FINAL

ENVIRONMENTAL IMPACT STATEMENT
For the Rebuild by Design Meadowlands Flood Protection Project

October 2018 | Appendix E

Boroughs of Little Ferry, Moonachie, Carlstadt, and Teterboro and the Township of South Hackensack, Bergen County, New Jersey

REBUILD BY DESIGN
MEADOWLANDS

Prepared by AECOM for the State of New Jersey Department of Environmental Protection

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Appendix E: Cultural and Historical Resources

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FINAL

PHASE IA ARCHAEOLOGICAL SURVEY
For the Rebuild by Design Meadowlands Flood Protection Project

May 3, 2018 | Final

Boroughs of Little Ferry, Moonachie, Carlstadt, and the Township of South Hackensack, Bergen County, New Jersey

REBUILD BY DESIGN
MEADOWLANDS

Prepared by AECOM for the State of New Jersey Department of Environmental Protection

Final Phase IA Archaeological Survey for the Rebuild by Design Meadowlands Flood Protection Project, Boroughs of Little Ferry, Moonachie, Carlstadt, and the Township of South Hackensack, Bergen County, New Jersey

NJHPO Project # 16-2111

May 3, 2018

Prepared by: Jesse Walker, MA, Principal Investigator, Kimberly Morrell, Eileen Hood, Elisabeth A. LaVigne, and Samuel Pickard

AECOM

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Executive Summary

AECOM has completed a Phase IA archaeological survey on behalf of the New Jersey Department of Environmental Protection (NJDEP) for the Rebuild by Design (RBD) Meadowlands Flood Protection Project, located in the boroughs of Little Ferry, Moonachie, Carlstadt, and the township of South Hackensack, Bergen County, New Jersey. NJDEP—on behalf of the State of New Jersey, through its Department of Community Affairs (NJDCA)—is the recipient of United States Department of Housing and Urban Development (HUD) grant funds for the proposed project. An environmental impact statement (EIS) is being completed to comply with the National Environmental Policy Act (NEPA). The Phase IA archaeological survey is being completed to comply with Section 106 of the National Historic Preservation Act (NHPA), NEPA, NJDEP Freshwater Wetlands Protection Act permitting requirements, and NJDEP Waterfront Development Act permitting requirements. A separate historic architectural survey for the proposed project is being submitted to the New Jersey Historic Preservation Office (NJHPO).

The proposed project includes the stormwater drainage improvements that include a force main, backflow preventers, channel improvements, off-channel storage, settling basins/forebays, berms, pump stations, rain gardens/bioretention cells, bioswales, permeable pavement, wetland improvements, median plantings, construction staging areas, and new or improved parks/open spaces. The APE includes all locations of proposed ground disturbance and encompasses approximately 34.5 acres.

The Phase IA archaeological survey included (1) background research, (2) consultation with interested parties and federally recognized Native American tribes, (3) a visual inspection of the area of potential effects (APE), and (4) an archaeological sensitivity assessment of the APE. Background research indicated that late-seventeenth-century historic-period development occurred near the Hackensack River and Little Ferry. Eighteenth- and early-nineteenth-century development was limited in the area. Most of the development occurred during the late nineteenth century. No registered archaeological sites are located in or near the APE. The APE is primarily confined to existing roadways, paved areas, or terrain that has been subjected to comprehensive ground disturbance. In addition, certain proposed project elements—such as roadway curb improvements and pavement replacement—involve limited impacts and have a low potential to affect possible archaeological resources. Most of the APE has a low sensitivity for archaeological resources. Isolated areas of archaeological sensitivity were identified in the APE. A high sensitivity for prehistoric archaeological resources was identified in two proposed parks (i.e., Caesar Place Park and Avanti Park). The APEs for both Caesar Place Park and Avanti Park are located near water and have not been subjected to extensive prior earthmoving activities; therefore, a Phase IB archaeological survey is recommended in the APEs for Caesar Place Park and Avanti Park. No further archaeological survey is recommended in the remainder of the overall APE. This report and project materials are on file at AECOM's office in Burlington, New Jersey.

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1.0 Introduction

AECOM completed a Phase IA archaeological survey on behalf of the New Jersey Department of Environmental Protection (NJDEP) for the Rebuild by Design (RBD) Meadowlands Flood Protection Project, located in the Boroughs of Little Ferry, Moonachie, Carlstadt, and the township of South Hackensack, Bergen County, New Jersey. The New Jersey Department of Community Affairs (NJDCA) is the recipient of United States Department of Housing and Urban Development (HUD) grant funds for the proposed project. The NJDEP is the lead agency managing the project. AECOM is the consultant preparing the project design and drafting the environmental impact statement (EIS) for the project to comply with the National Environmental Policy Act (NEPA). The draft EIS presents the process by which the project need, purpose, and design have been developed with input from stakeholders. The draft EIS contains information from this Phase IA archaeological survey.

The Phase IA archaeological survey is being completed to comply with Section 106 of the National Historic Preservation Act (NHPA), NEPA, NJDEP Freshwater Wetlands Protection Act permitting requirements (N.J.A.C, 7:7A), and NJDEP Waterfront Development Act permitting requirements (NJSA 12:5-1 et seq.). The Phase IA archaeological survey included background research, consultation with interested parties, a visual inspection of the area of potential effects (APE), and an archaeological sensitivity assessment. The focus of this survey and research design is to determine if the proposed project will impact areas with a high sensitivity for prehistoric and historic-period archaeological resources and make recommendations for further archaeological survey. This survey was conducted in accordance with the *Secretary of the Interior's Standards and Guidelines for Archeological Documentation* (48 FR 44734-37) and the New Jersey Historic Preservation Office's (NJHPO's) guidelines for reporting and survey (NJHPO 1994, 1996, 2000, 2003). The Principal Investigator for the project meets the Secretary of Interior's Professional Qualifications Standards (36 CFR 61) (see Attachment A).

A draft Phase IA archaeological report and historic structures report for the proposed project was submitted to the NJHPO on January 8, 2018. NJHPO provided review comments in a review letter dated March 19, 2018 (see Attachment B). A meeting was held on April 11, 2018, between NJDEP, NJHPO, and AECOM to discuss the draft Phase IA archaeological report and historic structures report. At the meeting on April 11, 2018, it was determined that the Phase IA archaeological survey report would only include the proposed alternative that will be permitted and constructed. The other alternatives were discussed in the EIS. The NJHPO also requested that information about consultation with the public and Native American tribes be provided with the revised report. The letters were sent as part of public consultation and community outreach to comply with the NEPA process and to comply with Section 106 of NHPA. The letters and responses are included in Attachment C.

Jesse Walker served as Principal Investigator for the project. Jesse Walker, Kimberly Morrell, Samuel Pickard, Elisabeth A. LaVigne, and Eileen Hood authored this report. Samuel Pickard and Eileen Hood wrote the historic context, Elisabeth A. LaVigne wrote the environmental context, and Jesse Walker and Kimberly Morrell wrote the remaining portions of the report. Eileen Hood, Ryan Douglass, Nicole McKairnes, and Samuel Pickard conducted background research. Kimberly Morrell conducted the field visit. Richard Roy produced the report graphics. Jennifer Warf edited and formatted the report. All field notes and photographs for the project are on file at AECOM's office in Burlington, New Jersey. Louis Berger Group served as the third-party reviewer for NJDEP.

1.1 Project Description

HUD specifically identified and selected this project area through the RBD competition (Figure 1.1). HUD launched the RBD competition in the summer of 2013 to develop ideas to improve physical, ecological, economic, and social resilience in regions affected by Hurricane Sandy. HUD has allocated

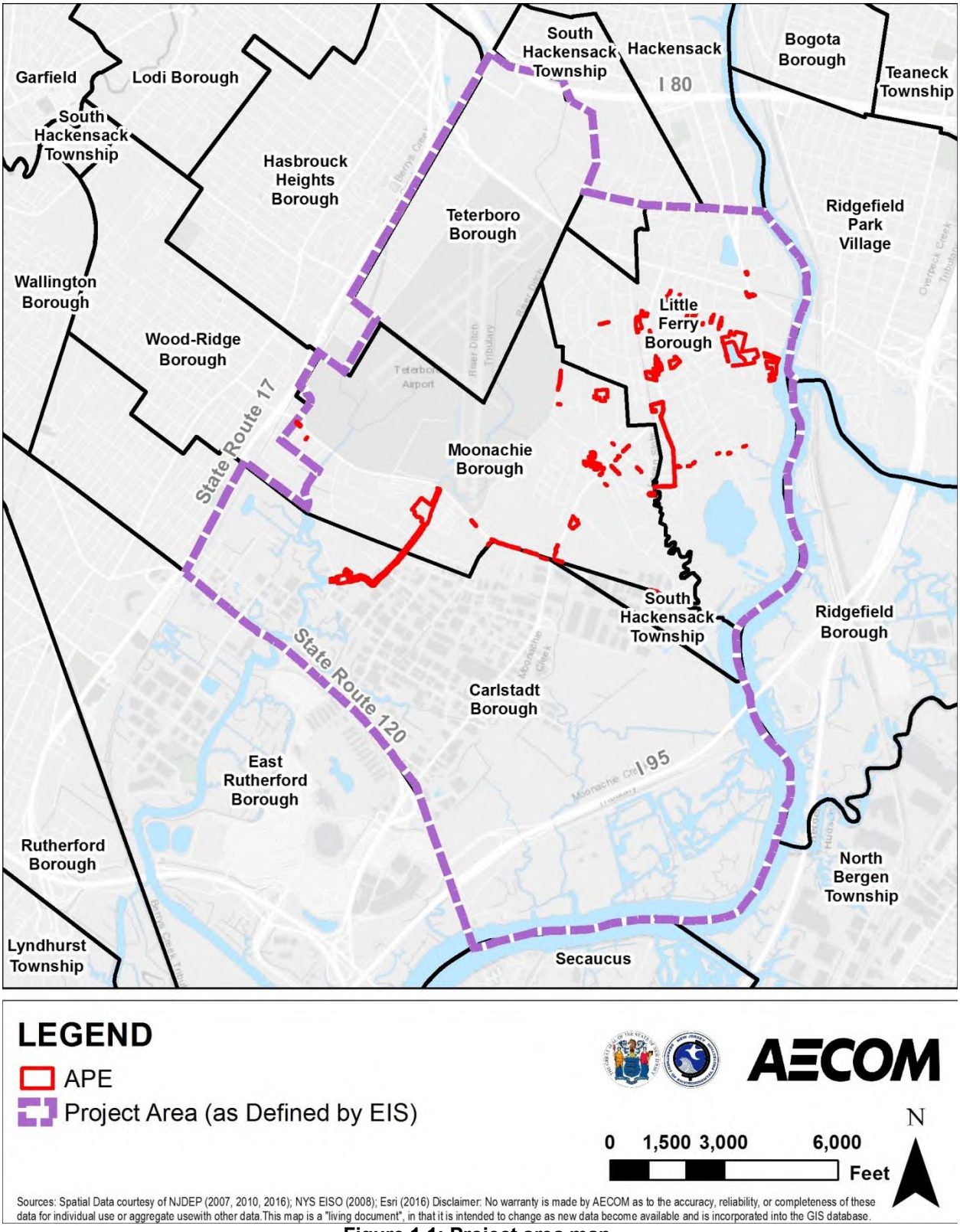

Figure 1.1: Project area map.

$150,000,000 of Community Development Block Grant – Disaster Recovery (CDBG-DR) funding to the State of New Jersey for the planning, design, and implementation of this proposed project.

The primary goal of the project is to reduce the flood risk in the project area. The project is located in the boroughs of Little Ferry, Moonachie, Carlstadt, and Teterboro, and the township of South Hackensack, County Bergen, New Jersey (see Figures 1.1; Figure 1.2). The project area has the following approximate boundaries: the Hackensack River to the east; Paterson Plank Road (State Highway 20) and the southern boundary of Carlstadt to the south; New Jersey Route 17 to the west; and Interstate 80 and the northern boundary of the borough of Little Ferry to the north.

The proposed project to be constructed is the build plan for Alternative 3. The project includes the construction of various grey and green infrastructure-based solutions, as well as new parks and improved open spaces, intended to improve stormwater management (Figures 1.3–1.6). This project would reduce chronic inland flooding from heavy or frequent precipitation events, but coastal flooding would continue to adversely affect the Project Area.

Stormwater management would be improved through the installation of 41 green infrastructure systems (bioswales, storage/tree trenches, and rain gardens), three new parks, improvements to five existing open spaces/public amenities, two new pump stations, one new force main, and dredging of the lower reach of East Riser Ditch.

Green Infrastructure

Table 1.1 summarizes the 41 new green infrastructure systems along roadways. These systems would consist of bioswales, rain gardens, and storage/tree trenches, and would be constructed across five different drainage basins: DePeyster Creek drainage basin, Carol Place drainage basin, West Riser Ditch drainage basin, Park Street drainage basin, and Main Street drainage basin. Figure 1.7 illustrates one type of the green infrastructure components.

Table 1.1: Proposed Green Infrastructure Systems.

System Type	Location	System Footprint (SF)
DePeyster Creek Drainage Basin		
Storage/Tree Trench	Monroe Street at Eckel Road	535
Storage/Tree Trench	Monroe Street from dead end to Bertolotto Avenue	440
Storage/Tree Trench	Monroe Street from Bertolotto Avenue to Eckel Street	1,024
Storage/Tree Trench	Dietrich Street from Maiden Lane to Mehrhof Road	128
Storage/Tree Trench	Dietrich Street from Maiden Lane to Mehrhof Road	294
Tree Trench	Dietrich Street from dead end to Maiden Lane	395
	Total:	**2,816**
Carol Place Drainage Basin		
Bioswale	Moonachie Avenue at Redneck Avenue	902
Bioswale	Moonachie Avenue from Commercial Avenue to Eastern Avenue	3,345

System Type	Location	System Footprint (SF)
Bioswale	Moonachie Avenue from Eastern Avenue to Washington Avenue	1,411
Bioswale	Moonachie Avenue from Eastern Avenue to Washington Avenue	755
Bioswale	Empire Boulevard from Moonachie Road to Terminal Lane	663
Bioswale	Moonachie Road from Moonachie Avenue to Edstan Drive	794
Bioswale	Moonachie Road from Moonachie Avenue to Edstan Drive	573
Bioswale	Empire Boulevard from Central Boulevard to Horizon Boulevard	480
	Total:	**8,923**
West Riser Ditch Drainage Basin		
Rain Garden	Moonachie Avenue from Park Place to Oak Street	2,853
	Total:	**2,853**
Park Street Drainage Basin		
Bioswale	East Joseph Street at Moonachie Road	1,460
Bioswale	East Park Street from Moonachie Road to Graphic Place	405
Storage/Tree Trench	Liberty Street at Kavrik Street	720
Bioswale	Redneck Avenue from Union Avenue to Franklin Street	2,735
Bioswale	Redneck Avenue from Wilson Street to Mariani Drive	863
Storage/Tree Trench	Liberty Street from Redneck Avenue to William Street	1,028
Storage Trench	Moonachie Road from Garden Street to Maple Street	448
Storage Trench	Moonachie Road from Park Street to Joseph Street	468
Storage Trench	Moonachie Road from Park Street to Broad Street	423
	Total:	**8,549**
Main Street Drainage Basin		
Storage Trench	Main Street at Garden Street west	1,890
Storage Trench	Charles Street at Main Street (northeast)	1,307
Storage Trench	Main Street from Brandt Street to Grant Street	132
Storage Trench	Main Street from Garden Street to Brandt Street	169
Storage Trench	Center Street from Park Street to Main Street	939

System Type	Location	System Footprint (SF)
Storage Trench	Herman Street from dead end to Main Street	147
Bioswale	Frederick Street from Poplar Street to Main Street	624
Bioswale	Werneking Place from Poplar Street to Main Street	936
Bioswale	Werneking Place from Poplar Street to Main Street	700
Rain Garden	Valley Road at Bergen Turnpike	1,867
Rain Garden	Sylvan Avenue at Bergen Turnpike	1,572
Rain Garden	Sylvan Avenue at Bergen Turnpike	1,159
Storage Trench	Brandt Street from Sylvan Avenue to Main Street	866
Storage Trench	Marshall Avenue from Kavrik Street to Main Street	450
Storage Trench	Grand Street from US Route 46 to Main Street	275
Storage Trench	Frederick Street from Poplar Street to Main Street	760
Storage Trench	Pickens Street from Park Street to Main Street	185
	Total:	**13,977**
	GRAND TOTAL:	**37,118**

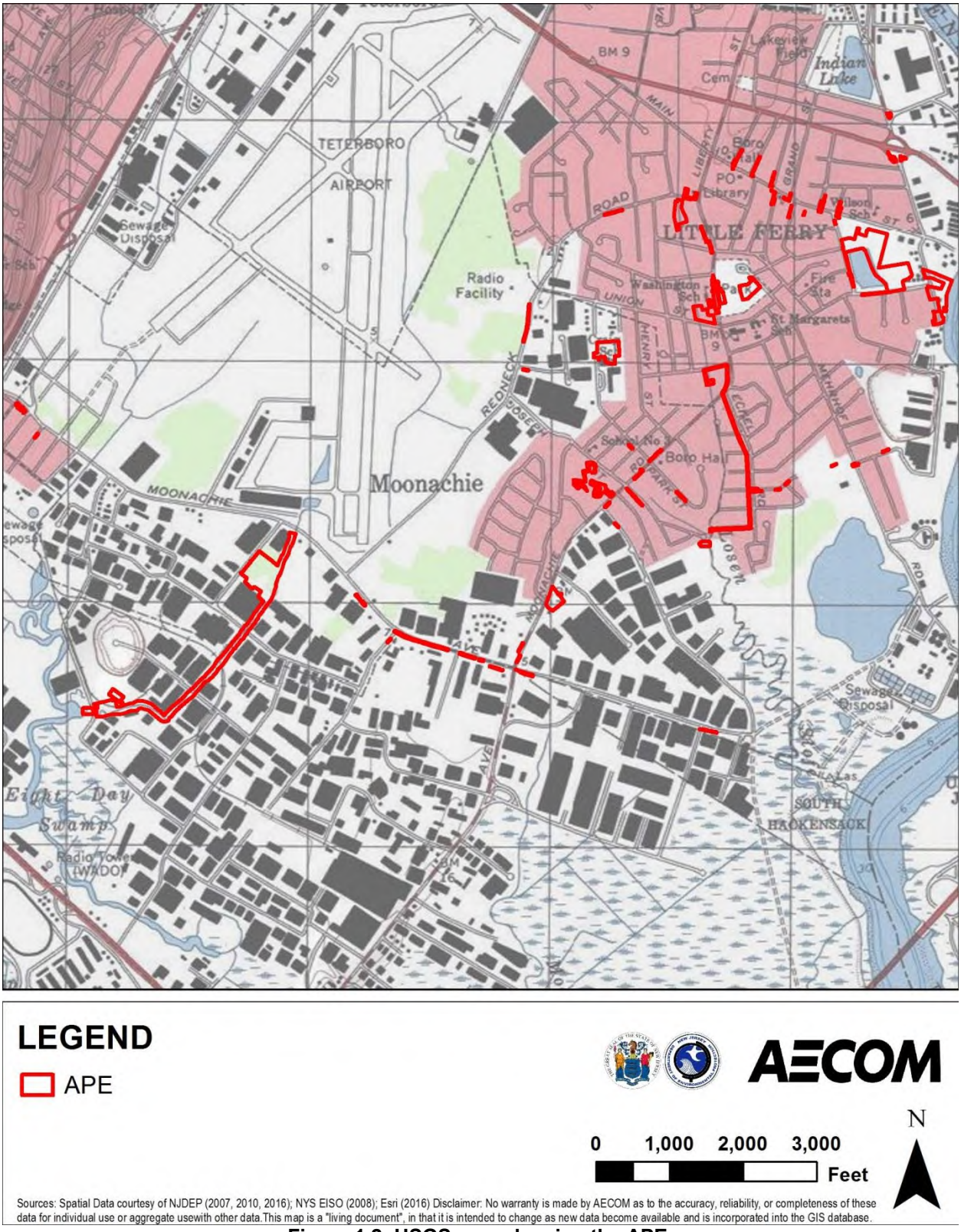

Figure 1.2: USGS map showing the APE.

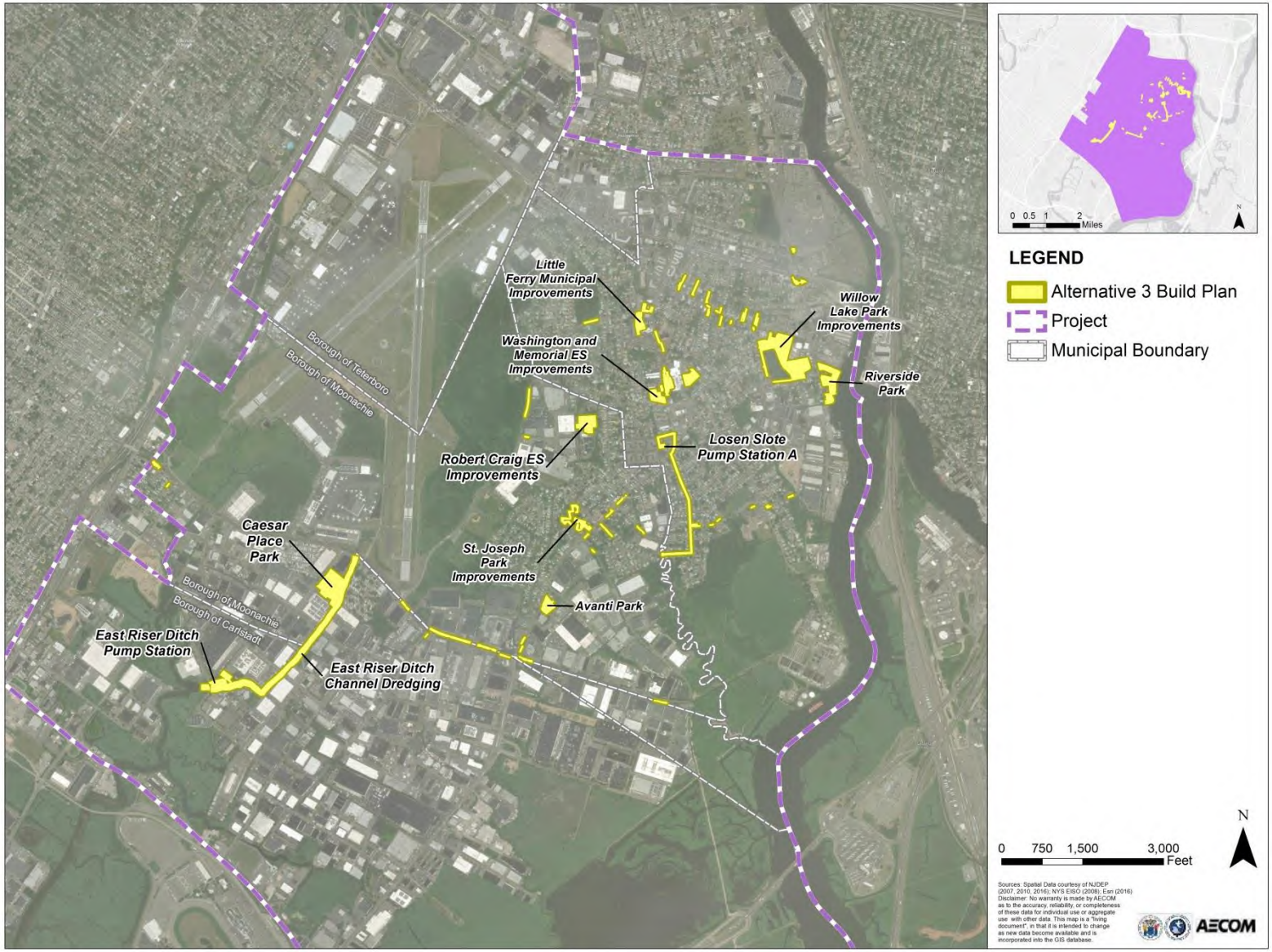

Figure 1.3: Overview of project.

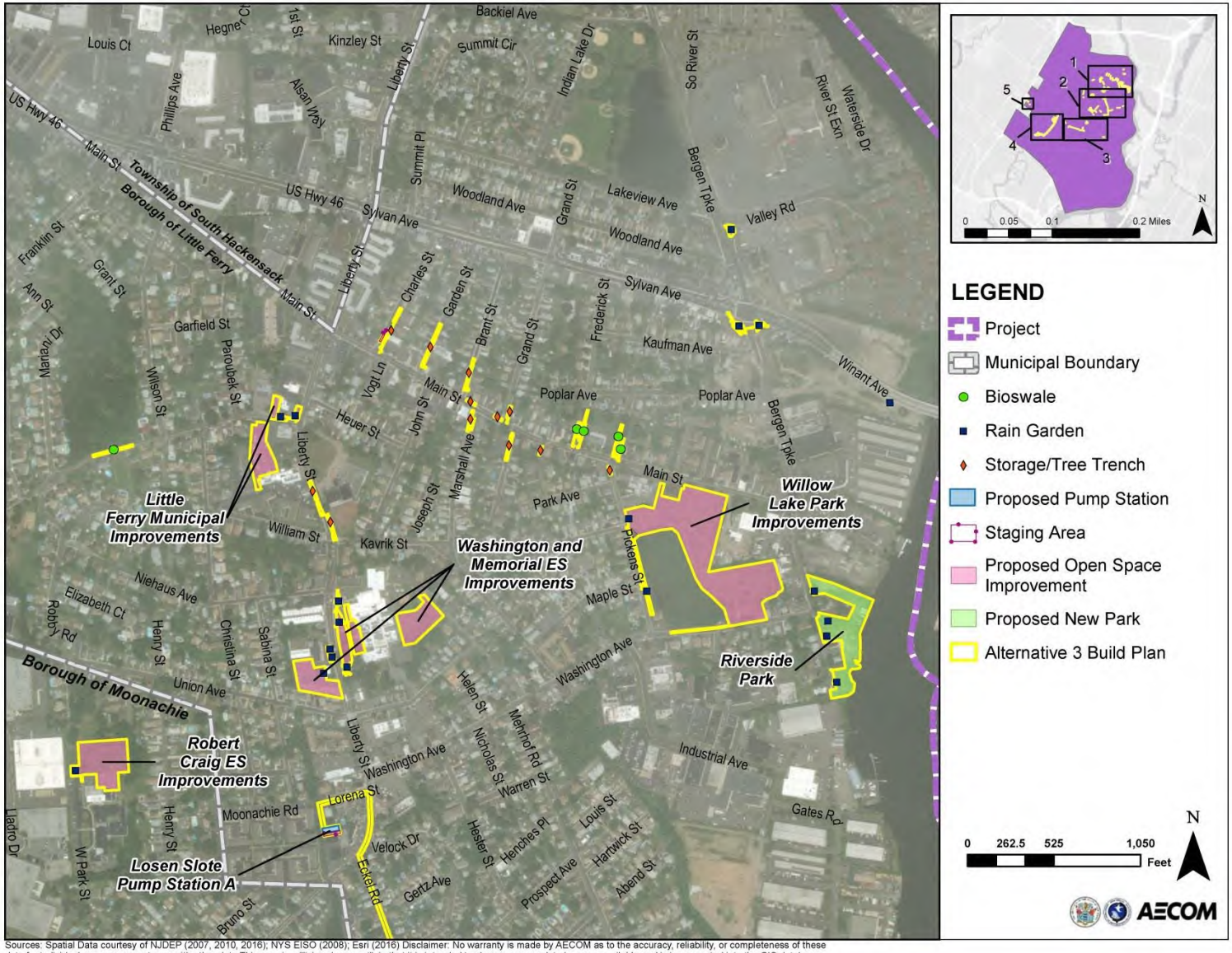

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Figure 1.4: Northern portion of the APE.

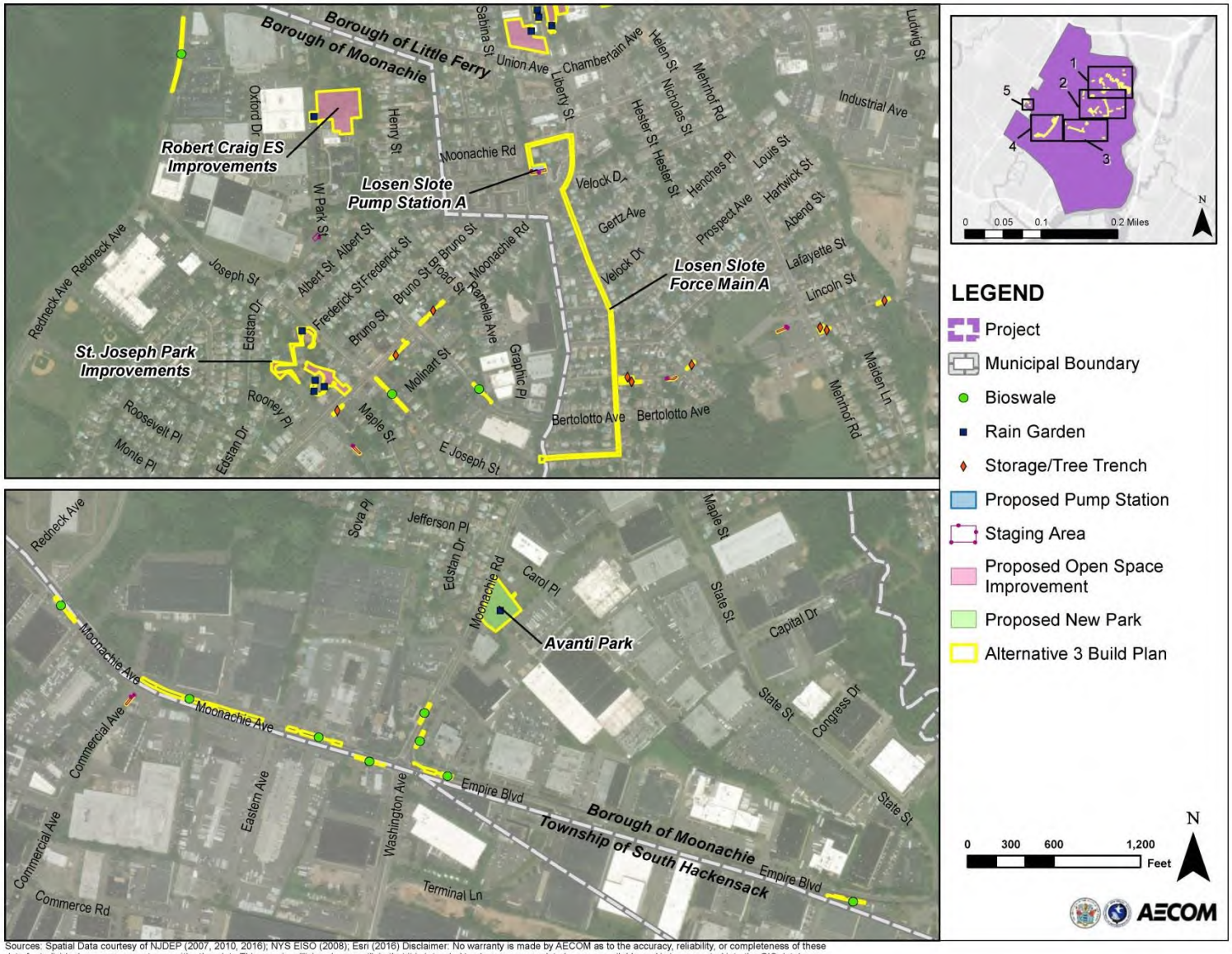

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Figure 1.5: Southeastern portion of the APE.

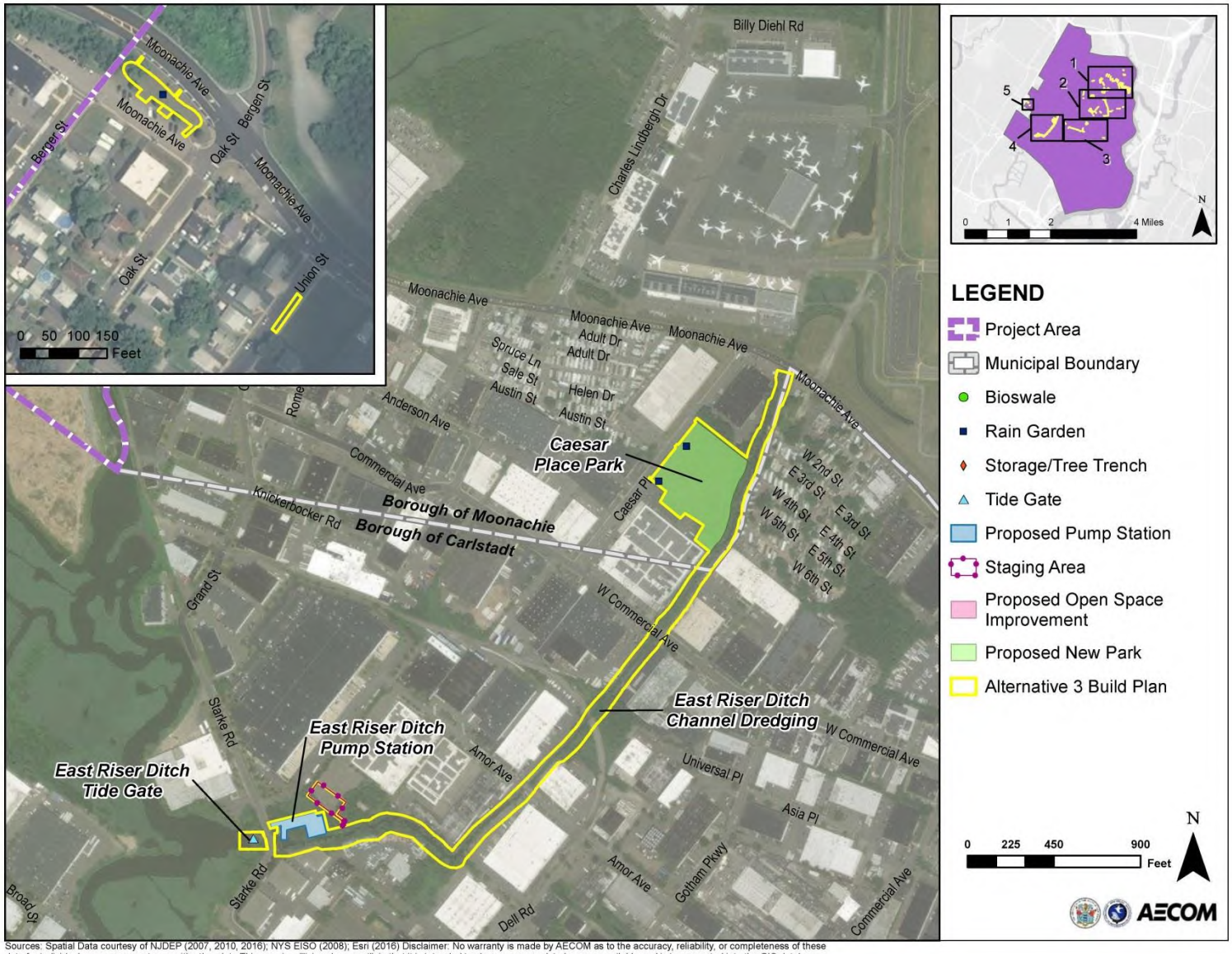

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Figure 1.6: Southwestern portion of the APE.

Figure 1.7: Proposed green infrastructure rendering.

New Parks

In total, approximately 7.6 acres of new park space would be established, which would be designed to assist with storage and treatment of both on-site stormwater, as well as stormwater from adjacent roadways. To this end, each park would focus on wetland restoration or creation, green infrastructure, and increased pervious surfaces and native plantings, while providing varied recreational opportunities. Details for each park are provided below:

Riverside Park is proposed to be a new 2.6-acre riverfront park along the Hackensack River (Figure 1.8). It would transform an existing boat dock area and parking lot into a park with approximately 600 LF of accessible riverfront. Riverside Park would include walking paths that weave through approximately 0.7 acre of native plantings and bioswales, and 0.3 acre of mowed lawn for informal recreation and gathering. A restored riparian wetland (approximately 0.1 acre) would create new intertidal wetland habitat and would be accessible by an elevated walkway, and improved boat docks and a boat launch would create recreational opportunities for kayaking, birdwatching, and fishing.

Caesar Place Park is proposed to be a new 4.0-acre park along the east side of Caesar Place in Moonachie (Figure 1.9). This park would provide open space, native habitat, stormwater storage and filtration, wetland enhancement and expansion, and opportunities for passive recreation. Caesar Place Park would improve and expand the existing wetland on site, creating approximately 1.50 acres of wooded wetland and 1.4 acres of emergent wetland. Elevated boardwalks (approximately 0.2 acre) with outlooks and viewing platforms would allow visitors to access these habitats. Further, there would be approximately 0.5 acre of open lawn and approximately 0.3 acre of native vegetation to provide recreational opportunities. Rain gardens (approximately 1,224 SF) would also be located on site to filter stormwater from Caesar Place Road, and additional native plantings would frame the park and provide aesthetic transition within the surrounding urban context.

Avanti Park is proposed to be a new 1.0-acre park located on an existing open lot along Moonachie Road just north of Edstan Drive (Figure 1.10). The park would feature open space, native habitat, stormwater storage and filtration capability, and passive and active recreation opportunities. The primary feature of the park would be an approximately 0.3-acre constructed wetland that would collect and infiltrate stormwater from both the park and the adjacent lot. An elevated walkway (approximately 0.1 acre) would traverse this wetland, and connect back to approximately 0.1 acre of permeable pavement along Moonachie Road. Adjacent to the permeable pavement would be approximately 0.1 acre of permeable play surface and play structure. Additional park elements would include approximately 0.1 acre of woodland to screen adjacent warehouses, approximately 0.2 acre of native plantings to increase biodiversity and stormwater filtration.

Improved Open Spaces

Improvements to five existing open spaces are proposed. Generally, these improvements would include features such as replacement of impervious surfaces with permeable materials (i.e., permeable paving of parking lots), installation of additional native plantings and green infrastructure systems, and sports field renovations. Like the proposed new parks, these improvements would be intended to increase overall stormwater storage and treatment at these locations.

Figure 1.8: Proposed Willow Park and Riverside Park.

Figure 1.9: Proposed Caesar Place Park.

Figure 1.10: Proposed Avanti Park.

Willow Lake Park – The proposed improvements include pedestrian circulation, recreation, play, and ecological benefits. Existing pedestrian trails would be expanded to connect the northern and southern areas of the park, and programed activity areas, including two lawns of approximately 2.7 acres, would be added to support informal active play and recreation such as picnicking, Frisbee, and lawn games. Approximately 1.6 acres of plazas and circulation trails, with a centralized plaza near Willow Lake, would frame the park and draw people in from Main Street, Pickens Street, and Washington Avenue (see Figure 1.8). A new play area would be added to expand the existing playground with approximately 0.4 acre of additional permeable play surface and play equipment for the community. Approximately 1.3 acres of native plantings and low meadows with scattered trees would provide habitat for pollinators and birds, while approximately 1.0 acre of woodland areas would frame the park and provide additional habitat. Approximately 1,134 SF of rain gardens would filter stormwater from Pickens Street.

St. Joseph Park is an existing public park with lawn, a gazebo, and basketball, soccer, and tennis courts. Landscape improvements would be made to 0.2 acre of the park through the planting of native vegetation. Bioswales would also improve stormwater storage and filtration, and an existing parking lot would receive treatment to increase its permeability and improve its stormwater filtration capabilities and reduce runoff.

Little Ferry Municipal Improvements would be stormwater management practices installed at the Little Ferry Library and Little Ferry Municipal Building (Figure 1.11). The improvements to the library would include approximately 0.3 acre of native plantings and rain gardens, as well as replacement of existing asphalt parking lot with permeable paving to improve stormwater infiltration.

Washington and Memorial Elementary Schools would receive a series of proposed campus improvements (see Figure 1.11). The improvements would include open space, native habitat, stormwater storage and filtration, and passive and active recreation opportunities. Approximately 0.4 acre of an existing sports field would be improved, while approximately 1.1 acres of native vegetation (with trees) would be planted to increase stormwater filtration and biodiversity. Proposed rain gardens along Liberty Avenue would also collect and infiltrate stormwater. At Washington Elementary School, approximately 0.8 acre of impervious pavement would be converted to permeable pavement or a permeable play area. Existing active programming areas would remain, but overall stormwater filtration and conveyance would be improved on site.

Robert Craig Elementary School is an existing elementary school campus that would receive approximately 1.7 acres of proposed improvements. Improvements would include approximately 1.4 acres of new sports field at an existing baseball diamond and open lawn, replacement of an existing impermeable play surface with approximately 0.3 acre of permeable play surface, and the construction of an approximately 2,519 SF rain garden in an existing open lawn. Existing active programming would not change, but overall stormwater filtration and conveyance would be improved on site.

Grey Infrastructure

The proposed grey infrastructure improvements are along both East Riser Ditch and in the Losen Slote drainage basin.

East Riser Ditch would be dredged between Moonachie Avenue and the East Riser Ditch tide gate. In total, approximately 20,200 cubic yards of sediment would be removed in order to improve stormwater

Figure 1.11: Proposed Little Ferry public/open space improvements.

conveyance within the channel. To complete this work, the railroad bridge that crosses this reach of East Riser Ditch, as well as the culverts beneath Amor Avenue and West Commercial Avenue, would need to be removed and replaced. Dredged sediment and all debris associated with these channel improvements would be disposed of offsite at a licensed facility, and channel boundaries and adjacent areas (approximately 9.5 acres) would be revegetated following the channel improvements (Figure 1.12). Long-term operations & maintenance (O&M) activities would be facilitated by establishment of a new two-track O&M access road/easement (at least 10 feet wide) along the ditch.

In addition to channel dredging, a new 500 cfs pump station would be constructed in the open space immediately northeast of the existing East Riser Ditch tide gate. This new East Riser Ditch Pump Station would utilize eight Archimedean screw pumps, which would be powered primarily by electricity, but would also be connected to a backup generator in case of electricity outages. The pump station would collect water from an intake bay constructed along the northern bank of the channel, and discharge into a new modified forebay inlet (approximately 40 feet wide and 60 feet long) to the existing tide gate. The modified forebay inlet would be installed upstream of Starke Road to convey discharge to the existing culverts under Starke Road and through the existing tide gate. When the pump station is not operating, normal flow from the channel would flow through flap gates in the forebay and tide gate similar to existing conditions. Access to East Riser Ditch Pump Station would be provided by a 0.2-acre parking lot along Starke Road.

In the Losen Slote drainage basin, one new stormwater pump stations (Losen Slote pump station A) and associated force mains are proposed. Pump station A would be located in the back parking lot of 15 Liberty Street in Little Ferry, immediately east of the Liberty Bell Village (Figure 1.13). This pump station would have one 50 cfs pump, and would discharge stormwater through a force main in the Lorena Street, Liberty Street, Eckel Road, and Birch Street rights-of-way. This force main would be approximately 3,300 feet long, and would consist of a ductile iron pipe. It would discharge into Losen Slote at the western terminus of Birch Street. An energy dissipation structure would also be constructed at the discharge point for the force mains in order to prevent erosion of the Losen Slote channel. Existing remains of a tidal gate near the eastern end of East Joseph Street would be removed from the Losen Slote channel (Figure 1.14).

Access and Staging Areas

Construction would be conducted using numerous access and staging points. These areas would be used to store and transport heavy equipment, construction materials, and construction personnel throughout the various construction phases. Field offices for the construction contractors may also be located in these areas. Components would be accessed from adjacent public roadways and/or properties being acquired for the Proposed Project, although construction activities associated with dredging East Riser Ditch would need to be conducted from the parking lots of adjacent businesses.

Staging for the proposed parks and open space improvements would be fully contained within those sites, while staging for green infrastructure components would primarily occur in parking lanes or shoulders adjacent to those construction sites, or in nearby park/open space improvement sites. The roads to be used for staging are detailed in the next section. Staging for the grey infrastructure components would occur both in parking lots adjacent to the proposed pump stations, and in the Caesar Place Park property for channel dredging activities.

In order to minimize impacts on residents, businesses, and property owners, non-park locations, such as parking lanes or private parking lots, would be used for access and staging only as long as necessary to complete the project components proximal to those specific locations.

Figure 1.12: Rendering of proposed East Riser channel improvements.

Figure 1.13: Rendering of proposed pump station for Losen Slote force main.

Figure 1.14: Proposed removal of cement remains of tide gate on Losen Slote.

1.2 Area of Potential Effects

The APE for cultural resources is defined as the "geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist" (36 CFR 800.16[d]). The APE comprises two distinct types of potential effects: direct and indirect. The historic structures report for the project is concerned with the indirect APE (aka Architecture APE). This Phase IA archaeological survey is only focused on the direct APE (aka Archaeology APE), which is referred to as the APE throughout this report. The APE is considered to be the limit of disturbance (LOD) that the project's land requirements would create during construction. It is the area where the project has the potential to physically damage or destroy archaeological resources or historic properties. All temporary and permanent workspace areas are included in the APE.

The APE includes all of the land that may be affected during proposed construction-related activities (see Figures 1.2–1.6). The project footprint illustration on the plans represents the APE (see Figure 1.2). Table 1.2 summarizes the components and acreage of the APE.

The APE includes the variety of proposed components with different depth of impacts. Shallow impacts (i.e., less than 1 foot) are planned with the removal of permeable surfaces and conversion of areas to permeable surfaces. Proposed landscaping at schools and parks is likely to be limited to 1 or 2 feet of grading. The bioswales/storage/tree trenches are located primarily along existing roadways and road shoulders, with impacts extending several feet below grade. Temporary construction areas for bioswales/storage/tree trenches are confined primarily to existing paved roadways or graded road shoulders. Proposed force mains will have deep impacts and are located in existing paved roadways. The construction of pump stations will have deep impacts exceeding 3 feet in depth. The temporary construction areas situated on pavement will have no impact.

Table 1.2: Acreage of the APE.

Proposed Project Element	Approximate Acreage
Parkland/Open Space	19.9
Bioswales/Storage/Tree Trench	7.9
Force Main, Pumping Station, tide gate removal	2.4
Channel Dredging	3.7
Staging Areas	0.6
Total Acres	34.5

2.0 Background Research

The background research was conducted to develop the environmental context, prehistoric context, and historic context. In addition, this research reviewed archaeological sites and previous cultural resource management surveys conducted near the APE. The archaeological site file data, along with prior cultural resource survey data, facilitated the assessment of archaeological sensitivity within the APE. The archaeological sensitivity was assessed to determine the potential for prehistoric and historic-period archaeological resources within the APE. The prehistoric and historic archaeological sensitivity will be discussed in Section 3.0. Background research was conducted at the NJHPO, the New Jersey State Museum, and the New Jersey State Library in August 2016. Additional research was conducted at the Little Ferry Public Library in November 2017. Books, articles, journals (i.e., *Bulletin of the Archaeological Society of New Jersey*), online resources, and other sources were consulted. Map research was conducted online using a variety of sources, including: Ancestry.com, the David Rumsey Map Collection, the New Jersey Pine Barrens Historic Map Collection, the Library of Congress American Memory Map Collection, the New York Public Library Digital Gallery, the University of Alabama Map Collection, the National Map: Historical Topographic Map Collection, National Oceanic and Atmospheric Administration's Office of Coast Survey Historical Map & Chart Collection, and the Fairleigh Dickinson University Digital Archives. Historic maps, atlases, and aerial photographs were geo-referenced using geographic information system (GIS) software to document land-use history within the APE. Limitations of the scale on the historic maps and atlases complicate the ability to accurately position the APE on certain historic maps. The historic context provides a historic overview of Bergen County and a short summary of the municipalities that contain the APE. A detailed historic overview of the Meadowlands is present by Hunter Research, Inc. (2006), and Grossman and Associates, Inc. (1994).

2.1 Environmental Background

Geology

The APE is located within the Piedmont Lowlands physiographic province, also known as the Newark Rift Basin (Figure 2.1). The terrain in the overall province consists largely of a gently undulating topography that slopes gradually from the New Jersey Highlands down to the Coastal Plain. The project is located at a low point within the province, within the Hackensack Valley and Meadowlands, at an elevation between 0 and 10 feet amsl. This valley is a broad lowland between the Palisades Ridge to the east and the First Watchung Mountain in the west, formerly inundated by glacial Lake Hackensack (Wolfe 1977:244).

The project is underlain by bedrock of the Passaic Formation, part of the collection of sedimentary deposits identified as the Newark Group. These are composed of reddish-brown to purple and gray shales and sandstones that were deposited within fluvial and lacustrine environments. Mudstone (JTrpms) is documented in the southern part of the project, and sandstone and siltstone (JTrps) is documented to the north. This formation dates to the Early (Lower) Jurassic and Late (Upper) Triassic (174–237 million years ago) (Dalton et al. 1999).

Surficial Geology

The recent Quaternary Period geomorphological formation of this valley's stratigraphy—as well as paleoenvironmental reconstruction—has been heavily studied and documented due to its location near the southern limit of the Wisconsinan glaciation, the location of glacial Lake Hackensack itself, and the paleoenvironment of the valley during the Holocene. A non-comprehensive list of some of these studies

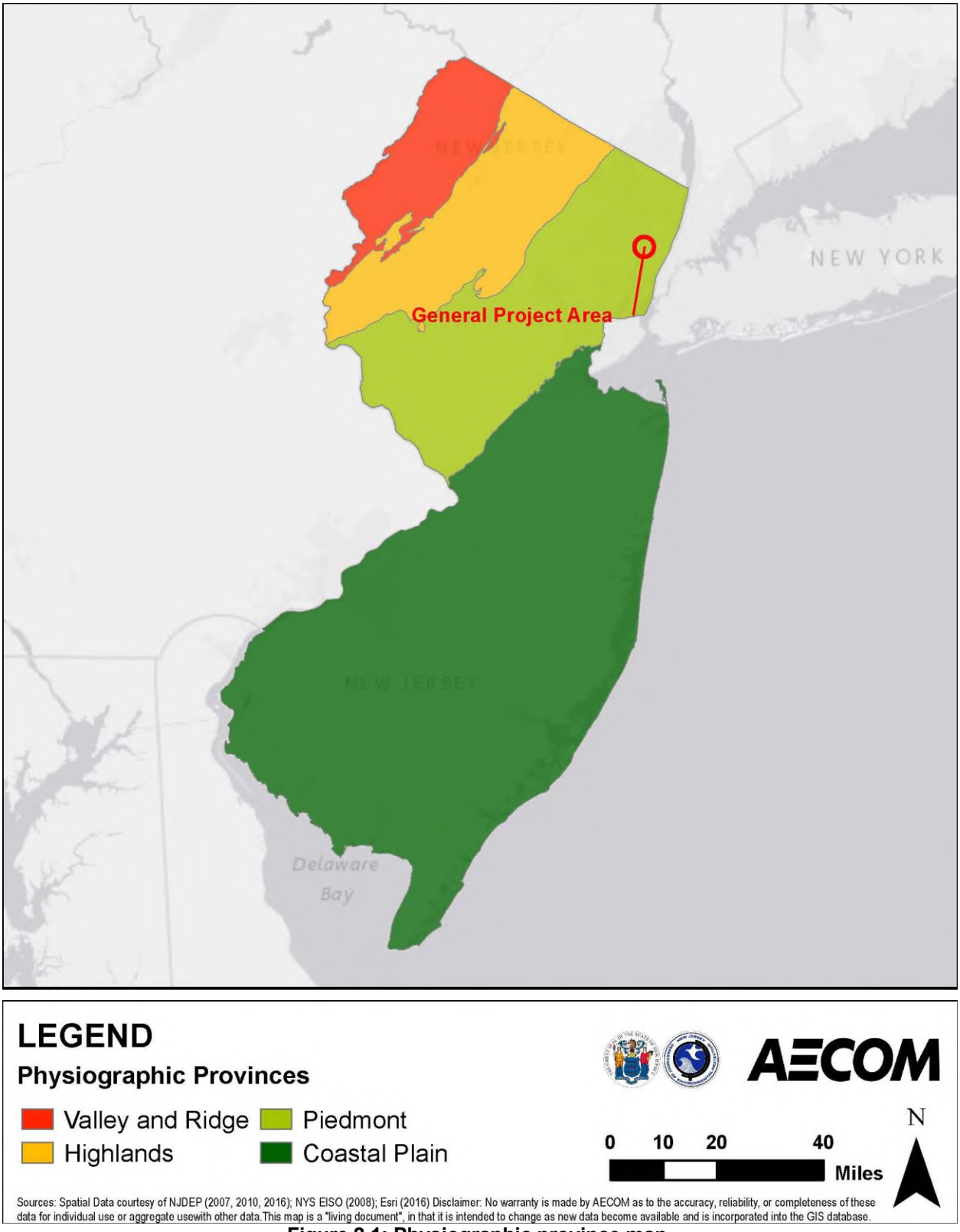

Figure 2.1: Physiographic province map.

includes Heusser 1963, Carmichael 1980, Averill et al. 1980, Grossman and Associates, Inc. 1994, Schuldenrein 1995, Thieme and Schuldenrein 1996, Grossman 2003, Hunter Research, Inc. 2006, and Aiuvalasit et al. 2009. A summarized overview of the geology and geomorphology is presented in this report.

The natural lithostratigraphic units above the bedrock within the Hackensack Valley consists primarily of Late Pleistocene glacial till, Late Pleistocene lacustrine deposits, Holocene fluvial and eolian deposits, and Holocene tidal marsh deposits. During the Wisconsinan Glaciation, which lasted from approximately 85,000 to 11,000 years ago, the glaciers covered this valley and surrounding area with an approximately 4,000-foot-thick ice sheet that extended south of the Meadowlands (Stone et al. 2002). Glacial drift—consisting of a mix of clay, silt, sand, gravel, cobbles, and boulders—was deposited by the glacier both during its advance and final retreat sometime after 22,800 years before present (B.P.). A 4- to 30-foot-thick till layer is generally encountered above bedrock within the Hackensack Valley. Linear surficial remnants of the Rahway till (Qwtr) trend northeast to southwest within the valley (USACE 2002; NJSEA 2007; NJDEP/NJGS 2010).

As the ice made its retreat, glacial drift deposits formed terminal moraines. The Harbor Hill moraine dammed the Hackensack River and impounded the meltwaters from the retreating glacier, resulting in the formation of glacial Lake Hackensack. There is some evidence that there may in fact have been two stages of lake development, with a dry period in between. Varved clay and silt stratum were deposited at the bottom of the lake as meltwaters carried sediment from the glaciers. These Late Wisconsinan Glacial Lake-bottom Deposits (Qwlb) consist of thin, alternating layers of fine sand, clay, and silt ranging from 0 to 200 feet thick across the project area. Based on the number of varves, it has been determined that glacial Lake Hackensack existed for a minimum of 3,350 calendar years (USACE 1995; NJSEA 2007; NJDEP/NJGS 2010; Schuldenrein 1995; Averill et al. 1980).

As the climate continued to warm, the moraine was eroded and broken, which resulted in the catastrophic emptying of Lake Hackensack sometime around 12,500 B.P. (Schuldenrein 1995: 208); the varved sediments deposited on the bottom of Lake Hackensack were then capped in some locations by stream deposits and eolian sediments as the new drainage system was formed and much of the valley became inhabitable. Prior to the construction of Interstate 80, the remains of a mastodon and several other animal species were found in the City of Hackensack near the intersection of Polifly Road and Interstate 80 (Ensign 1971; Erik Kiviat, personal communication, September 19, 2016; see Attachment B). The mastodon find was located over 1.5 miles northwest of the APE. It is also known as “The Hackensack Mastodon” and the bones were on display in Bergen County. The remains were situated at the base of an 8-foot-thick layer of fine sandy fluvial depositions below 4 feet of topsoil and peat. Below the mastodon was a gravel and rock deposit lying over the varved lake sediments. Prehistoric artifacts were also found, but not associated with the mastodon. The surrounding stratigraphy indicated that a channel had been eroded through the lake sediments, and the mastodon’s body had been buried as the channel was infilled with fine sands, probably around 10,000–12,000 B.P. (Ensign 1971). The deposit is contemporaneous with the Qst1 Lower Postglacial Stream Terrace Deposits, which form surfaces 5 to 15 feet above the modern floodplain and wetlands (NJDEP/NJGS 2010).

Limited eolian deposits (Qe) also occur near the APE, consisting of windblown fine sand and silt. As the area dried out, the fine sediments became entrained in the winds blowing across the area, forming sand sheets and dunes that are up to 15 feet thick. Along with the stream terrace deposits, these higher areas formed the fastland within this valley prior to the infilling of the surrounding marshes (NJDEP/NJGS 2010).

The valley remained dry for a period until sea-level rise accelerated during the Holocene. The Hackensack Valley was partially drowned, resulting in the formation of salt marsh and estuarine deposits (Qmm), which have been found to be approximately 3 to 15 feet thick within the vicinity of the APE. The marsh deposits consist of peat and organic silt and clays (USACE 2002; NJDEP/NJGS 2010). A discontinuous thin layer of mineral material made of silt and fine sand, with a maximum thickness of 20 feet, underlies the tidal marsh deposits (Joseph S. Ward, Inc. 1962). It is unclear if these are fluvial or eolian deposits.

It is of note that in much of the valley, particularly west of the Hackensack River, there is a lack of sediment deposition in between the Late Pleistocene lacustrine sediments and the Late Holocene marsh sediments. Either marine or fluvial erosion seems the most likely reason for this gap in the sedimentological record. It is also important to note that no stable buried soils have been identified within studies that did encounter fluvial or eolian deposits (Aiuvalasit et al. 2009).

Within much of the APE, the natural soils and sediments are capped by artificial fill. Due to urbanization of the area in recent history, a layer of fill consisting of sand, gravel, wood, plastic, concrete, glass, brick, refuse, stones, boulders, and various miscellaneous materials was deposited for residential, commercial, and industrial development. This layer ranges from approximately 2.5 to 15 feet in thickness (NJSEA 2007).

As part of the Meadowlands Flood Protection Project, AECOM completed a review of existing soil borings located near the APE and Hackensack River (Soudkhah 2017). Seven “soil areas” were delineated based on this review. Areas 1–3 (from the I-80 Bridge over the Hackensack River down to the confluence of the Hackensack and Overpeck Creek) included historic fill overlying lacustrine sediments over either glacial till or bedrock. No late Holocene tidal marsh sediments were preserved in these areas. Two of the borings in Area 1, just south of the I-80 bridge, did contain a deep pocket of sand over the varved clays, which is likely an early Holocene fluvial or eolian deposition. Areas 4–7 (from the confluence down to southern end of the project and around Berry’s Creek) did contain late Holocene organic clays and peats associated with estuary and tidal marsh sedimentation over the lacustrine clays. Only Areas 4 and 6 contained thin sheets (5–10 feet) of sand below the organic units.

Soils

Soils within the APE are classified as urban land (UR); udorthents (UdoB, UdwB, UdwuB); (Figure 2.2). Table 2.1 provides the breakdown of the characteristics of each soil type.

Table 2.1: Soils within the APE (USDA: NRCS 2017).

Soil Symbol	Soil Name	Location/ Landform type	Parent Material	Typical Texture	Drainage Class	% of APE*
UdwB	Udorthents, wet substratum (0-8% slopes)	Flats	Loamy lateral spread deposits	Sand, muck	Moderately well drained	16.2%
UdwuB	Udorthents, wet substratum-Urban land complex	Flats	Loamy lateral spread deposits	Sand, muck	Moderately well drained	34.7%
UR	Urban land					36.4%

*12.7% of the APE is within water

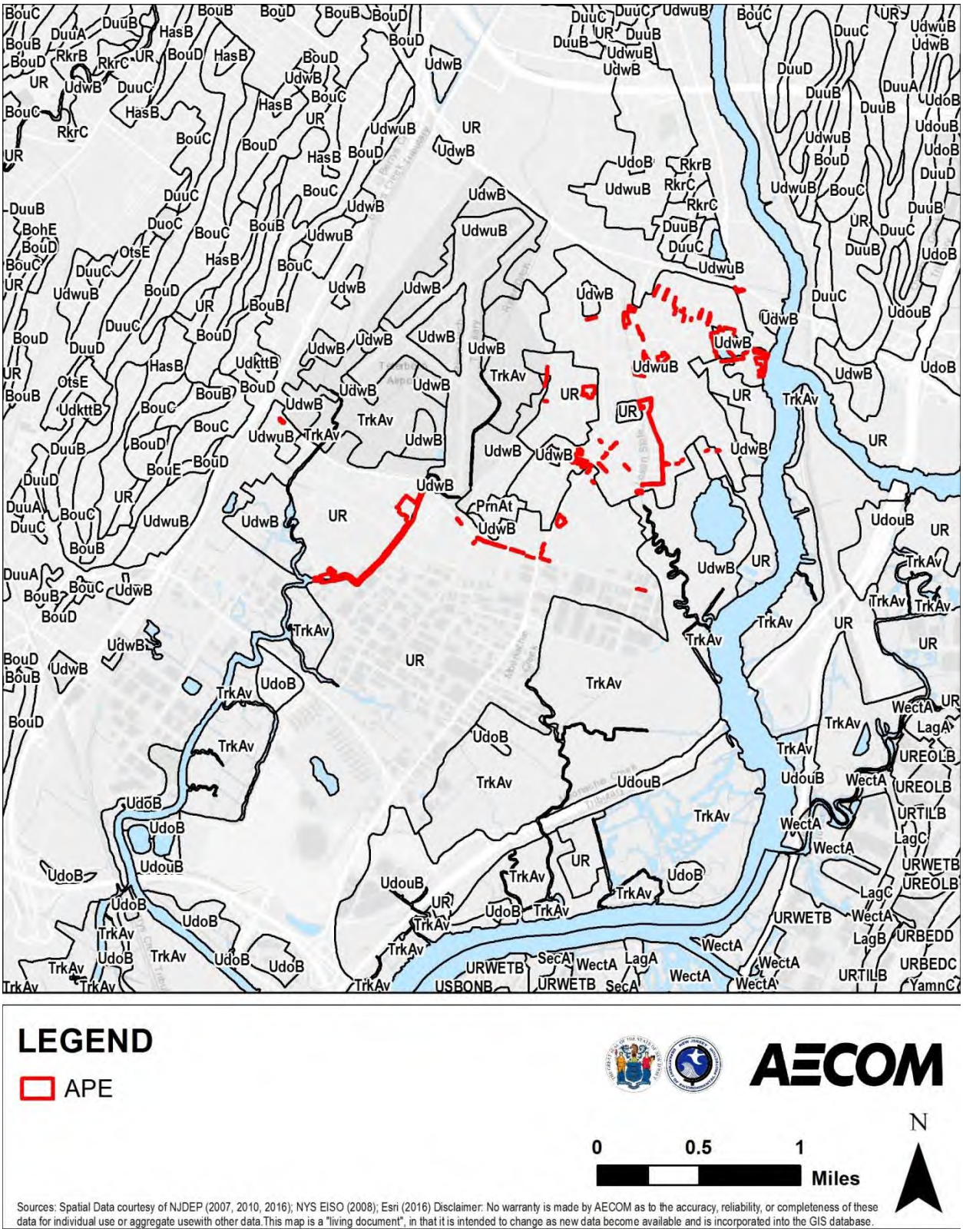

Figure 2.2: Soils map.

Urban Land (UR)

The majority of the APE consists of urban land made up of paved and concrete surfaces over fill material consisting of clean stones, boulders, rubble, and soil and non-soil particles covered by high-density residential, commercial, and industrial buildings, paved roads, and other structures. Slopes range from 1–8%. This map unit covers approximately 49% of the APE (Goodman 1995; USDA: NRCS 2017).

Udorthents, wet substratum (UdwB)

This unit is composed of fill material consisting of clean stones, boulders, rubble, and silty and sandy soils dredged from nearby streams or rivers; fill is up to 3 feet in depth in some areas. The slope ranges from 0–8%. Though unidentifiable, the original soils likely were deep, slightly-to-very poorly drained, and prone to extended periods of ponding due to daily tidal flooding. Udorthents, wet substratum occur in drainageways, upland stream terraces, areas of marine deposits, and floodplains (Goodman 1995; USDA: NRCS 2017).

Udorthents, wet substratum-Urban land complex (UdwuB)

This unit is an amalgamation of udorthents, wet substratum (50%), urban land (35%), and additional units (15%). Areas of the udorthents, wet substratum fill material consisting of clean stones, boulders, rubble, and silty and sandy soils dredged from nearby streams or rivers. Urban land has a surface layer that has been paved and developed with residential and/or commercial buildings. Slopes range from 0–8% (Goodman 1995; USDA: NRCS 2017)

Water

The APE is located in the middle portion of the Hackensack River. Tributaries of the river near the APE include Losen Slote, Moonachie Creek, West Riser Ditch, East Riser Ditch, and Berry's Creek, along with several unnamed tributaries, ponds, wetlands, and marshes. The Meadowlands District is dominated by one of the largest tidal wetland complexes within the Hudson-Raritan Estuary, encompassing approximately 8,400 acres of saline, brackish, and freshwater wetlands and open waters contiguous with (and including) the lower (tidal) Hackensack River (USFWS 2007). Most of this marshland is located south of the APE.

2.2 Prehistoric Context

Little is known about the prehistory of the Hackensack River drainage due to a general lack of systematic survey and testing programs. The record now suggests that the prehistoric period Meadowlands may have been a dynamic landscape within the context of formerly dry freshwater and estuary land forms (Grossman 1992). Such an environment could have been a rich area that Native American populations utilized to procure resources. The Native American archaeology in the Newark Basin, which contains the Meadowlands, provides insight into settlement patterns (URS Corporation 2001). Prehistoric cultural complexes in northeastern North America are traditionally separated into three broad categories: Paleoindian, Archaic, and Woodland. The Archaic and Woodland periods are further broken down into early, middle, and late. The Late Archaic is separated from the Early Woodland period by the Transitional subperiod—what some call the Terminal Archaic.

Paleoindian Period (12,000–10,000 B.P.)

The earliest recognized prehistoric occupation of New Jersey dates to the Paleoindian period (12,000 to 10,000 B.P.) (Lattanzi 2017; Stewart and Rankin 2017); however, earlier Pre-Clovis archaeological deposits

have been found in other portions of the United States (Lothrop et al. 2016). The environment during this Paleoindian period was characterized by dense forest composed of pine and oak species (Averill et al. 1980). Sea levels were lower during this period. The drainages in the project area would not have been tidal and meadowlands would not have existed. Paleoindian sites are characterized by the use of distinctive fluted lanceolate points. The Port Mobil Site on the western shore of Staten Island is one of the larger Paleoindian sites near the project area (Funk 1977). Nine additional Paleoindian sites are known in the surrounding Newark Basin (URS Corporation 2001). Preserved pollen remains and associated radiocarbon dates suggest that a gradual warming trend began following the retreat of the Pleistocene glaciers around 17,000 B.P. By about 13,000 B.P., mixed pine and spruce forests dominated the landscape; after 12,000 B.P., pine had begun to predominate (Stewart and Rankin 2017).

The lithic data and ethnographic analogy suggest that territories may have encompassed a 56-to-99-kilometer radius and crossed multiple physiographic zones (Stewart and Rankin 2017). Regional patterns indicate that in the Piedmont, Paleoindian sites away from high-order drainages consist of small hunting stations (Custer and Wallace 1982). Settlement patterns likely encompassed large regions of the Hackensack Basin and surrounding areas. Paleoindian subsistence strategy in this forest and mixed woodland environment may have centered on the hunting of game, as indicated in the recovery of fluted projectile points. On the other hand, evidence from some sites, like Shawnee-Minisink on the Upper Delaware River, suggest that Paleoindian groups were collecting seeds, plums, and blackberries, as well as exploiting local fish resources (Gingerich 2013).

The location of known Paleoindian sites in New Jersey suggests a preference for high, well-drained ground near streams or wetlands and offering vantage points for observing game (Stewart and Rankin 2017). Sites have also been located in rockshelters, near lithic source areas, and on lower river terraces. It is probable that many Paleoindian sites were situated on what is now the continental shelf (Marshall 1982).

Archaic Period (10,000–3000 B.P.)

Approximately 10,000 years ago, the tundra conditions of the Paleoindian period were beginning to give way to the warmer Holocene. The spruce-pine forests receded and pine-oak forests became dominant by 6540 B.C. (Hunter Research, Inc. 2006). During this period, there were major environmental transformations, evidenced in rising sea levels. The rising water table contributed to the formation of inland marshes in the former glacial lake bottoms (Hunter Research, Inc. 2006). An increase of nut-bearing deciduous tree species may have sustained a larger and more varied animal population (Kraft 2001). The faunal species associated with Early Archaic archaeological components range from elk, deer, and bear to turtles, frogs, and fish (Kraft and Mounier 1982a; Kraft 2001). In the Newark Basin, 163 components date to the Archaic period (URS Corporation 2001).

The Early Archaic period was characterized by warmer temperatures and increasing diversity of tree species in the forests. The shift from the Paleoindian period to the Early Archaic period coincided with a transition in the boreal forest from a pine-birch dominated forest to a forest dominated by pine and oak (Anderson 2001; McWeeney and Kellogg 2001). Early Archaic diagnostic artifacts consist of smaller notched (Kirk, Amos, Palmer, and Charleston) or stemmed (Kirk) projectile points and serrated-edge (Kirk) blades (Raber et al. 1998; Custer 1996:130; Kraft 2001). New tool types (ground and chipped stone celts, adzes, and other heavy working tools) are associated with the Early Archaic period (Raber et al. 1998). The use of non-cryptocrystalline lithic material (e.g., rhyolite) increased during the Early Archaic period (Custer 1996:129; Stewart 1989). The settlement pattern data indicates that Early Archaic group territories were not as large as Paleoindian territories.

Middle Archaic remains, dated from 8000 to 6000 B.P., are rather less common than either the preceding Early Archaic or the succeeding Late Archaic, perhaps due to unclear typological definitions for this period (Raber et al. 1998). The traces of this period suggest the exploitation of a broader resource base than in earlier periods. In addition, a change in lithic material preferences occurred, with a greater reliance on argillite. Models of settlement for the Middle Archaic suggest two types of sites. The first type reflects large group activities sited to maximize proximity to a variety of resources. Such sites would be located on floodplains and low terraces of major rivers and streams and in association with marsh, swamp, and estuarine environments. A second site type recognized for the Middle Archaic reflects small group activities, such as forays from base camps or staging areas. The Middle Archaic period is seen as a departure from the mobile Paleoindian/Early Archaic lifeways. A decrease in settlement mobility during the Middle Archaic is suggested by changes in lithic utilization patterns and tool technologies.

Sites associated with the Late Archaic period (6000–7800 B.P.) are more common than are those of the preceding Middle Archaic, leading to the inference by some archaeologists of an increase in prehistoric populations at this time (Custer 1996; Grossman-Bailey 2001; Marcopul 2007; Pagoulatos 2003, 2006; Raber et al. 1998; Stewart et al. 2015). The tidal marshes started to develop during this time period in the project area (Hunter Research, Inc. 2006). The Hypsithermal and Sub-Boreal Climatic Episodes date to this time period (Vento 2015). The warm/dry period at the beginning of the Late Archaic period was followed by a cooler, moister sub-boreal episode toward the end of the period. In some cases, Late Archaic base camp sites appear to represent occupations of longer duration. A variety of narrow-bladed notched and stemmed projectile points—including Lackawaxen, Poplar Island, Lamoka, and Sylvan types—are diagnostic of the Late Archaic period. Tool assemblages from Late Archaic sites also include atlatl weights, groundstone and pecked-stone implements, heavy and light woodworking tools, netsinkers, and food-grinding implements (Kraft 2001). Milling stones and other food-grinding implements indicate an increased reliance on gathered wild plants; netsinkers, stone-boiling features, and faunal remains indicate the importance of fishing and shellfishing to Late Archaic populations. The Terminal Archaic or Transitional period (3000–2700 B.P.) traditionally encompasses the later portion of the Late Archaic period; diagnostic artifacts include soapstone bowls and broad-blade projectile points, including Perkiomen, Susquehanna, and Orient Fishtail types (Stewart et al. 2015). The general trends of the Late Archaic and Transitional Archaic period consisted of the rise and expansion of trade networks, an increase in population, burial ceremonialism, and a greater degree of sedentism.

Models for Late Archaic settlement suggest three different alternatives. The first is a central-based wandering system in which a fixed base camp is occupied on a semi-sedentary basis. Seasonal or regular forays to other camps would occur, with the base camp being periodically or seasonally abandoned and reoccupied at various times in the annual cycle. A second settlement pattern involves a shifting base camp location. This alternative model suggests that base camp locations would shift when local resources became depleted or as seasonal resources became available in other areas. The third model proposes restricted wandering within a given territory, with periodic group consolidation at changing base camp locations as resource availability allowed (Marcopul 2007). Assuming higher population densities for the Late Archaic period, the territorial ranges implied by these various models may have been rather smaller, and more intensively exploited, than they had been for earlier periods in the prehistory of the region. The appearance of vessels and artifacts fashioned from soapstone or steatite on New Jersey sites of this period provides evidence of interregional trade and is also suggestive of residential stability, since stone bowls are not easily transportable from site to site.

Woodland Period (2700 B.P.–A.D. 1600)

The Woodland period (2700 B.P. [750 B.C.] to A.D. 1600) is divided into three successive subperiods: Early, Middle, and Late Woodland. The Early Woodland (750 B.C.–A.D. 1) is traditionally differentiated

from the preceding Late/Terminal Archaic by the introduction of ceramic vessels (Stewart et al. 2015). Trends toward greater sedentism and increasing subsistence specialization begun as the Terminal Archaic continued, and were eventually joined by experimentation with cultigens. In the Newark Basin, 264 components date to the Woodland period (URS Corporation 2001). The earliest ceramics are termed the Ware Plain and Marcy Creek types; these vessels have flat bottoms and straight sides with lugs or handles, and are reminiscent of earlier steatite forms. These types appear to have been followed by Vinette I—conical-based, coil-constructed vessels with interiors and exteriors covered in the marks made with cord-wrapped paddles (Kraft 2001; Williams and Thomas 1982). Early Woodland deposits were excavated at the Dundee Site north of Passaic City (URS Corporation 2001). Large cobble hearths were associated with the Early Woodland component at the Dundee Canal Site. Settlement pattern models for the Early Woodland period generally conform to those presented for the Late Archaic. Extensive trade and burial ceremonialism related to Middlesex Adena and Meadowood have been documented in the region during the Early Woodland and Middle Woodland (Lowery 2012). Caches of Meadowood bifaces made from Onondaga Chert occur in the Delaware Valley and Susquehanna Valley (Kraft 2001; Obermeyer et al. 2015; Stewart 2013a; Lowery et al. 2015). Middlesex Adena burials at the Rosenkrans Site in the Delaware Valley contained block-end tube pipes, gorgets, copper, boat stones, and other exotic objects (Kraft 2001; Pagoulatos 2002).

The Middle Woodland period reflects a continued focus on riverine resources (Stewart 2003). Large Middle Woodland sites have been excavated at Abbott Farm, in the Upper Delaware Valley, and other locations throughout the Delaware Valley (Kraft 2001; Lattanzi and Stinchcomb 2015; Harris 2007; Mounier 2003; Pagoulatos 2004b; Stewart 1987, 2003; Wall et al. 1996b; Walker 2013; Walker and DiGuigno 2012). Diagnostic artifacts from the Middle Woodland consist of Fox Creek points, Jack's Reef points, criss-cross cordmarked pottery, Abbott Zoned pottery, net-marked pottery, and interior-marked pottery. Copper artifacts found at Abbott Farm reflect the use of local sources and non-local sources (Lattanzi 2013). A burial possibly dating to the Middle Woodland was found associated with copper and other grave goods at Abbott Farm (Obermeyer et al. 2015). The general themes in the region during this period are the emergence of more sedentary populations, the exploitation of anadromous fish, and changes in material culture (Custer 1996; Stewart 2003; Schindler 2006). The Middle Woodland territory likely extended from the Middle Delaware Valley east to New York City, and west to the Middle Schuylkill River Valley (Harris 2007; Obermeyer et al. 2015; Stewart 2013b, 1998a). Middle Woodland pits and hearths were found at the Dundee Site (URS Corporation 2001). The Middle Woodland component at the Dundee Site represents a short-term occupation.

The Late Woodland period is distinguished from earlier periods by the increase of semi-sedentary occupations, increasing population density, smaller territory size, reduction in trade, and the development of maize, beans, and squash horticulture (Marcopul 2007; Stewart 1998b). Evidence for maize and other domestics has been documented in the Delaware Valley to the east of the APE and middle portion of the Hudson Valley to the north (Heinrich 2016; Hart et al. 2017). Numerous sites dating to the Late Woodland period (A.D. 700–1600) have been identified in the Newark Basin (URS Corporation 2001; Perazio 1988). The largest sites dating to this period are usually located on major rivers (such as the Hudson) and near Staten Island, and likely represent base settlements that may have been occupied for much of the year. Kraft (2001), working in the Upper Delaware Valley, observed agricultural evidence in association with house patterns, indicating year-round occupations. Late Woodland hamlets were small and unfortified (Kraft 2001); houses were round-ended and long (Kraft and Mounier 1982b). Smaller sites are commonly found along tributaries and near natural springs. These smaller sites probably functioned as temporary or seasonal camps. Hunting, gathering, and fishing continued to play major roles in Late Woodland subsistence, while hoe-type horticulture had become well-established. Acorns and hickory nuts were

important wild foods, as were blueberries and butternuts. Archaeological data from the Newark Basin suggests that large Late Woodland base camp sites are not present (URS Corporation 2001).

The Late Woodland stone toolkit remained similar to that of earlier periods—except for stylistic changes—and reflects the functional diversity associated with the exploitation of a broad resource base. The use of a wide variety of lithic material coincided with sedentary settlements and the exploitation of immediately available resources. Diagnostic artifacts of the Late Woodland period include triangular points; collared and collarless ceramic vessels with incised geometric motifs and cordmarking; and a variety of chipped, pecked, and groundstone tools (Kraft 2001).

At the time of European contact, New Jersey was occupied by the Unami branch of the Lenape (called the "Delaware" by Europeans) (Kraft 2001; Stewart 2014). The Algonquian-speaking Lenape lived in loosely structured, autonomous bands residing in small dispersed settlements. The Contact period between Lenape Native Americans and Europeans continued into the eighteenth century (Stewart 2014). Increased contact with European traders and settlers ultimately resulted in the breakdown of traditional lifeways and the increased reliance on European goods in exchange for land and furs. Warfare, disease, and alcoholism all took their toll, and by 1759, it was estimated that only 300 Lenape remained in the province of New Jersey. By 1801, few Lenape remained in the state; today their descendants reside primarily in Oklahoma and Canada (Kraft 2001). A Contact period archaeological site has been found in the City of Hackensack over 1 mile north of the APE (Lenik 1989). Other Contact period sites exist in the upper reaches of the Hackensack watershed north of the project area (Lenik 1989).

2.3 Historic Context

European exploration and settlement first came to Bergen County in the early seventeenth century, when the Dutch East India Company commissioned Henry Hudson to travel to the New World and increase trade in 1609. Hudson founded a trading colony along the North River (known today as the Hudson River) comprised of pieces of modern-day New York, New Jersey, Connecticut, Pennsylvania, and Delaware, and named it New Netherland. Native American tribes already occupied the land Hudson claimed, however, and the two groups soon fell into conflict. By 1638, continued skirmishing with the local tribes exposed the disorganized nature of the settlement. A fortified camp was finally erected in 1656, named Fort Hackensack. Two years later, in 1658, the settlers purchased the land outright from the tribes and established Bergen Township. It was the first permanent settlement in the area (Van Valen 1900:25; Lurie and Mappen 2004:71).

Around 1664, the English took possession of the settlement from the Dutch and substantial land patents in what would become Bergen County were soon granted (Westervelt 1923:61). By 1682, Bergen County was officially established as one of the first four counties in New Jersey (Lurie and Mappen 2004:71). The county's original boundary was New York to the Newark Bay along the Hudson and Hackensack Rivers. It was later extended in 1709 to include territory west to the Pequonnock and Passaic Rivers (Van Valen 1900:27, 38). After the expansion, Hackensack was named the county seat (Lurie and Mappen 2004:71).

By the middle of the eighteenth century, two distinct cultures had developed in Bergen County. Throughout the countryside, the Dutch influence was clear. The people spoke Dutch, attended the Dutch Reformed Church, retained Dutch names, and favored Dutch clothing designs. Conversely, people in the Hackensack Valley, though mindful of their Dutch roots, had adopted the customs of British America. The divisions in Bergen County became more apparent around the time that the American War of Independence erupted. A considerable number of citizens in the county were not prepared to support separation with Britain or a new

union of states (Leiby 1962:9, 13). The county became known as the "neutral land"—a misnomer, since strong ties to either British or American interests had militarized the citizenry. Both sides created militias to fight against the other. Throughout the war, neither the British or American armies were able to successfully occupy Bergen County for more than a short period of time (Leiby 1962:103, 251). Early settlement near the APE was present around Little Ferry, and the Bergen Turnpike was an old colonial road (Figure 2.3).

Prior to the war, the success of Bergen County was largely due to its abundance of natural resources. Early settlers found that the Meadowlands region in the southern portion of the county was an ideal spot for gathering fish, oysters, fowl, and small mammals for food and trade. The Meadowlands continued as a major food source until around the 1880s, when it was discovered that the industrial buildup in the area had polluted the Meadowlands to the point that consumption was dangerous (Marshall 2012).

Despite its condition, the Meadowlands continued to serve as a significant economic driver for Bergen County and surrounding municipalities. Another valuable resource in the area was the harvesting of salt hay, ideal for "feeding and bedding livestock" (Marshall 2012). At the time of early settlement, the Meadowlands were largely composed of salt marsh and cedar swamps, so settlers later developed a system of drainage, converting the marsh into valuable farmland. Early drainage efforts were localized and focused on reducing salinity to create freshwater meadows: perfect conditions for producing salt hay (Sebold 1992; Hunter Research, Inc. 2006:4–9). The harvesting of salt hay fell into decline with the emergence of industrialization.

Fortunately, drainage was not only beneficial for harvesting salt hay; it also increased the amount of workable farmland. By the nineteenth century, farming had developed into the backbone of New Jersey's economy (Lurie and Veit 2012:105). Nowhere was that more true than in Bergen County, where farming was king (Gordon 1834:101). The county was so renowned for its proficiency in producing garden vegetables that by 1840, Bergen County was the primary supplier of vegetables to the New York market (Van Valen 1900:31). The Paterson Plank Road near the southern portion of the APE was a major east-west route across the Hackensack River in the nineteenth century. Washington Avenue/Moonachie Road/Liberty Street/Route 503 was the north/south route in the APE (Figures 2.4 and 2.5). Late-nineteenth-century development near the APE was scattered along roadways and more concentrated in Little Ferry (Figures 2.6 and 2.7).

Commercial trading in Bergen County was made possible through the development of transportation routes. The Hackensack River was used as a commercial thoroughfare as early as the seventeenth century (Hackensack Keeper 2016). Ferries were a common means of transport across the river through much of the seventeenth century (Borough of Little Ferry 2016). The construction of roads followed, increasing the number of routes in and out of the county. One of the earliest important roads was the "wagon road" built in 1660, which connected Bergen to Communipaw. The King's Highway was constructed in 1764 and stretched through the county to the Dutch Church on Staten Island. In 1804, the Bergen Turnpike Company built the Hackensack Turnpike from Hackensack to Hoboken. The New York and Paterson Turnpike was completed around 1816, and by the 1820s, a road connected Little Ferry to Hackensack (Van Valen 1900:83–84).

Railroads replaced the Hackensack River as the primary transportation route in the county by the middle of the nineteenth century, allowing faster access to large markets such as New York City (Lurie and Mappen 2004:71). The first railroads through Bergen County were constructed in the 1830s—the New Jersey Railroad and the Paterson & Hudson River Railroad (Van Valen 1900:87). In 1852, the New York & Erie Railroad leased the Paterson & Hudson River Railroad, and subsequently established it as its main line (County of Bergen 2016). In addition to trade, the railroad facilitated the rapid growth of Bergen County's

LEGEND

Project Location

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0 1 2 4 6
Miles

N

Sources: Spatial Data courtesy of NJDEP (2007, 2010, 2016); NYS EISO (2008); Esri (2016) Disclaimer: No warranty is made by AECOM as to the accuracy, reliability, or completeness of these data for individual use or aggregate usewith other data.This map is a "living document", in that it is intended to change as new data become available and is incorporated into the GIS database.

Figure 2.3: 1781 Hills map.

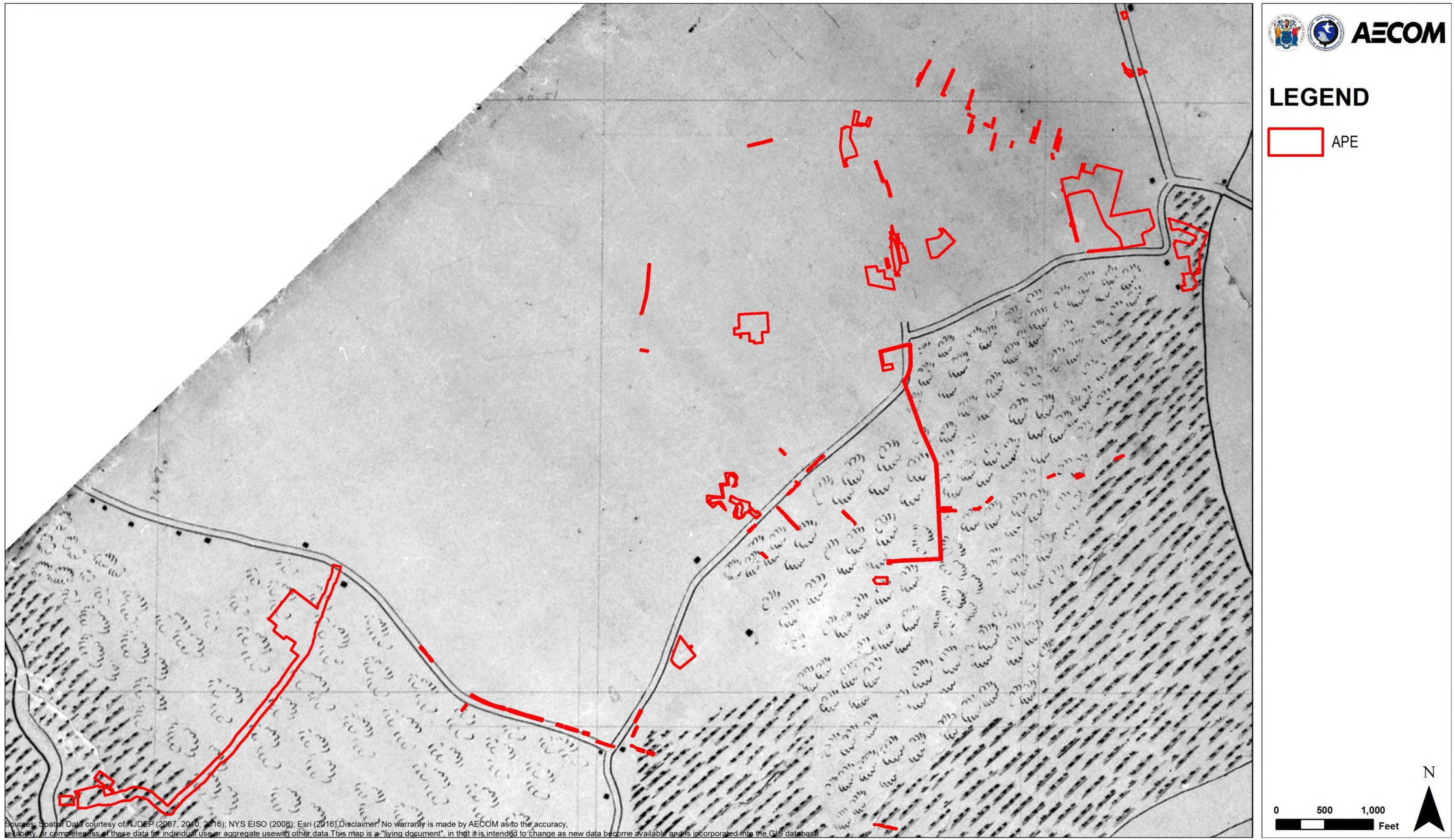

Figure 2.4: 1839 United States Coastal Survey map of north portion of Meadowlands.

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Figure 2.5: 1849 Sidney map of 12 miles around New York (Source: New York Public Library 1849).

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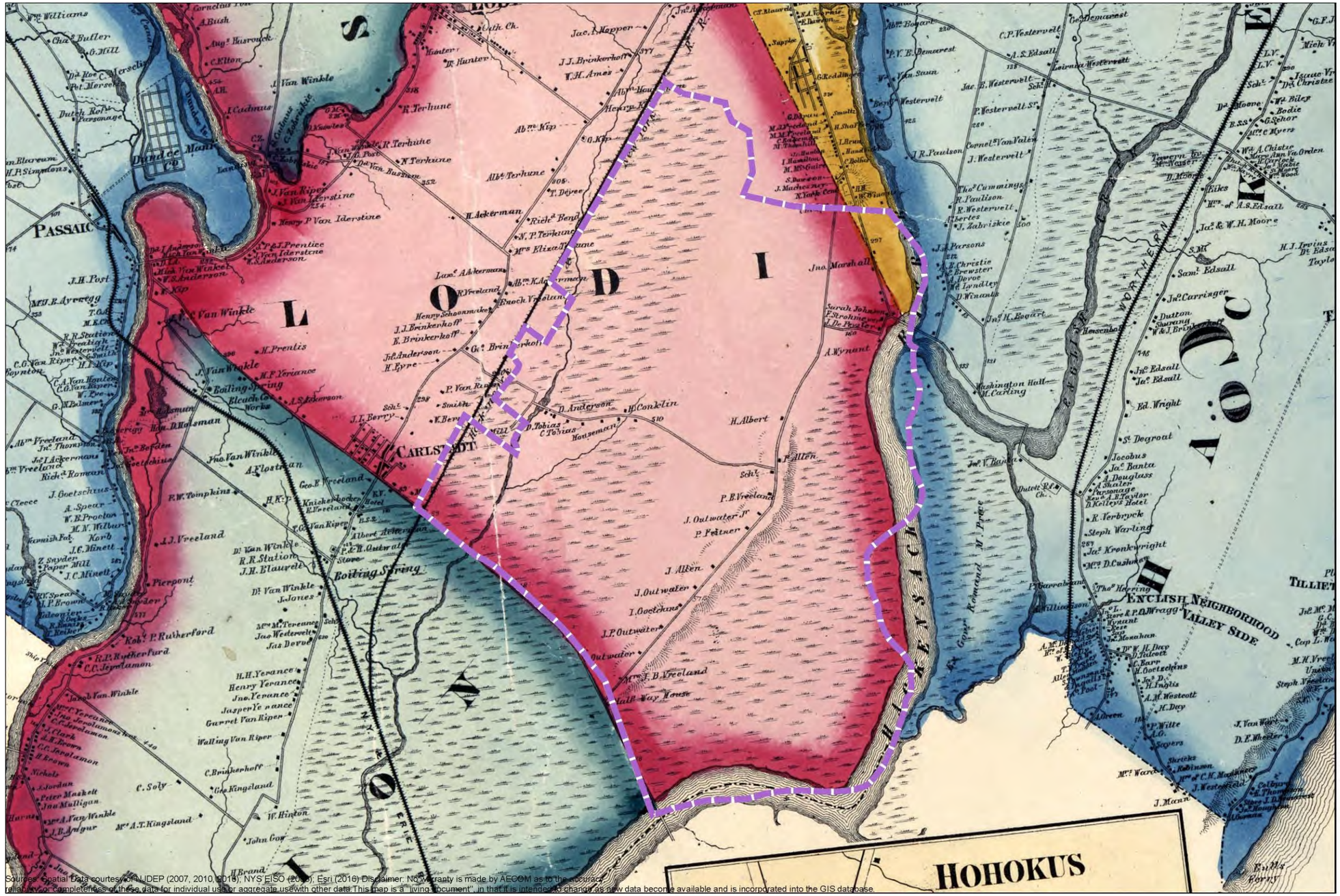

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Project Area (as Defined in EIS)

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Figure 2.6: 1861 Hopkins map showing the project area.

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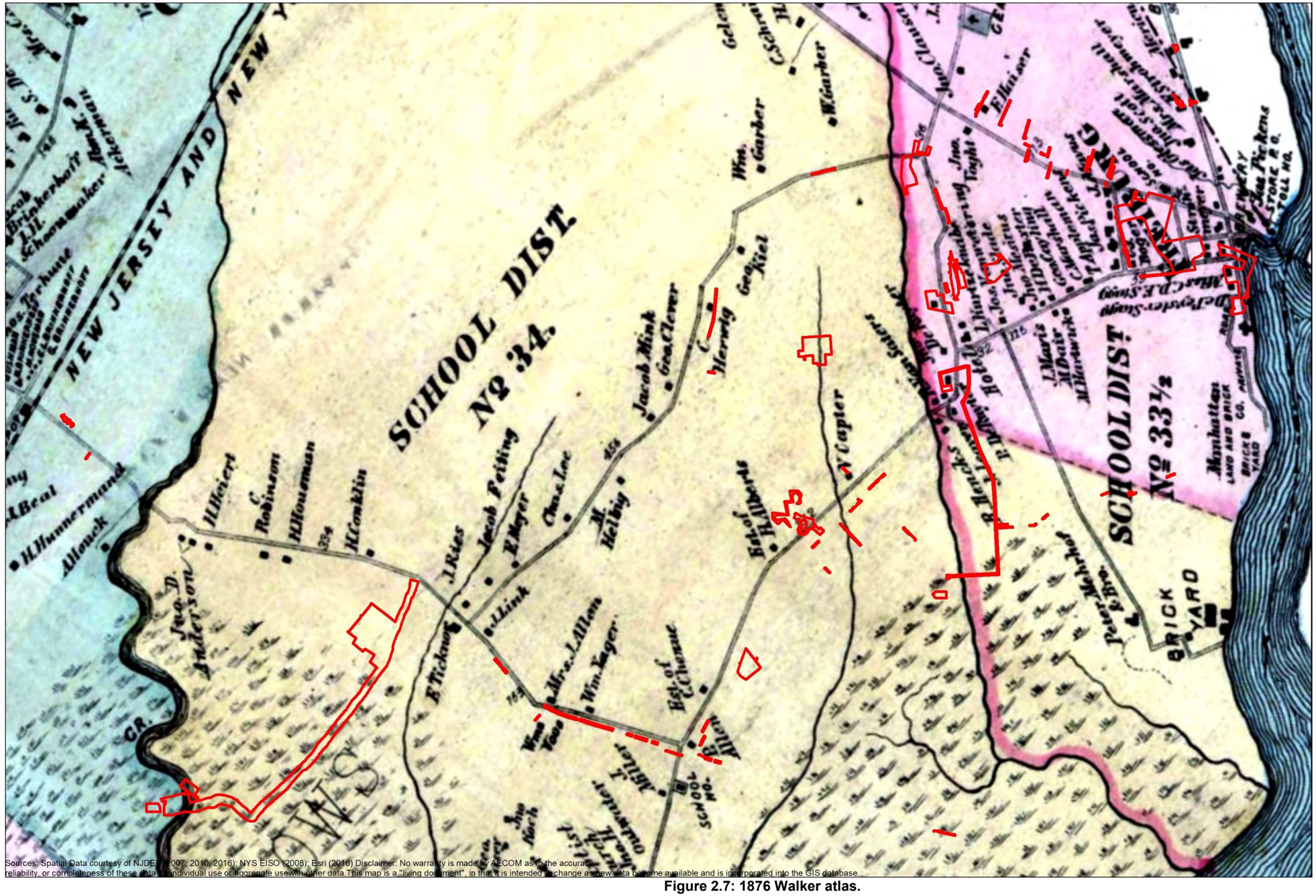

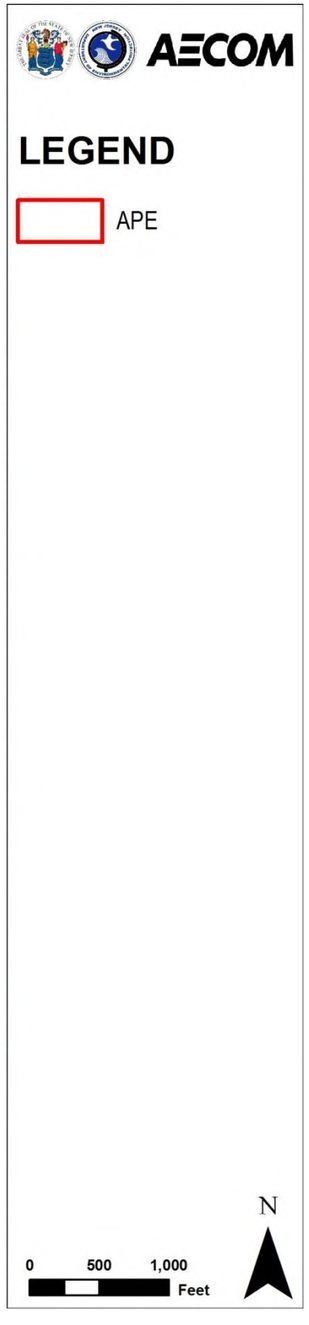

Figure 2.7: 1876 Walker atlas.

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population, which historically had seen only moderate increases since the start of European colonization. In 1830, Hackensack had only 1,000 residents and 150 homes. To complicate matters further, Bergen County was subdivided in 1837 and again in 1840 in order to create Passaic and Hudson Counties, respectively. The divisions resulted in a massive loss of population for Bergen County (Lurie and Mappen 2004:71). By 1861, a railroad was present west of the APE (see Figure 2.6).

The situation began to change in about 1890, as increased access to and from metropolitan areas—provided by the railroad—caused Bergen County's population to surge (Eugene 1953:209). By 1903, development continued along the nineteenth-century road network near the APE (Figure 2.8). The increase, coupled with school-funding issues, caused the legislature to pass a bill in 1894 that simplified the procedure and requirements for incorporating new boroughs, with the intention of more efficiently providing governmental services. The subdividing continued until 1924. Afterwards, Bergen County was left with seventy-five boroughs, three cities, and nine townships (Cunningham 1994:86; Lurie and Mappen 2004:72). By 1913, additional development and new neighborhoods were established near the APE (Figures 2.9–2.12). Brickworks continued to operate along the Hackensack River into the twentieth century. In the 1930s, former clay pits from brick works filled with water. Willow Lake in Little Ferry was an old clay pit (Figure 2.13).

The population increased again during the post–World War II era, largely due to the construction of the George Washington Bridge, which in 1932 connected Bergen County to Manhattan via highway. The population of "once-bucolic Bergen County" exploded from 78,441 in 1900 to 911,000 in 1976. Industry concentrated along the Passaic and Hudson Rivers and near Teterboro Airport, which opened in 1919, while many of the county's new residents found work in New York. The construction of the New Jersey Turnpike, Route 46, Interstate 80, and other roadways led to increased development near the APE. As shopping malls and housing developments were constructed to accommodate the growing population in the late 1960s, the open spaces of the Meadowlands were seen as a development opportunity. It was here in 1972 that construction began on a new stadium for the New York Giants football team (Cunningham 1994:6, 88–91; Port Authority of New York and New Jersey 2017).

Carlstadt

German political refugees founded the borough of Carlstadt in the 1840s (see Figure 1.1). The Paterson Plank Road is the southern boundary of the municipality (see Figure 2.6). The mass immigration was organized by the German Democratic Land Association. The group purchased 140 acres in Lodi Township for their members (Van Valen 1900: 363). The area developed significantly by the 1850s. It was well known for German singing societies, beer gardens and teaching German along with English in school (Lurie and Mappen 2004:122). There was also the German Presbyterian Church of Carlstadt, built in 1869. It was the first church in the area (Van Valen 1900:365–366). In 1894, Carlstadt was incorporated as a separate municipality from Lodi Township (Snyder 1969; Westervelt 1923:341). It was decided to name the new borough after the association's original president Carl Klein (Lurie and Mappen 2004:122). By the early twentieth century, Carlstadt had several industries in operation, such as manufacturing women's shoes, watch cases, and onyx and marble church pulpits (Van Valen 1900:363).

Little Ferry

The borough of Little Ferry was incorporated from Lodi Township in 1894 (see Figures 1.1 and 2.6). The name originated from a ferry that crossed the Hackensack River at the site from 1659 to 1826. Notably, it was utilized by a contingent of Washington's troops in November 1776 to escape Fort Lee after the British invasion of New Jersey. A bridge replaced the ferry in the late 1820s. Historically, Little Ferry was relatively sparsely settled, though a small village grew up around the bridge crossing the Hackensack River. An 1861

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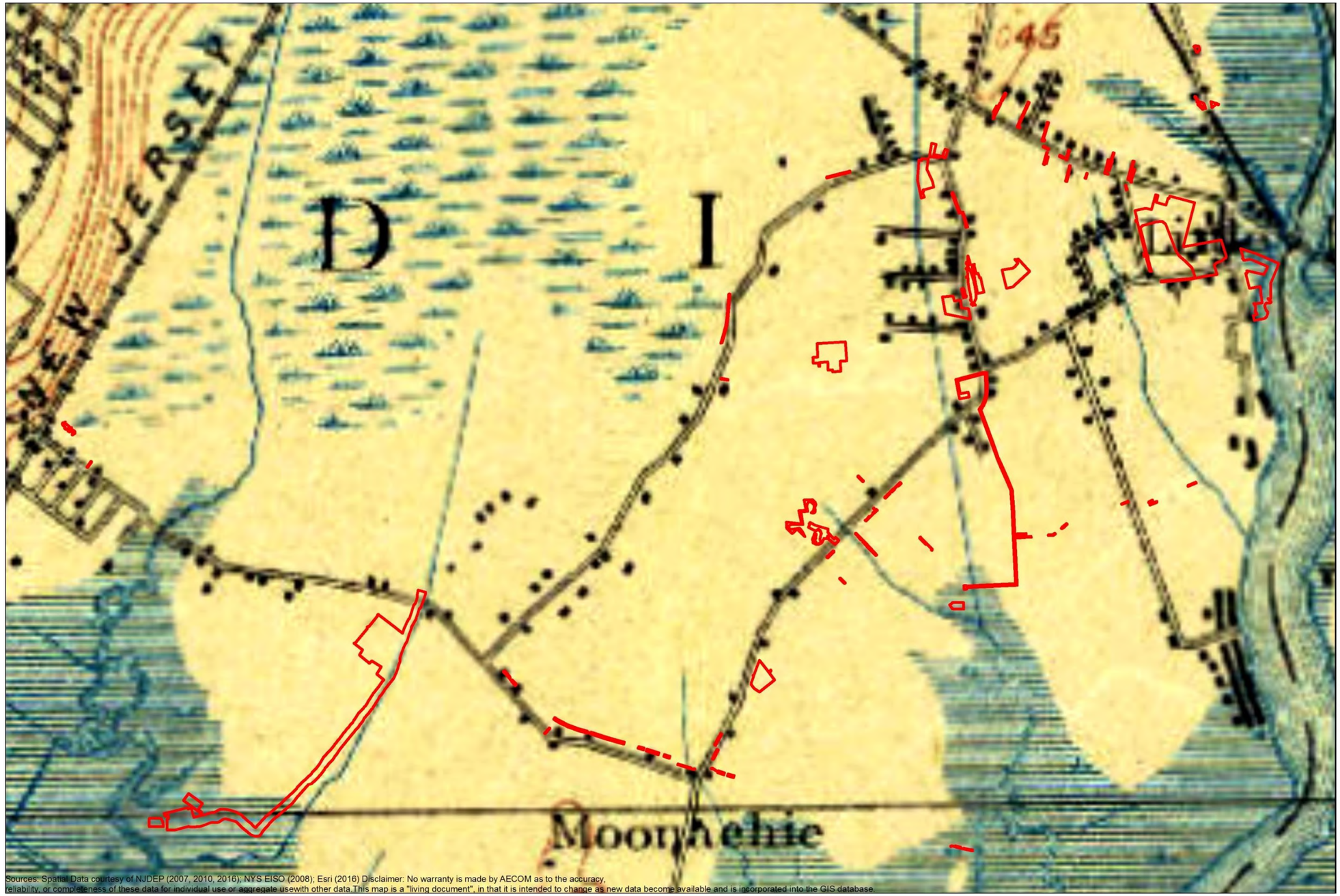

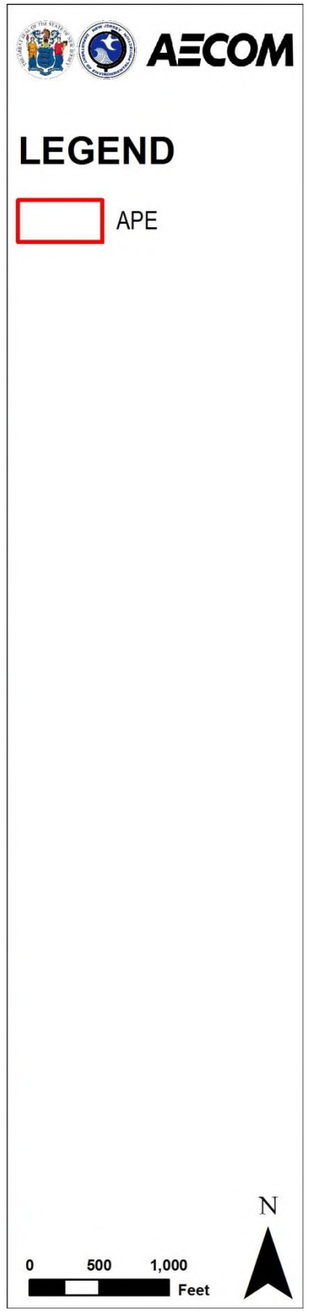

Figure 2.8: 1903 USGS map.

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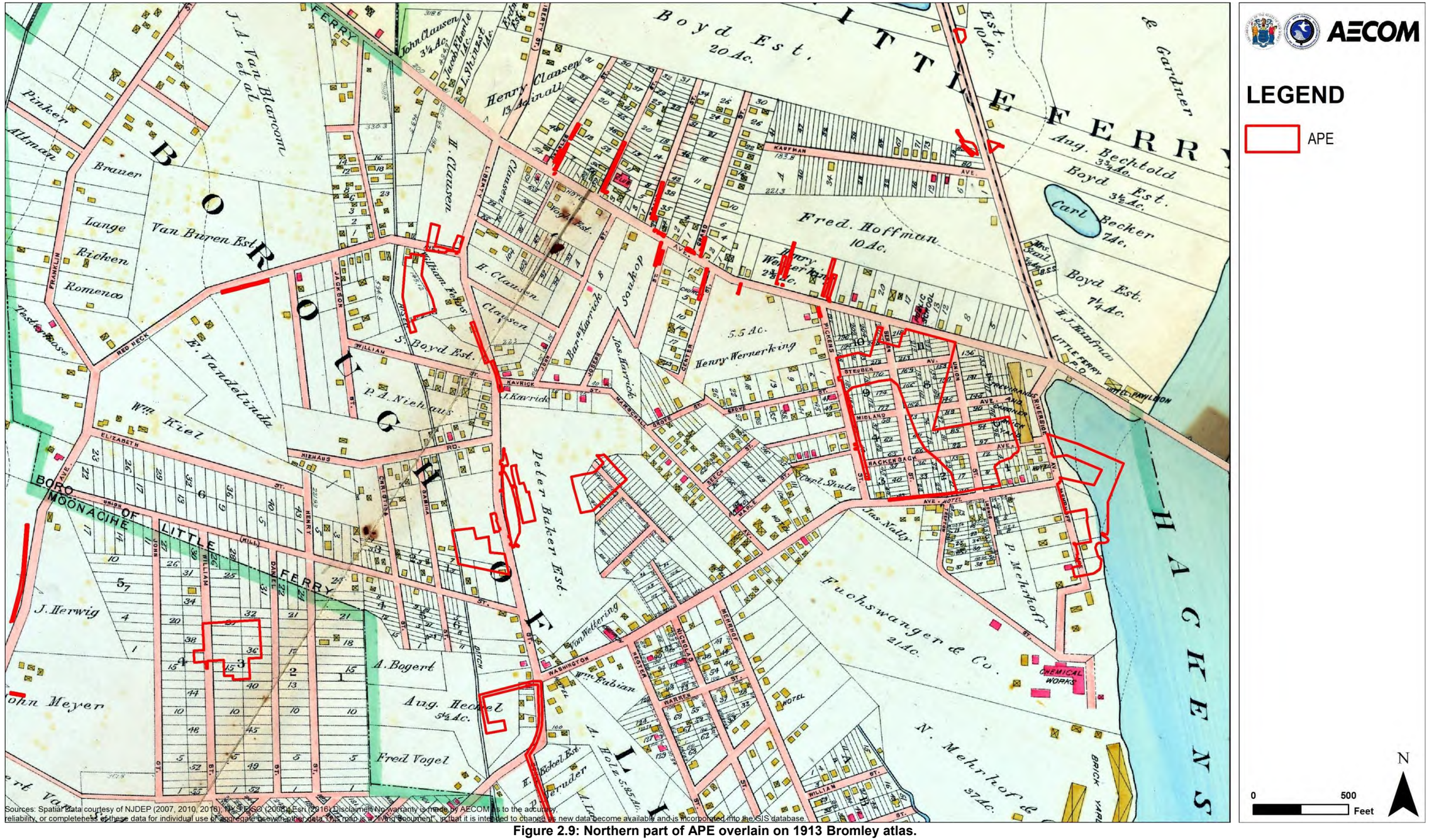

Figure 2.9: Northern part of APE overlain on 1913 Bromley atlas.

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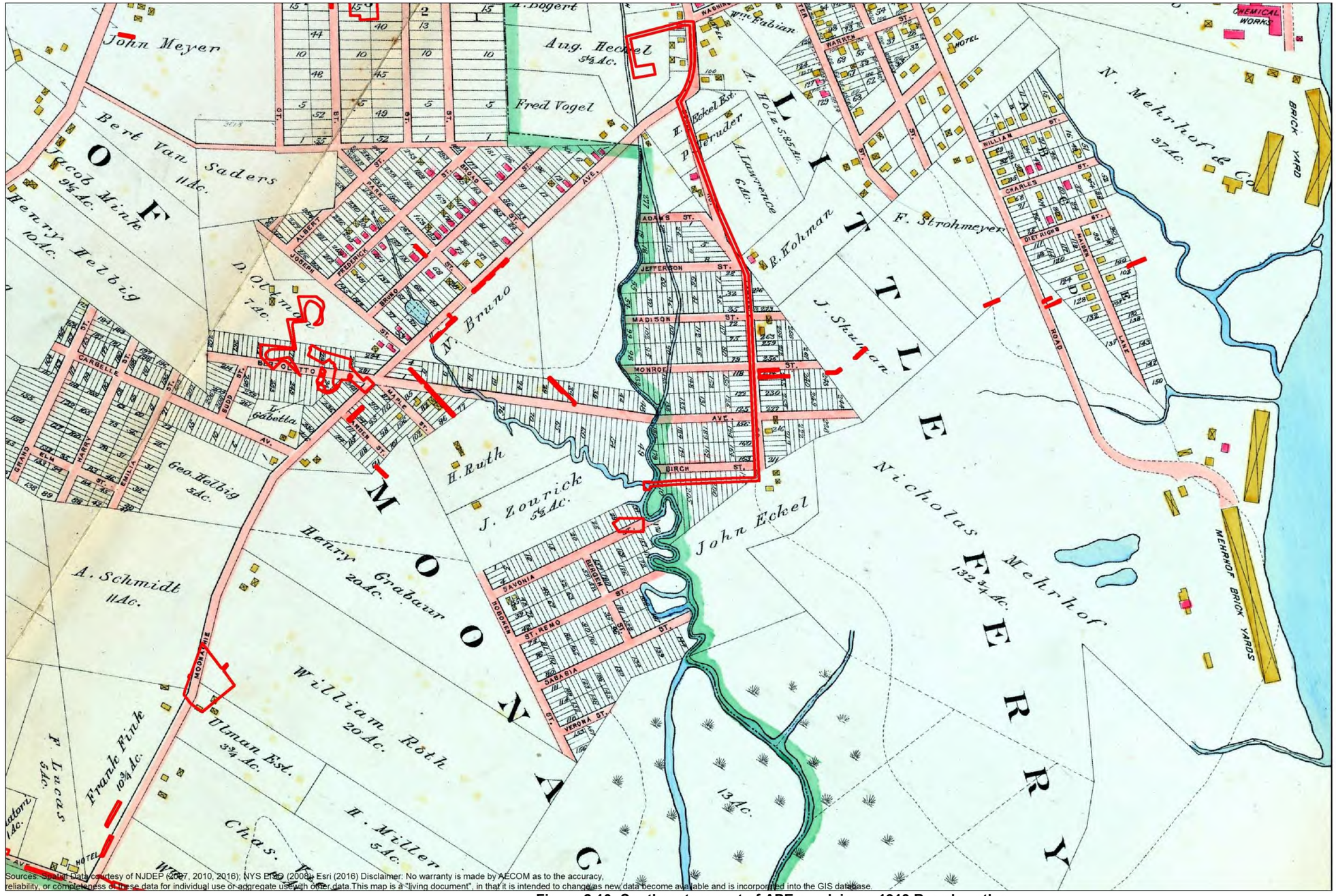

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APE

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Figure 2.10: Southeastern part of APE overlain on 1913 Bromley atlas.

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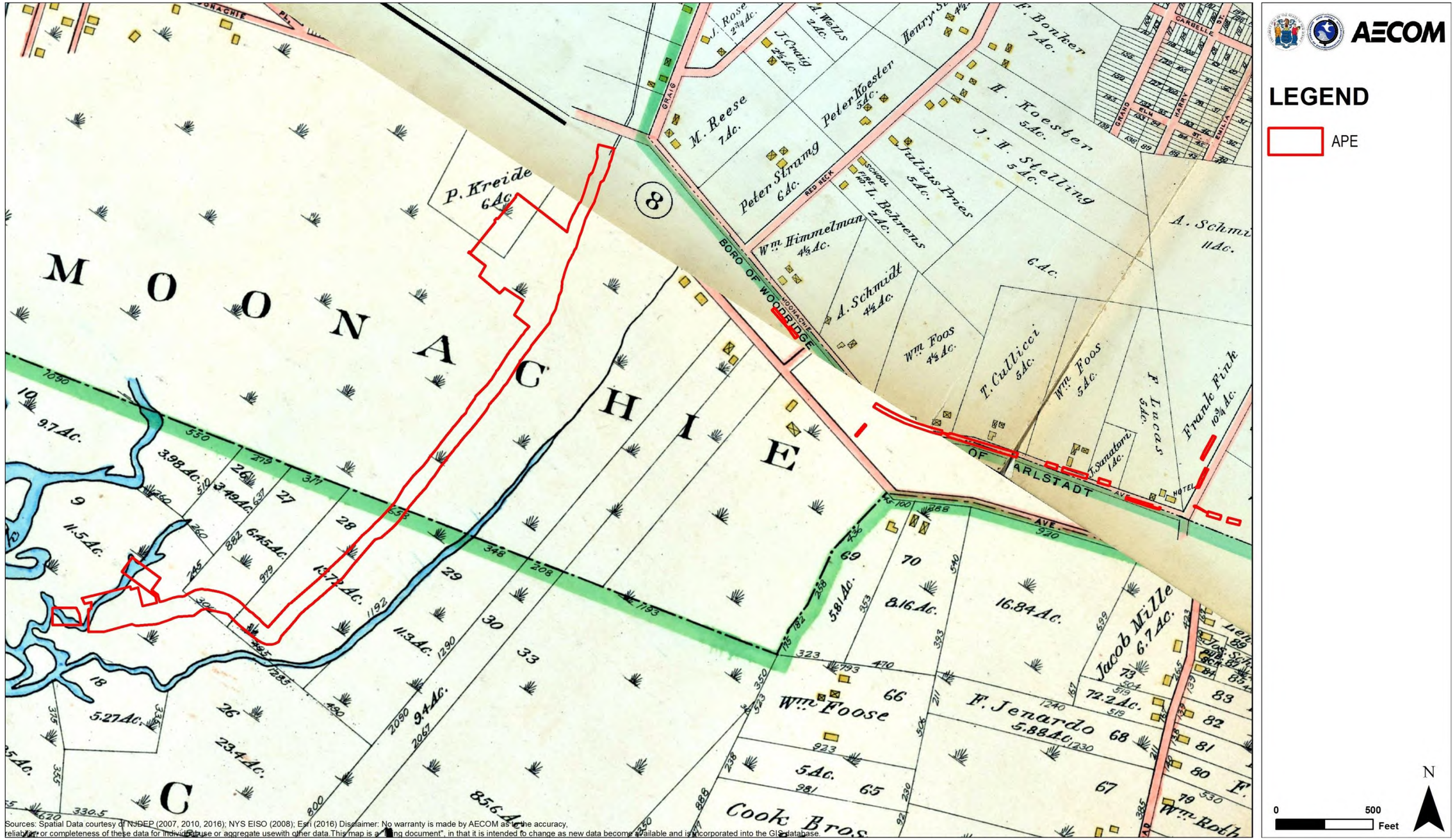

Sources: Spatial Data courtesy of NJDEP (2007, 2010, 2016); NYS EISO (2008); Esri (2016) Disclaimer: No warranty is made by AECOM as to the accuracy, reliability or completeness of these data for individual use or aggregate usewith other data.This map is a "living document", in that it is intended to change as new data become available and is incorporated into the GIS database.

Figure 2.11: South central part of APE near East Riser Ditch overlain on 1913 Bromley atlas.

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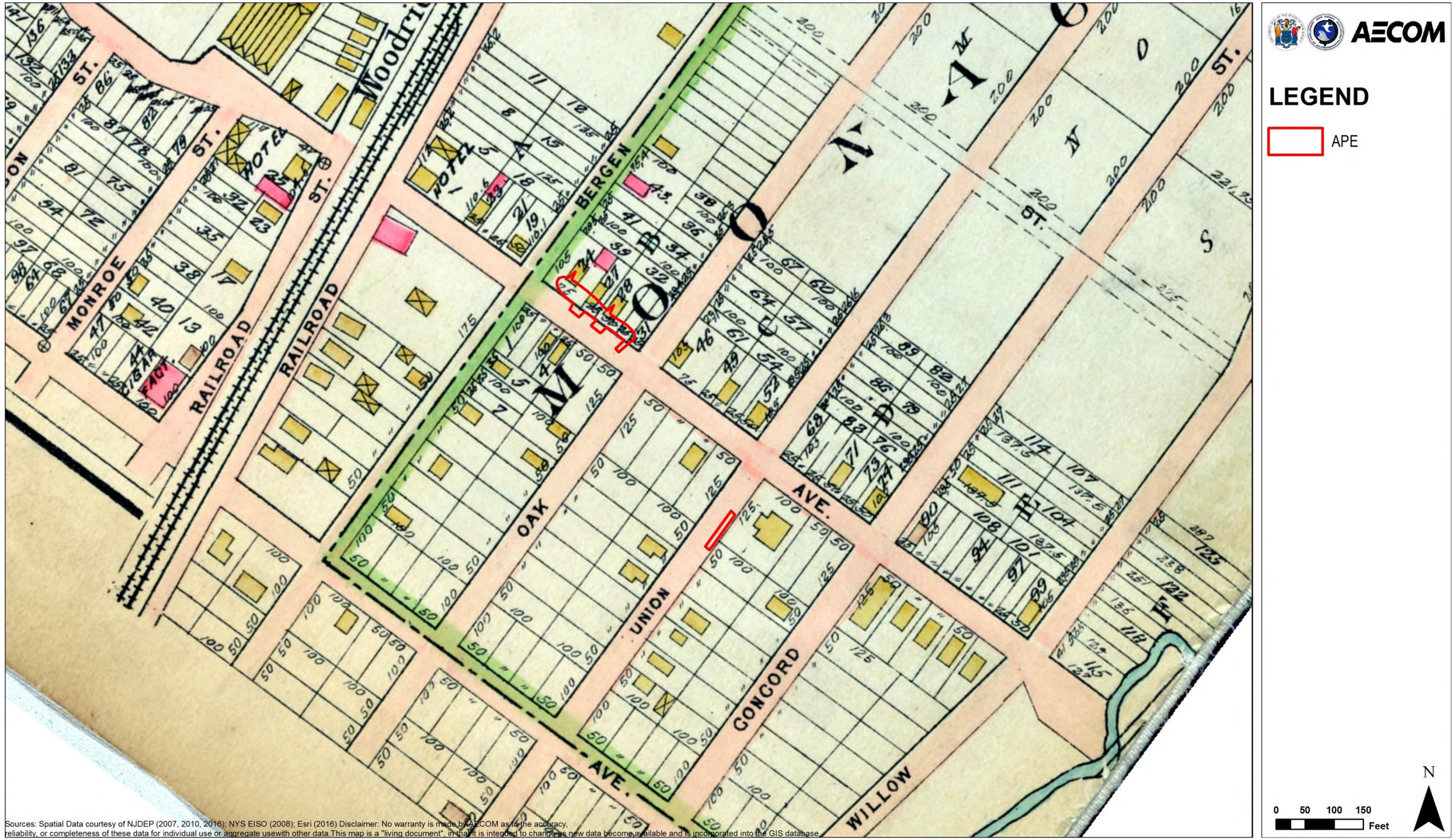

Figure 2.12: Southwestern part of APE overlain on 1913 Bromley atlas.

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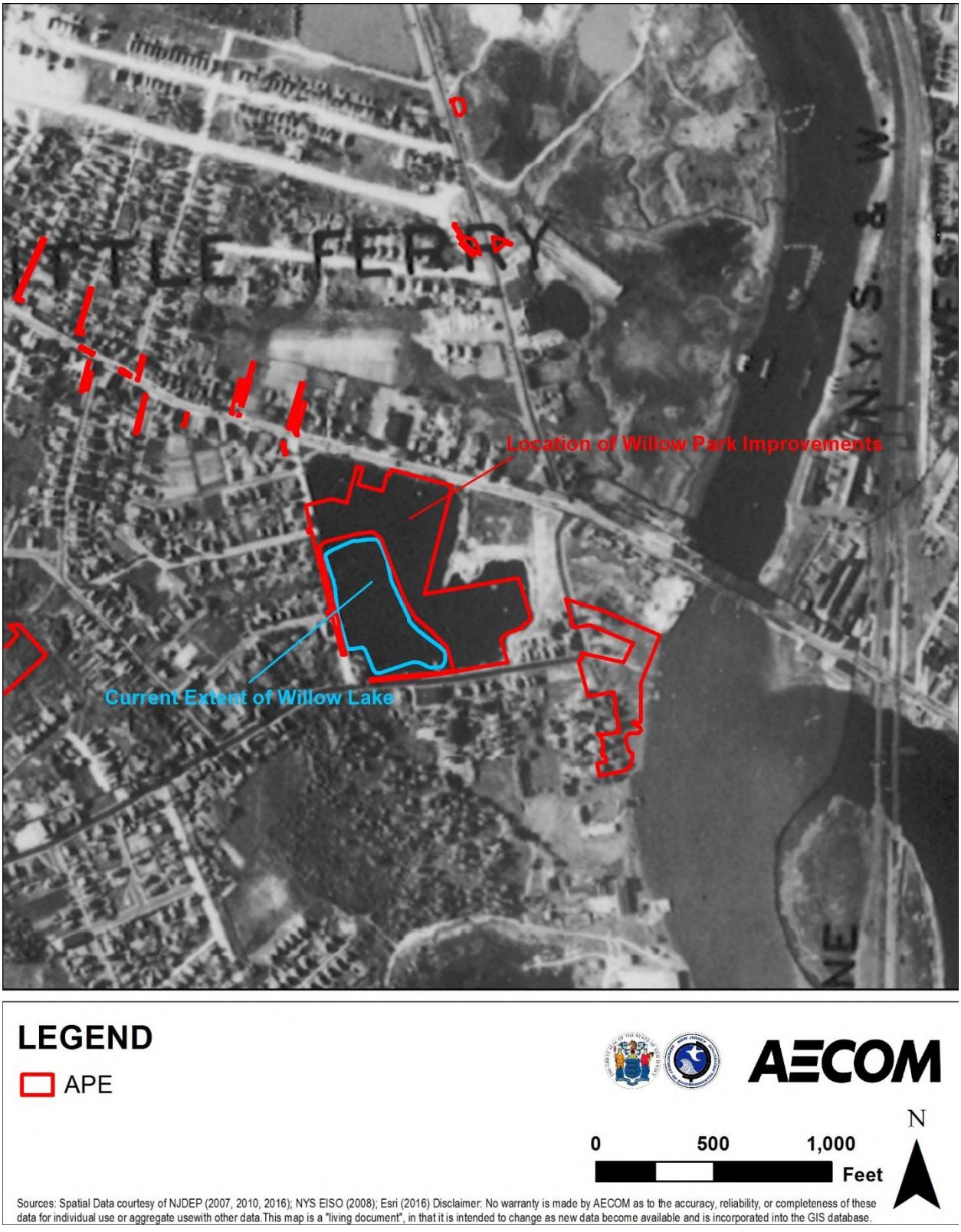

Figure 2.13: 1930 aerial photograph of proposed Willow Park location.

map depicts a cluster of houses with a blacksmith shop and two stores nearby (see Figure 2.6). Around that time, only four streets were in existence in the future borough: Liberty Street (Route 503), Washington Avenue, Riverside Avenue, and Bergen Pike.

Clay had been harvested from land along the river for sale to New York and New Jersey potteries as early as 1847, but it took more than two decades for local industry to develop (Ries et al. 1904). In 1866, a blasting oil company opened an explosives factory in the village, but it was destroyed four years later in a massive explosion. Another claybank was opened that year in Little Ferry, and the first brickyard was established in 1872. The Mehrhof brickwork operation was successful, which brought other brick manufacturers to Little Ferry, such as James W. Gillies, the Gardner Brothers, Charles Walsh and Edward Smulto, and I. & W. Felter (see Figures 2.9 and 2.10). At the peak of production, brickyards in Little Ferry output approximately 100 million bricks annually, with the Mehrhof brickyards the second largest in the United States. Up until the 1920s, the brickyards supplied bricks for nearby cities and attracted immigrant workers to Little Ferry. By the 1920s, Little Ferry was a giant in the brickmaking industry. It supplied bricks to New York, Newark, and many other cities (Walker 1876:135; Westervelt 1923:375; Little Ferry Centennial Celebration Committee [LFCCC] 1994).

