

PASSAIC COUNTY HISTORIC PRESERVATION ELEMENT

FOR THE PARK, RECREATION AND OPEN SPACE MASTER PLAN

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Prepared By:

ETM Associates, L.L.C
1202 Raritan Avenue
Highland Park, NJ 08904

Hunter Research Inc.
120 West State Street
Trenton NJ 08608

Prepared For:

Department of Cultural & Historic Affairs
County of Passaic
Address:
199 Totowa Road
Wayne, New Jersey 07470

Survey and Materials Prepared by:

Joshua Butchko Principal Investigator M.A., RPA
Rachel Craft, M.A., Historian
Patrick Harshbarger, M.A., M.P.A., Principal
Historian/Architectural Historian
James Lee, M.A., RPA, Principal Archaeologist
Dave Sitler, Project Manager
Theresa Hyslop, Analyst



TABLE OF CONTENTS

CHAPTER 1: PROJECT OVERVIEW	
1.1 PROJECT PURPOSE AND GOALS	8-10
1.2 HISTORY OF THE COUNTY PARK SYSTEM	11-12
1.3 METHODOLOGY	13-16
1.4 PROPERTY OVERVIEW	17-20
CHAPTER 2: PROPERTY ANALYSIS	
2.1 COUNTY PARK PROPERTIES	
2.1.1 APSHAWA PRESERVE	23-27
2.1.2 CAMP HOPE	28-34
2.1.3 DUNDEE ISLAND PARK	35-37
2.1.4 FRIENDSHIP PARK	38-41
2.1.5 GARRET MOUNTAIN RESERVATION	42-53
2.1.6 GOFFLE BROOK PARK	54-64
2.1.7 HIGHLANDS PRESERVE	65-68
2.1.8 HIGHLANDS RAIL TRAIL	69-72
2.1.9 MORRIS CANAL GREENWAY	73-78
2.1.10 PECKMAN PRESERVE	79-82
2.1.11 POMPTON AQUATIC PARK	83-84
2.1.12 PREAKNESS VALLEY PARK	85-99
2.1.13 RIFLE CAMP PARK	100-107
2.1.14 TRANQUILITY RIDGE	108-111
2.1.15 WEASEL BROOK PARK	112-118
2.2 PROPERTIES NOT IN COUNTY PARKS OR OPEN SPACES	119-154
2.3 COUNTY OPEN SPACES	155-162
2.4 HISTORIC BRIDGES	163-169
2.5 ROADS AND STREETS	170-248
CHAPTER 3: RECOMMENDATIONS SUMMARY	
3.0 OVERVIEW	250
3.1 RECOMMENDED ACTIONS	
3.1.1 CULTURAL LANDSCAPE REPORTS	251
3.1.2 ARCHITECTURAL SURVEYS	252
3.1.3 MAINTENANCE PLANS - ARCHITECTURAL	253-254
3.1.4 MAINTENANCE PLANS - LANDSCAPE/HARDSCAPE & WATERBODIES/WATERWAYS	255-256
3.1.5 HISTORIC STRUCTURE REPORTS AND PRESERVATION PLANS	257
3.1.6 ARCHAEOLOGICAL RECOMMENDATIONS	258-262
3.1.7 HISTORIC STREETScape PLANS	263-264
REFERENCES	265-277

LIST OF FIGURES

1.1 PASSAIC COUNTY HISTORIC PROPERTIES - LOCATION MAP	16
2.1 PARK PROPERTIES -LOCATION MAP (COUNTY-WIDE)	19
2.2 APSHAWA PRESERVE - HISTORIC ASSET LOCATION MAP	26
2.3 CAMP HOPE - HISTORIC ASSET LOCATION MAP	32
2.4 DUNDEE ISLAND PARK - HISTORIC ASSET LOCATION MAP	36
2.5 FRIENDSHIP PARK - HISTORIC ASSET LOCATION MAP	40
2.6 GARRET MOUNTAIN RESERVATION - HISTORIC ASSET LOCATION MAP	49
2.7 GOFFLE BROOK PARK - HISTORIC ASSET LOCATION MAP	61
2.8 HIGHLANDS PRESERVE - HISTORIC ASSET LOCATION MAP	67
2.9 HIGHLANDS RAIL TRAIL - HISTORIC ASSET LOCATION MAP	71
2.10 MORRIS CANAL GREENWAY - HISTORIC ASSET LOCATION MAP	77
2.11 PECKMAN PRESERVE - HISTORIC ASSET LOCATION MAP	81
2.12 POMPTON AQUATIC PARK - HISTORIC ASSET LOCATION MAP	84
2.13 PREAKNESS VALLEY PARK - HISTORIC ASSET LOCATION MAP	94
2.14 RIFLE CAMP PARK- HISTORIC ASSET LOCATION MAP	104
2.15 TRANQUILITY RIDGE - HISTORIC ASSET LOCATION MAP	110
2.16 WEASEL BROOK PARK - HISTORIC ASSET LOCATION MAP	116
2.17 PROPERTIES NOT IN COUNTY PARKS OR OPEN SPACES - LOCATION MAP (COUNTY-WIDE)	119
2.18 COURT HOUSE HISTORIC DISTRICT - HISTORIC ASSET LOCATION MAP	125
2.19 HAMILTON HOUSE MUSEUM - HISTORIC ASSET LOCATION MAP	130
2.20 SCHUYLER-COLFAX HOUSE MUSEUM - HISTORIC ASSET LOCATION MAP	141
2.18 VALLEY VIEW SANATORIUM CAMPUS - HISTORIC ASSET LOCATION MAP	145
2.19 VAN ALLEN HOUSE - HISTORIC ASSET LOCATION MAP	148
2.21 WAYNE TOWNSHIP MUSEUMS (VAN DUYN & VAN RIPER-HOPPER HOUSES) - HISTORIC ASSET LOCATION MAP	153
2.22 OPEN SPACES - LOCATION MAP (COUNTY-WIDE)	155
2.23 HISTORIC BRIDGES - LOCATION MAP (COUNTY-WIDE)	163

LIST OF FIGURES

2.24 COOKE LOCOMOTIVE AND MACHINE COMPANY/AMERICAN LOCOMOTIVE COMPANY/WRIGHT AERONAUTICAL COMPANY HISTORIC DISTRICT- LOCATION MAP	175
2.25 DELAWARE, LACKAWANNA AND WESTERN RAILROAD BOONTON LINE HISTORIC DISTRICT - LOCATION MAP	178
2.26 DOWNTOWN COMMERCIAL HISTORIC DISTRICT, PATERSON CITY - LOCATION MAP	182
2.27 - DOWNTOWN COURT HOUSE HISTORIC DISTRICT, PATERSON CITY - LOCATION MAP	185
2.28 DUBLIN HISTORIC DISTRICT, PATERSON CITY - LOCATION MAP	188
2.29 EASTSIDE PARK HISTORIC DISTRICT, PATERSON CITY - LOCATION MAP	191
2.30 ERIE RAILROAD MAIN LINE AND THE PATERSON VIADUCT HISTORIC DISTRICTS - LOCATION MAP	194
2.31 GARDEN STATE PARKWAY HISTORIC DISTRICT, CLIFTON CITY - LOCATION MAP	198
2.32 GREAT FALLS HISTORIC DISTRICT - LOCATION MAP	201
2.33 HASKELL HISTORIC DISTRICT - LOCATION MAP	205
2.34 JERSEY CITY WATERWORKS HISTORIC DISTRICT - LOCATION MAP	208
2.35 LONG POND IRON WORKS HISTORIC DISTRICT - LOCATION MAP	211
2.36 MORRIS CANAL HISTORIC DISTRICT AND GREENWAY - LOCATION MAP	215
2.37 NEW JERSEY MIDLAND RAILWAY NY, SUSQUEHANNA AND WESTERN RR HISTORIC DISTRICT - LOCATION MAP	220
2.38 PUBLIC SERVICE ELECTRIC AND GAS COMPANY (PSE&G) NORTHERN INNER RING TRANSMISSION LINE HISTORIC DISTRICT - LOCATION MAP	223
2.39 TWO BRIDGES ROAD - LOCATION MAP	226
2.40 WANAQUE RESERVOIR HISTORIC DISTRICT - LOCATION MAP	229
2.41 WHITE'S PAPER MILL HISTORIC DISTRICT - LOCATION MAP	232
2.42 WASHINGTON ROCHAMBEAU TRAIL (WRT) - LOCATION MAP	237
2.43 HISTORIC "CHARACTER AREAS" OF THE PASSAIC COUNTY BYWAY NETWORK (NORTHERN COUNTY) - LOCATION MAP	241
2.44 HISTORIC "CHARACTER AREAS" OF THE PASSAIC COUNTY BYWAY NETWORK (SOUTHERN COUNTY) - LOCATION MAP	242

LIST OF TABLES

1.1 PASSAIC COUNTY PROPERTIES WITH HISTORIC ASSETS - SUMMARY LISTING	19
1.2 HISTORIC DISTRICTS WITH COUNTY ROADS WITHIN THEIR DESIGNATED BOUNDARIES - SUMMARY LISTING	20
2.1 APSHAWA PRESERVE - HISTORIC ASSET SUMMARY	27
2.2 CAMP HOPE - HISTORIC ASSET SUMMARY	33-34
2.3 DUNDEE ISLAND PARK - HISTORIC ASSET SUMMARY	37
2.4 FRIENDSHIP PARK - HISTORIC ASSET SUMMARY	41
2.5 GARRET MOUNTAIN RESERVATION - HISTORIC ASSET SUMMARY	50-53
2.6 GOFFLE BROOK PARK - HISTORIC ASSET SUMMARY	62-64
2.7 HIGHLANDS PRESERVE - HISTORIC ASSET SUMMARY	68
2.8 HIGHLANDS RAIL TRAIL - HISTORIC ASSET SUMMARY	72
2.9 MORRIS CANAL GREENWAY - HISTORIC ASSET SUMMARY	78
2.10 PECKMAN PRESERVE - HISTORIC ASSET SUMMARY	82
2.11 PREAKNESS VALLEY PARK - HISTORIC ASSET SUMMARY	95-99
2.12 RIFLE CAMP PARK- HISTORIC ASSET SUMMARY	105-107
2.13 TRANQUILITY RIDGE - HISTORIC ASSET SUMMARY	111
2.14 WEASEL BROOK PARK - HISTORIC ASSET SUMMARY	117-118
2.15 COUNTY COURT HOUSE DISTRICT - HISTORIC ASSET SUMMARY	126
2.16 HAMILTON HOUSE MUSUEM - HISTORIC ASSET SUMMARY	131
2.17 PASSAIC COUNTY COMMUNITY COLLEGE MIAIN CAMPUS - HISTORIC ASSET SUMMARY	136
2.18 SCHUYLER-COLFAX MUSUEM - HISTORIC ASSET SUMMARY	142
2.19 VALLEY VIEW SANATORIUM CAMPUS - HISTORIC ASSET SUMMARY	146
2.20 VAN ALLEN HOUSE - HISTORIC ASSET SUMMARY	149
2.21 WAYNE TOWNSHIP MUSEUMS - HISTORIC ASSET SUMMARY	154
2.22 OPEN SPACES - ASSET SUMMARY	160-162
2.23 HISTORIC BRIDGES - ASSET SUMMARY	168-169
2.24 HISTORIC DISTRICTS WITH COUNTY ROADS WITHIN THEIR DESIGNATED BOUNDARIES - DISTRICT SUMMARY	173

LIST OF TABLES

2.25 COOKE LOCOMOTIVE AND MACHINE COMPANY/AMERICAN LOCOMOTIVE COMPANY/WRIGHT AERONAUTICAL COMPANY HISTORIC DISTRICT- ROADWAY SUMMARY	176
2.26 DELAWARE, LACKAWANNA & WESTERN RR BOONTON LINE HISTORIC DISTRICT - ROADWAY SUMMARY	180-181
2.27 DOWNTOWN COMMERCIAL HISTORIC DISTRICT, PATERSON CITY - ROADWAY SUMMARY	183
2.28 - DOWNTOWN COURT HOUSE HISTORIC DISTRICT, PATERSON CITY - ROADWAY SUMMARY	186
2.29 DUBLIN HISTORIC DISTRICT, PATERSON CITY - ROADWAY SUMMARY	189
2.30 EASTSIDE PARK HISTORIC DISTRICT, PATERSON CITY - ROADWAY SUMMARY	192
2.31 ERIE RAILROAD MAIN LINE AND THE PATERSON VIADUCT HISTORIC DISTRICTS - ROADWAY SUMMARY	195-196
2.32 GARDEN STATE PARKWAY HISTORIC DISTRICT, CLIFTON CITY - ROADWAY SUMMARY	199
2.33 GREAT FALLS HISTORIC DISTRICT - ROADWAY SUMMARY	202-203
2.34 HASKELL HISTORIC DISTRICT - ROADWAY SUMMARY	206
2.35 JERSEY CITY WATERWORKS HISTORIC DISTRICT - ROADWAY SUMMARY	209
2.36 LONG POND IRON WORKS HISTORIC DISTRICT - ROADWAY SUMMARY	212
2.37 MORRIS CANAL HISTORIC DISTRICT AND GREENWAY -ROADWAY SUMMARY	216-218
2.38 NJ MIDLAND RAILWAY NY, SUSQUEHANNA AND WESTERN RR HISTORIC DISTRICT - ROADWAY SUMMARY	221
2.39 PUBLIC SERVICE ELECTRIC AND GAS COMPANY (PSE&G) NORTHERN INNER RING TRANSMISSION LINE HISTORIC DISTRICT - ROADWAY SUMMARY	224
2.40 TWO BRIDGES ROAD - ROADWAY SUMMARY	227
2.41 WANAQUE RESERVOIR HISTORIC DISTRICT - ROADWAY SUMMARY	230
2.42 WHITE'S PAPER MILL HISTORIC DISTRICT - ROADWAY SUMMARY	233
2.43 WASHINGTON ROCHAMBEAU TRAIL (WRT) - ROADWAY SUMMARY	238
2.44 HISTORIC "CHARACTER AREAS" OF THE PASSAIC COUNTY BYWAY NETWORK - ROADWAY SUMMARY	243-244
2.45 COUNTY ROADS IN DESIGNATED HISTORIC DISTRICTS - ALPHABETICAL LISTING	245-248



CHAPTER 1

PROJECT OVERVIEW

1.1 INTRODUCTION

The *Historic Preservation Element to the County of Passaic's Parks, Recreation, and Open Space Master Plan (HPE)* is designed to provide guidance to county officials and staff on the management and planning for the future needs of historic resources located in county parks, open spaces and other county-owned properties. It is also meant as a technical report that can be used to inform the general public, organizations and stakeholders who use and support the parks of a diverse range of historic resources in the care and stewardship of the County of Passaic. It may also be used to plan for and secure federal and state funding and permits as they pertain to a various historic preservation funding sources and regulations.

Passaic County is shaped like a bent hourglass with the area above the neck running generally north and south and the portion below, east to west. The upper half of Passaic County is characterized by large lakes and watershed areas with low-density development. The lower half of Passaic County contains more than 85 percent of the population in a third of the area. Passaic County has 16 municipalities. The highest point in Passaic County is Bearfort Mountain in West Milford with an elevation of 1,484 feet. Passaic County's lowest spots are tidal lands along the Passaic River in Passaic and Clifton. Passaic County has over 40 lakes and ponds as well as nine reservoirs.

County-owned parks and open spaces are equally diverse ranging from large upland preserves measuring in hundreds of acres to parks located in dense urban settings. In total, the County of Passaic oversees more than 16,000 acres of recreational facilities and preserved open space. Most of this acreage is located within one of thirteen major parks or preserves, each with its own specific history based on geography, settlement patterns and evolving land uses over the course of centuries of human use, often far predating the land's designation as a park or open space. Five of Passaic County's parks feature landscapes carefully designed in the 1920s and the 1930s by the Olmsted Brothers, regarded as the nation's leading and most influential landscape architects. Olmsted Brothers were known for their approach to identifying a park's natural assets and

making them accessible and enjoyable through application of circulatory trails, scenic views and carefully placed recreational amenities, meadows, plantings and water features. The aesthetic approach has sometimes been described as "picturesque" or "pastoral," meant to heighten chosen aspects of nature while at the same time make a park accessible and appreciated by visitors who would largely be unaware of just how effectively organized a park was into spaces defined by use and field of vision.

Passaic County's parks and open spaces can be understood within a framework known as a cultural landscape. The National Park Service defines a cultural landscape as a geographic area (including both cultural and natural resources), that is associated with a historic event, activity or person, or exhibiting any other cultural or aesthetic values. In some instances, such as the Olmsted parks, the landscapes are designed, meaning a landscape architect or planner consciously laid it out. In other instances, the landscapes are evolved or "vernacular" meaning they have changed and been shaped over time through the generations of people who have occupied and used it. In reality, most landscapes in this study exhibit some aspects of designed and evolved practices as even the Olmsteds sought to incorporate some aspects of past human activity such as the historic farmhouses or millponds that preceded the parks.

One of the highlights of this plan is an inventory of the many types of historic resources that exist within county-owned properties. Among the historic resources owned or managed by the County of Passaic are prehistoric and historic archaeology sites, Dutch farmhouses, a colonial mansion, a Gilded Age mansion, a customs house and post office, a courthouse, a school, dams, bridges, gardens and an observation tower. These resources are identified by this plan are vital to Passaic County's identity and they offer pathways to exploring who its residents are today as a people, influenced by what has happened in the past. These places each bear witness to various aspects of the county's history and its diverse people from the earliest native people to enter Passaic County when the ice age ended over 10,000 year ago to immigrants who arrived less than

100 years ago. Not all of these resources are equally significant or preservation worthy, however, they each have a potential to increase public awareness and appreciation of history and archaeology. There is also strong evidence that a community that cares for its historic resources retains a sense of place with the resources themselves viewed as assets that contribute to quality of life. They can even be shown to have direct economic impacts, improving nearby land values, supporting the construction trades, or playing important roles in the tourism economy.

PURPOSE AND GOALS

The intent of the HPE is to complement the *County of Passaic's Parks, Recreation, and Open Space Master Plan*, last updated in 2014. The *Master Plan* identifies the County Park System as a key means for promoting the county's rich heritage and educating the public. It identifies a few resources such as Dey Mansion and Lambert Castle as the keystones of this effort. The HPE builds on the *Master Plan* slogan, "Rich History, Bright Future," by adding texture and substantive depth to the range of historic resources known to be located on county properties.

Specifically, the *HPE* is designed to fulfill a requirement placed on the County of Passaic by the New Jersey Department of Environmental Protection, New Jersey Historic Preservation Office (NJHPO) to identify historic designed landscapes, buildings, structures, objects and known archaeological sites owned by the county, and to address appropriate treatments for these historic property types. This requirement was developed, per the New Jersey Register of Historic Places Act (N.J.A.C. 7:4) and recommendation of the New Jersey Historic Sites Council, as mitigation for the installation of a multi-use synthetic turf field in Goffle Brook Park, a historic property listed on the New Jersey and National Registers of Historic Places (HSC Resolution Number HSC-2017-385).

Per agreement with the NJHPO, the County of Passaic was tasked with having the *HPE* completed

by professionals who meet the *Secretary of the Interior's Professional Qualification Standards* (36 CFR 61). In March 2020, the County of Passaic engaged with ETM Associates LLC and Hunter Research, Inc. to prepare the planning study. A multi-disciplinary team of archaeologists, landscape architects, historians and architectural historians undertook the work. Background research and field studies were completed over the course of the summer and fall of 2020.

ORGANIZATION OF THIS REPORT

Chapter 1, Project Overview provides an overview of the methodology and standards used in compiling this report. In all instances, the report has made use of professional guidelines and best practices such as the *Secretary of the Interior's Standards for the Treatment of Historic Properties* and a variety of National Park Service and New Jersey Historic Preservation Office guidelines, particularly National Park Service *Preservation Brief 36: Protecting Cultural Landscapes: Planning, Treatment and Management of Historic Landscapes*. For the non-specialist, Chapter 1 lays out some of the more important regulatory underpinnings and definitions referenced throughout the report.

Chapter 2, Property Analysis is an inventory of historic resources located in county parks, open spaces and other county-owned land and properties including roads and bridges. This is the first ever inventory of Passaic County-owned historic resources and brings to light the numerous and diverse resources in the county stewardship. Some of these resources are well known and for decades have been cared for and managed as historic sites. Others, such as old farm sites that have faded into the landscape, are obscure, perhaps even unknown to county managers until now. Each of these resources is located, mapped, briefly described and a series of general or specific recommendations made based on knowledge of past preservation efforts and future needs.

Chapter 3, Recommendations Summary focuses

the data and site-specific recommendations from Chapter 2. By organizing the site-specific recommendations into categories of treatments, like archaeological surveys or maintenance plans, it offers a way for the county to prioritize and estimate the costs associated with historic preservation goals. The summary organizes recommendations from high priority to low priority. The idea, however, is for the plan to be flexible and offer the county room to adjust and modify as opportunities present themselves or as specific projects develop.

SURVEY METHOD AND SURVEY DATABASE

All project data was collected using a digital data collection application through ArcGIS, called ArcGIS Survey123. ArcGIS Survey123 is a complete, form-centric application for creating, sharing and analyzing surveys with either mobile devices, laptops, or desktops as a native app or in a browser.

Detailed digital survey forms were developed by the project team with customized data collection categories. The digital forms were then filled in the field during on-site pedestrian surveys and later updated via desktop.

All surveyed assets have been defined as historic resource types including:

- Buildings
- Structures
- Objects
- Archaeological Sites
- Waterbodies/Waterways
- Landscapes
- Hardscapes
- Bridges Roads and Streets

The customized historic asset survey forms include data fields for:

- County Park Property
- Resource Type
- Property Type
- Historic Status
- Date of Construction/Age
- Materials Used
- Condition
- Remaining Historic Fabric/Historic Character
- List of Recommendations
- Dimensional Data (if applicable)
- Field Survey Notes
- Reference Image of Asset
- GPS Coordinates

The ArcGIS Survey123 database of all surveyed historic assets will be packaged and access will be provided to County staff to use as an ongoing tool to support continued historic preservation. The ArcGIS Survey123 app. will allow County staff and future preservation consultants to access the survey data and easily locate all recorded assets in the field with a mobile device via a simple application download.

The Survey123 database will also allow the County to update the County-wide survey in the future as projects are completed and conditions change.

1.2 HISTORY OF THE PASSAIC COUNTY PARK SYSTEM

With the development of cities during the late 18th and into the 19th centuries, a need for natural, clean and open spaces as centers of relief from the congestion and disease of growing urban areas emerged. Public parks quickly became the means to administer such relief, and with it, the desire to provide not only a healthful experience, but a visually engaging one. First initiated with New York City's development of Central Park beginning in 1858, and the hiring of Frederick Law Olmsted, Sr. to complete the formal landscape design for it, a new movement propelled the creation of formally designed public parks throughout the United States. Central Park launched the career of Olmsted and his firm, including its later iterations, as the foremost landscape architecture firm in the country. The City Beautiful movement, which reached its zenith at the Chicago World's Columbian Exposition of 1893, further amplified the need for planned public green spaces, which were attainable through public and private sphere cooperation, in the ever-growing cities of the United States. This effort coincided with the mid-19th century to mid-20th century American Parks movement to establish state and national parks throughout the country. Shortly after this movement's start, county park systems were established. The first county to do so in the country was Essex County, New Jersey, in 1895. The county established a park commission, a model that Passaic County transposed on its own efforts to establish a county park system in the late 1920s.

In 1895, the New Jersey Legislature passed a law allowing the Garden State's counties with populations exceeding 200,000 "to establish park commissions, acquire property, issue bonds, develop parklands, and maintain and regulate them, among other things." Lands acquired as public parks through this legislation were to be forever maintained as such. Essex County was the first county in the United States to establish its county park commission, and was followed by Hudson County in 1902 and Union County in 1921. The counties of Camden, Bergen and Passaic were beginning to form their park commissions by the mid-1920s.

Passaic County's efforts to establish a county-wide park system began in 1925, and a preliminary park commission was established in July 1926. The Preliminary Commission followed suit with other northern New Jersey county park commissions by seeking the landscape design expertise of the Olmsted Brothers, the firm created by Frederick Law Olmsted, Jr. and John Charles Olmsted after the retirement of Frederick Law Olmsted, Sr. in 1895. The firm created a master plan for the park system in 1927, which described the crowded conditions of Passaic County's cities and considered the impact of future infrastructure in the area to carry traffic in and out of New York City. In a referendum, Passaic County residents voted to establish a permanent county park commission in 1927, and shortly thereafter issued a report identifying lands to be acquired for the park system.

The Olmsted Brothers proposed the development of a total of fifteen parks, divided among three categories: 1) broad open meadows, 2) river parkways and 3) reservations on the hills and mountains. Parks were concentrated between Wanaque Borough and the county's southeastern tip in Passaic City, providing much-needed open space in the county's densely populated areas. Of those fifteen, four received formal landscape designs from the firm: Garret Mountain Reservation, Goffle Brook Park, Preakness Valley Park and Weasel Brook Park. Designs were created and amended throughout the late 1920s and into the early 1930s. The parks encompassed a number of significant historic sites including Dey Mansion (Preakness Valley Park), the Vanderhoef House (Weasel Brook Park), Rea House (Goffle Brook Park) and Lambert Castle (Garrett Mountain Reservation). Interest grew in maintaining these properties as historic sites and museums. While the Olmsted Brothers developed the plans for the park system, the individual park plans were executed using funds and laborers provided by the Works Progress Administration (WPA). The New Deal-era organization hired workers to develop the parks per the Olmsted Brothers' plans from the 1930s and into the 1940s. Today, these parks retain varying degrees of their original designs.

From the 1940s to the 1950s, the park system grew sparingly, but new concerns sprang forth during the 1960s and 1970s related to environmental protection. Global pollution led to a nation-wide reckoning with the United States' contribution to the issue, and subsequent actions were taken at the federal and state levels to protect the environment and public health while mitigating pollution. In New Jersey, the Green Acres program was created in 1961 with the mission to conserve and preserve natural, historic and cultural spaces and places for public use. The program remains active, and still administers funding for the conservation and preservation of important open spaces, including the several preserves located in the northern portions of Passaic County. On a national scale, the establishment of the Environmental Protection Agency (EPA) in 1970 led the way for the establishment of state-level departments with the same goals. New Jersey's Department of Environmental Protection was established in April 1970 to protect New Jersey's environment and public health. These departments enabled local governments like that of Passaic County to seek the means of preserving and protecting its natural, historic and cultural landscape for the benefit of the public and the environment. Using a combination of state and county funding, Passaic County now manages a number of minimally developed open spaces and preserves including Apshawa Preserve, Friendship Park, Highlands Preserve, Peckman Preserve, Pompton Aquatic Park and Tranquility Ridge.

1.3 METHODOLOGY

APPLICABLE LAWS AND REGULATIONS

A variety of federal, state and municipal laws and regulations govern historic preservation, and County of Passaic officials and managers must navigate them to manage their historic resources. These laws and regulations do not apply to all resources and situations, so it is important always to first ask, “what is the regulatory context?” for any particular project or planning effort. If in doubt, consult the Passaic County Department of Cultural & Historic Affairs, and the NJHPO or other historic preservation professionals. Frankly speaking, historic preservation laws and regulations can sometimes be viewed as an added burden, constraining a project’s outcomes or adding layers of governmental review. In most instances, these laws and regulations are intended to protect resources and provide the public or historic preservation professionals an opportunity to offer comment or guidance on outcomes intended to ensure resources are not unnecessarily damaged or lost. They can also create opportunities for tapping into funding sources specific to historic preservation projects. For example, the New Jersey Historic Trust offers some grants that can only be applied to resources listed on or certified eligible for the New Jersey and National Registers of Historic Places. The following are some of the more common laws and regulations that may be encountered, but by no means is this list comprehensive. Up-to-date regulatory guidance is also available from the NJHPO’s website at www.nj.gov/dep/hpo.

Section 106 of the National Historic Preservation Act (NHPA)

Section 106 is the federal law most often encountered by any project using federal funding, permitting or licensing. Section 106 requires all federal agencies to take into account the effects of their undertakings on historic properties. In practice, Section 106 might be encountered if the County of Passaic, for instance, were to encounter federal involvement in a project taking place within or near a park, open space or other county-owned property. For example, funding might be sought from the U.S. Department of Transportation for a trail project, the National Park Service for a park improvement project, U.S. Department of Housing & Urban Development for a community development block grant, or even

the U.S. Fish & Wildlife Service to improve a stream for fish passage. These federal programs may be administered by state agencies, like the New Jersey Department of Transportation or the New Jersey Department of Community Affairs, and have “federal strings” attached that are not readily apparent. While the federal agencies are responsible for ensuring that the provisions of Section 106 are met, in practice it is often partners in the project, like state and county governments, which end up fulfilling specific Section 106 requirements that could impact project schedules and costs. Under Section 106, the NJHPO consults with the federal agencies and other project sponsors or those with an identified interest in the project, usually referred to as consulting parties. The Section 106 review process is covered in *36 CFR 800: Protection of Historic Properties*.

One of the early steps in Section 106 is the completion of identification surveys to determine whether any properties that are currently listed, eligible or potentially eligible for the National Register of Historic Places are within a project’s area of potential effects. The National Register is the nation’s official list of properties and historic districts worthy of preservation. Properties can be nominated for listing by owners or by the public if the property is publicly owned. There is a highly structured and vetted process for official listing administered by the Keeper of the National Register in Washington, D.C. and carried out on a state level by state historic preservation offices. The National Register Criteria for Evaluation are the federal definitions for what qualifies as a historic property.

With the completion of this *HPE*, the County of Passaic is in a better position to anticipate Section 106 concerns because it screens for properties that are currently listed or eligible for the National Register of Historic Places, and suggests where further architectural or archaeological survey and evaluation may be required to determine if a resource is eligible or not. This information may be used by federal agencies, the County of Passaic and the NJHPO as a starting point in Section 106 consultation.

The New Jersey Register of Historic Places Act (N.J.A.C. 7:4)

This state law provides a process for listing properties on the New Jersey Register of Historic Places, using a process and criteria similar to that for the National Register of Historic Places. Like the National Register, the New Jersey Register is a designation that offers official recognition and is based on scholarship that contributes to the knowledge of historic places. It also has the practical impact of protecting any property officially listed on the New Jersey Register from public actions by state, county or local government entities. Projects that may impact New Jersey Register listed properties must have prior written authorization from the Commissioner of the New Jersey Department of Environmental Protection. The NJHPO administers the review procedures with public input and serves as staff to the New Jersey Historic Sites Council.

Public Law 2004, Chapter 170 (Archaeological Protection Act)

This law enhances the protection of archaeological sites on state, county, and municipal lands. The law makes it illegal to destroy, disturb, remove, sell, or receive archaeological artifacts from public property. The law also establishes penalties for violations. These penalties include: fines; confiscation or forfeiture of vessels, vehicles, or equipment used in the commission of the activity; and additional monetary compensation to cover the remediation of the violation.

NJDEP Land Resource Protection Program

The NJHPO provide advice and comment for a number of permitting programs within the NJDEP through the Division of Land Resource Protection. The County of Passaic could encounter this situation, for instance, when applying for a Fresh Water Wetlands permit to construct a trail or make some other park or open space enhancement. Under certain regulatory contexts, NJHPO can advise the NJDEP to condition permits with historic preservation activities such as the performance of cultural resources surveys, preservation activities or measures to avoid, minimize or mitigate impacts on historic resources.

Local Landmark Designations

Under New Jersey's Municipal Land Use Law, municipalities are empowered to identify, evaluate, designate and regulate historic resources (individual sites and districts). Municipalities are not required to have local landmarks programs, and those that have programs have varying degrees of activity and restrictiveness. Historic preservation commissions and planning boards carry out their responsibilities through zoning ordinances, which describe processes for designation and project review. Some county-owned properties are municipal landmarks or within local landmark districts. Projects involving these properties may be conditioned by municipal zoning.

DEFINITIONS

Historic preservation definitions and terminology are used consistently throughout the HPE. For non-specialists, it is important to understand some of the most common definitions and their applications.

National Register Criteria for Evaluation

The National Register's standards for evaluating the significance of properties were developed to recognize the accomplishments of all peoples who have made a significant contribution to our country's history and heritage. The criteria are designed to guide state and local governments, federal agencies, and others in evaluating potential entries in the National Register.

According to the National Register Criteria for Evaluation, the quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

1. That are associated with events that have made a significant contribution to the broad patterns of our history; or
2. That are associated with the lives of persons significant in our past; or
3. 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

4. That have yielded or may be likely to yield, information important in prehistory or history.

Generally, properties eligible for listing in the National Register are at least 50 years old. Properties less than 50 years of age must be exceptionally important to be considered eligible for listing.

Ordinarily cemeteries, birthplaces, graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past 50 years shall not be considered eligible for the National Register. However, such properties will qualify if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

1. A religious property deriving primary significance from architectural or artistic distinction or historical importance; or
2. A building or structure removed from its original location but which is primarily significant for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or
3. A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building directly associated with his or her productive life; or
4. A cemetery which derives its primary importance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events; or
5. A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association

has survived; or

6. A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or
7. A property achieving significance within the past 50 years if it is of exceptional importance.

Property Types

The National Register classifies properties as buildings, structures, objects, sites or districts. These definitions have been used consistently throughout the *HPE*.

1. **Building:** A building, such as a house, barn, church, hotel, or similar construction, is created principally to shelter any form of human activity. "Building" may also be used to refer to a historically and functionally related unit, such as a courthouse and jail or a house and barn.
2. **Structure:** The term "structure" is used to distinguish from buildings those functional constructions made usually for purposes other than creating human shelter. Common examples of structures include bridges, roads and streets, canals, dams and gazebos.
3. **Object:** The term "object" is used to distinguish from buildings and structures those constructions that are primarily artistic in nature or are relatively small in scale and simply constructed. Although it may be, by nature or design, movable, an object is associated with a specific setting or environment. Examples of objects include statues, monuments, sculptures and markers.
4. **Site:** A site is the location of a significant event, a prehistoric or historic occupation or activity, or a building or structure, whether standing, ruined or vanished, where the location itself possesses historic, cultural or archaeological value regardless of the value of any existing structure. Examples of sites include designed landscapes, cemeteries, the ruins of a building or structure or locations of prehistoric villages or camps.

5. District: A district possesses a significant concentration, linkage or continuity of sites, buildings, structures or objects united historically or aesthetically by plan or physical development.

The Secretary of the Interior's Standards for Treatment of Historic Properties

The *Standards* are common sense historic preservation principles in non-technical language. They promote historic preservation best practices that help to protect our nation's irreplaceable cultural resources. The Standards offer four distinct approaches to the treatment of historic properties—preservation, rehabilitation, restoration and reconstruction—with accompanying advisory guidelines for each. One set of standards will apply to a property undergoing treatment, depending upon the property's significance, existing physical condition, the extent of documentation available and interpretive goals, when applicable. Federal agencies use the *Standards* in carrying out their historic preservation responsibilities. State and local officials use them in reviewing both federal and non-federal projects. Historic preservation and planning commissions across the country use the *Standards* to guide their design review processes. The full text of the *Standards* is available at www.nps.gov/tps/standards.htm.

Throughout the *HPE*, the basic principles and definitions of the *Standards* are consistently applied, including the terms preservation, rehabilitation, restoration and reconstruction.

Preservation is defined as the act or process of applying measures necessary to sustain the existing form, integrity, and materials of an historic property. Work, including preliminary measures to protect and stabilize the property, generally focuses upon the ongoing maintenance and repair of historic materials and features rather than extensive replacement and new construction. New exterior additions are not within the scope of this treatment; however, the limited and sensitive upgrading of mechanical, electrical, and plumbing systems and other code-

required work to make properties functional is appropriate within a preservation project.

Rehabilitation is defined as the act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features, which convey its historical, cultural, or architectural values.

Restoration is defined as the act or process of accurately depicting the form, features, and character of a property as it appeared at a particular period of time by means of the removal of features from other periods in its history and reconstruction of missing features from the restoration period. The limited and sensitive upgrading of mechanical, electrical, and plumbing systems and other code-required work to make properties functional is appropriate within a restoration project.

Reconstruction is defined as the act or process of depicting, by means of new construction, the form, features, and detailing of a non-surviving site, landscape, building, structure, or object for the purpose of replicating its appearance at a specific period of time and in its historic location.

1.4 PROPERTY OVERVIEW

Multiple County owned and managed properties with notable historic resources were identified during the research phase of the project.

These properties are divided into four (4) sub-categories in an effort to support easy report navigation. The property categories are defined as follows:

COUNTY PARKS

This category includes all named parks throughout the County. Park property surveys include all present features including buildings and bridges. A total of fifteen (15) County Park properties were identified and surveyed as part of this project.

PROPERTIES NOT IN COUNTY PARKS OR OPEN SPACES

Several sites associated with historic buildings are included in the analysis. Historic buildings and their associated historic assets including grounds and landscapes are also addressed. A total of seven (7) properties were identified and surveyed as part of this project.

OPEN SPACES

A number of undeveloped County owned properties have also been included in the analysis. In most cases, these properties are not actively maintained or programmed (with the exception of the Passaic County Farm and Open Space #11 in Ringwood). A total of eleven (11) Open Spaces were identified and surveyed within the scope of this project.

HISTORIC BRIDGES

All County-owned historic highway bridges includes those that have been either listed or determined eligible for listing on the New Jersey and National Registers. The list is exclusive of those highway bridges, small culverts and footbridges located in county-owned parks, see open space and park properties. A total of eleven (11) Historic Bridges are surveyed as part of this project.

Note: Passaic County participates in the development, maintenance, and interpretation of several linear historic resources within the County such as the Morris Canal Greenway, Highlands Rail Trail, and Washington Rochambeau Trail. The Rail Trail and Canal Greenway have been included on County-wide diagrams for reference.

ROADS AND STREETS

This category addresses sections of the Passaic County Road System (i.e. those roads maintained, repaired or improved by the County) located within a designated historic district or along a designated historic trail or byway. A total of nineteen (19) historic districts and two (2) historic trail/byways were identified and surveyed as part of this project.

PROPERTY AND ASSET NAMING/NUMBERING

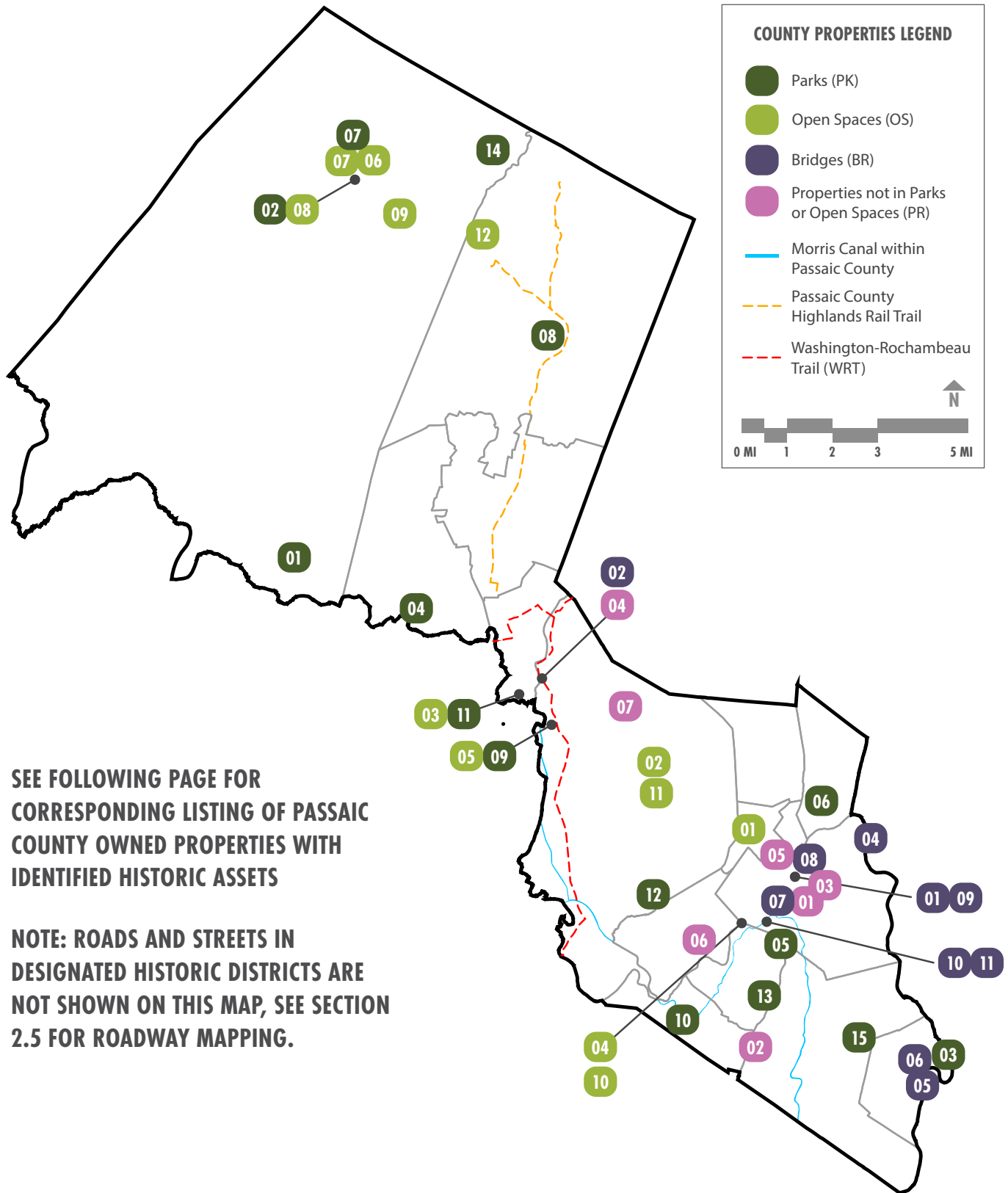
For the purposes of this report, properties are assigned with a naming and numbering system to easily cross reference narratives, maps, and tables as follows:

- COUNTY PARKS- (PK)
- PROPERTIES NOT IN COUNTY PARKS OR OPEN SPACES - (PR)
- OPEN SPACES - (OS)
- HISTORIC BRIDGES - (BR)
- ROADS AND STREETS

Each property is assigned a number, based on numerical order (e.g. Apshawa Preserve is PK-01, Camp Hope is PK-02).

A numbering designation is also applied to each Individual survey point (e.g. The first recorded asset in Apshawa Preserve is PK-01.01)

1.4 PASSAIC COUNTY HISTORIC PROPERTY LOCATIONS



COMPLETE LISTING OF PASSAIC COUNTY OWNED PROPERTIES WITH KNOWN HISTORIC ASSETS

County Park Properties

Apshawa Preserve	PK-01
Camp Hope	PK-02
Dundee Island Park	PK-03
Friendship Park	PK-04
Garret Mountain Reservation	PK-05
Goffle Brook Park	PK-06
Highlands Preserve	PK-07
Highlands Rail Trail	PK-08
Morris Canal Greenway	PK-09
Peckman Preserve	PK-10
Pompton Aquatic Park	PK-11
Preakness Valley Park	PK-12
Rifle Camp Park	PK-13
Tranquility Ridge	PK-14
Weasel Brook Park	PK-15

Property ID

Properties not in Parks or Open Spaces

Court House Historic District	PR-01
Hamilton House Museum	PR-02
Passaic County Community College Main Campus	PR-03
Shuyler Colfax House Museum	PR-04
Valley View Sanatorium Campus (Preakness Valley Hospital)	PR-05
Van Allen House	PR-06
Wayne Township Museums (Van Duyne and Van Ripper-Hopper Houses)	PR-07

Property ID

Open Spaces

Central Ave/Valley View Rd.	OS-01
Church Lane and Hamburg Pike	OS-02
Elmwood Rd.	OS-03
Island House - Passaic River	OS-04
Passaic County Farm	OS-05
Peninsula NE of Camp Hope	OS-06
Warwick Turnpike/White Rd.	OS-07
1680 Greenwood Lake Turnpike	OS-08
482-484 McBride Ave	OS-09
5 Church Lane and Ratzer Rd.	OS-10
1101 Greenwood Lake Turnpike	OS-11

Address/Street ID

Historic Bridges

Arch Street over Passaic River	BR-01
Colfax Bridge	BR-02
Dundee Spur RR Bridge over Passaic River	BR-03
Fair Lawn Avenue over Passaic River	BR-04
Gregory Avenue over Passaic River	BR-05
Passaic Street over Weasel Brook	BR-06
Spruce Street over Middle Raceway	BR-07
Straight Street over Passaic River	BR-08
West Broadway over Passaic River	BR-09
Westside Park Bridge over Passaic River	BR-10
Westside Park Rd. over Molly Ann's Brook	BR-11

Location ID

Historic Districts with County Roads within their Designated Boundaries

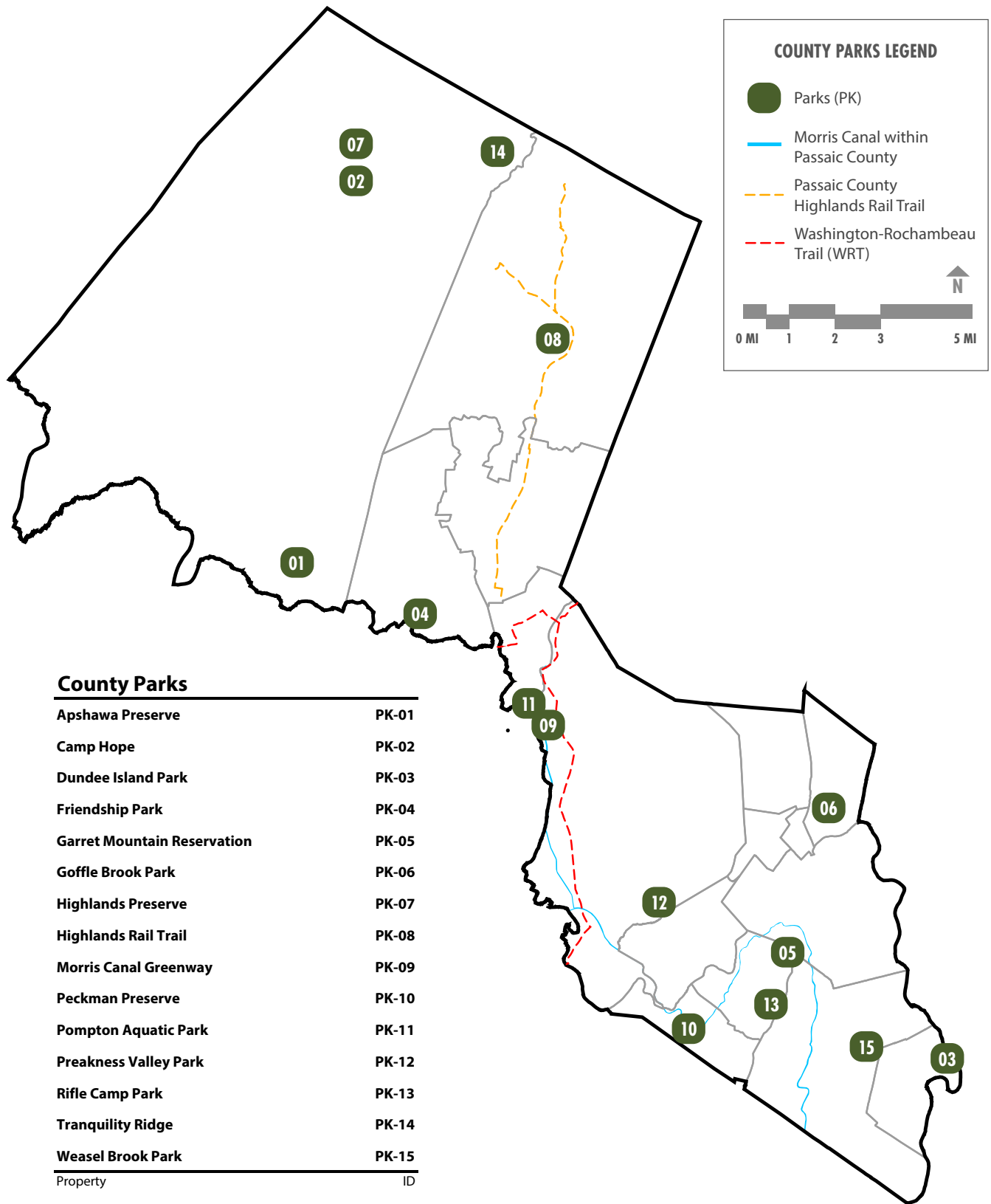
Cooke Locomotive and Machine Company/American Locomotive Company/Wright Aeronautical Company Historic District, Paterson City	1
Delaware, Lackawanna and Western Railroad Boonton Line Historic District, Clifton City, Passaic City, Paterson City, Totowa Borough and Wayne Township	2
Downtown Commercial Historic District, Paterson City	3
Downtown Court House Historic District, Paterson City	4
Dublin Historic District, Paterson City	5
Eastside Park Historic District, Paterson City	6
Erie Railroad Main Line Historic District and the Paterson Viaduct Historic District, Clifton City, Hawthorne Borough, Passaic City and Paterson City	7
Garden State Parkway Historic District, Clifton City	8
Great Falls Historic District, Paterson City	9
Haskell Historic District, Wanaque Borough	10
Jersey City Waterworks Historic District, Clifton City and Little Falls Township	11
Long Pond Iron Works Historic District, West Milford Township	12
Morris Canal Historic District and Greenway	13
New Jersey Midland Railway Historic District/New York, Susquehanna and Western Railroad Historic District, West Milford Township	14
Paterson Viaduct Historic District, Paterson City	15
Public Service Electric and Gas Company (PSE&G) Northern Inner Ring Transmission Line Historic District, Clifton City and Little Falls Township	16
Two Bridges Road, Wayne Township	17
Wanaque Reservoir Historic District, Bloomingdale Borough, Ringwood Borough and Wanaque Borough	18
White's Paper Mill Historic District, Bloomingdale Borough	19



CHAPTER 2

PROPERTY ANALYSIS

2.1 COUNTY PARK PROPERTIES



2.1.1 APSHAWA PRESERVE

PROPERTY OVERVIEW

Apshawa Preserve is a 594-acre passive recreation woodland park within West Milford. Sixty-eight acres of the park are owned by the New Jersey Conservation Foundation. The property includes several miles of trails through mature woodlands and terrain with varied topography. The Apshawa Brook feeds the 43-acre Butler Reservoir at the center of the property. The reservoir was recently renamed the Kathleen M. Karen Memorial Reservoir in the fall season of 2021. The property is a very popular hiking location.

Prior to County ownership and designation as a public park, the southwestern portion of the property was the site of a small 19th century farmstead that remained through the late 20th century. Several remnants of the pre-park era can be found within the site of the historic farmstead.

A dam was constructed along the Apshawa Brook in the early 20th century for flood control purposes, forming the 43-acre Butler Reservoir.

Recommendations:

- Consider the implementation of passive interpretation along the trails by referring to the recommendations included in the Passaic County Interpretive Plan of 2020. Subjects for interpretation could include the farms/house sites and the Butler Reservoir
 - » Design and install graphically compatible interpretive signage to match that of other sites throughout the county

STRUCTURES

BUTLER RESERVOIR DAMS

The Butler Reservoir is enclosed with two earthen gravity dams that were constructed circa 1930 with the reservoir's development. The dams are lined with stone for support and protection. The dam at the reservoir's southern end has been modified with a modern, concrete spillway at its center to allow

Apshawa Brook to retake its course.

Recommendations:

- Future projects requiring NJDEP permits or state/federal funding may trigger NJHPO reviews. The eligibility status of the dams has not been previously evaluated. Planning for future projects should take into account the possibility that an NJHPO Intensive-Level Architectural Survey of the dams may be required.

ARCHAEOLOGICAL SITES

PRECONTACT ARCHAEOLOGY

No precontact sites have been previously identified within Apshawa Preserve. Geographically, the preserve is situated in a heavily wooded area with rocky slopes surrounding the Apshawa Brook and its tributaries. Although portions of this waterway have been dammed to form the Butler Reservoir, there may be level, well-drained areas along the brook and its tributaries that are undisturbed and may yield precontact archaeological deposits. In addition, several rocky outcrops were observed that may be appropriate settings for precontact rock shelter sites, although no surficial evidence of such resources was observed. Rock shelter sites have been identified elsewhere within the northern portion of Passaic County. It is likely that precontact archaeological deposits survive within Apshawa Preserve in such locations.

HISTORIC ARCHAEOLOGY

UNIDENTIFIED FARMSTEAD

An unidentified farmstead site (PK-01.03) is located in the western portion of the preserve along a recreational trail. A small settlement that includes this site was identified in this area on late 19th-century maps. Review of historic aerials indicates these settlements were actively occupied until at least the late 1950s. Field reconnaissance in this area identified a shallow, square depression that may be a cellar hole. This feature is near an area leveled with stone fill and revetments that might be the site of an associated outbuilding. A modern fire ring and scattered modern debris are located nearby. This

unidentified farmstead may have archaeological potential. Archaeological investigation may be able to determine the nature of this depression, its date of construction and uncover additional details regarding its character.

Recommendations:

- If ground-disturbing activities are planned in the vicinity (< 50 feet) of this unidentified farmstead a Phase I archaeological survey should be conducted.
- If potentially significant archaeological deposits are identified, the site should be registered with the New Jersey State Museum.

UNIDENTIFIED DWELLING (4)

An unidentified dwelling site (PK-01.04) is located in the western portion of the preserve situated beside an extant recreational trail. This site is part of the same historic settlement identified on late 19th-century maps mentioned above that were actively occupied until at least the late 1950s. Field reconnaissance of this site identified a partially dressed stone foundation and cellar hole filled with rusted metal farm machinery and architectural debris. A cinderblock outbuilding associated with the dwelling is located approximately 30 feet southeast of the cellar hole. An additional feature, a depression possibly related to another outbuilding, is situated approximately 100 feet east of the cellar hole. This unidentified dwelling may have archaeological potential. While the stone foundation dates to at least the 19th century, other elements of the site are more likely related to its occupation in the first half of the 20th century. Archaeological investigation may be able to determine the full nature of this dwelling, its date of construction and uncover additional details regarding the overall character of the site and its surrounding features.

Recommendations:

- If ground-disturbing activities are planned in the vicinity (< 100 feet) of this unidentified dwelling, a Phase I archaeological survey should be conducted.
- If potentially significant archaeological deposits are identified, the site should be registered with

the New Jersey State Museum.

UNIDENTIFIED DWELLING (5)

Another unidentified dwelling site (PK-01.05) is located in the western portion of the preserve and partially overlaps an extant recreational trail. This site is also part of the same historic settlement identified on late 19th-century maps mentioned above that were actively occupied until at least the late 1950s. Field reconnaissance of this site identified a partially dressed stone foundation. Portions of this foundation have been removed to facilitate the passage of the existing trail through the area. This unidentified dwelling may have archaeological potential. Given its proximity to the trail, it is threatened by pedestrian traffic and trail-related maintenance activity. Archaeological investigation may be able to determine the full nature of this dwelling, its date of construction and uncover additional details regarding the overall character of the site.

Recommendations:

- Given that the site's integrity is at risk due to modern recreational activity, an archaeological preservation plan for this resource should be created.
- If ground-disturbing activities are planned in the vicinity (< 100 feet) of this unidentified dwelling, a Phase I archaeological survey should be conducted.
- If potentially significant archaeological deposits are identified, the site should be registered with the New Jersey State Museum.

WATERBODY/WATERWAYS

BUTLER RESERVOIR

The Apshawa Brook was dammed around 1930 as a flood control project, creating the 43-acre Butler Reservoir. The reservoir appears to be in good condition with flourishing natural edge conditions and diverse fish populations according to local anglers. Siltation appears evident along the north

end of the Reservoir as per recent aerial imagery.

Recommendations:

- Develop and implement a Maintenance Plan
 - » Focus on vegetation management along reservoir edge and silt management
- Reservoir silt management as needed

LANDSCAPES

A large deciduous tree identified in the field as a sugar maple (*Acer Saccharum*) can be found within the young forested area near the archaeological sites associated with the historic farmstead. The tree is quite large with an approximate diameter breast height (DBH) of 46". The location of the tree near the unidentified dwelling site and overall form suggests it was planted/maintained as part of the farmstead. The tree is in fairly good condition considering its apparent age and lack of horticultural care.

Several other mature evergreen species are present in the vicinity of the historic farmstead archaeological sites. Evergreen species are not common to rocky hillsides in this region, likely indicating that these trees are planted/maintained as part of the farmstead.

Recommendations:

- Fully measure and evaluate sugar maple for the NJDEP Tree Registry

HARDSCAPES

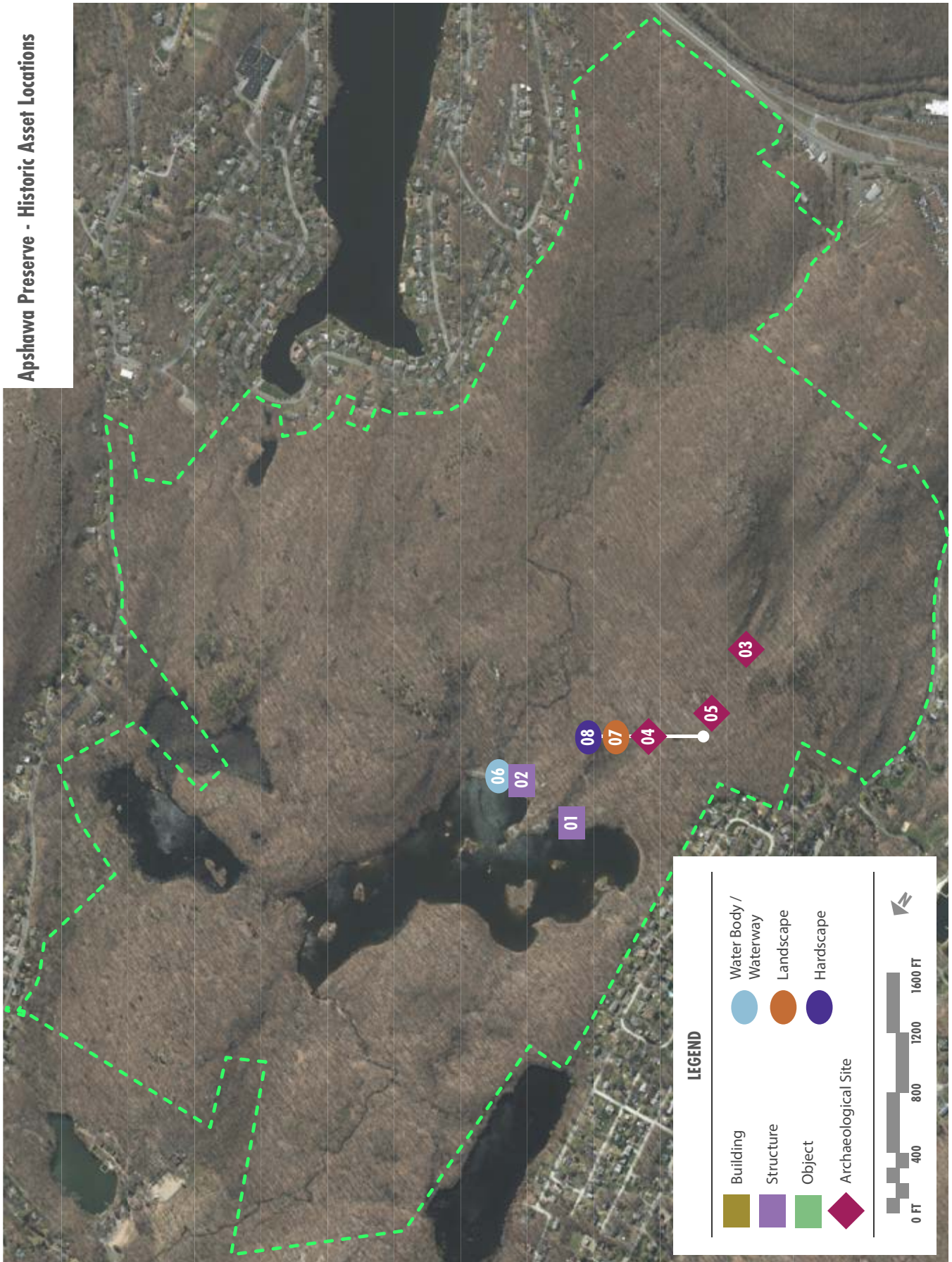
Evidence of a historic farm lane is clearly present in the vicinity of the historic farmstead, and is currently used as part of the managed park trail network. Historic aerial imagery confirms the farm lane retains the same alignment across Oak Lane at the intersection of Germantown Road. The farm lane is in relatively poor condition with eroded banks uneven surfacing due to stormwater erosion. A network of stone field rows are also present within

the woodland near the farm lane and archaeological sites.

Hardscape Recommendations:

- Maintain open communication among the Passaic County Department of Cultural & Historic Affairs, and the Passaic County Department of Parks & Recreation, for all repairs, maintenance and modifications to hardscape elements. All work that could impact the historic fabric should be reviewed by the Passaic County Department of Cultural & Historic Affairs.

