

Minnesota Natural Resources Department: Environmental Assessment Files Regarding State Parks

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Version 3
August 20, 2018

ENVIRONMENTAL ASSESSMENT

MINNESOTA VALLEY RESTORATION PROJECT

I. DESCRIPTION OF THE ACTION

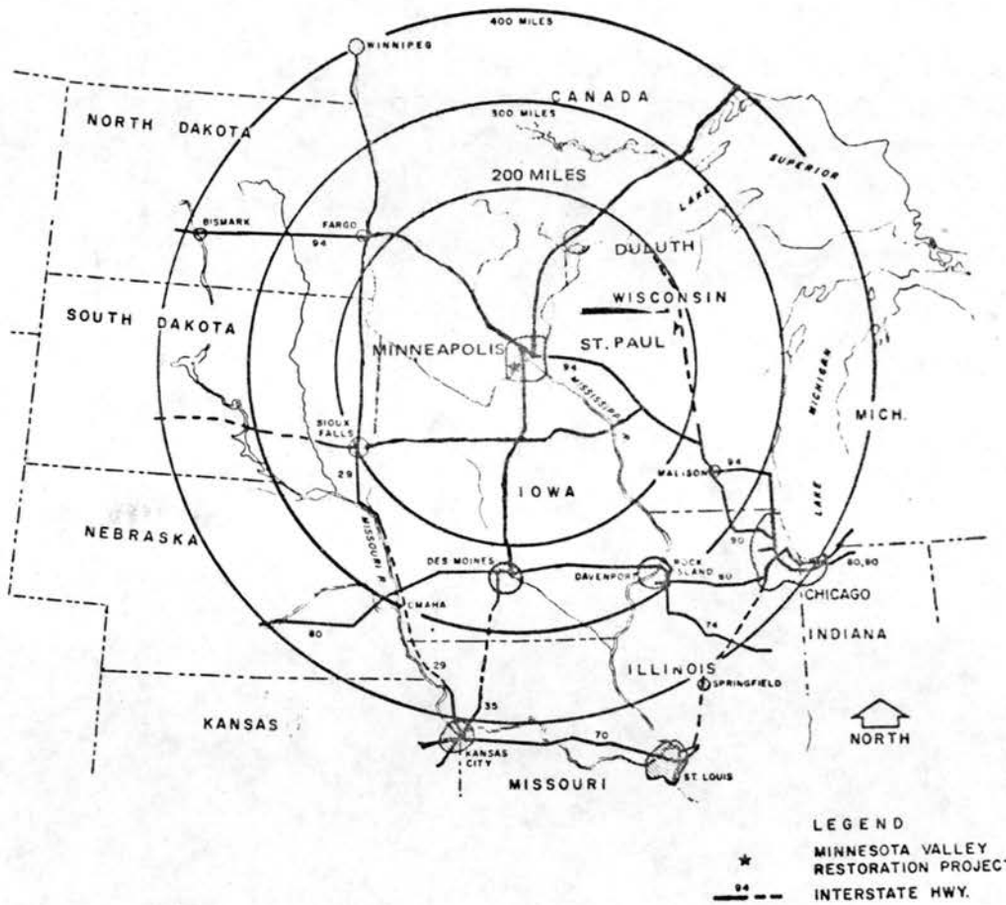
A. Purpose of the Action - The Minnesota Valley Restoration Project (MVRP) was initiated in 1967 when the City of Shakopee transferred ownership of the existing 76 acre tract of land, on which the project is located, to the County of Scott.

The acquisition and development of an adjacent 12 acre tract of private land, by the Scott County Historical Society, will not only provide the additional acreage necessary for preservation of the historic and natural resources within the project and adjacent area and protection of this area from industrial encroachment, but will also provide necessary accessibility to the existing and proposed recreational opportunities within the Minnesota River Valley.

The State of Minnesota proposes that the Federal Bureau of Outdoor Recreation, as administrator of the Land and Water Conservation (LAWCON) Contingency Reserve Fund, participate with the MVRP Commission in this proposed action.

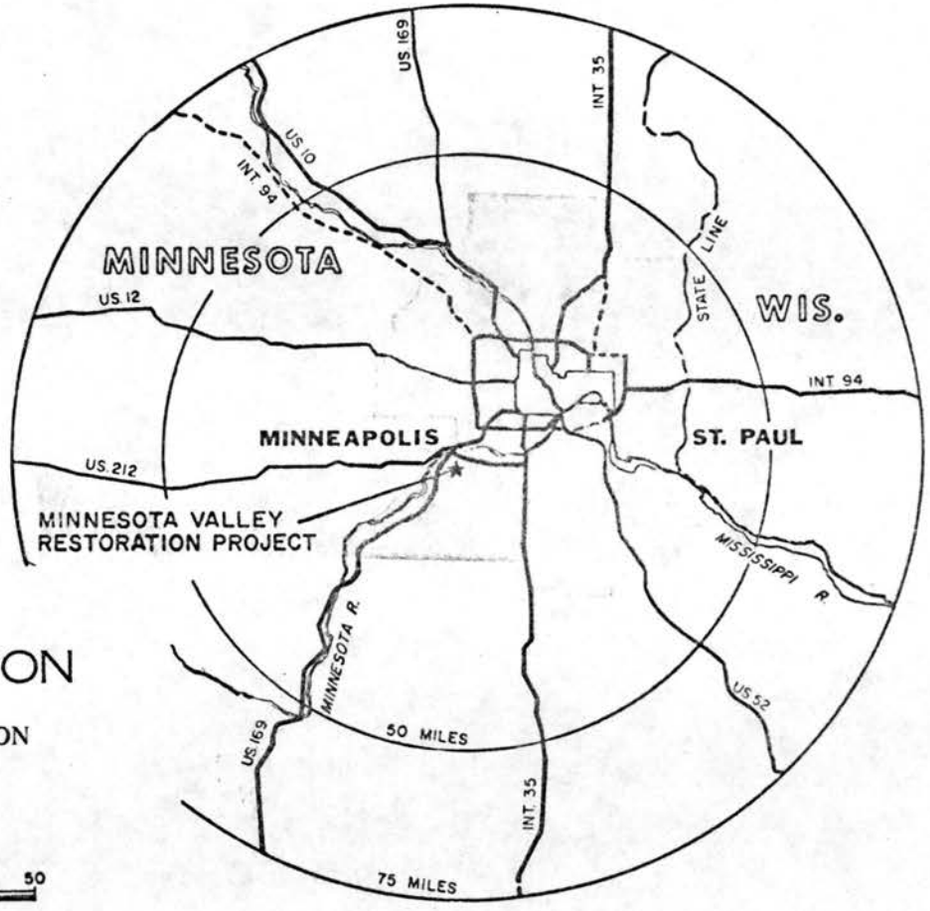
B. Location and Magnitude of the Project - The existing project area is located along the south side of the Minnesota River in north-central Scott County, approximately 9 miles southwest of the City of Minneapolis (see attached maps). The proposed project expansion area is located immediately adjacent to the east boundary of the existing project area.

The State of Minnesota proposes that assistance from the LAWCON Contingency Reserve Fund be used for the acquisition of this 12 acre tract of land (current estimated cost - $120,000), and for the development of a parking facility, boat docking facility, comfort station, and well (current estimated total cost - $180,000) on this



THE MIDWEST REGION

GENERAL SOURCE OF VISITATION



THE LOCAL REGION

PRIMARY SOURCE OF VISITATION

NORTH

0 25 50

SCALE IN MILES

GENERAL HIGHWAY MAP
SCOTT COUNTY
MINNESOTA

ISSUED BY THE
MINNESOTA DEPARTMENT OF HIGHWAYS
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
DATA OBTAINED AND MAP PREPARED BY THE
PLANNING AND PROGRAMMING DIVISION
OFFICE OF
TRANSPORTATION SYSTEM PLANNING

SCALE OF STATUTE MILES

1969
BASIC DATA 1965***

Polyconic Projection
North American Datum of 1927

Projection Reference
46th Parallel—94th Meridian

LEGEND

ROAD AND ROADWAY FEATURES

- Free (Access)
- Partial Control
- Freeway Road
- Expressway Road
- Divided, Undivided Roads
- Under Construction
- Grade Or Stone Road
- Bituminous Road
- Paved Streets
- Bypass, Highways
- Boundary Of Service Area
- Frame Highway Under Construction
- Frame Highway Under Reconstruction
- Parkway Construction Zone
- Roads In Unincorporated Communities, Subdivisions Or Local Roads And Streets Not Numbered
- Route Numbers
- Points Between Which Distances Are Included In Mileages
- Grade Separation (Highway Over Highway)
- Full Traffic Interchange
- Partial Traffic With Service Including Traffic Movement

ROAD SYSTEM DESIGNATIONS

- National System Of Interstate And Defense Highways
- United States Numbered Highway
- State Highway (Trunk)
- County State Aid Highway
- County Road
- County State Aid Highway In Adjoining County
- Forest Development Road
- Federal Aid Primary System
- Federal Aid Secondary System
- Bike Or Federal Aid Route
- National Forest Highway
- National Park Highway
- Indian Service Road
- State Park Road

RAILROADS

- Railroad (Any Number Of Tracks) And A Single (Dividing) Standard Gauge Track Or Right Of Way
- Railroad Under Construction
- Railroad (Any Number Of Tracks) And Abandoned Right Of Way
- Railroad (Any Number Of Tracks) And Bridge Over Any Road Or Railroad
- Railroad (Any Number Of Tracks) And Tunnel
- Railroad (Any Number Of Tracks) And Overpass
- Railroad (Any Number Of Tracks) And Underpass
- Railroad (Any Number Of Tracks) And Grade Crossing
- Railroad (Any Number Of Tracks) And Underpass (Highway Above)
- Railroad (Any Number Of Tracks) And Overpass (Highway Below)

NAVIGATION

- Range Lines On Natural Streams
- Bar Lines On Inland Lakes
- Rock, Pile Or Landing
- Ferry (F.F. For Foot)
- Navigable Stream (Seasonal)
- Mile Of Navigation
- Buoy With Color
- Lake Marker Light Beacon
- Lock
- Locks And Dams

CONSERVATION AND RECREATION

- Picnic Groups
- Playground, Ballfield, Etc.
- Bathing Beach Of Swimming Pool
- Boat Launch
- Camp Or Lodge
- Forest Ranger Station
- Guard Or Ranger Station
- Fish Hatchery
- Game Preserve
- Observation And Lookout Tower
- Public Golf Course
- Golf Club Or Country Club
- Small Park Of 1 State, Cp Or County
- Park Of Multiple Interest
- Monument, Statue
- Fair Ground, Race Course, Speedway
- Airport, Landing Field

FARM UNITS, DWELLINGS, ETC.

- Public Land Survey Corner
- Dwelling Other Than Farm
- Group Of Dwellings Or Cluster Spaces
- Farmstead, Dwelling And Store Or Small Business
- Church, Other Religious Institutions
- Mobile Homes Or Trailers For Students, Workers, Migrants, Etc.
- Schools, Colleges, Universities
- Building, Dwellings (Cluster Spaces Not Shown)
- Factory, Mill, Or Industrial Plant
- Grain Elevator
- Tobacco Shed
- Windmill
- Silo
- Oil Well
- Gas Well
- Mine Shaft, Quarry Or Open Pit Mine
- Gravel Pit
- Cemetery
- Historical Marker
- Point Of Interest
- Lookout Tower, Fire Tower
- Radio Or Television Station, Tower
- Microwave Relay Tower
- Water Tank Or Standpipe
- Tank Or Silo
- Windbreak, Shelterbelt
- Orchard
- Vineyard
- Nursery
- Levee
- Dam
- Canal, Ditch
- Drainage Ditch
- Intermittent Stream
- Perennial Stream
- Wide Stream
- Marsh Or Swamp
- Sand Or Gravel Bar
- Rapids
- Falls
- Wet Land
- Woodland, Flood Vegetation

AIRWAYS

- Airport
- Commercial Or Municipal Field
- Country Facility
- Landing Area Or Strip
- Airway Light Beacon (Beacon)
- Airplane Base, Civil
- Airplane Base, Civil
- Radio Range Station

STRUCTURES

General Symbols (over 20' span)

- Highway Bridge
- Small Bridge Or Culvert (Multiple)
- Bridge (Multiple)

General Symbols (500' span and over)

- Cantilever
- Arch Bridge
- Truss
- Trestle (Or A Wood, Steel Or Concrete Bridge Supported On Piles)
- Tall Wooden Pole Or Modern Pylon Supported Transmission Line

Other Structures

- Base With Road Surface Across
- Base With Road Surface Across
- Base Without Road Surface Across
- Bridge, Small Scale
- Arch
- Pier
- Trestle
- Tower
- Bridge Structures Of 90 Or Spans
- Concrete Ford Or Dip
- Road - Road Separation

BOUNDARIES

- National Or State
- County
- Civil Township
- Corporate Limits
- Reservation
- National Or State Park
- National Or State Forest
- Game Refuge
- Boundary Of Area Adjoining Sheets Of The Same County
- Airport
- Irregular Surveyed Or Legal Boundary

DRAINAGE

- Intermittent Stream
- Perennial Stream
- Wide Stream
- Marsh Or Swamp
- Sand Or Gravel Bar
- Rapids
- Falls
- Wet Land
- Woodland, Flood Vegetation

PUBLIC SERVICE FACILITIES

- Post Office
- Enrolling And Post Office
- Enrolling, Business And Post Office
- Branch And Post Office
- U.S. Bureau Post Of Entry
- Town House, Civil Or Fire Station
- Sheriff's Or Police Station
- Jail Or House Of Correction
- Fire Lane, Gas
- Fire Lane, Oil
- Transmission Line Over Or Under
- Power Plant
- Transformer Station
- Telephone Or Telegraph Office
- Garbage Or Rubbish Dump
- Sewage Disposal Plant
- Water Tank, Standpipe
- Water Supply Intake
- Sewage Disposal Plant
- Weather Bureau Office
- Highway Patrol Substation
- Highway Department Office
- With Patrol Station

EDUCATIONAL AND CORRECTIONAL INSTITUTIONS

- School House
- Factory Or Large School
- Correctional Institution
- Note - Major Cultural Units
- Reservation Cultural Units

CITY AND VILLAGE CENTERS

- State Capitol
- County Seat
- City Or Village Center
- Small Town Or Village
- Unincorporated

MISCELLANEOUS MAP FEATURES

- Point, Limit Easily Identified On Ground Point
- Boundary Monument
- Lookout Tower And Triangulation Station
- Latitude And Longitude Intersection

Outline Map of Minnesota showing location of this County within the State

Outline Map of this County Showing portions being surveyed on this sheet.
Area of this County 364 Sq. Miles
Land Area 353 Sq. Miles

tract.