Little Ferry saw a surge of Czech immigrants moving to the area beginning around the time the borough was incorporated in 1894. The growth of this community can be seen by the 1897 erection of Little Ferry's first Czech school—T.J. Sokol. The Czech populace also spearheaded the growth of the pearl button industry, with families operating shops in homes or back buildings producing millions of buttons over the first half of the twentieth century. Remains of shell button production have been observed by others near a former clay pit in the southern portion of Little Ferry, set back from the APE (Attachment B). In the years after World War II, farms in the area were replaced with new development and industries moved into the borough, many along Bergen Pike and Industrial Avenue (LFCCC 1994; Little Ferry Free Public Library 2017).

Moonachie

Moonachie was incorporated as a separate borough from Lodi Township in 1910 (see Figure 1.1; Borough of Moonachie 2016). However, its history dates back much further. It was included in the lands purchased by Captain John Berry in 1669. According to local legend, its name was taken from Monaghie, a famous Indian Chief (Westervelt 1923:382). Moonachie has long been known for its abundant agriculture. During the War of Independence, its principle role was feeding the Continental Army (Borough of Moonachie 2016).

Moonachie experienced considerable change during the twentieth century. For instance, its borders were reduced in 1917, when neighboring Teterboro was formed (Lurie and Mappen 2004:533). They were further shortened in 1949 when Teterboro Airport was built (Lurie and Mappen 2004:533–534). After World War II, agriculture was largely abandoned in favor of industry. The traditional truck farms and marshlands were removed in order to create space for high rises and industrial centers (see Figure 1.2; Lurie and Mappen 2004: 534).

South Hackensack

The Township of South Hackensack split from Lodi Township in 1935 (Figure 1.1). The abstract way in which the division occurred resulted in South Hackensack being formed as three disconnected units. The name originated due to the close proximity of the township to its more prominent neighbor, the city of Hackensack. The township was originally purposed as farm land until the 1940s. In the subsequent

decades, industrial growth around the Teterboro Airport and the Hackensack River has altered the township's landscape (Lurie and Mappen 2004:760).

2.4 Archaeological Sites in the Vicinity of the APE

No archaeological sites have been registered within a 1-mile radius of the APE, according to site files at the New Jersey State Museum. Native American artifacts were found over 1.5 miles northwest of the APE in the 1960s near Interstate 80, and do not appear to have been registered as an archaeological site with the New Jersey State Museum (Ensign 1971). Archaeological sites have been found in the City of Hackensack north of the APE and farther up the Hackensack River (Lenik 1989). A dugout canoe was found in marshland along the Hackensack River (Cross 1941). Archaeological deposits associated with pearl shell button manufacturing activities have been observed in the borough of Little Ferry (Erik Kiviat, personal communication, September 19, 2016; see Attachment B). Mr. Kiviat indicated that button debris was observed in 2006 in the vicinity of the APE. The pearl button industry in Little Ferry began around 1890 (Lurie and Mappen 2004). Maple Grove Cemetery, originally called New York Cemetery of the Dutch Reform Church of New York, is located in the City of Hackensack. The cemetery is located approximately 800 feet west of the APE. In 2003, over 4,000 remains were removed from a historic potter's field in Secaucus, New Jersey, and brought to Maple Grove Park Cemetery to be honored and remembered (Louis Berger Group 2005).

2.5 Previous Cultural Resource Studies in the Vicinity of the APE

An examination of NJHPO maps identified 23 cultural resource management–related documents on file that contain some level of archaeological and/or historic aboveground research undertaken near or within the three alternate APEs. Most of the cultural resource studies were conducted in support of transportation-related projects. Some of these projects covered large areas that extended well beyond the APE (Hunter Research, Inc. 2006). The studies included sensitivity analyses (Phase IA), identification-level archaeological surveys (Phase I), and evaluation-level archaeological investigations (Phase II). In some cases, Phase IA and Phase I investigations included the documentation and evaluation of historic aboveground resources.

Hunter Research (2006) reviewed paleoenvironmental and cultural resource studies relevant to archaeological sensitivity in the Meadowlands District. They found that while there is little disagreement about the high subsistence value of the marshland environment for prehistoric populations in terms of plant and animal resources, the way in which those resources were exploited is much less certain. It remains unknown whether groups used the Meadowlands to procure resources for base camps in the uplands or whether the camps were in the Meadowlands themselves. As Hunter Research (2006) notes, the Meadowlands are not a static environment and small changes in climate and sea level would have affected which areas were habitable at different points in time.

In terms of historic-period sensitivity, Hunter Research (2006) cites palynological studies that indicate agricultural use of the Meadowlands as early as the second quarter of the seventeenth century. The major economic emphasis in the Meadowlands towards the end of the seventeenth century was the exploitation of salt hay, and Meadowland drainage projects aimed at improving their economic value began in the early nineteenth century. For the most part, settlement was limited to dry ground; however, Hunter Research (2006) cautions that changes in water levels may indicate current wet areas may not have been the same throughout the historic period.

Smaller cultural resource studies conducted across the marsh and wetlands within the overall APE have characterized the APE as having low sensitivity for the possible presence of archaeological resources and yielded few or no cultural materials, while identifying large areas of subsurface disturbance (Eldridge 2001; Lenik and Gibbs 1997; URS 2012, 2013; Veit and Walezak 1997). A Phase I archaeological survey Richard Grubb and Associates conducted in 2011 for a wetland mitigation bank in the borough of Carlstadt encountered the presence of wooden and earthwork features associated with the historic drainage and dike systems (Wieczorek and Tvaryanas 2011). These features are most likely associated with early-twentieth-century efforts to control mosquito populations in New Jersey. Due to evidence of recent modification and repair, no further work was recommended.

A Phase IA archaeological survey for a sewage treatment plant on the south side of Moonachie Avenue included historical research and field reconnaissance; based on this information, archaeologists concluded that the area was sensitive for both prehistoric and historic-period archaeological resources (Boylan 1982). Subsequent Phase IB testing uncovered no evidence of pre-modern cultural activities and no further work was recommended (Richard Grubb & Associates, Inc. 1989).

The U.S. Army Corps of Engineers studied the former Meadowlands in the vicinity of Moonachie Road and to the south of the current project area for a flood-control project in the Hackensack River Basin, specifically in the Berry's Creek area (Matthews 1993). The study noted that the area was sensitive for both prehistoric and contact-period archaeological resources and delineated areas that should be tested based solely on a draft "Stage IA" report of archaeological sensitivity for the Hackensack Meadowlands by Grossman (1992). In that report, Grossman stated that "bands of now inundated but formerly dry land lay along the banks and the confluences of the primary stream tributaries," and that these areas should be highlighted as "potentially archaeologically sensitive." One of these areas is adjacent to the proposed Avanti Park APE in the current project; shovel-testing results were not available for review, but no archaeological site is defined in the vicinity. Subsequent Phase IA investigation of a proposed Valley National Bank location at 119 Moonachie Road (Burrow 2003), located north of the Avanti Park APE and within 200 feet of the proposed St. Joseph Street APE, determined a low potential for significant archaeological resources in the area.

One relevant study was a Phase I archaeological survey along the proposed (but never built) extension of Redneck Road, which was to extend between Moonachie Avenue and U.S. Route 46. The proposed route diverged from the current alignment of Redneck Road at Union Street and followed the eastern property boundary of the project area to Fred Wehran Drive, then along Fred Wehran Drive northward to U.S. Route 46. The study included excavation of 18 1-meter-square units, several of which were distributed along the west edge of the current Redneck Road. None of these test pits fall within the current APE, although Pit 6 was situated less than 100 feet north of a proposed bioswale location. The Pit 6 soil profile is characterized as "black soil"; excavation was terminated at the water table 30 centimeters below the ground surface. In general, the typical profile of the units along Moonachie Road consisted of "black soil" to a depth of between 22 and 60 centimeters, at which point standing water prevented further excavation. In the two units where there were other soils beneath the "black soil," one had "yellow sand" and one had "brown clay," possibly suggesting that the peat deposits in this area are not very deep. No cultural materials were recovered from any of the units (Boylan 1978).

A Phase IA cultural resource survey for an expansion of the Little Ferry Water Pollution Control Facility was conducted in the late 1970s (Gimigliano et al. 1979). The project was located near the mouth of DePeyster Creek The survey concluded that the proposed expansion of the waste treatment facility would most likely not yield any cultural remains due to the physical evidence available. The property

was assessed as a perpetually low-lying, marshy area, and visual inspection of the ground surface identified Hackensack River dredge spoils and New Jersey Turnpike construction material. It was recommended, however, that an archaeological monitor be present when soil borings were conducted to examine soil profiles to a depth where glacial clays were encountered. The purpose of the monitoring would be to identify anomalous features—such as sand spits—that prehistoric occupants of the region may have exploited, if such features existed, or to verify the conclusion that the area has always been submerged (Gimigliano et al. 1979). It is not known if these soil borings were conducted. Additional work adjacent near the Hackensack River was includes a Phase IA/IB archaeological survey for the Overpeck Valley Relief Sewer Project (Scharfenberger and Vincent 2006). No significant cultural material was found within the 121 excavated shovel test pits, which revealed the widespread presence of historic disturbance and fill episodes.

The 2005 Phase IA cultural resource potential evaluation of proposed improvements to portions of the Paterson Plank Road by RBA Group (Tucher and Porter 2005) assessed the roadway near Berry Creek south of the APE. Background research and a pedestrian reconnaissance of the project area determined that despite an elevated potential for Native American and historic archaeological resources, additional archaeological investigation was unnecessary based upon the likely impacts and disturbances incurred to the project area during roadway construction and improvements.

The eighteenth-century Outwater Cemetery is located on Washington Avenue in the borough of Carlstadt. It was inventoried as part of the Washington Avenue widening project in the late 1980s and was found to be ineligible for the National Register of Historic Places (NJDOT 1987). Proposals to relocate the cemetery in 2003 were unsuccessful, and researchers hypothesized that it was partially or completely destroyed during the widening of Washington Avenue (Kodlick 2003). The closest portion of the APE is approximately 2000 feet south of this cemetery.

Previous cultural resource investigations in the borough of Little Ferry include a 1997 Phase I survey conducted by John Milner Associates, Inc., in anticipation of proposed improvements to the Route 46 Little Ferry Circle and adjacent roadways—encompassing some of the proposed bioswale and trenchbox locations in the APE. John Milner Associates (1997) excavated four shovel test pits within the Little Ferry Circle and identified deep (+50 centimeter) fill packages containing modern trash.

The Gethsemane Cemetery is located immediately northwest of the current APE. This historic cemetery has been the subject of several professional surveys, including ground-penetrating radar and pedestrian surveys of the cemetery in conjunction with intensive-level documentary research (Geismar 1992, 1993).

A small number of cultural resource management reports were not available for review, such as *Cultural Resource Survey – Auxiliary Facilities for the Bergen County Utilities Authority* by Allison C. Paulson (1975), and the BL Allance Architecture/Engineering, LLC Lodi Shopping Center Site telecommunications tower Phase IA (2003).

In summary, several previous archaeological surveys have been conducted near and within the APE. However, only a limited number of archaeological resources are known in the general region. Given the extent of twentieth-century development and background research, the amount of the APE with a high sensitivity for prehistoric and historic archaeological resources is anticipated to be limited.

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3.0 Results

The archaeological sensitivity assessment and field visit are analyzed for the APE. The archaeological sensitivity assessment was developed for prehistoric and historic-period resources based on the background research, regional archaeological data, and review of historic maps. Section 3.1 presents a general overview of archaeological sensitivity. The fieldwork included a visual inspection of the APE. The fieldwork was conducted on October 12, 2017. Photographs of the APE were taken. Portions of the APE in public roads, parks, and other accessible areas were visited. Observations about existing conditions, extent of grading and historic development, and the presence of artifacts were noted. Certain portions of the APE could not be accessed because of fences, gates, and other private property restrictions. High weeds and vegetation obscured visibility in limited portions of the APE, such as the proposed Caesar Place Park. Historic aerial photographs and other publically available satellite imagery provided information about the extent of prior ground disturbance and past land-use practices throughout the APE.

3.1 Assessment of Archaeological Sensitivity

A generalized discussed of prehistoric and historic archaeological sensitivity is presented in this section. Detailed discussions of archaeological sensitivity and results of fieldwork are presented in Sections 3.2 through 3.7. Deep historic fill deposit with a potential to bury significant archaeological deposits are unlikely to exist in the APE. Portions of the APE subjected to construction of roadways, buildings, and other grading activities have significantly reduced archaeological sensitivity. Proposed subsurface disturbances include the installation of bioswales, storage/tree trenches, rain gardens, native plantings, force mains, dredging, construction of parks and pumping stations, as well as sports field improvements and the improvement of existing recreation areas (see Figures 1.2–1.14).

General Assessment of Prehistoric Period Archaeological Sensitivity

Predictive models for the Meadowlands and surrounding regions indicate that prehistoric sites are typically situated on well-drained landforms near wetlands and also potentially buried by marsh deposits (Grossman 1992; Hasenstab 1991). A contact-period Native American site has been found in the City of Hackensack on a well-drained landform (Lenik 1989). Sites under marsh deposits have not been identified in or near the APE, although a dugout canoe was found in the marshes along the Hackensack River to the north of the APE (Cross 1941). Historic-period development impacted large portions of the APE, reducing the potential for prehistoric archaeological resources. However, prehistoric sites may survive in the urbanized portions of the APE. For example, the Dundee Site is a large multi-component situated in an urban industrial landscape near Passaic City (URS 2001).

Predictive models in New Jersey and the surrounding region indicate that most prehistoric sites are typically situated on well-drained landforms near wetlands and water (Cavallo and Mounier 1980; Grossman 1992; Grossman-Bailey 2001; John Milner & Associates 2010, URS 2015; Walwer and Pagoulatos 1990). Prehistoric sites are most commonly found within 300 feet of wetlands (Cavallo and Mounier 1982; Ranere and Hanselll 1987). Sites are found beyond 300 feet of wetlands, but less frequently than ones located near watercourses (Mounier 1998). Most of the APE has a low sensitivity for prehistoric archaeological resources due to prior grading and earthmoving acitivities. Isolated portions of the APE, such as certain proposed parks and open spaces, may have greater prehistoric sensitivity.

General Assessment of Historic Period Archaeological Sensitivity

The historic archaeological sensitivity within the APE is based on review of background research, historic maps, and historic aerial photographs. The portions of the APE located within existing roadways have a low potential to contain significant historic archaeological resources. The majority of the APE is confined to roadways, paved areas, disturbed road shoulders, and other terrain that has been impacted by grading and earthmoving activities. Areas of greatest sensitivity for historic archaeological resources are located near map-documented buildings.

Marshlands restricted early historical development of the APE. Seventeenth- and eighteenth-century settlement was concentrated in the vicinity of Little Ferry, near the Bergen Turnpike, where the Hackensack River facilitated access to land. Nineteenth-century development was concentrated along historic roads and along the Hackensack River (see Figures 2.4–2.7). Historic maps indicate cemeteries are not near the APE.

3.2 Historic Map Review and Archaeological Sensitivity

The APE was divided into three discrete areas: north, central, and south. The north area is defined by the project extent to the north; the Hackensack River to the east; a southern boundary comprised of Industrial and Washington Avenues, Liberty Street, and Union Avenue to its intersection with Redneck Avenue; and Redneck Avenue to the west. The central area is defined by the southern boundary of the north section to the north; the river to the east; State/Garden Street, a very short segment of Moonachie Road, and Joseph Street to the south; and Redneck Avenue to the west. The south area is defined by the central area's southern border to the north; Horizon Boulevard to the east; Commerce Boulevard, Commercial Avenue, and Starke Road to the south; and Park Place East to the west.

North Area

Rain gardens are proposed at the intersection of Route 46 and the Bergen Turnpike and also the intersection of Valley Road and Bergen Turnpike (see Figure 1.4). Route 46 was constructed in the twentieth century. In 2014, the intersection of Route 46 and the Bergen Turnpike was improved in this portion of the APE. A Phase I archaeological survey was conducted at this intersection, which did not find any archaeological resources and determined the intersection had been comprehensively impacted during roadway construction (John Milner Associates, Inc. 1997). The APE for the intersection of Valley Road and Bergen Turnpike has likely been impacted by road and utility construction (see Figure 1.4).

Although the eastern extension of Main Street was used during the eighteenth century as a segment of the Bergen Turnpike, the current Main Street alignment west of the turnpike was not built until substantially later. The westerly extension of Main Street in Little Ferry was constructed between 1872 and 1876 (see Figure 2.7; USCS 1872); prior to this extension, the north/south alignment of Liberty Street through Little Ferry and the Bergen Turnpike constituted the primary roadways in the vicinity. Water mains were installed along Main Street in 1907 (*Bergen Evening Record*, Wednesday September 20, 1944). The side streets off of Main Street, where bioswales/storage/tree trenches are proposed (Werneking Place; Charles, Garden, Brandt, Grant, Frederick, Center, Pickens, and Herman Streets; Marshall Avenue), were in place by 1913 (see Figures 1.4 and 2.9). Buildings on the nineteenth-century maps are not located in the APE near the portion of Main Street between Charles Street and Pickens Street (see Figures 2.7 and 2.9).

Liberty Street (Route 503) is a segment of one of the earliest historical roadways in the vicinity and appears on an 1839 map (see Figures 2.4 and 2.5). Development along the roadway began slowly, with few structures concentrated at crossroads and scattered along its length (see Figures 2.5 and 2.6). This condition continued into the latter half of the nineteenth century; Walker's 1876 atlas depicts fewer than a

dozen structures adjacent to the roadway within the vicinity of APE (see Figure 2.7). The boom of Little Ferry's industry contributed to development along the northern section of Liberty Street during the final decades of the nineteenth century and into the twentieth. Conversion to non-agricultural use of parcels along the southern segment was slower, but was accomplished by the second half of the twentieth century. Some small, isolated pockets of undeveloped land persisted into the twentieth century. Bioswales, rain gardens, and other landscape improvements are proposed along and near Liberty Street between Union Avenue and Main Street (see Figure 1.4).

The Washington and Memorial Elementary Schools are situated on both sides of Liberty Street (Figure 1.4). In 1876, a building was present on the west side of the street near the Washington School (see Figure 2.7). The eastern side of the street near the Memorial School was undeveloped in the nineteenth century and early twentieth century (see Figures 2.7, 2.8, and 2.9). The Memorial School was built during the late 1960s (NETR 1966). The Washington School was constructed in 1914 (AECOM 2018). Deed research indicates the location of the Washington School did not contain any earlier building (AECOM 2018). Additions and other improvements have been made to both schools over the years.

Construction on the Little Ferry Library at the corner of Redneck Avenue and Liberty Street was begun in 1929 (*Bergen Evening Record*, Wednesday September 20, 1944); no structure was present on the parcel prior to that year (see Figures 1.4, 1.11, 2.8, and 2.9), although Redneck Avenue had been established between 1861 and 1876 (see Figures 2.6 and 2.7). The parcel on the south frontage of Redneck Avenue opposite the Little Ferry Library contained buildings illustrated on the 1913 map prior to the construction of the Little Ferry Municipal Building and associated parking lot in the 1970s (see Figure 2.9; NETR 1970).

The proposed Willow Lake Park footprint approximates the extent of a clay pit associated with the operation of the nineteenth- and early-twentieth-century Hackensack Brick and Treviranus & Gardner Brick Companies, located immediately east of the clay mining pit (see Figures 1.4, 1.8, and 2.9). Processing sheds and drying yards were located on the fastland along the east edge of the block between the clay pit and today's Riverside Avenue, with offices fronting on Main Street at its intersection with Riverside Avenue. Typical of clay pits that are not maintained, the pit at this location remained water-filled after the closure of the associated brickyards, effectively creating a large lake adjacent to central Little Ferry (see Figure 2.13). This lake remained open until the 1970s, when Little Ferry infilled a large portion of the lake to increase the borough's recreational space (NETR 1970); the Little Ferry Public Space building and a soccer field were constructed by the late 1970s (NETR 1979).

East of the proposed improvements to Willow Lake Park, Riverside Park is proposed along the Hackensack River (see Figures 1.4 and 1.8). The park is proposed east of Riverside Avenue and approximately 300 feet south of the Bergen Turnpike in Little Ferry. The geo-referencing of the 1876 map near the Riverside Park APE is inaccurate and the APE only extends to Washington Avenue (see Figure 2.7). The buildings on the 1876 map are on the west side of Washington Avenue outside of the APE (see Figures 2.7 and 2.8). The nineteenth-century historic maps do not depict buildings in the APE for the proposed Riverside Park (see Figures 2.6, 2.7, and 2.8). The northern portion of the proposed Riverside Park was located in the Hackensack River and was infilled after 1913 (see Figure 2.9). The 1913 Bromley atlas depicts a small, unlabeled structure in the vicinity of the proposed Riverside Park APE (see Figure 2.9). Mid-twentieth-century aerial photographs indicate changes in the shoreline in the southern portion of the Riverside Park APE (NETR 1966). Wharfs and inlets were constructed in the 1960s for boats and were subsequently infilled. The Riverside Park APE was undeveloped in the nineteenth century and has a low sensitivity for prehistoric and historic archaeological resources.

A bioswale system is proposed for the north side of Redneck Road between Mariani Drive to the west and Wilson Street to the east (see Figure 1.4). The 1888 topographic map addressing this area records wetland

across and a small drainage adjacent to the proposed bioswale location (USGS 1888). However, subsequent topographic maps that record building locations (1898–1924) depict a single structure fronting on the north side of Redneck Avenue (USGS 1898, 1924); this structure does not appear on the 1913 map (see Figures 2.8 and 2.9).

Central Area

From the Paterson Plank Road to the Bergen Turnpike, a roadway was present by 1839 and follows the route of present-day Washington Avenue, Moonachie Road, and Liberty Street (aka Route 503) (see Figure 2.4). Development along the roadway from Washington Avenue southward and along Moonachie Road was generally limited to widely distributed residences and a schoolhouse until the early twentieth century, with much of the roadway-adjacent land used for agriculture. By 1913, the creation of housing subdivisions on the north side of Liberty Street/Moonachie Road (Route 503) had been initiated (see Figures 2.9 and 2.10), and throughout the twentieth century, the parcels adjacent to the roadway were infilled with residential, commercial, and industrial structures.

The proposed Losen Slote Force Main A and pump station is proposed in the central portion of the APE (see Figure 1.5). In the mid-nineteenth century, Liberty Avenue/Moonachie Road was mostly undeveloped near the APE for the proposed force main (see Figures 2.5 and 2.6). Force Main A is located along twentieth-century roads (i.e., Eckel Road, Birch Street, and Lorena Street) and a short segment of historic Liberty Avenue/Moonachie Road. A dwelling on the 1876 map was located near the northern end of Force Main A; however, it was not within the APE (see Figure 2.7). Another dwelling is located along Liberty Avenue/Moonachie Road near the proposed Losen Slote Force Main A. In the area where remains of the Losen Slote tide gate will be removed, historic maps do not depict buildings within this portion of the APE (see Figure 2.4, 2.7, 2.8, and 2.10).

The turn-of-the-twentieth-century Kral pearl button manufactory was located in the vicinity of proposed in-street improvements associated with Force Main A on Liberty Street, north of its intersection with Velock Drive. A map on display at the Little Ferry Public Library illustrates the location of pearl button manufacturing places in Little Ferry and depicts the Kral manufactory. Traditionally, the small-scale “cottage-industry” nature of the majority of the Little Ferry Czechoslovakian button manufacturers placed button-producing activities in houses or sheds and rear yards, and away from the frontage of the property (LFCCC 1994; Little Ferry Free Public Library [2017]).

As referenced in a public display of local history at the Little Ferry Public Library in 2017, the Clausen family’s “sand hill” was situated between Liberty Street and Charles Street. This resource was mined during the later nineteenth and early twentieth centuries to provide nearby brick manufacturers with necessary materials.

Landscaping and the installation of a permeable play surface and rain garden are proposed for the Robert Craig Elementary School, which is located in the Teresa Court Area (see Figure 1.5). Historically, this section of the project area has been undeveloped; tree cover was removed across the parcels between 1954 and 1966, and the area remained predominantly open until the present day (NETR 1954, 1966). A sporadically maintained baseball diamond in the southeastern corner of the proposed area of impact appears in aerial photograph taken during the late 1970s and again from 2010 to 2012 (NETR 1979, 2010, 2012).

St. Joseph Park is an existing playground that has served as a community recreation area since the mid-twentieth century (see Figure 1.5). Aerial photography of the vicinity recorded in 1954 documents a

channelized stream immediately south of the APE, which until shortly after 1954 was forested and generally undeveloped (NETR 1954, 1966). Topographic maps depict two structures and South Joseph Street near this portion of the APE by 1940. The structures are residences immediately west of the APE. Development of the St. Joseph Park APE for recreational purposes began prior to 1966, by which time the area had been stripped of vegetation and a play court (basketball or tennis) installed.

South Area

The southeastern corner of South is the proposed location of a bioswale adjacent to the south curb of Empire Boulevard (see Figure 1.5). No buildings were present in this location in the nineteenth century (see Figure 2.7). This landform was used for agricultural purposes prior to the mid-twentieth-century construction of the roadway. Commercial and industrial buildings infilled the areas to the north and south of Empire Boulevard beginning in the mid-1960s; by the 1990s, the landform west of State Street was fully occupied by commercial structures and associated parking lots.

The installation of several additional bioswales is proposed for the north and south sides of Moonachie Road west of its intersection with Washington Avenue and Empire Boulevard, as well as a second bioswale located on the north side of Empire Boulevard in proximity to the intersection (see Figure 1.16). Moonachie Road is one of the oldest roadways in the project area; its footprint appears on the 1839 United States Coastal Survey map of the Hackensack River and vicinity, and comparison of the mapped historical and current roadway footprints indicates that the alignment of Moonachie Road has not varied substantially, although both the east/west and north/south sections of the roadway in the vicinity of the intersection have been widened (see Figures 2.4, 2.5, 2.6, 2.7, and 2.11). Widely distributed residences fronting on the roadway represent the primary development documented on historical atlases and maps until the mid-twentieth century, when large commercial and industrial buildings began to replace the farmhouses and agricultural fields that flanked the roadway (NETR 1954, 1966).

The proposed median rain garden toward the western extent of the APE on Moonachie Avenue (Bergen County 36), southwest of Teterboro Airport, is planned for a location on the north side of the historic route of this roadway (see Figures 1.3 and 1.6). Moonachie Avenue was present by 1876 (see Figure 2.7). A small, five-block neighborhood is mapped to the immediate east of the New Jersey and New York Railroad tracks and south of Moonachie Avenue on the 1898 topographic map of the area (USGS 1898). The APE for the rain garden is between Bergen and Oak Streets, where one building is depicted on the 1898 map (USGS 1898) and three dwellings were present on the 1913 map (Figure 2.12). Few houses are documented on the north side of Moonachie Avenue until 1931, at which time a single row of structures fronting on Moonachie Road had been built (NETR 1931). Prior to 1970, Moonachie Avenue continued west beyond the neighborhood, using a bridge within the roadway's alignment to cross the adjacent railroad tracks. With the expansion of New Jersey Route 17, the Moonachie Avenue crossing was reconfigured to provide safe passage across the tracks and highway, while maintaining a safe access to the trackside neighborhood to the south of the avenue. This end was achieved by razing the houses immediately north of Moonachie Avenue and routing a bypass roadway across a new bridge that spanned both the railroad and highway, which permitted entrance to and exit from the highway—all between 1966 and 1970. The open space between the curved bypass roadway and the straight Moonachie Avenue alignment is the proposed location of the median rain garden APE (see Figure 1.6). On Union Street, a bioswale is proposed approximately 100 feet south of Moonachie Avenue (Bergen County 36) (see Figure 1.6). Union Street dates to the 1880s.

The location proposed for Avanti Park is a short distance north of the intersection of Moonachie Road with Washington Avenue and Empire Boulevard (see Figure 1.5). The APE abuts the east curb of the north alignment of Moonachie Road. The 1888 topographic map of the Moonachie area charts a small drainage

and buffering wetland that extends northward from the main body of Meadowlands marsh, such that the origin of the drainage is in proximity to the proposed Avanti Park APE (USGS 1888). Subsequent topographic maps do not include the drainage.

As previously stated, Moonachie Road (Route 503) is one of the earliest roadways in the vicinity and the modern alignment closely conforms to its historical track. Outside of the immediate vicinity of the roadway intersection to the south, few structures are documented on the east side of the road and agriculture was more common than development until the twentieth century. The First Presbyterian Church of Moonachie building, situated immediately north of the proposed Avanti Park location, was constructed between 1950 and 1953 (NETR 1950, 1953), and there is no evidence on consulted historical documents that the property used by the church extended or encroached beyond current boundaries. The land within the proposed Avanti Park APE was cultivated during the twentieth century, although by 1970, agricultural crops had been replaced by grassy lawn; this cover is maintained up to the present day. By 1979, a linear drainage feature extended in a southwesterly course from the southwest corner of the church parking lot and across the proposed Avanti Park APE to terminate at a secondary drainage along the property line (NETR 1979). This channel is visible in all subsequent imagery and correlates to the macadamizing of the church parking lot, which occurred contemporaneously.

The APE along East Riser Ditch includes the proposed construction of the tide gate, pumping stations, staging area, Caesar Place Park, and ditch dredging (see Figure 1.6). No buildings are depicted in the nineteenth century near the APE for the East Riser Ditch (see Figures 2.6, 2.8, and 2.11). The APE for Caeser Place Park encompasses a roughly square parcel bordered by East Riser Ditch to the east, industrial construction to the south, Caesar Place to the west, and industrial construction to the north. The Caesar Place roadway was extended south from Moonachie Avenue during the mid-twentieth century to provide access to the newly constructed industrial complex between Moonachie Avenue and the Eight Day Swamp. This parcel is tree-covered and appears to be minimally disturbed until early 2012; aerial imagery of the proposed park APE taken in February 2012 depicts a freshly logged landform (Google Earth Pro 2017), replete with tire tracks and tree stumps. The removal of tree cover permits the visual identification of a likely low, wet area in the southeast corner of the parcel.

Historic topographic maps as early as 1888 depict the East Riser Ditch in a configuration very similar to the current day (USGS 1888). The southern extent was subjected to the greatest modification during the twentieth century, with the smoothing of near-confluence undulations and the creation of an abrupt 90-degree angle to direct the water to the west and away from more southerly industrial construction during the 1970s. The channel walls are not solid, but rather are reinforced with large riprap. The final (westernmost) leg of the East Riser Ditch was straightened by 1987 and drained west southwest through the newly built tide gate and into Berry's Creek.

3.3 Fieldwork Results

Figure 3.1 is the index map of the 13 results maps (Figures 3.2 through 3.14). The photograph locations are depicted on the results maps. The results are organized by north, central, and south areas.

North Area

This portion of the APE is located in the Borough of Little Ferry. The majority of roadways in Little Ferry, including Main Street (Bergen County 4011) and Liberty Street (Route 503), are standard-width two-lane roads with traffic flow and speed managed by timed traffic lights (see Figure 3.2; Photographs 3.1 and 3.2). Ancillary streets, such as Charles and Center Streets, are more restricted in width and traffic is typically

Figure 3.1: APE index map.

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Figure 3.2: Aerial photograph of the APE.

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Figure 3.3: Aerial photograph of the APE.

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Figure 3.4: Aerial photograph of the APE.

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Figure 3.5: Aerial photograph of the APE.

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Figure 3.6: Aerial photograph of the APE.

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Figure 3.7: Aerial photograph of the APE.

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AECOM

LEGEND

APE

Photo Location

Page Overlap

Areas of Archaeological Potential

Prehistoric

N

0 50 100 200 Feet

Figure 3.8: Aerial photograph of the APE.

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AECOM

LEGEND

- APE
- Photo Location
- Page Overlap

Areas of Archaeological Potential

- Prehistoric

N

0 50 100 200 Feet

Figure 3.9: Aerial photograph of the APE.

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Figure 3.10: Aerial photograph of the APE.

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Figure 3.11: Aerial photograph of the APE.

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Figure 3.12: Aerial photograph of the APE.

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Figure 3.13: Aerial photograph of the APE.

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Figure 3.14: Aerial photograph of the APE.

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Photograph 3.1: Main Street at the John Street intersection, view east.

Photograph 3.2: Charles Street APE overview from Main Street, view north.

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controlled with stop signs at major intersections. Historical alignments of roadways through the borough have changed very little during the past two centuries, with streets generally added rather than reconfigured. Despite the very early establishment of the Liberty Street alignment and the nineteenth-century definition of the majority of Little Ferry roads, it is very unlikely that preserved archaeological resources remain within the narrow footprints of the proposed storage trench/tree trenches and bioswales. Historic road fabric was likely adversely impacted by subsequent road-paving activity and is of questionable archaeological value, if compromised. Review of historic maps with specific attention paid to the locations of historic structures in relation to proposed basin footprints did not identify areas of concern, as the limited APEs of proposed subsurface impacts avoid or are restricted to the curb edge of the historic frontage. These assessments of very low archaeological sensitivity for roadway and immediate roadside work apply not only to the roads in the northern portion of APE but also the central and southern portions of APE.

At the corner of Redneck Avenue and Liberty Street, the APE includes improvements to the Little Ferry Public Library and the parking area for the municipal building (see Figures 1.4, 1.11 and 3.3; Photographs 3.3 and 3.4). The proposed impacts include repaving the parking lot of the library and municipal complex lot with permeable pavement, as well as constructing rain gardens and new plantings. The proposed impacts near the buildings on the 1913 map limited repaving. The 1929 Little Ferry Public Library is centered on the parcel, creating an offset between the historic building and the Liberty Street curb (see Figure 3.3). The library is located at the corner of Redneck Avenue and Liberty Street. This area is grassy and contains two mature deciduous trees, a flagpole, and benches, as well as a brick paver path that connects the library with the relaxation area and flagpole. The area to the west of the library building is macadamized. Prior earthmoving activities have impacted the parking area for the municipal building. Based on the limited twentieth-century historic development and the shallow nature of the proposed impacts at the municipal building, there is low sensitivity for archaeological resources in this portion of the APE.

The APE for the proposed improvements to the Washington and Memorial Schools encompasses existing paved, playground, and grassy areas (see Figures 1.4, 1.11, and 3.5). Bioswales and drainage improvements are proposed in front of the schools where the ground has been extensively graded. Permeable pavement and other permeable surface play areas are proposed in the existing parking lot and paved areas at the Washington School. The APE for the Washington School has been impacted by prior grading and has no archaeological sensitivity. The APE for the Memorial School includes a grassy area behind the school where a baseball field and native plantings have been placed. This grassy area could not be inspected at the time of the field visit, but aerial imagery indicates this portion of the APE has not been impacted by prior earthmoving activities. However, it is not near water and has not been historically developed; therefore, the archaeological sensitivity is low in this portion of the APE.

Willow Lake Park is located west of the proposed Riverside Park (see Figures 1.4, 1.8, and 3.4). This irregularly shaped parcel is constrained to the south by Washington Avenue, the west by Pickens Street, and on the north by Main Street. Commercial and residential buildings are located between the existing park and Riverside Avenue, and are located outside of the proposed Willow Lake Park APE. Residential structures also occupy the extreme southwest corner of the overall block and are beyond the limits of the APE. At the time of the pedestrian reconnaissance, the existing park was comprised of gently undulating open spaces covered with well-maintained grass and sparsely planted young and mature deciduous trees (Photographs 3.5 and 3.6). A large pond occupies the southwest third of the park; this pond is surrounded by mature deciduous trees and a walking path parallels its northeast corner. The Little Ferry Public Safety Building with associated parking lot, a gazebo, and a small fenced playground are present in the northernmost section of the park. Several fragmentary bricks were documented on exposed and eroding soil adjacent to the east bank of the pond (Photograph 3.7). These bricks are contained within the large

Photograph 3.3: Little Ferry Library east proposed APE overview, view south.

Photograph 3.4: Little Ferry Library west proposed APE overview, view north.

Photograph 3.5: Willow Lake Park overview north of lake with gazebo and paths, view east.

Photograph 3.6: Willow Lake Park overview east of lake, view north.

Photograph 3.7: Willow Lake Park with surface brick fragments in foreground, view southwest.

imported fill package that comprises the park's fastland and therefore do not retain contextual integrity, nor are they directly associated with the operation of the historical Hackensack Brick and Treviranus & Gardner Brick Companies that were located immediately east of the clay mining pond. As the entirety of the proposed Willow Lake Park APE falls within land created during the twentieth century by infilling a clay pit, the archaeological sensitivity of this proposed park is low (see Figure 2.13).

The proposed Riverside Park is located east of Willow Park (Figures 1.4, 1.8, and 3.4). The northern portion of the proposed Riverside Park was all located on infilled land (Figure 2.9). Two boat facilities and grassy areas are present in the proposed Riverside Park APE (see Figure 3.6). Nineteenth-century maps do not show buildings in this portion of the APE (see Figures 2.4 and 2.7). The APE for Riverside Park could not be inspected during the field view because of property access restrictions. Aerial photographs indicate portions of the proposed Riverside Park contain boat docks/wharfs and dirt parking lots. The southern part of the proposed park APE appears to have been partially infilled after 1966 (Figure 3.4; Photographs 3.8 and 3.9). Historically, the APE for the proposed park was likely tidal marsh. Given the historic changes in the landscape and prior ground disturbance, the proposed Riverside Park portion of the APE has a low sensitivity for historic and prehistoric archaeological resources.

The bioswale system proposed for the north side of Redneck Road between Mariani Drive to the west and Wilson Street to the east is narrow (4 feet wide) and conforms to the road edge (see Figure 3.3; Photograph 3.10). At the time of the pedestrian reconnaissance, the bioswale APE consisted of a mix of open lawn punctuated with mature evergreen and deciduous trees and overgrown wetland vegetation. The ground surface slopes downward very gradually to the north. Although a single range of historic topographic maps (1889–1924) indicates a structure in the vicinity of the bioswale APE, this is not supported by other map series or sources, and so is regarded with skepticism. The 1913 map does not depict a building near this proposed bioswale (see Figure 2.9). Additionally, the limited footprint of the bioswale APE with regard to roadside proximity suggests that any historic archaeological resources that may be present are outside of the APE. The proposed bioswale APE is considered to have a low potential for archaeological resources.

Central Area

Proposed subsurface disturbances associated with the central area include the installation of bioswales, storage/tree trenches, rain gardens, force mains, pumping stations, and permeable pavement—as well as sports field improvements and the creation of or improvements to existing recreation areas (see Figures 1.4 and 1.5). This portion of the APE is located in the boroughs of Little Ferry and Moonachie.

The APE for the Losen Slote Force Main A follows existing twentieth-century roadways and a short segment of Liberty Street, a nineteenth-century roadway (see Figures 1.5, 3.7, and 3.9). Liberty Street (Route 503) is one of the earliest roadways in the vicinity (see Figure 2.4), and it is possible that residual elements of historic roadway fabric may be present, although the archaeological value of this material is questionable. One building is depicted on late-nineteenth-century maps near the force mains; however, since the APE is restricted to the paved roadways, the potential for historic-period archaeological resources associated with the nineteenth-century-map-documented building is considered low (see Figure 2.7). Eckel Road's relatively modern creation and lack of adjacent development outside of currently extant structures suggests low potential for archaeological resources within the APE (see Figure 3.9; Photograph 3.11); the same assessment is applied to other proposed localized disturbances within roadways of the APE, such as Joseph, Albert, and West Park Streets. The proposed pump station for the Losen Slote Force Main A is located in a paved area abutting a twentieth-century building (see Figures 1.5 and 3.7). An approximately 125-foot portion of the proposed force main crosses a yard next to a twentieth-century house on the south

Photograph 3.8: Southern portion of the Riverside Park APE that was infilled in the second half of the twentieth century, view north.

Photograph 3.9: Wharfs and shoreline in the southern portion of the Riverside Park APE, view north.

Photograph 3.10: Redneck Avenue proposed bioswale APE, view west.

Photograph 3.11: Overview of Eckel Road proposed APE, view north.

side of Lorena Street (see Figure 3.7). In the area where remains of the Losen Slote tide gate will be removed, historic maps do not depict buildings (see Figures 2.10 and 3.9; Photograph 3.12). The natural terrain has been impacted by the construction of the tide gate and erosion along the banks of Losen Slote; therefore, the archaeological sensitivity is low in the location.

With regard to in-street modifications in the vicinity of the Kral pearl button industry, it is unlikely that modern activities will detect any evidence of the traditionally rear-yard industry. It is also highly unlikely that the proposed near/in-street improvements in Charles Street will impact any residual subsurface elements of the "sand hill" sand-harvesting process by brickmakers, which likely was restricted to areas outside of the current APE. It is also questionable whether the process left any discernable features or if the sand hill's signature can be characterized as a type of "borrow pit" without ancillary features.

At the time of the pedestrian reconnaissance, the proposed APE behind the Robert Craig Elementary School was level, open, and covered in well-maintained grass; no sports fields were visible and the grassy area was ringed by mature deciduous trees (see Figures 1.5, and 3.6; Photograph 3.13). The terrain does not appear to have been impacted by earthmoving activities. The proposed impacts include new sports fields, installing a permeable play surface, and construction of a rain garden. The overall absence of historic development on this parcel, coupled with excessive distance to water, indicates a low potential for archaeological resources in this portion of the APE.

St. Joseph Park is an existing playground with modern play equipment installed atop cushioned fall surfaces, tennis and basketball courts, and asphalted connecting paths (see Figures 1.5 and 3.9; Photograph 3.14). Mowed grassy areas punctuated by mature deciduous trees comprise the remainder of the fenced park. Given the general lack of historical occupation and extensive subsurface disturbances typically incurred during the installation of play equipment and sporting courts, including substrate for both, the proposed St. Joseph Park improvements APE retains a low potential for archaeological resources.

South Area

Proposed activities in the south portion of the APE include parks and open space improvements, channel dredging, constructing a pump station, bioswales, and storage/tree trunks along roadways. Bioswales proposed for installation adjacent to Empire Boulevard (aka State Street) and Moonachie Avenue carry little risk of impacting archaeological resources, given the modern construction of Empire Boulevard and the dominance of industrial parcel use along the roadways (see Figures 1.5, 3.10, and 3.11; Photographs 3.15 and 3.16). The roadways themselves carry no inherent archaeological sensitivity.

The proposed rain garden APE at the westernmost extent of the overall project area is planned to be installed in an existing median between the historical Moonachie Avenue (Bergen County 36) alignment and the exit ramp from northbound New Jersey Route 17 (see Figures 1.6 and 3.14). One house was depicted on the 1898 quadrangle map in the APE for the proposed rain garden. Prior to the late 1960s, a row of residences fronted on the north curb of Moonachie Avenue; however, these homes were razed to permit the construction of the exit ramp and a bridge across Route 17 (Photograph 3.17). The rubble-filled basements of these razed structures likely underlie the median and are in the APE. One of the buildings may have dated to the 1890s and others likely dated to the twentieth century. The prior roadway construction activities have likely impacted this portion of the APE. There is a low sensitivity for significant historic archaeological resources in this portion of the APE. The proposed bioswale on Union Street near the rain garden has a low sensitivity for archaeological resources.

Photograph 3.12: Overview of remains of the tide gate to be removed along Losen Slote, view north.

Photograph 3.13: Overview of Robert Craig Elementary School north proposed APE, view north.

Photograph 3.14: St. Joseph Park proposed APE, view south.

Photograph 3.15: Empire Boulevard easternmost proposed bioswale APE, view east.

Photograph 3.16: Empire Boulevard proposed bioswale APE, view west.

Photograph 3.17: Moonachie Road proposed median raingarden APE, view northwest.

The Avanti Park APE is located on the east side of northbound Moonachie Avenue; at the time of the pedestrian reconnaissance, the APE consisted of a level, grassy lawn south of the First Presbyterian Church of Moonachie chapel and parking lot (see Figure 3.11; Photograph 3.18). The drainage installed across the proposed APE at the time of the paving of the parking lot was not visible. The 1888 topographic map of the vicinity depicts a small headwater in proximity to the Avanti Park APE (USGS 1888); this proximity to a springhead and buffering wetland, in concert with the overall lack of disturbance beyond agricultural use of the parcel, indicates a high potential for prehistoric archaeological resources to be preserved or partially preserved within the APE.

The proposed Caesar Place Park APE lies between Caesar Place and East Riser Ditch, and south of Moonachie Avenue (see Figure 3.12; Photograph 3.19). At the time of the pedestrian reconnaissance, the proposed Caesar Place Park APE was covered with tall grasses. This parcel was logged during early 2012, incurring surface and some measure of subsurface disturbance. Although historically and recently channelized, East Riser Ditch partially follows a natural drainage course—and it is proximity to water and slight elevation above the adjacent marshland that increases the potential of the Caesar Place Park APE to contain archaeological resources. The APE for the East Riser Ditch Pumping Station has been impacted by channelization of the drainage and construction of the adjacent warehouse complex during the second half of the twentieth century (NETR 1931, 1987; Photograph 3.20; see Figure 3.13).

In summary, historic maps, background research, and the field inspection indicate that most of the APE has a low sensitivity for archaeological resources. Prior earthmoving activities are comprehensive throughout the APE. Two locations (the proposed Avanti Park and Caesar Place Park) in the APE are considered to have high sensitivity for archaeological resources.

Photograph 3.18: Overview of Avanti Park APE, view southwest.

Photograph 3.19: Overview of Caesar Place Park APE from Caesar Place, view east.

Photograph 3.20: Overview of East Riser Ditch Pumping Station, view east.

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4.0 Conclusions and Recommendations

A Phase IA archaeological survey was completed for the Rebuild by Design (RBD) Meadowlands Flood Protection Project, located in the boroughs of Little Ferry, Moonachie, Carlstadt, and the township of South Hackensack, Bergen County, New Jersey, to comply with Section 106 of the NHPA, NEPA, and NJDEP permitting requirements. The survey included background research, visual inspections, consultation with interested parties and federally recognized Native American tribes, and an archaeological sensitivity assessment.

Background research indicated that eighteenth- and nineteenth-century settlement was concentrated in Little Ferry near the APE. Late-nineteenth-century development was concentrated along the Hackensack River, Redneck Avenue, Washington Avenue/Moonachie Road/Liberty Street (Route 503), and other older roadways. In the second half of the twentieth century, construction of roads and commercial buildings was extensive in the APE. No registered archaeological sites are present in the APE and a limited amount of prior archaeological testing has been conducted near the APE. Historic maps and aerial photographs, combined with the site visit, indicate that most of the APE has been impacted during the construction of roadways or other earthmoving activities. Many proposed project elements are located in paved roadways and parking lots. Other proposed project elements will involve shallow impacts (i.e., less than 1 foot). The field visit confirmed the extensive grading and earthmoving activities throughout most of the APE. The only artifacts observed during the site visit were brick fragments from late-nineteenth- to early-twentieth-century brickworks in Little Ferry. The bricks were located in the APE for the proposed improvements to Willow Lake Park; however, this portion of the APE was a former clay pit that was infilled in the 1970s. The bricks were present in the fill and this location is not archaeologically sensitive. No other artifacts, features, or archaeological resources were observed during the field visit.

The results of the Phase IA archaeological survey identified the APEs for both Caesar Place Park and Avanti Park as having a high sensitivity for Native American archaeological resources. These two areas have been subjected to limited prior earthmoving activities. The remainder of the APE has a low sensitivity for archaeological resources. It is recommended that a Phase IB archaeological survey be completed in the two areas of high sensitivity for the proposed Caesar Place Park and Avanti Park. No further archaeological survey is recommended in the remainder of the APE.

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2013 Draft Phase I Environmental Site Assessment of Proposed Losen Slote Mitigation Site Parcels. Draft report. Prepared for Federal Aviation Administration. URS, Clifton, New Jersey. Report on file at New Jersey Historic Preservation Office, Trenton, New Jersey.

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Attachment A: Resumes

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Jesse Walker
Senior Archaeologist

Education
MA, Anthropology, Temple University, 2003
BA, Anthropology, State University of New York at New Paltz, 1997

Years of experience
13

Years with AECOM
3

Training
OSHA 29 CFR 1910.120 HAZWOPER 40-Hour Certification Course
Section 106 Essentials Course, Advisory Coucil on Historic Preservation (Philadelphia, PA), 2016
NJHPO: CRUM Essentials (Trenton, NJ), 2007

Professional Affiliations
Eastern States Archaeological Federation; Society for Pennsylvania Archaeology, Archaeological Society of New Jersey; Middle Atlantic Archaeological Society; New York State Archaeological Association; Archaeological Society of Delaware, Register of Professional Archaeologists

Professional history

Mr. Walker has over 15 years of experience in archaeological investigations and Section 106 of the National Historic Preservation Act in the Middle Atlantic and Northeastern United States. Jesse possesses a strong background in archaeological field and laboratory methods along with extensive training and experience in lithic, shell, and ceramic analysis and geomorphology. His primary specialization is the study of Native American groups through archaeology. He has directed field surveys, artifact analysis, and written technical reports for projects in Delaware, Vermont, New York, New Jersey, Maryland, and Pennsylvania. His current responsibilities include project management and technical report preparation. Mr. Walker is the author or co-author of more than 100 technical reports, nine professional papers, a peer-reviewed publication, as well as numerous presentations and materials for the general public. Mr. Walker is on the executive board of the Archaeological Society of New Jersey.

Selected project experience

Delaware & Raritan Canal Dredging, Kingston Station (1862+00) and Amwell Road (2418+00), New Jersey Water Supply Authority, Somerset County, NJ

Date: On-Going. **Role:** Principal investigator/Project Manager. Oversaw the dredging project along a 10-mile section of the Delaware & Raritan Canal. A Phase IB archaeological survey, application for project authorization, monitoring plan, and other services were completed for the project.

Phase I/II Archaeological Survey, Southern Reliability Link Project, New Jersey Natural Gas, Burlington, Monmouth, and Ocean Counties, NJ

Date: Ongoing. **Role:** Principal Investigator. Led a 27-mile long natural gas transmission pipeline project. The survey was completed to comply with New Jersey Department of Environmental Protection-Historic Preservation Office regulations and the New Jersey Pinelands Commission Regulations.

Phase I/II Archaeological Investigation, Cedar Substation, Atlantic City Electric, Stafford Township, Ocean County, NJ

Date: 2014. **Role:** Co-Principal Investigator. Led and authored a report for an Atlantic City Electric substation expansion project. Prehistoric and historic archaeological resources were identified. The archaeological resources were determined to not be eligible for listing on the National Register of Historic Places.

Archaeological Assessment, PSEG Fossil LLC Linden Generating Station, PSEG, Union County, NJ

Date: 2014. **Role:** Principal Investigator. Led and authored an archaeological assessment conducted for the Demolition of Retired Facilities at Linden Generation Station. A consultation letter was prepared for the proposed project which determined there was a low potential for significant archaeological resources and recommended no further archaeological survey. The New Jersey State Historic Preservation Office (NJ HPO) concurred with the recommendations.

Phase I Deepwater Reterminations Project, Atlantic City Electric, Salem County, NJ

Date: July 2015 - *ongoing*. **Role:** Principal Investigator. Served as the Principal Investigator for a transmission line construction project that encompasses 16 acres. The survey did not identify any archaeological sites. The project design has not been finalized and additional archaeological investigations maybe necessary

Deepwater to Salem Transmission Line, Atlantic City Electric, Salem County, NJ

Date: 2015. **Role:** Co-Principal Investigator. Served as a project lead for a Phase I Archaeological Survey for a 69kV transmission line project. One prehistoric site was identified.

Phase IA Archaeological Survey, Athenia to Bergen, PSEG, Bergen and Passaic Counties, NJ

Date: PSEG. **Role:** Principal Investigator. Led and authored a report for a reconnaissance-level survey for an underground 230 kV transmission line project from the Athenia Substation to the Bergen Substation. The transmission line also connected to the Saddle Brook Substation. The transmission line is part of PSEG's Northeast Grid Reliability Project. Areas of high archaeological sensitivity were identified along the project corridor and archaeological monitoring was recommended

Phase IA Archaeological Survey and Archaeological Monitoring, 0-66 Merchant Transmission Line, PSEG, Bergen and Passaic Counties, NJ

Date: 2013. **Role:** Principal Investigator. Led and authored a reconnaissance-level survey and archaeological monitoring for an underground 230 kV transmission line project. A portion of the project crosses the Hackensack River and New Jersey Meadowlands. The transmission line is part of PSEG's Northeast Grid Reliability Project and extended from the Athenia Substation to the Bergen Substation. Areas of high archaeological sensitivity were identified along the project corridor and archaeological monitoring was recommended. Archaeological monitoring identified historic fill deposits and trolley tracks under existing roadways.

Publications + Conferences

43th Annual Meeting of the Middle Atlantic Archaeological Conference. "Contributions of the Hoffman Site (28GL228) to Lower Delaware Valley Prehistory." Langhorne, Pennsylvania, 2014.

Meeting of the Eastern States Archaeological Federation. "An Examination of Jack's Reef in New Jersey." Perrysburg, OH, 2012.

New Jersey Historic Trust Historic Preservation Conference. "Alternative Mitigation: A Study of Stone Tool Production in the New Jersey Piedmont." Lawrenceville, NJ, 2012.

Meeting of the Eastern States Archaeological Federation. "Archaeological Investigations at the Gully Site (28MO351): A Prehistoric Camp in Central New Jersey." Mount Laurel, NJ, 2011.

Gloucester County Chapter of the Archaeological Society of New Jersey. "Recent Prehistoric Archaeological Work in The Mantua Creek Watershed." West Deptford, NJ, 2010.

Kimberly Morrell, STS
Archaeological Supervisor
Safety, Health, & Environment Representative

Education
BA, Anthropology, University of Rhode Island, 1992
BA, Marine Affairs, University of Rhode Island, 1992

Years of experience
25

Years with AECOM
3

Training
Section 106 Essentials Course, Advisory Council on Historic Preservation (Philadelphia, PA), 2016
Safety Trained Supervisor
OSHA 40 hour HAZWOPER
OSHA Confined Space

Professional Affiliations
Society for Historical Archaeology (SHA)
Council for Northeast Historical Archaeology (CNEHA)
National Trust for Historic Preservation
Preservation Alliance of Philadelphia

Professional history

Ms. Morrell has over twenty-five years of experience in archaeological and architectural history investigations throughout the United States. She has participated in the excavation of more than 150 sites throughout the United States, and has supervised projects incorporating all aspects of archaeological investigation. Ms. Morrell's experience encompasses prehistoric, historic, urban, and mortuary archaeological investigations and she is the primary or co-author of over 100 technical reports and professional papers. Ms. Morrell also serves as the Burlington Office Health and Safety Representative and is responsible for providing a safe work environment for field and office personnel.

Selected archaeological project experience

Phase I and II Archaeological Investigations for the Constitution Pipeline Project, PA/NY.

Date: 2012-2017. **Role**: Field Director. This cultural resource study was conducted for a new 120-mile pipeline from Susquehanna County, PA to Schoharie County, NY. Over 200 prehistoric and historic sites were identified during the survey, three of which are eligible for nomination to the National Register of Historic Places.

Buffalo City Honors School Cemetery Relocation Project, Buffalo, Erie County, New York.

Date: 2011 **Role**: Field Director. The historic Potters Field Cemetery was created by the city of Buffalo in 1832 in anticipation of a cholera epidemic and was in use through the mid-nineteenth century. After incomplete historical relocation efforts by the city of Buffalo in the 1870's, the modern relocation project resulted in the removal of nearly 500 sets of human remains. The relocation was conducted while school was in session without disruption to learning activities, and emphasized public outreach and the involvement of the nearby students.

Archeological Investigations in Support of the Transportation and Information Hub Project, Faneuil Hall, Boston, Massachusetts, National Park Service.

Date: 2010. **Role**: Field Director. This investigation was conducted in preparation for a new egress stairway on the northern side of Faneuil Hall. Fieldwork identified and recorded a previously unknown architectural feature associated with the Faneuil Hall structure itself, layered historic fill deposits, and possible cribbing related to the seventeenth century Town Dock. The "Cradle of Liberty" is one of the top tourist destinations in the country and all elements of the investigation, including waterscreening, were conducted in a severely space-restricted area while maintaining a positive experience for the public.

Archaeological Investigations of the I-95/Girard Ave. Improvements Project, Philadelphia, Pennsylvania.

Date: 2008-2017. **Role:** Field Director. The project entails ongoing Phase IB and II archaeological investigations along a three-mile long portion of the Interstate 95 highway corridor in advance of planned construction efforts. Investigations to date have resulted in the identification and detailed study of multiple National Register-eligible historic sites, including portions of the former Aramingo Canal prism, multiple 18th and 19th century domestic historic sites, and the discovery of four previously unknown prehistoric Native American encampments.

Weccacoe Playground/Mother Bethel Burying Ground Phase IA Investigations Philadelphia, Pennsylvania.

Date: 2008-2017. **Role**: Field Director. Undertook testing of the current Weccacoe Playground to determine if historic burials remained within the forgotten nineteenth century Mother Bethel Burying Ground prior to playground improvements. GPR and limited subsurface testing confirmed the presence of historic interments within the boundaries of the cemetery.

Cliveden/Upsala Archaeological Investigations, 6400 Block of Germantown Avenue, Philadelphia, Pennsylvania.

Date: 2008-2017. **Role**: Field Director. The project required archaeological monitoring and Phase I investigations at two Colonial/ Revolutionary War-era National Register-listed historic sites in the Germantown section of Philadelphia. Work at Upsala also involved the formulation of a detailed archaeological resources Management Plan to ensure the future preservation of identified resources. Performed for Cliveden of the National Trust.

Phase II Archaeological Investigations of the St. John the Evangelist House Site (36PH0157), 1212 Ludlow Street, Philadelphia, Pennsylvania.

Date: 2008-2017. **Role**: Field Director. Monitoring of machine excavators during soil removal activities within the National Register-listed East Center City Historical District for the construction of Project Home housing identified and assessed eleven preserved brick-lined shaft features and a parcel of intact eighteenth century ground surface.

Previous Experience

URS, Archaeological Supervisor, Burlington, NJ, 2008-2014.

Kise Straw & Kolodner, Inc. Archaeological Supervisor, Philadelphia, PA. 2000-2008.

Various, 1992-2000.

Elisabeth LaVigne RPA
Senior Geoarchaeologist

Education
M.A in Geoarchaeology, Boston University, 2009
B.A. in Archaeology, Wheaton College, 2004

Training
HAZWOPER 40-Hour Certification, 2011, updated
10-Hour Construction Industry Training, 2015
8-Hour OSHA Training for Supervisors, 2001
NPS American Battlefield Protection Program workshop, 2016
Section 106 Review Process workshop, 2011

Professional Affiliations
Archaeological Society of New Jersey, Council for Northeast Historical Archaeology, Eastern States Archaeological Federation, Geological Society of America, Registered Professional Archaeologist

Years of experience
7 years in CRM

Years with AECOM
1+

Professional history

Elisabeth LaVigne has been working in cultural resources management in North American archaeology for the past seven years, primarily in New England and the Mid-Atlantic. Prior to that, her experience ranged outside of the U.S., working in Italy, Israel, and Belize. She specializes in archaeological applications of micro- and macro-geomorphology, geophysical remote sensing technology, and geospatial technology. Ms. LaVigne has archaeological experience with both pre- and post-contact sites at all levels of survey. Ms. LaVigne joined AECOM last year and has been managing the Geoarchaeological and Geospatial team, broadening the team's technological capabilities, and supporting archaeological surveys with supplemental geophysical and geomorphological investigations. Her geoarchaeological experience has included geomorphological assessments of floodplains, wetlands, intertidal zones, and urban areas. She is a Registered Professional Archaeologist and meets the Secretary of the Interior's Professional Qualifications Standards for Archaeologists.

Selected project experience

Phase I, II, and III Archaeological Investigations of the I-95/Girard Ave. Improvements PennDOT Project, Philadelphia, PA

Date: 2016-current **Role**: Senior Geoarchaeologist. AECOM is conducting a long-term, multi-phase archaeological survey along three miles of I-95. As part of the overall Phase I, II, and III investigations, geomorphological survey has been undertaken at multiple historic and prehistoric sites. Ultimately a synthesis of all the geomorphological investigations will yield a broader understanding of Philadelphia's landscape and topography prior to urbanization.

Phase I/II Archaeological Survey, Southern Reliability Link Project, New Jersey Natural Gas, Burlington, Monmouth, and Ocean Counties, NJ

Date: 2016-current. **Role:** Senior Geoarchaeologist. Conducted a geomorphological survey for a portion of the 27-mile long natural gas transmission pipeline project. The survey was completed to comply with New Jersey Department of Environmental Protection-Historic Preservation Office regulations and the New Jersey Pinelands Commission Regulations.

Bridge #175 Improvement PennDOT Project, Creek Road: Pickering Creek Crossing, Schuylkill Township, PA.

Date: 2017 **Role**: Senior Geoarchaeologist. A geomorphological survey was conducted by AECOM through the use of a hand auger to determine the presence or absence of buried surfaces within the floodplain that could have potential for archaeological site preservation. The investigation found that the floodplain was less than a meter thick within three

quadrants around the bridge. The northwest quadrant contained approximately 70 cm of historic fill over upland soils rather than alluvial soils.

NJDOT Route 45 Bridge Over Woodbury Creek Project, Woodbury, NJ.

Date: 2017 **Role**: Senior Geoarchaeologist. A geomorphological survey was conducted by AECOM through the use of a hand auger to determine the presence or absence of buried surfaces within the floodplain that could have potential for archaeological site preservation. The investigation found that the floodplain was heavily disturbed within the LOD by previous bridge construction activities and utilities connected with the adjacent dam.

PennEast Natural Gas Pipeline Project, New Jersey: Geomorphological Assessment.

Date: 2016-2017 **Role**: Senior Geoarchaeologist responsibilities have included training field technicians in the identification of soil horizons and important geomorphological events, such as loess and colluvial deposition. Additional geomorphological assessments where known loess and alluvial deposits occur have been conducted on properties within the pipeline alignment in order to identify any deeply buried landscape surfaces.

Potomac Yard Metrorail Station Project: Geoarchaeological Investigation, City of Alexandria, Arlington County, Virginia.

Date: 2016 **Role**: Senior Geoarchaeologist. A review of samples from fifteen geotechnical borings was conducted in order to identify potentially recovered cultural resources and to determine the presence or absence of evidence of paleosols with the potential for containing archaeological resources. Four of the borings included buried surfaces; however only one of these were from an upland setting with the potential for archaeological site preservation, at approximately 10ft. below ground surface.

Route 11 Bridge #1011 Replacement Project: Geomorphology Assessment, Shenandoah County, Virginia.

Date: 2015 **Role**: Senior Geoarchaeologist. Conducted a geomorphological investigation of the southern floodplain of the North Fork Shenandoah River. This included mechanically excavated slot trench monitoring and documentation as well as hand-augering deep cores the length of the APE. The investigation resulted in the identification of a buried surface with archaeological site preservation potential. One prehistoric site was identified in relation to this buried surface. Report was approved by the Virginia Department of Transportation.

New Kent Proposed Pamunkey Water Intake Facility and Pipeline Phase I Survey, New Kent, Virginia.

Date: 2015 **Role**: Senior Geoarchaeologist. Conducted an archaeological and geoarchaeological survey of the proposed Pamunkey Water Intake Facility parcel. Responsibilities included supervising the archaeological survey as well as conducting a geomorphological investigation along the Pamunkey River to identify any deeply buried surfaces with archaeological preservation potential. No surfaces were identified; three prehistoric sites were documented and recommended for Phase II.

Brandywine Battlefield ABPP Study of Trimble's Ford, Chester County, Pennsylvania

Date: 2014 **Role**: Project Geoarchaeologist. Responsibilities included a GIS-based historical investigation and geomorphological investigation along the Brandywine in order to identify the location of the road and crossing point the Crown Forces used during the Battle of Brandywine. Utilizing Ground-penetrating Radar and auger data, the road trace was found buried within the floodplain.

Publications + Conferences

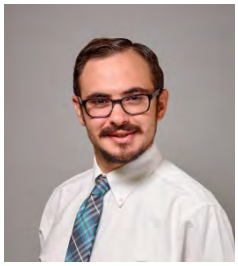
Annual Society for Historic Archaeology Conference. "The Brandywine Creek has two branches which are very good for crossing: The Search for Trimble's Ford," with William Chadwick. Washington D.C., 2016.

Annual Society for Historic Archaeology Conference. "Regional Synthesis and Best Practices for the Application of Geophysics to Archaeological Projects in the Middle Atlantic Regions," with William Chadwick. Washington D.C., 2016.

Council for Northeast Historical Archaeology 375th New Sweden Anniversary Conference. "The Impermanent Fort Christina," with Craig Lukezic and William Chadwick. Newark, Delaware 2013.

Geological Society of America Annual Meeting. "Geological Foundations of Ancient Seaport Ashkelon, Israel," with M. Moshier, D. Master, J. Lepori, and D. Wheatly. Minneapolis, MN, 2001.

Samuel A. Pickard
Historian



Education
BA, History, La Salle University, 2013
Certificate in Historic Preservation, Bucks County Community College, 2017

Years of experience
4

Years with AECOM
4

Training
Section 106 Essentials Course, Advisory Council on Historic Preservation (Philadelphia, PA), 2016
OSHA 10 Hour General Industry Outreach Training, 2017
AECOM 2-Hour Field Safety
Williams LLC, E & C East Safety & Environmental Training

Professional Affiliations
Young Friends of the Preservation Alliance (Steering Committee), Vernacular Architecture Forum, Historical Society of Pennsylvania, Philadelphia Chapter of the Pennsylvania Railroad Technical & Historical Society, Reading Company Technical & Historical Society

Professional history

Mr. Pickard has more than four years of experience as a historian and meets the Secretary of the Interior's Professional Qualification Standards for History. His experience includes fieldwork and historic research for historic architectural resource surveys, archaeology reports, and historic structures reports. He has extensive experience conducting research using primary and secondary sources and has authored contextual and site-specific histories for cultural resource reports in Pennsylvania, New Jersey, and Delaware. Mr. Pickard has conducted research at state historic preservation offices as well as county and municipal repositories, local historical and genealogical societies, and archives of various religious organizations and universities.

Selected project experience

Archaeological Investigations for the I-95/Girard Ave. Improvements Project, Pennsylvania Department of Transportation, Philadelphia, PA

Date: 2013–*Ongoing*. **Role:** Historian. Researching and authoring property histories for roughly 100 urban properties and historic contexts on the neighborhoods in which they were located, for ongoing Phase III archaeological investigations along a three mile long project area undertaken for the Pennsylvania Department of Transportation. Participated in numerous public outreaches across the greater Philadelphia metropolitan area.

Sharswood-Blumberg Redevelopment Open End, Philadelphia Housing Authority, Philadelphia, PA

Date: 2017–*Ongoing*. **Role:** Historian/Historic Resources Surveyor. This project focuses on Section 106 Compliance of above-ground cultural resources in the Sharswood-Blumberg Neighborhood of Philadelphia for the Philadelphia Housing Authority (PHA) as part of its Sharswood-Blumberg Choice Neighborhoods Transformation. Mr. Pickard researched and authored a contextual history of the Sharswood neighborhood, paying particular attention to its importance to baseball history and its enduring legacy as a center of Philadelphia's early jazz culture. He also participated in the reconnaissance-level documentation of resources over 50 years of age in the project area.

Phase IA Archaeological Investigations of the Eastern Tower Community Center Property, Philadelphia Chinatown Development Corporation, Philadelphia, PA

Date: 2017. **Role:** Historian. Researched and authored an historic context on the 1000 block of Vine Street for a Phase IA archaeological investigation on the site of the proposed Eastern Tower.

Phase I Cultural Resource Investigation for Rio Grande–Cape May Transmission Line Rebuild & Upgrade Projects, Atlantic City Electric, Cape May County, NJ

Date: 2017. **Role:** Historical Researcher. Collected and summarized cultural resources data of known archaeological and historic architectural resources within the project area at the New Jersey Historic Preservation Office and New Jersey State Museum for a Phase IA archaeological investigation.

Phase I Archaeological Investigations for Proposed Chester County Bridge #175 Replacement, Pennsylvania Department of Transportation, Schuylkill Township, PA

Date: 2017. **Role:** Historian. Conducted research at various Chester County repositories and authored a history of the Custer Mill (c.1805–1889), which was historically located in the APE of a proposed bridge replacement.

Historic Preservation Consulting Services for 9 Halsey Street, L+M Development Partners, Newark, NJ

Date: 2017. **Role:** Historian. The project includes assisting L+M Development Partners with their application to the Newark Landmarks and Historic Preservation Commission (LHPC). Mr. Pickard researched and authored a property history for 9 Halsey Street, a c.1927 two-story Art Deco commercial building facing redevelopment in Newark.

Phase IA Archaeological Investigations for Bedford North Central City West Transmission Line Project, Penelec, Bedford and Somerset Counties, PA

Date: 2017. **Role:** Historian. The project involves the proposed rebuild of a ten-mile portion of transmission line and the construction of a new five-mile stretch of line through Bedford and Somerset Counties. Mr. Pickard researched and co-authored historic context for Bedford County as well as histories of the municipalities in the county crossed by the APE.

Phase IA Archaeological Investigations for Markward Playground, Ground Reconsidered, Inc., Philadelphia, PA

Date: 2017. **Role:** Historian. Researched and co-authored a historic context for Phase IA archaeological investigations of Markward Playground in the Fitler Square neighborhood, focusing on the former industrial development of the project area and the influence of riverine and rail transportation.

Phase IA Archaeological Investigations for Columbus Square, Gilmore and Associates, Philadelphia, PA

Date: 2017. **Role:** Historian. Researched and authored Phase IA historic context for Columbus Square Park in South Philadelphia, focusing on the park's association with Moyamensing Prison and its development and use as a militia parade ground in the 1830s and 1840s.

Reconnaissance-Level Historic Architectural Survey for Atlantic Sunrise Pipeline Project, Williams Transco, PA

Date: 2014–2017. **Role:** Historian/Historic Resources Surveyor. Participated in a reconnaissance-level historic architectural survey throughout central and northern Pennsylvania. Was a member of a team using Trimble YUMA GPS units to capture locational data and record basic physical information and preliminary eligibility assessments on the properties. Assisted in processing survey data and obtained maps of resource locations for Historic Resource Inventory Forms being completed for the Pennsylvania Bureau of Historic Preservation. Researched and authored historic agricultural contexts for the various agricultural regions crossed by the historic architectural survey corridor, and conducted deed research for properties in Columbia and Schuylkill Counties.

Disaster Planning for Historic Properties, Pennsylvania Historical & Museum Commission, Bedford, Monroe, and Cameron Counties, PA

Date: 2015–2017. **Role:** Historian. Collected cultural resources data on known historic architectural resources located within the project area for each county at the Pennsylvania Historical & Museum Commission. Researched and authored background histories for Monroe County municipalities and historic contexts for Bedford and Monroe Counties. Managed correspondence related to public outreach for Monroe County.

Fair Lawn Avenue Bridge Mitigation, New Jersey Department of Transportation, Paterson, NJ

Date: 2017. **Role:** Historian. The project was undertaken to satisfy the stipulations of a Memorandum of Agreement (MOA) between the client (via the Federal Highway Administration) and the New Jersey State Historic Preservation Office, most notably the documentation of the county's last remaining through truss bridges. Mr. Pickard authored a historic context on the effects of early 20th century floods on the City of Paterson, particularly its bridges, for a bridge replacement project.

Phase IA Archaeological Investigations for SR 1 Section 200, Pennsylvania Department of Transportation, Chester County, PA

Date: 2016–2017. **Role:** Historian. Researched and authored a historic context for the project area, covering three townships in southwestern Chester County. Specific focus was given to the development of the nursery, mushroom farming, and limestone mining industries in the area.

SR 3009 – Section PAR, Ridge Ave over Amtrak Bridge Replacement, Pennsylvania Department of Transportation, Philadelphia, PA

Date: 2017. **Role:** Historian. Researched and authored a brief summary of the history of the Ridge Avenue over Amtrak crossing in a determination of effect memorandum for a road bridge replacement project.

Total Reconstruction & Widening Project, Milepost 312 to Milepost 319, Pennsylvania Turnpike Commission, Chester County, PA

Date: 2016. **Role:** Historical Researcher. Roadway widening and reconstruction for a seven-mile corridor of the Pennsylvania Turnpike (I-76) through Charlestown, Upper Uwchlan, Uwchlan, and West Pikeland Townships in Chester County. Mr. Pickard researched a notable historic resident of property in project area at the Chester County Historical Society as part of a Section 106 Effects Assessment of resources located within the project area.

CSXT over Overpeck Creek, CSX Transportation, Ridgefield Borough and Ridgefield Park Village, NJ

Date: 2016. **Role:** Historical Researcher. Conducted background research and collected cultural resources data on known historic architectural resources located within the APE of a proposed railroad bridge replacement at the New Jersey Historic Preservation Office.

Phase IA Archaeological Investigations for Project HOME's North 8th Street Construction Project, Project HOME, Philadelphia, PA

Date: 2016. **Role:** Historian. Researched and authored historic context for urban archaeological site in Lower North Philadelphia covering more than 20 properties used for residential, commercial, and industrial purposes from their development in the mid-19th until the late 20th century.

Cultural Resources Investigations for the Norristown Resiliency Project, Southeastern Pennsylvania Transportation Authority, Montgomery County, PA

Date: 2016. **Role:** Historian. Conducted research for a Cultural Resource GIS Database developed for the Southeast Pennsylvania Transportation Authority (SEPTA). Collected data from numerous repositories and authored an historic context on canal and railroad development along the Schuylkill River in Montgomery County and its effects on the development of the local area.

King of Prussia Rail Project, Southeastern Pennsylvania Transportation Authority, Montgomery County, PA

Date: 2016. **Role:** Historical Researcher. Collected cultural resources data on known historic architectural resources located within the project area at the Pennsylvania Historical & Museum Commission for study relating to the construction of a new commuter rail line in Montgomery County, Pennsylvania.

Reconnaissance-Level Historic Architectural Survey for the Sunbury Pipeline Project, UGI, Lycoming, Montour, Northumberland, Union, and Snyder Counties, PA

Date: 2016. **Role:** Historian/ Historic Resources Surveyor. Participated in a reconnaissance-level survey of residential and rural environments for the identification, documentation and evaluation of historic aboveground resources along a proposed 30-mile gas pipeline. Conducted research at Lycoming and Montour Counties' recorders offices to establish chains of title for multiple properties crossed by the proposed pipeline's right-of-way. Researched and co-authored histories for multiple properties.

Disaster Planning for Historic Properties, Pennsylvania Historical & Museum Commission, Philadelphia, PA

Date: 2016. **Role:** Historical Researcher. Collected cultural resources data on known historic architectural resources within the project area at the Pennsylvania Historical & Museum Commission for an architectural survey of historic structures within flood zones.

Reconnaissance-Level Historic Architectural Survey for the PennEast Pipeline Project, UGI, PA and NJ

Date: 2014–2016. **Role:** Historical Researcher/Historic Resources Surveyor. The project consists of Section 106 studies and the FERC review for a 114-mile natural gas pipeline in New Jersey and Pennsylvania. Participated in a reconnaissance-level historic architectural survey throughout northern Pennsylvania and New Jersey. Mr. Pickard also collected cultural resources data on known archaeological and historic architectural resources within the project area at the New Jersey Historic Preservation Office and New Jersey State Museum, and conducted background and deed research on properties within the project area.

Norristown Resiliency Project, Southeastern Pennsylvania Transportation Authority, Montgomery County, PA

Date: 2015–2016. **Role:** Historical Researcher. Conducted research for a Cultural Resource GIS Database developed for the Southeast Pennsylvania Transportation Authority (SEPTA). Collected data and from numerous repositories including the Pennsylvania Historical and Museum Commission, the Historical Society of Pennsylvania, the Delaware County Historical Society, and municipal or neighborhood historical societies.

Historic Architectural Survey for Pennsylvania Turnpike Northeast Extension Full Depth Roadway Reconstruction, Pennsylvania Turnpike Commission, Bucks County, PA

Date: 2014–2015. **Role:** Historian. Researched and authored histories for numerous properties within the project area and co-authored a historic context on the northern region of Bucks County.

Cultural Resources Investigation for Southern Reliability Link Project, New Jersey Natural Gas, Burlington, Monmouth, and Ocean Counties, NJ

Date: 2014–2015. **Role:** Historian/ Historic Resources Surveyor. Participated in an ongoing reconnaissance-level historic architectural survey in central New Jersey for New Jersey Natural Gas. Collected cultural resources data on known archaeological and historic architectural resources within the project area at the New Jersey Historic Preservation Office and New Jersey State Museum. Authored property histories for numerous properties within the project area.

Archaeological Investigation for Parkside Edge Project, Fairmount Park Conservancy, Philadelphia, PA

Date: 2015. **Role:** Historical Researcher. Conducted research at various municipal and local repositories for a Phase IA archaeological investigation at the site of the Japanese Bazaar from the 1876 Centennial Exhibition in Fairmount Park.

Linden Generation Station Demolition of Retired Generating Facilities, PSEG Fossil, Linden, NJ

Date: 2015. **Role:** Historical Researcher. Collected cultural resources data on known archaeological resources located within and near the project area at the New Jersey State Museum.

Phase I and II Archaeological Investigations for Proposed Petrochemicals Complex, Shell Chemical Appalachia and Horsehead Corporation, Beaver County, PA

Date: 2013–2015. **Role:** Historian. Researched and co-authored historic contexts for Phase I/II archaeological excavations. Research was conducted on the Beaver County poor farm, rural farming communities, and 20th century industrial workers' housing. In addition, Mr. Pickard assisted with the identification of human remains discovered in a family burial plot on the site through historical and genealogical research.

Phase I Archaeological Investigation for Cedar Substation Expansion Project, Atlantic City Electric, Ocean County, NJ

Date: 2014. **Role:** Historical Researcher. Collected cultural resources data on known archaeological and historic architectural resources within the project area at the New Jersey Historic Preservation Office and New Jersey State Museum for a Phase IA archaeological investigation.

Archaeological Study & Reconnaissance-Level Historic Architectural Survey for Existing Transmission Line Rebuild and Upgrade Lewis-Moss Mill, Atlantic City Electric, Atlantic County, NJ

Date: 2014. **Role:** Historian. Researched and co-authored historic context for the coastal region of Atlantic County, New Jersey.

Phase I and II Archaeological Investigations of the 810 Arch Street Project Area, Project HOME, Philadelphia, PA

Date: 2014. **Role:** Historian. Researched and authored an historic context for a portion of the 800 block of Arch Street, historically a commercial center, for a Phase I and II archaeological investigation.

Burial Site Investigations at First Presbyterian Church of Port Kennedy Cemetery, Pennsylvania Department of Transportation, Montgomery County, PA

Date: 2014. **Role:** Historical Researcher. Consulted church records regarding establishment, expansion, and upkeep of cemetery, and the construction of any historic structures on the site.

Cultural Resources Investigations for Leidy Southeast Expansion, Transcontinental Gas Pipe Line Company, Mercer and Somerset Counties, NJ

Date: 2014. **Role:** Historical Researcher. Collected cultural resources data in Phase I Cultural Resources investigations. Data was collected and chains of title were established for historic architectural resources within the project area at the New Jersey State Archives and Mercer County Courthouse.

William Dick Elementary School – Odd Fellows Cemetery, Trust for Public Land, Philadelphia, PA

Date: 2013–2014. **Role:** Historian/Archaeological Technician. Participated in the salvage exhumation of 17 intact and partially intact burials dating from the mid-19th through early 20th centuries. Researched the former Odd Fellows Cemetery (1849-1950) and assisted in the subsequent identification of the recovered human remains through historic documentation.

Archaeological Investigations for Lewis & Rehoboth Canal Utility Line Crossing, Lewes Board of Public Works, Sussex County, DE

Date: 2013. **Role:** Historian. Researched and authored historic context section on rural African-American communities in Southern Delaware for Phase I/II archaeological report.

Columbia City Transmission Project, New York State Electric and Gas Corporation, Columbia County, NY

Date: 2013. **Role:** Historical Researcher. Contributed to the architectural history review effort by assisting with data entry of surveyed properties.

Publications + Conferences

(With Thomas J. Kutys). "An Unbrotherly Seal: A Family Divide Preserved in Glass." *River Chronicles* 2 (2017): 50–51.

Pennsylvania Statewide Conference on Heritage, "Personalizing History: Connecting People Across Time with Technology." Carlisle, PA, June 2017.

Eastern States Archaeological Federation (ESAF), "Portraits of Life in the River Wards: Histories of Fishtown and Port Richmond," Langhorne, PA, November 2016.

(With Thomas J. Kutys). "'Good for a Drink or Segar': A Story of One Family, Two Saloons, and a Prizefighter." *River Chronicles* 1 (2016): 30–38.

"The Golden Fleece Hotel: A Checkered History." *River Chronicles* 1 (2016): 39.

Society for Historical Archaeology (SHA), A Call to Action: The Past and Future of Historical Archaeology, "Life in the River Wards: The History of Kensington and Port Richmond," Washington, DC, January 2016.

Council for Northeast Historical Archaeology (CNEHA), "'Where Filthy Streets Abound': The History of the Port Richmond Site," Long Branch, NJ, November 2014.

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Attachment B: NJHPO Review Letter

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State of New Jersey
MAIL CODE 501-04B
DEPARTMENT OF ENVIRONMENTAL PROTECTION
NATURAL & HISTORIC RESOURCES
HISTORIC PRESERVATION OFFICE
P.O. Box 420
Trenton, NJ 08625-0420
TEL. (609) 984-0176 FAX (609) 984-0578

CHRIS CHRISTIE
Governor

KIM GUADAGNO
Lt. Governor

BOB MARTIN
Commissioner

August 11, 2016

Dennis Reinknecht, RBD Program Manager
Engineering and Construction, Office of Hazard Risk Reduction Measures
501 East State Street
Mail Code 501-01A, P.O. Box 420
Trenton, NJ 08625-0420

Dear Mr. Reinknecht:

As Deputy State Historic Preservation Officer for New Jersey, in accordance with 36 CFR Part 800: Protection of Historic Properties, as published in the *Federal Register* on December 12, 2000 (65 FR 77725-77739) and amended on July 6, 2004 (69 FR 40544-40555), I am providing continuing Consultation Comments for the following proposed undertaking:

Bergen County
Boroughs of Little Ferry, Moonachie, Carlstadt and Teterboro and the Township of South Hackensack
Notice of Intent to Prepare an Environmental Impact Statement
Rebuild by Design (RBD) Meadowlands Flood Protection Project
New Jersey Department of Community Affairs (DCA)
United States Department of Housing and Urban Development (HUD)

Thank you for providing the Historic Preservation Office (HPO) with the opportunity to review and comment on the Notice of Intent to Prepare an Environmental Impact Statement (EIS), received at this office on July 14, 2016.

The proposed project includes the construction of flood risk reduction measures designed to address the impacts of coastal and inland flooding on the quality of the physical, natural, cultural and socioeconomic environment due to both storm hazard and sea level rise within the Project Area. The purpose of the proposed project is to reduce flood risk and increase the resiliency of the communities and ecosystems within the Project Area, thereby protecting critical infrastructure, residences, businesses, and ecological resources from the more frequent and intense flood events anticipated in the future.

Read 8/16/16

The consultation letter states that the Meadowlands Flood Protection Project EIS will be prepared by the New Jersey Department of Environmental Protection (NJDEP) and will examine three (3) Build Alternatives as well as a No Action Alternative. These alternatives vary by the type of infrastructure that is proposed. Alternative 1 will analyze the use of levees, berms barriers, or floodwalls to reduce flood risk; Alternative 2 will analyze the impacts of substantial drainage improvements achieved through a series of local projects within the Project Area to reduce flood risk; and Alternative 3, a hybrid of Alternatives 1 and 2, will analyze the impacts of blending new infrastructure and drainage improvements to reduce flood risk in the Project Area. The consultation letter also states that at this time, the three Build Alternatives remain broadly defined and the project plans are insufficient to delineate the Area of Potential Effects (APE).

The HPO looks forward to further consultation under Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations 36 CFR § 800 to identify the presence or absence of historic properties within the APE, evaluate the National Register of Historic Places (NRHP) eligibility of any identified historic properties, assess project impacts to historic properties, and explore ways of avoid, minimize, and/or mitigate project impacts to those historic properties identified.

Additional Comments

Thank you for providing the opportunity to comment on this proposed project. If additional consultation with the HPO is needed for this undertaking, please reference the HPO project number 16-2111 in any future calls, emails, or written correspondence to help expedite your review and response. If you have any questions, please feel free to contact Jesse West-Rosenthal (609-984-6019) of my staff with questions regarding archaeology or Piia Helve (609-292-1913) with questions regarding historic architecture.

Sincerely,

Katherine J. Marcopul MMB

Katherine J. Marcopul
Deputy State Historic
Preservation Officer

KJM/JWR/PH

Cc: Linda Fisher – NJDEP

HPO Project #16-2111-4
HPO-C2018-158

State of New Jersey
DEPARTMENT OF ENVIRONMENTAL PROTECTION
NATURAL & HISTORIC RESOURCES
HISTORIC PRESERVATION OFFICE
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PHILIP D. MURPHY
Governor

SHEILA Y. OLIVER
Lt. Governor

CATHERINE R. McCABE
Acting Commissioner

March 19, 2018

Linda Fisher
Project Team Leader
Rebuild by Design Meadowlands
Department of Environmental Protection
Bureau of Flood Resilience
Mail Code 501-01A
P.O. Box 420
Trenton, NJ 08625-0420

Dear Ms. Fisher:

As Deputy State Historic Preservation Officer for New Jersey, in accordance with 36 CFR Part 800: Protection of Historic Properties, as published with amendments in the Federal Register on 6 July 2004 (69 FR 40544-40555), I am providing consultation comments for the following proposed undertaking:

Bergen County, Boroughs of Little Ferry, Moonachie, Carlstadt, and Teterboro and Township of South Hackensack
Rebuild by Design Meadowlands Flood Protection Project
Community Development Block Grant-Disaster Recovery
Department of Housing and Urban Development

Thank you for providing the Historic Preservation Office (HPO) with the opportunity for review and comment on the potential for the above-referenced project to affect historic properties. These comments are in response to the following Phase IA archaeological survey and intensive-level historic architectural survey report received by the HPO on January 8, 2018:

Walker, Jesse, Kimberly Morrell, Eileen Hood, Elisabeth A. LaVigne, and Samuel Pickard
December 2017 Phase IA Archaeological Survey for the Rebuild by Design Meadowlands Flood Protection Project, Boroughs of Little Ferry, Moonachie, Carlstadt, and Teterboro and Township of South Hackensack, Bergen County, New Jersey. Prepared for the New Jersey Department of Environmental Protection. Prepared by AECOM.

The State of New Jersey is an equal-opportunity employer. Printed on recycled and recyclable paper.

Everett, Emily Paulus
December 2017 Historic Structures Survey/Determination of Eligibility Report, Rebuild by Design Meadowlands Flood Protection Project, Boroughs of Little Ferry, Moonachie, Carlstadt, and Teterboro and Township of South Hackensack, Bergen County, New Jersey. Prepared for the New Jersey Department of Environmental Protection. Prepared by AECOM.

800.3 Initiation of the Section 106 Process

The above-referenced reports do not include a plan to involve the public or identify Native American Tribes and other consulting parties for consultation under Section 106. Please provide this information.

800.4 Identification of Historic Properties

The above-referenced reports were prepared for the Rebuild by Design Meadowlands Flood Protection Project in Bergen County. The survey was conducted in compliance with Section 106 of the National Historic Preservation Act and as part of the Environmental Impact Statement (EIS) under the National Environmental Policy Act (NEPA).

The project is an urban water management strategy designed to reduce the risk of floods from coastal storm surges and/or systemic inland flooding from large rainfall events within the project area, which is located in the Meadowlands District. The project area includes five municipalities in Bergen County: the Boroughs of Little Ferry, Moonachie, Carlstadt, and Teterboro, and the Township of South Hackensack. The project area is comprised of both relatively dense suburban development and large natural areas.

The report presented three alternatives for the project. On March 1, 2018, the HPO was informed that Alternative 3 (build plan) has been selected as the preferred alternative and is the federal undertaking for the purposes of Section 106.

Archaeology

The area of potential effects (APE) for this undertaking was defined as all land that may be directly affected during construction related activities, including; the removal of permeable surfaces and conversion of areas to permeable surfaces; landscaping at schools and parks; bioswales/storage/tree trenches with impacts extending several feet below grade; proposed force mains located in existing paved roadways; floodwalls and walkways; construction of pump stations; a storm surge barrier; raising of roadways, and temporary construction areas necessary to implement project components. *The HPO concurs with this approach to defining the APE for archaeology.*

Based on the information provided, additional information/revisions are necessary before the HPO has enough information to review the identification of historic properties and assess the potential effects of the proposed undertaking. As currently presented, it is unclear to the cold reader what each alternative consists of and what the differences are between each alternative. The HPO recognizes that Alternative 3 is the preferred alternative and that is consists of portions of both Alternatives 1 and 2. However, there is a conflation of the project information, definitions, and layout that make it difficult to understand the nuances of each alternative. The report should present each alternative as its own section, eliminating references back-and-forth to previous alternatives. The evaluations should clearly document both visually and verbally where

project components are to be located and what their impacts are expected to be. Each alternative should be presented as a standalone alternative, especially if there are differences in the execution of the components of each alternative. This includes mapping and the presentation of the "Future Plan."

Historic Architecture

The APE for this undertaking was defined as areas 250 feet beyond the limits of disturbance where proposed at-grade green and grey infrastructure improvements have limited potential to indirectly affect historic properties, and 500 feet beyond the limits of disturbance where above-grade grey infrastructure (e.g. pump stations and flood walls) have an increased potential to visually affect historic properties. The HPO concurs with this approach to defining the APE for historic architecture; however, additional information regarding the proposed interventions listed in Table 1 is needed in order to understand the at-grade and above-grade categories of improvements. For example, it is unclear why parks/open spaces and berms are included as "At- or Below-Grade Interventions" when they could reasonably be expected to have above-grade components. Clear definitions of the various types of interventions to be employed in Alternative 3 are needed in order for the HPO to concur with the APE as mapped.

The historic architectural survey omitted areas known as Historic Preservation Exclusion Green Zones (Green Zones), identified by the HPO and the Federal Emergency Management Agency (FEMA) in the aftermath of Hurricane Sandy. The survey identified 26 properties more than 50 years of age within the APE for Alternative 3 outside of the Green Zones, only six of which were surveyed at the intensive level. The remaining resources were recommended not eligible for the New Jersey and National Registers of Historic Places without further investigation. The survey methodology does not indicate what criteria were used to determine that buildings outside the Green Zones were not eligible and therefore excluded from the intensive-level survey. The Inventory Table contained in Attachment C includes photographs of these buildings; however, the photographs measure approximately ½ inch square and are thus too small to illustrate existing conditions. The HPO requests Base Survey Forms for all properties within the APE for Alternative 3 that were not surveyed on the intensive level. The forms should include at least one 3 ½ inch x 5 inch photograph and clearly indicate why an intensive-level survey was not completed for the property.

Based upon the information provided, the historic architectural survey was limited to individual buildings and did not address the potential for historic districts in the APE. At least one historic streetscape was previously identified within the APE in the Bergen County Historic Sites Survey, at 5-40 Moonachie Road in Moonachie. The revised report must include an assessment of historic district potential on Moonachie Road and elsewhere, as needed. The assessment(s) shall include a Historic District Overlay form and Eligibility Worksheet for the district in its entirety, including areas outside of the APE, as well as individual survey forms (to include Base Form, Attachments, Eligibility Worksheet) for all properties within the APE.

Additional Comments

The HPO requests that the revised historic architectural and archaeological reports include mapping specific to each alternative rather than combined. Additionally, the mapping must be at a scale appropriate to understanding the location of proposed improvements. For example, although the maps contained in Attachment A of the Historic Structures Survey serve

this purpose, the mapping incorporated into the text (e.g., Figures 2 and 9-11) should be reproduced at a larger scale and include the names of major roadways and other identifying information.

As discussed in our conference call of February 23, 2018, additional information regarding the proposed improvements for the preferred alternative is needed in order to complete the assessment of adverse effects under 36 CFR Part 800.5. Thank you for providing this opportunity to comment on the above-referenced proposed undertaking. Please reference HPO project number 16-2111 in any future calls, emails, submissions or written correspondence to help expedite your review and response. Please feel free to contact Jennifer Leynes (609-984-6016; jennifer.leynes@dep.nj.gov) or Jesse West-Rosenthal (609-984-6019; jesse.west-rosenthal@dep.nj.gov) of my staff with any questions.

Sincerely,

Katherine J. Marcopul

Katherine J. Marcopul
Administrator and
Deputy State Historic
Preservation Officer

KJM/MMB/JWR/JBL

cc: Emily Paulus Everett, AECOM
Jesse Walker, AECOM
Kimberly McEvoy, NJDEP (via email)

Attachment C: Consultation Letters and other Correspondence

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List of Consultation Material and Responses

Tribal Consultation Letters

Absentee Shawnee Tribe of Oklahoma

Invitation to Consult Letter under Section 106 of NHPA (Dec 12, 2017)

Invitation to Consult Letter under Section 106 of NHPA (Dec 12, 2017)

Delaware Nation

Invitation to Consult Letter under Section 106 of NHPA (Dec 12, 2017)

Invitation to Consult Letter under Section 106 of NHPA (Dec 12, 2017)

Delaware Nation Response to Consulting Party Request (Jan 29, 2018)

Delaware Tribe of Indians

Invitation to Consult Letter under Section 106 of NHPA (Dec 12, 2017)

Invitation to Consult Letter under Section 106 of NHPA (Dec 12, 2017)

Eastern Shawnee Tribe of Oklahoma

Invitation to Consult Letter under Section 106 of NHPA (Dec 12, 2017)

Invitation to Consult Letter under Section 106 of NHPA (Dec 12, 2017)

Eastern Shawnee Tribe of OK Response to Consulting Party Request (Dec 15, 2017)

Shawnee Tribe

Invitation to Consult Letter under Section 106 of NHPA (Dec 12, 2017)

Invitation to Consult Letter under Section 106 of NHPA (Dec 12, 2017)

Shawnee Tribe Response to Consulting Party Request (Jan 3, 2018)

Stockbridge-Munsee Community Band of the Mohicans

Invitation to Consult Letter under Section 106 of NHPA (Dec 12, 2017)

Stockbridge-Munsee Community Response to Consulting Party Request (Oct 27, 2016)

Invitation to Consult Letter under Section 106 of NHPA (Dec 12, 2017)

Non-Profit Groups Consultation Letters

Archaeological Society of New Jersey

Invitation to Consult Letter under Section 106 of NHPA (Nov 17, 2016)

Bergen County Historical Society

Cultural and Historic Information Request (Dec 12, 2017)

Bergen Museum Society

Cultural and Historic Information Request (Dec 12, 2017)

Carlstadt Historical Society, Inc.

Cultural and Historic Information Request (Dec 12, 2017)

East Rutherford Historical Society

Cultural and Historic Information Request (Dec 12, 2017)

Hackensack Riverkeeper

Cultural and Historic Information Request (Dec 12, 2017)

Historical Committee of the Borough of Moonachie

Cultural and Historic Information Request (Dec 12, 2017)

Little Ferry Historical Society

Cultural and Historic Information Request (Dec 12, 2017)

New Jersey Historical Society

Cultural and Historic Information Request (Dec 12, 2017)

Ridgefield Park Historical Society

Cultural and Historic Information Request (Dec 12, 2017)

Ridgewood Historical Society

Cultural and Historic Information Request (Dec 12, 2017)

Village of Ridgefield Park

Cultural and Historic Information Request (Dec 12, 2017)

Village of Ridgewood Historic Preservation Commission

Cultural and Historic Information Request (Dec 12, 2017)

Wood-Ridge Historical Society

Cultural and Historic Information Request (Dec 12, 2017)

Hudsonia

Letter Response (Jul 16, 2016)

State of New Jersey
DEPARTMENT OF COMMUNITY AFFAIRS
SANDY RECOVERY DIVISION
101 SOUTH BROAD STREET
PO BOX 823
TRENTON, NJ 08625-0823

CHRIS CHRISTIE
Governor

KIM GUADAGNO
Lt. Governor

CHARLES A. RICHMAN
Commissioner

October 5, 2016

Absentee Shawnee Tribe of Oklahoma
Edwina Butler-Wolf, Governor
2025 South Gordon Cooper Drive
Shawnee, Oklahoma 74801

Rebuild by Design Meadowlands
Invitation to Consult as a Consulting Party under Section 106 of the National Historic Preservation Act

Dear Mrs. Butler-Wolf,

In an effort to address flood and resiliency vulnerabilities exposed as a result of Superstorm Sandy in 2012, the United States Department of Housing and Urban Development (HUD) launched the Rebuild by Design (RBD) competition inviting communities and designers to craft resiliency and flood damage reduction solutions. The State of New Jersey was subsequently awarded $150 million to pursue the "Rebuild by Design Meadowlands Flood Protection Project" (the Project) which seeks to reduce flooding and enhance resiliency in the municipalities of Little Ferry, Moonachie, Carlstadt, Teterboro, and parts of South Hackensack.

Under HUD regulation 24 CFR 58.4, the New Jersey Department of Community Affairs (NJDCA) has assumed HUD's environmental review responsibilities for the project, including tribal consultation related to historic properties. Historic properties include archaeological sites, burial grounds, sacred landscapes or features, ceremonial areas, traditional cultural places and landscapes, plant and animal communities, and buildings and structures with significant tribal association. NJDCA, HUD's Responsible Entity, is initiating consultation under Section 106 of the National Historic Preservation Act with the Shawnee Tribe of Oklahoma for the proposed undertaking in accordance with 36 CFR Part 800 and the *Programmatic Agreement among the Federal Emergency Management Agency, the Advisory Council on Historic Preservation, the Absentee Shawnee Tribe of Indians of Oklahoma, the Delaware Nation, the Delaware Tribe of Indians and the Stockbridge Munsee Band of Mohicans as a result of Hurricane Sandy.*

The NJDCA has designated NJDEP as the lead agency for this project who are assisting with the environmental review. NJDEP will prepare the Environmental Impact Statement (EIS) in accordance with HUD's procedures for NEPA found at 24 CFR Part 58, et al.

NJDEP has initiated the Section 106 process with the New Jersey Historic Preservation Office (NJHPO) and established the project's Areas of Potential Effects (APEs) for both

archaeological and historic architectural resources. On August 11, 2016, the NJHPO accepted the project initiation documentation as well as the list of consulting and interested parties.

We respectfully request your participation as a consulted party regarding the Proposed Project and seek your input on any cultural resources that you may be aware of or have concerns about for which you have jurisdiction and that fall within the project boundaries. To meet project timeframes, if you would like to be a consulting party on this project, please let us know of your interest within 30 days If you have comments on the APE or any initial concerns with impacts of the project on religious or cultural properties, please note them in your response An NJDCA-authorized representative may be following up with Joseph Blanchard, your THPO, in approximately 10 days to make sure you received this letter and to discuss whether you plan to consult further on this project.

See http://www.comcon.org/sites/default/files/historic_preservation/ for more information on the Section 106 review process. HUD's process for tribal consultation under Section 106 is described in a Notice available at https://www.onecpd.info/resource/2448/notice-cpd-12-006-tribal-consultation-under-24-cfr-part-58/.

If you have any questions, comments, or concerns about the Proposed Project as it relates to cultural resources, please contact Robert Marcolina, Project Manager, Office of Flood Hazard Risk Reduction Measures at the address above or at Robert.Marcolina@dep.nj.gov.

Thank you for your consideration and cooperation.

Sincerely,

Charles A. Richman
Commissioner

Enclosures: Project Location Map

cc: Joseph Blanchard, Absentee Shawnee Tribe of Oklahoma
Carol Butler, Absentee Shawnee Tribe of Oklahoma
Kate Marcopul, SHPO
Nicholas Smith-Herman, NJDCA
Kim McEvoy, NJDEP
Linda Fisher, NJDEP
Dennis Reinknecht, NJDEP
Robert Marcolina, NJDEP

State of New Jersey
DEPARTMENT OF COMMUNITY AFFAIRS
SANDY RECOVERY DIVISION
101 SOUTH BROAD STREET
PO BOX 823
TRENTON, NJ 08625-0823

CHRIS CHRISTIE
Governor

KIM GUADAGNO
Lt. Governor

CHARLES A. RICHMAN
Commissioner

December 12, 2017

Absentee Shawnee Tribe of Oklahoma
Edwina Butler-Wolf, Governor
2025 South Gordon Cooper Drive
Shawnee, Oklahoma 74801

Rebuild by Design Meadowlands Flood Protection Project
Invitation to Consult as a Consulting Party under Section 106 of the National Historic Preservation Act

Dear Mrs. Butler-Wolf,

In an effort to address flood and resiliency vulnerabilities exposed by Hurricane Sandy in 2012, the United States Department of Housing and Urban Development (HUD) launched the Rebuild by Design (RBD) competition inviting communities and designers to craft resiliency and flood damage reduction solutions. The State of New Jersey was subsequently awarded $150 million to pursue the "Rebuild by Design Meadowlands Flood Protection Project" (the Project) which seeks to reduce flooding and enhance resiliency in the municipalities of Little Ferry, Moonachie, Carlstadt, Teterboro, and parts of South Hackensack

Under HUD regulation 24 CFR 58.4, the New Jersey Department of Community Affairs (NJDCA) has assumed the role of Responsible Entity to complete HUD's responsibilities to comply with the National Environmental Policy Act and Section 106 of National Historic Preservation Act for the Proposed Project. The NJDCA has designated the New Jersey Department of Environmental Protection (NJDEP) as the Lead Agency for this project. As such, the NJDEP is preparing the Environmental Impact Statement (EIS). The Draft EIS has identified three build alternatives, which are illustrated in the attached figures. The Study Area, associated with the three Alternatives, incorporates the Borough of Little Ferry, Carlstadt, Teterboro, South Hackensack and Moonachie. For a current status of the project and the Alternatives please visit the RBB Meadowlands website at http://www.nj.gov/dep/floodresilience/rbd-meadowlands.htm.

Under HUD regulation 24 CFR 58.4, the New Jersey Department of Community Affairs (NJDCA) has assumed the role of Responsible Entity to complete HUD's environmental review responsibilities for the Proposed Project, including tribal consultation related to historic properties. Historic properties include archaeological sites, burial grounds, sacred landscapes or features, ceremonial areas, traditional cultural places and landscapes, plant and animal communities, and buildings and structures with significant tribal association. NJDCA is initiating consultation under Section 106 of the National Historic Preservation Act with the Shawnee Tribe of Oklahoma for the proposed

undertaking in accordance with 36 CFR Part 800 and the *Programmatic Agreement among the Federal Emergency Management Agency, the Advisory Council on Historic Preservation, the Absentee Shawnee Tribe of Indians of Oklahoma, the Delaware Nation, the Delaware Tribe of Indians and the Stockbridge Munsee Band of Mohicans as a result of Hurricane Sandy.*

The NJDCA has designated NJDEP as the Lead Agency for this project to assist with the environmental review. NJDEP will prepare the EIS in accordance with HUD's procedures for National Environmental Policy Act (NEPA) compliance found at 24 CFR Part 58 *et seq*. NJDEP has initiated the Section 106 process with the New Jersey Historic Preservation Office (NJHPO). A Phase IA Archaeological report and a Historic Survey report will be submitted to the NJHPO for review.

We respectfully request your participation as a consulted party regarding the Project and seek your input on any historic properties affected by the undertaking that have religious and cultural significance to tribes that you may be aware of or concerns you may have regarding the Alternatives or nearby area. If you would like to receive copies of the Phase IA Archaeological report or Historic Survey report, please contact Kim McEvoy, Environmental Team Leader, Office of Flood Hazard Risk Reduction Measures at the address above or at Kim.McEvoy@dep.nj.gov.

Thank you for your consideration and cooperation.

Sincerely,

Charles A. Richman
Commissioner

Enclosures: Alternative Project Location Map

cc: Joseph Blanchard, Absentee Shawnee Tribe of Oklahoma
Carol Butler, Absentee Shawnee Tribe of Oklahoma
Kate Marcopul, SHPO
Nicholas Smith-Herman, NJDCA
Kim McEvoy, NJDEP
Linda Fisher, NJDEP
Dennis Reinknecht, NJDEP
Robert Marcolina, NJDEP

State of New Jersey
DEPARTMENT OF COMMUNITY AFFAIRS
SANDY RECOVERY DIVISION
101 SOUTH BROAD STREET
PO BOX 823
TRENTON, NJ 08625-0823

CHRIS CHRISTIE
Governor

KIM GUADAGNO
Lt. Governor

CHARLES A. RICHMAN
Commissioner

October 5, 2016

Delaware Nation
Kerry Holton, President
P.O. Box 825
Anadarko, Oklahoma 73005

Rebuild by Design Meadowlands
Invitation to Consult as a Consulting Party under Section 106 of the National Historic Preservation Act

Dear Mr. Holton,

In an effort to address flood and resiliency vulnerabilities exposed as a result of Superstorm Sandy in 2012, the United States Department of Housing and Urban Development (HUD) launched the Rebuild by Design (RBD) competition inviting communities and designers to craft resiliency and flood damage reduction solutions. The State of New Jersey was subsequently awarded $150 million to pursue the "Rebuild by Design Meadowlands Flood Protection Project" (the Project) which seeks to reduce flooding and enhance resiliency in the municipalities of Little Ferry, Moonachie, Carlstadt, Teterboro, and parts of South Hackensack.

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The NJDCA has designated NJDEP as the lead agency for this project who are assisting with the environmental review. NJDEP will prepare the Environmental Impact Statement (EIS) in accordance with HUD's procedures for NEPA found at 24 CFR Part 58, et al.

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archaeological and historic architectural resources. On August 11, 2016, the NJHPO accepted the project initiation documentation as well as the list of consulting and interested parties.

We respectfully request your participation as a consulted party regarding the Proposed Project and seek your input on any cultural resources that you may be aware of or have concerns about for which you have jurisdiction and that fall within the project boundaries. To meet project timeframes, if you would like to be a consulting party on this project, please let us know of your interest within 30 days If you have comments on the APE or any initial concerns with impacts of the project on religious or cultural properties, please note them in your response An NJDCA-authorized representative may be following up with Joseph Blanchard, your THPO, in approximately 10 days to make sure you received this letter and to discuss whether you plan to consult further on this project.

See http://www.comcon.org/sites/default/files/historic_preservation/ for more information on the Section 106 review process. HUD's process for tribal consultation under Section 106 is described in a Notice available at https://www.onecpd.info/resource/2448/notice-cpd-12-006-tribal-consultation-under-24-cfr-part-58/.

If you have any questions, comments, or concerns about the Proposed Project as it relates to cultural resources, please contact Robert Marcolina, Project Manager, Office of Flood Hazard Risk Reduction Measures at the address above or at Robert.Marcolina@dep.nj.gov.

Thank you for your consideration and cooperation.

Sincerely,

Charles A. Richman
Commissioner

Enclosures: Project Location Map

cc: Joseph Blanchard, THPO
Kate Marcopul, SHPO
Nicholas Smith-Herman, NJDCA
Kim McEvoy, NJDEP
Linda Fisher, NJDEP
Dennis Reinknecht, NJDEP
Robert Marcolina, NJDEP

State of New Jersey
DEPARTMENT OF COMMUNITY AFFAIRS
SANDY RECOVERY DIVISION
101 SOUTH BROAD STREET
PO BOX 823
TRENTON, NJ 08625-0823

CHRIS CHRISTIE
Governor

KIM GUADAGNO
Lt. Governor

CHARLES A. RICHMAN
Commissioner

December 12, 2017

Cleanan Watkins, President
Delaware Nation
31064 US HWY 281, Bldg. 100
Anadarko, OK 73005 P.O. Box 825

Rebuild by Design Meadowlands Flood Protection Project
Invitation to Consult as a Consulting Party under Section 106 of the National Historic Preservation Act

Dear Mr. Watkins,

In an effort to address flood and resiliency vulnerabilities exposed by Hurricane Sandy in 2012, the United States Department of Housing and Urban Development (HUD) launched the Rebuild by Design (RBD) competition inviting communities and designers to craft resiliency and flood damage reduction solutions. The State of New Jersey was subsequently awarded $150 million to pursue the "Rebuild by Design Meadowlands Flood Protection Project" (the Project) which seeks to reduce flooding and enhance resiliency in the municipalities of Little Ferry, Moonachie, Carlstadt, Teterboro, and parts of South Hackensack

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Thank you for your consideration and cooperation.

Sincerely,

Charles A. Richman
Commissioner

Enclosures: Alternative Project Location Map

cc: Kerry Holton Delaware Nation
Nekole Alligood, Delaware Nation
Jason Ross, Delaware Nation
Kate Marcopul, SHPO
Nicholas Smith-Herman, NJDCA
Kim McEvoy, NJDEP
Linda Fisher, NJDEP
Dennis Reinknecht, NJDEP
Robert Marcolina, NJDEP

Hughes, Grant

From: McEvoy, Kim <Kim.McEvoy@dep.nj.gov>
Sent: Monday, January 29, 2018 9:43 AM
To: Kimberly Penrod
Cc: Reinknecht, Dennis; Fisher, Linda; Marcolina, Robert; DEP rbdm-archive; Johnson, Capricia; Taylor, Alexis; Warf, Jennifer; Boose, Brian; Snyder, Kerri
Subject: RE: Meadowlands Flood Protection Project/106 Consultation Request/ New Jersey

Kimberly,

Thank you for this review. We will incorporate this response into the record and will look to integrate these concerns into the Projects' Environmental Impact Statement.

Thank you again,
Kim

Sincerely,
Kim McEvoy
RBD Environmental Team Leader
NJDEP Bureau of Flood Resilience
609-789-2526 (cell)
609-292-0307 (direct)

From: Kimberly Penrod [mailto:kpenrod@delawarenation.com]
Sent: Monday, January 29, 2018 9:12 AM
To: McEvoy, Kim <Kim.McEvoy@dep.nj.gov>
Subject: RE: Meadowlands Flood Protection Project/106 Consultation Request/ New Jersey

Kim,
The protection of our tribal cultural resources and tribal trust resources will take all of us working together.
We look forward to working with you and your agency.
With the information you have submitted we can concur at present with this proposed plan.
Our main concerns at the Delaware Nation on these types of projects are as follows:

1. Keeping a 50-100 ft (at least) area of protection around known sites.
2. Maintaining the buffer area and not allowing heavy equipment to impact these areas. Compression is an issue of concern for us.
3. Protection of indigenous plants and/or re-introduction of the indigenous plants to the area is important to the Delaware Nation. Many of these are considered Traditional Cultural Properties for our people.
4. And if something is found, halting all work, contacting us within 48 hours and when work resumes discussion of a monitor if needed.

As with any new project, we never know what may come to light until work begins.
The Delaware Nation asks that you keep us up to date on the progress of this project and
if any discoveries arise please contact us immediately.

Our department is trying to go as paper free as possible. If it is at all feasible for your office to send email correspondence we would greatly appreciate.

Respectfully,

Kim Penrod
Delaware Nation
Director, Cultural Resources/106
Archives, Library and Museum
31064 State Highway 281
PO Box 825
Anadarko, OK 73005
(405)-247-2448 Ext. 1403 Office
(405)-924-9485 Cell
kpenrod@delawarenation.com

If you need anything additional from me please do not hesitate to contact me.

From: McEvoy, Kim [mailto:Kim.McEvoy@dep.nj.gov]
Sent: Tuesday, January 09, 2018 10:06 AM
To: Kimberly Penrod <kpenrod@delawarenation.com>
Cc: Smith-Herman, Nicholas <Nicholas.Smith-Herman@dca.nj.gov>; Roddy, Kevin (Kevin.Roddy@icfi.com) <Kevin.Roddy@icfi.com>; Warf, Jennifer <Jennifer.Warf@aecom.com>; Boose, Brian <Brian.Boose@aecom.com>; Snyder, Kerri <KSnyder@louisberger.com>; McBrien, Margaret <MMcBrien@louisberger.com>; Walker, Jesse <jesse.walker@aecom.com>; Everett, Emily <emily.everett@aecom.com>; sbedford@louisberger.com; Fisher, Linda <Linda.Fisher@dep.nj.gov>; Reinknecht, Dennis <Dennis.Reinknecht@dep.nj.gov>; Taylor, Alexis <Alexis.Taylor@dep.nj.gov>; Johnson, Capricia <Capricia.Johnson@dep.nj.gov>; Marcolina, Robert <Robert.Marcolina@dep.nj.gov>; DEP rbdm-archive <rbdm-archive@dep.nj.gov>
Subject: RE: Meadowlands Flood Protection Project/106 Consultation Request/ New Jersey

Kimberly,

Thank you for the response. We just submitted this week both the Survey Reports to the NJ HPO for a 30-day review. The HPO review should end on February 7, 2018. We would appreciate if we could get feedback from your tribe by Friday, February 9th, 2018.

Due to the file size, we are transferring you both Survey Reports via an electronic link. Please let me know if you have any trouble in downloading either of the Survey Reports.

RBDM Historic Architecture Report with Attachments: https://files.acrobat.com/a/preview/b7f8578b-c221-479e-a798-59b35b2292dd

RBDM Phase IA Archaeological Report (complete doc): https://files.acrobat.com/a/preview/0863d898-bba0-4452-9b4c-4fa4820421be

Again, we look forward to your comments / feedback on these documents and further correspondence!

Thank you,
Kim

Sincerely,
Kim McEvoy
RBD Environmental Team Leader
NJDEP Bureau of Flood Resilience
609-789-2526 (cell)
609-292-0307 (direct)

From: Kimberly Penrod [mailto:kpenrod@delawarenation.com]
Sent: Tuesday, January 09, 2018 10:21 AM
To: McEvoy, Kim <Kim.McEvoy@dep.nj.gov>
Cc: Kimberly Penrod <kpenrod@delawarenation.com>
Subject: RE: Meadowlands Flood Protection Project/106 Consultation Request/ New Jersey

Kim,
The protection of our tribal cultural resources and tribal trust resources will take all of us working together.
We look forward to working with you and your agency.
With the information you have submitted we can concur at present with this proposed plan.
We would also like to request a copy of the Phase 1A Arch report/Historic Survey Report.

As with any new project, we never know what may come to light until work begins.
The Delaware Nation asks that you keep us up to date on the progress of this project and
if any discoveries arise please contact us immediately.

Our department is trying to go as paper free as possible. If it is at all feasible for your office to send email correspondence we would greatly appreciate.

If you need anything additional from me please do not hesitate to contact me.

Respectfully,

Kim Penrod
Delaware Nation
Director, Cultural Resources/106
Archives, Library and Museum
31064 State Highway 281
PO Box 825
Anadarko, OK 73005
(405)-247-2448 Ext. 1403 Office

(405)-924-9485 Cell
kpenrod@delawarenation.com

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State of New Jersey
DEPARTMENT OF COMMUNITY AFFAIRS
SANDY RECOVERY DIVISION
101 SOUTH BROAD STREET
PO BOX 823
TRENTON, NJ 08625-0823

CHRIS CHRISTIE
Governor

KIM GUADAGNO
Lt. Governor

CHARLES A. RICHMAN
Commissioner

October 5, 2016

Delaware Tribe of Indians
Chief Chester Brooks
Delaware Tribal Headquarters
5100 Tuxedo Boulevard
Bartlesville, Oklahoma 74006

Rebuild by Design Meadowlands
Invitation to Consult as a Consulting Party under Section 106 of the National Historic Preservation Act

Dear Mr. Brooks,

In an effort to address flood and resiliency vulnerabilities exposed as a result of Superstorm Sandy in 2012, the United States Department of Housing and Urban Development (HUD) launched the Rebuild by Design (RBD) competition inviting communities and designers to craft resiliency and flood damage reduction solutions. The State of New Jersey was subsequently awarded $150 million to pursue the "Rebuild by Design Meadowlands Flood Protection Project" (the Project) which seeks to reduce flooding and enhance resiliency in the municipalities of Little Ferry, Moonachie, Carlstadt, Teterboro, and parts of South Hackensack.

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Thank you for your consideration and cooperation.

Sincerely,

Charles A. Richman
Commissioner

Enclosures: Project Location Map

cc: Joseph Blanchard, THPO
Kate Marcopul, SHPO
Nicholas Smith-Herman, NJDCA
Kim McEvoy, NJDEP
Linda Fisher, NJDEP
Dennis Reinknecht, NJDEP
Robert Marcolina, NJDEP

State of New Jersey
DEPARTMENT OF COMMUNITY AFFAIRS
SANDY RECOVERY DIVISION
101 SOUTH BROAD STREET
PO BOX 823
TRENTON, NJ 08625-0823

CHRIS CHRISTIE
Governor

KIM GUADAGNO
Lt. Governor

CHARLES A. RICHMAN
Commissioner

December 12, 2017

Delaware Tribe of Indians
Chief Chester Brooks
Delaware Tribal Headquarters
5100 Tuxedo Boulevard
Bartlesville, Oklahoma 74006

Rebuild by Design Meadowlands Flood Protection Project
Invitation to Consult as a Consulting Party under Section 106 of the National Historic Preservation Act

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Thank you for your consideration and cooperation.

Sincerely,

Charles A. Richman
Commissioner

Enclosures: Alternative Project Location Map

cc: Dr. Brice Obermeyer, Delaware Tribe of Indians
Susan Bachor, Delaware Tribe of Indians
Kate Marcopul, SHPO
Nicholas Smith-Herman, NJDCA
Kim McEvoy, NJDEP
Linda Fisher, NJDEP
Dennis Reinknecht, NJDEP
Robert Marcolina, NJDEP

State of New Jersey
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PO BOX 823
TRENTON, NJ 08625-0823

CHRIS CHRISTIE
Governor

KIM GUADAGNO
Lt. Governor

CHARLES A. RICHMAN
Commissioner

October 5, 2016

Eastern Shawnee Tribe of Oklahoma
Glenna Wallace, Chief
P.O. Box 350
Seneca, Missouri 64865

Rebuild by Design Meadowlands
Invitation to Consult as a Consulting Party under Section 106 of the National Historic Preservation Act

Dear Ms. Wallace,

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Charles A. Richman
Commissioner

Enclosures: Project Location Map

cc: Joseph Blanchard, THPO
Kate Marcopul, SHPO
Nicholas Smith-Herman, NJDCA
Kim McEvoy, NJDEP
Linda Fisher, NJDEP
Dennis Reinknecht, NJDEP
Robert Marcolina, NJDEP

State of New Jersey
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TRENTON, NJ 08625-0823

CHRIS CHRISTIE
Governor

KIM GUADAGNO
Lt. Governor

CHARLES A. RICHMAN
Commissioner

December 12, 2017

Eastern Shawnee Tribe of Oklahoma
Glenna Wallace, Chief
P.O. Box 350
Seneca, Missouri 64865

Rebuild by Design Meadowlands Flood Protection Project
Invitation to Consult as a Consulting Party under Section 106 of the National Historic Preservation Act

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Thank you for your consideration and cooperation.

Sincerely,

Charles A. Richman
Commissioner

Enclosures: Alternative Project Location Map

cc: Robin Dushane, Eastern Shawnee Tribe of Oklahoma
Kate Marcopul, SHPO
Nicholas Smith-Herman, NJDCA
Kim McEvoy, NJDEP
Linda Fisher, NJDEP
Dennis Reinknecht, NJDEP
Robert Marcolina, NJDEP

EASTERN SHAWNEE
CULTURAL PRESERVATION DEPARTMENT
70500 E 128 Road, Wyandotte, OK 74370
(918) 666-2435

December 15, 2017

Charles A. Richman
Commissioner
State of New Jersey

RE: Rebuild by Meadowlands Flood Protection Project

Dear Mr. Richman,

The Eastern Shawnee Tribe received your letter on December 14, 2017, regarding the above referenced project in New Jersey. The Eastern Shawnee Tribe is committed to protecting sites important to Tribal Heritage, Culture and Religion. Furthermore, the Tribe is particularly concerned with historical sites that may contain, but not limited to, the burial(s) of human remains and associated funerary objects.

As described in your correspondence, and after research through our database and files, we find the location of the project is outside of the historical regional areas of the Shawnee with the nearest known sites approximately 60 miles to the west. Please continue as planned. Should this project inadvertently discover an archeological site or object(s), we request that you immediately contact the Eastern Shawnee Tribe of Oklahoma, as well as the appropriate state agencies (within 24 hours). We also ask that all construction and ground disturbing activity stop until the Tribe and State agencies are consulted.

Thank you for contacting the Eastern Shawnee Tribe, we appreciate your cooperation. Should you have any further questions or comments please contact Brett Barnes, Tribal Historic Preservation Officer (THPO), at bbarnes@estoo.net.

Sincerely,

Glenna J. Wallace

Chief
Eastern Shawnee Tribe of Oklahoma

State of New Jersey
DEPARTMENT OF COMMUNITY AFFAIRS
SANDY RECOVERY DIVISION
101 SOUTH BROAD STREET
PO BOX 823
TRENTON, NJ 08625-0823

CHRIS CHRISTIE
Governor

KIM GUADAGNO
Lt. Governor

CHARLES A. RICHMAN
Commissioner

October 5, 2016

Shawnee Tribe
Ron Sparkman, Chief
29 South Highway 69A
Miami, OK 73005

Rebuild by Design Meadowlands
Invitation to Consult as a Consulting Party under Section 106 of the National Historic Preservation Act

Dear Mr. Sparkman,

In an effort to address flood and resiliency vulnerabilities exposed as a result of Superstorm Sandy in 2012, the United States Department of Housing and Urban Development (HUD) launched the Rebuild by Design (RBD) competition inviting communities and designers to craft resiliency and flood damage reduction solutions. The State of New Jersey was subsequently awarded $150 million to pursue the "Rebuild by Design Meadowlands Flood Protection Project" (the Project) which seeks to reduce flooding and enhance resiliency in the municipalities of Little Ferry, Moonachie, Carlstadt, Teterboro, and parts of South Hackensack.

Under HUD regulation 24 CFR 58.4, the New Jersey Department of Community Affairs (NJDCA) has assumed HUD's environmental review responsibilities for the project, including tribal consultation related to historic properties. Historic properties include archaeological sites, burial grounds, sacred landscapes or features, ceremonial areas, traditional cultural places and landscapes, plant and animal communities, and buildings and structures with significant tribal association. NJDCA, HUD's Responsible Entity, is initiating consultation under Section 106 of the National Historic Preservation Act with the Shawnee Tribe of Oklahoma for the proposed undertaking in accordance with 36 CFR Part 800 and the *Programmatic Agreement among the Federal Emergency Management Agency, the Advisory Council on Historic Preservation, the Absentee Shawnee Tribe of Indians of Oklahoma, the Delaware Nation, the Delaware Tribe of Indians and the Stockbridge Munsee Band of Mohicans as a result of Hurricane Sandy.*

The NJDCA has designated NJDEP as the lead agency for this project who are assisting with the environmental review. NJDEP will prepare the Environmental Impact Statement (EIS) in accordance with HUD's procedures for NEPA found at 24 CFR Part 58, et al.

NJDEP has initiated the Section 106 process with the New Jersey Historic Preservation Office (NJHPO) and established the project's Areas of Potential Effects (APEs) for both

archaeological and historic architectural resources. On August 11, 2016, the NJHPO accepted the project initiation documentation as well as the list of consulting and interested parties.

We respectfully request your participation as a consulted party regarding the Proposed Project and seek your input on any cultural resources that you may be aware of or have concerns about for which you have jurisdiction and that fall within the project boundaries. To meet project timeframes, if you would like to be a consulting party on this project, please let us know of your interest within 30 days If you have comments on the APE or any initial concerns with impacts of the project on religious or cultural properties, please note them in your response An NJDCA-authorized representative may be following up with Joseph Blanchard, your THPO, in approximately 10 days to make sure you received this letter and to discuss whether you plan to consult further on this project.

See http://www.comcon.org/sites/default/files/historic_preservation/ for more information on the Section 106 review process. HUD's process for tribal consultation under Section 106 is described in a Notice available at https://www.onecpd.info/resource/2448/notice-cpd-12-006-tribal-consultation-under-24-cfr-part-58/.

If you have any questions, comments, or concerns about the Proposed Project as it relates to cultural resources, please contact Robert Marcolina, Project Manager, Office of Flood Hazard Risk Reduction Measures at the address above or at Robert.Marcolina@dep.nj.gov.

Thank you for your consideration and cooperation.

Sincerely,

Charles A. Richman
Commissioner

Enclosures: Project Location Map

cc: Joseph Blanchard, THPO
Kate Marcopul, SHPO
Nicholas Smith-Herman, NJDCA
Kim McEvoy, NJDEP
Linda Fisher, NJDEP
Dennis Reinknecht, NJDEP
Robert Marcolina, NJDEP

State of New Jersey
DEPARTMENT OF COMMUNITY AFFAIRS
SANDY RECOVERY DIVISION
101 SOUTH BROAD STREET
PO BOX 823
TRENTON, NJ 08625-0823

CHRIS CHRISTIE
Governor

KIM GUADAGNO
Lt. Governor

CHARLES A. RICHMAN
Commissioner

December 12, 2017

Shawnee Tribe
Ron Sparkman, Chief
29 South Highway 69A
Miami, OK 73005

Rebuild by Design Meadowlands Flood Protection Project
Invitation to Consult as a Consulting Party under Section 106 of the National Historic Preservation Act

Dear Chief Sparkman,

In an effort to address flood and resiliency vulnerabilities exposed by Hurricane Sandy in 2012, the United States Department of Housing and Urban Development (HUD) launched the Rebuild by Design (RBD) competition inviting communities and designers to craft resiliency and flood damage reduction solutions. The State of New Jersey was subsequently awarded $150 million to pursue the "Rebuild by Design Meadowlands Flood Protection Project" (the Project) which seeks to reduce flooding and enhance resiliency in the municipalities of Little Ferry, Moonachie, Carlstadt, Teterboro, and parts of South Hackensack

Under HUD regulation 24 CFR 58.4, the New Jersey Department of Community Affairs (NJDCA) has assumed the role of Responsible Entity to complete HUD's responsibilities to comply with the National Environmental Policy Act and Section 106 of National Historic Preservation Act for the Proposed Project. The NJDCA has designated the New Jersey Department of Environmental Protection (NJDEP) as the Lead Agency for this project. As such, the NJDEP is preparing the Environmental Impact Statement (EIS). The Draft EIS has identified three build alternatives, which are illustrated in the attached figures. The Study Area, associated with the three Alternatives, incorporates the Borough of Little Ferry, Carlstadt, Teterboro, South Hackensack and Moonachie. For a current status of the project and the Alternatives please visit the RBB Meadowlands website at http://www.nj.gov/dep/floodresilience/rbd-meadowlands.htm.