Apshawa Preserve - Historic Asset Locations



Historic Asset Summary - Apschawa Preserve

ID #	Resource Type	Historic Status	Date of Construction/Age	Property Description	Exterior Materials Description	Current Condition Assessment	Recommended Actions
Historic Structures							
PK-01.01	Butler Reservoir Dam	None	1930	Dam	Stone	Very Good	N/A
PK-01.02	Butler Reservoir Dam	None	1930	Dam	Stone	Satisfactory	N/A
Archaeological Sites							
PK-01.03	Unidentified Farmstead	None	Unknown	Archaeological Feature	N/A	Satisfactory	Archaeological Survey, NJSM Form
PK-01.04	Unidentified Dwelling	None	Unknown	Archaeological Feature	N/A	Satisfactory	Arch. Survey and Preservation Plan, NJSM Form
PK-01.05	Unidentified Dwelling	None	Unknown	Archaeological Feature	N/A	Satisfactory	Arch. Survey and Preservation Plan, NJSM Form
Water Bodies/Waterways							
PK-01.06	Butler Reservoir	None	1935	Lake	N/A	Good	Maintenance Plan
Landscapes							
PK-01.07	Sugar Maple	None	Unknown	Tree	N/A	Satisfactory	NJDEP Tree Registry,
Hardscapes							
PK-01.08	Farm lane	None	Unknown	Vehicular Paving	Aggregate Earthen Topography	Poor	N/A

2.1.2 CAMP HOPE

PROPERTY OVERVIEW

Camp Hope is a 62-acre campground and summer retreat in the Township of West Milford near Greenwood Lake. The camp was established in 1938 as a New Deal-era summer retreat for Passaic County's underprivileged children. The facility's original plan featured several log cabin-style dormitory buildings for campers and auxiliary buildings for staff, storage and other camping amenities. The property was redeveloped during the 1960s with the construction of new cabins. Camp Hope continues to serve Passaic County's youth during the summer months, as well as the county's senior community for day trips.

Prior to the development of the campground, the property was farmland. There are no farm buildings or structures remaining from this pre-campground period, though two former, mid- to late-19th-century dwelling sites and a historic farm lane alignment have been identified in vicinity. Dense woods surround the campground, giving it a secluded feeling and a connection to the natural environment.

Today, Camp Hope consists of a mix of buildings and camping amenities dating from the late 1930s to the present day. Some of the buildings from the property's initial development survive and retain their original architectural form and massing, though replacement modern exterior materials pervade. More recent additions to the property include the central pavilion, the reconstructed pool pavilion, a storage building, Stephen Tilton, Jr. Hall, the administration building, the basketball court, the miniature golf course and the bocce ball court. Two residences are also located on the property.

Camp Hope has not been previously evaluated for historic eligibility status per a review of New Jersey Historic Preservation Office (NJHPO) and Passaic County data. It is the opinion of the preparers of this plan that there is the potential for the camp or some components of it to be considered eligible, however, further research and evaluation would be necessary.

Recommendations:

- Camp Hope would benefit from an NJHPO Intensive-level Architectural Survey to assess its overall eligibility for the New Jersey and National Registers of Historic Places. This would provide the County with a planning tool necessary for future projects, if any should require NJDEP land use permits or state/federal funding triggering NJHPO reviews. A recently completed NJHPO study by Hunter Research, Inc., Children's Fresh Air Retreats in New Jersey: A Historic Context for Progressive Era Children's Summer Homes and Camps (February 2020), provides an overview and sources that will assist in this evaluation. If Camp Hope or any of its components were to be determined eligible, Passaic County may wish to consider preparation of a Historic Preservation Plan or Maintenance Plan for identified historic buildings and structures.
- Whether officially eligible or not, Camp Hope has a historic character due to its long-running programs and reliance on log cabin-style structures that were a popular type of campground architecture from the 1910s to the 1960s. Consultation with Director of the Passaic County Department of Cultural & Historic Affairs would be advised for any major new construction or demolition plans.

BUILDINGS

ARTS AND CRAFTS BUILDING/SNEAKER SHACK

The building historically designated as the campground's Arts and Crafts Building, and more recently referred to as the Sneaker Shack (providing underprivileged campers with proper footwear if needed) was constructed circa 1968. It is a single-story, side-gabled building with a wood exterior finish resembling a log cabin. Its windows are vinyl replacements.

CABINS 1 THROUGH 8

This grouping of cabins, dating to the 1960s, surrounds and faces the center of the property. They are in a vernacular Craftsman-like style with their low-pitched roofs and deeply overhanging eaves accentuated by a few plain brackets. The cabins' original form is visible in their single-story cross-gabled elongated construction. Several have been refinished with modern materials such as vinyl siding and vinyl sashes. At the time of survey, Cabin 3 retained some original exterior materials and had not been altered with replacement siding and sashes.

CABINS, UNNUMBERED

Two unnumbered cabins are secluded in the wooded area to the east of Stephen Tilton, Jr. Hall. They have not been maintained and are currently uninhabitable. These two single-story cabins represent the unaltered Craftsman style and the wood exterior materials that were likely used for all of the cabins constructed during the 1960s.

DWELLING, 1778 UNION VALLEY ROAD

This dwelling fronts on Union Valley Road and is located on the western side of the campground. It dates to the campground's redevelopment of the 1960s and exemplifies a vernacular Craftsman style similar to the cabins. It is a single-story side-gabled dwelling with deeply overhanging eaves. Its exterior is clad with wood paneling, which is likely original, though its windows appear to be vinyl replacements.

DWELLING, UNNUMBERED

This dwelling, adjacent to the campground's office, is a single-story, front-gabled prefabricated dwelling that is finished with replacement vinyl siding and vinyl sashes. It appears to have been built circa 1938 during the camp's first phase of development.

INFIRMARY

The infirmary, constructed in 1938, is a single-story, front-gabled building that has been modified with modern materials such as vinyl siding, vinyl sashes and replacement doors. The building is old-in-form only.

OLD CAMPERS' LOUNGE

The Old Campers' Lounge, constructed in 1938, does not appear to currently be in use. It retains its original single-story, side-gabled form and massing. It also retains wood exterior materials that likely matched those of the other buildings of the late 1930s before they were altered. Some original wood windows have been replaced with vinyl casements.

STORAGE BUILDING 1

This building of the 1960s is located near the cabins on the northern side of the property and is immediately north of the office. It is used for storage and also contains restrooms. It has a front-gabled form and deeply overhanging roof eaves, mirroring the Craftsman-style influences exhibited by the cabins.

STORAGE BUILDING 2

Storage Building 2, dating to the campground's original development in 1938, is located behind and west of Cabin 1. It is a single-story, single-bay, front-gabled building with wood clapboard and stuccoed exterior. The building retains an original paneled entry on its east elevation.

STORAGE BUILDING 3

A third storage building is located behind and northwest of Cabin 2 and dates to the campground's original development in 1938. The building is a single-story, single-bay, concrete-block building with a stuccoed exterior.

STORAGE BUILDING 4

A fourth storage building is located on the south side of the property and interrupts the pool's chain-link perimeter fence. It dates to the campground's initial development in 1938 and is a single-story, three-bay, side-gabled building. Its exterior retains many of its original materials, including a plain wood cornice, wood clapboard siding at its gable ends, a stuccoed exterior with stone quoins at all corners, and metal-frame windows with central awnings for ventilation. Original stone lintels and sills accentuate the overhead door and windows.

STRUCTURES

POOL AND SPRAY PARK

An in-ground pool has been at this location ever since the camp opened for its first season in 1938. Features of the pool, including its concrete deck and spray park, have been updated.

ARCHAEOLOGICAL SITES

PRECONTACT ARCHAEOLOGY

No precontact sites have been previously identified within Camp Hope. The southeast end of the site consists of largely undeveloped woods situated immediately along the west bank of Belcher Creek. The soils across most of the site are described as well drained silty loam. These environmental characteristics, well-drained soils adjacent to a watercourse, suggest the site may have been an attractive location for precontact settlement. Given the extent of disturbance caused by the historic occupation of the area and the creation of the camp, it is considered unlikely that significant precontact archaeological deposits survive within developed areas of Camp Hope. However, the undeveloped portions of the site have the potential for precontact archaeological deposits.

Recommendations:

- If ground-disturbing activities are planned in undeveloped portions of the site, a Phase I archaeological survey should be conducted.
- If potentially significant archaeological deposits are identified, the site should be registered with the New Jersey State Museum.

HISTORIC ARCHAEOLOGY

W. PESINGER DWELLING SITE

The location of a 19th-century dwelling site visible on the 1877 Hyde atlas (PK-02.22) is located at the northwestern end of the camp within an area of recreational fields, a pool and parking lot. The dwelling, attributed to “W. Pesinger”, appears several hundred feet south-southwest from the dwelling associated with “B. Ferril” mentioned above. A review of 20th-century aerial images indicates the

“W. Pesinger” dwelling was removed by 1931. By the 1950s, the location was developed extensively including the construction of several buildings and recreational facilities associated with the camp. Given the extent of the disturbance caused by the removal of this dwelling and the construction of the camp, this site is considered to have a little archaeological potential.

Recommendations:

- No further archaeological investigation is considered necessary.

B. FERRIL HOUSE SITE

This dwelling site (PK-02.21) is situated in a secondary woodland along the northwest edge of the Camp Hope property. According to the 1861 Hopkins map, a building attributed to “B. Ferril” is located here. Field reconnaissance identified this location as a low-lying rocky area with a small stream running through it. The marshy nature of the area does not appear ideal for historic settlement. There is no surficial evidence for this dwelling at the georeferenced historic map location within Camp Hope. However, field reconnaissance has identified two foundation features (PK-02.23 and 24). First, a large, rectangular foundation and cellar hole (PK-02.23) likely indicates the site of the main dwelling of the “B. Ferril” site. Measuring approximately 30 feet by 25 feet, it is comprised primarily of mortared stone, but includes evidence of early 20th-century repairs and utilities. A stone stairwell provides basement access from the building’s exterior. The footprint also includes a stone-lined chamber appended to the main foundation covered by a concrete lid. Artifacts scattered across the cellar hole are generally associated with the 20th century.

A second, smaller stone foundation (PK-02.24) was identified approximately 30 feet east of the main foundation. This feature, which measures approximately 12 by 18 feet and 4 to 6 feet deep, is comprised of mortared fieldstone. The opening of this feature has been informally covered by modern roofing materials (i.e. wood planks and plastic tarps) and the interior is littered with modern debris (chairs, bottles and cans, and a plastic trash bin). The site is viewed to be at immediate risk given its unofficial modern use.

Recommendations:

- Given that the site is at immediate risk due to modern recreational activity, an archaeological preservation plan should be created.
- If ground-disturbing activities are planned in the vicinity (< 100 feet) of this unidentified dwelling, a Phase I archaeological survey should be conducted.
- If potentially significant archaeological deposits are identified, the site should be registered with the New Jersey State Museum.

HARDSCAPES/LANDSCAPES

FARM LANE

Historic aerial imagery confirms the alignment of the historic farm lane (PK-02.26) remains as the present day Camp entry road, leading from Union Valley Road through the property to Belcher Creek. The farm lane is in good condition and has been maintained as the Camp entry road with a large section paved with asphalt near the camp facilities and aggregate surfacing along the east end.

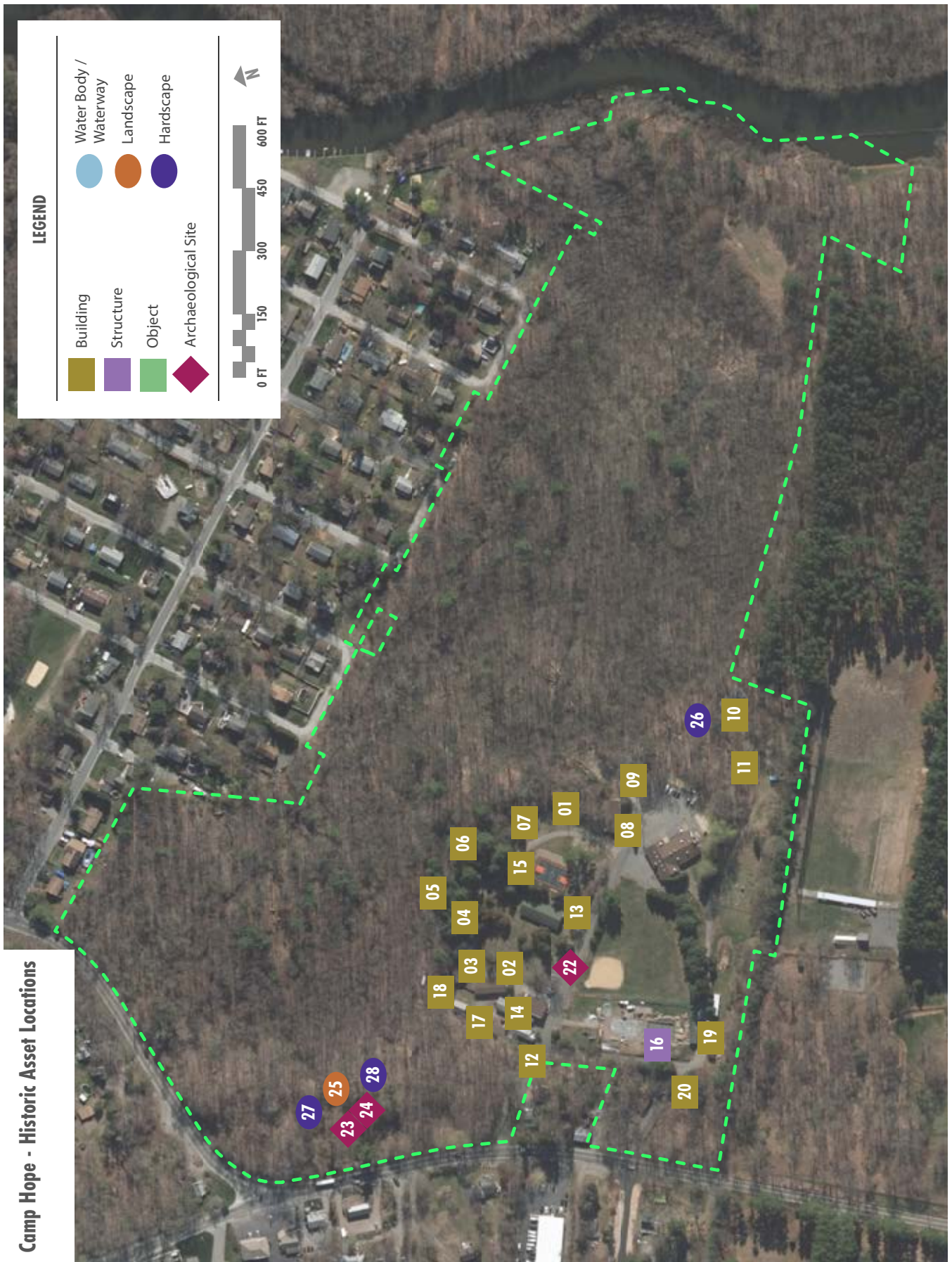
FERRIL SETTLEMENT

A degraded stone masonry retaining wall (PK-02.27) for what appears to be an access road is located just north of the identified stone dwelling and outbuilding sites associated with the B. Ferril settlement. A well defined stone field row (PK-02.28) is located further north of the dwelling site. A very old maple tree with a hollowed out trunk still stands near the dwelling site.

Recommendations:

- Maintain open communication among the Passaic County Department of Cultural & Historic Affairs, and the Passaic County Department of Parks & Recreation, for all repairs, maintenance and modifications to hardscape elements. All work that could impact the historic fabric should be reviewed by the Passaic County Department of Cultural & Historic Affairs.

Camp Hope - Historic Asset Locations



Historic Asset Summary - Camp Hope

ID #	Resource Type	Historic Status	Date of Construction/Age	Property Description	Exterior Materials Description	Current Condition Assessment	Recommended Actions
Buildings							
PK-02.01	Arts and Craft Building/ Sneaker Shack	None	1968	Park Shelter	Wood, Concrete, Asphalt Shingle	Good	Maintenance Plan
PK-02.02	Cabin 1	None	1960	Park Shelter	Wood, Vinyl, Asphalt Shingle	Very Good	Maintenance Plan
PK-02.03	Cabin 2	None	1960	Park Shelter	Wood, Vinyl, Asphalt Shingle	Very Good	Maintenance Plan
PK-02.04	Cabin 3	None	1960	Park Shelter	Wood, Concrete, Asphalt Shingle	Satisfactory	Maintenance Plan
PK-02.05	Cabin 4	None	1960	Park Shelter	Wood, Concrete, Vinyl, Shingle	Very Good	Maintenance Plan
PK-02.06	Cabin 5	None	1960	Park Shelter	Wood, Concrete, Vinyl, Shingle	Very Good	Maintenance Plan
PK-02.07	Cabin 6	None	1960	Park Shelter	Wood, Concrete, Vinyl, Shingle	Very Good	Maintenance Plan
PK-02.08	Cabin 7	None	1960	Park Shelter	Wood, Concrete, Vinyl, Shingle	Very Good	Maintenance Plan
PK-02.09	Cabin 8	None	1960	Park Shelter	Wood, Concrete, Vinyl, Shingle	Very Good	Maintenance Plan
PK-02.10	Cabin, Unnumbered	None	1960	Park Shelter	Wood, Concrete, Vinyl, Shingle	Fair	Maintenance Plan
PK-02.11	Cabin, Unnumbered	None	1960	Park Shelter	Wood, Concrete, Vinyl, Shingle	Satisfactory	Maintenance Plan
PK-02.12	Dwelling, Unnumbered	None	1938	Dwelling	Wood, Concrete, Vinyl, Shingle	Very Good	Maintenance Plan
PK-02.13	Infirmary	None	1938	Park Shelter	Wood, Concrete, Vinyl, Shingle	Very Good	Maintenance Plan
PK-02.14	Storage Building1	None	1960	Park Shelter	Wood, Concrete, Vinyl, Shingle	Very Good	Maintenance Plan
PK-02.15	Old Camper's Lounge	None	1938	Park Shelter	Wood Siding, Asphalt Shingle	Fair	Maintenance Plan
PK-02.16	Pool and Spray Park	None	1938	Pool and Spray Park	Concrete	Very Good	Maintenance Plan

Historic Asset Summary - Camp Hope

ID #	Resource Type	Historic Status	Date of Construction/Age	Property Description	Exterior Materials Description	Current Condition Assessment	Recommended Actions
PK-02.17	Storage Building 2	None	1938	Park Shelter	Wood, Concrete, Vinyl, Shingle	Good	Maintenance Plan
PK-02.18	Storage Building 3	None	1938	Park Shelter	Concrete, Vinyl, Ferrous Metal	Good	Maintenance Plan
PK-02.19	Storage Building 4	None	1938	Storage Building	Wood, Concrete, Stone, Shingle	Good	Maintenance Plan
PK-02.20	Dwelling, 1778 Union Valley Road	None	1960	Dwelling	Asphalt Shingle, Concrete, Wood	Very Good	Maintenance Plan
Archaeological Sites							
PK-02.21	B. Ferril Dwelling Site	None	19th century (3rd Quarter)	Recreational Campground	N/A	N/A	Archaeological Survey
PK-02.22	W. Pesinger Dwelling Site	None	19th century (3rd quarter)	Recreational Campground	N/A	N/A	Archaeological Survey
PK-02.23	Stone Dwelling Foundation	None	Mid to Late 19th Century	Arch. Feature	N/A	Satisfactory	Archaeological Preservation Plan and Survey, NJSM Form
PK-02.24	Stone Outbuilding Foundation	None		Arch. Feature	N/A	Satisfactory	Archaeological Preservation Plan and Survey, NJSM Form
Landscapes							
PK-02.25	Maple tree	None	Unknown	Tree	N/A	Serious	Cultural Landscape Report
Hardscapes							
PK-02.26	Historic Road Alignment	None	1940-45	Vehicular Paving	Aggregate	Good	Cultural Landscape Report
PK-02.27	Retaining wall - access road edge	None	Unknown	Ruin	Stone Stacked dry Laid, Mortared	N/A	Cultural Landscape Report
PK-02.28	Stone field row	None	Unknown	Ruin	Stacked Stone	N/A	Cultural Landscape Report

2.1.3 DUNDEE ISLAND PARK

PROPERTY OVERVIEW

Dundee Island Park is a 6 acre urban park located along the bank of the Passaic River in Passaic City. A new park design was recently constructed and opened for use in 2020.

Construction of the new Dundee Island Park design was underway during the on-site investigation period of this project and our team did not enter the property. Site access was closed to general access with perimeter fencing.

ARCHAEOLOGICAL SITES

PRECONTACT ARCHAEOLOGY

No precontact sites have been previously identified within Dundee Island Park. Geographically, the park is situated on what was once an island within the Passaic River. There is documentary evidence of the extensive 20th-century development of the southern two thirds of the property. Review of historic maps and aerial photographs indicates the channel between the island and the west bank was infilled between 1924 and 1935. Most of the park today is a extensively landscaped. Close proximity to water along with well drained sandy loam soils are generally considered a favorable environmental characteristic for precontact settlement. However, within the park boundary these soils have been largely disturbed by 20th-century development and the more recent construction of a park and it is considered unlikely that significant precontact archaeological deposits survive within this property.

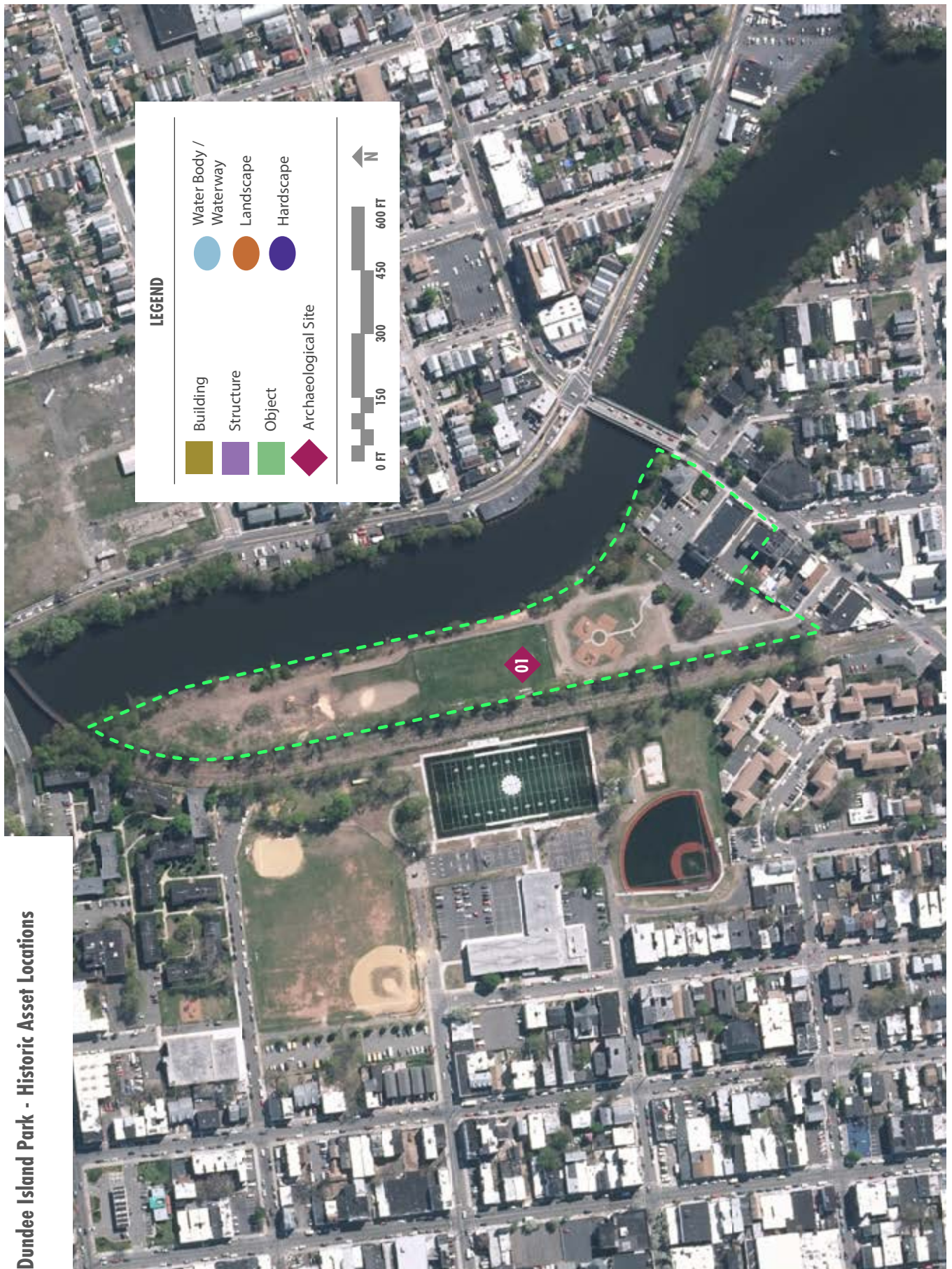
HISTORIC ARCHAEOLOGY

The Dundee Island Park property appears to have remained an undeveloped wooded island until the second half of the 19th century. Review of historic maps indicates a local spur of the New York, Lake Erie and Western Railroad extended along the west edge of the property as early as 1869. This railway, identified by the NJHPO as the New York & Greenwood Lake Railway Dundee Spur, extends northeast to south along the northwestern boundary of the park. Just north of the park it crosses the river on a steel bridge, which is on a curved alignment as it turns to run parallel with Monroe Street (for more on the Dundee Spur Railroad Bridge see Chapter 2.4 Historic Bridges). No additional buildings or structures associated with the railroad are evident from earlier historic maps. As previously mentioned, the unnamed tributary that formed the island was infilled during urban expansion of the area between 1924 and 1935. During this same period the Holy Rosary Roman Catholic Church and other associated buildings are built in the southeast corner of the property fronting on Wall Street. Seven residential buildings with driveways and parking lots are constructed by 1953 but demolished by 1966. The midcentury demolition of these structures would have included heavy machinery and disturbance was likely quite extensive.

Recommendations

- If ground-disturbing activities are planned within the area of Dundee Island Park not developed during the mid-20th century, a Phase IA archaeological survey should be conducted.

Dundee Island Park - Historic Asset Locations



Historic Asset Summary - Dundee Island Park

ID #	Resource Type	Historic Status	Date of Construction/Age	Property Description	Exterior Materials Description	Current Condition Assessment	Recommended Actions
Archaeological Sites							
PK-03.01	B. Ferril Dwelling Site	None	Late 19th century	Municipal Park	N/A	N/A	Archaeological Survey

2.1.4 FRIENDSHIP PARK

PROPERTY OVERVIEW

Friendship Park is a 44-acre woodland park located in Bloomingdale, offering a short series of hiking trails on rocky, wooded terrain. The property features steep grade changes, exposed rock faces, and a mature forest canopy. The park is accessible by two small parking lots on Glenwild Avenue.

Historic maps indicate a mid 19th century dwelling once stood along the western edge of the property. Evidence of mid-20th century activity is also present along the east edge of the property. The park was recently renamed Mayor Dunleavy Memorial Park in the fall season of 2021.

Recommendations:

- Consider the implementation of passive interpretation along the trail and historic farm sites and reservoir development by referring to the recommendations included in the Passaic County Interpretive Plan of 2020. Subjects for interpretation could include the farms/house sites and the Butler Reservoir
 - » Design and install graphically compatible interpretive signage to match that of other sites throughout the County.

ARCHAEOLOGICAL SITES

PRECONTACT ARCHAEOLOGY

No precontact sites have been previously identified within Friendship Park. Most of the park remains an undeveloped woodland with unmarked, informal trails used for recreational activity. The Pequannock River runs approximately 300 feet southwest of the south edge of the park and there is a marshy area in the center of the park. Given the limited proximity to water, the sloping topography and rocky soils, it is unlikely that significant precontact archaeological deposits survive within Friendship Park.

HISTORIC ARCHAEOLOGY

D.H. REEVES/I.C. REEVE DWELLING

This dwelling site (PK-04.01) is situated along the southwest edge of the park property, immediately south of the parking lot and main pedestrian

entrance to the park. A building attributed to “D.H. Reeves” is first identified at this location on the 1861 Hopkins map. This same dwelling appears on the 1877 Hyde atlas, but is attributed to “I.C. Reeve.” There is no surface evidence of this dwelling. The area including this location has been heavily modified by the development of the park, adjacent residential properties and modern improvements to the adjacent Glenwild Avenue. No evidence of this historic dwelling remains above ground and it is probable that it may have been situated on adjacent residential property outside of the Friendship Park boundary.

Recommendations:

- No further archaeological investigation is considered necessary.

HISTORIC LANE

A roadway (PK-04.02) was identified within the park on late 19th-century maps and early 20th-century aerial photography. This roadway curved from the northwest corner of the site to the east end of the property. Surficial evidence of this historic lane was identified during field reconnaissance, including a wide, rock-surfaced pathway within a cleared corridor through trees. Portions of the roadway overlap with the current trails used by park visitors. There is no indication of historic settlement along this roadway within the boundary of the park. This feature is considered to have low archaeological potential.

Recommendations:

- No further archaeological investigation is considered necessary.

PROBABLE HISTORIC PIT FEATURE AND MIDDEN

A previously unidentified pit feature (PK-04.04) was located on top of the ridge overlooking the east edge of the park. This relatively shallow depression measured 12 feet square. A segment of cut marble slab was laid immediately alongside its west edge. A trash midden (PK-04.03) was identified at the base of a rocky cliff face approximately 300 feet southeast of and downhill from the pit feature. Artifacts were scattered across the base of the cliff in an area measuring approximately 50 feet square. Items observed included copper piping, iron tools

and drum fragments, oil cans, small wheels and plastic debris. Several cut marble slab fragments that looked similar to the fragment found beside the pit feature were also observed in the midden area. Given the small, undocumented nature of the pit feature and considering the piping and drum elements found amongst the midden, the site at the top of the cliff may be the remains of an illicit distillery that had its contents taken a short distance to the southeast and cast over the cliffside to create the midden. These features have limited archaeological potential. Archaeological investigation may be able to determine its date of construction and true function.

Recommendations:

- If ground-disturbing activities are planned in the vicinity (< 50 feet) of the site (both the pit feature and the midden) a Phase I archaeological survey should be conducted.
- If potentially significant archaeological deposits are identified, the site should be registered with the New Jersey State Museum.

Note: this species is susceptible to dutch elm disease.

- Horticultural care - Conduct proactive tree care as needed to preserve health and longevity. Consider treatments for dutch elm disease if/when necessary.
- Consider interpretive signage opportunities at this location

LANDSCAPES

ELM TREE

A large deciduous tree identified in the field as a species of Elm (*Ulmus*) can be found within the young forested area near the archaeological sites associated with the historic farmstead. The tree is quite large with an approximate diameter breast height (DBH) of 46" (Note: tree is located along a sloped edge and was difficult to properly measure). The tree is located along the edge of the primary parking area near a wetland edge.

The overall size of the tree and proximity to the Reeves/Reeve house site suggests it was planted/maintained by historic property owners. The tree is in good condition with a cull canopy and minimal upper branch loss.

Recommendations:

- Fully measure and evaluate for the NJDEP Tree Registry
- Enhanced Monitoring - annual tree inspections.



Historic Asset Summary - Friendship Park

ID #	Resource Type	Historic Status	Date of Construction/Age	Property Description	Exterior Materials Description	Current Condition Assessment	Recommended Actions
Archaeological Sites							
PK-04.01	D.H. Reeves/I.C. Reeve House Site	None	1861-1877	Dwelling	N/A	N/A	Archaeological Survey and preservation plan
PK-04.02	Historic Lane	None	Late 19th to early 20th century	Archaeological Feature	N/A	Satisfactory	Archaeological Survey
PK-04.03	Midden	None	Unknown	Archaeological Feature	N/A	Satisfactory	Archaeological Survey
PK-04.04	Probable historic pit feature	None	Unknown	Archaeological Feature	N/A	Satisfactory	Archaeological Survey
Landscapes							
PK-04.05	Elm Tree	None	Unknown	Tree	N/A	Good	NJDEP Tree Registry

2.1.5 GARRET MOUNTAIN RESERVATION

PROPERTY OVERVIEW

Garret Mountain Reservation is a 586-acre park located in the City of Paterson, Woodland Park Borough and the City of Clifton. The park is situated on the northernmost heights of the First Watchung Mountain and overlooks the surrounding area. It is noted for its geology and scenery, offering an exceptional vantage point for unobstructed eastward views of northern New Jersey with the New York City skyline in the distance.

Prior to European settlement, native peoples frequented the mountain and archaeologists have identified several rock shelters and campsites. The name 'Garret Mountain' is believed to originate in the 1810s and reference the Garret Society, a social club that held meetings on the mountain. The definition of the word "garret" in Middle English is "watchtower," which has been surmised to be the source of the society's name. During the 19th century, the mountain's eastern and northern flanks were quarried as a source of brownstone for building construction.

In 1892, silk industry magnate Catholina Lambert began construction of Belle Vista, better known as Lambert Castle, a Gilded Age mansion on the mountain's eastern slope overlooking Paterson and its silk mills. In addition to the mansion house, Lambert built a large stable and carriage house near the mansion. He undertook to landscape his estate, building gardens, walls, paths and steps, one set of which accessed a stone tower (Lambert Tower) perched on the ridge atop the mountain.

Passaic County acquired Lambert's estate and other adjacent properties from the city in 1927 and engaged the Olmsted Brothers landscape architecture firm to design Garret Mountain Reservation around 1930. The Olmsteds added scenic overlooks, picnic groves, meadows, circulatory roads, hiking paths and a horseback riding trail system. Barbour Pond, a former industrial water-supply reservoir in the western section of the park, was converted into a scenic lake suitable for skating in winter.

Garret Mountain Reservation is eligible for listing on the New Jersey and National Registers of Historic Places (SR/NR) per an NJHPO Determination of Eligibility (DOE) issued in 1980. Lambert Castle is individually listed on the SR/NR per a nomination filed and approved in 1975-76.

General Recommendations:

- Passaic County is currently in the early steps of a major multi-phase restoration of Lambert Castle, Lambert Castle Carriage House and Stables, and the nearby gardens and grounds. These phases are recommended as a logical sequence of development and a needed major investment in one of the county's signature historic resources. Phases of this project are described as follows:
 - » Phase I: Lambert Castle Restoration – architectural restoration to period of significance. Phase I is currently under way and to be completed by late 2022.
 - » Phase II: Carriage House and Stables Restoration - establishment of a visitor center and moving and reopening of the Passaic County Historical Society archives
 - » Phase III: Exhibit Development and Installation - establishment of county-wide exhibit and other permanent displays with reopening of Lambert Castle
 - » Phase IV: Gardens and grounds improvement project
- The use of the area immediately north of Lambert Castle as a firing range for public safety personnel is not compatible with public programming. There are obvious safety concerns since the firing range is just off of the main drive to the castle. Furthermore, many visitors first impression of the historic site is a high presence of police vehicles and the unwelcoming sound of gunfire. It is recommended that the firing range be removed from the proximity of the castle and the park. Following remediation for lead contamination, the former firing range could be opened as an extension to the park. This project could be designated as Phase V of the Lambert Castle restoration project.

- Garret Mountain Reservation, given its associations with native peoples, settlement patterns and industrial development of Passaic County, the Lambert Castle estate gardens and grounds, and the Olmsted Brothers firm, would benefit from an updated Cultural Landscape Report (CLR). A previous CLR was prepared for the property in 1990s and should be updated to reflect current conditions and changes over the last 30 years. The updated CLR should assess the evolution of the landscape, the authenticity of the park’s design and recommendations for maintaining/preserving significant landscape features that contribute to the park’s historic character. The CLR should also include a comprehensive inventory of contributing and non-contributing resources to the DOE, which is over 40 years old and out-of-date. The inventory will be beneficial for planning, scheduling and costing out any future projects that require NJHPO reviews for NJDEP land use permits or state/federal grants and funding programs.
- Develop outdoor interpretive signage on the history of Lambert Castle and Garret Mountain Park. Identify key locations for signs such as at visitor entrances and parking lots and historically important overlooks, natural features, gardens, Lambert Tower, and the warming huts
- Develop and implement Maintenance Plans for all historic buildings, structures and objects listed below
 - » Focus on appropriate routine and seasonal maintenance to protect historic materials and finishes and safeguard investments
- Maintain open communication between the Passaic County Department of Cultural & Historic Affairs and the Passaic County Department of Parks & Recreation for all major repairs, maintenance and modifications to the park.

BUILDINGS

LAMBERT CASTLE (BELLE VISTA)

Catholina Lambert, a prominent silk industry leader in Paterson, constructed Lambert Castle between 1892 and 1896. The house resembles the styles of medieval castles constructed in England, Lambert’s native country. The four-story building is constructed of locally sourced brownstone and sandstone, and it has three-story circular and square towers at its northeastern and southeastern corners, respectively, to accentuate its medieval-influenced style. The building housed the Passaic County Historical Society from 1934 to 2020, and served as the organization’s library and museum. Lambert Castle’s museum collection, which includes many examples of Gilded Age decorative arts and artistic works, is currently in storage in advance of the Phase I architectural restoration project. The castle is listed on the New Jersey and National Registers of Historic Places (SR: 11/25/1975; NR: 06/03/1976) under Criteria A and C.

Recommendations:

- While Phase I architectural restoration and construction is under way, begin planning and funding for Phase III exhibits and interpretive programs inside and outside Lambert Castle. Refer to recommendations included in the Passaic County Interpretive Plan (2020).
 - » Plan, develop and install exhibits on the history of Lambert Castle
 - » Plan, develop and install exhibits to display and interpret select art, decorative arts and artifacts from the museum’s collection
- Plan, develop and install a countywide core interpretive exhibit that explores the history and diversity of Passaic County
 - » Produce an orientation video on countywide history and culture to be shown at Lambert Castle as part of the core exhibit
 - » Develop youth and school programs based on the recommended countywide curriculum
 - » Maintain website and social media presences to continue to reach a diverse audience

- » Plan a temporary celebratory exhibit at Lambert Castle for Passaic County’s bicentennial in 2037
- All future work that could impact the building’s historic fabric and immediate setting should be reviewed by the Passaic County Department of Cultural & Historic Affairs to determine its appropriateness and whether the County is required to file an Application for Project Authorization with the NJHPO per provisions of N.J.A.C. 7:4.

LAMBERT CASTLE CARRIAGE HOUSE AND STABLES

This building, built during the 1890s, originally housed the carriage house and stables to the south of Lambert Castle. Its north and front-facing façade is brownstone and sandstone to match the castle, while the remainder of the building is brick. It has been modified since 1934 to accommodate various Passaic County departments and services, including law enforcement and storage. The building is not listed with Lambert Castle on the New Jersey and National Registers of Historic Places, but is considered a contributing resource within the boundaries of the eligible Garret Mountain Reservation. The County has a pending nomination in to expand the boundaries of Lambert Castle to include this resource along with Lambert Tower.

Recommendations:

- Plan and fund rehabilitation of the Lambert Castle Carriage House and Stables for use as a visitor center and archives per Phase II of the Lambert Castle restoration project.
 - » Plan, fund and implement Phase II per the Secretary of the Interior’s Standards for Treatment of Historic Properties – Rehabilitation
 - » Rehabilitate for use as a visitor center with orientation exhibits, gift shop, offices, restrooms and other visitor services
 - » Rehabilitate for use as an archives with reading room and climate-controlled archival storage

LAMBERT TOWER REFECTORY AND COMFORT STATION

The Passaic County Park Commission built the Refectory and Comfort Station, which is attached to Lambert Tower via a stone and wood arbor, circa 1935 per plans developed by the Olmsted Brothers. The two-story, side-gabled, stone building’s lower story was constructed to accommodate a public restroom, while the second story housed a kitchen (snack bar). A recently added metal door grants entry to the building from the arbor’s walkway. Passaic County is currently engaged with preservation architects to develop a project to rehabilitate the structure, along with the arbor and tower, and install interpretive exhibits. As currently proposed, the refectory will be used as a visitor center with restrooms manned by a guide who will open the tower and offer tours during open hours.

Recommendations:

- Fund and implement the proposed rehabilitation project.
- Develop interpretive programs suitable to having a part-time, seasonal guide stationed at the refectory to open the tower and offer guided tours on the natural history, prehistory and history of Garret Mountain.

Note: Lambert Tower and the Stone and Wood Arbor are both addressed in the Structures listing on the following page.

WARMING HUTS (PASQUALE DI IANNI BOATHOUSE)

The Warming Huts, located at the southern end of Barbour Pond and constructed during the park’s development in 1938-39, are two-story stone buildings with a wood shingled roof connected via a breezeway. A two-story wood porch located on the northern elevation of the building overlooks Barbour Pond. The building presently serves as a boathouse named in honor of Pasquale “Pat” Di Ianni. The warming huts originally sheltered ice skaters.

STRUCTURES

BARBOUR POND DAM

Barbour Pond Dam is an earthen gravity dam located on the northwestern side of the pond. The pond and dam are remnants of a reservoir constructed circa 1880 to provide industrial water supply to Paterson's Barbour Flax Spinning Company. Today, the pond serves passive and active recreation functions. It is stocked with fish, is available for boating, and has an unpaved hiking and walking trail that crosses the dam's crest. Modern alterations to the dam include a low-profile concrete retaining wall on its western face and drainage routes lined with gravel to prevent erosion of runoff from the trail.

GAZEBOS AT BARBOUR POND

The rustic-style gazebos at Barbour Pond, located on the eastern and western banks of its southern end, were constructed circa 1935. They are park shelters with wood shingled roofs over unfinished timber supports and mortared stone foundation walls.

LAMBERT TOWER

Catholina Lambert completed Lambert Tower in 1896 as part of the Lambert Castle estate. It is a square-plan, 70-foot-tall, stone tower with narrow, round, crenellated towers at its northeastern and southeastern corners. The tower, topped with its domed observatory, achieved its current appearance in the 1930s during the park's development under the direction of the Olmsted Brothers and the Passaic County Park Commission.

- Passaic County has engaged with historic architects and interpretive planners to develop and fund a project to conduct needed maintenance and repairs to keep the tower open to the public. This will include development of interpretive exhibits inside and outside the tower on the history of Garret Mountain Reservation, the tower and its views. This work will complement the work and programming also planned for the Lambert Tower Refectory and Comfort Station.

LAMBERT TOWER STONE AND WOOD ARBOR

The stone and wood arbor connecting Lambert Tower with the Refectory and Comfort Station at the base of the tower was constructed circa 1935 per plans developed by the Olmsted Brothers. It is an elevated L-shaped walkway that leads to the second story of the Refectory and Comfort Station. Stone columns that rest on stone walls lining the walkway support its wood roof. Metal fencing encloses the walkway between the columns. Restoration work and maintenance is planned as part of the work proposed for Lambert Tower.

OBJECTS

MARBLE FOUNTAIN

The marble fountain is situated in the former garden to the north of Lambert Castle. It was once surrounded by other sculptural pieces Lambert displayed in the garden. The fountain is in poor condition.

Recommendations:

- Consult with a conservator to determine appropriate treatments to arrest or slow deterioration until such time as the fountain may be restored. This work may be included in Phase IV of the Lambert Castle restoration project.

ARCHAEOLOGICAL SITES

PRECONTACT ARCHAEOLOGY

A total of five precontact sites have been previously identified within the Garret Mountain Reservation, which is situated on top of a high ridge that generally slopes down to the west with a steep cliff along its eastern edge. Other than the man-made Barbour Pond along the western boundary of this property there are no natural water sources. There are several large rock outcrops within the reservation and some of these have the potential to be the sites of precontact rock shelters. In fact, three of the previously identified sites are described as precontact rock shelters (PK-05.15 [28-Pa-033], PK-05.13 [28-Pa-034], and PK-05.14 [28-Pa-035]). These sites were identified in the early 20th century along

the near Lambert Castle along the eastern slope of the mountain and at the foot of Garret Rock at the northern end of the property. No surficial evidence of these rock shelters was identified during field reconnaissance of Garret Mountain Reservation. The sites near Lambert Castle (PK-05.13 and PK-05.14) appear to be within heavily landscaped areas near the entrance drive of the property. Its unclear whether these are correctly mapped in the records of the New Jersey State Museum.

Site records also indicate two precontact sites within the Garret Mountain Reservation that are not classified as rock shelters (PK-05.16 [28-Pa-043] and PK-05.17 [28-Pa-044]). These sites, classified as "campsites", were also identified in the early 20th century along the top of the ridge overlooking the eastern cliffs. No surficial evidence of these sites was identified during field reconnaissance of Garret Mountain Reservation and it is possible that PK-05.17 is also incorrectly mapped.

Recommendations:

- If ground-disturbing activities are planned in the vicinity (< 50 feet) of these sites, a Phase IA study should be conducted that specifically addresses the mapping of these precontact sites.
- A Phase IB archaeological survey should be conducted if the presence of these sites is confirmed within an area of proposed disturbance.
- If potentially significant archaeological deposits are identified, revised site forms should be submitted to the New Jersey State Museum.

HISTORIC ARCHAEOLOGY

GARRET HOUSE SITE

A dwelling (PK-05.11) identified as the "Garret House" is located in the northwestern portion of the reservation. This building first appears on the 1861 Hopkins map. Field reconnaissance of this site identified possible stone walls that may be a remnant of this dwellings foundation. Archaeological investigation may be able to determine the full nature of this building, its date of construction and uncover additional details regarding the overall

character of the site and its surrounding features. Recommendations:

- If ground-disturbing activities are planned in the vicinity (< 100 feet) of the Garret House, a Phase I archaeological survey should be conducted.
- If potentially significant archaeological deposits are identified, the site should be registered with the New Jersey State Museum.

LAMBERT CASTLE ADDITION SITE

There is a high potential for potentially significant archaeological deposits to survive in the vicinity of the historic Lambert Castle. Lambert Castle is a National and State Register listed resource constructed in the late 19th century. Current research identified a no-longer-extant historic addition (PK-05.12) to the castle. While there is no visible surface evidence of this addition, structural elements may survive beneath the ground surface. Other deposits in the vicinity of Lambert Castle might consist of domestic refuse, privy- and well-shaft features, and elements of outbuildings related to the historic occupation of the site. These deposits have the potential to reveal information about cultural and economic aspects of the castle's occupants.

Recommendations:

- If ground-disturbing activities are planned in the vicinity of Lambert Castle (less than 75 feet), including at the location of the former addition, a Phase I archaeological survey should be conducted in the area of proposed disturbance.
- If potentially significant archaeological deposits are identified, the site should be registered with the New Jersey State Museum.

UNIDENTIFIED HOUSE SITE

An unnamed house site (PK-05.18) is located in the southwestern portion of the reservation between Rifle Camp and Park Roads along the southwest bank of Barbour Pond. This building, possibly a dwelling, first appears on the 1861 Hopkins map. It appears on later historic maps as well as an historic aerial photograph from 1931. Barbour Pond was historically developed by damming the Slippery Rock Brook. According to historic aerials, mid-20th-

century improvements along the south end of the pond and modern development of park resources in this vicinity are likely to have adversely affected this site and no evidence of this building is visible on the surface.

Recommendations:

- If ground-disturbing activities are planned near the site, a Phase IA archaeological survey should be conducted.

WATERBODY/WATERWAYS

BARBOUR POND

The 8 acre pond was dammed at the southern end as part of the Olmsted brothers Garret Mountain Reservation development in the mid-1930s. Pond edges and the surrounding landscape are in stable condition with no evidence of erosion. Siltation is a concern due to the nearby dam and upstream watersheds. Desilting should be actively addressed as part of regular maintenance. The pond edge should be continually managed to limit invasive growth and maintain partially open views while maintaining no adverse effects on the environment along the pond's edge.

Recommendations:

- Develop and implement a Maintenance Plan
 - » Focus on invasive vegetation management along pond edge and silt management along the east end of the pond
- Manage invasive vegetation along pond edge.
- Pond desilting as needed to maintain pond basin and edge profiles.

LANDSCAPE

Much of the culturally significant Olmsted Brothers designed park landscape persists nearly 100 years following initial development. The historic fabric of the park design remains, including large recreational lawn areas, managed swaths of forested parkland, picnic grove locations, and iconic landscape tree plantings. Site grading, spatial layouts, and sweeping scenic views atop Garret Mountain have been largely

preserved over the last century.

Significant tree plantings such as the oak Allée adjacent to Lambert Castle and other forested or landscaped areas within the Reservation provide character and a strong sense of age and maturity to the property. Overall condition of landscape trees and forested areas are generally good, with no major issues noted. Enhanced management and maintenance of these resources will be important as they continue aging. Tree plantings in forested and landscape areas must be actively managed and replanted to maintain tree canopy and overall forest health.

Recommendations:

- Implement Phase IV; Gardens and grounds improvement project of the multi-phase restoration of Lambert Castle, Lambert Castle and the nearby gardens and grounds.
 - » Focus on reconstruction of the Lambert era ornamental gardens.
- Develop and implement a Tree Maintenance and Management Plan focusing on:
 - » mature tree care
 - » Preemptive landscape tree replacement strategies
 - » Forest management
 - » Maintaining viewsheds
- Enhanced Monitoring - annual tree inspections for all culturally significant trees (e.g. PK-05.20 Castle Oak Allee)
- Horticultural care - Conduct proactive tree care as needed to preserve health and longevity of mature, culturally significant
- Maintain open communication among the Passaic County Department of Cultural & Historic Affairs, and the Passaic County Department of Parks & Recreation, for all repairs, maintenance and modifications to landscape areas. All work that could impact the historic fabric should be reviewed by the Passaic County Department of Cultural & Historic Affairs.

HARDSCAPE

ROADWAYS AND PARKING AREAS

The entire 1930s Olmsted designed park one-way road loop and parking area layouts and locations remain intact. The road and parking areas are primarily of modern construction, yet some historic fabric remains. Roadway alignments and parking locations have been maintained over the last century. Conditions of these features are generally good, with evidence of regular maintenance repair on surfacing and road shoulders. The large parking area near the west park entry (PK-05.35) is a classic lasting example of Olmstedean design principles with aggregate surfacing, stone masonry retaining and timber guardrails. The Auto Overlook at the north end of the property was evaluated as part of this document in 2021 prior to a planned Overlook renovation project that began in fall 2021. Ongoing renovations include new parking areas, new overlook pathways and viewing areas (anticipated completion spring 2023).

PATHWAYS AND BRIDLE PATHS

The pathway system of the 1930s Olmsted Brothers design remains largely intact. Pathway alignments and trail conditions for the bridle pathway, woodland trails, and loop paths continue to be maintained as per original design intent. The 1890s pathway alignment connecting the Lambert estate with the mountain also remains in use. Materials and conditions vary throughout the pathway systems with some areas in need of repair and maintenance to maintain pathway stability and intended alignments.

STONE MASONRY SITE FEATURES

Unique stone masonry features associated with the 1930s design remain intact throughout the property. A unique section of masonry swale (PK-05.45) remains along the roadway near the west entry parking area, matching 1930s Olmsted project design detailing. Rustic stone retaining walls are present throughout the park design and can be

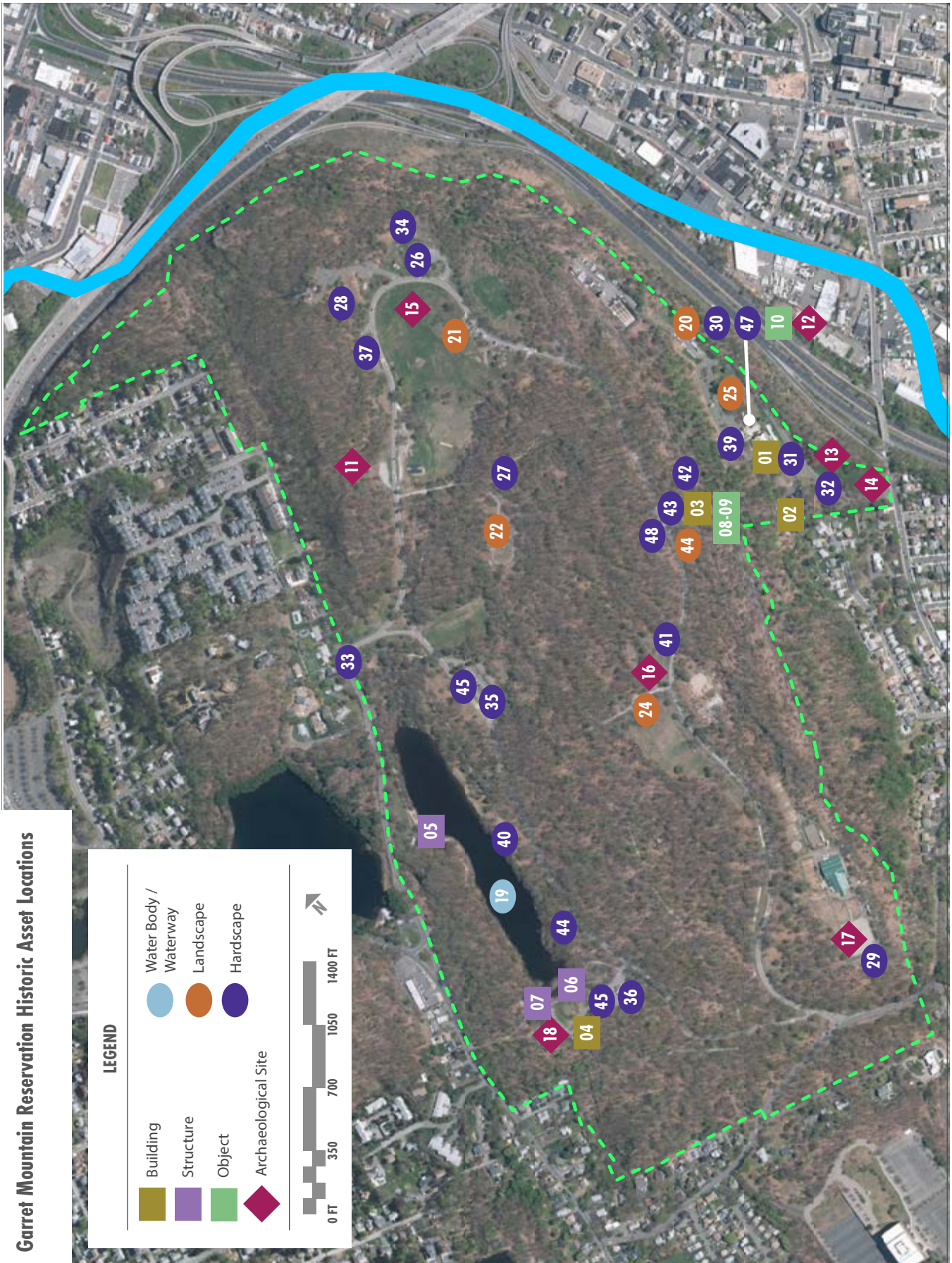
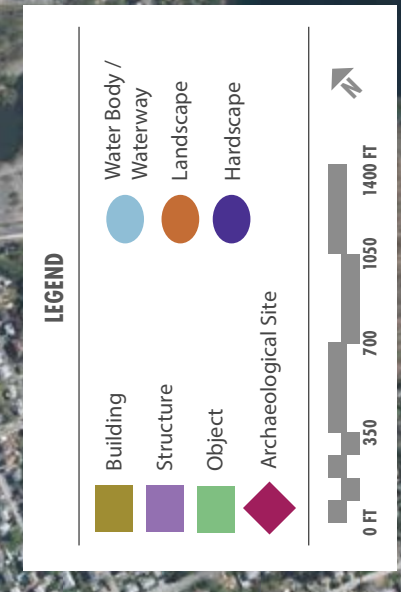
found at overlooks, parking areas, stairways, and destinations such as the Crows Nest Overlook (PK-05.28). These features are generally in good condition with some need for restoration work and repairs, primarily repointing.

Additionally, garden retaining walls and stairways (PK-05.31 and 47) at Lambert Castle are degrading, and some notable retaining wall sections have failed and overturned. Preservation work will be needed as part of proposed Phase IV of the Lambert Castle garden and grounds improvement project.

Hardscape Recommendations:

- Implement Phase IV; Gardens and grounds improvement project of the multi-phase restoration of Lambert Castle, Lambert Castle and the nearby gardens and grounds.
 - » Focus on preservation of the existing Lambert era ornamental garden hardscape features including retaining walls, paving, and stairways.
- Maintain open communication among the Passaic County Department of Cultural & Historic Affairs, and the Passaic County Department of Parks & Recreation, for all repairs, maintenance and modifications to hardscape elements. All work that could impact the historic fabric should be reviewed by the Passaic County Department of Cultural & Historic Affairs.
- Further evaluate culturally significant stone masonry features and develop a maintenance plan for future work.
- Implement stone masonry preservation projects and repairs based on identified maintenance plan priorities.
- Reference original Olmsted design layouts and design detailing when conducting preservation of hardscape features.

Garret Mountain Reservation Historic Asset Locations



Historic Asset Summary - Garret Mountain Reservation

ID #	Resource Type	Historic Status	Date of Construction/Age	Property Description	Exterior Materials Description	Current Condition Assessment	Recommended Actions
Buildings							
PK-05.01	Lambert Castle (Belle Vista)	NR/SR Listed	1896	Dwelling	Glass, Stone Mortared, Ferrous Metal	Good	Maintenance Plan, Restoration/Rehabilitation Project
PK-05.02	Lambert Castle Carriage House and Stables	NR/SR Eligible	1896	Carriage House & Stable	Brick, stone Mortared	Fair	Restoration/Rehabilitation Project
PK-05.03	Lambert Tower Refectory and Comfort Station	NR/SR Eligible	1935	Park Shelter	Stone, Concrete, Asphalt Shingle	Satisfactory	Maintenance Plan
PK-05.04	Warming Huts (Pasquale Di Ianni Boat House)	NR/SR Eligible	1935	Park Shelter	Stone Mortared Wood Shingle, Wood	Good	Maintenance Plan, Cultural Landscape Report
Structures							
PK-05.05	Barbour Pond Dam	NR/SR Eligible	1880	Dam	Concrete, Earthen	Good	Maintenance Plan, Cultural Landscape Report
PK-05.06	Gazebo 1 at Barbour Pond	NR/SR Eligible	1935	Gazebo	Stone Mortared, Wood Shingle, Wood	Satisfactory	Maintenance Plan, Cultural Landscape Report
PK-05.07	Gazebo 2 at Barbour Pond	NR/SR Eligible	1935	Gazebo	Stone Mortared, Wood Shingle, Wood	Good	Maintenance Plan, Cultural Landscape Report
PK-05.08	Lambert Tower	NR/SR Eligible	1896	Observation Tower	Stone Mortared	Very Good	Maintenance Plan, Cultural Landscape Report
PK-05.09	Lambert Tower Stone and Wood Arbor	NR/SR Eligible	1934	Gazebo	Stone Mortared, Wood	Very Good	Maintenance Plan, Cultural Landscape Report

Historic Asset Summary - Garret Mountain Reservation

ID #	Resource Type	Historic Status	Date of Construction/Age	Property Description	Exterior Materials Description	Current Condition Assessment	Recommended Actions
Objects							
PK-05.10	Marble Fountain	NR/SR Eligible	Unknown	Statue	Stone Mortared	Very Good	Maintenance Plan, Cultural Landscape Report
Archaeological Sites							
PK-05.11	Garret House Site	None	Pre-1861	Archaeological Site	N/A	N/A	Archaeological Survey
PK-05.12	Lambert Castle Addition Site	None	Late 19th c.	Archaeological Site	N/A	N/A	Archaeological Survey
PK-05.13	28-Pa-034	NJSM Registered	Unknown	Precontact Arch. Site	N/A	N/A	Archaeological Survey
PK-05.14	28-Pa-035	NJSM Registered	Unknown	Precontact Arch. Site	N/A	N/A	Archaeological Survey
PK-05.15	28-Pa-033	NJSM Registered	Unknown	Precontact Arch. Site	N/A	N/A	Archaeological Survey
PK-05.16	28-Pa-043	NJSM Registered	Unknown	Precontact Arch. Site	N/A	N/A	Archaeological Survey
PK-05.17	28-Pa-044	NJSM Registered	Unknown	Precontact Arch. Site	N/A	N/A	Archaeological Survey
PK-05.18	Unnamed Historic Site	None	Pre-1861	Historic Site	N/A	N/A	Archaeological Survey
Water Bodies/Waterways							
PK-05.19	Barbour Pond	NR/SR Eligible	1934	Pond	N/A	Very Good	Cultural Landscape Report
Landscapes							
PK-05.20	Oak Grove	NR/SR Eligible	1934	Tree Grove	N/A	Good	Maintenance Plan, Cultural Landscape Report
PK-05.21	Overlook Meadow	NR/SR Eligible	1934	Lawn area	N/A	Very Good	Maintenance Plan, Cultural Landscape Report

Historic Asset Summary - Garret Mountain Reservation

ID #	Resource Type	Historic Status	Date of Construction/Age	Property Description	Exterior Materials Description	Current Condition Assessment	Recommended Actions
PK-05.22	Rocky Hollow Picnic Grove	NR/SR Eligible	1934	Picnic area	N/A	Good	Maintenance Plan, Cultural Landscape Report
PK-05.23	Scenic View	NR/SR Eligible	1934	N/A	N/A	N/A	Cultural Landscape Report
PK-05.24	Tower Picnic Grove	NR/SR Eligible	1934	Wooded Area, Forest	N/A	Good	Maintenance Plan, Cultural Landscape Report
PK-05.25	Tulip Poplar	NR/SR Eligible	Unknown	Tree	N/A	Good	Maintenance Plan, Cultural Landscape Report
Hardscapes							
PK-05.26	Auto Overlook	NR/SR Eligible	1934	Vehicular Paving	Asphalt	Good	Cultural Landscape Report
PK-05.27	Bridle path Alignment	NR/SR Eligible	1934	Pedestrian Paving	Aggregate	Good	Cultural Landscape Report
PK-05.28	Crows Nest Overlook	NR/SR Eligible	1934	Park Shelter	Stone Mortared	Good	Maintenance Plan, Cultural Landscape Report, Rest/Rehab Project
PK-05.29	Equestrian Center Road Alignment	NR/SR Eligible	1934	Vehicular Paving	Asphalt	Good	Maintenance Plan
PK-05.30	Garden Retaining Wall	NR/SR Eligible	1890s	Wall	Stone Mortared	Satisfactory	Maintenance Plan
PK-05.31	Granite Retaining Wall	NR/SR Eligible	Unknown	Wall	Stone Mortared	Good	Preservation Plan, Historic Structure Report, Maintenance Plan, Preservation Repair Project
PK-05.32	Lambert Castle Entry Drive	NR/SR Eligible	1934	Vehicular Paving	Asphalt, Concrete	Very Good	Cultural Landscape Report
PK-05.33	Main Park Entry Drive	NR/SR Eligible	1934	Vehicular Paving	Asphalt	Very Good	Cultural Landscape Report
PK-05.34	Overlook Wall	NR/SR Eligible	1934	Wall	Stone Mortared	Good	Cultural Landscape Report, Maintenance Plan

Historic Asset Summary - Garret Mountain Reservation

ID #	Resource Type	Historic Status	Date of Construction/Age	Property Description	Exterior Materials Description	Current Condition Assessment	Recommended Actions
PK-05.35	Parking Area	NR/SR Eligible	1934	Vehicular Paving	Aggregate, earth-Topography, Stone Mortared	Good	Cultural Landscape Report, Maintenance Plan
PK-05.36	Parking Area	NR/SR Eligible	1934	Vehicular Paving	Asphalt	Very Good	Cultural Landscape Report
PK-05.37	Parking Area and Stairway	NR/SR Eligible	1934	Vehicular Paving	Asphalt, Stone Mortared	Good	Cultural Landscape Report
PK-05.38	Parking area Lambert Tower	NR/SR Eligible	1934	Vehicular Paving	Asphalt	Good	Cultural Landscape Report
PK-05.39	Parking Lot	NR/SR Eligible	Unknown	Vehicular Paving	asphalt,concrete	Good	Cultural Landscape Report
PK-05.40	Pathway Alignment	NR/SR Eligible	1934	Pedestrian Paving	Aggregate, earth-Topography, Grading	Good	Cultural Landscape Report
PK-05.41	Pathway Alignment and Stone Culvert	NR/SR Eligible	1934	Pedestrian Paving	Aggregate, Stone Mortared	Poor	Cultural Landscape Report
PK-05.42	Pathway Alignment to Lambert Castle	NR/SR Eligible	1934	Pedestrian Paving	Asphalt	Very Good	Cultural Landscape Report
PK-05.43	Pathways and Retaining Walls	NR/SR Eligible	1934	Wall	Asphalt, Stone Mortared	Good	Cultural Landscape Report, Maintenance Plan
PK-05.44	Retaining Wall along Creek Edge	NR/SR Eligible	1934	Wall	Stone Mortared	Poor	Cultural Landscape Report, Maintenance Plan
PK-05.45	Roadside Gutter/Swale	NR/SR Eligible	1934	Vehicular Paving	Earthen/Topo, grading,stone stacked, dry laid	Good	Cultural Landscape Report, Maintenance Plan
PK-05.46	Stairway stone	NR/SR Eligible	1934	Wall	Stone Mortared	Good	Cultural Landscape Report, Maintenance Plan
PK-05.47	Stone Stairway and Wall	NR/SR Eligible	Unknown	Wall	Stone Mortared	Satisfactory	Maintenance Plan, Preservation Project

2.1.6 GOFFLE BROOK PARK

PROPERTY OVERVIEW

Goffle Brook Park is a 103-acre park located in Hawthorne Borough. The property is roughly bound by Lafayette Avenue to the north, residential properties to the east, commercial properties at Macfarlan and Maitland avenues to the south, and a roughly 1.60-mile segment of Goffle Road to the west. The park is linearly oriented to the north-to-south flowing Goffle Brook and includes sweeping lawns, multiple athletic fields, picnic and play areas, meandering pathways and a dog park.

