby Cemetery	—	02S	11E	14	NE-NW-NE	Historic, early 19 <sup>th</sup> -c. family cemetery (burials moved).	More Information Needed
20WN379	Original Protestant Cemetery	Near intersection of Bates and Larned	02S	12E	17	NE-NE-NE	Historic, late 18 <sup>th</sup> - and early 19 <sup>th</sup> -c. cemetery.	More Information Needed
20WN336	Center for Urban Studies	—	02S	12E	06	NW-NE	Historic, 19 <sup>th</sup> -c ceramic scatter.	More Information Needed
20WN335	W. Forest	—	02S	12E	06	NE-SW-SE-NE	Historic, unspecified period razed house.	More Information Needed
20WN334	Detroit Public Library	—	02S	12E	06	NW-NE-NE	Historic, undefined artifact scatter on library grounds.	More Information Needed
20WN327	Hart Plaza (Civic Center Plaza, British Garden Cemetery)	—	02S	12E	17	NE	Historic, mid-18 <sup>th</sup> c. British cemetery, early 19 <sup>th</sup> -c. shop.	More Information Needed
20WN325	Renaissance Center (Ford Riverfront Development, 20WN-H-48)	—	02S	12E	16	NW-NW	Historic, privy and middens from 19 <sup>th</sup> -c. farm, undefined 20 <sup>th</sup> -c. component.	More Information Needed
20WN307	Joe Louis Arena (Cobo Hall)	—	02S	12E	17	SE-SE-NW	Historic, mid-19 <sup>th</sup> -c. hotel remains and residential midden deposits.	Not eligible
20WN280	Old City Hall (20WN-H-25, Kennedy Sq.)	—	02S	12E	17	N1/2-N1/2-NW-NE	Historic, undefined period artifact scatter from demolition contexts.	More Information Needed

**Table 3-2. Archaeological Sites within the Archaeological Study Area**

Site Number	Site Name	Location	Township	Range	Section	Quarter	Temporal Period and Site Type	NRHP Status (as determined by OSA staff)
20WN278	Belcrest Sidewalk	—	02S	12E	06	NW-NW-NE	Historic, undefined period, undetermined function.	More Information Needed
20WN279	Belcrest Parking Lot	—	02S	12E	06	NW-NW-NW	Historic, undefined period, undetermined function.	More Information Needed
20WN270	Pontchartrain Hotel (20WN-H-015, Importer's Dump)	—	02S	12E	17	NE-NW-SW-NE	Historic, late 18 <sup>th</sup> -c. domestic refuse, first half of the 19 <sup>th</sup> -c. dump and midden from pottery importer.	More Information Needed
20WN266	20WH-H-11	Eliot and Woodward	02S	12E	05	S-SE-SW-SW	Historic, late 19 <sup>th</sup> -c. disturbed foundations.	More Information Needed
20WN267	20WN-H-13, 20WN-H-12	Congress and First	02S	12E	17	C-E-E-NW	Historic, undefined period, undetermined function.	More Information Needed
20WN263	Pioneer Graveyard (20WH-H-7, Congress St. Cem., St Anne's IV)	—	02S	12E	17	NW-NE-NE	Historic, 19 <sup>th</sup> -c. cemetery.	More Information Needed
20WN264	Veteran's Memorial (20WN-H-9)	—	02S	12E	17	NW-SE-NE	Historic, late 18 <sup>th</sup> -c. dock, 19 <sup>th</sup> -c. foundation.	More Information Needed
20WN262	Michigan Consolidated Gas Company (20WN-H-7, Gas Company Site)	—	02S	12E	17	SE-NW-NE	Historic, first half 19 <sup>th</sup> -c. midden deposits and leather workshop.	Not eligible
20WN258	St. Anne's Cemetery (20WN-H-3, I, II, III, Madden)	—	02S	12E	17	SE-NW-NE	Historic, 18 <sup>th</sup> - and 19 <sup>th</sup> -c. French Catholic cemetery.	More Information Needed
20WN255	Alexander Chapoton House	—	02S	12E	08, 17	SE-SE-SE, NE-NE-NE	Historic, late 19 <sup>th</sup> -c. feature in basement of extant house.	NRHP-listed
20WN107	Brownstone	—	04S, 02S, 01S	10E	01, 02, 03, 34, 35, 36		Historic, 19 <sup>th</sup> -c. Wyandot reservation.	More Information Needed
20WN55	Fort Lernoult (Detroit Bank and Trust, Fort Shelby)	—	02S	12E	17	NE-NE-NW, NW-NW-NE	Historic, late 18 <sup>th</sup> -c. and early 19 <sup>th</sup> -c. British and Military fort protecting Detroit.	More Information Needed

The majority of the documented sites are historic sites that relate to the nineteenth-century growth and expansion of Detroit. Of the 50 recorded sites that are just historic period sites, 26 have solely nineteenth-century components. Eight have both eighteenth- and nineteenth-century components, five are purely eighteenth-century sites, three have nineteenth- and twentieth-century elements, and just one dates solely to the twentieth century. Seven of the historic sites do not have a defined time period. The concentration of nineteenth-century sites is likely related to several phenomena. The first is the growth and expansion of the city during the nineteenth century, which was built atop the ashes, literally in some places, of the eighteenth-century city. The second is urban renewal and revitalization projects that occurred in the 1970s–1990s, which included cultural resource investigations throughout much of the downtown area that had been developed, or redeveloped, in the nineteenth century.

Fourteen of the 55 archaeological sites are either “Hinsdale references” or “historic references” (Table 3-2). These are sites that have not been field-verified, but rather whose existence is documented through historic cartography, deed records or, in the case of the Hinsdale site, through unconfirmed field inspection and historic documentation. Hinsdale sites are those documented in Hinsdale’s (1931) *Archaeological Atlas of Michigan*. Many of the sites documented in that work are unverified.

Five of the previously documented sites have been determined eligible for inclusion in the NRHP by OSA staff or are listed in the NRHP. Three of the five eligible or listed sites—20WN912, 20WN906, and 20WN482—have been the subject of archaeological mitigation excavations. Another, 20WN785 (Capitol Park), appears to be a historic reference and it is not clear from the site form if it has ever been field-verified. The eligibility determination may be based solely on the presumed significance of any remains that are identified, but it is possible that previous archaeological investigations are not documented on the site form. The final site determined eligible, 20WN255, is a feature that was excavated in the basement of the Alexander Chapoton House, which is listed on the NRHP. Of the remaining sites, 15 were determined not eligible for inclusion in the NRHP and 35 require additional information before a final determination can be made. The ineligible sites tend to be urban drains, privy vaults, and midden deposits that cannot be connected to individual historic structures or occupants. Both private/residential and public/urban infrastructure features are included in this category.

### **3.2.3 Previous Archaeological Investigations**

A total of 28 archaeological survey reports were found in the site file at the OSA for projects within the ASA (Table 3-3). Many of these surveys were conducted in advance of redevelopment projects within the core of downtown Detroit and along the waterfront. However, a significant number were land use histories, with no fieldwork component, which were completed for the City of Detroit Community and Economic Development Department in the 1980s to aid in responsible planning and resource management for future, unspecified development projects. Those surveys covered broad swaths of downtown and the Middle Woodward area. They contain broad scale land-use histories of various neighborhoods within the city and make recommendations concerning the type and location of archaeological resources that can be expected.

In general, the archaeological reports confirm that there is little archaeological potential within the existing right-of-way for Woodward Avenue north of Grand Circus Park. That right-of-way was established in 1805, as part of the realignment of the city, and it has changed little.

**Table 3-3. Previous Archaeological Surveys within the Archaeological Study Area**

Consultant	Year	Project Title	Comments
Mark C. Branster, Kathryn Egan, and Terrance Martin <i>Great Lakes Research Associates, Inc.</i>	1988	<i>The Cobo Hall Expansion Project Part I: The Phase I Archaeological Survey</i>	This report details the investigation of 3.88 ac (1.57 ha) in two blocks bound by Congress St., Larned Ave., Cass Ave., and 2 <sup>nd</sup> Ave. Documented 21 intact 18 <sup>th</sup> -c. and 19 <sup>th</sup> -c. features, including the remnants of an 18 <sup>th</sup> -c. farm. Determined the site was eligible and recommended Phase III data recovery excavations.
Mark C. Branster, Kathryn Egan, Terrance Martin, and Russell Skowronck <i>Great Lakes Research Associates, Inc.</i>	1989	<i>The Cobo Hall Expansion Project Phase II: The Macomb/Cass Farm Mitigation</i>	This report details the delineation and excavation of 20WN906, a palisade fence and midden complex associated with the 1780–1820 occupation of the Macomb farm.
Charles W. Causier <i>Howard, Needles, Tammen, &amp; Bergendoff (HNTB)</i>	1986	<i>Land Use History for Lots 14, 15, and 16 of Block 2 of the Moran and Moross Subdivision</i>	This report details the land use history of a small lot at the southwest corner of W. Grand Boulevard and 2 <sup>nd</sup> Ave. The report documents several 20 <sup>th</sup> -c. building and demolition episodes and recommended no further investigation.
Charles W. Causier <i>Howard, Needles, Tammen, &amp; Bergendoff (HNTB)</i>	1985	<i>Land Use History of the Lothrop Avenue Parking Structure Site, Detroit, Michigan</i>	This report details the land use history of approximately ½ of the block bound by Woodward Ave., Lothrop Ave., Second Ave., and Bethune Ave. The report documents intensive post-1890 development; subsequent demolition within the project site has compromised the entire area. Additional work was not recommended.
Mark C. Branster <i>Great Lake Research Associates, Inc.</i>	1985a	<i>A Phase I Detailed Land Use History and Limited Field Inspection of the Virginia Park Court Project Area, Detroit, Michigan</i>	This report details the land use history and visual field inspection of approximately 20 ac (8 ha) bound by Woodward Ave., Euclid Ave., 2 <sup>nd</sup> Ave., and an alley between Seward and Delaware streets. It was determined that only ca. 1860–1885 residential development was likely significant, but it has been obliterated by later building episodes. No further work was recommended.
Mark C. Branster <i>Great Lake Research Associates, Inc.</i>	1987	<i>A Phase I Detailed Land Use History and Phase II Data Recovery Program for the New Center/Burroughs Corporation Project Area, Detroit, Michigan</i>	This report documents historic land use in a large area bound by Euclid Ave., Woodward Ave., the John C. Lodge Expressway, and I-94 that includes the area in the report above. Historic development in this area largely post-dates 1850, but was confined to major street fronts until ca. 1900. After that point, major redevelopment impacted all but a few distinct parcels. These parcels were recommended for further study based on the potential to contain intact deposits dating to the ca. 1850–1900 early development.
Mark C. Branster <i>Great Lake Research Associates, Inc.</i>	1985b	<i>Burrough's World Headquarters Expansion Project: An Archaeological Impact Assessment</i>	This report documents an assessment of impacts to potential archaeological resources within an area bound by Cass Ave., an alley south of Antoinette Ave., Forsyth Ave., and a railroad right-of-way. Extensive disturbance was documented across all but two parcels determined likely to contain data from ca. 1880–1900 residential development.