Under HUD regulation 24 CFR 58.4, the New Jersey Department of Community Affairs (NJDCA) has assumed the role of Responsible Entity to complete HUD's environmental review responsibilities for the Proposed Project, including tribal consultation related to historic properties. Historic properties include archaeological sites, burial grounds, sacred landscapes or features, ceremonial areas, traditional cultural places and landscapes, plant and animal communities, and buildings and structures with significant tribal association. NJDCA is initiating consultation under Section 106 of the National Historic Preservation Act with the Shawnee Tribe of Oklahoma for the proposed

undertaking in accordance with 36 CFR Part 800 and the *Programmatic Agreement among the Federal Emergency Management Agency, the Advisory Council on Historic Preservation, the Absentee Shawnee Tribe of Indians of Oklahoma, the Delaware Nation, the Delaware Tribe of Indians and the Stockbridge Munsee Band of Mohicans as a result of Hurricane Sandy.*

The NJDCA has designated NJDEP as the Lead Agency for this project to assist with the environmental review. NJDEP will prepare the EIS in accordance with HUD's procedures for National Environmental Policy Act (NEPA) compliance found at 24 CFR Part 58 *et seq*. NJDEP has initiated the Section 106 process with the New Jersey Historic Preservation Office (NJHPO). A Phase IA Archaeological report and a Historic Survey report will be submitted to the NJHPO for review.

We respectfully request your participation as a consulted party regarding the Project and seek your input on any historic properties affected by the undertaking that have religious and cultural significance to tribes that you may be aware of or concerns you may have regarding the Alternatives or nearby area. If you would like to receive copies of the Phase IA Archaeological report or Historic Survey report, please contact Kim McEvoy, Environmental Team Leader, Office of Flood Hazard Risk Reduction Measures at the address above or at Kim.McEvoy@dep.nj.gov.

Thank you for your consideration and cooperation.

Sincerely,

Charles A. Richman
Commissioner

Enclosures: Alternative Project Location Map

cc: Kim Jumper, Shawnee Tribe of Oklahoma
Kate Marcopul, SHPO
Nicholas Smith-Herman, NJDCA
Kim McEvoy, NJDEP
Linda Fisher, NJDEP
Dennis Reinknecht, NJDEP
Robert Marcolina, NJDEP

Hughes, Grant

From: Warf, Jennifer
Sent: Wednesday, January 03, 2018 12:16 PM
To: Greer, Emily; Hughes, Grant
Cc: Busam, Michael
Subject: FW: Meadowlands Flood Protection Project

Please save in AR with other consultation responses from tribes.

From: McEvoy, Kim [mailto:Kim.McEvoy@dep.nj.gov]
Sent: Wednesday, January 03, 2018 12:15 PM
To: Warf, Jennifer; Boose, Brian
Cc: Snyder, Kerri; McBrien, Margaret; Fisher, Linda; Reinknecht, Dennis; Johnson, Capricia; Marcolina, Robert; Taylor, Alexis; DEP rbdm-archive
Subject: FW: Meadowlands Flood Protection Project

Jen,
Please see Shawnee Tribe Response for record,
Kim

From: tonya@shawnee-tribe.com [mailto:tonya@shawnee-tribe.com]
Sent: Wednesday, January 3, 2018 11:55 AM
To: McEvoy, Kim <Kim.McEvoy@dep.nj.gov>
Subject: Meadowlands Flood Protection Project

This letter is in response to the above referenced project.

The Shawnee Tribe's Tribal Historic Preservation Department concurs that no known historic properties will be negatively impacted by this project.

We have no issues or concerns at this time, but in the event that archaeological materials are encountered during construction, use, or maintenance of this location, please re-notify us at that time as we would like to resume immediate consultation under such a circumstance.

If you have any questions, you may contact me via email at tonya@shawnee-tribe.com

Thank you for giving us the opportunity to comment on this project.

Sincerely,
Tonya Tipton THPO
Shawnee Tribe

State of New Jersey
DEPARTMENT OF COMMUNITY AFFAIRS
SANDY RECOVERY DIVISION
101 SOUTH BROAD STREET
PO BOX 823
TRENTON, NJ 08625-0823

CHRIS CHRISTIE
Governor

KIM GUADAGNO
Lt. Governor

CHARLES A. RICHMAN
Commissioner

October 5, 2016

Stockbridge-Munsee Community
Band of the Mohicans
Wally Miller, Chairman
N8476 Moh He Con Nuck Road
Bowler, Wisconsin 54417

Rebuild by Design Meadowlands
Invitation to Consult as a Consulting Party under Section 106 of the National Historic Preservation Act

Dear Mr. Miller,

In an effort to address flood and resiliency vulnerabilities exposed as a result of Superstorm Sandy in 2012, the United States Department of Housing and Urban Development (HUD) launched the Rebuild by Design (RBD) competition inviting communities and designers to craft resiliency and flood damage reduction solutions. The State of New Jersey was subsequently awarded $150 million to pursue the "Rebuild by Design Meadowlands Flood Protection Project" (the Project) which seeks to reduce flooding and enhance resiliency in the municipalities of Little Ferry, Moonachie, Carlstadt, Teterboro, and parts of South Hackensack.

Under HUD regulation 24 CFR 58.4, the New Jersey Department of Community Affairs (NJDCA) has assumed HUD's environmental review responsibilities for the project, including tribal consultation related to historic properties. Historic properties include archaeological sites, burial grounds, sacred landscapes or features, ceremonial areas, traditional cultural places and landscapes, plant and animal communities, and buildings and structures with significant tribal association. NJDCA, HUD's Responsible Entity, is initiating consultation under Section 106 of the National Historic Preservation Act with the Stockbridge Munsee Band of Mohicans for the proposed undertaking in accordance with 36 CFR Part 800 and the *Programmatic Agreement among the Federal Emergency Management Agency, the Advisory Council on Historic Preservation, the Absentee Shawnee Tribe of Indians of Oklahoma, the Delaware Nation, the Delaware Tribe of Indians and the Shawnee Tribe of Oklahoma as a result of Hurricane Sandy.*

The NJDCA has designated NJDEP as the lead agency for this project who are assisting with the environmental review. NJDEP will prepare the Environmental Impact Statement (EIS) in accordance with HUD's procedures for NEPA found at 24 CFR Part 58, et al.

NJDEP has initiated the Section 106 process with the New Jersey Historic Preservation Office (NJHPO) and established the project's Areas of Potential Effects (APEs) for both archaeological and historic architectural resources. On August 11, 2016, the NJHPO accepted the project initiation documentation as well as the list of consulting and interested parties.

We respectfully request your participation as a consulted party regarding the Proposed Project and seek your input on any cultural resources that you may be aware of or have concerns about for which you have jurisdiction and that fall within the project boundaries. To meet project timeframes, if you would like to be a consulting party on this project, please let us know of your interest within 30 days If you have comments on the APE or any initial concerns with impacts of the project on religious or cultural properties, please note them in your response An NJDCA-authorized representative may be following up with Joseph Blanchard, your THPO, in approximately 10 days to make sure you received this letter and to discuss whether you plan to consult further on this project.

See http://www.comcon.org/sites/default/files/historic_preservation/ for more information on the Section 106 review process. HUD's process for tribal consultation under Section 106 is described in a Notice available at https://www.onecpd.info/resource/2448/notice-cpd-12-006-tribal-consultation-under-24-cfr-part-58/.

If you have any questions, comments, or concerns about the Proposed Project as it relates to cultural resources, please contact Robert Marcolina, Project Manager, Office of Flood Hazard Risk Reduction Measures at the address above or at Robert.Marcolina@dep.nj.gov.

Thank you for your consideration and cooperation.

Sincerely,

Charles A. Richman
Commissioner

Enclosures: Project Location Map

cc: Joseph Blanchard, THPO
Kate Marcopul, SHPO
Nicholas Smith-Herman, NJDCA
Kim McEvoy, NJDEP
Linda Fisher, NJDEP
Dennis Reinknecht, NJDEP
Robert Marcolina, NJDEP

Liguori, Stephanie

From: Bonney Hartley <Bonney.Hartley@mohican-nsn.gov>
Sent: Thursday, October 27, 2016 12:22 PM
To: Marcolina, Robert
Subject: Rebuild by Design

Dear Robert:

I am in receipt of an invitation to consult for the Rebuild by Design Meadowlands project that lists you as the project manager.

The letter was sent to Stockbridge-Munsee Community at the address in Wisconsin and then forwarded to me here in upstate NY where I represent our tribe's Section 106 interests from a satellite office.

On behalf of Stockbridge Munsee Community I confirm that we will decline participating on the project as it is outside of our cultural area of interest.

Thank you,
Bonney

Bonney Hartley
Tribal Historic Preservation Officer
Stockbridge-Munsee Mohican Tribal Historic Preservation
New York Office
65 1st Street
Troy, NY 12180

(518) 244-3164
Bonney.Hartley@mohican-nsn.gov
www.mohican-nsn.gov

State of New Jersey
DEPARTMENT OF COMMUNITY AFFAIRS
SANDY RECOVERY DIVISION
101 SOUTH BROAD STREET
PO BOX 823
TRENTON, NJ 08625-0823

CHRIS CHRISTIE
Governor

KIM GUADAGNO
Lt. Governor

CHARLES A. RICHMAN
Commissioner

December 12, 2017

Wally Miller, Chairman
Stockbridge-Munsee Community
Band of the Mohicans
N8476 Moh He Con Nuck Road
Bowler, Wisconsin 54417

Rebuild by Design Meadowlands Flood Protection Project
Invitation to Consult as a Consulting Party under Section 106 of the National Historic Preservation Act

Dear Mr. Miller,

In an effort to address flood and resiliency vulnerabilities exposed by Hurricane Sandy in 2012, the United States Department of Housing and Urban Development (HUD) launched the Rebuild by Design (RBD) competition inviting communities and designers to craft resiliency and flood damage reduction solutions. The State of New Jersey was subsequently awarded $150 million to pursue the "Rebuild by Design Meadowlands Flood Protection Project" (the Project) which seeks to reduce flooding and enhance resiliency in the municipalities of Little Ferry, Moonachie, Carlstadt, Teterboro, and parts of South Hackensack

Under HUD regulation 24 CFR 58.4, the New Jersey Department of Community Affairs (NJDCA) has assumed the role of Responsible Entity to complete HUD's responsibilities to comply with the National Environmental Policy Act and Section 106 of National Historic Preservation Act for the Proposed Project. The NJDCA has designated the New Jersey Department of Environmental Protection (NJDEP) as the Lead Agency for this project. As such, the NJDEP is preparing the Environmental Impact Statement (EIS). The Draft EIS has identified three build alternatives, which are illustrated in the attached figures. The Study Area, associated with the three Alternatives, incorporates the Borough of Little Ferry, Carlstadt, Teterboro, South Hackensack and Moonachie. For a current status of the project and the Alternatives please visit the RBB Meadowlands website at http://www.nj.gov/dep/floodresilience/rbd-meadowlands.htm.

Under HUD regulation 24 CFR 58.4, the New Jersey Department of Community Affairs (NJDCA) has assumed the role of Responsible Entity to complete HUD's environmental review responsibilities for the Proposed Project, including tribal consultation related to historic properties. Historic properties include archaeological sites, burial grounds, sacred landscapes or features, ceremonial areas, traditional cultural places and landscapes, plant and animal communities, and buildings and structures with significant tribal association. NJDCA is initiating consultation under Section 106 of the National

Historic Preservation Act with the Shawnee Tribe of Oklahoma for the proposed undertaking in accordance with 36 CFR Part 800 and the *Programmatic Agreement among the Federal Emergency Management Agency, the Advisory Council on Historic Preservation, the Absentee Shawnee Tribe of Indians of Oklahoma, the Delaware Nation, the Delaware Tribe of Indians and the Stockbridge Munsee Band of Mohicans as a result of Hurricane Sandy.*

The NJDCA has designated NJDEP as the Lead Agency for this project to assist with the environmental review. NJDEP will prepare the EIS in accordance with HUD's procedures for National Environmental Policy Act (NEPA) compliance found at 24 CFR Part 58 *et seq.* NJDEP has initiated the Section 106 process with the New Jersey Historic Preservation Office (NJHPO). A Phase IA Archaeological report and a Historic Survey report will be submitted to the NJHPO for review.

We respectfully requested your participation in the Section 106 process October 5, 2016; however, the tribe declined participation since the project was outside of the cultural are aof interest. We are providing the tribe this additional notification of the above-referenced reports and seek your input on any historic properties affected by the undertaking that have religious and cultural significance to tribes that you may be aware of or concerns you may have regarding the Alternatives or nearby area. If you would like to receive copies of the Phase IA archaeological report or Historic Survey report, please contact Kim McEvoy, Environmental Team Leader, Office of Flood Hazard Risk Reduction Measures at the address above or at Kim.McEvoy@dep.nj.gov.

Thank you for your consideration and cooperation.

Sincerely,

Charles A. Richman
Commissioner

Enclosures: Alternative Project Location Map

cc: Shannon Holsey, Stockbridge Munsee Band of the Mohicans
Sherry White, Stockbridge Munsee Band of the Mohicans
Bonney Hartley, Stockbridge Munsee Band of the Mohicans
Kate Marcopul, SHPO
Nicholas Smith-Herman, NJDCA
Kim McEvoy, NJDEP
Linda Fisher, NJDEP
Dennis Reinknecht, NJDEP
Robert Marcolina, NJDEP

State of New Jersey
DEPARTMENT OF COMMUNITY AFFAIRS
SANDY RECOVERY DIVISION
101 SOUTH BROAD STREET
PO BOX 823
TRENTON, NJ 08625-0823

CHRIS CHRISTIE
Governor

KIM GUADAGNO
Lt. Governor

CHARLES A. RICHMAN
Commissioner

November 17, 2016

The Archaeological Society of New Jersey
Dr. Ilene Grossman-Bailey
c/o New Jersey State Museum
Bureau of Archaeology & Ethnography
205 West State Street
P.O. Box 530
Trenton, New Jersey 08625-0530

Rebuild by Design Meadowlands
Invitation to Consult as a Consulting Party under Section 106 of the National Historic Preservation Act

Dear Dr. Grossman-Bailey,

In an effort to address flood and resiliency vulnerabilities exposed as a result of Superstorm Sandy in 2012, the United States Department of Housing and Urban Development (HUD) launched the Rebuild by Design (RBD) competition inviting communities and designers to craft resiliency and flood damage reduction solutions. The State of New Jersey was subsequently awarded $150 million to pursue the "Rebuild by Design Meadowlands Flood Protection Project" (the Project) which seeks to reduce flooding and enhance resiliency in the municipalities of Little Ferry, Moonachie, Carlstadt, Teterboro, and parts of South Hackensack.

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The NJDCA has designated NJDEP as the lead agency for this project who are assisting with the environmental review. NJDEP will prepare the Environmental Impact Statement (EIS) in accordance with HUD's procedures for NEPA found at 24 CFR Part 58, et al.

NJDEP has initiated the Section 106 process with the New Jersey Historic Preservation Office (NJHPO) and established the project's Areas of Potential Effects (APEs) for both

archaeological and historic architectural resources. On August 11, 2016, the NJHPO accepted the project initiation documentation as well as the list of consulting and interested parties.

We respectfully request your participation as a consulted party regarding the Proposed Project and seek your input on any cultural resources that you may be aware of or have concerns about for which you have jurisdiction and that fall within the project boundaries. To meet project timeframes, if you would like to be a consulting party on this project, please let us know of your interest within 30 days

If you have any questions, comments, or concerns about the Proposed Project as it relates to cultural resources, please contact Robert Marcolina, Project Manager, Office of Flood Hazard Risk Reduction Measures at the address above or at Robert.Marcolina@dep.nj.gov.

Thank you for your consideration and cooperation.

Sincerely,

Charles A. Richman
Commissioner

Enclosures: Project Location Map

cc: Joseph Blanchard, THPO
Kate Marcopul, SHPO
Nicholas Smith-Herman, NJDCA
Kim McEvoy, NJDEP
Linda Fisher, NJDEP
Dennis Reinknecht, NJDEP
Robert Marcolina, NJDEP

Figure 1. Rebuild by Design Meadowlands Flood Protection Project Area

State of New Jersey
DEPARTMENT OF COMMUNITY AFFAIRS
SANDY RECOVERY DIVISION
101 SOUTH BROAD STREET
PO BOX 823
TRENTON, NJ 08625-0823

CHRIS CHRISTIE
Governor

KIM GUADAGNO
Lt. Governor

CHARLES A. RICHMAN
Commissioner

December 12, 2017

Jim Smith, President
Bergen County Historical Society
P.O. Box 55,
River Edge, NJ 07661

Rebuild by Design Meadowlands Flood Protection Project
Cultural and Historic Resources Information Request

Dear President Smith,

In an effort to address flood and resiliency vulnerabilities exposed by Hurricane Sandy in 2012, the United States Department of Housing and Urban Development (HUD) awarded the State of New Jersey funding for the "Rebuild by Design Meadowlands Flood Protection Project" (the Project), which seeks to reduce flooding and enhance resiliency in the municipalities of Little Ferry, Moonachie, Carlstadt, Teterboro, and parts of South Hackensack.

Under HUD regulation 24 CFR 58.4, the New Jersey Department of Community Affairs (NJDCA) has assumed the role of Responsible Entity to complete HUD's responsibilities to comply with the National Environmental Policy Act and Section 106 of National Historic Preservation Act for the Proposed Project. The NJDCA has designated the New Jersey Department of Environmental Protection (NJDEP) as the Lead Agency for this project. As such, the NJDEP is preparing the Environmental Impact Statement (EIS). The Draft EIS has identified three build Alternatives, which are illustrated in the attached figures. The Study Area, associated with the three Alternatives, incorporates the Borough of Little Ferry, Carlstadt, Teterboro, South Hackensack and Moonachie. For a current status of the project and the Alternatives please visit the RBB Meadowlands website at http://www.nj.gov/dep/floodresilience/rbd-meadowlands.htm.

The potential effects to historic properties and cultural resources are being considered as part of the Section 106 review and will be incorporated into the Draft EIS. Phase IA archaeological survey and architectural history reports that identify historical resources within the Study Area will be submitted to the New Jersey Historic Preservation Office (NJHPO) for review. If interested, a copy of these reports can be provided upon your request. Historic properties include archaeological sites, burial grounds, sacred or historic landscapes or features, ceremonial areas, traditional cultural places, buildings, structures, and objects. Attached is a list of historic properties 50 years of age or older

that have been identified near the three alternatives as part of the architectural history survey. If you have any information regarding historic properties on the list or other historic or archaeological resources near the alternatives, please provide it within 30 days of your receipt of this letter.

Please send comments or information to Kim McEvoy, Environmental Team Leader, Office of Flood Hazard Risk Reduction Measures, at the address above or at Kim.McEvoy@dep.nj.gov.

Thank you for your consideration.

Sincerely,

Charles A. Richman
Commissioner

Enclosures: Alternative Project Location Maps
List of Identified Properties

cc: Kate Marcopul, SHPO
Nicholas Smith-Herman, NJDCA
Kim McEvoy, NJDEP
Linda Fisher, NJDEP
Dennis Reinknecht, NJDEP
Robert Marcolina, NJDEP

From:	McEvoy, Kim
To:	Gold, Elaine
Cc:	Fisher, Linda; Reinknecht, Dennis; Marcolina, Robert; DEP rbdm-archive; Taylor, Alexis; Johnson, Capricia; Warf, Jennifer; Boose, Brian; Snyder, Kerri; McBrien, Margaret
Subject:	RE: Meadowlands Flood Protection Project - follow-up
Date:	Friday, January 12, 2018 1:56:25 PM

Elaine,

It was very nice to meet you last night. As I has mentioned last night, we just submitted this week both the Phase 1 A and Historic Structures Survey Reports to the NJ HPO for a 30-day review. The HPO review should end on February 7, 2018. The information you had requested should be contained in both these Survey Reports. We understand this is a lot of information to process but we would appreciate any feedback on resources identified in these Survey reports by Friday, February 9th, 2018.

Due to the file size, we are transferring you both Survey Reports via an electronic link. Please let me know if you have any trouble in downloading either of the Survey Reports.

RBDM Historic Architecture Report with Attachments:
https://files.acrobat.com/a/preview/b7f8578b-c221-479e-a798-59b35b2292dd
RBDM Phase IA Archaeological Report (complete doc):
https://files.acrobat.com/a/preview/0863d898-bba0-4452-9b4c-4fa4820421be

Again, we look forward to your comments / feedback on these documents and further correspondence!

Thank you,
Kim

Sincerely,
Kim McEvoy
RBD Environmental Team Leader
NJDEP Bureau of Flood Resilience
609-789-2526 (cell)
609-292-0307 (direct)

From: Gold, Elaine [mailto:egold@co.bergen.nj.us]
Sent: Thursday, December 21, 2017 12:54 PM
To: McEvoy, Kim <Kim.McEvoy@dep.nj.gov>
Subject: RBD: Meadowlands Flood Protection Project

Dear Ms. McEvoy,

I am in receipt of the December 12, 2017 letter from Commissioner Richman to Janet Strom in the

Bergen County Division of Cultural & Historic Affairs regarding the Rebuild by Design Meadowlands Flood Protection Project. Going forward, I am the more appropriate point of contact for information on cultural and historic resources in Bergen County. I would very much like to receive a copy of both the of Phase 1A archaeological survey and the architectural history reports when they are completed.

I have compared the list and maps provided with our Historic Sites Survey and tax maps for each municipality. There are several properties that are listed in the surveys that do not appear on the list provided, the highest concentration is in the Borough of Little Ferry. Is it possible to receive a higher resolution map of the three Alternatives or can you direct me to where such maps might be on the project website? I don't want waste your time and provide you with historic resources irrelevant to the project.

Bear in mind that some of these surveys that I am working from have not be updated since the 1980s, therefore determinations of eligibility end with structures built in the 1930s and does not capture intervening losses to demolition or alterations that scrub historic features. Additionally, the surveys contain information on above ground structures only. Where archeological sites are identified, the information sometimes lacks accuracy or is anecdotal in nature; this office does not maintain archeological information.

I thank you in advance and look forward to hearing from you.

Regards,

Elaine Kiernan Gold
Historic Preservation Specialist
Administrator, Bergen County Historic Preservation Trust Fund
Department of Parks, Division of Cultural and Historic Affairs
One Bergen County Plaza, 4th Floor
Hackensack, New Jersey 07601-7076
201-336-7294
egold@co.bergen.nj.us

State of New Jersey
DEPARTMENT OF COMMUNITY AFFAIRS
SANDY RECOVERY DIVISION
101 SOUTH BROAD STREET
PO BOX 823
TRENTON, NJ 08625-0823

CHRIS CHRISTIE
Governor

KIM GUADAGNO
Lt. Governor

CHARLES A. RICHMAN
Commissioner

December 12, 2017

Jim Smith, President
Bergen Museum Society
P.O. Box 95
Bergenfield, NJ 07621

Rebuild by Design Meadowlands Flood Protection Project
Cultural and Historic Resources Information Request

Dear President Smith,

In an effort to address flood and resiliency vulnerabilities exposed by Hurricane Sandy in 2012, the United States Department of Housing and Urban Development (HUD) awarded the State of New Jersey funding for the "Rebuild by Design Meadowlands Flood Protection Project" (the Project), which seeks to reduce flooding and enhance resiliency in the municipalities of Little Ferry, Moonachie, Carlstadt, Teterboro, and parts of South Hackensack.

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Please send comments or information to Kim McEvoy, Environmental Team Leader, Office of Flood Hazard Risk Reduction Measures, at the address above or at Kim.McEvoy@dep.nj.gov.

Thank you for your consideration.

Sincerely,

Charles A. Richman
Commissioner

Enclosures: Alternative Project Location Maps
List of Identified Properties

cc: Kate Marcopul, SHPO
Nicholas Smith-Herman, NJDCA
Kim McEvoy, NJDEP
Linda Fisher, NJDEP
Dennis Reinknecht, NJDEP
Robert Marcolina, NJDEP

State of New Jersey
DEPARTMENT OF COMMUNITY AFFAIRS
SANDY RECOVERY DIVISION
101 SOUTH BROAD STREET
PO BOX 823
TRENTON, NJ 08625-0823

CHRIS CHRISTIE
Governor

KIM GUADAGNO
Lt. Governor

CHARLES A. RICHMAN
Commissioner

December 12, 2017

Arlene Kretz, President
Carlstadt Historical Society, Inc.
Carlstadt Memorial Municipal Building
500 Madison Street
Carlstadt, NJ 07072

Rebuild by Design Meadowlands Flood Protection Project
Cultural and Historic Resources Information Request

Dear President Kretz,

In an effort to address flood and resiliency vulnerabilities exposed by Hurricane Sandy in 2012, the United States Department of Housing and Urban Development (HUD) awarded the State of New Jersey funding for the "Rebuild by Design Meadowlands Flood Protection Project" (the Project), which seeks to reduce flooding and enhance resiliency in the municipalities of Little Ferry, Moonachie, Carlstadt, Teterboro, and parts of South Hackensack.

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Commissioner

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State of New Jersey
DEPARTMENT OF COMMUNITY AFFAIRS
SANDY RECOVERY DIVISION
101 SOUTH BROAD STREET
PO BOX 823
TRENTON, NJ 08625-0823

CHRIS CHRISTIE
Governor

KIM GUADAGNO
Lt. Governor

CHARLES A. RICHMAN
Commissioner

December 12, 2017

Jeffrey Lahullier, President
East Rutherford Historical society
1 Everett Place
East Rutherford, NJ 07073

Rebuild by Design Meadowlands Flood Protection Project
Cultural and Historic Resources Information Request

Dear President Lahullier,

In an effort to address flood and resiliency vulnerabilities exposed by Hurricane Sandy in 2012, the United States Department of Housing and Urban Development (HUD) awarded the State of New Jersey funding for the "Rebuild by Design Meadowlands Flood Protection Project" (the Project), which seeks to reduce flooding and enhance resiliency in the municipalities of Little Ferry, Moonachie, Carlstadt, Teterboro, and parts of South Hackensack.

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Commissioner

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State of New Jersey
DEPARTMENT OF COMMUNITY AFFAIRS
SANDY RECOVERY DIVISION
101 SOUTH BROAD STREET
PO BOX 823
TRENTON, NJ 08625-0823

CHRIS CHRISTIE
Governor

KIM GUADAGNO
Lt. Governor

CHARLES A. RICHMAN
Commissioner

December 12, 2017

Captain Bill Sheehan, The Riverkeeper
Hackensack Riverkeeper
231 Main Street
Hackensack, NJ 07601

Rebuild by Design Meadowlands Flood Protection Project
Cultural and Historic Resources Information Request

Dear Captain Sheehan,

In an effort to address flood and resiliency vulnerabilities exposed by Hurricane Sandy in 2012, the United States Department of Housing and Urban Development (HUD) awarded the State of New Jersey funding for the "Rebuild by Design Meadowlands Flood Protection Project" (the Project), which seeks to reduce flooding and enhance resiliency in the municipalities of Little Ferry, Moonachie, Carlstadt, Teterboro, and parts of South Hackensack.

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Commissioner

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SANDY RECOVERY DIVISION
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TRENTON, NJ 08625-0823

CHRIS CHRISTIE
Governor

KIM GUADAGNO
Lt. Governor

CHARLES A. RICHMAN
Commissioner

December 12, 2017

Anthony Ciannamea, Chairman
Historical Committee of the Borough of Moonachie
70 Moonachie Road
Moonachie, NJ 07074

Rebuild by Design Meadowlands Flood Protection Project
Cultural and Historic Resources Information Request

Dear Mr. Ciannamea,

In an effort to address flood and resiliency vulnerabilities exposed by Hurricane Sandy in 2012, the United States Department of Housing and Urban Development (HUD) awarded the State of New Jersey funding for the "Rebuild by Design Meadowlands Flood Protection Project" (the Project), which seeks to reduce flooding and enhance resiliency in the municipalities of Little Ferry, Moonachie, Carlstadt, Teterboro, and parts of South Hackensack.

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Commissioner

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State of New Jersey
DEPARTMENT OF COMMUNITY AFFAIRS
SANDY RECOVERY DIVISION
101 SOUTH BROAD STREET
PO BOX 823
TRENTON, NJ 08625-0823

CHRIS CHRISTIE
Governor

KIM GUADAGNO
Lt. Governor

CHARLES A. RICHMAN
Commissioner

December 12, 2017

Paula Cozzarelli, Administrator
Little Ferry Historical Society
Little Ferry Public Library
239 Liberty Street
Little Ferry, NJ 07643

Rebuild by Design Meadowlands Flood Protection Project
Cultural and Historic Resources Information Request

Dear Mrs. Cozzarelli,

In an effort to address flood and resiliency vulnerabilities exposed by Hurricane Sandy in 2012, the United States Department of Housing and Urban Development (HUD) awarded the State of New Jersey funding for the "Rebuild by Design Meadowlands Flood Protection Project" (the Project), which seeks to reduce flooding and enhance resiliency in the municipalities of Little Ferry, Moonachie, Carlstadt, Teterboro, and parts of South Hackensack.

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State of New Jersey
DEPARTMENT OF COMMUNITY AFFAIRS
SANDY RECOVERY DIVISION
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PO BOX 823
TRENTON, NJ 08625-0823

CHRIS CHRISTIE
Governor

KIM GUADAGNO
Lt. Governor

CHARLES A. RICHMAN
Commissioner

December 12, 2017

Steven Tettamanti, Executive Director
New Jersey Historical Society
52 Park Place
Newark, NJ 07102

Rebuild by Design Meadowlands Flood Protection Project
Cultural and Historic Resources Information Request

Dear Mr. Tettamanti,

In an effort to address flood and resiliency vulnerabilities exposed by Hurricane Sandy in 2012, the United States Department of Housing and Urban Development (HUD) awarded the State of New Jersey funding for the "Rebuild by Design Meadowlands Flood Protection Project" (the Project), which seeks to reduce flooding and enhance resiliency in the municipalities of Little Ferry, Moonachie, Carlstadt, Teterboro, and parts of South Hackensack.

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Commissioner

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State of New Jersey
DEPARTMENT OF COMMUNITY AFFAIRS
SANDY RECOVERY DIVISION
101 SOUTH BROAD STREET
PO BOX 823
TRENTON, NJ 08625-0823

CHRIS CHRISTIE
Governor

KIM GUADAGNO
Lt. Governor

CHARLES A. RICHMAN
Commissioner

December 12, 2017

Candace Latham, President
Ridgewood Historical Society
650 Glenn Avenue
Ridgewood, NJ 07450

Rebuild by Design Meadowlands Flood Protection Project
Cultural and Historic Resources Information Request

Dear President Latham,

In an effort to address flood and resiliency vulnerabilities exposed by Hurricane Sandy in 2012, the United States Department of Housing and Urban Development (HUD) awarded the State of New Jersey funding for the "Rebuild by Design Meadowlands Flood Protection Project" (the Project), which seeks to reduce flooding and enhance resiliency in the municipalities of Little Ferry, Moonachie, Carlstadt, Teterboro, and parts of South Hackensack.

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Commissioner

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State of New Jersey
DEPARTMENT OF COMMUNITY AFFAIRS
SANDY RECOVERY DIVISION
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TRENTON, NJ 08625-0823

CHRIS CHRISTIE
Governor

KIM GUADAGNO
Lt. Governor

CHARLES A. RICHMAN
Commissioner

December 12, 2017

Village of Ridgefield Park
Jeff Hoffman, Chairman
234 Main Street
Ridgefield Park, NJ 07660

Rebuild by Design Meadowlands Flood Protection Project
Cultural and Historic Resources Information Request

Dear Mr. Hoffman,

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State of New Jersey
DEPARTMENT OF COMMUNITY AFFAIRS
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TRENTON, NJ 08625-0823

CHRIS CHRISTIE
Governor

KIM GUADAGNO
Lt. Governor

CHARLES A. RICHMAN
Commissioner

December 12, 2017

Thomas Yotka, Director
Village of Ridgewood Historic Preservation Commission
131 North Maple Avenue
Ridgewood, NJ 07450

Rebuild by Design Meadowlands Flood Protection Project
Cultural and Historic Resources Information Request

Dear Mr. Yotka,

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Commissioner

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State of New Jersey
DEPARTMENT OF COMMUNITY AFFAIRS
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CHRIS CHRISTIE
Governor

KIM GUADAGNO
Lt. Governor

CHARLES A. RICHMAN
Commissioner

December 12, 2017

Carl Dittman, President & Historian
Wood-Ridge Historical Society
The Bianchi House
111 First Street, Wood-Ridge, NJ 07075

Rebuild by Design Meadowlands Flood Protection Project
Cultural and Historic Resources Information Request

Dear President Dittman,

In an effort to address flood and resiliency vulnerabilities exposed by Hurricane Sandy in 2012, the United States Department of Housing and Urban Development (HUD) awarded the State of New Jersey funding for the "Rebuild by Design Meadowlands Flood Protection Project" (the Project), which seeks to reduce flooding and enhance resiliency in the municipalities of Little Ferry, Moonachie, Carlstadt, Teterboro, and parts of South Hackensack.

Under HUD regulation 24 CFR 58.4, the New Jersey Department of Community Affairs (NJDCA) has assumed the role of Responsible Entity to complete HUD's responsibilities to comply with the National Environmental Policy Act and Section 106 of National Historic Preservation Act for the Proposed Project. The NJDCA has designated the New Jersey Department of Environmental Protection (NJDEP) as the Lead Agency for this project. As such, the NJDEP is preparing the Environmental Impact Statement (EIS). The Draft EIS has identified three build Alternatives, which are illustrated in the attached figures. The Study Area, associated with the three Alternatives, incorporates the Borough of Little Ferry, Carlstadt, Teterboro, South Hackensack and Moonachie. For a current status of the project and the Alternatives please visit the RBB Meadowlands website at http://www.nj.gov/dep/floodresilience/rbd-meadowlands.htm.

The potential effects to historic properties and cultural resources are being considered as part of the Section 106 review and will be incorporated into the Draft EIS. Phase IA archaeological survey and architectural history reports that identify historical resources within the Study Area will be submitted to the New Jersey Historic Preservation Office (NJHPO) for review. If interested, a copy of these reports can be provided upon your request. Historic properties include archaeological sites, burial grounds, sacred or historic landscapes or features, ceremonial areas, traditional cultural places, buildings, structures, and objects. Attached is a list of historic properties 50 years of age or older

that have been identified near the three alternatives as part of the architectural history survey. If you have any information regarding historic properties on the list or other historic or archaeological resources near the alternatives, please provide it within 30 days of your receipt of this letter.

Please send comments or information to Kim McEvoy, Environmental Team Leader, Office of Flood Hazard Risk Reduction Measures, at the address above or at Kim.McEvoy@dep.nj.gov.

Thank you for your consideration.

Sincerely,

Charles A. Richman
Commissioner

Enclosures: Alternative Project Location Maps
List of Identified Properties

cc: Kate Marcopul, SHPO
Nicholas Smith-Herman, NJDCA
Kim McEvoy, NJDEP
Linda Fisher, NJDEP
Dennis Reinknecht, NJDEP
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16 July 2016

Dave Rosenblatt, Dennis Reinknecht, Linda Fisher, Colleagues, and Consultants
New Jersey Department of Environmental Protection

by email to: rbd-meadowlands@dep.nj.gov

Dear Linda, Colleagues, and Consultants:

At your request to the Citizens' Advisory Group (CAG), I am writing to comment on the "Draft Environmental Impact Statement Public Scoping Document Rebuild by Design Meadowlands Flood Protection Project for the Municipalities of Little Ferry, Moonachie, Carlstadt, Teterboro, and South Hackensack, New Jersey."

I am an ecologist and conservation scientist, with a particular interest in the relationships between people and the environment. My colleagues and I have been studying the habitats, plants, and animals of the New Jersey Meadowlands since 2000 (see, e.g., Kiviat 2011, Kiviat and MacDonald 2002, 2004), and I have studied the wetlands and shores of the Hudson River and New York City for the past forty-five years. Hudsonia is a nonprofit institute conducting research and providing information for land use planning, environmental management, biological conservation, and ecological restoration in the northeastern states.

During the past three centuries, the Meadowlands have been extensive altered for salt hay production, other farming activities, flood control, mosquito management, water supply (the Oradell Dam and Reservoir), transportation, development (industry, commerce, residence), waste disposal, and wetland mitigation (see Kiviat and MacDonald 2002 and references cited therein, also Marshall 2004). Despite massive alteration and pollution, the Meadowlands are a hotspot of urban biodiversity of statewide and national significance (Kiviat and MacDonald 2004 and unpublished data). At least thirty-three species of state-listed endangered, threatened, or rare birds have been found in the Meadowlands, as well as several rare vascular plant species, a dozen rare mosses, two rare lichens, and many other species of concern (Kiviat and MacDonald 2004 and unpublished data). The 2015 discovery of a sphagnum (peat moss) rich marsh, an unlikely occurrence in an urban landscape, as well as many records of vascular plants not previously reported for the Meadowlands, are testament to the biological diversity and shortage of scientific knowledge of this seemingly well-studied region. This biodiversity, along with the many other important ecosystem services (including water quality amelioration, carbon sequestration, flood buffering, stormwater absorption, and nature study resources), demonstrate clearly the importance of a thorough investigation of existing resources before designing a project that may further alter a large area. Because the Meadowlands have been altered and damaged extensively in the past, and are highly dominated by urban, industrial, and transportation uses, it should not be assumed that they no longer have biodiversity support functions and can be manipulated further without considering both negative and positive impacts to existing biological resources including the many species of conservation concern.

The flooding threat to the project area is a serious social and economic problem that deserves the attention the current project is providing. My comments principally address issues of biological resources and biological diversity in the Meadowlands. Because installation, restoration, or modification of major or minor flood defenses will affect hydrology within and outside the project area, non-biological impacts of the proposed

project, including hydrological impacts, are also important to analyze. My comments should not be construed as opposition to a flood protection project; rather they are offered in the hope that the project can be designed and implemented such that negative impacts on habitats and biota, especially uncommon and rare species, are minimized. In fact, there may be important opportunities to protect and manage habitats and biota of conservation concern.

It is difficult to comment on the Scoping Document because in its current form it addresses a wide range of possible actions and is vague, as well as because the environment of the project area has been altered over the centuries and is complex socially, physiographically, and ecologically. It is doubtful that my comments (and perhaps even the comments of all the CAG members) will address all the concerns and potential impacts of the proposed project. I hope that the multitude of consultants and agency staff, in addition to the CAG and the public, will "leave no stone unturned" (well, given the natural scarcity of stone in the project area, perhaps I should say "leave no sediment particle unturned"). Whatever actions are taken in the flood protection project, it will have widespread and long-lasting impacts, both positive and negative, on the human and non-human environment. To date, very little attention has been paid to biological resources in either the two iterations of the Rebuild by Design New Meadowlands proposal (addressed in my earlier comments, included for completeness below) or the currently proposed project.

My comments follow the organization of the Scoping Document. I briefly mention a number of potential impacts of the proposed project. Two letters of comment that I submitted on two earlier iterations of a flood protection project, dated 15 January 2015 and 7 October 2015, are appended and incorporated into my present comments and should be entered into the NEPA record as such. Much of the information and ideas I submitted earlier is relevant to the currently proposed flood protection project, especially given the menu of potential actions in the Scoping Document, and the proponents of the project need to consider the earlier thoughts from me and others.

Page 1, Section 1.2. Fluvial (i.e., rainfall and runoff induced) flooding is distinguished from storm surges and "abnormally high tides." The use of the term fluvial is confusing in that it can refer to streams (tributaries of the Hackensack River) or the river itself, or in the document seemingly to runoff alone. It is conceptually more useful to distinguish three types of flooding: 1. Local stormwater from impervious surfaces that has not yet reached a stream or the river; 2. Freshwater discharge from the Oradell Reservoir and tributaries of the Hackensack River estuary; and 3. Storm surge and unusually high tide flooding from the Hackensack River estuary. 1 originates within the "upland" areas, 2 comes down"stream," and 3 comes up"stream." It is possible to have flooding from the estuary without a storm surge if there is sufficient rainfall or snowmelt within the watershed (I believe the Hudson River experienced this type of flooding during Hurricane Irene in 2011). Actions to reduce flooding will vary depending on the source of the floodwaters.

The consideration of true fluvial flooding, or at least the fluvial contribution to flooding (i.e., freshwater discharge spilling over the Oradell Dam and coming down tributaries of the Hackensack River estuary) raises the question whether the capacity of the Oradell Reservoir and existing small impoundments on Hackensack River estuary tributaries could be increased (by raising dams or by dredging) with benefit to flood-prone areas downstream by virtue of increased storage. There appears to be relatively little development within 1 m vertically of the Oradell Reservoir water level. The DEIS should include an analysis of the feasibility and potential effectiveness of additional water storage in existing impoundments.

The wetlands in the project area serve to protect, at least partially, developed areas from flooding and wave energy of various kinds. Minor wetland filling is still occurring and should be aggressively stopped. For example, the illegal dumping of serpentinite rock waste from Stevens Institute on the old fill at the end of JoMike Court in the Kane Natural Area (Carlstadt) resulted in new wetland fill around the edges of the old fill. Recent earthmoving activities on the south side of Commerce Street (also Kane Natural Area) have probably

resulted in new fill in the same wetland. The field work for the DEIS should include a detailed on-the-ground inspection for recent fill of the entire shoreline and wetland boundaries of the project area.

Evapotranspiration (ET; evaporation of water from surfaces plus movement of water through plants into the atmosphere) is a component of the water budget of the project area. Taller stature, higher biomass vegetation (e.g., trees compared to shrubs) tends to transpire more water. Wild vegetation continues to be removed or reduced for various purposes. For example, it appears that the part of the Teterboro Airport Woods that lies east of the intersection of Redneck Avenue and Moonachie Avenue is slated for cutting because it is near the end of the Teterboro Airport runway. The DEIS should include an analysis of the potential loss or gain of ET involved in various kinds of vegetation conversion, among them clearing of trees as well as conversion of common reed (*Phragmites*) vegetation to other marsh plant assemblages as was implemented in 2010 in the Kane Natural Area Mitigation Bank. Not only does ET remove some water from the ground, but it also cools the surroundings in warm weather, an important ecosystem service as the northeastern climate warms. It is unclear how significant ET is in the water budget of the project area.

Section 3.2. The document refers to the "protect, connect, grow" goal of the earlier RbD proposal. It seems that the currently proposed project is focusing on flood protection (the first component). Implementing flood defenses of whatever kind, and then adding further development to areas protected by those defenses ("Grow"), is an inappropriate approach for a flood prone coastal area where sea level is rising. It is almost inevitable that areas will eventually be flooded as much, or more, than occurred as a result of Hurricane Sandy, partly because of sea level rise and worsening coastal storms and storm surges, and partly because coastal flood defenses are subject to failures (e.g., in the Netherlands, see Van Baars and Van Kempen [2009] and in New Orleans, a situation we are all familiar with). Also, much of the low-lying, flood prone, portion of the project area is on old wetland fill, which is very probably subsiding.

Ultimately it may not be possible to keep storm surges and other estuarine floodwaters out of the project area despite incrementally built-up flood defenses. The current environmental analysis is a valuable opportunity to consider long term solutions. Two analyses should be included in the DEIS. First, an analysis of whether it would make economic, social, and ecological sense to use some or all of the currently available funds or other funds to move the most threatened residences, businesses, and infrastructure out of the most flood-prone areas. If the current federal funds cannot be spent for this purpose, the DEIS should state why not. Second, the municipalities in the project area (with the relevant regional, state, and federal agencies) should begin the process of planning the eventual "un-development" or managed migration of existing development out of the most flood-prone portions of the project area. "*Avoidance* is ultimately the most effective and sensible approach to resilience in the face of physical forces...steer development and people *away from* and *out of harm's way*" (Beatley 2009:60).

Flood defenses such as levees and stormwater ponds, and the cleaning of existing ditches, may improve or worsen the mosquito situation. The Meadowlands are especially at risk of nuisance and vector mosquitoes because of residual floodwater habitats and abundant container habitats (including tires, bottles, etc. in refuse) for egg-laying and larval development. The current transmission of West Nile virus from birds to humans by the northern house mosquito (*Culex pipiens*) and other species, and the potential for other mosquito-borne diseases including malaria and Zika virus, require forethought so that existing and future ponds, marshes, ditches, and other potential mosquito larval habitats do not become important producers of vector species. It is crucial that mosquito management be designed into flood defenses to avoid disease outbreaks and the consequent use of mosquito adulticides (e.g., pyrethroids and the associated adjuvants) which are dangerous for humans and wildlife. Addressing these problems *post facto* is inefficient. The DEIS should incorporate these considerations.

Section 4.3. The Proposed Project Goals and Objectives constitute an important set of aims. However, these omit the conservation of biodiversity (biological diversity, the variety of life, including wild animals, plants, and other organisms, and their habitats, at all levels from genes to the landscape). This is the 21st Century and

biodiversity should be paramount in all environmental analyses because it is key to the environment's ability to provide the ecosystem services that humans require for our existence and quality of life. Biodiversity conservation need not detract from solutions to social and economic problems, but it needs to be considered from the very beginning and throughout the entire environmental review in order to be integrated optimally. The Meadowlands have statewide and national (if not international), importance for biodiversity (see, e.g., Kiviat and MacDonald 2002, 2004, Hales et al. 2007, Schmidt and Kiviat 2007). Many of the uncommon and rare species and habitats of the Meadowlands, undoubtedly including the project area, remain undiscovered and undocumented; this is evidenced by the frequency with which I and others have made such discoveries during the past several years both in and outside the project area. Biodiversity conservation needs to be added to the list of goals as a definite goal not just as a potential.

Nearly half of Moonachie constitutes greenspace (i.e., undeveloped habitats of all kinds), and almost half of the low-lying eastern portion of Carlstadt is also greenspace. Smaller but significant areas of the other three municipalities are greenspace. Among the larger greenspaces in the study area are the Richard P. Kane Natural Area, Losen Slote Park, the adjoining BCUA Mehrhof Pond property, and broadly speaking the Teterboro Airport Woods (Kane and Githens 1997). The extent of greenspace makes the conservation and management of greenspace especially important locally as well as to the larger scales (Meadowlands, New Jersey, etc.) at which the greenspaces in question provide biodiversity support and other ecosystem services. A large proportion of greenspace is potentially available for stormwater absorption, microclimatic cooling, flood buffering, and the other services that forests, shrubland, and marshes provide to people. However, to continue to provide, or to provide at greater levels, the ecosystem services that include maintenance of air and water quality, flood buffering, and biodiversity support, greenspaces need to be analyzed and managed optimally for biodiversity support and other ecosystem services.

Section 6.0. The jurisdiction of the Fish and Wildlife Service, in addition to federally listed Endangered and Threatened species, includes bald and golden eagles. Potential impacts of the project on these species must be analyzed. There may be other regulatory nexus such as the protection of migratory birds.

State listed Endangered and Threatened species, and other animal Species of Greatest Conservation Need (SGCN) must be addressed under NJDEP jurisdiction. Despite, or in some cases because of, the urban environment, there are many rare animals and plants of statewide (and sometimes national or global) significance in the project area (e.g., Kiviat and MacDonald 2002, 2004, Hales et al. 2007, Schmidt and Kiviat 2007). Among the SGCN species occurring in the project area are bald eagle, osprey, peregrine falcon, northern harrier, sora, common nighthawk, yellow-crowned night-heron, wood thrush, eastern box turtle, northern diamondback terrapin, and northern brown snake. SGCN other than currently listed Endangered and Threatened species, are intended to be considered in planning decisions so those SGCN do not become endangered in the future. Other species that are not currently listed as New Jersey SGCN but arguably should be on the list include Atlantic Coast leopard frog (at least regionally rare, with a documented population in Moonachie [Kiviat 2011 and unpublished data]) and Mattox's clam shrimp (globally rare, in Carlstadt as recently as 2010 [Schmidt and Kiviat 2007]).

Although consideration of rare plant species listed as S1, S2 or S3 by the New Jersey Natural Heritage Program (http://www.nj.gov/dep/parksandforests/natural/heritage/#luplan) may not be required by law in New Jersey, for the sake of biodiversity conservation, ecosystem services, and precedent in environmental review, these species should be considered in the DEIS. Rare plants known from the project area include many-spiked flatsedge (*Cyperus polystachyos*). Rare plants found elsewhere in the Meadowlands that should be surveyed for include floating marsh pennywort (*Hydrocotyle ranunculoides*).

Section 7.3.5. Cultural Resources. The document states "there are no known archaeological sites present within 1 mile of the Project Area." I believe the site where signs of prehistoric human activity and mastodon bones were excavated near Polifly Road and Route 80 (e.g., Ensign 1971, also

http://www.hackensack.org/filestorage/6876/8442/8444/1976_History_Book.pdf) is within one mile of the project area. The Native dugout canoe found in the Meadowlands (Cross 1986) may be relevant. Moreover, there is a midden from historic oyster shell button manufacture more than 50 years ago in Little Ferry (Kiviat, personal observation) that seems to qualify as a historic archaeological site. In wetland and floodplain dominated environments, especially where there has been human-accelerated soil erosion in the watershed, archaeological sites (cultural resources) are often reworked by floods and deeply buried by estuarine or fluvial deposition of sediment, and deep testing is necessary to locate many sites (Lindner 1991).

Section 7.3.14. Biological Resources. This section omits critically important literature references such as Richard Kane's survey of bird areas in the Meadowlands (Kane and Githens 1997), many years of bird observation records published in *Records of New Jersey Birds* (New Jersey Audubon), and the Hudsonia butterfly and odonate surveys (Kiviat 2007) conducted for MERI. Consultants and NJDEP must have conducted a more thorough literature review during the six months since the project was initiated; I am not able to provide a detailed bibliography as part of these comments. Furthermore, no field work (biological survey work) has yet been reported specifically for this project. The critical winter and early spring seasons for many species (e.g., raptors, marsh birds, early plants) have apparently been missed. Hopefully surveys will be conducted next winter and spring. However, some species (e.g., northern harrier, pied-billed grebe, cuckoos) may not breed in the same locations each year, and some plants may not appear above ground or flower in a particular year. Thus it is important for a project of this scale to include multiple seasons of biological surveys. In order to minimize impacts on biological resources, and avoid unnecessary conflicts between biological resources and other goals of the project, the earliest consideration of biology is crucial. The flood protection proposal is currently vague and it is not known whether the project will include only minor engineering to address local stormwater runoff problems, or massive features such as levees (berms or dikes). Biological data collection should be reported on at each CAG meeting so that the CAG members may comment and help strengthen this aspect of the DEIS.

The Scoping Document mentions 275 species of plants in the Meadowlands. A list of 1000 species of vascular plants recorded recently or historically in the Meadowlands was posted on the Web in 2002 (Kiviat and MacDonald 2002), and subsequently the list has been significantly expanded (Hudsonia, unpublished data). Having information such as this is important in designing field surveys and analyzing potential impacts. As discussed above, in addition to federal and state listed Endangered and Threatened species, New Jersey animal SGCN, and State Natural Heritage Program S1, S2 and S3 plants should be surveyed for. The biologists who conduct such surveys must be highly trained and experienced, and allowed sufficient time and minimal distractions to find rare as well as common species.

Although it is difficult to tell from the brief description of "Field Studies," it seems that the consultants are proposing to study representative habitats and extrapolate to other similar habitats. The problem with this approach is that (particularly) in altered, urban-industrial environments like the Meadowlands, the occurrences of species are less predictable than in more "natural" (i.e., rural or wildland) environments. The occurrences, for example, of Atlantic Coast leopard frog and many-spiked flatsedge in the project area would have been difficult or impossible to predict from occurrences in other parts of the Meadowlands or elsewhere in the state. The challenges of assessing habitats and surveying for rare biota in the urban environment were discussed in detail in Kiviat and Johnson (2013).

Potential impacts of flood defenses on wetlands are discussed further in my previous comments, included below. I concur with the opinions expressed by Bill Sheehan and Don Smith at the first CAG meeting that no wetlands should be filled for the flood protection project. Firstly, because the wetlands, even if degraded, provide important flood protection services and other ecosystem services, and secondly, because wetland mitigation is not effective in the Meadowlands. (This issue is too complex for detailed discussion in these brief comments but can be addressed separately.) Wetland mitigation as practiced for the past ca 25 years in the Meadowlands has not been very effective or long lasting (e.g., Hales et al. 2007), has almost certainly made wetlands more vulnerable to sea level rise and less effective at sequestering carbon, and in at least some cases

has resulted in the destruction of the habitats of rare species (e.g., Kiviat 2014). I fervently hope that any necessary wetland mitigation will use more effective approaches and methods, designed with full up-to-date knowledge of the Meadowlands biota and familiarity with recent research on important species such as common reed (e.g., Kiviat 2013), and that the need for wetland mitigation be avoided if at all possible. If mitigation is necessary, there are potential alternative approaches that could better serve the optimization of environmental resources and ecosystem services. This should be analyzed in depth in the DEIS.

Hazards accompanying flooding. In 2011, associated with Hurricane Irene, a massive sewage spill occurred at the BCUA sewage treatment plant in Little Ferry (Wright 2012). If it hasn't been done yet, this plant should be improved to prevent such spills in the future when a sewage spill concurrent with a storm surge could carry sewage and its microbial hazards inland into residential and other areas. Other potential sources of microbial or toxicological hazards should be identified and remediation set in motion.

General point. If I understand NEPA correctly, in order to avoid segmentation the preparers need to discuss potential future phases of the flood protection project. Although the three "Pilot" phases are shown in Figure 3 in the document, I do not see a discussion of "Pilots" 2 and 3. One of the reasons this is important is because installation or improvement of flood defenses such as berms is likely to require incremental increases in extent and height as sea level continues to rise or the percentage of impervious cover in the watershed increases. Another reason is that inevitably there will be political and economic pressures for new development (or redevelopment) in the study area, despite the current and future threats of flooding.

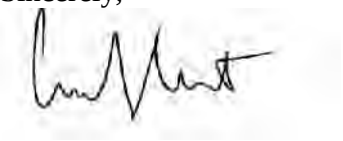
Please see the previous comments on the RbD proposals, below, and at the end the References Cited for this current letter. Because the actions that will be implemented are vaguely described in the Scoping Document, and levees (dikes, berms) are still on the menu of options, and for other reasons, my earlier comments are still relevant.

Process comment. CAG members have been receiving paper copies of documents with plastic covers. The plastic is probably non-recyclable in most communities. Given the horrendous garbage landfill history of the Meadowlands, I would feel more comfortable receiving documents that just contained paper and staples, without (symbolic) plastic.

Also, although CAG members were asked to comment on an earlier, pre-public draft of the Scoping Document, there is little if any evidence in the current document that my comments were addressed.

Please let me know if you have questions about my comments or related matters.

Sincerely,



Erik Kiviat PhD
Executive Director

HUDSONIA LTD

FINAL

HISTORIC STRUCTURES SURVEY / DETERMINATION OF ELIGIBILITY REPORT

For the Rebuild by Design Meadowlands Flood Protection Project

Boroughs of Little Ferry, Moonachie, Carlstadt, and Teterboro and the Township of South Hackensack, Bergen County, New Jersey

REBUILD BY DESIGN
MEADOWLANDS

Prepared by AECOM for the State of New Jersey Department of Environmental Protection

AECOM Imagine it. Delivered.

Historic Structures Survey

Determination of Eligibility Report and
Preliminary Effects Assessment
Rebuild by Design Meadowlands Flood Protection Project

NJ HPO Project No. 16-2111

December 8, 2017 (Revised May 9, 2018)

Prepared for:

New Jersey Department of Environmental Protection
Historic Preservation Office
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Acronyms

APE	Area of Potential Effect
CDBG-DR	Community Development Block Grant – Disaster Recovery
FEMA	Federal Emergency Management Administration
HABS	Historic American Building Survey
HUD	Department of Housing and Urban Development
LOD	Limit of Disturbance
NHPA	National Historic Preservation Act of 1966
NJDCA	New Jersey Department of Community Affairs
NJ DEP	State of New Jersey Department of Environmental Protection
NJDOT	New Jersey Department of Transportation
NJ HPO	New Jersey Historic Preservation Office
NRHP	National Register of Historic Places
NPS	National Park Service
SRHP	State Register of Historic Places
US	United States
USGS	United States Geological Survey

Executive Summary

On behalf of the State of New Jersey Department of Environmental Protection (NJ DEP), the State of New Jersey through its Department of Community Affairs (NJDCA), the recipient of United States (US) Department of Housing and Urban Development (HUD) Community Development Block Grant – Disaster Recovery (CDBG-DR) funding, is proposing to implement flood risk reduction (protection) measures designed to address the impacts of flooding. The Project is a federal undertaking and subject to review under Section 106 of the National Historic Preservation Act of 1966 (NHPA), as amended, and the implementing regulations, 36 CFR Part 800. Under Section 106, applicants are required to consider effects of the project on historic and archaeological resources that are listed in or eligible for listing in the National Register of Historic Places (NRHP).

AECOM Technical Services, Inc. (hereinafter referred to as AECOM) undertook a survey of historic architectural resources within the Project Area in June and October 2017 and April 2018. The Project Area includes the Boroughs of Little Ferry, Moonachie, Carlstadt, and Teterboro and the Township of South Hackensack where low-lying areas are vulnerable to both inland and coastal flooding. The Area of Potential Effect (APE) also encompasses the adjacent Borough of Wood-Ridge and Village of Ridgefield Park in Bergen County, New Jersey. The survey was performed in accordance with Section 106 of the NHPA's review process and the New Jersey Historic Preservation Office's (NJ HPO) *Guidelines for Architectural Survey*. The regulation requires submittal of a Phase IA archaeological survey and an historic architectural survey to the NJ HPO for review and comment. This report was prepared in accordance with the NJ HPO's *Guidelines for Architectural Survey*. A Phase IA archaeological survey is being conducted and will be submitted to NJ HPO for review and comment in a separate report.

The goal of this historic architectural survey was to determine the presence or absence of historic resources that are listed in or eligible for listing in the State and National Register of Historic Places (SRHP/NRHP) within the APE. To meet this goal, the effort included background and archival research, delineation of the APE, a reconnaissance-level field survey outside the Historic Preservation Exclusion Green Zones[1] (Green Zones), and report preparation. In addition, the effort included intensive-level survey and evaluations of eligibility for newly-identified historic architectural resources over 45 years of age that may be eligible for listing in the SRHP/NRHP.

The study revealed two previously identified historic resources within the APE – the Moonachie historic streetscape in Moonachie Borough and the property at 69 Bruno Street in Moonachie Borough. The study also determined there are 30 newly identified historic architectural resources over 45 years of age within the APE. One resource – the American Sokol Little Ferry building – is recommended eligible for listing in the SRHP/NRHP. The remaining 31 historic architectural resources are recommended not eligible for listing in the SRHP/NRHP.

This report also serves to assess the potential effects of the project to the one newly identified historic architectural resource recommended SRHP/NRHP-eligible within the APE. The preliminary effects assessment determined that as currently designed, the Rebuild by Design Meadowlands Flood Protection Project will result in no adverse effects to historic properties in the APE.

[1] Shortly after Hurricane Sandy in 2012, a statewide Programmatic Agreement was issued between NJ HPO and FEMA (later expanded in 2013 to include NJ DEP and NJDCA) that exempted certain Hurricane Sandy affected areas from a Section 106 review of aboveground historic buildings. These areas were identified by NJ HPO and FEMA to have no aboveground historic resources and are known as Historic Preservation Exclusion Green Zones (Green Zones). The Green Zones were delineated by NJ HPO and FEMA through windshield surveys and background research of areas where substantial Hurricane Sandy damage would require FEMA funds to remove private property (NJDCA 2016).

1. Introduction

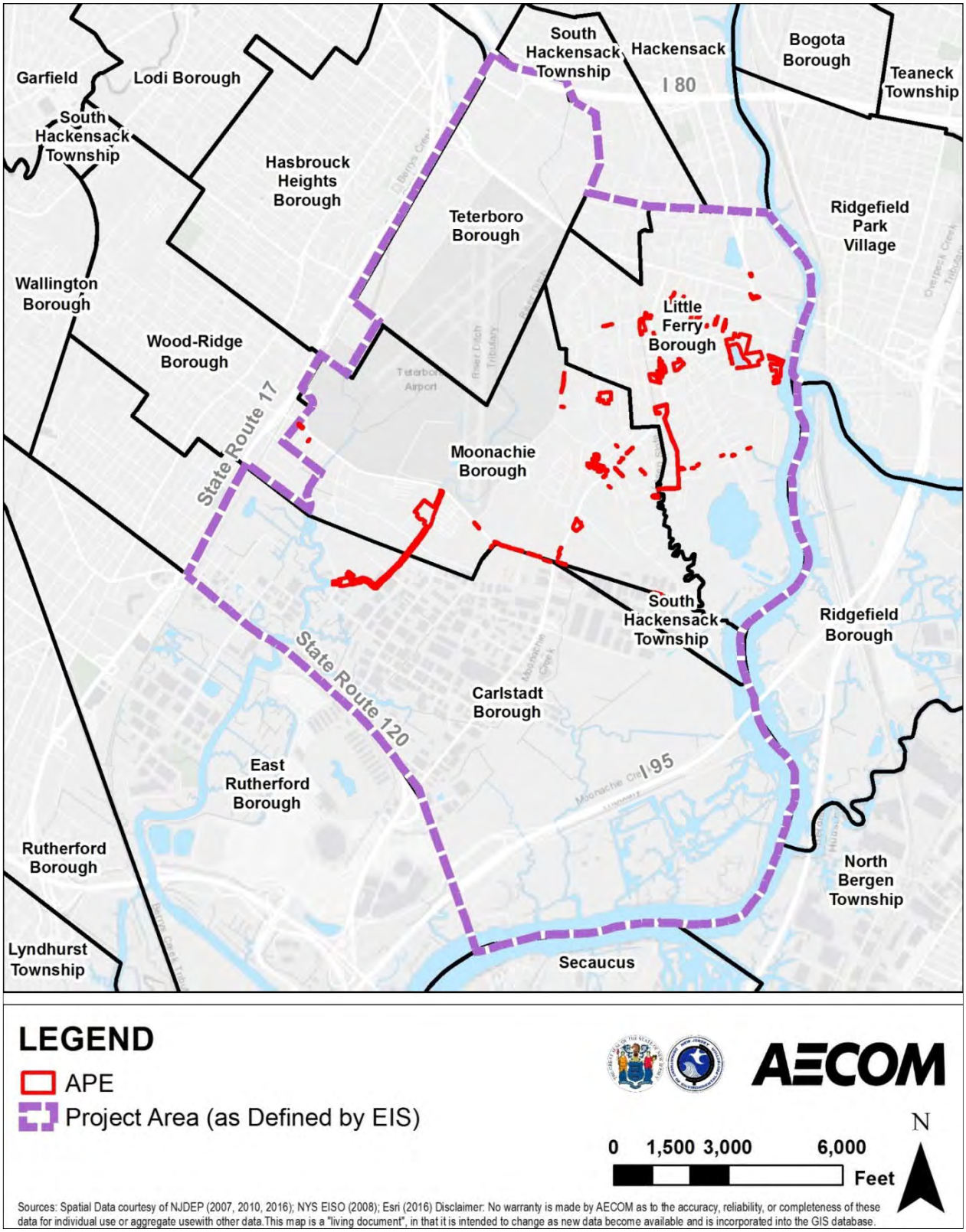
On behalf of the State of New Jersey Department of Environmental Protection (NJ DEP), the State of New Jersey through its Department of Community Affairs (NJDCA), the recipient of United States (US) Department of Housing and Urban Development (HUD) Community Development Block Grant – Disaster Recovery (CDBG-DR) funding, is proposing to implement flood risk reduction (protection) measures designed to address the impacts of flooding. The Project is a federal undertaking and subject to review under Section 106 of the National Historic Preservation Act of 1966 (NHPA), as amended, and the implementing regulations, 36 CFR Part 800. Under Section 106, applicants are required to consider effects of the project on historic and archaeological resources that are listed in or eligible for listing in the National Register of Historic Places (NRHP).

AECOM Technical Services, Inc. (hereinafter referred to as AECOM) undertook a survey of historic architectural resources within the Project Area in June and October 2017. The Project Area includes approximately 5,405 acres to the west of the Hackensack River that is composed of both relatively dense suburban development and large natural areas. It encompasses the Boroughs of Little Ferry, Moonachie, Carlstadt, Teterboro, and Wood-Ridge and the Township of South Hackensack in Bergen County, New Jersey where low-lying areas are vulnerable to both inland and coastal flooding (**Figure 1**). The Area of Potential Effect (APE) also encompasses the adjacent Borough of Wood-Ridge and Village of Ridgefield Park in Bergen County, New Jersey. The survey was performed in accordance with Section 106 of the NHPA's review process and the New Jersey Historic Preservation Office's (NJ HPO) *Guidelines for Architectural Survey*. The regulation requires submittal of a Phase IA archaeological survey and an historic architectural survey to the NJ HPO for review and comment. This report was prepared in accordance with the NJ HPO's *Guidelines for Architectural Survey*. A Phase IA archaeological survey is being conducted and will be submitted to NJ HPO for review and comment in a separate report.

The goal of this historic architectural survey was to determine the presence or absence of historic architectural resources that are listed in or eligible for listing in the State and National Register of Historic Places (SRHP/NRHP) within the project's APE. To meet this goal, the effort included background research, a field survey, delineation of the APE, analysis, and report preparation. In addition, the survey sought to identify any new historic architectural resources over 45 years of age that may be eligible for listing in the SRHP or NRHP. All personnel who performed the various tasks associated with this project meet the *Secretary of Interior's Professional Qualifications Standards* (36 CFR 61) (see **Attachment F** for qualifications of the preparers).

Emily Paulus Everett served as Principal Investigator for the architectural history investigation. The report was prepared by Emily Paulus Everett; the historic context was researched and written by Eileen Hood and Samuel Pickard. Survey forms were prepared by Samantha Kuntz, Nicole McKairnes, Samuel Pickard and Benjamin Buckley. Background research was conducted by Samuel Pickard and Nicole McKairnes. The fieldwork was supervised by Emily Paulus Everett and conducted by Emily Paulus Everett, Kate Farnham, and Samantha Kuntz. Richard Roy produced the GIS mapping for the report. All field notes and photographs for the project are on file at AECOM's Burlington, New Jersey office.

Figure 1. Rebuild by Design Meadowlands Flood Protection Project Area



1.1 Project Description

The project is located within the Meadowlands District; the District is an essential component of the New York/New Jersey Harbor Estuary and is a part of the largest wetland ecosystem in northern New Jersey (USFWS, 1997). The Meadowlands District is located in a valley between the Palisades to the east and a parallel western ridge, both of which run in a southwest to northeast direction (NJSEA, 2004). The Project Area is composed of both relatively dense suburban development and large natural areas. Residential areas are clustered mostly in the northeastern portion of the Project Area in the Borough of Little Ferry, eastern Borough of Moonachie, and the Township of South Hackensack. Approximately 22,400 people reside in the five municipalities that comprise the Project Area; the largest economic sector employing these residents includes educational services, health care, and social assistance services. Industrial and commercial land uses are concentrated primarily in the southern portion of the Project Area in the Boroughs of Carlstadt, Moonachie, and the Township of South Hackensack. Teterboro Airport and additional, primarily airport-related, industrial and commercial areas encompass much of the northwestern portion of the Project Area. Due to its proximity to New York City, the Project Area hosts a variety of businesses and warehouses that support the supply chain to New York City, located approximately 10 miles to the east.

The project is an urban water management strategy designed to reduce the risk of floods from coastal storm surges and/or systemic inland flooding from large rainfall events within the Project Area, thereby protecting public health, public safety, and property. Elevations of the Meadowlands range from 0 to 10 feet above sea level (NAVD 88) (MERI, 2014). The area is prone to chronic flooding due to the nature of the landscape, elevation above sea level, complexity of tidal influence, and inadequate stormwater management systems (NJSEA, 2004). The majority of the Project Area (greater than 90 percent) is located within the 100-year floodplain of the Hackensack River. It has been severely impacted by three major hurricanes since 1999: Hurricanes Floyd, Irene, and Sandy. The most recent of these, Hurricane Sandy, significantly impacted the Project Area, highlighting existing deficiencies in the Project Area's resiliency and ability to adequately protect vulnerable populations and critical infrastructure and facilities from flooding during major storm events. For example, reports suggest that the Borough of Moonachie was completely inundated and the Borough of Little Ferry was approximately 80 percent flooded (NJIT 2014, Petrecca 2012).

The goal of the project is to reduce flood risk and increase the resiliency of the communities and ecosystems in the Project Area, thereby protecting infrastructure, facilities, residences, businesses, and ecological resources from the more frequent and intense flood events anticipated to occur in the future. Three Build Alternatives were evaluated through a Feasibility Study and application of site-specific screening criteria. In 2017, the NJ DEP and HUD identified a Preferred Alternative/Build Plan for implementation, as it will provide the greatest level of flood reduction to the Project Area, including both storm surge protection and stormwater drainage improvements (see **Attachment E** for project plans).

The project encompasses a strategic and synergistic blend of new infrastructure and local drainage improvements to reduce flood risk throughout the Project Area. Proposed improvements include a combination of levees, berms, drainage structures, and pump stations, together with local drainage improvements, to achieve the maximum amount of flood protection. It would also include wetlands, green infrastructure, and increased pervious surfaces and native plantings. Two parks (together totaling approximately 7.6 acres) and two pump stations are proposed.

2. Methodology

The approach employed for this study follows the standard methodology for conducting architectural surveys as defined in the *Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation* (NPS n.d.); the New Jersey Freshwater Wetlands Protection Act Rules (N.J.A.C. 7:7A); the Coastal Zone Management Rules (N.J.A.C. 7:7E); and the NJ HPO's *Guidelines for Architectural Survey*. Below is a detailed description of the methodologies used for the identification and evaluation studies. The investigation involved background and archival research, a reconnaissance-level field survey outside the Green Zones, APE delineation, and intensive-level survey and eligibility recommendations for newly identified and potentially eligible resources within the APE. The APE and survey limits were determined by a qualified Architectural Historian and took into account the likely nature and location of historic properties within the Project Area, the magnitude and beneficial nature of the undertaking, and the nature and extent of potential effects on historic properties.

2.1 Background Research

Background research was conducted at various local, state and online repositories to search for previously identified historic architectural resources within the study area, and to evaluate the potential of the study area to contain previously unidentified historic architectural resources. Information gathered during the research phase was used to guide the delineation of the APE and the field investigation. The synthesis of this data is intended to provide a clearer picture of historic architectural resources within the Project Area, as well as an overview of the previous investigations conducted in the vicinity.

For the purposes of the initial cultural resource sensitivity assessment, initial background research was conducted for a study area of one mile beyond the boundaries of the Project Area on August 2 and 3, 2016. This research was conducted at the New Jersey State Museum (NJSM) and the NJ HPO. This effort included an examination of the SRHP/NRHP files and survey map files at the NJ HPO; archaeological forms on file at the NJSM; and books, journals, and other reference material. Map research was conducted online using a variety of sources, including Ancestry, the David Rumsey Map Collection; the New Jersey Pine Barrens Historic Map Collection; the Library of Congress American Memory Map Collection; the New York Public Library Digital Gallery; the University of Alabama Map Collection; the National Map: Historical Topographic Map Collection; the National Oceanic and Atmospheric Administration's (NOAA) Office of Coast Survey Historical Map & Chart Collection; the Fairleigh Dickinson University Digital Archives; and the Sanborn Map Company Maps of New Jersey at the Princeton University Library.

In June 2017, additional background research was conducted at NJ HPO to gather information on previously documented historic architectural resources within the Project Area. Researchers collected files on SRHP/NRHP-listed and eligible resources, as well as other architectural resources that were surveyed as part of municipal and county-wide surveys. Previous cultural resource surveys conducted in the vicinity were also collected and used to guide the investigation. Subsequent research was also conducted through NJ DEP's interactive mapping tool, NJ-GeoWeb to verify data and resource boundaries.

Various digital archives were consulted to gather additional information on historic architectural resources as well as general background information to build the historic context. Information collected online included SRHP/NRHP nominations, historic maps and atlases, aerial photographs, local and regional histories, historic photographs, and architectural drawings. This search included the National Park Service's National Register of Historic Places database, New Jersey Department of Transportation (NJDOT) website, the Library of Congress and the Historic American Building Survey (HABS) page, the Internet Archive, Ancestry, NETR Online (historic aerials) as well as digital cartographic archives maintained by Rutgers University and the United States Geological Survey (USGS).

Local historic preservation organizations were also consulted to gather information about locally designated or recognized historic architectural resources that might inform the identification phase of the study. This included a search of the government websites for the Boroughs of Little Ferry, Moonachie, Carlstadt, and Teterboro and the Township of South Hackensack in Bergen County.

On November 21, 2017, the Bergen County Clerk's Office and the Little Ferry Free Public Library were visited to conduct archival and deed research on specific properties selected for intensive survey within the APE.

2.2 Field Investigation and Delineation of the APE

After a review of the data gathered during the initial background research phase, a reconnaissance-level field investigation was conducted by a qualified Architectural Historian on June 22 and October 11, 2017. The field reconnaissance was limited to areas outside the Green Zones, regardless of their location within or adjacent to the APE. The purpose of the survey was to document previously recorded historic properties that are listed in or eligible for listing in the NRHP; to identify and document any buildings, structures, sites, districts, or landscapes outside the Green Zones and over 45 years of age that have not been previously recorded; and to establish the APE. All historic architectural resources in the APE were documented with high-resolution digital photography and delineated on field maps. Resources were geo-located and detailed descriptive information about their physical attributes and contextual setting was recorded on hand-held tablets via a cloud-based mobile data collection platform.

The APE for cultural resources is defined as the "geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist" (36 CFR 800.16(d)). The APE comprises two distinct types of potential effects: direct and indirect. The **direct APE** is considered to be the limit of disturbance (LOD) that the project's land requirements would create during construction of the flood risk reduction interventions and related facilities. It is the area where the project has the potential to physically damage or destroy historic properties. The temporary and permanent LOD for the New Meadowlands project will largely be confined to the project-related activities and improvements, which are distributed throughout the interior of the Project Area and near or along waterfronts. In several areas, the improvements encroach on private property. All temporary and permanent workspace areas are included in the direct APE.

For the purposes of this project, the **indirect APE** consists of the area in which the project has the potential to change the character or use of historic properties. In general, the indirect APE includes areas within the line-of-sight of the direct APE. The indirect APE extends 250 feet beyond the direct APE where at-grade and low-lying green and grey infrastructure improvements have limited potential to indirectly affect historic resources. The indirect APE extends 500 feet beyond the direct APE where substantial above-grade grey infrastucture, primarily pump stations, have an increased potential to visually affect historic resources (see **Table 1,** below). In instances where a private property is intersected by the temporary or permanent LOD, the entire property is included in the APE.

The APE was based on the project design as of January 2018. Any changes to the plans will require reassessment of the APE in consultation with the NJ HPO. Additional studies may be required to identify historic properties, assess eligibility, and analyze potential effects.

Table 1. Improvements within the APE for Historic Architectural Resources

	Below-Grade / At-Grade / Low-Lying Improvement 250-ft APE	Substantial Above-Grade Improvement 500-ft APE
Green Infrastructure	Rain Gardens / Biorentention Cells Bioswales Permeable Pavement Wetland Improvements Bump Outs Median Plantings Parks/Open Spaces	N/A
Grey Infrastructure	Force Mains Backflow Preventers Channel Improvements Stormwater storage trenches Off-Channel Storage Settling Basins / Forebays Low-lying berms	Tide Gates Pump Stations

Source: AECOM Draft Environmental Impact Statement

2.3 NRHP Criteria for Evaluation

Information gathered during the background research and field investigation phases was used to analyze the newly identified resources using the NRHP Criteria for Evaluation to assess their eligibility for listing in the NRHP. To be considered eligible for listing in the NRHP, historic properties must be at least 50 years of age, meet at least one of the four NRHP criteria, and retain sufficient historic integrity to convey their significance. The NRHP uses the following four criteria for evaluation (36 CFR §60.4) to evaluate significance:

Criterion A: [properties] that are associated with events that have made a significant contribution to the broad patterns of our history; or

Criterion B: [properties] that are associated with the lives of persons significant to our past; or

Criterion C: [properties] that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master; or that possess high artistic values; or that represent a significant and distinguishable entity whose components may lack individual distinction; or

Criterion D: [properties] that have yielded, or may be likely to yield, information important in prehistory or history.

Certain kinds of properties that are not usually considered for listing in the NRHP may be eligible if they meet special requirements called criteria considerations. For a property to qualify under one of the seven criteria considerations (36 CFR §60.4), it must first meet one or more of the four criteria for evaluation and must also possess integrity. A description of the seven criteria considerations can be found in the National Park Service's *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation* (NPS 1995).

Evaluations of eligibility for resources in the APE that were determined to be potentially eligible at the reconnaissance level can be found in **Section 4.2** and in the survey forms found in **Attachment B**.

2.4 Criteria of Adverse Effect

This investigation is subject to Section 106 of the NHPA, thus the effects evaluation criteria established in its regulations were used to guide the analysis for this investigation. As stated in the guidance, an "adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the NRHP in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association" (36 CFR 800.5[a][i]). Effects can be direct, indirect, or cumulative.

Examples of adverse effects provided in 36 CFR Part 800.5(a)(2) include, but are not limited to:

(i) Physical destruction of or damage to all or part of the property;

(ii) Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary [of Interior] *Standards for the Treatment of Historic Properties* (36 CFR Part 68) and applicable guidelines;

(iii) Removal of the property from its historic location;

(iv) Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance;

(v) Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features;

(vi) Neglect of property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization; and

(vii) Transfer, lease, or sale of property out of federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.

Once the field investigation and additional background research were conducted, the information was analyzed and a preliminary effect assessment was prepared for listed and eligible resources within the APE. A description of these resources can be found in **Section 4.2** and the preliminary effects evaluation can be found in **Section 5.0**.

3. Historic Context

3.1 Bergen County

Bergen County was first encountered by European settlement in the early seventeenth century when the Dutch East India Company commissioned Henry Hudson to travel to the New World and increase trade in 1609. Hudson founded a trading colony along the North River (known today as the Hudson River) comprised of pieces of modern-day New York, New Jersey, Connecticut, Pennsylvania, and Delaware and named it New Netherland. The land claimed by Hudson was, however, already occupied by Native American tribes and the two groups soon fell into conflict (County of Bergen 2). By 1638, the continued skirmishing with the local tribes exposed the disorganized nature of the settlement. A fortified camp was finally erected in 1656, named Fort Hackensack. Two years later in 1658, the settlers purchased the land outright from the tribes and established Bergen Township. It was the first permanent settlement in the area (Van Valen 1900:25; Lurie and Mappen 2004:71).

Around 1664, The English took possession of the settlement from the Dutch and substantial land patents in what would become Bergen County were soon granted (Westervelt 1923:61). By 1682, Bergen County was officially established as one of the first four counties in New Jersey (Lurie and Mappen 2004:71). The county's original boundary was New York to the Newark Bay along the Hudson and Hackensack Rivers. It was later extended in 1709 to include territory west to the Pequonnock and Passaic Rivers (Van Valen 1900:27, 38). After the expansion, Hackensack was named the county seat (Lurie and Mappen 2004:71).

By the middle of the eighteenth century, two distinct cultures had developed in Bergen County. Throughout the countryside, the Dutch influence was clear. The people spoke Dutch, attended the Dutch Reformed Church, retained Dutch names, and favored Dutch clothing designs. Conversely, people in the Hackensack Valley, though mindful of their Dutch roots, had adopted the customs of British America. The divisions in Bergen County became more apparent around the time that the American War of Independence erupted. A considerable number of citizens in the county were not prepared to support separation with Britain or a new union of states respectively (Leiby 1962:9, 13). The county became known as the 'neutral land', a misnomer since strong ties to either British or American interests had militarized the citizenry. Both sides created militias to fight against the other. Throughout the war, neither the British or American armies were able to successfully occupy Bergen County for more than a short period of time (Leiby 1962:103, 251) (see **Figure 2**).

Prior to the war, the success of Bergen County was largely due to its abundance of natural resources. Early settlers found that the Meadowlands region in the southern portion of the county were an ideal spot for gathering fish, oysters, fowl and small mammals for food and trade. The Meadowlands continued as a major food source until around the 1880s, when it was discovered that the industrial buildup in the area had polluted the Meadowlands to the point that consumption was dangerous (Marshall 2012).

Despite its condition, the Meadowlands continued to serve as a significant economic driver for Bergen County and other surrounding municipalities. Another valuable resource in the area was the harvesting of salt hay, ideal for "feeding and bedding livestock" (Marshall 2012). At the time of early settlement, the Meadowlands were largely composed of salt marsh and cedar swamps, so settlers later developed a system of drainage, converting the marsh into valuable farmland. Early drainage efforts were localized and focused on reducing salinity to create freshwater meadows: perfect conditions for producing salt hay (Sebold 1992; Grossman and Peteet 2006:4-9). The harvesting of salt hay fell into decline with the emergence of industrialization. By 1900, the manner in which animals were utilized had changed. Farm animals, such as horses, were no longer considered as valuable since machines were becoming more common. The decrease in the number of working animals made the growing of salt hay less profitable (Marshall 2012).

Fortunately, drainage was not only beneficial for harvesting salt hay. It also increased the amount of workable farmland. By the nineteenth century, farming had developed into the backbone of New Jersey's economy (Lurie and Veit 2012:105). Nowhere was that more true than in Bergen County, where farming was king (Gordon 1834:101). The county was so renowned for its proficiency in producing garden vegetables that by 1840, Bergen County was the primary supplier of vegetables to the New York market (Van Valen 1900:31).

Commercial trading in Bergen County was made possible through the development of transportation routes. The Hackensack River was used as a commercial thoroughfare as early as the seventeenth century (Hackensack Keeper 2016). Ferries were a common means of transport across the river through much of the seventeenth century (Borough of Little Ferry 2016). The construction of roads followed, increasing the number of routes in and out of the county. One of the earliest important roads was the "wagon road" built in 1660, which connected Bergen to Communipaw. The King's Highway was constructed in 1764 and stretched through the county to the Dutch Church on Staten Island. In 1804 the Hackensack Turnpike was built from Hackensack to Hoboken by the Bergen Turnpike Company. The New York and Paterson Turnpike was completed around 1816 and by the 1820s a road connected Little Ferry to Hackensack (Van Valen 1900:83–84).

Railroads replaced the Hackensack River as the primary transportation route in the county by the middle of the nineteenth century, allowing faster access to large markets such as New York City (Lurie and Mappen 2004:71). The first railroads through Bergen County were constructed in the 1830s—the New Jersey Railroad and the Paterson & Hudson River Railroad (Van Valen 1900:87). In 1852, the New York & Erie Railroad leased the Paterson & Hudson River, and subsequently established it as its main line (County of Bergen 3). In addition to trade, the railroad facilitated the rapid growth of Bergen County's population, which historically had seen only moderate increases since the start of European colonization. In 1830, Hackensack had only 1,000 residents and 150 homes. To complicate matters further, Bergen County was sub-divided in 1837 and again in 1840 in order to create Passaic and Hudson Counties respectively. The divisions resulted in a massive loss of population for Bergen County (Lurie and Mappen 2004:71) (see **Figure 3**).

The situation began to change in about 1890, as increased access to and from metropolitan areas—provided by the railroad—caused Bergen County's population to surge (Eugene 1953:209). The increase coupled with school funding issues caused the legislature to pass a bill in 1894 that simplified the procedure and requirements for incorporating new boroughs, with the intention of more efficiently providing governmental services. The sub-dividing continued until 1924. Afterwards, Bergen County was left with seventy-five boroughs, three cities and nine townships (Cunningham 1994:86; Lurie and Mappen 2004:72) (see **Figures 4** and **5**). The population increased again during the post-World War II era, largely due to the construction of the George Washington Bridge which in 1932 connected Bergen County to Manhattan by highway (County of Bergen 3) (see **Figure 6**). The population of "once-bucolic Bergen County" exploded from 78,441 in 1900 to 911,000 in 1976. Industry concentrated along the Passaic and Hudson Rivers and near Teterboro Airport, which opened in 1919, while many of the county's new residents found work in New York. As shopping malls and housing developments were constructed to accommodate the growing population, in the late 1960s the open spaces of the Meadowlands were seen as a development opportunity. It was here in 1972 that construction began on a new stadium for the New York Giants football team (Cunningham 1994:6, 88–91; Port Authority of New York and New Jersey 2017).

3.1.1 Carlstadt

The borough of Carlstadt was founded by German political refugees in the 1840s. The mass immigration was organized by the German Democratic Land Association. The group purchased 140 acres in Lodi Township for their members (Van Valen 1900: 363). The area developed significantly by the 1850s. It was well known for the German singing societies, beer gardens and teaching German along with English in school (Lurie and Mappen 2004:122). There was also the German Presbyterian Church of Carlstadt, built in 1869. It was the first church in the area (Van Valen 1900:365-366). In 1894, Carlstadt was incorporated as a separate municipality from Lodi Township (Westervelt 1923:341). It was decided to name the new borough after the association's original president Carl Klein (Lurie and Mappen 2004:122). By the early twentieth century, Carlstadt had several industries in operation, such as manufacturing ladies shoes, watch cases and onyx and marble church pulpits (Van Valen 1900:363).

3.1.2 Little Ferry

The Borough of Little Ferry was incorporated from Lodi Township in 1894. The name originated from a ferry that crossed the Hackensack River from 1659 to 1826. Notably, it was utilized by a contingent of Washington's troops in November 1776 to escape Fort Lee after the British invasion of New Jersey. A bridge replaced the ferry in the late 1820s Historically, Little Ferry was relatively sparsely settled, though a small village grew up around the bridge crossing the Hackensack River. An 1867 map depicts a cluster of houses with a blacksmith shop and two stores. Around that time, only four streets were in existence in the future borough; they included Liberty Street, Washington

Avenue, Riverside Avenue and Bergen Pike. Though the 1867 map appears to refer to Little Ferry as a community spanning the Hackensack River (and including part of today's Ridgefield Park), this name is absent from 1861 and 1872 maps of the area. The 1876 Walker Atlas and 1896 Colton Roadmap however refer to the village as Freiburg, and designate the community on the east side of the Hackensack River as Little Ferry (Hopkins 1861; Hughes and Hughes 1867; Beers 1872:46–47; Walker 1876:135; Colton & Co. 1896; Borough of Little Ferry 2016).

Clay had been harvested from land along the river for sale to New York and New Jersey potteries as early as 1847, but it took more than two decades for local industry to develop. In 1866, a blasting oil company opened an explosives factory in the village, but it was destroyed four years later in a massive explosion. Another claybank was opened that year in Little Ferry, and the first brickyard was established in 1872. This yard, owned by Cole and Showers, did not prove successful, and the business soon passed into the hands of John Thume. Thume was succeeded by the Mehrhof brothers in 1877—by which time a brewery and hotel had been established in the village. The Mehrhof operation was successful, which brought other brick manufacturers to Little Ferry, such as James W. Gillies, the Gardner Brothers, Charles Walsh and Edward Smulto, and I. & W. Felter. At the peak of production, brickyards in Little Ferry output approximately one hundred million bricks annually, with the Mehrhof brickyards the second largest in the United States. Up until the 1920s the brickyards supplied bricks for nearby cities and attracted immigrant workers to Little Ferry. By the 1920s, Little Ferry was a giant in the brick-making industry. It supplied bricks to New York, Newark and many other cities (Walker 1876:135; Westervelt 1923:375; Little Ferry Centennial Celebration Committee [LFCCC] 1994).

Little Ferry saw a surge of Czech immigrants moving to the area beginning around the time the borough was incorporated in 1894. In addition to joining the existing brick industry, the Czech populace transplanted the craft of pearl button making from the Czech town of Zirovnice, which coincided with the rise of Bohemian immigration to New Jersey (Writers' Program 1941:175). Families operated shops in homes or back buildings, producing millions of buttons made from the remnants of whelk shells, in the first half of the twentieth century (LFCCC 1994; LFFPL [2017]). At its peak, 14 pearl button manufacturers operated in Little Ferry. The local industry survived until the advent of plastic button manufacturing led to the decline of pearl button manufacturing in the 1950s (LFFPL [2017]). The growth of the Czech community alongside the industry is illustrated by the social institutions of the immigrant population, including the establishment of the local chapter of the American Sokol Organization in 1896 and the associated Sokol building in 1897, which grew to serve all residents of Little Ferry as a symbol of the influence of the Czech population

3.1.3 Moonachie

Moonachie was incorporated as a separate borough from Lodi Township in 1910 (The Borough of Moonachie 2016). However, its history dates back much further. It was included in the lands purchased by Captain John Berry in 1669. According to local legend, its name was taken from Monaghie, a famous Indian Chief (Westervelt 1923:382). Moonachie has long been known for its abundant agriculture. During the War of Independence, its principle role was feeding the Continental Army (The Borough of Moonachie 2016).

Moonachie experienced considerable change during the twentieth century. For instance, its borders were reduced in 1917, when neighboring Teterboro was formed (Lurie and Mappen 2004:533). They were further shortened in 1949 when Teterboro Airport was built (Lurie and Mappen 2004:533-534). After World War II, agriculture was largely abandoned in favor of industry. The traditional truck farms and marshlands were removed in order to create space for high rises and industrial centers (Lurie and Mappen 2004: 534). As a result, very little of historic importance has survived in the borough (Bergen County Historic Sites Survey 1980-1981).

3.1.4 Teterboro

The Borough of Teterboro was formed from Lodi Township in 1917. It has the distinction of being the least populated borough in Bergen County. In 1920, only twenty-four people called Teterboro home (Westervelt 1923:415). Roughly eighty years later, the roll was reduced to eighteen residents (Lurie and Mappen 2004:798). Prior to incorporation, it was part of a land development firm, headed by Walter Teter. The initial 540 acres that made up Teterboro were removed from Little Ferry, Hackensack Heights and South Hackensack. The borough increased in size in 1919 when an additional 175 acres were taken from Hasbrouck Heights (Lurie and Mappen 2004:797).

The lack of citizenry didn't deter the borough from having an impact. By the early twentieth century, Teterboro was home to the Wittemann-Lewis Aircraft Company, which produced airplanes (Westervelt 1923:415). Airplanes are common in the area, as the Teterboro Airport is the most recognizable feature in the borough. The airport has been owned by the Port Authority of New York and New Jersey since the 1940s. The volume of aircraft flying in and out of the airfield makes it one of the busiest private outfits in the county. Teterboro is also the proud home of the Aviation Hall of Fame and Museum of New Jersey and the Aeronautical Education Center (Lurie and Mappen 2004:797-798).

3.1.5 South Hackensack

South Hackensack Township split from Lodi Township in 1935. The abstract way in which the division occurred resulted in South Hackensack being formed as three disconnected units. The name originated due to the close proximity of the township to its more prominent neighbor, the City of Hackensack. The Township was originally purposed as farm land until the 1940s. In the subsequent decades, industrial growth around the Teterboro Airport and the Hackensack River has altered the township's landscape (Lurie and Mappen 2004:760).

3.1.6 Wood-Ridge

The Borough of Wood-Ridge was incorporated from Lodi Township in January 1895 during the sweeping division of Bergen County townships that led to the creation of 26 boroughs in the previous year. Wood-Ridge began as a village that grew around the intersection of the Polifly Road (Hackensack Street) and what is now Moonachie Avenue, just to the west of Wood-Ridge Station on the New York and Hackensack Railroad (which eventually became part of the Erie Railroad's system). Much of the land had been owned by the Brinkerhoff family and as late as 1867 the only industry appears to have been a mill on the west bank of Berrys Creek. In 1870 real estate developer Frederick Kohbertz laid out streets and in 1897 a trolley line was built through the borough (Hughes and Hughes 1867; Walker 1876:135; Colton & Co. 1896; Van Valen 1900:85, 397; Grant 1994:29).

Through the first decade of the twentieth century, development remained confined to the east of Valley Boulevard and south of Highland Avenue—near Hackensack Street and the railroad. The land to the north of this area was dominated by greenhouses and open land. The relatively bucolic feel of Wood-Ridge was abruptly changed with the construction of the Sunshine City development starting in 1927. The approximately 1,000 dwellings built by developer Charles Reis were marketed to those in local cities, and were well-timed for the 1932 opening of the George Washington Bridge (Bromley and Bromley 1913:4, 10; Cunningham 1994:6; Helbig Sloan and Cassidy 2004:87, 95). During World War II, Wood-Ridge became home to a Curtiss-Wright factory producing engines for B-29 bombers. After the war, Wood-Ridge saw its last major residential developments of the twentieth century—most notably Wood-Ridge Heights, to the west of Twelfth Street (Helbig Sloan and Cassidy 2004:87; Martin 2011).

Figure 2. 1781 map titled “A Sketch of the Northern Parts of New Jersey,” by John Hills

Figure 3. 1849 James C. Sidney Map of Bergen County

Figure 4. 1903 USGS Topographic Map

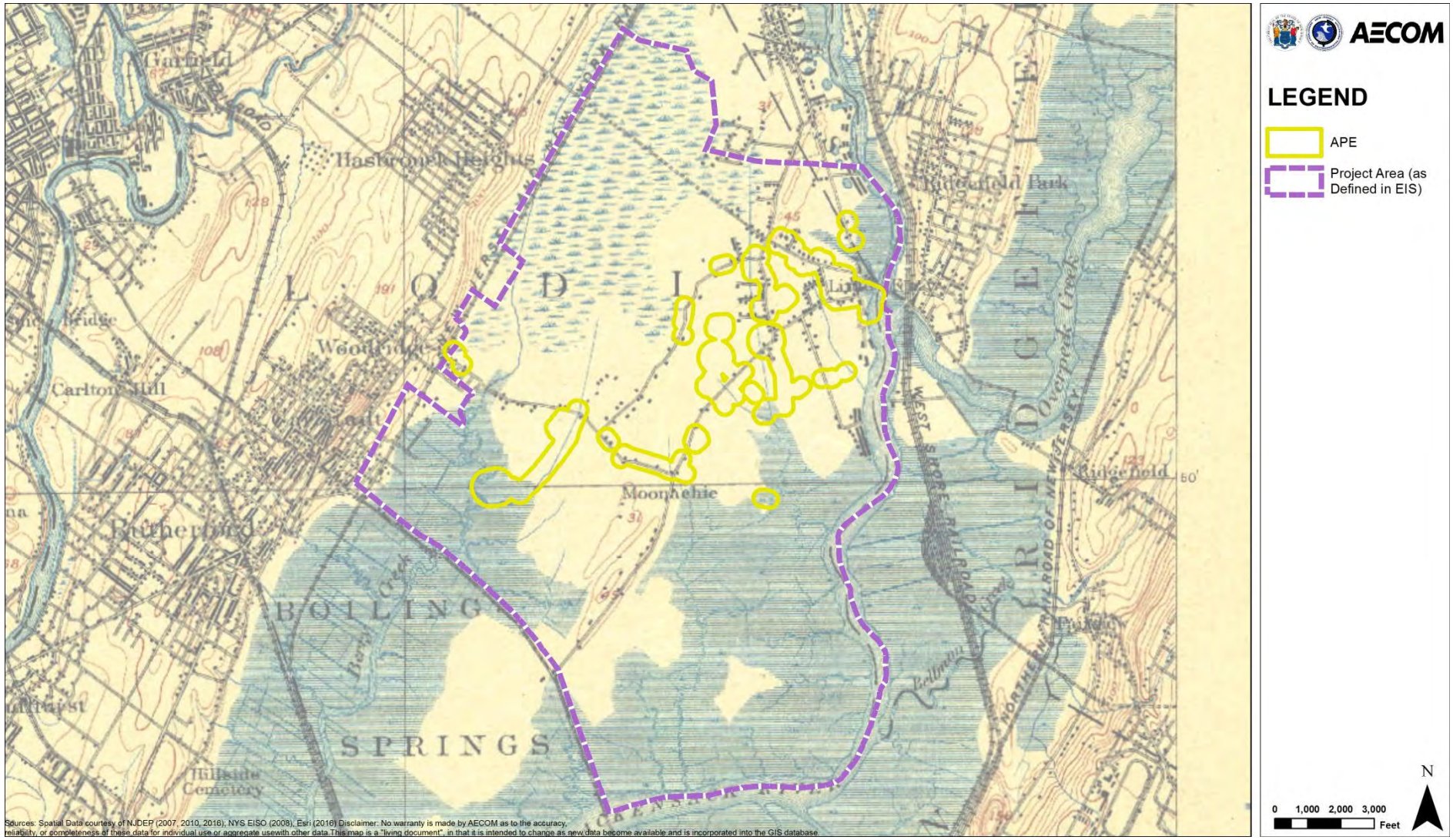


Figure 5. 1913 George W. and Walter S. Bromley's *Atlas of Bergen County. New Jersey*

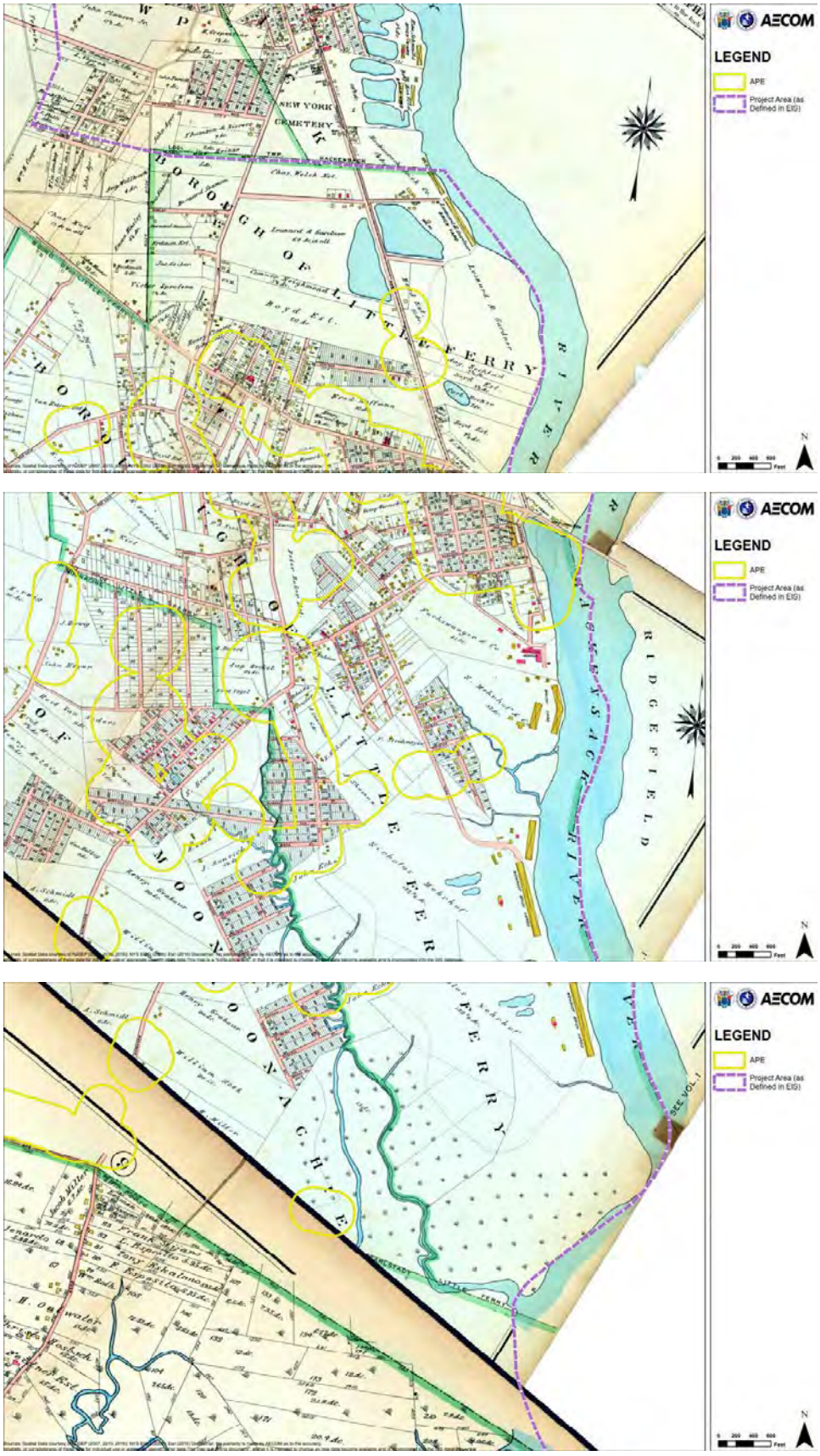


Figure 5 (continued):

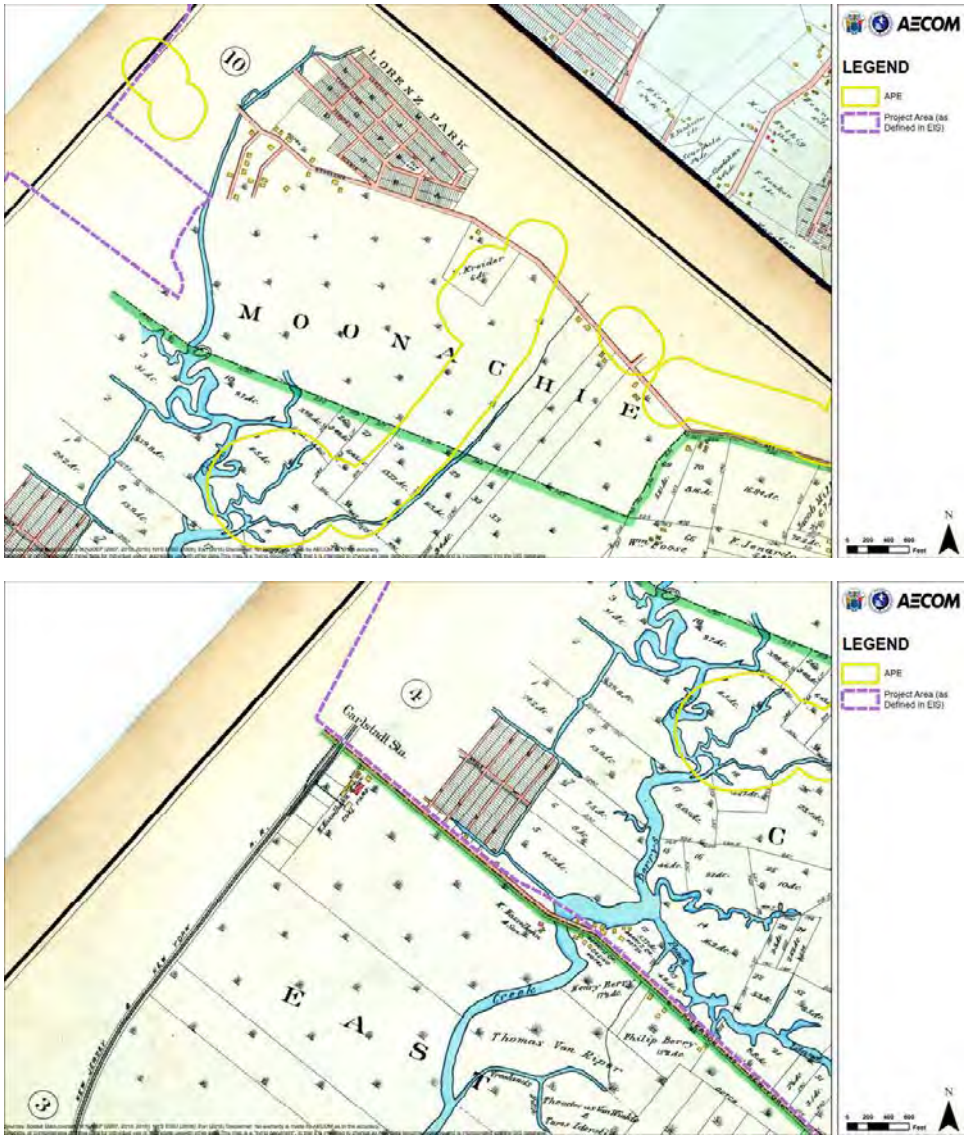
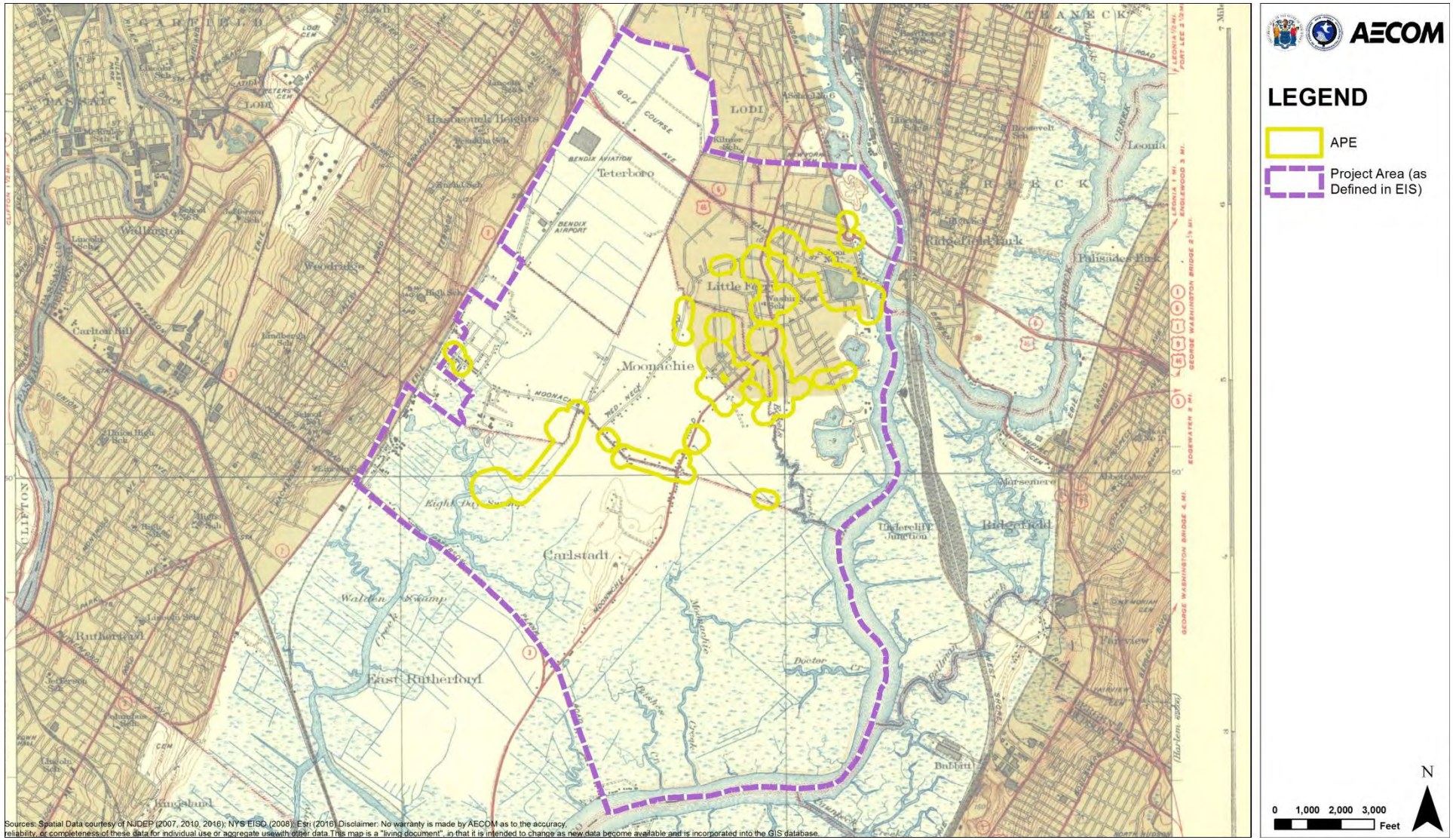


Figure 6. 1940 USGS Topographic Map



4. Data Summary and Findings

This section presents the data summary and findings of the investigation.

4.1 Description of Historic Resources in the Project Area

Background research at the NJ HPO found two previously identified historic architectural resources within the APE. The details of the findings are provided below in **Section 4.1.1**.

An examination of the NJ HPO maps identified 24 cultural resource management related documents on file that contain some level of archaeological and/or historic aboveground research undertaken within the Project Area. Most of the studies were done in support of transportation-related projects. The density of sites and aboveground resources cannot be determined because survey acreage was not consistently reported, but some of these projects covered large areas that extended well beyond the current Project Area. The studies included sensitivity analyses (Phase IA), identification-level archaeological surveys (Phase I), and evaluation-level archaeological investigations (Phase II). In some cases, Phase IA and Phase I investigations included the documentation and evaluation of historic aboveground resources.

In terms of historic-period sensitivity, Hunter Research, Inc. cites palynological studies that indicate agricultural use of the Meadowlands as early as the second quarter of the 17th century (2006). The major economic emphasis in the Meadowlands toward the end of the 17th century was the exploitation of salt hay, and Meadowland drainage projects aimed at improving their economic value began in the early 19th century. For the most part, settlement was limited to dry ground; however, Hunter Research, Inc. cautions that changes in water levels may indicate current wet areas may not have been the same throughout the historic period (2006).

Several large cultural resource studies conducted in the Project Area suggested sensitivity for both prehistoric and historic period archaeological resources. However, subsequent testing uncovered no evidence of prehistoric or historic activities and no further work was recommended (Richard Grubb & Associates, Inc. 1989, Matthews 1993, Boylan 1978). A comprehensive countywide historic sites survey was conducted for the Bergen County Office of Cultural and Historic Affairs between 1979 and 1985 (Niederer 1981). The purpose of the survey was to record buildings, streetscapes, districts, and sites of historic and architectural interest in Bergen County, a number of which are included in the Project Area. In 1999 the County began an effort to update the survey, which was completed in 2005 (Trevisan 2005).

The historic context provides an overview of the historic development and where archaeological sites may be located. Topographic and marshland conditions restricted early historical development of the Project Area. As such, early settlement was concentrated in the northeastern corner of the Project Area, where the Hackensack River facilitated access to land, and along the elevated western margin of the Project Area. Historical development within the Project Area primarily took place during the 19th and 20th centuries following extensive modifications to the salt marshes.

Prominent among the 19th and 20th century industries within the Project Area were brickworks, including the Peter Mehrhof & Brother and the Manhattan Land and Brick Company, which were located near the west bank of the Hackensack River. This location allowed access to the clay deposits necessary for the manufacture of brick, while the adjacent waterway provided transportation of the product. Wharves and docks associated with these industries were built into and adjacent to the west bank of the Hackensack River, although representation of these features on reviewed historic maps is uncommon. Other commercial ventures documented on historic maps of the Project Area include blacksmith shops, stores, taverns, and a brewery in the vicinity of the northern river crossing, at crossroads, or adjacent to primary roadways. A toll house was noted on the Hackensack River's west bank at the north river crossing, and a handful of schoolhouses were noted on the 19th and early 20th century maps of the Project Area. Remnants of these historic buildings and structures may be present, depending upon the extent of previous disturbance in the historic resource's specific location.

4.1.1 Previously Identified Historic Architectural Resources

Shortly after Hurricane Sandy in 2012, a Programmatic Agreement was issued between NJ HPO and FEMA (later expanded in 2013 to include NJ DEP and NJDCA) that exempted certain Hurricane Sandy affected areas from

Section 106 review. These areas were identified by NJ HPO and FEMA to have no historic architectural resources and are known as Historic Preservation Exclusion Green Zones (Green Zones). Historic sites, structures, and objects are not exempt. The Green Zones were delineated by NJ HPO and FEMA through windshield surveys and background research of areas where substantial Hurricane Sandy damage would require FEMA funds to remove private property (NJDCA 2016). In Bergen County, Green Zones were identified in the Boroughs of Little Ferry, Moonachie, and Carlstadt.

Based on an examination of the historic sites maps and their associated documentation on file at NJ HPO, including eligibility files and municipal and county-wide surveys and the historic properties and historic districts layers available through NJ-GeoWeb, two historic resources have been previously inventoried within the Project Area: the **Moonachie Streetscape (NJ HPO ID 10543; Identified 6/1/1981)** in Moonachie Borough and **69 Bruno Street (NJ HPO ID 10543; Identified 1/1/2005)** also in Moonachie Borough (see **Table 2** and **Figure 7**).

Table 2. Previously Identified Historic Architectural Resources

AECOM SURVEY NO.	NJ HPO ID	NAME	NRHP STATUS
--	10543	Moonachie Streetscape	Identified 6/1/1981 with 1/1/2005 update
RBDM-079	10543	69 Bruno Street	Identified 1/1/2005

Source: NJ HPO

The **Moonachie Streetscape** is a 17-property historic residential streetscape along Moonachie Road that forms the gateway to Moonachie Borough at its border with Little Ferry (**Figure 7; Plates 1-2**). This historic streetscape was first identified in the 1980-1981 *Bergen County Historic Sites Survey* as part of an eight-block area bounded by Albert Street, Joseph Street, Moonachie Road, and the Little Ferry Border and later in the reduced two-block Moonachie Road/Ramella Avenue area identified in the 2005 update (Niederer 1981:7; Trevisan 2005). The streetscape area is comprised of modest, one-and-one-half and two-story, end gable, brick and frame structures constructed during the first quarter of the 20th century. Their roof form, raised basements, consistent setbacks and regular rhythm of one-story front porches lend a cohesive feeling to the northeastern-most end of Moonachie Road. To date, the historic streetscape has not been assessed for historic district potential; thus, a Historic District Overlay form and Eligibility Worksheet are provided in **Attachment B**. Per NJ HPO's *Guidelines* for regulatory surveys, Attachments and Eligibility Worksheets for those properties within the APE are also included.

The residential dwelling at **69 Bruno Street** was individually identified in the 2005 update of the *Bergen County Historic Sites Survey* (Trevisan 2005) (**Figure 7; Plates 3-4**). The one-and-a-half story, end-gable, brick dwelling at 69 Bruno Street was constructed ca. 1911 in in the Washington Gove / Washington Park neighborhood of Moonachie Borough. With its unpainted red brick walls and tan brick accents, it stands on a corner lot among largely circa 1980 split-level frame dwellings as a distinctive and easily recognizable remnant of an earlier era of development. The building features a three-bay façade with a side entry set beneath a non-original projecting portico. Fenestration includes single and paired one-over-one double-hung replacement sash set within segmental arch openings. The brick walls are laid in a common bond pattern with deeply recessed joints. The roof is clad in asphalt and includes a non-original single hip dormer on the east roof slope. To date, the property's eligibility has not been assessed for eligibility to the SRHP/NRHP; thus, a full survey form and Eligibility Worksheet are provided in **Attachment B**.

Figure 7. Previously Identified Historic Architectural Resources

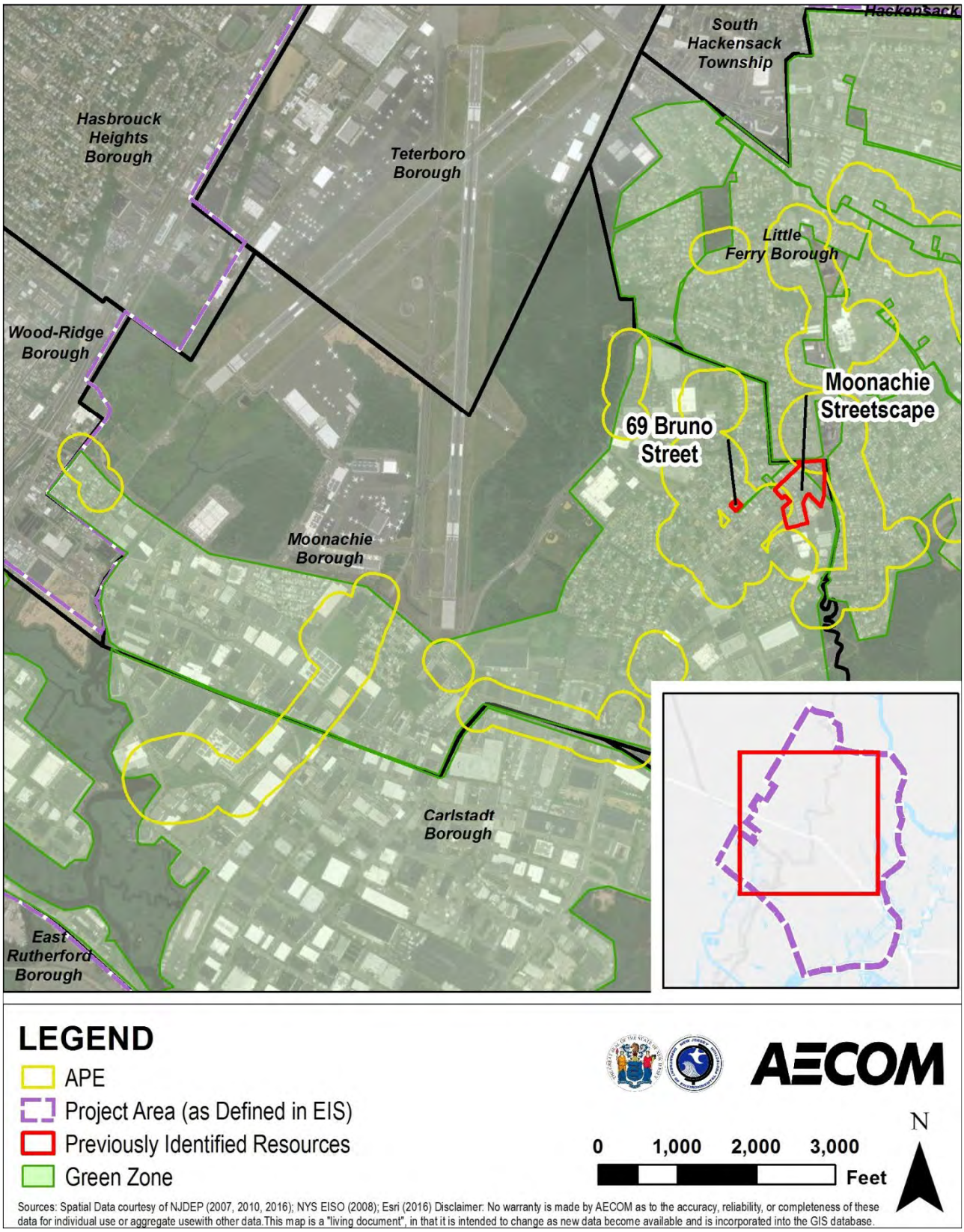


Plate 1. View of the Moonachie historic streetscape, looking south along Moonachie Road at the entrance to Moonachie Borough.

Plate 2. View of the Moonachie historic streetscape, looking west along Moonachie Road.

Plate 3. The ca. 1911 dwelling at 69 Bruno Street in Moonachie Borough, view looking northwest.

Plate 4. View of the northwest intersection of Bruno Street and West Park Street in Moonachie Borough, looking west toward 69 Bruno Street.

4.1.2 Newly Identified Historic Architectural Resources

After a review of the background research, two qualified Architectural Historians conducted a reconnaissance field survey within the APE on October 11, 2017 followed by additional intensive-level field survey on April 10, 2018. The reconnaissance survey identified 30 historic resources over 45 years of age within the APE (see **Table 3** and **Figure 8**). Base Survey Forms for each of the resources were prepared and can be found in **Attachment B**. Of the 30 resources, six were elevated for intensive-level survey based on an understanding of their relevant historic context, potential for historic significance, and integrity. A Bridge Attachment and Eligibility Worksheet were also prepared for the Rail Bridge over East Riser Ditch (RBDM-077) due to its planned removal as part of the undertaking.

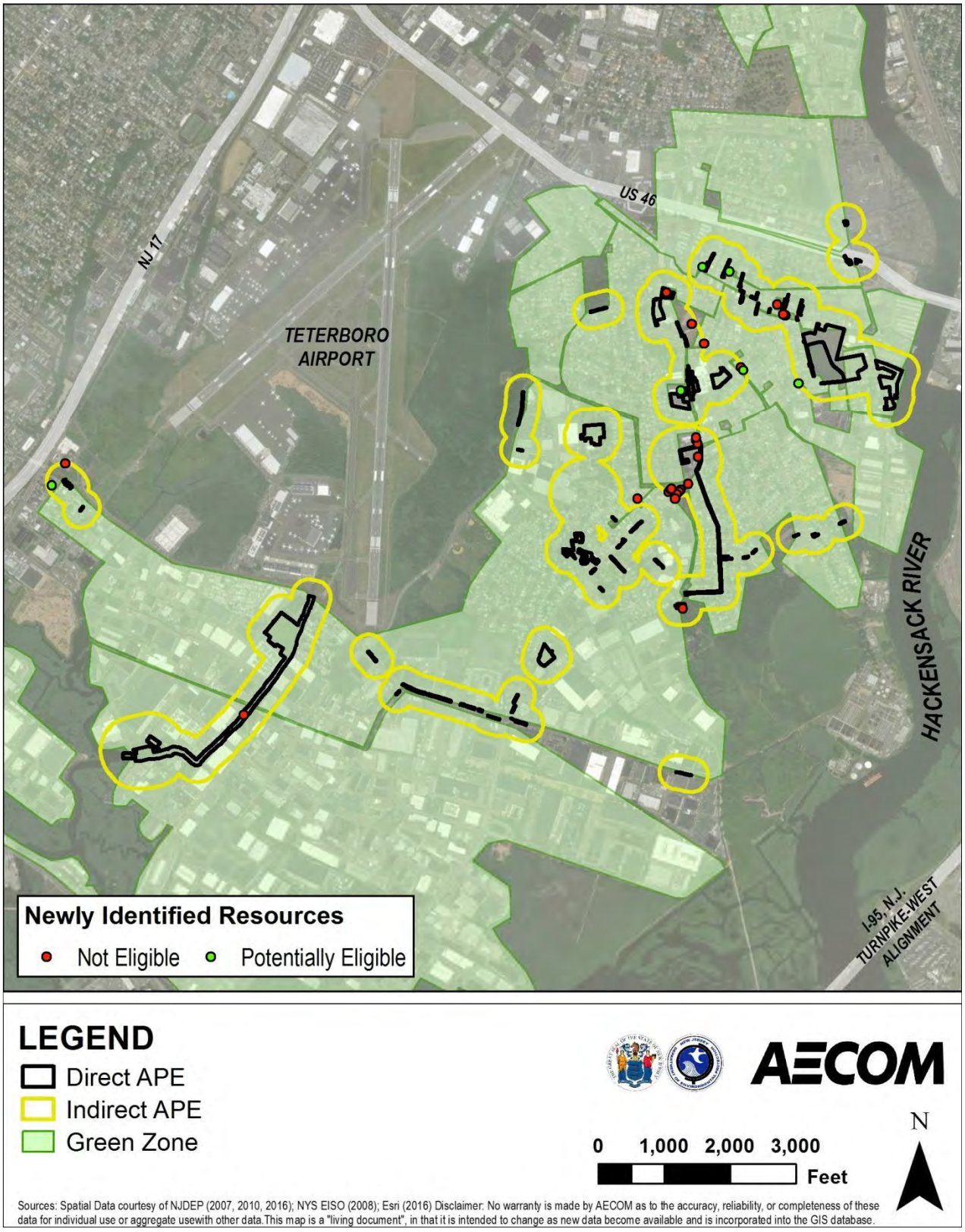
Table 3. Newly Identified Historic Architectural Resources

AECOM SURVEY NO.	RESOURCE NAME	LOCATION	TAX PARCEL NO.	TOWNSHIP / BOROUGH	YEAR BUILT	ELIGIBILITY RECOMM.
RBDM-008	29 Bruno Street	29 Bruno Street	0237_12_11	Moonachie	c. 1930	Not Eligible
RBDM-012	150 Route 46 West	150 Route 46 West	0230_5.01_11	Little Ferry	c. 1965	Not Eligible
RBDM-013	Little Ferry Free Public Library	239 Liberty Street	0230_38_28	Little Ferry	1929	Not Eligible
RBDM-014	JS Popper Inc / Material Imports	200 Liberty Street	0230_50_27	Little Ferry	c. 1955	Not Eligible
RBDM-015	20 Kavrik Street	20 Kabrik Street	0230_51_2	Little Ferry	c. 1910	Not Eligible
RBDM-016	59 Marshall Avenue	59 Marshall Avenue	0230_62_7	Little Ferry	c. 1860	Not Eligible
RBDM-017	55 Marshall Avenue	55 Marshall Avenue	0230_62_9	Little Ferry	c. 1894	Potentially Eligible / Research Recommended
RBDM-018	American Sokol Little Ferry	9-13 Garden Street	0230_17_5	Little Ferry	1911	Potentially Eligible / Research Recommended
RBDM-019	Louis C L'Heureux Real Estate	208 Main Street	0230_15_4	Little Ferry	1909	Potentially Eligible / Research Recommended
RBDM-020	Meyer's Auto Body	111 Main Street	0230_43_22	Little Ferry	c. 1925	Not Eligible
RBDM-021	119 Main Street	119 Main Street	0230_43_23	Little Ferry	1928	Not Eligible
RBDM-022	Little Ferry Hook & Ladder Co	124 Main Street	0230_19_6	Little Ferry	1923	Not Eligible
RBDM-023	Schulz Homestead	96 Washington Avenue	0230_57_7.01	Little Ferry	c. 1890	Potentially Eligible / Research Recommended
RBDM-024	Washington School	123 Liberty Street	0230_64_6	Little Ferry	1914	Potentially Eligible / Research Recommended
RBDM-025	59 Liberty Street	59 Liberty Street	0230_76_1.01	Little Ferry	c. 1880	Not Eligible
RBDM-026	55 Liberty Street	55 Liberty Street	0230_76_2	Little Ferry	c. 1915	Not Eligible
RBDM-027	63 Liberty Street	63 Liberty Street	0230_74_18	Little Ferry	c. 1915	Not Eligible
RBDM-028	Law Offices of Dennis J Francis / Cronin Hardwood Floors	37 Liberty Street	0230_76_4	Little Ferry	c. 1900	Not Eligible
RBDM-029	2 Liberty Street	2 Liberty Street	0230_100_10.01	Moonachie	c. 1890	Not Eligible
RBDM-030	5 Moonachie Road	5 Moonachie Road	0237_18_1	Moonachie	c. 1910	Not Eligible
RBDM-031	7 Moonachie Road	7 Moonachie Road	0237_18_2	Moonachie	c. 1910	Not Eligible

AECOM SURVEY NO.	RESOURCE NAME	LOCATION	TAX PARCEL NO.	TOWNSHIP / BOROUGH	YEAR BUILT	ELIGIBILITY RECOMM.
RBDM-032	9 Moonachie Road	9 Moonachie Road	0237_18_3.01	Moonachie	c. 1910	Not Eligible
RBDM-033	12 Moonachie Road	12 Moonachie Road	0237_12_3	Moonachie	c. 1910	Not Eligible
RBDM-034	8 Moonachie Road	8 Moonachie Road	0237_12_2	Moonachie	c. 1910	Not Eligible
RBDM-035	6 Moonachie Road	6 Moonachie Road	0237_12_1	Moonachie	c. 1910	Not Eligible
RBDM-036	Nick's Towing Service	209 Berger Street	0269_302_5	Wood-Ridge	c. 1960	Not Eligible
RBDM-037	Praxair / Peter Brooks Stone Works	179-185 Berger Street	0269_282_2	Wood-Ridge	c. 1960	Potentially Eligible / Research Recommended
RBDM-076	Losen Slote Tide Gate	Birch Street at Losen Slote Creek	0230_105.02_16	Moonachie	c. 1925	Not Eligible
RBDM-077	Rail Bridge over East Riser Ditch	Amor Avenue at East Riser Ditch	0205_123_26.01	Carlstadt	c. 1960	Not Eligible
RBDM-078	11 Moonachie Road	11 Moonachie Road	0237_18_3.02	Moonachie	c. 2004	Not Eligible

Figure 8. Newly Identified Historic Architectural Resources.