Prior to historic development of the area, Goffle Brook was a host to a Native American campsite, which was documented by archaeologists during the late 19th century. Historic maps indicate several homes and farms occupied the property during the colonial period, though none survive. One of these early dwellings, the John George Ryerson House, constructed circa 1740, served as the headquarters of General Lafayette during the Revolutionary War while his troops camped nearby along Goffle Brook. A fire destroyed the house in 1950. In 1952, the Lafayette Memorial was built on the house site. Another 18th-century Dutch Colonial dwelling, the Vreeland House, was constructed circa 1760 and demolished due to poor condition in 1942. The John W. Rea House, a farmstead originally owned by the Doremus family, was constructed circa 1810 and is the one remaining historic farmhouse pre-dating the park. This excellent example of the region's Dutch-influenced brownstone architecture has been recently rehabilitated for use as the Passaic County Arts Center and the John W. Rea House.

Passaic County acquired properties to form the current park beginning in the late 1920s. The Passaic County Park Commission hired the Olmsted Brothers to design Goffle Brook Park during the mid-1930s and a Works Progress Administration (WPA) project using unemployed laborers funded much of the construction following what is widely regarded as one of the Olmsteds' most successful landscape designs for the commission. Recent projects that have significantly altered the original Olmsted Brothers-designed landscape include: 1) a massive stone-lined terrace along a section of Goffle Brook south of Warburton Road and 2) installation of a

multi-use synthetic-turf athletic field at the southern end of the park.

A series of 11 outdoor interpretive signs were installed in fall 2020 to match that of other sites throughout the county and the sign recently installed outside of the John W. Rea House.

Goffle Brook Park is listed on the New Jersey and National Registers of Historic Places (SR 1/29/2002; NR 11/1/2002). Contributing resources to the park property include the John W. Rea House (also listed individually), the Arnold Dam, baseball diamonds, concrete staircase at Goffle Road and Warburton Avenue, bridge abutments near Warburton Avenue, Goffle Brook, the park's grading and topography, historic plaque and Lafayette Memorial Plaza, park pathways, Van Winkle/Arnold Pond, park vegetation and landscaping, Warburton Avenue Bridge, pumping stations, sites of wooden footbridges at Arnold Dam and Florence Avenue, site of a footbridge near Vreeland Avenue/Hawthorne High School and the Rea Avenue Bridge 107.

General Recommendations:

- Goffle Brook Park, given its association with the Olmsted Brothers firm and prior settlement, would benefit from a Cultural Landscape Report to assess the evolution of the landscape, the authenticity of its design and recommendations for maintaining/preserving significant landscape features
- Maintain open communication among the Passaic County Department of Cultural & Historic Affairs, and the Passaic County Department of Parks & Recreation, the Department of Buildings & Grounds, the Passaic County Engineering Department and the NJHPO for all repairs, maintenance and modifications to the park property. All work undertaken by the County or others on county-owned property that could impact Goffle Brook Park's historic fabric and immediate setting should be reviewed by the Passaic County Department of Cultural & Historic Affairs and the NJHPO for compliance with provisions of the New Jersey Register of Historic Places Act (N.J.A.C. 7:4).

- In the event that a more suitable, non-historic park site for installation of a multi-use synthetic turf field is identified by the County, the Goffle Brook Park synthetic turf field shall be dismantled and returned to a natural turf state. (Note: this is a required stipulation in the NJDEP Authorization Letter for installation of the multi-use synthetic turf field.)
- Refer to recommendations included in the Passaic County Interpretive Plan of 2020 completed by Hunter Research, Inc. for site- and county-related interpretation and exhibits

BUILDINGS

JOHN W. REA HOUSE

The John W. Rea House (SR 7/28/1999; NR 9/17/1999), also known as the Rea House, was constructed circa 1810 with influences from Dutch Colonial vernacular architecture traditions and other early 19th-century stylistic movements. It is a one-and-one-half-story, five-bay, side-gambrel building constructed of brownstone that presents a Flemish bond pattern. Its roof and gables are clad with wood shingles. It is listed under Criterion A for its association with the establishment of the Passaic County Park Commission, Criterion B for its association with John W. Rea and Criterion C for its exemplary Dutch Colonial architectural style. The building's first owners, and those who commissioned its construction, were the Doremus family. Rea, an Irish immigrant and minstrel show performer, moved into the house in 1859 after his wife, Margaret Ann, purchased the house and property from John and Rachael Doremus. Rea sold the house in 1868 and reacquired it in 1881. In 1920, following Rea's death in 1900, his son, Frank Erin, sold the property to John and Mary Knapik, who turned the dwelling into an inn and tavern. Passaic County acquired the house and surrounding land along Goffle Brook for the creation of Goffle Brook Park (SR 8/29/2002; NR 10/31/2002).

Passaic County's ownership of the house has resulted in its transformation from dwelling to the home of the Hawthorne Boy's Club, to Passaic County's Office on Aging, to its current use as the Passaic County

Arts Center. The Passaic County Arts Center currently exhibits rotating art exhibits in its gallery on the first story and is equipped with meeting and office space on the first and second stories. The building was recently rehabilitated to create these spaces, along with an addition to the rear of the building to add offices, storage space and accessible restrooms. All work conformed to the Secretary of the Interior's Standards for the Treatment of Historic Properties – Rehabilitation. In 2020, construction of a wall surrounding the building was completed, preceded by archaeological investigations.

Recommendations:

- Develop and implement a Maintenance Plan
 - » Focus on appropriate routine and seasonal maintenance to protect historic materials and finishes and safeguard the investment in the restoration of the house and its grounds
- Develop and implement a site-specific Interpretive Plan
 - » Perform historical research into the history of John W. Rea and the house
 - » Plan, develop and install a small permanent exhibit about the history of Rea and the house in the first-floor exhibit space
- Refer to recommendations included in the Passaic County Interpretive Plan of 2020 completed by Hunter Research, Inc. for site- and county-related interpretation and exhibits
 - » Install a satellite exhibit at the John W. Rea House based on the countywide core exhibit
 - » Produce a short satellite video to correspond with the countywide orientation video available at the core exhibit

PUMPING STATION NORTH AND PUMPING STATION SOUTH

The Hawthorne water system constructed the pair of nearly identical pumping stations at the northern end of the park circa 1915 across the road from the Hawthorne Water Supply building. The northern station is a one-story, one-bay, brick building with a tall, pyramidal-shaped roof with flared eaves. The southern station is a one-story, two-bay, brick building with a tall, gambreled roof section over a hipped main roof. Its window openings have been filled.

Recommendations:

- Develop a Preservation Plan and/or Historic Structure Report for both pumping stations
- Develop and Implement a Maintenance Plan
 - » Focus on appropriate routine and seasonal maintenance to protect historic materials and finishes

STRUCTURES

ARNOLD DAM

The Arnold Dam impounds Van Winkle Pond, a former mill pond, and was constructed in 1936 by the WPA per plans developed by the Olmsted Brothers. The low-profile concrete gravity dam is a mortared granite-faced structure that spans 120 feet between the banks of Goffle Brook and complements the park landscaping and hardscaping.

Recommendations:

- Recover and reset the granite blocks that have fallen out of the dam's downstream face. They are currently lying within the stream below the dam

BRIDGE ABUTMENTS

These brown sandstone bridge abutments are the only remaining elements of a bridge that was constructed to cross Goffle Brook during the late-19th century. The bridge formerly carried a small road across the brook prior to the construction of the Warburton Avenue Bridge to its north.

GOFFLE BROOK PARK BRIDGE (MAGEE ROAD BRIDGE RELOCATED)

This Warren-with-verticals pattern, steel pony truss bridge at the southern end of Goffle Brook Park was relocated from Magee Road in Ringwood Borough. It was originally constructed circa 1920 and was moved to the park circa 2007. The bridge is a non-contributing resource to the park historic district; however, it has individual significance in its own right as an example of prefabricated metal-truss technology.

Recommendations:

- Develop and Implement a Maintenance Plan
- Focus on appropriate routine and seasonal maintenance to protect historic materials

LAFAYETTE MEMORIAL

The memorial, comprised of mortared stone walls and a cast bronze plaque, was originally constructed in 1952 and marks the site of the John George Ryerson House. The paver patio between the walls is a recent addition.

Recommendations:

- Develop and Implement a Maintenance Plan
- Focus on appropriate routine and seasonal maintenance to protect historic materials and finishes

REA AVENUE BRIDGE 107 OVER GOFFLE BROOK

The Rea Avenue Bridge 107, a 20-foot-long steel stringer with a concrete deck set on concrete abutments. It has pipe railings with metal posts decorated with ball finials. Bridge 107 was constructed in 1911 and was rehabilitated in 2015 with railings and exterior beams salvaged to maintain a historic appearance. The bridge is considered contributing to the Goffle Brook Park Historic District due to have been built during the period of significance. Its similarly appearing counterpart, Rea Avenue Bridge 106, which was replaced in 2015 to look like Bridge 107, is located immediately to its east and is a non-contributing structure to the park historic district.

WARBURTON AVENUE BRIDGE OVER GOFFLE BROOK

The Warburton Avenue Bridge was constructed in 1928 as a single-span, 44-foot-long, concrete-encased steel stringer with arched fasciae to provide the appearance of a traditional concrete arch bridge in keeping with the park setting. It was rehabilitated in 2014 with all of the stringers replaced by prestressed-concrete box beams resulting in loss of most of the original superstructure fabric. The arched fasciae were replicated/repairs to maintain the outward appearance of the earlier bridge. Original concrete balustrades were salvaged and reset. The bridge is considered a contributing resource to the Goffle Brook Park Historic District.

OBJECTS

MILLSTONES

Four edge running millstones are located to the north of Van Winkles Pond in the picnic grove. It is unclear whether the stones are remnants of the mills that once operated along Goffle Brook.

Recommendations:

- Conduct historical research to determine the origin and history of the millstones

PATHWAY CONCRETE STAIR

This concrete staircase was added to the park in 1939 during its initial development near the intersection of Goffle Road with Warburton Avenue. It traverses the steep grade of the western bank of Goffle Brook and is lined with a metal pipe railing that is likely non-original. A sidewalk was recently added to lead foot traffic from the intersection to the staircase.

ARCHAEOLOGICAL SITES

PRECONTACT ARCHAEOLOGY

One precontact site has been previously identified overlapping the eastern edge of Goffle Brook Park. Records of the New Jersey State Museum indicates one precontact site, the North Paterson Camp Site (PK-06.19 [28-Pa-008]), is located in what is now a suburban development between Rea and Vreeland Avenues east of the park. No surficial evidence of this site, which was identified in the early 20th

century, was observed and there is little potential that significant archaeology related to this site exist within the park given the degree of landscaping that took place during the creation of the park and its development over the 20th century. Overall, it is considered unlikely that significant precontact sites survive within the park.

HISTORIC ARCHAEOLOGY

REA HOUSE ARCHAEOLOGICAL COMPONENT

There is a moderate potential for potentially significant archaeological deposits to survive in the vicinity of the historic Rea House (PK-06.14). Although this site was the subject of a recent archaeological investigation (Hunter Research, Inc. 2020), the survey was focused on specific landscaping activities and was not a general survey of the site. Features such as domestic refuse, well-shafts, and elements of outbuildings related to the almost 250 years of occupation of the site may survive. These deposits have the potential to reveal information about cultural and economic aspects of the house's occupants. A site believed to be an original privy location has been identified by the County, however has not been fully investigated.

Recommendations:

- If ground-disturbing activities are planned in the vicinity of house (less than 75 feet), a Phase I archaeological survey should be conducted in the area of proposed disturbance.
- If potentially significant archaeological deposits are identified, the site should be registered with the New Jersey State Museum.
- Conduct a Phase I archaeological survey at the assumed privy location and develop an interpretive hardscape design and associated interpretive sign similar to the recently completed improvements at the Dey Mansion Gardens.

OAKLEY MILL SITE

A mill associated with the Oakley family (PK-06.12) was identified on late 19th-century maps in the center of the park just north of where Rea Avenue crosses Goffle Brook. It appears on the 1861 Hopkins map as "G.M." or grist mill. It appears again

on the 1877 Hyde atlas with two dwellings within a property associated with “W. Oakley”. The area including this location has been heavily modified by the development of the park and no evidence of this building is visible on the surface. However, deeper, elements of the mill foundation and waterpower system may survive below ground.

Recommendations:

- If ground-disturbing activities are planned in the vicinity (< 50 feet) of the site, a Phase I archaeological survey should be conducted.
- If potentially significant archaeological deposits are identified, the site should be registered with the New Jersey State Museum.

OAKLEY HOUSE 1 SITE

A dwelling associated with “W. Oakley” (PK-06.15) is located in the center portion west of the Oakley Mill Site just northeast of the intersection of Goffle Road and Rea Avenue. This dwelling appears on the 1877 Hyde atlas along with a second dwelling and the mill. The area including this location has been heavily modified by the development of the park. No evidence of this building is visible on the surface.

Recommendations:

- If ground-disturbing activities are planned in the vicinity (< 50 feet) of the site, a Phase I archaeological survey should be conducted.
- If potentially significant archaeological deposits are identified, the site should be registered with the New Jersey State Museum.

OAKLEY HOUSE 2 SITE

A second dwelling associated with “W. Oakley” (PK-06.16) is located in the center portion of the park just north of the Oakley House Site approximately 500 feet north from the intersection of Goffle Road and Rea Avenue. This dwelling appears on the 1877 Hyde atlas within a property that includes a second dwelling and a mill. The area including this location has been heavily modified by the development of the park. No evidence of this building is visible on the surface.

Recommendations:

- If ground-disturbing activities are planned in the vicinity (< 50 feet) of the site, a Phase I archaeological survey should be conducted.
- If potentially significant archaeological deposits are identified, the site should be registered with the New Jersey State Museum.

POSSIBLE HISTORIC HOUSE SITE

A possible historic house site (PK-06.13) was identified in the southwest portion of Goffle Brook Park just northeast of the intersection of Goffle and Diamond Bridge Roads. While no evidence of this building is visible on the surface a level area with historic plantings and a relic farm lane were identified in this area.

Recommendations:

- If ground-disturbing activities are planned near the site, a Phase IA archaeological survey should be conducted.

RYERSON HOUSE SITE

A dwelling identified as the John George Ryerson House site (PK-06.14) is located in the southwestern portion of the park between the east edge of Goffle Road and the west bank of Goffle Brook. A monument and paved area at this location commemorates the circa 1740 house and indicates the vicinity was used as a military encampment by General Lafayette in 1780 during the American Revolution. The area has been heavily landscaped and no evidence of this building is visible on the surface. There is some potential that deposits associated with the domestic occupation of this site and the Revolutionary War encampment may survive.

Recommendations:

- If ground-disturbing activities are planned in the vicinity (< 100 feet) of the site, a Phase I archaeological survey should be conducted.
- If potentially significant archaeological deposits are identified, the site should be registered with the New Jersey State Museum.

VAN WINKLE MILL SITE

The Van Winkle mill site (PK-06.17) was identified on late 19th century maps. It was identified as "G.M." or grist mill on the 1861 Hopkins map. On the 1877 Hyde atlas, this site is situated within a property associated with "C. Van Winkle". It is located in the north portion of the park along the east edge of Goffle Road approximately 0.15 miles southwest of the intersection of Goffle and Goffle Hill Roads. The area including this location has been heavily modified by the development of the park including a substantial stone masonry dam that controls the present flow of Goffle Brook. No evidence of this building is visible on the surface. However, deeper, elements of the mill foundation and waterpower system may survive below ground.

Recommendations:

- If ground-disturbing activities are planned in the vicinity (< 50 feet) of the site, a Phase I archaeological survey should be conducted.
- If potentially significant archaeological deposits are identified, the site should be registered with the New Jersey State Museum.

VREELAND HOUSE SITE

A dwelling identified as the "Elias E. Vreeland" house site (PK-06.18) is located in the center portion of the park along the east edge Goffle Road just north of the intersection of Goffle and Lynack Roads. This dwelling appears on both the 1861 Hopkins map and 1877 Hyde atlas. While the area including this location has been modified by the development of the park, surficial evidence of this building was identified during the current survey. This evidence includes stone footings that run parallel to the east curb of Goffle Road and a pair of slate slabs situated in the lawn. These slabs may be positioned over an historic shaft feature such as a well or privy.

Recommendations:

- If ground-disturbing activities are planned in the vicinity (< 50 feet) of the site, a Phase I archaeological survey should be conducted.
- If potentially significant archaeological deposits are identified, the site should be registered with the New Jersey State Museum.

WATERBODY/WATERWAYS

GOFFLE BROOK

This 1.6 mile long section of Goffle Brook was regraded and aligned as part of the 1930s Olmsted Park design and still features much of the historic fabric and character. Several past bank stabilization projects are evident with varied construction and materials, yet some of the original bank stabilization remains in place. Additionally, some bank erosion is evident, yet typical of such waterways. Minor realignment of the Brook is evident based on review of aerial imagery.

Recommendations:

- Develop and implement a Maintenance Plan -Focus on maintaining historic bank stabilization infrastructure and natural bank stabilization.
- Reference original Olmsted design detailing when conducting bank restoration work along brook edges. See revetment wall detailing.
- Maintain open communication among the Passaic County Department of Cultural & Historic Affairs, and the Passaic County Department of Parks & Recreation, for all repairs, maintenance and modifications along Brook edge. All work that could impact the Brook's historic fabric should be reviewed by the Passaic County Department of Cultural & Historic Affairs.
- Bank stabilization/repair as needed.

VAN WINKLES POND

The 1.7 acre Van Winkles pond was sculpted and dammed as part of the 1930s Olmsted design. Review of historic aerial imagery and on-site pedestrian survey confirms pond edge alignments and natural lawn edge conditions remain unaltered.

Pond edges are in stable condition with no evidence of erosion. Siltation is a concern due to the nearby dam and upstream watersheds. Desilting should be actively addressed as part of regular maintenance.

Recommendations:

- Develop and implement a Maintenance Plan
 - » Focus on vegetation management along pond edge and silt management along the east end of the pond
- Maintain open pond edge condition as per original Olmsted design by managing vegetation along pond edge.
- Pond desilting as needed

LANDSCAPE

The Olmsted Brothers designed park landscape is culturally significant and much of the original design framework is evident throughout the property. As with other County Owned Olmsted parks, the overall grading and spatial layout of the property remains largely intact with sweeping lawns leading to the Brook edge. The park was heavily graded along the Brook as part of the design to create the gentle slopes that remain today. The grading and general layouts of the Olmsted design baseball diamonds at the southern end of the park also remain.

The park has several notable large trees that remain from the Olmsted era. Condition of the trees are generally good, with few issues noted within canopies. Enhanced management and maintenance of these resources will be important as they continue aging. Preemptive tree plantings should be considered soon near and within these tree groves where light conditions allow.

Recommendations:

- Develop and implement a Tree Maintenance and Management Plan focusing mature tree care and tree preemptive tree replacement strategies
- Enhanced Monitoring - annual tree inspections for all culturally significant trees.
- Horticultural care - Conduct proactive tree care as needed to preserve health and longevity of mature, culturally significant trees.

HARDSCAPE

PATHWAYS

Some Olmsted hardscape design features and their original design/engineering layouts remain. Review of historic aerial imagery confirms much of the original pathway alignment along the Brook remains. The pathways are of modern construction and very little historic fabric remains, although pathway alignments have been preserved over the last century.

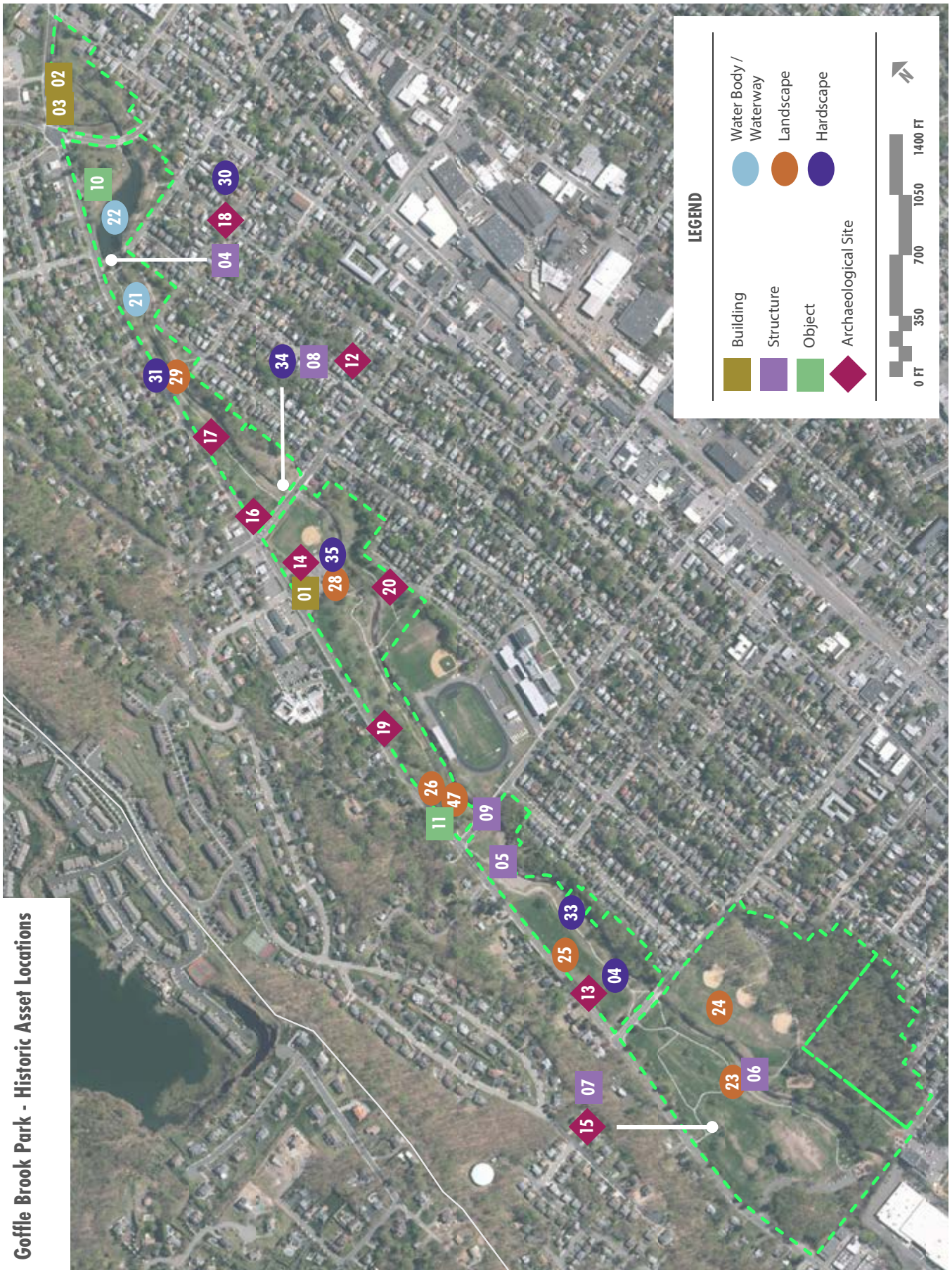
REVETMENT WALLS/BANK STABILIZATION

Several locations along the Brook appear to retain 1930s Olmsted designed bank stabilization. Several sections of larger dry-stacked stone revetment walls can be found along the Brook although it is unclear if these are original to the design. A stone masonry retaining wall section (PK-06.29) is also located near the Van Winkles Dam that may date back to the 1930s design.

Recommendations:

- Maintain open communication among the Passaic County Department of Cultural & Historic Affairs, and the Passaic County Department of Parks & Recreation, for all repairs, maintenance and modifications to hardscape elements. All work that could impact the historic fabric should be reviewed by the Passaic County Department of Cultural & Historic Affairs.
- Reference original Olmsted design layouts and design detailing when conducting hardscape feature repairs, ongoing maintenance or new bank stabilization projects.

Goffle Brook Park - Historic Asset Locations



Historic Asset Summary - Goffle Brook Park

ID #	Resource Type	Historic Status	Date of Construction/Age	Property Description	Exterior Materials Description	Current Condition Assessment	Recommended Actions
Buildings							
PK-06.01	John W. Rea House	Municipal Lndmrk. NR/SR Listed	1810	Dwelling	Stone Mortared, Wood Shingle	Excellent	NJSM Form, Maintenance Plan, Cultural Landscape Report
PK-06.02	Pumping Station North	Municipal Lndmrk. NR/SR Listed	1915	Pump House	Brick, Slate	Satisfactory	Preservation Plan/Historic Structure Report, Maintenance Plan, Cultural Landscape Report
PK-06.03	Pumping Station South	Municipal Lndmrk. NR/SR Listed	1915	Pump House	Brick, Asphalt Shingle	Satisfactory	Preservation Plan/Historic Structure Report, Maintenance Plan, Cultural Landscape Report
Structures							
PK-06.04	Arnold Dam	Municipal Lndmrk. NR/SR Listed	1936	Dam	Stone Mortared	Good	Preservation Plan/Historic Structure Report, Maintenance Plan, Cultural Landscape Report
PK-06.05	Bridge Abutments	Municipal Lndmrk. NR/SR Listed	Late 19th Century	Bridge	Stone Mortared	Fair	Cultural Landscape Report
PK-06.06	Goffle Brook Park Bridge (Magee Road Bridge Relocated)	Municipal Lndmrk. NR/SR Listed	1920	Bridge	Ferrous Metal	Good	Maintenance Plan, Cultural Landscape Report
PK-06.07	Lafayette Memorial	Municipal Lndmrk. NR/SR Listed	1952	Memorial	Bronze, Stone Mortared	Good	Maintenance Plan, Cultural Landscape Report
PK-06.08	Rea Avenue Bridge 107 over Goffle Brook	Municipal Lndmrk. NR/SR Listed	1911	Bridge	Concrete, Stone Mortared, Ferrous Metal	Good	Cultural Landscape Report
PK-06.09	Warburton Avenue Bridge over Goffle Brook	Municipal Lndmrk. NR/SR Listed	1928	Bridge	Concrete	Very Good	Cultural Landscape Report
Objects							
PK-06.10	Millstones	None	Unknown	4 Edge Running Millstones	Stone	Good	Maintenance Plan, Cultural Landscape Report
PK-06.11	Pathway Concrete Stair	Municipal Lndmrk. NR/SR Listed	Early 1939		Concrete	Good	Maintenance Plan, Cultural Landscape Report

Historic Asset Summary - Goffle Brook Park

ID #	Resource Type	Historic Status	Date of Construction/Age	Property Description	Exterior Materials Description	Current Condition Assessment	Recommended Actions
Archaeological Sites							
PK-06.12	Oakley Mill Site	None	19th c	Mill Site	N/A	N/A	Archaeological Survey
PK-06.13	Possible Historic House Site	None	Unknown	House Site	N/A	N/A	Archaeological Survey
PK-06.14	Rea House Site	None	1810	House Site	N/A	N/A	Archaeological Survey
PK-06.15	Ryerson House Site	None	Circa 1740	House Site	N/A	N/A	Archaeological Survey
PK-06.16	Unnamed Oakley House Site	None	Unknown	House Site	N/A	N/A	Archaeological Survey
PK-06.17	Unnamed Oakley House Site	None	Unknown	House Site	N/A	N/A	Archaeological Survey
PK-06.18	Van Winkel Mill Site	None	Unknown	Mill Site	N/A	N/A	Archaeological Survey
PK-06.19	Vreeland house site	None	Pre-1861	House Site	N/A	N/A	Archaeological Survey
PK-06.20	28-Pa-008	NJSM Registered	Unknown	Precontact Arch. Site	N/A	N/A	Archaeological Survey
Water Bodies/Waterways							
PK-06.21	Goffle Brook	ML, NR/SR Listed	Mid 1930s	Brook	N/A	Good	Maintenance Plan, Cultural Landscape Report
PK-06.22	Van Winkle Pond	ML, NR/SR Listed	Mid 1930s	Pond	N/A	Very Good	Maintenance Plan, Cultural Landscape Report

Historic Asset Summary - Goffle Brook Park

ID #	Resource Type	Historic Status	Date of Construction/Age	Property Description	Exterior Materials Description	Current Condition Assessment	Recommended Actions
Landscapes							
PK-06.23	Ash Tree	ML, NR/SR Listed	Unknown	Tree	N/A	Poor	Maintenance Plan, Cultural Landscape Report
PK-06.24	Baseball Diamonds	ML, NR/SR Listed	Mid 1930s	Sports and Recreation		Excellent	Maintenance Plan, Cultural Landscape Report
PK-06.25	Mature Fruit Trees and Farm Lane	ML, NR/SR Listed	Unknown	Possible Orchard	N/A	Good	Maintenance Plan, Cultural Landscape Report
PK-06.26	Oak Tree Grove	ML, NR/SR Listed	Mid 1930s	Tree Grove	N/A	Fair	Maintenance Plan, Cultural Landscape Report
PK-06.27	Tree grove	ML, NR/SR Listed	Mid 1930s	Tree Grove	N/A	Poor	Maintenance Plan, Cultural Landscape Report
PK-06.28	Tree Grove	ML, NR/SR Listed	Mid 1930s	Tree Grove	N/A	Good	Maintenance Plan, Cultural Landscape Report
PK-06.29	Tree Grove	ML, NR/SR Listed	Mid 1930s	Tree Grove	N/A	Very Good	Maintenance Plan, Cultural Landscape Report
Hardscapes							
PK-06.30	Brook Edge Retaining	Municipal Lndmrk. NR/SR Listed	Early 1930s	Wall	Stone Mortared, Stacked Stone	Satisfactory	Rest./Rehab. Project, Cultural Landscape Report
PK-06.31	Bridge Abutment	Municipal Lndmrk. NR/SR Listed	Early 1930s	Bridge	Stone Mortared, Concrete	Good	Preservation Plan/Historic Structure Report
PK-06.32	Pedestrian pathway Alignment	Municipal Lndmrk. NR/SR Listed	Early 1930s	Pedestrian Paving	Asphalt, Aggregate	Good	Cultural Landscape Report
PK-06.33	Revetment Wall	Municipal Lndmrk. NR/SR Listed	Early 1930s	Wall	Stone Stacked/Dry Laid	Fair	Maintenance Plan, Cultural Landscape Report
PK-06.34	Revetment Wall	Municipal Lndmrk. NR/SR Listed	Early 1930s	Wall	Stone Stacked/Dry Laid	Satisfactory	Maintenance Plan, Cultural Landscape Report
PK-06.35	Revetment Wall	Municipal Lndmrk. NR/SR Listed	Early 1930s	Wall	Stone Stacked/Dry Laid	Good	Maintenance Plan, Cultural Landscape Report

2.1.7 HIGHLANDS PRESERVE

PROPERTY OVERVIEW

Highlands Preserve (once known as San Cap Park), is a 268-acre park, located in West Milford. The park is predominantly a wooded passive recreation space with several miles of hiking trails. A large sports field complex is also located near the southeast corner of the property.

Background research indicates two separate dwellings once stood on the property. Desktop research confirms a dwelling associated with the Tichenor and McDonald families occupied the property between 1794 up to 2013, when the home was demolished. Many extant remains exist from this occupation including building foundations, extensive land grading, and stormwater conveyance/collection. An additional house site is also noted on 1861 mapping west of the Tichenor/Mcdonal site, however no extant remains could be found during on-site surveys. Much of the southern portion of the property was cleared and farmed as per historic aerial imagery in the early 20th century. The identified objects, archaeological sites, water bodies/waterways, landscapes and hardscapes date back to West Milford Township's agricultural traditions that resulted in minimal development amid a largely untouched landscape.

As of 2020, Highlands Preserve has not been evaluated for eligibility to the New Jersey or National Registers of Historic Places or municipal landmark designation.

General Recommendations:

- Complete a Cultural Landscape Report
 - » Focus on the natural landscape and historic land use of the preserve
- Consider the implementation of passive interpretation along the trails by referring to the recommendations included in the Passaic County Interpretive Plan of 2020
 - » Design and install graphically compatible interpretive signage to match that of other sites throughout the county

OBJECTS

MASONRY WALL AND FIREPLACE

This masonry wall and fireplace were identified in the vicinity of the previously identified Tichneor-McDonald-Agnew House. The house was constructed circa 1794 and was demolished in 2013. The outdoor masonry wall and fireplace are more recent, 20th-century additions to the property.

ARCHAEOLOGICAL SITES

PRECONTACT ARCHAEOLOGY

No precontact sites have been previously identified within Highlands Preserve. This property is largely made up of low land surrounding Cooley Brook and it's tributaries bounded to both the southeast and northwest by high narrow ridges. Portions of this waterway have been historically channelized and a man-made pond is present in the southeast corner of the preserve. While most of the preserve is wooded there is evidence of field rows and roadways that suggest that much of it was historically farmland, particularly east of the brook. While most soils are mapped as stony or wetlands, there may be areas along the brook with higher, well-drained soils that retain precontact archaeological potential. Although no surficial evidence of precontact resources was observed, there are also rocky outcrops that may have the potential for precontact rock shelters.

Recommendations:

- If ground-disturbing activities are planned within this property, a Phase IA study should be conducted to identify specific areas of precontact archaeological potential.

HISTORIC ARCHAEOLOGY

TICHENOR/MCDONALD HOUSE SITE

A dwelling identified as the Tichenor/McDonald House site (PK-07.03) is located in the southeast corner of the preserve, along the north edge of Warwick Turnpike. According to records at the New Jersey Historic Preservation Office, this site had been the subject a National Register nomination that was never completed. Records indicate the dwelling was

constructed circa 1794. It appears on both the 1861 Hopkins map and 1877 Hyde atlas as the “J. Tichenor” house. By the late 20th century, the house lay abandoned and the surrounding property, including two outbuildings and a manmade pond, had been reclaimed by trees and dense underbrush. Ultimately the house was demolished in 2013. Truncated stone footings for what likely were the east and north walls of the main house are still present. A mill stone fragment was located adjacent to these footings. Several additional surviving features likely associated with this house site were identified in the vicinity of the house remains including a masonry outdoor firepit (PK-07.01), trash midden (PK-07.02), manmade pond and drainage channel (PK-07.06, PK-07.07), historic lane (PK-07.10) and several stone masonry walls (PK-07.01, PK-07.04, PK-07.11 PK-07.12 and PK-07.13). Despite the demolition of the standing building, it is likely that historic archaeological deposits or features, including those from the 18th- and 19th-century occupation of the house, may survive at this site.

Recommendations:

- If ground-disturbing activities are planned in the vicinity (< 50 feet) of the site, a Phase I archaeological survey should be conducted.
- If potentially significant archaeological deposits are identified, the site should be registered with the New Jersey State Museum.

UNNAMED HOUSE SITE

An unnamed house site (PK-07.05) was located on the 1861 Hopkins map in the southwest corner of the preserve situated approximately 150 feet north of Warwick Turnpike. No evidence of this building is visible on the surface within the boundary of the preserve and it is likely that this historic site was situated on an adjacent property that fronts on Warwick Turnpike, which is currently occupied by a modern residence

Recommendations:

- If ground-disturbing activities are planned near the site, a Phase IA archaeological survey should be conducted.

WATERBODY/WATERWAYS

POND AND DRAINAGE CHANNEL

A small pond (Approximately 5,000 SF) and drainage channel is located near the Tichenor/Mcdonald House. Historic aerial imagery indicates these features were sculpted at some point between 1931 and 1953. The purpose of these features is unclear, however stormwater retention for farming purposes is likely. The pond and channel banks are heavily wooded and appear in stable condition.

Recommendations:

- Evaluate pond and channel bank stability to confirm the features do not pose safety or environmental concerns.

LANDSCAPES

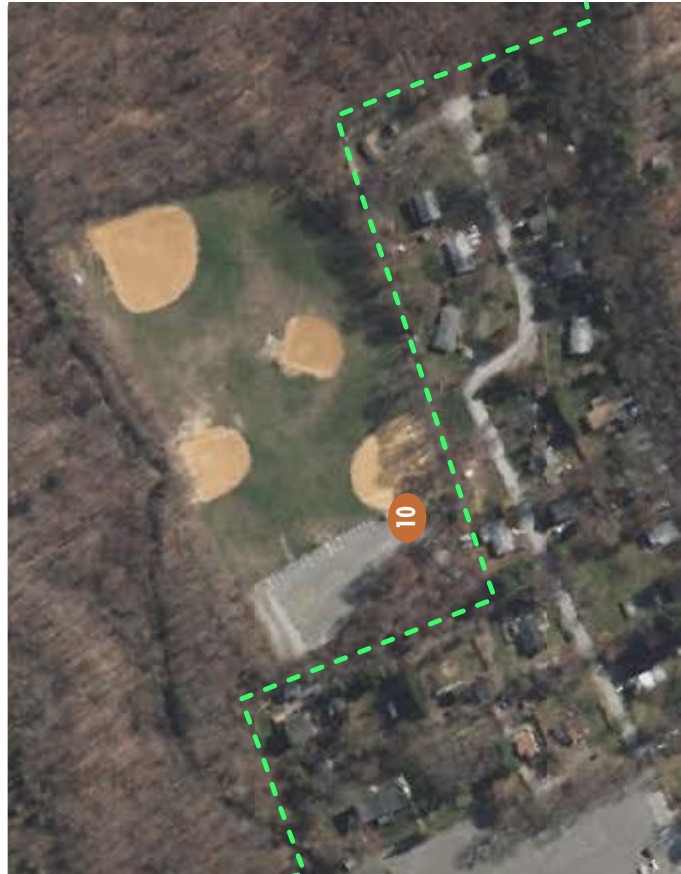
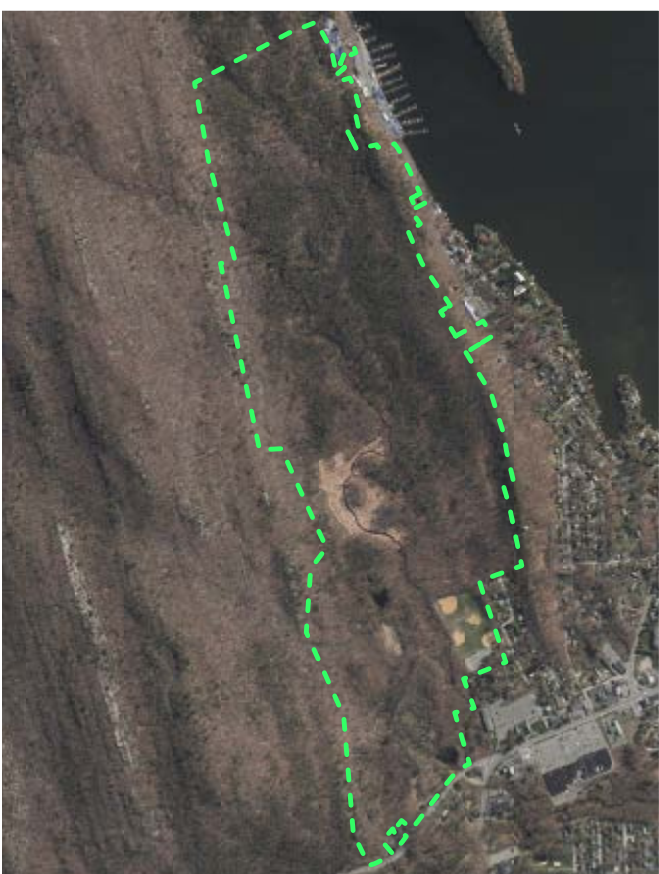
TICHENOR/MCDONALD LANDSCAPE

The property surrounding the Tichenor/Mcdonald house site has been heavily modified through earth moving activities. A large elevated flattened area can be found east of the house site in addition to earthen berms and graded areas intended to direct water flows. A few notable evergreen shrubs (*Taxus*) and a large Tulip Poplar tree are located very near the house site, suggesting these were landscape plantings.

HARDSCAPES

TICHENOR/MCDONALD HARDSCAPES

Over 200 linear feet of wet laid stone masonry wall are present along the crest east of the house site. Although age is unknown, these features appear to be 20th century. A long elevated farm lane is also present within a low-lying section of the property east of the house site.



LEGEND

	Building		Water Body / Waterway
	Structure		Landscape
	Object		Hardscape
	Archaeological Site		

0 FT 400 800 1200 1600 FT

Highlands Preserve - Historic Asset Locations

Historic Asset Summary - Highlands Preserve

ID #	Resource Type	Historic Status	Date of Construction/Age	Property Description	Exterior Materials Description	Current Condition Assessment	Recommended Actions
Historic Objects							
PK-07.01	Masonry Wall and Fireplace	None	20th century	Ruin	Concrete, Stone Mortared	Fair	Cultural Landscape Report
Archaeological Sites							
PK-07.02	Midden	None	20th century to Modern	Archaeological Feature	N/A	Satisfactory	Archaeological Survey
PK-07.03	J. Tichenor House Site (McDonald House)	None	c.1794-2013	Historic Site	N/A	Poor	Archaeological Survey ,NJSM form
PK-07.04	Stone Masonry	None	20th century	Probable Carport Access	N/A	Very Good	Archaeological Survey
PK-07.05	Unmarked Dwelling	None	Mid to late 19th century	Historic Arch. Site	N/A	N/A	Archaeological Survey ,NJSM form
Water Bodies/Waterways							
PK-07.06	Pond	None	Unknown	Pond	N/A	Good	Cultural Landscape Report
PK-07.07	Drainage Channel	None	Unknown	Canal	Earthen	Poor	Cultural Landscape Report
Landscapes							
PK-07.08	Taxus Shrub Grouping	None	20th century	Shrub Grouping	N/A	Good	Cultural Landscape Report
PK-07.09	Tulip Poplar	None	Unknown	Tree	N/A	Poor	Cultural Landscape Report
PK-07.10	Farm Field Boundary	None	Unknown	Field	N/A	N/A	Cultural Landscape Report
Hardscapes							
PK-07.11	Historic Lane	None	Unknown	Vehicular Paving	Earthen-topo. Grading	Very Good	Cultural Landscape Report
PK-07.12	Masonry Wall	None	20th century	Wall	Stone Mortared	Poor	Cultural Landscape Report
PK-07.13	Masonry Wall	None	20th century	Wall	Stone Mortared	Very Good	Cultural Landscape Report

2.1.8 HIGHLANDS RAIL TRAIL

PROPERTY OVERVIEW

The Highlands Rail Trail is a recreational rails-to-trails project that follows the historic alignment of the New York & Greenwood Lake Railway through Wanaque and Ringwood boroughs. The rail line connected Jersey City with Greenwood Lake, which straddles the boundary of West Milford Township and New York, beginning in 1867. The line served passengers seeking to leave the New York City area for the resorts of Greenwood Lake, and carried ice from Greenwood Lake to the many stops leading back to the urban centers. Several stations operated along the line in the Highlands region of Passaic County, though none survive today. The railroad, after struggling for decades following the advent of the automobile, was abandoned by the mid-1960s.

The 1 acre County owned parcel of the Highlands Rail Trail along Lakeside Avenue in Wanaque includes a short 500' + section of the historic railway alignment and some surrounding privately owned historic building development.

A feasibility study for the trail was completed in 2017. The full length of the trail has not yet been completed. An approximately 2-mile segment of the trail, mostly through North Jersey District Water Supply Commission property, is set to open soon. Passaic County owns a single parcel within the alignment of the proposed trail near Lakeside Avenue in Wanaque Borough,. The lot is partially located within the Haskell Historic District (NJHPO Eligibility Opinion, 02/11/1981), which encompassed the Haskell area of Wanaque Borough near the Wanaque Reservoir.

Recommendations:

- Consider the implementation of passive interpretation along the trail once complete by referring to the recommendations included in the Passaic County Interpretive Plan of 2020. Potential topics that could be interpreted on county property are the history of the New York & Greenwood Lake Railway and the Haskell Historic District
 - » Design and install graphically compatible interpretive signage to match that of other sites throughout the county

ARCHAEOLOGICAL SITES

PRECONTACT ARCHAEOLOGY

No precontact sites have been previously identified within the county-owned portion of the Highlands Rail Trail. The property lies within a former railroad alignment along the eastern edge of Lake Washington, which was formed by the damming of Posts Brook. Given the disturbance caused by the construction of the dam, railroad and adjacent roadway it is considered unlikely that precontact archaeological deposits survive within this property. Historic Railbed

A historic railroad (PK-08.04) was identified extending north to south across the center of this property. This railroad was constructed during the late 19th century and abandoned by the mid-20th century. A review of historic maps and aerial photographs indicates that the historic alignment of the railroad is likely situated under the extant course of Lakeside Drive. Washington Lake was made prior to 1931 and Lakeside Drive was laid out in the 1930s on top of the dam. Sometime between 1974 and 1983, after the railroad was abandoned, Lakeside Drive was moved to its present location. The current trail is comprised of a partially paved and dirt surface that runs along the earlier alignment of Lakeside Drive. A drainage channel runs between this path and Lakeside Drive.

Recommendations:

- If ground-disturbing activities are planned in the vicinity (< 50 feet) of the site, a Phase IA archaeological survey should be conducted to examine railroad related archaeological potential.

HARDSCAPES

A short section of the historic railbed alignment has been repurposed as a Rail Trail pedestrian pathway. The path is approximately 6' wide with aggregate surfacing in good condition.

Recommendations:

- Maintain open communication among the Passaic County Department of Cultural & Historic Affairs, and the Passaic County Department of Parks & Recreation, for all repairs, maintenance and modifications to pathway. All work that could impact the railbed's historic fabric should be reviewed by the Passaic County Department of Cultural & Historic Affairs.

Highlands Rail Trail Historic Asset Locations



Historic Asset Summary - Highlands Rail Trail

ID #	Resource Type	Historic Status	Date of Construction/Age	Property Description	Exterior Materials Description	Current Condition Assessment	Recommended Actions
Archaeological Sites							
PK-08.01	Historic Railbed	Haskell Historic District	Late 19th c	Active Recreation Path	N/A	Poor	Interpretive Signage
Hardscapes							
PK-08.02	Highlands Rail Trail	Haskell Historic District	1870	Railbed	Aggregate, Topography, Grading	Good	Maintenance Plan

2.1.9 MORRIS CANAL GREENWAY

PROPERTY OVERVIEW

The Morris Canal, built in the early 19th century to transport coal, stretches 102 miles across six counties in northern New Jersey. The canal is an important historic feature and the Morris Canal Greenway project, a statewide partnership among local communities, nonprofit organizations, and historical societies, are working to preserve and interpret the historic remains of the canal and create opportunities for passive public recreation.

Nearly 20 miles of the Morris Canal Greenway meander through Passaic County and 4 separate county owned sections of the Morris Canal including a section along the Peckman Preserve have been defined. The Morris Canal's manmade cross-section or "prism" consisted of the canal bed or channel and supporting embankments on either side. The channel was a 40' wide navigable waterway with a 5' water depth. A dirt-paved towpath paralleled the edge of the canal bed where mule teams towed the canal boats across the state. Some historic fabric remains at several of the Morris Canal sections including the canal bed, towpaths and other canal infrastructure. Greenway development within these parcels is ongoing and has been made a priority for the County.

The Morris Canal is listed on the National Register (NR, October 1, 1974) and New Jersey Register of Historic Places (SR, November 26, 1973). An Opinion of Eligibility was also issued (SHPO Opinion, April 27, 2004).

Recommendations:

- The County owned sections of the Morris Canal Greenway would benefit from a Cultural Landscape Report to assess the evolution of the landscape and provide recommendations for maintaining/preserving significant landscape features.
- Continue pursuing development of the Morris Canal Greenway pedestrian pathway, bridge, and interpretive opportunities.

ARCHAEOLOGICAL SITES

PRECONTACT ARCHAEOLOGY

No precontact sites have been previously identified within the 12 parcels that overlap with the Morris Canal Historic District. However, three precontact sites, 28-Pa-95, -96, -97 and -146 lie adjacent to the Pompton Feeder Section of the canal within the flood plain of the Pompton River. For the most part the construction of the canal would have involved extensive ground disturbance and it is considered unlikely that, significant, intact precontact archaeological deposits survive within the alignment of the canal.

HISTORIC ARCHAEOLOGY

MORRIS CANAL GREENWAY

The Morris Canal Greenway currently being developed within Passaic County will entail approximately 25.67 miles of trails on both County and local municipal properties (Louis Berger 2011). Twelve County-owned parcels overlap with the Morris Canal and are addressed by this report. These include sections of both main line of the canal and a feeder canal. The main line of the canal was finished in 1831 and expanded in the 1840s. Originally built to bring coal from northeastern Pennsylvania to markets in northeastern New Jersey and New York Harbor, the canal also provided market access to the rich iron industry of the New Jersey Highlands. The need to access this mountainous section of the state required a unique solution. The Morris Canal was built with both traditional lift locks and with inclined planes that pulled boats out of the water and up significant slopes with a water-powered turbine. Unfortunately, the canal was no match for the railroads that developed soon after the canal's construction and by the end of the 19th century the canal was in steep decline. The state took over the canal in 1922 and organized its dismantling over the next few years. The Pompton Feeder was a 4.6-mile long feeder branch of the canal completed in 1837 to both supplement the water supply of the eastern section of the canal and carry canal boats from the main section via the Ramapo River Slack Water Canal to industrial sites such as the Pompton Iron Works. Although the canal has not held water since the 1920s and currently exists as somewhat fragmentary

landscape features, both the main line of the canal and the alignment of the feeder are part the New Jersey and National Register-listed Morris Canal Historic District.

POMPTON FEEDER GUARD LOCK AND LOCK TENDER'S HOUSE SITE

The Pompton Feeder Guard Lock (PK-9.02) is a substantial 100+ foot-long masonry structure that both regulated water flow and transferred canal boats between the Pompton Feeder canal prism (a man-made channel) and the dammed section of the Ramapo River that also served as a slack water canal. Substantial elements of the lock, including both lock was, are still present. While the lock is currently filled with soil and stone, given the nearby presence of water from the impounded Ramapo River, it is possible that parts of the critical timber elements of the lock (a substantial floor/foundation and gates) survive below the water line. Not included within the County parcels is a large concrete dam built in the 1920s roughly 100 feet to the northwest to replace a stone masonry dam that creates the slack water section.

The Lock Tender's House site is situated just east of the guard lock. Although no archaeological remains of this building were observed it is considered likely that the foundation of this two-story frame house and features associated with it (such as a well, privy and middens) survive below ground.

Recommendations:

- A Phase I archaeological survey should be conducted at the site of the guard lock and lock tender's house in order to determine the extent and condition of subsurface deposits.
- If potentially significant archaeological deposits are identified, the site should be registered with the New Jersey State Museum.
- An archaeological site preservation plan should be prepared for this site that balances providing public access and historic interpretation with the protection of the archaeological resources.

POMPTON FEEDER PRISM

The prism (or man-made, trapezoid-shaped channel) (PK-9.01) of the canal is partially intact south of the guard lock although it has been partially filled and its exact historic edges are not discernible. At the time of the site visit the prism was still holding water, potentially suggesting that the clay lining of the canal may be partially intact.

Recommendations:

- A Phase I archaeological survey should be conducted in conjunction with the investigation of the guard lock and lock tender's house in order to determine the extent and condition of canal prism.
- An archaeological site preservation plan should be prepared for this site that balances providing public access and historic interpretation with the protection of the archaeological resources.

RAMAPO RIVER SLACK WATER CANAL TOWPATH

The towpath (PK-9.04) for the slack water section of the feeder canal is still present along the banks of the Pompton River north of the Pompton River dam. This towpath, from which mules towed the canal boats, is a largely open, roughly 10-foot-wide pathway, along the edge of the Ramapo River. It survives in particularly good condition just above the guard lock. As it progresses further upstream it is in a more fragmentary condition. Some sections appear to have been removed by erosion. This towpath continues to the north along the Ramapo River/slack water canal within the county owned Schuyler-Colfax House property (see below).

Recommendations:

- A Phase IA archaeological survey should be conducted of the towpath to identify its extent and condition.
- An archaeological site preservation plan should be prepared for this path that balances providing public access and historic interpretation with the protection of the archaeological resources.

CONCRETE GAUGE STATION

This one-story, one-bay, concrete structure, was likely constructed in the 1920s when the United States Army Corps of Engineers built the nearby Pompton Dam. It is an approximately 10-foot-tall structure that measures approximately 4 feet and 10 inches square. Although it located within the Morris Canal Historic District along the southern banks of the Ramapo River, and Passaic County's segment of the Morris Canal Greenway through Pompton Lakes Borough. It has a stepped roofline and its single bay is covered with a ferrous metal door.

Recommendations:

- Perform an NJHPO Intensive-level Architectural Survey to assess the structure's overall eligibility for the New Jersey and National Registers of Historic Places (SR/NR). Assessment of eligibility may be a requirement for any future projects requiring NJDEP land use permits or state/federal funding. Having the eligibility assessment completed would streamline project permitting and schedules.

PAL DRIVE MORRIS CANAL PRISM

While this property overlaps with the Morris Canal Historic District Boundary there are no visible elements of the canal within the property. The Boonton Line of the Delaware, Lackawanna and Western Railroad (DL&WBB) was built on top of the canal at this point and a water aqueduct for Jersey City was built within the canal, which is entirely filled. The Parish Drive/DL&WBL Bridge, a modern concrete and steel structure, carries Parish Drive over the no-longer-extant railroad corridor, aqueduct and canal alignment. This bridge is considered a contributing element of the eligible DL&WBL Historic District.

Recommendations:

- If ground-disturbing activities are planned in the vicinity (< 25 feet) of the canal prism site a Phase IA archaeological survey should be conducted.

PECKMAN PRESERVE CANAL EMBANKMENT

The Morris Canal ran along the western edge of the Peckman Preserve, a property that is discussed in more detail as its own park. While the prism of the canal does appear from historic maps to lie within the County-owned parcels, the east embankment of the canal appears to be the western boundary of this property. The canal embankment or "berm" is a bank of soil built in a linear fashion to contain the prism of the canal. In areas, such as near the Peckman Preserve, where the canal is situated against a hillside, the embankment could consist of soils excavated from the hillside and built up further away from it to create the canal. Such features have the potential to reveal information about the canal's construction and later expansion.

Recommendations:

- If ground-disturbing activities are planned in the vicinity (< 25 feet) of the canal embankment a Phase I archaeological survey should be conducted within the areas of proposed ground disturbance.

WOODLAND PARK CANAL PRISM

The Morris Canal runs through two County-owned parcels in Woodland Park Borough where recent repairs have been made to the towpath surface and interpretive signage has been installed. The properties cover a portion of the prism of the canal and include a length of the canal's embankment and towpath. The embankment likely consists of soils excavated from the hillside to the west formed into a berm to create the canal. The embankment and towpath are in good condition and have the potential to reveal information about the canal's construction and later expansion.

GEORGE SIREDLER HOUSE SITE

A review of historic maps has identified a potential house site within a Morris Canal Greenway parcel in Woodland Park Borough. The house is identified as belonging to "Geo. Siredler" on the 1861 Hopkins map of the county. Field investigations identified a stone retaining wall between the canal and Lackawanna Avenue that may be part of this house site. No other features were identified. Although no additional information was available about this site, it is considered to have historic archaeological potential.

Recommendations:

- If ground-disturbing activities are planned in the vicinity (< 25 feet) of the house site a Phase IA archaeological survey should be conducted within the areas of proposed ground disturbance.
- If potentially significant archaeological deposits are identified, the site should be registered with the New Jersey State Museum.

STRUCTURES

CONCRETE STRUCTURE

This one-story, one-bay, concrete structure, estimated to have been constructed during the early-20th century, is an approximately 10-foot-tall structure that measures approximately 4 feet and 10 inches square. It is located near the designated right-of-way of the Morris Canal along the southern banks of the Ramapo River, and Passaic County's segment of the Morris Canal Greenway through Pompton Lakes Borough. It has a stepped roofline and its single bay is covered with a ferrous metal door.

Recommendations:

- Perform an NJHPO Intensive-level Architectural Survey to assess the structure's overall eligibility for the New Jersey and National Registers of Historic Places (SR/NR). Assessment of eligibility may be a requirement for any future projects requiring NJDEP land use permits or state/federal funding. Having the eligibility assessment completed would streamline project permitting and schedules

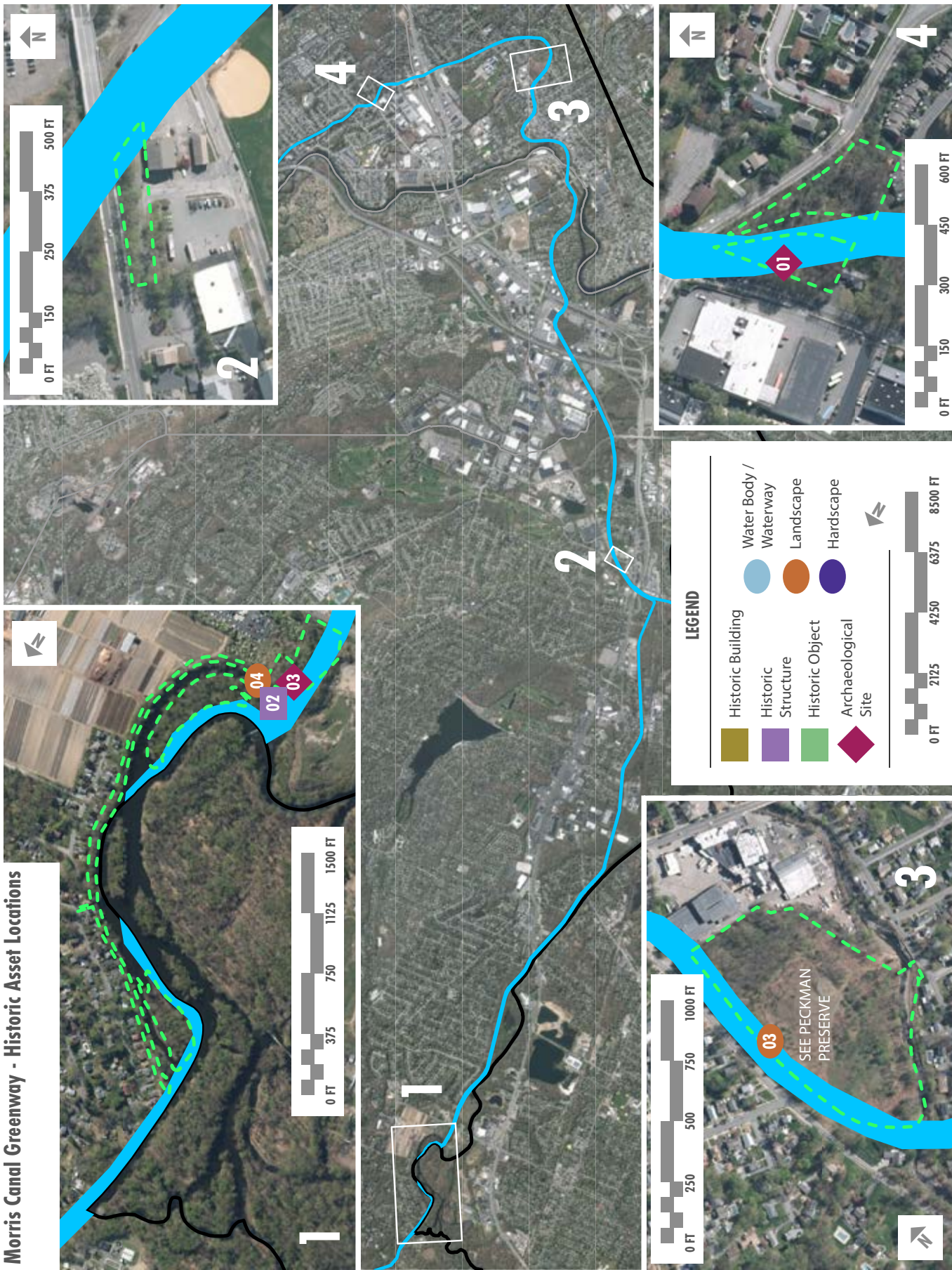
LANDSCAPE

A section of the original 1830s towpath alignment along the Canal remains intact. The path appears to be actively used and remains clear of volunteer tree growth. It is likely that some historic fabric remains.

