

Acklin, Tim

From: Wendy Holtz-Leith <wholtz-leith@uwlax.edu>
Sent: Tuesday, April 13, 2021 2:08 PM
To: Acklin, Tim
Subject: CLG - 220 Veterans Memorial Drive E, La Crosse, WI 54601 - Trileaf Project #676543
Attachments: SR-2020-11 Riverside Landingl.pdf

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Hi Tim,

Your email regarding the Trileaf cell tower project in Riverside Park was passed to me. Since Riverside Park is located on fill and the only previously reported archaeological site in the park is the wreck of the Honey Eye, which is supposed to be under the fill, I don't believe we have any concerns for buried resources. I have attached a report I completed for the City in 2020 for improvements to the landing.

It is close to the US Fish Control lab and several other buildings or statues, but I am sure you will get comments from PAL or others on those kinds of cultural resources.

Thank you for passing along this information and if you have any questions let me know.

Best,
Wendy

Wendy Holtz-Leith
Senior Research Archaeologist
Mississippi Valley Archaeology Center
University of Wisconsin-La Crosse
1725 State St.
La Crosse, WI 54601
608-785-8455



April 1, 2020

MVAC SR 2020-11

Gregory Kozelek
City of La Crosse
400 La Crosse St.
La Crosse, WI 54601

RE: Intense Cultural Resources Literature Review for the Proposed Cruise Line Landing at Riverside Park, La Crosse, La Crosse County, Wisconsin.

Dear Mr. Kozelek,

A comprehensive site search was conducted using the Wisconsin Sites Inventory (ASI) and the Architectural History Inventory (AHI) database as maintained by the State Historical Society (WisAHRD) for the proposed cruise line landing at Riverside Park just south of the La Crosse River in the City of La Crosse, La Crosse County, Wisconsin (Figures 1-3).

There are no previously reported archaeological sites within the boundary of the proposed cruise liner landing area. There are eight previously reported archaeological sites within one-half mile from project area (Table 1, see figure 1). The nearest site is 47LC363, the Honey Eye, a wooden haul steamboat that sank in 1857 when it was crushed by ice. The ship was built in 1856 and was one of two public steam ferries that ran between the Wisconsin and Minnesota shores. On March 23, 1857 it was docked at the upper dock at La Crosse, on the Mississippi River just south of the confluence with the La Crosse River, when it was destroyed. High water levels later that spring prevented the recovery of the vessel and it was reportedly never salvaged. The site if it still exists is located under fill that makes up Riverside Park, which will be discussed below. All of the other previously reported archaeological sites are located well away from the project area.

Based on our research in 1908 Dr. Wendell Anderson, the mayor of La Crosse, conceived the idea for Riverside Park. Land west of Front Street would be acquired and dredge fill used to construct the park. In 1910 the land was acquired from the Milwaukee Railroad and private owners. Levee Park was dedicated in 1911. The memorial band stand was built in honor of Dr. Wendell Anderson in 1930. The Sanborn Fire Insurance Maps from 1884, 1887, and 1891 show the area west of Front Street near its intersection with State and Vine Streets as having a few properties abutting Front Street on the west side, with railroad tracks to the west of the structures and then the area to the west becomes swamp or the main channel of the Mississippi River (Figure 1). By 1906 it appears that some dredge had been added to this area and it is labeled as "levee". A small public park is shown on the west side of Front Street between State and Vine Streets (See Figure 1). By the 1936 Sanborn map the area shown as levee on the 1906 Sanborn has been expanded to the west and the area is labeled as Riverside Park (Figure 2).