**Table 3-3. Previous Archaeological Surveys within the Archaeological Study Area**

Consultant	Year	Project Title	Comments
Julie M. Durkin and Charles E. Cleland <i>Aurora Associates</i> Julie M. Durkin* <i>Aurora Associates</i> Julie M. Durkin** <i>Aurora Associates</i>	1982 1982a* 1982b**	<i>An Archival Assessment of the Archaeological Resources that may be Impacted by the Detroit People Mover Project</i> <i>Archival Survey and Archaeological Assessment of the Central Automated Transit System, Phase I Supplemental Report*</i> <i>Archival Survey and Archaeological Assessment of the Central Automated Transit System, Phase I Supplemental Report**</i>	These three reports are treated as a single project, as two are supplemental reports to the first. These reports contain land use histories and archival research for proposed impacts associated with the Central Automated Transit System (CATS) rail system, Detroit’s existing elevated public rail system. This system travels in a loop through downtown owntown following existing street alignments through the 18 <sup>th</sup> - and early 19 <sup>th</sup> -c. city limits. Given the potential age and historic nature of any sites that may be encountered, the report recommended construction-phase monitoring for the majority of project impacts, which typically consisted of proposed pier locations.
C. Stephan Demeter <i>Commonwealth Associates, Inc.</i>	1982a	<i>A Phase I Archaeological Evaluation of the Central Automated Transit System and An Archaeological Monitoring of the Abbot and Third Street Soils Test Sites</i>	This report consists of a review of the recommendations contained in the report above. The author recommended not conducting archaeological investigations for project impacts outside the limits of the pre-1805 city, as any encountered items were not likely to meet NRHP criteria. Monitoring at two locations did document ca. 1850–1920 refuse deposits, but they were determined not eligible.
C. Stephan Demeter and Donald J. Wier <i>Gilbert/Commonwealth, Inc.</i>	1987	<i>Archaeological Investigations of the Downtown Detroit People Mover (Central Automated Transit System)</i>	This report documents the archaeological investigations of 38 support piers for the CATS project. While most of the piers were in existing rights-of-way, seven were examined and contained archaeological deposits. These included Broadway Station (20WN913), which consisted of mid-19 <sup>th</sup> c. privies and refuse features, and Michigan Station (20WN912), which contained early 19 <sup>th</sup> -c. burials and building foundations. 20WN912 was determined eligible for the NRHP
C. Stephan Demeter <i>Commonwealth Associates, Inc.</i>	1982b	<i>An Archaeological Evaluation of the Near East Riverfront Study Area</i>	This report evaluates the archaeological potential and identified potential archaeological sites between the shoreline and Jefferson Ave., and between St. Antoine and E. Grand Boulevard. This project identified numerous potential archaeological sites, many of which have not been field-verified and remain historic reference sites.
Mark C. Branster and Sean B. Dunham <i>Great Lakes Research Associates, Inc.</i>	1995	<i>Land Use History, Archaeological Sensitivity Statement and Monitoring Results: 431 Howard Street Project Area, Detroit, Michigan</i>	This report documents the land use history and monitoring of construction activities in the block bound by Cass Ave., Howard St., First St., and an alley between Cass Ave. and First St. The background research indicated that portions of the block had a high potential to contain intact deposits from the ca. 1840–1860 development of the area. Monitoring identified intact strata from that time period, but was limited to footing trenches. The authors believe that intact and significant deposits relating to the time period remain preserved beneath the new development.

**Table 3-3. Previous Archaeological Surveys within the Archaeological Study Area**

Consultant	Year	Project Title	Comments
Mark C. Branster and David Barton <i>Resource Analysts, Inc.</i>	1982a	<i>A Literature Cultural Resource Survey and Field Inspection of the Millender Center Project Area, Detroit, Michigan</i>	This report details the land use history and preliminary field inspection of a project area bound by Jefferson Ave., Brush St., Congress St., and Randolph St. Based on a review of pertinent data, the authors recommended monitoring and test excavations within three discrete portions of this area. The area was the first to be developed beyond the palisaded city boundary in the late 19 <sup>th</sup> c., and was largely residential until ca. 1850, after which it became increasing commercial.
C. Stephan Demeter and Donald J. Weir <i>Gilbert/Commonwealth, Inc.</i>	1984	<i>Archaeological Investigations of the Millender Center Development Site</i>	This report details the testing and data-recovery excavations recommended by the above report. The project was located in an area that was first developed in the late 18 <sup>th</sup> c., was primarily residential until ca. 1850, and then increasingly commercial with a transient population of boarders and hotel guests. The excavation recovered evidence of 20WN482, a 19 <sup>th</sup> -c. house site, that was determined eligible for the NRHP.
Mark C. Branster, John Gram, and David Barton <i>Resource Analysts, Inc.</i>	1982	<i>A Detailed Land Use History of Five Areas in the Detroit Downtown District, Detroit, Michigan</i>	This report is a land use history for five areas (A-E) selected as potential redevelopment areas by the city. It was submitted as five volumes. Areas A, B, C, and D are within the current ASA. Area A is bound by East Adams St., I-75, Woodward Ave., and Brush St. It was determined to have a high potential for prehistoric sites along the Elkton Beach formation. Historically developed ca. 1840–1880, but report stated lots along Woodward were completely disturbed. Area B was bound by Gratiot Ave., Brush St., Beaubien St., and Jefferson Ave. It was developed between ca. 1835 and 1885, and was determined to hold some historic potential on select properties. Area C was located along the waterfront and bound by Auditorium Dr., Atwater St., and St. Antoine St. It is entirely made land and deemed to have a high potential for 19 <sup>th</sup> -c. waterfront deposits. Area D was bound by Washington Blvd., Congress St., John C. Lodge Expressway, and Lafayette Blvd. It was determined to have high potential for 18 <sup>th</sup> -c. French and British farm remnants, as well as 1827–1844 urban features.
Mark C. Branster and David Barton <i>Resource Analysts, Inc.</i>	1981a	<i>A Literature Cultural Resource Survey and Field Inspection of the Mid-City Project Area, Detroit, Michigan</i>	This report details the preliminary investigation of an area bound by Woodward Ave., Warren Ave., Brush St., and an alley south of Willis St. The report documents that the area was annexed by the City of Detroit in 1824, and that the clay and lacustrine substrata ensured it was poorly drained and not suitable for Native occupation. Historically, it was developed as a high-end neighborhood between ca. 1840 and 1860. The report recommended additional testing for selected parcels with the larger area.
John M. Gram, Mark C. Branster, and David F. Barton <i>Resource Analysts, Inc.</i>	1981	<i>A Literature Cultural Resource Survey and Field Inspection of the Detroit Downtown District, Detroit, Michigan</i>	This report is a preliminary survey and sensitivity assessment for all of downtown Detroit. The study area was roughly bound by the waterfront, Brooklyn St., I-75, and I-375. It assigned a moderate sensitivity for historic sites for all areas north of Fort St., and a high sensitivity for all areas south of Fort St. Of particular concern are the areas above Fort Lernoult and the 18 <sup>th</sup> -c. palisaded city, Fort Ponchartrain, and Detroit's First City Hall.

**Table 3-3. Previous Archaeological Surveys within the Archaeological Study Area**

Consultant	Year	Project Title	Comments
Mark C. Branster and David Barton <i>Resource Analysts, Inc.</i>	1981b	<i>A Literature Cultural Resource Survey and Field Inspection of the Art Center Rehabilitation District, Detroit, Michigan</i>	This report is a preliminary survey of a large area bound by Woodward Ave., John R. St., and Brush St. on the west; Palmer St., an alley, and Frederick St. on the south; I-375, and I-75. This area was originally a part of large, 18 <sup>th</sup> -c. ribbon farms that fronted the river, and was annexed by the City of Detroit in 1824. It was developed ca. 1840–1860 and also contains traces of a prehistoric sand ridge between Hendrie and Palmer Ave. It was recommended that monitoring or testing occur before any ground disturbance near the sand ridge or in the location of two map-documented ca. 1850 buildings.
John M. Gram and David Barton <i>Resource Analysts, Inc.</i>	1981a	<i>A Literature Cultural Resource Survey and Field Inspection of the University City Rehabilitation Project Number Two, Detroit, Michigan</i>	A preliminary survey of an area bound by Warren Ave., Cass Ave., Trumbull Ave., and Forest St. and Canfield St. on the south. This area was annexed by the City of Detroit between 1824 and 1857, but was not developed until 1870–1910. It was determined that modern development had compromised the area and it was given a low sensitivity rating for historic and prehistoric resources.
Mark C. Branster, John M. Gram, and David F. Barton <i>Resource Analysts, Inc.</i>	1983	<i>Archaeological Monitoring of Subsurface Utility Realignment in the Cadillac Square Mall Project Area, Detroit, Michigan</i>	This report presents the results of archaeological monitoring of utility work in existing street rights-of-way in and around Cadillac Square Mall. The report concludes that subsurface modification within the street rights-of-way, as established in the 1805 city plan, will generally not affect intact historic archaeological resources outside of the bounds of the 18 <sup>th</sup> -c. city and pre-1805 develop areas.
John M. Gram and David Barton <i>Resource Analysts, Inc.</i>	1981b	<i>A Literature Cultural Resource Survey and Field Inspection of the Cadillac Square Mall Project, Detroit, Michigan</i>	Preliminary survey of an area defined by Woodward Ave., Cadillac Square, Randolph Ave, Grand Ave. and Gratiot Ave. The report notes that the area was platted in 1805, when the modern city plan was established, but not developed until after 1820. The area was then subjected to four cycles of development, culminating in 1900s commercial development and major 1960s-vintage demolition projects. Based on a lack of comparative data available at the time, monitoring of subsurface impacts was recommended (see above).
Mark C. Branster and David Barton <i>Resource Analysts, Inc.</i>	1982b	<i>A Literature Cultural Resource Survey and Field Inspection of the Cass Corridor Project Area, Detroit, Michigan</i>	This report is a preliminary survey of a large area bound by I-75, the John C. Lodge Frwy, Woodward Ave., Canfield, Forest, and Warren streets. This area was not developed until the 1870s and 1880s, and has a low sensitivity for prehistoric deposits. Historic sensitivity was variable, with three zones of sensitivity identified. Zone 1, between Cass Ave. and Woodward Ave., was settled between ca. 1830 and 1860 and rated highly sensitive for early historic deposits. Zone 2 included all remaining areas south of Forest St. It was determined to have a moderate sensitivity for mid-19 <sup>th</sup> -c. domestic deposits. Zone 3 was the most recently developed and was determined to have a low sensitivity for intact deposits.