Recommendations:

- Preserve towpath alignment: clear immediate surrounding volunteer invasive and hazardous tree growth and pave towpath alignment as pedestrian pathway

Morris Canal Greenway - Historic Asset Locations



Historic Asset Summary - Morris Canal Greenway

ID #	Resource Type	Historic Status	Date of Construction/Age	Property Description	Exterior Materials Description	Current Condition Assessment	Recommended Actions
Archaeological Sites							
PK-09.01	Morris Canal	NR/SR Listed	1824-1924	Canal	N/A	Satisfactory	Archaeological Survey + Preservation Plan
PK-09.02	Pompton Feeder guard lock	NR/SR Listed	1830s	Canal Feature	N/A	Poor	Archaeological Survey + Preservation Plan
Structures							
OS-01.03	Concrete Structure	Historic Structure	Early 20th C.	Possible Canal Related Ruin	Concrete, Ferrrous Metal	Good	Architectural Survey
Landscapes							
PK-09.04	Ramapo River Slack Water Canal Towpath	NR/SR Listed	1830s	Canal	N/A	Satisfactory	Archaeological Survey + Preservation Plan

2.1.10 PECKMAN PRESERVE

PROPERTY OVERVIEW

The Peckman Preserve is a 12-acre passive open space located in Little Falls, adjacent to the filled bed of the historic Morris Canal. The County acquired the property in 2001 and has made landscape improvements and installed low impact pathways to promote access and usage. County efforts to install a pathway connection and bridge across the Peckman river are underway, providing a key connection point of the Morris Canal Greenway at the southern end of the park.

Background research indicates a historic home was located along the southeast corner of the property that was actively farmed through the mid-20th century and no physical remains are present.

As of 2020 Peckman preserve has not been evaluated for eligibility to the New Jersey or National Registers of Historic Places however, the southern portion of the property is recognized by the state of New Jersey as a historic place known as the “Morris Canal prism over Peckamin”.

Recommendations:

- Continue pursuing development of the Morris Canal Greenway pedestrian pathway, bridge, and interpretive opportunities at the southern portion of the property.

ARCHAEOLOGICAL SITES

PRECONTACT ARCHAEOLOGY

No precontact sites have been previously identified within the Peckman Preserve. The property is located on a level area of well-drained soils within the flood plain of the Peckman River. Although there is evidence of some soil stockpiling on site the disturbance does not appear extensive and the property still retains a high precontact archaeological potential.

Recommendations:

- If ground-disturbing activities are planned within the property, a Phase I archaeological survey should be conducted in the area of proposed disturbance.

- If potentially significant archaeological deposits are identified, the site should be registered with the New Jersey State Museum

HISTORIC ARCHAEOLOGY

MORRIS CANAL

The New Jersey and National Register-listed Morris Canal Historic District overlaps with the western boundary of this property. However, the Morris Canal prism was located just west of the boundary within parcels owned by the Township of Little Falls. The eastern embankment of the canal may lie on or near the boundary line. A no-longer-extant aqueduct that formerly carried that canal across the Peckman River was located just to the south of the Peckman Preserve property.

Recommendations:

- Since the Morris Canal Historic District overlaps the western edge of the property any ground disturbing activities within this district will need to be reviewed under New Jersey Register of Historic Places Act and, depending on the proposed actions, may require additional archaeological survey.

C.M. POST HOUSE SITE

The 1861 Hopkins map shows a house within the property identified as belonging to “C.M. Post” (PK-10.02). The same building is also shown on the 1877 Hyde atlas and 1930 aerial photograph within the center of this property. A spread of late 19th- and early 20th-century rubbish was identified in a level area within the property that is probably the site of this house. No other evidence of this site was identified.

Recommendations:

- If ground-disturbing activities are planned in the vicinity of house (less than 50 feet), a Phase I archaeological survey should be conducted in the area of proposed disturbance.
- If potentially significant archaeological deposits are identified, the site should be registered with the New Jersey State Museum.

LITTLE FALLS LAUNDRY WEIR AND HEADRACE

A previous survey of the Peckman River basin identified these features and the NJHPO has mapped them partially within the eastern edge of the Peckman Preserve property. This waterpower system, which includes a concrete dam, head gate and head race was built circa 1920 to provide water to the Little Falls Laundry, which is located off the property to the north. The head gate and headrace (PK-10.01) lie on the boundary of the property. These features and the laundry building they are associated with, are considered eligible for listing in the National Register of Historic Place by the previous survey.

Recommendations:

- If ground-disturbing activities are planned in the vicinity (< 50 feet) of these waterpower features a Phase IA archaeological survey should be conducted.
- If potentially significant archaeological deposits are identified, the site should be registered with the New Jersey State Museum.

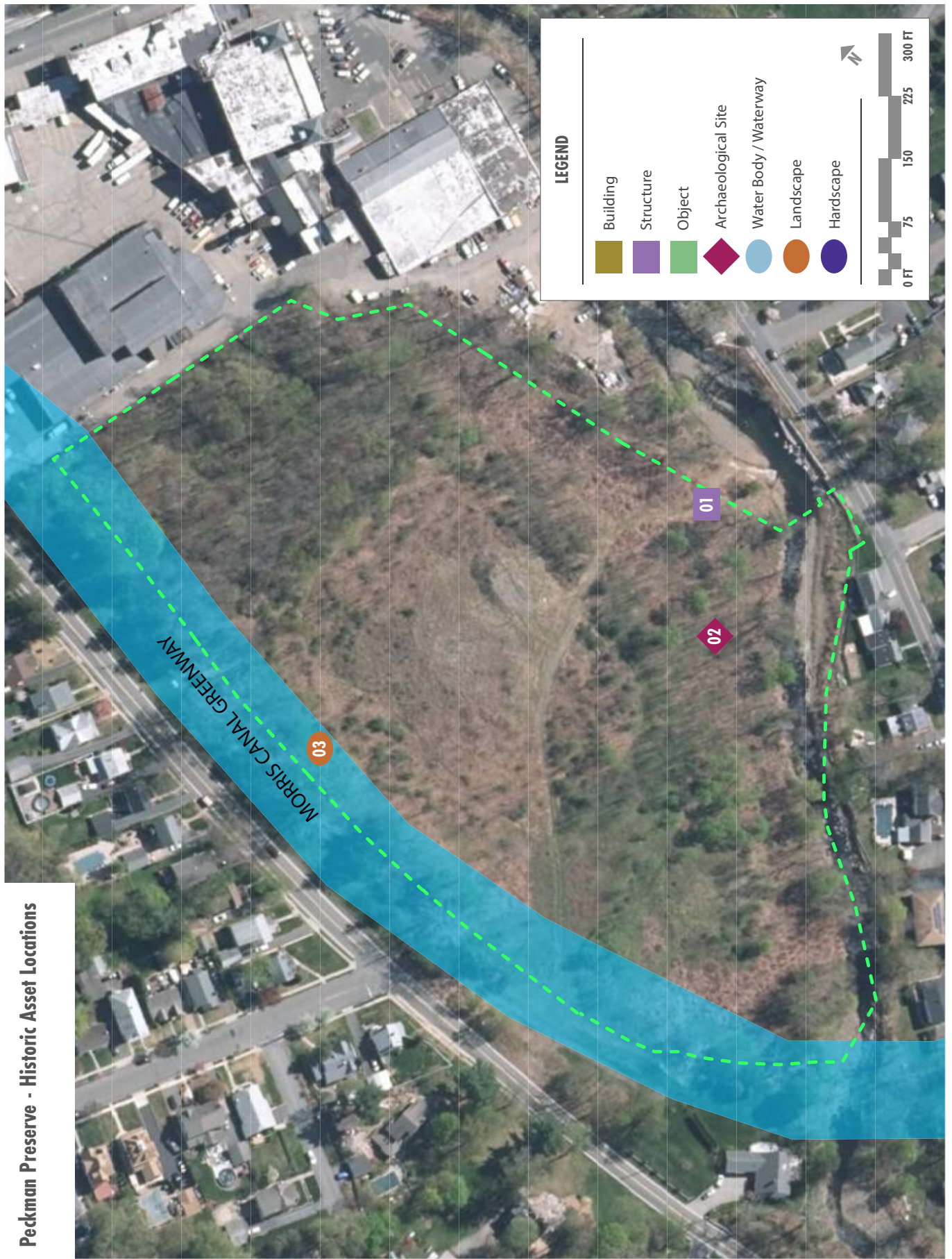
LANDSCAPE

The landscape of Peckman Preserve is primarily lowland young forest, however evidence of the bygone Morris Canal is present along the western property edge. Desktop review confirms the location of a mature Pin Oak tree is closely located to the canal edge and was likely sited along the outer edge of the canal towpath. The tree is quite large and condition is generally good, with few issues noted within canopy. Measurement of the tree was not possible in the field due to dangerous slope conditions, however this tree is clearly old, likely dating back to the 19th century.

Recommendations:

- Enhanced Monitoring - annual tree inspections
- Horticultural care - Conduct proactive tree care as needed to preserve health and longevity.
- Consider interpretive opportunities highlighting Canal alignment using tree as reference.
- Fully measure and evaluate for the NJDEP Tree Registry

Peckman Preserve - Historic Asset Locations



Historic Asset Summary - Peckman Preserve

ID #	Resource Type	Historic Status	Date of Construction/Age	Property Description	Exterior Materials Description	Current Condition Assessment	Recommended Actions
Structures							
PK-10.01	Little Falls Laundry Weir and Headrace	NR/SR Eligible	Early 20th century	Canal Feature	concrete	Poor	Archaeological Survey
Archaeological Sites							
PK-10.02	C.M. PostHouse Site	None	Pre 1861	Historic Arch. Site	N/A	Fair	Archaeological Survey
Landscapes							
PK-10.03	Pin oak Tree	None	Early 1900s	Tree	N/A	Very Good	N/A

2.1.11 POMPTON AQUATIC PARK

PROPERTY OVERVIEW

Pompton Aquatic Park is a 29 acre riparian park in Wayne and Pompton Lakes in Passaic in addition to a portion of the park that is located in Pompton Plains. The park is located near the Pompton River and the historic Morris Canal Greenway. The park is almost entirely wetland forest and provides passive recreation with several miles of multipurpose trails and trail connections with the Morris Canal Greenway to the east.

Desktop research indicates the property was not historically developed prior to parkland designation, likely due to frequent flooding associated with the nearby Pompton River. No apparent culturally significant assets are present. A mature silver maple tree of unusually large size and apparent age was located within the park, however it is likely not culturally significant. It should be noted that invasive bamboo groves are present along park along the north park edge, likely planted by local residents. Invasive species such as bamboo should be actively managed to prevent encroachment.

RECOMMENDATIONS

- Monitor and manage invasive bamboo species encroachment at north property edges.

ARCHAEOLOGICAL SITES

PRECONTACT ARCHAEOLOGY

No precontact sites have been previously identified within the Pompton Aquatic Park. Given the extent poorly drained, frequently flood soils, that surround shifting channels of the Pompton River, it is considered unlikely that significant precontact archaeological deposits survive within this property.








HISTORIC ARCHAEOLOGY

No potential historic sites were identified in a review of historic maps and 20th-century aerial photographs. Portions of the property appears to have been farmed in the early 20th century, however no buildings associated with the activity have been identified within the park.


Pompton Aquatic Park - Historic Asset Locations



LEGEND

	Water Body / Waterway
	Landscape
	Hardscape
	Building
	Structure
	Object
	Archaeological Site

0 FT 125 250 375 500 FT



2.1.12 PREAKNESS VALLEY PARK

PROPERTY OVERVIEW

Preakness Valley Park contains two distinct historic entities: the Dey Mansion and Preakness Valley Golf Course. The property totals 377 acres with 298 acres located in Wayne Township and 79 acres in Totowa Borough. The Dey Mansion and its associated features are concentrated along the southern edge of the property fronting Totowa Road. Preakness Valley Park and Golf Course surround the mansion and comprise the bulk of the property.

The Dey Mansion was constructed circa 1770 and served as General George Washington's headquarters during the Revolutionary War during the summer and fall of 1780. The County purchased the land and Mansion in 1929. The Mansion was restored in 1933 by Passaic County and was opened to the public for tours and programming in October 1934. The mansion's entry gate, driveway and Colonial Revival gardens were designed and completed contemporaneously by the Olmsted Brothers firm. During the 1960s, a forge, smokehouse and springhouse were reconstructed on the grounds to aid living history interpretation. The mansion and its immediately surrounding grounds were listed on the New Jersey and National Registers of Historic Places in 1970. An additional building, called the Summer Kitchen, was moved to the property to supplement the mansion's interpretive facilities in 1979. A Historic Structure Report was completed in 2006 by Holt Morgan Russell Architects and most of its recommendations have been implemented. The Dey Mansion Visitors Center was constructed to the east of the mansion in 2016 outside of the National Register-listed boundary. Several archaeological investigations performed between 2013 and 2017 have identified historic artifacts and features associated with domestic life at Dey Mansion.

The Preakness Valley Golf Course was planned for development in the late 1920s by a local golf professional. Construction of an 18 hole golf course was completed and opened in July of 1931. The current landscape represents the original 18-hole course. Prior to golf course development, the land surrounding Dey Mansion along present-day Totowa Road was primarily cultivated and dotted with farmsteads. The 9-hole course expansion on the

western side of Riverview Drive and French Hill Road was developed during the late 1950s. The Preakness Valley Golf Course has not been previously evaluated for historic eligibility according to NJHPO And County data.

General Recommendations:

- Develop and implement a Maintenance Plan for Dey Mansion and its outbuildings. This plan should focus on and budget for appropriate routine and seasonal maintenance to protect historic materials and finishes and safeguard the investment in the recent restoration.
- Preakness Valley Park and Preakness Valley Golf Course would benefit from an NJHPO Intensive-level Architectural Survey to assess its overall eligibility for the New Jersey and National Registers of Historic Places. This would provide the County with a planning tool necessary for projects in the future should they require NJDEP land use permits or state/federal funding.
- Whether officially eligible or not, Preakness Valley Park and Preakness Valley Golf Course has a historic character due to their age and association with an Olmsted Brothers' design. Consultation with Director of the Passaic County Department of Cultural & Historic Affairs would be advised for any major new construction or demolition plans.

BUILDINGS

DEY MANSION

The Dey Mansion, built circa 1770, is an excellent example of a Georgian-style dwelling constructed with Dutch influences of brick and brownstone. The mansion has been open to the public for tours and interpretive programs since 1934, and primarily interprets the Revolutionary War period and General George Washington's use of the dwelling as his headquarters in 1780. Passaic County completed a major restoration project in 2016.

Recommendations:

- In the short term, lighting and humidity issues should be addressed in all areas of the mansion for safety and preservation concerns
- Develop and implement a Maintenance Plan
 - » Focus on appropriate routine and seasonal maintenance to protect historic materials and finishes and safeguard the investment in the recent restoration
- Complete an updated Historic Structure Report or Preservation Plan for the mansion and outbuildings to safeguard the investment of the recent restoration
- Remove the breezeway between the mansion and the kitchen wing for historical accuracy
- Develop and implement a site-specific Interpretive Plan that integrates the use of the outbuildings into living history demonstrations and the narrative of the property while clarifying their associations to the property
 - » Incorporate interpretation of topic-based research into exhibit space in the Visitors Center
 - » Add recent and updated research to the Dey Mansion tour manual for regular interpretation
 - » Consider offering public tours of the mansion's basement
- Refer to recommendations included in the Passaic County Interpretive Plan of 2020 completed by Hunter Research, Inc. for site- and

county-related interpretation and exhibits

- » Install a satellite exhibit at Dey Mansion based on the countywide core exhibit
- » Produce a short satellite video to correspond with the countywide orientation video available at the core exhibit
- » Design and install graphically compatible interpretive signage to match that of other sites throughout the county
- » Develop youth and school programs based on the recommended countywide curriculum
- » Maintain website and social media presences to continue to reach a diverse audience
- » Develop on-site programs, tours, reenactments, school programs, web-based and a social media presence focused on the county's critical role in the American Revolution to celebrate the 250th anniversary of the war with links to countywide interpretive themes
- » Develop a suite of programs, exhibits, video and social media celebrating Passaic County's bicentennial in 2037

DEY MANSION FORGE

The Forge behind Dey Mansion was added to the property during the 1960s to aid the property's living history interpretation. The side-gabled building is constructed of wood planks with a wood shingle roof and rests on a stone foundation. Per the Historic Structure Report of 2006, the forge is one of the outbuildings that detract from the integrity of Dey Mansion and its immediate setting. No recommendations related to the forge were made in the Historic Structure Report.

DEY MANSION SUMMER KITCHEN

The Summer Kitchen behind Dey Mansion and to the east of the gardens was added to the property in 1979 to aid the property's living history interpretation. The building is a one-and-one-half-story, side-gabled, wood clapboard and brownstone building that represents typical Dutch Colonial construction and fits the style and setting

of the mansion property. The building reportedly dates to 1694 from the Stuysvant/Frederick Brackle House (among other family names). The dwelling was originally located along the Passaic River, and was deconstructed at its original location and reconstructed behind the mansion. Per the Historic Structure Report of 2006, the Summer Kitchen is one of the outbuildings that detract from the integrity of Dey Mansion and its immediate setting. Recommendations made per the report regarding the building's potential use as office space, museum gift shop space and a public restroom have been fulfilled by the newly constructed Visitors Center. Therefore, the Summer Kitchen's primary functionality lies in its ability to serve as additional interpretive space.

Recommendations:

- Complete the recommendations per the Historic Structure Report of 2006 to make the building accessible
 - » Add a 300-square-foot addition to the eastern side of the Summer Kitchen. This addition may no longer need to be of the recommended scale as public restrooms have been provided in a separate building
 - » Provide a ramp within the addition
 - » Provide new finishes within the addition
- Complete the Summer Kitchen's transition into space dedicated to a museum store, exhibit space, office space and additional site staff space on the second floor

DEY MANSION SMOKEHOUSE

The smokehouse behind Dey Mansion was added to the property in 1969 to aid the mansion's living history interpretation. The smokehouse is a single-story, single-bay, hipped-roof building clad with wood planks and rests on a brick foundation. Per the Historic Structure Report of 2006, the smokehouse is one of the outbuildings that detract from the integrity of Dey Mansion and its immediate setting. No recommendations related to the forge were made in the Historic Structure Report.

DEY MANSION SPRINGHOUSE

The springhouse behind Dey Mansion was added to the property in the 1960s to aid the mansion's living history interpretation. The springhouse is a single-story, single-bay, side-gabled building with a stone exterior and wood clapboard siding at its gables. Per the Historic Structure Report of 2006, the springhouse is one of the outbuildings that detract from the integrity of Dey Mansion and its immediate setting. No recommendations related to the forge were made in the Historic Structure Report.

GOLF COURSE - FORMER PUMP HOUSE

The former pump house, which currently serves as a storage building, was constructed circa 1931 per the golf course design plans to supply water to the golf course irrigation pond to the northwest of its rear elevation. The pump house is a single-story, two-bay, gable-front building that has been modified to accommodate utilities in its right bay. It is clad with vinyl shingles, has a replacement glazed and metal door and rests on a concrete foundation. It is old-in-form only.

GOLF COURSE - SHOP

The Shop, which was constructed per the golf course design plans circa 1931, is a single-story, three-bay building that has been covered with replacement modern materials, including asphalt roof shingles, vinyl shingles and vinyl sashes. The building rests on a concrete foundation. The Shop was modified to its current form and massing between circa 1985 and circa 2011.

GOLF COURSE - UTILITY OUTBUILDING

This single-story, single-bay, gable-front utility outbuilding is located to the west of the main driveway leading from Totowa Road to the golf course. It was constructed circa 1940 and currently has a non-original vinyl shingle-clad exterior and rests on a concrete foundation. The building was not included with the other buildings and structures planned in the original 1930s design.

GOLF HOUSE

The building known as the “club house” was designed in the Dutch Colonial Revival style by notable architect Fred Wesley Wentworth and constructed circa 1931. It has one-and-one-half-story, gambrel-roof core with single-story, side-gabled wings on both of its side elevations. The Golf House has later additions, including an entry vestibule on its front elevation and gabled additions to its rear elevation. The Gold House’s exterior materials are currently all modern replacements including asphalt roof shingles, vinyl siding and vinyl sashes.

STRUCTURES

GOLF COURSE - FOOTBRIDGE OVER NAACPUNKT BROOK AT HOLE 4

The footbridge carrying the asphalt-paved golf course pathway was constructed circa 1940. It is a low-profile, I-beam with concrete deck structure on concrete abutments. The footbridge sits roughly at grade with the brook’s banks as to not interrupt the park-like setting of the golf course.

GOLF COURSE - FOOTBRIDGE OVER NAACPUNKT BROOK AT HOLE 7

The footbridge carrying the asphalt-paved golf course pathway was constructed circa 1940. It is a low-profile, I-beam with concrete deck structure on dry-laid stone abutments. A timber beam intended to conceal the concrete deck’s fascia has become dislodged. Non-original granite Belgian block curbs line both of its elevations. The footbridge sits roughly at grade with the brook’s banks as to not interrupt the park-like setting of the golf course.

GOLF COURSE - FOOTBRIDGE OVER NAACPUNKT BROOK AT HOLE 8

The footbridge carrying the asphalt-paved golf course pathway was constructed circa 1940. It is a low-profile, I-beam with concrete deck structure on concrete abutments and piers. The footbridge sits roughly at grade with the brook’s banks as to not interrupt the park-like setting of the golf course.

GOLF COURSE - FOOTBRIDGE OVER NAACPUNKT BROOK AT HOLE 9

The footbridge carrying the asphalt-paved golf course pathway was constructed circa 1940. It is a low-profile, I-beam with concrete deck footbridge on concrete abutments. The footbridge sits roughly at grade with the brook’s banks as to not interrupt the park-like setting of the golf course.

GOLF COURSE - FOOTBRIDGE OVER NAACPUNKT BROOK AT HOLE 13

The footbridge carrying the asphalt-paved golf course pathway was constructed circa 1940. It is a low-profile, I-beam with concrete deck footbridge structure on concrete abutments with a dry-laid stone veneer. Non-original granite Belgian block curbs line both of its elevations. The footbridge sits roughly at grade with brook’s banks through the golf course as to not interrupt the park-like setting of the golf course.

GOLF COURSE - FOOTBRIDGE OVER PREAKNESS BROOK ON WEST COURSE

The footbridge carrying the asphalt-paved golf course pathway was constructed circa 1960. It is a low-profile, I-beam and concrete deck footbridge on concrete abutments. Timber curbing lines both of its elevations. The footbridge sits roughly at grade with the brook’s banks as to not interrupt the park-like setting of the golf course.

OBJECTS

DEY-HOGENCAMP CEMETERY HEADSTONES AND MEMORIALS

The Dey-Hogencamp Cemetery contains the burials of members of the Dey and Hogencamp families, the former owners of the Dey Mansion. The cemetery is located approximately 1,200 feet northeast of Dey Mansion and situated between fairways and enclosed with a non-historic aluminum fence. Within the cemetery, 11 headstones have been mounted to a non-original concrete slab and 13 headstones mark burial locations. There is one stone obelisk dedicated to members of the Hogencamp family. A bronze plaque was added to the cemetery in 1997 to mark Wayne Township’s sesquicentennial.

Recommendations:

- Complete a restoration project for the cemetery
 - » Document the text and carvings on the headstones and obelisk due to erosion
 - » Repair those headstones that are broken or damaged
 - » Clean those headstones that have natural growth on their surfaces
 - » Repair the perimeter fence
- Develop and Implement a Cemetery Preservation Plan
 - » Focus on appropriate routine and seasonal maintenance to protect historic materials and finishes and safeguard the investment of the restoration, once complete
- Develop interpretive materials and events for the cemetery
 - » Design and install graphically compatible interpretive signage to match that of other sites throughout the county
 - » Host public archaeology program related to research about the cemetery

ARCHAEOLOGICAL SITES

PRECONTACT ARCHAEOLOGY

This park is situated in the bottom of a broad valley around Signac and Naachtpunkt Brooks. The well-drained sandy loam soils within the property, coupled with the waterways make for environmental conditions that are considered attractive for precontact settlement and research has identified three precontact sites within the property. While no surficial evidence of these or other unidentified precontact archaeological resources was identified during field reconnaissance, the property is considered to have a high precontact archaeological potential despite potential disturbances caused by the construction of the golf course.

PRECONTACT SITE #28-PA-058

This previously identified precontact site (PK-12.26) is located in the center of the park approximately 0.15 miles west-northwest of the Dey Mansion. This site was originally identified in the early 20th century

prior to the development of the property as a golf course. It was characterized as part of a cluster of five sites known as “Lower Preakness” that were broadly documented along the south bank of Signac Brook. No additional details of this site’s extent or character is available in current records. The area including this site is situated within the landscaped greenways of the extant golf course. The site center is adjacent to a small cluster of trees and sand trap feature. No evidence of this archaeological site is visible on the surface.

Recommendations:

- If ground-disturbing activities are planned in the vicinity (< 50 feet) of this site, a Phase I archaeological survey should be conducted.
- If potentially significant archaeological deposits are identified, revised site forms should be submitted to the New Jersey State Museum.

PRECONTACT SITE #28-PA-059

This previously identified precontact site (PK-12.27) is located in the center of the eastern half of the park approximately 600 feet east of the Dey/Hogencamp Cemetery. This site was also originally identified in the early 20th century, prior to the development of the property as a golf course, as part of the cluster of five sites known as “Lower Preakness.” No additional details of this site’s extent or character is available in current records. The area including this site is situated within the landscaped greenways of the extant golf course approximately 350 feet northwest of the Naachtpunkt Brook. The site center is adjacent to a small cluster of trees along a paved cart path. No evidence of this archaeological site is visible on the surface.

Recommendations:

- If ground-disturbing activities are planned in the vicinity (< 50 feet) of this site, a Phase I archaeological survey should be conducted.
- If potentially significant archaeological deposits are identified, revised site forms should be submitted to the New Jersey State Museum.

PRECONTACT SITE #28-PA-060

This previously identified precontact site (PK-12.28) is located in the northeast corner of the park within 350 feet of the northwest bank of Naachtpunkt Brook and is also part of the early 20th-century cluster of five sites known as “Lower Preakness.” No additional details of this site’s extent or character is available in museum. The area around this site is a landscaped fairway. No evidence of this archaeological site is visible on the surface.

Recommendations:

- If ground-disturbing activities are planned in the vicinity (< 50 feet) of this site, a Phase I archaeological survey should be conducted.
- If potentially significant archaeological deposits are identified, revised site forms should be submitted to the New Jersey State Museum.

HISTORIC ARCHAEOLOGY

JR. VAN WINKLE HOUSE SITE

The “Jr. Van Winkle” house site (PK-12.20) is located in the central portion of the park between Valley Road and Signac Brook. This site appears on the 1861 Hopkins map and 1877 Hyde atlas and in both instances is attributed to “Jr. Van Winkle”. The area around this site is a narrow, moderately wooded corridor separating the Preakness Valley Golf Course from Valley Road. No evidence of this dwelling is visible on the surface.

Recommendations:

- If ground-disturbing activities are planned near the site, a Phase IA archaeological survey should be conducted.

J. DANIELS HOUSE SITE

The “J. Daniels” house site (PK-12.21) is located at the eastern end of the western portion of the park immediately southwest of the intersection of French Hill and Valley Roads. The homestead first appears on the northwest bank of Signac Creek in the 1877 Hyde atlas and is attributed to “J. Daniels”. The site appears to be located within a wooded property boundary separating the Preakness Valley Golf

Course from adjacent properties. No evidence of this dwelling is visible on the surface, which is littered with modern debris and architectural materials. This location has likely been substantially modified or disturbed by the development of the golf course and the construction of the adjacent bridge roadway.

Recommendations:

- If ground-disturbing activities are planned near the site, a Phase IA archaeological survey should be conducted.

P. QUACKENBUSH HOUSE SITE

The “P. Quackenbush” house site (PK-12.22) is situated just north of where Naachtpunkt Brook runs under Totowa Road. This site appears on the 1861 Hopkins map where it is attributed to “P. Quackenbush”. The dwelling does not appear on the 1877 Hyde atlas. This site is located within the wooded fringe of the Preakness Valley Golf Course. No evidence of this dwelling is visible on the surface.

Recommendations:

- If ground-disturbing activities are planned near the site, a Phase IA archaeological survey should be conducted.

JER. RYERSON HOUSE SITE

The “Jer. Ryerson” house site (PK-12.23) is located along the southern edge of the park below the entrance driveway for the Preakness Valley Golf Course maintenance facility. This site appears on both the 1861 Hopkins map and 1877 Hyde atlas. In both instances, it is attributed to “Jer. Ryerson.” The area around this site has been heavily modified by activity relating to the development and ongoing maintenance of the golf course. No evidence of this dwelling is visible on the surface.

Recommendations:

- If ground-disturbing activities are planned near the site, a Phase IA archaeological survey should be conducted.

DEY MANSION SITE

The Theunis Dey Mansion (PK-12.24) is located in the center of the park along Totowa Road west of the main entrance driveway to the golf course. The Dey Mansion was built circa 1772 and likely replaced an earlier Dey family dwelling on the property. It served for a time as George Washington's field headquarters in 1780 during the American Revolution. The mansion, which was listed on the State and National Register of Historic Places in 1970, currently serves as a restored and interpreted historic house museum. It is also listed as an archaeological site (28-Pa-206) by the New Jersey State Museum. Recent investigations of the site have confirmed intact archaeological deposits and features; these include an investigations by RGA, Inc. in 2012 and 2013 and archaeological monitoring in 2017 by Hunter Research, Inc. that led to the identification of an intact historic privy feature.

Recommendations:

- A remote sensing survey (e.g. ground penetrating radar, magnetometry, resistivity, etc.) of the mansion grounds are recommended to aid in planning future development of the site.
- If ground-disturbing activities are planned either within the registered boundary of the site or its immediate vicinity (<100 feet), a Phase II archaeological survey should be conducted.
- If potentially significant archaeological deposits are identified, site forms should be revised and submitted to the New Jersey State Museum.

DEY/HOGENCAMP CEMETERY

The Dey/Hogencamp Cemetery (PK-12.25) is located along the east side of the park's main driveway approximately 0.2 miles northeast of the Dey Mansion. This site measures approximately 60 feet square and is secured on three sides by a short iron perimeter fence. It is unclear if the current fence boundary is original. Approximately 24 headstones and 1 obelisk identify burials at this site. A cursory review of legible stones suggests these burials date from between 1792 and 1879. Approximately ten of these appear to have been displaced and reassembled on a combined concrete base. An additional stone bearing a commemorative plaque

for the cemetery is also located on the site. The cemetery sits on a small hill overlooking active landscaped portions of the golf course. It is evident from the displaced markers that not all known burials are accurately located. As such, it is possible that unmarked burials may extend beyond the current, 19th-century boundary fence.

Recommendations:

- A ground penetrating radar survey of the cemetery should be conducted to determine its full extent and the location of unmarked graves to aid in planning future development of the park.
- The cemetery should be thoroughly documented. This should include recording the current location, marker type, inscription, and condition of all grave markers.
- An archaeological preservation plan for this site should be developed to protect it from future deterioration and provide for basic maintenance.
- If ground-disturbing activities are planned within the site's immediate vicinity (<50 feet), a Phase II archaeological survey should be conducted.
- This site should be registered with the New Jersey State Museum.

WATERBODY/WATERWAYS

IRRIGATION PONDS AND CREEKS

A total of 5 ponds are located on the golf course grounds. 4 ponds were constructed in the mid 20th century during the 9 hole western expansion, likely to support turf irrigation needs. A fifth small pond was installed in the 1970s at the far west end of the golf course. The ponds range in size from the largest 3 acre pond located on the main course, to less than an acre for all other water bodies. Small ephemeral creek sections connect the various ponds throughout the property. Overall health and condition of the ponds and creek sections are in good condition. Banks are stable and pond edges are well vegetated with little evidence of erosion.

Recommendations:

- Develop and implement a Maintenance Plan
 - » Focus on maintaining natural bank stabilization.
- Maintain open communication among the Passaic County Department of Cultural & Historic Affairs, and the Passaic County Department of Parks & Recreation, for all repairs, maintenance and modifications along Brook edge. All work that could impact the Brook’s historic fabric should be reviewed by the Passaic County Department of Cultural & Historic Affairs.
- Bank stabilization/repair as needed.

LANDSCAPE

DEY MANSION GROUNDS

The Olmsted Brothers designed garden landscape at the Dey Mansion is culturally significant and a recent original garden reconstruction project was completed in 2019 that closely honors the design layout and materiality. The reconstructed garden areas closely align with the original Olmsted design and landscape character. Trees, shrubs and herbaceous species were planted as per original design drawings with only minor revisions to account for modern use and constraints. A landscape maintenance manual was completed in 2020 following the Dey Mansion reconstruction project.

Several mature trees associated with the original Olmsted design remain, including the large Sycamore tree along the entry drive and the numerous Norway spruce tree near the Mansion. Condition of the trees is generally good, with few issues noted within canopies. Enhanced management and maintenance of these resources will be important as they continue aging.

Recommendations:

- Update the New Jersey and National Registers nominations to better define the Olmsted Brothers designed landscape. Develop and implement a Tree Maintenance and

Management Plan focusing on mature tree care and tree preemptive tree replacement strategies

- Enhanced Monitoring - annual tree inspections for all culturally significant trees.
- Horticultural care - Conduct proactive tree care as needed to preserve health and longevity of mature, culturally significant trees.
- Update the New Jersey and National Registers nominations to better define the Olmsted Brothers designed landscape.
- Maintain Olmsted design features and reference original design or recent reconstruction documents if/when replacing plant material or conducting other improvement projects.
- Implement the Maintenance Plan that was developed during the Olmsted-designed garden reconstruction as needed.

GOLF COURSE GROUNDS

The original golf course design and layout remains largely intact. The 1931 18-hole layout is mostly unaltered, with some minor adjustments noted on historic aerial imagery such as bunker, green, and fairway adjustments. The additional 9 holes developed in the mid 20th century remain largely unaltered. Many of the mature trees throughout the property date back to the original design, offering a maturity to the property.

Recommendations:

- Develop and implement a Tree Maintenance and Management Plan focusing mature tree care and tree preemptive tree replacement strategies
- Enhanced Monitoring - annual tree inspections for all culturally significant trees.
- Horticultural care - Conduct proactive tree care as needed to preserve health and longevity of mature, culturally significant trees.

HARDSCAPE

DEY MANSION GROUNDS

The grounds surrounding the Dey Mansion were developed by the Olmsted Brothers Firm in the mid-1930s. Pedestrian pathways, a vehicular entry drive, and entry gate were installed as part of the grounds and formal garden development. Pathway and entry drive paving materials are of modern construction, however much of the original alignments remain today. The gardens deteriorated over the latter part of the 20th century and the original Olmsted pathway system was lost to neglect. A garden Reconstruction project was conducted in 2019 to return the gardens to the former 1930s design and the garden pathway system was fully reconstructed. Entry drive alignments were slightly adjusted to accommodate a newly installed Visitor Center and bus access. Preservation repair work was also conducted on the Olmsted designed brick and wrought iron entry fencing and gate along the property road edge. All hardscape features are in very good condition. A landscape maintenance manual was completed in 2020 for the Dey Mansion grounds.

Recommendations:

- Update the New Jersey and National Registers nominations to better define the Olmsted Brothers designed landscape.
- Maintain Olmsted design features and reference original design or recent reconstruction documents if/when replacing plant material or conducting other improvement projects.
- Implement the Maintenance Plan that was developed during the Olmsted-designed garden reconstruction as needed.

GOLF COURSE GROUNDS

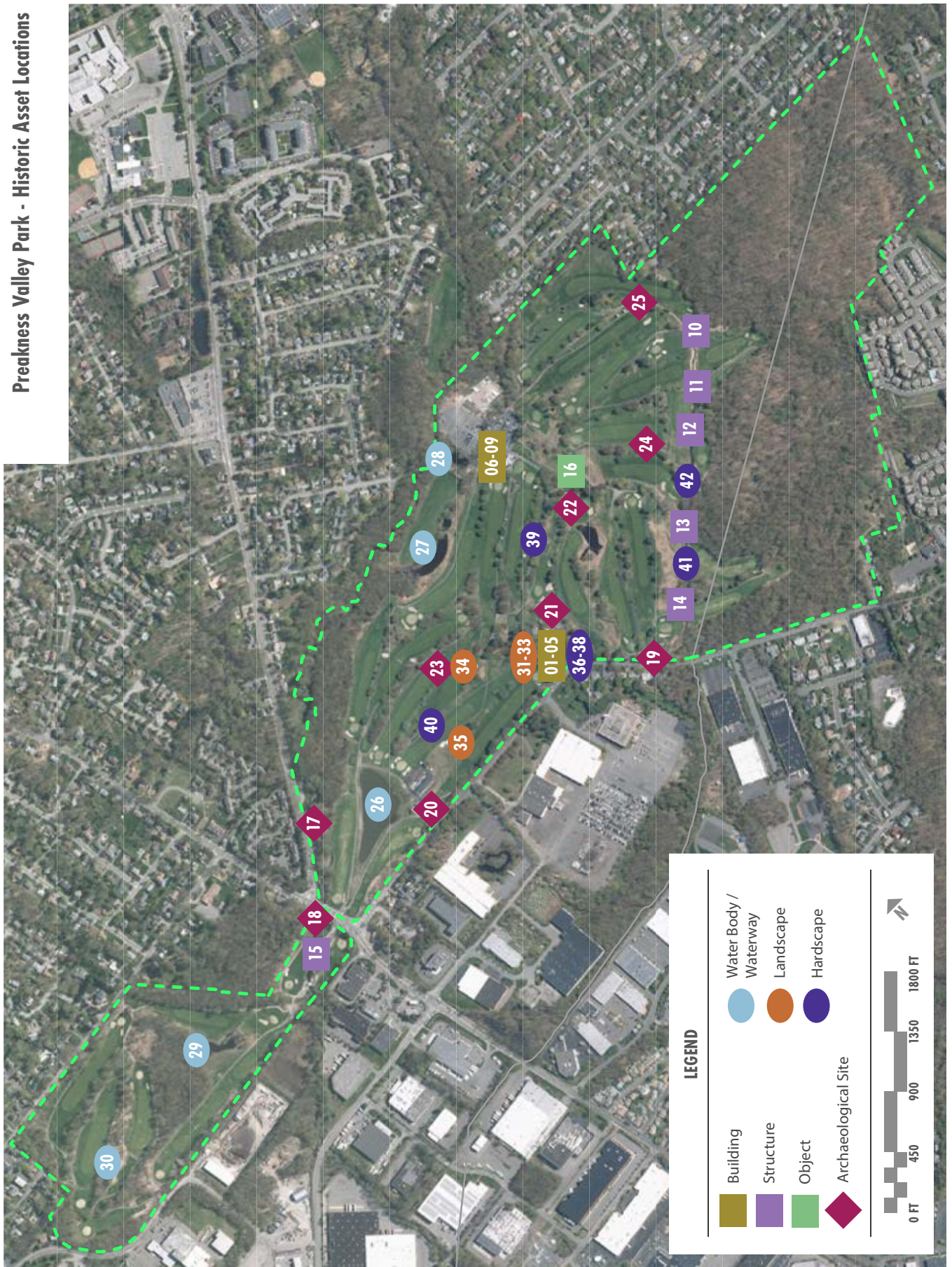
The golf course hardscape layouts primarily date back to the original golf course design, with 18 of the 27 holes dating back to 1931. The additional 9 holes were developed in the mid 20th century. Pathway and entry drive alignments for the golf course remain largely intact, however materials are modern in construction, primarily asphalt. The County has actively maintained these features and they are

generally in good condition. Several small hardscape spillway type features can also be found along the Naachtpunkt Brook on the old course. These feature locations likely remain from the original 1931 design, yet materials and construction may have been altered over the last century.

Recommendations:

- Maintain original design feature locations and alignments. Reference original design documents when if/when altering circulation patterns or making repairs to hardscape features.

Preakness Valley Park - Historic Asset Locations



Historic Asset Summary - Preakness Valley Park

ID #	Resource Type	Historic Status	Date of Construction/Age	Property Description	Exterior Materials Description	Current Condition Assessment	Recommended Actions
Buildings							
PK-12.01	Dey Mansion	NR/SR Listed	1770	Dwelling	Brick, Stone, Wood Shingle	Very Good	Maintenance Plan
PK-12.02	Dey Mansion Forge	NR/SR Listed	1960	Forge	Stone Stacked, Stone, Wood Shingle	Very Good	Maintenance Plan
PK-12.03	Dey Mansion Summer Kitchen	NR/SR Listed	18th Century	Outbuilding	Stone Mortared, Wood, Clapboard, Wood Shingle, Brick	Very Good	Maintenance Plan
PK-12.04	Dey Mansion Smokehouse	NR/SR Listed	1969	Smokehouse	Wood Shingle, Wood, Brick	Very Good	Maintenance Plan
PK-12.05	Dey Mansion Springhouse	NR/SR Listed	1960	Springhouse	Stone Mortared, Wood, Clapboard, Wood Shingle	Very Good	Maintenance Plan
PK-12.06	Golf Course - Former Pump House	None	1931	Outbuilding	Asphalt Shingle, Concrete, Vinyl	Very Good	Maintenance Plan, SR/NR Nomination
PK-12.07	Golf Course - House	None	1931	Recreational Club House	Asphalt Shingle, Concrete, Vinyl, Brick	Very Good	Maintenance Plan, SR/NR Nomination
PK-12.08	Golf Course - Shop	None	1931	Golf Shop	Asphalt Shingle, Concrete, Vinyl	Very Good	Maintenance Plan, SR/NR Nomination
PK-12.09	Golf Course - Utility Outbuilding	None	1940	Outbuilding	Asphalt Shingle, Concrete, Vinyl	Very Good	Maintenance Plan, SR/NR Nomination

Historic Asset Summary - Preakness Valley Park

ID #	Resource Type	Historic Status	Date of Construction/Age	Property Description	Exterior Materials Description	Current Condition Assessment	Recommended Actions
Structures							
PK-12.10	Footbridge over Naachpunkt Brook at Hole 4	None	1940	Bridge	Concrete, Ferrous Metal, Asphalt	Satisfactory	Maintenance Plan, SR/NR Nomination
PK-12.11	Footbridge over Naachpunkt Brook at Hole 7	None	1940	Bridge	Conc., Metal, Wood, Agg.,stone Mortared, Stone-stacked	Fair	Maintenance Plan, SR/NR Nomination
PK-12.12	Footbridge over Naachpunkt Brook at Hole 8	None	1940	Bridge	Concrete, Ferrous Metal	Good	Maintenance Plan, SR/NR Nomination
PK-12.13	Footbridge over Naachpunkt Brook at Hole 9	None	1940	Bridge	Concrete, Ferrous Metal, Asphalt	Fair	Maintenance Plan, SR/NR Nomination
PK-12.14	Footbridge over Naachpunkt Brook at Hole 13	None	1940	Bridge	Conc., Metal, Aggregate,stone Mortared, Stone-stacked	Fair	Maintenance Plan, SR/NR Nomination
PK-12.15	Footbridge over Preakness Brook on West Course	None	1960	Bridge	Concrete, Ferrous Metal, Asphalt, Wood	Satisfactory	Maintenance Plan, SR/NR Nomination
Objects							
PK-12.16	Dey/Hogencamp Cemetery	None	1792-1897	Memorial	Bronze, Stone	Fair	Preservation Plan/Historic Structure Report, Maintenance Plan, Rest./Rehab Project

Historic Asset Summary - Preakness Valley Park

ID #	Resource Type	Historic Status	Date of Construction/Age	Property Description	Exterior Materials Description	Current Condition Assessment	Recommended Actions
Archaeological Sites							
PK-12.17	Jr. Van Winkle House Site	None	Pre -1861	Historic Arch. Site	N/A	N/A	Archaeological Survey
PK-12.18	J. Daniels House Site	None	Pre -1861	Historic Arch. Site	N/A	N/A	Archaeological Survey
PK-12.19	P. Quackenbush House Site	None	Pre -1861	Historic Arch. Site	N/A	N/A	Archaeological Survey
PK-12.20	Jer. Ryerson House Site	None	Pre -1861	Historic Arch. Site	N/A	N/A	Archaeological Survey
PK-12.21	Dey Mansion Site	NR/SR Listed, NJSM Registered	1740s	Historic Arch. Site	N/A	Very Good	Preservation Plan/Historic Structure Report, Maintenance Plan, Rest./Rehab Project, Arch. Preservation Plan
PK-12.22	Dey/Hogencamp Cemetery	None	1792-1879	Memorial	N/A	Satisfactory	Rest./Rehab Project, GPR Survey, Arch Pres. Plan and Survey, NJSM Form
PK-12.23	28-Pa-058	NR/SR Listed, NJSM Registered		Precontact Arch. Site	N/A	N/A	Archaeological Survey
PK-12.24	28-Pa-059	NR/SR Listed, NJSM Registered		Precontact Arch. Site	N/A	N/A	Archaeological Survey
PK-12.25	28-Pa-060	NR/SR Listed, NJSM Registered		Precontact Arch. Site	N/A	N/A	Archaeological Survey

Historic Asset Summary - Preakness Valley Park

ID #	Resource Type	Historic Status	Date of Construction/Age	Property Description	Exterior Materials Description	Current Condition Assessment	Recommended Actions
Water Bodies/Waterways							
PK-12.26	Golf Course Irrigation Pond 1	None	Mid 20th C.	Pond	N/A	Very Good	Maintenance Plan
PK-12.27	Golf Course Irrigation Pond 2	None	Mid 20th C.	Pond	N/A	Very Good	Maintenance Plan
PK-12.28	Golf Course Irrigation Pond 3	None	Mid 20th C.	Pond	N/A	Very Good	Maintenance Plan
PK-12.29	Golf Course Irrigation Pond 4	None	Mid 20th C.	Pond	N/A	Very Good	Maintenance Plan
PK-12.30	Golf Course Irrigation Pond 5	None	1970s	Pond	N/A	Very Good	Maintenance Plan
Landscapes							
PK-12.31	Dey Mansion Gardens	NR/SR Listed	1934	Garden	Diverse Gardens	Very Good	See Garden Restoration Project Maintenance Manual
PK-12.32	Dey Mansion Spruce Groves	NR/SR Listed	1930s	Tree Grove	N/A	Good	Maintenance Plan
PK-12.33	Dey Mansion Sycamore	NR/SR Listed	Unknown	tree	N/A	Good	Horticultural Care, NJDEP Tree Registry
PK-12.34	Golf Course Green, Tee, Fairway, Bunkers	None	1931	Golf Course Layout and Design	N/A	Excellent	Cultural Landscape Report
PK-12.35	Golf Course Tree Plantings	None	1930s	Tree Grove	N/A	Good	Maintenance Plan

Historic Asset Summary - Preakness Valley Park

ID #	Resource Type	Historic Status	Date of Construction/Age	Property Description	Exterior Materials Description	Current Condition Assessment	Recommended Actions
Hardscapes							
PK-12.36	Dey Mansion Entry Drive	NR/SR Listed	Mid-1930s	Vehicular Paving	Asphalt	Excellent	Maintenance Plan
PK-12.37	Dey Mansion Entry Gate	NR/SR Listed	Mid-1930s		Brick, Ferrous Metal	Very Good	Maintenance Plan
PK-12.38	Dey Mansion Pathways	NR/SR Listed	Mid-1930s	Pedestrian Paving	Aggregate, Brick	Very Good	See Garden Restoration Project Maintenance Manual
PK-12.39	Golf Course Entry Drive	None	1931	Vehicular Paving	Asphalt	Good	
PK-12.40	Golf Course Pathways	None	1931 and Mid 20th Century	Pedestrian Paving	Asphalt	Very Good	Maintenance Plan, SR/NR Nomination
PK-12.41	Naachpunkt Brook Water Feature	None	1940	Brook/Creek	Stone Stacked, Dry Laid	Good	Maintenance Plan, SR/NR Nomination
PK-12.42	Naachpunkt Brook Water Feature	None	1940	Brook/Creek	Stone Stacked, Dry Laid	Very Good	Maintenance Plan, SR/NR Nomination

2.1.13 RIFLE CAMP PARK

PROPERTY OVERVIEW

Rifle Camp Park is a 169-acre passive recreation park located within Woodland Park and Clifton. The heavily wooded property is a popular hiking location with several miles of trails, picnic areas, and camping sites.

Much of the park property was originally purchased by the County Park Commission in the 1920s from several individuals and entities along with lands that would be used to develop Garret Mountain Reservation. The newly acquired mountain was divided in half into Garret Mountain Reservation and South Mountain Park (later renamed Rifle Camp Park). The Olmsted Brothers firm developed an interim design for the property in the late 1940s, and the Park Commission continued land acquisition for full park development through the 1960s. With the necessary properties acquired, the Park Commission secured the services of Kinsey Associates, a national known park planner, to develop and design a Master Plan for the newly named “Rifle Camp Park” in 1969 with park completion following in 1973.

The namesake “Rifle Camp Park” can be traced back to Continental Army rifle corps encampments in the vicinity of the property.

As of 2020, Rifle Camp Park has not been evaluated for eligibility to the New Jersey or National Registers of Historic Places.

General Recommendations:

- Rifle Camp Park, given its associations with native peoples, settlement patterns and industrial development of Passaic County, and the Olmsted Brothers firm, would benefit from a Cultural Landscape Report (CLR). The CLR should assess the evolution of the landscape, the authenticity of the park’s design and recommendations for maintaining/preserving significant landscape features that contribute to the park’s historic character.
- Several of the buildings, structures and objects within Rifle Camp Park will be fifty years old in the coming years. Completion of a park-wide NJHPO Intensive-Level Architectural Survey

would assist in determining whether the park resources have New Jersey and National Register of Historic Places eligibility. The buildings have stylistic and material continuity throughout the park, although they do not appear to be significant examples of Modernist architectural design. Consultation with Director of the Passaic County Department of Cultural & Historic Affairs would be advised for any major new construction or demolition plans

- Consider the implementation of passive interpretation along the park’s trails by referring to the recommendations included in the Passaic County Interpretive Plan of 2020. Potential topics that could be interpreted on county property are the park’s natural history, its connections to the America Revolution and association with the Olmsted Brothers.
 - » Design and install graphically compatible interpretive signage to match that of other sites throughout the county
 - » Develop park programs, tours, reenactments, school programs, web-based and a social media presence focused on Rifle Camp’s role in the American Revolution to celebrate the 250th anniversary of the war with links to countywide interpretive themes

BUILDINGS

JOHN CROWLEY NATURE CENTER

The John Crowley Nature Center was constructed during the early 1970s as an educational center and observatory at the eastern side of Garret Mountain. It is a Contemporary-style building with an irregularly shaped plan that accommodates the observatory, exhibits and office space. It has a fluted concrete block exterior and metal awning, casement and fixed windows. As of 2020, the nature center was not open for programming and is scheduled for demolition and replacement with a new nature & environmental center.

PARK SHELTER AT THE POND AREA PARKING LOT

The park shelter at the pond area parking lot is a former public restroom that appears to have been converted to storage space. It was constructed in the early 1070s as a variation of the Contemporary style. Its wood-shingled, hipped roof has deeply overhanging eaves that shield its fluted concrete block exterior. It has narrow openings under the roofline for ventilation.

RESTROOM BUILDING AT THE CAMPING LEAN-TO SITE

The restroom building at the camping lean-to site is a former public restroom that appears to have been converted to storage space. It was constructed in the early 1970s in the Contemporary style. Its wood-shingled, hipped roof has deeply overhanging eaves that shield its fluted concrete block exterior. It has narrow openings under the roofline for ventilation.

RESTROOM BUILDING AT THE CARNIE BRAGG PICNIC AREA

The restroom building at the camping lean-to site is a former public restroom that appears to have been converted to storage space. It was constructed in the early 1970s as a variation of the Contemporary style. Its wood-shingled, hipped roof has deeply overhanging eaves that shield its fluted concrete block exterior. It has narrow openings under the roofline for ventilation.

WARMING SHELTER

The warming shelter at the park's westernmost parking lot was constructed in the early 1970s in the Shed style. Its multi-directional roof is covered with replacement asphalt shingles. Its exterior is comprised of fluted concrete blocks and replacement vinyl siding. Clerestory windows are located in the upper portion of the façade.

STRUCTURES

AMPHITHEATER

The Angelo M. Vasile Memorial Theater was evaluated as part of this Preservation plan in 2021. The structure was built in the early 1970s and was constructed with fluted concrete block construction and a gabled, wood overhang.

The structure was recently demolished as part of a new construction project following the

investigations conducted to support this document.

An open air amphitheater structure is currently being constructed (expected completion spring 2023) to replace the original Memorial Theater with a new covered amphitheater structure with ADA accessible pathways, located near the grassy lawn off of the westernmost parking lot. The project area is inaccessible and an evaluation of the ongoing improvements has not been conducted.

CAMPING LEAN-TOS

A collection of six camping lean-tos at the northeastern end of the park was constructed during the early 1970s. They have asphalt-shingled saltbox roofs, wood log exteriors, plywood floors and are set on concrete footers. Their simple construction complements the natural landscape and reinforces the log cabin style's association with camping.

CULVERTS

Four concrete pipe culverts with dry stacked and mortared stone fascia were identified along the park's primary driveway and parking lots. They were constructed during the early 1970s, coinciding with the formal development of the park's circulation pattern. Their low-profile forms and materials compliment the natural park landscape in which they are set.

Recommendations:

- Repair and replace any missing or broken stones in the culverts' fascia

PICNIC SHELTER AT THE UPPER SENIOR PICNIC AREA

The picnic shelter at the upper senior picnic area is located near the southwestern corner of the westernmost parking lot. It was constructed during the early 1970s and has a lean-to form with a shed-roof awning. Its exterior is comprised of wood planks and it rests on a concrete slab floor.

OBJECTS

ENTRY WALLS

The mortared stone walls marking the entrance to Rifle Camp Park from Rifle Camp Road were constructed during the 1960s. The northern wall extends along the driveway into the park property

and has a rectangular storage space constructed of concrete with a stone veneer.

PARK SIGN

A pyramidal, wood sign with a wood-shingle roof set on a mortared stone foundation was added to the property during the 1970s. It has a wood-framed sign with a Plexiglas window to display information about the park. The sign is located on the southern side of the main driveway near the westernmost parking lot.

Recommendations:

- Clean the roof shingles and foundation
- Repaint the wood faces of the sign
- Replace missing roof shingles
- Repair the framed sign

ARCHAEOLOGICAL SITES

PRECONTACT ARCHAEOLOGY

No precontact sites have been previously identified within the Rifle Camp Park. The park is located just south of the Garrett Mountain Reservation and shares its topographic setting. The eastern side of the property runs along the edge of a high cliff. The land then slopes down to the west towards the Great Notch Reservoir just outside the southwest corner of the property. There is also a promontory in the northwestern corner of the property north of the reservoir. Most of the park is wooded with several large rocky outcrops, particularly in its central section. These outcrops have the potential to have precontact rock shelters, like those that have been identified in the Garrett Mountain Reservation just to the north. Despite the lack of water within much of the property and the stony soils, it is considered to have some precontact archaeological potential, particularly near overhangs of stone along the rock outcrops.

Recommendations:

- If ground-disturbing activities are planned in the vicinity outside of the already developed park area, a Phase IA archaeological survey should be conducted.

- If potentially significant archaeological deposits are identified, a new site form should be submitted to the New Jersey State Museum.

HISTORIC ARCHAEOLOGY

This park is named for a Revolutionary War encampment that took place for approximately one week in 1780 in the vicinity of the "Great Notch," which is now where U.S. Route 46 passes through the ridgeline. Major James Parr's Rifle Corps were commanded to take a position in the Great Notch to protect the pass and observe British troop movements. This encampment is presumed to have occurred south of the current park property, closer to U.S. Route 46. Although it is impossible to rule out the use of vistas along the eastern edge of the park as lookouts for British troop movements, no evidence has been found that could substantiate this.

No other historic archaeological sites have been previously identified within Rifle Camp Park. Review of historic maps and aerial photographs indicates that the property remained undeveloped, woods and farmland until the early 20th century. According to historic aerial photographs, the Great Notch Reservoir was constructed between 1924 and 1938. This would have substantially modified the southwest portion of the park. Informal trails appear in the northwest portion of the park as early as 1938. The rest of the park property continued to remain undeveloped until the latter half of the 20th century. Between 1970 and 1979, more formalized trails were blazed across the property and additional park facilities were constructed in the north portion of Rifle Camp Park. While historic quarrying activity may have taken place along some of the rocky outcrops mentioned above, no definitive evidence of this activity was observed. Overall, it is considered unlikely that significant historic archaeological deposits or features survive within Rifle Camp Park.

WATERBODY/WATERWAYS

POND

A small 1 acre pond was developed along the eastern edge of the property in the mid-20th century, possibly as a stormwater management measure for the residential community to the east or formalized

as a part of county park trail system development. The pond appears to be in good condition. Banks are stable and pond edges are well vegetated with little evidence of erosion.

LANDSCAPE

Review of historic aerial imagery of the original park entry drive alignment and general location of a cleared picnic grove closely aligns with a 1947 Olmsted Brothers design plan. The roadway and picnic grove were heavily modified during the 1970s Kinsey development, however the entry drive alignment and picnic grove location were incorporated into the new design. A large lawn area near the picnic grove also remains, although significantly diminished from forest encroachment.

The 1970s Kinsey Associates design focused on “natural” parkland, retaining the existing woodland, and formalizing a trail network throughout the property. Design features such as the overnight camping area still remain and the park grounds have been largely unaltered over the last half century.

Desktop analysis of historic mapping does indicate a farming presence within the property and evidence of stone field rows was discovered east of the Great Notch Reservoir near the park entry drive.

The forested landscape within the park is generally in good condition, with no major issues noted. Evidence of deer browsing and a lack of new understory was noted, however not severe in nature. Enhanced management and maintenance of woodland tree resources will be important as they continue aging.

Recommendations:

- Develop and implement a Tree Maintenance and Management Plan focusing on forest management.
- Horticultural care - Conduct proactive tree care as needed to preserve health and longevity of mature, culturally significant
- Maintain open communication among the Passaic County Department of Cultural & Historic

Affairs, and the Passaic County Department of Parks & Recreation, for all repairs, maintenance and modifications to landscape areas. All work that could impact the historic fabric should be reviewed by the Passaic County Department of Cultural & Historic Affairs.

HARDSCAPE

PARK DRIVE AND TRAIL NETWORK

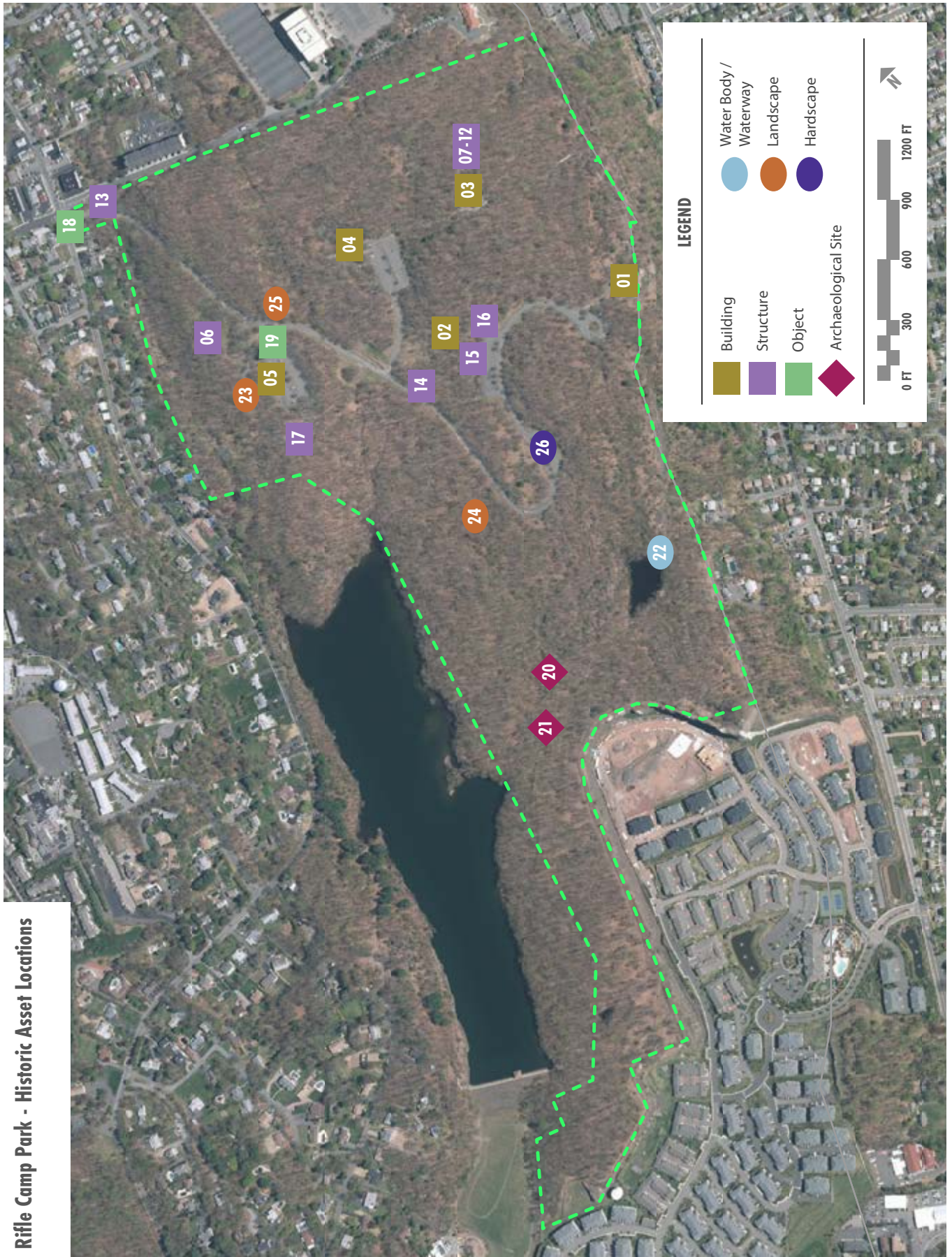
Desktop analysis of historic aerial imagery confirms the original park entry drive alignment as shown in 1940s Olmsted plans was incorporated into the 1970s Kinsey development, including access to the picnic grove. The park drive was widened in the 1970s and several large parking areas were installed to support new park programming. The park drive originally terminated in a loop at the location of what is now the third main parking area, but was extended in the 1970s to accommodate access and parking for the John Crowley Nature Center.