C. Timing of the Project - Subsequent to the 1967 land transfer, design of a master plan for the existing project found it necessary to expand beyond the original 76 acres in order to properly contain elements needed to fulfill the goals established by the MVRP Commission. However, complete and immediate acquisition for expansion has not been possible since the Commission did not have the powers of eminent domain, and secondly, since it neither had the funds necessary for such acquisition. Since the existing landowner concerned with the proposed project expansion is a willing seller, completion of the project acquisition proposal is therefore dependent upon the necessary funds.

D. Future Developments - Development policies contained in the project master plan stress the necessity of adequate research prior to any development work in the historical area. Such research has been conducted concerning those developments proposed as part of the project. Excluding those developments proposed with this application, future developments will be concerned primarily with those physical aid features necessary for the interpretation and preservation of the historic area.

E. Recreational Needs to be Served by the Proposal - The Minnesota Valley Restoration Project is likely become the largest and most important historical interpretive and educational area within the upper midwest region. The visitor potential for the area will be derived primarily from the local region. The population within a 75 mile radius of the area approximates 2 million people, with an additional 35 million people living within a weekend driving range. Once the project is completed and operating, full capacity attendance is anticipated on peak days. This full capacity level is estimated to be 1,600 persons on the area at one time. With an estimated daily visitor turnover rate

of 2 1/2, the maximum daily capacity level is therefore estimated to be 4,000 persons. Annual use levels are anticipated to total 450,000 persons. These figures do not include the increased use levels of those existing and proposed recreaticnal opportunities within the Minnesota River Valley which the proposed project will provide necessary access to and vehicular parking space for. Such opportunities include those associated with the Minnesota Valley Trail, the Minnesota River, and the State sponsored Linear Parkway.

II. DESCRIPTION OF THE ENVIRONMENT

A. Topography - Topographic characteristics of the project area are quite characteristic of this segment of the Minnesota River Valley. Approximately two-thirds of the project area lies within the Minnesota River floodplain, thereby being characterized by little topographic relief. A relatively abrupt and steep slope separates this area from the adjacent, nearly level upland benchland area.

B. Soils - The predominant soils type is a floodplain soil which occupies this portion of the area. These are well to poorly drained, sandy to clay textured alluvial soils which are subjected to frequent inundation. Soils overlying the floodplain slopes and upland area generally become finer textured and better drained, but are generally shallower in depth to the underlying limestone bedrock.

C. Climate - Mean maximum and minimum January temperatures average 22°F and 2°F respectively. The correspondent July temperature average 84°F and 62°F. Total annual precipitation averages 28 inches.

D. Water Resources - Surficial water resources in the area include the adjacent Minnesota River and a number of springs within the area which provide year round flow for several small streams within the river floodplain.

Groundwater is obtainable in adequate quantities from underground acquifers.

E. Mineral Resources - No concentrations of economically extractable major metals are known to occur within the project area.

F. Flora - The original vegetation of the area consisted primarily of two types; the river bottomlands type, and the tall-grass prairie type. The former type, consisting primarily of soft maple, elm, and cottonwood, has been little disturbed and remains largely representative of its original condition. The latter type, composed mainly of big and little bluestem grasses, Indian grass, and a wide variety of herbaceous species, has since settlement times been subjected to varying degrees of disturbance. The result is an upland area predominated by open woods or old fields containing a mature oak overstory. A grass sod has established itself over most of the upland area with the exception of a few areas which have recently been disturbed by grading.

G. Fauna - Associated with the variety of available terrestrial and aquatic habitats are a variety of fauna species. A listing of the mammals likely to be encountered within the area includes the cottontail rabbit, striped ground squirrel, gray squirrel, muskrat, raccoon, long-tailed weasel, mink, red fox, white-tailed deer, and several species of mice and shrews.

An estimated 140 species of birds utilize one or more of the available habitats during various times of the year. The majority of such an avian species listing would be composed of the perching bird species, but would also include such major groupings as the waterfowl, hawks and falcons, gallinaceous birds, shorebirds, and the woodpeckers.

The surficial water resources provide suitable habitat for a variety of fishes. Although composed primarily of rough fish species (carp, buffalo, redhorse, sucker), suitable habitat is also available for northern pike, walleye, white bass and channel catfish. Amphibians and reptiles present within the area is generally restricted to several species of turtles, snakes, frogs and toads.

Species which the State of Minnesota lists as meriting special consideration and management, and the geographic ranges of which overlap with that of the project area, are the: Cooper's and marsh hawks, northern bald eagle, and Blanding's turtle (species of changing or uncertain status); and the common egret, great blue heron, pileated woodpecker, and snapping turtle (species of special interest).

H. Air and Water Quality - Although specific air quality data from the immediate project area are not available, and although the prevailing wind direction is from the northwest, some industrial source air quality impairment can be expected at times since the wind can occur from any direction, and also because of the proximity of the project area to Twin City Metropolitan Area industrial pollution sources. Local vehicular traffic patterns are also a source of air quality impairment.

Analysis of surficial water resources within the area, by the Minnesota Pollution Control Agency, permits designation of these waters for the propagation and maintenance of rough fish species or species commonly inhabiting waters of the vicinity under natural conditions, and be suitable for boating and other forms of aquatic recreation for which the waters may be usable.

I. Historical and Archaeological Resources - The purpose of the entire restoration project is to provide the facilities necessary for the

interpretation of that part of Minnesota history during the period 1840-1890. Adequate provision for such an interpretive program requires a rich and diverse historical and archaeological resource base. Because of such resources within the area, the project has been accepted by the Minnesota Historical Society as a historic site. The project has been further recognized as of national significance and placed on the National Register of Historic places (11 April 1972) as part of the Shakopee Historic District. Included within this district are a number of aboriginal mounds, a grist mill, the Murphy house site, a fur trader cabin, the Burger farm complex, the Chief Shakopee village site, and the Atwater house.

Known historical and archaeological resources existing on the proposed project expansion area are three aboriginal mounds.

J. Transportation and Utilities - Access to the project is easily obtained via the existing primary highway system. The 4 lane State Highway 101 provides direct access to the project area. This highway directly intersects the interstate highway system approximately 10 miles east of the project area, thereby providing good access from all areas of the region.

Commercial bus passenger service is available to the City of Shakopee which is situated just west of the project area. Commercial airline service is available to the Minneapolis-St. Paul International Airport which is situated approximately 25 miles to the northeast of the project area.

Public utilities available to the project area are power, telephone, and sewer.

K. Socio-Economic Factors - Based on 1970 State Planning Agency population statistics, the populations of both Scott County and of Economic Development Region 11, in which the county is located, are projected to increase significantly through the year 2000. These same statistics estimated the employed labor force within Scott County to be 11,981 persons. A large portion of this labor force is employed in various capacities within the Twin Cities. Average income within Scott County was estimated to be $11,622 per family. This compared to a statewide average of $11,097.

Tax levies on assessable properties within the city of Shakopee, and which were used for city purposes totaled $500,241 for 1975. The levy on the proposed 12 acre project expansion tract totaled $71,532. Scott County tourist-travel expenditures totaled $3,560,655 during 1974. Such expenditures accounted for 1.7 percent of the gross county sales.

L. Land Use and Development Trends - Much of the land within the vicinity of the project area is used for various commercial/industrial purposes. The tract being proposed for project expansion is similarily zoned, but has not in the past been used for such purposes. The tract is however presently being considered for commercial/industrial uses by two such interests.

M. Existing Recreational Facilities - Existing facilities within the project area are restricted to the restoration work which has been done with respect to the historical interpretive program. A portion of the designated and partially developed 72 mile multiple-use Minnesota Valley Trail parallels the Minnesota River through the project area. Various recreational opportunities are also available with respect to the resources afforded by the Minnesota River.

III. ENVIRONMENTAL IMPACT OF THE PROPOSED PROJECT

A. Impact on the Physical and Biological Environment - With respect to the past and present land use status of the proposed project expansion tract, that part of the proposed project involving the land acquisition will not impact the physical and biological environment of this tract or the adjacent project area.

Because of the generally level topographic characteristic of those sites proposed for project developments, the resultant facilities will insignificantly impact the physical environment of the proposed expansion tract and not impact this environment of the adjacent project area.

These facility developments, particularly the parking facility, will however result in some impactment of the biological amenities of the project environment. The parking and comfort station facility developments will result in the site specific disruption of the soil and associated flora and fauna resources. Such impacts however, particularly those resulting from the latter facility, will not be severe. None of those species previously listed by the State of Minnesota, as meriting special consideration and management, will be impacted by the proposal. Neither the water resources nor the known mineral resources will be impacted by the proposal. Both the parking facility and the comfort station have the potential for adversely impacting the water quality. Although expected to be insignificant, some air quality impairment will result from the vehicular traffic associated with the anticipated future use of the completed project.

B. Impact on Historical and Archaeological Resources - Neither the acquisition or the development proposal will impact known historical resources on either the existing project area or the proposed project expansion area. Archaeological resources known to exist on either area will not be adversely impacted by either proposal. Completion of this

proposed project may in fact benefit those archaeological resources on the proposed expansion area, should this area instead be used for commercial/industrial interests.

C. Impact on Transportation and Utilities - Although completion of the proposed action and its future use will subsequently result in some increase in the local traffic volumes, such an increase is not anticipated to adversely impact the existing transportation systems. The proposal will not impact the existing public utilities in the area.

D. Impact on Socio-Economic Factors - The proposed action will not pose an adverse social impact on the human resources living or working adjacent to the project area. The project will be of social benefit to a large number of persons able to utilize the historical interpretive and the educational opportunities afforded by its completion.

The project will remove 12 acres of tax assessable land from the City of Shakopee tax roll, and result in a subsequent loss of tax revenue for this city, as well as for the concerned county and school district. The revenue loss to each of these taxing units, on taxes levied for 1975, is shown below:

	Tax Revenue	Tax Loss	% Loss of Tax Revenue
City of Shakopee	$ 500,241	$ 6,438	1.29
Scott County	4,212,385	22,890	0.54
School District #720	2,490,420	42,204	1.69

None of the revenue losses appear to be of enough significance to result in an adverse economic impact on the operating capability of the respective taxing unit.

Once in full operation, the completed project is anticipated to have a positive stabilizing effect on the surrounding general economy. This

stabilizing effect will result from the employment opportunities provided directly by the project, and also from the goods and services which users of the completed project will demand.

E. Impact on the Land Use - The project will remove the 12 acre commercially/industrially zoned (but not utilized for such purposes) property from this existing land use, to a partially developed property to be used for the overall preservation and interpretation of the areas historic and natural resources.

F. Impact on Existing Recreational Facilities - The project will result in an increased use of the facilities associated with the existing project. However, this increased use will be controlled in such a manner that it will not impact these facilities. The project will also make more accessible those recreational opportunities associated with the Minnesota Valley trail and the Minnesota River. Although increased accessibility is likely to result in increased use of the resources associated with these opportunities, such use is not anticipated to impose any adverse impact on the resources. Increased use of these resources will neither impact the facilities associated with the existing or the proposed project.

IV. MITIGATING MEASURES INCLUDED IN THE PROPOSAL

The proper design and location of the proposed facility developments will provide the mitigation necessary to minimize possible adverse impacts to the biological amenities within and adjacent to development sites. The proper management of the human resource utilizing these sites, and the adjacent area, will also help mitigate against such adverse impacts. The design of a gravel-base parking facility will help minimize runoff from this facility and the resultant potential water quality impairment. The comfort station development will

utilize the existing city sewer system in order to comply with State Pollution Control Agency standards concerning such wastes, and thus alleviate potential water quality impairment problems from this source.

Included with this application is a letter from the Minnesota Historical Society stating that the proposed project will not impact known historical/archaeological resources on neither the proposed project expansion area or the existing project area.

The tax revenue loss imposed upon the school district can be mitigated for by increasing the State's share of the per unit pupil cost. Revenue losses incurred by the two remaining taxing units cannot be mitigated.

V. ANY ADVERSE ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED SHOULD THE PROPOSAL BE IMPLEMENTED

Although the proposal does offer the mitigation necessary to help minimize real and potential adverse impacts on the biological environment of the proposed expansion area and adjacent project area, nevertheless implementation of the development proposal will result in a minimal, but unavoidable adverse environmental impact on the biological resources. This is particularly true of the soil and flora resources of the proposed parking facility development site.

Increased future use levels associated with proposal implementation and the subsequent increase in local auto emission levels will impose an insignificant, but also an unavoidable adverse environmental impact.

VI. RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF MAN'S ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

Short-term uses of our environment as they relate to the maintenance and enhancement of long-term productivity are not considered in terms of years. Trade-offs of environmental uses are necessary in order to gain certain benefits.

GAINS	LOSSES
1. The acquisition of a 12 acre tract by the MVRP, which is necessary to realize the overall interpretive potential of what promises to become the largest and most important historical attraction in the upper midwest.	The loss of a commercially zoned tract of private land which has the potential for such future uses.
2. The development of several facilities upon this tract, all of which are also necessary for realization of the interpretive potential of the project.	A minor but unavoidable loss of the biological resources of the proposed expansion site and adjacent project area, and also an insignificant impairment of the local air quality.
3. Social benefits for an anticipated daily maximum visitation level of 4,000 persons, which implementation of the proposal will afford.	An insignificant economic loss to the three concerned taxing units resulting from removal of the 12 acre tract as a tax assessable property.
4. Economic benefits to the general local economy resulting from the job opportunities the project will afford, and the increased demand for goods and services which future use of the project will create.	The expenditure of an estimated $300,000 in funds for the initial acquisition and subsequent developments proposed in this action.

VII. ANY IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES WHICH WOULD BE INVOLVED IN THE PROPOSED ACTION SHOULD IT BE IMPLEMENTED

Implementation of the proposed action will result in an irreversible commitment of the existing land uses. The 12 acre tract which is presently zoned for business/commercial land usage (but presently unutilized for such purposes), will thus be removed from this potential usage and instead perpetually dedicated and committed for open space and various recreational land uses.