**Table 3-3. Previous Archaeological Surveys within the Archaeological Study Area**

Consultant	Year	Project Title	Comments
John Gram and David Barton <i>Resource Analysts, Inc.</i>	1981c	<i>A Literature Cultural Resource Survey and Field Inspection of the Brush Street Park Project Area, Detroit, Michigan</i>	This report details the preliminary investigation of a large area bound by Woodward Ave., Martin Luther King, Jr., Blvd, Beaubien St., and I-75. This is the Brush Park Historic District, a city-designated district of 24 blocks that includes the entirety of the NRHP-listed Woodward East Historic District. The report indicates that there is a low sensitivity for prehistoric sites in this area, based on prehistoric physiographic conditions. Historically, the area was determined to have undergone at least three major building cycles. Development began in the mid-19 <sup>th</sup> c., however, and many examples of the original large, upper-class housing stock survive. The report indicated that open areas and surviving first-cycle house lots had the potential to contain significant archaeological deposits and recommended archaeological monitoring or testing in advance of proposed development plans.
C. Stephan Demeter, Norman J. Sauer, and Donald J. Weir <i>Commonwealth Cultural Resources Group, Inc.</i>	1991	<i>The One Detroit Center Development: Archaeological Investigations of Detroit's Protestant Burying Ground (20WN379) (ca. 1780-1827)</i>	This report details the evaluative testing and mitigation excavations conducted for redevelopment of the block at the northeast corner of Woodward Ave. and Larned Ave. In the late 18 <sup>th</sup> c. and early 19 <sup>th</sup> c., this area was a large cemetery divided by denomination into a Protestant area on the west and a Catholic area on the east. The proposed redevelopment project was slated to occur within the bounds of the Protestant section of the project. Extant buildings defined the interior of the block, and have impacted the majority of the cemetery. Excavations within the sidewalk, however, revealed four intact burials along the north side of Larned Ave. at Woodward Ave. This clearly indicates that Larned Ave. was widened at some point, covering a portion of the cemetery.
Mark C. Branster <i>Great Lakes Research, Inc.</i>	1985c	<i>A Phase I Detailed Land Use History and Limited Field Inspection of the Bates-Larned Project Area, Detroit, Michigan</i>	This report is a preliminary investigation of the block bound by Woodward Ave., Larned Ave., Congress St., and Bates St. The report noted the area was first developed by ecclesiastical organizations in the first half of the 19 <sup>th</sup> c., but was quickly subsumed into the commercial heart of the City by the second half of that century. It identified three potential resource types within the development area: burials associated with the Protestant burial ground, refuse deposits from pre-1851 ecclesiastical facilities, and refuse deposits from post-1851 commercial entities. The report recommended the development of a testing plan to investigate these resource types prior to a subsequent development.
Charles H. Martinez (private archaeological consultant)	1980	<i>Land Utilization History of Fort Pontchartrain Block Project# 80-12, Americanada Center</i>	This report is a preliminary investigation of the area in the vicinity of Griswold St., Shelby St., and Jefferson Ave. It provides a detailed history and physiographic setting and indicates that the proximity of the shoreline and prehistoric beach ridges indicates that prehistoric sites may be encountered. It also documents numerous historic features within this early part of the city, including elements of Fort Pontchartrain, elements of the British City, elements of St. Anne's catholic parish and cemetery, evidence of the 1805 and subsequent 1835 fires in the area and, finally, evidence of the commercial redevelopment of this area in the first half of the 19 <sup>th</sup> c. The report notes that modern development, including utility installation and large buildings, has likely impacted much of these resources, if they exist. However, it also suggests that the persistence of small sections of these resources is likely and that they bear obvious historic and cultural significance.

Therefore, little to no historic development is anticipated within the right-of-way, and road construction, utility installation, and urban infrastructure development has likely compromised any prehistoric sites that may have fallen within Woodward Avenue. Prehistoric sites typically consist of less substantial subsurface components than historic sites, particularly urban sites, which might contain large foundation elements and deep shaft features that extend several meters below the ground surface. Prehistoric resources are more readily compromised by historic development and redevelopment, even when that disturbance might preserve certain elements of historic sites. For this reason, it is determined that there is very little chance to encounter significant prehistoric archaeological sites throughout the ASA.

South of Grand Circus Park, where two of the proposed LRT Downtown design options depart Woodward Avenue, there is some potential that significant archaeological sites may exist within the proposed project corridor and may be impacted. The modern street grid was established in 1805, after a catastrophic fire destroyed much of what was then the City of Detroit. Before that, the city was largely confined to a small palisaded town center, dominated by Fort Lernoult. The pre-1805 city was not aligned with the modern street grid and a handful of archaeological projects has recovered evidence of that earlier city within modern street rights-of-way.

In 1962, Wayne State University conducted salvage excavations on a portion of Fort Lernoult that had been exposed during construction of the Detroit Bank and Trust Building near the intersection of Fort Street and Shelby Street. The resulting documentation is not on file at OSA, but the site form records that a portion of the northwest bastion and wooden palisades were found nearly 20 feet (6 m) below the ground surface. The archaeological component of Fort Lernoult that was exposed during that excavation has been destroyed, but it is entirely possible that additional portions of the fort remain similarly preserved at some depth.

The portions of the pre-1805 city that may be impacted by the LPA include the outlying works of Fort Lernoult, the palisade, the barracks, residential development beneath what are now Congress Street and Larned Avenue, and a cemetery near the intersection of present-day Larned Avenue and Woodward Avenue.

### **3.2.4 Environmental Setting**

The LPA is located in urban Detroit and Highland Park. The soils within the study area are currently urbanized but, prior to development, were characterized by Pewamo-Blount-Metamora association soils. These are nearly level to gently sloping soils that are very poorly to somewhat poorly drained and have a fine to moderately coarse-textured subsoil (United States Department of Agriculture, Soil Conservation Service [USDA, SCS] 1977).

Prior to urbanization, the vicinity of Detroit was a part of the Maumee sub-district and was dominated by an extensive lake plain that extended along the length of eastern side of the Lower Peninsula. This feature extended from Lake Erie on the south to Mackinac on the north (Albert et al. 1986). This clay plain is dissected by sandy glacial drainages and fossil beach ridges with varied vegetation, several of which have been documented within or near the ASA. The vegetation in this region would have included “mesic to swamp forest species along with oak savannah, oak-hickory forest, and both wet and dry prairie plant groups” (Albert et al. 1986; Demeter 1997:4). Much of the ASA was likely covered with a mixed deciduous forest prairie (Demeter 1997:4). This forest prairie was dominated by species like American elm, red ash, silver maple, and other deciduous swamp species associated with poorly drained areas (Albert et al. 1986).

The area around present-day Detroit was not ideal for agriculture as the poorly drained soils meant that wet meadows, wet mesic forests, and wet prairie habitats dominated the region. Without the aid of extensive drainage modification, the area surrounding modern Detroit was not extensively cultivated in its early historic development. Visitors in the eighteenth century noted that despite being the primary supplier of agricultural goods to the upper Great Lakes settlements, very little land around the city was in production (Demeter 1998). Throughout the region's history, the primary drainage for the region has been the Detroit River. Secondary drainages include Knagg's Creek, or the Rousseau des Braseaux, and May's Creek, which drained the areas closest to downtown Detroit.

### **3.2.5 Regional Prehistoric Setting<sup>1</sup>**

The purpose of developing a prehistoric setting is to provide a general background from which to interpret local developments through the synthesis of information regarding the prehistory of the area from previous investigations and general work of Eastern and Midwestern North American prehistory. Regional information provides a framework that allows site significance to be addressed.

The earliest recognized occupation of southeastern Michigan is marked by the remains of small bands of hunter-gatherers who exploited the existing tundra at the edge of the retreating Wisconsin glacier. Identified as the Paleoindian period, this occupation likely occurred between the Port Huron glacial advance, ca. 11,000 B.C., and the Valuers glacial advance, ca. 9850 B.C. (Prahl 1980). The Paleoindians were highly mobile and likely moved through the landscape on a seasonal round in order to more fully exploit available natural resources. Although often in pursuit of herd animals, the Paleoindians were opportunists and probably utilized a broad spectrum of animal and plant resources. Two distinct procurement traditions have been observed among Paleoindian populations that appear to relate to the changing climate at the end of the Pleistocene. The early periglacial hunters exploited the recently uncovered edge of the glacier that was characterized as a spruce parkland (Fitting 1975). Later Paleoindian hunters exploited the maturing boreal forest using large lanceolate projectile points. These points are typically fluted with concave bases and fall under the broad category of Clovis points.

Early Paleoindian artifacts have been found at two sites in northern Detroit. The first was located just south of the division between Macomb and Oakland counties, and the second was located in the area of Newbury Road, Ford Road, Wayne Road, and Cherry Hill Road (Pilling 1980). More recently, a fluted point was reportedly discovered in the area of Schoolcraft and Middlebelt roads, and a second was located at Ridge Road and Warren Avenue. A final early Paleoindian site was reported in the Mack Avenue area (Pilling 1980).

The next major cultural period in Michigan prehistory is known as the Archaic period, which is subdivided into the Early, Middle, and Late Archaic periods. As the glaciers retreated northward at the end of the Pleistocene, a period of significant environmental change ensued. The climate became temperate, large game species became extinct, and the deciduous forest common today developed, replacing the boreal-coniferous forests. This environmental change was the catalyst for human adaptive shifts and settlement practices that are collectively encompassed within the Archaic period (Ford 1974). Artifact assemblages from Archaic sites show an increased range of tool types, some of which have specialized functions for the processing of a wider variety of plant and animal resources (Griffin 1967). Although all Archaic period human groups were hunters and gatherers, environmental differences led to regionally distinctive artifact

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<sup>1</sup> Adapted from Demeter and Demeter 1996.

assemblages by the end of the period, which may reflect culturally distinct human social groups (Dragoo 1976).