Several miles of trails were also blazed or formalized throughout the property as part of the Kinsey design and development.

Recommendations:

- Maintain open communication among the Passaic County Department of Cultural & Historic Affairs, and the Passaic County Department of Parks & Recreation, for all repairs, maintenance and modifications to hardscape elements. All work that could impact the historic fabric should be reviewed by the Passaic County Department of Cultural & Historic Affairs.

Rifle Camp Park - Historic Asset Locations



Historic Asset Summary - Rifle Camp Park

ID #	Resource Type	Historic Status	Date of Construction/Age	Property Description	Exterior Materials Description	Current Condition Assessment	Recommended Actions
Buildings							
PK-13.01	John Crowley Nature Center	None	1970s	Nature center and observatory	Concrete, Asphalt Shingle, Vinyl	Very Good	Maintenance Plan
PK-13.02	Park Shelter at the Pond Area Parking Lot	None	1970s	Park Shelter	Concrete, Ferrous Metal, Wood Shingle	Satisfactory	Maintenance Plan
PK-13.03	Restroom Building at Camping Lean-To Site	None	1970s	Park Shelter	Concrete, Asphalt Shingle, Wood	Very Good	Maintenance Plan
PK-13.04	Restroom Shelter at the Carnie Bragg Picnic Area	None	1970s	Park Shelter	Concrete, Asphalt Shingle	Very Good	Maintenance Plan
PK-13.05	Warming Shelter	None	1970s	Park Shelter	Concrete, Asphalt Shingle, Vinyl	Very Good	Maintenance Plan
Structures							
PK-13.06	Amphitheater	None	1970s	Amphitheater	Concrete, Asphalt Shingle	Good	Maintenance Plan
PK-13.07	Camping Lean-To	None	1970s	Park Shelter	Concrete, Asphalt Shingle, Wood	Very Good	Maintenance Plan
PK-13.08	Camping Lean-To	None	1970s	Park Shelter	Concrete, Asphalt Shingle, Wood	Very Good	Maintenance Plan
PK-13.09	Camping Lean-To	None	1970s	Park Shelter	Concrete, Asphalt Shingle, Wood	Very Good	Maintenance Plan
PK-13.10	Camping Lean-To	None	1970s	Park Shelter	Concrete, Asphalt Shingle, Wood	Very Good	Maintenance Plan
PK-13.11	Camping Lean-To	None	1970s	Park Shelter	Concrete, Asphalt Shingle, Wood	Very Good	Maintenance Plan
PK-13.12	Camping Lean-To	None	1970s	Park Shelter	Concrete, Asphalt Shingle, Wood	Very Good	Maintenance Plan

Historic Asset Summary - Rifle Camp Park

ID #	Resource Type	Historic Status	Date of Construction/Age	Property Description	Exterior Materials Description	Current Condition Assessment	Recommended Actions
PK-13.13	Culvert, Entrance	None	1970s	Culvert	Stone Stacked dry-laid, Concrete	Very Good	Maintenance Plan
PK-13.14	Culvert, Park Road	None	1970s	Culvert	Concrete, Stone-Mortared	Good	Maintenance Plan
PK-13.15	Culvert, Pond Area Parking Lot	None	1970s	Culvert	Concrete, Stone-Mortared	Very Good	Maintenance Plan
PK-13.16	Culvert, Pond Area Parking Lot	None	1970s	Culvert	Concrete, Stone-Mortared	Good	Maintenance Plan
PK-13.17	Picnic Shelter, Upper Senior Picnic Area	None	1970s	Park Shelter	Concrete, Asphalt Shingle, Wood	Good	Maintenance Plan
Objects							
PK-13.18	Entry Walls	None	1975	Wall	Stone Mortered, Concrete	Very Good	Maintenance Plan
PK-13.19	Park Sign	None	1975	Sign	Stone, Wood	Satisfactory	Maintenance Plan
Archaeological Sites							
PK-13.20	Possible Quarry Site	None	Unknown	Archeological Feature	N/A	N/A	Archaeological Survey
PK-13.21	Rock Shelter	None	Unknown	Archeological Feature	N/A	N/A	Archaeological Survey
Water Bodies/Waterways							
PK-13.22	Pond	None	Mid-20th Century	Pond	N/A	N/A	Cultural Landscape Report

Historic Asset Summary - Rifle Camp Park

ID #	Resource Type	Historic Status	Date of Construction/Age	Property Description	Exterior Materials Description	Current Condition Assessment	Recommended Actions
Landscapes							
PK-13.23	Picnic Grove	None	1940s	Picnic area		Good	Maintenance Plan, Cultural Landscape Report
PK-13.24	Stone Field Row	None	Unknown	Ruin	Stone Dry-Laid	N/A	Cultural Landscape Report
PK-13.25	Trail Alignments	None	1940s-1970s	Pedestrian Paving		N/A	Maintenance Plan, Cultural Landscape Report
Hardscapes							
PK-13.26	Park Drive Alignment	None	1940s and 1970s	Vehicular Paving	Asphalt, Earth, Topography	Very Good	Cultural Landscape Report

2.1.14 TRANQUILITY RIDGE

PROPERTY OVERVIEW

Tranquility Ridge is a 2,062-acre heavily wooded Watershed Protection Area located in Ringwood and West Milford, along the New York State border. The property features an impressive mature hardwood forest and includes several marked trails and some interpretation related to past mining activities.

The area was once part of Long Pond Ironworks, which was developed in the late 18th century. Mining activities continued on the property well into the 20th century. Additionally, a farmstead once occupied the north end of the property.

Tranquility Park is managed by the Palisades Park Commission and includes a network of trails that connect people to adjacent open space tracts.

Recommendations:

- Consider the implementation of additional passive interpretation along the trails by referring to the recommendations included in the Passaic County Interpretive Plan of 2020.
 - » Design and install graphically compatible interpretive signage to match that of other sites throughout the county.

STRUCTURES

BRIDGE NORTH

A concrete box culvert with a mortared stone facing and concrete lintels and railing provides a crossing over a tributary of Beech Brook. It was likely constructed during the early to mid-20th century along the western side of Beech Road.

BRIDGE SOUTH

A concrete box culvert with a mortared stone facing and concrete lintel and railing provides a crossing over a tributary of Beech Brook. It was likely constructed during the early to mid-20th century along the western side of Beech Road.

Both bridges are in very good condition with

adequately stabilized banks at headwall and no evidence of undermining at base of structures. Although the old mining road has long been impassable by vehicle, these bridges appear sound and will support more formal trail development if desired.

ARCHAEOLOGICAL SITES

PRECONTACT ARCHAEOLOGY

No precontact sites have been previously identified within Tranquility Ridge. Geographically, this large park is situated in a hilly, mostly wooded area with several waterways, including Beech Brook and its tributaries, winding through the center of the property. Tributaries of Ringwood Creek and Wanaque River run along the southeast edge of the property. The park is comprised of extensive rocky outcrops and a wide variety of stony soils. There are some relatively level areas of the park with well drained soils in proximity to water that have the potential for the presence of precontact settlement. There are also rock formations that might have been attractive as rock shelters.

Recommendations:

- If ground-disturbing activities are planned within this property, a Phase IA study should be conducted to identify specific areas of precontact archaeological potential.

HISTORIC ARCHAEOLOGY

HICKORY MOUNTAIN AND VALLEY MINE

An historic mining site (PK-14.04) was identified in the southeast corner of the Tranquility Ridge property. Passaic County records identify this site as the "Hickory Mt and Valley Mine" and place it within the property along a tributary of the Wanaque River approximately 0.3 miles north of Margaret King Avenue. Review of historic maps indicate several mines located in this area including a site called the "Common Mine", which was located in close proximity to this part of the park as early as 1891. Review of current LiDAR data for Tranquility Ridge indicates the general area around this site is littered hundreds of small anomalies that may be localized mining pits. Field reconnaissance of this location identified an historic lane extending

roughly east to west across the area. The area around this lane is rugged and scattered with rocky outcrops many depressions. At least one large rocky outcrop was identified that appears to have been heavily quarried. No structural evidence of mining operations was otherwise identified in the vicinity of this site.

Recommendations:

- A Phase IA archaeological survey of the iron industry-related resources with this property should be conducted.
- If potentially significant archaeological deposits or features are identified, the site should be registered with the New Jersey State Museum.

J. MORRIS BEECH FARM AND SHAFT FEATURE

A dwelling site (PK-14.05) was identified near the northeast edge of the park. It is situated approximately 0.2 miles southwest of the New Jersey-New York state border between the east bank of Beech Brook and the west edge of the historic alignment of Beech Road. This site is attributed to "J. Morris Beech" on both the 1861 Hopkins map and 1877 Hyde atlas. It also appears as an unmarked dwelling on topographical maps from the early 20th century. Review of current LiDAR data for Tranquility Ridge indicated a rectangular depression situated on a small hill in the vicinity of this site. A complex of linear features believed to be local lanes or field boundaries also extend across the area.

Field reconnaissance at this location identified two archaeological features associated with this farmstead site. A large rectangular building foundation and cellar hole (PK-14.05) was located on top of a wooded hill immediately east of an active trail that appears to follow the historic alignment of Beech Road. This foundation is composed primarily of stone masonry and measures approximately 30 feet by 40 feet. Concrete repairs or additions and various derelict utility pipes and equipment suggest the dwelling was modified in the early 20th century. Extensive debris is littered across the cellar hole including an abandoned car. The car probably dates to the late 1960s or 1970s and most of the other debris can be attributed generally to the 20th century. A stone-lined shaft feature (PK-14.06) was

identified at the northwestern base of this hill. The shaft, which is open at ground surface, measures approximately 4 feet in diameter and at least 5 feet deep. This feature, given its remote location and visibility may be the subject of looting.

Recommendations:

- Given that elements of this site are visible above ground and have dangerous drops and unstable walls, an archaeological preservation plan should be created that both addresses the potential effects of recreational visitors to the site and also provides safety measures.
- If ground-disturbing activities are planned in the vicinity (< 100 feet) of this unidentified dwelling, a Phase I archaeological survey should be conducted.
- If potentially significant archaeological deposits are identified, the site should be registered with the New Jersey State Museum.

LANDSCAPES

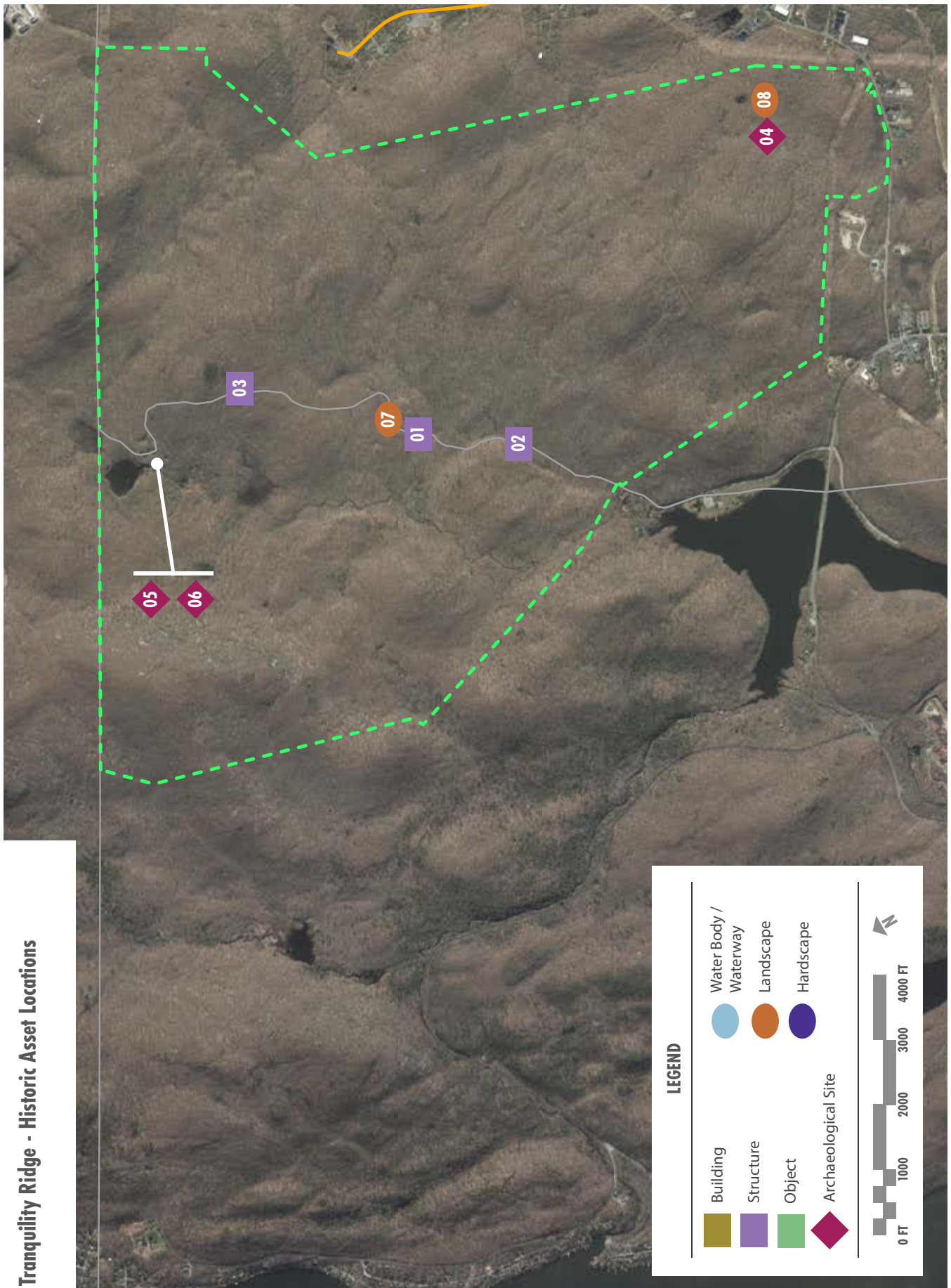
The alignment of the old mining road (PK-14.07) and lateral branches now serve as portions of the trail network within the property. The landscape was heavily graded in many areas along the old roadway to accommodate the sloped terrain. Time and countless rains have degraded the old roadway to a rugged linear landscape of exposed rocks and uneven terrain along much of the 1.5 mile alignment. The trail can only be accessed by foot, as the landscape is too rugged for vehicles or bikes. Landforms can be found within the surrounding landscape as evidence of past mining excavation test pits and range in size.

Evidence of past mining operations can also be found at the southeast corner of the property. A clearly defined alignment of the former mining roadway (PK-14.08) leads north into the property. Mining test pits were also discovered in this area.

Recommendations:

- Consider improving pedestrian access along the old Beech Road through trail improvement projects.

Tranquility Ridge - Historic Asset Locations



Historic Asset Summary - Tranquility Ridge

ID #	Resource Type	Historic Status	Date of Construction/Age	Property Description	Exterior Materials Description	Current Condition Assessment	Recommended Actions
Structures							
PK-14.01	Bridge North	None	Early to Mid-20th Century	Bridge	Concrete, Stone Mortared	Good	Cultural Landscape Report
PK-14.02	Bridge South	None	Early to Mid-20th Century	Bridge	Concrete, Stone Mortared	Good	Cultural Landscape Report
Archaeological Sites							
PK-14.03	Concrete, Stone Lined Shaft	None	Unknown	Archaeological Feature	Concrete, Stone Mortared	Excellent	Maintenance Plan, Arch. Survey
PK-14.04	Hickory Mt and Valley Mine	None	19th century	Wooded Area, Forest	N/A	N/A	Arch. Survey
PK-14.05	J. Morris Beech Farm	None	19th century (3rd quarter)	Wooded Area, Forest	N/A	N/A	Arch. Survey and Preservation Plan, NJSM Form
PK-14.06	J. Morris Beech Shaft Feature	None	19th century (3rd quarter)	Archaeological Feature	N/A	Very Good	Arch. Survey, NJSM Form
Landscapes							
PK-14.07	Mining road Alignment 1 (Beech Rd.)	None	Unknown	Wooded Area, Forest	Earthen, Grading	Very Poor	Cultural Landscape Report
PK-14.08	Mining road Alignment 2	None	Unknown	Wooded Area, Forest	Earthen, Grading	Very Poor	Cultural Landscape Report

2.1.15 WEASEL BROOK PARK

PROPERTY OVERVIEW

Weasel Brook Park is a 19-acre pocket park located in the City of Clifton. The park landscape was originally designed by the Olmsted Brothers Firm and developed during the mid-1930s by the Works Progress Administration (WPA). Prior to development as a park, it was the site of a farm and water-powered mill. The only standing remnant of the pre-park era is the historic Vanderhoef-Westervelt House, a restored Dutch colonial farmhouse. To complete the park's development during the 1930s, Passaic County acquired several properties that formerly contained residences and buildings at the southwestern end of the park. While these houses are no longer standing, their archaeological footprints may remain.

The park features modern urban park amenities with some remaining historic fabric of the original Olmsted design, including the circulation pattern and plantings. The park is part of the Passaic County Park System, which was designed by the Olmsted Brothers Firm during the 1930s, along with Garret Mountain Reservation, Goffle Brook Park and Preakness Valley Park. As of 2020, Weasel Brook Park has not been evaluated for eligibility to the New Jersey or National Registers of Historic Places however, the Vanderhoef-Westervelt House is considered eligible (NJHPO Certificate of Eligibility, July 31, 2019).

Recommendations:

- Weasel Brook Park would benefit from an NJHPO Intensive-level Architectural Survey to assess its overall eligibility for the New Jersey and National Registers of Historic Places (SR/NR). Assessment of eligibility may be a requirement for any future projects requiring NJDEP land use permits or state/federal funding. Having the eligibility assessment completed would streamline project permitting and schedules.
- Weasel Brook Park, given its association with the Olmsted Brothers firm, would benefit from a Cultural Landscape Report to assess the evolution of the landscape, the authenticity of its design and recommendations for maintaining/preserving significant landscape features

HISTORIC BUILDINGS

VANDERHOEF-WESTERVELT HOUSE

The Vanderhoef-Westervelt House was constructed circa 1775 and received circa 1830 additions. It is an excellent example of a Dutch brownstone dwelling that demonstrates 18th- and 19th-century Dutch-influenced construction methods. This style of construction with its deep rooms and rooflines with flared eaves, as well as its handsome brownstone finish, is strongly associated with Dutch culture in northeastern New Jersey and southern New York. The dwelling was formerly accompanied by mills along Weasel Brook that were removed in the early 20th century. After Passaic County's acquisition of the property and the additional parcels that form present-day Weasel Brook Park in 1931, the house was divided into publicly accessible space and a living quarters for a park employee. It was restored during the 1930s and again between 2016 and 2018. A Condition Assessment Report was completed for the house in January 2017 by Historic Building Architects, LLC. The immediate, mid- and long-range restoration goals have been achieved per the report's recommendations.

The Vanderhoef-Westervelt House currently serves as a Department of Cultural & Historic Affairs office and meeting space.

Recommendations:

- Complete a National Register of Historic Places nomination (in progress)
- Develop and Implement a Maintenance Plan
 - » Focus on appropriate routine and seasonal maintenance to protect historic materials and finishes and safeguard the investment in the recent restoration
- Develop an Interpretive Plan
 - » Consider how best to interpret the history of the house and park making use of educational programming and the unused/unoccupied spaces that are publicly accessible

- Maintain open communication among the Passaic County Department of Cultural & Historic Affairs, and the Passaic County Department of Parks & Recreation, and the Department of Buildings and Grounds for all repairs, maintenance and modifications to the house. All work that could impact the building's historic fabric and immediate setting should be reviewed by the Passaic County Department of Cultural & Historic Affairs.

HISTORIC STRUCTURES

GREGORY STREET OVER WEASEL BROOK BRIDGE

The bridge carrying Gregory Street over Weasel Brook was constructed in 1935-36 by the WPA in historic association with the development of the park. It is a corrugated metal pipe arch bridge with dressed ashlar fascia, parapets and stepped wingwalls. It has received modern updates in the forms of asphalt sidewalks and an asphalt roadway. The bridge retains a high degree of historic fabric, and its design and materials complement its park setting.

Recommendations:

- Clear vegetation from the downstream elevation of the bridge to prevent overgrowth and damage
- Repoint the fascia, parapets and wingwalls where necessary to prevent further deterioration
- Maintain open communication among the Passaic County Department of Cultural & Historic Affairs, Passaic County Department of Parks & Recreation and the Passaic County Engineering Department for repairs and maintenance to the bridge. Proposed modifications to the bridge should be reviewed for their impacts on historic fabric.

WEASEL BROOK DAM

A concrete and stone, semi-circular, gravity dam and spillway is secured to the bridge's upstream elevation. The dam was constructed contemporaneously with the bridge in 1935-36 and reflects the rustic aesthetics inspired by the

Olmsted Plan. Like the bridge, it retains a high degree of historic fabric, and its design and materials complement its park setting.

Recommendations:

- Clear debris from crest and spillway of the dam
- Repoint the stone walls that frame the spillway where necessary to prevent further deterioration
- Maintain open communication among the Passaic County Department of Cultural & Historic Affairs, Passaic County Department of Parks & Recreation and the Passaic County Engineering Department and the NJHPO for repairs, maintenance. Proposed modifications to the dam should be reviewed for their impacts on historic fabric

ARCHAEOLOGICAL SITES

PRECONTACT ARCHAEOLOGY

No precontact sites have been previously identified within Weasel Brook Park. Given the extent of disturbance caused by the removal of the mill pond and the creation of the park, it is considered unlikely that significant precontact archaeological deposits.

VANDERHOEF-WESTERVELT HOUSE ARCHAEOLOGICAL COMPONENT

There is a high potential for potentially significant archaeological deposits to survive in the vicinity of the historic Vanderhoef-Westervelt House. These deposits (P 15.6) are likely to consist of domestic refuse, privy- and well-shaft features, and elements of outbuildings related to the almost 250 years of occupation of the site. These deposits have the potential to reveal information about Cultural and economic aspects of the house's occupants.

Recommendations:

- If ground-disturbing activities are planned in the vicinity of house (less than 75 feet), a Phase I archaeological survey should be conducted in area of proposed disturbance.
- If potentially significant archaeological deposits are identified, the site should be registered with the New Jersey State Museum.

WESTERVELT MILL SITE

This mill site (P 15.7) is situated just south of the Vanderhoef-Westervelt House under a park road and path. While four buildings are first identified in this area on early 20th-century maps, the mill dates to at least the early 19th century. There is no surface evidence of the mill building or its waterpower system, which included a millpond, raceways and a dam that spanned the Weasel Brook just northeast of the Gregory Street over Weasel Brook Bridge. Based on historic maps, the mill was removed prior to 1916 and the dam and pond were removed before 1931. No evidence of any of these buildings remains above ground. The mill site, if it retains its integrity, may have significant archaeological potential. Archaeological investigation may be able to determine its date of construction, the type of mill and uncover details regarding its technological development over time.

Recommendations:

- If ground-disturbing activities are planned in the vicinity (< 50 feet) of the mill site a Phase I archaeological survey should be conducted.
- If potentially significant archaeological deposits are identified, the site should be registered with the New Jersey State Museum.

UNIDENTIFIED BUILDING SITES

Two clusters of unlabeled buildings are present on the 1916 Ward map of the area. The site of four no-longer-extant buildings (P 13.4) is located in the southwest section of park near a pedestrian bridge over the Weasel Brook. These appear to have been a house with associated outbuildings. The area was landscaped when the park was created and no evidence of these buildings remains visible. Another site consisting of a cluster of three buildings (P 15.5) also appears between 1901 and 1916 in the east section of park, just south of Weasel Brook. Although it was most likely a house site with two small outbuildings, it may have been a mill-related building given its location along the stream channel. No evidence of these buildings is visible on the surface. The channelization of the Weasel Brook that occurred after the millpond was removed and the park was constructed is likely to have adversely impacted this site.

Recommendations:

- If ground-disturbing activities are planned near either of these sites, a Phase IA archaeological survey should be conducted.

WATERBODY/WATERWAYS

WEASEL BROOK

A small tributary waterway of the Passaic River, this section of Weasel Brook supported nearby farming and served as a dammed water-powered mill site during the 18th and 19th centuries.

Following County acquisition of the property, the meandering Brook was heavily regraded and realigned as part of the Olmsted Brothers Weasel Brook Park design and construction during the mid-1930s. The Brook has two distinct sections separated by a constructed pond. Present day alignment and character of the Brook is largely reflective of the original 1930s design with sections of earthen sloped edge, stone revetment walls, and concrete lined channel remaining. The east end of the Brook near 3rd Street was channelized and realigned in the mid-century using original Park design concrete channel detailing.

Recommendations:

- Develop and implement a Maintenance Plan
 - » Focus on vegetation management along Brook edge and maintaining historic bank stabilization infrastructure.
- Reference original Olmsted design detailing when conducting bank restoration work along brook edges. See revetment wall and concrete channel detailing.
- Maintain open communication among the Passaic County Department of Cultural & Historic Affairs, and the Passaic County Department of Parks & Recreation, for all repairs, maintenance and modifications along Brook edge. All work that could impact the Brook's historic fabric should be reviewed by the Passaic County Department of Cultural & Historic Affairs.
- Bank stabilization/repair as needed

POND

A 1.2 acre pond was designed and constructed as part of the Original Olmsted brothers mid 1930s Weasel Brook Park development. Review of historic aerial imagery confirms this classic Olmstedean park feature retains the same alignment and pastoral lawn edge conditions of the original design.

Pond edges are in stable condition with no evidence of erosion. Siltation is a concern due to the nearby dam and upstream watersheds. Desilting should be actively addressed as part of regular maintenance.

Recommendations:

- Develop and implement a Maintenance Plan
 - » Focus on vegetation management along pond edge and silt management along the east end of the pond
- Maintain open pond edge condition as per original Olmsted design by managing vegetation along pond edge.
- Pond desilting as needed

LANDSCAPES

The Olmsted Brothers designed park landscape is culturally significant and much of the original design framework is evident throughout the property. The overall grading and spatial layout of the property remains largely intact with sweeping lawns and open views. Two mature oak tree groves are located at the center of the property and a long row of mature sycamore trees remains along Clifton Avenue. The tree resources on this property are impressive, providing much shade and character. Condition of the trees is generally good, with few issues noted within canopies. Enhanced management and maintenance of these resources will be important as they continue aging. Preemptive tree plantings should be considered soon within groves where light conditions allow.

Recommendations:

- Develop and implement a Tree Maintenance and Management Plan focusing on mature tree care and preemptive tree replacement strategies

- Enhanced Monitoring - annual tree inspections for all culturally significant trees.
- Horticultural care - Conduct proactive tree care as needed to preserve health and longevity of mature, culturally significant trees.

HARDSCAPES

PATHWAYS AND ROADWAY

Several Olmsted hardscape design features and their original design/engineering layouts remain. Review of historic aerial imagery confirms much of the original pathway alignment remains in addition to the alignment of the roadway (Park Drive) bisecting the park. The road and pathways are of modern construction and very little historic fabric remains, although pathway alignments have been preserved over the last century.

WEIR

A small Olmsted designed weir/spillway remains east of Park drive, creating a waterfall play area within the Brook. The concrete weir is less than 2' tall and spans the entirety of the Brook. Overall condition is good.

Recommendations:

- Maintain open communication among the Passaic County Department of Cultural & Historic Affairs, and the Passaic County Department of Parks & Recreation, for all repairs, maintenance and modifications to hardscape elements. All work that could impact the historic fabric should be reviewed by the Passaic County Department of Cultural & Historic Affairs.
- Reference original Olmsted design layouts and design detailing when conducting repairs or ongoing maintenance of hardscape features

Weasel Brook Park - Historic Asset Locations



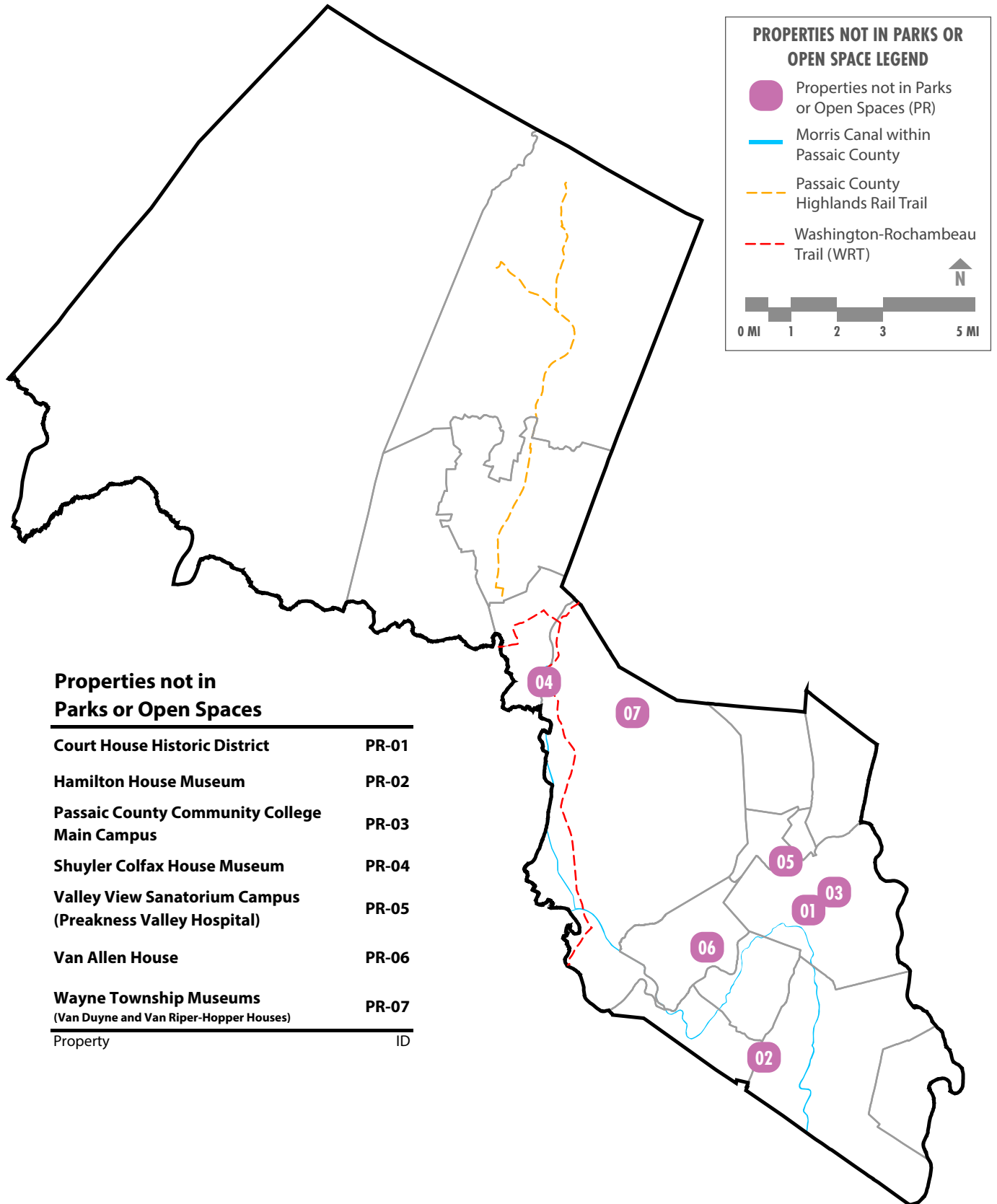
Historic Asset Summary - Weasel Brook Park

ID #	Resource Type	Historic Status	Date of Construction/Age	Property Description	Exterior Materials Description	Current Condition Assessment	Recommended Actions
Buildings							
PK-15.01	Westervelt-Vanderhoef House	NR/SR Eligible	Circa 1775	Dwelling, Museum, Historic Site	Glass, Stone, Wood	Very Good	NR/SR Nomination, Interpretive Plan, Maintenance Plan
Historic Structures							
PK-15.02	Weasel Brook Dam	None	1935-1936	Dam	Stone, Concrete	Satisfactory	Maintenance Plan
PK-15.03	Gregory Street over Weasel Brook Bridge	None	1935-1936	Bridge	Ferrous Metal	Fair	Maintenance Plan
Archaeological Sites							
PK-15.04	Unidentified Dwelling Site	None	19th century	Archaeological Feature	N/A	N/A	Archaeological Survey ,NJSM form
PK-15.05	Unidentified Buildings Site	None	Early 20th century	Archaeological Feature	N/A	N/A	Archaeological Survey ,NJSM form
PK-15.06	Westervelt-Vanderhoef House Site	NR/SR Eligible	18th and 19th Century	Archaeological Feature	N/A	Very Good	Archaeological Preservation Plan, and Survey, NJSM form
PK-15.07	Westervelt Mill Site	None	18th century	N/A	N/A	N/A	Archaeological Survey ,NJSM form
Water Bodies/Waterways							
PK-15.08	Pond	None	1935-1936	Pond	N/A	Very Good	Maintenance Plan, Cultural Landscape Report
PK-15.09	Brook	None	1935-1936	Brook/Creek	N/A	Good	Maintenance Plan, Cultural Landscape Report

Historic Asset Summary - Weasel Brook Park

ID #	Resource Type	Historic Status	Date of Construction/Age	Property Description	Exterior Materials Description	Current Condition Assessment	Recommended Actions
Landscapes							
PK-15.10	Oak Grove	None	1935-1936	Tree Grove	N/A	Good	Maintenance Plan, Cultural Landscape Report
PK-15.11	Oak Grove 2	None	1935-1936	Tree Grove	N/A	Good	Maintenance Plan, Cultural Landscape Report
PK-15.12	Sycamore Tree Allee	None	1935-1936	Tree Grove	N/A	Very Good	Maintenance Plan, Cultural Landscape Report
Hardscapes							
PK-15.13	Weir	None	1935-1936	Dam	Concrete	Good	Maintenance Plan, Cultural Landscape Report
PK-15.14	Pedestrian Pathway	None	1935-1936	Pedestrian Paving	Asphalt	N/A	Maintenance Plan, Cultural Landscape Report
PK-15.15	Roadway	None	1935-1936	Vehicular Paving	Asphalt	Very Good	Cultural Landscape Report

2.2 PROPERTIES NOT IN COUNTY PARKS OR OPEN SPACES



2.2.1 COURT HOUSE HISTORIC DISTRICT

PROPERTY OVERVIEW

The Passaic County Court House Complex's development began with the construction of the United States Custom House in 1899 and was followed with the completion of the Court House in 1904. The former Custom House and Post Office currently serves as the Court House Annex. These two buildings and their immediately surrounding statues and landscape features are encompassed within the Passaic County Court House, and United States Custom House and Post Office Historic District, which was added to the New Jersey and National Registers of Historic Places in 2015. The properties are listed under Criterion A for their contributions to a historic trend of private architects competing to design public buildings in public competitions, and under Criterion C as excellent examples of distinct styles of architecture by masters of their craft.

The construction of Paterson's Central High School building, originally named Paterson High School, across from the Court House followed shortly after the construction of the Court House in 1909. The building now serves as office space for the Passaic County Board of Social Services. The building is located within the Downtown Court House Historic District, which was determined eligible for listing on the New Jersey and National Registers of Historic Places (NJHPO Opinion: 9/7/1990) and has been locally designated by the City of Paterson (1/1/2015).

An additional Court House building was constructed in 1968 immediately to the south of the Court House of 1904. The Renaissance Revival style of the previously constructed government buildings is juxtaposed with the new Court House's Brutalist style of architecture. The building recently reached fifty years of age, beginning its period of consideration for historic designation. The building is not within the boundaries of either the Passaic County Court House, and United States Custom House and Post Office Historic District, or the Downtown Court House Historic District.

Enclosing and filling Hamilton Street between the Court House and the Paterson Central High School Building is a plaza that was developed in 2014. Concrete pathways lined with grassy lawns are joined by a circular courtyard. At the middle of the plaza is a bronze sculpture of Passaic County, showing the county's topographical features and municipalities, set on a polished marble pedestal.

General Recommendations:

- Maintain open communication among the Passaic County Department of Cultural & Historic Affairs, and the Passaic County Department of Parks & Recreation, the Department of Buildings & Grounds and the NJHPO for all repairs, maintenance and modifications to the Court House Complex. All work undertaken by the County or others on county-owned property that could impact Court House Complex's historic fabric and immediate setting should be reviewed by the Passaic County Department of Cultural & Historic Affairs and the NJHPO for compliance with provisions of the New Jersey Register of Historic Places Act (N.J.A.C. 7:4).

BUILDINGS

PATERSON CENTRAL HIGH SCHOOL

Paterson's Central High School was constructed in 1909 on the western side of Hamilton Street. It is a three-story with full-height basement, eleven-bay, brick and stone Renaissance Revival-style building that presently serves as additional office space within the Court House Complex. Its balustrade, cornice, frieze and pediments have been covered with netting to catch breaking pieces of the building's exterior materials. Its windows are modern, metal sash replacements. Its original main entry, which faces the Court House Plaza, has been replaced with modern doors and covered with a non-original awning. At the time of survey, the entry was closed, and its awning falling into disrepair.

Recommendations:

- Complete a National Register of Historic Places nomination
- Develop and Implement a Preservation Plan and/or Historic Structures Report
- Complete a restoration project on the building, pending funding as defined in pending County cornice restoration project bid
- Following a restoration project, develop and implement a Maintenance Plan
- Focus on appropriate routine and seasonal maintenance to protect historic materials and finishes and safeguard the future investment in the restoration

PASSAIC COUNTY COURT HOUSE (1904)

Constructed in the Italian Renaissance Revival style and Greek-cross form, the Court House building was designed by architect Samuel Burrage Reed of New York. Reed was selected to design the building after winning the competition sponsored by Passaic County's New Court House Commission in 1896. The building opened to the public in October 1904 after six years of construction. In 1936, a corridor connection was added to the northern elevation of the Court House to connect it with the southern elevation of United States Customs House and Post Office, which became the Court House Annex. An additional connecting corridor was constructed on the building's southern elevation to join it with the new Court House building in 1968. The court house's windows and doors of 1904 have been replaced with those of modern materials. Its eastern and western pediments have been covered with netting to catch breaking pieces of the building's exterior materials. The building continues to serve as Passaic County's government seat. Recent projects include the restoration of historic courtrooms, and the completion of an Exterior Conditions Assessment in 2020. Plans are currently in place to complete the building's necessary exterior work in 2022.

Recommendations:

- Complete recommendations per the Exterior Conditions Assessment of 2020 prepared by HMR Architects. Recommendations for the building's historic exterior include:
 - » Removing rust and repainting exterior basement doors
 - » Replacing basement doors with a faux paneled metal door with a bronze finish
 - » Replacing entry doors with historically accurate doors
 - » Replacing windows with historically accurate windows
 - » Replacing modern, deteriorated or missing handrails with historically accurate handrails at porticos
 - » Cleaning and historically appropriate repair of masonry
 - » Repairing heavily spalled, eroded, cracked and loose marble elements of the cornice
 - » Repairing spalls and cracks on the column capitals and front pediment
 - » Removing paint, cementitious coating and metal lath from the marble balustrade
 - » Recoating and water sealing the dome with historically appropriate materials
- Develop and implement a Maintenance Plan for the Court House and its associated sculptural pieces
 - » Focus on appropriate routine and seasonal maintenance to protect historic materials and finishes and safeguard the future investment in the exterior and interior restorations
- Refer to recommendations included in the Passaic County Interpretive Plan of 2020 completed by Hunter Research, Inc. for site- and county-related interpretation and exhibits
 - » Install a satellite exhibit at the Passaic County Court House, likely the rotunda, based on the countywide core exhibit
 - » Produce a short satellite video to correspond with the countywide orientation video available at the core exhibit

PASSAIC COUNTY COURT HOUSE (1968)

A second Court House was constructed immediately south of the Court House of 1904 in 1968. The six-story, concrete building is an example of the Brutalist style with its recessed first story under walls armored with concrete panels. It drastically contrasts the Renaissance Revival architecture of its surrounding buildings, and represents a new era in Passaic County's government. The Court House reached fifty years of age in 2018 and is a surviving example of an increasingly shrinking population of Brutalist buildings in New Jersey.

Recommendation:

- Consider completing a NJHPO Intensive-Level Architectural Survey to determine eligibility for the New Jersey and National Registers of Historic Places individually and as a contributing resource to an expansion of the adjacent historic districts.

UNITED STATES CUSTOM HOUSE AND POST OFFICE (COURT HOUSE ANNEX)

The United State Custom House and Post Office, a three-story building with a full-height basement at the corner of Hamilton and Ward streets was constructed in 1899 in the Flemish Renaissance Revival style. The building was designed by master architects William Martin Aiken and James Knox Taylor, both supervising architects for the United States Department of Treasury. Patterned brickwork, limestone carvings and stepped Dutch gables accentuate the building's distinctive style. The building served as a Custom House and Post Office until 1933, with the construction of a new Post Office on Market Street, and then it was vacated. The building was converted into the Court House Annex shortly thereafter when Passaic County purchased the building from the federal government in 1935. The building retains much of its original exterior fabric, and a major restoration project for the building's interior was recently completed and is anticipated to reopen in 2021. Exterior restoration is pending.

Recommendations:

- Complete exterior restoration based on Secretary of the Interior's Standards for Treatment of Historic Properties
- Develop and implement a Maintenance Plan (grant award pending)
 - » Focus on appropriate routine and seasonal maintenance to protect historic materials and finishes and safeguard the recent investment in the interior restoration
- Develop and implement a site-specific Interpretive Plan
 - » Plan, develop and install a permanent exhibit in the lobby and staircase related to the history of the building
 - » Plan, develop and install outdoor interpretive signage about the building's history to supplement the historic marker that was added in 2019

PASSAIC COUNTY ADMINISTRATION BUILDING (1994)

The Passaic County Administration Building fronts Grand Street at its intersection with Prince Street and is situated immediately outside of the Downtown Court House Historic District (NJHPO Opinion: 9/7/1990; Local Designation: 1/1/2015). The Passaic County Administration Building was constructed in 1994 with Postmodern stylistic influences. It is a large, square-plan building that stands approximately nine stories high. Reflective plate-glass ribbon windows are recessed into the building's polished black granite slab exterior. Entry into the building is granted via granite arches that are set off of the building's façade on its northwestern and southeastern elevations. A dome tops the building, and an enclosed, elevated bridge connects the building with the Passaic County Court House of 1968 on its southwestern elevation. An elevated deck surrounds the building on its southeastern and southwestern elevations. A below-ground parking garage is connected to the northeastern elevation along Prince Street.

Recommendations:

- The Passaic County Administration Building is presently less than 50 years of age and is not currently eligible for listing on the New Jersey and National Registers of Historic Places. There are at present no historical considerations in dealing directly with this building other than impacts on the setting of adjacent historic districts.

OBJECTS

PLAQUE MOUNT

A polished granite plaque mount, which is missing its plaque, is located immediately to the south of the main entrance to the Court House Annex. The mount is finished with beveled edges and has a banner of stars across its top as its only decoration.

Recommendations:

- Repair the large crack in the mount that diagonally divides it
 - » Remove staining on the mount’s face
 - » Replace the plaque

STATUE OF JAMES FLEMING STEWART

James Fleming Stewart, a United States Representative who served New Jersey’s 5th Congressional District, was a Paterson native and lawyer who practiced in the city. He was elected to the House of Representatives in 1895 and served until 1903. The bronze, lifelike statue to the north of the Court House’s western entrance was sculpted by Paterson’s most famous sculptor, Gaetano Frederici, in 1906. The statue is set upon a polished granite pedestal with engravings reading “James Fleming Stewart / Hearts There Are Wherein / His Memory Will Never Die” and “Member of the Congress of the United States / 1895-1903” on its front and rear sides, respectively. The monument was recently restored in 2017.

Recommendations:

- Prepare and implement a Maintenance Plan for regular inspection and cleaning, as needed

STATUE OF WILLIAM HUGHES

William Hughes, an Irish immigrant who settled in Paterson, served as a United States Senator from 1913 to 1918. He studied and practiced law in the city, becoming a champion of the labor movement, after serving in the Army during the Spanish-American War. His bronze, lifelike statue to the south of the Court House’s western entrance was sculpted by Gaetano Frederici in 1927. The statue is set upon a polished granite pedestal with an engraving reading “William Hughes / United States Senator / from 1913-1918 / Erected / By A Grateful Public / Whose Subscriptions Were / Testimonials To His / Outstanding Service In / Labors’ Cause” on its front side. The monument was recently restored in 2017.

Recommendations:

- Prepare and implement a Maintenance Plan for regular inspection and cleaning, as needed

HARDSCAPE

The County Court House and Court House Annex retain several of the original surrounding hardscape elements. The 1898 Court House design included a robust Granite retaining wall to accommodate the uneven terrain in the area. Several hundred feet of these retaining walls with piers (30’ on center) remain in relatively good condition, considering their age. Although not a high priority, some preservation repointing work is needed in select areas. These historic hardscape elements have been integrated with the Court House plaza constructed in 2014.

The Court House Annex building grounds also retains some historic fabric. A granite curb and wrought iron fence lines the perimeter of the property. A brick retaining wall and brick drainage channel also lines the northwest corner of the property where grades dip below the road surface. These features are in good to fair condition, with some of the brick work, granite, and fencing requiring preservation repairs.

Hardscape Recommendations:








- Expand the Court House Plaza by enclosing and filling more of the streets surrounding the Court

House Complex to allow for more pedestrian and gathering space, as well as additional outdoor interpretive space to display the history of the complex. The Passaic County Department of Cultural & Historic Affairs has expressed interest in this initiative, creating an expanded pedestrian plaza within the historic district.

- Maintain open communication among the Passaic County Department of Cultural & Historic Affairs, and the Passaic County Department of Parks & Recreation, for all repairs, maintenance and modifications to hardscape elements. All work that could impact the historic fabric should be reviewed by the Passaic County Department of Cultural & Historic Affairs.
- Further evaluate culturally significant stone masonry features and develop a maintenance plan for future work.
- Conduct stone masonry preservation or reconstruction (only if needed) projects as needed.

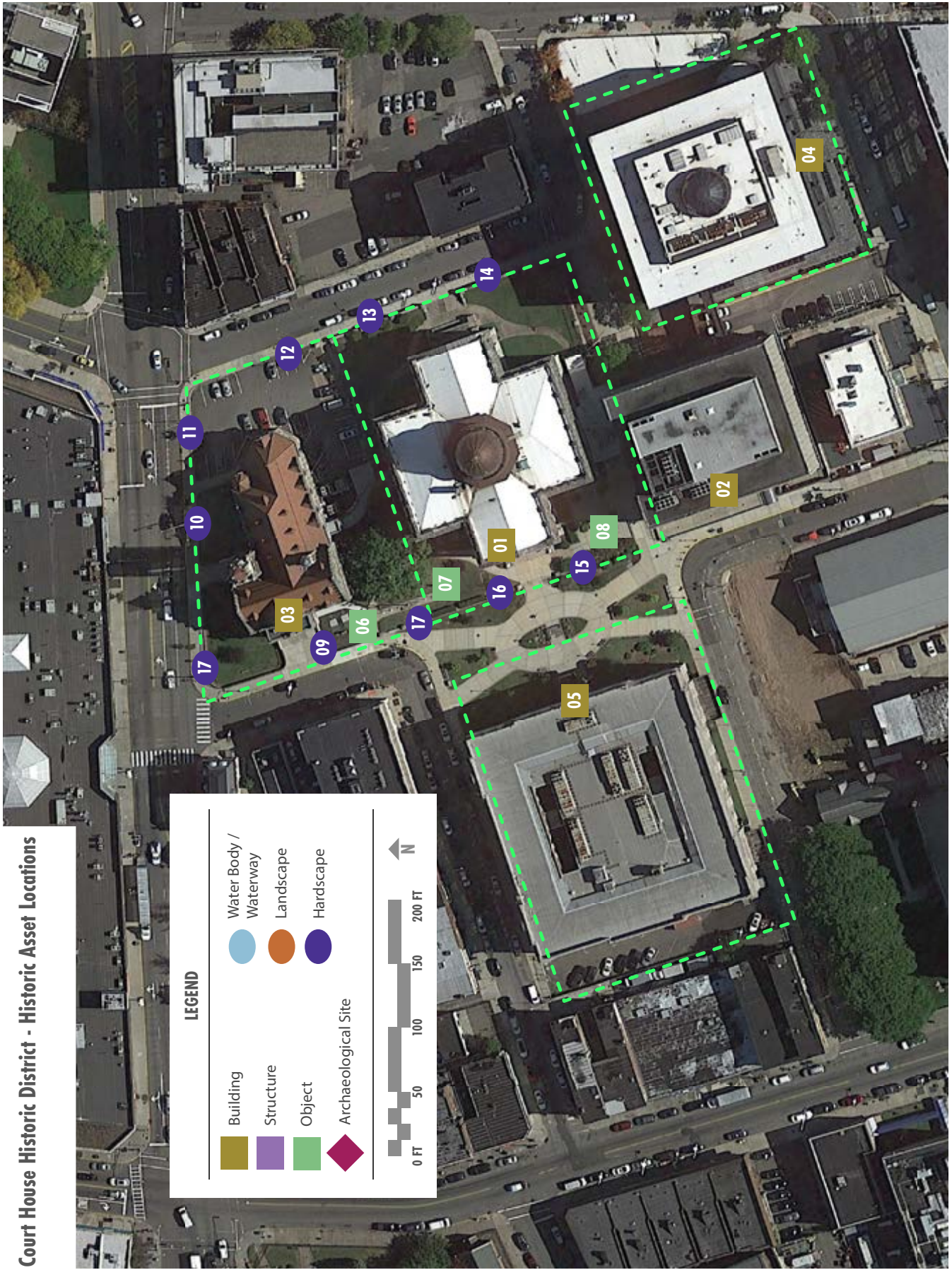
Court House Historic District - Historic Asset Locations

LEGEND

	Building		Water Body / Waterway
	Structure		Landscape
	Object		Hardscape
	Archaeological Site		

0 FT 50 100 150 200 FT

↑ N



Historic Asset Summary - Properties not in County Parks or Open Spaces

ID #	Resource Type	Property Type	Historic Status	Date of Const./Age	Property Description	Exterior Materials Description	Current Condition Assessment	Recommended Actions
Court House Historic District								
PRL-01.01	Passaic County Court House	Historic Building	NR/SR Listed	1898	Courthouse	Stone, Stone Mortared	Very Good	Maintenance Plan
PR-01.02	Passaic County Court House of 1968	Building	None	1968	Courthouse	Concrete, Glass	Very Good	Intensive-Level Architectural Survey
PR-01.03	Passaic County Court House Annex/United States Custom House and Post Office	Historic Building	NR/SR Eligible	1899	Custom House/Post Office	Brick, Stone Mortared, Terra Cotta	Very Good	Historic Structure Report, Maintenance Plan
PR-01.04	Passaic County Administration Building	Building	None	1994	Civic Building	Stone, Glass, Aluminum	Very Good	N/A
PR-01.05	Paterson Central High School	Historic Building	NR/SR Eligible	1909	Offices	Brick, Stone	Very Good	Preservation Plan, Maintenance Plan, SR/NR Nomination
PR-01.06	Plaque Mount	Historic Object	NR/SR Listed	Unknown	Memorial	Stone	Fair	Maintenance Plan
PR-01.07	Statue of James Fleming Stewart	Historic Object	NR/SR Listed	1905-1906	Statue	Bronze, Stone	Very Good	Maintenance Plan
PR-01.08	Statue of William Hughes	Historic Object	NR/SR Listed	1927	Statue	Bronze, Stone	Very Good	Maintenance Plan
PR-01.09 Thru 01.12	Granite Curbing with ferrous metal fence	Hardscape	NR/SR Listed	1898	Curbing, Fencing	Stone Mortared, Ferrous Metal	Poor	Rest/Rehab Project
PR-01.13 Thru 01.16	Retaining wall - Court House	Hardscape	NR/SR Listed	1898	Wall	Stone Mortared	Good	Cultural Landscape Report, Maintenance Plan
PR-01.17	Stone retaining wall, drainage channel, and fencing - Annex	Hardscape	NR/SR Listed	1899	Wall	Stone Mortared, Ferrous Metal, Brick	Fair	Maintenance Plan, Rest/Rehab Project

2.2.2 HAMILTON HOUSE MUSEUM

PROPERTY OVERVIEW

The Hamilton House Museum, also known as the Hamilton-Van Wagoner House or the John and Anna Vreeland House, is located at 971 Valley Road in the City of Clifton. The brownstone house was built circa 1815-17 in the Dutch Colonial vernacular style, and it was moved to its current location in 1973 due to threat of demolition from the widening of U.S. Route 46. The house, barn and springhouse are located in Surgent Park, a city-owned property that contains baseball diamonds, tennis courts and a playground. The park was established prior to relocation of the house, barn and springhouse to the northwestern side of the lot in 1973. The Hamilton House Museum has operated as a historic house museum since opening to the public for the Bicentennial in 1976. The house and springhouse are listed on the New Jersey and National Registers of Historic Places under Criterion C for architectural significance. Interpretation at the house currently focuses on the history of the house, the families that lived there, and Clifton's 19th-century rural history.

The City of Clifton owns the property and the Passaic County Department of Cultural & Historic Affairs operates the museum through a shared services agreement. Passaic County's responsibilities encompass all operational, interpretive, collection preservation and marketing tasks. Clifton's responsibilities include regular cleaning, maintenance and security tasks, along with any capital improvements and emergency repairs.

General Recommendations:

- Develop and implement a Maintenance Plan for the house, barn and springhouse
 - » Focus on appropriate routine and seasonal maintenance to protect historic materials and finishes
- Develop and implement a site-specific Interpretive Plan
 - » Encompass the barn and springhouse into the Interpretive Plan
 - » Follow the recommendations for interpretation per the Hamilton House's Preservation Plan by AECOM (see below)

- Refer to recommendations included in the Passaic County Interpretive Plan of 2020 completed by Hunter Research, Inc. for site- and county-related interpretation and exhibits
 - » Install a satellite exhibit at the Hamilton House Museum based on the countywide core exhibit
 - » Produce a short satellite video to correspond with the countywide orientation video available at the core exhibit
 - » Design and install graphically compatible outdoor interpretive signage to match that of other sites throughout the county
 - » Develop youth and school programs based on the recommended countywide curriculum
 - » Maintain website and social media presences to continue to reach a diverse audience
 - » Develop a suite of programs, exhibits, video and social media celebrating Passaic County's bicentennial in 2037
- Create shared services agreements between Passaic County and the City of Clifton that extend beyond one-year terms for sustainability and continuity
 - » Five- to ten-year-term agreements are recommended to achieve this goal
- Maintain open communication among the Passaic County Department of Cultural & Historic Affairs, and the City of Clifton and the NJHPO for all repairs, maintenance and modifications to the park property. All work that could impact the building's historic fabric and immediate setting should be reviewed by the City of Clifton, Passaic County Department of Cultural & Historic Affairs and the NJHPO for compliance with the New Jersey Register of Historic Places Act (N.J.A.C. 7:4).

BUILDINGS

HAMILTON HOUSE

The Hamilton House was constructed circa 1815-17 roughly 1,000 feet north and on the opposite side of its current location on Valley Road. Its one-and-one-half-story, five-bay core has a gambrel roof clad with patterned slate shingles over a Flemish bonded, brownstone ashlar exterior. A circa 1830-40 one-story, three-bay kitchen addition is attached to the building's southeastern elevation and has a random rubble brownstone and wood clapboarded exterior.

Recommendations:

- Complete and finalize the Historic Preservation Plan that is in draft form as of July 2020
- Once complete, fulfill the use, interpretation, accessibility, preservation and rehabilitation recommendations included in the approved final Preservation Plan.
 - » Preservation and Rehabilitation
 - Complete the recommendations for historic architectural components. These include removing biological growth from various areas of the exterior, replacing exterior drainage systems, painting wood, replacing missing or broken slate and wood, repointing stone and brick as needed
 - Complete recommendations for stabilizing structural components. These include repairing cracks and monitoring deflection and crack propagation, the addition of steel beams to support the sagging first-floor beams and walls, and addressing moisture penetration that is damaging stone and wood structural elements
 - Complete the recommendations for upgrading the HVAC, electrical and plumbing systems
 - » Use
 - Maintain interpretive space on the first floor
 - Move office spaces out of the basement and to the second floor
 - » Interpretation
 - Remove the kitchenette on the second floor
 - Create storage space for artifacts not on display in the basement
 - Identify an alternative use for the caretaker's quarters
 - » Accessibility
 - Incorporate the history of the house and a chronology of ownership into regular interpretation
 - Adapt the key themes of Dutch Colonial architecture, agriculture and suburbanization for regular interpretation
 - Revitalize the gardens and landscaping for period-appropriate interpretation and programming
 - Incorporate wayfinding signage to orient visitors outdoors

BARN

The barn is not original to the property and its construction date is unknown. It was moved to the park in the 1970s, around the same period as the house and springhouse. The front-gabled, wood-plank barn is set on brick footers, and farming equipment rests outside of the barn.

Recommendations:

- Complete immediate repairs on the barn to stabilize the structure and eliminate safety concerns

STRUCTURES

SPRINGHOUSE

The springhouse was constructed at the house's original location in the mid-19th century and moved with the house. It is a one-story, one-bay, mortared stone structure embedded in the ground across the parking lot from the Hamilton House. It has a slightly arched, wood-frame, stepped roof that rises to accommodate a stone staircase and door. Ventilation is provided by wood, louvered vents.

Recommendations:

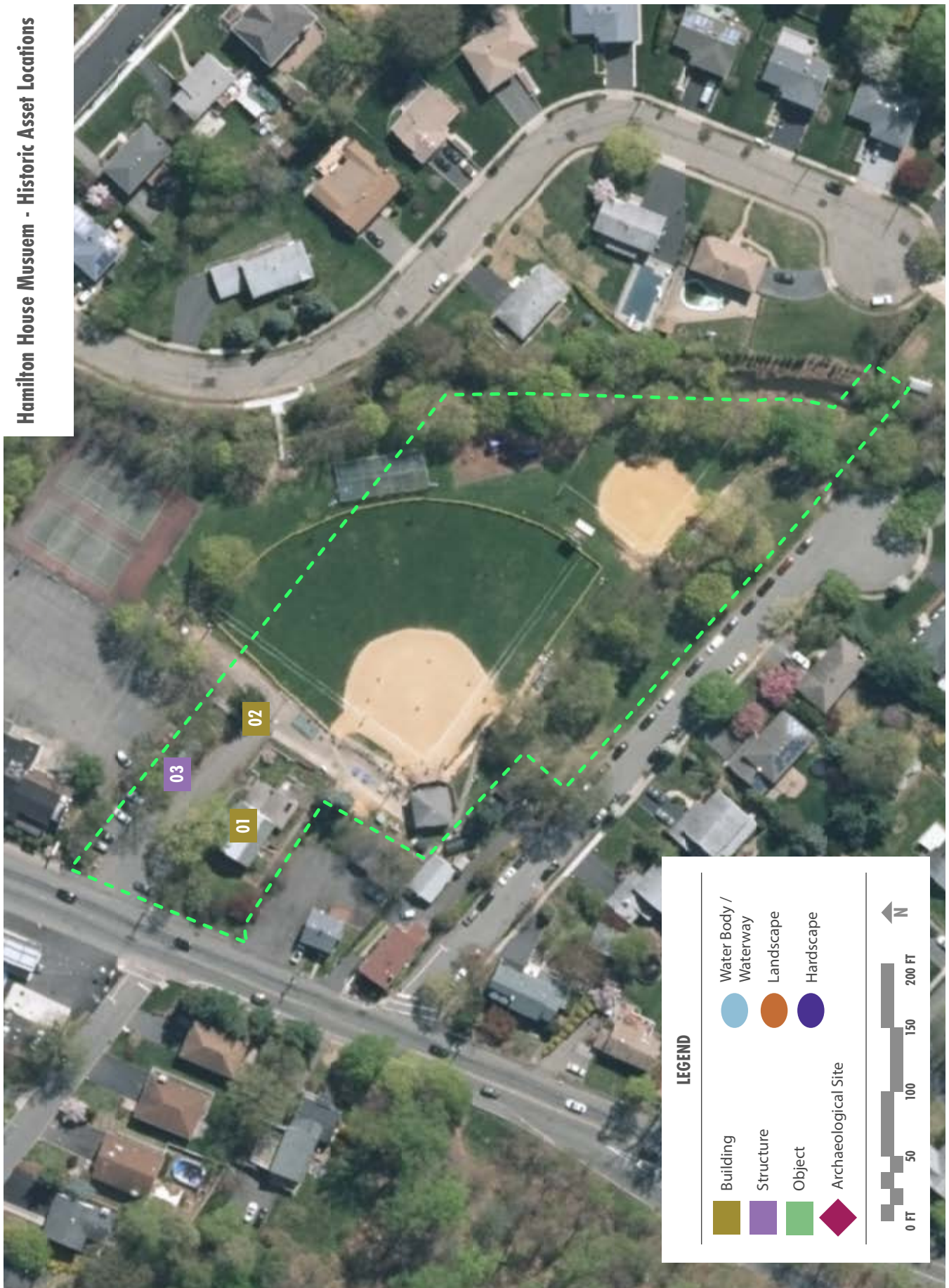
- Complete and finalize the Preservation Plan by AECOM that is in draft form as of July 2020
- Once complete, fulfill the recommendations made in the approved Preservation Plan

ARCHAEOLOGICAL SITES

HAMILTON HOUSE ARCHAEOLOGICAL COMPONENT

Since this is not the building's original location there is little archaeological potential around the Hamilton House.