Note: To view at a larger scale, see map series in Attachment A.



4.2 Evaluation of Eligibility

Intensive-level survey was conducted for: 1) the previously identified Moonachie Streetscape and 69 Bruno Street because neither have been assessed for eligibility to the SRHP/NRHP; 2) the six newly identified resources that were deemed potentially eligible during the reconnaissance field survey; and 3) the Rail Bridge over East Riser Ditch due to its planned removal as part of the undertaking. These resources are discussed below and the NJ HPO inventory forms are included in **Attachment B**.

All resources were evaluated using the NRHP eligibility criteria (36 CFR Section 60.4) as outlined in the National Park Service's (1995) *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*. The criteria for evaluation are described in **Section 2.3**.

4.2.1 Previously Identified Historic Architectural Resources

Moonachie Streetscape (Moonachie Borough, Bergen County)

The Moonachie Streetscape is comprised of 17 residential properties built during a modest development boom in the Washington Gove / Washington Park neighborhood that lasted from the 1910 founding of Moonachie as an independent municipality through 1918 when residential construction waned. The resources border the historic Moonachie Road between the boundary of Little Ferry Borough and East Joseph Street in Moonachie Borough. Four of the 17 contributing resources retain enough integrity to be considered key contributing resources. Four non-contributing properties exist within the boundaries of the linear district.

The Moonachie Streetscape lacks sufficient integrity and cohesion throughout Moonachie Road to fully convey its history as an early 20th century, vernacular residential historic district. Incompatible alterations include vinyl siding, vinyl windows, altered porches and porch elements (no original porch floors survive), and unsympathetic modern infill. In some cases decades of modifications have obscured or eliminated character-defining features and historic materials. Although the single block between Little Ferry and Broad Street is, perhaps, the most intact example of early 20th century residential vernacular architecture in Moonachie, it lacks overall integrity of design, materials, and workmanship as well as cohesion with the rest of the streetscape. The streetscape setting enables the cluster of properties to maintain integrity of location and setting; however, piecemeal modifications to individual properties has resulted in diminished integrity of association and feeling, deepening a schism between the individual resources and their collective history. As such, the Moonachie Streetscape is not recommended eligible for listing in the SRHP/NRHP as a historic district. For additional information, see the survey form in **Attachment B**.

RBDM-079: 69 Bruno Street (Moonachie Borough, Bergen County)

The one-and-a-half story, end-gable, side hall plan, brick dwelling at 69 Bruno Street was constructed ca. 1911 in in the Washington Gove / Washington Park neighborhood of Moonachie Borough. The building features a three-bay façade with a side entry set beneath a non-original projecting portico. Fenestration includes single and paired one-over-one double-hung vinyl sash set within the original wood frames. The brick walls are laid in a common bond pattern with deeply recessed joints and tan brick that accents the façade at the corners, roofline, and window and door openings. The roof is clad in asphalt and includes a non-original single hip dormer on the east roof slope.

With its unpainted red brick walls and tan brick detailing, it stands on a corner lot among largely circa 1980 split-level frame dwellings as a distinctive and easily recognizable remnant of the Washington Gove / Washington Park neighborhood developed by Ernest Bruno and associated with a potential historic context of brick manufacturing in Little Ferry and Moonachie Boroughs. Primary and secondary research did not reveal local, state, or regional significance sufficient for listing in the SRHP or NRHP. Non-original features such as the entrance portico, dormer, and replacement vinyl windows also contribute to diminished integrity of design and materials. While locally important, 69 Bruno Street is not recommended eligible for listing in the SRHP/NRHP. For additional information on the property, see the survey form in **Attachment B**.

4.2.2 Newly Identified Historic Architectural Resources

RBDM-017: 55 Marshall Street (Little Ferry Borough, Bergen County)

The two-story, end-gable, side hall plan, painted brick dwelling at 55 Marshall Street was constructed ca. 1894 in a residential neighborhood of Little Ferry Borough composed largely of late 19th and early 20th century frame structures (**Plate 5**). During the reconnaissance field survey, the current property owner provided anecdotal information indicating the dwelling was the work of a master bricklayer. Intensive-level survey revealed the structure was built by a local brickmaker and inhabited by Czech immigrants. Though the structure at 55 Marshall Avenue is one of the only masonry dwellings along the unit block of Marshall Street and is distinctive for the modest brick pattern work along the cornice, its integrity has been diminished by subsequent alterations and additions, particularly a ca. 1990 gable roof and ca. 1953 rear addition. Alterations also include the addition of a portico at the main entrance, replacement windows and doors, and the infill of multiple window openings. These alterations and additions compromise the property's integrity of design, materials, workmanship, and feeling. In consequence, the property is not recommended eligible for listing in the SRHP or NRHP. For additional information on 55 Marshall Street, see the survey form in **Attachment B**.

Plate 5. The ca. 1894 brick dwelling at 55 Marshall Street in Little Ferry, looking south.

RBDM-018: American Sokol of Little Ferry (9-13 Garden Street, Little Ferry Borough, Bergen County)

The American Sokol of Little Ferry (Sokol) is a front-gabled, two-and-a-half story social hall facing northwest onto Garden Street (**Plate 6**). The main building, built in 1911, was designed in the Greek Revival-style and the façade features a full, denticulated pediment. Brick pilasters, which flank the façade, are still visible above the addition. The main building houses the tělocvična, or gymnasium, which sits above a lower hall. A ca. 1960 one story brick addition covers the original 1911 façade and currently serves as the primary entrance to the Sokol.

The Sokol maintains its historic function as a gymnastics club and social hall with ties to the local Czechoslovakian community in Little Ferry. Background research and field investigation indicates the Sokol is significant under Social History, which includes the growth of the of the Czech immigrant community in Little Ferry, Bergen County, New

Jersey in the late nineteenth and early twentieth century. It is also significant under Ethnic Heritage: European for its association with the international Sokol movement, a Czech nationalist organization that fostered the diffusion of Czechoslovakian ideologies to American communities.

The resource retains integrity of location and setting as it has existed in the same location for over a century, occupying a property reserved for Sokol purposes since 1896. Though modified, the resource still conveys the legacy of a large social hall bridging the gap between immigrant and native populations in a small, industrial town. While the one story brick addition appears to diminish integrity of design by obscuring part of the original Greek Revival façade, the modification occurred during the period of significance (1911-1961) and reflects the building's need to adapt to support the ongoing function of a growing community in the mid-twentieth century. Overall, the Sokol is considered to have significance and sufficient integrity to supports its eligibility for listing in the SRHP/NRHP under Criterion A.

Despite the scope of the Sokol organization across the United States and its significance for the immigrant Czech population in the early twentieth century, Sokol Halls embody a scarce building typology that is sparsely represented on the NRHP. The NRHP database lists only four Sokols in the entire country, and none of those are located in New Jersey. For additional information on the American Sokol of Little Ferry, see the survey form in **Attachment B**.

Plate 6. The 1911 American Sokol of Little Ferry, looking east.

RBDM-019: Louis C. L'Heureux Real Estate (228 Main Street, Little Ferry Borough, Bergen County)

The two-story brick corner commercial building situated along Little Ferry's Main Street includes a 1909 main block and ca. 1915 one-story brick side addition (**Plate 7**). The main block is a four bay wide Late Victorian style structure that features a full width storefront that wraps the southwest façade and retains integrity. The building is capped by a flat roof that is articulated by a wood dentil cornice and triangular corbelled brick detailing. The current owners, Louis C. and Elizabeth L'Heureux, have operated the property as a Real Estate office since 1972. Background research and field investigation determined that the Louis C. L'Heureux Real Estate property is not eligible for listing in the SRHP or NRHP. There is no indication that the property is associated with events that have contributed to broad patterns of local or regional history. While it contributes to the character of Little Ferry's historic Main Street, the

building lacks distinctive characteristics that would make it an outstanding example of its type. For additional information on 228 Main Street, see the survey form in **Attachment B**.

Plate 7. The 1909 Louis C. L'Heureux Real Estate building at the corner of Main and Charles Streets in Little Ferry Borough, looking north.

RBDM-023: Schulz Homestead (96 Washington Avenue, Little Ferry Borough, Bergen County)

The ca. 1890 dwelling known as the Schulz Homestead is an asymmetrical, two-and-a-half story dwelling designed in a restrained Queen Anne style (**Plate 8**). The lower two stories are clad in wooden clapboard siding, while wooden shingles cover the uppermost half-story. Fenestration is composed of original or early wood, one-over-one, double-hung sash. The cross-gabled roof, which includes a steeply pitched front-facing gable on the primary elevation, is clad in replacement asphalt shingles. The building currently stands in stable but fair condition.

The dwelling was home to the Schulz family for over a century, having likely been built just prior to the ownership of Carl Schulz in 1894 and remaining with family members until its sale to an outside party in 2017. Research revealed that the dwelling was well known throughout the community for being the first home in Little Ferry to have running water as well as the first property to have a swimming pool in the area.

Although the dwelling retains integrity of location, design, and materials and is of local import, it lacks sufficient significance to qualify for listing in the NRHP. In addition, substantial changes to the parcel, which today encompasses less than a quarter of its original size, significantly alters the context as land originally dedicated to subsistence agriculture and associated with the Schultz homestead has been eradicated through subdivision – altering integrity of location, setting, feeling and association. As such, the Schulz Homestead is not recommended eligible for listing in the SRHP/NRHP. For additional information on the Schulz Homestead, see the survey form in **Attachment B**.

Plate 8. The ca. 1890 Schulz Homestead at 96 Washington Avenue in Little Ferry Borough, looking north.

RBDM-024: Washington Elementary School (123 Liberty Street, Little Ferry Borough, Bergen County)

Washington Elementary School is a two story, brick elementary school designed by architect Ernest Sibley -- a leading school architect in the second decade of the 20th century in the Mid-Atlantic region (**Plate 9**). Built in 1914, Washington School was one of Sibley's early and more modest school projects. The Colonial Revival facade features five bays with a projecting central bay and Flemish bond brick work accented by cast stone details. The original primary entrances flank the central bay. Each entrance features an arched, cast stone, colonial revival surround with pilasters and a Doric entablature topped with decorative iron fencing. The entrances were originally separated by gender, with "Girls" and "Boys" inscribed over the entrances. The structure currently has a flat roof with a parapet covered in sheet metal flashing. This roof form dates to 1971. Research revealed that the original structure featured a cross gable roof with brick gables, cast stone coping, and circular windows in each gable.

Washington Elementary School is a regionally important structure due to its association with prominent school architect Ernest Sibley. The school represents an early commission for Sibley and showcases the development of his trademark Colonial Revival style. Nevertheless, in the final analysis, various alterations have diminished the building's integrity. These alterations include the removal of the stepped cross gable, replacement of the doors and windows in the original portion of the structure with modern replacements, and infill of the original arched transom lites. The integrity of the façade was further degraded by the instillation of air-conditioning cut into the brick below the windows on the first and second floor. The culmination of these alterations is a loss of integrity and ineligibility for listing in the SRHP/NRHP. For additional information on the Washington Elementary School, see the survey form in **Attachment B**.

Plate 9. The 1914 Washington Elementary School at 123 Liberty Street in Little Ferry Borough, looking northwest. The building was designed by noted school architect Ernest Sibley.

RBDM-037: Praxair / Peter Brooks Stone Works (179-185 Berger Street, Wood-Ridge Borough, Bergen County)

The two buildings that comprise the Praxair/Peter Brooks Stone Works are identical, low-slung mid-20th century Modernistic style commercial buildings situated on the fringes of a suburban development in Wood-Ridge (**Plate 10**). Both sections of the building are capped by a flat roof with replacement metal flashing. The exterior walls are cream colored brick set in a running bond pattern. The front façade (southeast elevation) has a centrally located replacement storefront entrance with transom and sidelights. The center bay of the façade projects slightly and is flanked by two engaged piers. This bay is covered with a simulated masonry product and capped with a concrete coping. The windows throughout the building are original metal windows. At the front façade, the windows are single hung, two-over-one ribbon windows that wrap the building corners and extend to the northeast and southwest elevations.

Constructed ca. 1960, the buildings have undergone few changes in form and have no additions, although the facades have been altered with new storefront entries. The building at 185 has been altered with new garage doors. The Praxair/Peter Brooks Stone Works property contains elements of this style, but is not a strong or exceptional example of the modernistic style of architecture popular during the 1940s and 1950s. The buildings are still being used for light industrial purposes and retain integrity of feeling, as well as location and setting. Ultimately, archival research and field investigation determined that the Praxair/Peter Brooks Stone Works property is not eligible for listing in the SRHP/NRHP. For additional information on the Praxair/Peter Brooks Stone Works, see the survey form in **Attachment B**.

Plate 10. The ca. 1960 façade of 179 Berger Street (part of the Praxair/Peter Brooks Stone Works), view northwest.

RBDM-077: Rail Bridge over East Riser Ditch (Carlstadt Borough, Bergen County)

The Rail Bridge over East Riser Ditch was constructed ca. 1960 in Carlstadt Borough with ties to the rapid industrialization of the Carlstadt and Moonachie boroughs in the 1950's and 60's. It is located in a light industrial and warehouse district situated south of Teterboro Airport and north of the Meadowlands Sports Complex (**Plate 11**). The bridge crosses East Riser Ditch -- a shallow, manmade drainage channel that flows into Berry's Creek and empties into the Hackensack River.

The Rail Bridge over East Riser Ditch is a deck girder bridge. The girders are comprised of two rolled steel I-beams, which rest on massive timber abutments. The abutments are reinforced with steel tie rods that connect into the stone foundation behind the timber abutments. Closely spaced timber crossties rest directly on the steel girders. This foundation supports two sets of tracks, which are fastened to the timber crossties with spikes. Several timber crossties project over the girders forming beams for the attachment of the cantilevered, metal grate pedestrian walkways that flank the bridge deck. An additional walkway grate is located between the tracks. Hand rails constructed of steel pipe are also mounted to the projecting cross ties. Additional rigidity for the tracks is provided by timber blocking between the crossties, and metal bars bolted to the cross ties parallel to the tracks.

The bridge is of a common vernacular design, with steel I-beam girders supporting the timber crossties of the rail track. It does not embody distinctive characteristics of a type, period, or method of construction and lacks the necessary significance and integrity to qualify for listing in the SRHP/NRHP. For additional information on the Rail Bridge over East Riser Ditch, see the survey form in **Attachment B**.

Plate 11. The ca. 1960 Rail Bridge at East Riser Ditch, view south.

5. Preliminary Effects Assessment

As discussed in **Section 2.4**, an adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the NRHP in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance, or be cumulative (36 CFR Section 800.5(a)(1)). Effects can consist of physical and visual effects, auditory or vibrational effects, and changes in the way the land or historic properties are used. Effects can be beneficial as well as adverse.

The preliminary effects assessment presented in this section is based on the project plans developed to date, January 2018. If the project plans change, such as additional locations or types of mitigation measures or relocation of pump stations, effects to historic properties will need to be reassessed and Attachment studies will be submitted to NJ HPO for review and comment.

There are no SRHP/NRHP-listed or eligible historic properties or districts within the APE. One newly-identified historic architectural resource is recommended as eligible for listing in the SRHP and NRHP: the **American Sokol Little Ferry (RBDM-018)**. A preliminary effects assessment for this resource is provided in the following subsections' however, the findings will depend on the final review and comment from NJ HPO on the eligibility recommendation.

5.1 Assessment of Effects

The undertaking includes removal of the **Rail Bridge over East Riser Ditch (Plate 11; RBDM-077)** and two nearby culverts (**Plates 12 and 13**), as well as the remnants of the **Losen Slote Tide Gate (Plate 14; RBDM-076)**. Neither the bridge nor the remnant tide gate is recommended eligible for the SRHP/NRHP; as a result, no historic properties would be affected as a result of these removals.

A portion of the undertaking will be constructed within 25 feet of the boundaries of the recommended SRHP/NRHP eligible **American Sokol Little Ferry (RBDM-018)**, but will have no adverse effect on the historic property or its setting. The proposed project activity consists of construction of an approximately 200-foot long subsurface stormwater storage trench directly to the west, running along the opposite side of Garden Street (**Figure 8; Plates 15-16**). No buildings or structures would be damaged or destroyed and no trees or vegetation are proposed for removal within the property boundaries. In 2012, the building experienced significant water inundation during Hurricane Sandy. Three to four feet of flood water caused an estimated $64,000 worth of damage to the building's historic lower hall. Since the construction activities from the undertaking will ultimately serve to improve stormwater storage capacity and filtration near the historic resource and thereby reduce its flood vulnerability, the project will ultimately have a potentially long-term, beneficial effect on the historic resource.

Plate 12. Culvert carrying Commercial Avenue over East Riser Ditch, view southwest.

Plate 13. Culvert carrying Amor Avenue over East Riser Ditch, view northeast.

Plate 14. Remains of the Losen Slote Tide Gate at Losen Slote Creek, view north.

Figure 8. Detail of proposed project plans, showing proximity of proposed stormwater storage trench to the American Sokol Little Ferry (RBDM-018).

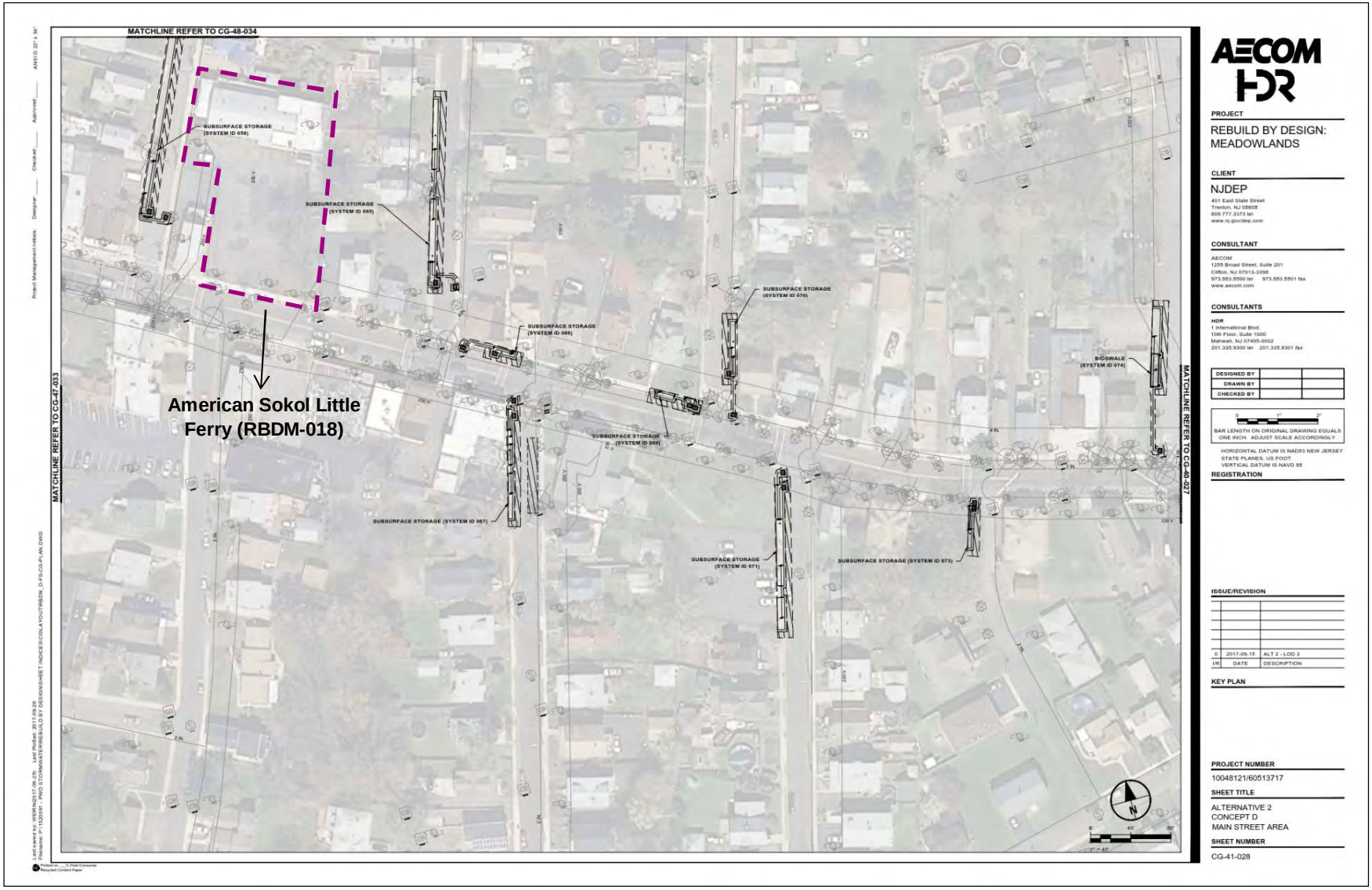


Plate 15. View north along Garden Street, showing approximate location of proposed stormwater storage trench.

Plate 16. View south along Garden Street, toward Main Street, showing approximate location of proposed stormwater storage trench.

6. Conclusion

A total of 31 historic architectural resources and one potential historic district were documented within the APE as part of this study. Of those 32 resources, no existing SRHP/NRHP listed resources or districts are within the APE. One previously identified historic streetscape (**Moonachie Streetscape**) and one previously identified historic architectural resource (**69 Bruno Street; RBDM-079**) were determined to be within the APE. Eligibility assessments for both resources were conducted as part of this study and neither is recommended eligible for the SRHP/NRHP.

A total of 30 newly identified historic resources were recorded during the reconnaissance field survey. Of those 30 resources, a total of six were identified as research recommended/potentially eligible and subsequently surveyed at the intensive level. In the final analysis, one is recommended eligible for listing in the SRHP and NRHP: **the American Sokol Little Ferry (RBDM-018)**.

Following survey and evaluation, a preliminary assessment of effects determined that the undertaking, as designed in January 2018, will not adversely affect the American Sokol Little Ferry. Given the proximity of the proposed underground storage trench and staging area to the historic building, vibration and noise monitoring may be warranted during the construction phase to protect the resource from unforeseen damage.

No additional work is recommended unless project plans or designs change, in which case, it is recommended that subsequent studies be conducted as necessary and an Attachment report be prepared with the changes and submitted to NJ HPO for review and comment.

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Attachment A Project Area Maps – Historic Architectural Resources

RBDM-019
RBDM-018
RBDM-022
RBDM-013
RBDM-021
RBDM-014
RBDM-020
RBDM-015
RBDM-016
RBDM-017
RBDM-023
RBDM-024

Sources: Spatial Data courtesy of NJDEP (2007, 2010, 2016); NYS EISO (2008); Esri (2016) Disclaimer: No warranty is made by AECOM as to the accuracy, reliability, or completeness of these data for individual use or aggregate usewith other data.This map is a "living document", in that it is intended to change as new data become available and is incorporated into the GIS database.

AECOM

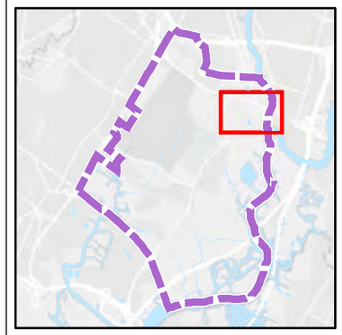
LEGEND

- Direct
- Above-Grade Indirect APE
- At- or Below-Grade Indirect APE
- Proposed Pump Station
- Green Zone

Newly Identified Resources

- Not Eligible
- Potentially Eligible

Project Area



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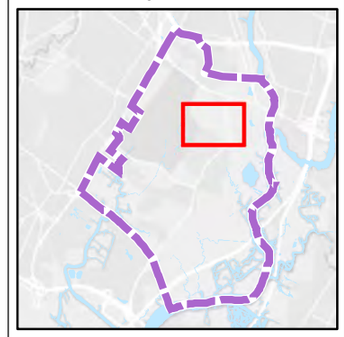

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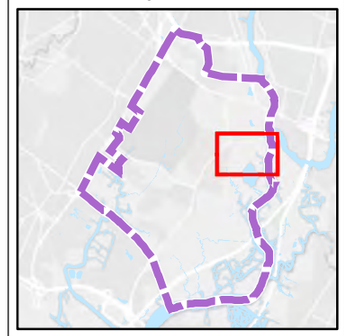
Project Area



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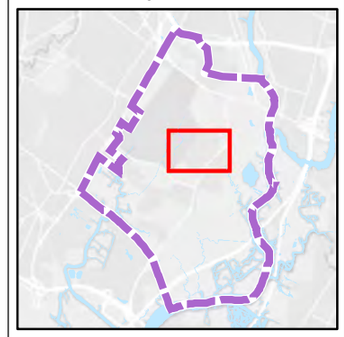

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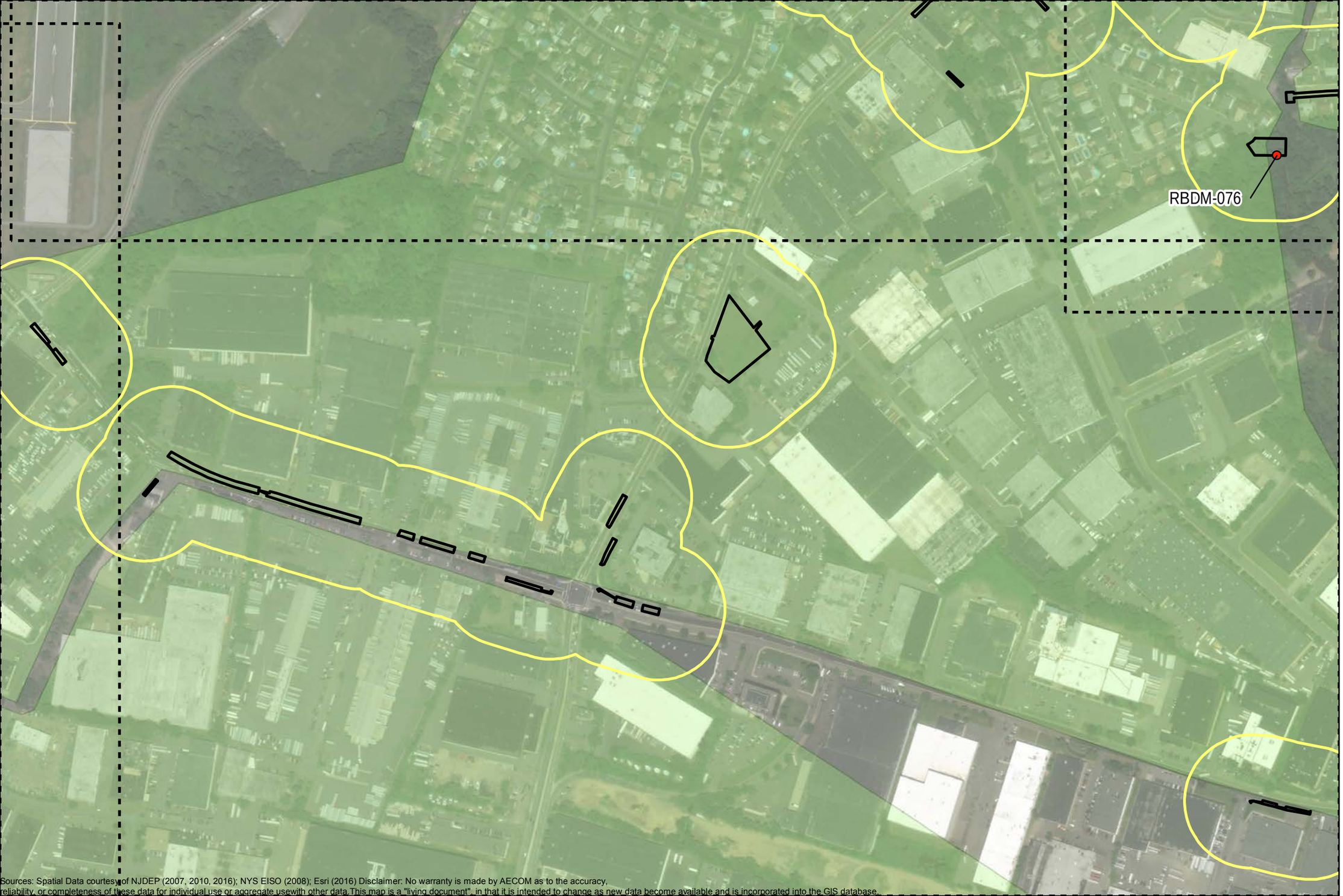

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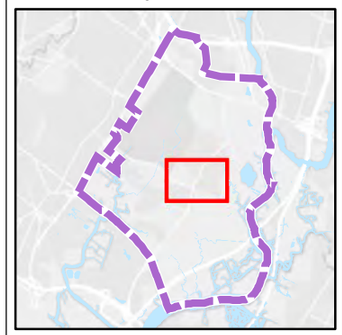

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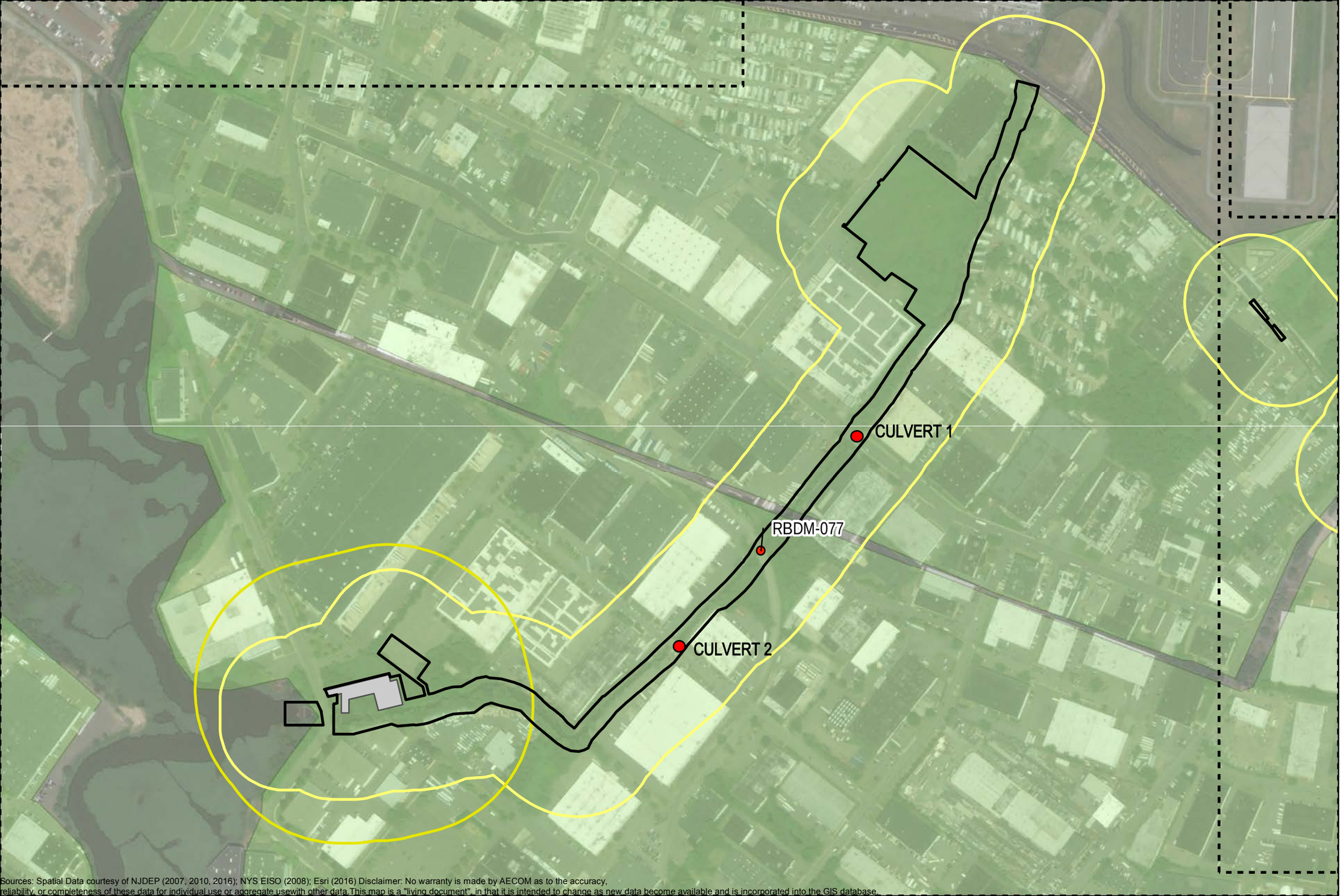

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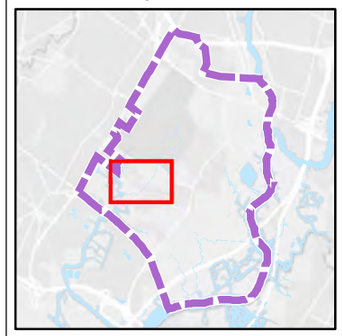

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Project Area

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Feet

Attachment B NJ HPO Inventory Forms

RBDM-008	29 Bruno Street, prepared by Samantha Kuntz, 05/05/2017
RBDM-013	239 Liberty Street, prepared by Benjamin Buckley, 05/08/2018
RBDM-014	200 Liberty Street, prepared by Benjamin Buckley, 05/08/2018
RBDM-015	20 Kravik Street, prepared by Benjamin Buckley, 05/08/2018
RBDM-016	59 Marshall Street, prepared by Benjamin Buckley, 05/08/2018
RBDM-017	55 Marshall Street, prepared by Samuel Pickard, 12/01/2017
RBDM-018	American Sokol Little Ferry, prepared by Samantha Kuntz, 12/05/2017
RBDM-019	Louis C. L'Heureux Real Estate, prepared by Nicole McKairnes, 11/28/2017
RBDM-020	111 Main Street, prepared by Benjamin Buckley, 05/08/2018
RBDM-021	119 Main Street, prepared by Benjamin Buckley, 05/08/2018
RBDM-022	124 Main Street, prepared by Benjamin Buckley, 05/08/2018
RBDM-023	Schulz Homestead, prepared by Samantha Kuntz, 12/01/2017
RBDM-024	Washington Elementary School, prepared by Benjamin Buckley, 11/28/2017
RBDM-025	59 Liberty Street, prepared by Benjamin Buckley, 05/08/2018
RBDM-026	55 Liberty Street, prepared by Benjamin Buckley, 05/08/2018
RBDM-027	63 Liberty Street, prepared by Benjamin Buckley, 05/08/2018
RBDM-028	37 Liberty Street, prepared by Benjamin Buckley, 05/08/2018
RBDM-029	2 Liberty Street, prepared by Benjamin Buckley, 05/08/2018
RBDM-030	5 Moonachie Road, prepared by Benjamin Buckley, 05/08/2018
RBDM-031	7 Moonachie Road, prepared by Benjamin Buckley, 05/08/2018
RBDM-032	9 Moonachie Road, prepared by Benjamin Buckley, 05/08/2018
RBDM-033	12 Moonachie Road, prepared by Samantha Kuntz, 05/07/2018
RBDM-034	8 Moonachie Road, prepared by Samantha Kuntz, 05/07/2018
RBDM-035	6 Moonachie Road, prepared by Samantha Kuntz, 05/07/2018
RBDM-036	205 Berger Street, prepared by Benjamin Buckley, 05/08/2018
RBDM-037	Praxair/Peter Brook Stone Works, prepared by Nicole McKairnes, 11/28/2017
RBDM-076	Losen Slote Tide Gate, prepared by Benjamin Buckley, 05/09/2018
RBDM-077	Rail Bridge over Riser Ditch, prepared by Benjamin Buckley, 05/09/2018
RBDM-078	11 Moonachie Road, prepared by Benjamin Buckley, 05/08/2018
RBDM-079	69 Bruno Street, prepared by Benjamin Buckley, 05/08/2018
----	Moonachie Streetscape Historic District, prepared by Samantha Kuntz, 05/03/2018

Notes

- Resources in bold denote Intensive-Level Survey Forms

BASE FORM

Historic Sites #:

Property Name: 29 Bruno Street

Street Address: *Street #:* 69 *(Low)* _____ *(High)* *Apartment #:* _____ *(Low)* _____ *(High)*

Prefix: _____ *Street Name:* Bruno *Suffix:* _____ *Type:* ST

County(s): Bergen **Zip Code:** 07074

Municipality(s): Moonachie Borough **Block(s):** 12

Local Place Name(s): Washington Park **Lot(s):** 11

Ownership: Private **USGS Quad(s):** Weehawken

Photograph:

Photograph 1. View of the inset main entrance, view east.

Description: The dwelling located at 29 Bruno Street (1930) is a two-story, brick structure with a flat roof designed in the Italian Renaissance architectural style. Situated on a corner lot, the primary (southwest) façade and the northwest elevation are both elaborately decorated and are deeply contrasted by the unadorned northeast and southeast elevations parged in stucco. The stylized elevations appear to be a vernacular adaptation of the high-style form, with the first and second stories clad in detailed, polychromatic brickwork that is largely laid in a Flemish bond pattern. (See Continuation Form)

Registration and Status Dates:

National Historic Landmark: No

SHPO Opinion: _____

National Register: _____

Local Designation: _____

New Jersey Register: _____

Other Designation: _____

Determination of Eligibility: _____

Other Designation Date: _____

Survey Name: Rebuild by Design Meadowlands Flood Protection Project Date: 05/04/2018

Surveyor: Benjamin Buckley; Samantha Kuntz (preparer)

Organization: AECOM, 437 High Street, Burlington, NJ 08016

BASE FORM

Historic Sites #:

Location Map:

Site Map:

Bibliography/Sources:

Nationwide Environmental Title Research (NETR)
1931 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com/, accessed on March 27, 2018.
1953 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com/, accessed on March 26, 2018.

Additional Information: N/A

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: ☐ Building ☐ Structure ☐ Object ☐ Bridge ☐ Landscape ☐ Industry

Within Historic District? ☐ Yes ☐ No

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☐ No
(Known or potential Sites – if yes, please describe briefly)

Survey Name: Rebuild by Design Meadowlands Flood Protection Project Date: 05/04/2018
Surveyor: Benjamin Buckley; Samantha Kuntz (preparer)
Organization: AECOM, 437 High Street, Burlington, NJ 08016

CONTINUATION SHEET

Historic Sites #:

Description (continued):

These bricks are also used for quoins on the first story; a dentilled belt course between the two stories, and the corbel arch pattern at the cornice line.

All windows on these elevations are double-hung vinyl replacements in brick semi-circular arch openings with modern vinyl replacements. The window openings on the first story also feature header brick sill atop patterned brick vents. The primary façade also features brick diamond patterns in between window openings on each of the floors. The northwest elevation contains a recessed entry set within a one-story arched alcove. It is accessed by a set of 12 steps fitted with modern chrome railings that match the chrome gate across the front entrance.

A course of soldier bricks beneath a course of bull header bricks separates the first story from the significantly elevated basement. The parged basement rises at least eight feet above ground level and contains double-hung vinyl replacements (six in total). There appears to be a basement entrance, obscured by a metal gate, beneath the recessed entrance on the main floor. A one-story, one-bay garage addition with a flat roof is located at the basement level. It is accessed at the northeast elevation and wraps around the southeast elevation.

BASE FORM

Historic Sites #:

Property Name: 239 Liberty Street

Street Address: *Street #:* 239 *(Low)* *(High)* *Apartment #:* *(Low)* *(High)*

Prefix: *Street Name:* Liberty *Suffix:* *Type:* ST

County(s): Bergen **Zip Code:** 07643

Municipality(s): Little Ferry **Block(s):** 38

Local Place Name(s): N/A **Lot(s):** 28

Ownership: Public **USGS Quad(s):** Weehawken

Photograph:

Description: The Little Ferry Free Library is located at the northeast corner of Liberty Street and Redneck Avenue in Little Ferry. The library was designed by local architect Frederick Meiser in 1929. The original rectangular portion of the brick structure is five bays wide, two piles deep, and one story tall. The Flemish bond brick walls feature glazed headers. Irregularly placed decorative pieces of stone and brick project from the walls. The original portion of the building has a hip roof with overhanging eaves and the structure rests on a concrete foundation. Five large arched windows are present on the façade, one located in what was originally the front entrance. (See Continuation Sheet)

Registration and Status Dates:

National Historic Landmark: No
SHPO Opinion:
National Register:
Local Designation:
New Jersey Register:
Other Designation:
Determination of Eligibility:
Other Designation Date:

Survey Name: Rebuild by Design Meadowlands Flood Protection Project Date: 05/08/2018
Surveyor: Emily Paulus Everett and Samantha Kuntz; Ben Buckley (preparer)
Organization: AECOM, 437 High Street, Burlington, NJ 08016

BASE FORM

Historic Sites #:

Location Map:

Site Map:

Bibliography/Sources: (See Continuation Sheet)

Additional Information: N/A

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: ☐ Building ☐ Structure ☐ Object ☐ Bridge ☐ Landscape ☐ Industry

Within Historic District? ☐ Yes ☐ No

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes
(Known or potential Sites – if yes, please describe briefly)

Survey Name: Rebuild by Design Meadowlands Flood Protection Project Date: 05/08/2018
Surveyor: Emily Paulus Everett and Samantha Kuntz; Ben Buckley (preparer)
Organization: AECOM, 437 High Street, Burlington, NJ 08016

CONTINUATION SHEET

Historic Sites #:

Description (continued):

A single story addition, constructed ca. 1938, projects from the rear of the original structure along Redneck Ave. The addition features the same unique brick wall construction, concrete foundation, and rounded arch windows. The primary entrance – re-oriented from its original location at the center of the primary (east) elevation – is located at the center bay of this elevation, and features a colonial revival fanlight and side lights.

In 2004, significant additions were added to the north and west of the original brick portions of the building. These hip roof additions are clad in cast stone on the street facing elevations, and stucco on the rear elevations. The modern additions have vinyl windows.

Bibliography/Sources:

Little Ferry Centennial Celebration Committee
1994 *1994—100th Anniversary*. Little Ferry, New Jersey: Little Ferry Centennial Celebration Committee.

Nationwide Environmental Title Research (NETR)
1931 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com/, accessed on March 23, 2018.
1953 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com/, accessed on March 23, 2018.
2002 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com/, accessed on March 23, 2018.
2006 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com/, accessed on March 23, 2018.

BASE FORM

Historic Sites #:

Property Name: 200 Liberty Street

Street Address: *Street #:* 200 *(Low)* *(High)* *Apartment #:* *(Low)* *(High)*

Prefix: *Street Name:* Liberty *Suffix:* *Type:* ST

County(s): Bergen **Zip Code:** 07643

Municipality(s): Little Ferry **Block(s):** 50

Local Place Name(s): N/A **Lot(s):** 27

Ownership: Private **USGS Quad(s):** Weehawken

Photograph:

Description: The former JS Popper Inc. building is located at 200 Liberty Street in Little Ferry. The original portion of the structure, completed around 1950, is located along Liberty Street. The brick façade is four bays wide, and the two northern bays project slightly from the southern bays. The primary pedestrian entrance is a metal and glass door with a full length sidelight. The main entrance is protected by a cantilevered concrete slab the projects from the façade above the door. Four banks of modern metal sash windows are located on the façade. The structure has a flat roof and a brick parapet wall with with concrete coping. (See Continuation Sheet)

Registration and Status Dates:

National Historic Landmark: No

SHPO Opinion:

National Register:

Local Designation:

New Jersey Register:

Other Designation:

Determination of Eligibility:

Other Designation Date:

Survey Name: Rebuild by Design Meadowlands Flood Protection Project Date: 05/08/2018

Surveyor: Emily Paulus Everett and Samantha Kuntz; Ben Buckley (preparer)

Organization: AECOM, 437 High Street, Burlington, NJ 08016

BASE FORM

Historic Sites #:

Location Map:

Site Map:

Bibliography/Sources: (See Continuation Sheet)

Additional Information: N/A

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: ☐ Building ☐ Structure ☐ Object ☐ Bridge ☐ Landscape ☐ Industry

Within Historic District? ☐ Yes ☐ No

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes
(Known or potential Sites – if yes, please describe briefly)

Survey Name: Rebuild by Design Meadowlands Flood Protection Project Date: 05/08/2018
Surveyor: Emily Paulus Everett and Samantha Kuntz; Ben Buckley (preparer)
Organization: AECOM, 437 High Street, Burlington, NJ 08016

CONTINUATION SHEET

Historic Sites #:

Description (continued):

The side elevations of the original mass are constructed of concrete block. The northern elevation features a single metal pedestrian door, two industrial steel sash windows, and a metal overhead door that opens to a loading dock. Window openings on the southern elevation have been infilled with concrete block and plywood.

In 1954 a concrete block addition was built to the rear of the original structure. This addition is now obscured by a warehouse addition that was constructed c. 1965. This single story, concrete block warehouse projects at an angle from the original structure. The warehouse contains two loading docks accessed by overhead doors and a single metal pedestrian door on the western elevation.

A separate entrance, connecting both the original mass and the warehouse, was constructed c. 1965. This two story rectangular mass is three bays wide and two piles deep. The central bay is of brick construction, while the flanking bays are concrete block. Three aluminum sash windows are located at the second story of the western elevation.

Bibliography:

Little Ferry Centennial Celebration Committee
1994 *1994—100th Anniversary*. Little Ferry, New Jersey: Little Ferry Centennial Celebration Committee.

Nationwide Environmental Title Research (NETR)
1953 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com/, accessed on March 26, 2018.
1953 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com/, accessed on March 26, 2018.
1966 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com/, accessed on March 26, 2018.
1970 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com/, accessed on March 26, 2018.

BASE FORM

Historic Sites #:

Property Name: 20 Kravik Street

Street Address: *Street #:* 20 *(Low)* *(High)* *Apartment #:* *(Low)* *(High)*

Prefix: *Street Name:* Karvik *Suffix:* *Type:* ST

County(s): Bergen **Zip Code:** 07643

Municipality(s): Little Ferry **Block(s):** 51

Local Place Name(s): N/A **Lot(s):** 02

Ownership: Private **USGS Quad(s):** Weehawken

Photograph:

Description: The dwelling located 20 Karvik Street is a one-and-a-half story, front gable brick structure. The façade is two bays wide. The western bay features a bay window, while the front entrance is located in the eastern bay. The entrance door is surmounted by a segmental brick arch and flanked by decorative fixed shutters. A porch roof supported by brick piers and iron posts projects over the front door. A set of paired windows is located in the façade gable, and is also topped with a segmental arch and decorative fixed shutters. All windows on the façade are modern vinyl units. The facade gable features partial returns, and the roof is clad in asphalt shingles. (See Continuation Sheet)

Registration and Status Dates:

National Historic Landmark: No

SHPO Opinion:

National Register:

Local Designation:

New Jersey Register:

Other Designation:

Determination of Eligibility:

Other Designation Date:

Survey Name: Rebuild by Design Meadowlands Flood Protection Project (preparer) Date: 05/08/2018

Surveyor: Emily Paulus Everett and Samantha Kuntz; Ben Buckley

Organization: AECOM, 437 High Street, Burlington, NJ 08016

BASE FORM

Historic Sites #:

Location Map:

Site Map:

Bibliography/Sources: (See Continuation Sheet)

Additional Information: N/A

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: ☐ Building ☐ Structure ☐ Object ☐ Bridge ☐ Landscape ☐ Industry

Within Historic District? ☐ Yes ☐ No

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes
(Known or potential Sites – if yes, please describe briefly)

Survey Name: Rebuild by Design Meadowlands Flood Protection Project (preparer) Date: 05/08/2018

Surveyor: Emily Paulus Everett and Samantha Kuntz; Ben Buckley

Organization: AECOM, 437 High Street, Burlington, NJ 08016

CONTINUATION SHEET

Historic Sites #:

Description (continued):

The eastern elevation hosts a single window surmounted by a segmental arch and flanked by fixed shutters. A hipped roof dormer with paired windows and wood shingle sidewalls pierces the eastern roof slope.

The western elevation features a single window topped with a segmental arch and decorative wood shutters.

A single story addition projects to the rear of the brick structure. This small frame addition has a gable roof, modern windows, and a concrete block chimney.

Bibliography/Sources:

Little Ferry Centennial Celebration Committee
1994 *1994—100th Anniversary*. Little Ferry, New Jersey: Little Ferry Centennial Celebration Committee.

Nationwide Environmental Title Research (NETR)
1931 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com/, accessed on March 23, 2018.
1953 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com/, accessed on March 23, 2018.
2002 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com/, accessed on March 23, 2018.
2006 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com/, accessed on March 23, 2018.

Sanborn Map Company
1918 *Map of Ridgefield Park, New Jersey* Sanborn Map Company: New York.

BASE FORM

Historic Sites #:

Property Name: 59 Marshall Street

Street Address: *Street #:* 59 *(Low)* *(High)* *Apartment #:* *(Low)* *(High)*

Prefix: *Street Name:* Marshall *Suffix:* *Type:* AVE

County(s): Bergen **Zip Code:** 07643

Municipality(s): Little Ferry **Block(s):** 62

Local Place Name(s): N/A **Lot(s):** 07

Ownership: Private **USGS Quad(s):** Weehawken

Photograph:

Description: The dwelling located at 59 Marshall Street is a one-and-a-half story frame structure with a front gable roof. The entire building is clad in wood shingles. The structure is three bays wide and three piles deep. A hip roof front porch spans the length of the façade and is supported by four metal columns. A wood panel storm door covers the front entrance. Three windows are located on the façade. All three windows are double hung, four-over-four wood sash with original wood surrounds. Fixed shutters flank the windows at the first story. (See Continuation Sheet)

Registration and Status Dates:

National Historic Landmark: No
SHPO Opinion:
National Register:
Local Designation:
New Jersey Register:
Other Designation:
Determination of Eligibility:
Other Designation Date:

Survey Name: Rebuild by Design Meadowlands Flood Protection Project Date: 05/08/2018
Surveyor: Emily Paulus Everett and Samantha Kuntz; Ben Buckley (preparer)
Organization: AECOM, 437 High Street, Burlington, NJ 08016

BASE FORM

Historic Sites #:

Location Map:

Site Map:

Bibliography/Sources: (See Continuation Sheet)

Additional Information: N/A

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: ☐ Building ☐ Structure ☐ Object ☐ Bridge ☐ Landscape ☐ Industry

Within Historic District? ☐ Yes ☐ No

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes
(Known or potential Sites – if yes, please describe briefly)

Survey Name: Rebuild by Design Meadowlands Flood Protection Project Date: 05/08/2018
Surveyor: Emily Paulus Everett and Samantha Kuntz; Ben Buckley (preparer)
Organization: AECOM, 437 High Street, Burlington, NJ 08016

CONTINUATION SHEET

Historic Sites #:

Description (continued):

The gable roof is covered in asphalt shingles. Two concrete block chimneys rise from the ridge line of the roof. Three windows are located on the southern elevation, including a set of paired windows. All windows are double-hung wood sash units with original wood trim surrounds and storm windows.

The northern (side) elevation features two double-hung wood sash windows. A rear entrance is located in a small, shed roof addition on the rear of the house.

Bibliography/Sources:

Little Ferry Centennial Celebration Committee
1994 *1994—100th Anniversary*. Little Ferry, New Jersey: Little Ferry Centennial Celebration Committee.

Nationwide Environmental Title Research (NETR)
1931 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com/, accessed on March 27, 2018.
1953 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com/, accessed on March 26, 2018.
1966 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com/, accessed on March 26, 2018.
1970 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com/, accessed on March 26, 2018.

Sanborn Map Company
1918 *Map of Ridgefield Park, New Jersey* Sanborn Map Company: New York.

BASE FORM

Historic Sites #:

Property Name: 55 Marshall Street

Street Address: *Street #:* 55 *(Low)* *(High)* *Apartment #:* *(Low)* *(High)*

Prefix: *Street Name:* Marshall *Suffix:* *Type:* AVE

County(s): Bergen **Zip Code:** 07643

Municipality(s): Little Ferry Borough **Block(s):** 62

Local Place Name(s): N/A **Lot(s):** 9

Ownership: Private **USGS Quad(s):** Weehawken

Photograph:

Photograph 1. Perspective of the dwelling at 55 Marshall Avenue, view northeast.

Description: This late-nineteenth century dwelling, located at 55 Marshall Avenue, sits on the west side of the aforementioned street. The 0.11-acre lot contains a single, two-story building with a single story shed at the rear of the lot. The building is set back approximately 12 feet from Marshall Avenue and is surrounded by lawn and landscaping. A roughly 40-foot driveway enters the property from Marshall Avenue and is located at the southwest elevation of the building. (See Building Attachment Form)

Registration and Status Dates:

National Historic Landmark: SHPO Opinion:

National Register: Local Designation:

New Jersey Register: Other Designation:

Determination of Eligibility: Other Designation Date:

Survey Name: Rebuild by Design Meadowlands Flood Protection Project Date: 12/01/2017

Surveyor: Emily Paulus Everett and Samantha Kuntz; Samuel A. Pickard (preparer)

Organization: AECOM, 437 High Street, Burlington, NJ 08016

BASE FORM

Historic Sites #:

Location Map:

Site Map:

Bibliography/Sources: (See Continuation Sheet)

Additional Information: N/A

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: ☒ Building ☐ Structure ☐ Object ☐ Bridge ☐ Landscape ☐ Industry

Within Historic District? ☐ Yes ☒ No

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes
(Known or potential Sites – if yes, please describe briefly)

Survey Name: Rebuild by Design Meadowlands Flood Protection Project Date: 12/01/2017
Surveyor: Emily Paulus Everett and Samantha Kuntz; Samuel A. Pickard (preparer)
Organization: AECOM, 437 High Street, Burlington, NJ 08016

BUILDING ATTACHMENT

Historic Sites #:

Common Name: 55 Marshall Ave
Historic Name: 55 Marshall Ave
Present Use: Residential Activity – Permanent
Historic Use: Residential Activity – Permanent
Construction Date: ca. 1894 **Source:** Tax assessment, Deeds, Style
Alteration Date(s): ca. 1953, ca. 1990 **Source:** 1953, 1954, 1979, 1987, 1995 Aerial photographs, style
Designer: Unknown **Physical Condition:** Good
Builder: Unknown **Remaining Historic Fabric:** Medium
Style: Other, vernacular
Form: Side Hall **Stories:** 2
Type: N/A **Bays:** 3
Roof Finish Materials: Asphalt Shingle
Exterior Finish Materials Brick, Running Bond

Exterior Description: The dwelling is a two-story, three-bay wide late Victorian vernacular-style brick dwelling with a two-story circa 1953 addition in the rear. Facing northeast toward Marshall Avenue, the building is capped by a circa 1990 front-gable roof finished with asphalt shingles, which replaced the original flat roof. The exterior walls are running bond brick painted turquoise, while the addition and gable wall are clad in vinyl siding. The original portion rests on a brick foundation and the addition on a concrete foundation (Photograph 2). The brick mortar joints on the front façade are tooled and recessed. The brickwork on the primary façade is broken up by quoins and a belt course underneath the second story windows, both of which have flush joints. The cornice is adorned with two distinct patterns in the brick courses which project from the façade. The windows are one-over-one vinyl with arched brick lintels and rustic stone sills painted white (Photograph 3). Three yellow brick steps capped with stone treads lead to the main entryway with a replacement metal door. The entryway is covered by a non-original single bay front-gable porch roof supported by two squared wood posts. The porch roof is finished with asphalt shingles and the gable clad in vinyl siding (Photograph 4). (See Continuation Sheet)

Interior Description: Not accessible.

Setting: The dwelling faces northeast toward Marshall Avenue and is set back approximately 12 feet, with a shed to the rear of the lot. A roughly 40-foot long asphalt driveway is located at the southwest elevation of the building. The dwelling's front lawn is adorned with lawn ornaments and a flowering bush. In addition, the entrance to the front walk is flanked by two concrete columns painted white. They are identical in form to two unpainted concrete columns at the entrance to the neighboring property, 59 Marshall Avenue. The building is located in a residential neighborhood predominantly composed of one-and-a-half and two-story dwellings dating to the late nineteenth and early twentieth centuries.

CONTINUATION SHEET

Historic Sites #:

History: Built by Czech immigrant and brickmaker Wilie Stilka in about 1894, the dwelling at 55 Marshall Avenue was owned by members of the Dvorak family for more than half a century (1908-1961). It is located in the Borough of Little Ferry, which was incorporated from Lodi Township in 1894. The borough's name originated from a ferry that crossed the Hackensack River at the site from 1659 to 1826. (See Continuation Sheet)

Significance: Background research and field investigation did not determine that 55 Marshall Avenue is significant under any of the four National Register Criteria for Evaluation. There is no indication the property is significantly associated with events that have contributed to broad patterns of local or regional history (Criterion A). Background research did not reveal that the property is associated with persons significant in the past (Criterion B). The property lacks integrity and does not represent the work of a master, or possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction (Criterion C). There is no evidence to suggest that 55 Marshall Avenue may be likely to yield information important in history or prehistory (Criterion D).

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility: The resource lacks historic integrity or significance for consideration of the New Jersey and National Registers of Historic Places. Though built by a brickmaker and inhabited by Czech immigrants—both of which represent industrial and demographic trends in local history—individually the dwelling and its residents are not locally significant (Criterion A and B). (See Continuation Sheet)

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:

Narrative Boundary Description: The boundary of the property is the legal boundaries of the tax parcel (0230-62-9). It is bounded by Marshall Avenue to the northeast and separate parcels to the southeast (0230-62-11), southwest (0230-62-13, 0230-62-14), and northwest (0230-62-7).

CONTINUATION SHEET

Historic Sites #:

Exterior Description (continued):

The northwest elevation of the main block is three bays deep. The brick courses are laid with a running bond and flush mortar joints. The elevation has six windows, three of which have been infilled with brick. The first infilled window was a small window in the upper left corner of the wall. The remaining infilled windows, located in the first bay from the front, appear to have matched those in the middle bay. The middle bay windows are one-over-one vinyl replacements with arched brick lintels and rustic stone sills painted white. Both the sills and lintels are similar versions of those on the front façade. The third bay of the original block has a one-over-one vinyl window in a vinyl casing on the first floor which is about three-quarters the size of the other windows. Above this is a chimney which protrudes from the wall and has been cut off below the roof, with two courses of vinyl siding above it. The foundation has three unequally spaced air vents. The addition has irregular fenestration, with a one-over-one and a sliding window—both vinyl—on the first floor, and a larger one-over-one vinyl window centered on the second floor. The second floor of the addition has a rear overhang. A chimney is located at the joint between the addition and the main block, slightly offset from the ridge of the roof (Photograph 2). The brick courses on the southeast elevation are laid with a running bond and flush mortar joints. The original block is irregularly fenestrated, with two windows roughly equally spaced on the first floor and one toward the rear on the second. In addition, a small window in the upper right corner of the wall has been infilled. The first floor window closer to the front façade is a vinyl sliding window with a concrete or stone sill, and appears to be a later addition. The rear window is a vinyl one-over-one awning window smaller than the original window. The remainder of the window opening has been infilled with brick, but the original sill is still present. The second story window directly above it is similar to those on the northwest elevation, with a stone sill painted white and a simple arched brick lintel. To the northeast of this window a chimney protrudes from the wall. Similar in form to the chimney on the northwest elevation, it begins between the first and second stories and has been cut off below the roof, with two courses of vinyl siding above it. At least one air vent is located in the foundation. The rear addition has a single one-over-one vinyl window centered on the second story (Photograph 5).

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History (continued):

Notably, this ferry was utilized by a contingent of Washington's troops in November 1776 to escape Fort Lee after the British invasion of New Jersey. A bridge replaced the ferry in the late 1820s Historically, Little Ferry was relatively sparsely settled, though a small village grew up around the bridge crossing the Hackensack River. An 1867 map depicts a cluster of houses with a blacksmith shop and two stores. Around that time, only four streets were in existence in the future borough, they included Liberty Street, Washington Avenue, Riverside Avenue and Bergen Pike. Though the 1867 map appears to refer to Little Ferry as a community spanning the Hackensack River (and including part of today's Ridgefield Park), this name is absent from 1861 and 1872 maps of the area. The 1876 Walker Atlas and 1896 Colton Roadmap however refer to the village as Freiburg, and designate the community on the east side of the Hackensack River as Little Ferry (Hopkins 1861; Hughes and Hughes 1867; Beers 1872:46–47; Walker 1876:135; Colton & Co. 1896; Borough of Little Ferry 2016).

Clay had been harvested from land along the river for sale to New York and New Jersey potteries as early as 1847, but it took more than two decades for local industry to develop. In 1866, a nitroglycerin factory opened in the village, but it was destroyed on March 17, 1870 in a massive explosion that killed at least four people. Another claybank was opened that year in Little Ferry, and the first brickyard was established in 1872. This yard, owned by Cole and Showers, did not prove successful, and the business soon passed into the hands of John Thume. Thume was succeeded by the Mehrhof brothers in 1877—by which time a brewery and hotel had been established in the village. The Mehrhof operation was successful, which brought other brick manufacturers to Little Ferry, such as James W. Gillies, the Gardner Brothers, Charles Walsh and Edward Smulto, and I. & W. Felter. At the peak of production, Little Ferry was a giant in the brickmaking industry. Brickyards in Little Ferry output approximately one hundred million bricks annually, with the Mehrhof brickyards the second largest in the United States. Up until the 1920s the brickyards supplied bricks for nearby cities and attracted immigrant workers to Little Ferry. (New York Times [NYT], 13 March 1870:5; Walker 1876:135; Westervelt 1923:375; Works Progress Administration [WPA] 1941:286; Little Ferry Centennial Celebration Committee [LFCCC] 1994).

CONTINUATION SHEET

Historic Sites #:

Little Ferry saw a surge of Czech immigrants moving to the area beginning around the time the borough was incorporated in 1894. The growth of this community can be seen by the 1897 erection of Little Ferry's first Czech school—Telocvicna Jednota (T.J.) Sokol. By 1940, a third of the borough's 4,531 residents were of Czech origin. The Czech populace also spearheaded the growth of the pearl button industry in Little Ferry, as many of the immigrants were button makers from the Czech town of Zirovnice. Families operated shops in homes or back buildings producing millions of buttons over the first half of the twentieth century. In the years after World War II, farms in the area were replaced with new development and industries moved into the borough; many along Bergen Pike and Industrial Avenue (WPA 1941:175, 286; LFCCC 1994; Little Ferry Free Public Library [2017]).

The property was formerly part of a larger tract of land owned by Charles Victor Marschall (or Marshall), a French immigrant and hotel-keeper in Little Ferry. When Marschall retired from the hotel business in 1891, he subdivided his land into building lots. On October 2, 1893 he sold four lots on the west side of Marschall Avenue—numbered 24, 25, 26, and 27, respectively—to Wilie and Mary Stika for $200 (Fig. 1). Stika (circa 1868–circa 1909), was a Czech brick maker who immigrated to the United States in about 1888 from Bohemia in Austria-Hungary. It is probable that Wilie was a relative of prominent local resident and fellow Czech immigrant, Tomas Stika. Tomas had moved to Little Ferry in 1887 and worked for the Mehrhof Brick Company before starting a dairy and produce farm in town (Bergen County Deed Book [BCDB] 366:577; Bergen County Subdivision Map #492; Bergen County Will Book D:382; United States Census Bureau [USCB] 1860a:25,1860b:1, 1870:69, 1880:61, 1900a:10B, 1910a:22A; Walker 1876:135; Sun [S], August 14, 1891:7; LFCCC 1994).

On May 23, 1908, Wilie and Mary Stika sold lots 26 and 27—containing the subject property—to Little Ferry residents and Czech immigrants Frank and Mary Dvorak for $350. Frank Dvorak (1879–1952) immigrated to the United States in about 1890 and in 1903 married his first wife, Mary (1883–circa 1911). In 1905 Frank and Mary moved from New York to Little Ferry with their daughter Camilla (b. 1904) and resided in the home of Joseph Dvorak, presumably Frank's older brother. A son, Frank Jr., was born to the couple in 1906, and at some point before 1910, Camilla died. The family was living in the house on Marschall Avenue by 1910, when Frank was employed as a varnisher in a piano factory. However, considering that their homeowner neighbor, Paul Nicholas, also resided next to them in the 1905 New Jersey census, it is probable that they were living in the Marschall Avenue house as early as 1905. A 1913 atlas depicts the house several years after the Dvoraks' purchase (Fig. 2). One of two brick dwellings on the block, it is depicted with a frame outbuilding on the western corner of the property (BCDB 693:611; New Jersey Department of State [NJDS] 1905:7A; USCB 1910:22B; Bromley and Bromley 1913:9).
After Mary Dvorak died in about 1911, Frank married a widowed Czech immigrant named Mary (circa 1880–1960) and adopted her children. Curiously, the family appears to have been enumerated in both the New Jersey and New York state censuses taken on June 1, 1915. According to the New Jersey census, Frank was employed as a piano varnisher and resided on Marshall Avenue with Mary, her daughter Antoinette (b. 1901), his son Frank Jr., and their seventeen-month-old daughter Camilla. A young couple—James and Jessie Gallagher—boarded with the Dvorak family. In contrast, the New York census had the family living at 401 East 71st Street in New York City, where Frank was employed as a cigar packer. Joining him there were Mary his wife, a thirteen-year-old daughter named Mary, ten-year-old daughter Rose, nine-year-old daughter Josephine, seven-year-old son John, and three-year-old daughter Annie. The 1920 census found Frank and Mary's family in Little Ferry, but living in the home of Joseph Dvorak on Lodi Avenue (Main Street). Frank, Mary, and Joseph were all employed by a cigar factory. According to the census, Frank and Mary's children Mary, Frank Jr., Rose, and Josephine resided with them. The reason the Dvorak family was not living in their home on Marschall Avenue is unknown, as are the residents of the dwelling between 1915 and 1920. On August 1, 1923, Frank added Mary to the deed for the house via a conveyancer. By this time, the property was devoid of structures other than the dwelling, as the frame outbuilding in the rear had been removed prior to 1918. At some point subsequent to 1918, the street's name was changed from Marschall Avenue to the current Marshall Avenue (BCDB 1227:8, 1227:10 and 4203:525; NJDS 1915:10A; New York State 1915:57; USCB 1920:3B; Sanborn Map Company 1918:18).

Frank and Mary continued to work for the cigar factory into the 1930s, and as their children moved out they took in boarders, such as railroad conductor Ferdine Petrik and his wife Anna. By 1940, Frank had a job at the Bogota Paper and Board

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Historic Sites #:

Corporation's paper mill, though Mary continued to make cigars. In that year, Polish-born dressmaker Peter Lashowick, his wife Helena, and their teenage children Richard and Helen were boarding at 55 Marshall. On November 20, 1952 Frank Dvorak was struck by a car while crossing the street. Though Frank Jr., an ambulance driver, rushed his father to Hackensack Hospital, the senior Dvorak died on December 3, 1952. When Mary died in August 1960, she bequeathed 55 Marshall Avenue to Frank Jr. and her daughter Antonette. On January 16, 1961, they sold the house to Bohumil and Anna Bares. The Bares, who lived at 16 Liberty Street in Little Ferry, sold the house just under a year later, on December 29, 1961. It was purchased by the current owners—Albert J. and Marion Imbimbio, who moved into 55 Marshall Avenue from their previous residence in Union City, New Jersey (BCDB 4203:525 and 4318:386; USCB 1930:4B, 1940:8B; Selective Service System 1942; Brooklyn Eagle [BE], November 21, 1952:4; Jersey Journal [JJ], August 21, 1962:11).

Chain of Title for 55 Marshall Avenue

Date	Grantor	Grantee	Book:Page	Notes
12/29/1961	Bohumil & Anna Bares	Albert J. & Marion Imbimbio	4318:386	*$1, lots 26 and 27 on map #492 (55 Marshall Avenue)*
01/16/1961	Frank (Jr.) & Mary Dvorak and Antonette & Charles Wulich	Bohumil & Anna Bares	4203:525	*$1, lots 26 and 27 on map #492 (55 Marshall Avenue). Frank Dvorak died 12/03/1952 and Mary Dvorak died August 29, 1960. Mary willed property to Frank Dvorak Jr. and Antonette Wulich*
08/01/1923	Lillie Pendlebury	Frank & Mary Dvorak	1227:10	*$1, lots 26 and 27 on map #492 (55 Marschall Avenue).*
08/01/1923	Frank & Mary Dvorak	Lillie Pendlebury	1227:8	*$1, lots 26 and 27 on map #492 (55 Marschall Avenue). Mary Dvorak, Frank's first wife, died after the 1908 conveyance. This Mary is his second wife.*
05/23/1908	Wilie & Mary Stika	Frank & Mary Dvorak	693:611	*$350, lots 26 and 27 on map #492. Each lot is 25 ft. wide and 100 ft. deep.*
10/02/1893	Victor Marschall	Wilie & Mary Stika	366:577	*$200, lots 24, 25, 26, and 27 on map #492. Each lot is 25 ft. wide and 100 ft. deep.*

(Source: Bergen County Clerk's Office, Bergen County, New Jersey)

CONTINUATION SHEET

Historic Sites #:

Justification of Eligibility/Ineligibility (continued):

Though the dwelling at 55 Marshall Avenue possesses some common architectural characteristics distinctive of its period of construction, it lacks integrity due to subsequent alterations and additions, particularly the circa 1990 front-gable roof and the circa 1953 rear addition. Alterations also include the addition of a porch roof, replacement windows and doors, and the infill of multiple window openings. These alterations and additions compromise the property's integrity of design, materials, workmanship, and feeling (Criterion C). In consequence, the site is not recommended eligible for listing in the New Jersey or National Registers of Historic Places.

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CONTINUATION SHEET

Historic Sites #:

Photograph 2. Northeast (front) and northwest elevations of the dwelling, view south.

Photograph 3. Northeast (front) elevations of the dwelling, view south.

CONTINUATION SHEET

Historic Sites #:

Photograph 4. Northeast (front) and northwest elevations of the dwelling, view south.

CONTINUATION SHEET

Historic Sites #:

Photograph 5. Southeast and northeast (front) elevations of the dwelling, view west.

CONTINUATION SHEET

Historic Sites #:

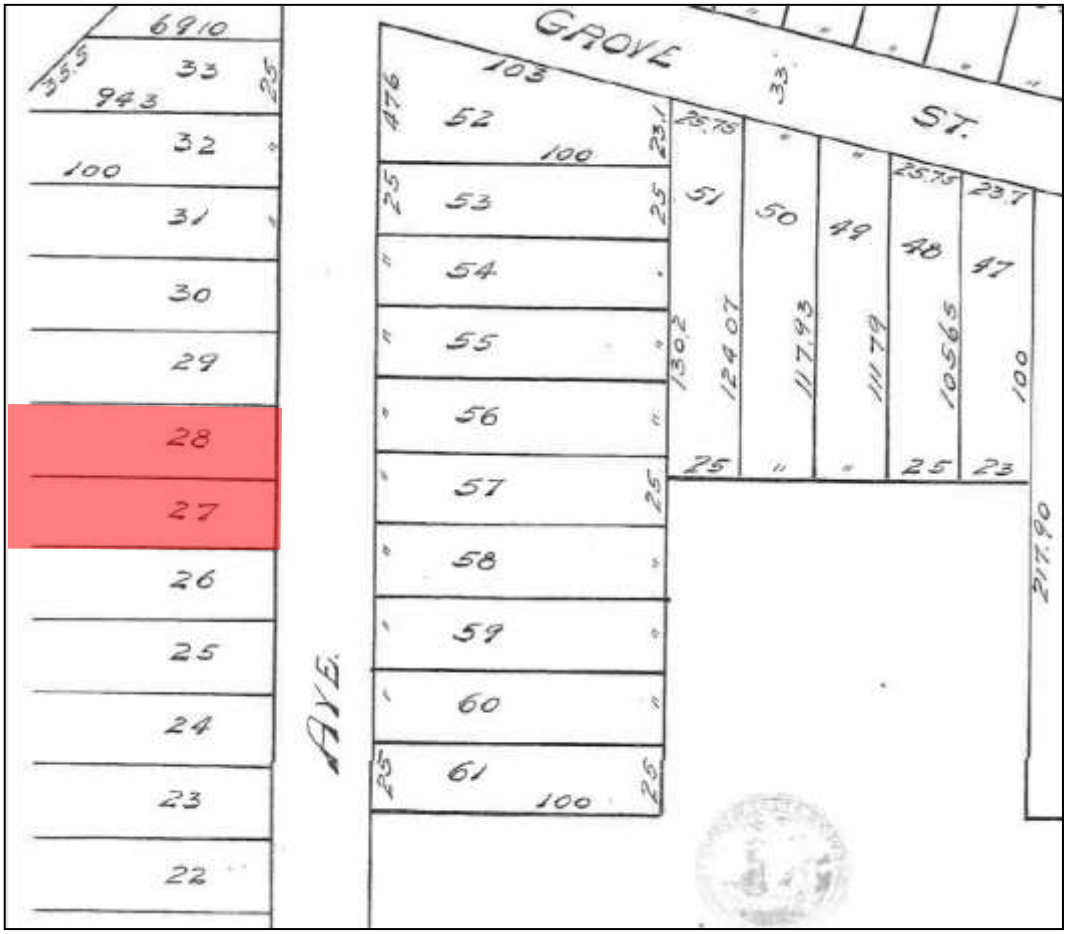

Figure 1. Subdivision Map #492 depicting the division of Charles V. Marshall's Little Ferry property. 55 Marshall Avenue occupies lots 26 and 27
(Source: Office of the Clerk of Bergen County)

CONTINUATION SHEET

Historic Sites #:

Figure 2. Plate 9 of G. W. Bromley & Co.'s 1913 Bergen County atlas—the first to depict 55 Marshall Avenue
(Source: The New York Public Library)

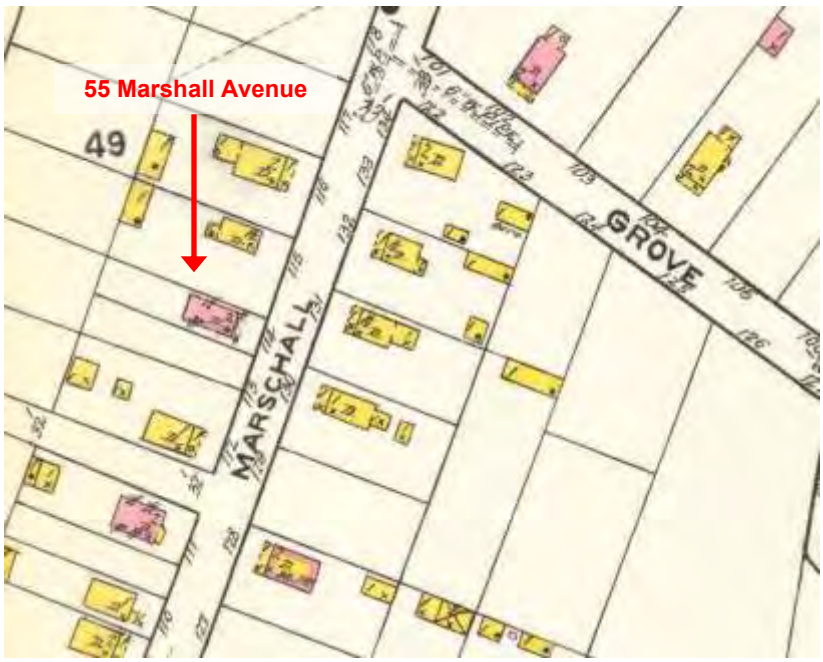

Figure 3. Plate 18 of the Sanborn Map Company's 1918 Ridgefield Park, Ridgefield, and Little Ferry atlas. The street numbers depicted are arbitrary and for identification purposes
(Source: Princeton University Library)

BASE FORM

Historic Sites #:

Property Name: American Sokol Little Ferry

Street Address: *Street #:* 14 *(Low)* *(High)* *Apartment #:* *(Low)* *(High)*

Prefix: *Street Name:* Garden *Suffix:* *Type:* ST

County(s): Bergen County **Zip Code:** 07643

Municipality(s): Little Ferry Borough **Block(s):** 17

Local Place Name(s): N/A **Lot(s):** 5

Ownership: Private **USGS Quad(s):** Weehawken

Photograph:

Photograph 1. Perspective view of the American Sokol Little Ferry, view northeast.

Description: The American Sokol Little Ferry is a two story Greek Revival building with a one story modern addition on the front façade located at 14 Garden Street. The property, associated with the Czech Sokol movement in both Europe and America in the late nineteenth century, houses a gymnasium, auditorium, and a social hall. It occupies just over a half acre and is situated off of one of the main commercial corridors of Little Ferry. It is accessible from both Garden Street and Main Street, with the former serving as the primary entrance. (See Building Attachment Form)

Registration and Status Dates:

National Historic Landmark: SHPO Opinion:

National Register: Local Designation:

New Jersey Register: Other Designation:

Determination of Eligibility: Other Designation Date:

Survey Name: Rebuild by Design Meadowlands Flood Protection Project Date: 12/05/2017

Surveyor: Emily Paulus Everett and Samantha Kuntz; Samantha Kuntz (preparer)

Organization: AECOM, 437 High Street, Burlington, NJ 08016

BASE FORM

Historic Sites #:

Location Map:

Site Map:

Bibliography/Sources: (See Continuation Sheet)

Additional Information: N/A

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: ☒ Building ☐ Structure ☐ Object ☐ Bridge ☐ Landscape ☐ Industry

Within Historic District? ☐ Yes ☒ No

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No
(Known or potential Sites – if yes, please describe briefly)

Survey Name: Rebuild by Design Meadowlands Flood Protection Project Date: 12/05/2017
Surveyor: Emily Paulus Everett and Samantha Kuntz; Samantha Kuntz (preparer)
Organization: AECOM, 437 High Street, Burlington, NJ 08016

BUILDING ATTACHMENT

Historic Sites #:

Common Name: American Sokol Little Ferry

Historic Name: Tělocvična Jednota (T.J.) Sokol, T.J. Sokol Hall, Blue Sokol, Sokol Gymnastic Association

Present Use: Recreational and Entertainment Activity, Active recreation – indoor

Historic Use: Recreational and Entertainment Activity, Active recreation – indoor

Construction Date: 1911 **Source:** Date stone

Alteration Date(s): ca. 1922; ca. 1950 **Source:** Background Research; Historic Maps and Aerials

Designer: Unknown **Physical Condition:** Good

Builder: Unknown **Remaining Historic Fabric:** High

Style: Greek Revival

Form: Other **Stories:** 2.5

Type: N/A **Bays:** 3

Roof Finish Materials: Asphalt Shingle

Exterior Finish Materials: Brick

Exterior Description: The American Sokol of Little Ferry (Sokol) is a front-gabled, two-and-a-half story social hall facing northwest onto Garden Street (Photograph 1). The brick building, built in 1911, was designed in the Greek Revival style and extends three bays across the primary façade. It is topped by a pedimented wood cornice with dentils, and contains a single fanlight window (currently infilled with brick) with a segmented arch brick lintel and keystones. The roof is clad in asphalt shingles. Though the original entrance is obscured by a projecting midcentury addition, the original 1911 façade featured three bays of paired, six-over-one double hung windows with stone sills, now modified as a single opening infilled with glass block in each of the three bays (Photograph 2). Brick pilasters, which flank the façade, are still visible above the addition. This block of the building houses the tělocvična, or gymnasium, which sits above a lower hall.

The southwest elevation is visible from both Garden Street and Main Street. Its five asymmetrical bays are delineated by simple brick pilasters (Photograph 3). While the first bay contains no openings, the center three bays each feature a two story segmental arch windows that have been infilled and replaced with nine pane square windows. The fifth and final bay projects outward and contains the Sokol auditorium at the rear of the gymnasium. It has a northwest facing entrance at the ground level, covered with a sloping asphalt shingled roof, and a second entrance facing southwest. The latter entry sits beneath two segmental arch window openings that have been infilled with brick and replacement square glass block windows. A pebbled parged foundation supports a masonry water table, visible along the southwest elevation. (See Continuation Sheet)

Interior Description: The interior of the resource was not accessible at the time of survey. However, research indicates that the interior of the building was significantly damaged in 2012 by Hurricane Sandy, which caused substantial flood inundation beneath the gymnasium in the historic lower hall (Cushing 2015:12). Approximately 3 to 4 feet of stormwater surrounded the Sokol (as well as much of Little Ferry), flooding the lower floor of the historic structure. The Sokol received a $50,000 recovery grant from the National Football League (NFL) in 2014, but as of 2015 had yet to meet the $64,000 required for the target renovation costs estimated by Sokol members and Bergen County (*Ibid*).

Setting: The Sokol is situated on Garden Street, approximately 150 feet northeast from the point where Garden Street intersects Main Street. The majority of the tax parcel (023-17-5) contains an asphalt parking lot, accessible from both Garden Street to the west and Main Street to the south. Though Garden Street is primarily residential, Main Street is a principal vehicular and pedestrian corridor in Little Ferry that supports a combination of residential and commercial properties (Photograph 4).

ELIGIBILITY SHEET

Historic Sites #:

History: American Sokol Little Ferry (Sokol), historically known as the Tělocvična Jednota (T.J.) Sokol, T.J. Sokol Hall, Blue Sokol, and the Sokol Gymnastic Association, is located at the northeast corner of the intersection of Little Ferry's primary commercial corridor, Main Street, and a residential road, Garden Street. It occupies a parcel that borders each of these two streets, though the property does not extend to the corner of the intersection as the corner lot is occupied by a residential property that predates the Sokol. It is the second Sokol at this location, replacing the original 1897 wood frame structure, which was destroyed by fire ca. 1910-11. In spite of alterations and additions that have impacted the integrity of the resource's Greek Revival architecture, the hall remains emblematic of the Czech community's contribution to shaping the character and culture of Little Ferry, and conveys the historic role played by the Sokol movement in supporting the cultural transition of immigrants from Bohemia to America at the turn of the century. (See Continuation Sheet)

Significance: Background research and field investigation determined that the Sokol is significant under Criterion A due to its association with events that have made a significant contribution to the broad patterns of history. The resource is significant under Social History, which includes the growth of the of the Czech immigrant community in Little Ferry, Bergen County, New Jersey in the late nineteenth and early twentieth century. It is also significant under Ethnic Heritage: European for its association with the international Sokol movement, a Czech nationalist organization that fostered the diffusion of Czechoslovakian ideologies to American communities. Research suggests a 50-year period of significance beginning with the construction of the extant Sokol Hall in 1911.

Eligibility for New Jersey and National Registers: ☒ Yes ☐ No **National Register Criteria:** ☒ A ☐ B ☐ C ☐ D

Level of Significance ☒ Local ☒ State ☒ National

Justification of Eligibility/Ineligibility: The Sokol is eligible for listing on the New Jersey and National Registers of Historic Places as an established community resource in Little Ferry. The establishment of the local chapter of the American Sokol in 1896, and the existing social hall (1911) exemplify the efforts of the Czech community in America to retain their identity while assimilating to American culture at the turn of the century. The Sokol helped Czech residents of Little Ferry navigate conflicting national identities by acting as an "[anchor] of national life in the immigrant community" (Nolte 2011:79). Over time, the Sokol became more prominent in Little Ferry for residents with and without Czech heritage, allowing non-Czech participation in classes and activities in 1940, prior to changes mandated by the American Sokol Organization years later (Benda 2015:6; *NYT* 7 May 1972). Like the Sokol ideologies from Bohemia that preceded it, the new Sokol became known as more than a gymnastic center – it became a social anchor for the entire community (*NYT* 7 May 1972).

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:

Narrative Boundary Description: The boundary for this property corresponds to the legal boundaries of the tax parcel no. 023-17-5, covering approximately 0.56 acres. It borders Garden Street to the west and Main Street to the south, and is bounded on all other sides by surrounding properties. The modern boundary is the product of five land tract acquisitions of Lots 1, 2, 3, 4, 5, 7, 8, 9, and 10 of the former Frank (Francis) Brodsky property (Williams Bros. 1894.).

CONTINUATION SHEET

Historic Sites #:

Exterior Description (continued):

A one story and four bay, stretcher bond brick addition covers the original 1911 façade and currently serves as the primary entrance to the Sokol (Photograph 5). Constructed around 1950, the Colonial Revival addition extends across the façade of the Sokol and wraps around the northwest elevation. Three basement level vents, each with header brick sills, are separated from the rest of the façade by a header brick belt course. The entrance, a double metal door beneath an oversized glass transom, is inset by approximately one foot and flanked by modest brick pilasters. It is nearly at grade with the Garden Street sidewalk, but a slight concrete step and threshold raise the entrance about 8 inches. The building is topped by a wide metal cornice and a brick parapet, with a simple pediment set above the entrance. The trim, cornice, and soffit are clad in aluminum. The flat roof features metal coping. The windows on the primary elevation of the addition – one located south of the entrance and two located to the north – are six-over-six, double hung units with wooden muntins and sashes clad in vinyl with header brick sills. A secondary entrance to the addition is located up three steps on the northwest elevation.

History (continued):

Bergen County was first settled by Europeans in the early seventeenth century when the Dutch East India Company commissioned Henry Hudson to travel to the New World and increase trade in 1609. Hudson founded a trading colony along the North River (known today as the Hudson River) comprised of pieces of modern-day New York, New Jersey, Connecticut, Pennsylvania, and Delaware and named it New Netherland. The land claimed by Hudson was, however, already occupied by Native American tribes and the two groups soon fell into conflict (County of Bergen 2016:2). By 1638, the continued skirmishing with the local tribes exposed the disorganized nature of the settlement. A fortified camp was finally erected in 1656, named Fort Hackensack. Two years later in 1658, the settlers purchased the land outright from the tribes and established Bergen Township, the first permanent settlement in the area (Van Valen 1900:25; Lurie and Mappen 2004:71).

By 1890, increased access to and from metropolitan areas such as New York City via railroad caused Bergen County's population to surge (Eugene 1953:209). Little Ferry Borough, which was incorporated from Lodi Township during the sweeping division of Bergen County townships that led to the creation of 26 boroughs in 1894, grew rapidly toward the end of the nineteenth century. Named after the ferry that crossed the nearby Hackensack River from 1659 to 1826, Little Ferry was a sparsely settled village which developed alongside the bridge crossing at the Hackensack River. Beginning circa 1847, clay harvesting along the river gave rise to a burgeoning brick industry, which was thriving by the time the first brickyard opened in 1872. By the 1920s, Little Ferry was prominent in the brick-making industry, supplying bricks to New York, Newark and many other cities (*NYT* 13 March 1870:5; Walker 1876:135; Westervelt 1923:375; LFCCC 1994). At the peak of production, brickyards in Little Ferry produced approximately one hundred million bricks annually, with the available work attracting a large immigrant labor force.

The Czech Population in Little Ferry

Amongst the influx of new residents was a surge of Czech (or Bohemian, as they were known at time) immigrants in 1894. In addition to joining the existing brick industry, the Czech populace transplanted the craft of pearl button making from the Czech town of Zirovnice, which coincided with the rise of Bohemian immigration to New Jersey (Writers' Program 1941:175). Families operated shops in homes or back buildings, producing millions of buttons made from the remnants of whelk shells, in the first half of the twentieth century (LFCCC 1994; LFFPL [2017]). At its peak, 14 pearl button manufacturers operated in Little Ferry (Figure 1). The local industry survived until the advent of plastic button manufacturing led to the decline of pearl button manufacturing in the 1950s (LFFPL [2017]). The growth of the Czech community alongside the industry is illustrated by the social institutions of the immigrant population, including the establishment of the local Sokol in 1897, which grew to serve all residents of Little Ferry as a symbol of the influence of the Czech population (Figure 2).

The Sokol Movement in Little Ferry

"The Mission of the American Sokol is to provide fitness and community for individuals and families through physical, educational, cultural and social programs" - American Sokol Mission Statement.

A Sokol (meaning "falcon" in Czech) is, at its core, a gymnastics club with larger social ties to a community. All American manifestations of the Sokol today come from the original Sokol Organization of Czechoslovakia, which was founded by Dr. Mirosalv Tyrš and Jindřich Fügner in 1862. Through the development of Sokol gymnastic units throughout various communities, Tyrš and Fügner espoused what they believed were the principal ideals of the Czech nation – physical and

CONTINUATION SHEET

Historic Sites #:

moral strength – via athletic training, artistic expression, and educational stimulation offered at the Sokols to both men and women of all ages (Jandásek 1932:69; Macháček 1938:73). Though the movement is perhaps best known in modern times as a gymnastic organization, such pursuits were, historically, inextricably tied to a larger movement of Czech nationalism. According to a 1938 review of the Sokol movement in *The Slavonic and East European Review*, "It would be erroneous to argue from the name of 'Sokol Gymnastic Unit' that they are merely gymnastic in character. The means laid down for acquiring this ideal sufficiently show the breadth and scope of the Sokol intentions. The variety of education afforded is so great that a separation into physical and mental training is inadmissible" (Jandásek 1932:65). Nor could politics be filtered out of the early Sokol movement, which promoted opposition to foreign government occupation and Slavonic harmony across multiple nations (Jandásek 1932:75). The movement was physical on the surface, social in execution, and philosophical-political at its core.

This ideology crossed the Atlantic with the wave of immigration from Bohemia in the mid to late nineteenth century. In 1865, three years after the Sokol movement began in Czechoslovakia, the first American branch of the Czech gymnastic society was founded in St. Louis, Missouri (Macháček 1938:83). The American Sokol Organization grew quickly at the end of the nineteenth century, with local chapters opening throughout the nation. By 1896, the influence of the organization had reached the burgeoning Czech population of Little Ferry, and the local chapter was formed.

The American Sokol Organization differed slightly from the original, Prague-based movement, due to an increased emphasis on philanthropic endeavors and community outreach (Macháček 1938:83). The movement in America was also divided into factions, which were distinguished by a chapters' specific emphasis on either physical or political endeavors. In Little Ferry, as in other towns, these two factions were distinguished as the Blue Sokol and the Red Sokol. A Blue Sokol was associated with the gymnastics movement, a social organization emphasizing physical culture, and typically populated by financially stable Czech families (McClure 1916:55). Members of Blue Sokols gathered at large gymnasiums and halls similar to the T.J. Sokol in Little Ferry. A Red Sokol organization, by contrast, was more political in scope and comprised largely of working class men of Czech descent with a socialist ideology. In addition to engaging Czech immigrants in sociopolitical discussions, the Red Sokols also offered members life insurance and affordable room rentals in their halls (Writers' Program 1941:175). In Little Ferry, the Czech community's Red Sokol was found in the branch of the Dělnický Americký (D.A.) Sokol, or the Workers' American Sokol, located on Washington Avenue (Nolte 2011:83; Benda 2015:6)(Figure 3).

Tělocvična Jednota (T.J.) Sokol

The Little Ferry chapter of the American Sokol Organization was established in 1896 by a local group of Czech residents. By 1897, the first American Sokol of Little Ferry – known early on as the Tělocvična Jednota Sokol – had opened on Garden Street on land provided by founding member John Kavrik (BCDB 527:511; LFCCC 1964). At this time, the Sokol was a cultural organization open only to those with Czech heritage. Though the Little Ferry Sokol would not open membership to non-Czech residents until 1940, the chapter actively participated in local community events and was known for hosting town-wide celebrations on American holidays (Benda 2015:6; LFCCC 1964). The first Sokol hall – a single story, wood framed structure with "1897 SOKOLOVNA" emblazoned across the front façade – served the Czech community of Little Ferry for just over a decade. Yet when a fire burned down the original Little Ferry Sokol around 1910, the local chapter had an opportunity to grow. Beginning in 1910, the Sokol officers began amassing land the original property to expand the Sokol's footprint.

Kavrick's original donation occupied Lots 7 and 8 of the former Frank Brodsky property, which was subdivided in 1894 (Figure 4). Between 1901 and 1922, Sokol members acquired adjacent land and donated a total of five tracts of land to the American Sokol of Little Ferry near the intersection of Garden Street and Main Street (then known as Lodi Avenue). The tracts were comprised of Brodsky Lots 1, 2, 3, 4, (½) 5, 7, 8, 9, and 10. The Sokol never acquired Lot 6, situated at the corner of the block, which led to the L-shaped tax parcel that exists today.

Construction of a replacement hall began in 1911 on Lots 9 and 10, which had just been donated to the Sokol by Vacalav and Mary Vesely in 1910 (BCDB 747:648). The new structure, an imposing Greek Revival hall facing onto Garden Street, officially opened in 1912 (Figures 5, 6). The building featured a stacked hall form, which positioned a large open gymnasium hall above a second, lower hall. A separate auditorium space was designed at the rear of the building and seems affixed to, rather than a part of, the stacked hall footprint. Preliminary research suggests that the auditorium was not originally part of the 1911 design. It is likely that the auditorium was added around 1922-23, at which point the current brick hall is noted as having been completed (Benda 2015:6) (Figure 7). Land acquisition had also ceased at that time, indicating a potential end point for early expansion (BCDB 1191:493, 1189:308, 1189:302). The Sokol at this point also became accessible from Main Street as well as Garden Street, due to the transfer of the Lots 1, 2, 3, 4, and one half of Lot 5 to the Sokol.

CONTINUATION SHEET

Historic Sites #:

The building remained largely unchanged for nearly three decades until the mid-twentieth century. Around 1950, the Sokol expanded out to Garden Street via a one story brick addition affixed to the historic façade that today serves as the main entrance. The addition has covered a plaque set above the original main entrance which may have noted the Sokol organization; however a date stone noting "1911" remains visible at the base of the southernmost pilaster on the primary façade (Figures 5, 6). Since the midcentury addition, other modifications have been made to the hall. The brick of the original stacked hall has been painted; original windows have been replaced with glass block or infilled with brick; and a single story, three-bay, side-gabled storage shed has been fastened to rear of the Sokol, projecting out from the auditorium northeast façade.

Brodsky Lot Acquisition for Sokol Little Ferry, 1901-1922

Tract.	***Lot No.***	***Grantee***	***Book:Page***	***Date***
5	7, 8	John Kavrik, et al., Trustees	527:511	03/21/1901
1	9, 10	Vaclav and Mary Vesely	747:648	05/18/1910
2	1, 2	Frances Haman (w)	1191:493	12/12/1922
4	3, 4, (½) 5	Frank and Mary Meli	1189:308	12/12/1922
3	1, 2, 3, 4, (½) 5	Frances Brodsky (um)	1189:302	12/14/1922

Source: Bergen County Clerk's Office, Bergen County, New Jersey; *Property of Frank Brodsky, Little Ferry, Bergen County, N.J. (*William Bros.)

Chain of Title: 14 Garden Street

Date	**Grantor**	**Grantee**	**Book:Page**	**Notes**
12/16/1997	Sokol Little Ferry, Inc. A/K/A T.J. Sokol Association, Telocvicna Jednota Sokol (Bohemian) or Sokol Gymnastic Association (English)	American Sokol Little Ferry, Inc. (formerly Sokol Women of Little Ferry)	80274:604	*Specifically notes all tracts that comprise the modern Sokol property; transfers ownership previously divided between the two groups*
05/04/1989	Sokol Gymnastic Association	Sokol Gymnastic Association	7287:724	*Consent Order of Judgement: Sokol Gymnastic Association and Sokol Women of Little Ferry, Inc. vested with one-half right, title, and interest as tenants-in-common*
03/31/1938	Sokol Gymnastic Association	Ladies Division of Telocvicna Jetnota Sokol	2108:223	*$1; undividied 1/3 right title and interest in the Sokol property (all 5 tracts)*

CONTINUATION SHEET

Historic Sites #:

Chain of Title: 14 Garden Street

Date	Grantor	Grantee	Book:Page	Notes
03/31/1938	Sokol Gymnastic Association	Ladies Division of Telocvicna Jetnota Sokol	2108:221	*$1; undividied 1/3 right title and instered in the Sokol property (all 5 tracts)*
03/31/1938	Sokol Gymnastic Association	Sokol Gymnastic Association	2108:219	*Corrective Deed: Tract 5*
03/31/1938	Sokol Gymnastic Association	Sokol Gymnastic Association	2108:217	*Corrective Deed: Tract 3*
03/31/1938	Sokol Gymnastic Association	Sokol Gymnastic Association	2108:214	*Corrective Deed: Tract 2*
03/31/1938	Sokol Gymnastic Association	Sokol Gymnastic Association	2108:212	*Corrective Deed: Tract 1*
03/31/1938	Sokol Gymnastic Association	Sokol Gymnastic Association	2108:210	*Corrective Deed: Tract 4*
12/14/1922	Francis Brodsky	Telocvicna Jednota Sokol	1189:302	*Tract 3; $1*
12/12/1922	Frank Meli and Mary Meli	Telocvicna Jednota Sokol	1189:308	*Tract 4; $1*
12/12/1922	Heirs of Vincent (Vincez) Haman, deceased: Frances Haman (widow); Charles J. and Florence Haman; Frances Haman (single); Anna O and John L O'Rourke; Gertrude and George F. Klages,	Telocvicna Jednota Sokol	1191:493	*Tract 2; $1*
05/07/1910	Vaclav Vesely and Mary Vesely	Telocvicna Jednota Sokol	747:648	*Tract 1; $500*
05/11/1905	Frank Novotny and Barbara Novotny	Vaclav Vesely and Mary Vesely	603:80	*Tract 1; $225*
08/30/1904	Anna Suchy (widow)	Vincent (Vincenz) Haman	590:399	*Portion of Tract 2*
03/21/1901	John Kavrik, et al.,	Zabavski A Telocvicny	527:511	*Tract 5*

CONTINUATION SHEET

Historic Sites #:

Chain of Title: 14 Garden Street

Date	Grantor	Grantee	Book:Page	Notes
	Trustees	Klub Sokol		
04/30/1898	John and Rosalie Mondrous	John Kavrik, Vaclav Tuma, Vaclav Lazsuicka, Trustees of Telocivcna Jednota Sokol	467:62	*Tract 5*
07/31/1897	Francis and Ida Brodsky	Vincent (Vincenz) Haman	454:13	*Portion of Tract 2*
07/31/1897	Francis and Ida Brodsky	Louis and Anna Suchy	454:9	*Portion of Tract 3*
08/12/1896	Francis and Ida Brodsky	John *Mondcrous (sp.)*	431:605	*$493; Portion of Tract 5*
06/30/1894	Francis and Ida Brodsky	John (*illegible*)	383:496	*$285; Tract 5*
07/06/1894	Francis and Ida Brodsky	Frank Novotny	383:492	*Tract 1; $255 exchange between two parties both of whom reside in NYC*
05/03/1894	Robert *Limon (sp.)*	Francis Brodsky	379:273	*Larger parcel from which tract 1 was parcelled out*

Source: Bergen County Clerk's Office, Bergen County, New Jersey

Justification of Eligibility/Ineligibility (continued):

The resource retains integrity of location and setting as it has existed in the same location for over a century, occupying a property reserved for Sokol purposes since 1896. The residential and commercial characteristics of Garden Street and Main Street, respectively, have not changed considerably since the Sokol was built in 1911. The resource also has integrity of materials and workmanship. Locally crafted brick – donated to the Sokol by members of the renowned Little Ferry brick industry is still legible under layers of paint and minor modifications (Benda 2015:6). The composition of physical elements conveys the significance of materials and workmanship, allowing for continued interpretation of the site's heritage. The Sokol also has integrity feeling, and, most compellingly, association as a Little Ferry community resource with connections to a large immigrant community contributing to the economic vitality of the borough as well as the Czech nationalist movement.

Though modified, the resource still conveys the legacy of a large social hall bridging the gap between immigrant and native populations in a small, industrial town. And while the one story brick addition to the front façade appears to diminish integrity of design by obscuring part of the original Greek Revival façade, the modification occurred during the period of significance (1911-1961) and reflects the building's need to adapt to support the ongoing function of a growing community in the mid-twentieth century. Overall, the Sokol is considered to have high integrity that supports its significance under Criterion A.

Despite the scope of the Sokol organization across the United States and its significance for the immigrant Czech population in the early twentieth century, Sokol Halls embody a rare historic typology which is sparsely represented on the National Register of Historic Places. The National Register of Historic Places lists only four Sokols in the entire country, and none of those are located in New Jersey (NJ HPO; National Park Service NPGallery).

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CONTINUATION SHEET

Historic Sites #:

Photograph 2. Primary façade facing west to Garden Street, with the midcentury addition obscuring the original 1911 façade.

CONTINUATION SHEET

Historic Sites #:

Photograph 3. Perspective view of the American Sokol, view northeast

Photograph 4. Streetscape view of Garden Street, facing north with the American Sokol on the right.

CONTINUATION SHEET

Historic Sites #:

Photograph 5. View of the mid-century addition to the Sokol façade facing east.

CONTINUATION SHEET

Historic Sites #:

Figure 1. Examples of the pearl button industry, which grew under the entrepreneurship of the Czech community in Little Ferry in the beginning of the twentieth century.
(Source: Little Ferry Free Public Library Interpretive Display)

CONTINUATION SHEET

Historic Sites #:

Figure 2. View of the original wooden Sokol Hall on Garden Street after the turn of the century.
(Source: Little Ferry Centennial Celebration Committee, *1964—70th Anniversary*)

Figure 3. View of the D.A. "Red" Sokol on Washington Avenue, 1914.
(Source: Little Ferry Free Public Library, Mural Key Binder)

CONTINUATION SHEET

Historic Sites #:

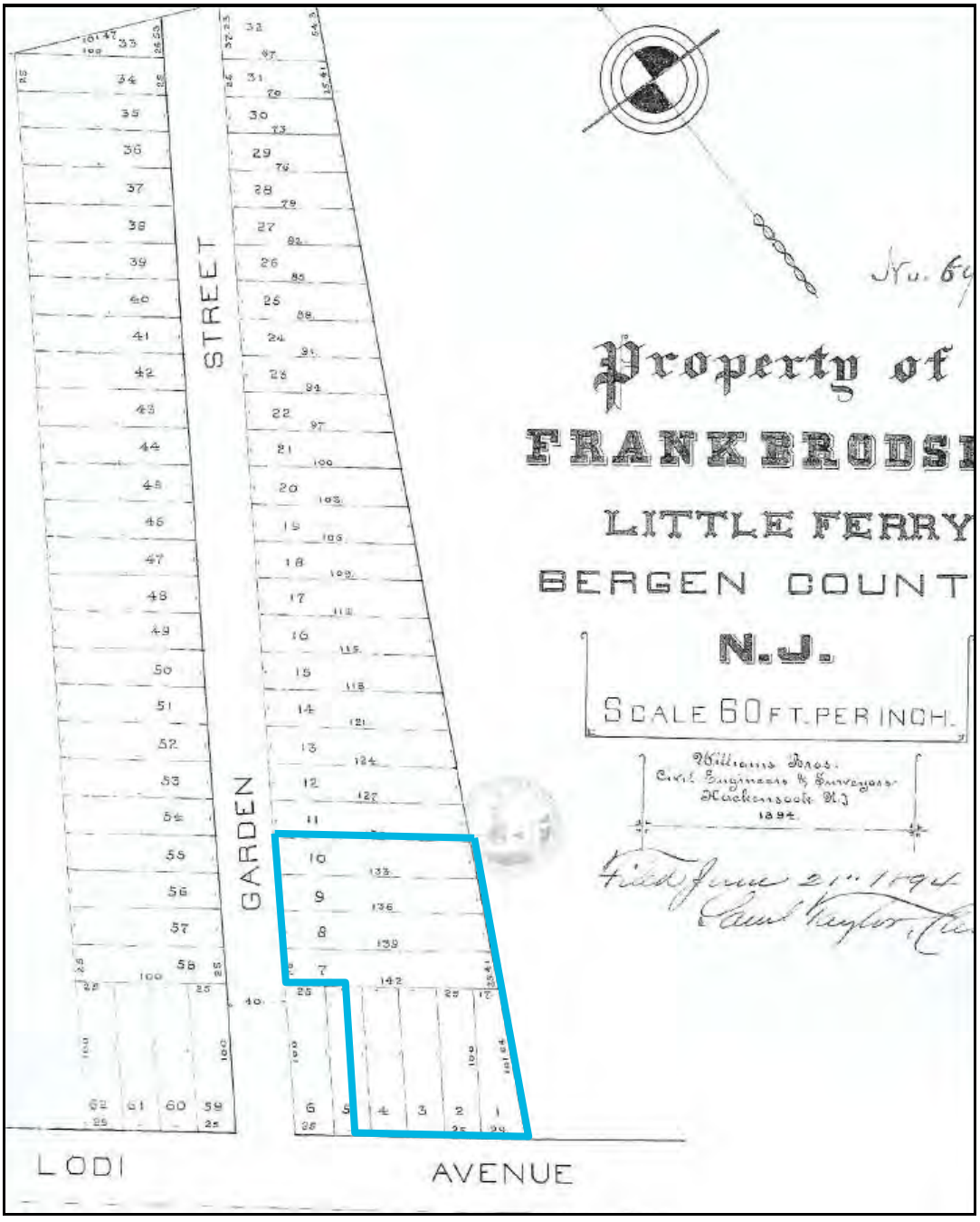


Figure 4. Subdivision plan for the property of Frank Brodsky along Garden Street and Lodi Avenue (Main Street) in Little Ferry. The blue outline indicates the original lot acquisition of the Sokol between 1901 and 1922 and indicates boundaries of the modern tax parcel.
(Source: Bergen County Clerk's Office, Bergen County, New Jersey)

CONTINUATION SHEET

Historic Sites #:

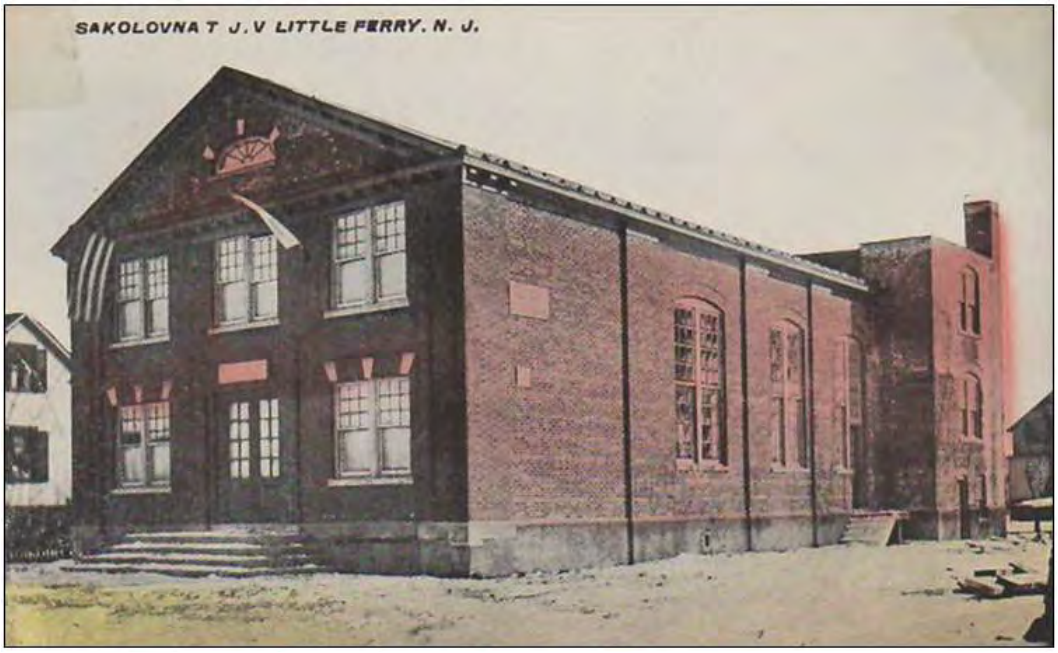


Figure 5. Postcard of the rebuilt American Sokol Little Ferry, ca. 1925. Note that the dwelling to the far left of the postcard, 18 Garden Street, still stands today.
(Source: *American Sokol*, vol. 138, no. 1, Jan. 2015)

Figure 6. Photograph of the American Sokol, ca. 1930
(Source: Little Ferry Centennial Celebration Committee, *1994—100th Anniversary*)

CONTINUATION SHEET

Historic Sites #:

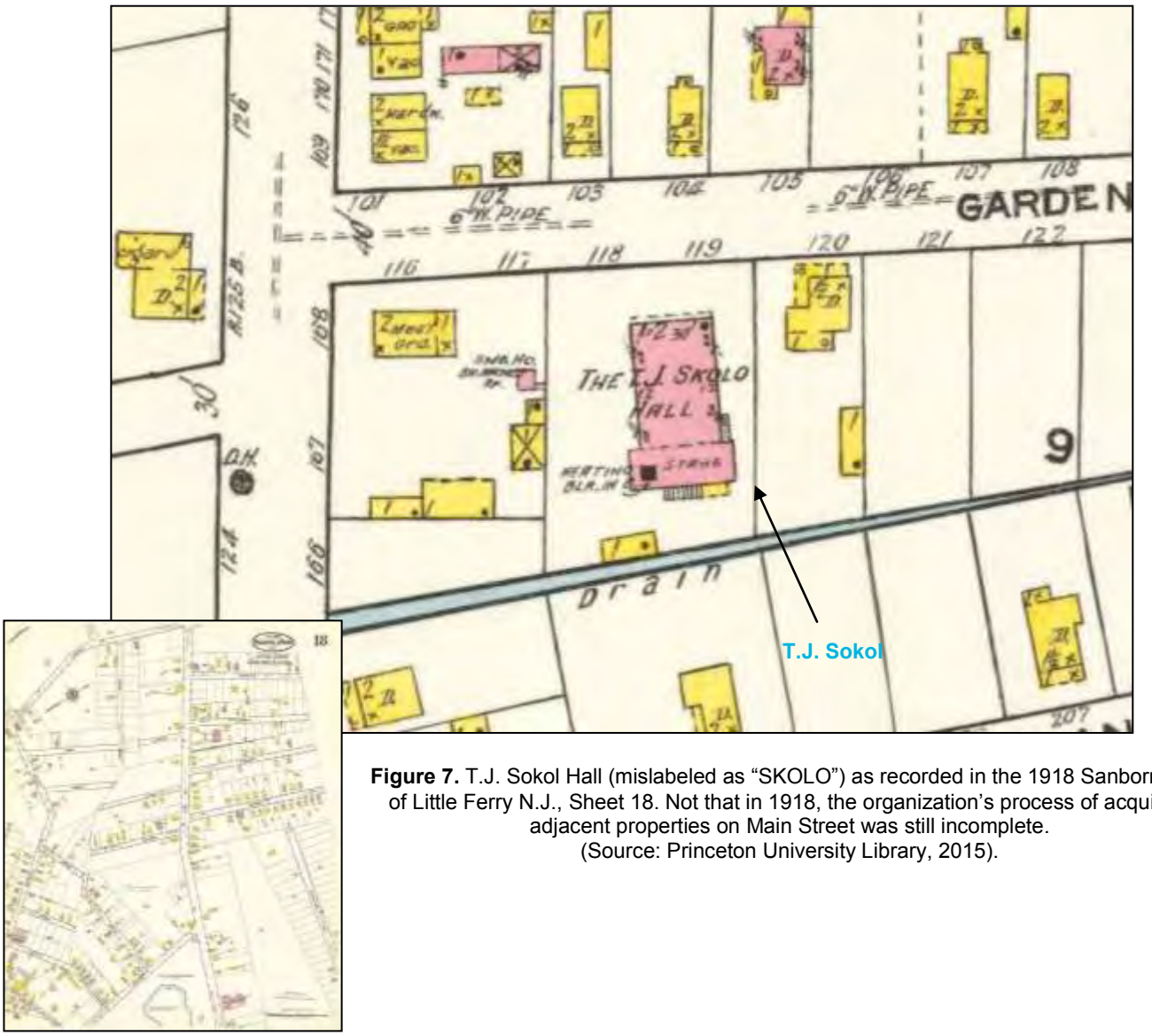


Figure 7. T.J. Sokol Hall (mislabeled as "SKOLO") as recorded in the 1918 Sanborn Map of Little Ferry N.J., Sheet 18. Not that in 1918, the organization's process of acquiring adjacent properties on Main Street was still incomplete.
(Source: Princeton University Library, 2015).

BASE FORM

Historic Sites #:

Property Name: Louis C. L'Heureux Real Estate

Street Address: *Street #:* 228 *(Low)* *(High)* *Apartment #:* *(Low)* *(High)*

Prefix: *Street Name:* Main *Suffix:* *Type:* ST

County(s): Bergen County **Zip Code:** 07643

Municipality(s): Little Ferry Borough **Block(s):** 15

Local Place Name(s): N/A **Lot(s):** 4

Ownership: Private **USGS Quad(s):** Weehawken

Photograph:

Photograph 1. Louis C. L'Heureux Real Estate, view north from Main Street.

Description: This early twentieth century commercial building, located at 228 Main Street, sits on the corner of Main Street and Charles Street and is oriented southwest to face Main Street (Photograph 1). The lot contains a single, two-story structure with a single-story ca-1915 building attached at the northwest elevation. The building is set back approximately 20 feet from Main Street and is surrounded by lawn and landscaping. A small driveway is located at the rear (north) elevation of the building, leading from Charles Street. (See Building Attachment Form)

Registration and Status Dates:

National Historic Landmark: SHPO Opinion:

National Register: Local Designation:

New Jersey Register: Other Designation:

Determination of Eligibility: Other Designation Date:

Survey Name: Rebuild by Design Meadowlands Flood Protection Project Date: 11/28/2017

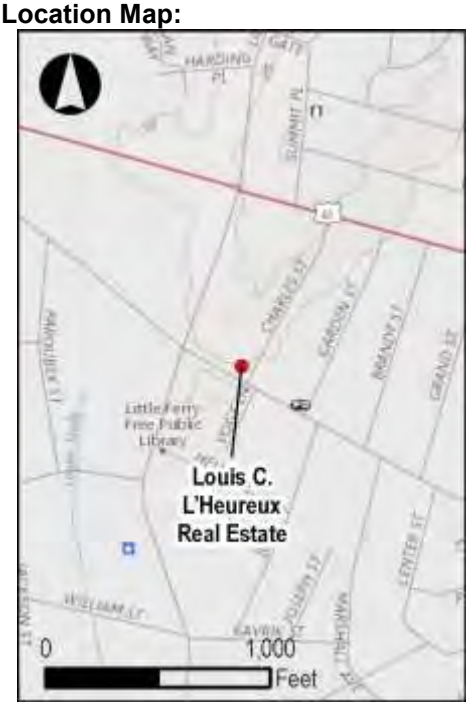
Surveyor: Emily Paulus Everett and Samantha Kuntz; Nicole McKairnes (preparer)

Organization: AECOM, 437 High Street, Burlington, NJ 08016

BASE FORM

Historic Sites #:

Location Map:



Site Map:

Bibliography/Sources: (See Continuation Sheet)

Additional Information: N/A

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: ☒ Building ☐ Structure ☐ Object ☐ Bridge ☐ Landscape ☐ Industry

Within Historic District? ☐ Yes ☒ No

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes
(Known or potential Sites – if yes, please describe briefly)

Survey Name: Rebuild by Design Meadowlands Flood Protection Project Date: 11/28/2017
Surveyor: Emily Paulus Everett and Samantha Kuntz; Nicole McKairnes (preparer)
Organization: AECOM, 437 High Street, Burlington, NJ 08016

BUILDING ATTACHMENT

Historic Sites #:

Common Name: Louis C. L'Heureux Real Estate
Historic Name: N/A
Present Use: Commercial Activity – Office Activity, Residential - Permanent
Historic Use: Commercial Activity - Standalone
Construction Date: 1909 **Source:** Date stone on facade
Alteration Date(s): 1915 **Source:** Historic Aerials
Designer: Unknown **Physical Condition:** Good
Builder: Unknown **Remaining Historic Fabric:** High
Style: Vernacular
Form: Commercial **Stories:** 2
Type: N/A **Bays:** 4
Roof Finish Materials: Unknown
Exterior Finish Materials Brick, Running Bond

Exterior Description: The building faces southwest and is located in a historic main street setting that is a mixture of commercial and residential buildings. It is a two-story, four bay wide Vernacular-style brick building with a first floor commercial storefront (Photograph 2). The building is capped by a flat roof that is articulated by a wood dentil cornice and triangular corbelled brick detailing. The exterior walls are running bond brick, resting on a stone foundation. The first floor of the building is dominated by a full-width storefront that wraps the southwest façade and extends to the southeast elevation (Photograph 4). The storefront contains elements of the Queen Anne style. It is a ninety-degree, recessed-entry storefront with two projecting bay windows supported by scrolled wood brackets on either side of the central entry. The windows are fixed wood with multi-light diamond pane transoms above. The diamond panes are filled with colored and textured glass. The corners of the storefront are defined by engaged spindles. Between the scrolled brackets at the bottom of the windows are decorate wood panels. The storefront has a wood dentil cornice capped with a hipped metal roof. The windows at the second floor and remaining elevations are one-over-one vinyl replacements set in the original wood frames with granite sills and flat lintels (Photograph 5). A date stone bearing the date 1909 sits in the center of the façade at the second story. The main entry door is recessed in the commercial storefront and is flanked by side lights with replacement glass and a transom window that has been infilled with an air conditioning unit. The door is the original single light, wood panel door that has been altered with a modern storm door. A secondary entrance is located at the southeast elevation and is a two light, paneled vinyl replacement door with an original fanlight transom and rounded brick arch with a granite keystone.

The single story, two-bay-wide, ca-1915 building attached to the northwest elevation also has a commercial storefront under a hipped roofed asphalt visor (Photograph 3). The running bond brick walls are capped by a flat roof and sit on a stone foundation. The western bay of the façade is dominated by a bay window that is similar to the adjacent building, but with simplified trim and details. The entry door has been modified and obscured by a rolling overhead metal security door.

Interior Description: Not accessible.

Setting: The building faces southwest and is set back approximately 20 feet from Main Street and approximately 12 feet from Charles Street. The property is surrounded by small lawn areas and ornamental plantings. There are deciduous trees located between the curb and sidewalk, near the street. The building is accessed by a cement and gravel driveway that leads from Charles Street.

CONTINUATION SHEET

Historic Sites #:

History: The property at 228 Main Street was originally known as Lots 54 and 55, located in the Township of Little Ferry. The brick building was constructed in 1909, during the middle of Little Ferry's prominence as a brick manufacturing industry. The building was owned for a large period of time by the Kalista Family, before being sold to Louis C. L'Heureux and his wife, who operate this commercial structure as a Real Estate Office. (See Continuation Sheet).

Significance: Background research and field investigation determined that the Louis C. L'Heureux Real Estate property is not eligible for listing on the National Register of Historic Places. There is no indication that the property is associated with events that have contributed to broad patterns of the local or regional history (Criterion A). Background research did not reveal that the property is associated with persons significant in the past (Criterion B). The building does possess significant characteristics of a type, period, or method of construction and collectively lacks distinctive characteristics that would make it an outstanding example of its type (Criterion C). There is no evidence to suggest that the Louis C. L'Heureux Real Estate property may be likely to yield information important to history or prehistory (Criterion D).

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility: The Louis C. L'Heureux Real Estate property still retains integrity of location, materials, workmanship, feeling and setting. The original building design has been altered by replacement windows and doors. The property was constructed in a vernacular style with strong elements of the Queen Anne style of architecture, mostly seen at the ground floor storefront. The brick construction and detailing relates to the township's prominence in the brick industry. Despite these elements, the architectural style is not distinctive enough to be considered an outstanding example of its style and eligible for the national register. The building is predominately associated with the Kalista Family, a Czechoslovakian family that owned the property for over 30 years. Research to date has not shown that the Kalista family, nor any of the other property owners, have significantly contributed to the Czechoslovakian the influence of the area, or any other history of the township or county. The building itself, does not convey the influence of the Czechoslovakian population in Little Ferry.

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:

Narrative Boundary Description: The boundary of the property is the legal boundaries of the tax parcel. It is bounded by separate parcels at the northeast and northwest, Charles Street at the southeast, and Main Street at the southwest.

CONTINUATION SHEET

Historic Sites #:

History (continued):

Bergen County was first settled by Europeans in the early seventeenth century when the Dutch East India Company commissioned Henry Hudson to travel to the New World and increase trade in 1609. Hudson founded a trading colony along the North River (known today as the Hudson River) comprised of pieces of modern-day New York, New Jersey, Connecticut, Pennsylvania, and Delaware and named it New Netherland. The land claimed by Hudson was, however, already occupied by Native American tribes and the two groups soon fell into conflict (County of Bergen 2016:2). By 1638, the continued skirmishing with the local tribes exposed the disorganized nature of the settlement. A fortified camp was finally erected in 1656, named Fort Hackensack. Two years later in 1658, the settlers purchased the land outright from the tribes and established Bergen Township, the first permanent settlement in the area (Van Valen 1900:25; Lurie and Mappen 2004:71).

By 1890, increased access to and from metropolitan areas such as New York City via railroad caused Bergen County's population to surge (Eugene 1953:209). The population increased again during the post-World War II era, largely due to the construction of the George Washington Bridge which in 1932 connected Bergen County to Manhattan by highway, supporting suburban development in New Jersey (County of Bergen 2016:3).

The Borough of Little Ferry was incorporated from Lodi Township in 1894. The name originated from a ferry that crossed the Hackensack River at the site from 1659 to 1826. Notably, it was utilized by a contingent of Washington's troops in November 1776 to escape Fort Lee after the British invasion of New Jersey. A bridge replaced the ferry in the late 1820s Historically, Little Ferry was relatively sparsely settled, though a small village grew up around the bridge crossing the Hackensack River. An 1867 map depicts a cluster of houses with a blacksmith shop and two stores. Around that time, only four streets were in existence in the future borough, they included Liberty Street, Washington Avenue, Riverside Avenue and Bergen Pike. Though the 1867 map appears to refer to Little Ferry as a community spanning the Hackensack River (and including part of today's Ridgefield Park), this name is absent from 1861 and 1872 maps of the area. The 1876 Walker Atlas and 1896 Colton Roadmap however refer to the village as Freiburg, and designate the community on the east side of the Hackensack River as Little Ferry (Hopkins 1861; Hughes and Hughes 1867; Beers 1872:46–47; Walker 1876:135; Colton & Co. 1896; Borough of Little Ferry 2016).

Clay had been harvested from land along the river for sale to New York and New Jersey potteries as early as 1847, but it took more than two decades for local industry to develop. In 1866, a blasting oil company opened an explosives factory in the village, but it was destroyed four years later in a massive explosion. Another claybank was opened that year in Little Ferry, and the first brickyard was established in 1872. This yard, owned by Cole and Showers, did not prove successful, and the business soon passed into the hands of John Thume. Thume was succeeded by the Mehrhof brothers in 1877—by which time a brewery and hotel had been established in the village. The Mehrhof operation was successful, which brought other brick manufacturers to Little Ferry, such as James W. Gillies, the Gardner Brothers, Charles Walsh and Edward Smulto, and I. & W. Felter. At the peak of production, brickyards in Little Ferry output approximately one hundred million bricks annually, with the Mehrhof brickyards the second largest in the United States. Up until the 1920s the brickyards supplied bricks for nearby cities and attracted immigrant workers to Little Ferry. By the 1920s, Little Ferry was a giant in the brick-making industry. It supplied bricks to New York, Newark and many other cities (Walker 1876:135; Westervelt 1923:375; Little Ferry Centennial Celebration Committee [LFCCC] 1994).

Known as lots 54 and 55, the property was originally owned by Francis Brodsky and his wife Ida, who sold the property on July 6, 1894 to Josef Zounek for a total sum of $200 (BCDB, 383:485). Francis and Ida were both living in New York City, having been married just a few months earlier, on May 30th (New York City Department of Records, 1894). Josef, and his wife Frantiska, were also from New York and were living in the Bronx in 1902 when they sold the property to John Stepanek and his wife, Frantiska who were living in Little Ferry. The two lots were sold on April 23rd for a total of $225 (BCDB, 650:543). The brick commercial building was constructed on the lots in 1909, during the middle of Little Ferry's brick manufacturing period. A map of the property from 1913 shows a single structure with no single story bay and a small outbuilding at the northeast

CONTINUATION SHEET

Historic Sites #:

property line (**Image 1**). Five years later in 1918, the Sanborn Fire Insurance Map of the property shows the building with the single story addition at the northwest elevation and a single story cinder block outbuilding at the northeast edge of the property (**Image 2**), which was demolished ca. 1968. There are currently no outbuildings on the property.

The property stayed in the Stepanek family until 1919 when, after John's death, his widow Frantiska, along with his other heirs (Lojai Kohl, Antonia Kohl and her husband Charles), sold the property on March 5, 1919. These two lots, along with 3 other lots, were sold in a dollar sale to August and Marie Kalista (BCDB, 1008:421). August, a baker, and his wife Marie were living in Manhattan at the time of the sale but shortly after, moved their four daughters and one son to Little Ferry where August continued to worked as a baker (USBC, 1920). It could be assumed that August operated the commercial structure as his bakery, although no research to date would confirm this. The Kalista family was part of the Czechoslovakian population that had a strong presence in Little Ferry.

Little Ferry saw a surge of Czech immigrants moving to the area beginning around the time the borough was incorporated in 1894. The growth of this community can be seen by the 1897 erection of Little Ferry's first public social hall – The Telocvicna Jetnota (T.J.) Sokol, a gymnastics school and community center with ties to the Czech Sokol organization. The Czech populace also spearheaded the growth of the pearl button industry, with families operated shops in homes or back buildings producing millions of buttons over the first half of the twentieth century. In the years after World War II, farms in the area were replaced with new development and industries moved into the borough; many along Bergen Pike and Industrial Avenue (LFCCC 1994; Little Ferry Free Public Library [2017]).

By 1930, August was no longer working as a baker, but had taken a job with the Street Department. His son August Austin Kalista was working as an electrician and was the only one of their five children living with them (USBC, 1930). After his wife's death, August transferred half rights to the property to his son, August Austin on July 19, 1937 (BCDB, 2070: 454). The full rights to the property were given to August Austin on October 11, 1940. August Austin retained the property at 228 Main Street until he and his wife, Bozena, sold the property to Louis B. Blace on May 31, 1949, who promptly sold the property back to the Kalistas on June 1, 1949 (BCDB, 2967:144 and 2967:147). On June 26th, 1972, August and his wife Bozena sold the property to Louis C. L'Heureux and his wife Elizabeth for the sum of $40,000 (BCDB, 5663:58). Louis C. L'Heureux currently operates the property as a Real Estate office.