Changes in human social organization occurred concurrently with expanding food procurement strategies. In eastern North America, organizational changes generally included restricted group mobility, larger aggregations of individuals, development of ritual behavior, development of interregional exchange systems, and the first attempts at plant domestication (Ford 1974). Other results included smaller group territories, sites occupied for longer periods, reuse of sites at more frequent and probably more regular intervals, and the use of a wider variety of plants and animals. Storage facilities and vessels also began to appear more frequently, as did evidence for incipient cultivation of some plant species. Burial ceremonialism and other ritual behavior developed and showed signs of becoming formalized in some regions. Ritual activity might be linked to the establishment of social group identities, the maintenance of territorial boundaries, and the regulation of intergroup alliances and trade. However, this proposition has neither been adequately tested nor fully demonstrated.

During the Early Archaic period (9000 B.C. to 6000 B.C.), small mobile groups gradually became more geographically restricted as seasonally oriented hunting-and-gathering activities were focused on smaller, well-exploited territories. This sedentism can be a direct link to the expansion of the deciduous forests that produced a more favorable habitat for game species (Chapman 1975). In southeastern Michigan, early Archaic occupations (ca. 8000 B.C. to ca. 6000 B.C.) are typically marked by the co-existence of several large varieties of lanceolate, Plano, and basally ground projectile points (Demeter and Demeter 1996).

During the Middle Archaic period (ca. 6000 B.C. to ca. 3000 B.C.), the continuing climate alteration led to a wider selection of exploitable plant foods. However, the major emphasis remained on hunting with an increasingly sedentary lifestyle (Cleland 1966). This broadening economy is reflected in the material culture, as well, which was adapted to intensive exploitation of forest and riverine environments. The Early Archaic point types were replaced mainly by slender, stemmed lanceolates. Plant-processing tools included a variety of ground stone implements, grooved axes, metates, and nutting stones. Atlatl weights are also noted, and bone tools were included in the artifact assemblage (Broyles 1971; Lewis and Lewis 1961). Middle Archaic sites in southeastern Michigan tend to include several varieties of ground stone tools and corner-notched projectile points. A collection of Middle Archaic artifacts was reportedly recovered from a site near the University of Detroit (Demeter and Demeter 1996).

The Late Archaic period (ca. 3000 to ca. 1000 B.C.) is the first well-documented occupation in southeastern Michigan (Demeter and Demeter 1996). Throughout the Midwestern and Eastern United States, the Late Archaic period is marked by a dramatic increase in the number of documented sites and artifacts, which is largely attributed to a significant increase in Native American populations (Krakker 1977). In addition, ceremonialism appears to have increased in importance, as indicated by more elaborate, formalized burial practices and the presence of exotic materials obtained from emerging trade networks. Archaic sites in southeastern Michigan attributed to this period include stemmed and notched projectile points as well as ground stone tools like grooved axes and chisel-shaped celts. In addition, such sites often include slate bannerstones or birdstones and triangular chipped stone blades are also common (Demeter and Demeter 1996).

Pilling (1980) reported that large stemmed projectile points were recovered during the 1890s excavations of Fort Lernoult in Detroit. The context from which they were recovered, however, is questionable (Demeter and Demeter 1996). Pilling (1980) also reports that a red ochre burial

was found in the lower Rouge River area and Gillman (1874) reported the recovery of a ground stone banded slate birdstone in Grosse Point (Demeter and Demeter 1996).

The appearance of pottery in the archaeological record is used to demarcate the beginning of the next major cultural phase in the Midwestern and Eastern United States, the Woodland period. As with the Archaic period, observable differences in material culture, settlement strategies, and resource exploitation strategies have been used to further subdivide the Woodland period into Early, Middle, and Late phases. Recent evidence demonstrates a continuum from the end of the Archaic through the Middle Woodland for the intensification of horticulture and the formalization and elaboration of mortuary practices (Dragoo 1976). The innovation and adaptation of these traits by human groups was not uniform but was synchronized with the perceived biological and social needs of the groups. Consequently, the rate of change in subsistence and mortuary practices varied from region to region, with some local groups maintaining Late Archaic lifestyles throughout the Late Woodland.

With the exception of pottery, the artifact assemblage from Early Middle Woodland (ca. 1000 B.C. to ca. 200 B.C.) period sites in southeastern Michigan does not vary greatly from Late Archaic sites (Demeter and Demeter 1996). This suggests a continuity of lifeways and subsistence strategies between the two periods, rather than a sudden shift from one cultural epoch to another. Early Woodland pottery tends to be crudely made with a thick body, large pieces of temper, and a low firing temperature. It may be decorated on the interior and/or exterior with impressed cord markings. Early Woodland types include Marion Thick, Vinette I, and Shultz Thick (Demeter and Demeter 1996; Fitting 1975). In Wayne County, the Fort Wayne Mound is an Early Woodland site that yielded 24 sherds of Marion Thick pottery (Demeter and Demeter 1996; Halsey 1968; Pilling 1980).

In Michigan, Middle Woodland period (ca. 200 B.C. to ca. A.D. 500) Native groups were apparently influenced to some degree by the Hopewell cultural traditions, particularly in ceramic design and mortuary practice. However, most Middle Woodland sites appear to retain more of the indigenous, non-Hopewellian settlement and subsistence patterns. These include large summer camps along lakefronts and rivers to exploit marine resources and smaller winter hunting camps located in more upland regions (Demeter and Demeter 1996). The Late Woodland period, c.a. A.D. 500 to ca. A.D. 1600, is the last major cultural period prior to influence of European cultures in North America. In Michigan, two major Late Woodland period ceramic traditions are recognized. The first is the Wayne tradition (ca. A.D. 800 to ca. A.D. 1000), a Middle Woodland/Late Woodland transitional style that is marked by globular, cord-marked pottery with plain or cord-marked rims and simple decoration. The second is the Younge phase (ca. A.D. 1300 to A.D. 1400), which is characterized by large globular to elongated vessels that are usually collared and often have one or more castellations around the rim. The vessels show complex rim and shoulder designs as well (Demeter and Demeter 1996). There are several sites in the Detroit area that are associated with the Late Woodland period, and the Younge phase in particular. Younge phase material is reported from intrusive burials at the Great Mound and the Fort Wayne Mound, the Butler Site, a site near Farmington, and a site in the Redford area (Demeter and Demeter 1996).

During the early historic period in southeast Michigan (1701–ca. 1760), the Detroit vicinity was home to the Potawatami Indians. The first account of the Potawatami is from Jean Nicolle, who documented them living near Green Bay in 1634 (Burton and Burton 1930). Shortly after Detroit was founded in 1701, a group of Potawatami settled in a village a few miles west of the city near the intersection of modern Fort Street and 24<sup>th</sup> Street. This village is shown on Bellin's

(1764) map of Detroit. The village was likely settled to foster strong fur-trading connections between the French and the area Natives and appears to have been done at the behest of Antoine Laumet, de la Mothe, Sieur de Cadillac, who founded the city (Burton and Burton 1930).

The Potawatami were loyal allies of the French and fought against the British during both the French and Indian War (1754–1763) and Pontiac’s rebellion (1763–1764). After losing both of those conflicts, they sided with the British during the American Revolution (1776–1783) and in the War of 1812 (1812–1815). The Potawatami were signatories of both the Treaty of Greenville (1795) and the Treaty of Detroit (1807), which ceded most of southeastern Michigan to the United States. In 1842, the Upper Sandusky treaty claimed the remaining Native lands in Michigan and the last remaining Native groups in Wayne County were relocated west to Kansas and points west of the Mississippi River (Burton and Burton 1930).

### 3.2.6 Regional Historic Setting

Although regional historic development began in the vicinity of Detroit with the arrival of Sieur de Cadillac in 1701, French explorers, missionaries, and *courier de bois* traveled through the region throughout the seventeenth century. The first notable contact with the region occurred when Samuel de Champlain, the “father of New France,” passed through the Detroit River during his many explorations of the interior Great Lakes (1610–1616). It is unknown if Champlain made landfall in the Detroit vicinity, but his explorations are the first documented instances of contact between Europeans and Natives in the area (Burton and Burton 1930).

After Champlain’s first voyages, French contact with the Upper Great Lakes and the Michigan region was driven by two forces: the economic profitability of the fur trade and the conversion of Native Americans to Christianity. To that end, the intrepid *courier du bois* plied the Great Lakes and the surrounding inland waterways over the next several decades and, by the 1660s, a series of Jesuit missions had been established throughout the region (Burton and Burton 1930). Perhaps the most famous of these missions were those at Sault Ste. Marie and Michilimackinac.

In all of these travels and explorations, French traders, missionaries, and their Native guides traveled by canoe and bateaux until the last decades of the seventeenth century. The first ship of consequence on the Great Lakes above the Niagara escarpment was The Griffin, built by Renee-Robert Cavalier, Sieur de La Salle, in 1679. The Griffin was a schooner of between 45 and 60 tons, and carried La Salle on several trips through the Upper Great Lakes. La Salle’s explorations eventually carried him through the Great Lakes, down the Mississippi River, and into the Gulf of Mexico in 1682 (Mansfield 1899).

In the immediate vicinity of the ASA, however, the most significant historic development occurred in 1701 with the founding of the City of Detroit. The city’s founder, Sieur de Cadillac, was a professional military officer who arrived in New France in 1683. After serving a number of posts throughout Quebec and Acadia, Cadillac served as the commander of Fort Michilimac within the ASA from 1694 to 1697. He was able to convince higher authorities in Quebec about the wisdom of settling along and defending the Detroit River to further secure French claims to the Upper Great Lakes. Arriving at the site on July 24, 1701, Cadillac ordered the construction of an enclosed palisade. The area enclosed was between an area of one acre (0.4 ha) or one arpent (0.8 ac), a French unit of measure that is still used in parts of Quebec and Louisiana. The enclosure was built of felled trees hewn to make a palisade 12 feet (3.6 m) high. Eventually, the palisade enclosed a storehouse/warehouse, St. Anne’s Catholic Church, and several smaller structures like houses, icehouses, and barns (Burton and Burton 1930). Within several years, a small village arose outside of the fortified settlement.

Detroit was a prime strategic and logistical location for defending and supplying settlements to the north and west, but it did not expand greatly until after the territory was seized by the British in 1760 during the French and Indian War. When Detroit came under British control, the settlement was largely constrained to the area in the immediate vicinity of the fort and a handful of farms to the north and east. This is typical of French settlement patterns throughout the Great Lakes and along the St. Lawrence River in the seventeenth and eighteenth centuries. French colonial aims during that time period were less focused on intensive settlement than were their English counterparts and more focused on localized settlement and the development of strong trading alliances with Native groups (Faulkner and Faulkner 1987; Klinge 2001).