Hamilton House Museum - Historic Asset Locations



Historic Asset Summary - Properties not in County Parks or Open Spaces

ID #	Resource Type	Property Type	Historic Status	Date of Const./Age	Property Description	Exterior Materials Description	Current Condition Assessment	Recommended Actions
Hamilton House Museum								
PR-02.01	Hamilton House	Historic Building	NR/SR Listed	1815-1817	Museum, Historic Site	Brick, Stone Mortared Wood Clapboard and shingle	Very Good	Maintenance Plan
PR-02.02	Barn	Historic Building	None	Unknown	Museum, Historic Site	Wood, Brick	Poor	Maintenance Plan
PR-02.03	Springhouse	Historic Structure	NR/SR Listed	Mid-19th Century	Museum, Historic Site	Stone Mortared, Wood, Asphalt	Good	Maintenance Plan

2.2.3 PASSAIC COUNTY COMMUNITY COLLEGE MAIN CAMPUS

PROPERTY OVERVIEW

The Main Campus of Passaic County Community College (PCCC) is located in the City of Paterson with its principal buildings (Academic Hall, Founders Hall and Memorial Hall) located on the west side of Memorial Drive between Market Street and Ellison Street. PCCC opened its doors in 1971 and has grown to an enrollment of over 13,000 students as of 2021.

The Main Campus extends westward from Memorial Drive and straddles the eastern boundary of the Downtown Commercial Historic District in the general vicinity of Church Street (National Register 2/12/1999; New Jersey Register 12/15/1998; City of Paterson Historic Landmark 1/1/2006). The campus partially overlaps the historic district and occupies two (2) key contributing historic buildings, four (4) contributing historic buildings and one (1) non-contributing building. Those contributing buildings are the main focus of this historic preservation planning effort, although some general recommendations are also made for other campus buildings over 50 years of age.

General Recommendations:

- Develop and implement Preservation Plans/ Historic Structures Reports for campus buildings contributing to the Downtown Commercial Historic District. Priority should
- Develop and implement Maintenance Plans for campus buildings contributing to the Downtown Commercial Historic District
- Maintain open communication among the Passaic County Department of Cultural & Historic Affairs, the Passaic County Community College, the Paterson Historic Preservation Commission and the NJHPO for all repairs, maintenance and modifications to the buildings in the Downtown Commercial Historic District. All work that could impact the Downtown Commercial Historic Districts' historic fabric and immediate setting should be reviewed by qualified professionals for compliance with provisions of the New Jersey Register of Historic Places Act (N.J.A.C. 7:4) and local historic preservation zoning ordinances.

BUILDINGS

The following buildings are located in the Downtown Commercial Historic District:

CENTRAL FIRE HEADQUARTERS, 113-115 VAN HOUTEN STREET (CONTRIBUTING)

This building, formerly Paterson's Central Fire Headquarters, is a three-story, six-bay, Renaissance Revival-style building with a blonde brick façade. It was constructed circa 1910-15. Its first story, which contains the engine bays, has tripartite horizontal divisions in the brick with exaggerated arched voussoirs over each bay. Brick pilasters separate each of the upper story bays and are topped with stylized capitals. At the roofline, a carved frieze with inset panels and circular modillions is capped by a dentilled, metal cornice. The windows of the second and third story are non-original plate-glass windows set in metal frames.

27 CHURCH STREET (CONTRIBUTING)

This two-story, three-bay commercial building was constructed circa 1915 with vernacular interpretations of the early Art Deco style that are most visible at its parapet. A sandstone façade with a stepped parapet and evenly spaced geometric elements decorates the second story. The second story contains a ribbon of eight non-original plate-glass windows set in metal frames. The first story has been modified with a non-original brick veneer.

COMMUNITY COLLEGE TECHNOLOGY CENTER, 218 MEMORIAL DRIVE (CONTRIBUTING)

This four-story, five-bay, brick commercial-style building was constructed during the 1920s. It has a white-glazed terra-cotta cornice that dominates its roofline. The windows are accented with square corner tiles in the patterned brickwork of the façade. A tower located at the building's southeastern corner features a terra-cotta decoration in the pattern of a wheel. Windows and doors are non-original plate-glass set in metal frames with the fenestration pattern altered from the original in the middle bays of the first and second stories.

ENROLLMENT AND STUDENT SERVICE CENTER, 223-225 MARKET STREET (NON-CONTRIBUTING)

This two-story, four-bay, flat-roof commercial-style building has a blonde brick façade that is plainly decorated with a black tile belt course between its first and second stories. Its entry bays are recessed within the façade. Windows are fixed plate-glass set in metal frame replacements. This building has experienced significant alterations and therefore was determined to be non-contributing to the Downtown Commercial Historic District.

HAMILTON CLUB, 32 CHURCH STREET (KEY CONTRIBUTING)

The Hamilton Club is a three-story, eight-bay, Renaissance Revival-style civic building that was constructed in 1897 by Charles E. Edwards. The highly stylized, beige-brick building is decorated with a bracketed, dentilled, pressed-metal cornice; pedimented and moulded lintels; sandstone quoins; arched window and door voussiors; and shield, scroll and swag motifs. The building presently houses campus art galleries, a poetry center and the Passaic County Cultural and Heritage Council offices.

HAMILTON HALL, 186-190 ELLISON STREET (CONTRIBUTING)

This three-story, three-bay, brick commercial building was constructed circa 1910. It has Neo-Classical style influences with brick pilasters topped with limestone capitals accentuating its corners. Dentilled limestone entablatures extend from the pilaster capitals to decorate the building's façade between stories. Two carved limestone panels over the first story read "Public" and "Service," pointing to the building's original use by the regional gas, electric and trolley utility corporation. Windows and doors are replacement plate-glass set in metal frames. The building presently houses the Center for Science, Technology, Engineering and Mathematics (S.T.E.M.) Innovation.

PRUDEN BUILDING, 44 CHURCH STREET/160 ELLISON STREET (KEY CONTRIBUTING)

The Pruden Building, located at the southwestern corner of the intersection of Church and Ellison Streets, is a three-story, eight-bay building that was constructed circa 1905. The blonde brick building, Neo-Classical style-influenced building features a bracketed metal cornice, segmental-arch windows at its third story, intricate pediments at its second

story windows facing Ellison Street, a dentilled frieze between its first and second stories, and a limestone arch and Doric pilaster-framed main entrance on Church Street. The building's windows have been replaced with one-over-one metal sashes and plate-glass set in metal frames. The building is presently used as office and classroom space.

OTHER CAMPUS RESOURCES OVER 50 YEARS OF AGE

The following buildings and landscape on PCCC's Main Campus are over or nearing 50 years of age, considered the minimum threshold for consideration of historical significance by the New Jersey and National Registers of Historic Places. These buildings are not located in the boundaries of the Downtown Commercial Historic District. The resources are either older commercial buildings taken over and rehabilitated for use by PCCC or buildings and one landscape feature designed and built for PCCC in the 1970s, shortly after the college's founding.

General Recommendations

- Complete NJHPO Intensive-Level Surveys to assess the historical significance and integrity of PCCC campus buildings, structures and objects over 50 years of age or soon reaching 50 years of age. These surveys may assist in future planning efforts, including compliance with state or city historic preservation regulations.

BUILDINGS

ACADEMIC HALL AND CHILD DEVELOPMENT CENTER, BROADWAY AND MEMORIAL DRIVE

This Modernist style-influenced building was built circa 1975 with the establishment of PCCC. It is a three-story, irregular-plan, brick building with fixed ribbon windows set in metal frames. Its entry faces the intersection of Broadway and Memorial Drive. A three-story, blond brick section of the building containing the Child Development Center, which extends along Broadway, was added circa 2000.

BROADWAY ACADEMIC CENTER, 125 BROADWAY

This one-story commercial-style building at the southeastern corner of Broadway's intersection with Church Street was constructed circa 1940. Its roofline is accentuated by a projecting standing-seam metal overhang that shields the first story entry and window bays. Red ceramic tiles fill the space between the overhang and the tops of the plate-glass storefront window and entry bays. Entry and window bays are filled with plate-glass set in metal frames. The building's entrance is chamfered.

FOUNDERS HALL, 203 ELLISON STREET

This three-story, seven-bay, Neo-Classical style-influenced, brick building was constructed during the early 1900s and has received several large additions. The building's original core has a dentilled, metal cornice, keystone over its third story windows, a stone belt course separating its first and second stories, and pilasters between bays at its first story. The earliest addition, which appears to date to circa 1940, is comprised of brick, extended the building's massing upward two stories and wrapping the building's rear, western-facing elevation. The building was further enlarged with the development of the PCCC campus circa 1975 and circa 1980 with substantial additions to its side, southern-facing elevation.

MAINTENANCE BUILDING, WAREHOUSE AND LOADING DOCK, 212-216 PATERSON STREET

The maintenance building, warehouse and loading dock is a one-story, four-bay, brick building connected to the side and northern elevation of the Community College Technology Center. It was constructed during the early 20th century and has a corrugated metal overhang shielding a concrete deck and loading dock.

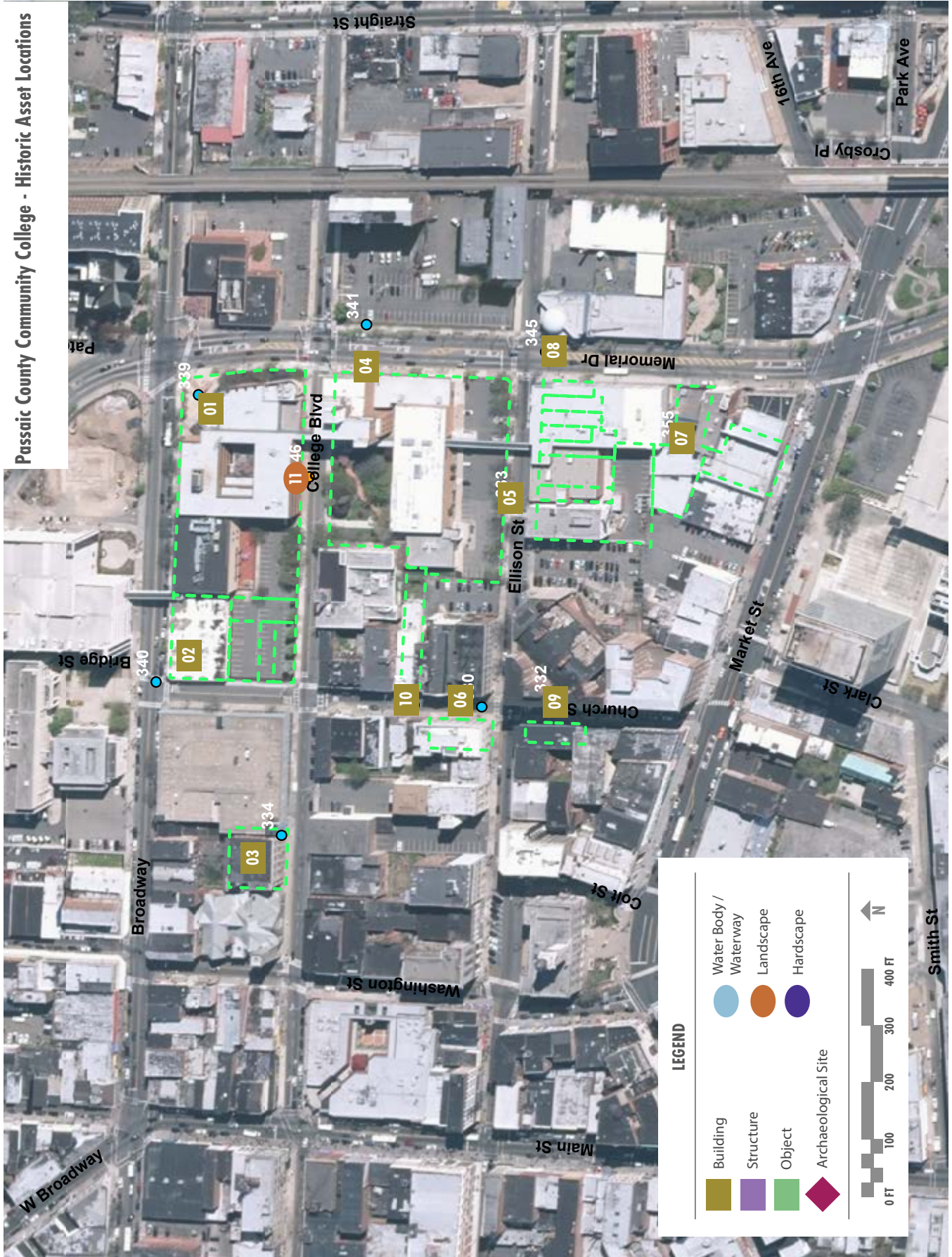
PANTHER ACADEMY, 236 ELLISON STREET

The building was constructed circa 1975 as a one-story, brick building with metal-frame ribbon windows. The windows sit above stone sills and blue ceramic tiles. The building was modified on its northern elevation circa 2004 with a large concrete, metal and glass addition featuring a domed top. This section serves as a planetarium.

LANDSCAPE**SHULTIS LANE PARK AT FOUNDERS HALL**

This landscaped park plaza along College Boulevard (aka Van Houten Street) at Founders Hall was developed circa 1975 shortly after the founding of PCCC. The rectangular-shaped plot initially only contained a concrete sidewalk, Shultis Lane, stretching diagonally across the green from its northeastern corner to its southwestern corner. During the 1990s, trees, shrubs and landscaping beds were added to the grassy areas surrounding the sidewalk. The straight concrete sidewalk was replaced with the current patterned and curved concrete sidewalk circa 2000. Modern benches line the sidewalk. Due to the modifications, the park does not have a historic character, although it is nearing 50 years of age.

Passaic County Community College - Historic Asset Locations



Historic Asset Summary - Properties not in County Parks or Open Spaces

ID #	Resource Type	Property Type	Historic Status	Date of Const./Age	Property Description	Exterior Materials Description	Current Condition Assessment	Recommended Actions
Passaic County Community College Main Campus								
PR-03.01	Academic Hall and Child Development Center	Building	None	1975	School	Aluminum, Brick, Glass, Stone Mortared	Very Good	Intensive Level Historic Architectural Survey
PR-03.02	Broadway Academic Center	Building	None	1940	School	Brick, Glass, Aluminum	Very Good	Intensive Level Historic Architectural Survey
PR-03.03	Central Fire Headquarters	Historic Building	NR/SR Listed	1910-1915	Fire House	Brick, Glass, Stone Stone Mortared	Very Good	Maintenance Plan, Preservation Plan Historic Structure Report
PR-03.04	Founders Hall	Building	None	Early 20th Century	School	Brick, Glass, Stone Mortared, Copper	Very Good	Intensive Level Historic Architectural Survey
PR-03.05	Hamilton Club	Historic Building	NR/SR Listed Municipal Landmark	1897	Civic Building	Stone Mortared, Ferrous Metal, Glass, Brick	Very Good	Maintenance Plan, Preservation Plan Historic Structure Report
PR-03.06	Hamilton Hall, 186-190 Ellison Street	Historic Building	NR/SR Listed	1910	Utility Building	Brick, Glass, Stone-Stacked Dry Laid	Very Good	Maintenance Plan, Preservation Plan Historic Structure Report
PR-03.07	Maintenance Building, Warehouse and Loading Dock	Building	None	Early 20th Century	Warehouse and Loading Dock	Brick, Concrete, Ferrous Metal	Good	Intensive Level Historic Architectural Survey

Historic Asset Summary - Properties not in County Parks or Open Spaces

ID #	Resource Type	Property Type	Historic Status	Date of Const./Age	Property Description	Exterior Materials Description	Current Condition Assessment	Recommended Actions
PR-03.08	PANTHER Academy	Building	None	1975	School	Brick, Aluminum, Concrete, Glass, Ceramic Tile	Excellent	Intensive Level Historic Architectural Survey
PR-03.09	Pruden Building	Historic Building	NR/SR Listed Municipal Landmark	1905	Civic Building	Brick, Glass, Ferrous Metal, Stone Mortared	Very Good	Maintenance Plan, Preservation Plan Historic Structure Report
PR-03.10	27 Church Street	Historic Building	NR/SR Listed Municipal Landmark	1915	Commercial Building	Stone Mortared, Glass, Ferrous Metal	Very Good	Maintenance Plan, Preservation Plan Historic Structure Report
PR-03.11	Shultis Lane Park at Founders Hall	Building	None	1975	Park/Green	N/A	Very Good	Intensive Level Historic Architectural Survey

2.2.4 SCHUYLER-COLFAX HOUSE MUSEUM

PROPERTY OVERVIEW

The Schuyler-Colfax House Museum is located at 2343 Hamburg Turnpike in Wayne Township. The Ramapo River along the former route of the Morris Canal's Pompton Feeder forms the museum's western boundary. The northern end of the property is covered with a surface parking lot. The house and an adjacent turnpike mile marker were listed on the New Jersey and National Registers in 1972 and 1973, respectively. The Schuyler-Colfax House has operated as a historic house museum since being acquired by Wayne Township in 1993, using the family collections and records left in the house. It has been closed to the public since 1999 due to severe storm damage. Prior to its closure, interpretation consisted of histories of the Schuyler and Colfax families, the house's connections to the American Revolution, Dutch-American architecture and Wayne Township.

The Township of Wayne owns the property and the Passaic County Department of Cultural & Historic Affairs will operate the house as a museum through a shared services agreement. Passaic County's responsibilities encompass all operational, interpretive, oversight of the preservation and use agenda, collection preservation and marketing tasks. Wayne Township's responsibilities include regular cleaning, maintenance and security tasks, along with any capital improvements and emergency repairs. In 2018, Wayne Township hired a consultant to prepare a Conditions Assessment and Use Plan to address deferred maintenance and develop a plan to reopen the house. The plan has not been implemented.

General Recommendations:

- Implement the Maintenance Plan for the property provided within the Conditions Assessment and Use Plan of 2018 by Connolly & Hickey Historical Architects, LLC
- The Schuyler-Colfax House's proximity to the Morris Canal may lend to its development as a countywide canal interpretive center, which Passaic County currently lacks. This would be enhanced by construction of a pedestrian bridge across the Ramapo River to Stiles Park

- Refer to recommendations included in the Passaic County Interpretive Plan of 2020 completed by Hunter Research, Inc. for site- and county-related interpretation and exhibit ideas. Determine if they are appropriate to the property's intended uses when it reopens
- Create shared services agreements between Passaic County and the Township of Wayne that extend beyond one-year terms for sustainability and continuity
 - » Five- to ten-year-term agreements are recommended to achieve this goal
- Maintain open communication among the Passaic County Department of Cultural & Historic Affairs, and the Township of Wayne and the NJHPO for all repairs, maintenance and modifications to the park property. All work that could impact the building's historic fabric and immediate setting should be reviewed by the Township of Wayne, Passaic County Department of Cultural & Historic Affairs and the NJHPO for compliance with the New Jersey Register of Historic Places Act (N.J.A.C. 7:4).

BUILDINGS

SCHUYLER-COLFAX HOUSE

The Schuyler-Colfax House was constructed circa 1700 with later additions. Its one-and-one-half-story, three-bay section is its first phase of construction and has a side-gabled roof clad with wood shingles over a brick and brownstone ashlar exterior. This section of the house contains a surviving example of a jambless fireplace that was often incorporated into houses of Dutch construction. The house's large gambrel-roof section was constructed circa 1780-85 as a one-and-one-half-story, five-bay, brick addition. The house has experienced alterations dating from the mid-19th century to the early 20th century. The house is SR/NR-listed under Criterion C as a significant example of Dutch Colonial vernacular architecture.

Recommendations:

- Review and update the Conditions Assessment and Use Plan of 2018 based on the recent agreement for Passaic County to operate the

site. Major elements of these recommendations to be considered include:

- » Preservation, Restoration and Rehabilitation
 - Restoration and repair of plaster finishes, flooring, trim and interior doors
 - Upgrading the electrical, plumbing, security and HVAC systems
 - Rehabilitation of the front porch to incorporate a barrier-free ADA ramp and pathway
 - Restoration of windows and exterior doors, including historic opening in the north wing
 - Repair of masonry foundation and walls
 - Restoration and repair of the rear porch
 - Repair of siding, trim and other wood elements
 - Repair of brick chimneys
 - Restoration of the original chimney above the roofline
- » Use
 - Within the building’s historic floor plan, determine use of rooms for interpretation and exhibits, archival storage, visitor services and multi-use meeting and programming spaces
 - Interpretation tightly focused entirely on the history of the house and its families is not recommended as generating sufficient community relevance and interest. While the site-specific history should be covered, larger interpretive topics and linkages to the Morris Canal Greenway are recommended to making the house an attractive destination after being closed to the public for more than two decades. Consider interpretation that makes the house distinctive from the other historic house museums in Wayne Township and the region that rely on period rooms and stories of rural life

GARAGE

The 20th-century garage is located to the north of the house and west of the surface parking lot. It is a side-gabled, wood-frame building with board-and-batten siding set on a concrete foundation. It has a wood, overhead garage door on its south side elevation and a metal Dutch door on its front, east-facing elevation.

Recommendations:

- Complete immediate repairs on the garage to stabilize the structure and eliminate safety concerns
- Per the Conditions Assessment and Use Plan of 2018, consider using the garage as barrier-free public restroom space on the property

OBJECTS

MILE MARKER

The early 19th-century sandstone mile marker, which is situated on the northern end of the house’s landscaping, reads “23 Miles to Hoboken or Jersey City.” It was located along the Hamburg Turnpike, which was developed as a toll road in 1804. A toll booth once stood across the turnpike from the Schuyler-Colfax House.

Recommendations:

- Clean the mile marker by removing biological growth
- Include the mile marker in interpretation at the Schuyler-Colfax House

SCHUYLER-COLFAX CEMETERY HEADSTONES AND MEMORIALS

The family burial ground is located on private property along the Hamburg Turnpike approximately 200 feet north of the house. Seven stone burial markers, a memorial plaque on a stone and 14 wooden garden boxes are located within the surrounding non-historic chain-link fence. Burial markers date from 1828 to 1989. The stone memorial commemorates General William Colfax’s service during the American Revolution and he is believed to be buried here.

Recommendations:

- Consider amending the current New Jersey and National Register nomination to include the cemetery as a non-contiguous, contributing resource to the already-listed property
- Consider acquisition of the cemetery for preservation and to retain its association to the Schuyler-Colfax House. The cemetery is currently divided between two privately owned lots
- Include the cemetery in interpretation at the Schuyler-Colfax House

ARCHAEOLOGICAL SITES

SCHUYLER-COLFAX HOUSE ARCHAEOLOGICAL COMPONENT (BL-3.06)

There is a high potential for potentially significant archaeological deposits to survive in the vicinity of the Schuyler-Colfax House. These deposits (BL-3.06) are likely to consist of domestic refuse, privy- and well-shaft features, and elements of outbuildings related to the almost 300 years of occupation of the site. These deposits have the potential to reveal information about cultural and economic aspects of the house's occupants. There is also some potential, given the proximity of the Ramapo River, that precontact archaeological deposits may also be present.

Recommendations:

- If ground-disturbing activities are planned on the property, a Phase I archaeological survey should be conducted in the area of proposed disturbance.
- If potentially significant archaeological deposits are identified, the site should be registered with the New Jersey State Museum.

SCHUYLER-COLFAX CEMETERY ARCHAEOLOGICAL COMPONENT (BL-3.05)

It is likely that additional, unmarked burials are present within this cemetery. The seven extant burial markers date from 1828 to 1989 and the associated Schuler-Colfax House was occupied from the early 17th century. This cemetery is considered to have high archaeological potential.








Recommendations:

- A ground penetrating radar survey of the cemetery should be conducted to determine its full extent and the location of unmarked graves to aid in planning future development of the park.
- The cemetery should be thoroughly documented. This should include recording the current location, marker type, inscription, and condition of all grave markers.
- An archaeological preservation plan for this site should be developed to protect it from future deterioration and provide for basic maintenance.
- If ground-disturbing activities are planned within the site's immediate vicinity (<50 feet), a Phase II archaeological survey should be conducted.
- This site should be registered with the New Jersey State Museum.

Schuyler-Coffax Museum - Historic Asset Locations



LEGEND

 Building	 Water Body / Waterway
 Structure	 Landscape
 Object	 Hardscape
 Archaeological Site	

0 FT 50 100 150 200 FT

↑ N

Historic Asset Summary - Properties not in County Parks or Open Spaces

ID #	Resource Type	Property Type	Historic Status	Date of Const./Age	Property Description	Exterior Materials Description	Current Condition Assessment	Recommended Actions
Schuyler-Colfax House Museum								
PR-04.01	Schuyler-Colfax House	Historic Building	NR/SR Listed	1700-1710	Dwelling	Brick, Stone Mortared, Wood Clapboard	Fair	Maintenance Plan, Rest/Rehab Project
PR-04.02	Garage	Historic Structure	NR/SR Listed	20th Century	Garage	Asphalt Shingle, Concrete, Wood	Poor	Maintenance Plan, Immediate Repairs
PR-04.03	Mile Marker	Historic Object	None	Early 19th century	Mile Marker	Stone	Satisfactory	Maintenance Plan
PR-04.04	Schuyler-Colfax Cemetery	Historic Object	None	1828-1989	Memorial	Stone	Satisfactory	SR/NR Nomination
PR-04.05	Schuyler-Colfax Cemetery	Arch. Site		Ca.1828	N/A	N/A	Good	Preservation Plan Historic Structure Report, Maintenance Plan, Rest/Rehab. Project, SR/NR Nomination
PR-04.06	Schuyler-Colfax Homestead Historic Site	Arch. Site	NR/SR Listed	Ca.1695	Dwelling	N/A	Very Good	Arch. Survey and Preservation Plan, NJSM form

2.2.5 VALLEY VIEW SANATORIUM CAMPUS

This county-owned property, located partly in Wayne Township and partly in Haledon Borough, comprises approximately 250 acres. It was historically the Valley View Sanatorium campus, a center for the treatment of patients with tuberculosis. The sanatorium's main hospital building (non-extant) was constructed in 1928. The campus grew in the 1930s due to an infusion of federal funding from the Public Works Administration of the New Deal. With the declining need to treat tuberculosis, beginning with effective antibiotics in the mid-1940s, the facility was eventually converted into a nursing home, among other health services, and referred to as the Preakness Valley Hospital. The hospital closed in 2009 with demolition beginning shortly thereafter. Today, the campus is the location of multiple county facilities including the Office of Emergency Management, Passaic County Police Academy, Passaic County Public Safety Academy, Passaic County Technological Institute and the Preakness Healthcare Center. No currently standing buildings are over 50 years of age or considered potentially historic.

Prior to the development as a sanatorium in the 1920s, the parcels of land comprising the campus were primarily in agricultural use as wood lots and small farms. The property is considered to have some limited potential for historic archaeology related to these farm properties. Archaeological features related to the sanatorium, which would date from the 1920s or later, are judged to be mostly disturbed and to have little potential for archaeological significance at the present time.

ARCHAEOLOGICAL SITES

PRECONTACT ARCHAEOLOGY

No pre-contact sites have been previously identified within the county-owned parcels that make up the property. Given the extensive disturbance caused by the construction of the former sanatorium, extant hospital buildings, support facilities, parking areas, roadways and associated utilities it is considered unlikely that pre-contact archaeological deposits survive within this property.

HISTORIC ARCHAEOLOGY

J. WILLIAMS HOUSE SITE

The J. Williams House Site (***) is situated in Wayne Township (Block 1901, Lot 5) along the southeast edge of Reinhardt Road. The dwelling appears in the 1861 Hopkins map of Bergen and Passaic Counties where it is attributed to "J. Williams." A second dwelling west of Oldham Road and outside the currently County-owned property appears to share the "J. Williams" attribution. On the 1877 Hyde atlas, the same site is attributed to "I. N. Watson" and the other just outside of the property is attributed to "Mrs. McCallister." The J. Williams House Site appears on a topographical map of the area from 1898 where it is not attributed to a specific occupant or owner. This site also appears on historic aerial photography from the early 1930s but appears to have been removed shortly thereafter for the development of the Valley View Sanatorium. At present, the area containing this site is covered by modern buildings and facilities attributed to the Passaic County Technological Institute. This location has likely been substantially modified or disturbed by institutional development throughout the 20th century, as well as and the modern redevelopment of the extant campus buildings, facilities, parking areas and adjacent roadways.

Recommendations:

- No further investigation of this site is considered necessary.

J.L. HOUSE SITE

The "J.L." House Site (***) is located in Haledon Township (Block 29, Lot 1) along the southeast edge of Valley View Road. The dwelling appears in the 1861 Hopkins map of Bergen and Passaic Counties where it is attributed to "J. L." The house appears on a topographical map of the area from 1898 and is not attributed to a specific occupant or owner. The house also appears on historic aerial photography from the early 1930s. The site appears to have been removed shortly thereafter. By the mid-20th century, the site appears overgrown with secondary forest and remains so in 2021. The opposite side of the road became a quarry by the early 1950s.

Recommendations:

- If ground-disturbing activities are planned near the site, a Phase IA archaeological survey should be conducted.
- If potentially significant archaeological deposits are identified, the site should be registered with the New Jersey State Museum.

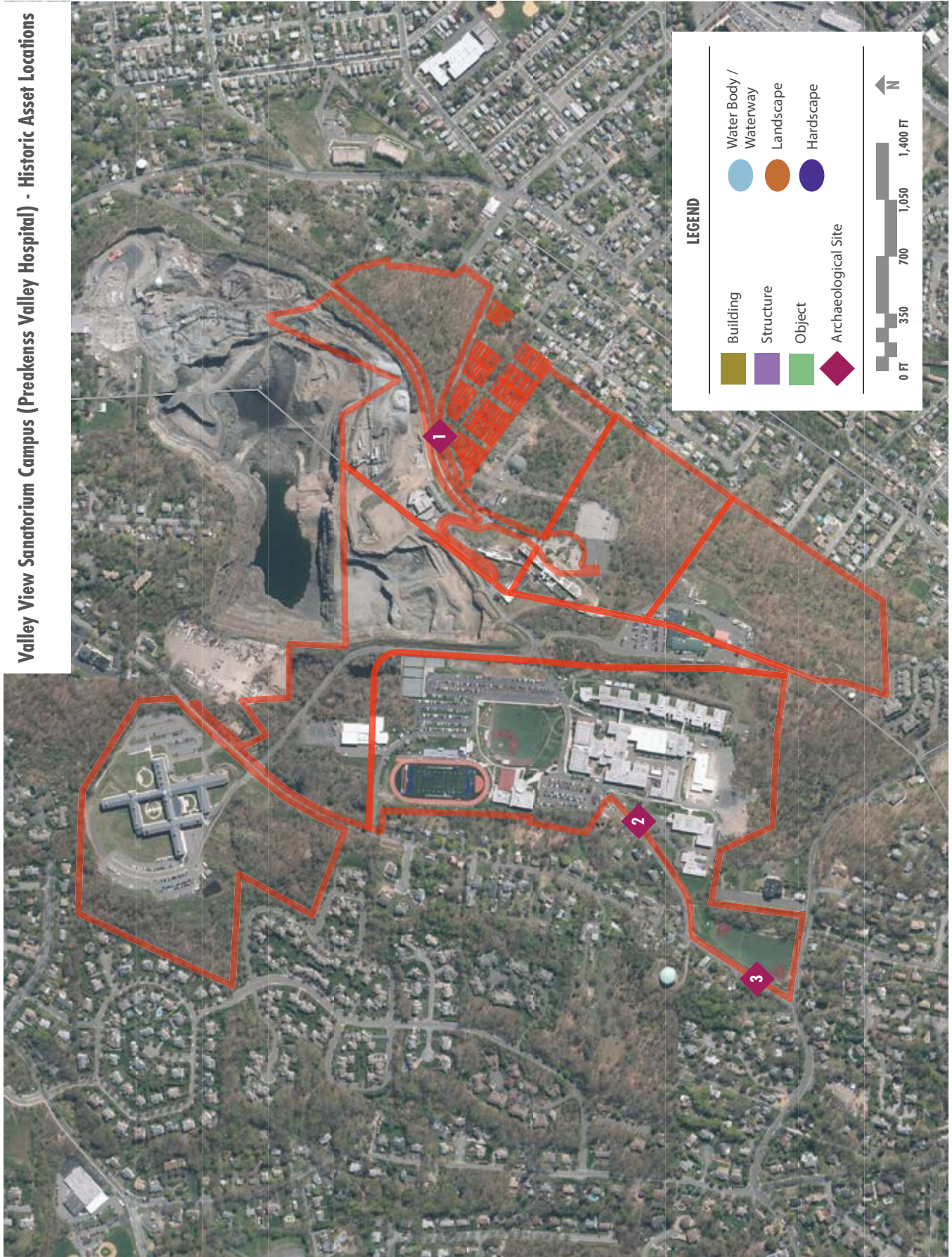
UNIDENTIFIED HOUSE SITE

An unidentified house site (***) is situated in Wayne Township (Block 1901, Lot 5) just northeast of the intersection of Oldham Road and Preakness Avenue. This house appears on a topographical map of the area from 1898 and is not attributed to a specific occupant or owner. It also appears on historic aerial photography from the early 1930s. The building appears to have been removed shortly thereafter and developed into recreational fields by the mid-20th century, which continues to be its current use. This location has likely been substantially modified or disturbed by the recreational development, as well as the modern redevelopment of the adjacent roadways.

Recommendations:

- No further investigation of this site is considered necessary.

Valley View Sanatorium Campus (Preakness Valley Hospital) - Historic Asset Locations



Historic Asset Summary - Properties not in County Parks or Open Spaces

ID #	Resource Type	Property Type	Historic Status	Date of Const./Age	Property Description	Exterior Materials Description	Current Condition Assessment	Recommended Actions
Valley View Sanatorium Campus (Preakness Valley Hospital)								
PR-05.01	1861 J. L. House Site	Arch. Site	None	Pre-1861	Offices, Parking Lot	N/A	N/A	Survey Needed, NJSM Form
PR-05.02	1861 J. Williams House Site	Arch. Site	None	Pre-1861	Open Space Wooded	N/A	N/A	No Further Investigation
PR-05.03	1898 Unidentified House Site	Arch. Site	None	Pre-1898	Park, Parking Lot	N/A	N/A	No Further Investigation

2.2.6 VAN ALLEN HOUSE

PROPERTY OVERVIEW

The Van Allen House, also known as the Garretson House, located at 490 Totowa Road in the Borough of Totowa, currently houses the Totowa Board of Recreation. The vernacular Dutch Colonial brownstone house was built circa 1750 according to Historic American Building Survey (HABS) documentation completed in the 1930s, although other sources attribute its construction to the Van Houten family in 1709. The Van Allen family owned the house from circa 1818 to 1928. The property is situated in a suburban setting, surrounded by residential development and neighbored by the Washington Park School to its southwest. The house was named a Totowa Municipal Landmark per Totowa Borough Council resolution in April 2021. The Borough of Totowa owns the property and the Passaic County Department of Cultural & Historic Affairs is currently working with the Borough to preserving and interpreting the house for the education and enjoyment of the public.

General Recommendations:

- Consider completing an NJHPO Intensive-Level Architectural Survey to determine individual eligibility for the New Jersey and National Registers of Historic Places
- Create shared services agreements between Passaic County and the Borough of Totowa
 - » Five- to ten-year-term agreements are recommended to achieve sustainability and continuity
- Maintain open communication between the Passaic County Department of Cultural & Historic Affairs and the Borough of Totowa for all repairs, maintenance and modifications to the house and its grounds. Qualified professionals should review all work that could impact the building's historic fabric, create ground disturbances or alter the property's immediate setting.

BUILDINGS

THE VAN ALLEN HOUSE

The Van Allen House was constructed circa 1750 or

earlier along the northern side of Totowa Road. Its one-and-one-half-story, four-bay core has a side-gabled roof with flared eaves that is covered with asphalt shingles. The exterior is comprised of Flemish bond brownstone on its front elevation, while its side (southwest) and rear elevations are running bond ashlar and rubble brownstone, respectively. Gabled dormers containing paired sashes punctuate the roof's front and rear elevations. Interior brick chimneys project from the roof's ridge at its gabled ends. A shorter, though still one-and-one-half-story, two-bay, rubble fieldstone addition is located at the building's side (northeast) elevation. The house retains many of its original finishes and is a fine example of the Dutch Colonial farmhouse architecture once common to northern New Jersey and Passaic County, but has gradually disappeared in the wake of suburbanization.

General Recommendations:

- Develop and implement a Preservation Plan/ Historic Structures Report
- Develop and implement a Maintenance Plan
 - » Focus on appropriate routine and seasonal maintenance to protect historic materials and finishes

ARCHAEOLOGICAL SITES

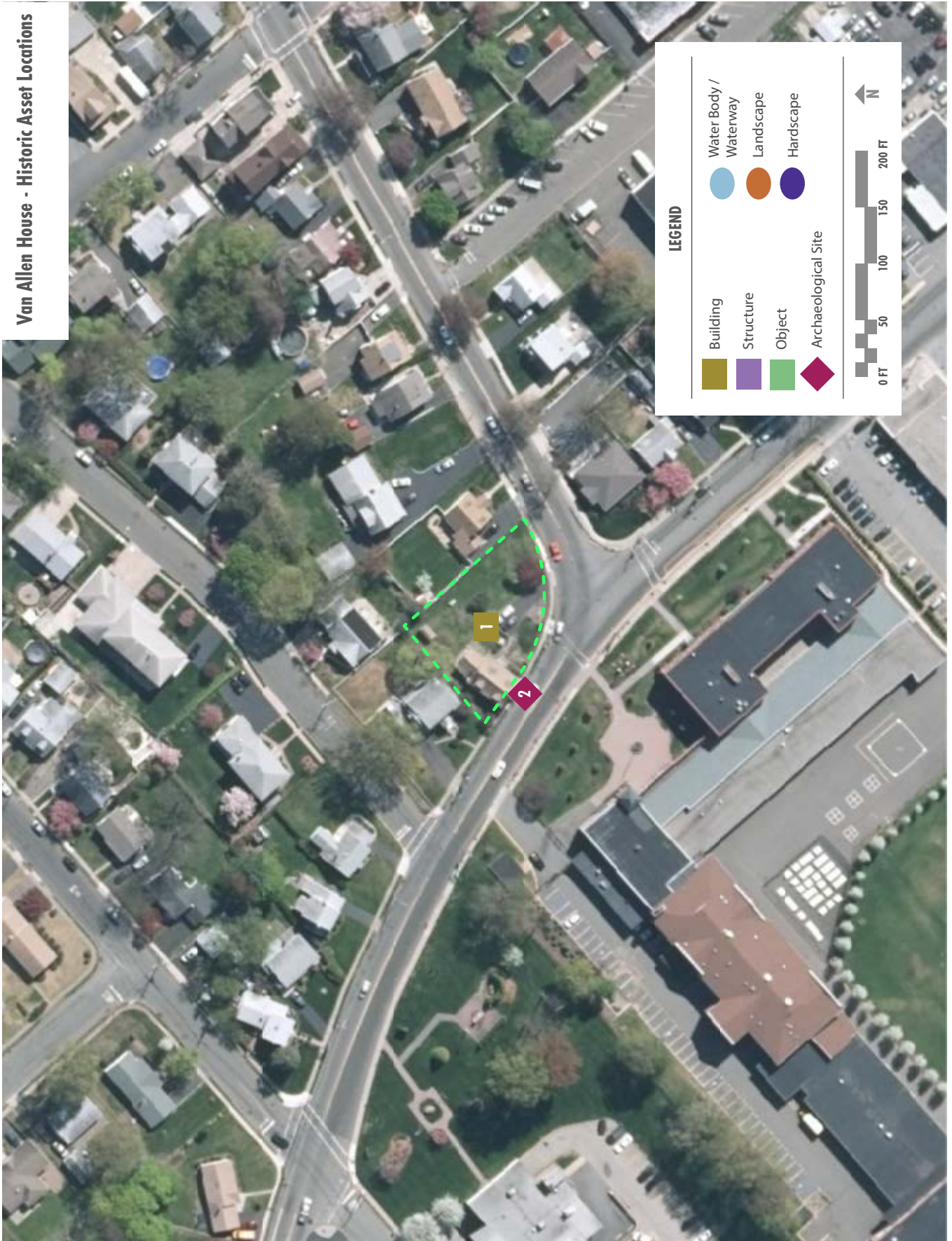
VAN ALLEN HOUSE ARCHAEOLOGICAL COMPONENT

There is a high potential for significant archaeological deposits to survive in the vicinity of the Van Allen House. These deposits (BL-****) are likely to consist of domestic refuse, privy- and well-shaft features, and elements of additions related to greater than 250 years of occupation of the site. These deposits have the potential to reveal historical information about cultural and economic aspects of the house's occupants.

Recommendations:

- If ground-disturbing activities are planned in the vicinity of house (less than 150 feet), a Phase I archaeological survey should be conducted in the area of proposed disturbance.
- If potentially significant archaeological deposits are identified, the site should be registered with the New Jersey State Museum.

Van Allen House - Historic Asset Locations



Historic Asset Summary - Properties not in County Parks or Open Spaces

ID #	Resource Type	Property Type	Historic Status	Date of Const./Age	Property Description	Exterior Materials Description	Current Condition Assessment	Recommended Actions
Van Allen House								
PR-06-01	Van Allen House	Historic Building	NR/SR Listed Municipal Landmark	1750	Dwelling	Asphalt Shingle, Stone - Mortared, Glass, Wood Shingle, Wood	Satisfactory	Preservation Plan/Historic Structures Report, Maintenance Plan, SR/NR Nomination
PR-06-02	Van Allen House Site	Arch. Site	NR/SR Listed	Circa 1750	Historic Arch. Site	N/A	N/A	Archaeological Survey

2.2.7 WAYNE TOWNSHIP MUSEUMS

PROPERTY OVERVIEW

The Wayne Township Museums are located at 533 Berdan Avenue in Wayne Township. The primary buildings on the property furnished with exhibits for regular interpretation are the Van Riper-Hopper House and the Van Duyne House. The historic houses are situated in a park-like setting that overlooks the Point View Reservoir. The houses are currently furnished to interpret the history of Wayne Township and other local history topics.

The Van Riper-Hopper House was constructed in 1786 and is on its original site. Several outbuildings related to farming activities were constructed on the property, though only two remain – a barn and smokehouse – and are located north of the house. The Van Riper-Hopper House was listed on the New Jersey and National Registers of Historic Places in 1972.

The Van Duyne House was constructed in 1706 was moved to the property in 1974 due to threat of demolition at its original location. The house was originally listed on the New Jersey and National Registers of Historic Places in 1971 and then relisted at its new and current location on the New Jersey Register of Historic Places in 1976.

The Township of Wayne owns the property and the Passaic County Department of Cultural & Historic Affairs operates the houses as a museum through a shared services agreement. Passaic County's responsibilities encompass all operational, interpretive, collection preservation and marketing tasks, along with assistance and monitoring of capital improvement and preservation projects and routine maintenance reporting. Wayne Township's responsibilities include regular cleaning, maintenance and security tasks, along with any capital improvements and emergency repairs.

General Recommendations:

- Complete and then implement a Historic Preservation Plan for the Van Duyne and Van Riper-Hopper houses per the incomplete New Jersey Historic Trust grant awarded to Wayne

Township in 2018

- Develop and implement a Maintenance Plan for the property to follow the completion of the Historic Preservation Plan
- Focus on appropriate routine and seasonal maintenance to protect historic materials and finishes
- Refer to recommendations included in the Passaic County Interpretive Plan of 2020 completed by Hunter Research, Inc. for site- and county-related interpretation and exhibits
 - » Install a satellite exhibit at the Wayne Township Museums based on the countywide core exhibit
 - » Produce a short satellite video to correspond with the countywide orientation video available at the core exhibit
 - » Design and install graphically compatible interpretive signage to match that of other sites throughout the county
- Create shared services agreements between Passaic County and the Township of Wayne that extend beyond one-year terms for sustainability and continuity
 - » Five- to ten-year-term agreements are recommended to achieve this goal
- Maintain open communication among the Passaic County Department of Cultural & Historic Affairs, and the Township of Wayne and the NJHPO for all repairs, maintenance and modifications to the park property. All work that could impact the building's historic fabric and immediate setting should be reviewed by the Passaic County Department of Cultural & Historic Affairs, and the Township of Wayne and the NJHPO per the New Jersey Register of Historic Places Act (N.J.A.C. 7:4)

BUILDINGS

VAN DUYNE HOUSE

The Van Duyne House was constructed in 1706 and is SR/NR-listed under Criterion C as a significant surviving example of Dutch Colonial architecture. The one-and-one-half-story, four-bay, side-gabled house is constructed of random rubble fieldstone with brownstone quoins. Two rooms, each with a large fireplace, are located in the building's interior and are divided by a centrally located, narrow staircase. The house once had two wood-frame additions, though these were lost in the building's move from Fairfield Road in the Mountain View area.

VAN RIPER-HOPPER HOUSE

The Van Riper-Hopper House was initially constructed in 1786 and is SR/NR-listed under Criterion C as a significant surviving example of Dutch Colonial architecture. It is a one-and-one-half-story, fieldstone building and has received two significant alterations over its lifetime to accommodate the Van Riper and Hopper families. These families resided in the house until 1928. The house was converted into a historic house museum in 1960 when it was threatened with demolition for the Point View Reservoir. Passaic County will operate the house as a museum and present a history of the house, owners and local history topics related to 18th- and 19th-century Wayne Township.

VAN RIPER-HOPPER BARN (ARCHAEOLOGICAL RESEARCH LABORATORY)

The Archaeological Research Laboratory, originally constructed as a barn in the 19th century and associated with the Van Riper-Hopper farmstead, is a one-story, three-bay, side-gabled building with a wood, shiplap exterior. A concrete slab is located off of the building's southwest side elevation. The building is outfitted for use as an archaeological lab and artifact storage. It is not currently in regular use as a lab or for interpretation/programming.

Recommendations:

- Complete necessary repairs on the building to ensure its safety and functionality for

interpretation and programming

- Consider revitalizing the Archaeological Research Laboratory for use in the proposed Passaic County Public Archaeology Program
- The building can serve as the headquarters of the program and the starting point for events and other regular programming

STRUCTURES

SMOKEHOUSE

This one-story, two-bay, flat-roofed, brick smokehouse at the northern end of the property was constructed during the 19th century. The smokehouse has single and paired, bolted, ferrous metal doors in its bays and a parged foundation.

OBJECTS

STONE MARKER

The stone marker is located on the southern side of the smokehouse, does not have any visible engraving and is broken. Its purpose, date of creation and association with the property are unknown.

Recommendations:

- Research the marker and determine if it is historically significant. Store in an appropriate location to prevent further damage and deterioration if it does turn out to be significant

ARCHAEOLOGICAL SITES

VAN RIPER-HOPPER FARMSTEAD ARCHAEOLOGICAL COMPONENT (INCLUDING ARCHAEOLOGICAL RESEARCH LABORATORY IN BARN) (BL-04.06)

There is a high potential for potentially significant archaeological deposits to survive in the vicinity of the Wayne Van Riper-Hopper House and Barn. These deposits (BL-04.06) are likely to consist of domestic refuse, privy- and well-shaft features, and elements of outbuildings related to the almost 250 years of occupation of the site. These deposits have the potential to reveal information about cultural and economic aspects of the house's occupants.

Recommendations:

- If ground-disturbing activities are planned in the vicinity of house (less than 150 feet), a Phase I archaeological survey should be conducted in the area of proposed disturbance.
- If potentially significant archaeological deposits are identified, the site should be registered with the New Jersey State Museum.

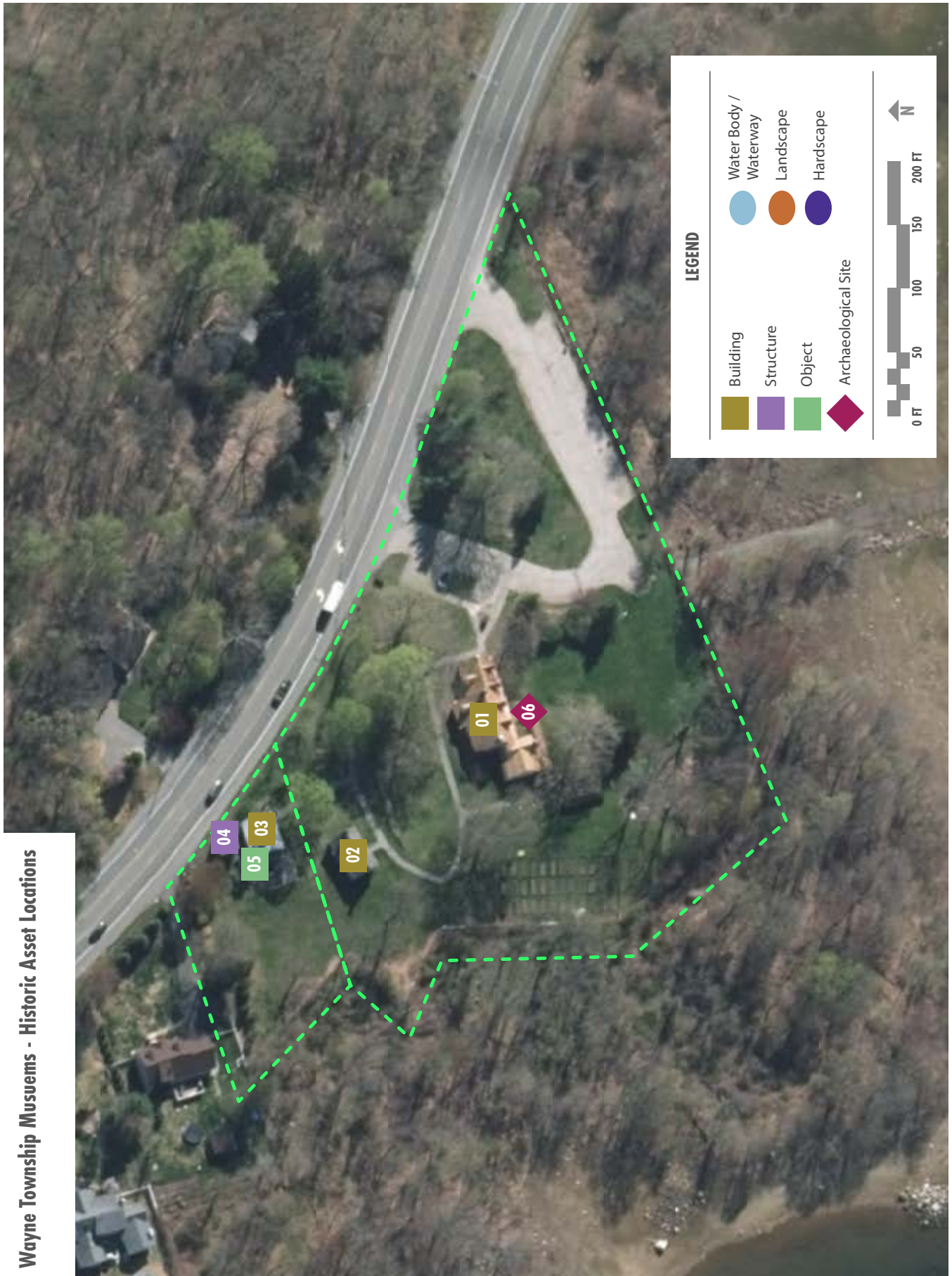
VAN DUYN HOUSE ARCHAEOLOGICAL COMPONENT

Although this building was moved to this location in the 1970s, it is located within the property associated with the Van Riper-Hopper House and still has a high potential for potentially significant archaeological deposits to survive in its vicinity.

Recommendations:

- If ground-disturbing activities are planned in the vicinity of house (less than 150 feet), a Phase I archaeological survey should be conducted in the area of proposed disturbance.
- If potentially significant archaeological deposits are identified, the site should be registered with the New Jersey State Museum as part of the Van Riper-Hopper House site.

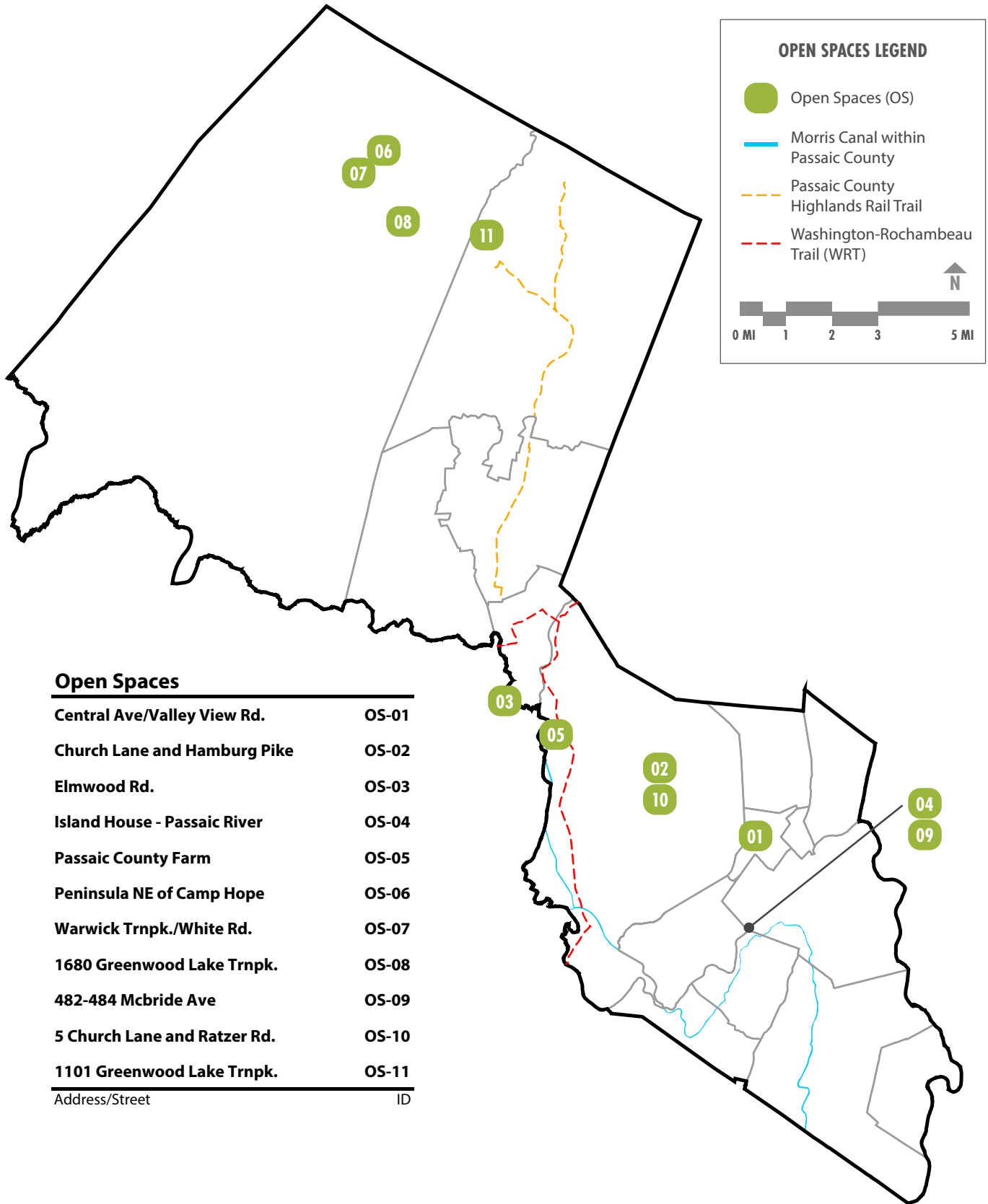
Wayne Township Museums - Historic Asset Locations



Historic Asset Summary - Properties not in County Parks or Open Spaces

ID #	Resource Type	Property Type	Historic Status	Date of Const./Age	Property Description	Exterior Materials Description	Current Condition Assessment	Recommended Actions
Wayne Township Museums								
PR-07.01	Van Riper-Hopper House	Historic Building	NR/SR Listed	1786	Museum, Historic Site	Brick, Stone Mortared Wood Clapboard and shingle	Good	Maintenance Plan, Preservation Plan, Historic Structure Report
PR-07.02	Van Duayne House	Historic Building	NR/SR Listed	1706	Museum, Historic Site	Brick, Stone Mortared Wood Clapboard and shingle	Satisfactory	Maintenance Plan, Preservation Plan, Historic Structure Report
PR-07.03	Van Riper-Hopper Barn (Archaeological Research Laboratory)	Historic Building	None	19th Century	Museum, Historic Site	Asphal Shingle, Brick, Concrete, Wood Clapboard	Satisfactory	Maintenance Plan
PR-07.04	Smokehouse	Historic Structure	None	19th Century	Museum, Historic Site	Brick, Concrete, Ferrous Metal	Satisfactory	Maintenance Plan
PR-07.05	Stone Marker	Historic Object	None	Unknown	Marker	Stone	Poor	Maintenance Plan, Immediate Repairs
PR-07.06	Wayne Van Riper-Hopper Historic Farmstead Site	Arch. Site	NR/SR Listed	1786	Historic Homestead	N/A	Very Good	Arch. Survey and Preservation Plan, NJSM form

2.3 OPEN SPACES



Open Spaces

Central Ave/Valley View Rd.	OS-01
Church Lane and Hamburg Pike	OS-02
Elmwood Rd.	OS-03
Island House - Passaic River	OS-04
Passaic County Farm	OS-05
Peninsula NE of Camp Hope	OS-06
Warwick Trnpk./White Rd.	OS-07
1680 Greenwood Lake Trnpk.	OS-08
482-484 McBride Ave	OS-09
5 Church Lane and Ratzer Rd.	OS-10
1101 Greenwood Lake Trnpk.	OS-11
Address/Street	ID

2.3 OPEN SPACES

2.3.1 CENTRAL AVENUE/VALLEY VIEW ROAD (HALEDON - BLOCK 60 LOT 15)

Review of historic maps and aerials indicates this 0.04 acre parcel was not historically settled. Valley View Road was laid in the 19th century and Central Avenue was laid in the early 20th century (1924-1938) at which time the general vicinity of the intersection appears to have been settled. This site is a narrow easement between a modern paved intersection at Central Avenue and Valley View Road to the N, E, W and an occupied lot to the S. The parcel is partially paved and otherwise mostly covered by large rock fill.

2.3.2 CHURCH LANE AND HAMBURG TURNPIKE INTERCHANGE (WAYNE - BLOCK 2704 LOT 4.01, 23)

Review of historic maps and aerials indicate this 0.95 acre site remained largely undeveloped and was likely cleared for agricultural use in the late 19th or early 20th century. A remnant fieldstone boundary wall situated along the east edge of the site may be a relic of that agricultural period. At present, the undeveloped wooded site is situated between residential properties to the east and south and commercial property/paved street to the N and NW.

Recommendations:

- Preserve parcel as wooded space.

2.3.3 ELMWOOD ROAD OFF OF RIVERDALE BOULEVARD (POMPTON LAKES - BLOCK 11301 LOT 1, BLOCK 11308 LOTS 1 AND 11)

These three parcels (0.35 acre total) are part of a large tract of wooded open space or parkland along the east bank of the Pompton River. Modern aerials identify them as part of the Follari Tract within Pompton Lakes Park 5. Review of historic maps and aerials indicate this area remained unsettled woodland until the early 20th century. In the 1930s or 1940s, roads were laid out across this tract in advance of presumed residential development, but this development was either short-lived or never

transpired. The area including the surveyed parcels was reclaimed by nature by 1957 and has remained wooded ever since. Site visit confirms that the parcels are wooded and undeveloped. Hiking trails criss-cross the area including one which runs along the west edge of these parcels and east bank of the river. Concrete footings for a bridge crossing the river remain along each bank just adjacent to the center parcel of this site.

2.3.4 ISLAND HOUSE (PATERSON - BLOCK 5012 LOT 1)

Desktop review indicates this island was historically accessed by a bridge that crossed the river along Lincoln Street. The island and bridge are identified on maps as early as 1871. By the 1930s, the island was occupied by the popular Lido-Venice Club and Restaurant (<https://rucore.libraries.rutgers.edu/rutgers-lib/20981/>). Review of historic aerials indicates the bridge was removed between 1953 and 1966. After this the island was abandoned to nature. The historic fabric of the island may have been compromised by its development/use in the early to mid-20th century. Road/bridge debris is visible along the south end of the island.

Recommendations:

- If ground-disturbing activities are planned in the vicinity of house (less than 150 feet), a Phase I archaeological survey should be conducted in the area of proposed disturbance.