Chain of Title: 228 Main Street

Date	Grantor	Grantee	Book:Page	Notes
06/26/1972	August Austin and Bozena Kalista	Louis C. and Elisabeth L'Heureux	5663:58	*$40,000, lot 54 and 55, known as 228 Main Street*
06/01/1949	Louis B. and Beva E. Blace	August Austin and Bozena Kalista	2967:147	*$1, lot 54, 55, 56, 57 and 58*
05/31/1949	August Austin and Bozena Kalista	Louis B. Blace	2967:144	*$1, lot 54, 55, 56, 57 and 58*
10/11/1940	August Kalista (widower)	August Austin Kalista	2240:545	*$1, lot 54, 55, 56, 57 and 58, granted full rights to property*
07/19/1937	August Kalista (widower)	August Kalista (widower)	2070:454	*$1, lot 54, 55, 56, 57 and 58, granted half rights to property*

CONTINUATION SHEET

Historic Sites #:

Chain of Title: 228 Main Street

Date	Grantor	Grantee	Book:Page	Notes
03/05/1919	Frantiska Haller (widow), Lojai Kohl (widow), Antonie and Charles Honl	August and Marie Kalista	1008:421	*$1, lot 54, 55, 56, 57 and 58, sold by heirs of John Stepanek*
04/23/1902	Josef and Frantiska Zounek	John and Frantiska Stepanek	543:650	*$225, lot 54 and 55*
07/06/1894	Francis and Ida Brodsky	Josef Zounek	383:485	*$200, lot 54 and 55*

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Historic Sites #:

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CONTINUATION SHEET

Historic Sites #:

Photograph 2. Detail view of southwest façade and storefront, view north.

CONTINUATION SHEET

Historic Sites #:

Photograph 3. Southwest (main) and northwest elevation, view east.

Photograph 4. Southeast elevation of the building, view east.

CONTINUATION SHEET

Historic Sites #:

Photograph 5. Detail view of southwest (main) elevation, showing corbelled brick and date stone.

CONTINUATION SHEET

Historic Sites #:

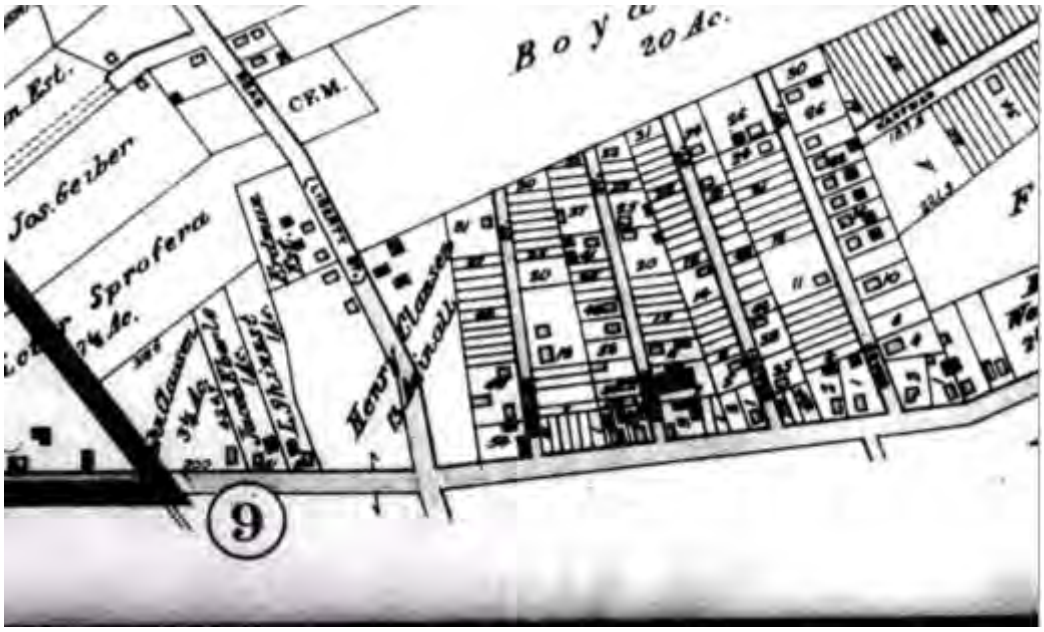

Figure 1. 1913 Bromley Map, Plate 15, showing 228 Main Street.

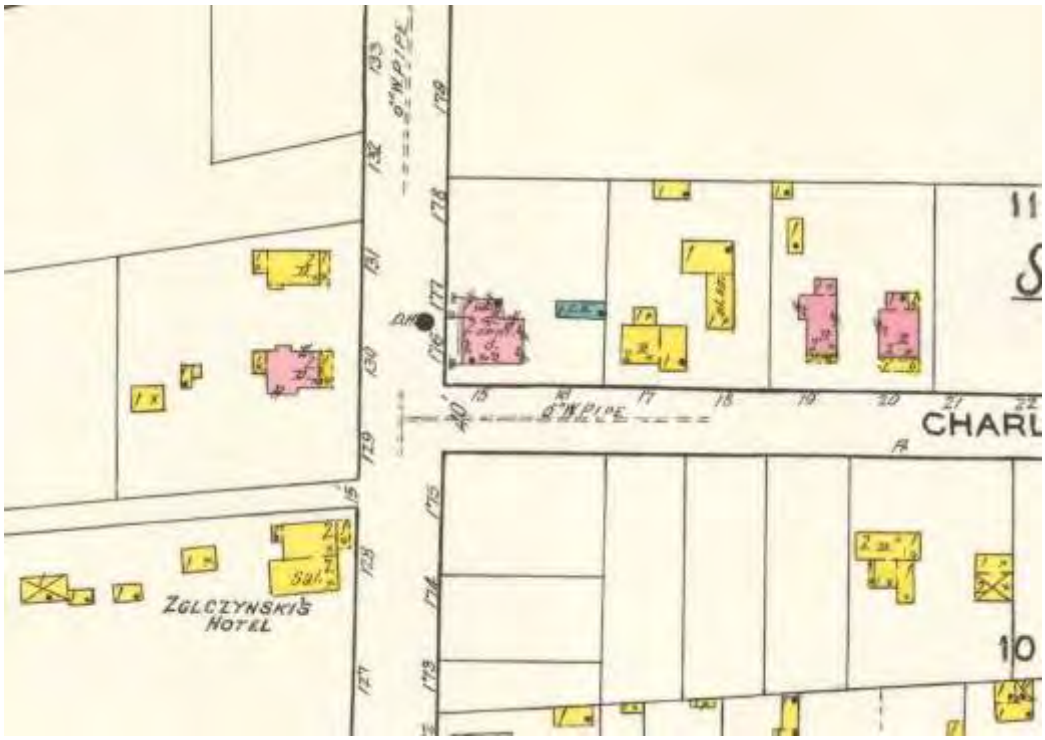

Figure 2. 1918 Sanborn Fire Insurance Map, showing property and outbuilding.

BASE FORM

Historic Sites #:

Property Name: 111 Main Street

Street Address: *Street #:* 111 *(Low)* *(High)* *Apartment #:* *(Low)* *(High)*

Prefix: *Street Name:* Main *Suffix:* *Type:* ST

County(s): Bergen **Zip Code:** 07643

Municipality(s): Little Ferry **Block(s):** 43

Local Place Name(s): N/A **Lot(s):** 22

Ownership: Private **USGS Quad(s):** Weehawken

Photograph:

Description: The garage located at 111 Main Street in Little Ferry is a two-story structure constructed c. 1925. The garage is three bays in width. The central bay features an overhead door for automobile access to the interior of the structure. The flanking bays host storefront windows on the first floor, and louvered office windows on the second floor. A single metal pedestrian door is located in the eastern bay. Commercial advertising is mounted to the stucco façade. A stepped parapet with concrete coping rises above a flat roof. The roof features a single glass and metal frame monitor. The side elevations are constructed of exposed concrete block, and two small windows pierce the eastern elevation.

Registration and Status Dates:

National Historic Landmark: No

SHPO Opinion:

National Register:

Local Designation:

New Jersey Register:

Other Designation:

Determination of Eligibility:

Other Designation Date:

Survey Name: Rebuild by Design Meadowlands Flood Protection Project Date: 05/08/2018

Surveyor: Emily Paulus Everett and Samantha Kuntz; Ben Buckley (preparer)

Organization: AECOM, 437 High Street, Burlington, NJ 08016

BASE FORM

Historic Sites #:

Location Map:

Site Map:

Bibliography/Sources:

Nationwide Environmental Title Research (NETR)
1931 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com/, accessed on March 23, 2018.
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Additional Information: N/A

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: ☐ Building ☐ Structure ☐ Object ☐ Bridge ☐ Landscape ☐ Industry

Within Historic District? ☐ Yes ☐ No

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes
(Known or potential Sites – if yes, please describe briefly)

Survey Name: Rebuild by Design Meadowlands Flood Protection Project Date: 05/08/2018
Surveyor: Emily Paulus Everett and Samantha Kuntz; Ben Buckley (preparer)
Organization: AECOM, 437 High Street, Burlington, NJ 08016

BASE FORM

Historic Sites #:

Property Name: 119 Main Street

Street Address: *Street #:* 119 *(Low)* *(High)* *Apartment #:* *(Low)* *(High)*

Prefix: *Street Name:* Main *Suffix:* *Type:* ST

County(s): Bergen **Zip Code:** 07643

Municipality(s): Little Ferry **Block(s):** 40

Local Place Name(s): N/A **Lot(s):** 23

Ownership: Private **USGS Quad(s):** Weehawken

Photograph:

Description: 119 Main Street in Little Ferry is a two story, Colonial Revival style, mixed use structure built in 1928. The structure is three bays wide by four piles deep. The primary entrance is located in the central bay of the façade. The original entry was infilled in the late twentieth century with a modern door, and a porch roof covered in vinyl siding and asphalt shingles was added. The entry is flanked by large rounded arch windows. The bays of the first floor are divided by brick pilasters with cast stone capitals. A cast stone belt course, with details resembling a classical cornice, visually delineates the first and second stories. (See Continuation Sheet)

Registration and Status Dates:

National Historic Landmark: No
SHPO Opinion:
National Register:
Local Designation:
New Jersey Register:
Other Designation:
Determination of Eligibility:
Other Designation Date:

Survey Name: Rebuild by Design Meadowlands Flood Protection Project Date: 05/08/2018
Surveyor: Emily Paulus Everett and Samantha Kuntz; Ben Buckley (preparer)
Organization: AECOM, 437 High Street, Burlington, NJ 08016

BASE FORM

Historic Sites #:

Location Map:

Site Map:

Bibliography/Sources: (See Continuation Sheet)

Additional Information: N/A

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: ☐ Building ☐ Structure ☐ Object ☐ Bridge ☐ Landscape ☐ Industry

Within Historic District? ☐ Yes ☐ No

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes
(Known or potential Sites – if yes, please describe briefly)

Survey Name: Rebuild by Design Meadowlands Flood Protection Project Date: 05/08/2018
Surveyor: Emily Paulus Everett and Samantha Kuntz; Ben Buckley (preparer)
Organization: AECOM, 437 High Street, Burlington, NJ 08016

CONTINUATION SHEET

Historic Sites #:

Description (continued):

The second story features two sets of paired, double-hung windows with solider-course brick lintels and cast stone sills. A stepped parapet forms the top of the façade, and is inlaid with three decorative diamonds.

The side (east and west) elevations are parged in stucco. Each elevation originally had eight double-hung windows; four on the first and second floor. Many of these window openings have been partially or fully infilled. The entrance to an enclosed exterior staircase is located at the southwest corner of the structure and leads to second floor residences.

A one-and-half story brick outbuilding is located directly behind 119 Main Street a pre-dates the resource. The outbuilding has a steeply pitched side gable roof covered in asphalt shingles. Visual inspection suggests it originally functioned as a barn of sorts, supporting evidence from Bromley's 1913 *Bergen County* which shows the outbuilding as associated with the 55 acre Werneking Tract.

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1970 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com/, accessed on March 26, 2018.

BASE FORM

Historic Sites #:

Property Name: 124 Main Street

Street Address: *Street #:* 124 *(Low)* *(High)* *Apartment #:* *(Low)* *(High)*

Prefix: *Street Name:* Main *Suffix:* *Type:* ST

County(s): Bergen **Zip Code:** 07643

Municipality(s): Little Ferry **Block(s):** 19

Local Place Name(s): N/A **Lot(s):** 06

Ownership: Public **USGS Quad(s):** Weehawken

Photograph:

Description: The Little Ferry Hook and Ladder Company consists of a two story central mass constructed in 1923 that is flanked by two single story additions constructed in the second half of the twentieth century. The original two story brick structure is three bays wide and features and a hipped roof with overhanging eaves. An overhead garage door and a metal and full-lite glass pedestrian door allow access at the ground floor, and three double hung vinyl windows are located at the second story. The single story, western portion of the façade was constructed around 1950. This brick addition has a stepped parapet wall with concrete coping, and a former entrance has been infilled with glass block and concrete block. (See Continuation Sheet)

Registration and Status Dates:

National Historic Landmark: No

SHPO Opinion:

National Register:

Local Designation:

New Jersey Register:

Other Designation:

Determination of Eligibility:

Other Designation Date:

Survey Name: Rebuild by Design Meadowlands Flood Protection Project Date: 05/08/2018

Surveyor: Emily Paulus Everett and Samantha Kuntz; Ben Buckley (preparer)

Organization: AECOM, 437 High Street, Burlington, NJ 08016

BASE FORM

Historic Sites #:

Location Map:

Site Map:

Bibliography/Sources: (See Continuation Sheet)

Additional Information: N/A

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: ☐ Building ☐ Structure ☐ Object ☐ Bridge ☐ Landscape ☐ Industry

Within Historic District? ☐ Yes ☐ No

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes
(Known or potential Sites – if yes, please describe briefly)

Survey Name: Rebuild by Design Meadowlands Flood Protection Project Date: 05/08/2018
Surveyor: Emily Paulus Everett and Samantha Kuntz; Ben Buckley (preparer)
Organization: AECOM, 437 High Street, Burlington, NJ 08016

CONTINUATION SHEET

Historic Sites #:

Description (continued):

The single story, eastern portion of the façade was constructed around 1985. The brick addition projects forward slightly from the other bays, and contains a single overhead garage with a jack arch lintel.

Bibliography/Sources:

Little Ferry Centennial Celebration Committee
1994 *1994—100th Anniversary*. Little Ferry, New Jersey: Little Ferry Centennial Celebration Committee.

Nationwide Environmental Title Research (NETR)
1931 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com/, accessed on March 27, 2018.
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2002 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com/, accessed on March 26, 2018.

BASE FORM

Historic Sites #:

Property Name: Schulz Homestead

Street Address: *Street #:* 96 *(Low)* *(High)* *Apartment #:* *(Low)* *(High)*

Prefix: *Street Name:* Washington *Suffix:* *Type:* AVE

County(s): Bergen County **Zip Code:** 07643

Municipality(s): Little Ferry Borough **Block(s):** 57

Local Place Name(s): N/A **Lot(s):** 7.01

Ownership: Private **USGS Quad(s):** Weehawken

Photograph:

Photograph 1. Primary elevation of the Schulz Homestead, view north.

Description: The residential property at 96 Washington Avenue is a two-toned, two-and-a-half story Queen Anne dwelling built around 1890 in Little Ferry, Bergen County, New Jersey. Occupying a seven acre lot, the property is situated at the southwestern corner of the tax parcel, oriented southeast approximately 35 feet from Washington Avenue. Dense tree growth immediately surrounds the dwelling; however, the remainder of the property remains relatively sparse. It is accessed by a narrow concrete walkway that provides access from Washington Avenue to the dwelling. (See Building Attachment Form)

Registration and Status Dates:

National Historic Landmark: SHPO Opinion:

National Register: Local Designation:

New Jersey Register: Other Designation:

Determination of Eligibility: Other Designation Date:

Survey Name: Rebuild by Design Meadowlands Flood Protection Project Date: 12/01/2017

Surveyor: Emily Paulus Everett and Samantha Kuntz; Samantha Kuntz (preparer)

Organization: AECOM, 437 High Street, Burlington, NJ 08016

BASE FORM

Historic Sites #:

Location Map:

Site Map:

Bibliography/Sources: (See Continuation Sheet)

Additional Information: N/A

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: ☒ Building ☐ Structure ☐ Object ☐ Bridge ☐ Landscape ☐ Industry

Within Historic District? ☐ Yes ☒ No

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No
(Known or potential Sites – if yes, please describe briefly)

Survey Name: Rebuild by Design Meadowlands Flood Protection Project Date: 12/01/2017
Surveyor: Emily Paulus Everett and Samantha Kuntz; Samantha Kuntz (preparer)
Organization: AECOM, 437 High Street, Burlington, NJ 08016

BUILDING ATTACHMENT

Historic Sites #:

Common Name: 96 Washington Avenue
Historic Name: Schulz Homestead
Present Use: No Activity
Historic Use: Residential Activity, Permanent
Construction Date: Ca. 1890 **Source:** Stylistic evidence; historic maps; deed research
Alteration Date(s): N/A **Source:** N/A
Designer: Unknown **Physical Condition:** Fair
Builder: Unknown **Remaining Historic Fabric:** High
Style: Queen Anne
Form: Irregular **Stories:** 2.5
Type: N/A **Bays:** 3
Roof Finish Materials: Asphalt Shingle
Exterior Finish Materials Wood, Shingles

Exterior Description: The resource is an asymmetrical, two-and-a-half story dwelling in a demur Queen Anne style which faces south onto Washington Avenue. The lower two stories are clad in wooden clapboard siding, while wooden shingles cover the uppermost half-story. All of the windows are single-pane and double-hung with wood sashes. The cross-gabled roof, which includes a steeply pitched front-facing gable on the primary elevation, is clad in replacement asphalt shingles, some of which have fallen off in recent years. A single brick chimney, modified in recent years, is located in center of the side-gabled portion of the dwelling, set back from the primary façade (Photographs 2, 3).

The home has as brick foundation, visible on the primary elevation beneath a bay window with a hipped pyramidal roof. A square tower with a bracketed pyramid roof is located at the southeast corner of the front façade. The tower cuts in at the first story at a covered corner entryway shared by both the south and east elevations, and projects beyond the roofline of the home. . It is accessible via the wide wooden staircase leading to the covered entryway. Flanking the entryway to the right is a one-story projection with a central entrance on the east elevation, which may have been an earlier porch now enclosed. This secondary entrance is currently obscured by the dense vegetation that surrounds the entire dwelling. The Schulz Homestead is currently vacant and shows significant wear.

Interior Description: Not accessible.

Setting: The dwelling is located in the southwestern corner of the tax parcel, tightly surrounded by mature trees. The land immediately east of the dwelling contains less vegetation by comparison. There is a small shed situated approximately 75 feet northeast of the dwelling at the rear of the tax parcel. Sitting approximately 70 feet behind the dwelling is a rectangular water feature roughly 50 feet by 30 feet, which is likely the remnant of the swimming pool installed by original owner Carl Schulz in the early twentieth century. The entire property is enclosed with chain-link fencing installed (Photograph 5).

The Schulz Homestead property is situated adjacent to the intersection of Washington Avenue and Industrial Avenue, with the latter's northernmost segment ending at the property's southern boundary (Photograph 4). Washington Avenue is a two-lane highway with steady vehicle activity, supporting a mix of residential and commercial activities and functioning as small-scale corridor through Little Ferry to Moonachie to the west. The dwelling is accessible directly from Washington Avenue by way of a narrow concrete walkway overgrown with weeds. Though it lacks a formal driveway, clear vehicle marks on the lawn indicate a makeshift driveway that enters at the center of the southern boundary along Washington Avenue east of the dwelling and extends back to the northeast corner of the property.

ELIGIBILITY SHEET

Historic Sites #:

History: The residence located at 96 Washington Avenue in Little Ferry, Bergen County, New Jersey occupies a parcel of land that once extended from its current western boundary north to Maple Street, east to Pickens Street, and South to Washington Avenue. The dwelling, constructed around 1890, was home to the Schulz family for over a century, having likely been built just prior to the ownership of Carl Schulz in 1894 and remaining with family members until its sale to an outside party in 2017. During its years as the Schulz Homestead, the understated Queen Anne dwelling was known throughout the community for being the first home in Little Ferry to have running water and the first property to have a swimming pool in the area (Figure 1). The property has been home by two mayors of Little Ferry: Carl (1912) and his eldest son Charles (1912-1914; 1922-1926). Given the longevity of a single family's tenancy on the property, the homestead reflects the evolution of a residential property in Little Ferry, Bergen County throughout the twentieth century. (See Continuation Sheet).

Significance: Background research and field investigation determined that the Schulz Homestead is locally significant under Criterion C as an intact example of Queen Anne style residential architecture in Little Ferry, Bergen County, New Jersey. The property's association with the locally-prominent Schulz family, whom retained ownership of the dwelling for over 100 years until 2017, also contributes to its local significance. However, background research at local and county repositories revealed no indication that the property is associated with events that have contributed to broad patterns of local or regional history or associated with persons significant to the past (Criterion A and B, respectively). Nor does the style embody distinctive characteristics of a type, period, or method of construction (Criterion C). There is no evidence to suggest that the Schulz Homestead may be likely to yield information important to history or prehistory (Criterion D).

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☒ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility: Although the dwelling itself has retained a large portion of its historic fabric since construction at the turn of the twentieth century, the resource lacks significance for consideration of the New Jersey and National Registers of Historic Places. Substantial changes to the property, which today cover less than a quarter of the site's original size, significantly alters the context as land dedicated to subsistence agriculture associated with the Schultz homestead was eradicated by subdivision – altering integrity of location, setting, feeling and association. As such, the Schulz Homestead is not recommended eligible for listing on the New Jersey or National Registers of Historic Places.

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:

Narrative Boundary Description: The boundary for this property corresponds to the legal boundaries of the tax parcel no. 023-57-7.01, covering approximately 7.01 acres. It is bordered by Washington Avenue to south and adjacent properties to the east (0230-57-9.01, 0230-57-10, 0230-57-11, 0230-57-7.05), north (0230-57-7.04, 0230-57-8, 0230-57-9.02), and west (0230-57-7.02, 0230-57-7.03). When combined with the surrounding properties, the property at 96 Washington Avenue corresponds to the extent of the historic Schulz Homestead property, originally established at the turn of the twentieth century (*U.S. Indexed County Land Ownership Maps* 1913).

CONTINUATION SHEET

Historic Sites #:

History (continued):

Bergen County was first settled by Europeans in the early seventeenth century when the Dutch East India Company commissioned Henry Hudson to travel to the New World and increase trade in 1609. Hudson founded a trading colony along the North River (known today as the Hudson River) comprised of pieces of modern-day New York, New Jersey, Connecticut, Pennsylvania, and Delaware and named it New Netherland. The land claimed by Hudson was, however, already occupied by Native American tribes and the two groups soon fell into conflict (County of Bergen 2016:2). By 1638, the continued skirmishing with the local tribes exposed the disorganized nature of the settlement. A fortified camp was finally erected in 1656, named Fort Hackensack. Two years later in 1658, the settlers purchased the land outright from the tribes and established Bergen Township, the first permanent settlement in the area (Van Valen 1900:25; Lurie and Mappen 2004:71).

By 1890, increased access to and from metropolitan areas such as New York City via railroad caused Bergen County's population to surge (Eugene 1953:209). The population increased again during the post-World War II era, largely due to the construction of the George Washington Bridge which in 1932 connected Bergen County to Manhattan by highway, supporting suburban development in New Jersey (County of Bergen 2016:3).

The Schulz family came to Bergen County in the early years of population growth around 1894-95, as evidenced by land acquisitions in Little Ferry by patriarch Carl Schulz (Bergen County Deed Book 374:660, 403:591). At that time, Little Ferry had just been incorporated from Lodi Township during the sweeping division of Bergen County townships that led to the creation of 26 boroughs in 1894 alone. Little Ferry, named after the ferry that crossed the nearby Hackensack River from 1659 to 1826, was historically a sparsely settled village which developed alongside the bridge crossing at the Hackensack River. Around 1847, clay harvesting along the river gave rise to a burgeoning brick industry, which was thriving by the time the first brickyard opened in Little Ferry in 1872. By the 1920s, Little Ferry was prominent in the brick-making industry, supplying bricks to New York, Newark and many other cities (*NYT* 13 March 1870:5; Walker 1876:135; Westervelt 1923:375; LFCCC 1994). At the peak of production, brickyards in Little Ferry produced approximately one hundred million bricks annually, with the available work attracting a large immigrant labor force.

Carl Schulz, an immigrant himself (though not employed in the brick industry), settled in Little Ferry during this time. Born in Germany in 1857, Schultz immigrated to New York with this wife of three years, Maria (alternatively referred to as Marie or Mina) in 1882 (USCB 1900). He worked as a merchant tailor on New York City's prestigious Fifth Avenue, first on 572 Fifth Avenue and later at 259 Fifth Avenue (Ancestry 1909, 1912; *NYT* 17 February 1912; Trow 1909:1304, 1912:1405). In 1894, Schulz purchased four tracts of land in Little Ferry near the intersection of Washington Avenue (then still referred to as Moonachie Street) and Pickens Street (Bergen County Deed Book [BCDB] 374:660). A house located on the property was noted at the time of the sale on March 1, 1894. By the time of the 1900 Decennial Census, Schulz and Maria were recorded residing at 96 Washington Avenue, with their two sons, Charles and Otto (USCB 1894, 1900).

The 1909 Sanborn Insurance Map of Little Ferry shows the Schulz property extending south on Pickens Street from Maple Street approximately 275 feet to Washington Avenue, west on Washington Avenue approximately 315 feet, north approximately 300 feet to Maple Street, and east approximately 400 feet back to Pickens Street (Figure 1). The dwelling is situated at the southwest corner of the property along Washington Avenue, with smaller domestic agricultural outbuildings including a hennery and a grain storage building in the northwest corner by Maple Street. Though the size of the property and character of the setting have changed, the dwelling itself has remained largely unaltered. A 1909 photograph of the homestead depicts a residence almost identical to what can be found today (Figure 2). The Schulz Homestead was notable in the community at this time for being the first residence in Little Ferry to have running water as well as a swimming pool (Little Ferry Public Library).

Schulz was elected Mayor of Little Ferry in 1912, remaining active in the Little Ferry community despite working in New York City. However, in February of 1912 – just one month after taking office– Carl Schulz was on his way to give the keynote address at the opening of the newly rebuilt Telocvicna Jednota Sokol (currently known as the American Sokol Little Ferry) when he was struck and killed by a Susquehanna & Western Express train at the Little Ferry station (*NYT* 1912). His eldest son, Charles, took over mayoral duties while his wife, Maria, continued to live at the family homestead with Otto, then working as the Inspector for the Borough of Little Ferry (LFCCC 1994; U.S. Draft Registration Card 1917; Board of Health 1912). The 1913 U.S. Indexed Land Ownership Map shows the property relatively unchanged immediately following Carl's death; however, by the time of the 1918 Sanborn Insurance Map, the eastern portion of the property along Pickens Street had been separated from the Schulz property and subdivided into two separate lots (Figures 3, 4).

CONTINUATION SHEET

Historic Sites #:

When Maria passed in 1946, the land was partitioned between her sons, Charles and Otto Schulz. Charles, acting as executor of her estate, conveyed the portion of land containing the homestead to his brother and Otto's son, Norman (BCDB 2737:26). This property was later passed entirely to Norman by Otto in 1960 (BCDB 4116:402). The Schulz homestead remained with Norman's family for the remainder of the twentieth century and into the twenty-first century, passing to his wife Giovannina upon his death in 2008. In 2017, following the death of Giovannina, the estate passed to their daughter Susan (BCDB 2589:1926). The Schulz family's ownership of the home ended when Carl Schulz's great-granddaughter Susan sold the property to an outside company on April 6, 2017 (BCBD 2589:1926).

Chain of Title: 96 Washington Ave

Date	Grantor	Grantee	Book:Page	Notes
04/06/2017	Susanne Schulz (executrix, daughter, Estate of Giovannina Schulz)	96 Washington Ave, Little Ferry LLC	2589:1926	*($77,000)*
11/14/2008	Susanne Schulz (executrix, daughter, Estate of Norman Schulz)	Giovannina Schulz (widow)	9642:434	*Transfer of ownership, $1*
04/20/1960	Otto Schulz	Norman Schulz	4116:402	*$1*
08/19/1946	Charles Schulz (executor, son, Estate of Maria Schulz) and wife Frances Schulz	Norman Schulz (grandson) and Otto Schulz (son)	2737:26	*$1, conveyed after the death of Maria (widow)*
03/01/1894	Theresia Abelmann (widow)	Carl Schulz	374:660	*$2,200; Carl living in Lodi (Little Ferry)*

(Source: Bergen County Clerk's Office, Bergen County, New Jersey)

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CONTINUATION SHEET

Historic Sites #:

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CONTINUATION SHEET

Historic Sites #:

Photograph 2. Front elevation of the Schulz Homestead facing southeast toward Washington Avenue.

CONTINUATION SHEET

Historic Sites #:

Photograph 3. Perspective of the Schulz Homestead showing the west elevation and the fenced in property, view east.

Photograph 4. View of the fenced in property at the Schulz Homestead, view northwest from Washington Avenue.

CONTINUATION SHEET

Historic Sites #:

Photograph 5. Context view facing west at the intersection of Washington Avenue and Industrial Avenue.

CONTINUATION SHEET

Historic Sites #:

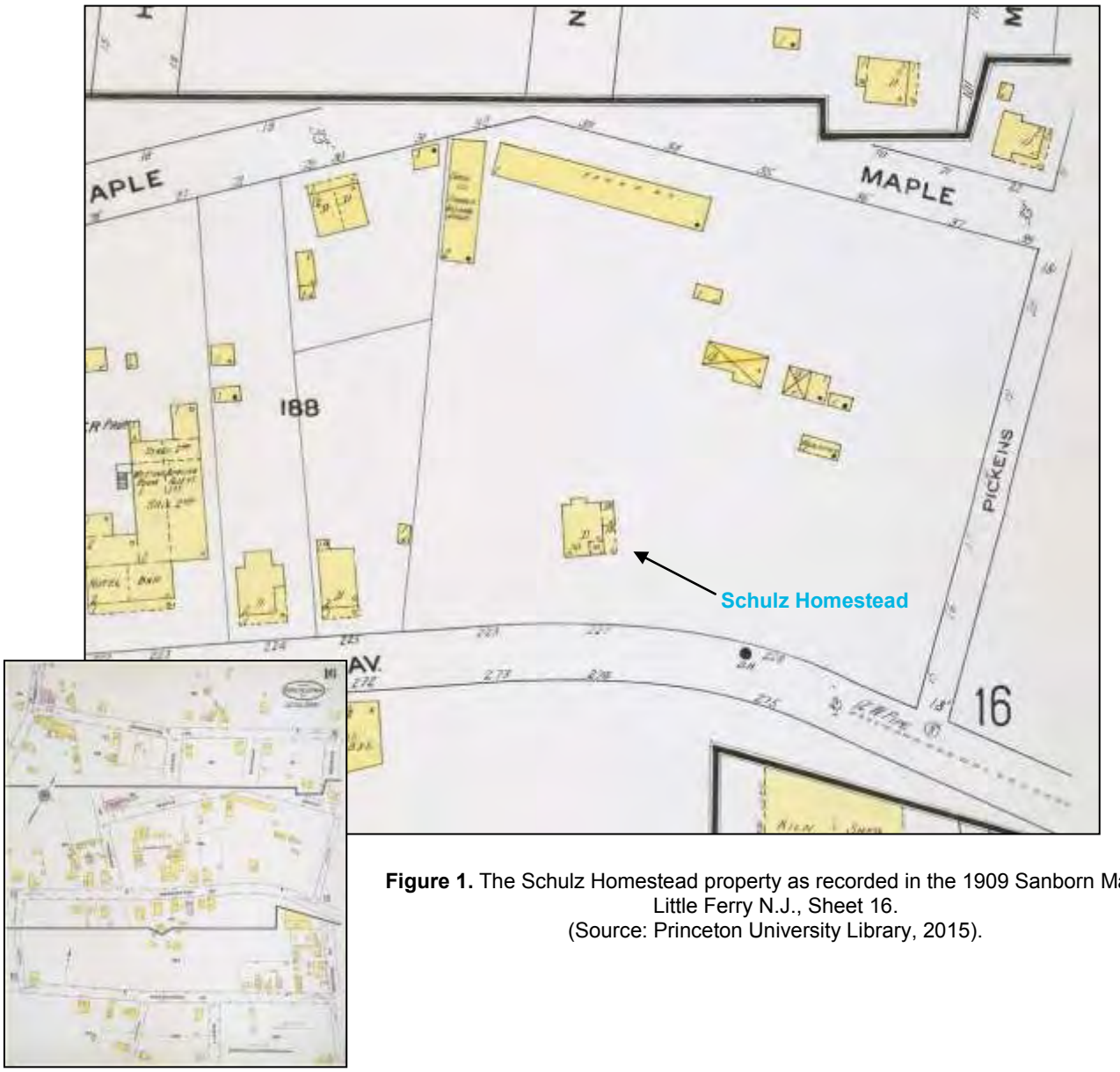

Figure 1. The Schulz Homestead property as recorded in the 1909 Sanborn Map of Little Ferry N.J., Sheet 16.
(Source: Princeton University Library, 2015).

CONTINUATION SHEET

Historic Sites #:

Figure 2. 1909 image of the Schulz Homestead, indicating that it was the first home in Little Ferry to have running water and a swimming pool.
(Source: Little Ferry Public Library)

CONTINUATION SHEET

Historic Sites #:

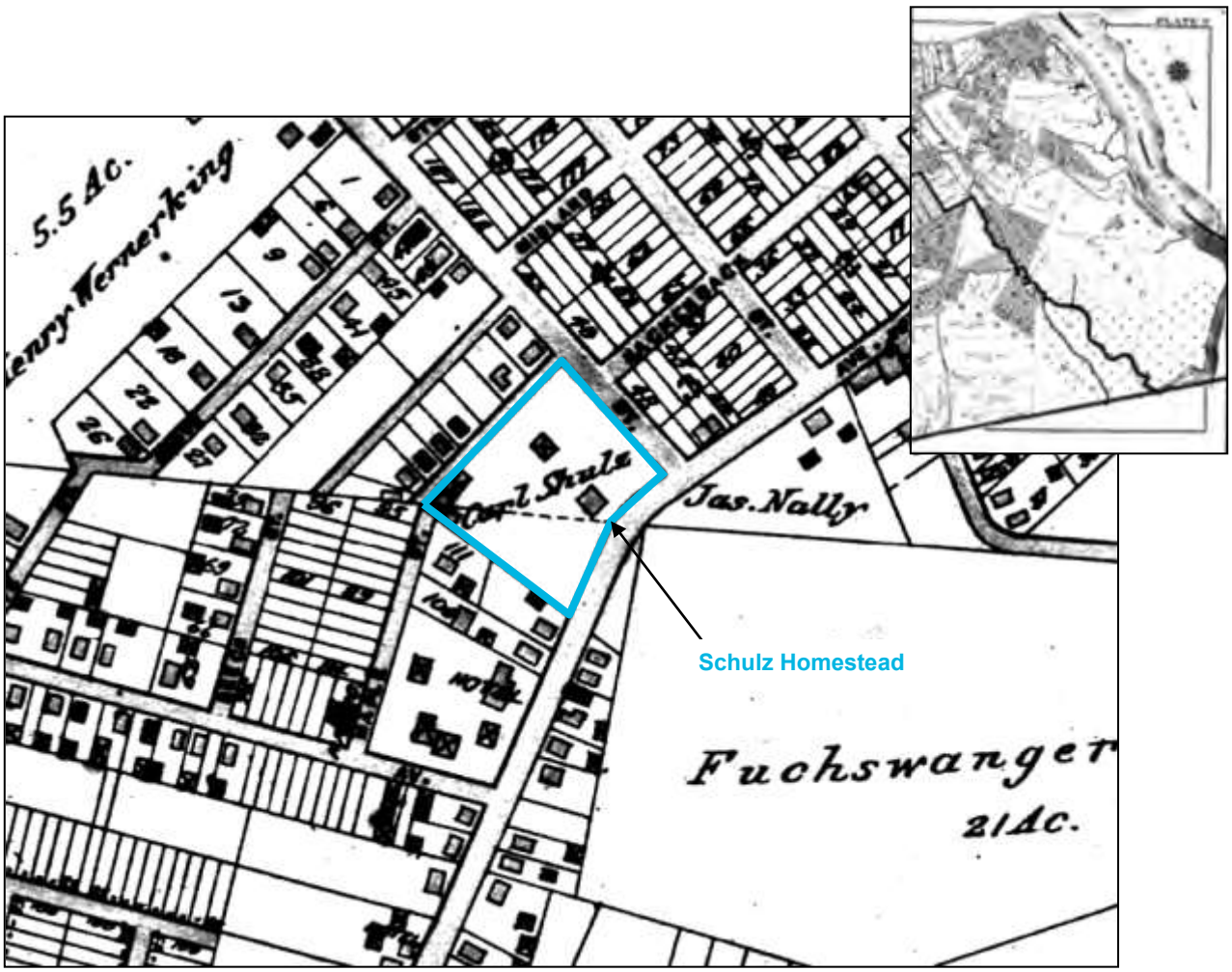

Figure 3. View of the Carl Schulz's property from the 1913 *U.S. Indexed County Land Ownership Map,* Moonachie, Little Ferry, and Lodi, Bergen County, N.J., indicating the site of the dwelling.
(Source: Ancestry.com Operations, Inc., 2010)

CONTINUATION SHEET

Historic Sites #:

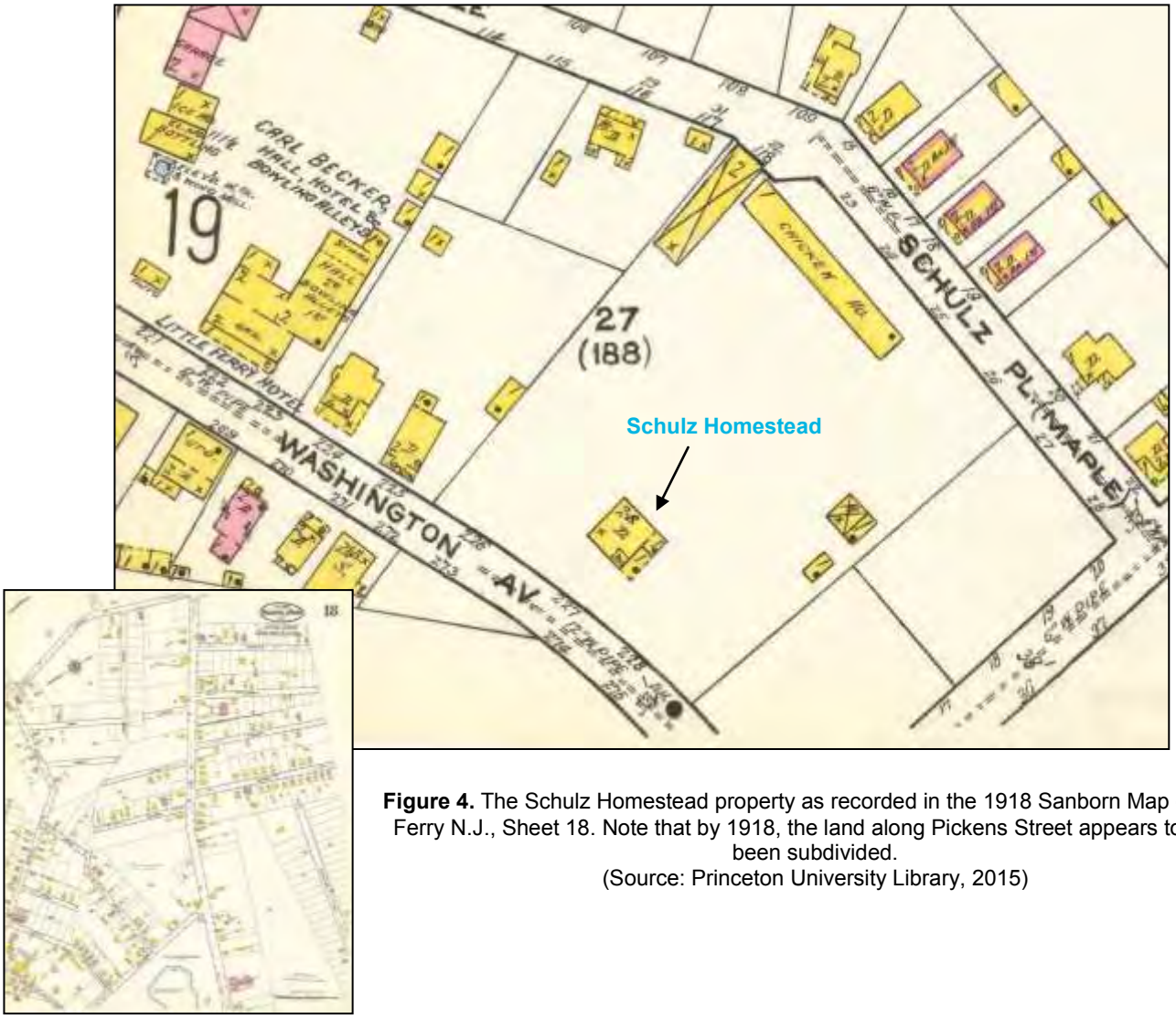

Figure 4. The Schulz Homestead property as recorded in the 1918 Sanborn Map of Little Ferry N.J., Sheet 18. Note that by 1918, the land along Pickens Street appears to have been subdivided.
(Source: Princeton University Library, 2015)

BASE FORM

Historic Sites #:

Property Name: Washington Elementary School

Street Address: *Street #:* 123 *(Low)* *(High)* *Apartment #:* *(Low)* *(High)*

Prefix: *Street Name:* Liberty *Suffix:* *Type:* ST

County(s): Bergen County **Zip Code:** 07643

Municipality(s): Little Ferry Borough **Block(s):** 64

Local Place Name(s): N/A **Lot(s):** 6

Ownership: Public **USGS Quad(s):** Weehawken

Photograph:

Photograph 1. Washington Elementary School, view southeast from Liberty Street.

Description: The Washington Elementary School is a two story, brick elementary school located in the Little Ferry Borough in Bergen County, New Jersey. Designed by architect Ernest Sibley in 1914, the colonial revival structure features Flemish bond brick work accented by cast stone details. A substantial 1956 addition projects from the rear of the structure. (See Building Attachment Form)

Registration and Status Dates:

National Historic Landmark: SHPO Opinion:

National Register: Local Designation:

New Jersey Register: Other Designation:

Determination of Eligibility: Other Designation Date:

Survey Name: Rebuild by Design Meadowlands Flood Protection Project Date: 11/28/2017

Surveyor: Emily Paulus Everett and Samantha Kuntz; Ben Buckley (preparer)

Organization: AECOM, 437 High Street, Burlington, NJ 08016

BASE FORM

Historic Sites #:

Location Map:

Site Map:

Bibliography/Sources: (See Continuation Sheet)

Additional Information: N/A

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: ☒ Building ☐ Structure ☐ Object ☐ Bridge ☐ Landscape ☐ Industry

Within Historic District? ☐ Yes ☒ No

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes
(Known or potential Sites – if yes, please describe briefly)

Survey Name: Rebuild by Design Meadowlands Flood Protection Project Date: 11/28/2017
Surveyor: Emily Paulus Everett and Samantha Kuntz; Ben Buckley (preparer)
Organization: AECOM, 437 High Street, Burlington, NJ 08016

BUILDING ATTACHMENT

Historic Sites #:

Common Name: Washington Elementary School
Historic Name: Little Ferry Public School No. 2; Washington School
Present Use: Educational activity
Historic Use: Educational activity
Construction Date: 1914 **Source:** Cornerstone
Alteration Date(s): 1956, 1971 **Source:** Historic Aerials, Secondary Sources
Designer: Ernest Sibley, Architect **Physical Condition:** Excellent
Builder: Unknown **Remaining Historic Fabric:** Medium
Style: Colonial Revival
Form: Other **Stories:** 2
Type: N/A **Bays:** 5
Roof Finish Materials: Unknown
Exterior Finish Materials Brick, Flemish Bond

Exterior Description: The Washington Elementary School is a two story, brick structure with a raised basement. The façade is divided into five bays, with a projecting central bay (Photograph 2). The primary entrances flank the central bay. Each entrance features an arched, cast stone, colonial revival surround with pilasters and a Doric entablature topped with decorative iron fencing. The entrances were originally separated by gender, with “Girls” and “Boys” inscribed over the doors (Photograph 3). Modern metal doors are now installed in the entrances. The basement windows rest on a concrete foundation and feature splayed brick lintels. A cast stone belt course runs between the basement and first floor. The first and second floors feature large banks of windows with cast stone sills. The window banks are surrounded by bands of solider course brick, which run vertically between the first and second floor and frame panels of Flemish-bond brick. Three cast stone shield emblems are located between the first and second floor windows above the façade bays, while recessed brick spandrel panels are present between first and second floor windows in the central and flanking bays. A date stone reading “1914” is located above the foundation at the southeast corner of the building. (See Continuation Sheet)

Interior Description: Not accessible.

Setting: The Washington Elementary School is located in a suburban borough of Little Ferry, New Jersey. The façade faces Liberty Street, a main community thoroughfare. The brick façade is approximately 125 feet long, and the original portion of the structure extends back approximately 60 feet west from the façade. A 1956 addition to the rear of the school is approximately 150 feet long and 105 feet wide, and extends to the western edge of the property. The school building itself is situated on the northern edge of the property, while the southern portion of the property is occupied by paved playground and parking areas. (See Continuation Sheet)

ELIGIBILITY SHEET

Historic Sites #:

History: The area that is now Little Ferry New Jersey was originally part of New Barbadoes Township, and Later Lodi Township when it formed in 1825. The Little Ferry borough derived its name from a ferry that facilitated transit over the Hackensack River from 1625 until 1828, when a bridge was constructed in its place. The area remained largely rural until the late nineteenth century. The first major industry to establish in the area was clay harvesting and brick manufacturing in the 1870's. By 1904, there were eight brick yards operating in the vicinity of Little Ferry, supplying bricks for construction in the surrounding urban centers (Little Ferry Centennial Celebration Committee, 1994). (See Continuation Sheet)

Significance: The Washington Elementary School is a regionally significant structure due to its association with prominent school architect Ernest Sibley. Sibley designed some of the most architecturally significant schools in the Mid-Atlantic region in the first half of the twentieth century. The school represents an early commission for Sibley, and showcases the development of his trademark colonial revival style. However, the building has undergone extensive alterations and is recommended not eligible for listing on the National Register.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility: The Washington School has experienced significant alterations since its completion in 1914 that have compromised the integrity of the structure and renders it incapable of conveying its architectural significance. The most significant alteration was the removal of the cross gable roof in 1971, and the instillation of a flat roof with a parapet and sheet metal coping. This modification significantly altered the architectural character of the structure. (*See Continuation Sheet*)

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:

Narrative Boundary Description: The boundary of the property is the legal boundary of the tax parcel. It is bounded by Liberty Street to the east, and separate tax parcels to the north, south, and west.

CONTINUATION SHEET

Historic Sites #:

Exterior Description (Continued):

The side (northern and southern) elevations have two brick pilasters that rise from the cast stone belt course to the cornice, topped with cast stone capitals (Photograph 4).

Originally, the central bay of the rear projected from of the building. A large addition, built in 1956, now obscures the original rear elevation (Photograph 5).

The Washington Elementary School currently has a flat roof with a parapet covered in sheet metal flashing. This roof form dates to 1971 (LFCCC 1994). The original structure featured a cross gable roof with brick gables, cast stone coping, and circular windows in each gable (Figures 3, 4).

Setting (Continued):

The school was originally surrounded by low density residential development. The landscape surrounding the school has evolved since its construction in 1914. The original landscape design consisted of regularly laid out sidewalks, trees, and plantings. A small creek, known as the Losen Slote ran along the rear (western) edge of the property, and later served as a drainage ditch. A 1918 Sanborn map indicates two small outbuildings, one of brick and one of frame construction, originally were located behind the school at the rear of the property (Figure 2). In 1919, a plaque dedicated to World War I veterans from Little Ferry was installed between the school and Liberty Street.

Through the course of the twentieth century, the landscaped areas surrounding the school were replaced with paving for parking, school bus loading and unloading, and playground areas. The surrounding development has increased in density over the last century, but remains suburban in nature.

History (Continued):

In 1894, the Little Ferry Borough was established through voter referendum. The municipality steadily began to establish its own services and infrastructure, including a hose company, and additions to the Wilson School, the only school in the area, in 1907. By 1913, plans were in place for a second school. The school board purchased vacant property along Liberty Street from Albina and Leopold Green in early 1914 (Bergen County Deed Books [BCDB] 875:74). The Greens lived in the Bronx, and do not appear to have made any improvements to the land.

The Little Ferry School Board engaged architect Ernest Sibley to design a second school for the borough in 1913. By late 1913, it was announced that Sibley had completed his plans, and the school was out to bid for $43,000, and construction began that year (American School Board Journal 1913). The school was said to have been constructed from bricks made locally at Little Ferry brick yards (Architecture 1920:Plate CLXX). The floor plan of the school featured four class rooms on the first and second floors organized around a central hallway. The roof was covered in variegated green clay tile.

Ernest Sibley established himself as a leading school architect in the second decade of the twentieth century. Based in Palisades New Jersey from approximately 1905 to 1930, he advertised in various education periodicals of the period, and published articles on school design in architecture trade magazines. In his publications, Sibley advocated architects to understand modern school operations and planning in order to design specialized buildings that responded to the needs to the students and administration. Additionally, Sibley emphasized the central role public schools played in the community. In his larger commissions, he often provided an auditorium with a grand and public entrance; acknowledging the important role it played within the community. (ASBJ, “New High School at Hampstead”).Sibley’s approach to school design was one that reflected the general trends of education philosophy in the first half of the twentieth century, as small, utilitarian school houses of the nineteenth century gave way to more specialized structures with gymnasiums, cafeterias, and libraries (Warmflash 2001:190).

Little Ferry School No. 2 was one of Sibley’s early and more modest school projects. As his career progressed, Sibley received larger commissions. These larger Georgian colonial revival structures utilized large classical porticos and pediments at entrances and often featured significant central clock towers and cupolas. His more well-known works include Tenafly High School and Trenton Central High School (now demolished) in New Jersey, and Hempstead High School in Long Island. In

CONTINUATION SHEET

Historic Sites #:

Contrast, Little Ferry Public School No. 2 utilized colonial revival details, such as the entry surrounds, but also featured steep gables with cast stone coping, associated more closely with the collegiate gothic aesthetic.

In response to Little Ferry's growing population in the twentieth century, an addition was built to the rear of the school in 1956. In 1971, the cross gable roof was removed from the building, and a flat roof installed (LFCCC 1994). Shortly after the renovation, the school district purchased the lot directly to the south of the school, and expanded its recreation area (Historic Aerial, 1966). The Washington School continues to serve as Little Ferry's only elementary school.

Justification of Eligibility/Ineligibility (Continued):

Various other alterations have led to diminished integrity of the structure. The windows in the original portion of the structure are modern replacements. The façade entry doors are modern metal replacements, and the original arched transom lites have been infilled. The integrity of the façade was further degraded by the instillation of air-conditioning cut into the brick below the windows on the first and second floor. The rear elevation is heavily obscured by the 1956 addition. Ernest Sibley's original design for the school is no longer communicated by the structure in its current state. The culmination of these alterations results in a loss of historic integrity and eligibly for listing on the National Register.

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1970 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com/, accessed on November 28, 2017.
1979 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com/, accessed on November 28, 2017.
1987 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com/, accessed on November 28, 2017.
1995 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com/, accessed on November 28, 2017.
2002 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com/, accessed on November 28, 2017.

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1921 Sibley, Ernest, "New High School at Hempstead, N.Y." Volume 65: 43, 108.

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Sanborn Map Company
1918 *Map of Ridgefield Park, New Jersey* Sanborn Map Company: New York.

Warmflash, Schuyler, and T. Robins Brown.
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CONTINUATION SHEET

Historic Sites #:

Photograph 1. View of façade and northern elevation of Washington Elementary, view southwest.

Photograph 2. Detail of Northern "Boys" Entrance, view northwest.

CONTINUATION SHEET

Historic Sites #:

Photograph 3. Detail of 1914 cornerstone, Flemish bond brick walls, and splayed lintels above basement windows, view west.

Photograph 4. Detail of 1956 addition, view northwest.

CONTINUATION SHEET

Historic Sites #:

Photograph 5. Facade of Washington Elementary School, view northwest.

CONTINUATION SHEET

Historic Sites #:

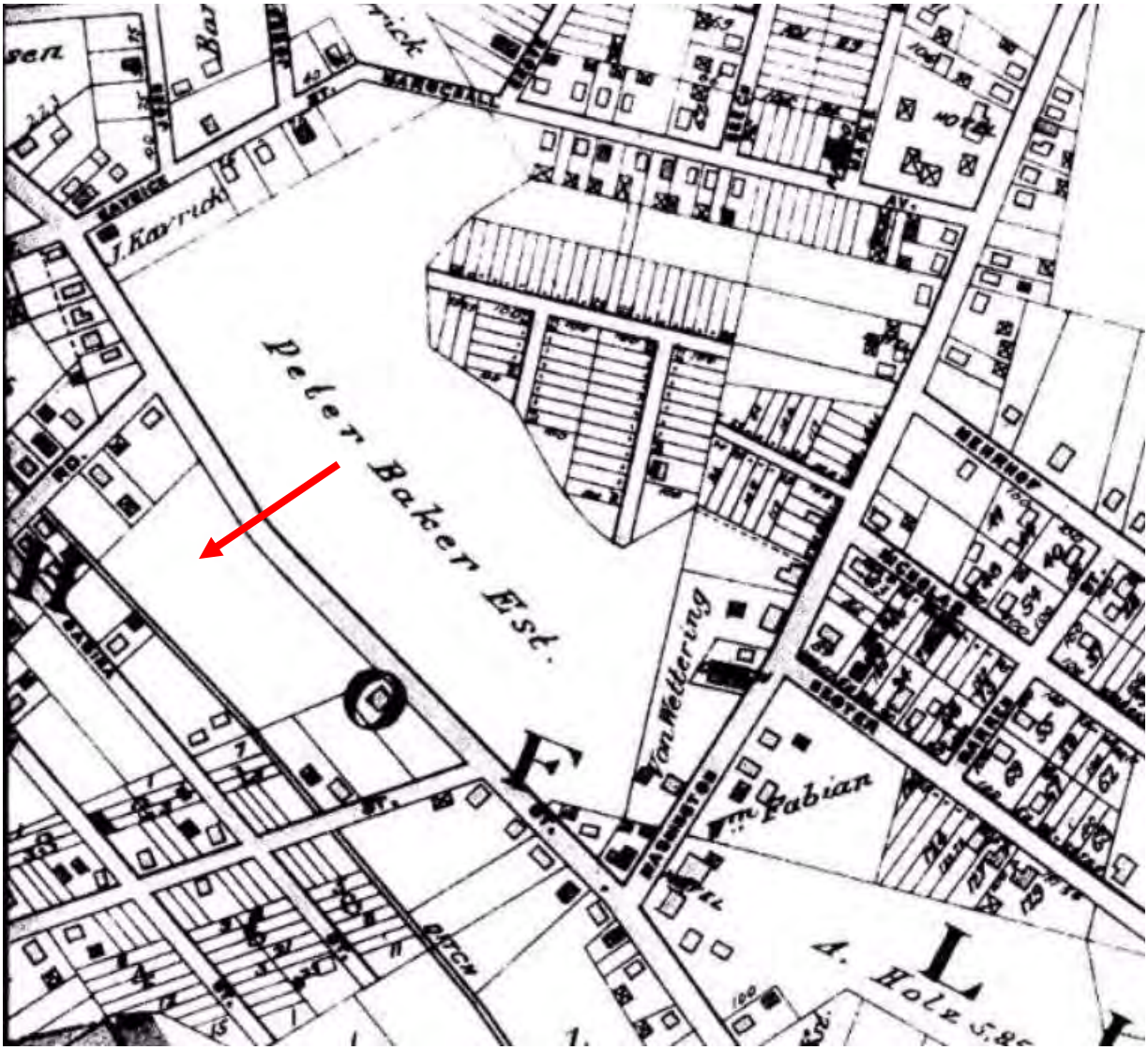


Figure 1. Detail of Bromley map from 1912 showing property before construction of Little Ferry Public School No. 2. Arrow indicates location of original structure.

CONTINUATION SHEET

Historic Sites #:

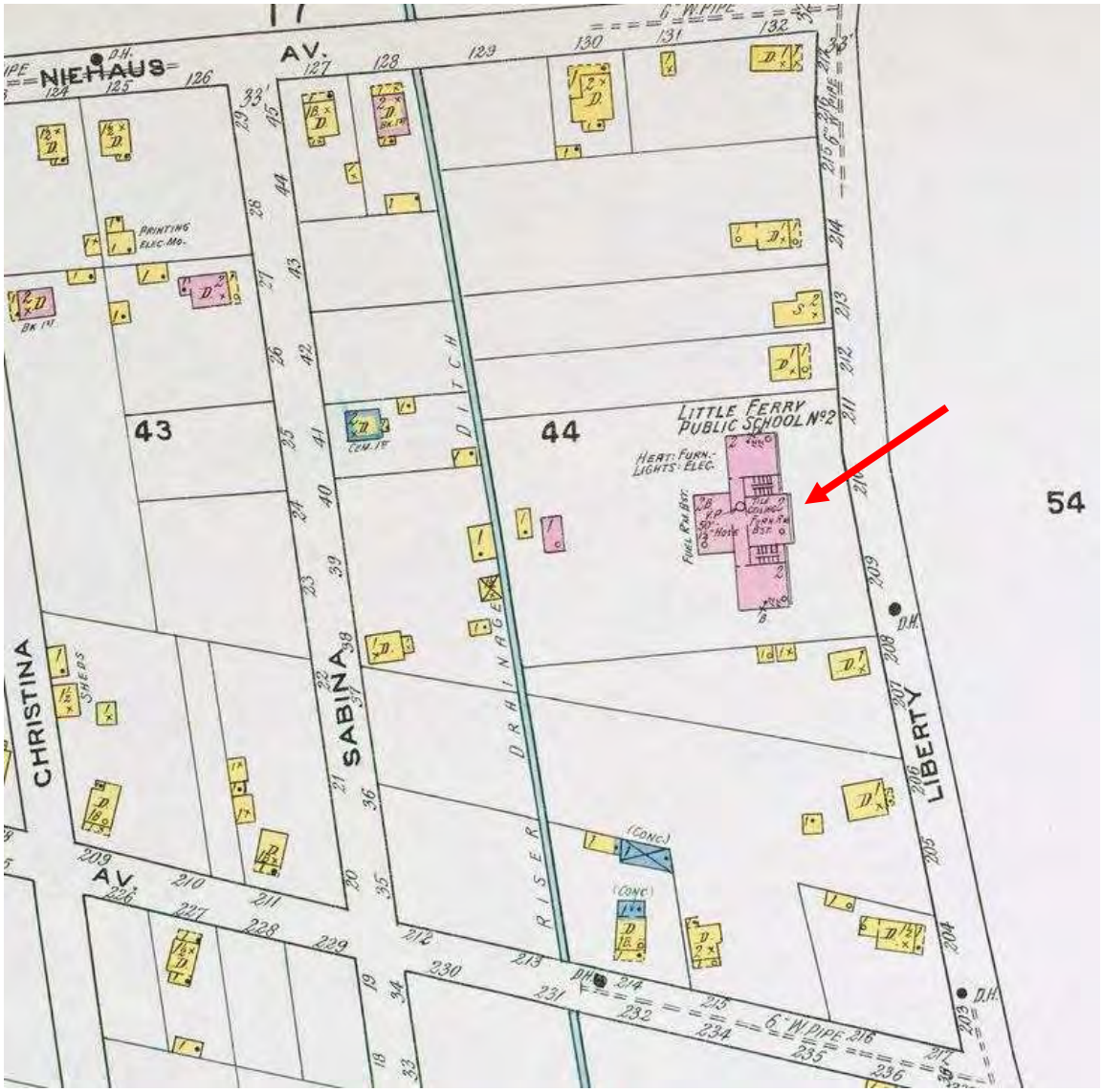


Figure 2. Detail of Sanborn map showing Little Ferry Public School No. 2 in 1918.

CONTINUATION SHEET

Historic Sites #:

Figure 3. Postcard of Little Ferry Public School No. 2 circa 1920. Image curtesy Little Ferry Free Public Library.

CONTINUATION SHEET

Historic Sites #:

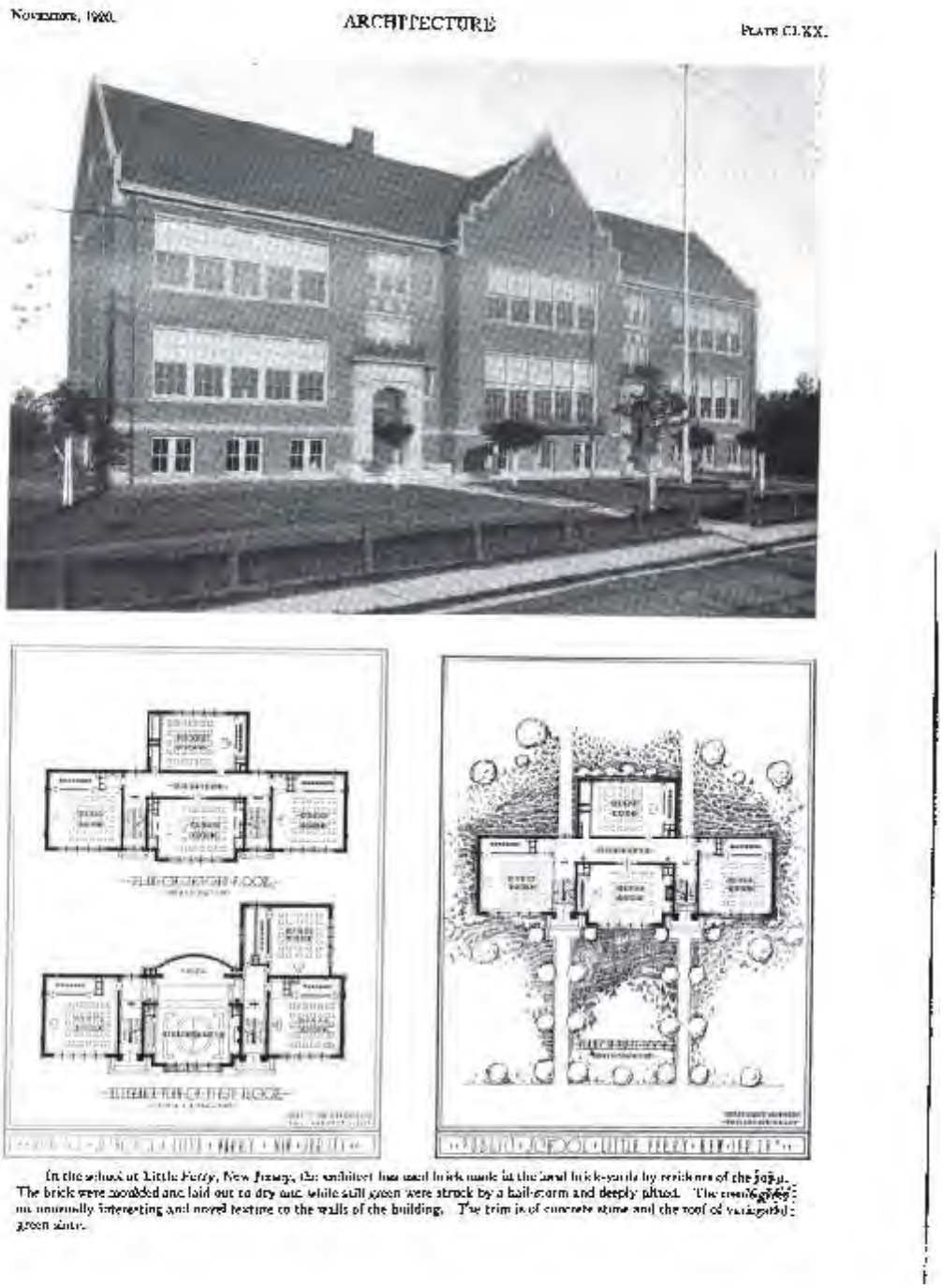


Figure 4. Plate from *Architecture* showing Little Ferry Public School No. 2, plans, and alternative plan.

Survey Name:	Rebuild by Design Meadowlands Flood Protection Project	Date:	11/28/2017
Surveyor:	Emily Paulus Everett and Samantha Kuntz; Ben Buckley (preparer)		
Organization:	AECOM, 437 High Street, Burlington, NJ 08016		

BASE FORM

Historic Sites #:

Property Name: 59 Liberty Street

Street Address: *Street #:* 59 *(Low)* *(High)* *Apartment #:* *(Low)* *(High)*

Prefix: *Street Name:* Liberty *Suffix:* *Type:* ST

County(s): Bergen **Zip Code:** 07643

Municipality(s): Little Ferry **Block(s):** 76

Local Place Name(s): N/A **Lot(s):** 1.01

Ownership: Private **USGS Quad(s):** Weehawken

Photograph:

Description: The dwelling at 69 Liberty Street in Little Ferry is a two-and-a-half story structure that sits on a raised basement. The building, clad in asbestos siding, is four bays wide and a single pile deep. The front door is accessed by a set of brick stairs with iron railings. The modern wood front door is protected by a metal awning. All façade windows are double-hung, vinyl units. The side (north and south) elevations each feature three modern windows. An entrance to the basement level is located on the southern elevation. The side gable roof is clad in asphalt shingles. A central brick chimney rises from the roof ridge. A single story addition with a shed roof is present at the rear of the structure.

Registration and Status Dates:

National Historic Landmark: No

SHPO Opinion:

National Register:

Local Designation:

New Jersey Register:

Other Designation:

Determination of Eligibility:

Other Designation Date:

Survey Name: Rebuild by Design Meadowlands Flood Protection Project Date: 05/08/2018

Surveyor: Emily Paulus Everett and Samantha Kuntz; Ben Buckley (preparer)

Organization: AECOM, 437 High Street, Burlington, NJ 08016

BASE FORM

Historic Sites #:

Location Map:

Site Map:

Bibliography/Sources:

Nationwide Environmental Title Research (NETR)
1931 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com/, accessed on April 2, 2018.
1953 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com/, accessed on April 2, 2018.

Sanborn Map Company
1918 *Map of Ridgefield Park, New Jersey* Sanborn Map Company: New York

Additional Information: N/A

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: ☐ Building ☐ Structure ☐ Object ☐ Bridge ☐ Landscape ☐ Industry

Within Historic District? ☐ Yes ☐ No

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes
(Known or potential Sites – if yes, please describe briefly)

Survey Name: Rebuild by Design Meadowlands Flood Protection Project Date: 05/08/2018
Surveyor: Emily Paulus Everett and Samantha Kuntz; Ben Buckley (preparer)
Organization: AECOM, 437 High Street, Burlington, NJ 08016

BASE FORM

Historic Sites #:

Property Name: 55 Liberty Street

Street Address: *Street #:* 55 *(Low)* *(High)* *Apartment #:* *(Low)* *(High)*

Prefix: *Street Name:* Liberty *Suffix:* *Type:* ST

County(s): Bergen **Zip Code:** 07643

Municipality(s): Little Ferry **Block(s):** 76

Local Place Name(s): N/A **Lot(s):** 02

Ownership: Private **USGS Quad(s):** Weehawken

Photograph:

Description: 55 Liberty Street in Little Ferry was constructed c. 1915, and is a two story brick structure with a flat roof. The mixed-use structure is three bays wide and four piles deep. Two entrances composed of modern replacement doors set beneath single-lite transoms are present on the façade; one leading into the first floor commercial space, and the other leading to the second floor dwelling. A large storefront window is located next to the entrances. The storefront is protected by a retractable awning. (See Continuation Sheet)

Registration and Status Dates:

National Historic Landmark: No

SHPO Opinion:

National Register:

Local Designation:

New Jersey Register:

Other Designation:

Determination of Eligibility:

Other Designation Date:

Survey Name: Rebuild by Design Meadowlands Flood Protection Project Date: 05/08/2018

Surveyor: Emily Paulus Everett and Samantha Kuntz; Ben Buckley (preparer)

Organization: AECOM, 437 High Street, Burlington, NJ 08016

BASE FORM

Historic Sites #:

Location Map:

Site Map:

Bibliography/Sources: (See Continuation Sheet)

Additional Information: N/A

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: ☐ Building ☐ Structure ☐ Object ☐ Bridge ☐ Landscape ☐ Industry

Within Historic District? ☐ Yes ☐ No

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes
(Known or potential Sites – if yes, please describe briefly)

Survey Name: Rebuild by Design Meadowlands Flood Protection Project Date: 05/08/2018
Surveyor: Emily Paulus Everett and Samantha Kuntz; Ben Buckley (preparer)
Organization: AECOM, 437 High Street, Burlington, NJ 08016

CONTINUATION SHEET

Historic Sites #:

Description (continued)

The façade also features a pent roof with asphalt shingles. Three segmental arched window openings are located at the second story, with stone sills and fixed shutters. The cornice features four simple wood brackets and is clad with vinyl siding.

The side (north and south) elevations are constructed of common bond brick and feature double-hung vinyl windows of various sizes. A rear entrance to the store, consisting of a single wood door flanked by two windows and surmounted by a transom, is located on the southern elevation. The side elevations are topped by a parapet wall with terra cotta coping. A brick chimney is located on the northern elevation.

Bibliography/Sources:

Little Ferry Centennial Celebration Committee
1994 *1994—100th Anniversary*. Little Ferry, New Jersey: Little Ferry Centennial Celebration Committee.

Nationwide Environmental Title Research (NETR)
1931 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com/, accessed on March 27, 2018.
1953 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com/, accessed on March 26, 2018.
1979 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com/, accessed on March 26, 2018.

Sanborn Map Company
1918 *Map of Ridgefield Park, New Jersey* Sanborn Map Company: New York.

BASE FORM

Historic Sites #:

Property Name: 63 Liberty Street

Street Address: *Street #:* 63 *(Low)* *(High)* *Apartment #:* *(Low)* *(High)*

Prefix: *Street Name:* Liberty *Suffix:* *Type:* ST

County(s): Bergen **Zip Code:** 07643

Municipality(s): Little Ferry **Block(s):** 76

Local Place Name(s): N/A **Lot(s):** 18

Ownership: Private **USGS Quad(s):** Weehawken

Photograph:

Description: The former bakery (see Additional Information) located at 63 Liberty Street in Little Ferry was constructed c. 1915. The two-and-a-half story structure has a front gable roof. The façade is three bays wide. The original storefront has been infilled with brick and a modern metal door flanked by two small windows. Three window openings are present on the second story, but are currently boarded over, as is the window in the façade gable. The second story windows are set apart visually from the red brick building by tan brick accents along the window jambs and lintels. Tan brick is also utilized at the corners of the façade, similar to that seen on nearby 69 Bruno Street (RBDM-069). (See Continuation Sheet)

Registration and Status Dates:

National Historic Landmark: No
SHPO Opinion:
National Register:
Local Designation:
New Jersey Register:
Other Designation:
Determination of Eligibility:
Other Designation Date:

Survey Name: Rebuild by Design Meadowlands Flood Protection Project Date: 05/08/12018
Surveyor: Emily Paulus Everett and Samantha Kuntz; Ben Buckley (preparer)
Organization: AECOM, 437 High Street, Burlington, NJ 08016

BASE FORM

Historic Sites #:

Location Map:

Site Map:

Bibliography/Sources: (See Continuation Sheet)

Additional Information: Historic maps indicate the property originally housed a bakery (Sanborn, 1918).

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: ☐ Building ☐ Structure ☐ Object ☐ Bridge ☐ Landscape ☐ Industry

Within Historic District? ☐ Yes ☐ No

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes
(Known or potential Sites – if yes, please describe briefly)

Survey Name: Rebuild by Design Meadowlands Flood Protection Project Date: 05/08/12018
Surveyor: Emily Paulus Everett and Samantha Kuntz; Ben Buckley (preparer)
Organization: AECOM, 437 High Street, Burlington, NJ 08016

CONTINUATION SHEET

Historic Sites #:

Description (continued):

The southern elevation is two stories tall and has three windows, all featuring tan brick detailing along the jambs and lintels.

Four windows on the northern elevation feature the same tan brick detailing. Three of these windows are located on a cross gable that projects from the primary rectangular mass. A secondary entrance is located on the eastern face of the cross gable bay, and is protected by a porch roof supported by a large wood bracket. A secondary storefront window on this elevation has been infilled with brick. To the rear of the original structure is a c.1918, two story brick addition with a gable roof and internal brick chimney. A single story brick addition with a flat roof, constructed in the mid-twentieth century, is located directly behind the earlier addition.

Bibliography/Sources:

Little Ferry Centennial Celebration Committee
1994 *1994—100th Anniversary*. Little Ferry, New Jersey: Little Ferry Centennial Celebration Committee.

Nationwide Environmental Title Research (NETR)
1931 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com/, accessed on March 27, 2018.
1953 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com/, accessed on March 26, 2018.
1979 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com/, accessed on March 26, 2018.

Sanborn Map Company
1918 *Map of Ridgefield Park, New Jersey* Sanborn Map Company: New York.

BASE FORM

Historic Sites #:

Property Name: 37 Liberty Street

Street Address: *Street #:* 37 *(Low)* *(High)* *Apartment #:* *(Low)* *(High)*

Prefix: *Street Name:* Liberty *Suffix:* *Type:* ST

County(s): Bergen **Zip Code:** 07643

Municipality(s): Little Ferry **Block(s):** 76

Local Place Name(s): N/A **Lot(s):** 04

Ownership: Private **USGS Quad(s):** Weehawken

Photograph:

Description: The office located at 37 Liberty Street is a one-and-a-half story structure with a front-gable roof that sits on a raised basement. The gable facing Liberty Street represents the original c. 1900 portion of the structure, while the single story side gable running parallel to Liberty Street is a mid-twentieth century addition. A set of brick steps leads to a modern front door. The entire structure is clad in vinyl siding. Two tripartite windows are located on the first floor of the façade, and a double-hung vinyl window is set in the front gable. (See Continuation Sheet)

Registration and Status Dates:

National Historic Landmark: No

SHPO Opinion:

National Register:

Local Designation:

New Jersey Register:

Other Designation:

Determination of Eligibility:

Other Designation Date:

Survey Name: Rebuild by Design Meadowlands Flood Protection Project Date: 05/08/2018

Surveyor: Emily Paulus Everett and Samantha Kuntz; Ben Buckley (preparer)

Organization: AECOM, 437 High Street, Burlington, NJ 08016

BASE FORM

Historic Sites #:

Location Map:

Site Map:

Bibliography/Sources: (See Continuation Sheet)

Additional Information: N/A

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: ☐ Building ☐ Structure ☐ Object ☐ Bridge ☐ Landscape ☐ Industry

Within Historic District? ☐ Yes ☐ No

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes
(Known or potential Sites – if yes, please describe briefly)

Survey Name: Rebuild by Design Meadowlands Flood Protection Project Date: 05/08/2018
Surveyor: Emily Paulus Everett and Samantha Kuntz; Ben Buckley (preparer)
Organization: AECOM, 437 High Street, Burlington, NJ 08016

CONTINUATION SHEET

Historic Sites #:

Description (continued):

Wide shed-roof dormers pierce each slope of the original gable roof. These dormers contain two double-hung windows. A central brick chimney rises from the roof ridge.

The raised basement is parged in concrete, and single pedestrian door on the northern elevation provides access to the basement level. Vinyl windows are located on the northern and southern elevation.

Bibliography/Sources:

Little Ferry Centennial Celebration Committee
1994 *1994—100th Anniversary*. Little Ferry, New Jersey: Little Ferry Centennial Celebration Committee.

Nationwide Environmental Title Research (NETR)
1931 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com/, accessed on March 27, 2018.
1953 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com/, accessed on March 26, 2018.
1970 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com/, accessed on March 26, 2018.
1979 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com/, accessed on March 26, 2018.

Sanborn Map Company
1918 *Map of Ridgefield Park, New Jersey* Sanborn Map Company: New York.

BASE FORM

Historic Sites #:

Property Name: 2 Liberty Street

Street Address: *Street #:* 2 *(Low)* *(High)* *Apartment #:* *(Low)* *(High)*

Prefix: *Street Name:* Liberty *Suffix:* *Type:* ST

County(s): Bergen **Zip Code:** 07643

Municipality(s): Little Ferry **Block(s):** 100

Local Place Name(s): N/A **Lot(s):** 10.1

Ownership: Private **USGS Quad(s):** Weehawken

Photograph:

Description: The dwelling located at 2 Liberty Street is a two story, front gable structure built c. 1890. The structure is clad in vinyl siding and sits on a raised concrete foundation. The front entrance is accessed by a set of concrete steps. The front door is located in what is now an enclosed front porch with a shed roof, and is protected by a metal awning. Two double-hung windows are located on both the first and second floors of the façade. The eaves of the gable roof project over each wall of the structure, and a central chimney rises from the ridge. Double-hung windows line side elevations at both the first, second, and basement levels.

Registration and Status Dates:

National Historic Landmark: No

SHPO Opinion:

National Register:

Local Designation:

New Jersey Register:

Other Designation:

Determination of Eligibility:

Other Designation Date:

Survey Name: Rebuild by Design Meadowlands Flood Protection Project Date: 05/08/2018

Surveyor: Emily Paulus Everett and Samantha Kuntz; Ben Buckley (preparer)

Organization: AECOM, 437 High Street, Burlington, NJ 08016

BASE FORM

Historic Sites #:

Location Map:

Site Map:

Bibliography/Sources: (See Continuation Sheet)

Additional Information: N/A

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: ☐ Building ☐ Structure ☐ Object ☐ Bridge ☐ Landscape ☐ Industry

Within Historic District? ☐ Yes ☐ No

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes
(Known or potential Sites – if yes, please describe briefly)

CONTINUATION SHEET

Historic Sites #:

Bibliography/Sources:

Little Ferry Centennial Celebration Committee
1994 *1994—100th Anniversary*. Little Ferry, New Jersey: Little Ferry Centennial Celebration Committee.

Nationwide Environmental Title Research (NETR)
1931 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com/, accessed on April 2, 2018.
1953 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com/, accessed on April 2, 2018.
1966 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com/, accessed on April 2, 2018.
1979 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com/, accessed on April 2, 2018.

Sanborn Map Company
1918 *Map of Ridgefield Park, New Jersey* Sanborn Map Company: New York.

BASE FORM

Historic Sites #:

Property Name: 5 Moonachie Road

Street Address: *Street #:* 5 *(Low)* *(High)* *Apartment #:* *(Low)* *(High)*

Prefix: *Street Name:* Moonachie *Suffix:* *Type:* Rd

County(s): Bergen **Zip Code:** 07074

Municipality(s): Moonachie **Block(s):** 18

Local Place Name(s): N/A **Lot(s):** 01

Ownership:: Private **USGS Quad(s)** Weehawken

Photograph:

Photograph 1. 5 Moonachie Road. View east.

Description: The dwelling located at 5 Moonachie Road was constructed c. 1915. The one-and-a-half story building has a front gable roof with massive gable dormers on both the northern and southern elevations. The frame structure rests on a raised basement. (See Building Attachment Form)

Registration and Status Dates:

National Historic Landmark: No

SHPO Opinion:

National Register:

Local Designation:

New Jersey Register:

Other Designation:

Determination of Eligibility:

Other Designation Date:

Survey Name: Rebuild by Design Meadowlands Flood Protection Project Date: 05/08/2018

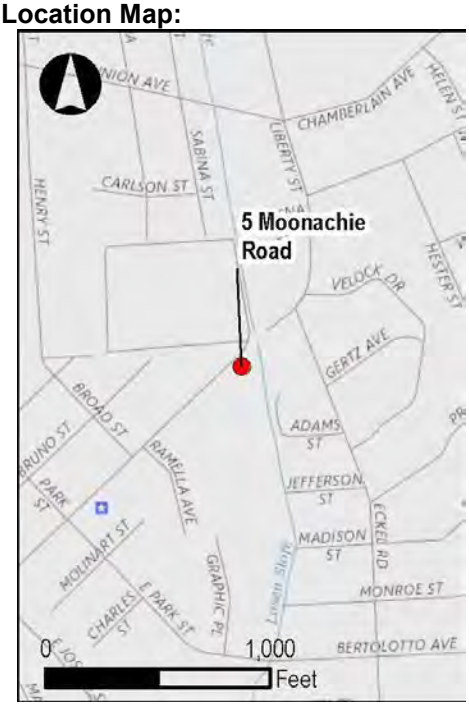
Surveyor: Emily Paulus Everett and Samantha Kuntz; Ben Buckley (preparer)

Organization: AECOM, 437 High Street, Burlington, NJ 08016

BASE FORM

Historic Sites #:

Location Map:



Site Map:

Bibliography/Sources: *(See Continuation Sheet)*

Additional Information: N/A

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: ☒ Building ☐ Structure ☐ Object ☐ Bridge ☐ Landscape ☐ Industry

Within Historic District? ☒ Yes ☐ No Moonachie Streetscape Historic District

Status: ☐ Key-Contributing ☒ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes
(Known or potential Sites – if yes, please describe briefly)

Survey Name: Rebuild by Design Meadowlands Flood Protection Project Date: 05/08/2018
Surveyor: Emily Paulus Everett and Samantha Kuntz; Ben Buckley (preparer)
Organization: AECOM, 437 High Street, Burlington, NJ 08016

BUILDING ATTACHMENT

Historic Sites #:

Common Name: 5 Moonachie Road
Historic Name: 5 Moonachie Road
Present Use: Residential, Permanent
Historic Use: Residential, Permanent
Construction Date: c. 1915 **Source:** Historic Maps
Alteration Date(s): Unknown **Source:** N/A
Designer: Unknown **Physical Condition:** Excellent
Builder: Unknown **Remaining Historic Fabric:** Low
Style: Other, Vernacular
Form: Gable Front **Stories:** 1.5
Type: N/A **Bays:** 3
Roof Finish Materials: Asphalt Shingle
Exterior Finish Materials Vinyl Siding

Exterior Description: The residence located at 5 Moonachie Road is a one-and-a-half story structure elevated on a raised basement. The basement walls are parged in concrete, while the upper stories are covered in vinyl siding (photograph 1). The structure has a front gable roof. Two massive gable dormers are located on the northern and southern sloped of roof, and each contains vinyl windows. A single central chimney parged in concrete rises from the roof ridge. A single story mass with a front gable roof projects from the façade of the structure, and houses the front entrance which is accessed by a set of brick and stone stairs. This projecting bay hosts paired vinyl windows flanked by decorative shutters on the first floor, and small casement window at the basement level. Five vinyl windows are located on the recessed portion of the façade; three at the first story and two in the gable. The side (northern and southern) elevations feature vinyl windows. A single story addition the mirrors the front entrance gable, projects from the rear of the structure. A gable roof garage, two bays in width, is located approximately 40 feet behind the dwelling (Photograph X).

Interior Description: Not accessible.

Setting: 5 Moonachie Road is located in a medium density, suburban neighborhood known as Washington Park. The surrounding development is nearly entirely residential, with two story residences located on skinny lots set back approximately 20 feet from the road (Photograph 2). The neighborhood is surrounded by warehouses and various other large low industrial structures. A wooded area ls located to the north of the property and a creek, named Losen Slote forms the property's northeastern boundary.

CONTINUATION SHEET

Historic Sites #:

History:

Introduction

Moonachie Road is located at the northeastern end of Moonachie Road, near to the point of separation between Moonachie Borough and Little Ferry Borough in Bergen County, New Jersey. It is associated with a second wave of residential development in Moonachie Borough at the beginning of the 20th century. This shift, which began in around the same time as the establishment of Moonachie Borough as an independent entity and continued until mid-century industrial development overtook the character of borough. The resource is one of the original dwellings to come from the subdivision of former farmland along Moonachie Road into the Washington Park neighborhood by real estate broker Ernest Bruno in 1909. (See Continuation Sheet)

Significance: The dwelling located at 5 Moonachie Road does not meet the level of significance required for listing on the National or New Jersey Register of historic places as an individual resource or as a contributing resource in an historic district. Field investigation and background research have yielded no indication that the property is associated with events that have contributed to broad patterns of local, regional, or national history (Criterion A). Background research has not indicated that property is associated with significant persons in the past. (Criterion B). The dwelling does not embody the distinctive characteristics of a type, period, or method of construction, represent the work of a master, or exhibit high artistic values. (Criterion C). There is no indication the resource is likely to yield information important in history or prehistory (Criterion D).

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility: 5 Moonachie Road is recommended not eligible for listing the National Register of Historic Places or the New Jersey Register of Historic Places as an individual resource or as a contributing resource to a Moonachie Streetscape Historic District. While the structure has retained its original massing, numerous alterations, including the replacement of siding, windows, doors, and shutters, have compromised its integrity of design, materials, and workmanship.

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:

Building Attachment Form

Narrative Boundary Description: The boundary of 5 Moonachie Road is the legal boundary established by the tax parcel. The triangular property is bounded by Moonachie Road to the northwest, the Losen Slote Creek to the east, and a separate parcel to the southwest.

CONTINUATION SHEET

Historic Sites #:

History (continued):

History of Moonachie

Bergen County was first settled by Europeans in the early seventeenth century when the Dutch East India Company commissioned Henry Hudson to travel to the New World and increase trade in 1609. Hudson founded a trading colony along the North River (known today as the Hudson River) comprised of pieces of modern-day New York, New Jersey, Connecticut, Pennsylvania, and Delaware and named it New Netherland. The land claimed by Hudson was, however, already occupied by Native American tribes and the two groups soon fell into conflict (County of Bergen 2016:2). By 1638, the continued skirmishing with the local tribes exposed the disorganized nature of the settlement. A fortified camp was finally erected in 1656 in Jersey City, New Jersey, named Fort Hackensack. Two years later in 1658, the settlers purchased the land outright from the tribes and established Bergen Township, the first permanent settlement in the area (Van Valen 1900:25; Lurie and Mappen 2004:71).

Soon after in 1669, fur trader Captain John Berry settled a portion of the township known as Peach Island (County of Bergen 2016). Both aptly and erroneously named as the area had a reported abundance of peach trees but was not literally an island, Peach Island was described as a cedar-rich area bounded by Berry's Creek, a native footpath, the Losen Slote, and the Hackensack River (*ibid*; Van Valen 1900:358). The land was originally inhabited by the Iroquois people (later known as the Six Nations) and led by Chief Monaghie. By the 17th century Peach Island slowly came to be known as Moonachie, which local accounts attribute to Iroquois Chief Monaghie (WPA 1945). Today, the modern nomenclature of the borough remains a rare vestige of the local native heritage.

Early European settlement of Moonachie continued in large part due to the abundance of cedar timber in the area, which would be depleted before the turn of the 20th century (Van Valen 1900:358). Before the turn of the 18th century, Captain Berry sold his land to Thomas Francis Outwater, Henrik DeKyp (sometimes recorded as "Kipp"), and George Brickeroff for 700 pounds (*ibid*). These men are credited with established farms in Moonachie and beginning light agricultural settlement in the area, which would remain the prevailing characteristic of Moonachie until the turn of the 20th century.

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Washington Grove (the area's most consistent early moniker) was largely occupied by farm properties throughout the mid- to late 19th century. Both J.C. Sidney's 1849 *Map of Twelve Miles Around New*-York and J.M. Hopkin's 1861 *Map of the Counties of Bergen and Passaic, New Jersey* show the northernmost portion of Washington Grove to be sparsely populated – particularly in comparison to the denser development immediately south on Moonachie Road (Figures 1, 2). Both maps list a H. Albert as the primary landowner in the Moonachie Streetscape area. According to United States Census records, Hezekiah Alberts (1791-1871) was a lumber dealer and farmer from Rhode Island (US Census 1860). By 1870, the farm was valued at $20,000 and tended by Alberts and four of his eight children still living on the property (US Census 1870). After his death, the estate was passed down to his eldest son Josiah, who continued to farm the land at the end of the 19th century (US Census 1880; NJ State Census 1885).

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CONTINUATION SHEET

Historic Sites #:

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History of 5 Moonachie Road

The dwelling located at 5 Moonachie Road was one of the first homes constructed during the residential housing boom in the Washington Park neighborhood in the second decade of the twentieth century. The home was constructed on land formerly owned by real estate developer Ernest Bruno. The location of the home necessitated an elevated basement to prevent flooding from the nearby Losen Slote creek. The frame, front gable house with an elevated foundation and projecting front entrance was a form repeated a number of times along Moonachie Road, with 23 Moonachie Road being an example with higher integrity. 5 Moonachie Road remains a single family residential property. Over the course of the twentieth century many of the exterior features, including the siding, doors, and windows were replaced with modern units.

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CONTINUATION SHEET

Historic Sites #:

Photograph 1. Façade and southern elevation of 5 Moonachie Road.

Photograph 2: Rear garage, view east.

CONTINUATION SHEET

Historic Sites #:

Photgraph 3. Streetscape view of 5 Moonachie Road and neighboring properties.

CONTINUATION SHEET

Historic Sites #:

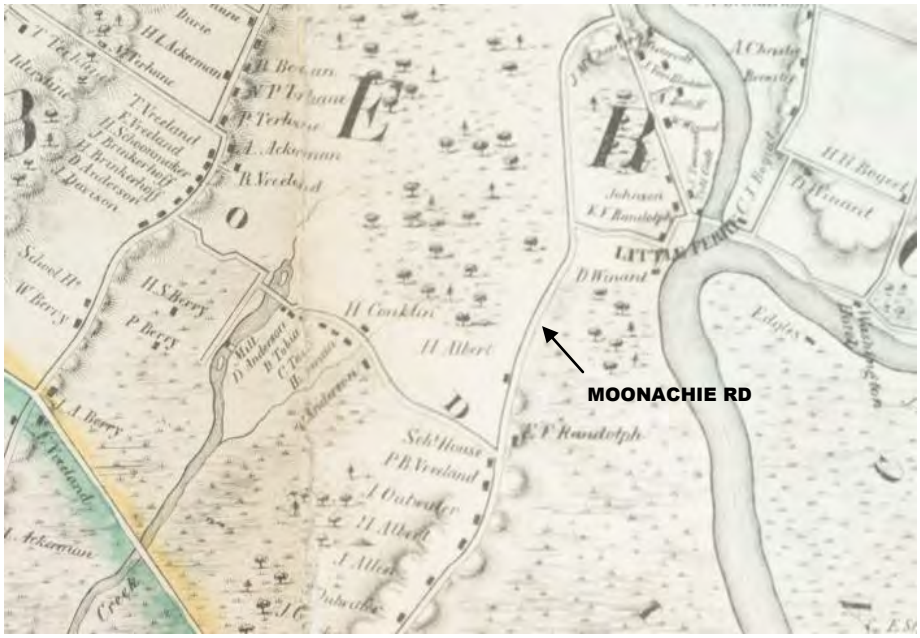

Figure 1. Excerpt from the1849 *Map of Twelve Miles Around New-York* by J.C. Sidney. (Source: Lionel Pincus and Princess Firyal Map Division, The New York Public Library)

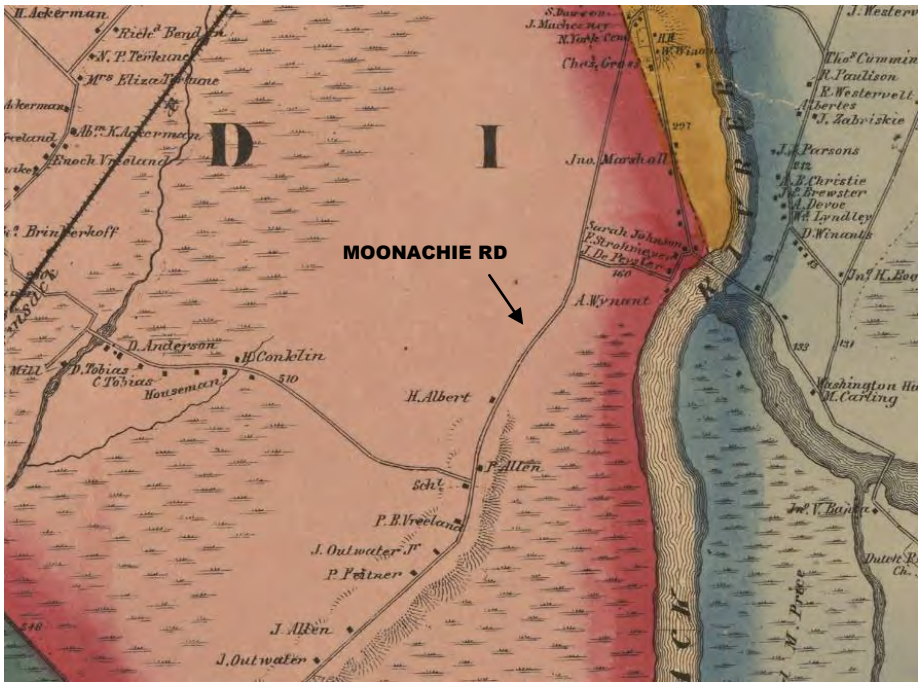

Figure 2. Excerpt from the 1861 Map of the Counties of Bergen and Passaic, New Jersey by G.M. Hopkins. (Source: Library of Congress)

Survey Name:	Rebuild by Design Meadowlands Flood Protection Project	Date:	05/08/2018
Surveyor:	Emily Paulus Everett and Samantha Kuntz; Ben Buckley (preparer)		
Organization:	AECOM, 437 High Street, Burlington, NJ 08016		

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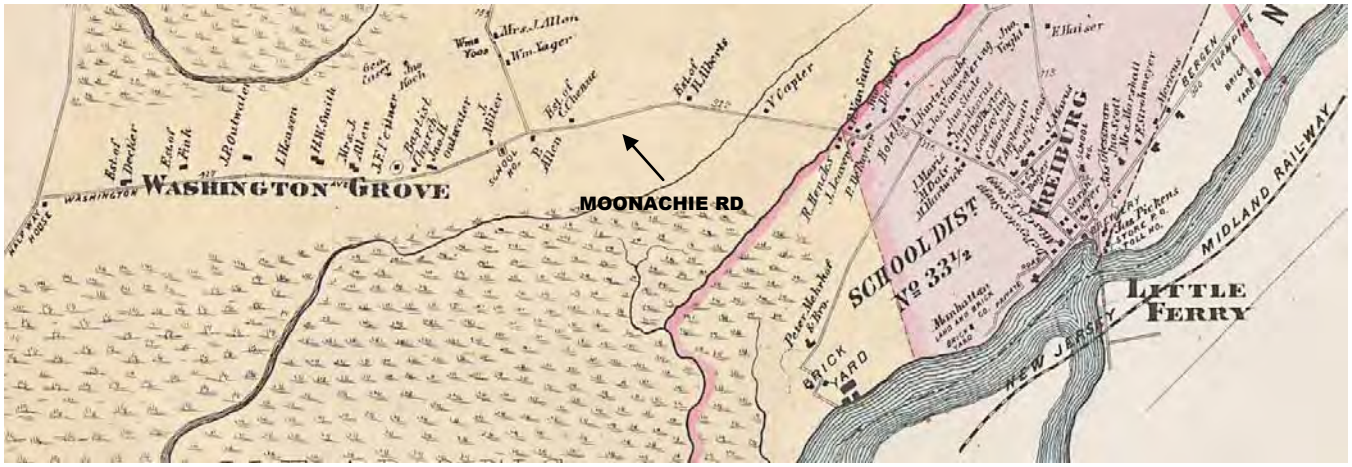

Figure 3. Map of Lodi Township from the 1876 *First Atlas of Bergen County* by A.H. Walker.
(Source: Historic Maps Collection, Princeton University Library)

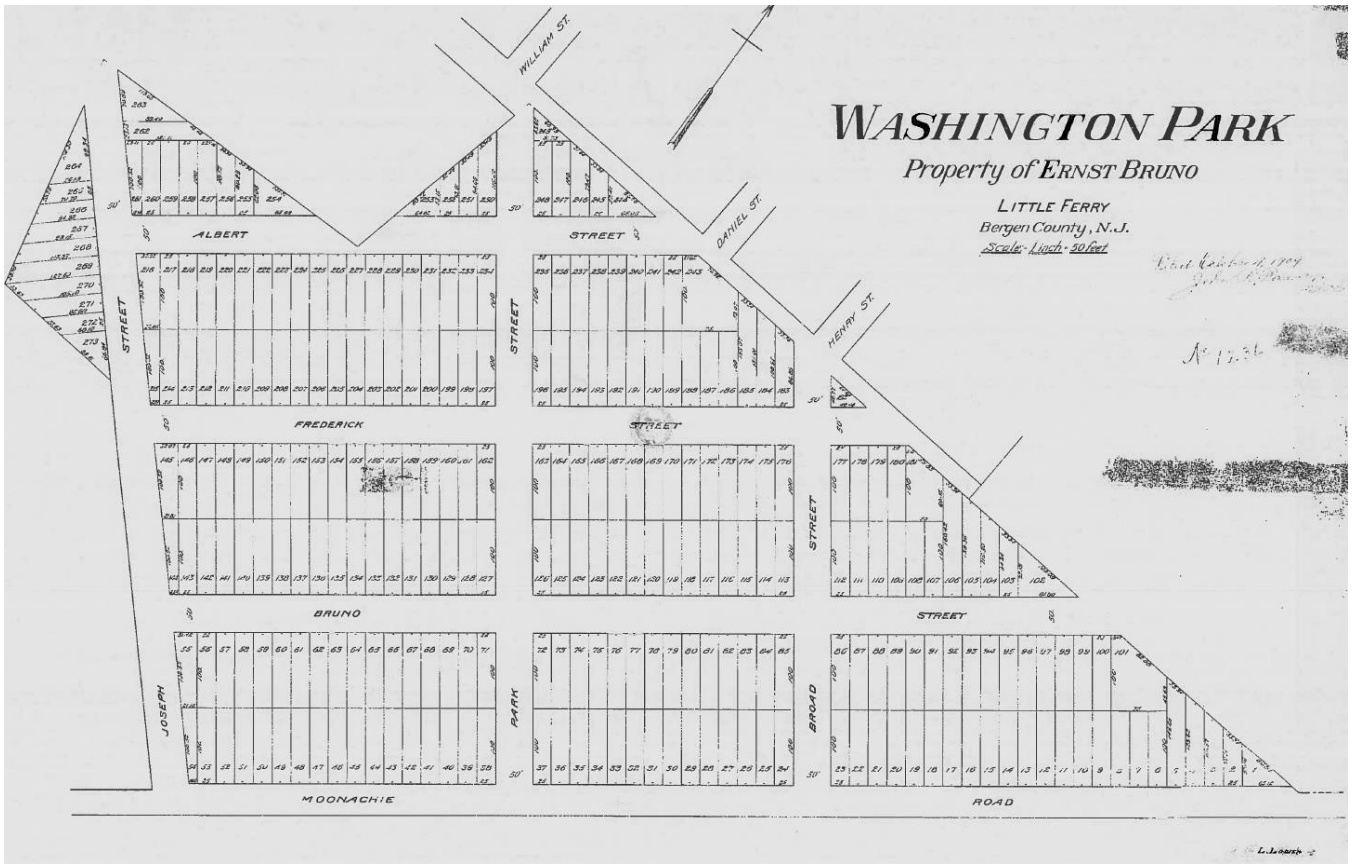

Figure 4. 1909 subdivision map of *Washington Park*.
(Source: Bergen County Clerk)

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Figure 5. Excerpt from the 1913 map of Bergen County by G.W. and W.S. Bromley. (Source: Lionel Pincus and Princess Firyal Map Division, The New York Public Library)

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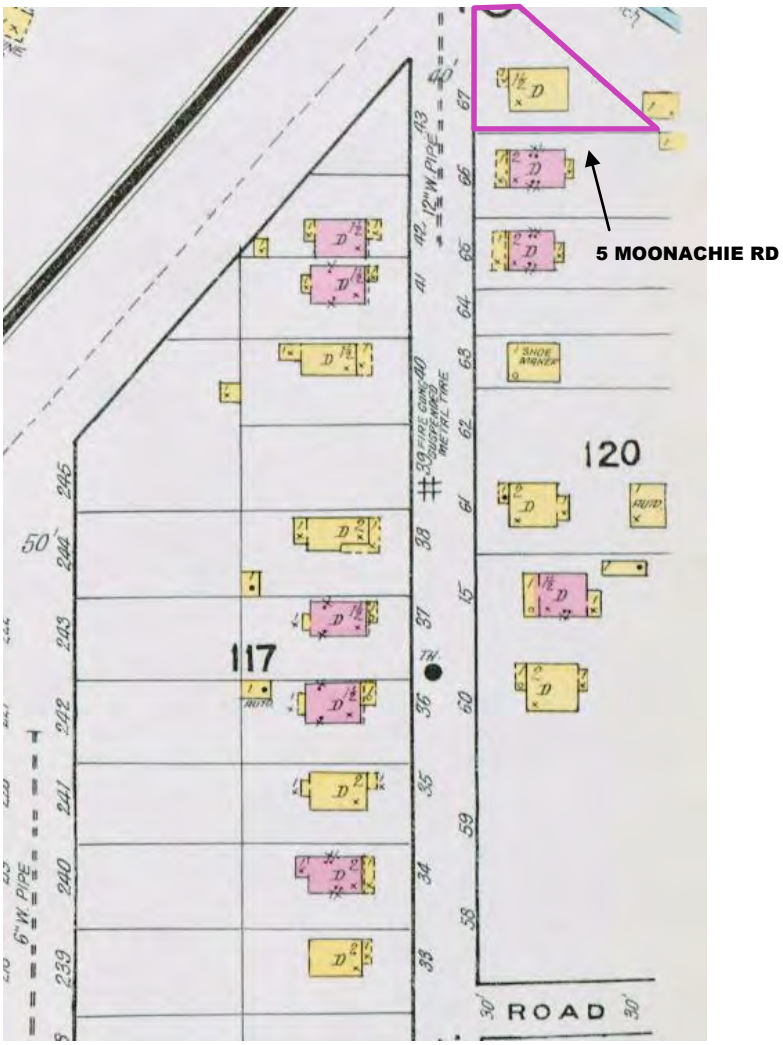

Figure 6. 1918 Sanborn Map of Little Ferry zoomed in to show 5 Moonachie Road within the Moonachie Road Streetscape. (Source: Princeton University Library)

BASE FORM

Historic Sites #:

Property Name: 7 Moonachie Road

Street Address: *Street #:* 7 (Low) _____ (High) *Apartment #:* _____ (Low) _____ (High)

Prefix: _____ *Street Name:* Moonachie *Suffix:* _____ *Type:* RD

County(s): Bergen **Zip Code:** 07074

Municipality(s): Moonachie **Block(s):** 18

Local Place Name(s): N/A **Lot(s):** 02

Ownership: Private **USGS Quad(s):** Weehawken

Photograph:

Photograph 1. 7 Moonachie Road, view northeast.

Description: The residence at 7 Moonachie Road is a two-and-a-half story brick building with a front gable roof. (See Building Attachment Form)

Registration and Status Dates:

National Historic Landmark: No
SHPO Opinion: _____
National Register: _____
Local Designation: _____
New Jersey Register: _____
Other Designation: _____
Determination of Eligibility: _____
Other Designation Date: _____

Survey Name: Rebuild by Design Meadowlands Flood Protection Project Date: 05/08/2018
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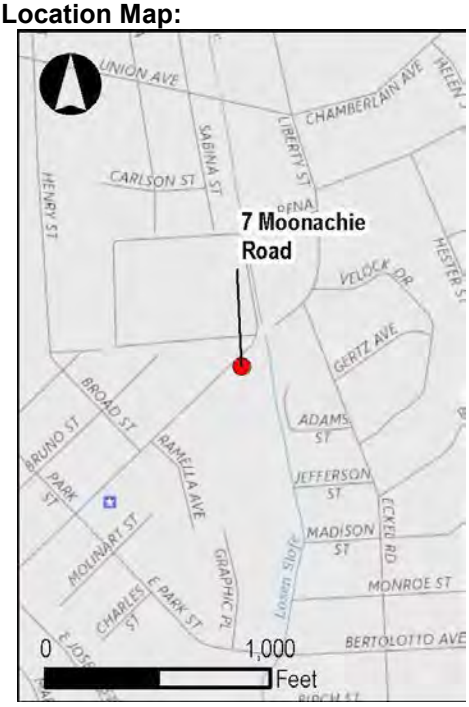
BASE FORM

Historic Sites #:

Location Map:



Site Map:

Bibliography/Sources: (See Continuation Sheet)

Additional Information: N/A

More Research Needed? ☐ Yes ☐ No

INTENSIVE LEVEL USE ONLY

Attachments Included: ☒ Building ☐ Structure ☐ Object ☐ Bridge ☐ Landscape ☐ Industry

Within Historic District? ☒ Yes ☐ No Moonachie Streetscape Historic District

Status: ☒ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☐ No
(Known or potential Sites – if yes, please describe briefly)

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BUILDING ATTACHMENT

Historic Sites #:

Common Name: 7 Moonachie Road
Historic Name: 7 Moonachie Road
Present Use: Residential, Permanent
Historic Use: Residential, Permanent
Construction Date: c. 1915 **Source:** Historic Maps
Alteration Date(s): N/A **Source:** N/A
Designer: Unknown **Physical Condition:** Excellent
Builder: Unknown **Remaining Historic Fabric:** Medium
Style: Other, Vernacular
Form: Gable Front **Stories:** 2.5
Type: N/A **Bays:** 3
Roof Finish Materials: Asphalt Shingle
Exterior Finish Materials: Brick, Common Bond

Exterior Description: The residence located at 7 Moonachie Road is a two-and-a-half story brick structure with a front gable roof. The foundation is parged in painted stucco. The façade features five windows; two on the first and second stories and a jalousie window in the gable. All of these windows are double-hung vinyl replacements with stone sills and lintels. A full length front porch projects from the façade and protects the front entrance. The porch has a shed roof clad in asphalt shingles, supported by decorative iron posts. The side (northern and southern) elevations feature shed roof wall dormers containing two double hung vinyl windows. Vinyl windows with stone sills and lintels are also present on the first story and basement levels on the side elevations. A small, single story addition is present at the rear elevation.

A small gable roof, two bay garage is located to the rear of the property (Photograph 3).

Interior Description: Not accessible.

Setting: 7 Moonachie Road is located in a medium density, suburban neighborhood of Washington Park. The surrounding development is nearly entirely residential, with one to two story residences located on narrow lots set back approximately 20 feet from the road. The neighborhood is surrounded by warehouses and various other large low-profile industrial structures. The Losen Slote Creek runs through a wooded area to the rear of the property.

ELIGIBILITY SHEET

Historic Sites #:

History:

Introduction

Moonachie Road is located at the northeastern end of Moonachie Road, near to the point of separation between Moonachie Borough and Little Ferry Borough in Bergen County, New Jersey. It is associated with a second wave of residential development in Moonachie Borough at the beginning of the 20th century. This shift, which began in around the same time as the establishment of Moonachie Borough as an independent entity and continued until mid-century industrial development overtook the character of borough. The resource is one of the original dwellings to come from the subdivision of former farmland along Moonachie Road into the Washington Park neighborhood by real estate broker Ernest Bruno in 1909. (See Continuation Sheet)

Significance: The dwelling located at 7 Moonachie Road does not meet the level of significance required for listing on the National or New Jersey Register of historic places as an individual resource or as a contributing resource in an historic district. Field investigation and background research have yielded no indication that the property is associated with events that have contributed to broad patterns of local, regional, or national history (Criterion A). Background research has not indicated that property is associated with significant persons in the past. (Criterion B). The dwelling does not embody the distinctive characteristics of a type, period, or method of construction, represent the work of a master, or exhibit high artistic values. (Criterion C). There is no indication the resource is likely to yield information important in history or prehistory (Criterion D).

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility: 7 Moonachie Road is recommended not eligible for listing in the National Register of Historic Places or the New Jersey Register of Historic Places as an individual resource or as a contributing resource to a Moonachie Streetscape Historic District. The structure is an example of early residential architecture in Moonachie and the Borough's shift from a farming community to a suburban neighborhood, but the architecture and history of the structure do not carry enough significance for listing on the National or State registers.

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:
Building attachment form

Narrative Boundary Description: The boundary of 7 Moonachie Road is the legal boundary established by the tax parcel. The rectangular property is bounded by Moonachie Road to the west, and other tax parcels to the north, south, and east.

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CONTINUATION SHEET

Historic Sites #:

History (continued):

History of Moonachie

Bergen County was first settled by Europeans in the early seventeenth century when the Dutch East India Company commissioned Henry Hudson to travel to the New World and increase trade in 1609. Hudson founded a trading colony along the North River (known today as the Hudson River) comprised of pieces of modern-day New York, New Jersey, Connecticut, Pennsylvania, and Delaware and named it New Netherland. The land claimed by Hudson was, however, already occupied by Native American tribes and the two groups soon fell into conflict (County of Bergen 2016:2). By 1638, the continued skirmishing with the local tribes exposed the disorganized nature of the settlement. A fortified camp was finally erected in 1656 in Jersey City, New Jersey, named Fort Hackensack. Two years later in 1658, the settlers purchased the land outright from the tribes and established Bergen Township, the first permanent settlement in the area (Van Valen 1900:25; Lurie and Mappen 2004:71).

Soon after in 1669, fur trader Captain John Berry settled a portion of the township known as Peach Island (County of Bergen 2016). Both aptly and erroneously named as the area had a reported abundance of peach trees but was not literally an island, Peach Island was described as a cedar-rich area bounded by Berry's Creek, a native footpath, the Losen Slote, and the Hackensack River (*ibid*; Van Valen 1900:358). The land was originally inhabited by the Iroquois people (later known as the Six Nations) and led by Chief Monaghie. By the 17th century Peach Island slowly came to be known as Moonachie, which local accounts attribute to Iroquois Chief Monaghie (WPA 1945). Today, the modern nomenclature of the borough remains a rare vestige of the local native heritage.

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History of 7 Moonachie Road

The dwelling located at 5 Moonachie Road was one of the first homes constructed during the residential housing boom in the Washington Park neighborhood in the second decade of the twentieth century. The home was constructed on land formerly owned by Ernest Bruno. Similar houses dating to the same period are present on both sides of Moonachie Road, particularly the house at 9 Moonachie Road directly to the south , and may have been constructed by the same builder. The structure has only experienced a few major alterations. Historic aerial maps indicate the original one story frame garage was demolished, and a larger garage erected to the south of the original. Recent alterations include the installation of replacement vinyl windows, and replacement of many of the front porch elements. The structure has remained a single family dwelling for over a century.

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CONTINUATION SHEET

Historic Sites #:

Photograph 2. Façade and northern elevation of 7 Moonachie Road. View southeast.

Photograph 3. C. 1960 garage to the rear of the dwelling. View east.

CONTINUATION SHEET

Historic Sites #:

Figure 1. Excerpt from the1849 *Map of Twelve Miles Around New-York* by J.C. Sidney. (Source: Lionel Pincus and Princess Firyal Map Division, The New York Public Library)

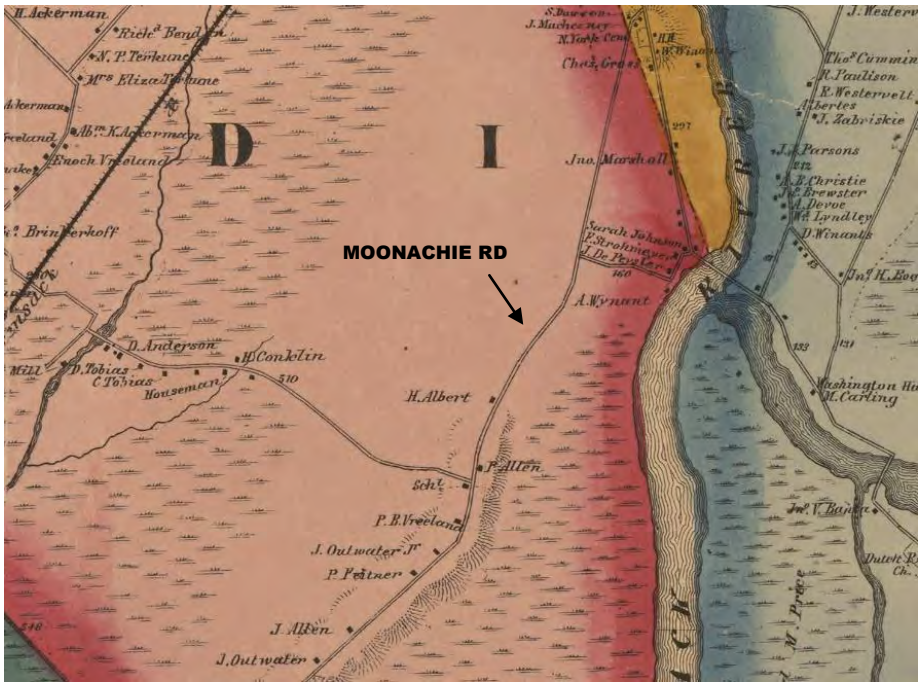

Figure 2. Excerpt from the 1861 Map of the Counties of Bergen and Passaic, New Jersey by G.M. Hopkins. (Source: Library of Congress)

Survey Name:	Rebuild by Design Meadowlands Flood Protection Project	Date:	05/08/2018
Surveyor:	Emily Paulus Everett and Samantha Kuntz; Ben Buckley (preparer)		
Organization:	AECOM, 437 High Street, Burlington, NJ 08016		

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Historic Sites #:

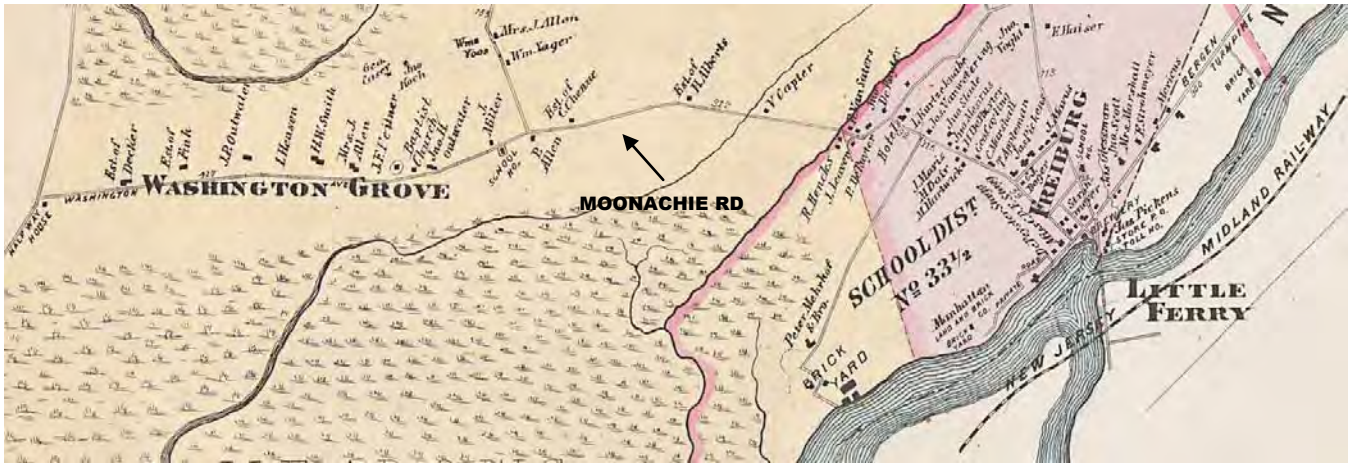

Figure 3. Map of Lodi Township from the 1876 *First Atlas of Bergen County* by A.H. Walker. (Source: Historic Maps Collection, Princeton University Library)

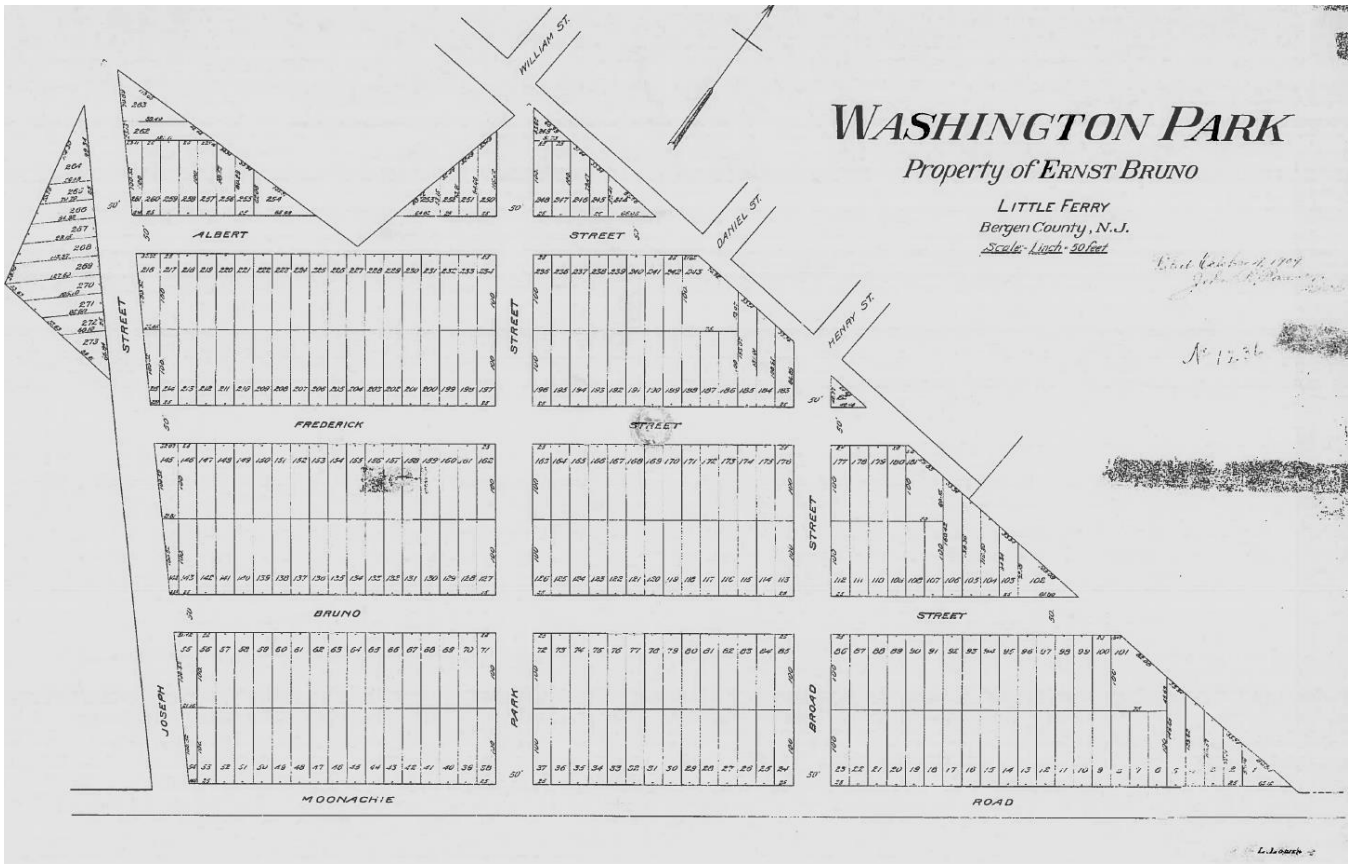

Figure 4. 1909 subdivision map of *Washington Park*.

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Organization:	AECOM, 437 High Street, Burlington, NJ 08016		

CONTINUATION SHEET

Historic Sites #:

(Source: Bergen County Clerk)

Figure 5. Excerpt from the 1913 map of Bergen County by G.W. and W.S. Bromley. (Source: Lionel Pincus and Princess Firyal Map Division, The New York Public Library)

CONTINUATION SHEET

Historic Sites #:

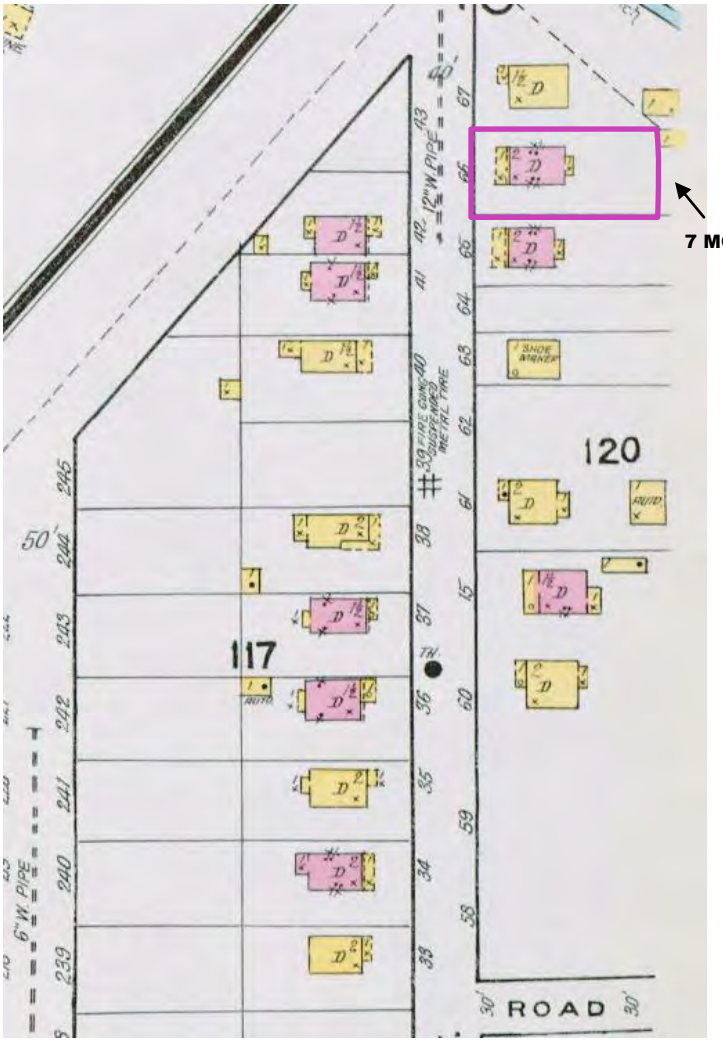


Figure 6. 1918 Sanborn Map of Little Ferry zoomed in to show 7 Moonachie Road within the Moonachie Road Streetscape. (Source: Princeton University Library)

BASE FORM

Historic Sites #:

Property Name: 9 Moonachie Road

Street Address: *Street #:* 9 *(Low)* _____ *(High)* *Apartment #:* _____ *(Low)* _____ *(High)*

Prefix: _____ *Street Name:* Moonachie *Suffix:* _____ *Type:* RD

County(s): Bergen **Zip Code:** 07074

Municipality(s): Moonachie **Block(s):** 18

Local Place Name(s): N/A **Lot(s):** 3.01

Ownership: Private **USGS Quad(S)** Weehawken

Photograph:

Photograph 1. 9 Moonachie Road. View southeast.

Description: 9 Moonachie Road is a two-and-a-half story brick residence with a front gable roof and shed roof front porch. (See Building Attachment Form)

Registration and Status Dates:

National Historic Landmark: No

SHPO Opinion: _____

National Register: _____

Local Designation: _____

New Jersey Register: _____

Other Designation: _____

Determination of Eligibility: _____

Other Designation Date: _____

Survey Name: Rebuild by Design Meadowlands Flood Protection Project Date: 05/08/2018

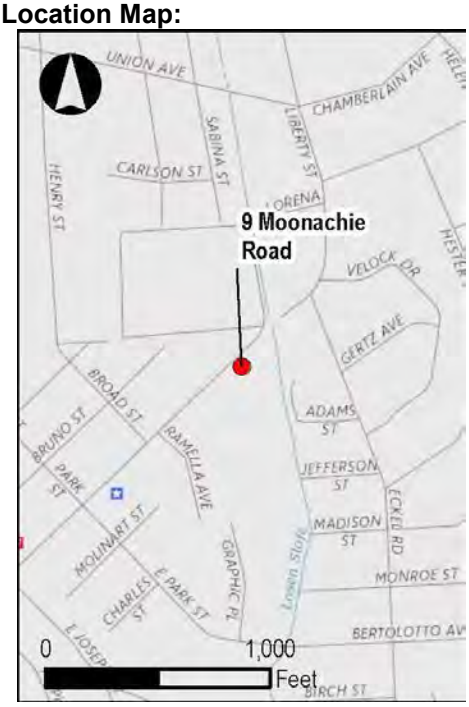
Surveyor: Emily Paulus Everett and Samantha Kuntz; Ben Buckley (preparer)

Organization: AECOM, 437 High Street, Burlington, NJ 08016

BASE FORM

Historic Sites #:

Location Map:



Site Map:

Bibliography/Sources: (See Continuation Sheet)

Additional Information: N/A

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: ☒ Building ☐ Structure ☐ Object ☐ Bridge ☐ Landscape ☐ Industry

Within Historic District? ☒ Yes ☐ No Moonachie Streetscape Historic District

Status: ☒ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☐ No
(Known or potential Sites – if yes, please describe briefly)

BUILDING ATTACHMENT

Historic Sites #:

Common Name: 9 Moonachie Road
Historic Name:
Present Use: Residential, Permanent
Historic Use: Residential, Permanent
Construction Date: c. 1915 **Source:** Historic Maps
Alteration Date(s): c. 1965 **Source:** Historic Aerial Photographs
Designer: Unknown **Physical Condition:** Excellent
Builder: Unknown **Remaining Historic Fabric:** Medium
Style: Other, Vernacular
Form: Gable Front **Stories:** 2.5
Type: N/A **Bays:** 3
Roof Finish Materials: Asphalt Shingle
Exterior Finish Materials: Brick, Common Bond

Exterior Description: The residence located at 9 Moonachie Road is a two-and-a-half story brick structure with a front gable roof. Five vinyl windows with stone sills and lintels are located on the facade; two on the first story, two on the second, and a small sliding window in the gable. The front door is located in the northern bay of the façade and features a stone lintel. A shed roof front porch spans the length of the façade. The porch roof is supported by wood columns that rest on a frame porch deck with wood flooring.

Shed roof wall dormers containing two vinyl windows are located on the side (north and south) elevations. Vinyl windows with stone dormers and lintels are located at the first and second floors.

The rear bay of the residence represents a c. 1965 addition. The addition blends in with original building, utilizing that same brick bond and parged foundation. Unlike the original units, the windows in the addition have brick sills and lintels. A small, single story shed roof addition projects from the rear elevation.