Table 1: Previously reported sites located within one-half mile of the project areas.			
Site No./Name	Site Type	Affiliation	Comments
47LC13/BLC-0068/La Crosse Cemetery	Campsite/village/Cemetery/burial	Historic Indian, Oneota, Middle Woodland, Middle Archaic	Site is reported as a pre-contact and historic cemetery located in downtown La Crosse. Members of the Myrick family, first La Crosse settlers, are reported to have been buried in the cemetery. Some of the remains were said to have been exhumed and placed in Oak Grove Cemetery. Recent monitoring of construction in this area has failed to find any remains and all soil has been previously disturbed.
47LC63/BLC-0124/War Eagle	Shipwreck	Historic Euro-American	War Eagle was a side-wheeler and steam packet that burned and sank in 1870. Parts of the wreckage were salvaged shortly after it sank. Some bodies were pulled from the water after the boat sank but the number of dead is unknown the records were destroyed during the fire. A skull was found by a looter in the 1980s and was reburied in place.
47LC270-0088/Jewell Boys Cemetery	Cemetery/burial	Historic Euro-American	The site consists of two graves marked with a tombstone engraved with "Jewell" and dated to 1859-1860. The plot was unearthed in 1936 in the railroad ROW by a crew excavating a city sewer line. The bones were left in place and were reburied.
47LC271/BLC-0089/Spence Park Cemetery	Cemetery/burial Trading/fur post	Historic Indian, Historic Euro-American	Cemetery area that may be associated with the cabin of Nathan Myrick 1841 trading post/store. Both Native American and Euro-American burials were reported to be located here. Two graves marked with wooden crosses as late as the 1920s.
47LC375/Pettibone I	Campsite/village	Late Woodland	Site located in Pettibone Park in an eroding bank.
47LC395/Peavy	Campsite/village/HCM concentration	Unknown Prehistoric, Historic Euro-American	Thin lithic scatter and historic pike found eroding from bank at highest point of shoreline. In 2004 additional debitage and historic items observed eroding from sandy beach into the water.
47LC636/Honey Eye	Shipwreck	Historic Euro-American	Wooden hull sternwheel river ferryboat. On March 56, 1857, boat was crushed by ice and sank at the foot of State St in La Crosse. The site may now be under modern fill within Riverside Park. Condition has never been confirmed.
47LC754/Second Parking	HCM concentration	Historic Euro-American	Historic refuse pits found during construction of a parking garage.

The AHI database was also checked for historic properties near the project area. There are five properties on the AHI in Riverside Park (the park has two AHI numbers but mostly with the same information). The first is Riverside or Levee Park itself (AHI # 33985 and 80018). The history of the park is described above. The park was surveyed 1996 and again in 2017 and found to not be eligible for the National Register of Historic Places (NRHP). The other properties will be described from south to north south. The Eagle Statue (AHI # 18748) at the entrance of Riverside Park was added to the park in 1987 and has been found to not be eligible for the NRHP. The Wendell Anderson Bandshell (AHI # 80018) was built in 1930. The bandshell is currently undergoing renovations and has been found to not be eligible for the NRHP. The "Big Indian" at the north end of the park (AHI # 22899) was constructed in 1961. It has recently been refurbished and is a controversial piece in the park. It has been found to be not eligible for the NRHP. The U.S. Fish Control Laboratory is located at the north end of the park on the south bank of the La Crosse River. The building has been well maintained over the years and one of the few examples of fish laboratories in the United States. It was listed on the NRHP in 1981. The building is currently being repurposed but will maintain historic features.

The Mississippi Valley Archaeology Center (MVAC) has no archaeological concerns pertaining to the proposed cruise line landing at Riverside Park. The park is built on dredge and the one site possibly located under the dredge will not be impacted by the proposed work. The proposed improvements to the landing area will also not have a detrimental effect on historic properties within the park. If you have any questions please call or email.

Sincerely,



Wendy K. Holtz-Leith
Senior Research Archaeologist
Mississippi Valley Archaeology Center
University of Wisconsin-La Crosse
1725 State Street,
La Crosse, WI 54601
608-785-8455
wholtz-leith@uwlax.edu



Figure 1. Project area superimposed on WHPD imagery with nearby previously reported archaeological sites, as of April 2020.



Figure 2. Current conditions within the project area, north is to the right.