Section 6(f) of the Land and Water Conservation Fund Act further requires such a commitment prior to money being granted for acquisition and/or development. Approval from the Secretary of the Interior is necessary before a change in the uses of any LAWCON acquired lands can be made.

The manpower, materials, and capital funds necessary for implementation of the proposed action will also be considered to be irretrievably committed.

VIII. ALTERNATIVES TO THE PROPOSED ACTION

The only alternative action to that which is being proposed, and which has been given any consideration is one of no action. Although the proposed developments, particularly the proposed parking facility development, will impose somewhat of a physical and aesthetic intrusion on the historic character of the existing project area, and a biological intrusion on the natural character of the proposed project expansion area, such intrusions are considered of absolute necessity for the protection and interpretation of the area's historic and natural resources. Not only would adoption of a no action alternative prohibit such protective resource measures, it would also indirectly provide accessibility of the area and its resources to commercial/industrial interests. This no action alternative has therefore been deemed unacceptable.

PRE-AWARD ON-SITE INSPECTION REPORT

1. State Minnesota — Date of Inspection 12/30/76
Project No. — Project Title MVRP
Project Period — Type: ___ Acq. ___ Dev. ___ Comb.

2. Inspector Thomas Kucera — Accompanied by Margaret McFarlane
Title NRS-I — Title Project Director
Agency DNR — Agency MVRP Commission

3. Prior Inspections: Date ___ Type ___ State Region
Date ___ Type ___ State Region

4. Findings

	Yes	No
(a) Will the project result in the displacement of any persons, businesses, etc? If so, how many?	*	✓
(b) Is the project located on or adjacent to an historic site?	✓*	
(c) Is the project located adjacent to a national wildlife area, national fish hatchery, or areas under the small waterfowl production program?	✓*	

*Explain below.

(b) The project is located adjacent to the Shakopee Historic District (entered onto the National Register of Places 11 April 1972); this district is also recognized as a historic site by the Minnesota Historical Society.

(c) A portion of the newly authorized (HR. 11323 S. 2097) Minnesota Valley National Wildlife Recreation Area lies adjacent (across the Minnesota River) to the project area.

General Features

1. List the primary topographic features and present use of the site and surrounding area (stream, lake, forests, beach, terrain, etc.).

Site: Approx. 2/3 lies within Minn. River floodplain and remaining 1/3 is adjacent upland area. Topographic characteristics of the site is generally level and the predominant site specific land use is agricultural.

Surrounding Areas: Topography and use of adjacent historic area is similar to that of the site area, the use of most of the remaining surrounding area is for various industrial / commercial or residential purposes.

2. Is the site generally as described in the project proposal?

The site is as generally described in the project proposal.

3. Is there reason to believe that this proposal will cause a significant impact on the human environment? Is the anticipated use compatible with surrounding lands? Explain.

There is not reason to believe that the proposal will cause a significant impact on the human environment. Although the use of the surrounding lands is commercial/industrial the anticipated use of the project area is not incompatible with these land uses.

4. List the major existing facilities and/or improvements on the site:

There are no major existing facilities and/or improvements on the site.

5. Is there a possibility of income accruing from the sale or rental structures; the sale of timber; the lease or rental of land. Explain if yes.

There is no possibility of income accruing from the sale, rental or lease of the land or associated structures or resources.

6. Types of outdoor recreation activities suitable for the area:
Swimming _____ Camping ✓ Picnicking ✓ Boating ✓ Fishing ✓
Play and Sports Area ___ Hunting ___ Hiking ✓ Other ✓

7. What is the recreation potential of the site based on natural features:
Excellent ✓ Good ____ Fair ____ Poor ____.

8. What is the recreation potential of the site based on the planned development:
Excellent ✓ Good ____ Fair ____ Poor ____.

9. Water quality on and adjacent to the area:
Excellent ____ Good ✓ Fair ____ Poor ____.

10. List all environmental intrusions on and adjacent to the site. Describe what effect they will have on the recreational use of the area.

No environmental intrusions exist on the site. Such intrusions adjacent to the site include a 4-lane highway, a grain terminal and an overhead transmission line. These intrusions however are not anticipated to adversely impact the recreational use of the area.

11. Is there evidence of safety or health hazards on or adjacent to the site?

There is no evidence of safety or health hazards on or adjacent to the site.

12. Describe the accessibility of the area: The area is readily accessible via 4-lane State Highway 101. This highway directly interfaces the Interstate Highway system approximately 10 miles east of the area. Commercial bus and airline service also provide direct access to the area.

13. Are there private recreation facilities in the vicinity with which the project may be competing. There are private recreation facilities within the area but none of the historic resource type with which the project would compete.

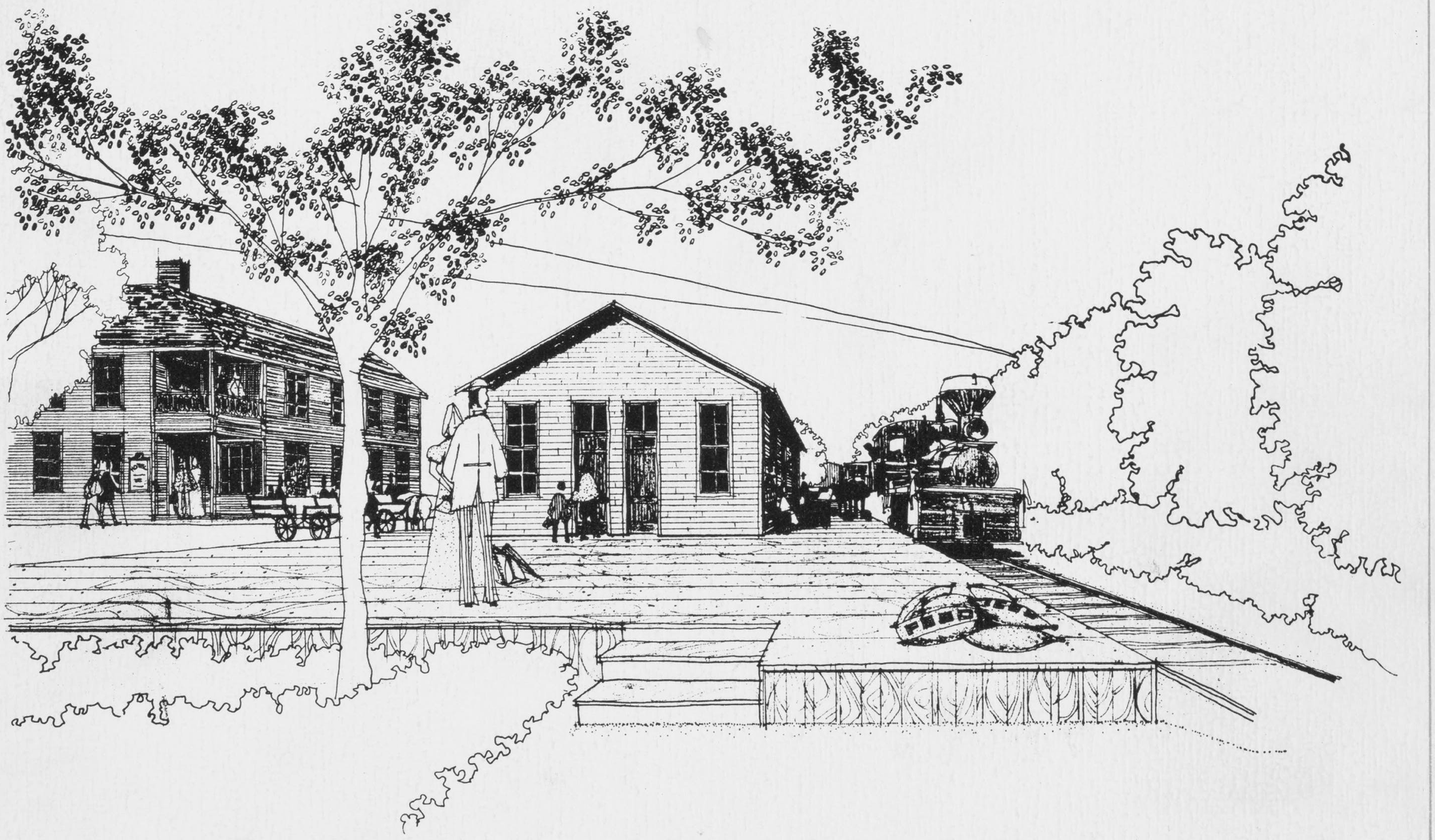
14. List any unique or otherwise significant characteristics on the site that might affect the value or cause development difficulties. There are no unique or otherwise significant characteristics on the site which could affect the value or cause development difficulties.

Notes to future inspectors:

Signature Thomas R. Lucas
Inspector

Date Jan. 6, 1977

Attach photographs, if available. Provide descriptive captions.



A MASTER PLAN FOR
MINNESOTA VALLEY RESTORATION PROJECT
SHAKOPEE, MINNESOTA

A MASTER PLAN
FOR THE

MINNESOTA VALLEY RESTORATION PROJECT

SHAKOPEE, MINNESOTA

1971

Revised, 1976

SCRUGGS & HAMMOND INC.
PEORIA, ILL.

LANDSCAPE ARCHITECTS & PLANNING CONSULTANTS
LEXINGTON, KY.
COLUMBUS, OHIO

MINNESOTA VALLEY RESTORATION PROJECT

Consultants

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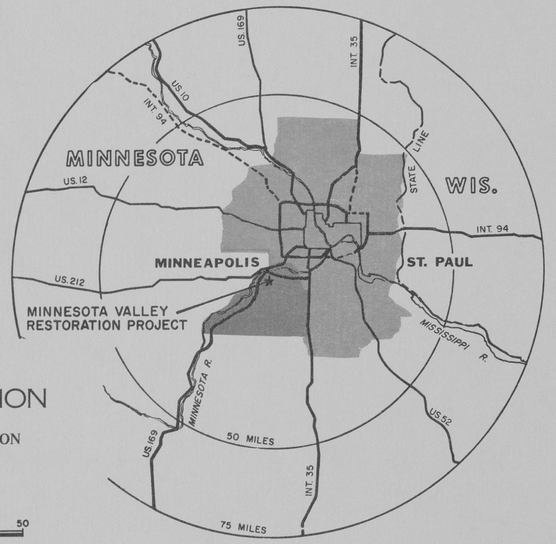
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THE LOCAL REGION

PRIMARY SOURCE OF VISITATION

NORTH

0 25 50

SCALE IN MILES

Introduction

The Minnesota Valley Restoration Project is a unique, imaginative and challenging undertaking.

The site stretches nearly a mile along the south shore of the meandering Minnesota River just east of the city of Shakopee and 9 miles southwest of Minneapolis. It promises to become the largest and most important historical and educational attraction in the upper midwest.

The Minnesota River Valley stands high in the early history of Minnesota. In this small segment of the balley the MVRP plans a restoration of the formative 1840 to 1890 period. Fully one-half of the 97 acre site is planned as a nature preserve.

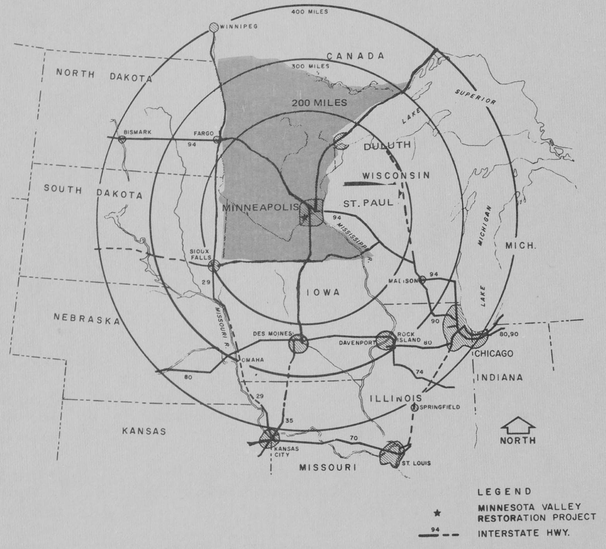
The entire historic project will be a living, working museum in the mode of Old Sturbridge Village, Massachusetts.

The Project has been accepted by the Minnesota State Historical Society as a state historic site. Also, it has been recognized by the U.S. Department of the Interior, National Park Service, and it is on the National Register of Historic Sites.

The Project is readily accessible by major highways for visitors from the twin-city region and the entire midwest. The four lane divided highway bordering the site, State Route 101, connects into the interstate system from the north, south, east and west. A 400 mile radius (1 day's drive) reaches into seven surrounding states and two Canadian provinces.

Serious consideration by the State and other interested groups is being given to the restoration of an early model river steamer and a steam train to transport visitors on scheduled tours from Minneapolis–St. Paul to Fort Snelling and the Project. Both boat dock and train depot facilities have been incorporated in the long range master plan.

The Restoration is to become a key unit in the new fifty-five mile long State sponsored Linear-Parkway which will extend west from Minneapolis along both sides of the Minnesota River. It will be a nature preserve and wildlife refuge with trails for hiking, bicycling and horseback riding. Simple camping and picnic areas will be provided at selected points along the margin. Boat landings for small power boats and canoes are planned at points of interest along the river. The Historic Restoration will include over 55 units spread along the river bluff for nearly a mile with access into and through the Project limited to walking or riding in horse drawn carryalls. The tour is planned to start at the Education Center where the visitor will have the opportunity of viewing outstanding collections. Through movies, lectures or displays he will be given a preview of the tour which he is about to take.



THE MIDWEST REGION

GENERAL SOURCE OF VISITATION

The historical exhibits are generally arranged in chronological sequence presenting a series of tableaus progressing from the earliest to the more recent times.

The tour will begin with a viewing of a prehistoric Indian mound, one of many to be seen on the site.