A single story, two bay garage with a cross gable roof is located approximately 30 feet to the rear of the dwelling.

Interior Description: Not accessible.

Setting: 9 Moonachie Road is located in a medium density, suburban neighborhood of Washington Park. The surrounding development is nearly entirely residential, with one to two story residences located on narrow lots set back approximately 20 feet from the road. The neighborhood is surrounded by warehouses and various other large low industrial structures. The Losen Slote Creek runs through a wooded area to the rear of the property.

ELIGIBILITY SHEET

Historic Sites #:

History:

Introduction

Moonachie Road is located at the northeastern end of Moonachie Road, near to the point of separation between Moonachie Borough and Little Ferry Borough in Bergen County, New Jersey. It is associated with a second wave of residential development in Moonachie Borough at the beginning of the 20th century. This shift, which began in around the same time as the establishment of Moonachie Borough as an independent entity and continued until mid-century industrial development overtook the character of borough. The resource is one of the original dwellings to come from the subdivision of former farmland along Moonachie Road into the Washington Park neighborhood by real estate broker Ernest Bruno in 1909. (See Continuation Sheet).

Significance: The dwelling located at 9 Moonachie Road does not meet the level of significance required for listing on the National or New Jersey Register of historic places as an individual resource or as a contributing resource in an historic district. Field investigation and background research have yielded no indication that the property is associated with events that have contributed to broad patterns of local, regional, or national history (Criterion A). Background research has not indicated that property is associated with significant persons in the past. (Criterion B). The dwelling does not embody the distinctive characteristics of a type, period, or method of construction, represent the work of a master, or exhibit high artistic values. (Criterion C). There is no indication the resource is likely to yield information important in history or prehistory (Criterion D).

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility: 9 Moonachie Road is recommended not eligible for listing in the National Register of Historic Places or the New Jersey Register of Historic Places as an individual resource or as a contributing resource to a Moonachie Streetscape Historic District. The structure is an example of early residential architecture in Moonachie, and the Borough's shift from a farming community to a suburban neighborhood, but the architecture and history of the structure do not carry enough significance for listing on the National or State registers

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:

Building attachment form.

Narrative Boundary Description: The boundary of 9 Moonachie Road is the legal boundary established by the tax parcel. The rectangular property is bounded by Moonachie Road to the west, and other tax parcels to the north, south, and east.

CONTINUATION SHEET

Historic Sites #:

History (continued): *History of Moonachie*

Bergen County was first settled by Europeans in the early seventeenth century when the Dutch East India Company commissioned Henry Hudson to travel to the New World and increase trade in 1609. Hudson founded a trading colony along the North River (known today as the Hudson River) comprised of pieces of modern-day New York, New Jersey, Connecticut, Pennsylvania, and Delaware and named it New Netherland. The land claimed by Hudson was, however, already occupied by Native American tribes and the two groups soon fell into conflict (County of Bergen 2016:2). By 1638, the continued skirmishing with the local tribes exposed the disorganized nature of the settlement. A fortified camp was finally erected in 1656 in Jersey City, New Jersey, named Fort Hackensack. Two years later in 1658, the settlers purchased the land outright from the tribes and established Bergen Township, the first permanent settlement in the area (Van Valen 1900:25; Lurie and Mappen 2004:71).

Soon after in 1669, fur trader Captain John Berry settled a portion of the township known as Peach Island (County of Bergen 2016). Both aptly and erroneously named as the area had a reported abundance of peach trees but was not literally an island, Peach Island was described as a cedar-rich area bounded by Berry's Creek, a native footpath, the Losen Slote, and the Hackensack River (*ibid*; Van Valen 1900:358). The land was originally inhabited by the Iroquois people (later known as the Six Nations) and led by Chief Monaghie. By the 17th century Peach Island slowly came to be known as Moonachie, which local accounts attribute to Iroquois Chief Monaghie (WPA 1945). Today, the modern nomenclature of the borough remains a rare vestige of the local native heritage.

Early European settlement of Moonachie continued in large part due to the abundance of cedar timber in the area, which would be depleted before the turn of the 20th century (Van Valen 1900:358). Before the turn of the 18th century, Captain Berry sold his land to Thomas Francis Outwater, Henrik DeKyp (sometimes recorded as "Kipp"), and George Brickeroff for 700 pounds (*ibid*). These men are credited with established farms in Moonachie and beginning light agricultural settlement in the area, which would remain the prevailing characteristic of Moonachie until the turn of the 20th century.

Moonachie – autonomous from the 1669 to 1825, included in Lodi Township in 1825 then Bergen Township in 1893, and finally incorporated as an independent borough in 1910 – gained development momentum in the early 19th century. In 1819, the northeast route through Moonachie toward Little Ferry and Hackensack was completed and soon after supported clusters of residential development. Named Moonachie Road, the route was already known to locals as the path taken by Washington's troops in 1776 during an evacuation following the British invasion of Bergen County (Borough of Moonachie 2006). This association remained part of the area's identity, which was known as Washington Village or Washington Grove and later Washington Park.

Washington Grove (the area's most consistent early moniker) was largely occupied by farm properties throughout the mid- to late 19th century. Both J.C. Sidney's 1849 *Map of Twelve Miles Around New*-York and J.M. Hopkin's 1861 *Map of the Counties of Bergen and Passaic, New Jersey* show the northernmost portion of Washington Grove to be sparsely populated – particularly in comparison to the denser development immediately south on Moonachie Road (Figures 1, 2). Both maps list a H. Albert as the primary landowner in the Moonachie Streetscape area. According to United States Census records, Hezekiah Alberts (1791-1871) was a lumber dealer and farmer from Rhode Island (US Census 1860). By 1870, the farm was valued at $20,000 and tended by Alberts and four of his eight children still living on the property (US Census 1870). After his death, the estate was passed down to his eldest son Josiah, who continued to farm the land at the end of the 19th century (US Census 1880; NJ State Census 1885).

However, the character of Moonachie abruptly changed after the turn of the 20th century in response to the population tripling between 1900 and 1910 (Niederer 1981). While a total of 15 farms were recorded in Moonachie by the time of the borough's incorporation in 1910, the area had already begun to shift from a rural toll road town to a burgeoning suburban enclave (Borough of Moonachie 2006). In 1909, Bergen County real estate broker and Swedish immigrant Ernest Bruno subdivided the land bounded by Moonachie Road, Joseph Street, and Albert Street and marketed the new suburb as "Washington Park" – likely in reference its predecessor to the south, Washington Grove ("Washington Park" 1909) (Figure 4).

The subdivision developed quickly, with 35 new residential properties appearing within four years. Included in this early development were six properties on the northwest side of Moonachie Road north of Broad Street which still remain today (Bromley 1913) (Figure 5). Though not strictly included in the Washington Park subdivision, land on the southeast side of

CONTINUATION SHEET

Historic Sites #:

Moonachie Road was also owned by Bruno in the early 20th century (Bromley 1913)[1]. It is unknown when these properties were subdivided, but it presumably occurred in a five-year span between 1913 and 1918. Subdivided plots first appear on the southeast side of Moonachie Road on the 1918 Sanborn Map of Little Ferry, which records a total of 16 buildings on both sides of Moonachie Road north of Broad Street (Figure 6). These early dwellings (built ca. 1910-1915) follow the same vernacular architectural pattern: two to two-and-a-half stories; a narrow front gable façade; a projecting porch; a dormer window on the north-facing roofline; and a locally-sourced brick exterior.

Residential development along Moonachie Road and surrounding areas slowed by the mid-20th century, with most buildings completed prior to World War II. Subsequent development bursts in the area tended to be less domestic than corporate, especially the post-1960s industrial boom credited to "urban companies desiring expansion and lower taxes" (Borough of Moonachie 2006). Today, most of these dwellings have been stripped of their vernacular character by a century of alterations and additions. Because Moonachie is located within a Flood Hazard Area, certain changes to the domestic resources are the result of damage incurred during flooding events, such as Hurricane Sandy in 2012, or even preemptive changes by owners to protect their homes from similar events.

History of 9 Moonachie Road

The dwelling located at 9 Moonachie Road was one of the first homes constructed during the residential housing boom in the Washington Park neighborhood in the second decade of the twentieth century. The home was constructed on land formerly owned by Ernest Bruno. Similar houses dating to the same period are present on both sides of Moonachie Road, particularly the house at 7 Moonachie Road directly to the south, and was likely constructed by the same builder. The structure has only experienced a few major alterations. Historic aerial maps indicate a short addition was added to the rear of the home c. 1965. Around the same time, a cross gable roof was built to the rear of the property. Recent alterations include the installation of replacement vinyl windows, and replacement of many of the front porch elements. The structure has remained a single family dwelling for over a century.

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[1] Bromley's *Atlas of Bergen County* (1913) lists an N. Bruno as the owner on the southeast side of Moonachie Road. Given the subdivision activities of Ernest Bruno across the street and the fact that no "N." Bruno appears in other census information of the time, it is most conceivable that N. Bruno does, in fact, refer to Ernest Bruno.

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1880 "Alberts, Josiah." Lodi, Bergen, New Jersey (Roll: 771; Page: 378D; Enumeration District: 007). Available online, http://www.ancestry.com, accessed April 30, 2018.

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CONTINUATION SHEET

Historic Sites #:

Photograph 2. 9 Moonachie Road. View northeast.

Photograph 3. Photograph showing rear garage. View east.

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Historic Sites #:

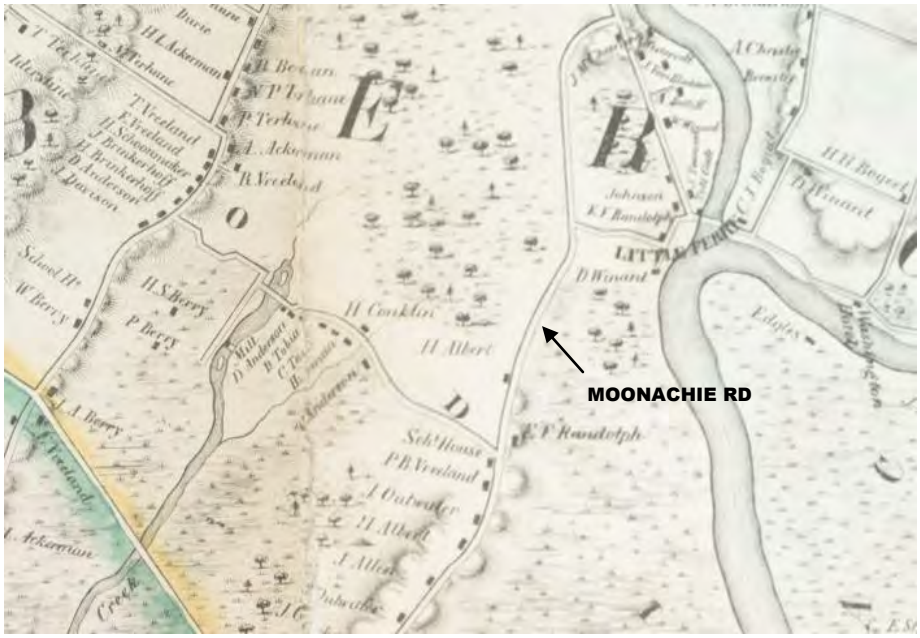
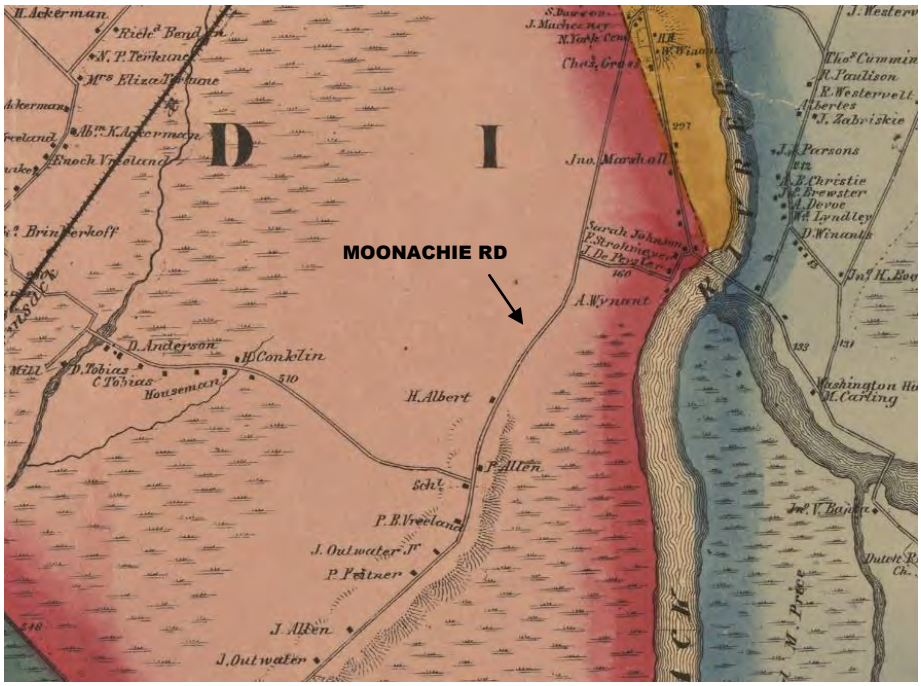


Figure 1. Excerpt from the1849 *Map of Twelve Miles Around New-York* by J.C. Sidney. (Source: Lionel Pincus and Princess Firyal Map Division, The New York Public Library)



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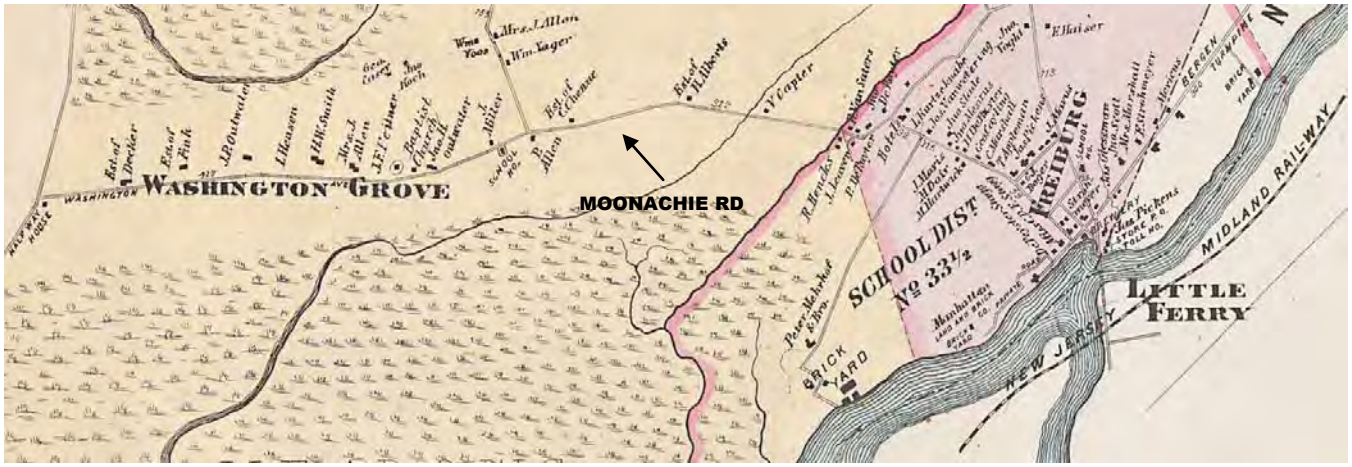

Figure 3. Map of Lodi Township from the 1876 *First Atlas of Bergen County* by A.H. Walker.
(Source: Historic Maps Collection, Princeton University Library)

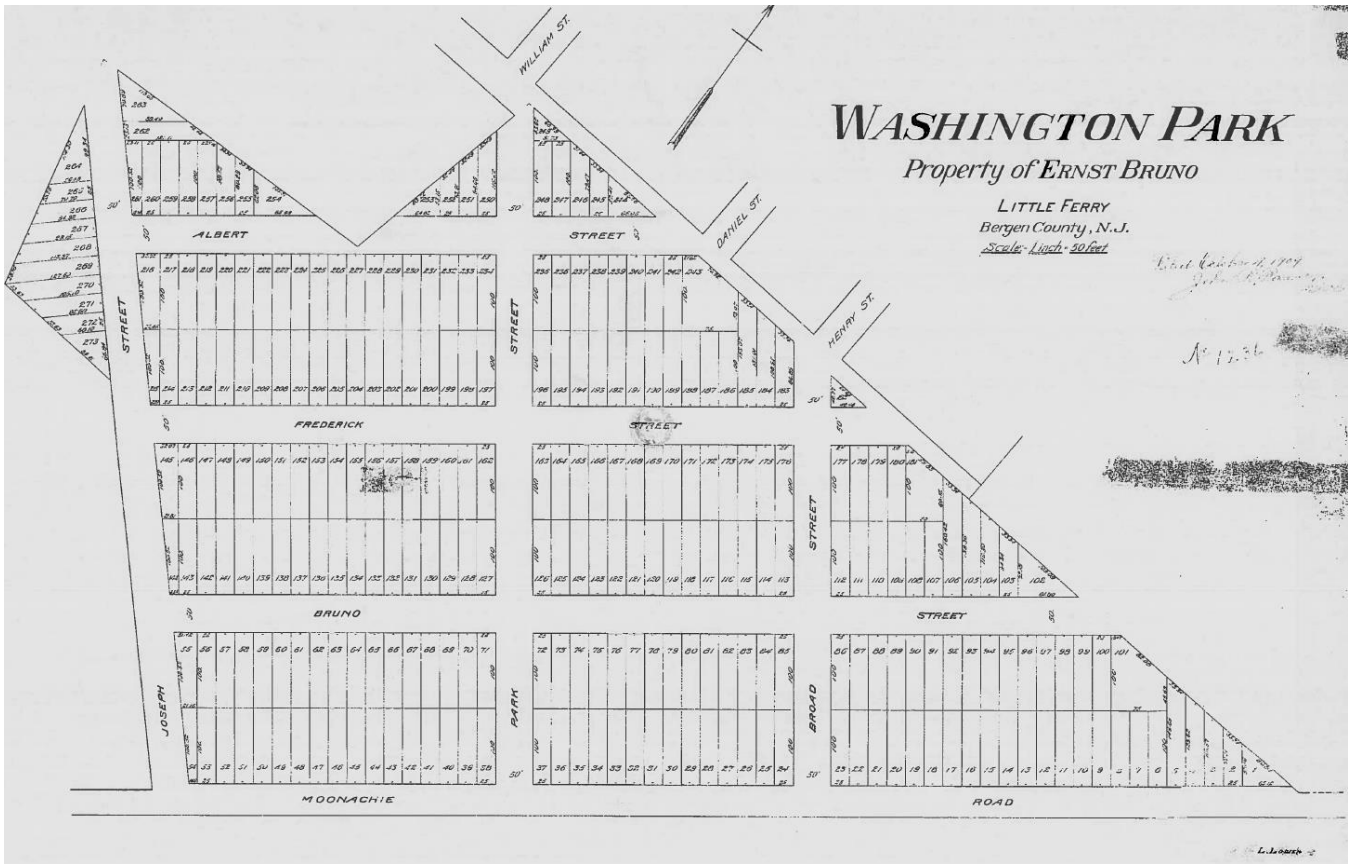

Figure 4. 1909 subdivision map of *Washington Park*.
(Source: Bergen County Clerk)

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Organization:	AECOM, 437 High Street, Burlington, NJ 08016		

CONTINUATION SHEET

Historic Sites #:

Figure 5. Excerpt from the 1913 map of Bergen County by G.W. and W.S. Bromley. (Source: Lionel Pincus and Princess Firyal Map Division, The New York Public Library)

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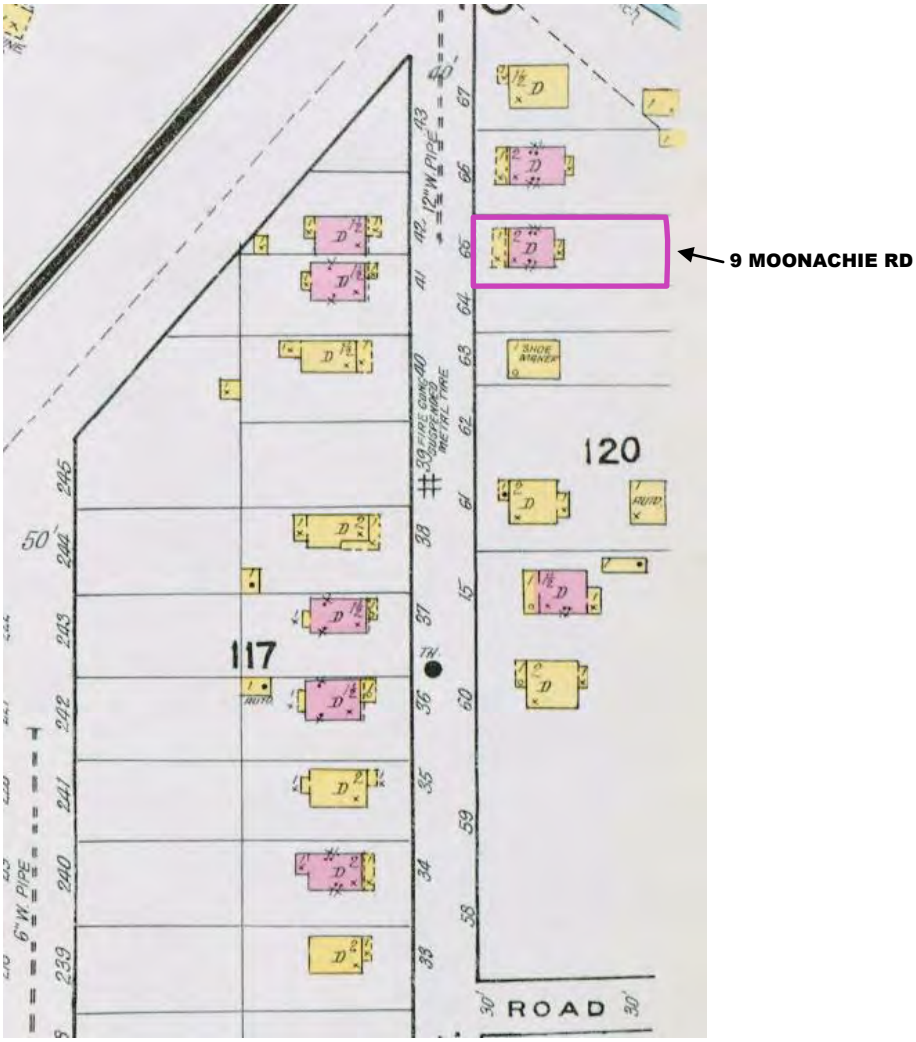

Figure 6. 1918 Sanborn Map of Little Ferry zoomed in to show 9 Moonachie Road within the Moonachie Road Streetscape. (Source: Princeton University Library)

BASE FORM

Historic Sites #:

Property Name: 12 Moonachie Road

Street Address: *Street #:* 12 *(Low)* _____ *(High)* *Apartment #:* _____ *(Low)* _____ *(High)*

Prefix: _____ *Street Name:* Moonachie *Suffix:* _____ *Type:* RD

County(s): Bergen **Zip Code:** 07074

Municipality(s): Moonachie Borough **Block(s):** 12

Local Place Name(s): N/A **Lot(s):** 3

Ownership: Private **USGS Quad(s):** Weehawken

Photograph:

Photograph 1. Primary façade, view northwest.

Description: The property at 12 Moonachie Road (ca. 1910) is a two-story vernacular dwelling located along the historic Moonachie Road corridor (Photograph 1). The resource is set back from the road approximately 20 feet and accessible both via a stone walkway to the elevated main entrance and by a private asphalt driveway on the southwest of the dwelling. Despite modifications since its construction at the beginning of the 20th century, the dwelling remains legible as a local residential resource built in the years immediately following the official founding of Moonachie as an independent municipality. (See Building Attachment Form)

Registration and Status Dates:

National Historic Landmark: No

SHPO Opinion: _____

National Register: _____

Local Designation: _____

New Jersey Register: _____

Other Designation: _____

Determination of Eligibility: _____

Other Designation Date: _____

Survey Name: Rebuild by Design Meadowlands Flood Protection Project Date: 05/04/2018

Surveyor: Benjamin Buckley, Samantha Kuntz; Samantha Kuntz (preparer)

Organization: AECOM, 437 High Street, Burlington, NJ 08016

BASE FORM

Historic Sites #:

Location Map:

Site Map:

Bibliography/Sources: (See Continuation Sheet)

Additional Information: N/A

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: ☒ Building ☐ Structure ☐ Object ☐ Bridge ☐ Landscape ☐ Industry

Within Historic District? ☒ Yes ☐ No Moonachie Streetscape Historic District

Status: ☐ Key-Contributing ☒ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No
(Known or potential Sites – if yes, please describe briefly)

Survey Name: Rebuild by Design Meadowlands Flood Protection Project Date: 05/04/2018
Surveyor: Benjamin Buckley, Samantha Kuntz; Samantha Kuntz (preparer)
Organization: AECOM, 437 High Street, Burlington, NJ 08016

BUILDING ATTACHMENT

Historic Sites #:

Common Name: 12 Moonachie Road
Historic Name: N/A
Present Use: Residential, Permanent
Historic Use: Residential, Permanent
Construction Date: ca.1910 **Source:** Stylistic evidence; historic maps
Alteration Date(s): ca. 2017 **Source:** Maps
Designer: Unknown **Physical Condition:** Good
Builder: Unknown **Remaining Historic Fabric:** Medium
Style: Other, Vernacular
Form: Gable Front **Stories:** 2
Type: N/A **Bays:** 3
Roof Finish Materials: Asphalt Shingle
Exterior Finish Materials: Asbestos Siding

Exterior Description: 12 Moonachie Road is a vernacular two-story dwelling with a front gable roof covered in asphalt shingles with a brick chimney located at the center of the roofline (Photograph 2). The original wood frame dwelling is now clad with asbestos siding. The primary façade (southeast elevation) features a single story enclosed front porch with a shed roof covered in asphalt shingles. It has two vinyl double-hung replacements on each story. The northeast elevation contains a front gable dormer above the roofline and four vinyl replacements spread out between the first and second floors. The southwest elevation contains two vinyl replacements and a projecting bay with vinyl replacements toward the rear (northwest) elevation (Photograph 3). The rear of the house features a single story projection with a shed roof. The exposed foundation has been recently refinished with formstone, covering formerly visible basement windows on the primary façade. Basement vinyl replacements are visible on the side elevations.

A small, single bay brick shed is situated behind the dwelling. It is concealed from the public right-of-way by a recently installed, painted wooden fence (Photograph 4).

Interior Description: Not accessible.

Setting: 12 Moonachie Road is located in a medium density, suburban neighborhood formerly known in the 18th and 19th centuries as Washington Grove, later Washington Park (Photograph 6). The surrounding development is nearly entirely residential, with one to two story residences located on narrow lots set back around 20 feet from the road. The neighborhood is surrounded by warehouses and various other large low industrial structures. The Losen Slote Creek runs through a wooded area to the rear of the property. The property is located within the Moonachie Road/Ramella Avenue Historic District, identified by survey in 1981 and updated in 2005. It also contributes to the Moonachie Road Streetscape Historic District, a portion of the Moonachie Road/Ramella Avenue Historic District, which was identified by survey in 2018.

ELIGIBILITY SHEET

Historic Sites #:

History: 12 Moonachie Road is located at the northeastern end of Moonachie Road, near to the point of separation between Moonachie Borough and Little Ferry Borough in Bergen County, New Jersey. It is associated with a second wave of residential development in Moonachie Borough at the beginning of the 20th century. This shift, which began in around the same time as the establishment of Moonachie Borough as an independent entity and continued until mid-century industrial development overtook the character of borough. The resource is one of the original dwellings to come from the subdivision of former farmland along Moonachie Road into the Washington Park neighborhood by real estate broker Ernest Bruno in 1909. (See Continuation Sheet).

Significance: The property at 12 Moonachie Road does not meet the level of significance necessary for listing on the National or New Jersey Registers of historic Places. Field investigation and background research have yielded no indication that the dwelling is associated with events that have contributed to broad patterns of local or regional history (Criterion A); that the property is associated with persons significant in the past (Criterion B); that the property embodies distinctive architectural characteristics (Criterion C); or that the property is likely to yield important information about history or prehistory (Criterion D).

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility: Although 12 Moonachie Road retains height, massing, form, and overall design intent, it has experienced significant loss of historic materials over the past century does not meet the criteria for significance. Despite its contribution to the integrity of setting and location of residential resources on Moonachie Road as a whole (see Moonachie Streetscape Historic District form), the property lacks the integrity required for individual consideration and is therefore not recommended eligible for listing in the National Register of Historic Places (NR) or the New Jersey Register of Historic Places (SR).

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:

Building Attachment

Narrative Boundary Description: The boundary of 12 Moonachie Road is the legal boundary established by tax parcel 0237_12_3. The rectangular property is bounded by surrounding private tax parcels and Moonachie Road to the southeast.

CONTINUATION SHEET

Historic Sites #:

History (continued):

Bergen County was first settled by Europeans in the early seventeenth century when the Dutch East India Company commissioned Henry Hudson to travel to the New World and increase trade in 1609. Hudson founded a trading colony along the North River (known today as the Hudson River) comprised of pieces of modern-day New York, New Jersey, Connecticut, Pennsylvania, and Delaware and named it New Netherland. The land claimed by Hudson was, however, already occupied by Native American tribes and the two groups soon fell into conflict (County of Bergen 2016:2). By 1638, the continued skirmishing with the local tribes exposed the disorganized nature of the settlement. A fortified camp was finally erected in 1656 in Jersey City, New Jersey, named Fort Hackensack. Two years later in 1658, the settlers purchased the land outright from the tribes and established Bergen Township, the first permanent settlement in the area (Van Valen 1900:25; Lurie and Mappen 2004:71).

Soon after in 1669, fur trader Captain John Berry settled a portion of the township known as Peach Island (County of Bergen 2016). Both aptly and erroneously named as the area had a reported abundance of peach trees but was not literally an island, Peach Island was described as a cedar-rich area bounded by Berry's Creek, a native footpath, the Losen Slote, and the Hackensack River (*ibid*; Van Valen 1900:358). The land was originally inhabited by the Iroquois people (later known as the Six Nations) and led by Chief Monaghie. By the 17th century Peach Island slowly came to be known as Moonachie, which local accounts attribute to Iroquois Chief Monaghie (WPA 1945). Today, the modern nomenclature of the borough remains a rare vestige of the local native heritage.

Moonachie – autonomous from the 1669 to 1825, included in Lodi Township in 1825 then Bergen Township in 1893, and finally incorporated as an independent borough in 1910 – gained development momentum in the early 19th century. In 1819, the northeast route through Moonachie toward Little Ferry and Hackensack was completed and soon after supported clusters of residential development. Named Moonachie Road, the route was already known to locals as the path taken by Washington's troops in 1776 during an evacuation following the British invasion of Bergen County (Borough of Moonachie 2006). This association remained part of the area's identity, which was known as Washington Village or Washington Grove.

Washington Grove (the area's most consistent early moniker) was largely occupied by farm properties throughout the mid- to late 19th century. Both J.C. Sidney's 1849 *Map of Twelve Miles Around New*-York and J.M. Hopkin's 1861 *Map of the Counties of Bergen and Passaic, New Jersey* show the northernmost portion of Washington Grove to be sparsely populated – particularly in comparison to the denser development immediately south on Moonachie Road (Figures 1, 2). However, the character of Moonachie abruptly changed after the turn of the 20th century in response to the population tripling between 1900 and 1910 (Niederer 1981). While a total of 15 farms were recorded in Moonachie by the time of the borough's incorporation in 1910, the area had already begun to shift from a rural toll road town to a burgeoning suburban enclave (Borough of Moonachie 2006) (Figure 3). In 1909, Bergen County real estate broker and Swedish immigrant Ernest Bruno subdivided the land bounded by Moonachie Road, Joseph Street, and Albert Street and marketed the new suburb as "Washington Park" – likely in reference its predecessor to the south, Washington Grove ("Washington Park" 1909) (Figure 4). The subdivision developed quickly, with 35 new residential properties appearing within four years.

12 Moonachie Road was one of these early properties built in Washington Park, occupying Lot Number 3 in the subdivision map. According to available research, the home was built between the 1909 subdivision map and the 1913 *Map of Bergen County* by G.W. and W.S. Bromley (Figure 5), the latter which records its earliest documentation on historic maps. The 1913 map shows dense development on the northwestern side of Moonachie Road just three years following the incorporation of Moonachie as an independent borough, although the southeast side of the historic route would remain vacant until a few years later. By the time that the Sanborn Map of Little Ferry was published in 1918, both sides of Moonachie Road would support dense residential development and a cohesive neighborhood unit in the newly established Washington Park (Figure 6).

Residential development along Moonachie Road and surrounding areas slowed by the mid-20th century, with most buildings completed prior to World War II. Subsequent development bursts in the area tended to be less domestic than corporate, especially the post-1960s industrial boom credited to "urban companies desiring expansion and lower taxes" (Borough of Moonachie 2006). Today, 12 Moonachie Road – like many residential dwellings along Moonachie's main commercial corridor – has been stripped of its vernacular character by a century of alternations and additions.

CONTINUATION SHEET

Historic Sites #:

Bibliography (continued):

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n.d. "The History of the Borough of Moonachie." Electronic Document. http://www.moonachie.us/welcome/thehistoryofmoonachie.html. Accessed April 2018.

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Walker, A.H.
1876 "Lodi Township." *First Atlas of Bergen County*. Reading, PA: Reading Publishing House. Historic Maps Collection, Princeton University.

CONTINUATION SHEET

Historic Sites #:

Photograph 2. Southeast (primary) and northeast (side) elevations, view west.

Photograph 3. Southeast (primary) and southwest (side) elevations, with view of rear shed. View north.

CONTINUATION SHEET

Historic Sites #:

Photograph 4. The property situated on Moonachie Road between other early 20th century vernacular homes, view north.

CONTINUATION SHEET

Historic Sites #:

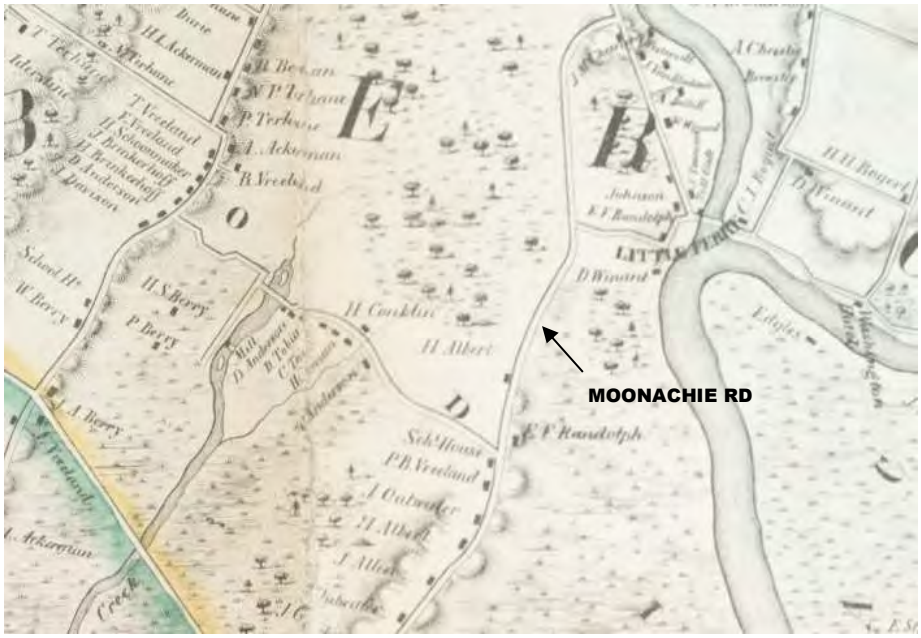

Figure 1. Excerpt from the1849 *Map of Twelve Miles Around New-York* by J.C. Sidney. (Source: Lionel Pincus and Princess Firyal Map Division, The New York Public Library)

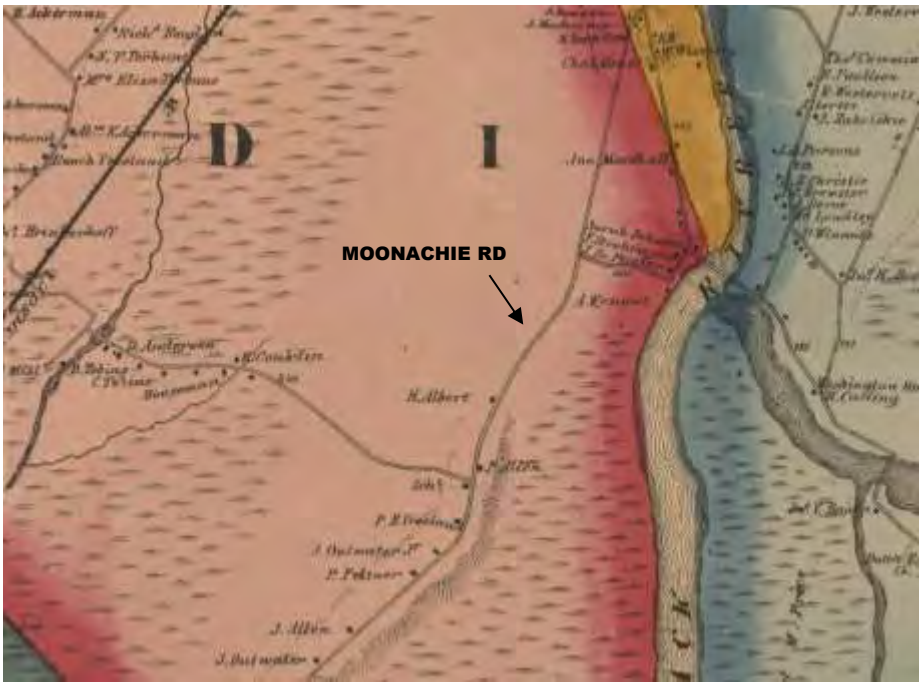

Figure 2. Excerpt from the 1861 Map of the Counties of Bergen and Passaic, New Jersey by G.M. Hopkins. (Source: Library of Congress)

CONTINUATION SHEET

Historic Sites #:

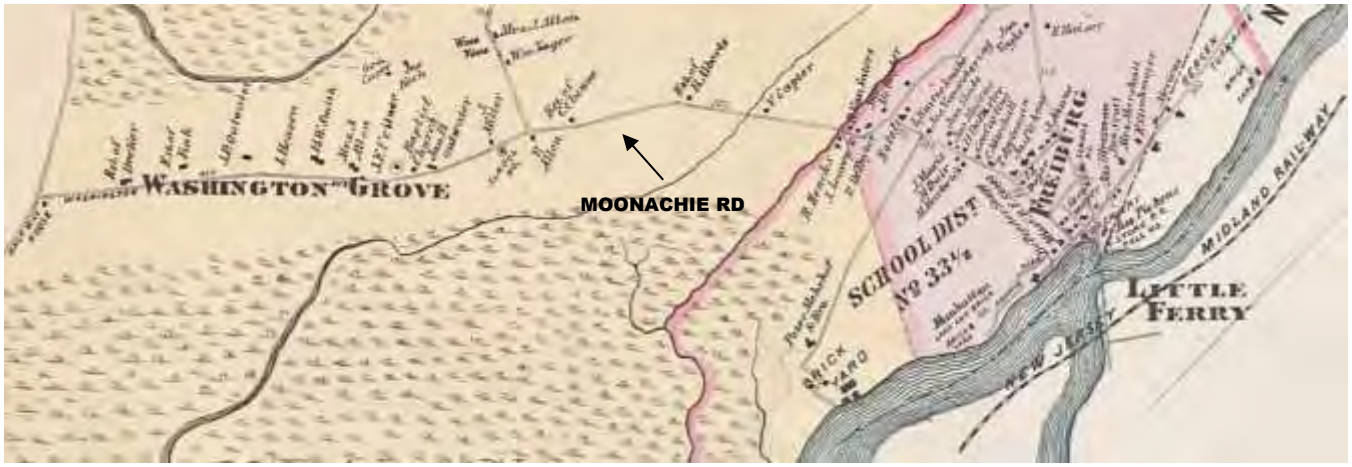

Figure 5. Map of Lodi Township from the 1876 *First Atlas of Bergen County* by A.H. Walker.
(Source: Historic Maps Collection, Princeton University Library)

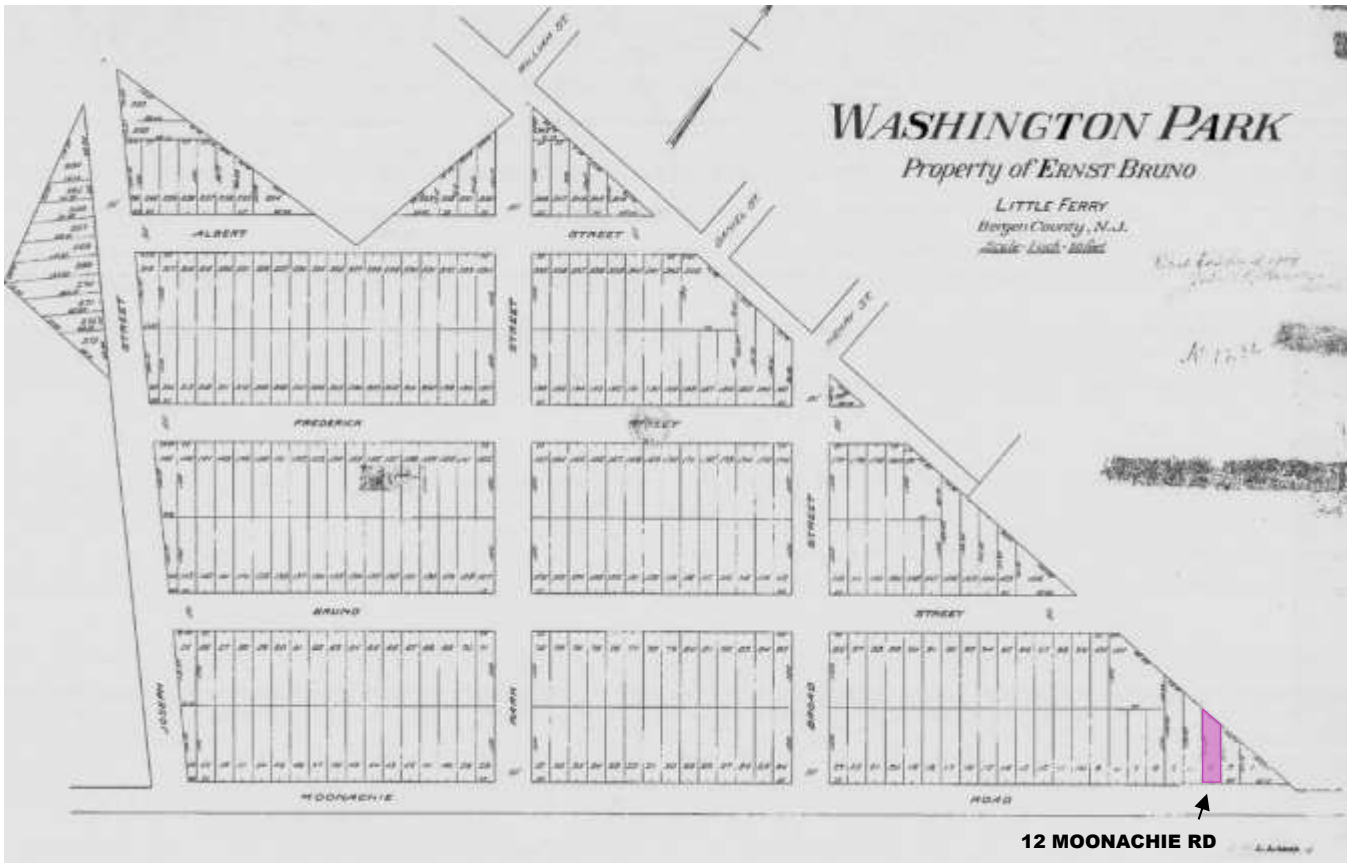

Figure 4. 1909 subdivision map of *Washington Park.*
(Source: Bergen County Clerk)

Survey Name:	Rebuild by Design Meadowlands Flood Protection Project	Date:	05/04/2018
Surveyor:	Benjamin Buckley, Samantha Kuntz; Samantha Kuntz (preparer)		
Organization:	AECOM, 437 High Street, Burlington, NJ 08016		

CONTINUATION SHEET

Historic Sites #:

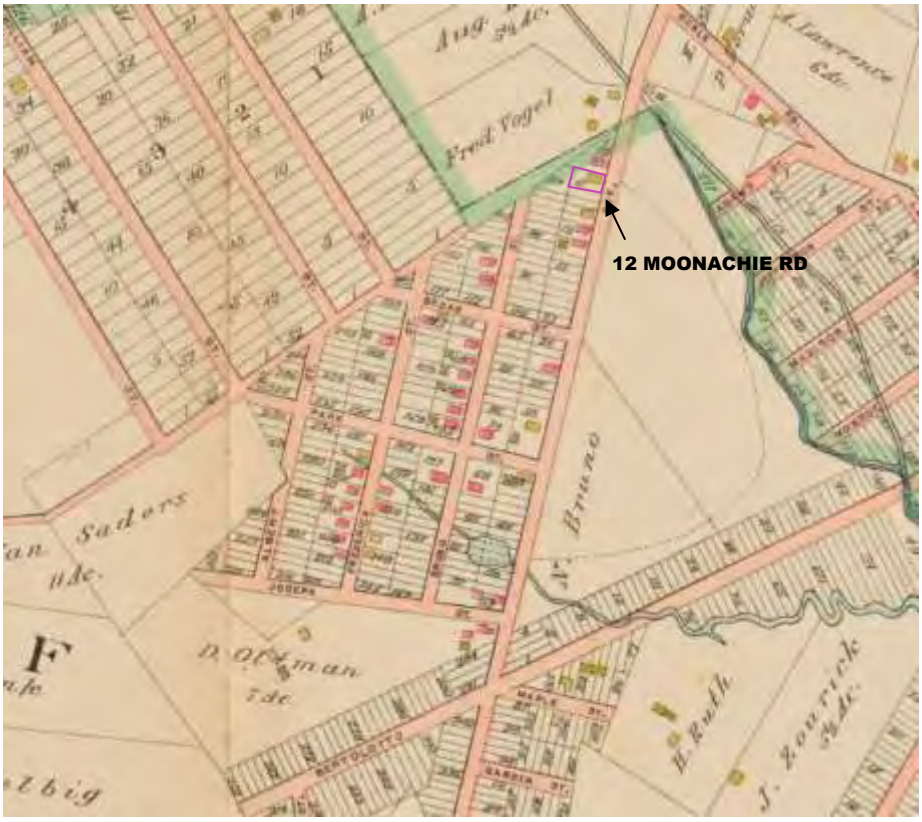

Figure 5. Excerpt from the 1913 map of Bergen County by G.W. and W.S. Bromley. (Source: Lionel Pincus and Princess Firyal Map Division, The New York Public Library)

CONTINUATION SHEET

Historic Sites #:

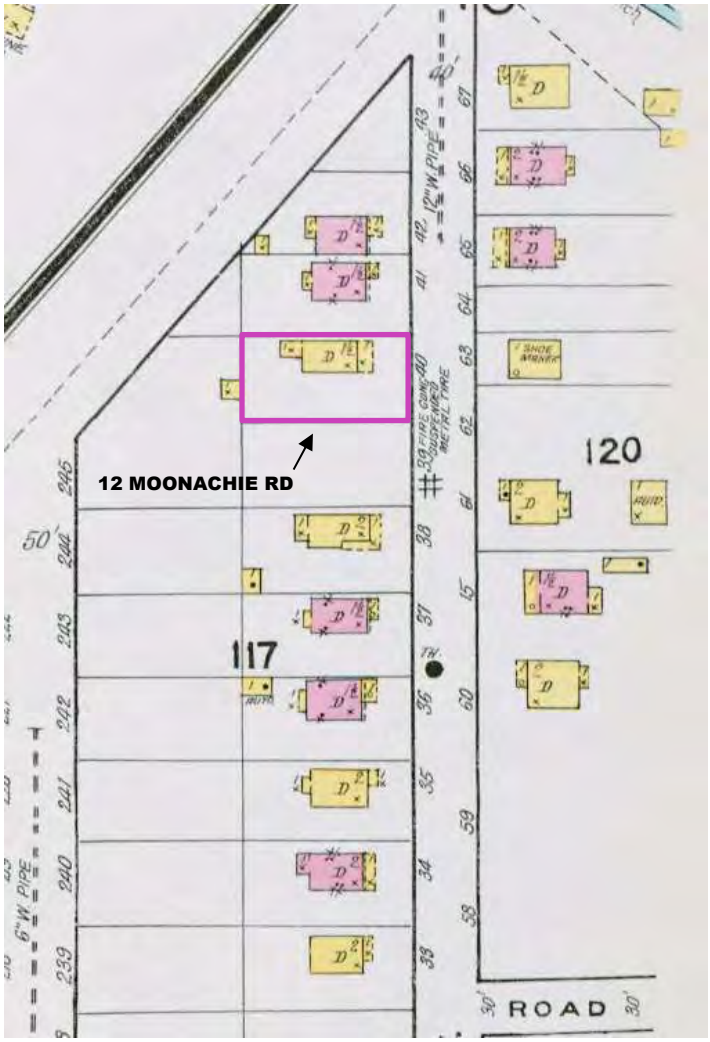

Figure 6. 1918 Sanborn Map of Little Ferry zoomed in to show 12 Moonachie Road within the Moonachie Road Streetscape. (Source: Princeton University Library)

BASE FORM

Historic Sites #:

Property Name: 8 Moonachie Road

Street Address: *Street #:* 8 *(Low)* _____ *(High)* *Apartment #:* _____ *(Low)* _____ *(High)*

Prefix: _____ *Street Name:* Moonachie *Suffix:* _____ *Type:* RD

County(s): Bergen **Zip Code:** 07074

Municipality(s): Moonachie Borough **Block(s):** 12

Local Place Name(s): N/A **Lot(s):** 2

Ownership: Private **USGS Quad(s):** Weehawken

Photograph:

Photograph 1. Primary façade, view northwest.

Description: The property at 8 Moonachie Road (ca. 1910) is a two-story vernacular dwelling located along the historic Moonachie Road corridor (Photograph 1). The resource is set back from the road approximately 20 feet and accessible by via a concrete walkway to the main entrance as well as by an open lot south of the dwelling on the tax parcel, intended for vehicle parking as indicated by the sidewalk curb cut. Despite modifications since its construction at the beginning of the 20th century, the dwelling remains legible as a local residential resource built in the years immediately following the official founding of Moonachie as an independent municipality. (See Building Attachment Form)

Registration and Status Dates:

National Historic Landmark: No
SHPO Opinion: _____
National Register: _____
Local Designation: _____
New Jersey Register: _____
Other Designation: _____
Determination of Eligibility: _____
Other Designation Date: _____

Survey Name: Rebuild by Design Meadowlands Flood Protection Project Date: 05/07/2018
Surveyor: Benjamin Buckley, Samantha Kuntz; Samantha Kuntz (preparer)
Organization: AECOM, 437 High Street, Burlington, NJ 08016

BASE FORM

Historic Sites #:

Location Map:

Site Map:

Bibliography/Sources: (See Continuation Sheet)

Additional Information: N/A

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: ☒ Building ☐ Structure ☐ Object ☐ Bridge ☐ Landscape ☐ Industry

Within Historic District? ☒ Yes ☐ No Moonachie Streetscape Historic District

Status: ☐ Key-Contributing ☒ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No
(Known or potential Sites – if yes, please describe briefly)

Survey Name: Rebuild by Design Meadowlands Flood Protection Project Date: 05/07/2018
Surveyor: Benjamin Buckley, Samantha Kuntz; Samantha Kuntz (preparer)
Organization: AECOM, 437 High Street, Burlington, NJ 08016

BUILDING ATTACHMENT

Historic Sites #:

Common Name: 8 Moonachie Road
Historic Name: N/A
Present Use: Residential, Permanent
Historic Use: Residential, Permanent
Construction Date: ca. 1910 **Source:** Stylistic evidence; historic maps
Alteration Date(s): Unknown **Source:** N/A
Designer: Unknown **Physical Condition:** Good
Builder: Unknown **Remaining Historic Fabric:** Medium
Style: Other, Vernacular
Form: Gable Front **Stories:** 2
Type: N/A **Bays:** 3
Roof Finish Materials: Asphalt Shingle
Exterior Finish Materials: Brick, Common Bond

Exterior Description: 8 Moonachie Road is a vernacular two-story dwelling with a front gable roof covered in asphalt shingles with a brick chimney located at the center of the roofline (Photograph 2). The exterior is a common bond brick pattern painted white. The primary façade (southeast elevation) features a single window on each the first story and a paired window on the second story, all of which double-hung vinyl replacements with painted stone sills and lintels. A projecting bay with a front gable roof, vinyl siding, and three single-pane windows projects off of the northern most end of the primary façade. This former enclosed porch also serves as the main entrance, with the entry door itself situated on the northern side of the projecting bay. The northeast elevation contains a front gable dormer above the roofline and asymmetrical vinyl replacements; whereas the comparatively plain southwest elevation has two double-hung vinyl replacements with painted stone sills and lintels (Photograph 3). The rear of the house features a single story brick projection with a flat roof. The exposed foundation is clad in stucco and reveals no visible basement windows (Photograph 4).

Interior Description: Not accessible.

Setting: 8 Moonachie Road is located in a medium density, suburban neighborhood formerly known in the 18th and 19th centuries as Washington Grove, later Washington Park. The surrounding development is nearly entirely residential, with one to two story residences located on narrow lots set back around 20 feet from the road (Photograph 4). The neighborhood is surrounded by warehouses and various other large low industrial structures. The Losen Slote Creek runs through a wooded area to the rear of the property. The property is located within the Moonachie Road/Ramella Avenue Historic District, identified by survey in 1981 and updated in 2005. It also contributes to the Moonachie Road Streetscape Historic District, a portion of the Moonachie Road/Ramella Avenue Historic District, which was identified by survey in 2018.

ELIGIBILITY SHEET

Historic Sites #:

History: 8 Moonachie Road is located at the northeastern end of Moonachie Road, near to the point of separation between Moonachie Borough and Little Ferry Borough in Bergen County, New Jersey. It is associated with a second wave of residential development in Moonachie Borough at the beginning of the 20th century. This shift, which began in around the same time as the establishment of Moonachie Borough as an independent entity and continued until mid-century industrial development overtook the character of borough. The resource is one of the original dwellings to come from the subdivision of former farmland along Moonachie Road into the Washington Park neighborhood by real estate broker Ernest Bruno in 1909. (See Continuation Sheet).

Significance: The property at 8 Moonachie Road does not meet the level of significance necessary for listing on the National or New Jersey Registers of historic Places. Field investigation and background research have yielded no indication that the dwelling is associated with events that have contributed to broad patterns of local or regional history (Criterion A); that the property is associated with persons significant in the past (Criterion B); that the property embodies distinctive architectural characteristics (Criterion C); or that the property is likely to yield important information about history or prehistory (Criterion D).

Eligibility for New Jersey and National Registers: ☐ Yes ☐ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility: Although 8 Moonachie Road retains height, form, and overall design intent, modifications over the past century such as the enclosed front porch has impacted the integrity of the dwelling. Despite its contribution to the integrity of setting and location of residential resources on Moonachie Road as a whole (see Moonachie Streetscape Historic District form), the property lacks the integrity required for individual consideration and is therefore not recommended eligible for listing in the National Register of Historic Places (NR) or the New Jersey Register of Historic Places (SR).

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:
Building Attachment

Narrative Boundary Description: The boundary of 8 Moonachie Road is the legal boundary established by tax parcel 0237_12_2. The rectangular property is bounded by surrounding private tax parcels and Moonachie Road to the southeast.

CONTINUATION SHEET

Historic Sites #:

History (continued):

Bergen County was first settled by Europeans in the early seventeenth century when the Dutch East India Company commissioned Henry Hudson to travel to the New World and increase trade in 1609. Hudson founded a trading colony along the North River (known today as the Hudson River) comprised of pieces of modern-day New York, New Jersey, Connecticut, Pennsylvania, and Delaware and named it New Netherland. The land claimed by Hudson was, however, already occupied by Native American tribes and the two groups soon fell into conflict (County of Bergen 2016:2). By 1638, the continued skirmishing with the local tribes exposed the disorganized nature of the settlement. A fortified camp was finally erected in 1656 in Jersey City, New Jersey, named Fort Hackensack. Two years later in 1658, the settlers purchased the land outright from the tribes and established Bergen Township, the first permanent settlement in the area (Van Valen 1900:25; Lurie and Mappen 2004:71).

Soon after in 1669, fur trader Captain John Berry settled a portion of the township known as Peach Island (County of Bergen 2016). Both aptly and erroneously named as the area had a reported abundance of peach trees but was not literally an island, Peach Island was described as a cedar-rich area bounded by Berry's Creek, a native footpath, the Losen Slote, and the Hackensack River (*ibid*; Van Valen 1900:358). The land was originally inhabited by the Iroquois people (later known as the Six Nations) and led by Chief Monaghie. By the 17th century Peach Island slowly came to be known as Moonachie, which local accounts attribute to Iroquois Chief Monaghie (WPA 1945). Today, the modern nomenclature of the borough remains a rare vestige of the local native heritage.

Moonachie – autonomous from the 1669 to 1825, included in Lodi Township in 1825 then Bergen Township in 1893, and finally incorporated as an independent borough in 1910 – gained development momentum in the early 19th century. In 1819, the northeast route through Moonachie toward Little Ferry and Hackensack was completed and soon after supported clusters of residential development. Named Moonachie Road, the route was already known to locals as the path taken by Washington's troops in 1776 during an evacuation following the British invasion of Bergen County (Borough of Moonachie 2006). This association remained part of the area's identity, which was known as Washington Village or Washington Grove.

Washington Grove (the area's most consistent early moniker) was largely occupied by farm properties throughout the mid- to late 19th century. Both J.C. Sidney's 1849 *Map of Twelve Miles Around New*-York and J.M. Hopkin's 1861 *Map of the Counties of Bergen and Passaic, New Jersey* show the northernmost portion of Washington Grove to be sparsely populated – particularly in comparison to the denser development immediately south on Moonachie Road (Figures 1, 2). However, the character of Moonachie abruptly changed after the turn of the 20th century in response to the population tripling between 1900 and 1910 (Niederer 1981). While a total of 15 farms were recorded in Moonachie by the time of the borough's incorporation in 1910, the area had already begun to shift from a rural toll road town to a burgeoning suburban enclave (Borough of Moonachie 2006) (Figure 3). In 1909, Bergen County real estate broker and Swedish immigrant Ernest Bruno subdivided the land bounded by Moonachie Road, Joseph Street, and Albert Street and marketed the new suburb as "Washington Park" – likely in reference its predecessor to the south, Washington Grove ("Washington Park" 1909) (Figure 4). The subdivision developed quickly, with 35 new residential properties appearing within four years.

8 Moonachie Road was one of these early properties built in Washington Park, occupying Lot Number 2 in the subdivision map. According to available research, the home was built between the 1909 subdivision map and the 1913 *Map of Bergen County* by G.W. and W.S. Bromley (Figure 5), the latter which records its earliest documentation on historic maps. The 1913 map shows dense development on the northwestern side of Moonachie Road just three years following the incorporation of Moonachie as an independent borough, although the southeast side of the historic route would remain vacant until a few years later. By the time that the Sanborn Map of Little Ferry was published in 1918, both sides of Moonachie Road would support dense residential development and a cohesive neighborhood unit in the newly established Washington Park (Figure 6).

Residential development along Moonachie Road and surrounding areas slowed by the mid-20th century, with most buildings completed prior to World War II. Subsequent development bursts in the area tended to be less domestic than corporate, especially the post-1960s industrial boom credited to "urban companies desiring expansion and lower taxes" (Borough of Moonachie 2006). Today, 8 Moonachie Road – like many residential dwellings along Moonachie's main commercial corridor – has been stripped of its vernacular character by a century of alternations and additions.

CONTINUATION SHEET

Historic Sites #:

Bibliography (continued):

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County of Bergen
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CONTINUATION SHEET

Historic Sites #:

Photograph 2. View of the southeast (primary) and northeast (side) elevations, view west.

Photograph 3. Southeast (primary) and southwest (side) elevations, with view of rear shed. View north.

CONTINUATION SHEET

Historic Sites #:

Photograph 4. The property situated on Moonachie Road between other early 20th century vernacular homes, view west.

CONTINUATION SHEET

Historic Sites #:

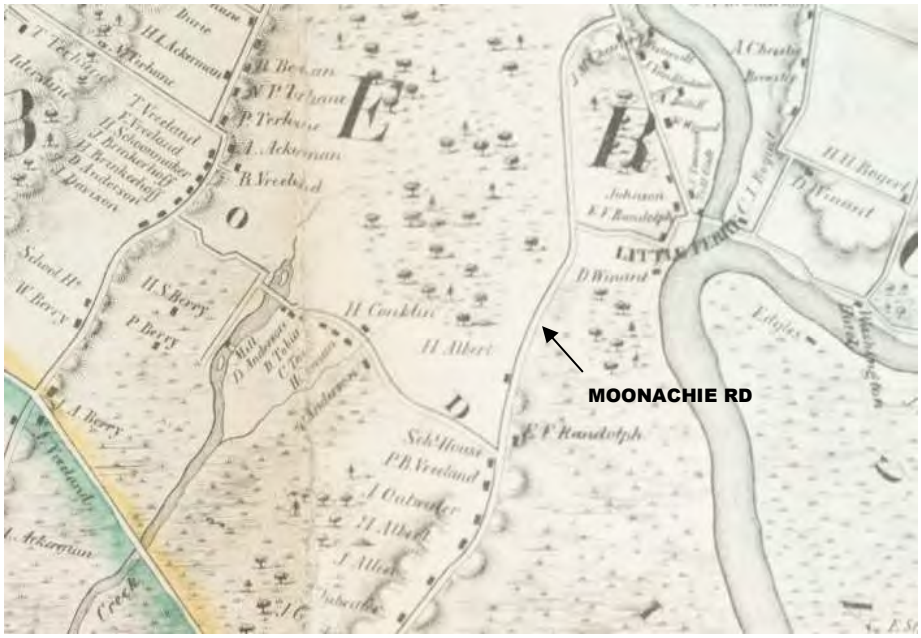

Figure 1. Excerpt from the1849 *Map of Twelve Miles Around New-York* by J.C. Sidney. (Source: Lionel Pincus and Princess Firyal Map Division, The New York Public Library)

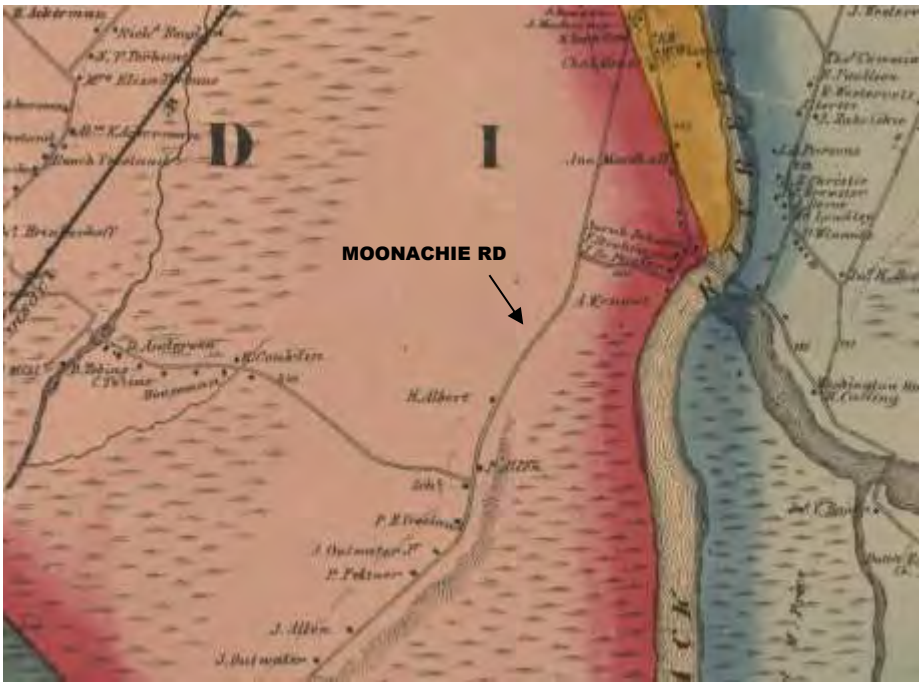

Figure 2. Excerpt from the 1861 Map of the Counties of Bergen and Passaic, New Jersey by G.M. Hopkins. (Source: Library of Congress)

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Historic Sites #:

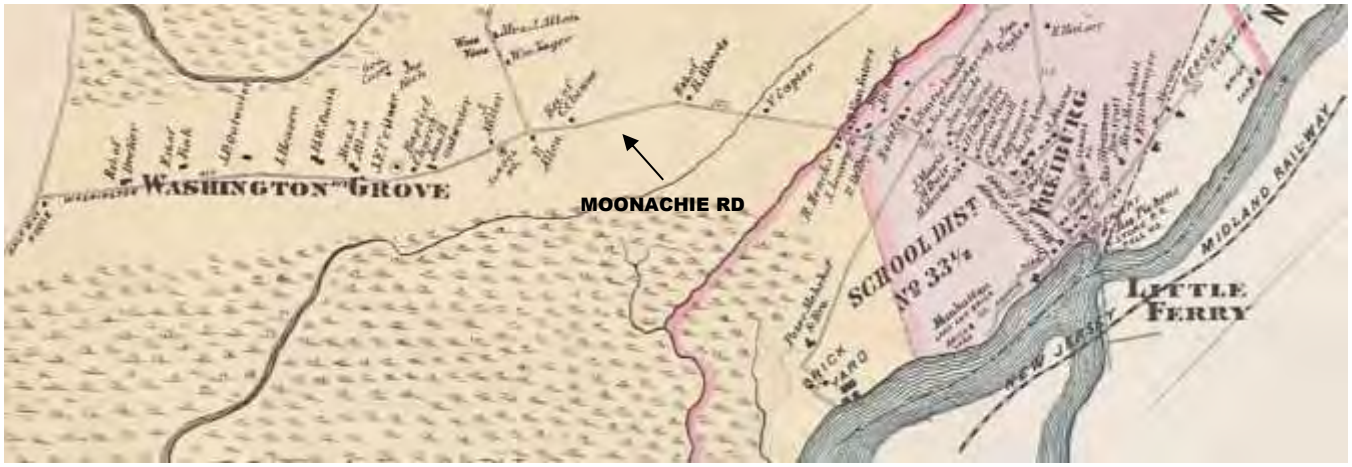

Figure 5. Map of Lodi Township from the 1876 *First Atlas of Bergen County* by A.H. Walker.
(Source: Historic Maps Collection, Princeton University Library)

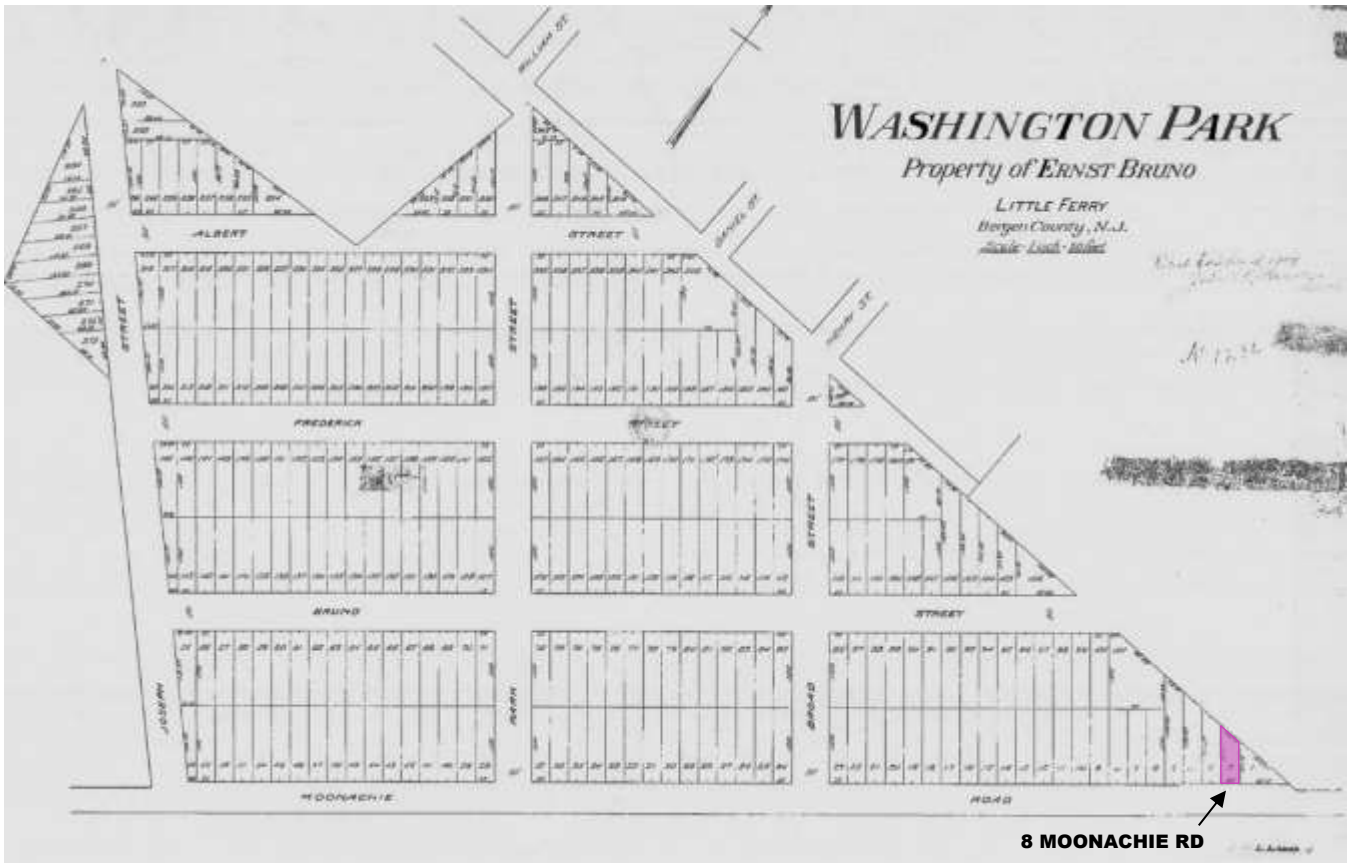

Figure 4. 1909 subdivision map of *Washington Park.*
(Source: Bergen County Clerk)

Survey Name:	Rebuild by Design Meadowlands Flood Protection Project	Date:	05/07/2018
Surveyor:	Benjamin Buckley, Samantha Kuntz; Samantha Kuntz (preparer)		
Organization:	AECOM, 437 High Street, Burlington, NJ 08016		

CONTINUATION SHEET

Historic Sites #:

Figure 5. Excerpt from the 1913 map of Bergen County by G.W. and W.S. Bromley. (Source: Lionel Pincus and Princess Firyal Map Division, The New York Public Library)

CONTINUATION SHEET

Historic Sites #:

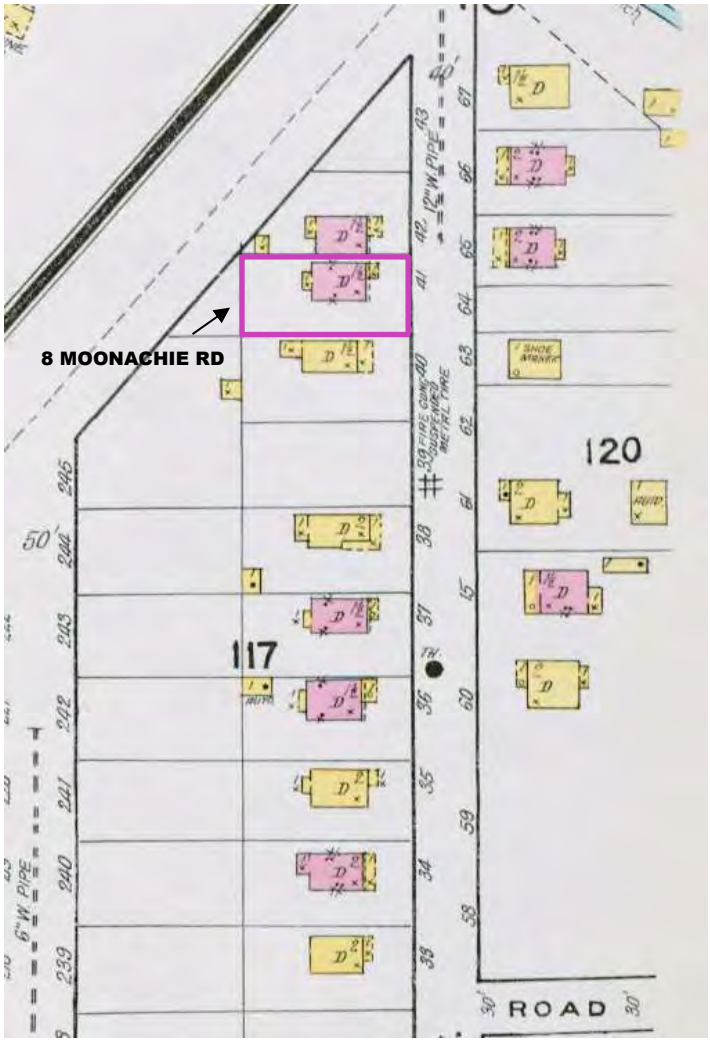

Figure 6. 1918 Sanborn Map of Little Ferry zoomed in to show 8 Moonachie Road within the Moonachie Road Streetscape. (Source: Princeton University Library)

BASE FORM

Historic Sites #:

Property Name: 6 Moonachie Road

Street Address: *Street #:* 6 *(Low)* _____ *(High)* *Apartment #:* _____ *(Low)* _____ *(High)*

Prefix: _____ *Street Name:* Moonachie *Suffix:* _____ *Type:* RD

County(s): Bergen **Zip Code:** 07074

Municipality(s): Moonachie Borough **Block(s):** 12

Local Place Name(s): N/A **Lot(s):** 1

Ownership: Private **USGS Quad(s):** Weehawken

Photograph:

Photograph 1. Primary façade, view northwest.

Description: The property at 6 Moonachie Road (ca. 1910) is a two-story vernacular dwelling located along the historic Moonachie Road corridor (Photograph 1). The resource is set back from the road approximately 20 feet and is reached by a concrete walkway leading to the elevated front porch and by a private asphalt driveway on the northeast side of the dwelling. The dwelling retrains some degree of integrity as a residential resource built in the years immediately following the official founding of Moonachie as an independent municipality, and may be considered a key contributing resource to the Moonachie Road Streetscape Historic District (See Building Attachment Form).

Registration and Status Dates:

National Historic Landmark: No

SHPO Opinion: _____

National Register: _____

Local Designation: _____

New Jersey Register: _____

Other Designation: _____

Determination of Eligibility: _____

Other Designation Date: _____

Survey Name: Rebuild by Design Meadowlands Flood Protection Project Date: 05/07/2018

Surveyor: Benjamin Buckley, Samantha Kuntz; Samantha Kuntz (preparer)

Organization: AECOM, 437 High Street, Burlington, NJ 08016

BASE FORM

Historic Sites #:

Location Map:

Site Map:

Bibliography/Sources: (See Continuation Sheet)

Additional Information: N/A

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: ☒ Building ☐ Structure ☐ Object ☐ Bridge ☐ Landscape ☐ Industry

Within Historic District? ☒ Yes ☐ No Moonachie Streetscape Historic District

Status: ☒ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No
(Known or potential Sites – if yes, please describe briefly)

Survey Name: Rebuild by Design Meadowlands Flood Protection Project Date: 05/07/2018
Surveyor: Benjamin Buckley, Samantha Kuntz; Samantha Kuntz (preparer)
Organization: AECOM, 437 High Street, Burlington, NJ 08016

BUILDING ATTACHMENT

Historic Sites #:

Common Name: 6 Moonachie Road
Historic Name: N/A
Present Use: Residential, Permanent
Historic Use: Residential, Permanent
Construction Date: ca. 1910 **Source:** Stylistic evidence; historic maps
Alteration Date(s): N/A **Source:** N/A
Designer: Unknown **Physical Condition:** Good
Builder: Unknown **Remaining Historic Fabric:** Medium
Style: Other, Vernacular
Form: Gable Front **Stories:** 2
Type: N/A **Bays:** 3
Roof Finish Materials: Asphalt Shingle
Exterior Finish Materials: Brick, Common Bond

Exterior Description: 6 Moonachie Road is a vernacular two-story dwelling with a front gable roof covered in asphalt shingles with a parged concrete chimney located at the ridgeline (Photograph 2). The exterior walls are common bond brick pattern painted white. The primary façade (southeast elevation) features two windows on each the first and second stories, all of which are double-hung vinyl replacements with painted stone sills and lintels. A full length front porch projects from the façade and protects the front entrance. The full-width porch is not original to the building as historic maps show the porch only on the northeast side of the primary façade. Elevated from the concrete walkway by four brick steps, the porch has a shed roof covered in asphalt shingles and is supported by vinyl posts with vinyl railings. The northeast and southwest side elevations contain a front gable dormer each and vinyl replacements spread out between the first and second floors (Photograph 3). The rear of the house features a single story projection, clad in asbestos siding, with a shed roof. The exposed foundation is clad in stucco and reveals no visible basement windows.

A one-bay garage is situated behind the northernmost corner of the dwell. The single story, front gabled structure has typical asphalt shingles on the roof and its exterior is clad in a mixture of brick and fish scale pattern asphalt shingles.

Interior Description: Not accessible.

Setting: 6 Moonachie Road is located in a medium density, suburban neighborhood formerly known in the 18th and 19th centuries as Washington Grove, later Washington Park. The surrounding development is nearly entirely residential, with one to two story residences located on narrow lots set back approximately 20 feet from the road (Photograph 4). The neighborhood is surrounded by warehouses and various other light industrial structures. The Losen Slote Creek runs through a wooded area to the rear of the property. The property is located within the Moonachie Road/Ramella Avenue Historic District, identified by survey in 1981 and updated in 2005. It is a key contributing resource to the Moonachie Road Streetscape Historic District, a portion of the Moonachie Road/Ramella Avenue Historic District, which was identified by survey in 2018.

ELIGIBILITY SHEET

Historic Sites #:

History: 6 Moonachie Road is located at the northeastern end of Moonachie Road, near to the point of separation between Moonachie Borough and Little Ferry Borough in Bergen County, New Jersey. It is associated with a second wave of residential development in Moonachie Borough at the beginning of the 20th century. This shift, which began in around the same time as the establishment of Moonachie Borough as an independent entity and continued until mid-century industrial development overtook the character of borough. The resource is one of the original dwellings to come from the subdivision of former farmland along Moonachie Road into the Washington Park neighborhood by real estate broker Ernest Bruno in 1909. (See Continuation Sheet).

Significance: The property at 6 Moonachie Road does not meet the level of significance necessary for listing on the National or New Jersey Registers of historic Places. Field investigation and background research have yielded no indication that the dwelling is associated with events that have contributed to broad patterns of local or regional history (Criterion A); that the property is associated with persons significant in the past (Criterion B); that the property embodies distinctive architectural characteristics (Criterion C); or that the property is likely to yield important information about history or prehistory (Criterion D).

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility: 6 Moonachie Road does not meet the criteria for significance. Despite its contribution to the integrity of setting and location of residential resources on Moonachie Road as a whole (see Moonachie Streetscape Historic District form), the property lacks the significance required for individual consideration and is therefore not recommended eligible for listing in the National Register of Historic Places (NR) or the New Jersey Register of Historic Places (SR).

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:
Building Attachment

Narrative Boundary Description: The boundary of 6 Moonachie Road is the legal boundary established by tax parcel 0237_12_3. The rectangular property is bounded by surrounding private tax parcels and Moonachie Road to the southeast.

CONTINUATION SHEET

Historic Sites #:

History (continued):

Bergen County was first settled by Europeans in the early seventeenth century when the Dutch East India Company commissioned Henry Hudson to travel to the New World and increase trade in 1609. Hudson founded a trading colony along the North River (known today as the Hudson River) comprised of pieces of modern-day New York, New Jersey, Connecticut, Pennsylvania, and Delaware and named it New Netherland. The land claimed by Hudson was, however, already occupied by Native American tribes and the two groups soon fell into conflict (County of Bergen 2016:2). By 1638, the continued skirmishing with the local tribes exposed the disorganized nature of the settlement. A fortified camp was finally erected in 1656 in Jersey City, New Jersey, named Fort Hackensack. Two years later in 1658, the settlers purchased the land outright from the tribes and established Bergen Township, the first permanent settlement in the area (Van Valen 1900:25; Lurie and Mappen 2004:71).

Soon after in 1669, fur trader Captain John Berry settled a portion of the township known as Peach Island (County of Bergen 2016). Both aptly and erroneously named as the area had a reported abundance of peach trees but was not literally an island, Peach Island was described as a cedar-rich area bounded by Berry's Creek, a native footpath, the Losen Slote, and the Hackensack River (*ibid*; Van Valen 1900:358). The land was originally inhabited by the Iroquois people (later known as the Six Nations) and led by Chief Monaghie. By the 17th century Peach Island slowly came to be known as Moonachie, which local accounts attribute to Iroquois Chief Monaghie (WPA 1945). Today, the modern nomenclature of the borough remains a rare vestige of the local native heritage.

Moonachie – autonomous from the 1669 to 1825, included in Lodi Township in 1825 then Bergen Township in 1893, and finally incorporated as an independent borough in 1910 – gained development momentum in the early 19th century. In 1819, the northeast route through Moonachie toward Little Ferry and Hackensack was completed and soon after supported clusters of residential development. Named Moonachie Road, the route was already known to locals as the path taken by Washington's troops in 1776 during an evacuation following the British invasion of Bergen County (Borough of Moonachie 2006). This association remained part of the area's identity, which was known as Washington Village or Washington Grove.

Washington Grove (the area's most consistent early moniker) was largely occupied by farm properties throughout the mid- to late 19th century. Both J.C. Sidney's 1849 *Map of Twelve Miles Around New*-York and J.M. Hopkin's 1861 *Map of the Counties of Bergen and Passaic, New Jersey* show the northernmost portion of Washington Grove to be sparsely populated – particularly in comparison to the denser development immediately south on Moonachie Road (Figures 1, 2). However, the character of Moonachie abruptly changed after the turn of the 20th century in response to the population tripling between 1900 and 1910 (Niederer 1981). While a total of 15 farms were recorded in Moonachie by the time of the borough's incorporation in 1910, the area had already begun to shift from a rural toll road town to a burgeoning suburban enclave (Borough of Moonachie 2006) (Figure 3). In 1909, Bergen County real estate broker and Swedish immigrant Ernest Bruno subdivided the land bounded by Moonachie Road, Joseph Street, and Albert Street and marketed the new suburb as "Washington Park" – likely in reference its predecessor to the south, Washington Grove ("Washington Park" 1909) (Figure 4). The subdivision developed quickly, with 35 new residential properties appearing within four years.

6 Moonachie Road was one of these early properties built in Washington Park, occupying Lot Number 1 in the subdivision map. According to available research, the home was built between the 1909 subdivision map and the 1913 *Map of Bergen County* by G.W. and W.S. Bromley (Figure 5), the latter which records its earliest documentation on historic maps. The 1913 map shows dense development on the northwestern side of Moonachie Road just three years following the incorporation of Moonachie as an independent borough, although the southeast side of the historic route would remain vacant until a few years later. By the time that the Sanborn Map of Little Ferry was published in 1918, both sides of Moonachie Road would support dense residential development and a cohesive neighborhood unit in the newly established Washington Park (Figure 6).

Residential development along Moonachie Road and surrounding areas slowed by the mid-20th century, with most buildings completed prior to World War II. Subsequent development bursts in the area tended to be less domestic than corporate, especially the post-1960s industrial boom credited to "urban companies desiring expansion and lower taxes" (Borough of Moonachie 2006). Today, many residential dwellings have been stripped of their vernacular character by a century of alternations and additions. 6 Moonachie Road is included in a small group of resources that have retained key character-defining features; however, it is not a paradigm of vernacular residential architecture in Northern New Jersey and it lacks significance required for individual listing the NR or SR.

CONTINUATION SHEET

Historic Sites #:

Bibliography (continued):

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Walker, A.H.
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CONTINUATION SHEET

Historic Sites #:

Photograph 2. Southeast (primary) and northeast (side) elevations, view west.

Photograph 3. Southeast (primary) and southwest (side) elevations, view north.

CONTINUATION SHEET

Historic Sites #:

Photograph 4. View south of the streetscape of vernacular properties situated on Moonachie Road.

CONTINUATION SHEET

Historic Sites #:

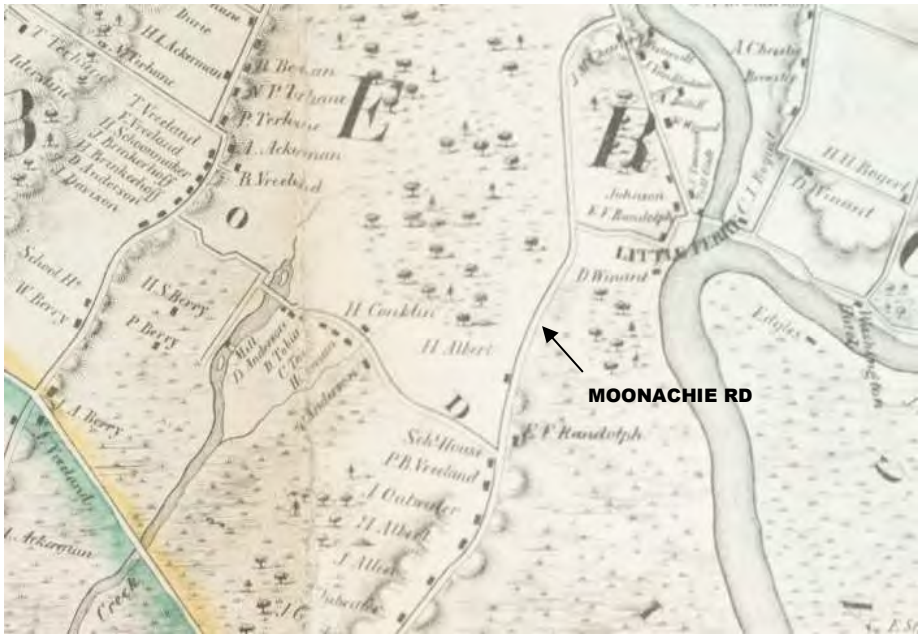

Figure 1. Excerpt from the1849 *Map of Twelve Miles Around New-York* by J.C. Sidney. (Source: Lionel Pincus and Princess Firyal Map Division, The New York Public Library)

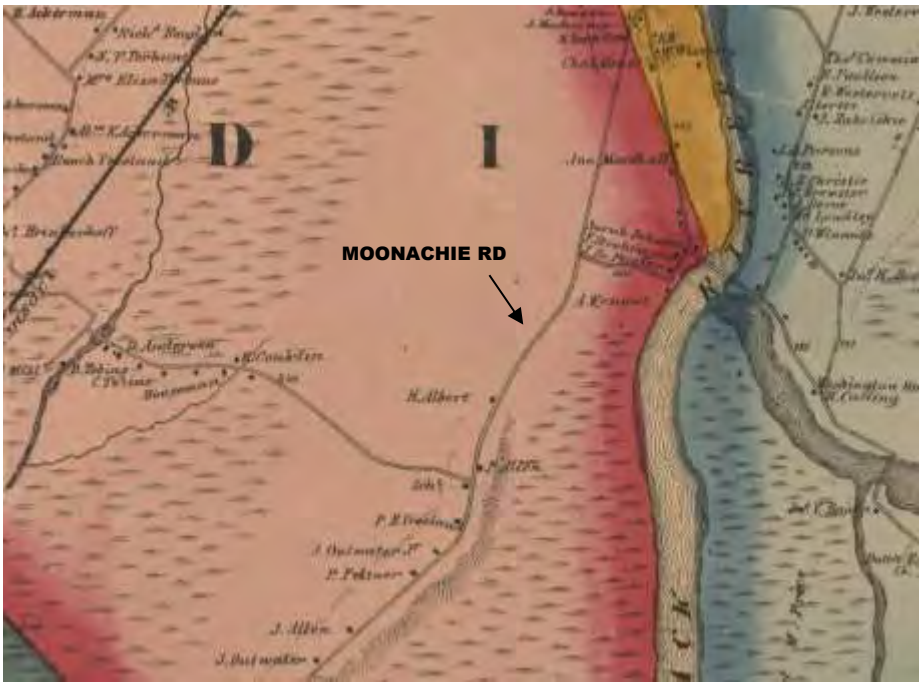

Figure 2. Excerpt from the 1861 Map of the Counties of Bergen and Passaic, New Jersey by G.M. Hopkins. (Source: Library of Congress)

CONTINUATION SHEET

Historic Sites #:

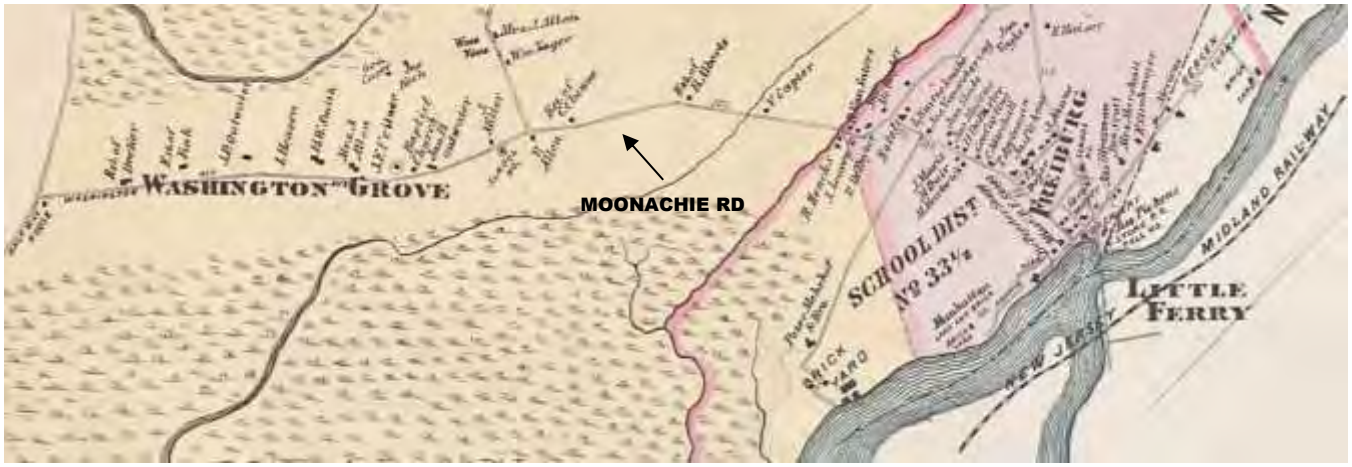

Figure 5. Map of Lodi Township from the 1876 *First Atlas of Bergen County* by A.H. Walker.
(Source: Historic Maps Collection, Princeton University Library)

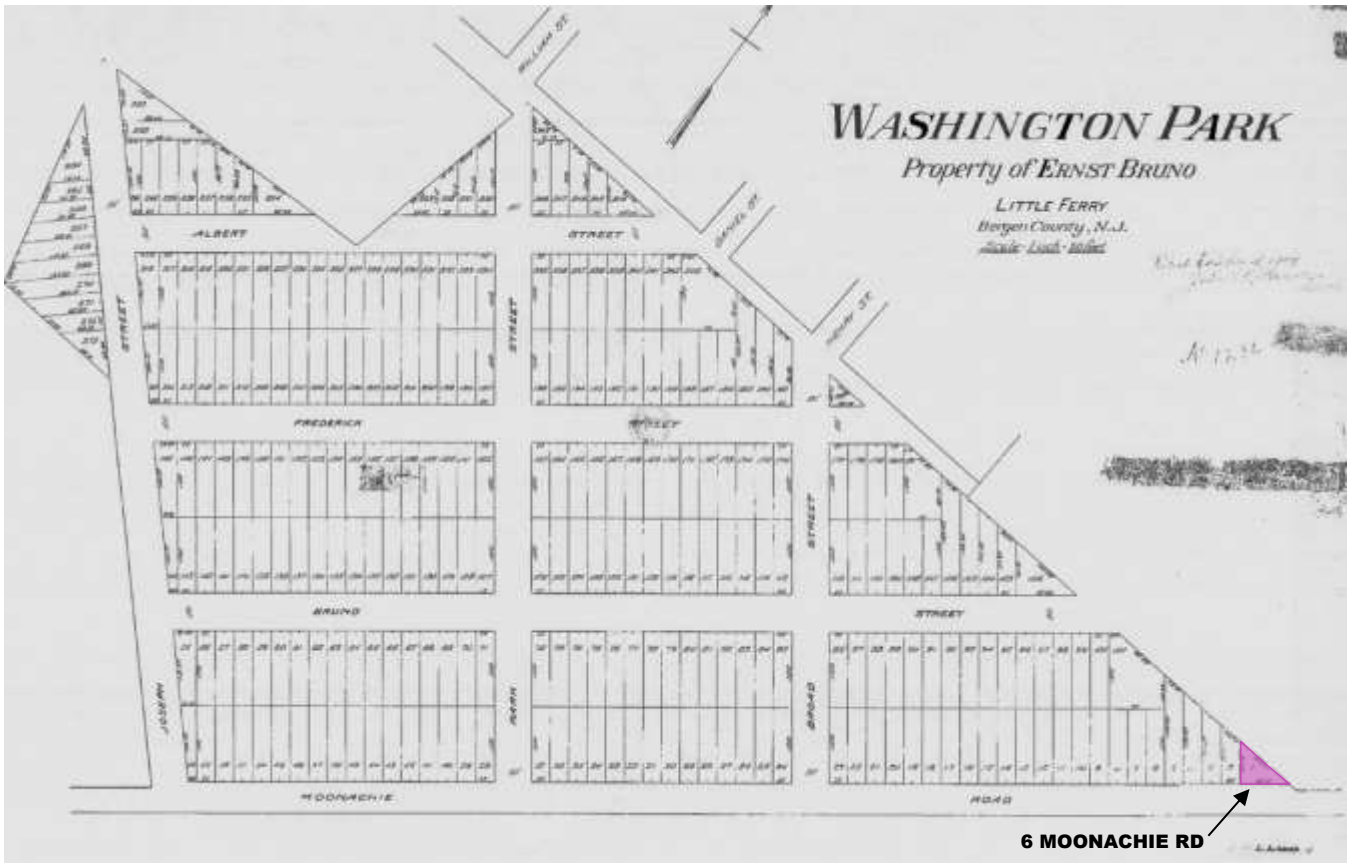

Figure 4. 1909 subdivision map of *Washington Park.*
(Source: Bergen County Clerk)

Survey Name:	Rebuild by Design Meadowlands Flood Protection Project	Date:	05/07/2018
Surveyor:	Benjamin Buckley, Samantha Kuntz; Samantha Kuntz (preparer)		
Organization:	AECOM, 437 High Street, Burlington, NJ 08016		

CONTINUATION SHEET

Historic Sites #:

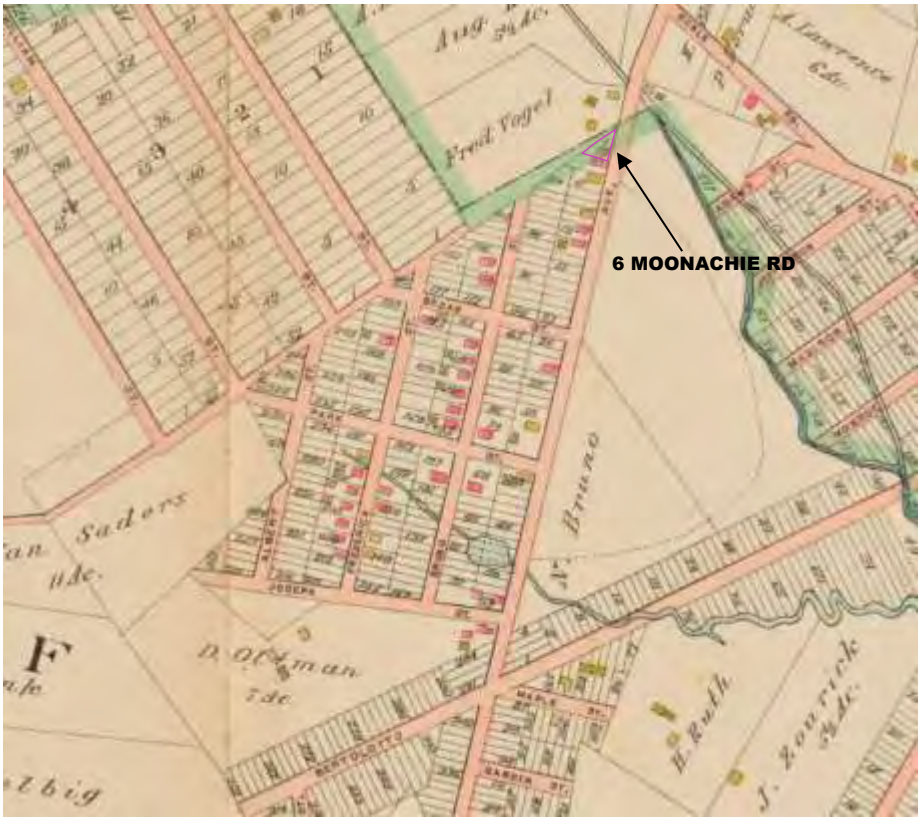

Figure 5. Excerpt from the 1913 map of Bergen County by G.W. and W.S. Bromley. (Source: Lionel Pincus and Princess Firyal Map Division, The New York Public Library)

CONTINUATION SHEET

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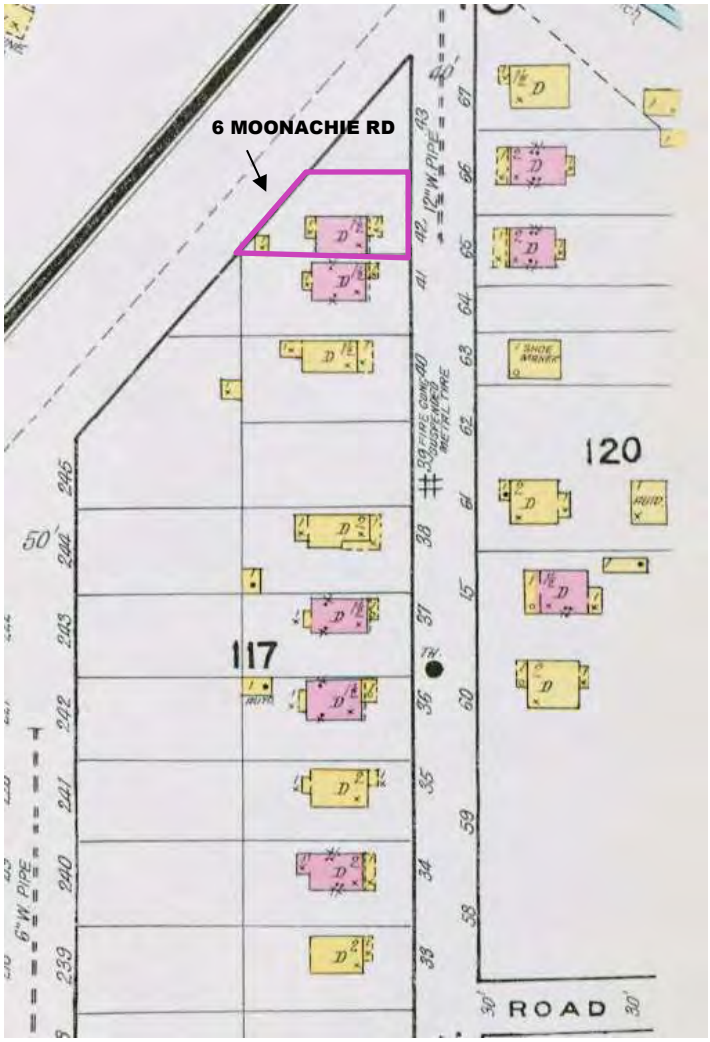


Figure 6. 1918 Sanborn Map of Little Ferry zoomed in to show 6 Moonachie Road within the Moonachie Road Streetscape. (Source: Princeton University Library)

BASE FORM

Historic Sites #:

Property Name: 205 Berger Street

Street Address: *Street #:* 205 *(Low)* *(High)* *Apartment #:* *(Low)* *(High)*

Prefix: *Street Name:* Berger *Suffix:* *Type:* St

County(s): Bergen **Zip Code:** 07075

Municipality(s): Wood-Ridge **Block(s):** 302

Local Place Name(s): N/A **Lot(s):** 06

Ownership:: Private **USGS Quad(s)** Weehawken

Photograph:

Description: The auto garage located at 205 Berger Street was constructed c. 1960. The single story rectangular building has a flat roof with a short parapet. The façade feature two metal pedestrian doors, an overhead rolling metal garage door, and two paired vinyl windows with fixed shutters. Four vinyl windows are present on the northern elevation.

Registration and Status Dates:

National Historic Landmark: No

SHPO Opinion:

National Register:

Local Designation:

New Jersey Register:

Other Designation:

Determination of Eligibility:

Other Designation Date:

Survey Name: Rebuild by Design Meadowlands Flood Protection Project Date: 04/03/2018

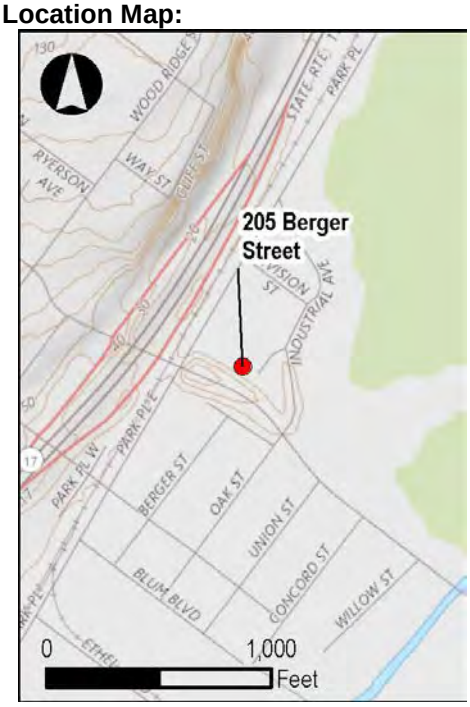
Surveyor: Emily Paulus Everett and Samantha Kuntz; Ben Buckley

Organization: AECOM, 437 High Street, Burlington, NJ 08016

BASE FORM

Historic Sites #:

Location Map:



Site Map:

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1953 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com/, accessed on March 26, 2018.

Additional Information: N/A

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: ☐ Building ☐ Structure ☐ Object ☐ Bridge ☐ Landscape ☐ Industry

Within Historic District? ☐ Yes ☐ No

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes
(Known or potential Sites – if yes, please describe briefly)

Survey Name: Rebuild by Design Meadowlands Flood Protection Project Date: 04/03/2018
Surveyor: Emily Paulus Everett and Samantha Kuntz; Ben Buckley
Organization: AECOM, 437 High Street, Burlington, NJ 08016

BASE FORM

Historic Sites #:

Property Name: Praxair/Peter Brook Stone Works

Street Address: *Street #:* 179 *(Low)* 185 *(High)* *Apartment #:* _____ *(Low)* _____ *(High)*

Prefix: _____ *Street Name:* Berger *Suffix:* _____ *Type:* ST

County(s): Bergen County **Zip Code:** 07075

Municipality(s): Wood-Ridge Borough **Block(s):** 282

Local Place Name(s): N/A **Lot(s):** 2

Ownership: Private **USGS Quad(s):** Weehawken

Photograph:

Photograph 1. Praxair/Peter Brook Stone Works, view southwest from Berger Street.

Description: The buildings at 179 and 185 Berger street are two identical mid-twentieth century Modernistic style commercial buildings (Photograph 1). The buildings are oriented southeast and are separated by a large, paved parking lot. The buildings are set back approximately 20 feet from the street and are surrounded by suburban development. The parcel is bordered by a line of trees at the southwest, parking lots at the northwest, and streets at the northeast and southeast. Most of the site is paved with the exception of small patches of land at the entrances (southeast) to each building. (See Industrial Building Attachment Forms*)*

Registration and Status Dates:

National Historic Landmark: _____ SHPO Opinion: _____

National Register: _____ Local Designation: _____

New Jersey Register: _____ Other Designation: _____

Determination of Eligibility: _____ Other Designation Date: _____

Survey Name: Rebuild by Design Meadowlands Flood Protection Project Date: 11/28/2017

Surveyor: Emily Paulus Everett and Samantha Kuntz; Nicole McKairnes (preparer)

Organization: AECOM, 437 High Street, Burlington, NJ 08016

BASE FORM

Historic Sites #:

Location Map:

Site Map:

Bibliography/Sources: (See Continuation Sheet)

Additional Information: N/A

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: ☐ Building ☐ Structure ☐ Object ☐ Bridge ☐ Landscape ☒ Industry

Within Historic District? ☐ Yes ☒ No

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes
(Known or potential Sites – if yes, please describe briefly)

Survey Name: Rebuild by Design Meadowlands Flood Protection Project Date: 11/28/2017
Surveyor: Emily Paulus Everett and Samantha Kuntz; Nicole McKairnes (preparer)
Organization: AECOM, 437 High Street, Burlington, NJ 08016

INDUSTRIAL BUILDING ATTACHMENT

Historic Sites #:

Common Name: Praxair

Historic Name: N/A

Present Use: Industrial Activity, Other Chemical Industry

Historic Industry: Industrial Activity **Building ID:** N/A

Construction Date: c. 1960 **Source:** Historic Aerial Photographs

Alteration Date(s): Unknown **Source:** N/A

Designer: Unknown **Physical Condition:** Good

Builder: Unknown **Remaining Historic Fabric:** High

Style: Modernistic

Length: N/A **Stories:** 1

Width: N/A **Bays:** 3

Exterior Finish Materials Brick, Running Bond

Foundation Materials: Unknown

Structural System: Post and Beam **Roof System:** Unknown

Roof Finish Materials: Unknown

Equipment/Machinery: Unknown

Transportation Links: Rail Siding

Exterior Description: The building at 179 Berger Street is a single story, three bay wide commercial building with a taller, four-bay wide rear workshop. Both sections of the building are capped by a flat roof with replacement metal flashing. The parapet wall of the rear workshop is clad with standing seam metal and capped by metal flashing. The exterior walls are cream colored brick set in a running bond pattern. The front façade (southeast elevation) has a centrally located replacement storefront entrance with transom and sidelights (Photograph 2). The center bay of the façade projects slightly and is flanked by two engaged piers. This bay is covered with a simulated masonry product and capped with a concrete coping. The windows throughout the building are original metal windows. At the front façade, the windows are single hung, two-over-one ribbon windows that wrap the building corners and extend to the northeast and southwest elevations. At the rear warehouse, the windows are multi-light steel windows. This rear portion of the building is accessed by a folding garage door near the north corner, and a single metal door near the east corner.

Interior Description: Not accessible.

Setting: The building faces southeast and is set back approximately 20 feet from Berger Street. A small plot of grass is located in front of the building. A line of deciduous trees runs along the property line at the southwest line of the property. The building is accessed by a large parking lot that runs between this building and the building at 185 Berger Street. The parking lot extends to the rear of the property, where the parking lot can also be accessed by Park Place East.

INDUSTRIAL BUILDING ATTACHMENT

Historic Sites #:

Common Name: Peter Brooks Stone Works
Historic Name: N/A
Present Use: Industrial Activity, Non-Metallic Mineral Extraction
Historic Industry: Industrial Activity **Building ID:** N/A
Construction Date: c. 1960 **Source:** Historic Aerial Photographs
Alteration Date(s): Unknown **Source:** N/A
Designer: Unknown **Physical Condition:** Good
Builder: Unknown **Remaining Historic Fabric:** High
Style: Modernistic
Length: N/A **Stories:** 1
Width: N/A **Bays:** 3
Exterior Finish Materials Brick, Running Bond
Foundation Materials: Unknown
Structural System: Post and Beam **Roof System:** Unknown
Roof Finish Materials: Unknown
Equipment/Machinery: Unknown
Transportation Links: Rail Siding

Exterior Description: The building at 185 Berger Street is a single story, three bay wide commercial building with a taller, four-bay wide rear workshop (Photograph 3). Both sections of the building are capped by a flat roof with replacement metal flashing. The parapet wall of the rear workshop is clad with standing seam metal and capped by metal flashing. The exterior walls are cream colored brick set in a running bond pattern. The front façade (southeast elevation) has a centrally located replacement storefront entrance with transom and sidelights. The center bay of the façade projects slightly and is flanked by two engaged piers (Photograph 4). This bay is covered with a simulated masonry product and capped with a concrete coping. The windows throughout the building are original metal windows. At the front façade, the windows are single hung, two-over-one ribbon windows that wrap the building corners and extend to the northeast and southwest elevations (Photograph 5). The window headers are standing seam metal. At the rear warehouse, the windows are multi-light steel windows. This rear portion of the building is accessed by a rolling garage door near the west corner, and a single metal door near the south corner. The building is currently home to a stone manufacturer.

Interior Description: Not accessible**.**

Setting: The building faces southeast and is set back approximately 20 feet from Berger Street. A small plot of grass is located in front of the building. A line of deciduous trees runs along the property line at the southwest line of the property. The building is accessed by a large parking lot that runs between this building and the building at 179 Berger Street. The parking lot extends to the rear of the property, where the parking lot can also be accessed by Park Place East.

ELIGIBILITY SHEET

Historic Sites #:

History: The property at 179 and 185 Berger Street is a historically industrial building that has been in the Baker family for over half a century (1958-present). The property is located in the Borough of Wood Ridge in Bergen County, which was incorporated from Lodi Township in 1895. Constructed during the mid-twentieth century, the buildings are an example of the post war industry and architecture prevalent at that time. (*See Continuation Sheet)*

Significance: Background research and field investigation determined that the Praxair/Peter Brooks Stone Works property is not eligible for listing on the National Register. There is no indication that the property is associated with events that have contributed to broad patterns of the local or regional history (Criterion A). Background research did not reveal that the property is associated with persons significant in the past (Criterion B). The building does not possess significant characteristics of a type, period, or method of construction and collectively lacks distinctive characteristics that would make it an outstanding example of its type (Criterion C). There is no evidence to suggest that the property may be likely to yield information important in history or prehistory (Criterion D).

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility: The buildings have undergone few changes in form and have no additions, but the facades have been significantly altered with new storefront entries. The building at 185 has been altered with new garage doors. The Praxair/Peter Brooks Stone Works property contains elements of the modernistic style of architecture popular during the 1940s and 1950s, but is not a particularly strong or exceptional example. The buildings are still being used for light industrial purposes and retain integrity of feeling, as well as location and setting. The parent company of Praxair, Union Carbide & Carbon Corporation has significant contribution to the history of petrochemical production, however Praxair separated from the company in 1992 and no research has indicated that its presence at 179 Berger street contributes to any historic significance.

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:

Narrative Boundary Description: The boundary of the property is the legal boundaries of the L-shaped tax parcel. It is bounded by an access road at the northeast and Berger Street at the southeast. It is bounded by separate parcels at the southwest. At the northwest, it is bounded by the road Park Place East and a separate parcel.

CONTINUATION SHEET

Historic Sites #:

History (continued):

Bergen County was first settled by Europeans in the early seventeenth century when the Dutch East India Company commissioned Henry Hudson to travel to the New World and increase trade in 1609. Hudson founded a trading colony along the North River (known today as the Hudson River) comprised of pieces of modern-day New York, New Jersey, Connecticut, Pennsylvania, and Delaware and named it New Netherland. The land claimed by Hudson was, however, already occupied by Native American tribes and the two groups soon fell into conflict (County of Bergen 2016:2). By 1638, the continued skirmishing with the local tribes exposed the disorganized nature of the settlement. A fortified camp was finally erected in 1656, named Fort Hackensack. Two years later in 1658, the settlers purchased the land outright from the tribes and established Bergen Township, the first permanent settlement in the area (Van Valen 1900:25; Lurie and Mappen 2004:71).

By 1890, increased access to and from metropolitan areas such as New York City via railroad caused Bergen County's population to surge (Eugene 1953:209). The population increased again during the post-World War II era, largely due to the construction of the George Washington Bridge which in 1932 connected Bergen County to Manhattan by highway, supporting suburban development in New Jersey (County of Bergen 2016:3).

Wood-Ridge

The Borough of Wood-Ridge was incorporated from Lodi Township in January 1895 during the sweeping division of Bergen County townships that led to the creation of 26 boroughs in the previous year. Wood-Ridge began as a village that grew around the intersection of the Polifly Road (Hackensack Street) and what is now Moonachie Avenue, just to the west of Wood-Ridge Station on the New York and Hackensack Railroad (which eventually became part of the Erie Railroad's system). Through the first decade of the twentieth century, development remained confined to the east of Valley Boulevard and south of Highland Avenue—near Hackensack Street and the railroad. The land to the north of this area was dominated by greenhouses and open land. The relatively bucolic feel of Wood-Ridge was abruptly changed with the construction of the Sunshine City development starting in 1927. The approximately 1,000 dwellings built by developer Charles Reis were marketed to those in local cities, and were well-timed for the 1932 opening of the George Washington Bridge (Bromley and Bromley 1913:4, 10; Cunningham 1994:6; Helbig Sloan and Cassidy 2004:87, 95). During World War II, Wood-Ridge became home to a Curtiss-Wright factory producing engines for B-29 bombers. After the war, Wood-Ridge saw its last major residential developments of the twentieth century—most notably Wood-Ridge Heights, to the west of Twelfth Street (Helbig Sloan and Cassidy 2004:87; Martin 2011).

179 and 185 Berger Street

The Praxair/Peter Brooks Stone Works property is located at the southeast boundary of Wood Ridge Township in Bergen County. On June 14, 1951 Samuel and Lillian Weiss sold the property in a dollar sale to three partners, Alfred J. Corneth, Charles L. Bertini and William Staubach (Bergen County Deed Book [BCDB], 3215:310). At the time of the sale, the lot was vacant (NETR, 1951). Samuel and Lillian Weiss lived in New York City, where they lived with their daughter Muriel, and worked as a manufacturer of embroidery (United States Bureau of Census, 1940). They were partners of the Weiss Embroidery Company, although there is no record of the company operating in Wood Ridge, New Jersey.

The three partners, Alfred, Charles and William, sold the property on July 13, 1955 to John and Bella Baker, who were trading as Realty Enterprises (BCDB, 3691:626). About a year later, they sold the property to Berger Street Corporation on April 2, 1956 (BCDB, 3752:474). Berger Street Corporation held the property for roughly two years, before selling it back to John and Bella Baker on March 31, 1958, with the understanding that the Bakers would assume the $50,000 mortgage (BCDB, 4120:562). According to historic aerials, the buildings were constructed on the property any time between 1954 and 1966 (NETR, 1954, 1966).

The buildings are currently occupied by two tenants, Praxair and Peter Brooks Stone Works. Peter Brooks Stone Works was founded in 2011, and prior to this, was known as Globe Marble and Stone, Inc. Praxair was founded in 1992, when it

CONTINUATION SHEET

Historic Sites #:

separated from the Union Carbide & Carbon Corporation an became its own company (Union Carbide Corporation, 2016). Union Carbide & Carbon Corporation was incorporated in 1917 after forming a merger with four other chemical companies, one of which was Union Carbide Company, founded in 1898. In the 1920s, the Union Carbide & Carbon Corporation developed a process of making ethelyne from natural gas, birthing the modern petrochemical industry (*ibid.*). After separating from the company, Praxair became an international gas supply company. The facility at 179 Berger Street is one of hundreds of distribution centres throughout the United States.

Chain of Title: 179 and 185 Berger Street

Date	Grantor	Grantee	Book:Page	Notes
03/31/1958	Berger Street Corporation	John and Bella Baker	4120:562	*$1, lot 1, Bakers trading as Realty Enterprise, subject to $50,000 mortgage*
04/02/1956	John and Bella Baker	Berger Street Corporation	3752:474	*$1, lot 1, Bakers trading as Realty Enterprise, subject to $50,000 mortgage*
07/13/1955	Alfred J. Corneth, Charles L. Bertini, William Staubach	John and Bella Baker	3691:626	*$1, lot 1*
06/14/1951	Samuel and Lillian G. Weiss	Alfred J. Corneth, Charles L. Bertini, William Staubach	3215:310	*$1, lot 1, Weiss co-partners under the name Weiss Embroidery Company*.

(Source: Bergen County Clerk's Office, Bergen County, New Jersey)

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CONTINUATION SHEET

Historic Sites #:

Photograph 2. Façade of 179 Berger Street (southeast elevation), view northwest.

Photograph 3. Southeast and southwest elevations of 185 Berger Street, view north

CONTINUATION SHEET

Historic Sites #:

Photograph 4. Detail of the façade (southeast elevation) of 185 Berger Street, view northwest.

Photograph 5. Detail view of original ribbon windows (185 Berger Street), view southwest.

CONTINUATION SHEET

Historic Sites #:

2016 Google Earth aerial image showing the Praxair/Peter Brooks Stone Works property. (Source: GoogleEarth)

BASE FORM

Historic Sites #:

Property Name:

Street Address: *Street #:* _____ (Low) _____ (High) *Apartment #:* _____ (Low) _____ (High)

Prefix: _____ *Street Name:* _____ *Suffix:* _____ *Type:* _____

County(s): Bergen **Zip Code:** 07074

Municipality(s): Moonachie **Block(s):** 31

Local Place Name(s): N/A **Lot(s):** 1

Ownership: Public **USGS Quad(s):** Weehawken

Photograph:

Photograph 1. Southern elevation of tide gate, view north.

Description: The former tide gate over Losen Slote Creek on the border of Moonachie and Little Ferry boroughs is a concrete structure with three gate openings That was constructed c. 1925. Six iron overflow pipes run though the concrete structure above the gate openings. (See Structure Attachment Form)

Registration and Status Dates:

National Historic Landmark: No

SHPO Opinion: _____

National Register: _____

Local Designation: _____

New Jersey Register: _____

Other Designation: _____

Determination of Eligibility: _____

Other Designation Date: _____

Survey Name: Rebuild by Design Meadowlands Flood Protection Project Date: 05/09/2018

Surveyor: Emily Paulus Everett and Samantha Kuntz; Ben Buckley

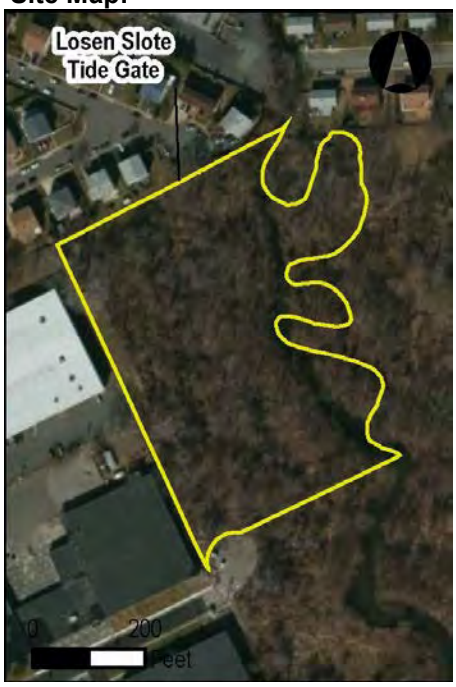
Organization: AECOM, 437 High Street, Burlington, NJ 08016

BASE FORM

Historic Sites #:

Location Map:

Site Map:



Bibliography/Sources: (See Continuation Sheet)

Additional Information: N/A

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: ☐ Building ☒ Structure ☐ Object ☐ Bridge ☐ Landscape ☐ Industry

Within Historic District? ☐ Yes ☒ No

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☐ No
(Known or potential Sites – if yes, please describe briefly)

Survey Name: Rebuild by Design Meadowlands Flood Protection Project Date: 05/09/2018
Surveyor: Emily Paulus Everett and Samantha Kuntz; Ben Buckley
Organization: AECOM, 437 High Street, Burlington, NJ 08016

STRUCTURE ATTACHMENT

Historic Sites #:

Common Name: Losen Slote Tide Gate
Historic Name: Losen Slote Tide Gate
Present Use: No Activity
Historic Use: Unclassifiable Activity
Construction Date: c. 1925 **Source:** Field survey, historic maps
Alteration Date(s): **Source:**
Designer: Unknown **Physical Condition:** Poor
Builder: Unknown **Remaining Historic Fabric:** Low
Type: Other
Roof Finish Materials: N/A
Exterior Finish Materials: Concrete

Exterior Description: The concrete structure is the remnant of a tide gate located on Losen Slote Creek in Moonachie near the border of Little Ferry. The concrete structure has three gate openings, though the gates themselves have been removed. (Photograph 1) The iron gate frames and pieces of the hinge hardware remain on the southern elevation. The frames of the tide gates bear the "WATERMAN" marking. Waterman was a manufacturer of agricultural water control products founded in California in 1912. (Photograph 2) The gates are flanked by concrete abutments. A concrete bulkhead rises above the gate openings .This bulkhead is penetrated by six iron pipes that served as relief valves. A modern aluminum rail is mounted above the iron pipes on the northern elevation. (Photograph 3).

Interior Description: N/A

Setting: The tide gate is located over Losen Slote Creek on the border of Little Ferry and Moonachie between Birch Street and East Joseph Street. The low, marshy area surrounding the gate is thick with brambles, vines, and other understory vegetation. The area to the east of the gate in Little Ferry contains medium density suburban development, while the portion of Moonachie to the west features warehouses and light industrial structures.

ELIGIBILITY SHEET

Historic Sites #:

History:

History of Moonachie

Bergen County was first settled by Europeans in the early seventeenth century when the Dutch East India Company commissioned Henry Hudson to travel to the New World and increase trade in 1609. Hudson founded a trading colony along the North River (known today as the Hudson River) comprised of pieces of modern-day New York, New Jersey, Connecticut, Pennsylvania, and Delaware and named it New Netherland. The land claimed by Hudson was, however, already occupied by Native American tribes and the two groups soon fell into conflict (County of Bergen 2016:2). By 1638, the continued skirmishing with the local tribes exposed the disorganized nature of the settlement. A fortified camp was finally erected in Jersey City, New Jersey1656, named Fort Hackensack. Two years later in 1658, the settlers purchased the land outright from the tribes and established Bergen Township, the first permanent settlement in the area (Van Valen 1900:25; Lurie and Mappen 2004:71). (See Continuation Sheet)

Significance: The Losen Slote Tide Gate is an example of infrastructural improvements made in the first quarter of the twentieth century to control flooding and as well as limit mosquito breeding in the Meadowlands, and more broadly typifies early statewide efforts to establish mosquito abatement districts. As such, the tide gate is associated with events that have contributed to broad patterns of local history (Criterion A). Background research has not indicated that the resource is associated with significant persons in the past. (Criterion B). The structure does not embody the distinctive characteristics of a type, period, or method of construction, represent the work of a master, or exhibit high artistic values. (Criterion C). There is no indication the resource is likely to yield information important in history or prehistory (Criterion D).

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☒ A ☐ B ☐ C ☐ D

Level of Significance ☒ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility: The Losen Slote Tide Gate is recommended not eligible for listing on the National Register. Character-defining features of the structure, including the gates themselves, have been lost and the resource no longer conveys its significance. This loss of integrity renders the Losen Slote Tide Gate ineligible for listing on the National Register or State Register of Historic Places.

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:

Structure attachment form

Narrative Boundary Description: The boundary of the resource is the physical extent of the gate structure. It is bordered by private parcels to the east and west.

CONTINUATION SHEET

Historic Sites #:

History (continued):

Soon after in 1669, fur trader Captain John Berry settled a portion of the township known as Peach Island (County of Bergen 2016). Both aptly and erroneously named as the area had a reported abundance of peach trees but was not literally an island, Peach Island was described as a cedar-rich area bounded by Berry's Creek, a native footpath, the Losen Slote, and the Hackensack River (ibid; Van Valen 1900:358). The land was originally inhabited by the Iroquois people (later known as the Six Nations) and led by Chief Monaghie. By the 17th century Peach Island slowly came to be known as Moonachie, which local accounts attribute to Iroquois Chief Monaghie (WPA 1945). Today, the modern nomenclature of the borough remains a rare vestige of the local native heritage.

Moonachie – autonomous from the 1669 to 1825, was included in Lodi Township in 1825 then Bergen Township in 1893, and finally incorporated as an independent borough in 1910 – gained development momentum in the early 19th century. In 1819, the northeast route through Moonachie toward Little Ferry and Hackensack was completed and soon after supported clusters of residential development. Named Moonachie Road, the route was already known to locals prior as the path taken by Washington's troops in 1776 during an evacuation following the British invasion of Bergen County (Borough of Moonachie 2006). This association remained part of the area's identity, which was known as Washington Village or Washington Grove and later Washington Park.

Washington Grove (the area's most consistent early moniker) was largely occupied by farm properties throughout the mid- to late 19th century. Both J.C. Sidney's 1849 Map of Twelve Miles Around New-York and J.M. Hopkin's 1861 Map of the Counties of Bergen and Passaic, New Jersey show the portion of Moonachie Road near the Little Ferry Borough border to be sparsely populated – particularly in comparison to the denser development immediately south on Moonachie Road (Figures 1, 2). However, the character of Moonachie abruptly changed after the turn of the 20th century. And the population tripled between 1900 and 1910 (Niederer 1981). While a total of 15 farms were recorded in Moonachie by the time of the borough's incorporation in 1910, the area had already begun to shift from a rural toll road town to a burgeoning suburban enclave (Borough of Moonachie 2006). In 1909, Bergen County real estate broker and Swedish immigrant Ernest Bruno subdivided the land bounded by Moonachie Road, Joseph Street, and Albert Street and marketed the new suburb as "Washington Park" – likely in reference its predecessor to the south, Washington Grove ("Washington Park" 1909) (Figure 5). The subdivision developed quickly, with 35 new residential properties appearing within four years. The increasing development in and around Moonachie in the first quarter of the twentieth century made controlling the frequently flooded tidal creeks in the area became a priority.

History of the Losen Slote Tide Gate

The tide gate on the Losen Slote was constructed c. 1925. The construction of tide gates in the Meadowlands was meant to regulate the many tidal streams in the area to prevent flooding, and in turn prevent standing water and mosquito breeding. New Jersey was the first state in the nation to establish mosquito abatement districts in 1912. In 1913 the state formed the Mosquito Extermination Association, which was charged with researching and implementing pest management strategies. In addition to tide gates; pumps, dikes, and infill were among the infrastructural improvements used to achieve the drainage and flood control goals. By 1919, The New Jersey Agricultural Experiment Stations Bulletin noted that 70 percent of Bergen County's 8,378 acres of tidal marsh had been sufficiently drained to prevent the breeding of mosquitos (NJAESB, 215). It is not clear exactly when the gates were removed from the structure, but by 1999, the original Losen Slote tide gate was rendered obsolete with the construction of a new tide gate and pumping station further downstream.