2.3.5 PASSAIC COUNTY FARM (WAYNE - BLOCK 3404 LOT 48)

Review of NJSM site records indicates this 15 acre site was reviewed in 1988 during investigations associated with the development of the post office located just southwest of the current parcel. Surface collection of the site occurred in 1982. Stage I and II excavations occurred in 1988. Collections reportedly stored at the Van Riper-Hopper House on Berdan Avenue, Wayne NJ. Artifacts include many diagnostic projectile points.

Passaic County purchased the farm property and its development rights in 2007 from the Kuehm Family. The farm was purchased with funds from the State Agriculture Development Committee Farmland Preservation Program, which permanently preserves the farm as agriculturally-operated open space.

Pedestrian survey confirms parcel remains active cultivated farmland. Landscape well tilled and slightly undulating. Prominent knoll along east-west farm lane may be center of known site. Historic artifacts in field include whiteware ceramic. Prehistoric artifacts in field include probable FCR.

Recommendations:

- If ground-disturbing activities are planned in the vicinity of house (less than 150 feet), a Phase I archaeological survey should be conducted in the area of proposed disturbance.

2.3.6 PENINSULA NORTHEAST OF CAMP HOPE (WEST MILFORD - BLOCK 3606 LOT 1)

Review of historic maps and aerials show no indication of historic settlement at this 0.6 acre location. In the early 20th century, it appears to have been an island. More recently, the southeast edge of the parcel appears to be marshy wetlands that frequently flood.

Survey limited to cursory scan from downstream and upstream. Private residential lane (Prescott Avenue) to the northeast may provide additional access.

2.3.7 WARWICK TURNPIKE/WHITE/UNION VALLEY ROAD - NORTH OF CAMP HOPE (WEST MILFORD - BLOCK 6803 LOT 4)

Desktop research of historic maps from 1915 show three separate dwellings located in the center of the property. Farm lane alignments are present, however age is unknown and may be more recent.

HISTORIC STRUCTURES

STONE AND CONCRETE BRIDGE ABUTMENTS

These stone and concrete bridge abutments located west-southwest of an old lane were likely constructed during the early 20th century. The deck that originally connecting the abutments is no longer extant.

Recommendations:

- Perform an NJHPO Intensive-level Architectural Survey to assess the structure's overall eligibility for the New Jersey and National Registers of Historic Places (SR/NR). Assessment of eligibility may be a requirement for any future projects requiring NJDEP land use permits or state/federal funding. Having the eligibility assessment completed would streamline project permitting and schedules

This property is highly interesting from a general recreation standpoint. The site survey was conducted during a heavy rainstorm and several waterfalls were apparent along the meandering stream alignment. A dense shrub understory of mature Rhododendron is also present through much of the property, offering a unique visitor experience.

Recommendations:

- If ground-disturbing activities are planned in the vicinity of house (less than 150 feet), a Phase I archaeological survey should be conducted in the area of proposed disturbance.
- NJSM Form
- Consider further development of property for passive recreation due to unique site features.

2.3.8 1680 GREENWOOD LAKE TURNPIKE (RINGWOOD - BLOCK 3801 LOT 11)

Review of historic maps and aerials indicates an historic dwelling within the immediate vicinity of this parcel. This dwelling was likely constructed between 1909 and 1910 and was likely abandoned in the late 20th century. The overall area was heavily modified when the current alignment of Greenwood Lake Turnpike was constructed between 2006 and 2007. Site survey reveals a wooded and overgrown lot with no clear evidence of previous occupation. A concrete-capped, stone masonry property boundary wall was identified adjacent to the west boundary of this parcel. This property boundary wall appeared to delineate the east and south extents of the parcel immediately west of the surveyed site.

Recommendations:

- If ground-disturbing activities are planned in the vicinity of house (less than 150 feet), a Phase I archaeological survey should be conducted in the area of proposed disturbance.

2.3.9 482-484 MCBRIDE AVENUE (PATERSON - BLOCK 5001 LOT 4)

Review of historic maps and aerials indicates this small parcel remained unsettled until the early 20th century (1931-1953). This settlement was removed when the Glover Street Bridge was installed in the mid-20th century (1953-1966) and the parcel appears to have remained vacant ever since. The parcel is currently vacant and overgrown with brush. It is surrounded to the north and west by modern urban development and to the east and south by the modern street scape at the intersection of McBride Avenue and Glover Street. Modern city and county signage is installed on the parcel.

2.3.10 5 CHURCH LANE AND RATZER ROAD(PATERSON - BLOCK 2706 LOT 39)

This 0.3 acre lot is located on a terrace overlooking a natural drainage basin to the west. The west edge of lot overlaps NJSM archaeological site 28Pa064. The center of the archaeological site is roughly 500 ft W and 200 ft N from SE corner of this lot.

Recommendations:

- If ground-disturbing activities are planned in the vicinity of house (less than 150 feet), a Phase I archaeological survey should be conducted in the area of proposed disturbance.

2.3.11 1101 GREENWOOD LAKE TURNPIKE (RINGWOOD - BLOCK 310 LOT 2)

The 16.97-acre property that is located at present-day 1101 Greenwood Lake Turnpike in Ringwood Borough is presently owned by Passaic County, but also serves as the Highlands Meadow Property, which is administered by the Passaic River Coalition. The Passaic River Coalition has documented the history of the property and its buildings, structures and landscapes through a self-guided tour. The property is historically associated with the Vreeland family, who owned and operated a farm on the property beginning in the late 19th century. Peter Vreeland began the farm in 1882 when he purchased the property and constructed a dwelling. The original dwelling does not survive. As the Vreeland family and farm grew, supplemental buildings were constructed on the property during the early 20th century. The former farm is presently a natural preserve, with a central meadow and trails circulating through the wooded areas of the property, connecting it with neighboring Long Pond Ironworks State Park in West Milford Township.

General Recommendations:

- Complete necessary repairs on all remaining buildings to keep them habitable and safe for the property's staff and visitors
- Perform an NJHPO Intensive-level Architectural

Survey to assess the property's overall eligibility for the New Jersey and National Registers of Historic Places (SR/NR). Assessment of eligibility may be a requirement for any future projects requiring NJDEP land use permits or state/federal funding. Having the eligibility assessment completed would streamline project permitting and schedules

BUILDINGS

GRANARY

Peter Vreeland built the granary during the farm's initial development in the 1880s. The building is a single-story, single-bay, front-gabled outbuilding that has an asphalt-shingled roof over a wood plank exterior. The building rests on a fieldstone foundation. Its door and windows have been replaced with modern materials.

Recommendations

- Vegetation should be cleared from the exterior to protect the granary's structural integrity, and some exterior planks are in need of replacement.

HARRY VREELAND HOUSE

The Harry Vreeland House was constructed between 1905 and 1908. The house is a two-story, side-gabled building that has a one-story, full-width porch that overlooks Greenwood Lake Turnpike from atop a hill. The rear of the building has a second point of entry shielded by a gabled overhang. A one-story, one-bay garage that faces the rear of the property is attached to the building's south elevation. No original materials or stylistic elements of the house remain. The building's roof is covered with asphalt shingles, its exterior clad with vinyl siding and its windows filled with vinyl sashes. The house currently serves as office and storage space.

Recommendations

- Repairs to the building may include replacing the garage door, repairing siding where it has fallen and repairing a broken window on the garage.

OLD SHED

The Old Shed was reportedly moved to the property by Orlin Rhinesmith during his ownership of the property. The one-story, wood-frame building is covered with asphalt shingles. The roofing and structural systems of the building have failed.

OUTBUILDING

It is unclear when this one-story, wood outbuilding was added. It is currently located along the property's driveway and has fallen into severe disrepair.

SHED

This prefabricated shed was added to the property near its northern boundary likely after the property's era as a farmstead. The shed has fallen into severe disrepair.

WOODSHED

Orlin Rhinesmith, the husband of Peter Vreeland's daughter, Jennie Jane, built the woodshed in 1940. The building is a single-story, single-bay, front-gabled outbuilding that has an asphalt-shingled roof with exposed rafter tails over a wood plank exterior.

Recommendations:

- The building is presently vacant and is in need of stabilization repairs.

Historic Asset Summary - Open Spaces

ID #	Resource Type	Property Type	Historic Status	Date of Const./Age	Property Description	Exterior Materials Description	Current Condition Assessment	Recommended Actions
Central Avenue/Valley View Road (Haledon)								
05-01.01	Central Avenue/Valley View Road (Haledon)	Landscape	None	1924-1938	Partially Paved Lot	N/A	Very Good	N/A
Church Lane and Hamburg Turnpike Interchange								
05-02.01	Church Lane and Hamburg Turnpike Interchange	Landscape	None	N/A	Wooded Area, Forest	N/A	Satisfactory	N/A
Elmwood Rd. off of Riverdale Boulevard (Pompton Lakes Park 5)								
05-03.01	Elmwood Rd. off of Riverdale Boulevard (P. Lakes Park 5)	Landscape	None	N/A	Wooded Area, Forest	N/A	Very Good	N/A
Island House (Paterson)								
05-04.01	Island House (Paterson)	Landscape	None	1871-1960s	Wooded Area, Forest	N/A	N/A	Maintenance Plan, Archaeological Survey, Immediate Repairs, Cult. Landscape Report
Passaic County Farm (Passaic County Farmland Preservation)								
05-05.01	Graham-Kuehm Farm Site (28-Pa-146)	Arch. Site	None	Middle Archaic - Late Woodland	Cultivated Farmland	N/A	N/A	Archaeological Survey
Peninsula NE of Camp Hope, Tintle								
05-06.01	Peninsula NE of Camp Hope, Tintle	Landscape	None	Unknown	Open Space, Wooded	N/A	N/A	N/A

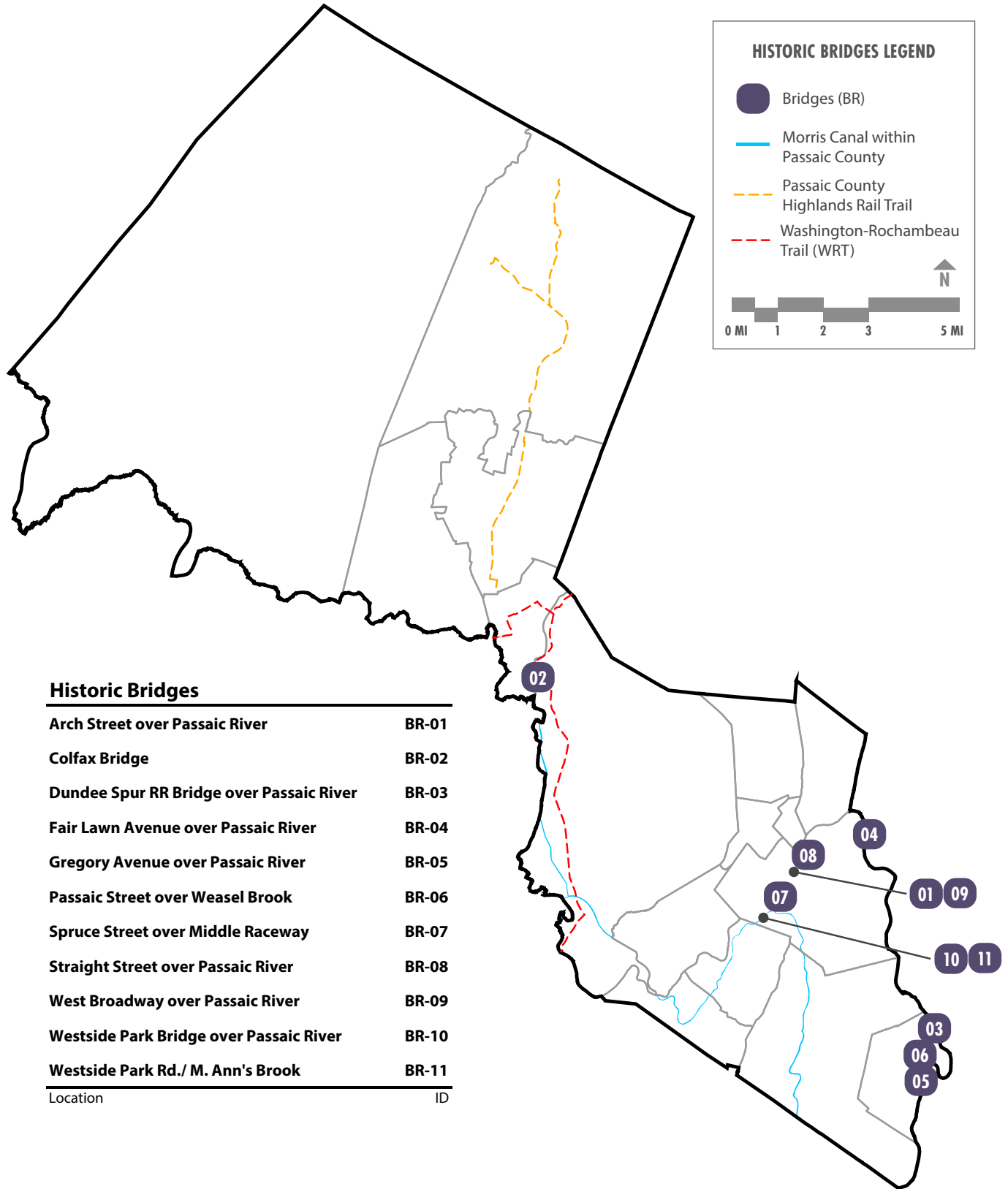
Historic Asset Summary - Open Spaces

ID #	Resource Type	Property Type	Historic Status	Date of Const./Age	Property Description	Exterior Materials Description	Current Condition Assessment	Recommended Actions
Undeveloped Parcel North of Camp Hope (Warwick Turnpike/White and Union Valley Road)								
05-07.01	Unmarked Stone and Concrete Abutments	Historic Structure	None	Early 20th Century	Wooded Area, Forest	Concrete, Stone Stacked dry Laid, Mortared	Good	Cultural Landscape Report
05-07.02	Historic farm lane alignment	Landscape	None	Unknown	Vehicular Paving	Earthen, Topography	N/A	Cultural Landscape Report
05-07.03	Stone-/Concrete-Lined Dam/Pond	Arch. Site	None	Unknown	Wooded Area, Forest	N/A	Satisfactory	Arch. Survey, NJSM Form
05-07.04	Unmarked Dwelling Site 1	Arch. Site	None	Early 20th Century	Wooded Area, Forest	N/A	N/A	Archaeological Survey
05-07.05	Unmarked Dwelling Site 2	Arch. Site	None	Early 20th Century	Wooded Area, Forest	N/A	N/A	Archaeological Survey
05-07.06	Unmarked Dwelling Site 3	Arch. Site	None	Early 20th Century	Wooded Area, Forest	N/A	N/A	Archaeological Survey
1680 Greenwood Lake Turnpike								
05-08.01	1680 Greenwood Lake Turnpike (West Milford)	Arch. Site	None	1909-1910	Dwelling	N/A	N/A	N/A
482-484 McBride Avenue (Paterson)								
05-09.01	482-484 McBride Avenue (Paterson)	Landscape	None	Unknown	Vacant Lot	N/A	N/A	N/A
5 Church Lane and Ratzler Road								
05-10.01	5 Church Lane and Ratzler Road	Landscape	None	Unknown	Vacant Lot	N/A	Very Good	N/A

Historic Asset Summary - Open Spaces

ID #	Resource Type	Property Type	Historic Status	Date of Const./Age	Property Description	Exterior Materials Description	Current Condition Assessment	Recommended Actions
1101 Greenwood Lake Turnpike								
OS-11.01	Granary	Historic Building	None	1880s	Outbuilding	Asphalt Shingle, Wood, Mortared Stone, Concrete	Satisfactory	Maintenance Plan
OS-11.02	Harry Vreeland House	Historic Building	None	1905-1908	Dwelling	Asphalt Shingle, Vinyl, Concrete	Satisfactory	Maintenance Plan, Rest/Rehab Project
OS-11.03	Old Shed	Historic Building	None	Unknown	Outbuilding	Wood, Asphalt Shingle	Failed	Immediate Repairs, Rest/Rehab Project
OS-11.04	Outbuilding	Historic Building	None	Unknown	Outbuilding	Wood, Asphalt Shingle	Failed	Immediate Repairs, Rest/Rehab Project
OS-11.05	Shed	Historic Building	None	Unknown	Outbuilding	Wood, Asphalt Shingle	Failed	Immediate Repairs, Rest/Rehab Project
OS-11.06	Woodshed	Historic Building	None	1940	Outbuilding	Wood, Asphalt Shingle	Failed	Immediate Repairs, Rest/Rehab Project
OS-11.07	Landscape	Landscape	None	N/A	Wooded Area, Forest	N/A	Very Good	N/A

2.4 HISTORIC BRIDGES



2.4 HISTORIC BRIDGES

OVERVIEW

The following list of Passaic County-owned historic highway bridges includes those that have been either listed or determined eligible for listing on the New Jersey and National Registers of Historic Places by the New Jersey Historic Preservation Office (NJHPO). The list is exclusive of those highway bridges, small culverts and footbridges located in county-owned parks, which are discussed in other parts of this plan in the context of their respective park histories and landscapes. The list does not include historic bridges owned by other government or private entities (e.g., NJDOT, municipalities, railroads, etc.).

The Passaic County Engineering Department has oversight of inspection, maintenance and project management related to county-owned infrastructure including bridges, culverts, drainage systems and roads. While certain bridges are acknowledged as historic, the Engineering Department's prime responsibilities are for the safe and efficient operation of the county's transportation systems. Historic bridges are subject to the same inspection and safety standards applied to all county-owned bridges, whether considered historic or not. From an engineering perspective, the historic status of county-owned historic bridges usually comes into play only when a bridge is officially listed on the New Jersey Register of Historic Places or a proposed project involves federal or state funding or permits. In those instances, Passaic County is required to consult with the NJHPO on any activities that may have an adverse impact on the historic qualities of the bridge under any applicable regulatory contexts including the New Jersey Register of Historic Places Act (N.J.A.C. 7:4), Section 106 of the National Historic Preservation Act (36 CFR 800), Section 4(f) of the U.S. Department of Transportation Act or the rules governing the issuance of NJDEP land use permits. In each of those instances, the public and organizations with an interest in historic preservation are afforded opportunities to comment on a proposed project's impacts on historic resources. Funding and permitting agencies must take these comments into account. Laws and regulations may require that evaluations and analyses be conducted to

avoid, minimize or mitigate adverse impacts and that those analyses be reviewed by the NJHPO and other consulting parties. These procedures do not guarantee that historic bridges will not be modified, or even demolished, but they do provide for due consideration being given to alternatives that avoid adverse outcomes for preservation of eligible or listed bridges.

The evaluation of the condition, structural adequacy and safety of any given historic bridge requires the judgment and experience of a qualified professional engineer. This plan offers no engineering evaluations of the historic bridges included in this report. Projects involving historic bridges often benefit from historic preservation issues being identified early in the project development process. The input of engineers and historians experienced with historic bridge types and materials can often help avoid project schedule delays, cost overruns or the application of physical treatments that will not be approved by NJHPO. These professionals can provide guidance toward best practices in historic bridge preservation and the use of treatments and alternatives that have proven successful in New Jersey and nationwide.

There is a large and growing literature devoted to the topic of historic bridge preservation, including reports endorsed by the American Association of State Highway and Transportation Officials (AASHTO), the professional organization that advises and sets standards for the nation's highways and bridges. Two relevant publications are AASHTO's Guidelines for Historic Bridge Rehabilitation or Replacement (2008) and Historic Bridge Preservation Guide (2020).

General Recommendations:

- Future projects requiring NJDEP permits or state/federal funding will trigger NJHPO reviews. Plan ahead to address historic preservation permitting and issues. For major or complex projects, the Passaic County Engineering Department may wish to engage consultant engineers or cultural resources consultants with demonstrated experience with historic bridge types and materials.

- Consider performance of routine maintenance such as cleaning drainage systems and ensuring moisture is directed away from structural members, annual washing of road salt and removal of vegetation to prolong the useful life of county-owned historic bridges.
- Keep open communication among the Passaic County Engineering Department, the Passaic County Planning & Economic Development Department and Passaic County Department of Cultural & Historic Affairs regarding county-owned historic bridges. Consultation with Director of the Passaic County Department of Cultural & Historic Affairs is advised for any major new construction or demolition plans.

The following historic bridge descriptions are summarized from NJHPO Survey and NJDOT Historic Bridge Inventory files.

ARCH STREET OVER PASSAIC RIVER BRIDGE, CITY OF PATERSON

The Arch Street Bridge was listed on the New Jersey and National Registers of Historic Places in 2018 under Criterion C as a well-preserved example of an uncommon truss type. The 11-panel pin-connected Parker through truss bridge was built in 1907 following the Great Flood of 1903.

Parker trusses are more commonly found on rail lines rather than city streets. The span is technologically distinguished because of its type, a polygonal top chord variation of a Pratt truss, and its state of preservation.

COLFAX BRIDGE (DAWES HIGHWAY OVER RAMAPO RIVER BRIDGE), POMPTON LAKES BOROUGH AND WAYNE TOWNSHIP

The Dawes Highway Bridge, also referred to as the Colfax Bridge, is considered a contributing resource to the Morris Canal Historic District, listed on the New Jersey and National Registers of Historic Places in 1974. It has not been rehabilitated. The elliptical, concrete deck arch bridge has paneled parapets set between massive end posts. It was built in 1928 as part of the 1924-28 Morris Canal abandonment

that was designed and directed by consulting engineer C. Vermeule. Closing the 88-mile-long canal involved filling most of the canal and buildings some bridges, culverts and dams. This span is one of the major bridges, and it crosses a river used for canal navigation.

DUNDEE SPUR RAILROAD BRIDGE OVER THE PASSAIC RIVER, NORTH OF DUNDEE ISLAND PARK, CITY OF PASSAIC

The railroad bridge is known locally as the “Half-Moon Bridge” because of its curved alignment across the Passaic River. It once carried the Bergen and Dundee Railroad, a branch of the Bergen County Railroad (1885-1895); the Dundee Spur of the Erie Railroad (1895-1960); the Dundee Spur of the Erie Lackawanna Railroad (1960-1976); Conrail (1970-1996); and the Dundee Spur of the New York and Greenwood Lake Railway (1996-2020). The spur’s main historic purpose was to carry freight to and from the industries on the City of Passaic’s waterfront. The line was abandoned in 2020, and Passaic County is advancing plans to convert the former freight railway line into a pedestrian greenway that will improve access to Dundee Island Park. The bridge’s rolled wide-flange steel beam superstructure and steel pile substructure date to about 1985 during Conrail’s ownership of the line. Although the bridge is on the historic alignment of the railroad, it does not appear to retain any materials over about 35 years of age. Due to its lack of age, it is unlikely to be considered eligible to the New Jersey or National Registers of Historic Places.

FAIR LAWN AVENUE OVER PASSAIC RIVER BRIDGE, CITY OF PATERSON

The NJHPO opined the Fair Lawn Avenue over the Passaic River eligible for the New Jersey and National Registers of Historic Places in 2005 under Criterion C as an exceptional example of historic movable bridge engineering. The main span of the three-span riveted Warren pony truss bridge is a Strauss-patented, overhead counterweight, bascule span built in 1915. It is supported on a concrete substructure. While the steel superstructure is complete, the operator’s house, electrical controls and power equipment

used to open and close the bridge were removed in the late 1970s. The gearing remains. Although altered, the span retains enough of its original fabric to maintain its technological significance as a rare example of an important moveable type.

GREGORY AVENUE OVER PASSAIC RIVER BRIDGE, CITY OF PASSAIC

The NJHPO opined the Gregory Avenue Bridge eligible for the New Jersey and National Registers of Historic Places in 2001 under Criterion C as an exceptional example of historic movable bridge engineering. The Owego Bridge Company erected the through-truss rim-bearing swing-span bridge in 1906. It is of riveted construction with the exception of the center tower, which has pinned top chords composed of stamped eye bars. Although the bridge has undergone numerous repairs and alterations, all of the key visual elements of the bridge retain historic integrity of design, including the trusses by the Owego Bridge Company, the center pier, the drum running on wheels that run on a track making it a rim-bearing span, and the ashlar abutments.

PASSAIC STREET OVER WEASEL BROOK BRIDGE, CITY OF PASSAIC

The NJHPO opined the Passaic Street Bridge eligible for listing on the New Jersey and National Registers of Historic Places in 1995 under Criterion C as a rare example brick arch bridge technology. The well-proportioned brick arch span has rusticated-finish coursed ashlar spandrel walls, and the arch ring is accented with ringstones. The parapets are capped with bluestone. The handsome bridge, which was erected in 1892, is the most complete example of the three brick arches remaining in the county.

SPRUCE STREET OVER MIDDLE RACEWAY BRIDGE, CITY OF PATERSON

The Spruce Street Bridge is considered a contributing resource to the Great Falls of the Passaic/Society for Establishing Useful Manufactures National Historic Landmark District, listed in 1976. The NJHPO also opined the bridge to be individually eligible for listing in 2002. Built to replace a span washed out in the 1903 flood, the reinforced concrete deck arch span with ashlar spandrel walls was built after plans

by noted local builder F.R. Long. A cantilevered sidewalk was added to the west side in 1913, and both sides are finished with pipe railings dating to 1913. The bridge was built within the period of significance of the Society of Useful Manufactures district. It is also significant in its own right as an early local application of concrete technology.

The Bridge is going under a reconstruction/restoration project that will begin by spring 2021.

STRAIGHT STREET OVER PASSAIC RIVER BRIDGE, CITY OF PATERSON

The Straight Street Bridge was listed on the New Jersey and National Registers of Historic Places in 2018 under Criterion C as a well-preserved example of an uncommon truss type. The heavy, rivet-connected, six-panel Pennsylvania through truss bridge with cantilevered sidewalks was built in 1907. It is supported on ashlar abutments from a previous span lost in the Great Flood of 1903. In addition to being a rare example of a steel truss type applied to vehicular use, the 1907 bridge is well preserved with alterations limited to the flooring system.

WEST BROADWAY OVER PASSAIC RIVER BRIDGE, CITY OF PATERSON

The West Broadway Bridge is a key contributing resource to the Great Falls of the Passaic/Society for Establishing Useful Manufactures National Historic Landmark District, listed in 1976. The NJHPO opined the bridge be individually eligible for listing in 2002 under Criterion C as a rare example of early concrete arch bridge technology. When built in 1897, the well-proportioned, three-span elliptical deck arch bridge with a patented Melan reinforcing system encased in concrete was not only one of the longest built by noted engineer Edwin Thacher, the American licensee of Melan's innovative designs, but it ranked as one of the earliest. The span, with its ashlar spandrel walls, is one of the most technologically significant steel and concrete bridges in the state based on its designer, type, date, and state of preservation.

WEST SIDE PARK BRIDGE OVER PASSAIC RIVER, CITY OF PATERSON

The West Side Park Bridge is located at the eastern end of West Side Park about one-quarter mile above the Great Falls. It historically carried pedestrians over the Passaic River between the park and McBride Avenue near its intersection with Rockland Street. The bridge appears to have been constructed circa 1899, contemporaneously with the development of West Side Park, connecting the park with the Stoney Road neighborhood of Paterson. The bridge is a three-span Pratt truss with variable-depth and arched chords. It is rare and unusual for its half-through arched truss design. The trusses are composed of riveted built-up members, mostly consisting of back-to-back angles, creating a light and delicate appearance relative to the era's more robust trusses built for railroads and highways. The bridge has a non-original asphalt deck. At mid-span, an arched portal with lacy decorative scrolled brackets and a pendant light creates a formal entry for West Side Park. The bridge is supported on piers formed by riveted steel caissons. At the time of survey, the bridge was closed to foot traffic at both ends. The bridge is a technologically significant example of 19th-century bridge technology. It would be advised to complete an NJHPO Intensive-Level Architectural Survey to establish its eligibility for the New Jersey and National Registers of Historic Places. West Side Park was designated as a local historic landmark in 2014, but the boundaries excluded the bridge, save for its northern end within the park. Consideration should be given to amending the park's local landmark boundaries to ensure that they include the bridge. The bridge would also benefit from a Historic Structures Report to determine a course of action of historically appropriate repairs to bring it back into service.

WEST SIDE PARK ROAD OVER MOLLY ANN'S BROOK BRIDGE, CITY OF PATERSON

The footbridge carries the former alignment of West Side Park Road over Molly Ann's Brook within Paterson's West Side Park, which was designated as a local historic landmark in 2014. The current bridge, an aluminum-frame bridge with wood deck, is a recent reconstruction of a former bridge at this location, which lies along the old right-of-way of

River Road before the park was built in the late 19th century. It duplicates the appearance of the original bridge at this location. The bridge's cross-braced railings are topped with ball finials, a decorative, almost whimsical style that complements the park's landscape. A maker's plate on the bridge indicates it was prefabricated by the Continental Bridge Company of Alexandria, Minnesota. The bridge rests on concrete abutments that merge with the concrete and stone embankments of Molly Ann's Brook.

Historic Asset Summary - Historic Bridges

ID #	Resource Type	Historic Status	Date of Const./Age	Exterior Materials Description	Current Condition Assessment	Recommended Actions
Arch Street over Passaic River						
BR-01	Arch Street over Passaic River Bridge	NR/SR Listed	1905	Concrete, Ferrous Metal	Good	DCHA Coordination with County Engineer
Dawes Highway over Ramapo River						
BR-02	Colfax Bridge	NR/SR Listed	1928	Asphalt, Concrete	Satisfactory	DCHA Coordination with County Engineer
Dundee Spur Railroad Bridge over the Passaic River						
BR-03	Dundee Spur Railroad Bridge over the Passaic River	None	1985	Ferrous Metal, Wood, Concrete	Good	DCHA Coordination with County Engineer
Fair Lawn Avenue over Passaic River						
BR-04	Fair Lawn Avenue over Passaic River Bridge	NR/SR Eligible	1905	Ferrous Metal, Concrete	Satisfactory	DCHA Coordination with County Engineer
Gregory Avenue over Passaic River						
BR-05	Gregory Avenue over Passaic River Bridge	NR/SR Eligible	1906	Concrete, Ferrous Metal	Good	DCHA Coordination with County Engineer
Passaic Street over Weasel Brook						
BR-06	Passaic Street over Weasel Brook Bridge	NR/SR Eligible	1892	Brick, Concrete, Stone Mortared	Good	DCHA Coordination with County Engineer

Historic Asset Summary - Historic Bridges

ID #	Resource Type	Historic Status	Date of Const./Age	Exterior Materials Description	Current Condition Assessment	Recommended Actions
Spruce Street over Middle Raceway						
BR-07	Spruce Street over Middle Raceway Bridge	NR/SR Listed	1908	Concrete, Ferrous Metal, Stone Mortared, Asphalt	Good	DCHA Coordination with County Engineer
Straight Street over Passaic River						
BR-08	Straight Street over Passaic River Bridge	NR/SR Listed	1907	Concrete, Ferrous Metal, Stone Mortared	Very Good	DCHA Coordination with County Engineer
West Broadway over Passaic River						
BR-09	West Broadway over Passaic River Bridge	NR/SR Listed	1897	Concrete, Ferrous Metal, Stone Mortared, Asphalt	Very Good	DCHA Coordination with County Engineer
Westside Park Bridge over Passaic River						
BR-10	Westside Park Bridge over Passaic River	Municipal Landmark	1899	Metal, Asphalt	Fair	DCHA Coordination with County Engineer
Westside Park Road over Molly Ann's Brook						
BR-11	Westside Park Road over Molly Ann's Brook Bridge	Municipal Landmark	Unknown	Aluminum, Wood, Concrete	Very Good	DCHA Coordination with County Engineer

2.5 ROADS AND STREETS

OVERVIEW

This chapter addresses historic preservation topics related to the Passaic County Road System, i.e. those roads maintained, repaired or improved by the County. One of the most common situations encountered in roadway projects is dealing with historic resources associated with or adjacent to areas where construction activities are being planned and permitted. Knowing about these historic resources and being able to prepare to address them in advance of and during project design may ensure that projects develop in ways that take into account their impacts on historical resources. It can also help County staff and consultants determine specific regulatory contexts and identify agencies that may need to be consulted such as the New Jersey Historic Preservation Office (NJHPO), Passaic County Department of Cultural and Historic Affairs (DCHA) or municipal preservation commissions or advisory committees. This knowledge can be used to ensure that projects are delivered efficiently.

The following is intended to identify specific roadway segments of the Passaic County Road System that are located within settings or on routes that have been previously identified as having historical importance or relevance to heritage tourism. These identified roadway segments fall into two categories: 1) roads located in designated historic districts and 2) roads designated as historic trails or byways.

COUNTY ROADS LOCATED IN DESIGNATED HISTORIC DISTRICTS

County Roads located in designated historic districts are those that intersect with historic districts that are listed, or have been officially determined eligible for inclusion, in the National Register of Historic Places, the New Jersey Register of Historic Places or locally designated historic districts. These roads may have physical features such as stone curbs, slate sidewalks or railings that add to the historical character of their neighborhoods. They may also have more recent improvements such as brick sidewalks or historically compatible lighting, benches, railings or even trash receptacles, that while often not very old are

intended to enhance and be compatible with their historic settings. For the purposes of this planning report, the historical and contemporary visual elements of a road, including the driving surface itself and adjoining sidewalks, street furnishings and trees are referred to as streetscape, which combine to create a road's character in combination with the surrounding built environment. In almost every instance, these streetscapes may have evolved to meet modern traffic and safety needs and in the process lost some or all of the physical characteristics they had when the historic districts achieved their periods of historical significance, i.e., if a district has a period of significance of 1870 to 1930, those elements of the street dating after 1930 would not be a historically contributing feature unless they had been replaced in-kind due to damage or wear.

It is important for project managers to be aware of the historical characteristics of roads in designated historic districts. It is usually better from a historic preservation perspective to maintain or repair historical features like stone curbs in-kind than introduce new incompatible materials into the settings. A consistent approach to dealing with roads in historic districts will help to maintain the design and materiality of the streetscape within its historic setting. Treating the road in a way that is sensitive to its historic context contributes to a sense and pride of place that is important to many residents and visitors. Historic streetscapes can encourage foot traffic and promote local businesses and heritage tourism.

Roadway and sidewalk improvements should enhance rather than detract from historic districts. Planners should openly acknowledge that projects that widen, realign or relocate roads are far more likely to impact historic resources adversely than those that maintain existing spatial relationships. Historic buildings, parks, railroads, bridges and other types of resources within historic districts are usually best left in their historic orientation to, and distance from, sidewalks and streets. Issues with streetscape improvements frequently relate to scale and finish of new or replacement sidewalks, curbs, wearing surfaces, signage, lighting, street hardware and safety features like curb cuts and crosswalks. New features like traffic calming

devices (speed bumps, chicanes), “rain gardens” or accommodations for bicycles and “complete streets” should be scrutinized to determine if they are altering or removing historical features or spatial relationships. Compatible, thoughtful approaches to improving roads in historic district can add heritage tourism values to the districts and improve the local economy and residents’ quality of life.

There are specific laws and regulatory requirements that must be met when dealing with roads in historic districts. Passaic County is required to comply with the New Jersey Register of Historic Places Act (N.J.A.C. 7:4) for any non-maintenance roadway project that has the potential to encroach on historic districts listed in the New Jersey Register of Historic Places. The procedure for compliance is submission of an Application for Project Authorization to the New Jersey Historic Preservation Office (NJHPO). If a project is using federal-aid dollars or permits, the County may need to coordinate with the State or Federal agencies to ensure that the project planning has fulfilled requirements of Section 106 of the National Historic Preservation Act (36 CFR 800). This also requires consultation with the NJHPO to identify potentially impacted historic resources and the consideration of alternatives for avoiding, minimizing or mitigating adverse effects. Both Federal and State regulations have requirements that local historical agencies and organizations be contacted and consulted on projects impacting listed or eligible historic resources. When working within a locally designated historic district, the County should consider the views of DCHA and municipal historic preservation commissions or advisory committees that may have already developed guidelines for historical streetscapes.

Throughout the United States, historic preservationists, working with landscape architects and engineers, have developed guidance to assist local planners with approaches to preserving and enhancing historic roads. A synthesis of useful materials may be found in McCahon, et. al., *Design and Management of Historic Roads: NCHRP Web-Only Document 189* (2012). This document, aimed at transportation agency staff, explores current policies, manuals, criteria, standards and data sets that may be used to preserve roads in historic districts and

settings. The emphasis throughout the document is that Federal and State guidelines and policies do allow for flexibility in design and context-sensitive solutions that can meet transportation needs with balance historic considerations. A discussion of historic roads aimed at a more general audience is Marriott, *Saving Historic Roads: Design & Policy Guidelines* (1998), as well as Marriott, *The Preservation Office Guide to Historic Roads* (2010), aimed at historic preservation office reviewers and planners.

Generally speaking, two types of historic districts are located in Passaic County, which may require slightly different approaches to planning. The first type is a “traditional” historic district that consists of relatively concentrated and compact collections of historic buildings, structure and objects. Examples are Paterson’s Downtown Commercial Historic District, Downtown Court House Historic District, Dublin Historic District, Eastside Park Historic District and Great Falls Historic District, as well as the Haskell Historic District in Wanaque Borough. The second type is a “corridor” historic district that stretches over many miles to encompass a canal, railroad or utility of historical importance. Examples are the Morris Canal, the county’s several railroad historic districts including the Delaware, Lackawanna & Western Boonton Line, the Erie Railroad Main Line and the New Jersey Midlands Railway, and utility corridors including the historic districts of the Jersey City Waterworks, the PSE&G Inner Transmission Ring and Wanaque Reservoir.

Managing streetscapes in traditional and corridor historic districts require slightly different approaches. Traditional historic districts have streetscapes that are integral to how the historic district is experienced by residents and visitors. These streetscapes may stretch for many blocks or hundreds of feet, and be the main access for local small businesses or residences. Local historic preservation concerns often turn around enhancing the historic district’s character and identifying it through banners, signage, street furnishings and traffic calming/parking that make it attractive to pedestrians. Historic canal, railroad and utility corridors are intersected at many points by roads. Motorists are often passing across the corridors, sometimes within the space of 100 feet or less, and moving so quickly

that streetscape features associated with the historic corridor are difficult to perceive unless they are large like railroad bridges. Where the corridors are no longer serving a historic transportation use, as in the Morris Canal, efforts to turn them into attractive and appealing trails or greenways can bring corridors back to life, along with signage, pathways and parking that encourages pedestrian use.

General Recommendations:

- Raise awareness and consider discussions among relevant County departments on the regulatory requirements and flexible design guidelines that may apply to County Roads in historic districts.
- Consider developing a checklist that can be referenced to ensure that project planning identifies Federal and State historic preservation regulatory requirements for County Roads projects located in historic districts. In local landmark districts coordinate with local historic preservation commissions.
- Be aware of the need for outreach to community stakeholders and local historians and historic preservation groups on issues related to maintaining and developing roads projects within historic district settings.
- Consider the development of streetscape plans to address specific historic districts or districts that share similar characteristics such as the downtown Paterson historic districts, the Morris Canal and historic railroad corridors.

A complete listing of all designated historic districts that have County Roads located within their NJHPO GIS-identified boundaries is included on the following page. For ease of use, an alphabetical table of County Roads by common road name, cross-referenced against the historic district names is provided at the end of this section on pages 244-247.

Historic Districts with County Roads within their Designated Boundaries

Cooke Locomotive and Machine Company/American Locomotive Company/Wright Aeronautical Company Historic District, Paterson City	1
Delaware, Lackawanna and Western Railroad Boonton Line Historic District, Clifton City, Passaic City, Paterson City, Totowa Borough and Wayne Township	2
Downtown Commercial Historic District, Paterson City	3
Downtown Court House Historic District, Paterson City	4
Dublin Historic District, Paterson City	5
Eastside Park Historic District, Paterson City	6
Erie Railroad Main Line Historic District and the Paterson Viaduct Historic District, Clifton City, Hawthorne Borough, Passaic City and Paterson City	7
Garden State Parkway Historic District, Clifton City	8
Great Falls Historic District, Paterson City	9
Haskell Historic District, Wanaque Borough	10
Jersey City Waterworks Historic District, Clifton City and Little Falls Township	11
Long Pond Iron Works Historic District, West Milford Township	12
Morris Canal Historic District and Greenway	13
New Jersey Midland Railway Historic District/New York, Susquehanna and Western Railroad Historic District, West Milford Township	14
Paterson Viaduct Historic District, Paterson City	15
Public Service Electric and Gas Company (PSE&G) Northern Inner Ring Transmission Line Historic District, Clifton City and Little Falls Township	16
Two Bridges Road, Wayne Township	17
Wanaque Reservoir Historic District, Bloomingdale Borough, Ringwood Borough and Wanaque Borough	18
White's Paper Mill Historic District, Bloomingdale Borough	19

**COOKE LOCOMOTIVE AND MACHINE COMPANY/
AMERICAN LOCOMOTIVE COMPANY/WRIGHT
AERONAUTICAL COMPANY HISTORIC DISTRICT,
PATERSON CITY**

This industrial complex, about three square city blocks, has an NJHPO Opinion of Eligibility (8/18/1998) and comprises a series of factory buildings, circa 1890-1947, bound by Getty Avenue, Madison Avenue and the former Erie Railroad Main Line. A 152-foot-long segment of Madison Avenue (CR 649) over the railroad is within the designated boundaries of the district. This segment consists of an overpass bridge that was constructed in the late 1990s to replace an earlier bridge. The modern bridge has a low concrete parapet with a textured paneled finish, and traditional pipe hand railings, intended to be compatible with the historic setting.

Recommendations:

- Federal or State funding or permitting could trigger review of County roadway projects for their impacts on the historic district and its contributing buildings.

Cooke Locomotive and Machine Company/American Locomotive Company/Wright Aeronautical Company/Historic District - Roadway Segment Locations



Roadway Summary - Cooke Locomotive and Machine Company

ID #	Road Name	County Route #	Approx. Road Segment Length (LF)	Roadway Structures	Right-of-Way Features	Historic Streetscape Characteristics	Historic Character Rating
1	Madison Ave.	County Rte. 649	400	Bridge(s), Retaining Wall(s)	None	Urban Industrial, Historic Buildings Setback from Street	Medium

DELAWARE, LACKAWANNA AND WESTERN RAILROAD BOONTON LINE HISTORIC DISTRICT, CLIFTON CITY, PASSAIC CITY, PATERSON CITY, TOTOWA BOROUGH AND WAYNE TOWNSHIP

This historic railroad corridor begins in Hoboken and runs northwestward for 34 miles to East Dover, passing through Passaic County where it consists of two non-contiguous segments – a 6-mile long segment in southeast Passaic County (Clifton, Passaic, Paterson) and a 4-mile long segment in central Passaic County (Totowa, Wayne). The connecting segment in Paterson was abandoned in 1963 for the construction of Interstate 80 and is not part of the historic district. There is a short piece of the abandoned segment that remains within the historic district between Broad Street and Barclay Street in Paterson. The Delaware, Lackawanna and Western Railroad (DL&WRR) Boonton Line Historic District has an NJHPO Opinion of Eligibility (6/12/2013). The DL&WRR constructed the Boonton Line in 1869-70 primarily as a freight bypass of its older main line through Morristown. The historic rail corridor more or less parallels the Morris Canal for its entire length.

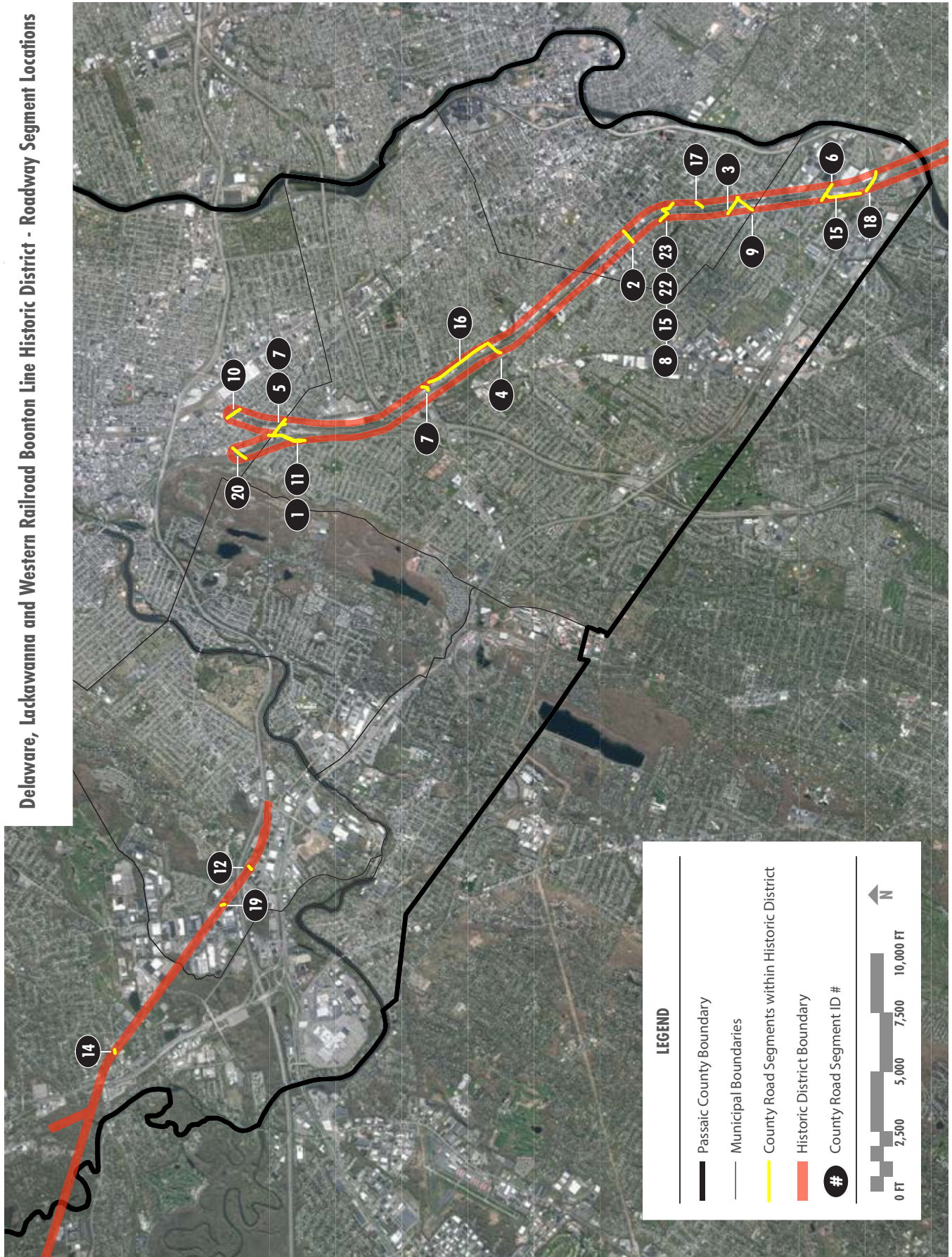
County Roads intersect the DL&WRR Boonton Line Historic District in more than 15 locations, but the historic character of these roads varies greatly. Some intersecting County Roads possess no historic streetscape features while others possess historically contributing overpasses or underpasses that date from the railroad's period of significance (circa 1870-1963). The NJHPO and NJ Transit have identified historically contributing bridges at Brook Avenue (CR 608), Clifton Avenue (CR 611), Main Avenue (CR 601), Main Street (CR 601), Minisink Road (CR 642), Delawanna Avenue (CR 610), Parish Drive (CR 668), Passaic Avenue (CR 614), Pennington Avenue (CR 607), River Road (CR 624), Riverview Drive (CR 640) and Valley Road/Barclay Street (CR 621). It is important to note that many of these bridges fall under the ownership and jurisdiction of NJ Transit or Norfolk Southern, not the County, although the County may have some roadway maintenance responsibilities, particularly for approaches to the bridges.

The DL&WRR Boonton Line Historic District contributing bridges are of particular historical significance as many were designed in the early 1900s with an eye toward aesthetics, including use of the moldable, architectural qualities of concrete. Near or attached to the bridges may also be period streetscape features including sidewalks, stairs, curbs, iron or concrete railings, retaining walls and railroad-related signage. An unusual survival under some of the underpasses is a metal "hairpin" railing separating traffic lanes and sidewalks. These streetscape features add to the character and identity of the historic railroad corridor.

Recommendations:

- Federal or State funding or permitting could trigger NJHPO review of County roadway or streetscape projects for their impacts on the historic railroad corridor. Note, in the case of bridge projects this is likely to be a railroad responsibility, not a County one.
- To the extent that it falls as a County responsibility, encourage maintenance or in-kind replacement of historic streetscape features particularly those framing roads crossing under the railroad corridor including sidewalks, stairs, curbs, iron or concrete railings, retaining walls and signage.

Delaware, Lackawanna and Western Railroad Boonton Line Historic District - Roadway Segment Locations



Roadway Summary - Delaware, Lackawanna and Western Railroad Boonton Line Historic District [Eastern segment]

ID #	Road Name	County Route #	Approx. Road Segment Length (LF)	Roadway Structures	Right-of-Way Features	Historic Streetscape Characteristics	Historic Character Rating
1	Broad St.	County Rte. 509	2,170	None	Lawn, Median	Railroad Corridor, Urban Industrial	Low
2	Broadway	County Rte. 622	600	Bridge(s)	None	Suburban Mixed Use, Railroad Corridor	Low
3	Brook Ave.	County Rte. 608	800	Bridge(s), Retaining Wall(s)	Concrete Walls, Median, Park Parkway, Street Lighting	Railroad Corridor, Parkland Parkway, Suburban Mixed Use	High
4	Clifton Ave.	County Rte. 611	680	Bridge(s), Retaining Wall(s)	Concrete Walls	Railroad Corridor, Suburban Mixed Use	High
5	County On/Off Ramp	County On/Off Ramp	190	None	Median	Railroad Corridor, Urban Industrial	Low
6	Delawanna Ave.	County Rte. 610	810	Bridge(s), Retaining Wall(s)	Concrete Walls, Fences, Median, Steps	Suburban Mixed Use, Railroad Corridor	High
7	Hazel St.	County Rte. 702	1,220	None	Lawn	Railroad Corridor, Urban Mixed Use	Low
8	Lackawanna Pl.	County Rte. 614	370	None	Lawn	Railroad Corridor, Historic Buildings Setback from Street, Suburban Residential	Medium
9	Main Ave.	County Rte. 601	830	Bridge(s), Retaining Wall(s)	Concrete Walls, Median	Suburban Mixed Use, Railroad Corridor	High
10	Main St.	County Rte. 601	660	Bridge(s), Retaining Wall(s)	Concrete Walls	Railroad Corridor, Urban Mixed Use	Medium
11	Marshall St.	County Rte. 509	140	None	None	Railroad Corridor, Urban Industrial	Low
12	Minnisink Rd.	County Rte. 642	180	Bridge(s)	Guardrails	Urban Mixed Use, Railroad Corridor	Medium
13	Oak St.	County Rte. 605	1,500	None	None	Suburban Mixed Use, Railroad Corridor	Low
14	Parish Dr	County Rte. 668	150	Bridge(s)	None	Railroad Corridor, Suburban Mixed Use	Medium
15	Passaic Ave.	County Rte. 614	260	Bridge(s), Retaining Wall(s)	Concrete Walls, Median, Park Parkway, Fences	Parkland Parkway, Railroad Corridor	High

Roadway Summary - Delaware, Lackawanna and Western Railroad Boonton Line Historic District [Eastern segment]

ID #	Road Name	County Route #	Approx. Road Segment Length (LF)	Roadway Structures	Right-of-Way Features	Historic Streetscape Characteristics	Historic Character Rating
16	Paulison Ave.	County Rte. 618	2,870	None	Lawn	Suburban Mixed Use, Railroad Corridor	Low
17	Pennington Ave.	County Rte. 607	330	Bridge(s), Culverts, Retaining Wall(s)	Concrete Walls, Median, Parkway, Fences	Parkland Parkway, Railroad Corridor	High
18	River Rd.	County Rte. 624	910	Bridge(s), Retaining Wall(s)	Concrete Walls, Fences, Median	Suburban Mixed Use, Railroad Corridor	High
19	Riverview Dr.	County Rte. 640	160	Bridge(s)	None	Railroad Corridor, Suburban Commercial	Medium
20	Valley Rd.	County Rte. 621	710	Bridge(s)	None	Railroad Corridor, Urban Mixed Use	Low
21	Van Houten Ave.	County Rte. 614	630	None	Lawn, Park Parkway, Plaza Public Space, Street Trees	Historic Buildings Setback from Street, Railroad Corridor, Suburban Residential	High

DOWNTOWN COMMERCIAL HISTORIC DISTRICT, PATERSON CITY

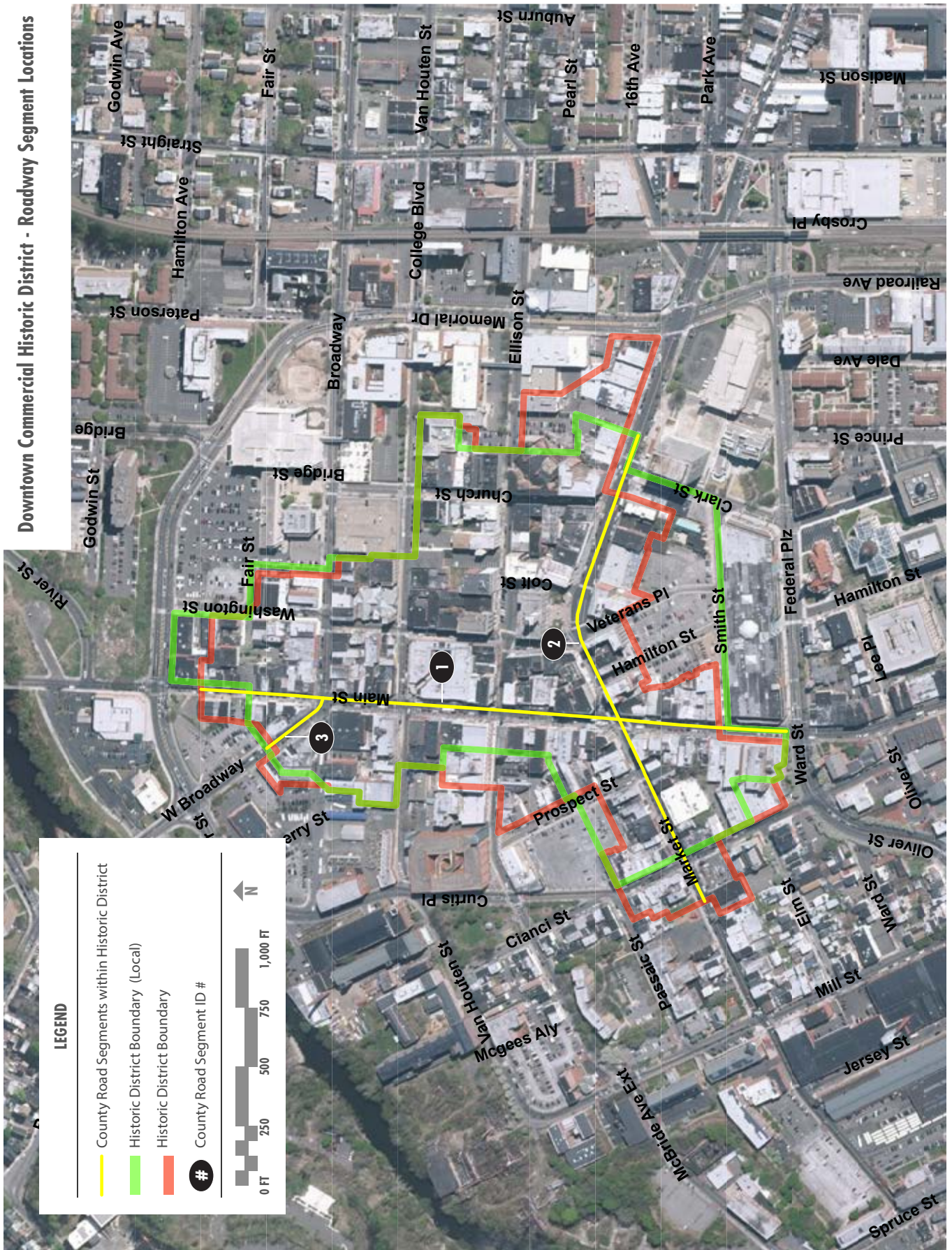
Paterson's Downtown Commercial Historic District is an approximately 41-acre district in the heart of Paterson consisting of some 280 buildings within the downtown's irregular street pattern. The district roughly is in the shape of an upside down "Y" formed by the intersection of Main and Market Streets, which had their origins in the colonial and early national periods. The district is listed in the New Jersey and National Registers of Historic Places (12/15/1998, 2/12/1999) and is also, with some slight variations in boundaries, a locally designated Paterson City landmark (1/1/2006). County Roads form the main arterial axis of the downtown district and consist of approximately 0.3 miles of Main Street (CR 509), 0.3 miles of Market Street (CR 648) and 258 feet of West Broadway (CR 509).

The historic streetscapes in the Downtown Commercial Historic District are traditionally urban in character with four to five-story commercial buildings with mostly uniform setbacks, first-story storefronts and wide sidewalks for pedestrians. The area around City Hall on Market Street (CR 648) is the most architecturally stately in the city, which is punctuated by the plaza with historical markers and monuments in front of City Hall adjacent to the street. The pattern of intersections and irregular grid of the streets contributes significantly to the character of the historic district. Some older historic streetscape features survive, particularly stone curbs that could date to the district's period of significance of 1850 to 1935. More common are streetlights, benches, planters and trash cans, which are of more recent vintage (1980s or later), but intended to be compatible with the historic architecture. There is a street clock with a historic character on Main Street.

Recommendations:

- Non-maintenance roadway projects in the Downtown Commercial Historic District are reviewable under the New Jersey Register of Historic Places Act (N.J.A.C. 7:7). The County may need to prepare an Application for Project Authorization for submittal to the NJHPO for any project that has the potential to encroach on historic properties.
- Federal or State funding or permitting could trigger NJHPO review of County roadway or streetscape projects for their impacts on the district.
- Consultation with the City of Paterson Historic Preservation Commission is recommended for any projects that might alter the character of the streets.
- The Downtown Commercial Historic District would benefit from consideration of streetscape enhancements that acknowledge and promote its historic character. This could take the form of banners or signage.
- Consider maintenance of the existing stone curbs and replacing non-historic concrete curbs with stone curbs as opportunity permits.
- Any proposed streetscape improvements would benefit from a context-sensitive design that is applied consistently throughout the historic district. Past enhancements (lighting, benches, planters, trash cans, etc.) are aging and will eventually need renewing.

Downtown Commercial Historic District - Roadway Segment Locations



Roadway Summary - Downtown Commercial Historic District, Paterson City

ID #	Road Name	County Route #	Approx. Road Segment Length (LF)	Roadway Structures	Right-of-Way Features	Historic Streetscape Characteristics	Historic Character Rating
1	Main St.	County Rte. 509	3,600	None	Street Lighting, Street Furnishings, Other	Historic Buildings Adjacent to Sidewalks, Urban Commercial	High
2	Market St.	County Rte. 648	3,010	None	Street Lighting, Street Furnishings, Plaza Public Space, Historical Markers, Concrete Walls	Historic Buildings Adjacent to Sidewalks, Urban Commercial	High
3	W. Broadway	County Rte. 509	260	None	Street Lighting	Historic Buildings Adjacent to Sidewalks, Urban Commercial	High

DOWNTOWN COURT HOUSE HISTORIC DISTRICT, PATERSON CITY

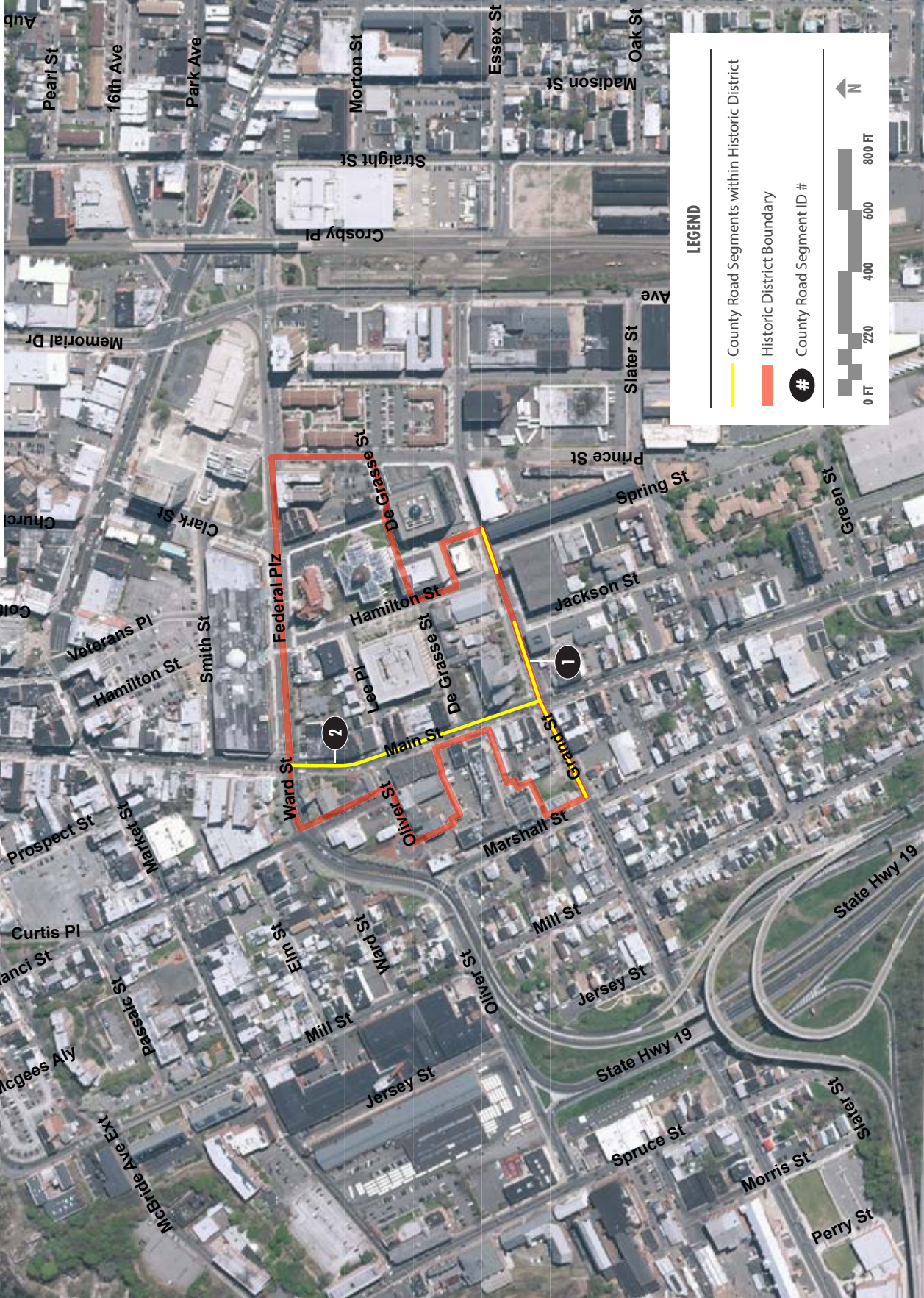
The Downtown Court House Historic District is an area of about four square blocks with an irregular boundary roughly outlined by Grand Street, Main Street, Ward Street and Prince Street, centered on the Passaic County Court House complex. The district has an NJHPO Opinion of Eligibility (9/7/1990) and is also a City of Paterson historical landmark (1/1/2015). The district encompasses within it a smaller historic district known as the Passaic County Court House, and United States Customs House and Post Office Historic District, a complex of buildings bound by Ward Street, Clark Street, Degrasse Street and Hamilton Street, which is listed on the New Jersey and National Registers of Historic Places (6/13/1977, 12/16/1977).