Successive Stops will include:

The reconstructed cabin of the Reverend Pond Indian missionary;

The only reconstructed Dakota Indian area in the United States, consisting of Skin tipis and bark houses;

The Faribault cabin, home of Oliver Faribault, fur trader, built in 1844 at Faribault Springs and moved one half mile to the site in 1969;

The Berger Farm, a group of log buildings consisting of a house, horse barn, cattle barn, chicken house, smoke house, grainery, pig house, and privy, built in the 1850's and moved to the site in 1970-71;

An 1880 Transition Farmstead will include the donated Ryan house (to be used as the Project caretaker's residence), a large barn, chicken house, summer kitchen and privy together with a garden and orchard;

A Red Brick Schoolhouse

The Murphy Inn, a large stone structure built in 1858 served as an important stage stop

The Murphy Inn, a large stone structure built in 1858 served as an important stage stop at this juncture of the River Road and a ferry crossing. Recently destroyed by fire, it is to be reconstructed on its original site with a large livery stable to be located in the rear;

A Caucasian village typifying the many early communities that were built along the Minnesota River during the 1840 to 1890 period, will include homes, a church, a village hall, railroad depot with train, a hotel offices, craft shops, a brewery, factories, and a village green;

Along the "road" west of the village will be a rural Catholic church, a cemetary, and a Franciscan monastery;

The tour will terminate with the restored Pond Grist Mill and the Miller's residence.



LIFE PATTERNS ENACTED IN BERGER HOUSE

Visitors may walk or ride back to the Educational Center via the same route or walk trails along the river's edge and through the nature area.

Patterned after several successful village restorations, the Minnesota Valley Restoration Project will employ a full staff of trained personnel for development, operation, and visitor interpretation. All of the major historic units will have attendants in period dress plying their crafts or explaining the historic significance of the exhibit. Special emphasis will be given to developing the interpretive program as a nature and historical educational tool. The district school authorities in the Minneapolis-St. Paul region have all expressed enthusiastic interest in the Project as an unique teaching medium for the primary and secondary school age groups. Colleges in the region see opportunities for practical on-site training or research for students majoring in history, biology, or teaching professions.

Funds for this five million dollar project will be raised by subscription, donations, and state or federal grants. Operational funds will be derived from gate receipts, craft manufactures, restaurant and other concessions.

The estimated instant capasity for the site is 1600 visitors; i.e., the maximum number of visitors to be accommodated on the site at one time and still retain the quality of the environment.

The maximum daily attendance based on a 2½ visitor turnover would be 4000 people. Considering the seasonal weather limitations, a realistic possible annual attendance of 450,000 could be expected soon after the completed project is in full operation or by 1976. This yearly attendance is based upon schools and other groups making scheduled use of the Project during normally slack week days.

With a two million regional population and an additional thirty-five million people living within a weekend driving range, the visitor potential is ample. The Minnesota Valley Restoration Project should realize full capasity attendance on peak days after it is completed and operating.

Once fully operative, the Project should have a positive stabilizing effect on the general economy with job opportunities in Shakopee and other nearby communities and through increased demand for tourist service, motel and restaurant accomodations, crafts manufacture and sales outlets and transportation.



Purposes and Policies

The Minnesota Valley Restoration Project has as its purpose to present the people of this Minnesota Valley region with an historic - environmental area dedicated:

- to recreate and preserve the environment of both our American Indian and Caucasian forebearers living in the 19th Century Minnesota River Valley;

- to present a dramatic living memorial to their lives and times so that all following generations will realize the great contributions made by these early Americans to the cultural heritage of our country;

- to present this composite historical restoration as a progression of cultures over a 50 year time span (1840 - 1890);

- to preserve the riverfront and lowlands as a natural area, a scenic presentation of colonial times, a habitat for wildlife, an ecological study area for the student or naturalist,

- to provide school systems and the public with an unique environmental educational experience through portrayal and interpretation of the prehistoric and historic features, plants and animal life, geology, and other natural resources on the site.

COMMISSION

The Minnesota Valley Restoration Project is the agency responsible for the re-creation and preservation of this area and for the improvement of its capacity to provide high quality visitor enjoyment and experience.

DEVELOPMENT POLICIES

1. Adequate research shall precede all development work in the historical area. In order that construction does not destroy historical evidence and cause faulty or inaccurate research, archaeological research shall be an important prelude to development at this site.

2. After research, a long range master plan shall be prepared for preservation and development. This plan will define what values are to be preserved.

3. Development features in the historical area shall be considered as physical aids to interpretation and preservation. They should be considered as necessary intrusions making it possible for visitors to gain access and to appreciate the historic buildings and exhibits

   a. The intrusive character of improvements should be minimized by use of historic road alignments, fence types and architectural styles in construction. Necessary conveniences and safety devices, such as drinking fountains and fire hydrants shall be screened from general view yet locatable by sign or maps.

   b. Utility lines for power, water, telephone or sewer shall be underground. Exterior street lights shall be of a type used during the period of the associated historic structure. Flood lights used for protection against vandalism shall be made less intrusive by plant or structural screening (behind stump, mound or tree).

   c. Historic structures assembled from other locations shall be thoroughly researched prior to moving in order to ascertain the orientation history and source of materials; the personality, unusual historical facts concerning builder and inhabitants; the additions or removals, and the grounds (walks, planting, fence, pump, associated outbuildings).



CHASKA DEPOT ON WHEELS



FARIBAULT HOUSE ON SITE

Today's artistic preferences should not be permitted on aesthetic grounds to result in modification of authentic work of a bygone period representing other artistic tastes.

d. No monument, marker, tablet, or other memorial shall be placed in any part of the historical area until the design, text description, material, finish, and location have been approved by the Project Committee members. No large statuary or other memorials which would alter the historic or archaeologic scene shall be permitted.

4. Landscape management of the historic area shall strive to recreate the natural scene of the 1840 to 1890 period. The planting plans and specifications for site development and maintenance shall:

a. Retain open spaces, meadows and vistas where needed, and plant trees and shrubs where needed for screens or visual effect.

b. Encourage species of plants indigenous to the area which will survive under existing soil and water limitations.

c. Introduce historic gardens and exotics to further project the historical environmental period represented.

d. Distribute adequate hydrants and hose bibs over the site to insure water supply for all new lawns and plantings.

e. Introduce barrier fences or hedges at strategic locations to encourage visitors to follow paved walks in order to protect lawns and plantings.

f. Lawns shall be cut high (3 inches) in the town site and along walkways; elsewhere they will be mowed only once a season.

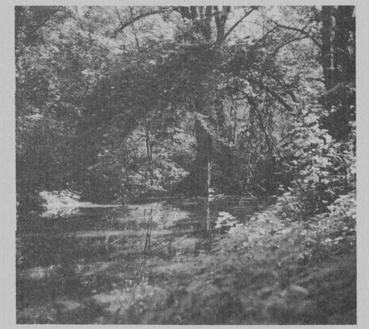
POND IN NATURE AREA

5. Landscape management of the natural areas shall be controlled and minimal. Alterations primarily for visitor safety and fire protection shall be made only when approved by the director.

a. Plantings introduced for wildlife habitat or food shall be indigenous to the region.

b. Small fresh water ponds shall provide a habitat for aquatic ecology and, if possible, located above normal flood level.

c. Nature trails shall be kept visually free of man's recent work by covering with earth newly sawed stumps and removing from the trails or riverfront cut brush and logs. Massive flood-lodged debris accumulations shall also be removed.





CREEK ON SITE

CONTROL OF HUMAN EROSION

One of the major maintenance problems of most popular historic areas is human erosion of the area and its facilities. Methods of controlling or reducing this problem include:

1. Encouraging visitors through good functional design and controls to follow developed routes and respect the property. Good design keeps visitor impact away from fragile resources, leads visitor safely into and through areas of natural hazards, and permits good interpretation.

2. Building to best standard financially feasible and keeping well maintained at all times.

3. Over-concentration of visitors, which is a prime cause of human erosion, can be avoided by:

   a. Spreading the visitor load through scheduling school children events during the week.

   b. Establishing maximum instant visitor capacity for the area and each unit, then closing the area or unit when peak is reached to avoid excessive wear and danger to the visitor.

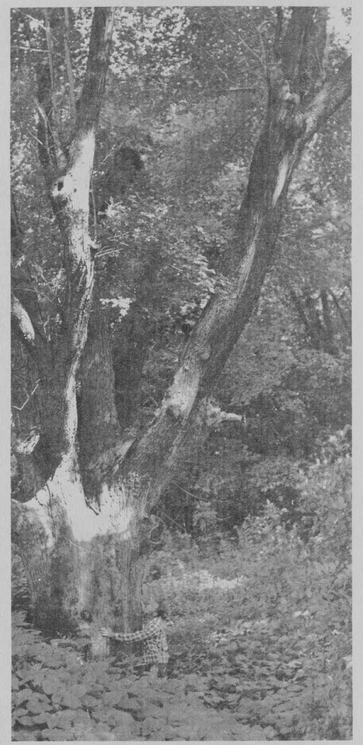
   c. Developing special mid-week programs to build up full week attendance. Avoiding "spectaculars" within the area.

   d. Extending use season and lowering the rates in slack periods.

   e. Establishing zones of use graduated from heavy to light.

   f. Prohibiting private cars within the area.

   g. Not publicizing area until it is completely ready to carry controlled, full visitor load.



LARGE TREE ON SITE



THICK FOREST VEGETATION

Natural Features

TOPOGRAPHY

This project area is a typical physiographic segment of the Minnesota Valley which it presents. Fronting on the meandering Minnesota River, the land areas are represented by the lowland alluvial floodplain (or bottomlands) and the upland benchland.

The relatively level floodplain has an average elevation of 704 feet above sea level, only 6 feet above the summer river flow line of 698 feet. A relatively abrupt steep slope separates the floodplain and adjoining upland benchland. This upland area within the site slopes gradually toward the river, and is relatively level except where broken by the many Indian mounds. The highest elevations of approximately 734 feet are located near the east and west highway access points. Most of the upland area falls in the 726 feet to 732 feet range.

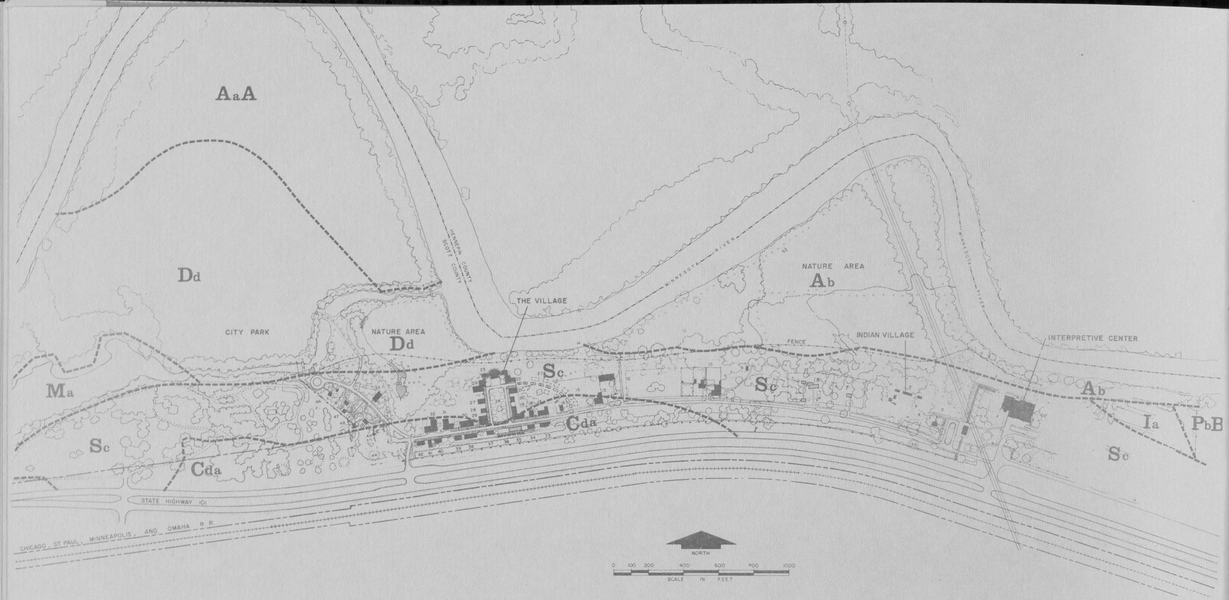
This upland area, which normally has a shallow 2-3 foot soil cover over the limestone bedrock, has died leaving only one foot or less soil cover and even exposing the bedrock at many points along the northern edge of the formation. Man and nature in combination have made gradual changes in the land forms since the 1840-1890 period through flooding, erosion, cultivation, grading (for roads and buildings), and solid waste landfill.

The soils of the project site are common to much of the river valley. Knowledge of these soil characteristics will play a vital role in the site planning, development and maintenance of the historic project. The Scott County Soils Report* explains the four main soil types found in the area as follows:

BOTTOMLAND SOILS

Type Ab-Alluvial lands-subject to frequent overflow with 0 to 6% slopes; varying sand to clay textures; well to poorly drained; channeled areas flooded every spring and occasionally in other seasons; some areas have corrugations running parallel to the stream with slopes of 2 to 6% and ridges 30 feet apart. Best use: leave as natural area; this type covers 37% or 30 acres of the site.

Type Dd-Dorchester silty clay loam-subject to 5 year flooding; moderately well drained to somewhat poorly drained; shell fragments found on the surface in many places; the topsoil (0 to 30 inch depth) consists of greyish brown to light brownish-grey silty clay loam-friable-mildly alkaline; the subsoil (below 30 inches) consists of greyish stratified silty clay loam and very fine sandy loam. This type covers 12% or 9.5 acres of the site.



SOILS

Type CdA-Copas Series-shallow outwash soils with 12 to 24 inch depths to limestone bedrock; nearly level to gently sloping; drainage is good except where restricted by bedrock. This type covers 8% or 6.5 acres of the site.

Topsoil, 0 to 13 inches, dark brown silt loam; fine structure, friable, slightly acid.

Subsoil, dark brown silt loam to clay loam, moderately fine, blocky structure, friable, slightly acid. This soil is good for landscape purposes but does not lend itself to terracing because of shallow profile. Original growth was prairie grasses and oaks.

*By Scott County Soil Conservation Service

WATER

The Minnesota River is a dominant landscape feature providing a strong water element to the historic and natural development scene. It will have a controlling influence on the design of the Project through its flooding potential (see Addendum), its historic significance and its importance to the State Linear Parkway. Historically, the river was the main traffic artery for both the Indians and the early Caucasian settlers. Situation has limited navigation past the Project to shallow draft craft (canoes and small outboard boats). A dredged barge channel is maintained to the eastern Project boundary or P.V. Grain Co. property.