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CONTINUATION SHEET

Historic Sites #:

Photograph 2. Detail of tide gate frame and hinge hardware with WATERMAN logo. View north.

Photograph 3. Northern elevation of the Losen Slote Tide Gate. View southwest.

CONTINUATION SHEET

Historic Sites #:

Figure 1. Excerpt from the1849 *Map of Twelve Miles Around New-York* by J.C. Sidney. (Source: Lionel Pincus and Princess Firyal Map Division, The New York Public Library)

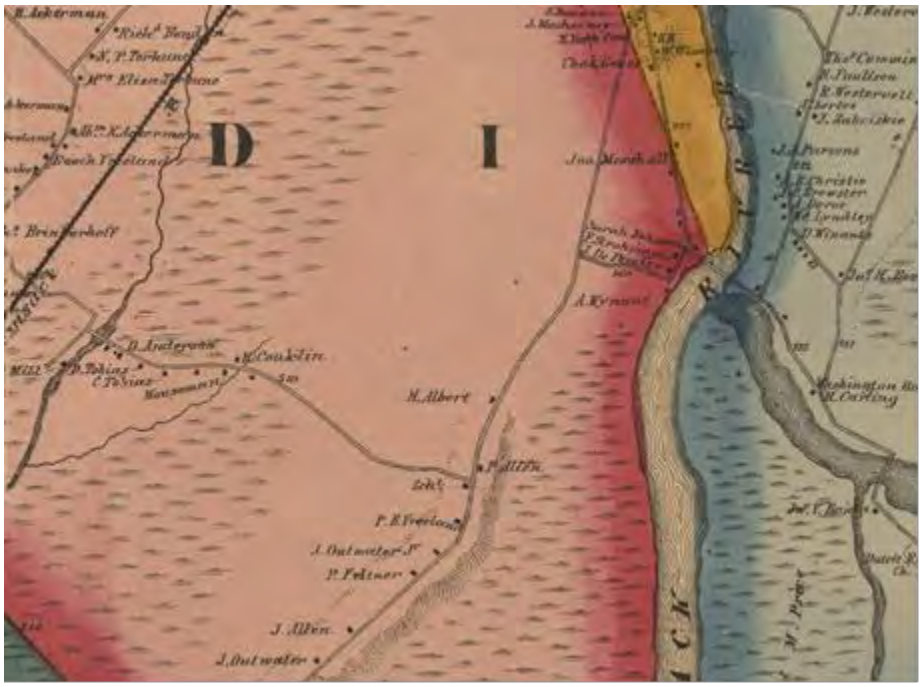


Figure 2. Excerpt from the 1861 Map of the Counties of Bergen and Passaic, New Jersey by G.M. Hopkins. (Source: Library of Congress)

CONTINUATION SHEET

Historic Sites #:

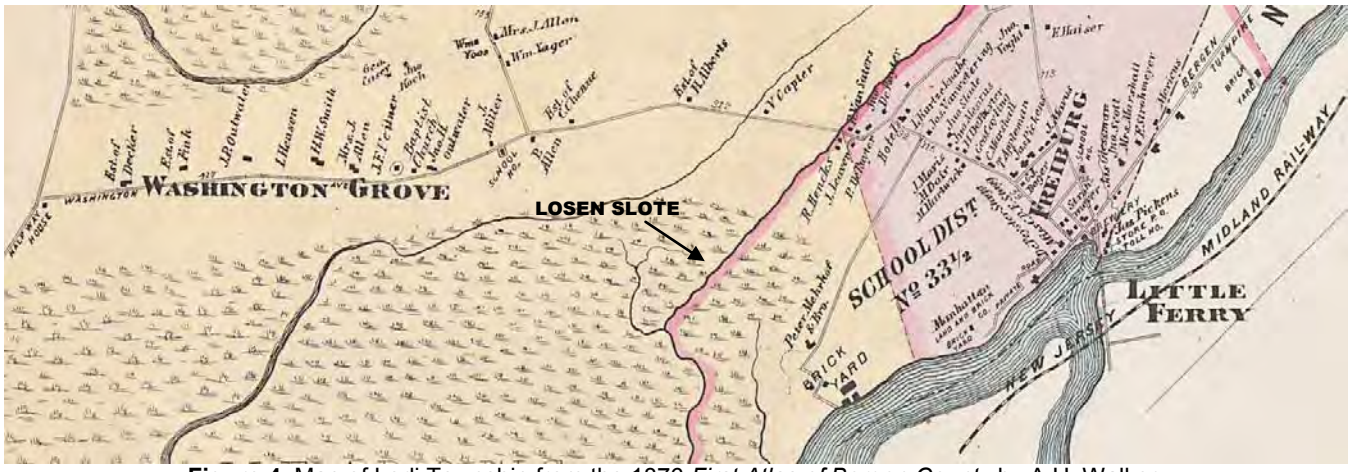


Figure 4. Map of Lodi Township from the 1876 *First Atlas of Bergen County* by A.H. Walker.
(Source: Historic Maps Collection, Princeton University Library)

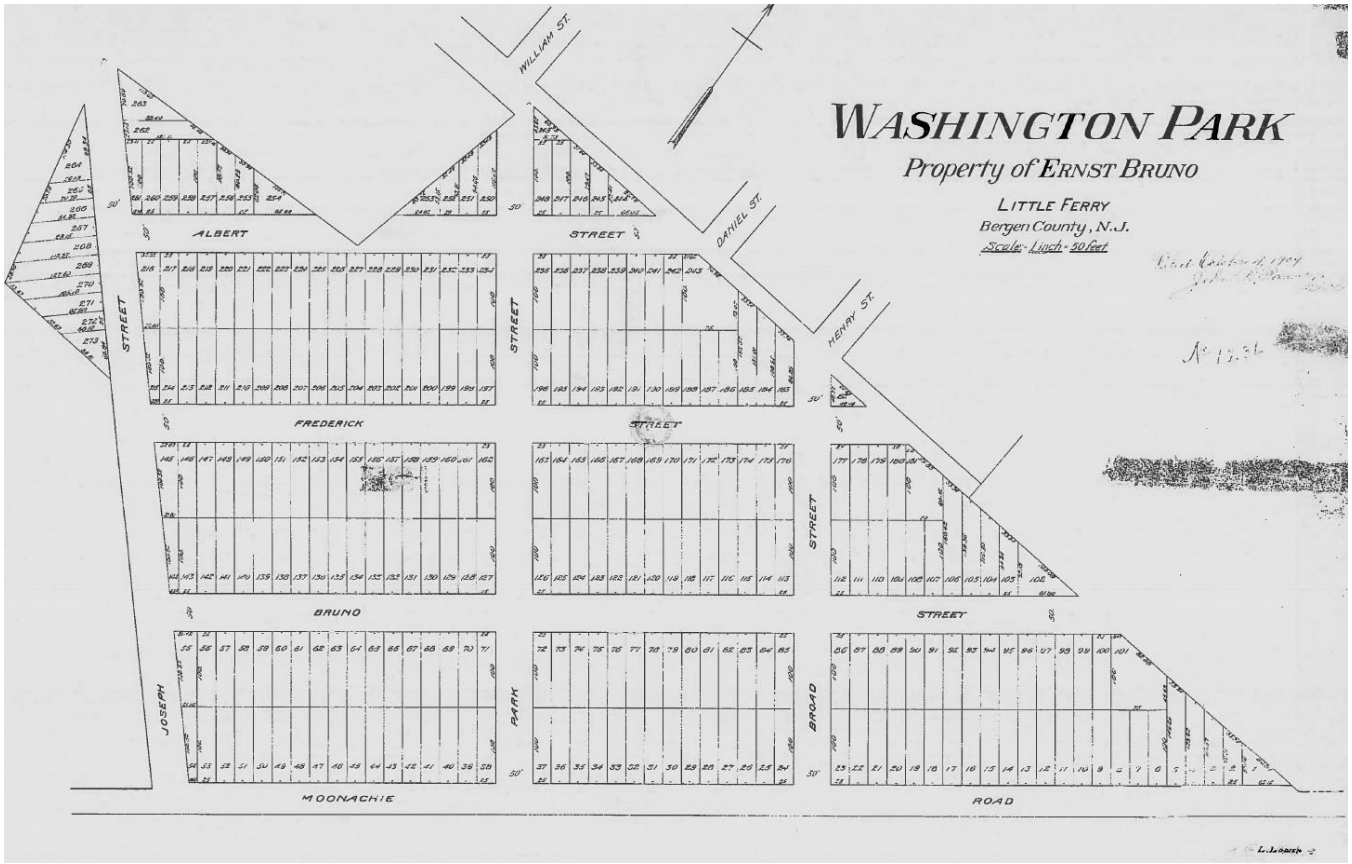


Figure 5. 1909 subdivision map of *Washington Park*.
(Source: Bergen County Clerk)

CONTINUATION SHEET

Historic Sites #:

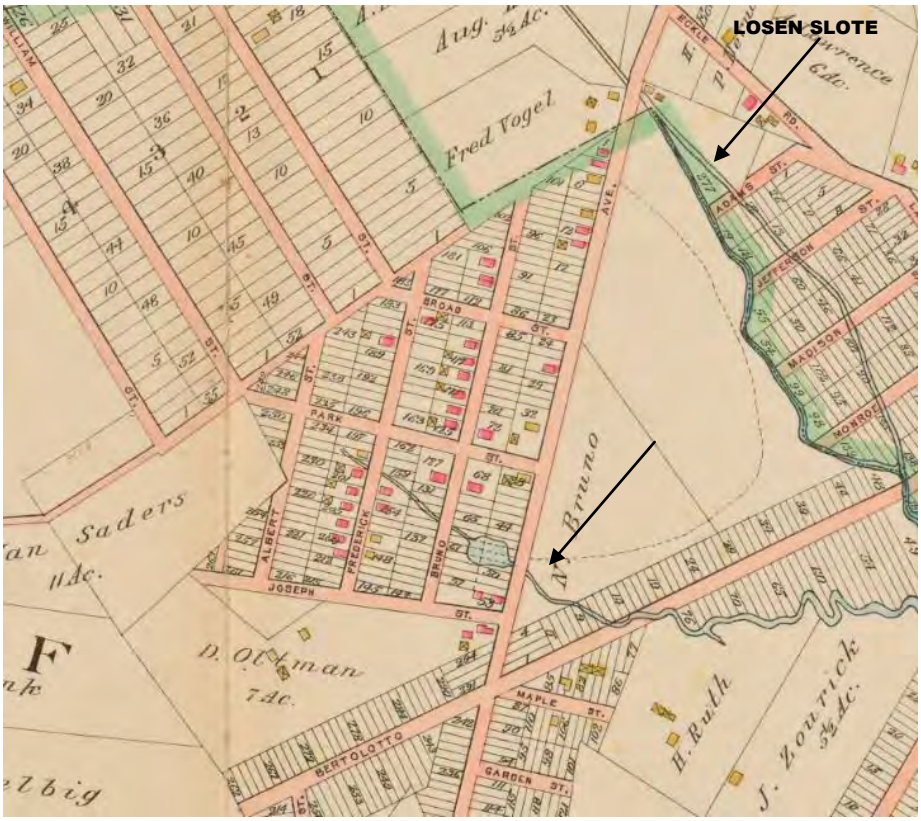


Figure 6. Detail from the 1913 map of Bergen County by G.W. and W.S. Bromley. Note the Losen Slote creek and tidal branches flowing through emerging development.
(Source: Lionel Pincus and Princess Firyal Map Division, The New York Public Library)

BASE FORM

Historic Sites #:

Property Name: Rail Bridge over East Riser Ditch

Street Address: *Street #:* _____ (Low) _____ (High) *Apartment #:* _____ (Low) _____ (High)

Prefix: _____ *Street Name:* Amor *Suffix:* _____ *Type:* AVE

County(s): Bergen **Zip Code:** 07072

Municipality(s): Carlstadt **Block(s):** 123

Local Place Name(s): N/A **Lot(s):** 26.01

Ownership: Private **USGS Quad(s):** Weehawken

Photograph:

Photograph 1. Northern Elevation of Rail Bridge over East Riser Ditch, view south.

Description: The Rail Bridge over East Riser Ditch is a deck girder bridge that carries two sets of rail tracks over a manmade drainage ditch in Carlstadt, Bergen County. (See Bridge Attachment)

Registration and Status Dates:

National Historic Landmark: No

SHPO Opinion: _____

National Register: _____

Local Designation: _____

New Jersey Register: _____

Other Designation: _____

Determination of Eligibility: _____

Other Designation Date: _____

Survey Name: Rebuild by Design Meadowlands Flood Protection Project Date: 05/09/2018

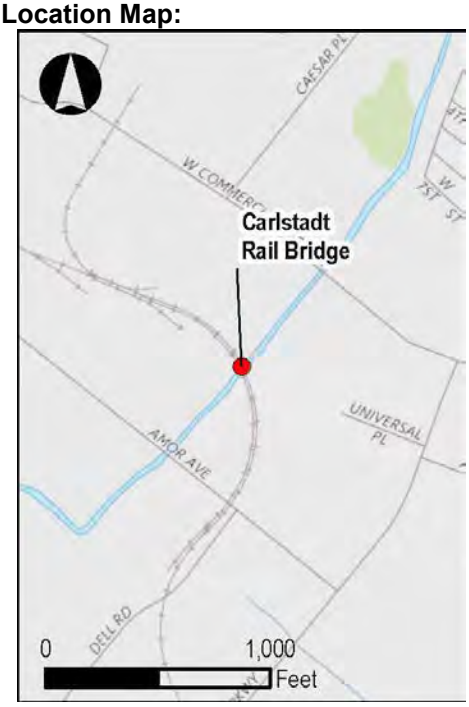
Surveyor: Benjamin Buckley, Samantha Kuntz; Benjamin Buckley, Samantha Kuntz (preparers)

Organization: AECOM, 437 High Street, Burlington, NJ 08016

BASE FORM

Historic Sites #:

Location Map:



Site Map:

Bibliography/Sources: (See Continuation Sheet)

Additional Information: The resource was not included in the New Jersey Department of Transportation's (NJDOT) *New Jersey Historic Bridge Database* (Lichtenstein 1994) or in its subsequent modifications (2001).

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: ☐ Building ☐ Structure ☐ Object ☒ Bridge ☐ Landscape ☐ Industry

Within Historic District? ☐ Yes ☒ No

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No
(Known or potential Sites – if yes, please describe briefly)

Survey Name: Rebuild by Design Meadowlands Flood Protection Project Date: 05/09/2018
Surveyor: Benjamin Buckley, Samantha Kuntz; Benjamin Buckley, Samantha Kuntz (preparers)
Organization: AECOM, 437 High Street, Burlington, NJ 08016

BRIDGE ATTACHMENT

Historic Sites #:

Common Name: Rail Bridge over East Riser Ditch
Historic Name: Rail Bridge over East Riser Ditch
Feature Carried: Freight Trains
Feature Crossed: East Riser Ditch **Milepost:** N/A
Owner/Operator: Conrail **SI&A Structure Number:**
Construction Date: c. 1960 **Source:** Historic Aerial Photographs
Alteration Date(s): N/A **Source:** N/A
Engineer: Unknown **Physical Condition:** Good
Builder: Unknown **Remaining Historic Fabric:** High
Type: Girder, Deck
Design: N/A **Spans:** 1
Material: Steel **Length:** 26
Patent Holder: Unknown **Width:** 40
Patent Date: Unknown

Description: The Rail Bridge over East Riser Ditch is a deck girder bridge. The girders are comprised of two rolled steel I-beams, which rest on massive timber abutments (Photograph 1). The abutments are reinforced with steel tie rods that connect into the stone foundation behind the timber abutments (Photograph 2). Closely spaced timber crossties rest directly on the steel girders. This foundation supports two sets of tracks, which are fastened to the timber crossties with spikes. Several timber crossties project over the girders forming beams for the attachment of cantilevered, metal grate pedestrian walkways on both sides of the bridge. (Photograph 3) An additional walkway grate is located between the tracks. Hand rails constructed of steel pipe are also mounted to the projecting cross ties. Additional rigidity for the tracks is provided by timber blocking between the crossties, and metal bars bolted to the cross ties parallel to the tracks (Photograph 4).

Setting: The Rail Bridge over Riser Ditch in Carlstadt is located in a light industrial and warehouse district south of the Teterboro Airport and north of the Meadowlands Sports Complex. The bridge crosses East Riser Ditch; a shallow, manmade drainage channel with dense vegetation at each bank. Riser Ditch flows into Berry's Creek, which empties into the Hackensack River.

ELIGIBILITY SHEET

Historic Sites #:

History:

Introduction

The Rail Bridge over East Riser Ditch ("The Rail Bridge") is located off of Amor Avenue in an industrialized neighborhood of Carlstadt Borough, Bergen County, New Jersey. Crossing Riser Ditch, a tributary of the Hackensack River, the Rail Bridge encompasses approximately 100 square feet and sits within a larger parcel under private ownership. Though the resource does not explicitly convey significant cultural values, it is associated with the larger shift in Carlstadt's identity in the mid-20th century. (See Continuation Sheet)

Significance: The Rail Bridge represents the industrialization of the area surrounding Moonachie, Carlstadt, and surrounding boroughs in the 1950's and 1960's. Field investigation and background research have yielded no indication that the resource is associated with events that have contributed to broad patterns of local or regional history (Criterion A); that the resource is associated with persons significant in the past (Criterion B); that the resource embodies distinctive architectural characteristics (Criterion C); or that the resource is likely to yield important information about history or prehistory (Criterion D).

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility: The resource does not meet the criteria for significance and does not appear to exhibit any distinguishing aspects of bridge design or engineering; the Rail Bridge is, therefore, not recommended eligible for listing in the National Register of Historic Places (NR) or the New Jersey Register of Historic Places (SR).

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:

Bridge attachment form

Narrative Boundary Description: The boundary of the resource is the extent of the Rail Bridge's superstructure and substructure, as defined by its legal tax parcel 0205-123-26.01. The bridge is surrounded by private parcels in each direction.

CONTINUATION SHEET

Historic Sites #:

History (continued):

History of Carlstadt

The Borough of Carlstadt in Bergen County was founded by German political refugees in the 1840s. This mass immigration was organized by the German Democratic Land Association, which purchased 140 acres in Lodi Township for their (Van Valen 1900: 363). By the 1850s the community was well known for the German singing societies, beer gardens and teaching German along with English in school (Lurie and Mappen 2004:122). In 1894, Carlstadt was officially incorporated as a borough separate municipality from Lodi Township (Westervelt 1923:341). It was decided to name the new borough after the association's original president Carl Klein (Lurie and Mappen 2004:122).

Though early Carlstadt families established farmsteads and community amenities, the area was largely marshland bisected with creeks and drainage ditches, and was often noted for its overabundance of mosquitos through the first half of the twentieth century. Residential development in the 1950s was relegated to the fringes of the marshland or situated in dense but small clusters along established roadways. While residential growth remained slow in the 1950's industrial activity rapidly established in Carlstadt and the surrounding boroughs. One of the earliest examples of substantial land use changes to the Carlstadt's character came in 1948, when the Port Authority of New York took control of Teterboro Airport north of the bridge site, and expanded its footprint into formerly residential areas the 1950s (Courier-News; 1950). The exponential industrial growth of the late 1950s and 1960s was due in large part to "urban companies desiring expansion and lower taxes" (Borough of Moonachie 2006).

History of the Rail Bridge over East Riser Ditch

The rapid growth of industry in the Meadowlands required the establishment of infrastructure to move products to market. The Rail Bridge over East Riser Ditch was constructed in Carlstadt near the border of Moonachie just before 1960, at the height of the industrial building boom. It first appears on a 1966 aerial photograph; however earlier aerials in the 1950s clearly show the clearing and grading of land to establish the new rail spur and bridge. (NETR 1953, 1954, 1966). The spur originally connected with a primary rail line operated by what was then the Erie Lackawanna Railroad (formerly the New Jersey and New York Railroad). The Erie Lackawanna Railroad merged with several smaller rail lines to form Conrail in 1976. In 1983 Conrail ceded operations of the primary lines connecting the spur to New Jersey Transit, but retained ownership of the spur and bridge over East Riser Ditch in Carlstadt. Use of this rail line for freight seems to have steadily decreased over the course of the second half of the twentieth century, when truck and air transportation began to eclipse the use of freight rail.

As of 2018, the Rail Bridge and the associated spur are still owned by Conrail, and service a few warehouses to the west of the bridge. Fieldwork and visual inspection suggest that the bridge itself and the tracks to the south are rarely – if ever – used for freight rail.

CONTINUATION SHEET

Historic Sites #:

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1970 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com/, accessed on March 26, 2018.

CONTINUATION SHEET

Historic Sites #:

Photograph 2. I-beam girders and timber abutments with tie rods. View south.

Photograph 3. Grated pedestrian walkways with railing adjacent to tracks. View southeast.

CONTINUATION SHEET

Historic Sites #:

Photograph 5. Wood blocking between ties and steel bar reinforcement. View northwest.

BASE FORM

Historic Sites #:

Property Name: 11 Moonachie Road

Street Address: *Street #:* 11 *(Low)* _____ *(High)* *Apartment #:* _____ *(Low)* _____ *(High)*

Prefix: _____ *Street Name:* Moonachie *Suffix:* _____ *Type:* Rd

County(s): Bergen **Zip Code:** 07074

Municipality(s): Moonachie **Block(s):** 18

Local Place Name(s): Washington Park **Lot(s):** 3.02

Ownership: Private **USGS Quad(s):** Weehawken

Photograph:

Photograph 1. Façade and northern elevation of 11 Moonachie Road. View southeast.

Description: The dwelling located at 11 Moonachie Road is a two story, gable front structure that sits on a raised basement. The façade of the structure is parged in stucco, while the side and rear elevations are covered in vinyl siding. An overhead garage door is located and the ground level of the façade. A projecting bay with a gable roof is located at the southern corner of the façade. The main entrance is recessed into the projecting bay and is topped by a massive arched window. A Palladian window is located at the second story of the façade above the garage door. (See Continuation Sheet)

Registration and Status Dates:

National Historic Landmark: No

SHPO Opinion: _____

National Register: _____

Local Designation: _____

New Jersey Register: _____

Other Designation: _____

Determination of Eligibility: _____

Other Designation Date: _____

Survey Name: Rebuild by Design Meadowlands Flood Protection Project Date: 04/10/2018

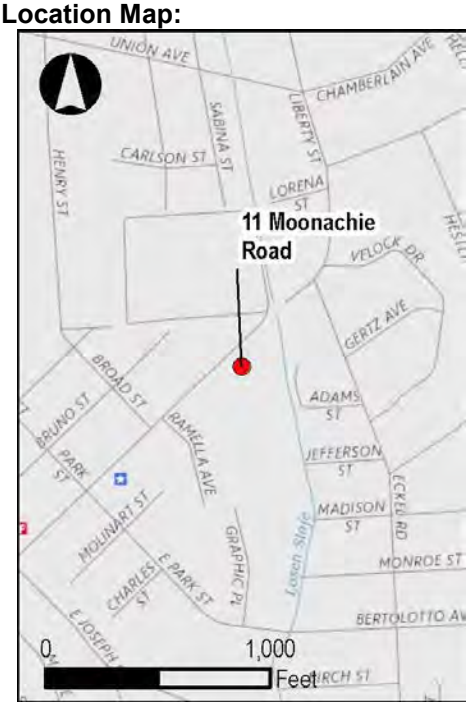
Surveyor: Emily Paulus Everett and Samantha Kuntz; Ben Buckley

Organization: AECOM, 437 High Street, Burlington, NJ 08016

BASE FORM

Historic Sites #:

Location Map:



Site Map:

Bibliography/Sources:

GoogleEarth, 2018

Additional Information: The dwelling at 9 Moonachie Road was constructed in 2004. This dwelling replaced a structure c. 1915 shoe makers shop that had been identified by the New Jersey Historic Preservation office as potentially contributing to a Moonachie Streetscape historic district.

More Research Needed? ☐ Yes ☐ No

INTENSIVE LEVEL USE ONLY

Attachments Included: ☒ Building ☐ Structure ☐ Object ☐ Bridge ☐ Landscape ☐ Industry

Within Historic District? ☐ Yes ☐ No

Status: ☐ Key-Contributing ☐ Contributing ☒ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No
(Known or potential Sites – if yes, please describe briefly)

CONTINUATION SHEET

Historic Sites #:

Description (continued):

Asphalt shingles cover the gable roof, and solar panels are mounted on the southern slope. The side (northern and southern) elevations feature vinyl windows at the first and second story. A single story, gambrel roof shed is located behind the residence.

BASE FORM

Historic Sites #:

Property Name:

Street Address: *Street #:* 69 *(Low)* _____ *(High)* *Apartment #:* _____ *(Low)* _____ *(High)*

Prefix: _____ *Street Name:* Bruno *Suffix:* _____ *Type:* ST

County(s): Bergen **Zip Code:** 07074

Municipality(s): Moonachie **Block(s):** 16

Local Place Name(s): N/A **Lot(s):** 1

Ownership: Private **USGS Quad(s):** Weehawken

Photograph:

Photograph 1. Façade and southern elevation of 69 Bruno Street. View north.

Description: The residence at 69 Bruno Street is a one-and-a-half story brick structure with a front gable roof and tan brick details. (See Building Attachment Form)

Registration and Status Dates:

National Historic Landmark: No
SHPO Opinion: _____
National Register: _____
Local Designation: _____
New Jersey Register: _____
Other Designation: _____
Determination of Eligibility: _____
Other Designation Date: _____

Survey Name: Rebuild by Design Meadowlands Flood Protection Project Date: 05/09/2018
Surveyor: Ben Buckley
Organization: AECOM, 437 High Street, Burlington, NJ 08016

BASE FORM

Historic Sites #:

Location Map:

Site Map:

Bibliography/Sources: (See Continuation Sheet)

Additional Information: N/A

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: ☒ Building ☐ Structure ☐ Object ☐ Bridge ☐ Landscape ☐ Industry

Within Historic District? ☐ Yes ☒ No

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☐ No
(Known or potential Sites – if yes, please describe briefly)

BUILDING ATTACHMENT

Historic Sites #:

Common Name: 69 Bruno Street
Historic Name:
Present Use: Residential – Permanent
Historic Use: Residential – Permanent
Construction Date: c. 1911 **Source:** Deeds, Historic Maps
Alteration Date(s): c. 1960 **Source:** Aerial Maps
Designer: Unknown **Physical Condition:** Excellent
Builder: Unknown **Remaining Historic Fabric:** Medium
Style: Colonial Revival, Vernacular
Form: Gable Front **Stories:** 1.5
Type: N/A **Bays:** 3
Roof Finish Materials: Asphalt Shingles
Exterior Finish Materials: Brick

Exterior Description: The dwelling at 69 Bruno Road in Moonachie is a one-and-a-half story rectangular brick structure with a front gable roof (Photograph 1). The brick walls are laid in common bond with deeply recessed mortar joints. The façade of the residence features tan brick detailing around the window and door jambs and lintels, along the gable rake, and at the wall corners (Photograph 2). The façade is three bays in width, and front entrance is located in the northern beneath a projecting, non-original portico. Two single double-hung windows are located at the first story, and a set of paired windows is set in the gable. All of the façade openings have segmental arch lintels. The facade windows are modern vinyl replacements, but an early or original wood panel door is located in the front entrance behind a storm door.

The gable roof is clad in asphalt shingles and features boxed eaves with partial returns on the façade. A non-original, hipped roof dormer window projects from the northern elevation. The roof is pierced by numerous modern attic vents.

The side (north and south) elevations are one story in height. The walls are pierced with vinyl windows with segmental brick arch lintels (Photograph 1,3). The rear elevation features a large paired window in the gable, as well as a small modern sliding window. The first floor of the rear elevation is obscured by a c. 1960, single story, hipped roof addition (Photograph 3). A parged terracotta chimney rises for the addition, and a set of steps leads to the back yard. A small modern tool shed is located behind the house.

Interior Description: Not accessible.

Setting: 69 Bruno street is located in a residential suburban neighborhood of Washington Park. The neighborhood is comprised of one and two story detached houses spaced close together on relatively narrow lots. 69 Bruno Street Stands out in this respect, being located on a spacious property with a substantial yard. The primary commercial corridor is Moonachie Avenue, located one block to the east. The neighbored is surrounded by warehouses and industrial parks to the west, east, and south. Moonachie is located in the Meadowlands, and is elevated just above sea-level. Multiple small creeks and drainage ditches flow around the neighborhood and drain into the Hackensack River.

ELIGIBILITY SHEET

Historic Sites #:

History:
Introduction

Moonachie Road is located at the northeastern end of Moonachie Road, near to the point of separation between Moonachie Borough and Little Ferry Borough in Bergen County, New Jersey. It is associated with a second wave of residential development in Moonachie Borough at the beginning of the 20th century. This shift, which began in around the same time as the establishment of Moonachie Borough as an independent entity and continued until mid-century industrial development overtook the character of borough. The resource is one of the original dwellings to come from the subdivision of former farmland along Moonachie Road into the Washington Park neighborhood by real estate broker Ernest Bruno in 1909. (See Continuation Sheet)

Significance: The dwelling located at 69 Moonachie Road does not meet the level of significance required for listing on the National or New Jersey Register of historic places as an individual resource. Field investigation and background research have yielded no indication that the property is associated with events that have contributed to broad patterns of local, regional, or national history (Criterion A). Background research has not indicated that property is associated with significant persons in the past (Criterion B). The dwelling does not embody the distinctive characteristics of a type, period, or method of construction, represent the work of a master, or exhibit high artistic values. (Criterion C). There is no indication the resource is likely to yield information important in history or prehistory (Criterion D).

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility: 69 Moonachie Road is recommended not eligible for listing the National Register of Historic Places or the New Jersey Register of Historic Places as an individual resource. The structure is a locally important example of early residential brick architecture in Moonachie, but there is no indication that the resource represents a significant and distinguishable entity or embodies the distinctive characteristics of an architectural type, period, or method of construction.

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:
Building attachment form.

Narrative Boundary Description: The boundary of 69 Bruno Street is the legal boundary of the tax parcel. The parcel is bounded by Bruno Street to the southeast, West Park Street to the northeast, and private parcels to the northwest and southwest.

CONTINUATION SHEET

Historic Sites #:

History (continued):

History of Moonachie

Bergen County was first settled by Europeans in the early seventeenth century when the Dutch East India Company commissioned Henry Hudson to travel to the New World and increase trade in 1609. Hudson founded a trading colony along the North River (known today as the Hudson River) comprised of pieces of modern-day New York, New Jersey, Connecticut, Pennsylvania, and Delaware and named it New Netherland. The land claimed by Hudson was, however, already occupied by Native American tribes and the two groups soon fell into conflict (County of Bergen 2016:2). By 1638, the continued skirmishing with the local tribes exposed the disorganized nature of the settlement. A fortified camp was finally erected in Jersey City, New Jersey1656, named Fort Hackensack. Two years later in 1658, the settlers purchased the land outright from the tribes and established Bergen Township, the first permanent settlement in the area (Van Valen 1900:25; Lurie and Mappen 2004:71).

Soon after in 1669, fur trader Captain John Berry settled a portion of the township known as Peach Island (County of Bergen 2016). Both aptly and erroneously named as the area had a reported abundance of peach trees but was not literally an island, Peach Island was described as a cedar-rich area bounded by Berry's Creek, a native footpath, the Losen Slote, and the Hackensack River (ibid; Van Valen 1900:358). The land was originally inhabited by the Iroquois people (later known as the Six Nations) and led by Chief Monaghie. By the 17th century Peach Island slowly came to be known as Moonachie, which local accounts attribute to Iroquois Chief Monaghie (WPA 1945). Today, the modern nomenclature of the borough remains a rare vestige of the local native heritage.

Moonachie – autonomous from the 1669 to 1825, was included in Lodi Township in 1825 then Bergen Township in 1893, and finally incorporated as an independent borough in 1910 – gained development momentum in the early 19th century. In 1819, the northeast route through Moonachie toward Little Ferry and Hackensack was completed and soon after supported clusters of residential development. Named Moonachie Road, the route was already known to locals prior as the path taken by Washington's troops in 1776 during an evacuation following the British invasion of Bergen County (Borough of Moonachie 2006). This association remained part of the area's identity, which was known as Washington Village or Washington Grove and later Washington Park.

Washington Grove (the area's most consistent early moniker) was largely occupied by farm properties throughout the mid- to late 19th century. Both J.C. Sidney's 1849 Map of Twelve Miles Around New-York and J.M. Hopkin's 1861 Map of the Counties of Bergen and Passaic, New Jersey show the portion of Moonachie Road near the Little Ferry Borough border to be sparsely populated – particularly in comparison to the denser development immediately south on Moonachie Road (Figures 1, 2). However, the character of Moonachie abruptly changed after the turn of the 20th century. And the population tripled between 1900 and 1910 (Niederer 1981). While a total of 15 farms were recorded in Moonachie by the time of the borough's incorporation in 1910, the area had already begun to shift from a rural toll road town to a burgeoning suburban enclave (Borough of Moonachie 2006). In 1909, Bergen County real estate broker and Swedish immigrant Ernest Bruno subdivided the land bounded by Moonachie Road, Joseph Street, and Albert Street and marketed the new suburb as "Washington Park" – likely in reference its predecessor to the south, Washington Grove ("Washington Park" 1909) (Figure 5). The subdivision developed quickly, with 35 new residential properties appearing within four years.

History of 59 Bruno Street

69 Bruno Street was one of the first plots developed in the Washington Park Neighborhood. In 1909, shortly before Moonachie was established as an independent borough, Ernest Bruno began to layout and subdivide his land east of Mooanachie Road. Early plans called for small lots, generally 25 feet wide by 100 feet in deep, laid out on a rectilinear street grid (Figure 5). Washington Park developed quickly. The residences were a mix of brick and frame structures, and all were detached units with the exception of a twin home. Many early property owners chose to purchase and consolidate multiple small lots from Bruno in order to build larger homes with ample yard space.

Conrad and Tessie Mueller purchased four lots from Ernest Bruno at the southwest corner of Bruno and Park Streets in the summer of 1910. Conrad Mueller was a German immigrant who was employed as an independent carpenter and later for a theater company in New York City (USCB 1930: 14 B, 1910: 19B). Conrad and Tessie lived in New York until finishing their home in Moonachie between 1910 and 1913. The Mueller's consolidated tract was one of the largest in the neighborhood

CONTINUATION SHEET

Historic Sites #:

(Figure 6). By 1920, Conrad and Tessie Mueller moved back to New York, and sold the home in Moonachie to Thomas Smith, who assumed the mortgage on the property.

Thomas Smith was an electrical engineer who already lived in Moonachie at the time he purchased the house at 69 Bruno Street. Smith lived in the home with his family until around 1945, when Thomas and his wife Ann (Ada) moved to Brooklyn and sold the property to John Van Saders.

The Van Saders were a large and well established family in the Moonachie and Little Ferry Boroughs by the end of the 19th century. Bromley's 1813 Map indicates the Van Saders owned an 11 acer of land adjacent to Bruno's Washington Park development that remained as farmland into the 1930s (Figure 6).John R. Van Saders was a World War II Veteran, and appears to have purchased the property from Thomas Smith upon his return from the war in 1946. John had previously lived a block away at 71 Moonachie Road.. After his marriage, John's wife Mary was added to the deed, and she remains the owner of the 69 Bruno Street.

Chain of Title: 69 Bruno Street

Date	Grantor	Grantee	Book:Page	Notes
1/26/1996	John R. Van Saders	Mary Van Saders	7854:572	$1.00
12/9/1961	John R. Van Saders	John R. Van Saders Mary Van Saders	4282:589	$1.00
4/10/1946	Thomas Smith Ann E. Smith	John Van Saders	2690:385	$1.00
14/10/1920	Conrad Mueller Tessie Meuller	Thomas Smith	1086:442	$1.00
26/7/1910	Ernest Bruno Ada Estella Bruno	Conrad Mueller Tessie Mueller	0762:152	$2,250.00

Source: Bergen County Clerk (BCC)

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CONTINUATION SHEET

Historic Sites #:

Photograph 2. Façade of 69 Bruno Street. View northwest.

Photograph 3. Rear and northern elevation. View Southwest.

CONTINUATION SHEET

Historic Sites #:

Figure 1. Excerpt from the1849 *Map of Twelve Miles Around New-York* by J.C. Sidney.
(Source: Lionel Pincus and Princess Firyal Map Division, The New York Public Library)

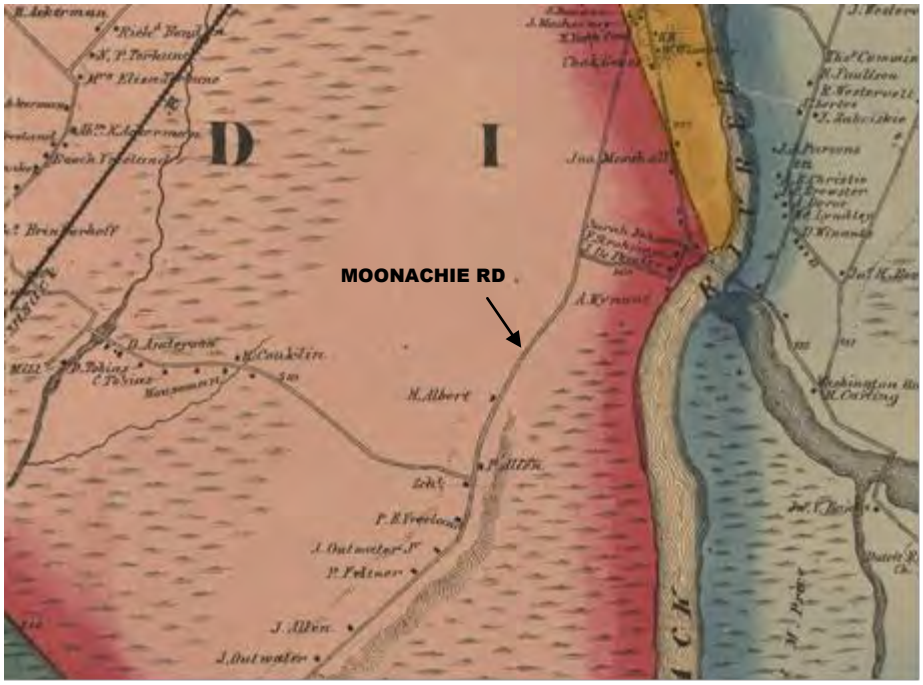

Figure 2. Excerpt from the 1861 Map of the Counties of Bergen and Passaic, New Jersey by G.M. Hopkins.
(Source: Library of Congress)

CONTINUATION SHEET

Historic Sites #:

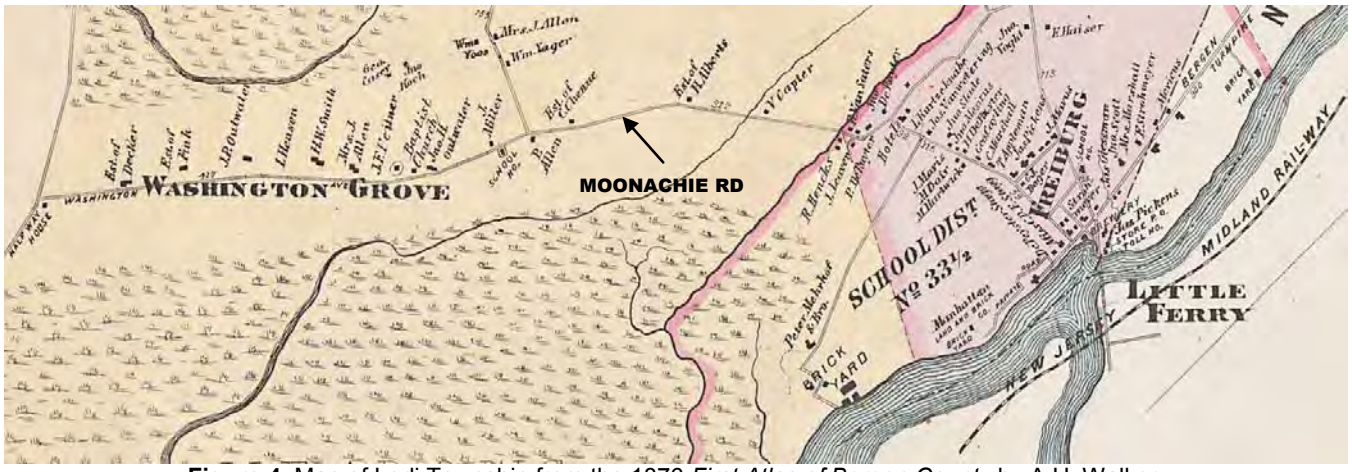

Figure 4. Map of Lodi Township from the 1876 *First Atlas of Bergen County* by A.H. Walker.
(Source: Historic Maps Collection, Princeton University Library)

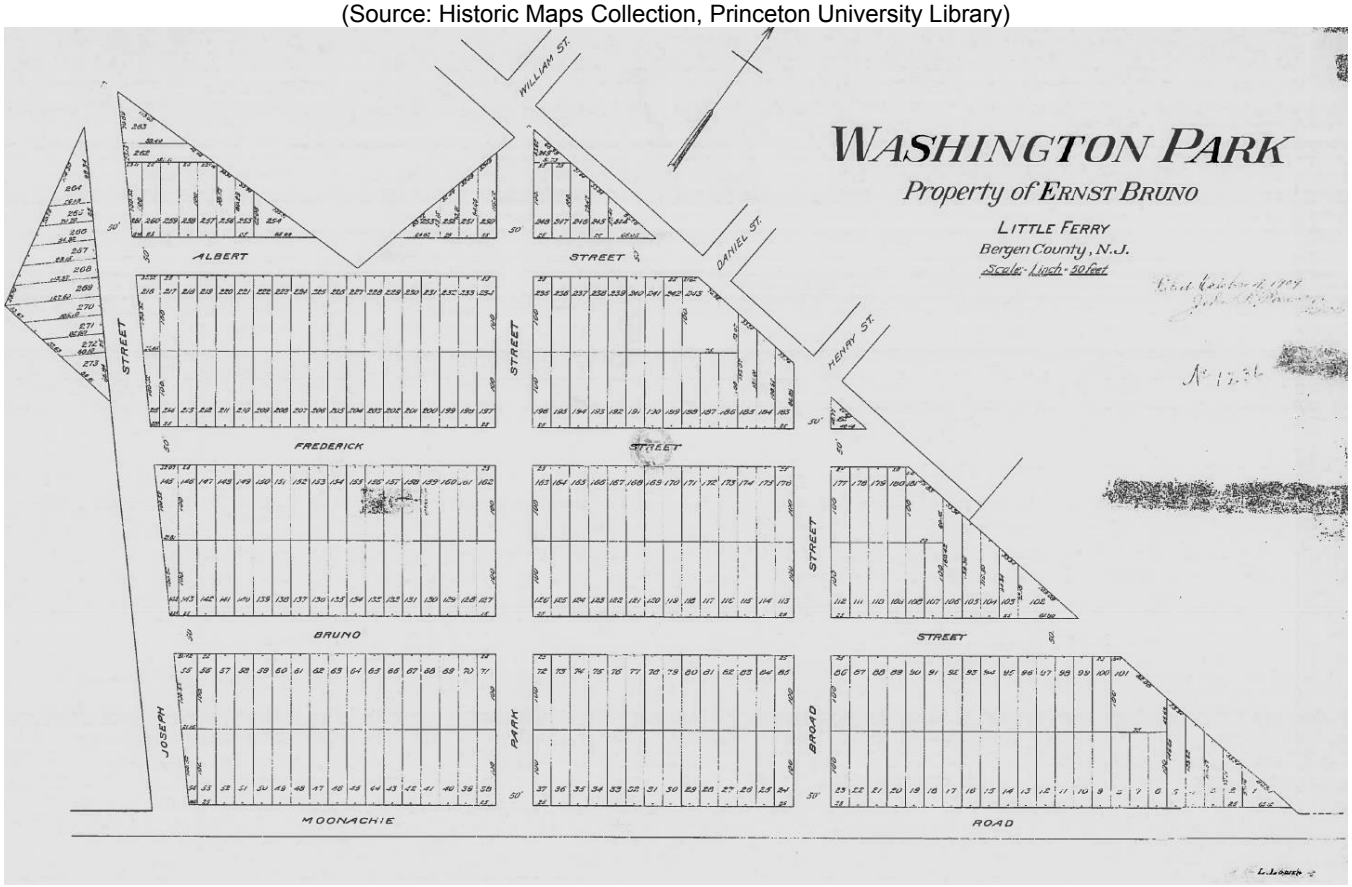

Figure 5. 1909 subdivision map of *Washington Park*.
(Source: Bergen County Clerk)

CONTINUATION SHEET

Historic Sites #:

Figure 6. Excerpt from the 1913 map of Bergen County by G.W. and W.S. Bromley. Note Van Saders farm property to the left of the Washington Park development.
(Source: Lionel Pincus and Princess Firyal Map Division, The New York Public Library)

HISTORIC DISTRICT FORM

Historic Sites #:

District Name: Moonachie Streetscape Historic District

County(s): Bergen **District Type:** Residential

Municipality(s): Moonachie Borough **USGS Quad(s):** Weehawken

Local Place Name(s): Washington Grove, Washington Park (*historic*)

Development Period 1909 To ca. 1940 **Source:** Historic maps; stylistic evidence; Bergen County tax records

Physical Condition: Good

Remaining Historic Fabric: Medium

Registration and Status Dates:

National Historic Landmark:	No	SHPO Opinion:	
National Register:		Local Designation:	
New Jersey Register:		Other Designation:	
Determination of Eligibility:		Other Designation Date:	

Description: The Moonachie Streetscape Historic District is a linear district comprised of 17 modest brick and frame dwellings built during a development upsurge in the Washington Gove / Washington Park neighborhood of Moonachie Borough that lasted from 1909 to approximately 1940 (Photographs 1, 2). The resources border the historic Moonachie Road between the boundary of Little Ferry Borough to the northeast and East Joseph Street to the southwest. Four non-contributing buildings stand within the boundaries of the district.

The residential properties are vernacular in style and expression and are, in general, two to two-and-a-half story brick or frame dwellings with raised basements sensibly designed to contend with flooding in this former swampland. They feature front gable roofs with prominent side-facing dormers that break the cornice line. Notable character-defining features include open, full-width shed roof porches; diminutive gable end windows (in the two-and-a-half story dwellings); flat, painted stone lintels and sills (in the masonry dwellings); rear single-story additions; and rear detached one-story garages. (See Continuation Sheet).

Setting: All contributing and non-contributing properties situated within the boundaries of the district are located on the historic Moonachie Road corridor just south of Little Ferry Borough. The district's contributing properties are set back approximately 20 feet and separated from the heavily-traveled thoroughfare by concrete sidewalks and curbs. The linear residential district is flanked by largely residential enclaves immediately adjacent to Moonachie Road (Photograph 12); however, the corridor itself becomes increasingly commercial in nature southwest of Broad Street (Photograph 13). Dense clusters of light industrial properties are common just beyond the residential enclaves, situated within a half-mile radius from the historic district.

Like most of Moonachie Borough and much of Bergen County, the Moonachie Streetscape Historic District is situated within a flood hazard area. It is located approximately three-quarters of a mile west of the Hackensack River and is crossed by Losen Slote (sometimes recorded as "Slofe") Creek, a Hackensack River tributary. It falls within a 1% Annual Chance Flood Hazard zone, as identified by Federal Emergency Management Agency (FEMA) mapping.

ELIGIBILITY SHEET

Historic Sites #:

History: The Moonachie Streetscape Historic District recalls the energy of early residential development that coincided with the 1910 establishment of Moonachie Borough as an independent entity and continued up until mid-century industrial development overtook the character of Moonachie. The residential properties on Moonachie Road have been the subjects of two community-wide historic surveys, identified first in 1980-1981 as part of an eight-block area bounded by Albert Street, Joseph Street, Moonachie Road, and the Little Ferry Border and later in the reduced two-block Moonachie Road/Ramella Avenue area, identified in 2005 (Niederer 1981:7; Trevisan 2005). The properties contributing to this Moonachie Streetscape represent a refinement of previous identification efforts, focusing on the greatest historic district potential along Moonachie Road where the 17 resources, built largely between 1910 and 1915, represent a modestly cohesive ensemble with a shared history and related architectural characteristics. (See Continuation Sheet)

Significance: The Moonachie Streetscape does not meet the level of significance necessary for listing on the National or New Jersey Registers of historic Places. Field investigation and background research have yielded no indication that the district is associated with events that have contributed to broad patterns of local or regional history (Criterion A); that the district is associated with persons significant in the past (Criterion B); that the district embodies distinctive architectural characteristics (Criterion C); or that the district is likely to yield important information about history or prehistory (Criterion D).

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility: The Moonachie Streetscape lacks sufficient integrity and cohesion throughout Moonachie Road to fully convey its history as an early 20th century residential historic district. Incompatible alterations include vinyl siding, vinyl windows, altered porches and porch elements (including flooring, posts, and railings), and unsympathetic modern infill. No original tongue-and-groove wood porch floors survive. In some cases modifications have obscured or eliminated character-defining features and historic materials. Although the single block between Little Ferry and Broad Street is, perhaps, the most intact example of early 20th century residential vernacular architecture in Moonachie, it lacks overall integrity of design, materials, and workmanship as well as cohesion with the rest of the streetscape. (See Continuation Sheet)

For Historic Districts Only:

Property Count: Key Contributing: 4 Contributing: 13 Non Contributing: 4

For Individual Properties Only:

List the completed attachments related to the property's significance:

Narrative Boundary Description: The Moonachie Streetscape Historic District extends along Moonachie Road approximately 0.1 miles, bounded by the Little Ferry Borough boundary to the northeast and Broad Street to the southwest. The boundary encompasses all properties on either side Moonachie Road. In total, the district occupies approximately 4.5 acres in Moonachie Borough, Bergen County, New Jersey (Figures 1, 2).

Survey Name: Rebuild by Design Meadowlands Flood Protection Project Date: 05/03/2018
Surveyor: Benjamin Buckley, Samantha Kuntz; Samantha Kuntz (preparer)
Organization: AECOM, 437 High Street, Burlington, NJ 08016

CONTINUATION SHEET

Historic Sites #:

Description (continued):

Only four of the 17 contributing resource retain sufficient integrity to be considered key contributing resources (Photographs 3-6). Over the past century, most of the residential resources along Moonachie Road have been altered, resulting in a loss of character-defining features and diminished significance as a collective group of early 20th century dwellings. Modifications include enclosure of the original open front porches; recladding of the frame dwellings with vinyl siding or asbestos shingles; vinyl replacement windows and surrounds; replacement porch elements such as poured concrete flooring and modern posts and railings; and cladding of the raised basement with brick or formstone (Photograph 7). Four properties within the district are non-contributing as they deviate from the early 20th century residential vernacular style of the streetscape by use, substantial modification, or date of construction (Photographs 8-11).

Streetscape Inventory[1] [2]

Northwest Side of Moonachie Road

• 6 Moonachie Road	Block 12 / Lot 1	ca. 1910	Key Contributing
• 8 Moonachie Road	Block 12 / Lot 2	ca. 1910	Contributing
• 12 Moonachie Road	Block 12 / Lot 3	ca. 1910	Contributing
• 16 Moonachie Road	Block 12 / Lot 4.01	1930	Contributing
• 20 Moonachie Road	Block 12 / Lot 4.02	ca. 1910	Contributing
• 24 Moonachie Road	Block 12 / Lot 5	ca. 1910	Contributing
• 26 Moonachie Road	Block 12 / Lot 6	ca. 1910	Contributing
• 32 Moonachie Road	Block 12 / Lot 7	ca. 1915	Contributing
• 36 Moonachie Road	Block 12 / Lot 8	ca. 1915	Key Contributing
• 40 Moonachie Road	Block 12 / Lot 9	ca. 1915	Contributing
• 46 Moonachie Road	Block 12 / Lot 10	ca. 1920	Non-Contributing

Southeast Side of Moonachie Road

• 5 Moonachie Road	Block 18 / Lot 1	ca. 1915	Contributing
• 7 Moonachie Road	Block 18 / Lot 2	ca. 1915	Key Contributing
• 9 Moonachie Road	Block 18 / Lot 3.01	ca. 1915	Key Contributing
• 11 Moonachie Road	Block 18 / Lot 3.02	ca. 2005	Non-Contributing
• 21 Moonachie Road	Block 18 / Lot 4	ca. 1930	Contributing
• 23 Moonachie Road	Block 18 / Lot 5	ca. 1915	Contributing
• 27 Moonachie Road	Block 18 / Lot 6	ca. 1915	Contributing
• 33 Moonachie Road	Block 18 / Lot 7	ca. 1915	Contributing
• 35 Moonachie Road	Block 18 / Lot 8	1931	Non-Contributing
• 41 Moonachie Road	Block 18 / Lot 9	1920	Non-Contributing

[1] Date of construction data for non-contributing resources retrieved from the *Bergen County Parcel Viewer* (parcel data from the Department of Planning & Engineering) and confirmed by aerial maps and visual inspection.

[2] *See* Figure 3 *for a map of the full inventory of resources included in the Moonachie Streetscape Borough*.

CONTINUATION SHEET

Historic Sites #:

History (continued):

Bergen County was first settled by Europeans in the early seventeenth century when the Dutch East India Company commissioned Henry Hudson to travel to the New World and increase trade in 1609. Hudson founded a trading colony along the North River (known today as the Hudson River) comprised of pieces of modern-day New York, New Jersey, Connecticut, Pennsylvania, and Delaware and named it New Netherland. The land claimed by Hudson was, however, already occupied by Native American tribes and the two groups soon fell into conflict (County of Bergen 2016:2). By 1638, the continued skirmishing with the local tribes exposed the disorganized nature of the settlement. A fortified camp was finally erected in 1656 in Jersey City, New Jersey, named Fort Hackensack. Two years later in 1658, the settlers purchased the land outright from the tribes and established Bergen Township, the first permanent settlement in the area (Van Valen 1900:25; Lurie and Mappen 2004:71).

Soon after in 1669, fur trader Captain John Berry settled a portion of the township known as Peach Island (County of Bergen 2016). Both aptly and erroneously named as the area had a reported abundance of peach trees but was not literally an island, Peach Island was described as a cedar-rich area bounded by Berry's Creek, a native footpath, the Losen Slote, and the Hackensack River (*ibid*; Van Valen 1900:358). The land was originally inhabited by the Iroquois people (later known as the Six Nations) and led by Chief Monaghie. By the 17th century Peach Island slowly came to be known as Moonachie, which local accounts attribute to Iroquois Chief Monaghie (WPA 1945). Today, the modern nomenclature of the borough remains a rare vestige of the local native heritage.

Early European settlement of Moonachie continued in large part due to the abundance of cedar timber in the area, which would be depleted before the turn of the 20th century (Van Valen 1900:358). Before the turn of the 18th century, Captain Berry sold his land to Thomas Francis Outwater, Henrik DeKyp (sometimes recorded as "Kipp"), and George Brickeroff for 700 pounds (*ibid*). These men are credited with established farms in Moonachie and beginning light agricultural settlement in the area, which would remain the prevailing characteristic of Moonachie until the turn of the 20th century.

Moonachie – autonomous from the 1669 to 1825, included in Lodi Township in 1825 then Bergen Township in 1893, and finally incorporated as an independent borough in 1910 – gained development momentum in the early 19th century. In 1819, the northeast route through Moonachie toward Little Ferry and Hackensack was completed and soon after supported clusters of residential development. Named Moonachie Road, the route was already known to locals as the path taken by Washington's troops in 1776 during an evacuation following the British invasion of Bergen County (Borough of Moonachie 2006). This association remained part of the area's identity, which was known as Washington Village or Washington Grove and later Washington Park.

Washington Grove (the area's most consistent early moniker) was largely occupied by farm properties throughout the mid- to late 19th century. Both J.C. Sidney's 1849 *Map of Twelve Miles Around New*-York and J.M. Hopkin's 1861 *Map of the Counties of Bergen and Passaic, New Jersey* show the northernmost portion of Washington Grove to be sparsely populated – particularly in comparison to the denser development immediately south on Moonachie Road (Figures 4, 5). Both maps list a H. Albert as the primary landowner in the Moonachie Streetscape area. According to United States Census records, Hezekiah Alberts (1791-1871) was a lumber dealer and farmer from Rhode Island (US Census 1860). By 1870, the farm was valued at $20,000 and tended by Alberts and four of his eight children still living on the property (US Census 1870). After his death, the estate was passed down to his eldest son Josiah, who continued to farm the land at the end of the 19th century (US Census 1880; NJ State Census 1885).

However, the character of Moonachie abruptly changed after the turn of the 20th century in response to the population tripling between 1900 and 1910 (Niederer 1981). While a total of 15 farms were recorded in Moonachie by the time of the borough's incorporation in 1910, the area had already begun to shift from a rural toll road town to a burgeoning suburban enclave (Borough of Moonachie 2006) (Figure 5). In 1909, Bergen County real estate broker and Swedish immigrant Ernest Bruno subdivided the land bounded by Moonachie Road, Joseph Street, and Albert Street and marketed the new suburb as "Washington Park" – likely in reference its predecessor to the south, Washington Grove ("Washington Park" 1909) (Figure 6).

The subdivision developed quickly, with 35 new residential properties appearing within four years. Included in this early development were six properties on the northwest side of Moonachie Road north of Broad Street which still remain today (Bromley 1913) (Figure 7). Though not strictly included in the Washington Park subdivision, land on the southeast side of

CONTINUATION SHEET

Historic Sites #:

Moonachie Road was also owned by Bruno in the early 20th century (Bromley 1913)[3]. It is unknown when these properties were subdivided, but it presumably occurred in a five-year span between 1913 and 1918. Subdivided plots first appear on the southeast side of Moonachie Road on the 1918 Sanborn Map of Little Ferry, which records a total of 16 buildings on both sides of Moonachie Road north of Broad Street (Figure 8). These early dwellings (built ca. 1910-1915) follow the same vernacular architectural pattern: two to two-and-a-half stories; a narrow front gable façade; a projecting porch; a dormer window on the north-facing roof slope; and a locally-sourced brick exterior.

Residential development along Moonachie Road and surrounding areas slowed by the mid-20th century, with most buildings completed prior to World War II. Subsequent development bursts in the area tended to be less domestic than corporate, especially the post-1960s industrial boom credited to "urban companies desiring expansion and lower taxes" (Borough of Moonachie 2006). Today, the historic character and original design intent of most of these dwellings has been diminished by a century of alterations. Because Moonachie is located within a Flood Hazard Area, certain changes to the domestic resources are the result of damage incurred during flooding events, such as Hurricane Sandy in 2012, or even preemptive changes by owners to protect their homes from similar events.

Justification of Eligibility/Ineligibility (continued):

The streetscape setting enables the cluster of properties to maintain integrity of location and setting; however, piecemeal modifications to individual properties has resulted in diminished integrity of association and feeling, deepening a schism between the individual resources and their shared heritage. As such, the Moonachie Streetscape is not recommended eligible for listing in the National Register of Historic Places (NR) or the New Jersey Register of Historic Places (SR).

[3] Bromley's *Atlas of Bergen County* (1913) lists an N. Bruno as the owner on the southeast side of Moonachie Road. Given the subdivision activities of Ernest Bruno across the street and the fact that no "N." Bruno appears in other census information of the time, it is most conceivable that N. Bruno does, in fact, refer to Ernest Bruno.

CONTINUATION SHEET

Historic Sites #:

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CONTINUATION SHEET

Historic Sites #:

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Walker, A.H.
1876 "Lodi Township." *First Atlas of Bergen County*. Reading, PA: Reading Publishing House. Historic Maps Collection, Princeton University.

CONTINUATION SHEET

Historic Sites #:

Photograph 1. View south of Moonachie Road streetscape, showing 7 and 9 Moonachie Road on the left foreground and 6, 8, and 12 Moonachie Road on the right foreground.

Photograph 2. View of residential properties along Moonachie Road, looking north toward Little Ferry, with 9, 7, and 5 Moonachie Road visible.

CONTINUATION SHEET

Historic Sites #:

Key contributing resources in the Moonachie Streetscape Borough (*clockwise from top left*):

Photograph 3. 6 Moonachie Road. **Photograph 4.** 7 Moonachie Road. **Photograph 5.** 9 Moonachie Road. **Photograph 6.** 36 Moonachie Road.

Note the similarities in the form, including the raised basement; common bond brick; open, shed roof porch; and side dormers that break the cornice line.

CONTINUATION SHEET

Historic Sites #:

Photograph 7. 12 Moonachie Road exhibits many of the common cosmetic alternations found on contributing properties, such as the enclosed porch, asbestos siding, vinyl window replacements, and formstone foundation cover. Yet its form, height, massing, and overall design intent remain intact.

CONTINUATION SHEET

Historic Sites #:

Sample non-contributing resources in the Moonachie Streetscape Borough (*clockwise from top left*):

Photograph 8. 11 Moonachie Road. **Photograph 9.** 35 Moonachie Road. **Photograph 10.** 41 Moonachie Road. **Photograph 11.** 46 Moonachie Road.

Note that non-contributing resources include typical new construction, such as 11 Moonachie Road, and heavily altered resources that deviate from the character-defining features of the residential properties along the residential Moonachie Streetscape.

CONTINUATION SHEET

Historic Sites #:

Photograph 12. Ramella Avenue extends east from the southern boundary of the Moonachie Streetscape. These residential properties were built after the residential resources on Moonachie Road, but have been associated with the Moonachie Road in previous cultural resource surveys. Image shows the view west of the Ramella Avenue properties.

Photograph 13. Commercial resources on Moonachie Road, view south.

CONTINUATION SHEET

Historic Sites #:

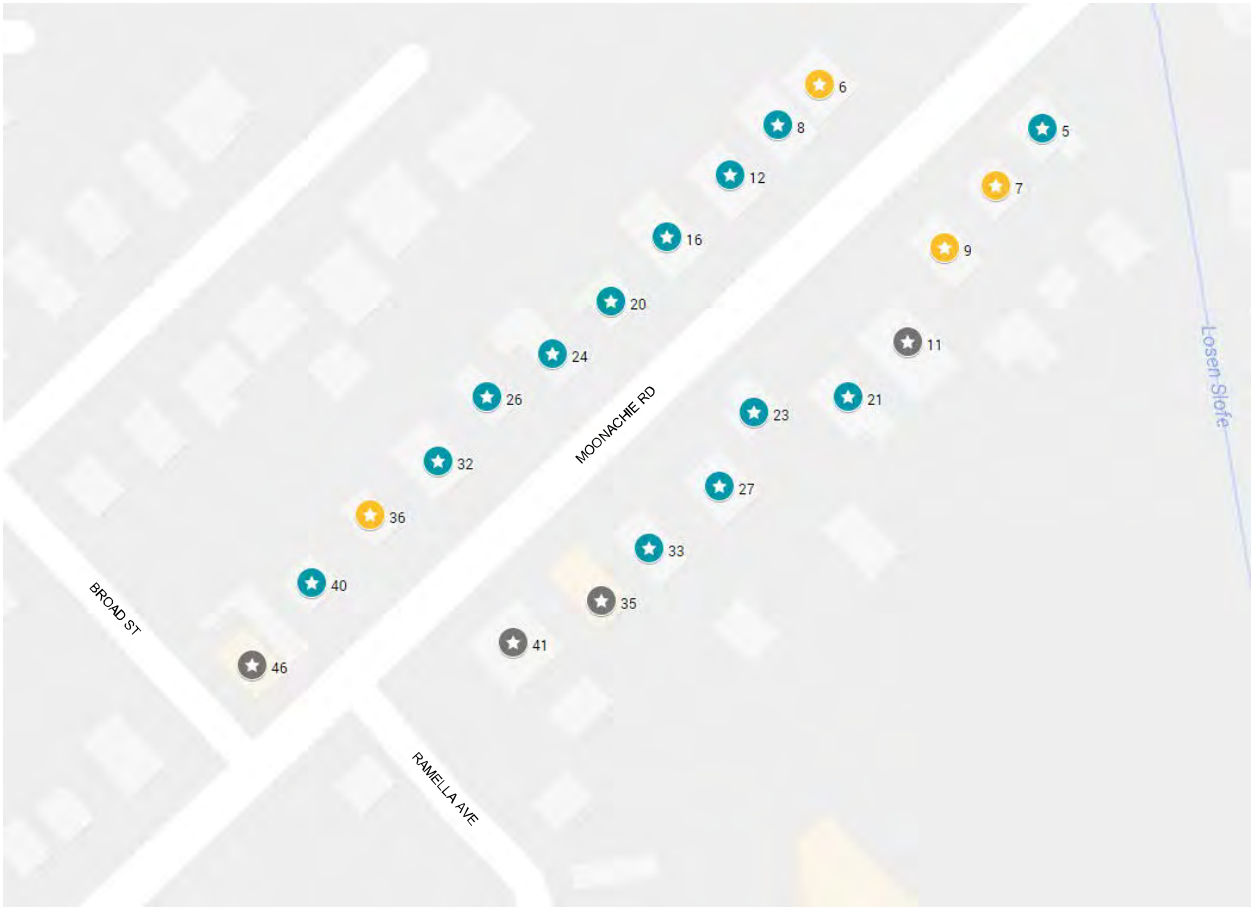


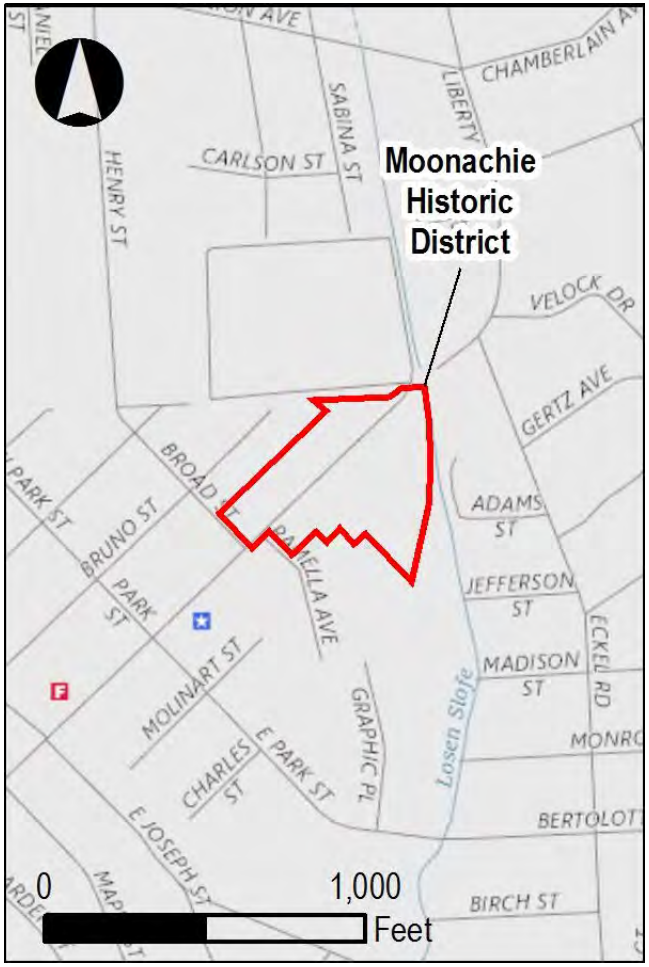
Figure 1. Moonachie Streetscape Borough inventory and map.[4]

★	Key Contributing Resources	4
★	Contributing Resources	13
★	Non-Contributing Resources	4

[4] Number listed next to each resource denotes its street address on Moonachie Road.

CONTINUATION SHEET

Historic Sites #:



Figures 2-3. Location Map (*left*) and Site Map (*right*), roughly demonstrating the historic district boundaries.

CONTINUATION SHEET

Historic Sites #:

Figure 3. Excerpt from the1849 *Map of Twelve Miles Around New-York* by J.C. Sidney. (Source: Lionel Pincus and Princess Firyal Map Division, The New York Public Library)

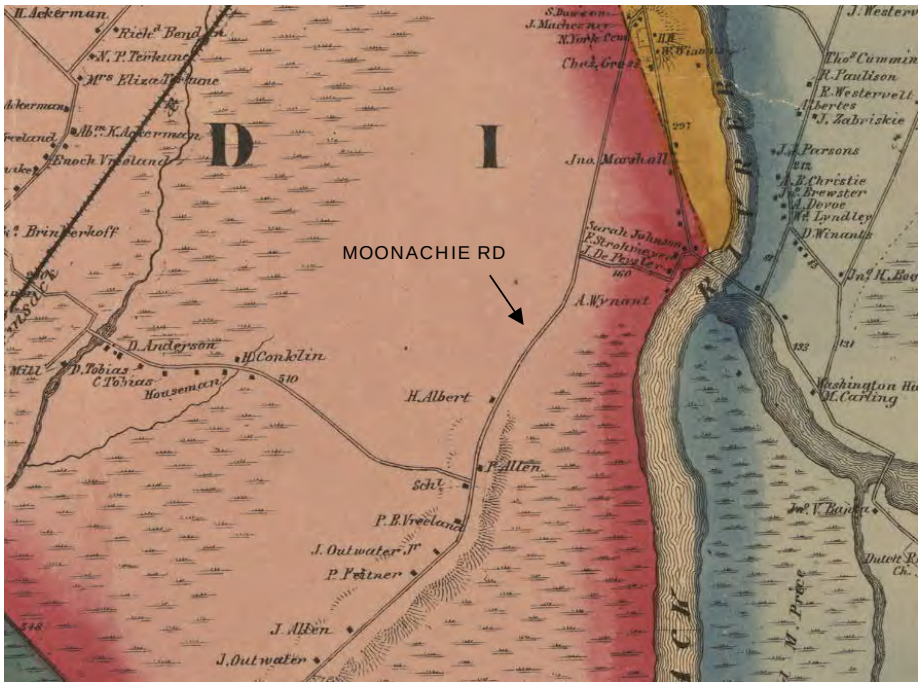


Figure 4. Excerpt from the 1861 Map of the Counties of Bergen and Passaic, New Jersey by G.M. Hopkins. (Source: Library of Congress)

CONTINUATION SHEET

Historic Sites #:

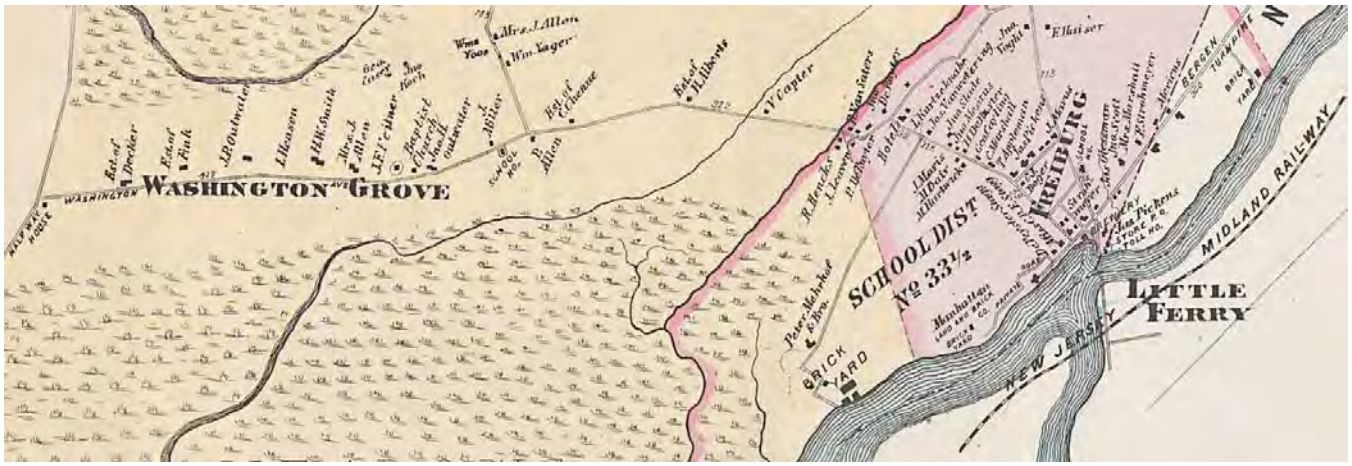


Figure 5. Map of Lodi Township from the 1876 *First Atlas of Bergen County* by A.H. Walker.
(Source: Historic Maps Collection, Princeton University Library)

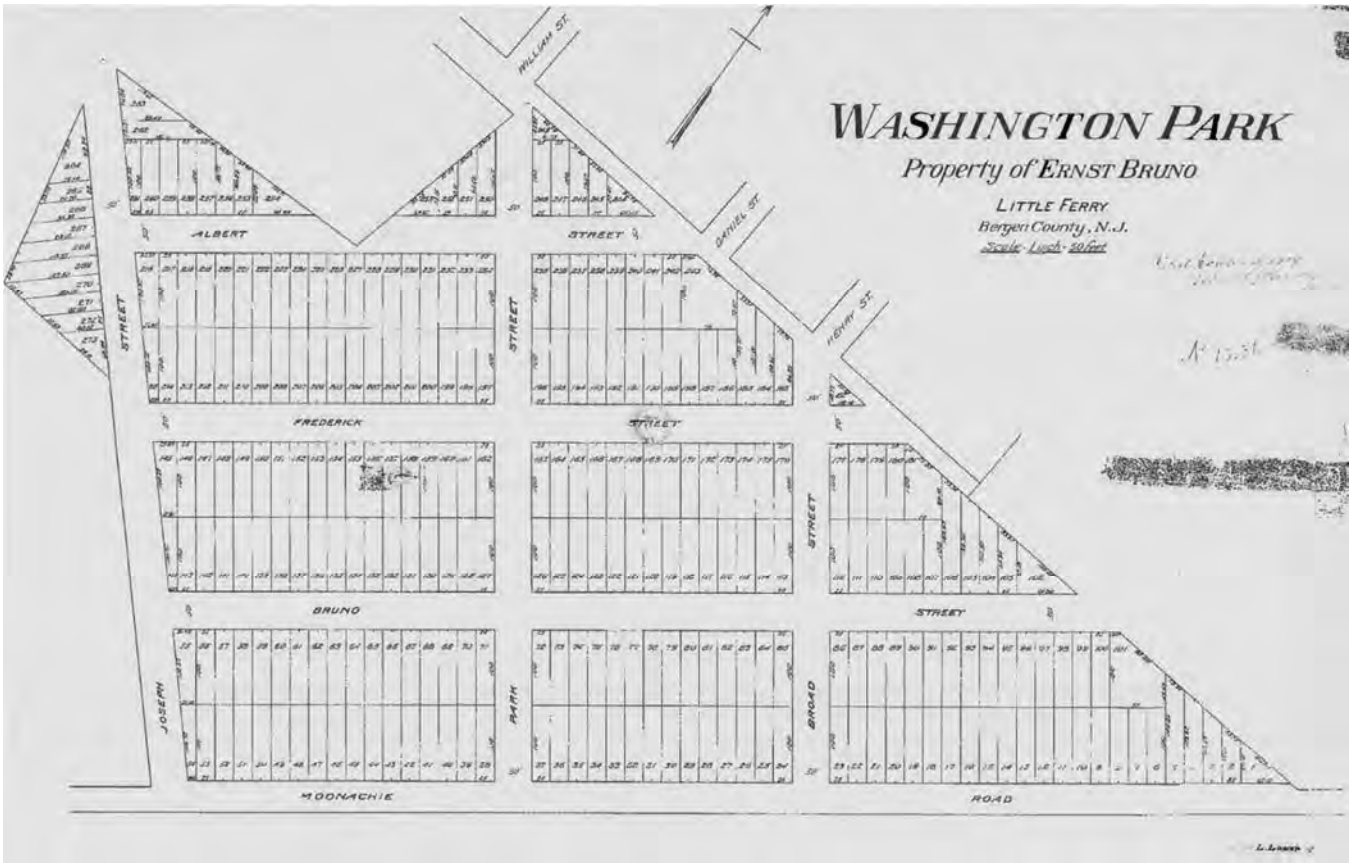


Figure 4. 1909 subdivision map of *Washington Park.*
(Source: Bergen County Clerk)

CONTINUATION SHEET

Historic Sites #:

Figure 7. Excerpt from the 1913 map of Bergen County by G.W. and W.S. Bromley. (Source: Lionel Pincus and Princess Firyal Map Division, The New York Public Library)

CONTINUATION SHEET

Historic Sites #:

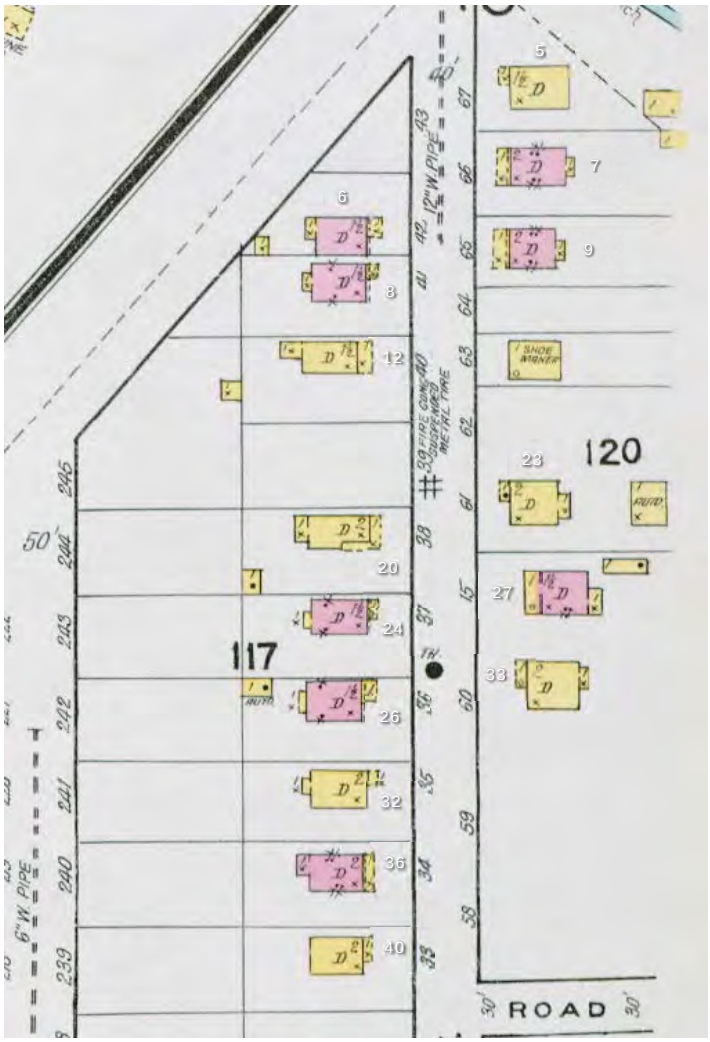


Figure 8. 1918 Sanborn Map of Little Ferry zoomed in to show the Moonachie Road Streetscape. Modern addresses have been added next to the buildings to identify properties included in the inventory.
(Source: Princeton University Library)

Attachment C Previously Evaluated Resources – NJ HPO Documentation

Bergen County Historic Sites Survey, Moonachie Borough: 1981 Survey with 2005 Updates (Department of Parks, Division of Cultural & Historic Affairs, Bergen County, NJ, 2005)

- Moonachie Road / Ramella Avenue Historic District
- 69 Bruno Street
- 7 Moonachie Road

BERGEN COUNTY
HISTORIC SITES SURVEY
Moonachie Borough

1981 Survey with 2005 Updates

PREPARED BY

DEPARTMENT OF PARKS
DIVISION OF CULTURAL & HISTORIC AFFAIRS

BERGEN COUNTY, NEW JERSEY

County of Bergen

Dennis McNerney, *County Executive*

Bergen County Board of Chosen Freeholders

Bernadette McPherson, *Chairwoman* David Ganz, *Vice Chairman*
Elizabeth Calabrese, James Carroll, Tomas J. Padilla, Elizabeth Randall, Valerie Vainieri Huttle

Department of Parks

Frank DeBari, *Director*

Bergen Country Historic Preservation Advisory Board

Jeanne Brasile, Catherine Cassidy, Mary Crain, Deb Fisk, Cynthia Forster,
Carol Greene, C.F. Wm. Maurer, Ruth Paci, Marion Pinsdorf, Kevin Tremble, Arthur Wrubel.

Bergen County Office of Cultural and Historic Affairs

Carol Messer	Division Director
T. Robins Brown	Historic Preservation Consultant
Janet Strom	Historian
Kim Trevisan	Architectural Research Assistant

Field Survey, Forms, Photography, Color Slides & Report compiled by:
Elise Baranowski, Mary Bonnao, T. Robins Brown, Pat Garbe,
Frances Niederer, Kim Trevisan, and Stanley A. Szewczyk

Survey update made possible by an operating support grant from the
New Jersey Historical Commission, a division of the Department of State

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Photographers in 1981 were Stanley A. Szewzyk.
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INTRODUCTION

This report updates the survey report of the Bergen County Historic Sites Survey: Borough of Moonachie completed in 1980-1981. It includes text and inventory information from the earlier report and information from subsequent surveys along with additions and updates completed in 2005 for the Bergen County Department of Parks, Division of Cultural and Historic Affairs.

The earlier 1980-81 survey was part of a comprehensive countywide inventory conducted between 1979-1985 to record buildings, streetscapes, districts and sites of historic and architectural interest in Bergen County. A report was prepared for each of Bergen County's seventy municipalities and a summary report covered the architectural history of the county and included a list of sites recommended for listing on the National Register of Historic Places, the official list of the Nation's cultural resources worthy of preservation. All seventy-one reports are available for consultation at the offices of the Division of Cultural and Historic Affairs in Hackensack and of the New Jersey State Historic Preservation Office in Trenton. Copies were placed in the libraries of Bergen Community College, Johnson Free Public Library, Fairleigh Dickinson University, and the New Jersey Historical Society. To facilitate the use of the surveys for local preservation planning, copies of the appropriate reports were presented to local mayor and councils, planning boards, and public libraries. The 1979-84 surveys were prepared by the professional staff of the Bergen County Office of Cultural and Historic Affairs (now the Bergen County Department of Parks, Division of Cultural and Historic Affairs) with funding from the U. S. Department of the Interior, administered by the Office of New Jersey Heritage, with matching funds provided by the Bergen County Board of Chosen Freeholders. In 1999 the County of Bergen began an effort to update the survey using historic preservation consultants working with the staff of the Division of Cultural and Historic Affairs. The County of Bergen is funding this update with assistance from Bergen County Community Development Block Grant Program and the New Jersey Historical Commission, a Division of the New Jersey Department of State.

The objective of the Bergen County Historic Sites Survey is to identify buildings, streetscapes, districts and sites of historical and architectural interest in the County. The survey attempts to evaluate which properties are likely eligible for listing on the New Jersey and National Registers of Historic Places, the state and nation's official listing of historic resources worth preserving. The criteria for eligibility for listing in these Registers are included in the Appendix. However since the Bergen County Historic Sites Survey does not have an archeological component, it does not include sites that derive their significance from their archeological potential. Furthermore, future research could provide additional information revealing that more properties are eligible for the Registers.

Properties are included which are readily recognized as being valuable for their historical associations or aesthetic design. Other properties are included which illustrate the architectural diversity of their communities and are remnants of the area's history of development. Many of these buildings are modest designs, which are examples of vernacular architecture. They represent the conventional approach to architecture and construction in the locality. While the survey aims to be as comprehensive as possible, because of time limitations, not every building of interest has been included when there are numerous examples of a common building type or

style. In such cases, the choice of a particular building for inclusion is often arbitrary, as usually there are other examples equally representative of the type or style. However, often the chosen building retains its original appearance to a greater degree than other similar designs. Many older buildings were omitted from the survey due to extensive recent modifications, which diminish the buildings' significance and sometimes make their ages unrecognizable. Such severely altered structures are included only when they are the only extant examples of their type in the community or have special historical significance due to age or association with important persons or events.

The survey includes many properties that are not likely to be eligible for the Registers because of the very specific requirements regarding eligibility. Their inclusion provides comparison for evaluation significance and provides a broader sense of the community's architectural history.

There is no age requirements for inclusion in this survey although the requirement of the State and National Registers of Historic Places that properties be fifty years or older unless of exceptional significance is used for the evaluation of Register eligibility. The survey includes properties that are links to the area's earliest settlement periods, as well as properties that contribute to our understanding of the history of development in the nineteenth and twentieth centuries. Occasionally recent buildings, which have recognized architectural or historical significance, are included.

Methodology

Properties were included in this survey after review of previous historic sites inventories, the records of the New Jersey Historic Preservation Office, local histories, historic maps, and consultation with local interested parties. In 1980 survey staff made a visual inspection of the Borough by driving all roads in existence before 1876 and investigating all neighborhoods shown on early 20th century maps. This "windshield survey" verified the locations of previously identified properties and identified many others of visual interest. Included with this report is a map showing all streets driven as part of the "windshield survey. In 2005, properties included in the earlier survey were inspected to determine their current condition and properties that are gone or extremely altered were noted. Some sites were rephotographed to record changes or because the earlier photographs did not provide an adequate visual record. No extensive effort was made to add new research to the survey forms of the properties in the earlier survey. In 2005, additional sites were recorded to reflect the broader prospective of historical significance due to the passage of more than twenty years. The materials added in 2005 are dated and usually are placed on the forms currently recommended by the New Jersey Historic Preservation Office. This report may also incorporate forms from a number of other previous surveys such as the National Register of Historic Places, the Bergen County Stone House Survey, the New Jersey Historic Bridge Survey, New Jersey Save Outdoor Sculpture! Survey (New Jersey SOS), New Jersey Women's Heritage Trail, Bergen County Cemetery Survey, and environmental impact assessments prepared as part of cultural resources reviews.

Bergen County

Area of Moonachie
is circled.

Prepared by
Department of Planning & Economic Development

ARCHITECTURAL HISTORY OF THE BOROUGH OF MOONACHIE

GEOGRAPHY

The Borough of Moonachie covers 1.7 square miles in the southern part of Bergen County, in the meadowlands of the Hackensack River basin. The area, consequently, is very flat, varying from below sea level to about eight feet above. Until a pumping station was installed about 1950 some of the land was under water, and parts of the borough still suffer from flooding. Early in Moonachie's history, in addition to the swamps there were cedar groves, and one section was known as "Peach Island" for its orchards. But by 1900 these had disappeared, and there remained small farms which supplied garden produce, marshes in which grew willows and huckleberries, and a brickyard utilizing local clay. These in turn were to vanish after 1950.

The plan of Moonachie includes a roughly rectangular area on the west merged with a triangular one on the east (Ill. 1). Part of the western border adjoins the towns of Wood-Ridge and Hasbrouck Heights. To the south lie the borough of Carlstadt and the township of South Hackensack, with the boundary defined in part by Moonachie Avenue and its continuation, Empire Boulevard. To north and east are the boroughs of Teterboro and Little Ferry, with part of the border marked by the irregular line of the waterway known as Losen Slot. The two major roads in the borough are Moonachie Avenue, which runs east-west, and Moonachie Road, which branches off this to the northeast.

POLITICAL GENEALOGY

The "Island of Moonachie," named after the chief of an Indian tribe which was a branch of the Six Nations, was purchased in the late 1600's from Captain John Berry by Thomas F. Outwater, George Brinkerhoff, and Hendrik De Kyp. It

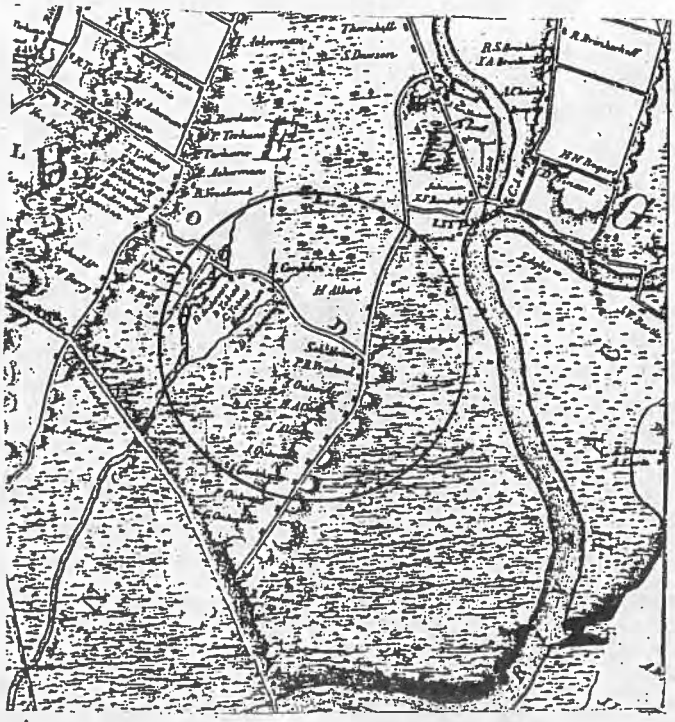
became part of New Barbadoes Township, a large area bounded by the Hackensack and Passaic Rivers, which was created by acts of the colonial assembly in 1692-93. In 1825 an autonomous unit was formed within this region; it was Lodi Township, which included the present Moonachie. In 1893, however, the area of Moonachie became a unit within Bergen Township, and remained that until it was incorporated as a borough on April 11, 1910.

EARLY SETTLEMENT, to c. 1900

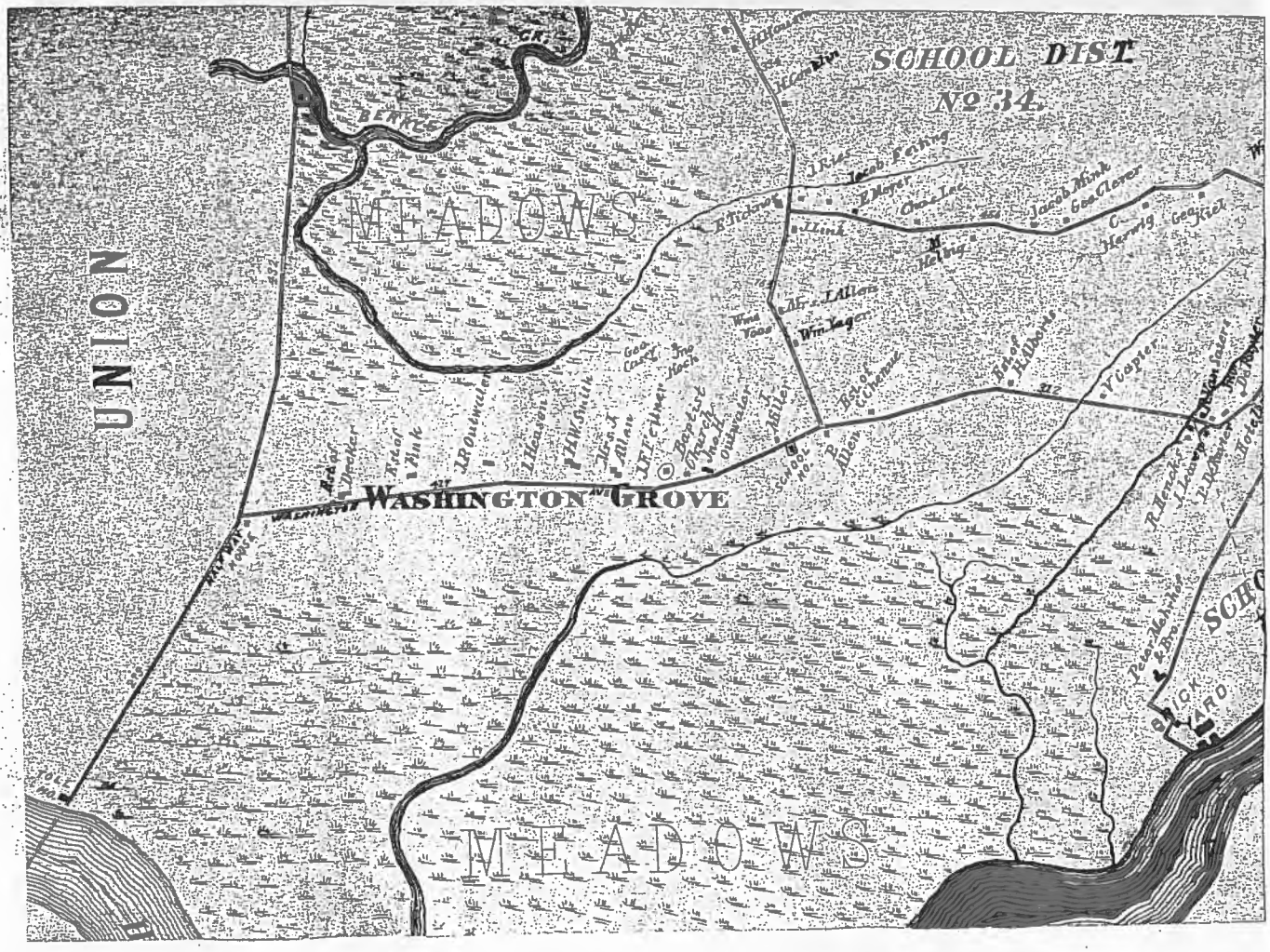
Sidney's Map of Twelve Miles around New York, published in 1849, shows two major roads in Moonachie (Ill. 2). Moonachie Avenue, leading down into the meadowlands from the western ridge which was to become part of Wood-Ridge, had six homesteads near Berry's Creek, and met at its southeastern extremity the road now divided into Moonachie Road and Washington Avenue. At their intersection was a schoolhouse, with eight houses spaced to the south and one to the north. By 1876, as shown in Walker's Atlas, the number of farmhouses had slightly increased. A depot on the New Jersey and New York Railway now marked the beginning of Moonachie Avenue, which had eleven homesteads, and a branch road, Redneck Avenue, had nine more. Washington Avenue had a Baptist Church next to the schoolhouse, and another farmhouse or two (Ill. 3).

These structures have disappeared, but a photograph of one near the church, the residence of John Francis Feitner, was published in 1900 in Van Valen's History of Bergen County, along with a description (pp. 369-373). It was built in 1873 in the currently popular Second Empire style, and was a handsome building (Ill. 4). Apparently square in plan, it stood on a high basement. Its wooden framed structure was covered with clapboards and its mansarded roofs with slate, topped with a metal roof cresting. Central focus was given to the facade by the balustraded flight of steps leading to the porch and main entrance, and by

Ill. 2 Detail from Sidney's Map of Twelve Miles around New York, 1849

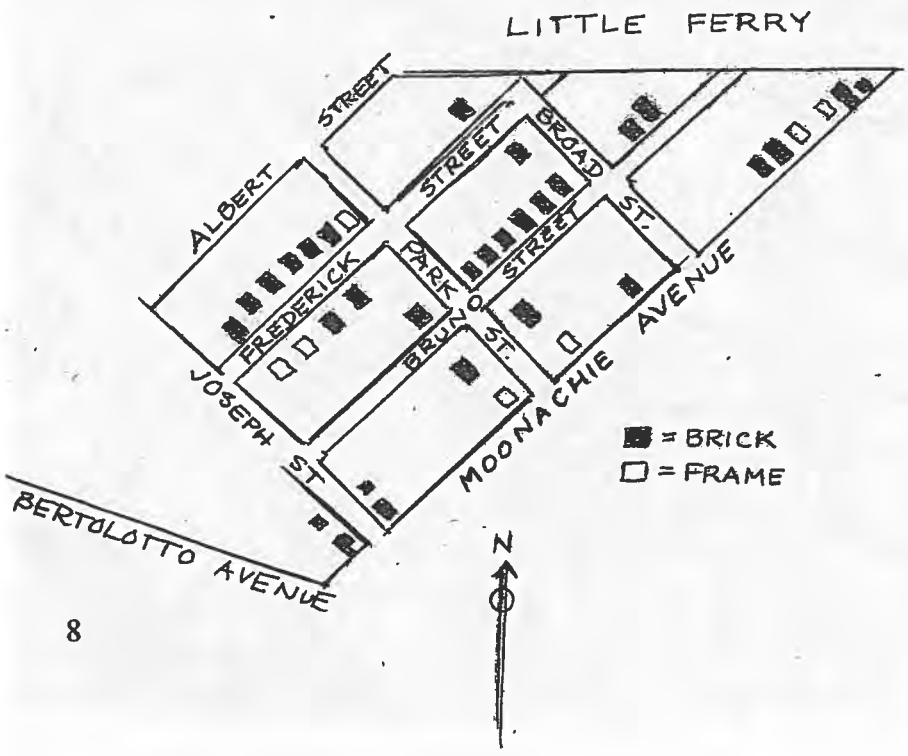


Ill. 3. Detail from map of Lodi Township in Walker's Atlas of Bergen County (1876)



Ill. 4. Residence of John F. Feitner
Van Valen, History of Bergen County (1900), p. 371

Ill. 5. Detail from Bromley's Atlas of Bergen County (1913), II, plate 9



a square tower. Large windows on the main story; pedimented dormer windows; and oculi (round windows) with curved hoods in the tower, added to its elegance, as did the decorative porch balustrade and carved brackets. Feitner, whose grandfather had emigrated from Germany with John Jacob Astor, was born in New York and had a successful career there before he chose to retire early to this farm in Moonachie. Van Valen describes the valuable antiques which Feitner's home contained, along with stone tomahawks and arrowheads found on the place.

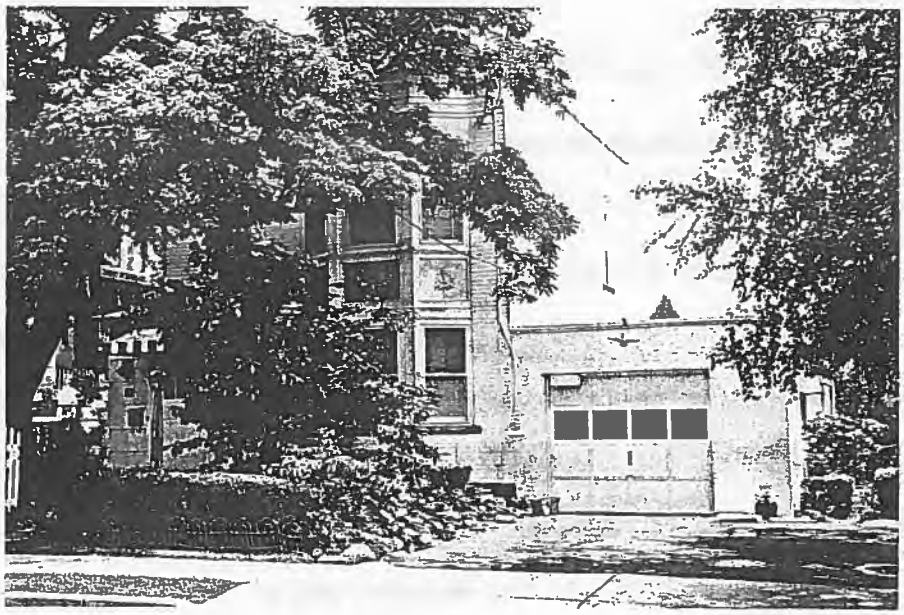
VERNACULAR BUILDING, c. 1900-1950

Moonachie was incorporated as a borough in 1910, at which time its population had increased to 638, tripling the 212 of 1900; several small residential areas with lots and houses closely spaced had been formed. These were shown in Bromley's Atlas, published in 1913 (Ill. 5) and in a Sanborn Insurance Map of 1917 (Ill. 6). One such district of eight blocks, bounded by Albert Street, Joseph Street, Moonachie Road, and the Little Ferry border, had 34 houses with 11 barns. The majority of the houses--27-- were built of brick. Moonachie had one brickyard established about 1870-80 at the western end of town, where Grand Avenue branches off Moonachie Avenue, just past the West Riser stream running into Berry's Creek. But doubtless much of the brick came from adjacent Little Ferry, where brick-making was a major industry.

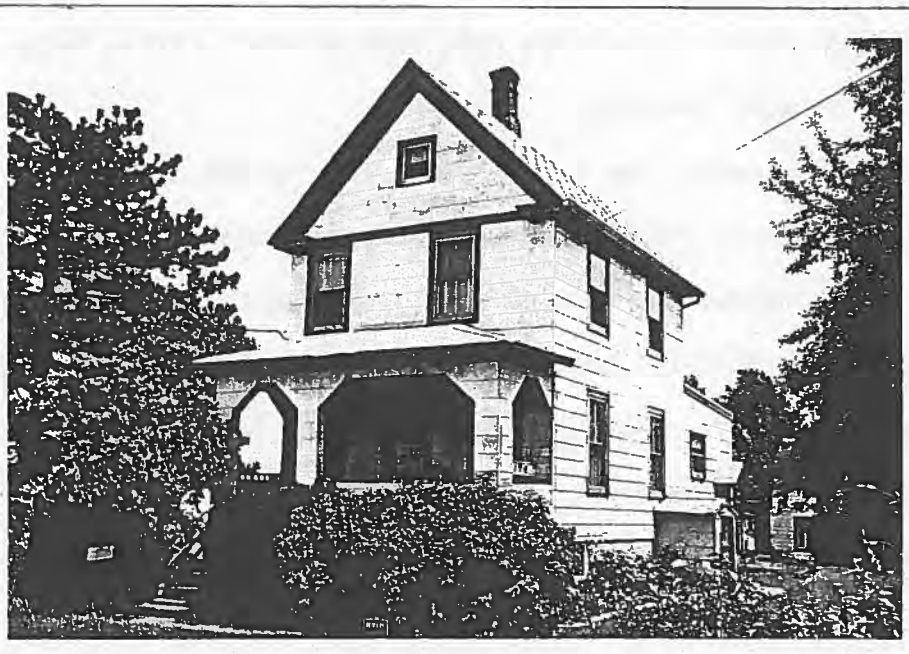
Red brick houses, one or two stories in height, often with high basements because of drainage problems in this area redeemed from swampland, may be seen scattered throughout the central section of Moonachie. Typical are those on Moonachie Road (0237-1), modest houses, two stories high with gabled roofs and central chimneys. They are rectangular in plan, with a one-story wing at the back. Usually the first floor has a door and two windows, but there is often only one bay to the second floor, with perhaps a double window in the

0237-1
7 Moonachie Road
Neg. File 44597-28

0237-2
70 Bruno Street
Neg. File 44597-29



0237-3
194 Moonachie Road
Neg. File 44597-27

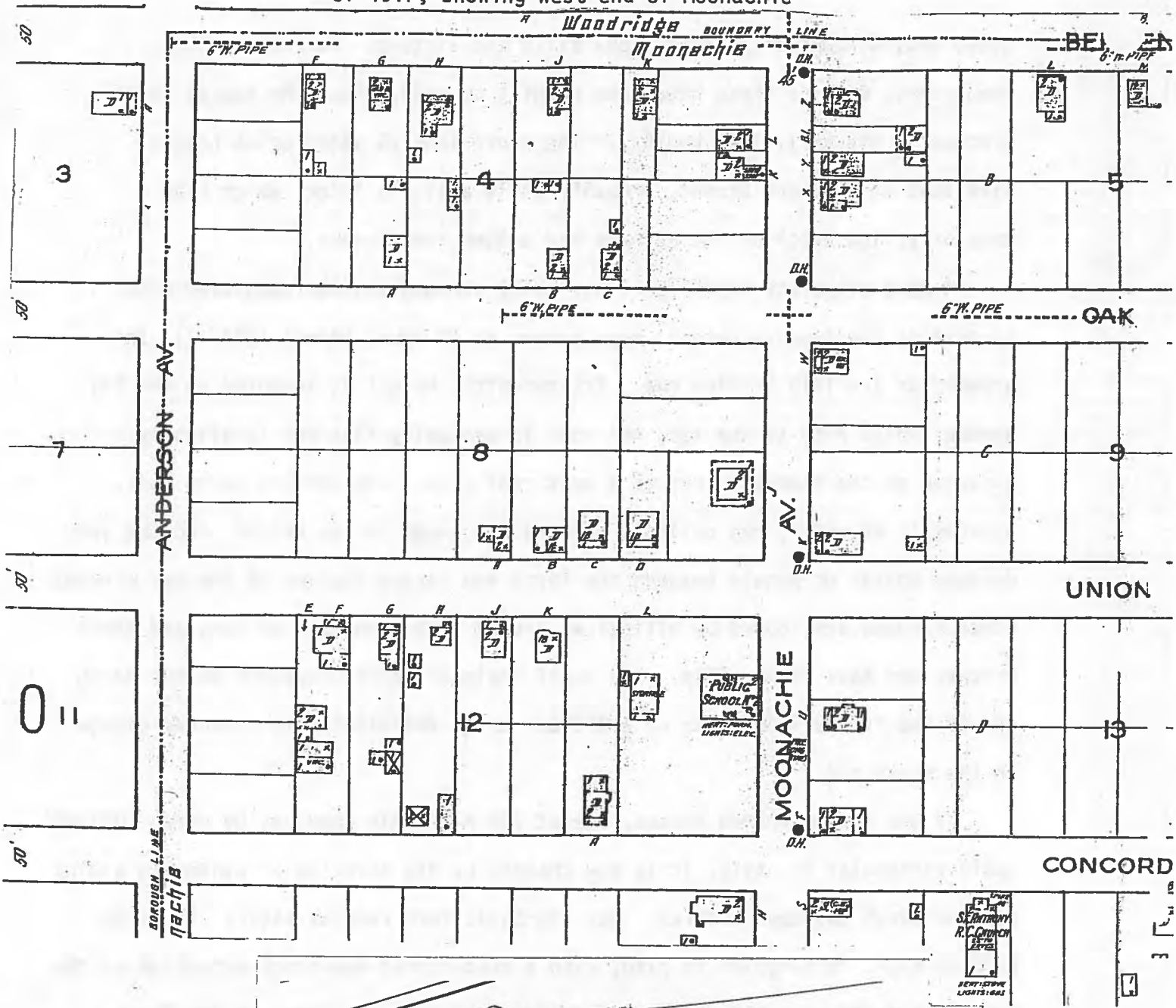


gable end. Windows often have stone sills and lintels. Porches on the front vary; many of these have been rebuilt or added since the houses were erected in the early 20th century. There are some 1½ story brick houses like that at 69 Bruno Street, probably built a little later, which have trim of yellow brick at the corners and around the windows.

A more elaborate brick dwelling, still vernacular, but decorated with Classic or Renaissance detail, may be seen at 70 Bruno Street (0237-2); this appears on the 1913 Bromley map. Its two-story height is accented by the bay windows which rise to the top; the roof is basically flat but is slightly elevated on the facade to create a pent roof line. The cornice below this, apparently of metal, has delicate wreaths and swags in low relief, and the same designs appear on panels between the first and second stories of the bay windows. Other windows are topped by elliptical arches with a pattern of long and short bricks, and have stone sills. The small enclosed vestibule/porch on the north end of the facade looks like an addition, as is definitely the attached garage on the south end.

Of the wooden framed houses, one at 194 Moonachie Road may be noted (0237-3). Again vernacular in style, it is now changed by its covering of synthetic siding and the porch has been altered. But its basic form remains clear. It is 2½ stories high, rectangular in plan, with a shed-roofed one-story extension at the back. It rests on a high brick foundation, and has three bays on the first story, two on the second (off-center), with 2/2 sash windows. The gabled roof has boxed eaves which are returned at the lower angles, and the pediment shape thus suggested is completed by a narrow horizontal line of dentil molding. The entrance door also has restrained trim, for at the top, above wood paneling, is a lunette window.

Ill. 6 Detail from Sanborn Insurance Map
of 1917, showing west end of Moonachie



0237-4
10 Berger Street
Neg. File 44597-30

A second small residential area was formed in the early decades of the new century just east of the Wood-Ridge depot of the New York-New Jersey Railroad, with Berger Street (originally Bergen) as the dividing line between Wood-Ridge and Moonachie. In this district by 1917 stood Public School #2, St. Anthony's Roman Catholic Church, and several dozen dwellings; the population of Moonachie was to reach 1194 in 1920.

The houses in this area were primarily of wooden framed construction, with 2 bays, 2 stories high, with front porches and small back stoops. The extant house at 10 Berger Street is typical, although again its front porch has been changed, its foundation covered with concrete, and its frame with aluminum siding (0237-4 ; on Ill. 6 it is F in block 4). The low-pitched gabled roof has boxed eaves and below are two shuttered second story windows; there may originally have been three. The Sanborn map indicates the large lots with, typically, 1-story barns and other outbuildings. There were also 1-story dwellings like that still extant on the corner of Anderson and Berger Avenues (on Ill. 6 it appears in block 3).

Otherwise, in the second decade of the 20th century, there were few houses, but lots were laid out for future expansion. Farms still dominated on Redneck Road; unfortunately none of these is extant.

CHANGES AFTER 1950

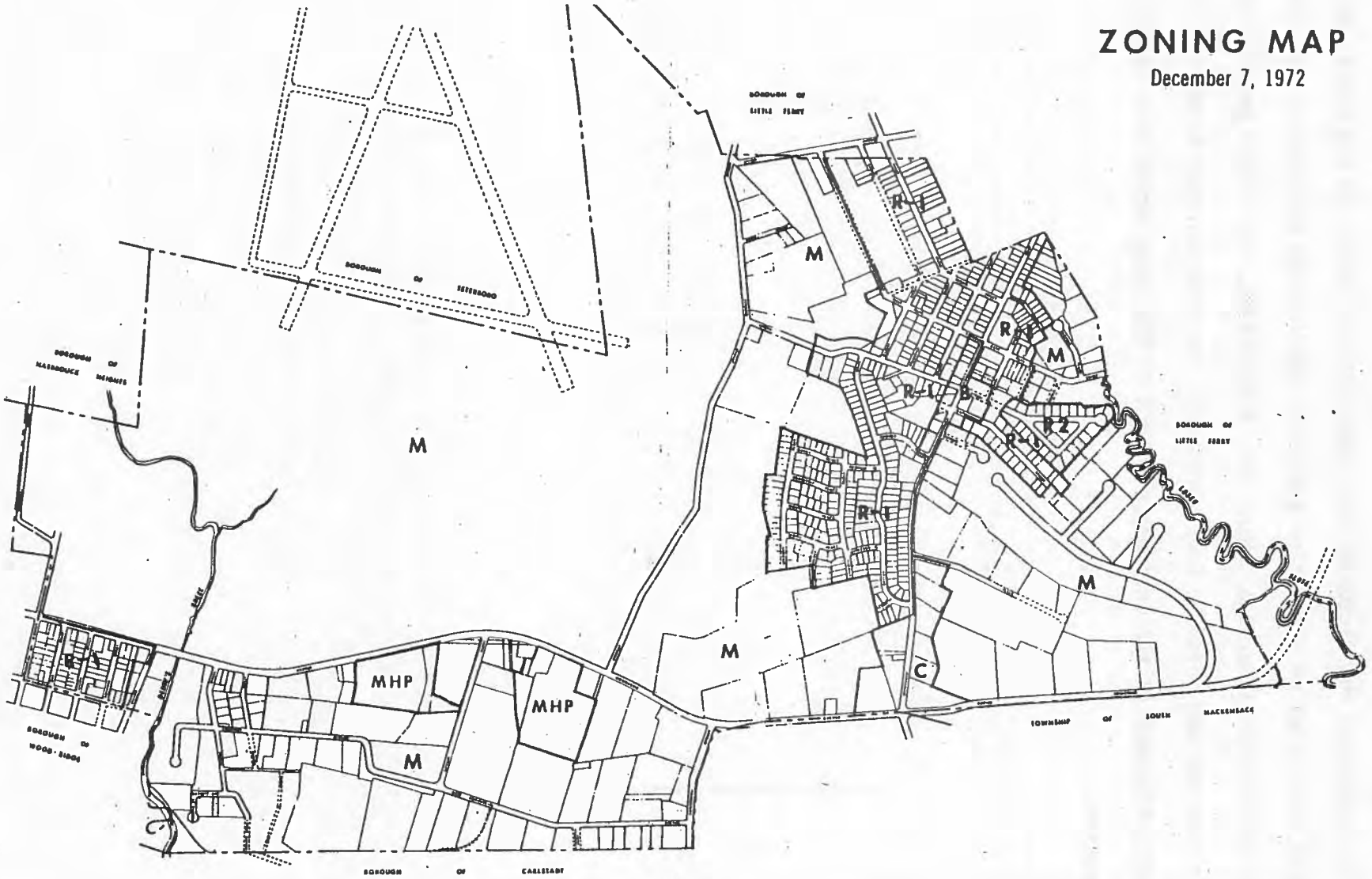
The inhabitable area of Moonachie was drastically curtailed in 1949 when the Port of New York Authority was given the right to purchase 435 acres for the expansion of Teterboro Airport, and the nature of the town completely changed. As 103 property owners were dispossessed, the borough lost farms, homes, school, municipal building, and church. Some houses were moved to other parts of Moonachie

and a few to Wood-Ridge. Most of the structures which might have recalled for later citizens the history of their town disappeared.

The first trailer park opened in 1947 at the western end of Moonachie on the south side of Moonachie Avenue; in 1979 there were 450 units of mobile homes there, in two parks. The first housing development of single family homes came in the 1950's, when "Panorama City" was laid out south of Joseph Street and west of Moonachie Road. Here, 193 new homes were built, of generally Colonial Revival style, still vernacular, on streets named for Moonachie men who had died in World War II: Mavis, Monte, Sedita, Sova, Rooney, and for Presidents Roosevelt and Truman. The greatest growth in population came during this decade of the 1950's, the figure growing from 1775 to 3052 by 1960.

In the 1920's, Moonachie's mayor and council had tried to attract industry to the borough, without success. But during the 1950's, such desired expansion developed, and the Fiftieth Anniversary report of 1960 could boast that there were 44 new enterprises on borough land. What happened after that, however, in the 1970's, was perhaps more drastic than anyone might have envisioned earlier, and again there came a decisive shift in the nature of the town.

The Hackensack Meadowlands Development Commission, a state agency, now has control over all space designated as "meadowlands," with the purpose of developing these lands in the best interests of the general public. By 1976, industrial and commercial structures, factories and warehouses, occupied most of what was once farm and swampland. The zoning map of Moonachie, drawn in 1972, indicates the new allocation of land (Ill. 7). In 1979 only 11% of Moonachie was residential in nature and fewer than four acres remained for residential building. What Moonachie holds now, then, are groups of modest twentieth century buildings: a few scattered 2 or 3-family dwellings, but generally otherwise single family homes and trailers; a municipal building, a firehouse, an elementary school,



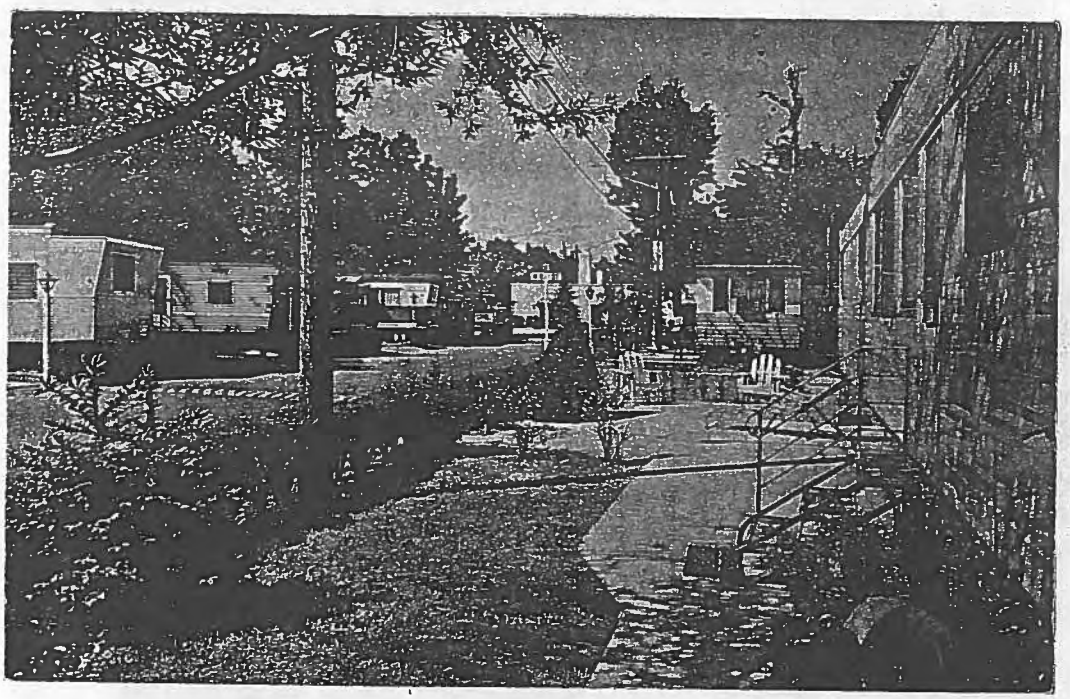
Ill. 7 Zoning Map of Moonachie, 1972

and large zones for industry.

The warehouses and factories are restricted in height to one story, are surfaced with brick or ceramic or synthetic fabric, are rectangular and flat-roofed and minimal in design. Many are, fortunately, set within grounds often neatly laid out and softened with shrubbery. In a sense, they harmonize with the basic flatness of the environment, even if the green acres have largely disappeared.

History of the Borough of Moonachie- 2005 Update

The essence of Moonachie continues relatively unchanged from 20 years ago. It remains an area predominately inhabited by light industry and distribution warehouses, interspersed with pockets of working class residential. Aviation industries surround the southern end of Teterboro Airport, just off of Moonachie Avenue. This area, south of airport, is also home to the two trailer parks located in Moonachie, Vanguard Associate Mobile Home Park (formerly Rogers Trailer Park) and Metropolitan Mobile Homes Park.



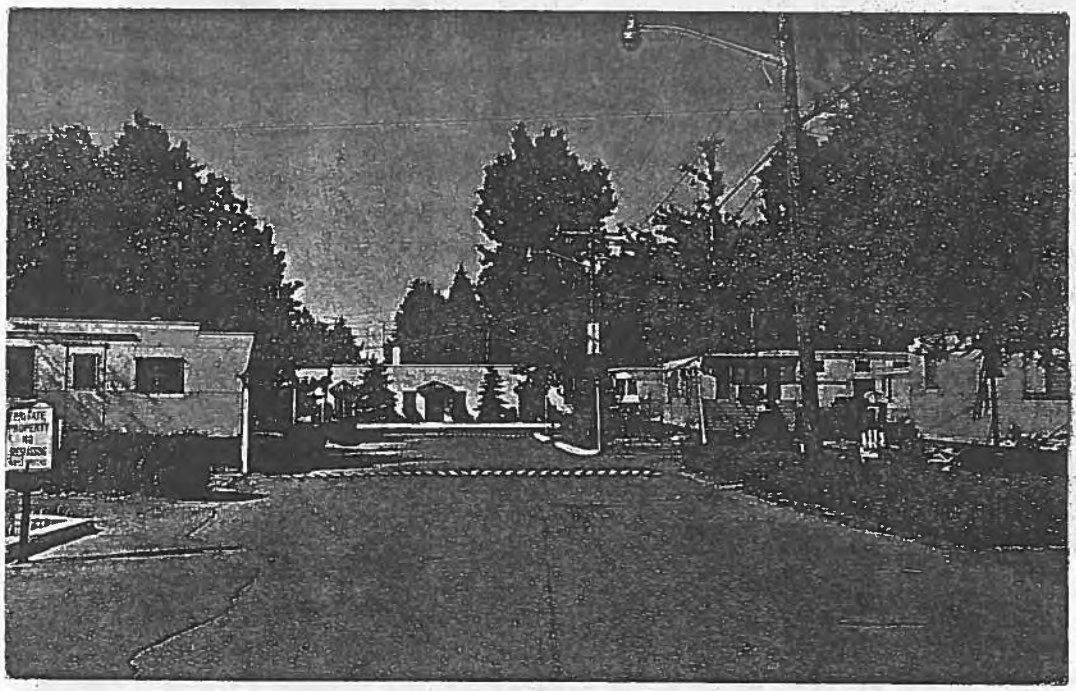
Rogers Trailer Park, 113 Moonachie Avenue, circa 1980.

These parks are two of the three trailer parks located in Bergen County, the other being in Mahwah. Though documented from the 1940's, verbal history from area residents date these parks as early as the 1920's, beginning as campgrounds. In particular, the history of Rogers Trailer Park follows the evolution of the mobile home industry.

Mobile homes, as we now know them today, began as trailer coaches pulled by an automobile during camping trips. As autocamping became more popular through the 1920's, planned campgrounds sprung up throughout the country. By the 1930's, these

campgrounds became exclusively trailer facilities, excluding any kinds of tents from the campsites. As these campgrounds developed into more luxurious parks, offering paved parking pads, toilets, electricity and other types of services, people began to use their trailers as permanent living quarters.

Trailers provided an affordable answer to the housing shortage of post World War II. Through the 1950's and 1960's, trailers, now called mobile homes, became bigger, better built and equipped with more amenities. In the 1970's the United States Congress enacted federal standards for the mobile and manufactured home industry, regulating mobile home safety standards. Models built today, designed to look like traditional homes, now comply with local building codes.



Rogers Trailer Park, 113 Moonachie Avenue, circa 1980.

Despite their unpopular reputation, one out of every five new single-family housing units purchased nationwide is a mobile home. These homes are situated everywhere from custom-designed estates to more conventional parks like those located in Moonachie. Satisfying a need for affordable home ownership, the mobile home has become an icon of 20th century Americana. In Moonachie, the trailer home parks serve as a housing alternative for over a 400 residents, forming an active and tight-knit community.

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Prepared by T. Robins Brown, 01-09-80
Revised, 11-02-81
Updated, 12-28-04

List of Properties Included in the 1980-1981 NJ Historic Sites Survey
Bergen County, Borough of Moonachie

Survey #	Address	Block, Lot #
0237-1	House, 7 Moonachie Road Neg. File # 44597-28 no change	block: 18 lot: 1
0237-2	House, 70 Bruno Street Neg. File # 44597-29 altered: aluminum siding added	block: 17 lot: 7.01
0237-3	House, 194 Moonachie Road Neg. File #44597-27 demolished prior to 12/2003	block: lot:
0237-4	House, 10 Berger Street Neg. File # 44597-30 no change	block: 75 lot:

Non-Extant & Demolished Historic Properties: 2004

Survey #	Address	Block, Lot #
0237-3	House, 194 Moonachie Road demolished prior to 12/2003	block: lot:

Additional Historic Sites: 2004

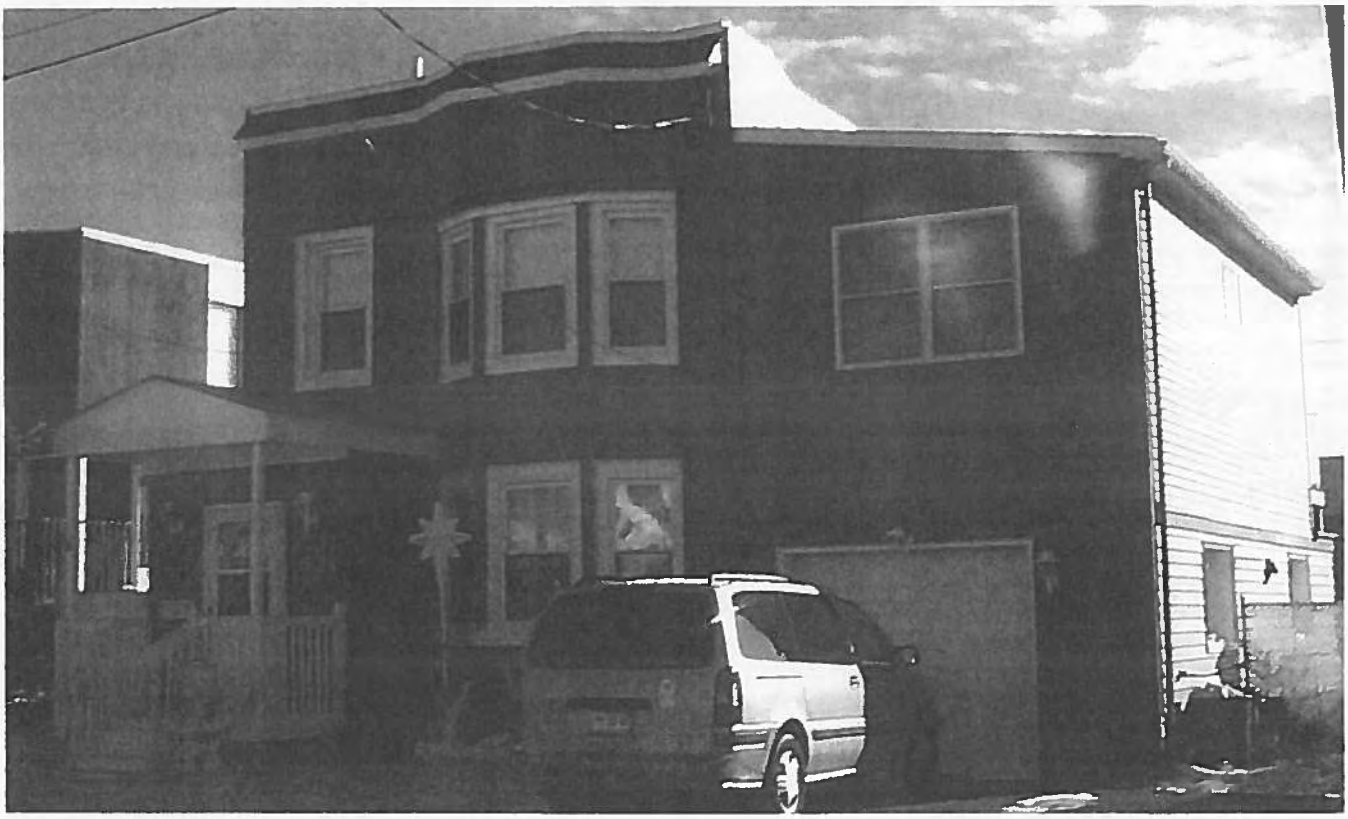
Each new site has an inventory form.

Survey #	Address	Block, Lot #
0237-5	Street Scape	
	6,10,12,16,20,24, 32,36,40 Moonachie Road	block: 12 lots: 1,2,3, 4.01,4.02,5,7,8,9
	5,7,9,21,23,33 Moonachie Road	block: 18 lots: 1, 2, 3.02, 4, 6
	18, 20, 24, 28, 32 Ramella Avenue	block: 18 lots: 11,12,13,14,15
	9,17,19, 23, 25, 29, 31 Ramella Avenue	block: 24 lots: 2.02,3,4,5,6,7,8
0237-6	Mobile Home Park 113 Moonachie Avenue	block: 62 lot: 2
0237-7	House 69 Bruno Street	block: 16 lot: 1

CONTINUATION SHEET

Historic Sites #: 0237-2

70 Bruno Street: Since the 1980-81 survey, this building has been re-clad in aluminum siding. A second story has been added above the garage, changing the overall scale of the house. A large tree in the front yard and all the front yard shrubbery no longer exists.



