



Chapter 26 excludes parks, recreation areas, or wildlife refuge in certain cases. Section 26.004 provides that a department, agency, board, or political subdivision having control of the public land is not required to comply with this chapter if:

- (1) *the land is originally obtained and designated for another public use and is temporarily used as a park, recreation area, or wildlife refuge pending its use for the originally designated purpose;*
- (2) *the program or project that required the use or taking of the land being used temporarily as a park, recreation area, or wildlife refuge is the same program or project for which the land was originally obtained and designated; and*
- (3) *the land has not been designated by the department, agency, political subdivision, county, or municipality for use as a park, recreation area, or wildlife refuge before September 1, 1975.*

This section on “Excluded Lands” does not pertain to historic resources or scientific areas.

### 3.8.2 Cultural Resources

#### Methodology

The inventory of cultural resources provided in this section is subject to the following regulations, discussed in detail in section 9.2 Applicable Legal and Regulatory Requirements:

- **National Historic Preservation Act of 1966**, as amended (16 U.S.C. 470)
- **Executive Order 11593**
- **Department of Transportation Act of 1966** (49 U.S.C. 303) / Section 4(f) – *National Register listed or eligible properties only*
- **Antiquities Code of Texas**

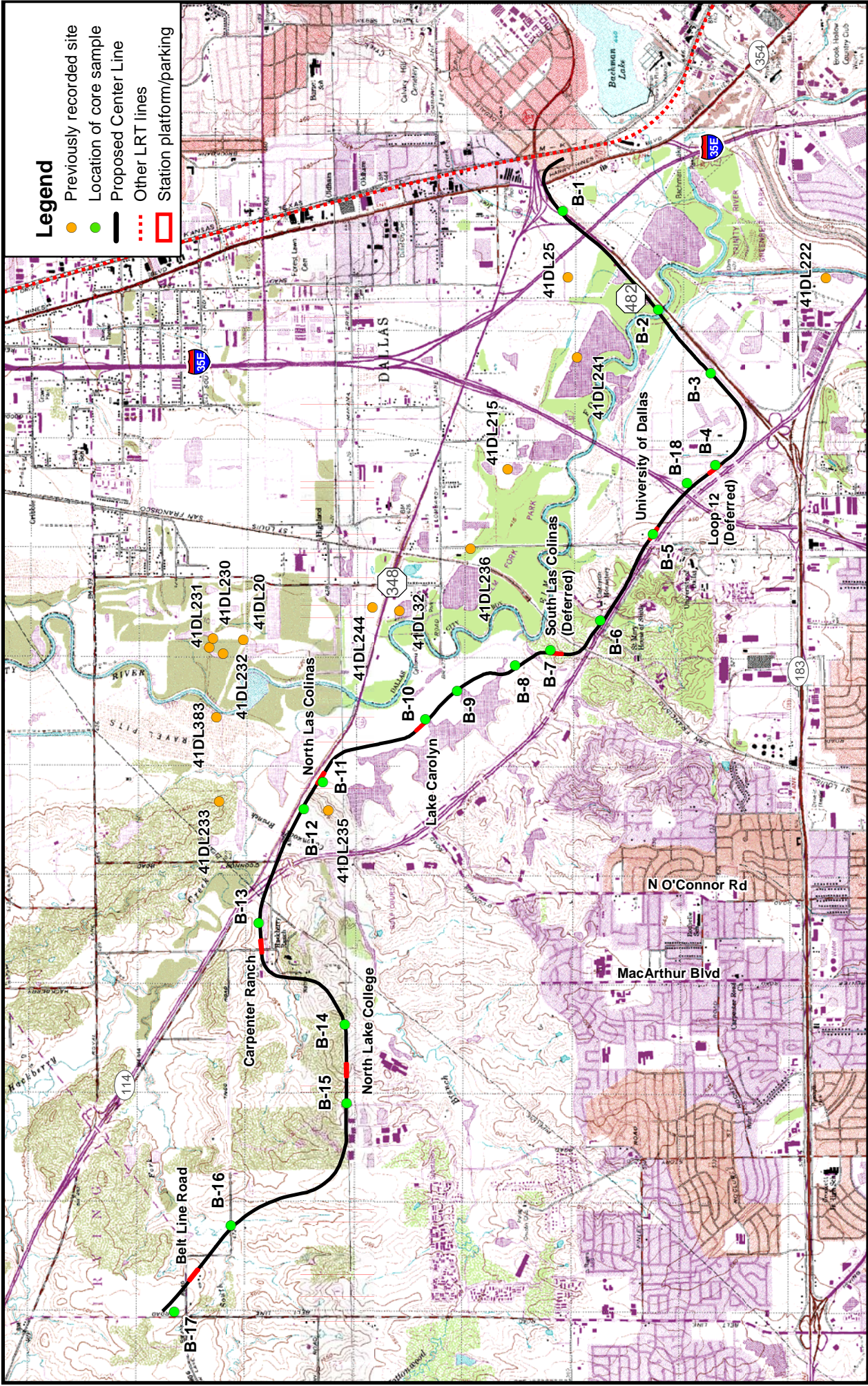
Between June 22 and June 24 2005, architectural historians who meet the Secretary of the Interior’s Professional Qualifications conducted a reconnaissance survey of the project area. During the field survey, buildings within 500 feet of the proposed alignment that appear to meet the eligibility criteria for listing in the **National Register of Historic Places** (National Register) and those that are potentially significant at the local level were noted and photographed. Archival research included identifying resources that are currently listed on the National Register, **Registered Texas Historical Landmarks**, locally designated landmarks, or resources that had been identified during a previous survey as meriting further research and evaluation. In addition, national, state, and local agencies and organizations were solicited for information regarding any resources that did not appear on any of the aforementioned lists.