The expansion of settlement and the development of the Detroit River waterfront in the vicinity of the ASA did not occur until after the British had wrested control of the Great Lakes and Canada from the French in 1760. British colonial aims in the New World tended to be more intrusive than French and were focused on wholesale intensive settlement, often at the expense of local Native groups (Faulkner and Faulkner 1987; Klinge 2001). This certainly seems to have been the case in the vicinity of Detroit as the rate of settlement and development on the waterfront greatly increased after the British takeover. In 1771, the local Potawatami, whose village had been erected to the west of Detroit at Cadillac's behest, sold their land and departed the area. The Potawatami likely removed themselves in the face of increasing pressure from British officials, as the two groups had been enemies during the French and Indian War and Pontiac's rebellion. When they sold the property, the Potawatami urged Navarre to look after their dead, who had been interred near the village site (Demeter and Weir 1984). Portions of this cemetery have been uncovered in a series of construction projects dating back to 1867 near the intersection of Fort Street and 24<sup>th</sup> Street.

During the French occupation of the city, Fort Pontchartrain—as the palisaded community was known—was located along the waterfront south of present-day Larned Avenue. Residential and ecclesiastical buildings stood beneath modern Jefferson Avenue and extended south to the water in the vicinity of Cobo Hall and Hart Plaza. Outlying farms extended to the east and west, but buildings were similarly constrained to the waterfront while long and narrow properties extended far to the interior. This pattern of settlement, variously known as the French long lot system or ribbon farms, is based on the seigneuries of the St. Lawrence River valley area and farms in the French countryside (Faulkner and Faulkner 1987). It was designed to provide all landowners and farmers with access to local watercourses, which were often the only efficient and reliable method of travel in the early colonial experience, and also to provide rather equitable access to the variety of resources available in the water, along the shoreline, and further inland. Although the British gained nominal control of the Detroit area in 1760, the long lot farms persisted and reveal the continued dominance of French culture and practices in late eighteenth-century Detroit.

Initially after taking control of Detroit, the British government was slow to make any major physical changes to the community. The first major reconstruction of the city occurred in 1779, when Fort Lernoult was constructed. The four-bastion fort was built on high ground to the north of the French city, and the palisade was extended to include the developed city and the space between it and the fort. This created a triangular-shaped enclosure that included the original city buildings, plus a new barracks and military facilities, reconfigured blockhouses at the gates and corners of the palisades, and gardens and pastures in the open space. The city retained this basic layout through the British occupation, which ended in 1796, and into the first decade of the nineteenth century.

In 1805, a catastrophic fire consumed much of the pre-1805 city, with the exception of Fort Lernoult. The fire reportedly broke out in John Harvey's stable. Harvey was a baker and his stable was located on the north side of present-day Jefferson Street. The fire, fanned by strong winds, consumed virtually all of the buildings within the community, with the exception of a single warehouse located on old Wayne Street and a handful of residences and buildings located along the waterfront (Palmer 1906).

The fire provided an opportunity to redesign the city, with an eye toward expansion beyond its colonial bounds. The new city layout was designed by Augustus Woodward, based upon designs for Washington, D.C. The new layout featured broad radial avenues and hexagonal city blocks with Grand Circus Park as the center feature of the new city in the nineteenth century. The plan was only partially implemented but, before it was abandoned, the major features that define downtown Detroit had been constructed. They include Grand Circus Park, Woodward Avenue, Michigan Avenue, Gratiot Avenue, Jefferson Avenue, and Grand River Avenue, which defined the radial "spokes" of the city's layout to the present day.

After the War of 1812, Detroit experienced its first phase of major development. No longer in need of a defensive palisade, the city grew quickly to fill the streets and blocks created by the Woodward Plan. In the 1820s and 1830s, this development was concentrated on the major Avenues and streets in downtown, just east of the former city location and along the busy waterfront. By 1850, the Detroit River shoreline had been pushed nearly 400 feet (122 m) south of Jefferson Avenue (Demeter and Weir 1984). As the city developed into a commercial center based on the growth of extractive industries in more northern parts of the state and on the growth of agriculture to the south and west, the city began to expand beyond the platted arrangement of the Woodward plan by the 1840s.

The map review, presented in the following section of this report, provides greater detail regarding the growth and development of the city and Wayne County, including the late nineteenth- and twentieth-century development within and adjacent to the ASA. But in a broad generalization, Detroit's growth within or near the ASA occurred in three major trends. Along the waterfront, to the east and west of the city center, large commercial and industrial concerns, warehouses, and infrastructure features subsumed the previously existing farms and made land at the water's edge. Within what is now the downtown core, the 1820s and 1830s residential development quickly gave way to commercial expansion and, by the second half of the nineteenth century, the area was almost entirely commercial. In turn, between 1840 and 1860, those areas north of Cadillac Square and Grand Circus Park were typically residential in character. Between Grand Circus Park and the Middle Woodward area, residential development occurred between ca. 1850 and 1870. North of that boundary, the majority of residential development through Highland Park occurred ca. 1870 through ca. 1920. Following a fairly regular pattern, after approximately one or two generations increasing commercial and institutional development within each of these areas created a mixture of residential, commercial, and institutional buildings that characterized the ASA for much of the twentieth century.

At present, the portion of the ASA immediately adjacent to the LPA is almost entirely commercial, institutional, and industrial. Commercial buildings range from multi-story skyscrapers in the downtown area through Middle Woodward, and single-story businesses and strip malls moving north through Highland Park. Institutional development includes buildings associated with Wayne State University, the Detroit Public Library, and several churches along Woodward Avenue. The last remaining industrial structure adjacent to the LPA is the Highland Park Ford Plant, which is a National Historic Landmark.

The transition from rural to urban throughout the ASA was not an overnight process, but it did happen fairly quickly between approximately 1820 and 1900. By that point, the ASA was fully incorporated into the expanding urban fabric of Detroit.

## 4.0 LAND USE HISTORY

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Reviewing historic cartographic sources is an important tool in assessing the type of archaeological resources that may be present within a specified study area. Occasionally, individual resources from specific time periods can be identified in this manner. Perhaps as important, reviewing cartographic sources through the present day can provide important information concerning subsequent land use and redevelopment after a particular resource has been abandoned or razed. This can aid in determining the likelihood of encountering intact remnants from past occupations of redeveloped property.

The maps reviewed for this report can be broadly categorized into three sub-sections. The first section contains eighteenth- and nineteenth-century maps of Detroit from 1760 through the 1890s. After this point, the major street alignments through downtown Detroit were fully established and have changed little in the intervening century. Accordingly, it is not necessary to review twentieth-century maps to comprehend the archaeological potential and sensitivity of projects within existing rights-of-way downtown, or along Woodward Avenue as far as 8-Mile Road. The second section contains a series of nineteenth-century maps that document historic development along Woodward Avenue from the Detroit Corporation limits to the Wayne/Macomb County line (8-Mile Road). The final section contains a series of Sanborn Fire Insurance Company maps from the late-nineteenth and early-twentieth centuries and aerial photographs from the second half of the twentieth century. These items document the historic development and redevelopment of the three potential VSMF sites. It should be noted that not all maps of Detroit are included in this review. However, the maps presented here do provide a good representative sample and chart construction episodes throughout the developmental history of the ASA.

The first map considered for this study is the Bellin (1764) map (Figure 4-1). This depicts the Detroit River between Lake St. Claire and Lake Erie, including the settlements at Detroit and on the south side of the river. The developed community is shown tight to the north bank of the river, with farms and cultivated lands stretching to the north and east. A detailed inset shows the layout of the palisaded city. Although earlier maps do not correspond perfectly with Bellin's depictions of building locations, the street arrangement is consistent among contemporary depictions and all are anchored by St. Anne's Catholic Church. St. Anne's was established in 1701, and is the large rectangular building along the east palisade line and between Rue Saint Joseph and Rue Sainte Anne. For reference, St. Anne's Church was located just east of the intersection of present-day Jefferson Avenue and Griswold Streets, while present-day Larned Avenue passes just north of the northern palisade wall.

The second map is the Rivardi (1799) map of Fort Lernoult, which includes a detailed depiction of the palisaded city (Figure 4-2). This map depicts the developed blocks of the previously French city, including St. Anne's Church and its associated cemetery. Notable changes include the construction of Fort Lernoult, a four-bastioned fort on high ground north of the city, the construction of the "Citadel" or barracks, and the extension of the palisade to enclose that area between the fort and the city. Other changes include some modification to the waterfront, including the construction of three wharves, as a precursor to the massive waterfront modifications of the following century. Of particular note on this map are the powder magazine, which is located at or near the intersection of present-day Washington Boulevard and Congress Street, and the "burying ground" near the intersection of Larned Avenue and Woodward Avenue.

The powder magazine was connected to Fort Lernoult through a subterranean tunnel; a portion of the burying ground has been previously documented as archaeological site 20WN379.

Just six years after this map was drafted, the 1805 fire consumed much of the city, with the exception of the fort and a handful of buildings along the waterfront. This led to the reorganization and relocation of the city center under the Woodward plan. This change is well reflected in the Currier (1837) map, which depicts the city under the new plan and the first decades of growth during the nineteenth century (Figure 4-3). The basic structure of the modern street grid is visible, including Grand Circus Park, Cadillac Square (labeled Military Square on this map), and all of the street rights-of-way that are within the ASA. No trace of the pre-1805 city was present and the waterfront had been pushed south approximately one-half block, with the exception of a small area at the foot of Wayne Street, which is present-day Washington Boulevard. This map depicts small lot divisions in many of the blocks surrounding the city center, but not all of these were developed. However, within the city core many of the smaller lots did contain residences while large commercial and institutional buildings are depicted as individual structures. North of Grand Circus Park, individual lots had been platted as far as St. Joseph Street along Woodward Avenue (labeled Witherel on this map). Not all of these lots were developed, but primarily high-end residential construction was just beginning to spread north along Woodward Avenue.

The Hart (1853) map shows substantially more detail, including individual buildings in the downtown core of the city (Figure 4-4, Sheets 1 and 2). That map clearly depicts the intensive commercial development/redevelopment that was occurring along Woodward Avenue, south of Cadillac Square (Campus Martius on this map), and along the waterfront. To the west and east of Woodward Avenue, the majority of lots were developed, but substantial portions of each block remained open. This allowed access to the rear of each building and, in instances of residential development, these open spaces can be assumed to contain privies, wells, and other dependent structures. The open areas within each block also illustrate how evidence of the pre-1805 city was able to survive the nineteenth-century redevelopment. The map also depicts intensive development along Woodward Avenue, between Cadillac Square and Grand Circus Park, and some minor residential development blocks are as far north as the Village of Hamtramck. However, this is relatively sparse, with just a handful of buildings on the numerous established lots. Of note is the large building on Park Lot 68 on the west side of Woodward Avenue, which appears to stand near the MLK Boulevard VSMF site.