HISTORIC DISTRICT FORM

Historic Sites #: 0237-5

District Name: Moonachie Road/Ramella Avenue
County(s): Bergen County
District Type: Residential
Municipality(s): Borough of Moonachie
USGS Quad(s): Weehawken
Local Place Name(s): na
Development Period 1900 To 1950 **Source:** Bromley Map, Town Clerk
Physical Condition: Good
Remaining Historic Fabric: Medium

Registration and Status Dates:
National ~~Historic~~ Landmark: n/a
SHPO Opinion:
National Register:
Local Designation:
New Jersey Register:
Other Designation:
Determination of Eligibility:
Other Designation Date:

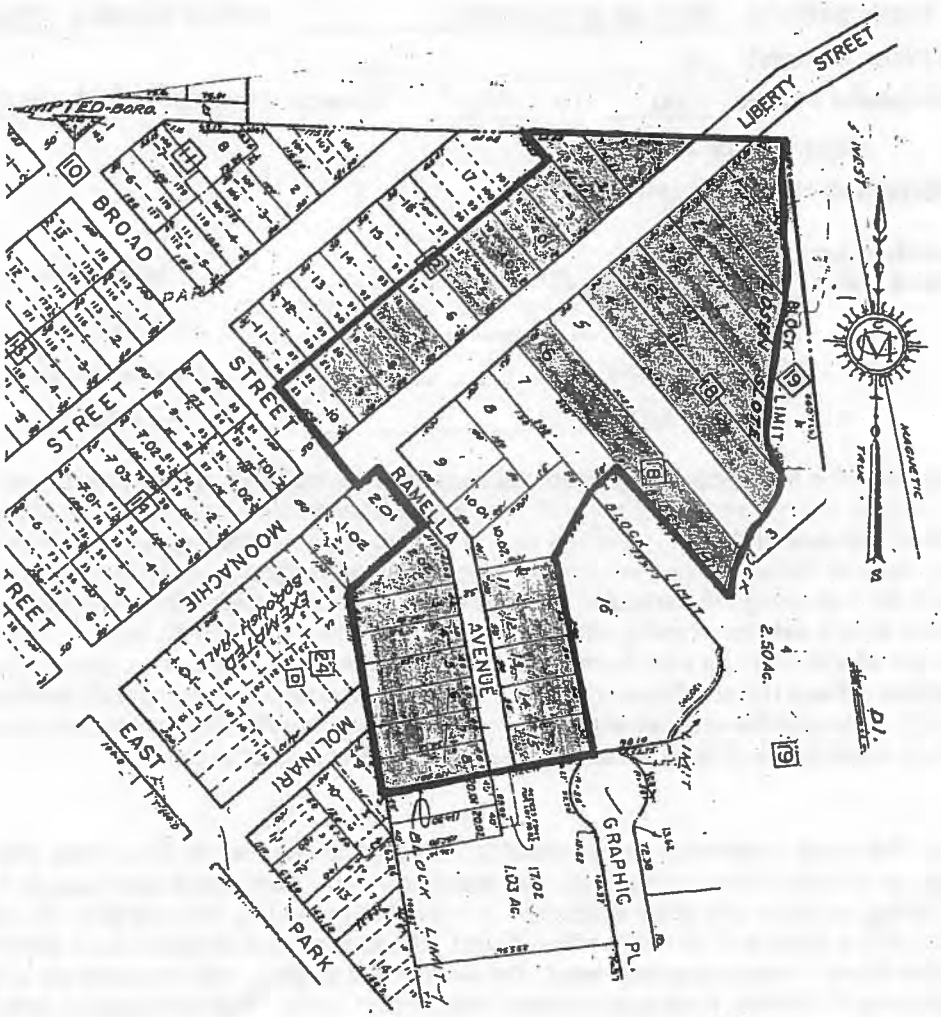
Description: The Moonachie Road/Ramella Avenue area, buffeted by light industrial to the north, west and south, includes a cross section of early 20th century residential development in the Moonachie area. These are modest, vernacular homes, generally one to two stories and with high basement levels due to localized flooding. Most of theses homes are brick or wood shingles, although some have been reclad in either aluminum or vinyl siding. In particular, the houses located on Ramella Street exhibit the same plan type, varing only on the exterior coloring and any recent additions and/or modifications. There are a few recently bulit homes interspersed on both Ramella Street and Moonachie Road. This group of homes is associated with the New Jersey Historic Preservation Office's Historic context theme of Metropolitan New Jersey: 1910-1945. They represent the increased need for working class housing as this area quickly changed from an agricultural base to one of New Jersey's most dense light industrial areas.

Setting: This small residential area of about 20 homes is located south of NJ State Highway 46, and neighbors an industrial area to the south and east and north. Residential continues to the west, but with new homes having replaced any older structures. It is located on a busy thoroughfare--Moonachie Road, with Ramella being a dead-end off-shoot of the district. Small service businesses also line this section of Moonachie Road. Teterboro airport lies to the west of this section, and the residents of Moonachie, as well as neighboring Teterboro, have had problems with airport noise. This is a patch of older residences in an area increasingly dominated by light industrial.

CONTINUATION SHEET

Historic Sites #: 0237-5

☐ Moonachie Road/Ramella Avenue



5 Moonachie Road
Block: 18 Lot: 1

2 Story vernacular with light grey siding and blue shutters. Cross gable roof w/composition shingles and center chimney. Front gable entrance wing with 1 window bay of two 1/1 windows. One window bay of three 1/1 windows on first level, Two 1/1 windows on second level. High basement with windows.

CONTINUATION

6 Moonachie Road
Block: 12 Lot: 1

1 ½ stories vernacular white painted brick. Front Gable roof with/ cross gable dormer in northwest. Composition roof shingles with center chimney. Two 1/1 window bays with entrance door on first level. One window bay with two 1/1 windows on second level. One story, full width wooden front porch.

7 Moonachie Road
Block: 18 Lot: 1

2 ½ stories vernacular red painted brick. Front gable with inset dormers on north and south side. Composition shingle roof. One story, full width front porch w/ metal scroll work.
Two 1/1 window bays and front door on 1st floor. Two 1/1 window bays on 2nd floor. Attic vent on third level.

9 Moonachie Road
Block: 18 Lot: 2

2 ½ stories vernacular red painted brick. Front gable with inset dormers on north and south side. Composition shingle roof. One story, full width front porch w/ white posts.
Two 1/1 window bays and front door on 1st floor. Two 1/1 window bays on 2nd floor. A single two pane rectangular window on attic level.

CONTINUATION

10 Moonachie Road
Block: 12 Lot: 2

1 ½ story vernacular red brick.
Front gable roof with composition shingles and center chimney.
Small front gable addition to east side, with white siding with one large rectangular window bay.
One 1/1 window bay window bay on 1st level. One window bay w/ two 1/1 windows on 2nd level.

12 Moonachie Road
Block: 12 Lot: 3

Two story vernacular, grey siding with white trim
Front gable with gable dormer on north side. Composition shingles roofing.
Two 1/1 window bays and front door on 1st level. Two 1/1 window bays on 2nd level. One story, full width, front entrance wing.

16 Moonachie Road
Block: 12 Lot: 4.01

1 ½ story vernacular. Green siding.
Side gable with flared eaves. Gable dormer on east side. Composition shingle roof.
Two 6/1 window bays with 2 windows each and front door on 1st level.
Three 1/1 window bays on 2nd level.
High basement with small 4 paned windows.

CONTINUATION

20 Moonachie Road
Block: 12 Lot: 4.02

2 ½ story vernacular. Tan vinyl siding. Front gable. Enclosed front wrap porch on east side with hipped roof. Front entrance door with side transoms. Two window bays on 1st level with 3 rectangular panes. Three 1/1 window bays on 2nd level. One 1/1 window bay on 3rd level.
High basement with 1/1 windows.

21 Moonachie Road
Block: 18 Lot: 3.02

1 story vernacular with white siding. Front gable. Composition shingle roof with center chimney.
1st level has full width entrance wing with hipped roof. 2 bays of two 1/1 windows flank the front door.

23 Moonachie Road
Block: 18 Lot: 4

2 story vernacular with green wood shingles. Cross gable, asphalt shingle roof with eave brackets. Center chimney. Front gable front entrance wing on northwest section. One window bay with two 6/1 windows to the north of the entrance and one window bay with 3 6/1 windows to the south of the entrance. Two 1/1 windows on second level. High

CONTINUATION

24 Moonachie Road
Block: 12 Lot: 5

1 ½ story vernacular with grey siding. Front gable with hipped dormer on north side. Full width, front gable 1st level, projected entrance wing with a pedimented front entrance porch. One bay with three 1/1 windows to south of entrance. One bay with two 1/1 windows on second level.

32 Moonachie Road
Block: 12 Lot: 7

2 story vernacular with tan siding. Cross gable with asphalt shingle roofing and center chimney. Front gable entrance wing with bay window. One bay of three 1/1 windows south of entrance wing. 2 1/1 windows on second level. High basement.

36 Moonachie Road
Block: 12 Lot: 8

2 story vernacular red brick.
Front gable with inset dormers on north and south side. Composition shingle roof with center chimney. One story, full width wooden front porch.
Two 1/1 window bays and front door on 1st level. Two 1/1 window bays on 2nd level.

CONTINUATION

40 Moonachie Road
Block: 12 Lot: 9

2 story vernacular with grey siding. Side gable with gabled dormer on east side. Composition shingle roofing with center chimney. Center entrance with one bay of 2 1/1 windows on either side. 2nd level dormer has one bay of three 1/1 window. High basement.

9 Ramella Road
Block: 24 Lot: 2.02

1 ½ story vernacular with brown shingles. Front gable, composition shingle roofing with center chimney. Full front entrance wing with flat roof. Center entrance with a single 1/1 window on either side. High basement.

17 Ramella Avenue
Block: 24 Lot: 3

1 ½ story vernacular with red wood shingles. Front gable, composition shingle roofing with center chimney. Full front entrance wing with front gable. Center entrance with a single bay of three 1/1 windows south of door and a 3-pane window to the north of door. High basement.

CONTINUATION

18 Ramella Avenue
Block: 18 Lot: 11

1 story vernacular with white aluminum siding and grey shutters. Front gable composition asphalt roof with center chimney. Front gabled entrance wing with three 1/1 windows. A single 1/1 window south of the door. High basement.

19 Ramella Avenue
Block: 24 Lot: 4

1 ½ story vernacular with light green aluminum siding. Front gable with composition shingle roofing and center chimney. Front gable front entrance wing with three 1/1 windows. Single 1/1 window north to the door. One bay with two 1/1 windows on upper level. High basement.

20 Ramella Avenue
Block: 18 Lot: 12

1 story vernacular with light green aluminum siding. Front gable composition asphalt roof with center chimney. Front gabled entrance wing with four 1/1 windows. A single 1/1 window south of the door. High basement, clad in brickface stone.

CONTINUATION

23 Ramella Avenue
Block: 24 Lot: 5

1 ½ story vernacular with white green aluminum siding. Front gable with composition shingle roofing and center chimney. Front gable front entrance wing, clad with brickface stone, with three 1/1 windows. Single 1/1 window north to the door. One bay with two 1/1 windows on upper level. High basement.

24 Ramella Avenue
Block: 18 Lot: 13

1 ½ story vernacular with white siding. Side gable roof with gable dormer to west side. Composition shingle roofing. Front gable front entrance wing, clad with brickface stone. A single 1/1 window bay to the south of the door. A single rectangular window in dormer. High basement level.

25 Ramella Avenue
Block: 24 Lot: 6

1 ½ story vernacular with yellow aluminum siding. Front gable with composition shingle roofing and center chimney. Front gable front entrance wing with three 1/1 windows. Single bay with three 1/1 window north to the door. One bay with two 1/1 windows on upper level. High basement.

CONTINUATION

28 Ramella Avenue
Block: 18 Lot: 14

1 ½ story vernacular with white siding. Side gable roof with gable dormer to west side. Composition shingle roofing. Front hipped roof front entrance porch. A single 1/1 window bay to the south of the door. Two rectangular windows in dormer.

29 Ramella Avenue
Block: 24 Lot: 29

1 ½ story vernacular with white vinyl siding. Front gable with composition shingle roofing and center chimney. Front gable front entrance wing with three 1/1 windows. Single bay with twod 1/1 window north to the door. One bay with two 1/1 windows on upper level. High basement.

31 Ramella Avenue
Block: 24 Lot: 8

1 ½ story vernacular with tan vinyl siding. Front gable with composition shingle roofing and shed dormer on south side. Front gable front entrance wing with bay window. Single bay with two rectangular windows north to the door. One bay with two rectangular windows on upper level. High basement.

CONTINUATION

32 Ramella Avenue
Block: 32 Lot: 15

1 ½ story vernacular with green aluminum and beige vinyl siding. Front gable with large shed dormer on south side. Front gable entrance wing with two 1/1 windows. Octagon window in dormer.

Survey Name: Moonachie Road/Ramella Avenue Date: February 2, 2005

Surveyor: Kim trevisan

Organization: Bergen County Parks Department, Division of Cultural and Historic Affairs

HISTORIC DISTRICT FORM

Historic Sites #: 0237-6

District Name: Vanguard Associates Mobile Home Park

County(s): Bergen **District Type:** Residential

Municipality(s): Moonachie **USGS Quad(s):** Weehawken

Local Place Name(s): Rogers Trailer Park

Development Period 1920's To present **Source:** Owner

Physical Condition: Good

Remaining Historic Fabric: Medium

Registration and Status Dates:

National Historic Landmark:	No	SHPO Opinion:	
National Register:	No	Local Designation:	
New Jersey Register:	No	Other Designation:	
Determination of Eligibility:	No	Other Designation Date:	

Description: Rogers Trailer Park is a Mobile Home residency located just south of Teterboro Airport on Moonachie Avenue in the Borough of Moonachie. This privately owned property houses approximately 200 housing units on about 8.5 acres of land. The residents own their mobile homes and pay a monthly lot rental for land and services usage. The main entrance is off a municipal road, but the park has its own street network, with plots mapped out according to a map dating to the 1950's. All units are mobile homes, ranging in age from the 1950's to present, all situated within close proximity to each other. Some classic brand name homes located in the park are Marlette, Detroiter, VanVyke and Liberty. Many older residents have lived here for more than 30 years. The property management office, located near the main entrance, is thought to have been the original bath/shower house from when the property served as a campground and RV park in the 1920's and 30's. This mobile home park is associated with the New Jersey Historic Preservation Office's historic context of Metropolitan NJ: 1900-1945 and Modern NJ: 1945-present. It's evolution, from 1920's campground, into a RV park and then permanent mobile home park follows the evolution of the trailer and manufactured housing industry. It is an excellent example of the rise and decline of the mobile home as represented in New Jersey, and in particular, Bergen County. It also speaks to the ever-constant need for affordable housing alternatives in this densely populated section of New Jersey.

Setting: Located in the Borough of Moonache, Rogers Trailer Park is located south of Teterboro Airport on the south side of Moonachie Avenue, just west of Redneck Avenue. Surrounded by light industrial, distribution warehouses and aviation related industries, the park covers approximately eight-and-one-half acres and houses about 197 units. New Jersey Route 17 lies 1 mile to the west of the park. Mature trees create a park-like setting and small, well taken care of lots, create a well-established feel. The Trailer Park, owned by Vanguard Associates, is private property and not included in municipal services.

CONTINUATION SHEET

Historic Sites #: 0237-6

Rogers Trailer Park

Rogers Trailer Park
9 West 4th Street

1950's Mobile Home, with all original windows and doors intact. Green and white aluminum siding. On the west side of the home, is a Silver Star aluminum awning, creating a front porch area and protection for the entranceway. It has a flat roof, which is slightly elevated on the north section of the home.

Rogers Trailer Park
6 East 4th Street

1950's Mobile Home, with nearly all original windows and doors still intact. Tan exterior, with a Silver Star aluminum awning on the east side of the home, creating a front porch area and protection for the entranceway. It has a flat roof.

Rogers Trailer Park
11 West 5th Street

An example of a 1950's Marlette by Clayton Homes. This white with blue trim home has replaced the windows and installed air conditioning. A small wooden porch was added to the west side of the home. The home has a flat roof.

CONTINUATION SHEET

Historic Sites #: 0237-6

Rogers Trailer Park
9 West 5th Street

1960's version of the Detrioter. This home has original windows, and a slightly peaked roof. The exterior is tan with white trim. The main entrance is located to the west side of the home.

Rogers Trailer Park
1 West 5th Street

This 1960's red and white trailer home measures only 10' x 30' and the smallest of the homes in the park. Some of the windows have been replaced and a wooden entrance porch has been added to the west side of the home. The roof is slightly peaked.

Rogers Trailer Park
5 West 3rd Street

Despite the appearance of the exterior siding, this 1950's trailer retains many of its original features. Owned by the property's maintenance man, the home has its original heating, roofing, and electrical systems. It is a testament to the longevity of these homes if well maintained.

CONTINUATION SHEET

Historic Sites #: 0237-6

Rogers Trailer Park
7 Avenue A

1950's bi-level Pacemaker. The only example of a bi-level in the Park, the western half of this unit actually has two levels. The exterior is blue, and overall this home in need of general repair.

Rogers Trailer Park
9 Avenue A

A more recent addition to the park, this mobile home features white siding, standard sized windows, a front porch, and a peaked roof. Government regulations require new manufactured homes to meet local building codes.

Rogers Trailer Park
4 East 4th Street

1960's example of a Windstar model home. This model has white and blue exterior with a slightly peaked roof. The eastern side has an extended awning that forms a porch area.

BASE FORM

Historic Sites #: 0237-7

Property Name: 69 Bruno

Street Address: *Street #:* 69 *(Low)* *(High)* *Apartment #:* *(Low)* *(High)*

Prefix: *Street Name:* BRUNO *Suffix:* ST *Type:*

County(s): Bergen **Zip Code:** 07074

Municipality(s): Moonachie **Block(s):** 16

Local Place Name(s): **Lot(s):** 1

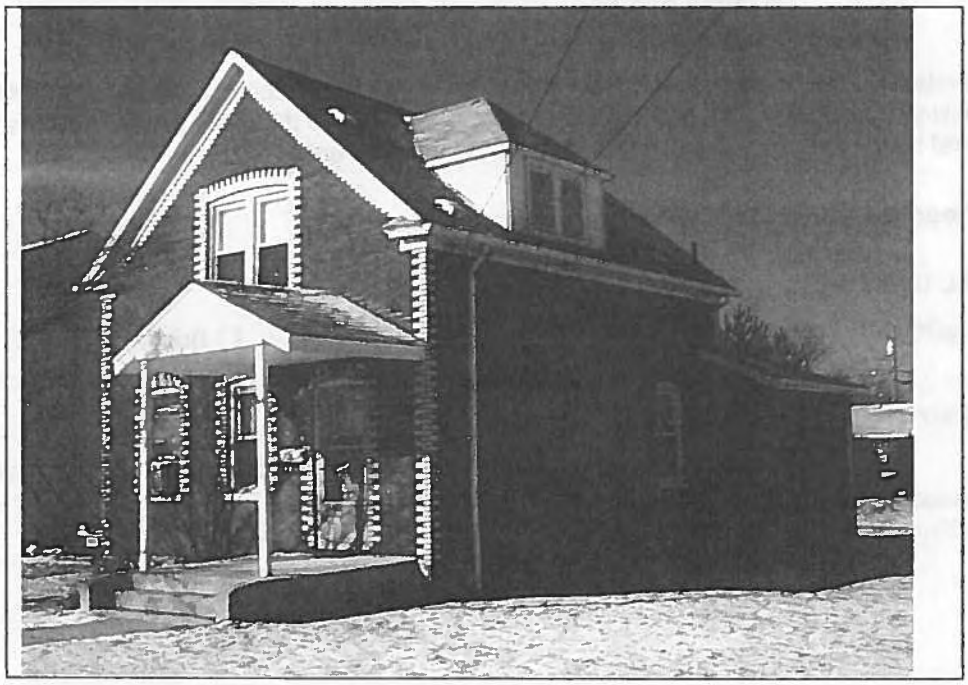
Ownership: Private **USGS Quad(s)** Weehawken

Description: This one-and-one-half story red brick house is located on a double lot, on the southwest corner of Bruno Street and West Park Street. It has a front gable roof with asphalt shingle roofing and a hipped dormer on the northeast side. The dormer is clad in white siding. There is and one story rear addition to the north side and a front entrance porch with a pediment roof. Two single 1/1 window bays and a front entrance are on the 1st level and a single bay with two 1/1 window is on the 2nd level. Built in the 1910's, the corners and window and door surrounds are accented with yellow brick.

Registration and Status Dates:

National Historic Landmark:	No	SHPO Opinion:	
National Register:	No	Local Designation:	
New Jersey Register:	No	Other Designation:	
Determination of Eligibility:	No	Other Designation Date:	

Photograph:



Survey Name: 69 Bruno Street Date: February 2, 2005

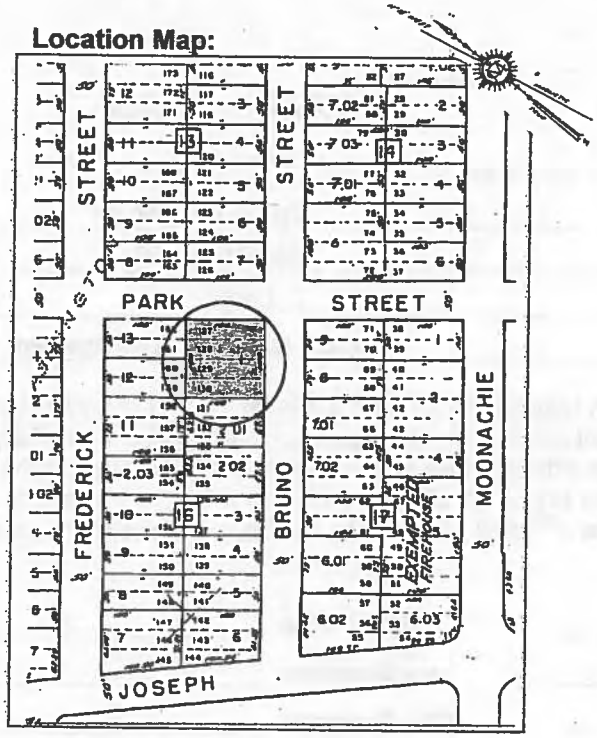
Surveyor: Kim Trevisan

Organization: Bergen County Parks Department, Division of Cultural and Historic Affairs

BASE FORM

Historic Sites #: 0237-7

Location Map:



Site Map:

Bibliography/Sources: 1912/1913 George W. and Walter S. Bromley. Atlas of Bergen Co. NJ, Philadelphia: G.W. Bromley and Co. Vol. 1:1912, Eastern Section. Vol. 2:1913 Western Section

Additional Information: This home is associated with New Jersey State Historic Preservation Office's historic context of Metropolitan NJ: 1900-1945. It stands a remaining example of the transition Moonachie made from being an agricultural base to an increasingly residential and industrial area.

More Research Needed? ☐ Yes X No

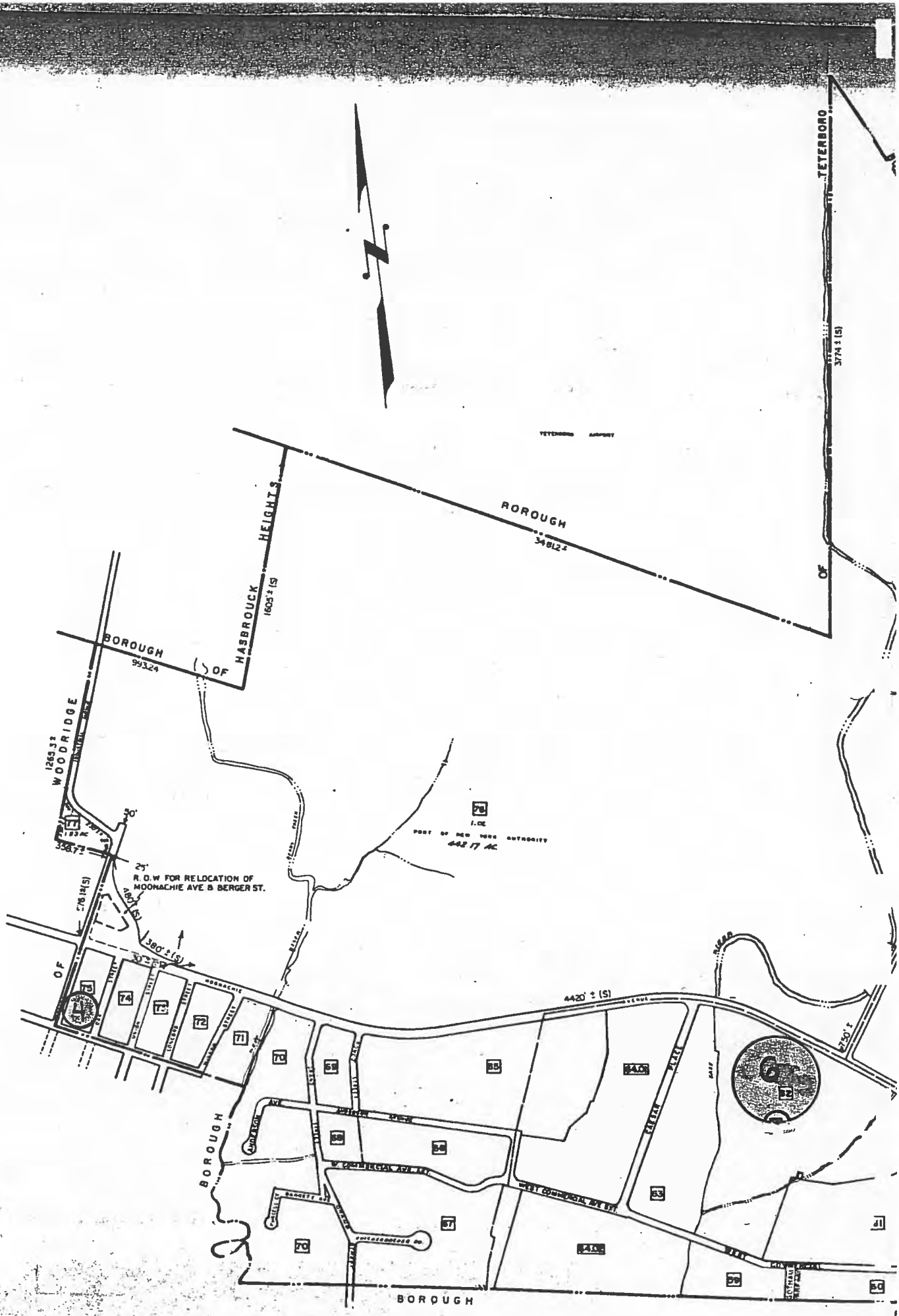
INTENSIVE LEVEL USE ONLY

Attachments Included: ☐ Building ☐ Structure ☐ Object ☐ Bridge ☐ Landscape ☐ Industry

Within Historic District? ☐ Yes ☐ No

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes
(Known or potential Sites – if yes, please describe briefly)


TETERBORO
3774 ± (S)
BOROUGH OF HASBROUCK HEIGHTS
1603 ± (S)
BOROUGH OF WOODRIDGE
1265.33
25' R.O.W. FOR RELOCATION OF MOONACHIE AVE & BERGER ST.
380' ± (S)
4420' ± (S)
BOROUGH OF MOONACHIE
BOROUGH OF TETERBORO
BOROUGH OF NEW MILFORD
BOROUGH OF RIDGEFIELD PARK
BOROUGH OF LITTLE FERRY
BOROUGH OF CARLSTADT
BOROUGH OF EAST RUTHERFORD
BOROUGH OF RUTHERFORD
BOROUGH OF SOUTH HACKENSACK
BOROUGH OF WALLINGTON
BOROUGH OF LODI
BOROUGH OF MAYWOOD
BOROUGH OF HASBROUCK HEIGHTS
BOROUGH OF WOODRIDGE
BOROUGH OF MOONACHIE
BOROUGH OF TETERBORO
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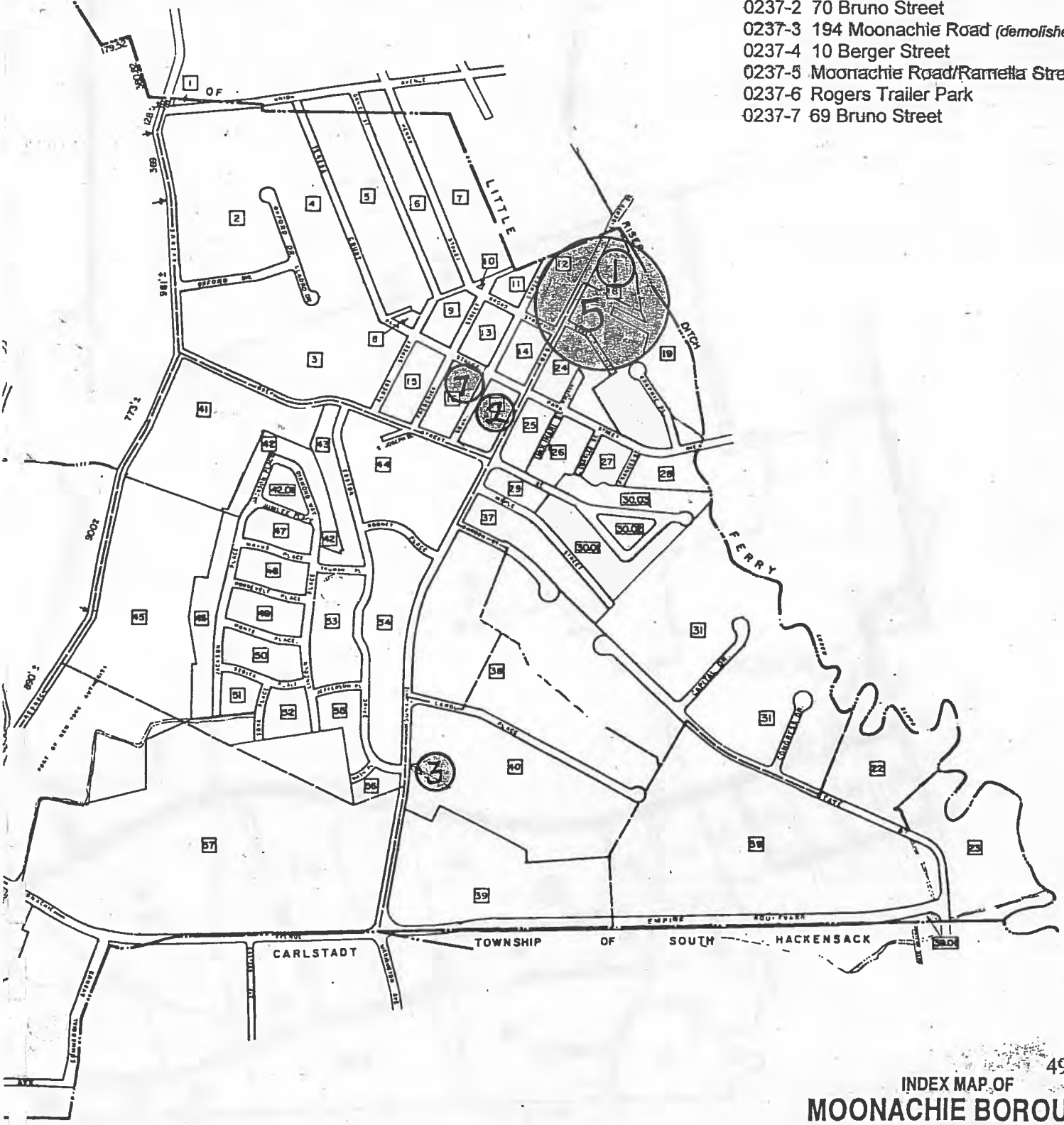
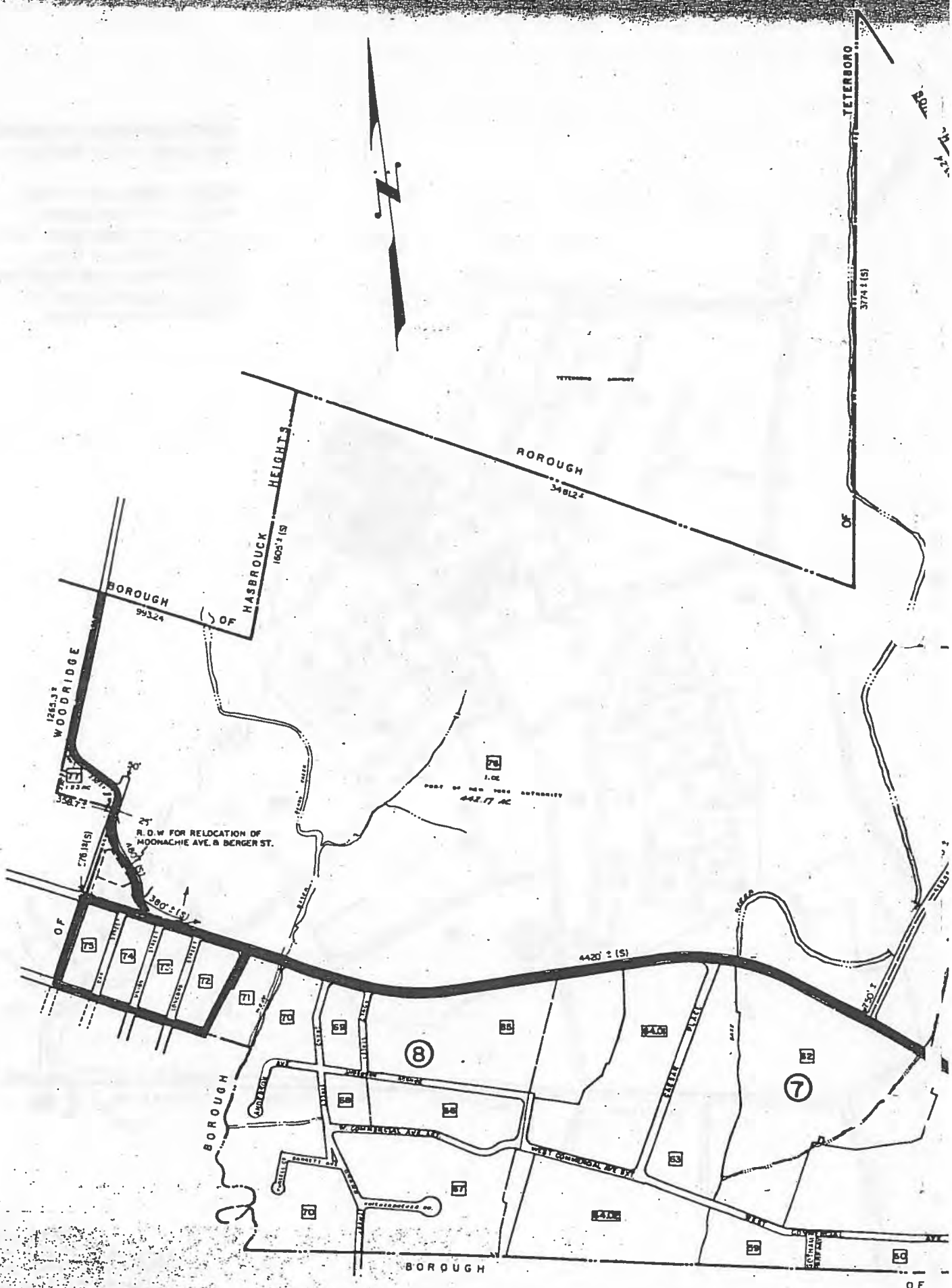
BOROUGH OF RUTHERFORD
BOROUGH OF SOUTH HACKENSACK
BOROUGH OF WALLINGTON
BOROUGH OF LODI
BOROUGH OF MAYWOOD
BOROUGH OF HASBROUCK HEIGHTS
BOROUGH OF WOODRIDGE

0237 BOUROUGH OF MOONACHIE
HISTORIC SITES SURVEY

0237-1 7 Moonachie Road
0237-2 70 Bruno Street
0237-3 194 Moonachie Road *(demolished)*
0237-4 10 Berger Street
0237-5 Moonachie Road/Ramella Streetsc
0237-6 Rogers Trailer Park
0237-7 69 Bruno Street



INDEX MAP OF
MOONACHIE BOROUGH
BERGEN COUNTY, NEW JERSEY


TETERBORO
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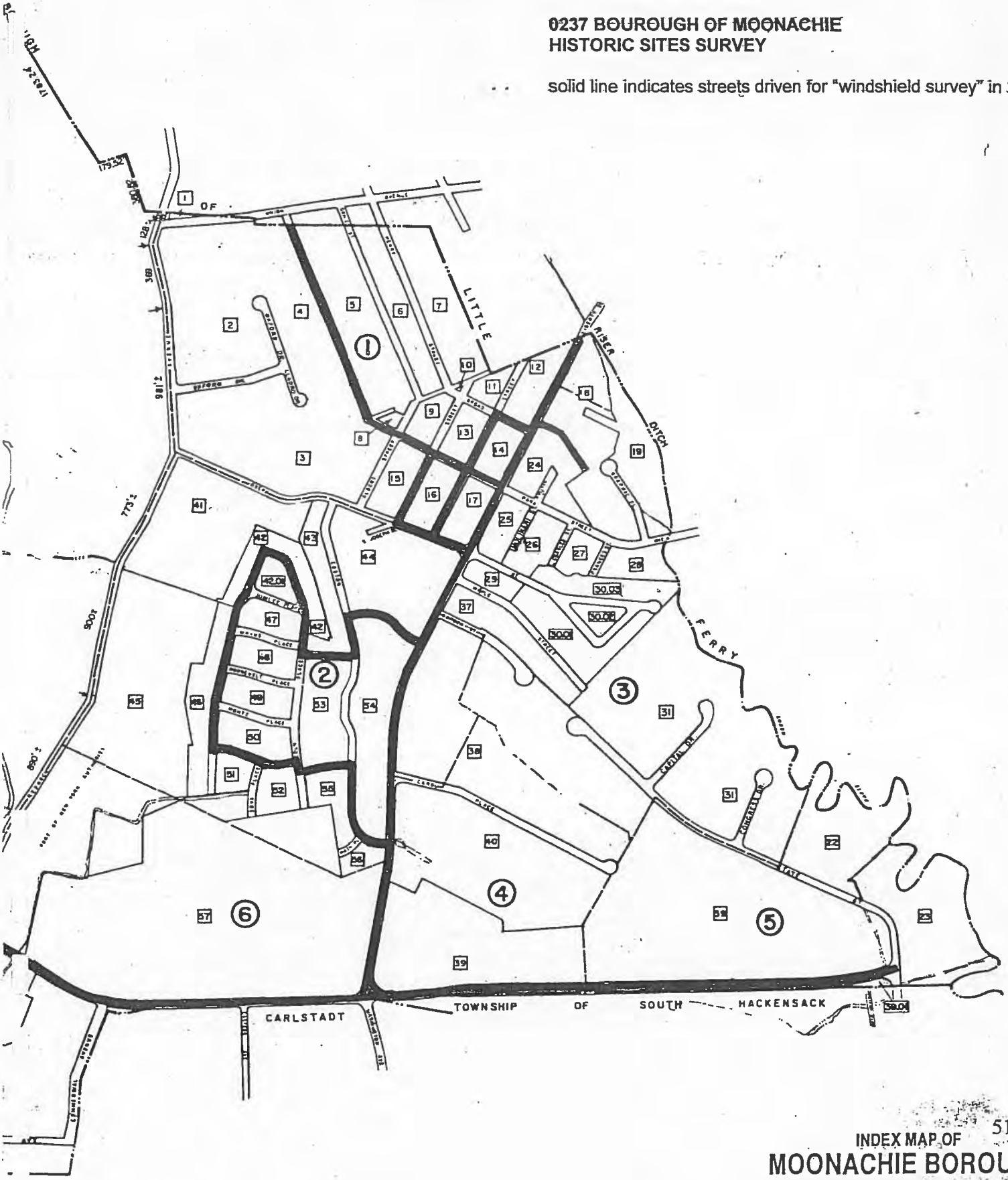
380' ± (S)
4420' ± (S)
BOROUGH OF

0237 BOUROUGH OF MOONACHIE
HISTORIC SITES SURVEY

solid line indicates streets driven for "windshield survey" in 2005



INDEX MAP OF
MOONACHIE BOROUGH
BERGEN COUNTY, NEW JERSEY

SUMMARY

Moonachie has lost one site since the 1980-81 Historic Sites Survey. To Moonachie's advantage, many of the historic resources outlined in the original Historic Sites Survey still survive as of this report. However, older homes are subject to the threat of demolition by the recent trend of tear-down and rebuild by developers and new home owners. One house, 70 Bruno Street, has been significantly altered, and a new house, 69 Bruno, has been added to the survey as a replacement example.

A new streescape has been added to the survey, the Moonachie Road/Ramella Street area. This area incorporates a diverse cross section of early 20th century houses in the Moonachie area. It represents the rise and peak of residential development in Moonachie, as Moonachie became increasingly industrial in the latter half of the 20th century. A new district has also been added, the Vanguard Mobile Home Park, formerly known as Rogers Trailer Park. It stands as a rare type of community in 21st century Bergen County. It is an example of the 20th century evolution of the mobile home park, retaining many well preserved examples of 1950's trailer homes.

RECOMMENDATIONS

With the completion of the original and updated Historic Sites Surveys, much of the groundwork for historic preservation in Moonachie is accomplished. Now, Moonachie can plan for its future, and protect these important cultural and historic resources vital to its past, present and future.

It is recommended that these resources are included in the long-range preservation plans of Moonachie. This survey is a tool that enables the township to complete this task efficiently and thoroughly. All properties included in the original inventory, along with the properties in the updated survey, are intended to be used as a Historic Preservation overlay on the present Moonachie Master Plan Map.

The New Jersey Municipal Land Use Law amendments related to municipal preservation commissions were passed after the original survey was completed in 1980-81. In 1985 elements for the creation of local landmark commission were written into the Land Use Law. An annotated copy of the Municipal Land Use Law is included in this document.

All of the sites in the complete inventory are worthy of protection. These irreplaceable cultural and historic resources define the unique character of Moonachie and stand as a record of its common history. Once these resources are denigrated and demolished, they are gone forever.

MUNICIPAL LAND USE LAW

New Jersey Statutes Annotated
Historic Preservation Related Sections

NEW JERSEY DEPARTMENT OF ENVIRONMENTAL PROTECTION • DIVISION OF PARKS AND FORESTRY • HISTORIC PRESERVATION OFFICE

INTRODUCTION

MUNICIPALITIES IN NEW JERSEY obtain their authority to identify, evaluate, designate and regulate historic resources (individual sites and districts) from the Municipal Land Use Law (MLUL), the enabling legislation for municipal land use and development planning, zoning, and, since 1986, historic preservation zoning. In response to requests for information on the sections of the MLUL pertaining to historic preservation zoning, the Historic Preservation Office (HPO) is excerpting and printing the following sections of the Municipal Land Use Law relevant to historic preservation planning and zoning and the creation of municipal Historic Preservation Commissions. The HPO has also provided a description of the requisites for participation in the Certified Local Government (CLG) program.

C. 40:55D-25
POWERS OF PLANNING BOARD

A. The planning board shall follow the provisions of this act and shall accordingly exercise its powers in regard to:

(1) The master plan pursuant to article 3;

(2) Subdivision control and site plan review pursuant to article 6;

(3) The official map pursuant to article 5;

(4) The zoning ordinance including conditional uses pursuant to article 8;

(5) The capital improvements program pursuant to article 4;

(6) Variances and certain building permits in conjunction with subdivision, site plan and conditional use approval pursuant to article 7.

B. The planning board may:

(1) Participate in the participation and review of programs or plans required by State or Federal law or regulation;

(2) Assemble data on a continuing basis as part of a continuous planning process; and

(3) Perform such other advisory duties as are assigned to it by ordinance or resolution of the governing body for the aid and assistance of the governing body or other agencies or officers.

C. In a municipality having a population of 2,500 or less, a nine-member planning board, if so provided by ordinance, shall exercise, to the same extent and subject to the same restrictions, all the powers of a board of adjustment; but the Class I and the Class III members shall not participate in the consideration of applications for development which involve relief pursuant to subsection d. of section 57 of the act L. 1975 C. 291 (C.40:55D-70).

D. In a municipality having a population of 2,500 or less, the planning board, if so provided by ordinance, shall exercise, to the same extent and subject to the same restrictions, all of the powers of a historic preservation commission, provided that at least one planning board member meets the qualifications of a Class A member of a historic preservation commission and at least one member meets the qualifications of a Class B member of that commission.

C. 40:55D-28
MASTER PLAN: PREPARATION: CONTENTS: MODIFICATION

A. The planning board may prepare and, after public hearing, adopt or amend a master plan, or component parts thereof, to guide the use of lands within the municipality in a manner which protects public health and safety and promotes the general welfare.

B. The master plan shall generally comprise a report or statement and land use and development proposals, with maps, diagrams and text, presenting, at least the following elements (1) and (2) and, where appropriate, the following elements (3) through (12):

(1) A statement of objectives, principles, assumptions, policies and standards upon which the constituent proposals for the physical, economic and social development of the municipality are based;

(2) A land use plan element (a) taking into account and stating its relationship to the statement provided for in subsection (1) hereof, and other master plan elements pro-

vided for in paragraphs (3) through (12) hereof and natural conditions, including, but not necessarily limited to, topography, soil conditions, water supply, drainage, flood plain areas, marshes, and woodlands, (b) showing the existing and proposed location, extent and intensity of development of land to be used in the future for varying types of residential, commercial, industrial, agricultural, recreational, educational and other public and private purposes or combination of purposes; and stating the relationship thereof to the existing and any proposed zone plan and zoning ordinance; and (c) showing the existing and proposed location of any airports and the boundaries of any airport safety zones delineated pursuant to the "Air Safety and Zoning Act of 1983," P.L. 1983, c. 260 (C. 6:1-80 et seq.); and (d) including a statement of the standards of population density and development intensity recommended for the municipality;

(3) A housing plan element pursuant to section 10 of P.L. 1985, c. 222 (C. 52:27D-310)(See *Addendum*), including, but not limited to, residential standards and proposals for the construction and improvement of housing;

(4) A circulation plan element showing the location and types of facilities for all modes of transportation required for the efficient movement of people and goods into, about, and through the municipality, taking into account the functional highway classification system of the Federal Highway Administration and the types, locations, conditions and availability of existing and proposed transportation facilities, including air, water, road and rail;

(5) A utility service plan element analyzing the need for and showing the future general location of water supply and distribution facilities, drainage and flood control facilities, sewerage and waste treatment, solid waste disposal and provision for other related utilities, and including any storm water management plan required pursuant to the provisions of P.L. 1981, c. 32 (C.40:55D-93 et seq.);

(6) A community facilities plan element showing the existing and proposed location and type of educational or cultural facilities, historic sites, libraries, hospitals, firehouses, police stations and other related facilities, including their relation to the surrounding areas;

(7) A recreation plan element showing a comprehensive system of areas and public sites for recreation;

(8) A conservation plan element providing for the preservation, conservation, and utilization of natural resources, including, to the extent appropriate, energy, open space, water supply, forests, soil, marshes, wetlands, harbors, rivers and other waters, fisheries, endangered or threatened species wildlife and other resources, and which systematically analyzes the impact of each other component and element of the master plan on the present and future preservation, conservation and utilization of those resources;

(9) An economic plan element considering all aspects of economic development and sustained economic vitality, including (a) a comparison of the types of employment expected to be provided by the economic development to be promoted with the characteristics of the labor pool resident in the municipality and nearby areas and (b) an analysis of the stability and diversity of the economic development to be promoted;

(10) A historic preservation plan element: (a) indicating the location and significance of historic sites and historic districts; (b) identifying the standards used to assess worthiness for historic site or district identification; and (c) analyzing the impact of each component and element of the master plan on the preservation of historic sites and districts;

(11) Appendices or separate reports containing the technical foundation for the master plan and its constituent elements; and,

(12) A recycling plan element which incorporates the State Recycling Plan goals, including provisions for the collection, disposition and recycling of recyclable materials designated in the municipal recycling ordinance, and for the collection, disposition and recycling of recyclable materials within any development proposal for the construction of 50 or more units of single-family residential housing or 25 or more units of multifamily residential housing and any commercial or industrial development proposal for the utilization of 1,000 square feet or more of land.

C. The master plan and its plan elements may be divided into subplans and subplan elements projected according to periods of time or staging sequences.

D. The master plan shall include a specific policy statement indicating the relationship of the proposed development of the municipality as developed in the master plan to (1) the master plans of contiguous municipalities, (2) the master plan of the county in which the municipality is located (3) the State Development and Redevelopment Plan adopted pursuant to the "State Planning Act", P.L. 1985, c. 398 (C. 52:18A-196 et al.), and (4) the district solid waste management plan required pursuant to the provisions of the "Solid Waste Management Act," P.L. 1970, c. 39 (C. 13:1E-1 et seq.) of the county in which the municipality is located.

C. 40:55D-65
Contents of Zoning Ordinance

A ZONING ORDINANCE MAY:

A. Limit and restrict buildings and structures to specified districts and regulate buildings and structures according to their type and the nature and extent of their use, and regulate the nature and extent of the use of land for trade, industry, residence, open space or other purposes.

B. Regulate the bulk, height, number of stories, orientation, and size of buildings and the other structures; the percentage of lot or development area that may be occupied by structures; lot sizes and dimensions; and for these purposes may specify floor area ratios and other ratios and regulatory techniques governing the intensity of land use and the provision of adequate light and air, including, but not limited to the potential for utilization of renewable energy sources.

C. Provide districts for planned developments; provided that an ordinance providing for approval of subdivisions and site plans by the planning board has been adopted and incorporates therein the provisions for such planned developments in a manner consistent with article 6 (C. 40:55D-37 et seq.) of this act. The zoning ordinance shall establish standards governing the type and density, or intensity of land use, in a planned development. Said standards shall take into account that the density, or intensity of land use, otherwise allowable may not be appropriate for a planned development. The standards may vary the type and density, or intensity of land use, otherwise applicable to the land within a planned development in consideration of the amount, location and proposed use of common open space; the location and physical characteristics of the site of the proposed planned development; and the location, design and type of dwelling units and other uses. Such standards may, in order to encourage the flexibility of housing density, design and type, authorize a deviation in various residential clusters from the density, or intensity of use, established for an entire planned development. The standards and criteria by which the design, bulk and location of buildings are to be evaluated, shall be set forth in the zoning ordinance and all standards and criteria for any feature of a planned development shall be set forth in such ordinance with sufficient certainty to provide reasonable criteria by which specific proposals for planned development can be evaluated.

D. Establish, for particular uses or classes of uses, reasonable standards of performance and standards for the provision of adequate physical improvements including, but not limited to, off-street parking and loading areas, marginal access roads and roadways, other circulation facilities and water, sewerage and drainage facilities; provided that section 41 (C. 40:55D-53) of this act shall apply to such improvements .

E. Designate and regulate areas subject to flooding (1) pursuant to P.L. 1972, c. 185 (C. 58:16A-55 et seq.) or (2) as otherwise necessary in the absence of appropriate flood hazard area designations pursuant to P. L. 1962, c. 19 (C. 58 :16A-5O et seq.) or floodway regulations pursuant to P.L. 1972, c. 185 or minimum standards for local fringe area regulations pursuant to P.L. 1972, c. 185.

F. Provide for conditional uses pursuant to section 54 (C.40:55D-67) of this act.

G. Provide for senior citizen community housing.

H. Require that as a condition for any approval which is required pursuant to such ordinance and the provisions of this chapter, that no taxes or assessments for local improvements are due or delinquent on the property for which any application is made.

I. Provide for historic preservation pursuant to section 5 of P.L.

C. 40:55D-65.1
Historic Designations in Zoning Ordinances

A zoning ordinance may designate and regulate historic sites or historic districts and provide design criteria and guidelines therefor. Designation and regulation pursuant to this section shall be in addition to such designation and regulation as the zoning ordinance may otherwise require.

Except as provided hereunder, after July 1, 1994, all historic sites and historic districts designated in the zoning ordinance shall be based on identifications in the historic preservation plan element of the master plan. Until July 1, 1994, any such designation may be based on identifications in the historic preservation plan element, the land use plan element or community facilities plan element of the master plan. The governing body may, at any time, adopt, by affirmative vote of a majority of its authorized membership, a zoning ordinance designating one or more historic sites or historic districts that are not based on identifications in the historic preservation plan element, the land use plan element or community facilities plan element, provided the reasons for the action of the governing body are set forth in a resolution and recorded in the minutes of the governing body. L. 1991, c. 199, § 5, eff. July 9, 1991.

C. 40:55D-107
Historic Preservation Commission

A. The governing body may by ordinance provide for a historic preservation commission .

B. Every historic preservation commission shall include, in designating the category of appointment, at least one member of each of the following classes: Class A-a person who is knowledgeable in building design and construction or architectural history and who may reside outside the municipality; and, Class B-a person who is knowledgeable or with a demonstrated interest in local history and who may reside outside the municipality.

C. A historic preservation commission shall consist of five, seven or nine regular members and may have not more than two alternate members. Of the regular members a total of at least one less than a majority shall be of Classes A and B. Those regular members who are not designated as Class A or B shall be designated as Class C. Class C members shall be citizens of the municipality who shall hold no other municipal office, position or employment except for membership on the planning board or board of adjustment. Alternate members shall meet the qualifications of Class C members. The mayor or, if so specified by ordinance, the chairman of the planning board shall appoint all members of the commission and shall designate at the time of appointment the regular members by class and the alternate members as "Alternate No. 1" and "Alternate No. 2". The terms of the members first appointed under this act shall be so determined that to the greatest practicable extent, the expiration of the terms shall be distributed, in the case of regular members, evenly over the first four years after their appointment, and in the case of alternate members, evenly over the first two years after their appointment; provided that the initial term of no regular member shall exceed four years and that the initial term of no alternate member shall exceed two years. Thereafter, the term of a regular member shall be four years; and the term of an alternate member shall be two years. A vacancy occurring otherwise than by expiration of term shall be filled for the unexpired term only. Notwithstanding any other provision herein, the term of any member common to the historic preservation commission and the planning board shall be for the term of membership on the planning board; and the term of any member common to the historic preservation commission and the board of adjustment shall be for the term of membership on the board of adjustment. The historic preservation commission shall elect a chairman and vice-chairman from its members and select a secretary who may or may not be a member of the historic preservation commission or a municipal employee.

Alternate members may participate in discussions of the proceedings but may not vote except in the absence or disqualification of a regular member. A vote shall not be delayed in order that a regular member may vote instead of an alternate member. In the event that a choice must be made as to which alternate member is to vote, Alternate No. 1 shall vote.

D. No member of any historic preservation commission shall be permitted to act on any matter in which he has, either directly or indirectly, any personal or financial interest.

E. A member of a historic preservation commission may, after public hearing if he requests it, be removed by the governing body for cause.

C. 40:55D-108
Expenses and Costs

A. The governing body shall make provision in its budget and appropriate funds for the expenses of the historic preservation commission.

B. The historic preservation commission may employ, contract for, and fix the compensation of experts and other staff and services as it shall deem necessary. The commission shall obtain its legal counsel from the municipal attorney at the rate of compensation determined by the governing body, unless the governing body, by appropriation, provides for separate legal counsel for the commission. Expenditures pursuant to this subsection shall not exceed, exclusive of gifts or grants, the amount appropriated by the governing body for the commission's use.

C. 40:55D-109
Responsibilities

The historic preservation commission shall have the responsibility to:

A. Prepare a survey of historic sites of the municipality pursuant to criteria identified in the survey report;

B. Make recommendations to the planning board on the historic preservation plan element of the master plan and on the implications for preservation of historic sites of any other master plan elements;

c. Advise the planning board on the inclusion of historic sites in the recommended capital improvement program;

d. Advise the planning board and board of adjustment on applications for development pursuant to section 24 of P.L. 1985, c. 516 (C.40:55D-110)

e. Provide written reports pursuant to section 25 of P. L. 1985,

c. 516 (C.40:55D-111) on the application of the zoning ordinance provisions concerning historic preservation; and

f. Carry out such other advisory, educational and informational functions as will promote historic preservation in the municipality.

C. 40:55D-110
Referrals by Planning Board and Board of Adjustment

The planning board and board of adjustment shall make available to the historic preservation commission an informational copy of every application submitted to either board for development in historic zoning districts or on historic sites designated on the zoning or official map or in any component element of the master plan. Failure to make the informational copy available shall not invalidate any hearing or proceeding. The historic preservation commission may provide its advice which shall be conveyed through its delegation of one of its members or staff to testify orally at the hearing on the application and to explain any written report which may have been submitted.

C. 40:55D-111
Designation and Regulation of Historic Sites or Districts by Ordinance; Reference of Applications for Issuance of Permits to Commission; Report for Grant, Conditional Grant or Denial

If the zoning ordinance designates and regulates historic sites or districts pursuant to subsection i of section 52 of the act (C.40:55D-65), the governing body shall by ordinance provide for reference of applications for issuance of permits pertaining to historic sites or property in historic districts to the historic preservation commission for a written report on the application of the zoning ordinance provisions concerning historic preservation to any of those aspects of the change proposed, which aspects were not determined by approval of an application for development by a municipal agency pursuant to the act (C.40:55D-et seq.). The historic preservation commission shall submit its report either to the administrative officer or the planning board, as specified by ordinance. If the ordinance specifies the submission of the historic preservation commission's report to the planning board, the planning board shall report to the administrative officer.

In the case of a referral by the administrative officer of a minor application for the issuance of a permit pertaining to historic sites or property in historic districts, as defined in the zoning ordinance, the chairman of the historic preservation commission may act in the place of the full commission for purposes of this section; and, if the ordinance specifies the submission to the planning board of a commission report on a minor application, the ordinance may authorize the chairman or a subcommittee of the planning board to act in place of the full board.

The historic preservation commission or the planning board, as the case may be, shall report to the administrative officer within 45 days of his referral of the application to the historic preservation commission. If within the 45-day period the historic preservation commission or the planning board, as the case may be, recommends to the administrative officer against the issuance of a permit or recommends conditions to the permit to be issued, the administrative officer shall deny issuance of the permit or include the conditions in the permit, as the case may be. Failure to report within the 45-day period shall be deemed to constitute a report in favor of issuance of the permit and without the recommendation of conditions to the permit.

C. 40:55D-112
"Landmark" as a Substitute for "Historic"; "Historic Preservation" and "Historic Site"

The word "landmark" may substitute, in any ordinance, resolution, determination or official action pursuant to the act (C.40:55D-1 et seq.) and P.L. 1985, c. 516, (C.40:55D-107 et seq.) for "historic", "historic preservation" and "historic site".

L. 1985, c. 516. § 26, eff. Mar. 22, 1986.

Addendum
C. 52:27D-310
Mandatory Contents of Housing Element

A municipality's housing element shall be designed to achieve the goal of access to affordable housing to meet present and prospective housing needs, with particular attention to low and moderate income housing, and shall contain at least:

a. An inventory of the municipality's housing stock by age, condition, purchase or rental value, occupancy characteristics, and type, including the number of units affordable to low and moderate

Addendum C. 52:27D-310 (Continued)

income household and substandard housing capable of being rehabilitated, and in conducting this inventory the municipality shall have access, on a confidential basis for the sole purpose of conducting the inventory, to all necessary property tax assessment records and information in the assessor's office, including but not limited to the property record cards;

B. A projection of the municipality's housing stock, including the probable future construction of low and moderate income housing, for the next six years, taking into account, but not necessarily limited to, construction permits issued, approvals of applications for development and probable residential development of lands;

C. An analysis of the municipality's demographic characteristics, including but not necessarily limited to, household size, income level and age;

D. An analysis of the existing and probable future employment characteristics of the municipality;

E. A determination of the municipality's present and prospective fair share for low and moderate income housing and its capacity to accommodate its present and prospective housing needs, including its fair share for low and moderate income housing; and

F. A consideration of the lands that are most appropriate for construction of low and moderate income housing and of the existing structures most appropriate for conversion to, or rehabilitation for, low and moderate income housing, including a consideration of lands of developers who have expressed a commitment to provide low and moderate income housing.

Certified Local Government Program

The Certified Local Government (CLG) program offers municipalities the opportunity to participate more directly in state and federal historic preservation programs. New Jersey's current CLG participants include the boroughs of Berlin, Collingswood, Haddonfield and Haddon Heights (all Camden County), borough of Glen Ridge (Essex County), North Plainfield (Somerset County) and Pompton Lakes (Passaic County, the cities of Camden (Camden County), Paterson (Passaic County), and Plainfield (Union County), the town of Newton (Sussex County), and the townships of Ewing, Lawrence, Princeton and borough of Princeton (all Mercer County), Montville and Washington (both Morris County), Middletown (Monmouth County), Mount Holly (Burlington County), and West Milford (Passaic County).

One of the benefits of Certified Local Government designation is access to Historic Preservation Fund 60% federal/40% local matching grants reserved exclusively for historic resources survey, preservation planning and pre-development projects undertaken by Certified Local Governments. New Jersey annually awards $50,000 - $60,000 in Historic Preservation Fund grants to our CLGs.

Historic Preservation Fund matching grants may be used to sponsor a wide variety of historic preservation projects: historic resource surveys; site specific, historic district or municipal historic preservation plans; technical assistance to municipal historic preservation commissions; historic landscape, rural farmland or thematic historic property studies; architectural design guidebooks; historic preservation public education; National Register of Historic Places nominations; and other innovative historic preservation activities proposed by CLGs.

Pre-development matching grant funds, also on a 60/40 basis, are available for properties listed on the National Register of Historic Places. Eligible projects include the preparation of: historic structures reports; adaptive re-use plans, specifications and construction documents; and archaeological resource protection or stabilization plans. Pre-development projects must be in conformance with the "Secretary of the Interior's Standards for Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings."

Participation in the Certified Local Government program requires that a municipality have a historic preservation ordinance and a historic preservation commission conforming to the specifications of both the New Jersey enabling legislation, the Municipal Land Use Law

(MLUL), and the National Park Service approved New Jersey Certified Local Government Guidelines. Governments requesting certification are required to submit an application and demonstrate that they meet the basic CLG program guidelines.

The CLG guidelines require due process and maximum public participation in the administration of the local historic preservation ordinance. All historic preservation commission decisions to designate individual historic sites and districts must be based upon criteria written into the local ordinance and must afford the public an opportunity to comment on the proposed designation at an open public meeting. The Certified Local Government guidelines require all commission meetings to be publicly announced and open to the public, have an advertised agenda, and be held in accordance with the New Jersey "Open Public Meetings Act."

Additionally, commission decisions must be made in a public forum and applicants must be notified of meetings and advised of the decisions of the commission. These public participation provisions are designed to ensure that the designation of historic sites and districts results from a genuine interest in and commitment to local historic preservation by the residents of individual neighborhoods and the community at large. There must also be a clear appeals process to provide applicants and others the opportunity to appeal decisions made by the local historic preservation commission.

The Historic Preservation Office encourages efforts to promote local historic preservation. If you have any questions regarding the Certified Local Government program or would like a copy of the CLG Guidelines and application, please contact the Historic Preservation Office, CLG Program Coordinator.

State of New Jersey Department
of Environmental Protection
Division of Parks and Forestry
HISTORIC PRESERVATION OFFICE
P.O. Box 404, Trenton, New Jersey 08625-0404
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New Jersey and National Registers of Historic Places

The New Jersey and National Registers of Historic Places are the official lists of historic properties and districts worthy of preservation. Inclusion in the Registers provides benefits and protection for listed resources, and the information generated through the nomination process contributes to the growing body of knowledge about historic places in New Jersey.

The National Register Criteria

(from the National Historic Preservation Act of 1966, as amended)

Criteria: The quality of significance in American history, architecture, archaeology, culture, and engineering is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling and association, and;

- **A.** that are associated with events that have made a significant contribution to the broad patterns of our past; or
- **B.** that are associated with the lives of persons significant in our past; or
- **C.** that embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master; or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- **D.** that have yielded, or may be likely to yield, information important in prehistory or history.

Properties not normally eligible for listing in the Registers include cemeteries, birthplaces, graves of historical figures, property owned by religious institutions or used for religious purposes, moved buildings (especially if moved within the past 50 years), properties of a commemorative nature, and properties that have achieved significance within the past 50 years. However, seven "Criteria Considerations" (A through G) recognize exceptions to these exclusions. Paraphrased, they are as follows:

- **A.** religious properties must derive "primary significance from architectural or artistic distinction or historical importance";
- **B.** moved buildings that are architecturally significant or are the surviving building most importantly associated with an historic person or event;
- **C.** birthplace or grave of outstanding historic figure if no other property survives associated with his/her productive career;
- **D.** cemetery with graves of transcendent historic figures, of extreme age, of fine landscape design, or of artistic stone carving;
- **E.** accurately reconstructed building in a restoration setting;
- **F.** commemorative property intrinsically important for art or because the commemoration itself has become an historic event;
- **G.** exceptionally important properties less than 50 years old.

Areas of Significance

The above criteria are judged within the context of American history broadly defined as outlined by the following Areas of Significance. Think of the areas of significance as subsets of the field of history. While the Criteria A through D identify the nature of the property's association with history, the areas of significance identify those subareas within the history field to which the property relates. At least one area of significance must be identified for each property to be eligible.

Agriculture, Architecture, Archaeology, Art, Commerce, Communications, Community Planning and Development, Conservation, Economics, Education, Engineering, Entertainment/Recreation, Ethnic Heritage, Exploration/Settlement, Health/Medicine, Industry, Inve Landscape Architecture, Law, Literature, Maritime History, Military, Performing Arts, Philosophy, Politics/Government, Religion, Science, Social History, or Transportation.

Attachment D Inventory Table

Photo	AECOM No.	Resource Name	Date Built	Address	Township	Property Use	Bergen Co. Tax Parcel	SR/NR Rec.	Date Surveyed
	RBDM-008	29 Bruno Street	c. 1930	29 Bruno Street	Moonachie	Residential	0237_12_11	Not Eligible	2017-10-11; 2018-05-02
	RBDM-013	Little Ferry Free Public Library	1929	239 Liberty Street	Little Ferry	Institutional	0230_38_28	Not Eligible	2017-10-11
	RBDM-014	JS Popper Inc .Material Imports	c. 1955	200 Liberty Street	Little Ferry	Industrial	0230_50_27	Not Eligible	2017-10-11

Photo	AECOM No.	Resource Name	Date Built	Address	Township	Property Use	Bergen Co. Tax Parcel	SR/NR Rec.	Date Surveyed
	RBDM-015	20 Kavrik Street	c. 1910	20 Kavrick Street	Little Ferry	Residential	0230_51_2	Not Eligible	2017-10-11
	RBDM-016	59 Marshall Avenue	c. 1860	59 Marshall Avenue	Little Ferry	Residential	0230_62_7	Not Eligible	2017-10-11
	RBDM-017	55 Marshall Avenue	c. 1894	55 Marshall Avenue	Little Ferry	Residential	0230_62_9	Potentially Eligible	2017-10-11
	RBDM-018	American Sokol Little Ferry	1911	14 Garden Street	Little Ferry	Institutional	0230_17_5	Potentially Eligible	2017-10-11

Photo	AECOM No.	Resource Name	Date Built	Address	Township	Property Use	Bergen Co. Tax Parcel	SR/NR Rec.	Date Surveyed
	RBDM-019	Louis C L'Heureux Real Estate	1909	228 Main Street	Little Ferry	Commercial	0230_15_4	Potentially Eligible	2017-10-11
	RBDM-020	Meyer's Auto Body	c. 1925	111 Main Street	Little Ferry	Commercial	0230_43_22	Not Eligible	2017-10-11
	RBDM-021	119 Main Street	1928	119 Main Street	Little Ferry	Residential	0230_43_23	Not Eligible	2017-10-11
	RBDM-022	Little Ferry Hook & Ladder Co	1923	124 Main Street	Little Ferry	Institutional	0230_19_6	Not Eligible	2017-10-11

Photo	AECOM No.	Resource Name	Date Built	Address	Township	Property Use	Bergen Co. Tax Parcel	SR/NR Rec.	Date Surveyed
	RBDM-023	Schulz Homestead	c. 1890	96 Washington Avenue	Little Ferry	No Activity	0230_57_7.01	Potentially Eligible	2017-10-11
	RBDM-024	Washington School	1914	123 Liberty Street	Little Ferry	Institutional	0230_64_6	Potentially Eligible	2017-10-11
	RBDM-025	59 Liberty Street	c. 1880	59 Liberty Street	Little Ferry	Residential	0230_76_1.01	Not Eligible	2017-10-11
	RBDM-026	55 Liberty Street	c. 1915	55 Liberty Street	Little Ferry	Commercial	0230_76_2	Not Eligible	2017-10-11

Photo	AECOM No.	Resource Name	Date Built	Address	Township	Property Use	Bergen Co. Tax Parcel	SR/NR Rec.	Date Surveyed
	RBDM-027	63 Liberty Street	c. 1915	63 Liberty Street	Little Ferry	Commercial	0230_74_18	Not Eligible	2017-06-22
	RBDM-028	Law Offices of Dennis J Francis / Cronin Hardwood Floors	c. 1900	37 Liberty Street	Little Ferry	Commercial	0230_76_4	Not Eligible	2017-10-11
	RBDM-029	2 Liberty Street	c. 1890	2 Liberty Street	Moonachie	Residential	0230_100_10.01	Not Eligible	2017-10-11
	RBDM-030	5 Moonachie Road	c. 1910	5 Moonachie Road	Moonachie	Residential	0237_18_1	Not Eligible	2017-10-11; 2018-04-18

Photo	AECOM No.	Resource Name	Date Built	Address	Township	Property Use	Bergen Co. Tax Parcel	SR/NR Rec.	Date Surveyed
	RBDM-031	7 Moonachie Road	c. 1910	7 Moonachie Road	Moonachie	Residential	0237_18_2	Not Eligible	2017-10-11; 2018-04-18
	RBDM-032	9 Moonachie Road	c. 1910	9 Moonachie Road	Moonachie	Residential	0237_18_3.01	Not Eligible	2017-10-11; 2018-04-18
	RBDM-033	12 Moonachie Road	c. 1910	12 Moonachie Road	Moonachie	Residential	0237_12_3	Not Eligible	2017-10-11; 2018-04-18
	RBDM-034	8 Moonachie Road	c. 1910	8 Moonachie Road	Moonachie	Residential	0237_12_2	Not Eligible	2017-10-11; 2018-04-18

Photo	AECOM No.	Resource Name	Date Built	Address	Township	Property Use	Bergen Co. Tax Parcel	SR/NR Rec.	Date Surveyed
	RBDM-035	6 Moonachie Road	c. 1910	6 Moonachie Road	Moonachie	Residential	0237_12_1	Not Eligible	2017-10-11; 2018-04-18
	RBDM-036	Nicks Towing Service	c. 1960	209 Berger Street	Wood-Ridge	Industrial	0269_302_5	Not Eligible	2017-10-11
	RBDM-037	Praxair / Peter Brooks	c. 1960	179-185 Berger Street	Wood-Ridge	Industrial	0269_282_2	Potentially Eligible	2017-10-11
	RBDM-076	Losen Slote Tide Gate	c. 1925	Birch Street	Moonachie	Residential	0230_105.02_16	Not Eligible	2018-04-18

Photo	AECOM No.	Resource Name	Date Built	Address	Township	Property Use	Bergen Co. Tax Parcel	SR/NR Rec.	Date Surveyed
	RBDM-077	Rail Bridge over Riser Ditch	c. 1960	Amor Avenue	Moonachie	Residential	0205_123_26.01	Not Eligible	2018-04-18
	RBDM-078	11 Moonachie Road	c. 2005	11 Moonachie Road	Moonachie	Residential	0237_18_3.02	Not Eligible	2017-10-11; 2018-04-18
	RBDM-079	69 Bruno Street	c. 1910	69 Bruno Street	Moonachie	Residential	0237_16_1	Not Eligible	2017-10-11; 2018-05-02

Notes

- Resource photographs by Emily Everett, and Benjamin Buckley
- Bolded AECOM Resources indicates Intensive-Level Survey Forms prepared

Attachment E Project Plans

[Please refer to the Rebuild By Design Meadowlands Feasibility Study Report for the current project plan sheets.]

Attachment F Qualifications of Preparers

Emily Paulus Everett, AICP
Senior Preservation Planner

Education
MA, Urban Affairs + Public Policy (Concentration in Historic Preservation), University of Delaware, 2001
BA, Art History, University at Rhode Island, 1997

Years of experience
17

Years with AECOM
3

Training
AECOM Field Safety, 2018
Section 106 Essentials Course, Advisory Coucil on Historic Preservation (Washington, DC), 2006
Tax Credit Workshop for State Reviewers, National Park Service, (Washington, DC) 2005
Preservation Leadership Training, National Trust for Historic Preservation (San Antonio, TX) 2005
Introduction to Section 106 Review: A Two-Day Training Course, Advisory Council on Historic Preservation (Washington, DC) 2003

Professional Affiliations
American Institute of Certified Planners (Certified Planner Number: 29629)
American Planning Association
National Trust for Historic Preservation

Professional history

Ms. Everett manages the Preservation Planning team at AECOM's Historic Preservation Group and meets the Secretary of the Interior's Professional Qualification Standards for Architectural History and Preservation Planning. She has over 17 years of experience in historic preservation and community planning, including as Preservation Planner for the DC Office of Planning and the New Hampshire State Historic Preservation Office. Ms. Everett has authored National Register nominations and conducted cultural resource surveys, rehabilitation tax credit reviews, and Section 106 reviews throughout the Mid-Atlantic and New England regions. Ms. Everett's public-sector work focused on applying preservation tools such as historic resource surveys, conservation districts, preservation easements, demolition review ordinances, design review ordinances, rehabilitation tax credits, and the Certified Local Government program to local preservation successes. In her more recent private-sector work, she has served as Principal Investigator and Team Leader on numerous historic preservation studies and reports, including two innovative flood vulnerability assessments of historic resources in Pennsylvania.

Selected project experience

Rebuild by Design Meadowlands Flood Protection Project EIS and Section 106 Consultation, New Jersey Department of Environmental Protection (NJDEP), Bergen County, NJ

Date: 2017 (ongoing). **Role:** Senior Preservation Planner. The goal of this project is to reduce flood risk and increase the resiliency of the communities and ecosystems in the Meadowlands District utilizing a combination of green and grey infrastructure, flood walls, tide gates, closure gates, and a surge barrier and pump station. Ms. Everett drafted an Alternatives Assessments to assess impacts to historic resources for the Draft Environmental Impact Statement (DEIS) and initiated Section 106 consultation with the New Jersey State Historic Preservation Office (NJ SHPO). She also oversaw a reconnaissance-level field survey in the vicinity of proposed flood risk reduction improvements and managed staff developing intensive-level survey forms for resources determined potentially eligible for inclusion in the New Jersey and National Registers of Historic Places. Future work may include an assessment of effects for New Jersey and National Register-listed or eligible resources and coordination with Consulting Parties.

Philadelphia Housing Authority, Sharswood-Blumberg Redevelopment Open End, Philadelphia, PA

Date: 2017 (ongoing). **Role:** Preservation Planning Manager. This project focuses on Section 106 compliance for historic architectural resources in the Sharswood neighborhood as part of the Sharswood-Blumberg Choice Neighborhoods Transformation Plan. Ms. Everett oversaw the field survey and identification effort of over 600 historic resources within the neighborhood and their evaluation of eligibility for both the National and Philadelphia Register of Historic Places. In addition, she is assisting PHA in establishing preservation priorities and applying various preservation tools to the project.

9 Halsey Street, L+M Development Partners, Newark, NJ

Date: 2017. **Role:** Preservation Planning Manager. The project includes assisting L+M Development Partners with their application to the Newark Landmarks and Historic Preservation Commission (LHPC). Ms. Everett oversaw the preparation of a property history and analysis report. She analyzed the proposed project's compliance with the Newark Zoning and Land Use Regulations and LHPC standards and provided technical assistance to the client in addition to public testimony at the LHPC workshop and public hearing.

Rehabilitation of the Necco Court Pedestrian Bridge, General Electric, Boston, MA

Date: 2017. **Role:** Senior Architectural Historian. The project includes working with General Electric (GE) and their design team to identify a preservation philosophy for the rehabilitation of a former pedestrian bridge at the former New England Confectionary Company complex in South Boston. Ms. Everett provided professional expertise and counsel to GE with regard to adherence of the proposed rehabilitation with the *Secretary of the Interior's Standards for Rehabilitation*. She also helped to guide GE through the regulatory review and approval process, which included reviews by the Massachusetts Historical Commission (MHC) and the Fort Point Channel Landmark District Commission (FPCLDC).

Fair Lawn Avenue Bridge Mitigation, New Jersey Department of Transportation, Paterson, NJ

Date: 2016-2017. **Role:** Senior Architectural Historian. Directed effort to satisfy the stipulations of a Memorandum of Agreement (MOA) between the Federal Highway Administration and the New Jersey State Historic Preservation Office, most notably the documentation of the county's last remaining through truss bridges. Prepared a National Register of Historic Places Nomination form for the Straight Street Bridge and oversaw effort to develop a historic preservation plan for Arch Street Bridge and Straight Street Bridge pursuant to the MOA.

Historic Building Flood Vulnerability Assessment Data Collection, Disaster Planning for Historic Properties, Pennsylvania State Historic Preservation Office, Cameron County, PA

Date: 2016-2017. **Role:** Survey Team Leader. Oversaw and participated in field survey of flood-prone properties throughout one of Pennsylvania's smallest and most remote counties, using a cloud-based mobile data collection platform. Recorded architectural details and flood-prone character-defining features for all surveyed properties in order to evaluate flood vulnerability and facilitate historically-sensitive mitigation measures.

Historic Building Flood Vulnerability Assessment Data Collection, Disaster Planning for Historic Properties, Pennsylvania State Historic Preservation Office, City of Philadelphia, PA

Date: 2015-2017. **Role:** Survey Team Leader. Updated records and recordation of building construction data citywide for 600 flood-prone buildings listed in the National Register of Historic Places and the Philadelphia Register of Historic Places. Oversaw and participated in field survey of all flood-prone properties, using a cloud-based mobile data collection platform accessed on Android tablets. Recorded architectural details and flood-prone character-defining features for all surveyed properties in order to evaluate flood vulnerability and facilitate historically-sensitive mitigation measures.

Neighborhood Heritage Districts: A Handbook for New Hampshire Municipalities, New Hampshire Division of Historical Resources, NH

Date: 2007. **Role:** Project Manager and Grant Author. Conceived, oversaw, and wrote a successful Johanna Favrot grant for the completion of a handbook for establishing Neighborhood Heritage (Conservation Overlay) Districts in New Hampshire. The handbook included criteria for establishing the district, detailed guidance on administering it, and a model ordinance.

Historic Design Standards for the Clinton Street Historic Commercial District, Town of Delaware City, DE

Date: 2003. **Role:** Architectural Historian. Co-authored design standards for the town's historic district following the approach developed by the National Main Street Center. Standards were focused on the Clinton Street commercial district in an effort to support undergoing economic revitalization.

Threatened Buildings Documented in Delaware, Delaware State Historic Preservation Office, DE

Date: 1999-2001. **Role:** Project Director. Directed intensive-level documentation of 13 threatened historic structures through measured drawings, historical research, and photographs. Organized field crews, directed and undertook documentation, translated measured drawings into AutoCAD, conducted primary and secondary research, and wrote thorough architectural descriptions.

Minute Man National Historical Park National Register of Historic Places Registration Form, National Park Service, Lincoln, Lexington, and Concord, MA

Date: 1999. **Role:** Architectural Historian. Co-authored an updated NR form for Minute Man National Historical Park. Defined new areas of significance and criteria under which the park is eligible for listing, and provided an accurate accounting of contributing and non-contributing resources to aid in the subsequent management of the park.

Community-Wide Historic and Architectural Survey of Aquinnah, Town of Aquinnah, Martha's Vineyard, MA

Date: 1998. **Role:** Architectural Historian. Project included reconnaissance level survey, research, and recordation of all historical resources 50 years or older in the town of Aquinnah on Martha's Vineyard. Project involved historic and architectural context development and preliminary eligibility determinations.

Community-Wide Historic and Architectural Survey of Taftville and Occum Villages, Norwich, Connecticut

Date: 1997-1998. **Role:** Architectural Historian. Project included reconnaissance level survey, research, and recordation of all historical resources 50 years or older in the historic mill villages of Taftville and Occum. Project involved historic and architectural context development and preliminary eligibility determinations.

Great Road National Register of Historic Places Registration Form, National Park Service, Lincoln, RI

Date: 1997. **Role:** Architectural Historian. Co-authored an NR form for a significant remnant of the historic Great Road, which ran from Providence, Rhode Island to Mendon, Massachusetts and remained in active use from 1683 until the 1940s.

Publications + Conferences

"Disaster Planning in the City of Philadelphia." Presented at the Keeping History Above Water Conference, Annapolis, MD, October 2017.

"Preservation and Preparedness: Identifying and Surveying Flood-Vulnerable Historic Resources." Presented at the Pennsylvania Statewide Conference on Heritage, Carlisle, PA, June 2017.

"A History of the Fredericktown Historic District." Presented to the City of Frederick Neighborhood Action Committee, Frederick, MD, September 2009.

"Introduction to Neighborhood Conservation Districts." Presented to the Atlantic Heights Neighborhood Association, Portsmouth, NH, February 2007.

"Local Historic Districts: Debunking the Myths." Presented at the Annual New Hampshire State Planning Conference, Manchester, NH, March 2006.

"Planning for Historic Preservation: Tools for Protecting Historic Resources." Presented at the New Hampshire Main Street Conference, Portsmouth, NH, October 2006.

"Preservation Planning Training for New Hampshire Regional Planning Commissions." Organized and delivered one-day training for state planners, Concord, NH, July 2006.

"Preserving Community Character." Workshop developed for the Nashua Regional Planning Commission, Nashua, NH, July 2006.

Guest Lecturer. Historic Preservation Graduate Program, George Washington Univ., Washington, DC, April 2005.

"Historic District Design Review: Case Studies in Context, Contrast, and Compatibility." Presented to the Historic Preservation Certificate Program, Goucher College, Towson, Maryland, November 2004.

"Ask the Staff: Owning a Property in a Washington, DC Historic District." Presented at "City as Home" Citywide Preservation Conference, Washington, DC, September 2004.

"The Role of Historic Preservation in the Redevelopment of Urban Brownfields." Presented at the National Brownfields Conference, Atlantic City, NJ, October 2000.

Samantha Kuntz
Preservation Planner

Education
MSHP, Historic Preservation, University of Pennsylvania, 2014
MCP, City and Regional Planning, University of Pennsylvania, 2014
BA, Sociology, Boston University, 2009
BS, Journalism Boston University, 2009

Years of experience
3

Years with AECOM
2

Training
Vermont Division for Historic Preservation Consultant Training (Burlington, VT), 2017
Section 106 Essentials Course, Advisory Coucil on Historic Preservation (Philadelphia, PA), 2016
OSHA 10 Hour General Industry Outreach Training

Professional Affiliations
APA - PA, Preservation Alliance for Greater Philadelphia, National Trust for Historic Preservation, The Urban Land Institute (ULI), Young Friends of the Preservation Alliance (Co-Chair)

Professional history

Since joining AECOM in 2015, Ms. Kuntz's work has prioritized resiliency planning for historic resources. Her background in urban development and experience with both planning and preservation provides a foundation for cultural resource management within the context of complex, challenging, and ever-changing landscapes. Ms. Kuntz holds master's degrees in both City and Regional Planning and Historic Preservation from the University of Pennsylvania. She meets the Secretary of the Interior's Professional Qualification Standards for Architectural History [36 CFR 61]. Ms. Kuntz currently serves as co-chair of the Young Friends of the Preservation Alliance in Philadelphia.

Selected project experience

Sharswood-Blumberg Neighborhood, Philadelphia Housing Authority (PHA), Philadelphia, PA

Date: 2017-*Ongoing*. **Role:** Preservation Planner; Field Manager. This project focuses on Section 106 Compliance of above-ground cultural resources in the Sharswood-Blumberg Neighborhood of Philadelphia for the Philadelphia Housing Authority (PHA) as part of its Sharswood-Blumberg Choice Neighborhoods Transformation Plan. Work includes reconnaissance-level documentation of over 600 resources over 50 years of age in the project area and preparation of a cultural resource report. As Field Manager, Ms. Kuntz established priorities for the field survey, organized the survey methodology, and led the architectural historian field crews through the documentation of historic resources. Ms. Kuntz also contributed to data management and GIS mapping of this project, which included the development of the digital collection application used by the field crew to document the structures. The AECOM team is also assisting the client with identifying local preservation priorities potentially eligible for inclusion on the Philadelphia Register of Historic Places.

Rebuild by Design Meadowlands Flood Protection Project EIS and Section 106 Consultation, New Jersey Department of Environmental Protection (NJDEP), Bergen County, NJ

Date: 2017-*Ongoing*. **Role:** Preservation Planner. This project seeks to implement a flood risk reduction strategy in the Meadowlands District using hard and infrastructure and soft landscaping to reduce the type of damage incurred by Super Storm Sandy in 2012. Responsibilities include crafting an Alternatives Assessments for to assess impact on above-ground cultural resources for the Draft Environmental Impact Statement (DEIS), as well as initiating the Section 106 process with the New Jersey State Historic Preservation Office (NJ SHPO). Ms. Kuntz is also developing intensive-level survey forms for resources in the project area that are potentially eligible for inclusion in the New Jersey and National Registers of Historic Places.

Broad Brook Mill Site Environment Review, United Technologies Corporation Aerospace Systems (UTAS), East Windsor, CT

Date: 2017-*Ongoing*. **Role:** Architectural Historian. Project consists of assistance in the completion of the Section 106 Connecticut Environmental Review Process for structures located at the National Register listed Broad Brook Mill Site in East Windsor, Connecticut. Ms. Kuntz conducted background research and assisted in the preparation of a Building Assessment. Future work includes consultation with the State Historic Preservation Office (SHPO), East Windsor Township, and the public to discuss potential effects to the property.

Louisquisset Bridge Replacement, Rhode Island Department of Transportation (RIDOT), Lincoln, RI

Date: 2017. **Role:** Architectural Historian. This project involves documentation of a National Register-eligible bridge that is to be replaced and identification and documentation of historic resources within a selected Area of Potential Effects of the proposed bridge replacement.

Route 45 Bridge over Woodbury Creek Replacement, New Jersey Department of Transportation (NJDOT), Gloucester, NJ

Date: 2017. **Role:** Architectural Historian. This project involves a reconnaissance-level survey of an 1892 stone bridge that is to be replaced, as well as identification and documentation of historic resources within a selected Area of Potential Effects of the proposed bridge replacement. Responsibilities include development of a survey report for review and concurrence by the New Jersey State Historic Preservation Office (NJHPO).

Rehabilitation of Necco Court Pedestrian Bridge, General Electric, Boston, MA

Date: 2016-2017. **Role:** Architectural Historian. The project includes working with GE and their design team to identify a preservation philosophy for the rehabilitation of the pedestrian bridge and to help guide the design of a new west elevation. Ms. Kuntz conducted background research on the historic industrial property and contributed to the development of recommendations outlining elements to be restored that will contribute to the overall preservation of the structure.

Pennsylvania Turnpike Total Reconstruction & Widening Project MP 312-319, Pennsylvania Turnpike Commission (PTC), Chester County, PA

Date: 2014-*Ongoing*. **Role:** Architectural Historian. A seven-mile corridor of roadway widening and reconstruction for the Pennsylvania Turnpike (I-76) through Charlestown, Upper Uwchlan, Uwchlan, and West Pikeland Townships in Chester County. Field survey work and background research were conducted for a Section 106 Effects Assessment of resources located within the project area.

Historic Preservation Consulting Services for 9-19 Halsey Street, L+M Development Partners, Newark, NJ

Date: 2017. **Role:** Architectural Historian. Conducted a Precedent Study for urban infill development projects in historic districts as a means of consultation for a ca. 1927 Art Deco commercial building facing redevelopment in Newark.

Beaver County Almshouse Documentation, Shell Chemicals Appalachia LLC, Beaver County, PA

Date: 2017. **Role:** Architectural Historian. This project involved significant resource documentation to offset adverse effects on three historic resources – Beaver County Almshouse, St. Joseph Lead Company Zinc Smelting Plant, and Merrill Lock No. 6 – as outlined in the Programmatic Agreement (PA) between the clients, US Army Corps of Engineers, and the Pennsylvania State Historic Preservation Office. Ms. Kuntz reviewed primary and secondary sources in order to prepare a historic context for the publication of the site's heritage for the local community.

Fair Lawn Avenue Bridge Mitigation, New Jersey Department of Transportation (NJDOT), Paterson, NJ

Date: 2017. **Role:** Preservation Planner. The project was undertaken to satisfy the stipulations of a Memorandum of Agreement (MOA) between the client (via the Federal Highway Administration) and the New Jersey State Historic Preservation Office, most notably the documentation of the county's last remaining through truss bridges. Ms. Kuntz prepared a National Register nomination form for the Arch Street Bridge and developed the historic preservation plan for Arch Street Bridge and Straight Street Bridge pursuant to the MOA.

Reconnaissance-Level Historic Architectural Survey for the PennEast Pipeline Project, UGI, NJ and PA

Date: 2016-*Ongoing*. **Role:** Architectural Historian. The project consists of Section 106 studies and the FERC review for a 114-mile natural gas pipeline in New Jersey and Pennsylvania. Ongoing coordination and development of reconnaissance-level survey for properties intersected by the alignment, as well as agency and client consultation. Responsibilities include

the preparation of Pennsylvania Historic Resource Survey Forms and New Jersey Intensive-Level Survey Forms for properties within the Area of Potential Effect for Section 106 review.

Historic Building Flood Vulnerability Assessment Data Collection, Disaster Planning for Historic Properties, Pennsylvania State Historic Preservation Office (PA SHPO), Cameron County, PA

Date: 2016-2017. **Role:** Architectural Historian. Participant in the Commonwealth Disaster Planning for Historic Properties Initiative to identify historic assets and document all hazard-prone historic buildings in Cameron County for integration into a countywide FEMA-approved Hazard Mitigation Plan. Ms. Kuntz contributed to development of a carefully defined reconnaissance-level survey and recordation of hazard-specific information.

Historic Building Flood Vulnerability Assessment Data Collection, Disaster Planning for Historic Properties, Pennsylvania State Historic Preservation Office (PA SHPO), City of Philadelphia, PA

Date: 2015-2017. **Role:** Architectural Historian. Another project of the Commonwealth Disaster Planning for Historic Properties Initiative to produce a comprehensive inventory of documented flood-prone historic buildings in Philadelphia County for integration into a citywide FEMA-approved Hazard Mitigation Plan. Ms. Kuntz participated in surveying over 500 designated, vulnerable properties found within the 100-year and 500-year flood hazard areas, as well as providing background research and planning for an additional, non-disaster related historic resource survey for two planning districts in Philadelphia to advance the Philadelphia City Planning Commission's Citywide Vision. In 2017, the project was awarded the Preservation Education Award for Public Advancement of Preservation Knowledge by the Preservation Alliance of Greater Philadelphia.

Additional project experience

Vulnerable Historic Sacred Places, the Pew Charitable Trusts, City of Philadelphia, PA (PennPraxis)

Date: 2015. **Role:** Project Manager. Oversaw and participated in field survey of all extant, purpose-built sacred resources built before 1965 (839 properties) in the City of Philadelphia to document the vulnerability and the resiliency of historic resources in the urban fabric for a report commission by the Pew Charitable Trusts. Additional work involved data management, report development, and extensive geospatial analysis work in ArcGIS to understand the current condition of this specific typology. The final in-depth report, *Philadelphia's Historic Sacred Places: Their Past, Present, and Future*, was published in October 2017.

(http://www.pewtrusts.org/~/media/assets/2017/10/pri_philadelphias_historic_sacred_places_final.pdf)

Citywide Vision: Philadelphia2035, District Plans, City of Philadelphia, Philadelphia, PA (Philadelphia City Planning Commission)

Date: 2012-2013. **Role:** City Planning/Historic Preservation Intern. Contributed to the overall comprehensive planning process for the City of Philadelphia for individual district plans. Responsibilities included the preparation of historic contexts and development narratives, as well as the preparation of nomination forms for the Philadelphia Register of Historic Places to support recommendations found in the district plans. Ms. Kuntz was additionally engaged in public outreach throughout the planning process in order to best represent community development in the district plans.

Publications + Conferences

Keeping History Above Water, "Considering Codes: Fairmount Water Works Case Study," Annapolis, MD, October 2017.

Pennsylvania Statewide Conference on Heritage, "Preservation Generation: How Young Preservation Organizations are Training Tomorrow's Preservationists." Carlisle, PA, June 2017.

Benjamin Buckley CSI, CDT
Historic Preservation Specialist

Education
MS, Historic Preservation, University of Pennsylvania, 2013
BA, Art History, Kalamazoo College, 2010

Years of experience
5

Years with AECOM
1.5

Training
Section 106 Essentials Course, Advisory Coucil on Historic Preservation (Philadelphia, PA), 2016
OSHA 10 Hour General Industry Outreach Training

Professional Affiliations
Construction Specifications Institute (CSI)

Professional history

Mr. Buckley joined AECOM Technical Services in January of 2016, and meets the Secretary of Interior's Professional Qualification Standards for Architectural History. His professional experience includes; participating in multiple historic resource surveys, the production of construction drawings for repairs to nationally registered historic structures, conducting historic structure research, and compiling HABS and HAER reports. Mr. Buckley also aids in the production of construction documents, including drawings and specifications, for new construction and renovation projects with AECOM.

Selected preservation project experience

Fair Lawn Avenue Bridge Mitigation, New Jersey Department of Transportation (NJDOT), Paterson, NJ

Date: 2017. **Role:** Architectural Historian. The project was undertaken to satisfy the stipulations of a Memorandum of Agreement (MOA) between the client (via the Federal Highway Administration) and the New Jersey State Historic Preservation Office, most notably the documentation of the county's last remaining through truss bridges. Mr. Buckley prepared HAER documentation for the Fair Lawn Avenue Bridge, and contributed to the historic preservation plans for Arch Street Bridge and Straight Street Bridge pursuant to the MOA.

Reconnaissance-Level Historic Architectural Survey for the PennEast Pipeline Project, UGI, NJ and PA

Date: 2016-*ongoing*. **Role:** Architectural Historian. The project consists of Section 106 studies and the FERC review for a 114-mile natural gas pipeline in New Jersey and Pennsylvania. Ongoing coordination and development of reconnaissance-level survey for properties intersected by the alignment, as well as agency and client consultation. Responsibilities include the preparation of Pennsylvania Historic Resource Survey Forms and New Jersey Intensive-Level Survey Forms for properties within the Area of Potential Effect for Section 106 review.

Historic Building Flood Vulnerability Assessment Data Collection, Disaster Planning for Historic Properties, Pennsylvania State Historic Preservation Office (PA SHPO), City of Philadelphia, PA

Date: 2016-2017. **Role:** Architectural Historian. A project of the Commonwealth Disaster Planning for Historic Properties Initiative to produce a comprehensive inventory of documented flood-prone historic buildings in Philadelphia County for integration into a citywide FEMA-approved Hazard Mitigation Plan. Mr. Buckley participated in surveying over 500 designated, vulnerable properties found within the 100-year and 500-year flood hazard areas, as well as providing background research and planning for an additional, non-disaster related historic resource survey for two planning districts in Philadelphia to advance the Philadelphia City Planning Commission's Citywide Vision. In 2017, the project was awarded the Preservation Education Award for Public Advancement of Preservation Knowledge by the Preservation Alliance of Greater Philadelphia.

Historic Building Flood Vulnerability Assessment Data Collection, Disaster Planning for Historic Properties, Pennsylvania State Historic Preservation Office (PA SHPO), Cameron County, PA

Date: 2016-2017. **Role:** Architectural Historian. Participant in the Commonwealth Disaster Planning for Historic Properties Initiative to identify historic assets and document all hazard-prone historic buildings in Cameron County for integration into a countywide FEMA-approved Hazard Mitigation Plan. Mr. Buckley contributed to development of a carefully defined reconnaissance-level survey and led the field survey effort.

Bedford North Central Visual Effects Assessment Study, FirstEnergy, Bedford County & Somerset County, PA

Date: 2017. **Role:** Architectural Historian. This project involved preparation of a Cultural Resources Notice and Visual Effects Assessment in relation to a project that proposed to rebuild a ten-mile portion of transmission line and build a new five-mile stretch of line through Bedford and Somerset Counties. Mr. Buckley conducted field survey efforts to identify historic resources within the APE with an emphasis on potential visual effects the proposed work may have on resources that may be eligible for the NRHP. This project culminated visual effects assessment report for the client and the PA SHPO.

Republic Airport HABS Documentation, New York Department of Transportation, Long Island, NY

Date: 2016. **Role:** Architectural Historian. This project recorded three historic aircraft hangars at Republic Airport in Long Island, New York. Mr. Buckley contributed to the production of three sets of drawings and written reports, completed to HABS Level 1 documentation standards.

Selected design project experience

C & O Canal 31st Street Bridge Replacement, National Park Service, Washington, DC

Date: 2016-*ongoing*. **Role:** Preservation Designer. Contributed to the design of the replacement 31st bridge over the C & O canal in Washington DC. Project includes the restoration of 19th century cast iron piers, as well as the introduction of historically sensitive pier protection elements.

Philadelphia Airport Paving and Grounds Facilities, Department of Aviation (DOA), Philadelphia, PA

Date: 2016-*ongoing*. **Role:** Specification Author. The project includes the programming, space planning, selection of finishes and preparation of bid drawings and specifications for three new structures to support the maintenance and repair program. The new Pavement and Grounds building includes new staff offices, locker rooms, restroom, kitchen, and sleeping facilities. The additional two structures are designed for the storage and maintenance of large and small equipment and vehicles. Mr. Buckley produced architectural specifications for the project.

Previous Experience

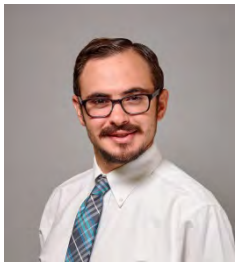
National Park Service, Architectural and Engineering Associate, Independence National Historical Park, PA, 2013-2016

> Contributed to the production of construction drawings and specifications for architectural rehabilitation projects within the park, including Independence Hall and the Edgar Allan Poe House.

The Woodlands Trust for Historic Preservation, Conservation Technician, PA, 2011-2013

> Planned and carried out a restoration campaign of over 60 19th century funerary monuments, and carried out conservation projects on the 18th century mansion on the property.

Samuel A. Pickard
Historian



Education
BA, History, La Salle University, 2013
Certificate in Historic Preservation, Bucks County Community College, 2017

Years of experience
4

Years with AECOM
4

Training
Section 106 Essentials Course, Advisory Council on Historic Preservation (Philadelphia, PA), 2016
OSHA 10 Hour General Industry Outreach Training, 2017
AECOM 2-Hour Field Safety
Williams LLC, E & C East Safety & Environmental Training

Professional Affiliations
Young Friends of the Preservation Alliance (Steering Committee), Vernacular Architecture Forum, Historical Society of Pennsylvania, Philadelphia Chapter of the Pennsylvania Railroad Technical & Historical Society, Reading Company Technical & Historical Society

Professional history

Mr. Pickard has more than four years of experience as a historian and meets the Secretary of the Interior's Professional Qualification Standards for History. His experience includes fieldwork and historic research for historic architectural resource surveys, archaeology reports, and historic structures reports. He has extensive experience conducting research using primary and secondary sources and has authored contextual and site-specific histories for cultural resource reports in Pennsylvania, New Jersey, and Delaware. Mr. Pickard has conducted research at state historic preservation offices as well as county and municipal repositories, local historical and genealogical societies, and archives of various religious organizations and universities.

Selected project experience

Archaeological Investigations for the I-95/Girard Ave. Improvements Project, Pennsylvania Department of Transportation, Philadelphia, PA

Date: 2013–*Ongoing*. **Role:** Historian. Researching and authoring property histories for roughly 100 urban properties and historic contexts on the neighborhoods in which they were located, for ongoing Phase III archaeological investigations along a three mile long project area undertaken for the Pennsylvania Department of Transportation. Participated in numerous public outreaches across the greater Philadelphia metropolitan area.

Sharswood-Blumberg Redevelopment Open End, Philadelphia Housing Authority, Philadelphia, PA

Date: 2017–*Ongoing*. **Role:** Historian/Historic Resources Surveyor. This project focuses on Section 106 Compliance of above-ground cultural resources in the Sharswood-Blumberg Neighborhood of Philadelphia for the Philadelphia Housing Authority (PHA) as part of its Sharswood-Blumberg Choice Neighborhoods Transformation. Mr. Pickard researched and authored a contextual history of the Sharswood neighborhood, paying particular attention to its importance to baseball history and its enduring legacy as a center of Philadelphia's early jazz culture. He also participated in the reconnaissance-level documentation of resources over 50 years of age in the project area.

Phase IA Archaeological Investigations of the Eastern Tower Community Center Property, Philadelphia Chinatown Development Corporation, Philadelphia, PA

Date: 2017. **Role:** Historian. Researched and authored an historic context on the 1000 block of Vine Street for a Phase IA archaeological investigation on the site of the proposed Eastern Tower.

Phase I Cultural Resource Investigation for Rio Grande–Cape May Transmission Line Rebuild & Upgrade Projects, Atlantic City Electric, Cape May County, NJ

Date: 2017. **Role:** Historical Researcher. Collected and summarized cultural resources data of known archaeological and historic architectural resources within the project area at the New Jersey Historic Preservation Office and New Jersey State Museum for a Phase IA archaeological investigation.

Phase I Archaeological Investigations for Proposed Chester County Bridge #175 Replacement, Pennsylvania Department of Transportation, Schuylkill Township, PA

Date: 2017. **Role:** Historian. Conducted research at various Chester County repositories and authored a history of the Custer Mill (c.1805–1889), which was historically located in the APE of a proposed bridge replacement.

Historic Preservation Consulting Services for 9 Halsey Street, L+M Development Partners, Newark, NJ

Date: 2017. **Role:** Historian. The project includes assisting L+M Development Partners with their application to the Newark Landmarks and Historic Preservation Commission (LHPC). Mr. Pickard researched and authored a property history for 9 Halsey Street, a c.1927 two-story Art Deco commercial building facing redevelopment in Newark.

Phase IA Archaeological Investigations for Bedford North Central City West Transmission Line Project, Penelec, Bedford and Somerset Counties, PA

Date: 2017. **Role:** Historian. The project involves the proposed rebuild of a ten-mile portion of transmission line and the construction of a new five-mile stretch of line through Bedford and Somerset Counties. Mr. Pickard researched and co-authored historic context for Bedford County as well as histories of the municipalities in the county crossed by the APE.

Phase IA Archaeological Investigations for Markward Playground, Ground Reconsidered, Inc., Philadelphia, PA

Date: 2017. **Role:** Historian. Researched and co-authored a historic context for Phase IA archaeological investigations of Markward Playground in the Fitler Square neighborhood, focusing on the former industrial development of the project area and the influence of riverine and rail transportation.

Phase IA Archaeological Investigations for Columbus Square, Gilmore and Associates, Philadelphia, PA

Date: 2017. **Role:** Historian. Researched and authored Phase IA historic context for Columbus Square Park in South Philadelphia, focusing on the park's association with Moyamensing Prison and its development and use as a militia parade ground in the 1830s and 1840s.

Reconnaissance-Level Historic Architectural Survey for Atlantic Sunrise Pipeline Project, Williams Transco, PA

Date: 2014–2017. **Role:** Historian/Historic Resources Surveyor. Participated in a reconnaissance-level historic architectural survey throughout central and northern Pennsylvania. Was a member of a team using Trimble YUMA GPS units to capture locational data and record basic physical information and preliminary eligibility assessments on the properties. Assisted in processing survey data and obtained maps of resource locations for Historic Resource Inventory Forms being completed for the Pennsylvania Bureau of Historic Preservation. Researched and authored historic agricultural contexts for the various agricultural regions crossed by the historic architectural survey corridor, and conducted deed research for properties in Columbia and Schuylkill Counties.

Disaster Planning for Historic Properties, Pennsylvania Historical & Museum Commission, Bedford, Monroe, and Cameron Counties, PA

Date: 2015–2017. **Role:** Historian. Collected cultural resources data on known historic architectural resources located within the project area for each county at the Pennsylvania Historical & Museum Commission. Researched and authored background histories for Monroe County municipalities and historic contexts for Bedford and Monroe Counties. Managed correspondence related to public outreach for Monroe County.

Fair Lawn Avenue Bridge Mitigation, New Jersey Department of Transportation, Paterson, NJ

Date: 2017. **Role:** Historian. The project was undertaken to satisfy the stipulations of a Memorandum of Agreement (MOA) between the client (via the Federal Highway Administration) and the New Jersey State Historic Preservation Office, most notably the documentation of the county's last remaining through truss bridges. Mr. Pickard authored a historic context on the effects of early 20th century floods on the City of Paterson, particularly its bridges, for a bridge replacement project.

Phase IA Archaeological Investigations for SR 1 Section 200, Pennsylvania Department of Transportation, Chester County, PA

Date: 2016–2017. **Role:** Historian. Researched and authored a historic context for the project area, covering three townships in southwestern Chester County. Specific focus was given to the development of the nursery, mushroom farming, and limestone mining industries in the area.

SR 3009 – Section PAR, Ridge Ave over Amtrak Bridge Replacement, Pennsylvania Department of Transportation, Philadelphia, PA

Date: 2017. **Role:** Historian. Researched and authored a brief summary of the history of the Ridge Avenue over Amtrak crossing in a determination of effect memorandum for a road bridge replacement project.

Total Reconstruction & Widening Project, Milepost 312 to Milepost 319, Pennsylvania Turnpike Commission, Chester County, PA

Date: 2016. **Role:** Historical Researcher. Roadway widening and reconstruction for a seven-mile corridor of the Pennsylvania Turnpike (I-76) through Charlestown, Upper Uwchlan, Uwchlan, and West Pikeland Townships in Chester County. Mr. Pickard researched a notable historic resident of property in project area at the Chester County Historical Society as part of a Section 106 Effects Assessment of resources located within the project area.

CSXT over Overpeck Creek, CSX Transportation, Ridgefield Borough and Ridgefield Park Village, NJ

Date: 2016. **Role:** Historical Researcher. Conducted background research and collected cultural resources data on known historic architectural resources located within the APE of a proposed railroad bridge replacement at the New Jersey Historic Preservation Office.

Phase IA Archaeological Investigations for Project HOME's North 8th Street Construction Project, Project HOME, Philadelphia, PA

Date: 2016. **Role:** Historian. Researched and authored historic context for urban archaeological site in Lower North Philadelphia covering more than 20 properties used for residential, commercial, and industrial purposes from their development in the mid-19th until the late 20th century.

Cultural Resources Investigations for the Norristown Resiliency Project, Southeastern Pennsylvania Transportation Authority, Montgomery County, PA

Date: 2016. **Role:** Historian. Conducted research for a Cultural Resource GIS Database developed for the Southeast Pennsylvania Transportation Authority (SEPTA). Collected data from numerous repositories and authored an historic context on canal and railroad development along the Schuylkill River in Montgomery County and its effects on the development of the local area.

King of Prussia Rail Project, Southeastern Pennsylvania Transportation Authority, Montgomery County, PA

Date: 2016. **Role:** Historical Researcher. Collected cultural resources data on known historic architectural resources located within the project area at the Pennsylvania Historical & Museum Commission for study relating to the construction of a new commuter rail line in Montgomery County, Pennsylvania.

Reconnaissance-Level Historic Architectural Survey for the Sunbury Pipeline Project, UGI, Lycoming, Montour, Northumberland, Union, and Snyder Counties, PA

Date: 2016. **Role:** Historian/ Historic Resources Surveyor. Participated in a reconnaissance-level survey of residential and rural environments for the identification, documentation and evaluation of historic aboveground resources along a proposed 30-mile gas pipeline. Conducted research at Lycoming and Montour Counties' recorders offices to establish chains of title for multiple properties crossed by the proposed pipeline's right-of-way. Researched and co-authored histories for multiple properties.

Disaster Planning for Historic Properties, Pennsylvania Historical & Museum Commission, Philadelphia, PA

Date: 2016. **Role:** Historical Researcher. Collected cultural resources data on known historic architectural resources within the project area at the Pennsylvania Historical & Museum Commission for an architectural survey of historic structures within flood zones.

Reconnaissance-Level Historic Architectural Survey for the PennEast Pipeline Project, UGI, PA and NJ

Date: 2014–2016. **Role:** Historical Researcher/Historic Resources Surveyor. The project consists of Section 106 studies and the FERC review for a 114-mile natural gas pipeline in New Jersey and Pennsylvania. Participated in a reconnaissance-level historic architectural survey throughout northern Pennsylvania and New Jersey. Mr. Pickard also collected cultural resources data on known archaeological and historic architectural resources within the project area at the New Jersey Historic Preservation Office and New Jersey State Museum, and conducted background and deed research on properties within the project area.

Norristown Resiliency Project, Southeastern Pennsylvania Transportation Authority, Montgomery County, PA

Date: 2015–2016. **Role:** Historical Researcher. Conducted research for a Cultural Resource GIS Database developed for the Southeast Pennsylvania Transportation Authority (SEPTA). Collected data and from numerous repositories including the Pennsylvania Historical and Museum Commission, the Historical Society of Pennsylvania, the Delaware County Historical Society, and municipal or neighborhood historical societies.

Historic Architectural Survey for Pennsylvania Turnpike Northeast Extension Full Depth Roadway Reconstruction, Pennsylvania Turnpike Commission, Bucks County, PA

Date: 2014–2015. **Role:** Historian. Researched and authored histories for numerous properties within the project area and co-authored a historic context on the northern region of Bucks County.

Cultural Resources Investigation for Southern Reliability Link Project, New Jersey Natural Gas, Burlington, Monmouth, and Ocean Counties, NJ

Date: 2014–2015. **Role:** Historian/ Historic Resources Surveyor. Participated in an ongoing reconnaissance-level historic architectural survey in central New Jersey for New Jersey Natural Gas. Collected cultural resources data on known archaeological and historic architectural resources within the project area at the New Jersey Historic Preservation Office and New Jersey State Museum. Authored property histories for numerous properties within the project area.

Archaeological Investigation for Parkside Edge Project, Fairmount Park Conservancy, Philadelphia, PA

Date: 2015. **Role:** Historical Researcher. Conducted research at various municipal and local repositories for a Phase IA archaeological investigation at the site of the Japanese Bazaar from the 1876 Centennial Exhibition in Fairmount Park.

Linden Generation Station Demolition of Retired Generating Facilities, PSEG Fossil, Linden, NJ

Date: 2015. **Role:** Historical Researcher. Collected cultural resources data on known archaeological resources located within and near the project area at the New Jersey State Museum.

Phase I and II Archaeological Investigations for Proposed Petrochemicals Complex, Shell Chemical Appalachia and Horsehead Corporation, Beaver County, PA

Date: 2013–2015. **Role:** Historian. Researched and co-authored historic contexts for Phase I/II archaeological excavations. Research was conducted on the Beaver County poor farm, rural farming communities, and 20th century industrial workers' housing. In addition, Mr. Pickard assisted with the identification of human remains discovered in a family burial plot on the site through historical and genealogical research.

Phase I Archaeological Investigation for Cedar Substation Expansion Project, Atlantic City Electric, Ocean County, NJ

Date: 2014. **Role:** Historical Researcher. Collected cultural resources data on known archaeological and historic architectural resources within the project area at the New Jersey Historic Preservation Office and New Jersey State Museum for a Phase IA archaeological investigation.

Archaeological Study & Reconnaissance-Level Historic Architectural Survey for Existing Transmission Line Rebuild and Upgrade Lewis-Moss Mill, Atlantic City Electric, Atlantic County, NJ

Date: 2014. **Role:** Historian. Researched and co-authored historic context for the coastal region of Atlantic County, New Jersey.

Phase I and II Archaeological Investigations of the 810 Arch Street Project Area, Project HOME, Philadelphia, PA

Date: 2014. **Role:** Historian. Researched and authored an historic context for a portion of the 800 block of Arch Street, historically a commercial center, for a Phase I and II archaeological investigation.

Burial Site Investigations at First Presbyterian Church of Port Kennedy Cemetery, Pennsylvania Department of Transportation, Montgomery County, PA

Date: 2014. **Role:** Historical Researcher. Consulted church records regarding establishment, expansion, and upkeep of cemetery, and the construction of any historic structures on the site.

Cultural Resources Investigations for Leidy Southeast Expansion, Transcontinental Gas Pipe Line Company, Mercer and Somerset Counties, NJ

Date: 2014. **Role:** Historical Researcher. Collected cultural resources data in Phase I Cultural Resources investigations. Data was collected and chains of title were established for historic architectural resources within the project area at the New Jersey State Archives and Mercer County Courthouse.

William Dick Elementary School – Odd Fellows Cemetery, Trust for Public Land, Philadelphia, PA

Date: 2013–2014. **Role:** Historian/Archaeological Technician. Participated in the salvage exhumation of 17 intact and partially intact burials dating from the mid-19th through early 20th centuries. Researched the former Odd Fellows Cemetery (1849-1950) and assisted in the subsequent identification of the recovered human remains through historic documentation.

Archaeological Investigations for Lewis & Rehoboth Canal Utility Line Crossing, Lewes Board of Public Works, Sussex County, DE

Date: 2013. **Role:** Historian. Researched and authored historic context section on rural African-American communities in Southern Delaware for Phase I/II archaeological report.

Columbia City Transmission Project, New York State Electric and Gas Corporation, Columbia County, NY

Date: 2013. **Role:** Historical Researcher. Contributed to the architectural history review effort by assisting with data entry of surveyed properties.

Publications + Conferences

(With Thomas J. Kutys). "An Unbrotherly Seal: A Family Divide Preserved in Glass." *River Chronicles* 2 (2017): 50–51.

Pennsylvania Statewide Conference on Heritage, "Personalizing History: Connecting People Across Time with Technology." Carlisle, PA, June 2017.

Eastern States Archaeological Federation (ESAF), "Portraits of Life in the River Wards: Histories of Fishtown and Port Richmond," Langhorne, PA, November 2016.

(With Thomas J. Kutys). "'Good for a Drink or Segar': A Story of One Family, Two Saloons, and a Prizefighter." *River Chronicles* 1 (2016): 30–38.

"The Golden Fleece Hotel: A Checkered History." *River Chronicles* 1 (2016): 39.

Society for Historical Archaeology (SHA), A Call to Action: The Past and Future of Historical Archaeology, "Life in the River Wards: The History of Kensington and Port Richmond," Washington, DC, January 2016.

Council for Northeast Historical Archaeology (CNEHA), "'Where Filthy Streets Abound': The History of the Port Richmond Site," Long Branch, NJ, November 2014.

Nicole McKairnes, Assoc. AIA
Historic Preservation Specialist

Education
BFA, Historic Preservation, Architectural History, Interior Design, Savannah College of Art and Design, 2007

Years of experience
10

Years with AECOM
3

Training
Section 106 Essentials Course, Advisory Council on Historic Preservation (Philadelphia, PA), 2016

Professional Affiliations
Associate, American Institute of Architects; Member, Association for Preservation Technology; Member, National Trust for Historic Preservation; Member, National Parks Conservancy Assocation; Archivist, Hulmeville Historical Society, Hulmeville, PA; Board Member, Historic Architectural Review Board, Hulmeville PA

Professional history

Ms. McKairnes joined AECOM Corporation in 2014 and has over ten years' experience in architecture, historic preservation and cultural resources management. Her responsibilities include the survey, research, assessment and documentation of historic buildings. Ms. McKairnes has completed various documentation and regulatory compliance projects including Section 106 studies (including eligibility evaluations, effects assessments), historic architectural surveys, HABS/HAER-level documentation projects, National Register nominations, Historic Structure Reports, Preservation Plans, Feasibility Studies, historic preservation design consultation, and Historic Grant Applications. She has surveyed and evaluated hundreds of historic properties, evaluated eligibility in accordance with National Register criteria, evaluated project effects, and developed agreement documents to resolve Adverse Effects. She is proficient in historical research using primary and secondary sources, such as deeds, wills, tax records, atlases and maps, newspapers, and published histories. She exceeds the Secretary of Interior's Professional Qualification Standards for Architectural Historian and Historian [36 CFR 61]. Ms. McKairnes also has experience with the design and construction of new and historic buildings including space planning, design development, construction documents, and interior finish selection.

Selected project experience

Philadelphia International Airport, Pavements and Ground Building, Philadelphia, PA

Date: *Ongoing*. **Role:** BIM Manager. The project includes the programming, space planning, selection of finishes and preparation of bid drawings and specifications for three new structures to support the maintenance and repair program. The new Pavement and Grounds building includes new staff offices, locker rooms, restroom, kitchen, and sleeping facilities. The additional two structures are designed for the storage and maintenance of large and small equipment and vehicles. Ms. McKairnes is responsible for the production and coordination of architectural models, and construction documents for the three structures.

Philadelphia International Airport, Terminal Modification Project, Philadelphia, PA

Date: *Ongoing*. **Role:** Architectural Drafter. Ms. McKairnes is part of the architectural team undertaking the remodeling of the airport in anticipation of construction of a new Head House for American Airlines as part of the Master plan for the Philadelphia Airport. The project currently consists of space planning for several enabling projects that will relocate various operations within the existing airport terminals in order for American Airlines to continue operations for the duration of the construction.

Flight Operations Facility, Northeast Philadelphia Airport, Philadelphia, PA

Date: *Ongoing*. **Role:** Interior Designer. As part of a design-build project for a private client, Ms. McKairnes offered interior design services for a new airplane hangar being designed at the Northeast Airport. Ms. McKairnes worked with the client and the architects to select interior materials and finishes and incorporate them into constructions documents for the airplane hangar and high-end lobby design.

Archaeological Investigations of the I-95/Girard Ave. Improvements Project, Philadelphia, PA

Date: *Ongoing*. **Role:** Researcher. Conducted research for ongoing Phase II and III archaeological investigations along a three mile long project area undertaken for the Pennsylvania Department of Transportation. Provided background research on urban properties on which archaeological excavations have been conducted in order to write property history and historic context documents.

Engineering Design Services for the New KCSM Sanchez Yard, Kansas City Southern Railway, Nueva Laredo, Mexico

Date: 2017. **Role:** Architectural Drafter. Architectural drafting services for three new structures to be constructed, including a Locomotive Service Building, Car Repair Shop and Fueling Facilities. Ms. McKairnes worked with team members in the Philadelphia and Maryland office to complete architectural design of the three service buildings. The drawings and specifications were then translated into Spanish to be issued by AECOM for construction.

Historic Building Flood Vulnerability Assessment Data Collection, Disaster Planning for Historic Properties, City of Philadelphia, PA

Date: 2017. **Role:** Architectural Historian. A project of the Commonwealth Disaster Planning for Historic Properties Initiative to produce a comprehensive inventory of documented flood-prone historic buildings in Philadelphia County for integration into a citywide FEMA-approved Hazard Mitigation Plan. Ms. McKairnes participated in surveying designated, vulnerable properties found within the 100-year and 500-year flood hazard areas, and resources within two planning districts in Philadelphia to advance the Philadelphia City Planning Commission's Citywide Vision. In 2017, the project was awarded the Preservation Education Award for Public Advancement of Preservation Knowledge by the Preservation Alliance of Greater Philadelphia.

Historic Resource Survey, PASHPO Disaster Planning for Historic Properties Initiative, Monroe, Bedford, and Cameron Counties, PA

Date: 2017. **Role:** Architectural Historian. The project consists of a reconnaissance-level historic resource survey to identify and document historic properties in hazard-affected areas and gather detailed information about their hazard-prone character defining features. The team utilized Wi-Fi-connected hand-held tablets in the field to record property specific information using a web-based application called Fulcrum that was custom designed for the project. The draft survey forms and report are currently under review by the PASHPO.

Reconnaissance-Level Historic Architectural Survey for Sunbury Pipeline Project, Lycoming, Montour, Northumberland, Union, and Snyder Counties, PA

Date: 2016. **Role:** Architectural Historian. The project consists of Section 106 studies and the FERC review for a 34-mile proposed natural gas pipeline in Pennsylvania through residential and rural environments. Ms. McKairnes was part of the team that conducted a reconnaissance-level survey of the over 90 properties intersected by the alignment and assisted with documentation. PHMC concurred with AECOM determinations of eligibility. Documentation of several rural agricultural districts within the APE has been completed.

Reconnaissance-Level Historic Architectural Survey for the PennEast Pipeline Project, NJ and PA

Date: 2014-Ongoing. **Role:** Architectural Historian. The project consists of Section 106 studies and the FERC review for a 114-mile natural gas pipeline in New Jersey and Pennsylvania. Ongoing support was provided with reconnaissance-level survey for properties intersected by the alignment, as well as agency and client consultation. Section 106 documentation is currently under SHPO review. Ms. McKairnes completed reconnaissance level surveys of properties intersected by the alignment and completed PA and NJ HRSF forms.

New York State DOT, Republic Airport Hangars 2, 3, & 4, East Farmingdale, NY

Date: 2014-2015. **Role:** Historic Preservation Specialist. Scope of work includes HABS/HAER documentation, architectural design, and construction administration services in support of the relocation of National Register-eligible Fairchild Aircraft

Company hangars at Republic Airport in Suffolk County, Long Island. The hangars were built between 1923 and 1944 to serve the company's needs at the adjacent Fairchild Flying Field, now Republic Airport. The design scope is in support of a multiparty MOA reached with the New York State SHPO intended to identify, rehabilitate, and preserve the hangar's character-defining features before, during, and after the move.

Pennsylvania Turnpike Northeast Extension Milepost A38-A44, PA DOT, Montgomery and Bucks Counties, PA

Date: 2016. **Role:** Architectural Historian. A project to make improvements to the Northeast Extension of the Pennsylvania Turnpike, including potential widening, required a reconnaissance survey of the project area in early planning stages, prior to initiating consultation under Section 106 and NEPA. Ms. McKairnes reviewed existing historic resource documentation and conducted field survey to determine the nature of known and potential historic resources along a section of the Pennsylvania Turnpike. Each property was documented according to the Pennsylvania Historical and Museum Commission standards and included in a Determination of Eligibility Report.

Pennsylvania Turnpike Commission Roadway and Bridge Reconstruction Mileposts 298.000 to 302.000, Berks and Chester Counties, PA

Date: 2016. **Role:** Architectural Historian. A project to make improvements to the Pennsylvania Turnpike, including potential widening, required a reconnaissance survey of the project area in early planning stages, prior to initiating consultation under Section 106 and NEPA. Ms. McKairnes reviewed existing historic resource documentation and documented buildings in the project study area to determine the nature of known and potential historic resources along a section of the Pennsylvania Turnpike. She also contributed to the Historic Architectural Eligibility Report.

Pennsylvania Turnpike Northeast Extension Milepost A38-A44, Montgomery and Bucks County, PA

Date: 2014-2015. **Role:** Architectural Historian. A project to make improvements to the Northeast Extension of the Pennsylvania Turnpike, including potential widening, required a reconnaissance survey of the project area in early planning stages, prior to initiating consultation under Section 106 and NEPA. Ms. McKairnes reviewed existing historic resource documentation and conducted field survey to determine the nature of known and potential historic resources along a section of the Pennsylvania Turnpike. Each property was documented according to the Pennsylvania Historical and Museum Commission standards and included in a Determination of Eligibility Report.

Benning Road Streetcar Project, Historic Architectural Survey for the District Department of Transportation, Washington, DC

Date: 2014-2015. **Role:** Architectural Historian. Ms. McKairnes served as team member for the architectural survey of over twenty buildings and structures along Benning Road in Washington, DC in preparation for installation of a new public trolley line. Individual properties were surveyed, documented, and then researched and evaluated for eligibility for inclusion on the National Register of Historic Places. Properties were documented using the DC State Historic Preservation Office Determination of Eligibility Forms and included as part of the Environmental Assessment.

Historic Architectural Eligibility Report for the Columbia Pike Street Car Initiative, Arlington and Fairfax Counties, VA

Date: 2014-2015. **Role:** Architectural Historian. A Phase 1/ Reconnaissance level survey that builds up on a previous multimodal study, consisting of a survey of over 150 historic buildings and structure along Columbia Pike in preparation for a new public trolley line. The project involved preliminary survey and documentation of various historic building types. Building information and descriptions were recorded in the State's online database (V-CRIS) developed by the Virginia Department of Historic Resources. Each structure was evaluated for its eligibility on the National Register and contribution to any local districts.

Additional project experience with other firms

Life Safety and Code Upgrades to the Theodore Roosevelt Birthplace National Historic Site, New York, NY

Pearl S. Buck House Restoration, Perkasie, PA

Count Basie Theater Restoration and National Register Nomination, Red Bank, NJ

Nassau Presbyterian Church Master Plan, Phased Restoration and Interiors, Princeton, NJ

Wheeler Opera House Interior Balcony Remodel, Aspen, CO

Louis I. Kahn Bath House and Day Camp Pavilions Restoration, Ewing, NJ

Hill College House Master Plan, University of Pennsylvania, Philadelphia, PA

Maclean House Feasibility Study, Restoration and Interior Design, Princeton University

Bucks County Playhouse Restoration, New Hope, PA

Holly Bush Interior Restoration, Rowan University, Glassboro, NJ

St. Elizabeths Hospital HABS Documentation, Washington, DC

Millburn Township Historic Resources Survey, Millburn, NJ

Fort Monmouth Redevelopment Plan, Tinton Falls, NJ

Neshanic Valley Golf Course Preservation Plan, Neshanic Station, NJ

Old North Church Preservation Plan, Dumont, NJ

Boudinot – Southard Farmstead Feasibility Study, Somerset County, NJ

DL&W Railroad Preservation Plan, Various locations, NJ

Pennington Presbyterian Church Restoration and National Register Nomination, Pennington, NJ

Elm Cottage Preservation Plan and Phased Restoration, Somerset County, NJ

Hermitage Master Plan, Ho-ho-kus, NJ

Union Congregational Church Exterior Restoration, Montclair, NJ

Orange City Hall Preservation Plan and National Register Nomination, Orange, NJ

Allied Textile and Printing Site Feasibility Study, Paterson, NJ

Oradell Railroad Station Preservation Plan, Oradell, NJ

First Presbyterian Church of Springfield Preservation Plan, Springfield, NJ

Oswald Veblen House Conditions Assessment, Mercer County, NJ

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