### 3.8.3 Historic Resources

Within 500 feet of the proposed alignment, no historic properties were identified during the field survey and archival research. The architectural historians determined through field survey and research that there are no National Register-listed properties, no Recorded Texas Historic Landmarks, no properties identified as important by the City of Irving Community Development Department or Heritage Society, no City of Dallas Landmarks and no properties evaluated by the Dallas County Historical Commission within 500 feet of the centerline of the proposed alignment.

## 3.9 ARCHEOLOGICAL RESOURCES

There are 14 known sites within 1 mile of the identified Irving/DFW Line (**Figure 3-24**). Portions of the proposed project have high potential to affect archeological sites due to proximity to waterways, ROW requirements, and indirect construction impacts. Details can be found in the **Existing Conditions Technical Memorandum** (DART, 2005).



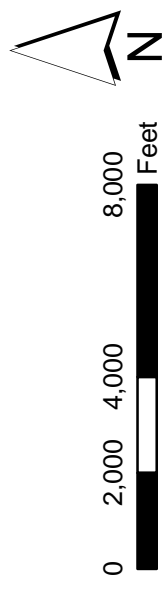
Source: Geo-Marine, Inc., 2006



# Known Archeological Sites

NW Corridor LRT Line to Irving/DFW  
Environmental Impact Statement

Figure 3-24





### 3.9.1 Methodology

The archeological reconnaissance (windshield) and pedestrian survey methodologies employed by Geo-Marine, Inc. (GMI) in the current study are in accordance with the Council of Texas Archeologists (CTA), the Texas State Historic Preservation Officer (SHPO), and the **State of Texas Antiquities Code**. All archival research also followed accepted guidelines. Additionally, letters were sent to four local Native American Tribes, seeking their input to identify any important cultural sites in the project study area (see Appendix D).

### 3.9.2 Archeological Resources Survey

The two objectives to be accomplished during the survey consisted of the examination of areas with potential for either historic or prehistoric archeological deposits and the examination of previously recorded site locations along the corridor that may be impacted through rail line or station construction. The following section presents the results of those objectives.

#### Previously Recorded Sites

TARL personnel conducted a site files search for any previously recorded sites within one mile of the corridor. The search indicated that 14 previously identified sites occur within that one-mile limit and that one site is within 1,000 ft of the survey segment (see **Figure 3-24**). An attempt was made to relocate 41DL235. This site is closest to the proposed corridor, and might be impacted through rail or station construction.

Site 41DL235 was identified in 1971 and described as a multi-component site consisting of a historic homestead and a surface scatter of prehistoric lithic debris. The site is located “on and around a prominent hill” southeast of Cottonwood Branch and between present day SH 114 and Spur 348. Research potential for the homestead was noted, as well as the possibility for nearby buried sites. However, the prehistoric component lacked contextual integrity, and no known additional archeological investigations of the site were conducted. The landscape has been significantly altered with the construction of Lake Carolyn and channelization of Cottonwood Branch. The structures no longer exist and the topography is typically level with a few levee structures around the lake.