A number of springs, once used by the pioneer families, are still flowing creating attractive small streams through the lowlands. The spring-fed creek that supplies the mill pond has a steady year round flow creating a haven for water fowl and a habitat for fish.

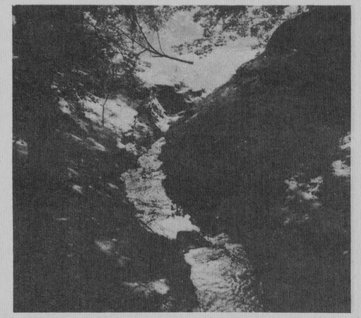
A good water supply should be obtainable from underground aquifiers in the Project area according to regional drilled well records.

CLIMATE

It will be revealed later in this report that the climate is a vital influencing factor in planning for this historic-educational project. The following observations on weather conditions are based on the U.S. Department of Commerce 1970 Climatology Summary for the Minneapolis-St. Paul region.

The climate of this region located close to the geographical center of the North American Continent is predominantly the continental type. Characteristically, there are wide variations in temperatures, ample summer rainfall and scanty winter precipitation. Disturbances that originate in the northwestern or southwestern United States migrate eastward near the Twin-City region. They are followed by cooler to much colder polar air masses from the north to create a cyclonic control of climate giving the region changeable weather that is both stimulating and invigorating.

During the winter the prevailing winds are northwest, and sustained cold temperatures maintain snow in the area throughout the season. During the summer season, however, temperatures are moderated by a shift in prevailing winds to the south, southeast and southwest. In any one year temperatures may vary from -40 degrees F in January to over 100 degrees F in July. Snow has occurred in all but the three months of June, July and August. Severe damaging storms are infrequent in the region.

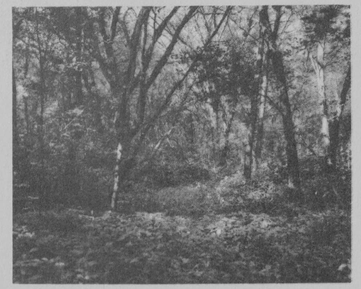




CREEKS ON SITE

FLOOD PLAIN FOREST





During the main use season of May through September the weather is generally moderate. Mean temperatures for the peak period of June, July and August average 70 degrees F; for May they drop to 57.3 degrees F, and in September 60.4 degrees F. Precipitation during this period amounts to 16.7 inches (65% of annual), distributed-May 3.19 inches, June (the highest) 4 inches, July 3.27 inches, August 3.18 inches, September (the lowest) 2.43 inches. Thunderstroms are the principle source of precipitation during this period, many of which occur during the night, thus sunshine can be anticipated from half to two-thirds of time (May 58%, June 70%, July 70%, Aug. 67%, Sept. 61%). This permits an average growing season of approximately 166 days.

The late fall, winter and early spring seasons from October through April have similar weather traits. The prevailing wind is from the northwest bringing colder weather. The first fall freeze (32 degrees or lower) may occur between September 18 (1929) and October 13 (average) while the last freeze in spring may be as late as April 29. The mean temperature for December through February is 15 degrees F with daily lows frequently registering 0 degrees or below.

The ground may freeze to a depth of 3½ feet during the winter. Snowfall can be heavy with averages of more than 40 inches a season and may even reach 40 inches in one month (March 1951).

Sunshine during the October-April period ranges between 40% and 55%.

With a long winter season the Minnesota River like the Mississippi remains frozen from mid-December to mid-March. Melting snow and heavy rainfalls cause spring floods on the two rivers on the average of once every eight years. Flooding of the Minnesota River is a controlling factor in the ecology and the use of the Project lands.

VEGETATION

The site, with its riverfront location, and varied soil conditions, provides an environment that is receptive to a wide variety of native plants. It is estimated that at least 150 species of plant life may be identified in the area.

Except for one cultivated field, the lowlands are clothed in a natural forest cover representative of the limited floodplain plant association. The effect of a virgin forest condition is created by a number of giant soft maples, elms, and cottonwoods. A dense growth of nearly impenetrable young trees and shrubs together with down timber will confine the visitor to constructed forest trails.

According to Professor Jones, "The most conspicuous indicators among the woody forms observed are the sandbar willow, the black willow, grape, woodbine, catbriar, hawthorne, and snowberry. Among the vast array of non-woody plants were noted the woodnettle, the stinging nettle, wild cucumber, moonseed, waterleaf, black snakeroot, hog peanuts, touch-me-not, and daisy fleaband, abundant plants in the mint family, mustard and composite family from almost impenetrable thickets."

The upland cover is predominantly open woods or fields with a mature oak overstory. Hawthorne, cedar, wild apple form the predominant small tree growth. A grass sod is established over most of the upland except where recently disturbed by grading (roads, dump, sewer lines).

In developing a natural arboretum as part of the environmental education program, the varieties of plant life indigenous to this river valley region can be considerable expanded. Particular attention should be given to species that supply food, protection and nesting areas.

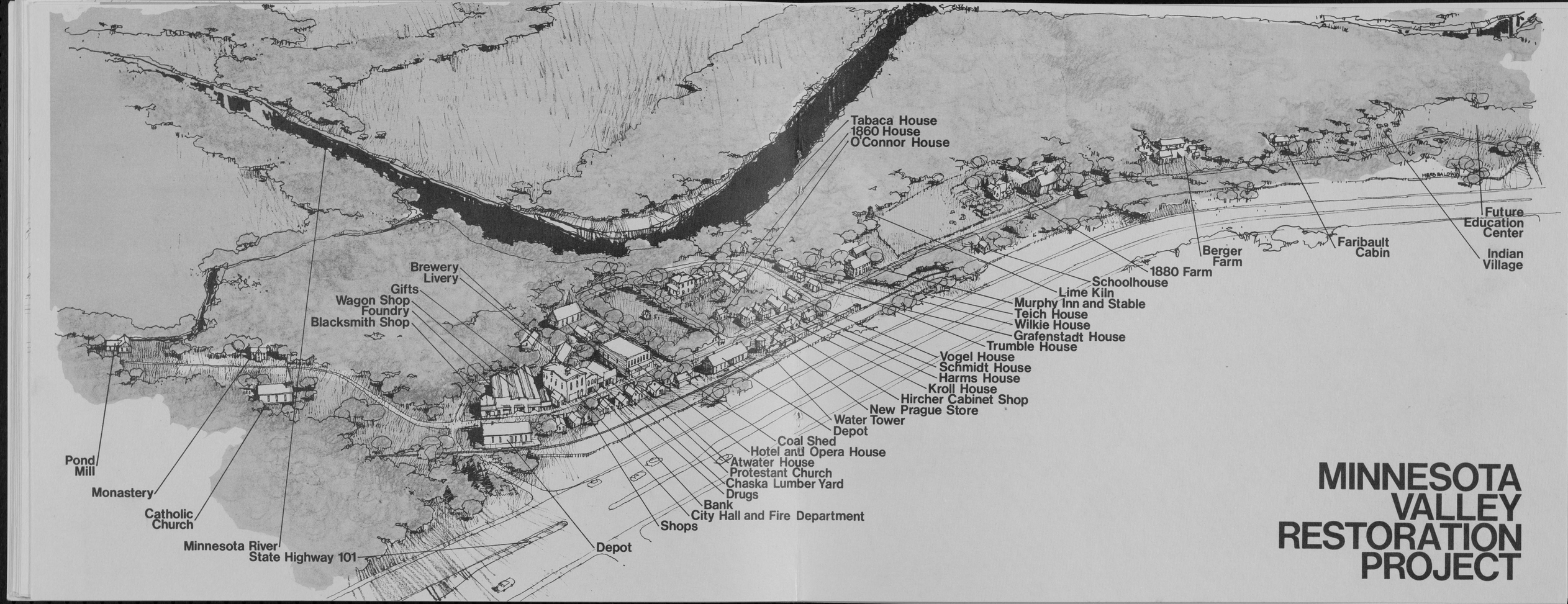
WILDLIFE

An estimated 140 species of migratory or nesting birds may be found within the Project area at various times of the year. Those identified include the flicker, pileated woodpecker, crested flycatcher, kingbird and song sparrow. Insect life is conspicuous and abundant. Based on recorded inventories of other similar natural areas in the region, many species of animals and reptiles will be found living in the Project area.

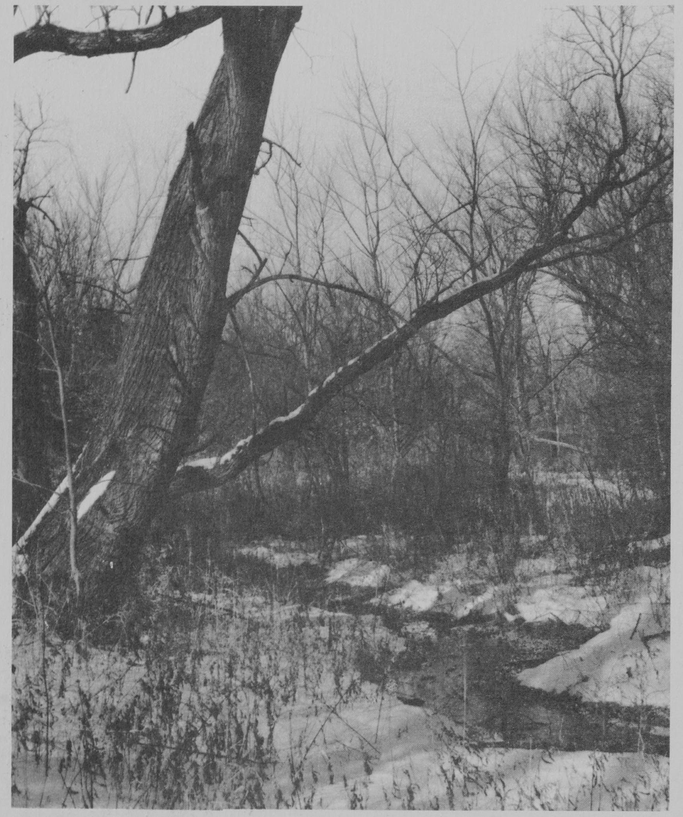
It is anticipated that with improved habitat conditions the area will attract and support a larger animal and bird population than at present.



DEER IN WINTER



MINNESOTA VALLEY RESTORATION PROJECT



WINTER BEAUTY ON SITE

SITE EXPANSION

Early in the design stage of master planning it was found that the Project ownership needed to be expanded beyond the 76 acres then owned to properly contain elements needed to fulfill the goals established by the Commission. Acreage is being acquired across the road for parking.

LAND USE

Planned land use of the site includes 48 acres or approximately 50% for nature or ecological study; approximately 15 acres for parking, roads, and walks; 5 acres for a sound and sight barrier along the highway; and the remaining 29 acres for the Educational Center, service, and historic buildings and grounds.

To properly establish a true feeling of historic environment requires space, particularly in this project where the time span of fifty years is to be established and where the two distinct cultures, Indian and Caucasian, are to be presented. The attractive modern Educational Center requires space and screening to prevent intrusion of the modern environment into the historical village atmosphere.

When fully developed as designed in Plan 1 (A and B), the area should be able to accommodate 1600 visitors instant capasity (on site at one time). A daily load of 4000 visitors should be the established limit.

COMPONENTS

The planned components of the Minnesota Valley Restoration Project have been carefully selected and assembled to exemplify a segment of the typical pioneer society as it existed in the Minnesota River Valley in the 1840 to 1890 period

Access and Parking Planned. Public access to the Educational Center and the parking area from State Route 101 is by the existing public limited access road.

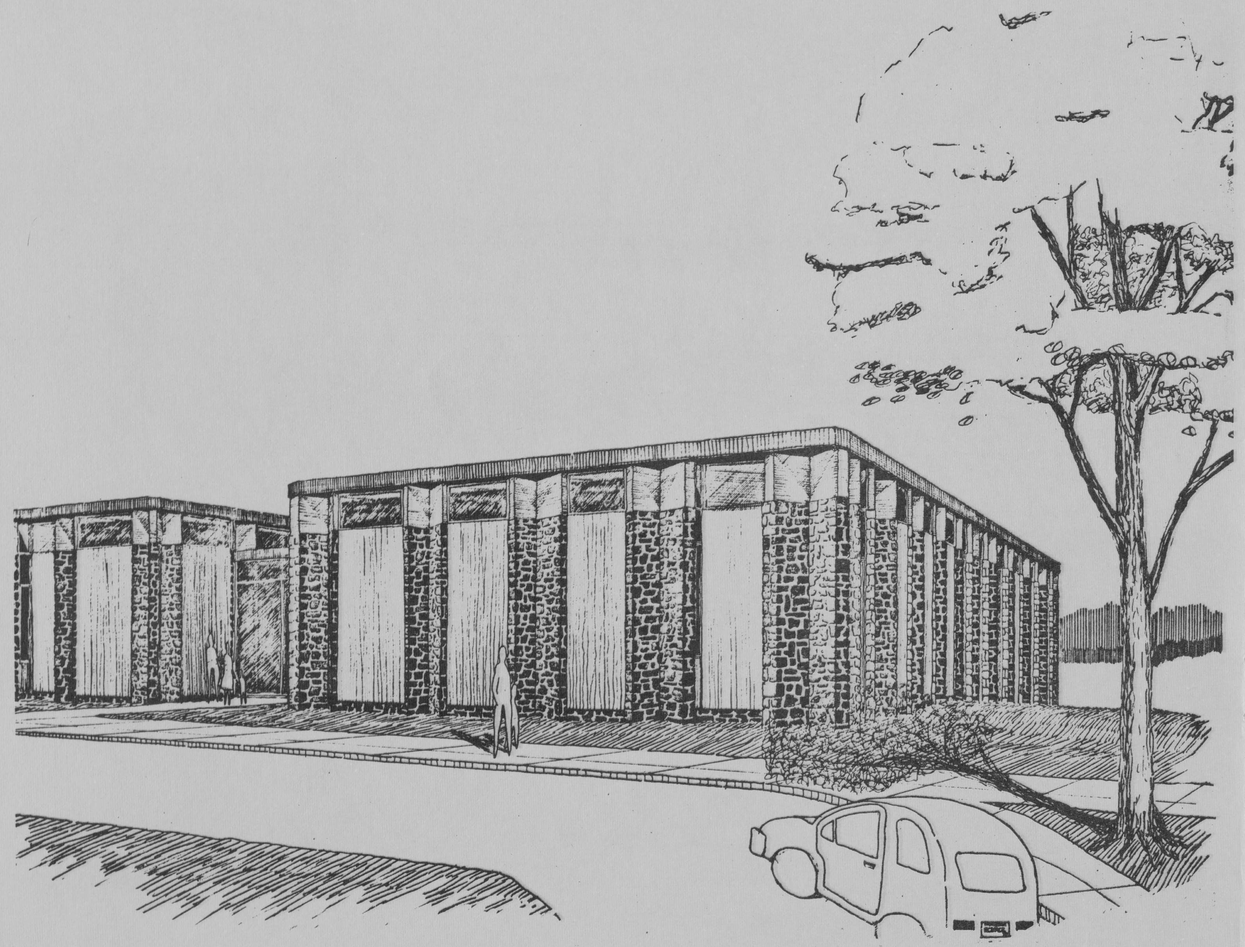
The Dock Facility is proposed at the northeast corner of the tract. This is only a short distance from the established channel at the P.V. loading point. It includes a floating dock (small barge) for loading and unloading passengers, a pier for small boat tie-ups, and a ramp for dry-docking canoes or small boats. The historic steamboat would use this dock.