The Park Lots were established in 1808, and are early subdivision of previous ribbon farms between Cass Avenue and Brush Street that extended to approximately present-day Grand Boulevard. Both the MLK Boulevard VSMF site and the Amsterdam Street VSMF site are located within the Park Lots subdivision. As noted before, mid-nineteenth century development within the Park Lots tended to be high-end residential construction that fronted Woodward Avenue. However, development of the Park Lots did not occur simultaneously and, as previous archaeological reports and land use histories have indicated, the MLK Boulevard VSMF site and areas closer to downtown were first developed ca. 1840 to 1860, while the northern Park Lots were not fully developed until the 1890s.

The Silas Farmer & Co. map (1898) depicts the fully developed city (Figure 4-5). Although the map only depicts major municipal buildings like the post office, City Hall, and the large train depots along the waterfront, the modern street grid is fully established. This includes all of the cross streets within the Park Lots subdivision through the modern corporate boundary north of Woodland Street. At the time this map was drafted, both the Stimson Street lot within the MLK

Boulevard VSMF site and Amsterdam Street VSMF site had been fully developed and incorporated into the urban fabric of the city. At the time this map was drafted, the ASA south of Grand Circus Park was entirely commercial and industrial. There was no permanent residential presence in this area, although hotels and boarding houses continued to host a minor transient population.

On this map, it is worth noting the presence of a street-car line in the center of Woodward Avenue. This line ran from a ferry station and the base of Woodward Avenue beyond the corporate boundaries of the city. The first street cars in Detroit were installed in the 1860s, and continued service until being replaced by bus lines in the mid-1950s (Detroit Transit History 2010). The first lines were horse-drawn and by 1863 horse-drawn cars were carrying passengers along the center of Woodward Avenue. The horse-drawn cars were replaced with electric cars in 1886. The electric cars and lines remained in service until 1956, when they were decommissioned in favor of buses.

The first map considered for this site that shows Wayne County beyond the bounds of Detroit is the Farmer (1855) map (Figure 4-6, Sheets 1 and 2). This map shows several important features of the early development of Detroit after the 1805 fire. The first is the French period holdover ribbon farms that dominate the landscape that beyond the developed urban core of the city. Second, development within Detroit at this time was largely constrained to areas south of Grand Circus Park, as indicated by the maps considered previously. However, this map shows the subdivided Park Lots along Woodward Avenue, leading to a large rectangular survey known as the Ten Thousand Acre Tract. The Ten Thousand Acre Tract and the property that was subdivided into the Park Lots were grants of land issued by the United States Congress to the Territory of Michigan.

The grants were secured in 1806 by Woodward and the territorial governor to compensate those who lost property as a result of Woodward's redesign of the city after the 1805 fire. The Tract was also granted to fund the construction of public buildings through property sales (Burton and Burton 1930). The Ten Thousand Acre Tract was surveyed in 1816, and it is on a geometric survey grid aligned parallel to the course of the river. It is quite distinct from the adjacent ribbon farms. It is also distinct from the remainder of the county, which had been surveyed according to the standards set in the Public Land Surveying System established by the United States to regulate land divisions in areas largely west of the Appalachian Mountains.

This map is clear that mid-nineteenth century settlement in Wayne County beyond Detroit was sparse and consisted of widely distributed farmsteads in those areas not near the river. There were no other village centers or communities in the vicinity of Detroit.

This is reinforced by the Geil and Jones (1860) map of Wayne County (Figure 4-7, Sheets 1 and 2). This map depicts the concentrated development of modern Detroit and its surrounding ribbon farms juxtaposed with the regular surveys of the Ten Thousand Acre Tract and the rest of the county. Unlike the previous map, it depicts individual buildings on the farms. Most of these are located along the front of the major roadways through the county, and included present-day Woodward Avenue (labeled the Pontiac Plank Road on this map). Although this map depicts a handful of subdivided lots in the Ten Thousand Acre Tract, there are no established community centers shown, beyond that of Detroit.

The final county map considered for this study is the Brown (1894) map (Figure 4-8, Sheets 1 and 2). The 1894 map depicts the modern city of Detroit and the current street grid. It also shows that by this time the Ten Thousand Acre Tract had been largely subdivided and was no

longer characterized by rural farms. Rather, particularly along both sides of Woodward Avenue, it was characterized by modern city blocks and cross streets with numerous small lots. The Village of Highland Park is also noted for the first time.

Highland Park was incorporated as a village in 1889, although several unsuccessful attempts at establishing a village in the area had occurred from as far back as 1825 (InfoMI 2010). In 1825, the progenitor of post-1805 Detroit, Augustus Woodward, attempted to establish a village here, as did Benjamin Witherell in 1836. Both failed and it was not until the last quarter of the nineteenth century that the area was sufficiently developed to sustain a viable community. However, Highland Park remained a small village until the Ford Plant was built in 1909. After that, the population of the village grew tenfold in just 30 years. Highland Park was incorporated as a city in 1917 and, at one time, residents enjoyed the highest standard of living in the world (Eley 2008). At the time this map was drafted, however, that was the unforeseeable future.

This map illustrates several important items with respect to the ASA. First, Woodward Avenue is clearly depicted within its broad right-of-way, which remains unchanged. Second, the location of the proposed Highland Park VSMF site was undeveloped farmland. It was defined by a series of relatively small parcels when compared to the larger farms found throughout the county. Third, just north of Highland Park, Palmer Woods is shown as it was originally platted. This carefully planned residential development of gently curving roadways stands to the west of Woodward Avenue, north of McNichols Road. As it was originally designed, this high-end development occupied the better part of 640 ac (259 ha), but only the northern third is currently extant. It is the Palmer Woods Historic District (Table 3-1) and contains a substantial number of high-end residences designed by internationally renowned architects in the first decades of the twentieth century. The southern two-thirds of this development are currently occupied by two large golf courses lined with high-end housing stock.

Throughout the county, this map also shows the impact of the rising industrial expansion of Detroit in the late nineteenth century. The 1860 map (Figure 4-7, Sheets 1 and 2) shows the county beyond the bounds of Detroit characterized by large farms with widely dispersed farmhouses dotting the major roadways, but this map shows that most of these farms have been subdivided into smaller parcels. This is less true in the western portion of the county but, within approximately 5 miles (8 km) of Woodward Avenue, the pattern holds. This pattern of subdivision can be attributed to the growth and expansion of Detroit, and a subsequent increase in the county population.

Historic development within the three potential VSMF sites was examined by reviewing Sanborn Fire Insurance Company maps and twentieth-century aerial photographs. These sources provide detailed information about the construction sequence within each parcel, the types of archaeological resources that might be encountered, and the likelihood that subsequent redevelopment has compromised those resources.

The first of the potential VSMF sites to be considered is the Stimson Street portion of the MLK Boulevard site. As previously noted, this site falls within the Park Lots subdivision and was first developed in the mid-nineteenth century. The first Sanborn map that covers this area was drafted in 1889 (Figure 4-9). That map shows 12 two-story and two-and-one-half-story, wood frame homes within the bounds of the proposed VSMF site. North of Stimson Street, four houses stood on similarly sized lots that front Stimson Street (labeled Stimson Place on this map) and backed to an unnamed alley in the approximate location of present day Martin Luther King, Jr. Boulevard. Three of the homes had a detached outbuilding along the rear alley and these two-story buildings likely served as carriage houses. South of Stimson Street, a single large home

stood near the western margin of the proposed VSMF site, and two houses fronted Woodward Avenue near the eastern margin. All were two-and-one-half stories, and the westernmost included a basement. As with the previous homes, a series of dependent outbuildings, including a likely carriage house, stood at the rear of the properties on an unnamed alley. While it is possible that by 1889 the houses within the proposed VSMF site were complete with water closets connected to modern sewer systems, each of these buildings had a one-story shed attached to the rear of the structure that may mark the location of a privy or exterior water closet.

There are two other features shown on this map worth noting. The first is the presence of a 2.5-inch (6.3-cm) waterline in the center of Stimson Street and connected to a presumably larger diameter waterline beneath Woodward Avenue. This was the first of a number of utility disturbances to impact the soils beneath Woodward Avenue. The second is that at the time this map was drafted, the remaining structures within these two blocks and the surrounding neighborhood were entirely residential.

The second Sanborn map that documents the MLK Boulevard VSMF site was produced in 1897 (Figure 4-10). While there was little substantive change within the VSMF site between the first Sanborn map and this one, several important changes are documented in the surrounding neighborhood. Within the proposed VSMF site, a single new dwelling was built on the property west of the large home south of Stimson Street. In addition, one of the two houses along Woodward Avenue had been replaced by a series of three, three-story brick connected townhomes. The other properties remain little changed, although it should be noted that the one-story sheds were no longer depicted along the back of the northern houses. This may indicate a change from exterior to interior plumbing, or a switch from privies to interior water closets between the drafting of the two maps. Beyond the proposed VSMF site, several new and larger water lines were added to the Woodward Avenue right-of-way and a three-story brick school house had been constructed at the corner of Stimson Street and Cass Avenue.

The final Sanborn map that covers this portion of the MLK Boulevard VSMF site was drafted in 1921 (Figure 4-11). This map documents significant changes throughout the proposed VSMF boundaries. North of Stimson Street, just two of the four houses remained when this map was drafted. The easternmost of those had been heavily modified and the symmetrical appearance of the building suggests it had been converted into a duplex. At the rear of that property, the carriage house and outbuilding had been replaced by an automobile repair shop. The second house remained largely unchanged, although an automobile garage was added to the back of the lot. However, the other two structures had been razed and replaced with a large, three-story, brick and steel-framed apartment and hotel complex that may have been connected to the Gladstone Hotel, which had been built within the bounds of the proposed VSMF site south of Stimson Street.

South of Stimson Street, the three-story brick and steel-framed Gladstone Hotel had been built at what is the western margin of the proposed VSMF site. This parcel formerly held a house that was built between the drafting of the 1889 and 1897 maps. East of the hotel, two new buildings had been erected between the hotel and the large house depicted on the 1889 map. One was a two-story apartment building, or flats; the other was a single-family residence. A new automobile garage stood at the rear of the lot with the new apartment building. Along Woodward Avenue, the three connected townhomes had been converted into apartments and a large hotel complex occupied the space between the townhomes and Woodward Avenue. This complex extended from the limits of the proposed VSMF site to Peterboro Avenue on the south. The rear lot of the townhomes had also been redeveloped and held an automobile repair shop.