Although an elevation occurs in the northwest corner of the property directly east of Cottonwood Branch, it is much smaller than the landform plotted on the 1981 USGS Carrollton, Texas, topographic quadrangle. It is also too close to Cottonwood Branch to be the same geographic feature depicted on the map, and the area surrounding the elevation has been cleared. Concrete chunks and other debris are present in this area. Ground surface visibility permitted surface inspection of the elevation and general area, but no evidence of an archeological site through artifacts or structural remnants could be identified.

#### Survey Results

Based on the results of the archival research and reconnaissance survey, some of the areas of the corridor were categorically excluded from intensive pedestrian survey. Those areas that have been heavily impacted by urban growth and/or other development were photographed only. These areas include the easternmost portion of the corridor to Clifford Drive/Justice Way, the segment between the levee west of the Elm Fork of the Trinity River and Walton Walker Boulevard, Teleport Avenue to O'Connor Boulevard, Spur 348/SH 114 interchange to Green Park Drive, Hidden Ridge Road to Brangus Drive, and Walnut Hill Lane to the commercial property west of Hurd Drive.

Because it could not be easily viewed from the road, the fenced Carpenter Ranch property was walked. The property is heavily disturbed with a channelized creek branch, paved and gravel roads, underground sewer lines, and concrete pads. A shovel test indicated that much of the ground was gravelly fill, and gravel, concrete, and asphalt were visible on the surface. A partially filled circular depression lined with cut stone was identified on the south side of the lake near the southwest corner of the bridge that crosses the creek. A metal cover embossed with the words



“Bass & Hays Foundry” was adjacent to the depression. According to the Bass & Hays Foundry, Inc. web page, the company manufactures “municipal type manholes, frames & grates” and has existed since 1958 (Bass & Hays Foundry, Inc. n.d.). Therefore, the feature is more likely a filled manhole than a well; is probably more recent than 50 years old, and is of little archeological significance. No associated structures or other features are present.

Among the areas not heavily developed, the majority occurred in uplands that had low potential for archeological sites and ground visibility was sufficient to permit surface inspection. Shovel testing was infrequent and typically was conducted to investigate soil integrity. Soils were similar along the Project Corridor and typically consisted of at least 40 cm of dark grayish brown (2.5Y 4/2) clay loam. Hardness of the soil precluded hand excavation deeper than 40 cm below the ground surface. No artifacts or archeological features were identified in these areas.

An intermittent stream, a branch of the South Fork of Hackberry Creek, meanders along a portion of the Project Corridor directly east of SH 161. The stream is relatively minor and was dry at the time fieldwork was conducted. Aside from some modern trash, no artifacts were observed in the stream bed and walls, and a shovel test on the northeast bank was sterile. The soil was the same dark grayish brown (2.5Y 4/2) clay loam noted elsewhere along the proposed corridor.

Although much of the project area occurs in an upland setting, segments cross the current or pre-1930 flood plain of the Elm Fork of the Trinity, particularly along SH 482 and near Lake Carolyn in Los Colinas. Because of the alluvial environment, these areas have the potential to contain deeply buried archeological deposits. Backhoe trenching of the segment along SH 482 only is recommended.

### **Summary**

No archeological sites were identified within the proposed rail corridor or station locations; however, additional subsurface investigations for deeply buried deposits along SH 482 within the Elm Fork flood plain are recommended. One archeological site, 41DL235, previously recorded near part of the proposed corridor no longer exists.

### **3.9.3 Site Potential within Proposed Station Areas**

The review of Sanborn maps and the Sam Street’s map indicates that much of the area projected for each potential station area was not well developed until the mid-twentieth century or later. Sanborn maps for Irving are only available for 1942. Though still small with only a single post office and City Hall and the fire department sharing a single building, several additions to the city are depicted and several structures occur outside the marked corporate boundaries.

Given that all of the station areas are projected on Upper Cretaceous landforms that have been built upon during the latter part of the twentieth century or flood plain areas that have been extensively disturbed by lake construction, the potential for significant archeological deposits with contextual integrity is extremely limited. All of the proposed station platform locations are in areas that have been impacted through either development or alterations to the landscape.

## **3.10 PARKLANDS**

This section describes the project’s effect on parks and recreational areas and identifies mitigation measures to avoid or reduce adverse effects. Chapter 6 will describe in detail the requirements of Section 4(f) of the Department of Transportation Act of 1965 and Section 6(f)(3) of the Land and Water Conservation Fund Act of 1965 related to public parks and recreational areas.

### **3.10.1 Inventory of Resources**

A field survey was conducted in June 2005 to inventory parkland resources within the cities of Dallas and Irving. These resources include community, regional, and neighborhood parks;