The Maintenance Centers include a carpentry and repair shop, supply storage and maintenance equipment garage.

The Educational Center, as the name implies, is the nerve center of the entire development. It houses the central administrative, interpretive, educational, and research branches of the operation. Equally important, it houses the exhibits, meeting rooms, auditorium, restuarant, and library-vital units in the development of a good interpretive program. (See Adendum No. 1 for more complete description.)

RECOMMENDATIONS

1. Provision in the first floor plan for a village tour ticket dispensary, eliminating the need for a separate gate house.
2. A basement providing for work space and additional storage space for supplies, and artifacts
3. Toilets provided: one on second floor and one near restaurant



4. Use level space north of the building for outside exhibits or programs and to relieve visitor congestion during peak periods.

5. A gate house and waiting room for coach rides is designed for use if ticket dispensing cannot be accomplished inside the Educational Center.

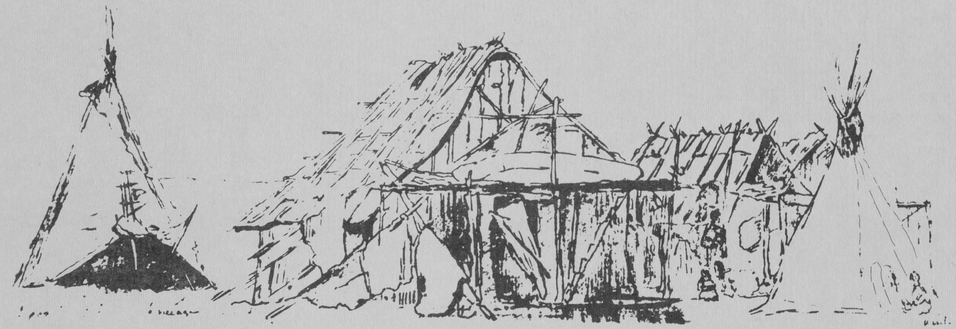
6. Rebuild Pond's missionary residence.

The Indian area will be typical of the Santee Dakota of Woodland Sioux, early inhabitants of the Shakopee region. It will include bark houses and skin teepees used for living quarters, plus a long bark house for special exhibits or events. Details suggested to protect or enhance the site include:

1. Planting a dense screen of trees between the Indian area and the modern Educational Center to give it the desired isolation and natural setting.

2. Provide a perimeter barrier of thorn hedge supplemented by a solid fence to control visitor access and reduce possible vandalism.

3. Provide an Indian garden to show contrasting methods, herbs used, etc.



DAKOTA BARK LODGE AND SKIN TIPIS

The Faribault House represents an unique type of early log construction used by the French immigrants. The exterior environment of this fur trader's home should be carefully developed to include an early "snake" split rail fence enclosure, fruit and nut trees, native flowers, shed, privy, and the spring water supply in the rear.

The Berger 1850 Farm is typical of the area's early German immigrant architecture. Six well preserved, hand hewn log buildings consisting of a house, horse barn, cow barn, smoke house, chicken house, and grainery have been moved to the Project from the Berger property near Belle Plaine. It should be surrounded by a "snake" rail fence for visitor control. A definite (sand-clay) walk system should be provided to prevent visitors developing many self made walks. Plant fruit trees, native flowers herb garden, grapevines on fence. See Addendum No. 3 for details.

The Transition 1880 Farm will demonstrate how farm life and agriculture techniques changed and progressed during the 30 years between 1850 to 1880. This farm group will consist of a home, summer kitchen, large barn (for horses, cows, and their fodder), piggery, chicken house, and privy. This farm is being used as the residence for the Project caretaker with only part of the complex available for public viewing. A conrer of the barn is design to contain public corner of the barn is designed to contain public restrooms. The farm is enclosed with a post and rail split fence. See Addendum No. 3 for details.

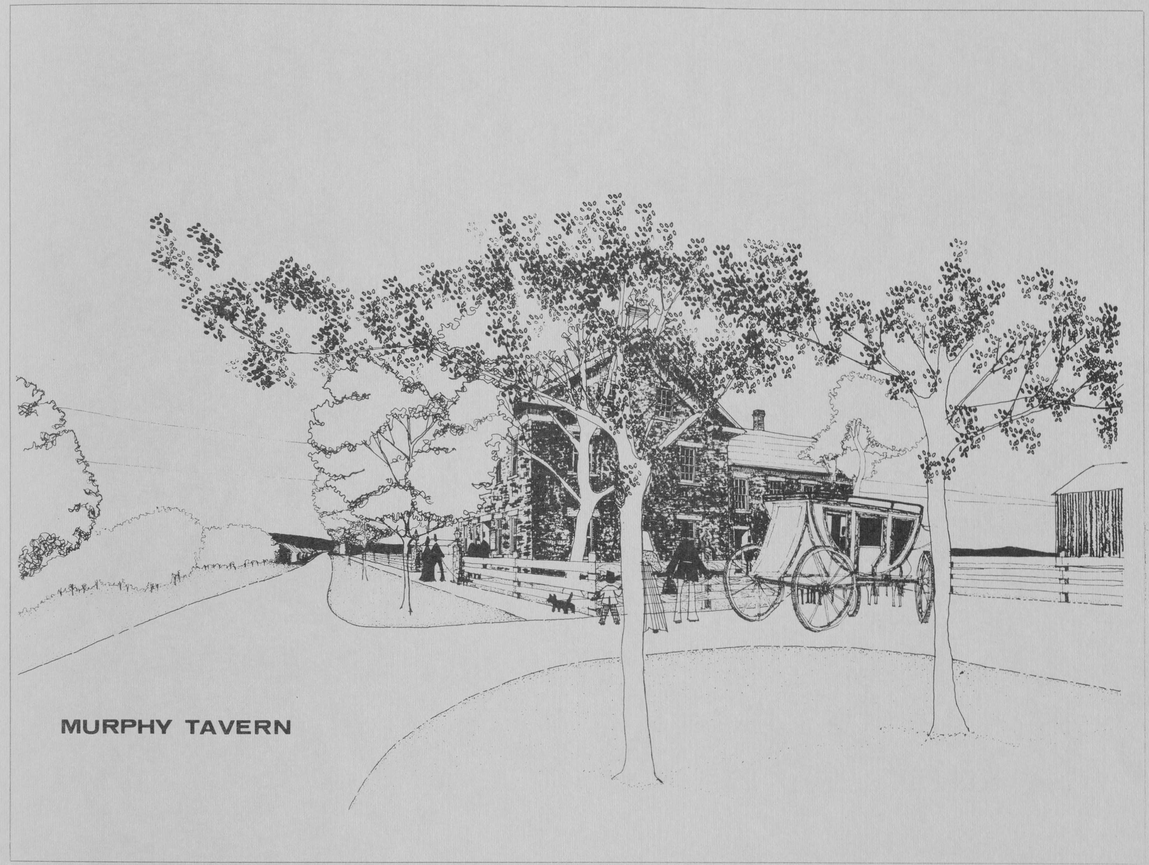
The riverside meadow should be maintained as a grass open space, and farm field, visually a part of the historic farm exhibit. A single lane gravel road approaching the future ferry crossing will pass this field.

Murphy Tavern, a stone building erected in 1858, was burned in 1962. Fortunately, the cellar hole was filled with the structural stones so it is now scheduled to be rebuilt.

RECOMMENDATIONS

1. The restored tavern should be considered as an evening and off season meeting place and restaurant for groups (by reservation) in addition to its regular exhibit unit function.

2. Residence for the proprietor should be provided within the tavern.



MURPHY TAVERN



THE VILLAGE

THE VILLAGE

The design layout of the Village is conceived as a composite of the many early communities that developed along the Minnesota River during the 1840 to 1890 period. The Village that once existed at this location has disappeared.

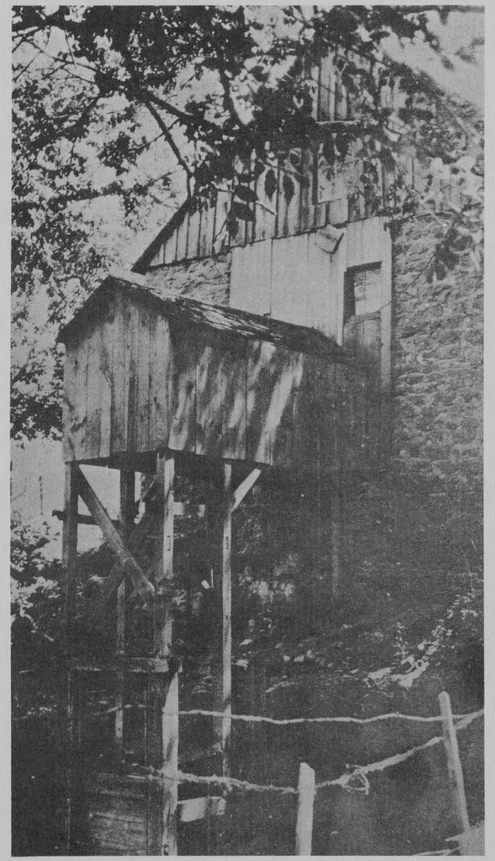
The limited width of the area between the highway and the river flood zone allows but a single main street development. However, a wider section terminating at an existing river overlook offers an opportunity to introduce a "Common" as the focal point of the village.

The railroad during this period in time was an important link with the thriving Minneapolis-St. Paul cities. Thus, the Depot and Waiting Train have been given a dominant location opposite the Common. Other important buildings in the community such as the Hotel, City Hall and Jail, Church, and General Store have been arranged along the main street. The flagstaff is located at the north end of the Common. Here also the visitor will be given a place to rest and enjoy the outstanding vista of the river and the countryside. In the historic village the Common served a purpose not considered by the original planners.. The cool, tree lined greensward becomes an attractive pictorial foreground for the camera fan with sufficient distance to bring even the large church and its steeple into the picture. To other visitors it becomes a cool place to rest on comfortable benches or to enjoy watching special events enacted on the "green" such as band concerts, church sale or a staged "political" rally.

Other units of the community include the Country School, Pottery Kiln, Bakery, Drug Store, with herb garden in the rear, Seamstress Shop, Doctor's Office and Residence. Main Street are the Carpenter and Furniture Shop, Barrel and Wagon Factory, News and Print Shop, Tinsmith, Depot converted to Restaurant actually serving meals, Blacksmith, Photographer, and Fire House and City Hall. The Brewery and the Lime Kiln are on the fringe. Public Rest Rooms using an exterior architectural style typical of the period are in the second depot.

Terminating west of Main Street and on axis is the Catholic Church, Parsonage, and Cemetary with Burial Vault. Turning north on Mill Street the visitor will have the opportunity to enjoy the early brick Monastery and School.

The Pond's Grist Mill, located at the west terminus of the Project, offers an example of early mill architecture. The original stone building has only been partly restored. Considerable work still must be done to make it operable including rebuilding the mill dam and water raceway, and replacing the turbine, stone grinding wheels and other necessary appurtances. The Miller's Residence will be located nearby.



POND GRIST MILL, 1875

WALKWAYS AND VEHICULAR WAYS

The distance from the Educational Center on the east to the Mill is 4,400 feet (over ¾ mile), too great a distance for most people to walk. Horse drawn carryalls and coaches or sleighs in the winter could transport visitors between points of interest. Motorized vehicles should be used only in emergencies; i.e., in case of accident or sickness. Streets used by horses should be a sand - clay gravel mix, not a good pedestrianway. Thus, separate blacktop walkways with sand topping are planned, except in the Village where board walks are suggested.

The two vehicle entrances to the historic area will be controlled by locked gates; use will be for service vehicles only during non-visitor hours. The walkway gates for visitor group access will also be locked. Selected service and interpretive personnel will be provided with keys. Turnstiles similar to those found in subways could be installed for access to the nature trails.

FENCES

Fences will serve many important functions in this Project area. For example, a six foot cedar type fence surrounding the historic development will be erected for administrative control (admissions), protection from vandalism, and to help reduce highway sight and sound disturbances. Other fences will assist (1) in providing an historic atmosphere; (2) confining farm livestock in pastures and barnyard; (3) in channelizing visitors to selected routes thereby reducing erosive wear on lawns and plantings.

A variety of fences to coincide with the particular period represented will include (1) a four foot split rail snake fence to enclose the Faribault and Berger units; (2) a three foot post and rail enclosure for the 1880 Transition Farm and Murphy Tavern; (3) sawn picket or post and board types for the Village units; and (4) a decorative cast iron grill fence appropriate for the 1880 Victorian (Wealthy Banker) Residence.

By policy all utility lines are to be installed underground. See Addendum No. 5 for utility service locations. Complete utility service will be required at a number of points within the Project area including:

1. A new pressurized water system supplied by three wells for fire protection and other general needs (drinking, washing, sanitation).

2. Sanitary sewer spur lines with lift stations connecting key service centers into the city of Shakopee's sewer main which parallels State Route 101.