Beyond the extent of the proposed VSMF site, the neighborhood had changed significantly. Previously, it was almost entirely residential and dotted with single-family homes. By 1921, however, the northwest corner of Woodward Avenue and Stimson Street held a block of storefronts along Woodward and a large multi-story steel and concrete dance hall and auditorium. Large apartment and hotel complexes, including those within the proposed VSMF site, accounted for a substantial percentage, if not the majority, of the available residential space, and new large municipal buildings stood to the southwest. This change, from a high-end single-family neighborhood to a more commercial and lower-end (i.e., apartments and hotels) area, is well documented in the literature and follows the basic trajectory arc of development and redevelopment along much of the ASA.

The 1949 and 1956 aerial photographs reveal little change within the limits of the proposed VSMF site (Figures 4-12 and 4-13). All of the buildings, with the exception of the house at the southwest corner of Stimson Street and Woodward Avenue, remain standing. That building had been demolished and the open space south of Stimson Street had been converted into a large, paved parking area.

The 1981 aerial photograph, however, documents another period of massive redevelopment (Figure 4-14). North of Stimson Street, Martin Luther King, Jr. Boulevard had been constructed, and the commercial block and large dance hall/auditorium at the northwest corner of Woodward Avenue and Stimson Street had been razed and a new multi-story concrete building erected in their place. The last of the nineteenth-century houses had been demolished to accommodate drives and parking for this new building, but the hotel and apartment complex remained. South of Stimson Street, all but one of the buildings within the VSMF site had been demolished and, in several places, new buildings had been erected. These include a multi-story concrete building at the southwest corner of Stimson and Woodward Avenue and a single-story concrete structure in the center of the large parking area. The remaining buildings, including the pre-1889 single-family residence that was the first building in this portion of the VSMF site, had been razed and converted into a paved parking area.

A 1997 aerial photograph reveals that, by the end of the twentieth century, all of the nineteenth-century and early twentieth-century buildings in the proposed VSMF site had been razed (Figure 4-15). This image shows the large, multi-story modern buildings along Woodward Avenue, but the ca. 1897–1921 hotel/apartment complex had been demolished, as had the last of the pre-1921 housing stock.

The second potential VSMF site that was reviewed is the Amsterdam Street site. As previously note, this site falls within the Park Lots subdivision, but is located near the northern limit of those properties. Accordingly, it was not developed until the late nineteenth century. The first map reviewed that details this site was the 1889 Sanborn map (Figure 4-16). This map does not provide coverage of that portion of this site west of Cass Avenue, suggesting that there were no structures there at the time. East of Cass Avenue, the area is largely empty with just a handful of lumber sheds and lumber piles associated with the G. W. Loomer Lumber Yard that is depicted on the map. A small rail siding on the northern end of the parcel connected the lumber yard to the railroad right-of-way that still defines the northern margin of the proposed VSMF site. It is worth noting that Amsterdam Street had not yet been constructed when this map was drafted.

The second map that was considered for this VSMF site is the 1897 Sanborn Map (Figure 4-17). By the time this map was drafted, Amsterdam Street had been constructed and defined the southern margin of the proposed VSMF site. The parcel east of Cass Avenue remained wholly undeveloped, with the exception of two small buildings in the northeastern and southeastern

corners. The lumber piles and sheds from earlier were no longer extant. West of Cass Avenue, however, two large industrial buildings had been erected, one of which connects this parcel with the birth of the automotive industry in the city.

At the northern margin of the proposed VSMF site west of Cass Avenue, the Detroit Motor Company had erected a large frame building. This building housed the electric department, a large machine shop, and an iron foundry. A small lead smelting building was adjacent to but separated from this machine shop. At the corner of Amsterdam Street and Cass Avenue, a two-story brick firehouse with a stable at the rear of the lot had been built. The remainder of the parcel was undeveloped.

The final map reviewed for this VSMF site was the 1910 Sanborn map (Figure 4-18). This map reveals massive development had occurred throughout the proposed site limits in the first decade of the twentieth century. East of Cass Avenue, the small building in the northeast corner had been replaced with a one-story frame Lime Warehouse. The small building in the southeast corner remained. More than one-half of the remainder of the parcel, however, was then occupied by a single building housing the warehouse, sales room, repair shop, and various fabrication facilities for the Cadillac Motor Car Company. This facility had a number of subterranean utilities, like water lines, but may not have had a substantial substructure beyond a concrete pad. A small train station stood in the northwest corner of this block.

West of Cass Avenue, the entirety of the proposed VSMF site was occupied by a large, three-story “fireproof” manufacturing facility for the Cadillac Motor Car Company. The only exception to this is the firehouse, which remained at the corner of Cass Avenue and Amsterdam Street. The Cadillac facility included manufacturing floors, woodworking shops, paint shops, glass shops, test floors, and numerous boilers, engines, and furnaces. It certainly required a substantial substructure.

A 1949 aerial photograph shows that the development was short-lived (Figure 4-19). At the time this photograph was taken, virtually all of the Cadillac buildings had been demolished and none stood within the proposed limits of the VSMF site. All that remained of that complex was the westernmost one-quarter of the original facility. The remainder of the parcel, on both sides of Cass Avenue, had been converted into automobile parking.

Neither portion of this VSMF site was ever redeveloped. Although they have been resurfaced and utilities have undoubtedly been installed beneath the modern parking areas, they both served as automobile parking for the entirety of the second half of the twentieth century and into the twenty-first century.

The final VSMF site considered for this project is the Highland Park Ford Plant Site. This site is located adjacent to the Highland Park Ford Plant National Historic Landmark and on the Ford Motor Company property. This was the site of the first Ford Plant and the first mass-production assembly line factory in the world. It was built in 1910 and the assembly line was introduced in 1913. Success came at a cost, however, and the majority of Ford production was moved to the larger River Rouge Plant in the late 1920s, although the Highland Park site did retain some manufacturing capacity.

The proposed VSMF site is located in the northeast quadrant of the Ford property. Sanborn maps are only available from 1910 and 1915 (Figure 4-20, Sheets 1 and 2). The 1910 map does not include coverage of this portion of the plant grounds, however, and they most likely did not hold any buildings at the time. The 1915 map shows that approximately the northern two-thirds of the parcel was undeveloped and used as the Ford company athletic fields. The southern third of the

parcel held a series of railroad sidings and a three small paint sheds. Just north of the paint sheds, three buried solvent tanks are noted on the map. There are a series of coal and sand piles noted, but not depicted, on the maps between the railroad sidings. This material storage function appears to have been the primary purpose of this portion of the plant property for much of the twentieth century.

A 1949 aerial photograph of the parcel depicts the paint shed at the southern margin of the site, but the railroad sidings have been removed (Figure 4-21). North of the paint shed, the remainder of the parcel holds a handful of small sheds, a significant amount of stockpiled material, and some automotive parking. The same function and buildings are depicted on a 1956 aerial photograph, but the parking lot appears to have been purposed for temporary storage of tractor trailers (Figure 4-22). A 1997 aerial photograph reveals that all of the buildings within the parcel had been demolished, and no vehicles are parked in the area. Rather, it is covered with substantial materials stockpiles, although it is not clear what those materials are (Figure 4-23). Finally, the most recent aerial photographs reveal that the property remains a material storage area, with substantial stockpiles of shipping containers and other large metal containers through the central and eastern thirds of the area (Figure 4-24). The western third is defined by large stockpiles of sand and possibly other material, and heavy machinery appears to have impacted the ground surface.

## 5.0 DISTURBANCE ASSESSMENT

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By combining the data from the archaeological literature review, the environmental, prehistoric, and historic contexts, and the historic map review with a site visit to assess existing conditions, it is possible to evaluate the level of anticipated disturbance within each portion of the ASA for the project. It is also possible to predict the types of archaeological resources that might be present within the ASA, and to what extent those resources might prove culturally or historically significant.

Within the existing road rights-of-way throughout the ASA, it is assumed the extensive disturbance has compromised any evidence of prior human occupation or land use (Figures 5-1, 5-2, and 5-3). While the environmental background and prehistoric background data indicate that the potential for prehistoric sites to occur within much of the ASA is low, there are several prehistoric beach ridges and landforms within the city and the ASA that have been proven to contain archaeological sites in the past. However, modern roadway construction and urban infrastructure development is assumed to have destroyed any such sites that once stood within the rights-of-way. Examples of this infrastructure include the roadways and sidewalks themselves, but also subterranean utilities like water lines, sewer lines, gas lines, fiber optic cables, and communications lines. Construction and maintenance of these infrastructure elements are assumed to have grossly impacted native soils and subsoils within the road rights-of-way, and it is unlikely that intact prehistoric sites remain.

Historically, the existing road rights-of-way were largely devoid of development. The primary road that will be impacted in this study is Woodward Avenue, which was platted and constructed as an integral part of the post-1805 city expansion. There is very limited chance that post-1805 historic sites occur within the Woodward Avenue right-of-way. In general, the same is true of post-1805 development within the existing rights-of-way for the three possible routes south of Grand Circus Park. The modern street grid was established in 1805, and the rights-of-way have changed little since that time. Minor changes that have occurred may cover some trace evidence of post-1805 development like building foundations or footers, or perhaps early urban infrastructure elements like water lines and large cisterns. It is assumed that any such remains will be found in a disturbed archaeological context that has been compromised by the same agents of disturbance discussed above. Reviewing past archaeological projects in downtown Detroit and the site forms for documented archaeological sites reveals that nineteenth-century and twentieth-century foundations and other features in disturbed contexts are not likely to prove eligible for inclusion in the NRHP.

The same is not true for pre-1805 development within certain areas of downtown. While the same agents of disturbance are present within the rights-of-way in areas that were developed before the modern street grid was established, several previous archaeological investigations have documented evidence of the pre-1805 city. As discussed in the historic context and map review, the pre-1805 city does not conform to the modern street grid and evidence of that city may exist within the modern rights-of-way (Figures 5-4 and 5-5).

Past archaeological investigations, including the 1960s salvage work on Fort Lernoult, the late 1980s investigations for the Cobo Hall expansion, the 1987 investigations for the Detroit People Mover project, and the 1991 investigation of the Original Protestant Burying Ground, have documented intact evidence of eighteenth-century sites in downtown Detroit (Branster et al. 1989; Demeter and Weir 1987; Demeter et al. 1991). Many of these resources were located within or adjacent to existing street rights-of-way.