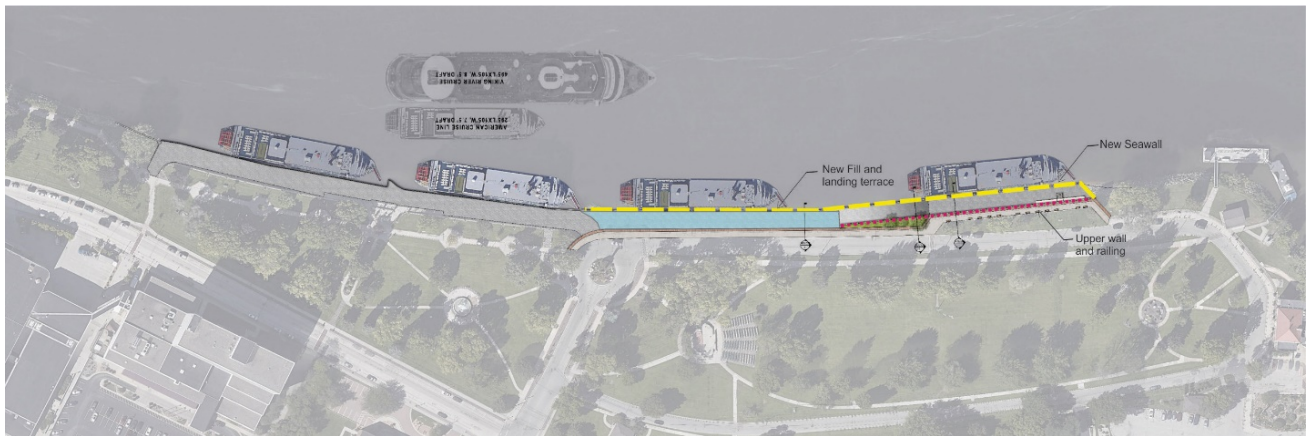


Figure 3. Proposed improvements to the project area, north to the right.

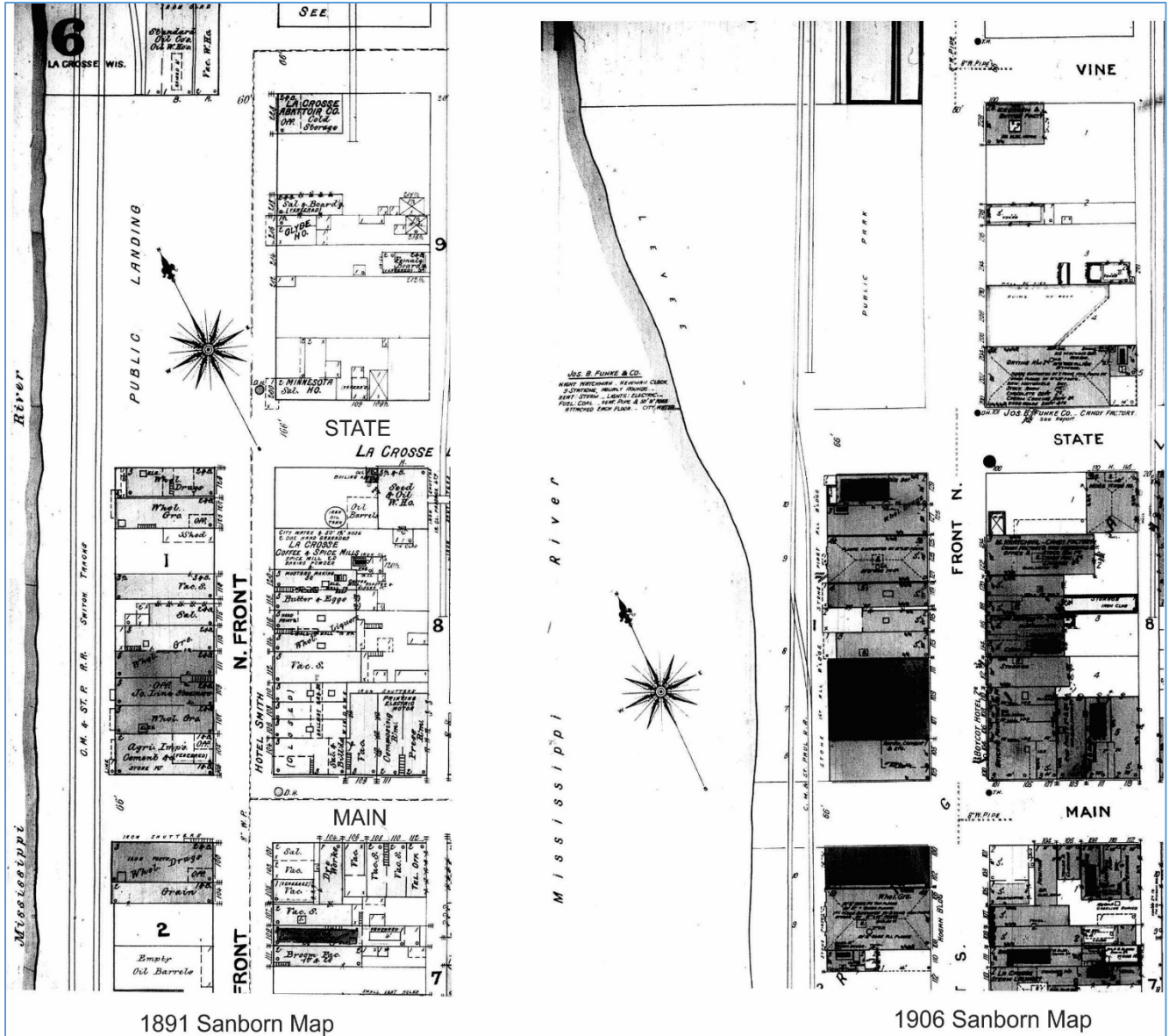


Figure 4. 1891 and 1906 Sanborn maps of a portion of the Riverside landing development. Note on the 1891 map the Mississippi River is located just west of the railroad tracks west of Front Street. By the 1906 map fill is being added west of the tracks to form a levee.