3. Electric power to serve all buildings and also areas to be lighted (parking).

4. Telephone service to key points for administration and general public use.

5. Natural or bottled gas to supplement electric heating.

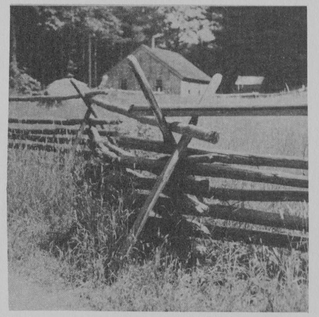
The heavy high speed traffic on State Route 101 bordering the Project introduces an element of sound, odor, and visual distraction (vehicles in motion) which needs to be eliminated before the Project becomes operational.

Recommended steps to be taken include:

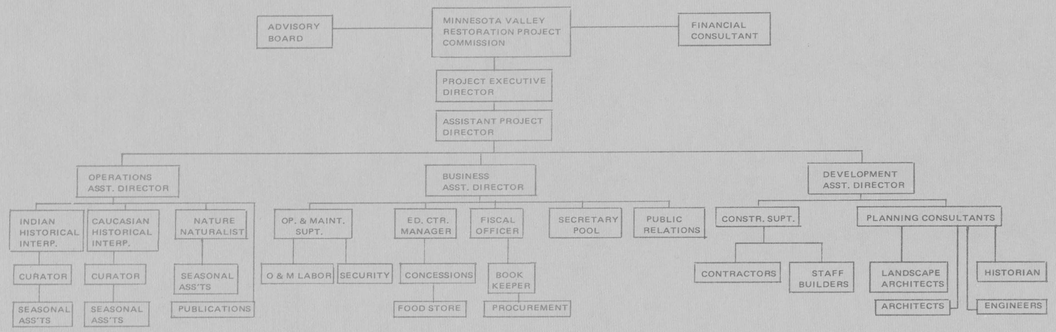
1. Build a soil ridge parallel with the highway planted with a 30 foot wide dense screen of native trees (cedars, pines, hawthorns, lindens, etc.)

2. Build the 6 foot boundary fence.

3. Request that State Highway authorities reduce the speed limit to a maximum of 35 mph.



FENCE



Administrative Structure

The Scott County Historical Society, being a countywide organization with multiple area responsibilities, has realized the need to structure a separate corporation to administer the Minnesota Valley Restoration Project. This will be a permanent non-profit corporation governed by a representative board of commissioners.

During the early formative years the Project will have three primary concurrent operations; namely (1) Education and Interpretation; (2) Operation and Maintenance; and (3) Development.

The structural chart is generally self explanatory.

The Minnesota Valley Restoration Project Development Committee will have an advisory board composed of persons drawn from a board range of business and professional fields, dedicated to the preservation of our heritage and our natural environment. Working closely with the Committee will be a financial and public relations consultant responsible for organizing and directing the initial fund raising and broad public relations effort.

The Project Director, as his name indicates, will be the one person responsible for the success of the undertaking.

The Assistant Director-Operations Division will be in charge of the entire education, research and interpretive program. He will select and train the professionals in each of his departments; namely,

Indian Historical Interpretations
Caucasian Historical Interpretations
Nature Interpretations
Educational and Interpretive Publications

Seasonal assistants will be drawn from the ranks of retired professionals, craftsmen, college staffs and students. Initially there should be a minimum of 25 seasonal assistants to serve as interpretive guides, craftsmen and costumed attendants at individual displays to bring life to the historical units. A concurrent program of research should be conducted on the Indian and Caucasian historical data and artifacts and the natural resources.

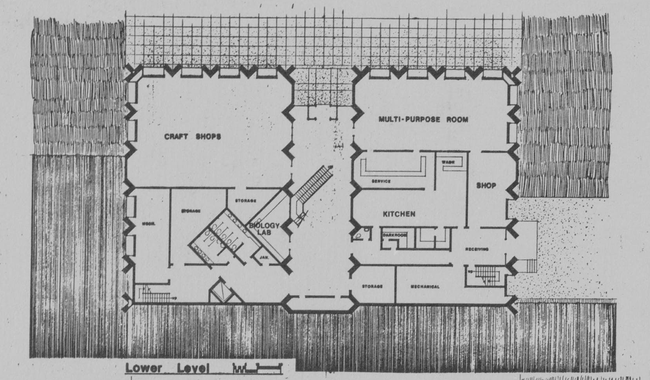
The Assistant Director-Business Division will have full responsibility for the day to day operation and maintenance of the Project. Assisting him will be (1) Operation and Maintenance Superintendent who will be responsible for the operation and maintenance plus security (policies); (2) the Interpretive Center Manager who will have charge of its operation and concessions (restaurant, craftshop and bookstore); (3) the Fiscal-Accounting and Procurement Officer; (4) a secretarial pool; (5) the Public Relations-Promotional Section responsible for public contact through the news media, lectures and publications.

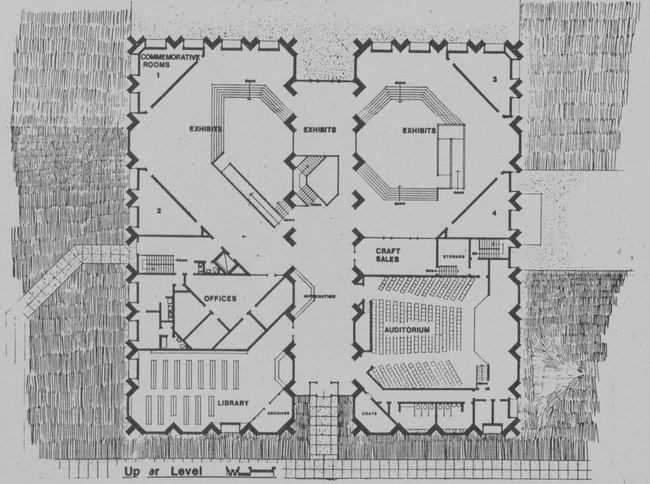
The Assistant Director-Development Division will be responsible for the restorative construction of the Project's exhibits, buildings, utilities, trafficways, grading and planting. He will be assisted by a construction superintendent who will be responsible for all contractors, staff craftsmen and carpenters. He will also direct and coordinate the Project's professional planning consultants, historians, landscape architects, architects and engineers.

During the critical 1971-1976 period when much of the financial support will necessarily have to be directed to the Project's restoration work, the staffing and operation will require curtailment with many of the key staff members serving in two or three positions.



LIFE PATTERNS ENACTED IN BERGER HOUSE





ADDENDUM 2

The Educational Center will form the nucleus for the development of educational programs for the restoration project.

The building is designed to coordinate the visual experiences of the restoration and nature areas. The facility will provide academic background materials, laboratory space and visual - audio contributions to the concepts encountered in the restoration. Collections and displays will augment the themes of the site areas, and research as well as interpretive material will make the center the starting point as well as the summary point in the study of a phase.

The center will contain workrooms, display areas, special work areas such as laboratory and darkroom, kitchen facilities and an auditorium for community use. The center will provide a stimulating surrounding for anyone from senior citizen to child. It will make available handicraft instruction or just a place to do your hobby.

The educational program is predicated on the principle that our history can be taught through student participation and involvement. This program will have the unique potential of grasping the imagination of the student and whisking him into the life he observes.



The student will feel the Indian - Mission - ary - Trappers relationships of our past as he sees the daily life of the Indian unfold in the lodges and tipis of the Dakota village, inhabited by descendants of the original Mdewakantowan Sioux.

Cultural activities, handicrafts and daily living will be portrayed by the inhabitants. Leaving the village, the student will enter a woods containing a log cabin built in the style of the French trader.

The cabin is the first cabin of the Shakopee area, built by Oliver Faribault.

As he steps into the Faribault cabin his nostrils will be assailed by the odors of drying pelts. He will see the fur trader, stretching his pelts, rubbing them clean, tending his books, repairing his traps and living the lonely life of the trapper.

With such mood setting surroundings, Homesteaders and early town dwellers life will also be shown.

The educational program will be divided in its approach. The general public will view the living museum by guided tour, either self - guided by means of taped interludes and spaced guide informants or by accompanying group guides.

The real uniqueness of the educational approach will be in its ability to adapt to the specific needs of the group. School children and other special interest groups that come to study a phase of our history will be met by trained, experienced personnel with the task of transporting the students to that place in our history, of making their contact a living experience - a feeling of being there.

At the same time he must fit the interpretations to the age level of the student and to the background understandings of that student.

The educational program will NOT be like other similar programs - built of facts to be picked up or laid aside as a reference book. The program will be developed BY teachers, not FOR teachers. Flexibility will be the main theme, permitting the teacher to use and adapt. The staff will be available to work with individual teachers or groups to develop the meaningful presentation the teacher desires to augment his curriculum.

Very special interest groups, such as these interested in railroading, printing or a similar topic, will be encouraged and helped in the use of the facilities to study or research in the areas of their interest.

The nature study area will provide opportunities to view a changing wildlife, variable as the seasons. The theme of the program will be appreciation. The staff will develop curriculum aids and planning help to those wishing to use the facilities.

THE INDIAN MOUNDS AND VILLAGE

ADDENDUM 3

A background study by Alan R. Woolworth, Chief Archaeologist, Minnesota Historical Society.

This is an excerpt from the Scott County Historical Society Bulletin (Fall 1969)

"Mounds: There exists a large concentration of prehistoric mounds in a portion of the Shakopee Historical District. These mounds were built between 300 B.C. and up into the 18th Century.

This is unquestionably one of the more significant mound assemblages which yet survives in the state of Minnesota. They are of great value for both scientific archaeological studies and visual interpretation. There are unique opportunities here to explain prehistoric Indian life in a modern metropolitan setting.

Shakopee Indian Village: Santee Dakota or the Woodland Sioux resided in this region at least as early as the late 1600's. Historical records reveal that members of the Shakopee band had lived along the Minnesota River prior to 1800. They were found at this location in 1823 by an exploring expedition under Colonel Stephen H. Long. By 1839, warfare with the hostile Chippewa tribe had forced them to move to the site of Shakopee. Here, they erected a bark lodge village, planted their corn fields, and lived in the old traditional manner. A chronic shortage of game and periodic crop failures forced them to gradually become more dependent upon government aid.

This well known village survived at this location into the late 1850's. In 1858, a large party of Chippewa attacked them. This became known as the "Battle of Shakopee". Much historical information is available concerning the Dakota of Shakopee and their life in this location. From about 1800 onwards, visitors to the Minnesota River Valley met the successive chiefs named Shakopee and left a record of their visits. Thus, their life is plenty of information at hand to interpret their life at this historic location, and its gradual transformation.

In my considered opinion, this site is highly significant in terms of both the prehistoric tribes and the historically known Santee or Woodland Dakota. It is unusual and exciting to know that an opportunity exists to preserve and interpret these two stories in one location which affords so much evidence of their existence. Such opportunities are rapidly becoming more scarce in a built up metropolitan area.

A rebuilt Dakota village of bark houses and tipis in this situation obviously affords an unparalleled chance to interpret the past where significant events took place. This would be the only reconstructed Dakota Indian village in our world. It would be a rare experience to visit it for the thousands of nearby metropolitan dwellers."

FARMS

ADDENDUM 4

The general farm, once common throughout the Minnesota River Valley, is rapidly giving way to an efficient, one crop mechanized agricultural business. At the Project careful restoration of the Berger and 1880 Farmstead will recreate all of the interest and life of the general farms of past generations spanning the full 1840 to 1890 period.

Care will be taken to recreate the farm landscape of the period. There will be the home with lilacs and old fashioned roses by the door and gay flowers under the windows. Nearby will be the vegetable garden with well tended rows of corn, beets, cabbage and beans; the strawberry patch and a cherry or pear tree bordering the fence; in the near distance a small apple orchard; and beyond a fenced pasture for horses, cows and sheep.

Back in the barnyard waiting to greet the visiting children (perhaps for the first time) will be the young animals - lambs, calves and piglets or the young birds - baby chicks, ducks and goslings. There will be the aroma of new mown hay in the mow, bread baking in the kitchen blended with wood smoke from the chimney; the barnyard sounds of the mother pig's grunts while feeding her young, the bleat of a lamb, the cluck of the mother hen calling her brood, the quack of ducks and the meow of the barn cat.

The "farmer", going about his daily routine will demonstrate the use of many early tools. Perhaps he will be mowing grass by hand with his scythe or with his two-horse McCormick mower. Later he will rake the hay with a wooden rake and fork it into his hayrack wagon. At this point a few lucky children may be invited to take a hayride to the barn where the hay will be stored for winter use. In the early evening the farm collie will herd the cows to the barn for milking. Again, a few children will see a cow milked by hand. Meanwhile, in the house the farmer's wife may be churning butter in an old fashioned barrel churn, cooking applebutter on the wood stove, braiding a rug or drawing water from the spring.

For the city child of today this brief visit to a living farm of yesterday with the unusual accompanying sights, sounds, and smells will be a memorable occasion. For many it may be their first contact with domesticated farm animals. For the older generation this may awaken thoughts of the memorable times in earlier years down on the farm.

SOILS

While the soil depths vary over the site from 0 to 3 feet over rock, much of the soil is quite shallow. This shallowness will have the advantage of providing a minimum depth needed for building foundations.

Development problems that must be met include:

1. Excavation through rock to a depth of 4 feet for underground sewer and water lines, and 1½ feet for electric, telephone, and gas lines.

2. Any grading adjustments required for roads, walks, and other facilities to supply adequate surface drainage and proper horizontal alignment will have to be accomplished by filling with soil, gravel, or other materials from off site. The normal cut and fill method of grading is not possible. To secure adequate depths for culvert cross drains and ditches may also require rock excavation.

3. Wherever trees or shrubs are to be planted additional soil depths may be needed. As an example, in the preparation for a productive vegetable garden at the 1880 Farm, the caretaker had to increase the 6 inches of soil to a 1 foot 6 inches depth with imported topsoil. Undoubtedly, the orchard and other garden areas also will have to be "built up."

4. Low areas will have to be filled to elimnate a number of eroded gullies and washboard conditions have developed on the site.