While modern and urban infrastructure improvements within the rights-of-way have likely compromised the majority of the archaeological remains of the pre-1805 city, it is possible that small portions of additional sites remain intact. As noted by Martinez (1980), even small portions of the pre-1805 city bear obvious historic and cultural significance and should be investigated and evaluated for inclusion in the NRHP. The areas of concern for intact portion of the pre-1805 city within the ASA include those area along Washington Boulevard south of Fort Street, the portions of Larned Avenue and Congress Street between Washington Boulevard and Griswold Street, and the north side of Larned Avenue near the east side of Woodward Avenue (Figure 3-1). While some evidence of the pre-1805 city, notably the remains of Fort Lernoult, have been discovered at depths greater than 4.5 m (14.6 ft) below the street grade, others like the Original Protestant Cemetery have been discovered of depths closer to 1 m (3.28 ft) below grade.

Just one previously recorded NRHP-eligible site may be impacted by the LPA. The Capitol Park site (20WN785) is an archaeological site within Capitol Park. The site is bound by State Street on the south, Shelby Street on the west, and Griswold Street on the east. The full extent of the site is not clear from the information at OSA. While it is unlikely that evidence of this site intrudes into adjacent State Street on the south, it is possible that impacts along the north side of State Street in this area may affect intact deposits associated with this site.

The proposed VSMF sites have each been subjected to different levels of development and redevelopment. Within the Stimson Street site, there have been four major cycles of development. The first occurred between ca. 1850 and 1889, when the area was moderately developed with large, single-family homes. Between 1889 and 1897, a second cycle introduced more housing stock and replaced one older structure with taller, more substantial connected townhomes. Between 1897 and 1921, the third cycle of construction reduced the original housing stock by almost half, while large, multi-story commercial blocks, entertainment venues, and hotel/apartment complexes were constructed. The final cycle occurred in the second half of the twentieth-century, when all of the earlier buildings were demolished and modern multi-story towers were erected along Woodward Avenue. At present, no buildings stand within the proposed VSMF site (Figures 5-6 and 5-7).

The reviewed archaeological reports generally agree that areas with potential to contain evidence of early development within the Park Lots may be significant and warrant additional investigation. In this instance, the earliest development is the ca. 1850–1889 housing stock. While this area has been subjected to intensive development and redevelopment, at least three examples of the first-and second-generation housing stock remained standing in the mid-twentieth century, both north and south of Stimson Street (Figure 5-8). When they were finally demolished, the lots that held these houses were subsequently paved and utilized as parking areas and driveways. It is possible that evidence of the houses, and perhaps ancillary yard features like well, cisterns, and privies, remains beneath the modern ground surface. Through the remainder of the proposed VSMF site, however, intensive large-scale construction and demolition efforts have likely destroyed all but trace evidence of other buildings. As noted previously, past reports and archaeological site forms suggest that trace evidence of late nineteenth- and twentieth-century buildings is not likely to meet the eligibility requirements for the NRHP.

Within the Amsterdam VSMF site, development and subsequent ground disturbance did not begin until the late nineteenth century. Prior to the first decade of the twentieth century, development within the potential VSMF site was largely superficial and consisted primarily of sheds and lumber piles west of Cass Avenue. Between 1899 and 1910, however, a large commercial/industrial warehouse and show room for the Cadillac Motor Company was

constructed that impacted nearly the entire parcel east of Cass Avenue, and an even more substantial manufacturing facility and an unaffiliated fire station were built west of Cass Avenue. These buildings, and a handful of smaller buildings on the periphery of the VSMF site east of Cass Avenue, were all demolished by the mid-twentieth century. Since that point, the area has served as automobile park (Figures 5-9 and 5-10).

The construction and demolition of the large facilities and their ancillary utilities has undoubtedly compromised the natural soil profile across the entirety of the potential VSMF site. Accordingly, it is unlikely that intact prehistoric archaeological sites persist. While it is possible that structural remains from these buildings remain, chiefly foundations, the demolition effort, regrading and resurfacing, and the installation of modern drainage and electrical service for the existing parking lots have likely destroyed the archaeological context of those remains. While this site is adjacent to the New Amsterdam Historic District, which is significant due to its association with the early twentieth-century auto industry in the city, it is unlikely that any archaeological evidence of the Cadillac facilities will prove eligible for inclusion in the NRHP. As previously noted, past archaeological projects and archaeological site forms indicate that building foundations, lacking interpretable archaeological contexts, are not likely to be determined culturally significant.

Within the Highland Park VSMF site, development did not occur until ca. 1915. Prior to that point, this area was undeveloped farm fields. However, in 1915 the site held athletic fields, three small paint sheds, three small underground storage tanks, and a series of railroad sidings associated with the Ford Plant. By the mid-twentieth century, the recreational facilities had been demolished and had been converted to a materials storage area. By the end of the twentieth century, all of the standing buildings had been razed and the entire parcel was used to store stockpiled materials and tractor trailers. It was not possible to access this site, but recent aerial photographs indicate this remains the primary function of this parcel (Figure 4-24).

Although undeveloped until 1915, the post-1915 land use had likely impacted the original soil profile throughout the VSMF site and it is unlikely that prehistoric archaeological sites survive intact. Historic development, however, was limited and consisted solely of the construction of a handful of paint sheds and storage tanks. At least the superstructures of these buildings were demolished in the late twentieth century. While it is possible that evidence of those buildings, and possibly the ca. 1915 railroad sidings, persists, it is unlikely that those remains will constitute a significant archaeological resource. None of the buildings contained a substantial substructure, according to the available Sanborn maps (Figure 4-20) and the ground level evidence has likely been compromised by their demolition and subsequent land use.

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## 6.0 RECOMMENDATIONS

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Based on the archaeological literature review, historic map review, and disturbance assessment, limited Phase I archaeological investigations are warranted. Construction-phase monitoring is recommended for impacts associated with the LPA and LRT station locations in select areas of Downtown, while Phase I subsurface investigation is recommended for proposed impacts within the MLK Boulevard VSMF site. No further investigation is warranted or recommended for the majority of the LPA alignment, or within the Amsterdam Street and Highland Park For Plan VSMF sites.

It is generally acknowledged that work within existing street rights-of-way in the City of Detroit has little chance to impact intact and culturally significant archaeological sites. Construction of these roadways and ancillary utilities has likely destroyed any prehistoric sites within the rights-of-way, and no post-1805 historic development has occurred within the street limits. Accordingly, with the exception of those areas specified below, no further investigation is recommended for either the proposed LPA alignment or LRT station locations.

However, it is possible that intact and culturally significant evidence of the pre-1805 city and the Capitol Park (20WN785) archaeological site will be impacted by the LPA. These features were not aligned with the modern street grid or, in the case of Capitol Park (20WN785), have not been subjected to urban redevelopment. Accordingly, elements of that community may persist within the LPA alignment and LRT station locations. However, it is impractical to propose standard Phase I subsurface investigations within the open and active streets of downtown Detroit.

ASC Group, Inc., recommends that a program of construction-phase monitoring be undertaken in all portions of the LPA alignment or LRT station locations that have the potential to impact Capitol Park (20WN785) or elements of the pre-1805 city. These areas are the north side of State Street adjacent to Capitol Park (20WN785), Washington Boulevard south of Fort Street, those portions of Larned Avenue and Congress Street between Washington Boulevard and Griswold Street, and the north side of Larned Avenue near the east side of Woodward Avenue. Although these areas are well-developed urban land, evidence from the Original Protestant Burying Ground (20WN379) was encountered approximately 1 meter (3.28 ft) below grade. As such, all ground-disturbing activities reaching 0.6 meter (24 in) below grade in these areas should be monitored by a professional archaeologist.

A project-specific archaeological monitoring plan will need to be developed through consultation with the MHPO and OSA, and likely set forth in a memorandum of agreement (MOA). In general, archaeological monitoring is typically conducted by a qualified professional archaeologist, who observes all ground-disturbing activities within a specified study area. The archaeologist is on hand to examine excavations for evidence of past land use and potentially significant archaeological resources, but does not guide the excavation or work as it progresses. The archaeologist must be afforded stop-work authority for work in the immediate vicinity of any identified archaeological remains. This is to provide an opportunity to examine potential archaeological resources as they are exposed during construction. If those resources are determined to be potentially significant, a data recovery plan may be initiated through consultation with MHPO and OSA.

Within the MLK Boulevard VSMF site, three examples of mid- to late nineteenth-century houses persisted in the center of the proposed site until the mid-twentieth century. After they were demolished, the house sites were graded and paved and were not subsequently redeveloped. It is possible that intact evidence of the house sites—and perhaps, more importantly, associated

dependent structures like wells, cisterns, and privies—may survive. Deep shaft features of this sort often survive superficial redevelopment and often contain sealed, artifact-bearing archaeological deposits. Such deposits may contain a sufficient dataset to draw meaningful conclusions regarding urban lifeways during the first and second generations of development within the Park Lots. ASC recommends that a program of Phase I subsurface testing to investigate these three house sites be undertaken prior to the start of construction activities.

## 7.0 SUMMARY

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In September 2010, ASC Group, Inc., was contracted by Parsons Brinckerhoff to conduct a Phase I Archaeological Literature Review, Land Use History, and Disturbance Assessment for the LPA in the City of Detroit, Wayne County, Michigan. Current designs for the project call for the construction of the LPA connecting Downtown Detroit with Highland Park. For much of its length, the LPA would fall within the existing right-of-way for Woodward Avenue. In Downtown, three design options for the LPA alignment are being considered south of Grand Circus Park. A maximum of 21 stations would be constructed along the LPA alignment. While station designs have not been finalized, there are two options. Each station would likely consist of a covered passenger platform for both inbound and outbound passengers, with each platform being between 140 to 180 feet in length,.. The LPA would also include construction of a VSMF at one of three potential locations adjacent to or near Woodward Avenue.

ASC Group, Inc., recommends that a program of construction-phase monitoring be undertaken in all portions of the LPA alignment or LRT station locations that have the potential to impact Capitol Park (20WN785) or elements of the pre-1805 city. These areas are the north side of State Street adjacent to Capitol Park (20WN785), Washington Boulevard south of Fort Street, those portions of Larned Avenue and Congress Street between Washington Boulevard and Griswold Street, and the north side of Larned Avenue near the east side of Woodward Avenue. All ground-disturbing activities reaching 0.6 meter (24 in) below grade in these areas should be monitored by a professional archaeologist.

Within the MLK Boulevard VSMF site, ASC recommends a program of Phase I subsurface testing to investigate three examples of mid- to late-nineteenth-century houses in the center of the proposed site. It is possible that intact evidence of the house sites and, perhaps more importantly, deep shaft features, may survive. Such deposits may contain a sufficient dataset to draw meaningful conclusions regarding urban lifeways during the first and second generations of development within the Park Lots.

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