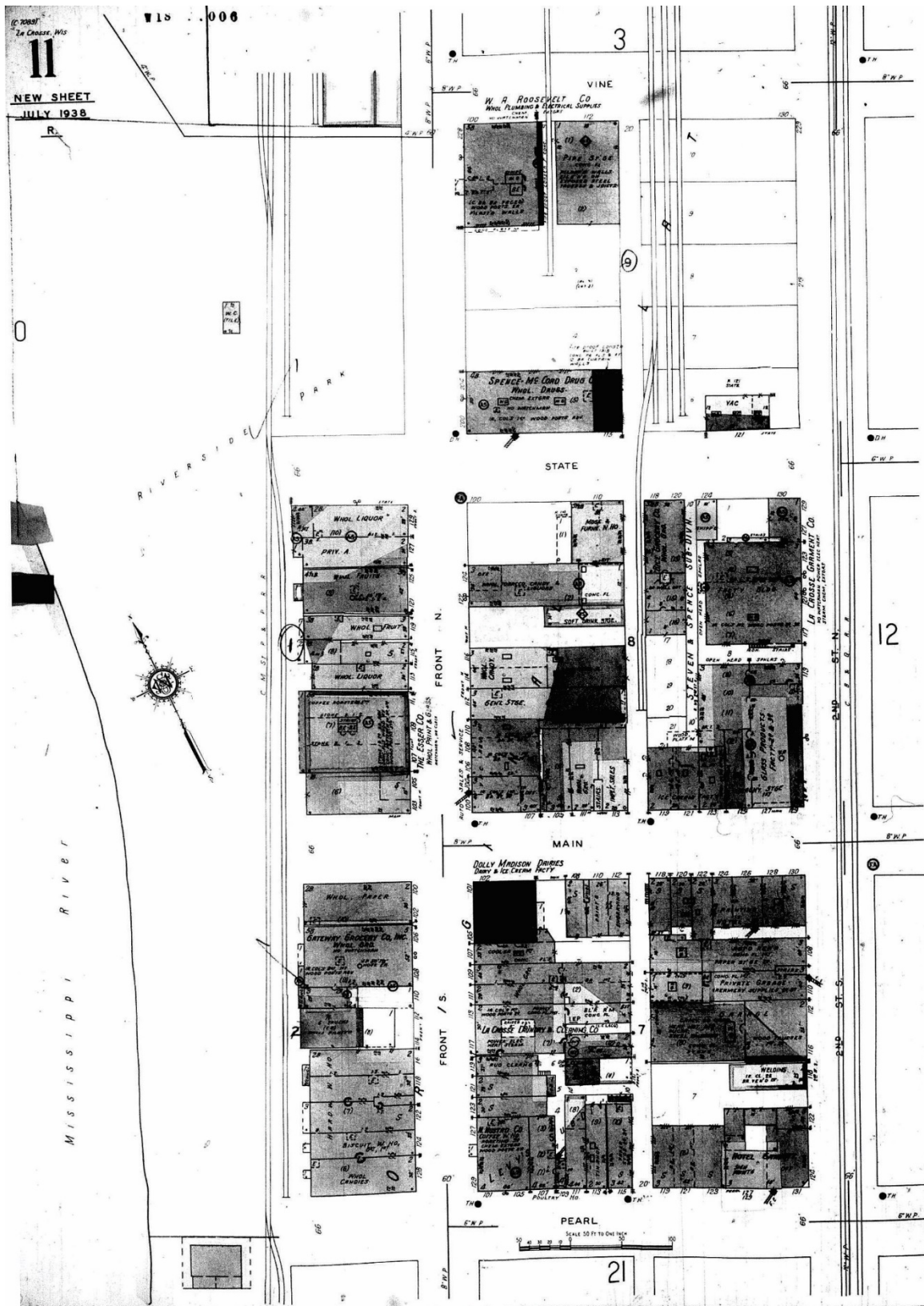


Figure 5. 1936 Sanborn map showing portion of project area. Note even more fill has been added, especially to the north part of the park, by this time known as Riverside Park.