5. Constructing a berm for a sound and sight barrier along the highway.

6. Stockpiling both subsoil for fill and topsoil for finished grading, as soon as funds become available.

UTILITIES

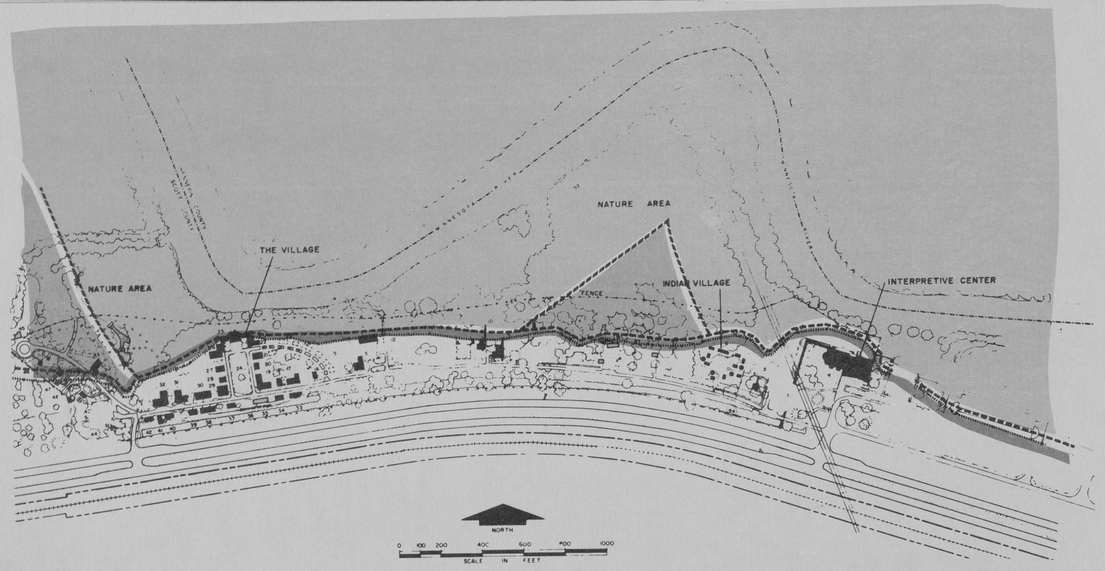
ADDENDUM 5

SUMMARY

LOCATIONS OF UTILITY CONNECTIONS

o = 1 Unit

	ELECTRIC POWER	220 VOLT POWER	FLOOD OR SPOT LTS.	STREET OR PARKING LTS.	SANI. SEWER LINE	LIFT STATION	TOILETS & LAV.	LAUNDRY & KITCHEN, ETC.	WATER SUPPLY	WELL & STORAGE	BLD. CONNECTION	FIRE HYDR.	DRINKING FOUNTAIN	LAWN HYDR.	TELEPHONE	IN BLDG.	OUTSIDE	INTERCOM	REMARKS
STEAMBOAT LANDING	o	o	o		o	o	o		o		o	o	o		o	o			sewer lift sta.
MAINTENANCE BUILDING	o	o	o		o	o	o	o	o	17	o	o		o	o	o			to pac. treat pt.
EDUCATION CENTER	o	o	o	o	o	o	o	o	o	o	o	o	o	2	o	o		o	
GATE HOUSE	o								o		o		o		o	o	o		
POND'S MISSIONARY RESIDENCE	o		o																
INDIAN VILLAGE	o								o			o		o				o	
FARIBAULT CABIN	o		o						o					o					
BERGER FARM	o		o						o		o	o		o				o	
WATER TOWER										o									
1880 RESIDENCE	o	o	o		o	o	o	o	o	o	o	o	o	2	o	o	o	o	
MURPHY TAVERN and HORSE BARN	o	o	o	o	o	o	o	o	o		o	o		2	o	o	o	o	
PASTURE – COWS and HORSES									o					o					water tank
COUNTRY SCHOOL	o		o											o					
POTTERY KILN	o		o	o					o		o	o		o					
BAKERY	o																	o	
HOTEL – TAVERN	o	o			o		o	o	o		o		o	o	o	o			possible food dis.
DRUGS and HERB GARDEN	o			o														o	
CLOTHING	o		o											o				o	
CITY HALL and FIRE DEPT.	o	o		o					o						o				
FUTURE RESIDENCES	o	o			o				o			o		2					
COMMON	o			o					o				o	o					
OVERLOOK	o								o				o						
CHURCH and PARSONAGE	o			o					o			o		o				o	
DOCTOR'S OFFICE and RESIDENCE	o		o																
DENTIST'S OFFICE and RESIDENCE	o			o										o					
GENERAL STORE	o			o														o	
CARPENTER and FURNITURE	o	o							o		o			o	o	o		o	
BARREL and WAGON SHOP	o			o															
BREWERY	o								o		o	o		o					
NEWS and PRINT SHOP	o																	o	
TINSMITH	o			o										o				o	
DEPOT # 1	o	o	o	o						o								o	
TRAIN			o											o					
DEPOT # 2	o																		
BLACKSMITH SHOP	o			o										o				o	
PHOTOGRAPHER	o																	o	
ADMINSTRATION REST ROOMS	o			o	o		o	o	o		o		o		o				
PUBLIC REST ROOMS	o			o	o	o	o		o				o		o				
MONASTERY	o		o						o		o	o		o					
POND'S MILL	o		o						o		o		o			o		o	
POND'S (MILLER) RESIDENCE	o		o																
WEALTHY BANKER'S RESIDENCE	o	o	o		o									o					
WEALTHY MERCHANTS RESIDENCE	o	o	o		o				o					o				o	
CATHOLIC CHURCH	o		o	o					o					o				o	
LUMBERYARD	o	o							o							o	o		
BANK	o																	o	
SMALL SHOPS	o																		
FOUNDRY	o								o										



Permissive

Restrictive

Warning

FLOOD ZONE CONTROL

ADDENDUM 7

The entire Project area lies within the Lower Minnesota River Watershed District which is administered by the Minnesota Water Resources Board under established flood zoning regulations. In the development of this Master Plan the flood zone regulations have been carefully considered. They are briefly described and illustrated by map and section.

1. The Restrictive Area - extends 625 feet from and parallel to centerline of river channel - required to carry and discharge flood waters of the river which are expected to occur on a five year frequency. The elevation of 723.2 feet is the maximum flood level established in 1965 (based on U.S.G.S. topographic surveys). Approximately 50% of the Project area falls within this Restrictive Area.

   Regulations restrict development of any improvements in this zone which will adversely affect the efficiency or unduly restrict the water - carrying capacity of the channel without the express written consent of the district previously obtained.

2. The Warning Area - extends 2 feet above maximum recorded flood, or elevation 725.2 feet, which may become a part of the floodway. Approximately 3% of the Project area falls within this Warning Area.

   Regulations authorize the district on request to furnish information and data, including surveys and maps, for this area of the floodplain in order to inform interested persons of the possibility that such area may be subject to flood damage from a maximum probable flood.

3. The Permissive Area - that area of the floodplain, exclusive of the Restrictive Area, which has been the floodway for discharge of flood waters for the maximum recorded flood (elevation 723.2 feet). Approximately 10% of the Project Area falls within the Permissive Area.

   Regulations specify that any future structure, obstruction, deposit or excavation which shall hereafter be made or maintained in, on, or over the Permissive Area shall be constructed and maintained so as not to unduly restrict the reasonable and necessary water - carrying and discharge capacities of the floodway nor unreasonably endanger life and property, private and public, during periods of flood of the river.

With the exception of the existing Pond's Mill and the proposed Scott County Building, all of the historic or service structures will be located above the elevation 725.2 feet as established by Itaska Engineering's 1970 topographic survey of the site.

Regulations specify that before any improvements are undertaken within the Restrictive or Permissive Areas that the proposed plans and engineering data be submitted to the district managers (via the local government unit - Scott County Board) for their review and recommendations.

It is recommended that the Scott County Historical Society file a copy of the Minnesota Valley Restoration Project Master Plan with the Minnesota Water Resources Board and submit engineering data on developments as they are planned in detail.

ACKNOWLEDGMENTS

ADDENDUM 8

This Master Plan compilation is the result of the combined effort of many individuals. Primary contributors in this multi - disciplined effort are the members of the Scott County Historical Society Board, together with the Minnesota Valley Restoration Project staff and selected consultants as listed previously.

A number of related reports have been indispensible in supplying needed information. They include:

1. "Minnesota Valley Restoration Project Brochure" by Margaret and M.B. Mac - Farlane, 1969.

2. "Minnesota Valley Restoration Project Feasibility Study" by William G. McFad - zean and Associates, 1970.

3. Scott County Historical Society Bulletin periodicals from 1969.

4. Soil Survey for Scott County, Minnesota, by U.S. Dept. of Agriculture and Minn. Agriculture Experiment Station, 1959.

5. Flood Plain Regulations and Maps for the Lower Minn. River Watershed District by the District's Board of Managers, 1968.

6. Topographic Map of Minnesota Valley Restoration Project by Itaska Engineer - ing, 1970.

7. Supplemental Studies concerning Long Range Planning, Finances and Utility Lo - cations by Scruggs and Hammond, Inc., 1970 - 1971.

8. "A Plan for Recreational Trails in the Minnesota River Valley" by Itaska En - gineering Co., 1969.

9. "Shakopee Comprehensive Guide Plan 1960 - 1970 - 1980" by Midwest Planning and Research, Inc., 1963.

10. "Old Salem - An Adventure in Historic Preservation" by Francis Griffin, 1970.

11. "Perpetuation of Historical Heritage" - A.I.P.E. Bulletin 55 - by William L. Lan - dahl, 1965.

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PUBLIC AFFAIRS
COUNSELORS

TO: Thomas S. Kleppe, Secretary of the Interior

FROM: Board of Directors of the Minnesota Valley Restoration Project, Shakopee, Minnesota

SUBJECT: Request for a grant from the Secretary's Discretionary Fund

BACKGROUND

Murphy's Landing, a Minnesota Valley Restoration Project, is a unique, imaginative and challenging undertaking. The restoration is of the period 1840 to 1890, bringing to life the history of the Minnesota River Valley of that period. Fully one-half of the approximately eighty-acre site is planned as a nature preserve. It is necessary to acquire approximately twelve to fourteen acres contiguous to the site to preserve the site's integrity and to provide protection from industrial encroachment.

The project has been accepted by the Minnesota State Historical Society as a state historic site. Also, it has been recognized by the United States Department of the Interior, National Park Service, and it is on the National Register of Historic Sites. The project has also been recognized by H.U.D. in the form of a $250,000 matching grant under the Open Space Act.

The restoration is a key unit in the new fifty-five-mile-long, state sponsored linear-parkway which extends west from Minneapolis along both sides of the Minnesota River.

PURPOSE

The Minnesota Valley Restoration Project has as its purpose the presentation of an educational program for the public, emphasizing a historic-environmental area dedicated to:

- Re-creation and preservation of the environment of both our American Indian and Caucasian forebears living in the nineteenth century Minnesota River Valley;
- Presentation of a dramatic living memorial to their lives and times so that all following generations will realize the great contributions made by these early Americans to the cultural heritage of our country;

- Presentation of this composite historical restoration as a progression of cultures over a fifty-year time span (1840-1890);
- Preservation of the riverfront and lowlands as a natural area, a visual presentation of colonial times, a habitat for wildlife, an ecological study area for the student or naturalist;
- Provision of school systems and the public of an unique environmental educational experience through portrayal and interpretation of the prehistoric and historic features, plants and animal life, geology, and other natural resources on the site.

LAND DEVELOPMENT POLICIES

Landscape management of the historic area shall strive to re-create the natural scene of the 1840 to 1890 period. The planting plans and specifications for site development and maintenance shall:

Retain open spaces, meadows and vistas where needed and plant trees and shrubs where needed for screens or visual effect;

Encourage species of plants indigenous to the area and capable of survival under existing soil and water limitations;

Introduce historic gardens and exotics to project further the historical environmental period represented;

Distribute adequate hydrants and hose bibs over the site to insure water supply for all new lawns and plantings;

Introduce barrier fences or hedges at strategic locations to encourage visitors to follow paved walks in order to protect lawns and plantings;

Provide for lawns to be cut high (three inches) in the town site and along walkways and elsewhere to be mowed only once a season.

Landscape management of the natural areas shall be controlled and minimal. Alterations primarily for visitor safety and fire protection shall be made only when approved by the director. Plantings introduced for wildlife habitat or food shall be indigenous to the region. Shall freshwater ponds shall provide a habitat for aquatic ecology and, if possible, be located above normal flood level. Nature trails shall be kept visually free of man's recent work by covering with earth newly sawed stumps and by removing from the trails or riverfront cut brush and logs. Massive flood-lodged debris accumulations shall also be removed.

More detailed information relating to the purposes and policies of the project and the natural features may be found on pages 12 and 17 of the enclosed Master Plan for the Minnesota Valley Restoration Project.

GRANT REQUEST

Part 1

Twelve acres of undeveloped land identical to the eighty acres of the present site, and contiguous to it, are needed to act as a buffer against additional encroachment by industrial structures. The description of the land is as follows:

12 acres North of Trunk Highway #101 in Gov. Lot 4 TH5 R22, Scott County, Minnesota, described as: all that part of Gov. Lot 3 in section 4 Township 115 Range 22 lying North of Trunk Highway #101 right-of-way and West of a line drawn parallel with the West line of Gov. Lot 3 and 1000 feet East thereof.

The asking price is $120,000.00.

Part 2

Site Improvements:

Soil improvements (see page 40 of Master Plan)
Utilities (see Addendum 5, page 41)
Specifically, the utilities covered in this grant request have to do with installing water supply line, well drilling and pressure storage tanks, fire hydrant system and public toilets and lavatories.

Estimated cost is $150,000.00.

Part 3

Completion of the restoration of the Pond Grist Mill:

This is an ashlar stone grist mill built by the Reverend Samuel Pond's two sons, Samuel, Jr., and Elnathan Judson Pond. The mill was one of the first turbines in the area (1870). This was a small family mill which did most of its later business in feeds rather than flour. This structure is one of those specifically listed, along with the land of the site itself, in the National Register of Historic Sites. Also to be included in the completion of the restoration would be the construction of a small dam to control the flow of the millpond creek for purposes of operating the mill wheel. The millpond creek flows into the Minnesota River on the site of the Minnesota Valley Restoration Project.

Estimated cost is $30,000.00.

RECAPITULATION OF THE GRANT REQUEST

Part 1 -	Land acquisition	$120,000.00	
Part 2 -	Land and utility improvements	150,000.00	
Part 3 -	Completion of Pond Grist Mill and dam construction	30,000.00	
	Total Grant Request		$300,000.00

William G. McFadzean, Finance Consultant
Authorized signature for Board of Directors

WGM/am

enclosure