Two County Roads, Main Street (CR 509) and Grand Street (CR 638) bound the southwest side of the larger Downtown Court House Historic District, crossing into the district at two locations where there are contributing buildings on both sides of the street. There are prominent buildings on the streets including the Memorial Day Nursery, fronted by a picket fence with stone sill and concrete posts, and the Cathedral of St. John the Baptist with its own decorative iron fence on stone curb. The streets have wide concrete sidewalks with stone curbs, the curbs adding to the historic setting. There are also streetlights, planters and trash cans, which are of more recent vintage (post-1980s), but intended to be compatible with the historic architecture.

Recommendations:

- Federal or State funding or permitting could trigger NJHPO review of County roadway projects for their impacts on the historic district.
- Consultation with the City of Paterson Historic Preservation Commission is recommended for any projects that might alter the character of the streets.
- The Downtown Court House Historic District would benefit from consideration of streetscape enhancements that acknowledge and promote its historic character. This could take the form of banners or signage.
- Consider maintenance of the existing stone curbs and replacing non-historic concrete curbs with stone curbs as opportunity permits. Avoid encroachments on historic railings fronting historic buildings.
- Any proposed streetscape improvements would benefit from a context-sensitive design that is applied consistently throughout the historic district. Past enhancements (lighting, benches, planters, trash cans, etc.) are aging and will eventually need renewing.

Downtown Court House Historic District - Roadway Segment Locations



Roadway Summary - Downtown Court House Historic District, Paterson City

ID #	Road Name	County Route #	Approx. Road Segment Length (LF)	Roadway Structures	Right-of-Way Features	Historic Streetscape Characteristics	Historic Character Rating
1	Grand St.	County Rte. 638	760	None	Fences, Street Furnishings, Historical Markers	Historic Buildings Adjacent to Sidewalks, Urban Mixed Use	Medium
2	Main St.	County Rte. 509	850	None	Street Furnishings, Street Trees, Street Lighting, Fences	Historic Buildings Adjacent to Sidewalks, Urban Commercial	High

DUBLIN HISTORIC DISTRICT, PATERSON CITY

The Dublin Historic District is Paterson's oldest working-class residential neighborhood. Although it takes its name from the original Irish immigrants that called it home in the early 1800s, it has over many generations been home to waves of western European immigrants, particularly Italians, and more recently South American immigrants from many different nations. Remarkably, many of the wood-frame houses of the first half of the 19th century remain architecturally intact. The district has an NJHPO Determination of Eligibility (11/2/1982).

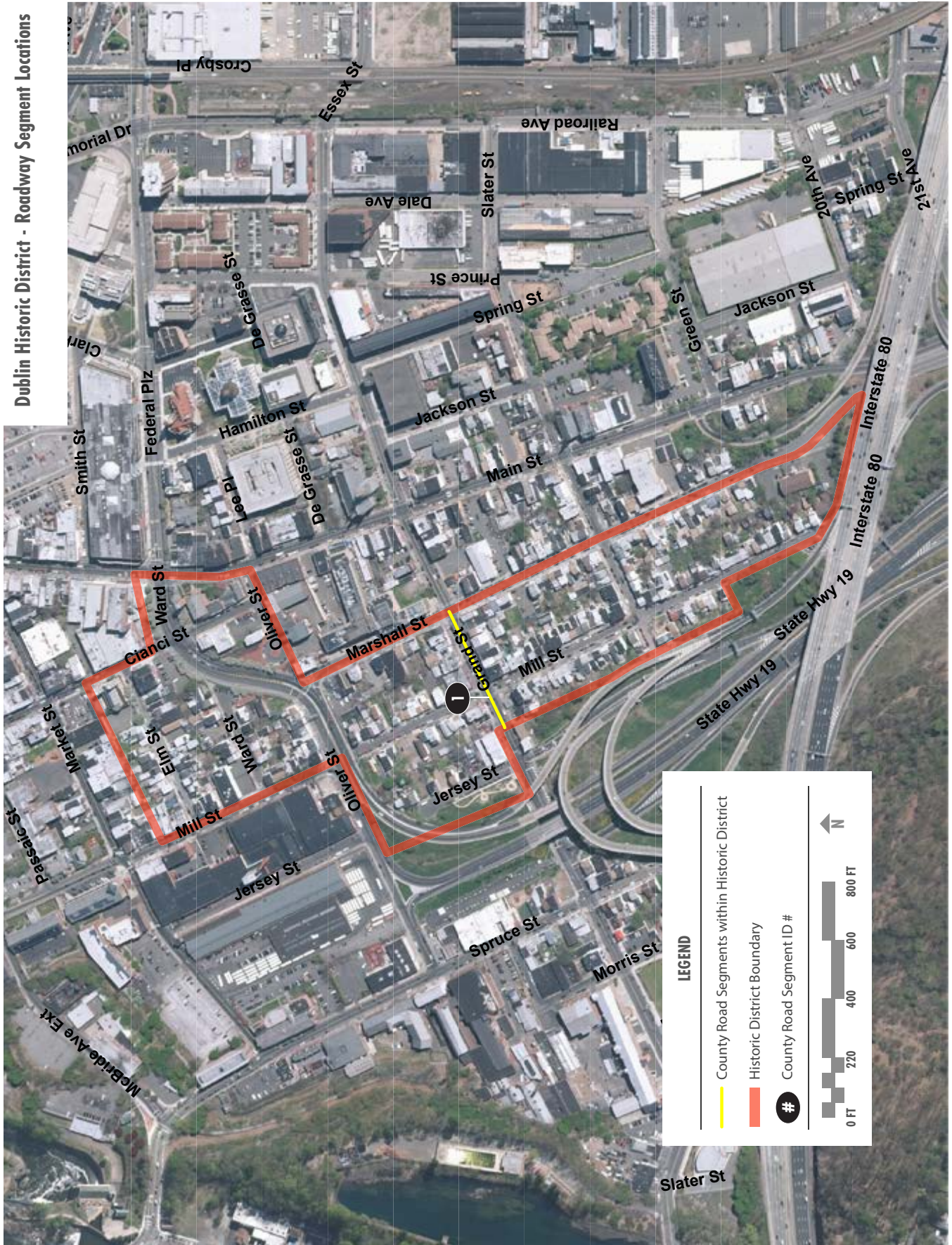
The Dublin Historic District stretches south from Elm Street to the I-80 corridor, roughly between Market Street to the east and Mill Street to the west. The Paterson Historic Preservation Commission sponsored a survey update of the southern half of the district in 2015. Grand Street (CR 638), the only County Road passing through the district, roughly divides the district in half north to south and is the district's most commercial street. Grand Street (CR 638) has some surviving segments of stone curbs, and has street furnishings of benches and planters similar to those in other parts of the downtown. Signs mark this segment of Grand Street as part of the Morris Canal Greenway, forming part of the Greenway's on-street connector through Paterson. The original canal is no longer present, having been demolished during the construction of I-80.

Recommendations:

- Federal or State funding or permitting could trigger review of County roadway projects for their impacts on the historic district.
- Consultation with the City of Paterson Historic Preservation Commission is recommended for any projects that might alter the character of the streets.
- The Dublin Historic District would benefit from consideration of streetscape enhancements that acknowledge and promote its historic character. This could take the form of banners or signage.
- Consider maintenance of the existing stone curbs and replacing non-historic concrete curbs with stone curbs as opportunity permits.

- Any proposed streetscape improvements would benefit from a context-sensitive design that is applied consistently throughout the historic district. Past enhancements (lighting, benches, planters, trash cans, etc.) are aging and will eventually need renewing.

Dublin Historic District - Roadway Segment Locations



Roadway Summary - Dublin Historic District, Paterson City

ID #	Road Name	County Route #	Approx. Road Segment Length (LF)	Roadway Structures	Right-of-Way Features	Historic Streetscape Characteristics	Historic Character Rating
1	Grand St.	County Rte 638	440	None	Waysides Overlooks Scenic Views, Street Furnishings, Historical Markers	Canal Corridor, Urban Mixed Use, Historic Buildings Adjacent to Sidewalks	Medium

EASTSIDE PARK HISTORIC DISTRICT, PATERSON CITY

Paterson's Eastside Park Historic District is an approximately 300-acre area encompassing more than 1,100 buildings and a municipal park roughly bounded by 20th Avenue, Vreeland Avenue, East 33rd Street, 11th Avenue and McLean Boulevard. The district is listed on the New Jersey and National Registers of Historic Places (5/10/2004, 7/7/2004) and is a designated City of Paterson landmark district (5/28/2014). This historic residential neighborhood has a period of significance from 1860 to 1953. It features mansions built for the families of some of Paterson's most historically prominent manufacturers, politicians and business leaders, as well as more modest middle-class single-family homes in a variety of architectural styles.

The Eastside Park Historic District is located at the far eastern edge of Paterson's street grid. East 33rd Street (CR 651) and Vreeland Avenue (CR 651) form the district's western boundary and also cross into the district at two locations, being the only two County Roads crossing into the district. Although the street grid is a significant part of the district's historic land use patterns, the single route (CR 651) maintained by the County on East 33rd Street and Vreeland Avenue has very little in it to promote the historic character of the residential architecture. Some segments of the County Road are noted as having stone curbs.

Recommendations:

- Non-maintenance roadway projects in the Eastside Park Historic District are reviewable under the New Jersey Register of Historic Places Act (N.J.A.C. 7:7). The County may need to prepare an Application for Project Authorization for submittal to the NJHPO for any project that has the potential to encroach on historic properties.
 - Federal or state funding or permitting could trigger NJHPO review of County roadway or streetscape projects for their impacts on the historic district.
- Consultation with the City of Paterson Historic Preservation Commission is recommended for any projects that might alter the character of the streets.
 - Consider maintenance of the existing stone curbs and replacing non-historic concrete curbs with stone curbs as opportunity permits.
 - The Eastside Park Historic District would benefit from consideration of streetscape enhancements that acknowledge and promote its historic character. This could take the form of banners or signage. Any proposed streetscape improvements would benefit from a context-sensitive design that is applied consistently throughout the historic district.

Eastside Park Historic District - Roadway Segment Locations



Roadway Summary - Eastside Park Historic District, Paterson City

ID #	Road Name	County Route #	Approx. Road Segment Length (LF)	Roadway Structures	Right-of-Way Features	Historic Streetscape Characteristics	Historic Character Rating
1	East 33rd St.	County Rte. 651	1,250	None	Lawn	Urban Mixed Use	Medium
2	Vreeland Ave.	County Rte. 651	450	None	Street Furnishings, Lawn	Urban Mixed Use	Medium

ERIE RAILROAD MAIN LINE HISTORIC DISTRICT AND THE PATERSON VIADUCT HISTORIC DISTRICT, CLIFTON CITY, HAWTHORNE BOROUGH, PASSAIC CITY AND PATERSON CITY

The Erie Railroad Main Line Historic District is a historic railroad corridor that begins in Jersey City, Hudson County, and continues in a northerly direction to the cities of Passaic and Paterson in Passaic County, before continuing north through Bergen County to the New York State Line. Approximately 8 miles of the corridor lie within Passaic County. The Erie Railroad Main Line Historic District has an NJHPO Opinion of Eligibility (2/20/2003). An approximately 1.5-mile segment of the same railroad corridor in Paterson is also known as the Paterson Viaduct Historic District, which has a separate NJHPO Opinion of Eligibility (11/1/1994).

The Erie Railroad Main Line had its origins in the early 1830s as the Paterson and Hudson River Railroad Company, which makes it one of New Jersey's oldest railroad corridors. Much of the corridor, although not all, remains in use to the present day. The Paterson and Hudson River Railroad was absorbed into the Erie Railroad system in the 1850s and 1860s, forming one of the links in a Main Line that by the end of the 1800s connected the Port of New York and Chicago. Most of the surviving Erie Railroad Main Line infrastructure in Passaic County, particularly related to the grade-separated crossings of roads and streets, dates from the 1900s to the 1930s. The most notable of the surviving resources, identified as a key contributing resource to the Main Line in NJHPO documentation, is the Paterson Viaduct Historic District, aka Paterson Grade Separation, which was completed by the Erie Railroad in 1930. This project eliminated at-grade street crossings east of downtown Paterson with the construction of more than a dozen bridges. The grade-separation work in Paterson contrasts with the cities of Clifton and Passaic, where the Erie Railroad's Main Line remained largely at-grade. As a result, following the bankruptcy of the Erie Railroad in 1960, the main line was abandoned from a point near Piaget Avenue in Clifton south to the Passaic River in Passaic. This abandoned railroad corridor has since been claimed for other uses, including streets, parking, storage and a few buildings, although it remains a part of the

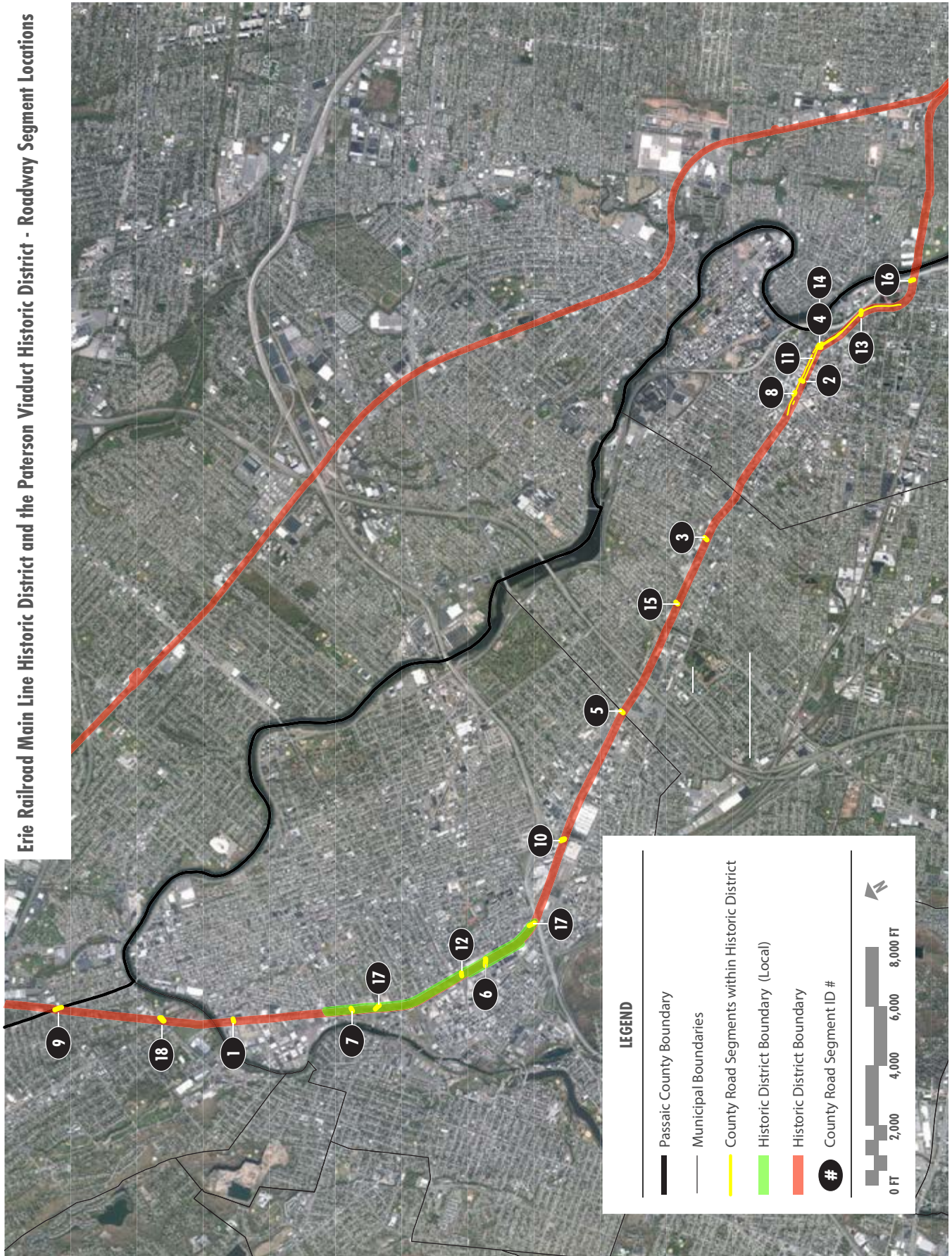
eligible Erie Railroad Main Line Historic District.

County Roads intersect with the Erie Railroad Main Line Historic District at 18 locations. As previously mentioned, those south of Piaget Avenue in Clifton and all crossings in Passaic are at-grade crossings where very little historic railroad infrastructure remains. A survey of the main line in 2009 noted no contributing resources between the Passaic River in Passaic and the Piaget Avenue overpass in Clifton. From Piaget Avenue north through Paterson and Hawthorne, the County Roads are mostly separated from the main line by bridges/viaducts, all of which are considered historic contributing resources. Noteworthy is a three-level crossing of Wagaraw Road in Hawthorne where the Erie Railroad Main Line and the New York, Susquehanna & Western Railway intersect. All of these grade-separation structures are owned and maintained by the railroads, currently operated by NJ Transit (passenger) and Norfolk Southern (freight). Short sections of roadway approaches within NJHPO's regulatory boundary (approximately 100 feet wide) may be a County responsibility. There are streetscape features that date from and contribute to the district setting including stone and concrete curbs and sidewalks, lighting fixtures, railroad-related signage and retaining walls.

Recommendations:

- Federal or State funding or permitting could trigger NJHPO review of County roadway or streetscape projects for their impacts on the historic railroad corridor. Note, in the case of bridge projects this is likely to be an NJ Transit responsibility, not a County one. There could be archaeological considerations in areas of Passaic and Clifton where the line is abandoned.
- Consultation with the City of Paterson Historic Preservation Commission is recommended for any projects that might alter the character of the streets within the historic railroad corridor in Paterson.
- Consider maintenance or in-kind replacement of streetscape features that contribute to the railroad corridor, particularly those features framing the roads going under overpasses, including stone curbs, lighting fixtures, railroad-related signage and retaining walls.

Erie Railroad Main Line Historic District and the Paterson Viaduct Historic District - Roadway Segment Locations



Roadway Summary - Erie Railroad Main Line Historic District and the Paterson Viaduct Historic District (Multiple Cities)

ID #	Road Name	County Route #	Approx. Road Segment Length (LF)	Roadway Structures	Right-of-Way Features	Historic Streetscape Characteristics	Historic Character Rating
1	5th Ave.	County Rte. 652	110	None	Other	Railroad Corridor, Urban Industrial	Medium
2	Broadway	County Rte. 622	100	None	None	Railroad Corridor, Urban Commercial	Low
3	Clifton Ave.	County Rte. 611	110	None	None	Railroad Corridor, Suburban Commercial	Low
4	County On/Off Ramp	County On/Off Ramp	180	None	None	Railroad Corridor, Urban Mixed Use	Low
5	Crooks Ave.	County Rte. 630	110	None	Other	Railroad Corridor, Urban Mixed Use	Medium
6	Essex St.	County Rte. 638	320	Bridge(s), Retaining Wall(s)	Concrete Walls, Historical Markers, Other	Railroad Corridor	High
7	Lafayette St.	County Rte. 650	220	Bridge(s), Retaining Wall(s)	Concrete Walls, Historical Markers	Railroad Corridor, Parkland Parkway	High
8	Lexington Ave.	County Rte. 625	90	None	None	Railroad Corridor, Urban Commercial	Low
9	Lincoln Ave.	County Rte. 69	250	Bridge(s)	None	Railroad Corridor, Suburban Mixed Use	Low
10	Madison Ave.	County Rte. 649	250	Bridge(s), Retaining Wall(s)	None	Urban Industrial, Historic Buildings Setback from Street	Low
11	Main Ave.	County Rte. 601	7,910	None	Plaza Public Space, Infields or Islands with Plantings	Railroad Corridor, Urban Commercial	Medium
12	Market St.	County Rte. 648	215	Bridge(s)	Historical Markers, Plaza Public Space, Street Lighting	Railroad Corridor	High
13	Paulison Ave	County Rte 618	140	None	None	Railroad Corridor, Suburban Mixed Use	Low
14	Pennington Ave.	County Rte. 607	100	None	Historical Markers, Plaza Public Space	Railroad Corridor, Urban Commercial	Medium

Roadway Summary - Erie Railroad Main Line Historic District and the Paterson Viaduct Historic District (Multiple Cities)

ID #	Road Name	County Route #	Approx. Road Segment Length (LF)	Roadway Structures	Right-of-Way Features	Historic Streetscape Characteristics	Historic Character Rating
15	Piaget Ave.	County Rte. 628	110	Bridge(s), Retaining Wall(s)	Concrete Walls, Guardrails	Railroad Corridor	High
16	River Dr.	County Rte. 624	120			Railroad Corridor, Suburban Residential	Low
17	Straight St.	County Rte. 647	750	Bridge(s), Retaining Wall(s)	Concrete Walls, Historical Markers	Railroad Corridor	High
18	Wagaraw Rd.	County Rte. 504	290	Bridge(s), Retaining Wall(s)	Median, Concrete Walls, Street Lighting	Railroad Corridor	High

GARDEN STATE PARKWAY HISTORIC DISTRICT, CLIFTON CITY

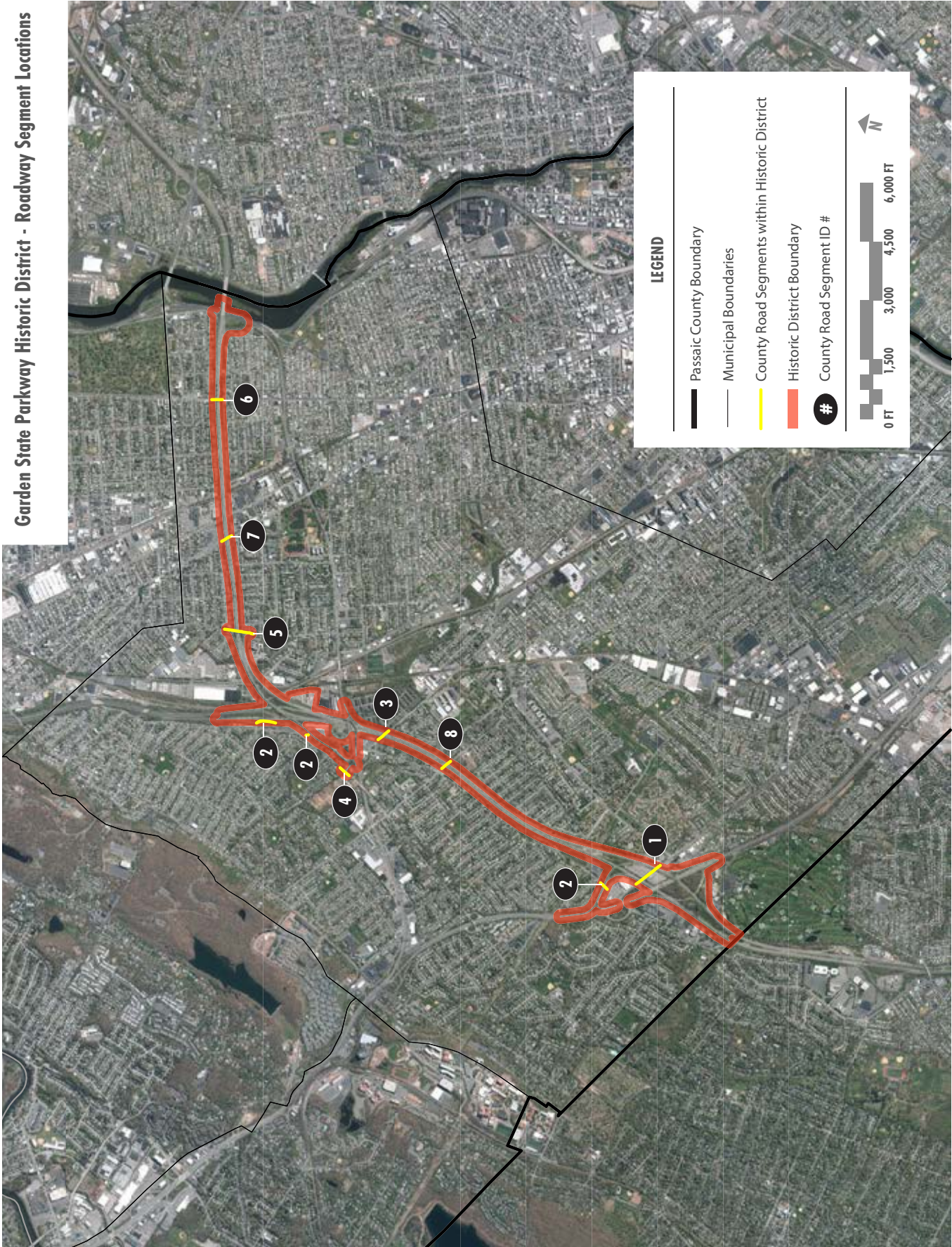
The Garden State Parkway Historic District stretches across the entire State of New Jersey from Cape May County to Bergen County. In Passaic County, an approximately 4.5 mile long segment of the parkway crosses southwest to northeast entirely within Clifton City. The Garden State Parkway Historic District has an NJHPO Opinion of Eligibility (10/12/2001). The parkway was planned and constructed between 1945 and 1957, which is its period of historical significance. It is considered historic for its engineering and landscape design, as well as the large impact it had on statewide transportation, suburbanization and tourism. The New Jersey Turnpike Authority operates the Garden State Parkway.

County Roads intersect with the Garden State Parkway Historic District at eight locations, either becoming segments of the parkway interchanges or crossing over or under the parkway on grade separation bridges. The historic district's boundaries coincide with the parkway's right-of-way; therefore, the County jurisdiction and responsibility ends and begins where the parkway's lets off and County project will under most situations always be outside of the historic district. It is highly unlikely that any County-sponsored projects or maintenance would trigger historic preservation considerations; however, there could be some rare situations where federal or state funding or permitting could trigger an NJHPO review due to proximity to the parkway.

Recommendations:

- Federal or state funding or permitting could trigger NJHPO review of County roadway or streetscape projects for their impacts on the historic parkway corridor.

Garden State Parkway Historic District - Roadway Segment Locations



Roadway Summary - Garden State Parkway Historic District, Clifton City

ID #	Road Name	County Route #	Approx. Road Segment Length (LF)	Roadway Structures	Right-of-Way Features	Historic Streetscape Characteristics	Historic Character Rating
1	Allwood Rd.	County Rte. 602	770	Bridge(s), Retaining Wall(s)	Street Trees, Lawn	Parkland Parkway	Medium
2	Broad St.	County Rte. 509	790	Bridge(s), Retaining Wall(s)	Park Parkway, Median	Parkland Parkway, Suburban Commercial	Medium
3	Colfax Ave.	County Rte. 609	350	Bridge(s)	Street Trees, Lawn, Guardrails	Parkland Parkway	High
4	Grove St.	County Rte. 623	320	None	Street Trees, Lawn	Suburban Residential	Medium
5	Hazel St.	County Rte. 702	750	Bridge(s)	Park Parkway	Parkland Parkway, Suburban Commercial	Medium
6	Lakeview Ave.	County Rte. 624	270	Bridge(s)	Park Parkway	Parkland Parkway, Suburban Commercial	Medium
7	Main Ave.	County Rte. 601	290	Bridge(s), Retaining Wall(s)	Concrete Walls, Park Parkway	Parkland Parkway	Medium
8	Van Houten Ave.	County Rte. 614	290	Bridge(s)	Park Parkway	Parkland Parkway, Suburban Mixed Use	Medium

GREAT FALLS HISTORIC DISTRICT, PATERSON CITY

The Great Falls Historic District is an approximately 118-acre district to the west of downtown Paterson. The district is historically important at a national level of significance due to its association with the Society for the Establishing Useful Manufactures (S.U.M.), which under the leadership of Alexander Hamilton began developing the Great Falls of the Passaic as a source of early industrial waterpower in 1793. Since the early 1970s, the district has been listed on the New Jersey and National Registers of Historic Places, named a municipal landmark district and was designated a National Historic Landmark District, the highest such designation bestowed by the Federal government (SR 5/27/1971, NR 4/16/1970, NR Addendum 1/8/1975; NHL 5/11/1976, Local Landmark 1/1/1988). A portion of the district, incorporating the Great Falls and the waterpower system raceways and mill seats, was established as the Paterson Great Falls National Historical Park, a unit of the National Park Service in 2011.

The official federal, state and local names and boundaries of the Great Falls Historic District all encompass a core area around the Great Falls and then vary to some degree around the margins of the district. These variations at the edges of the district are minor from the perspective of County roads and preservation planning. Treating the district's streetscapes in a consistent manner should be the County's goal. County Roads that intersect with the district are Market Street (CR 648), passing parallel to the Lower Raceway and connecting the industrial district with the downtown; McBride Avenue and McBride Avenue Extension (CR 639) where they parallel the Passaic River and cross the S.U.M. Upper Raceway at the head gates; Spruce Street (CR 639) where it crosses the S.U.M.'s middle raceway on a historic stone arch and passes through the former Rogers Locomotive Works; Wayne Avenue and Wayne Avenue Extension (CR 639/CR 666) where it crosses the Passaic River on a historic bridge that retains some Art Deco-style architectural elements in its wing walls; West Broadway (CR 509) where it crosses the Passaic River on a stone-faced arch bridge. Throughout the streetscapes are found stone curbs. Most of the sidewalks have street furnishing including lighting, railings, trash receptacles and

plants that reflect a design standard adopted by the City of Paterson in the early 1980s.

Recommendations:

- Non-maintenance roadway projects in the Great Falls Historic District are reviewable under the New Jersey Register of Historic Places Act (N.J.A.C. 7:7). The County may need to prepare an Application for Project Authorization for submittal to the NJHPO for any project that has the potential to encroach on historic properties.
- Federal or State funding or permitting could trigger NJHPO review of County roadway or streetscape projects for their impacts on the historic district.
- Consultation with the City of Paterson Historic Preservation Commission and the National Park Service, Paterson Great Falls National Historical Park is recommended for any projects that might alter the character of the streets.
- Consider maintenance of the existing stone curbs and replacing non-historic concrete curbs with stone curbs as opportunity permits.
- The Great Falls Historic District would benefit from consideration of streetscape enhancements that acknowledge and promote its historic character. This could take the form of banners or signage. Any proposed streetscape improvements would benefit from a context-sensitive design that is applied consistently throughout the historic district.

Great Falls Historic District - Roadway Segment Locations



Roadway Summary - Great Falls Historic District, Paterson City

ID #	Road Name	County Route #	Approx. Road Segment Length (LF)	Roadway Structures	Right-of-Way Features	Historic Streetscape Characteristics	Historic Character Rating
1	W. Broadway	County Rte. 509	660	Bridge(s)	Stone Walls, Street Lighting, Guardrails, Historical Markers	Urban Mixed Use, Historic Buildings Adjacent to Sidewalks	Medium
2	County On/Off Ramp	County On/Off Ramp	580	None	Fences, Historical Markers, Plaza Public Space, Street Lighting, Other	Parkland Parkway, Historic Buildings Setback from Street, Canal Corridor, Urban Industrial	High
3	Grand St.	County Rte. 638	1,270	None	Historical Markers, Street Furnishings, Street Lighting, Street Trees, Stone Walls, Fences	Canal Corridor, Historic Buildings Adjacent to Sidewalks, Urban Industrial	Medium
4	Market St.	County Rte. 648	1,430	None	Crosswalks, Street Lighting, Street Furnishings	Canal Corridor, Historic Buildings Adjacent to Sidewalks, Urban Industrial, Urban Commercial	High
5	McBride Ave.	County Rte. 639	1,160	Retaining Wall(s)	Fences, Street Furnishings, Street Lighting, Waysides Overlooks Scenic Views, Stone Walls, Infields or Islands with Plantings	Urban Mixed Use, Historic Buildings Adjacent to Sidewalks	Medium
6	McBride Ave. Ext.	County Rte. 639	340	Retaining Wall(s)	Concrete Walls, Fences, Park Parkway, Other	Canal Corridor, Historic Buildings Adjacent to Sidewalks, Parkland Parkway	High
7	Spruce St.	County Rte. 639	1,330	Retaining Wall(s)	Stone Walls, Concrete Walls, Fences, Park Parkway, Stone Walls, Street Lighting, Street Furnishings, Waysides Overlooks Scenic Views	Canal Corridor, Historic Buildings Adjacent to Sidewalks, Parkland Parkway, Urban Industrial	High

Roadway Summary - Great Falls Historic District, Paterson City

ID #	Road Name	County Route #	Approx. Road Segment Length (LF)	Roadway Structures	Right-of-Way Features	Historic Streetscape Characteristics	Historic Character Rating
8	Wayne Ave.	County Rte. 666	50	Retaining Wall(s)	Concrete Walls, Waysides Overlooks Scenic Views	Parkland Parkway, Urban Industrial	High
9	Wayne Ave. Ext.	County Rte. 666	380	Retaining Wall(s)	Concrete Walls, Historical Markers, Waysides Overlooks Scenic Views, Stone Walls	Urban Mixed Use, Parkland Parkway	High

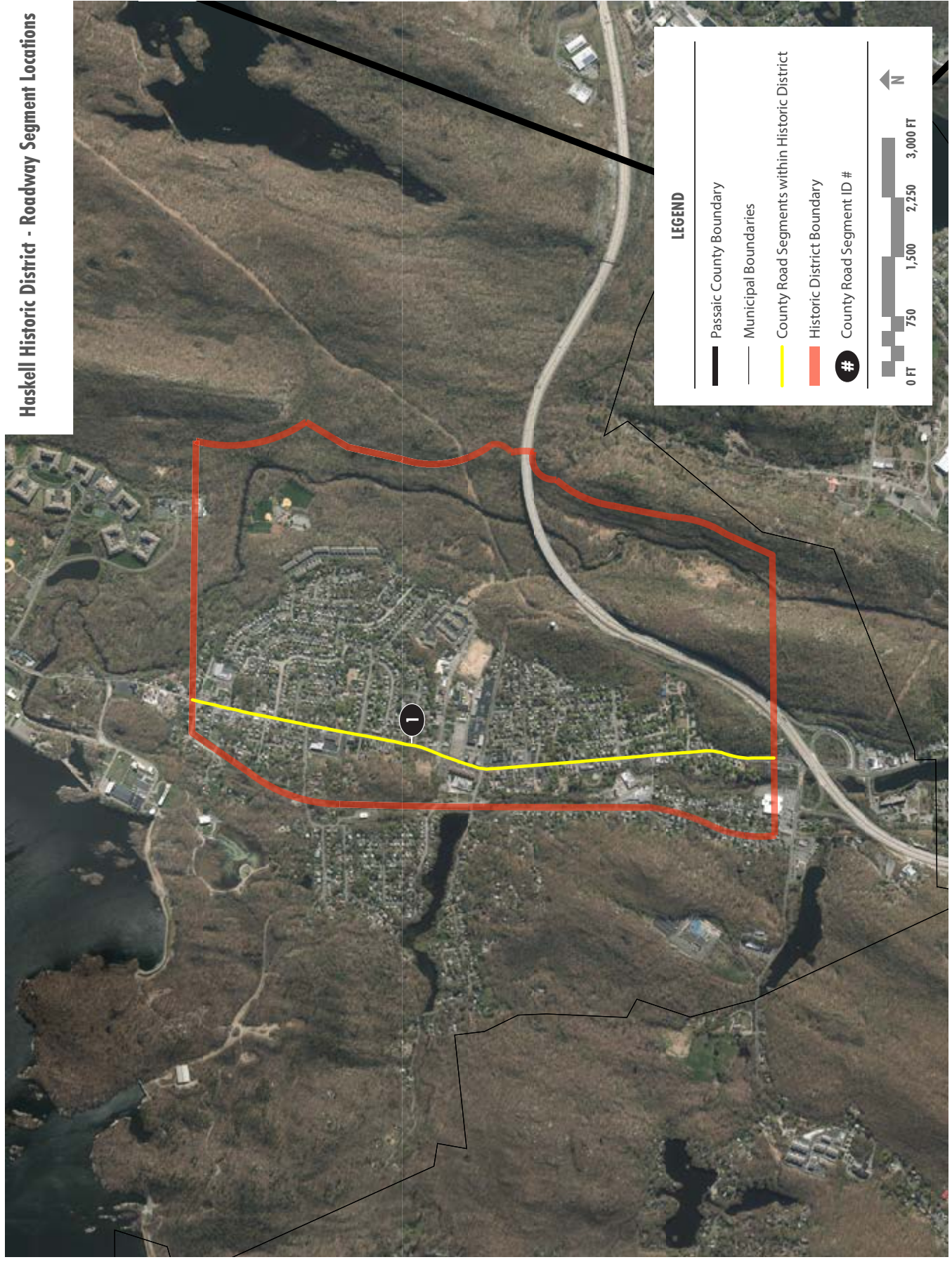
HASKELL HISTORIC DISTRICT, WANAQUE BOROUGH

The Haskell Historic District is an approximately 700-acre historic district encompassing the unincorporated town of Haskell, which was established in 1898 as a company town for the mills of the Lafflin & Rand Power Company, a maker of explosives. The district has an NJHPO Opinion of Eligibility (2/11/1981). The town's main north-to-south thoroughfare is Ringwood Avenue (CR 511), which forms a 1.5-mile long axis for the town's commercial main street. Arrayed to the east of Ringwood Avenue is a residential area, which features a variety of company housing, the district's most interesting architectural element. Today, Ringwood Avenue is a mix of modern commercial development with some sporadic historic commercial and residential buildings intermixed. It does not have a strong historic architectural presence; although there are some recent unevenly applied streetscape improvements such as brick sidewalks and street trees that enhance its character near the center of town.

Recommendations:

- Federal or State funding or permitting could trigger NJHPO review of County roadway or streetscape projects for their impacts on the historic district.
- Consultation with the Wanaque Historic Commission is recommended for any projects that might alter the character of Ringwood Avenue.
- The Haskell Historic District would benefit from consideration of streetscape enhancements that acknowledge and promote its historic character. This could take the form of banners or signage. Any proposed streetscape improvements would benefit from a context-sensitive design that is applied consistently throughout the historic district.

Haskell Historic District - Roadway Segment Locations



Roadway Summary - Haskell Historic District, Wanaque Borough

ID #	Road Name	County Route #	Approx. Road Segment Length (LF)	Roadway Structures	Right-of-Way Features	Historic Streetscape Characteristics	Historic Character Rating
1	Ringwood Ave.	County Rte. 511	7,430	None	Street Lighting, Street Trees	Urban Commercial, Suburban Residential, Historic Buildings Adjacent to Sidewalks	Low

JERSEY CITY WATERWORKS HISTORIC DISTRICT, CLIFTON CITY AND LITTLE FALLS TOWNSHIP

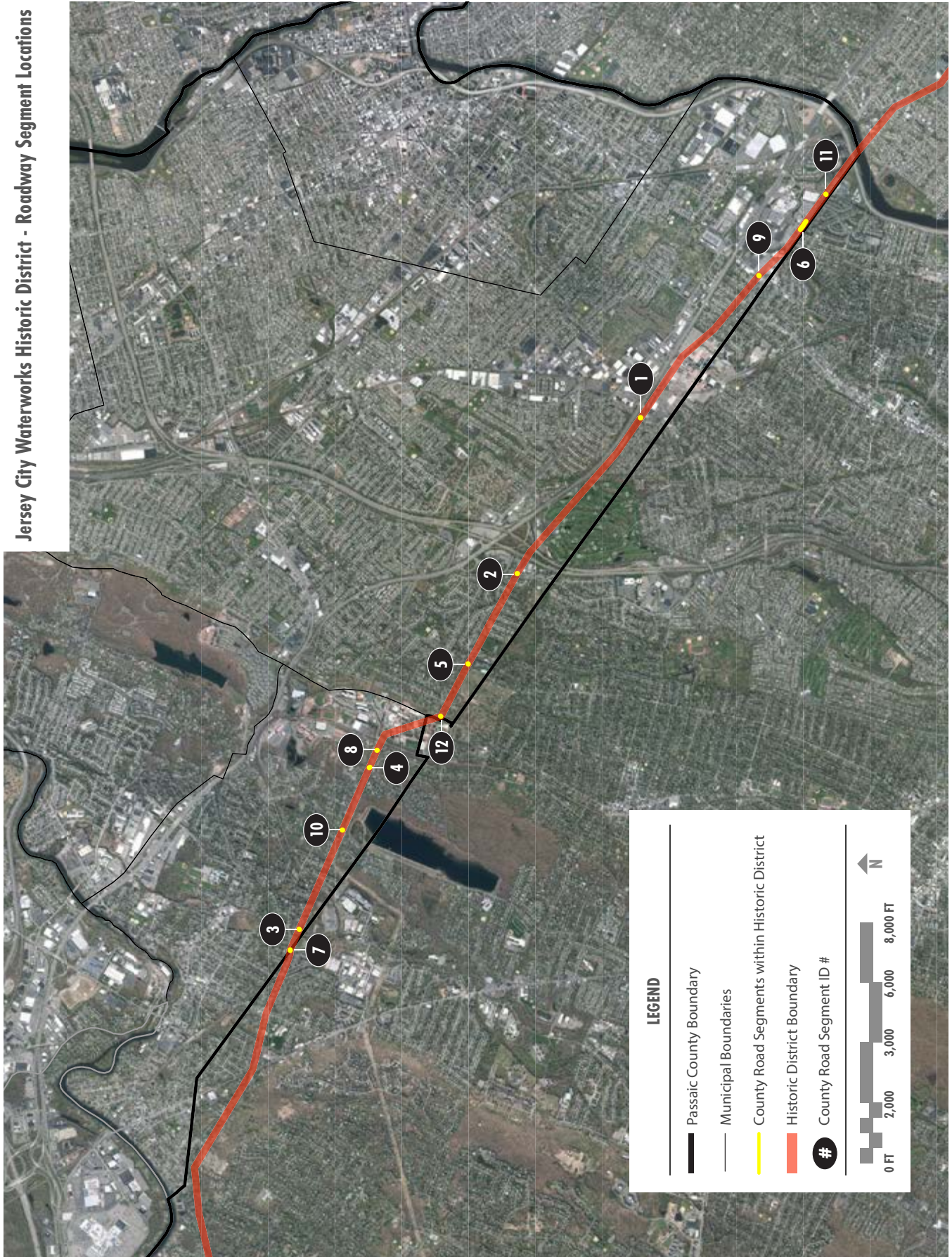
The Jersey City Waterworks Historic District is a historic utility corridor encompassing the reservoirs, pump houses, and main pipelines of the public utility from the reservoir in Boonton, Morris County to the waterworks in Jersey City, Hudson County. This system, which began developing in 1851 and had largely reached its present-day extent by 1925, has a variety of historic, engineering and archaeological areas of significance. The Jersey City Waterworks Historic District has an NJHPO Opinion of Eligibility (4/2/2013).

In Passaic County, the Jersey City Waterworks Historic District consists of a buried pipeline running just north of the County's southern boundary through Little Falls Township and Clifton City, a distance of about 8 miles. The historic corridor in Passaic County is less than 20 feet wide and crosses under County Roads in 12 locations. The roads have no significant historic associations with the pipeline. The main consideration for County planners is that ground disturbing activities or the widening or realignment of County Roads could trigger historic preservation reviews, including archaeological assessments.

Recommendations:

- Federal or State funding or permitting could trigger NJHPO review of County roadway or streetscape projects for their impacts on the historic district. Coordination with the Jersey City Waterworks is recommended.

Jersey City Waterworks Historic District - Roadway Segment Locations



Roadway Summary - Jersey City Waterworks Historic District, Clifton City and Little Falls Township

ID #	Road Name	County Route #	Approx. Road Segment Length (LF)	Roadway Structures	Right-of-Way Features	Historic Streetscape Characteristics	Historic Character Rating
1	Bloomfield Rd.	County Rte. 622	20	None	None	Suburban Mixed Use	Low
2	Broad St.	County Rte. 509	20	None	None	Suburban Mixed Use	Low
3	Cedar Grove Rd.	County Rte. 617	20	None	None	Suburban Residential	Low
4	Clove Rd.	County Rte. 620	20	None	None	Suburban Mixed Use	Low
5	Grove St.	County Rte. 623	20	None	None	Suburban Residential	Low
6	Kingsland Rd.	County Rte. 606	340	None	None	Suburban Residential	Low
7	Lindsley Rd.	County Rte. 604	40	None	None	Suburban Residential	Low
8	Long Hill Rd.	County Rte. 631	30	None	None	Suburban Residential	Low
9	Main Ave.	County Rte. 601	20	None	None	Suburban Commercial	Low
10	Ridge Rd.	County Rte. 641	20	None	None	Suburban Residential	Low
11	River Rd.	County Rte. 624	20	None	None	Suburban Residential	Low
12	Valley Rd.	County Rte. 621	30	None	None	Suburban Mixed Use	Low

LONG POND IRON WORKS HISTORIC DISTRICT, WEST MILFORD TOWNSHIP

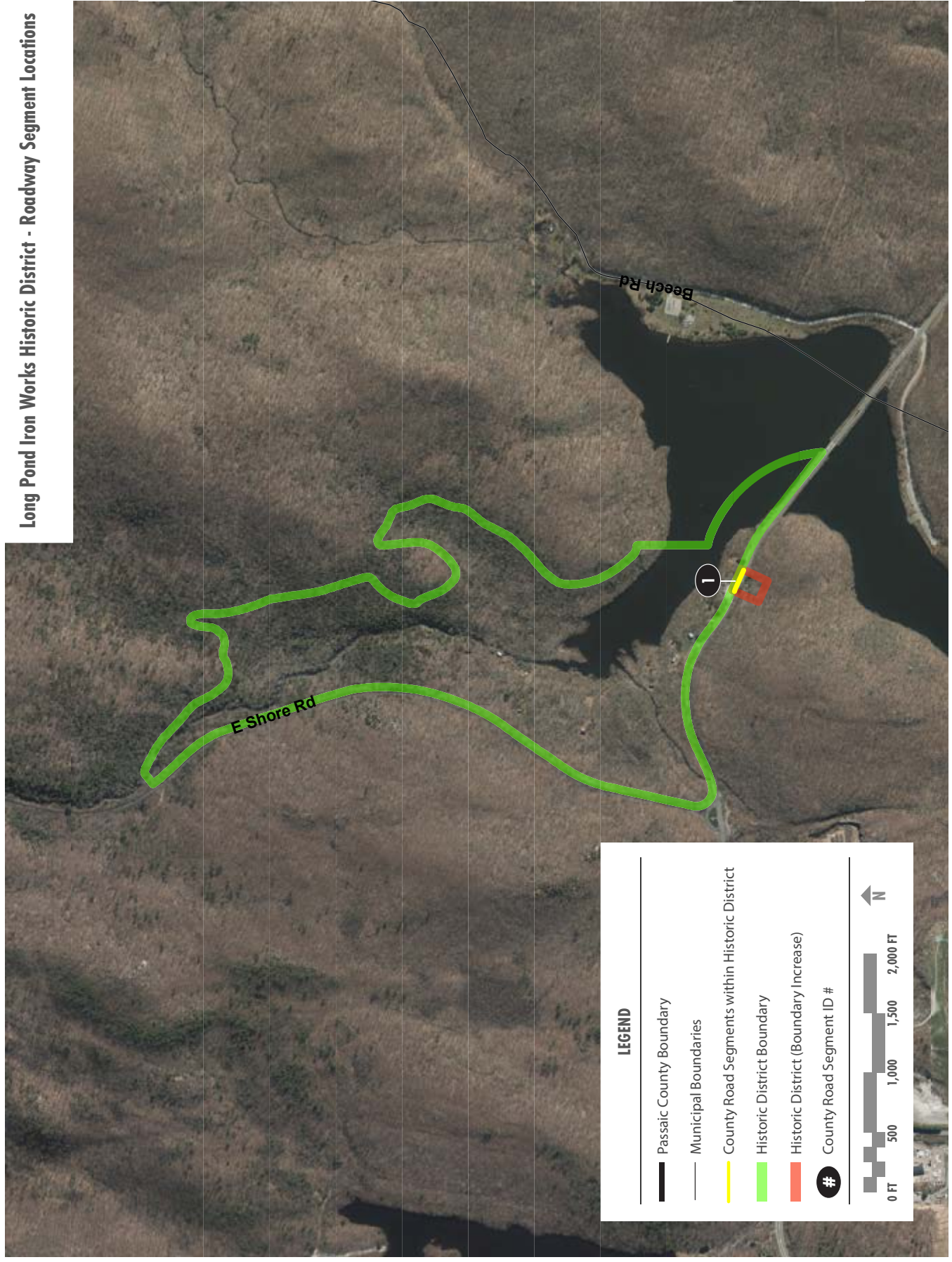
The Long Pond Iron Works Historic District, part of the Long Pond Iron Works State Park, is the site of an 18th- and 19th-century iron furnace and forge. The district is listed on the New Jersey and National Registers of Historic Places (SR 9/4/1973, NR 1/11/1974) and has a period of significance of 1766 to 1895. It features a remarkable collection of standing buildings and archaeological sites on the banks of the Wanaque River. The district is entirely to the north side of Greenwood Lake Turnpike (CR 511); however, it does cross the County Road to now include the Hewitt Methodist Church, a small chapel that was added to the district per an NJHPO Opinion (4/18/2019).

Greenwood Lake Turnpike (CR 511) serves as the main entry to Long Pond Iron Works, which has a visitors center and museum in the former store and post office across the street from the chapel. A surface parking area is located immediately off the road in front of the visitors center. At present, the streetscape has very little to provide passersby with physical clues that they are passing a site of historical importance except for a standard state historical marker, set well back from the road and easily missed. There is no crosswalk to encourage visitors across the street to the chapel.

Recommendations:

- Federal or State funding or permitting could trigger NJHPO review of County roadway or streetscape projects for their impacts on the historic district.
- Consultation with the Friends of the Long Pond Iron Works is recommended for any projects that might alter the character of Greenwood Lake Turnpike (CR 511). Consideration may be given to a crosswalk between the visitors center and the Hewitt Methodist Church.
- The Long Pond Iron Works Historic District would benefit from consideration of streetscape enhancements that acknowledge and promote its historic character. This could take the form of banners or signage.

Long Pond Iron Works Historic District - Roadway Segment Locations



Roadway Summary - Long Pond Iron Works Historic District, West Milford Township

ID #	Road Name	County Route #	Approx. Road Segment Length (LF)	Roadway Structures	Right-of-Way Features	Historic Streetscape Characteristics	Historic Character Rating
1	Greenwood Lake Tpke.	County Rte. 511	200	None	Historical Markers	Historic Buildings Setback from Street	High

MORRIS CANAL HISTORIC DISTRICT, CLIFTON CITY, LITTLE FALLS TOWNSHIP, PATERSON CITY, POMPTON LAKES BOROUGH, TOTOWA BOROUGH, WAYNE TOWNSHIP AND WOODLAND PARK BOROUGH

This historic canal corridor begins in Phillipsburg, Warren County, New Jersey, and runs east 107 miles to New York Harbor at Jersey City, Hudson County, New Jersey. Of this 107 miles, 25.67 miles runs through Passaic County, including the entire Pompton Feeder Canal, which extends 4.25 miles north through Wayne Township and then, via the Ramapo River Slack Water Canal, 1.74 miles to Pompton Lakes Borough. The Morris Canal was completed to Newark by 1831 and extended to Jersey City by 1836. It was built to bring coal to markets and industries from northeastern Pennsylvania to markets in northeastern New Jersey and around New York Harbor. It also served the iron industry in the highlands of New Jersey by bringing iron ore and iron products to markets both to the east and west. The canal incorporated some unique technologies, particularly 23 inclined planes, and other traditional canal technology including locks, to help it to overcome 914 feet of elevation from the Passaic River at Newark to its top level just below Lake Hopatcong. Interestingly, Passaic County's topography and access to water at higher elevations, allowed the canal to run "at a level" along a line of largely natural contour, meaning the county's section of the canal contrasted with the portion of the canal in Morris, Sussex and Warren County to the west where the levels were frequently interrupted by planes and locks. Passaic County enjoys many miles of canal prism and towpath, a guard lock, aqueducts over streams, and many bridges carrying local roads and streets over the canal. The canal was taken over by the state in 1922 and many sections of it were dismantled by the end of the 1920s. The Morris Canal Historic District was entered into the New Jersey Register of Historic Places on November 25, 1973, and the National Register on September 30, 1974. Because it was listed early in the development of the National Register of Historic Places process, the original nomination form only includes a centerline for the canal, leaving the official boundary for associated resources somewhat open

to interpretation. For the purposes of review, New Jersey uses a 100-foot-wide corridor centered on this centerline, except in places where the district has been expanded by later investigations or studies.

County Roads intersect the Morris Canal Historic District in no less than 26 locations, but the historic character of these roads varies greatly. Many of the intersecting County Roads possess no historic streetscape features and the canal is not visible in the landscape. The canal is only visible at 13 of 26 crossings where the prism of the canal can be seen paralleling the roadway or intersecting with it. While no visual elements of the canal survive at about half of the road crossings, many have some potential for the survival of some archaeological expression of the canal. In terms of project review at the state and federal level, this archaeological component is also considered significant and an NJHPO Application for Project Authorization and archaeological assessment is a typical requirement of ground-disturbing activities.

Many of the County Road crossings are located at the site of Morris Canal company bridges, most of which were simply removed and the canal filled instead of a new bridge being built. Archaeological expressions, such as the stone abutments and pivots of the movable bridges may survive under the roadway. Evidence of the canal corridor is still visible at: Newark-Pompton Turnpike (CR 646), Riverview Drive (CR 640), Main Street (CR 631), the southern segment of Broad Street (CR 509), Paterson Avenue (CR 639), Cedar Grove Road (CR 617), Dawes Highway (Ramapo slack water section)(CR 682), Pompton Plains Crossroad (CR 680), Parish Drive (CR 668), Center Avenue (CR 643), Browertown Avenue (northern section) (CR 635), Lackawanna Avenue (CR 632) and Long Hill Road (CR 631).

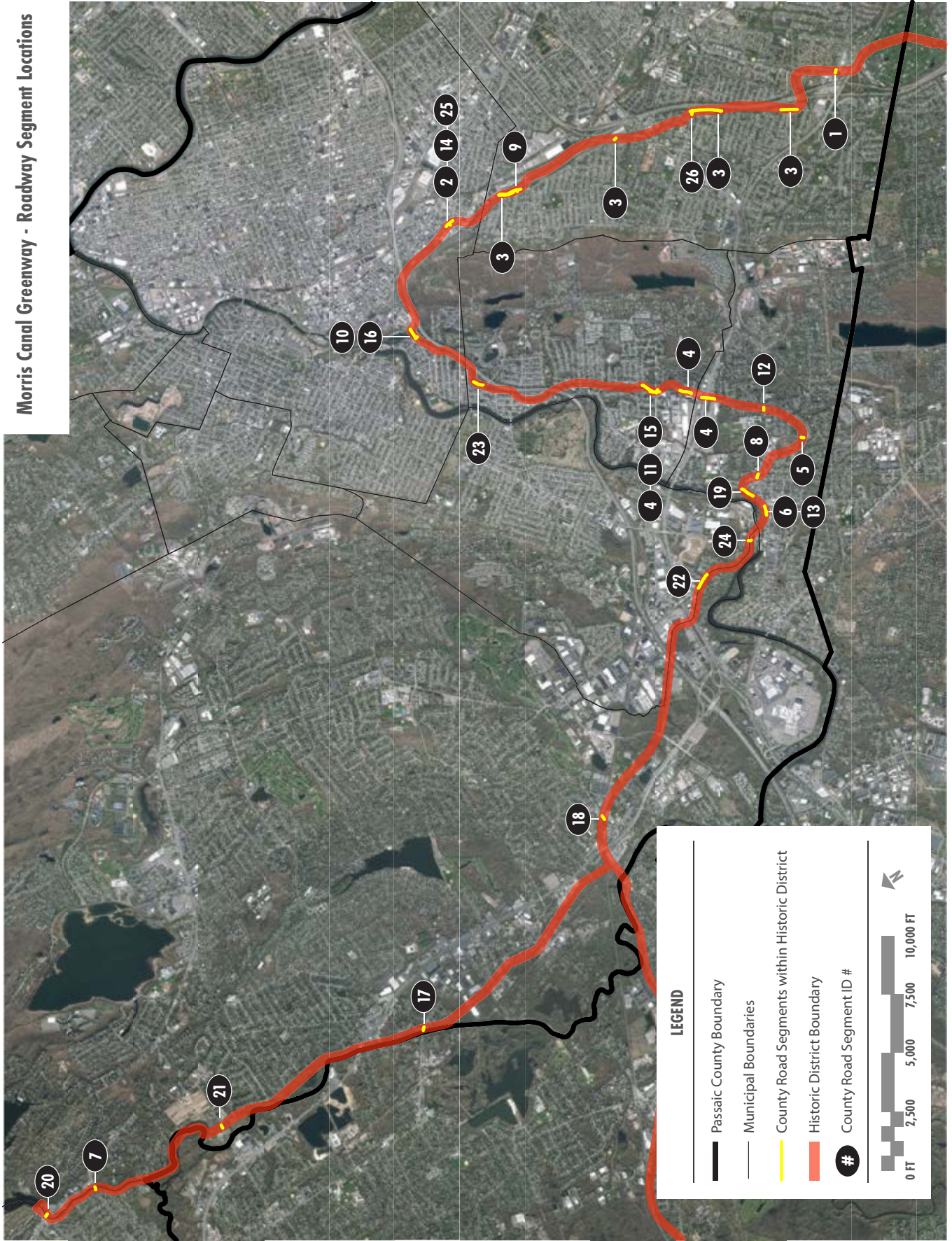
A Morris Canal Greenway Feasibility Study was completed by the Passaic County Planning Department in 2011 and a Morris Canal Greenway Corridor Study was prepared by the North Jersey Transportation Planning Authority for the whole state in 2018. These publicly vetted studies delineate the potential alignment of the greenway, provide a signage plan and include guidance on designing future road crossings to achieve a cohesive

greenway corridor. In addition to these planning studies a cultural resources investigation is currently (November 2021) being prepared that will identify all Morris Canal-related historic properties in the County, delineate the boundaries of the resource and provide an archaeological assessment of the route of the canal, including all of these County road crossings.

Recommendations:

- Non-maintenance roadway projects within the Morris Canal Historic District are reviewable under the New Jersey Register of Historic Places Act (N.J.A.C. 7:7). The County may need to prepare an Application for Project Authorization for submittal to the NJHPO for any project that has the potential to encroach on historic or archaeological resources.
- Federal or State funding or permitting could trigger NJHPO review of County roadway or streetscape projects for their impacts on the historic district.
- The Morris Canal Historic District would benefit from consideration of streetscape enhancements that acknowledge and promote its historic character. This could take the form of signage or road treatments such as striping or a difference in pavement texture.
- An effort to create a Morris Canal Greenway is underway at both the State and County level and greenway plans are currently being considered. The recommendations and design guidelines of these studies should be followed to help create a cohesive presentation of the Morris Canal Greenway both within the County and to tie it into the statewide route.
- Maintenance of the canal prism within County Road right of ways should be sympathetic to the goals of the historic district and canal greenway (e.g., keep established towpath trails clear of vegetation, clear vegetation within prism, do not plow material into or block trailheads, parking lots, or the canal prism).
- Update this plan based on the recommendations of the cultural resource survey that is currently (as of November 2021) being prepared.

Morris Canal Greenway - Roadway Segment Locations



Roadway Summary - Morris Canal Historic District and Greenway

ID #	Road Name	County Route #	Approx. Road Segment Length (LF)	Roadway Structures	Right-of-Way Features	Historic Streetscape Characteristics	Historic Character Rating
1	Allwood Rd.	County Rte. 602	140	None	None	Canal Corridor, Suburban Commercial	Low
2	Barclay St.	County Rte. 621	110	None	None	Canal Corridor, Historic Buildings Adjacent to Sidewalks	Low
3	Broad St.	County Rte. 509	3,640	Culvert(s)	Historical Markers, ParkParkway	Canal Corridor, Suburban Mixed Use	Low
4	Browertown Rd.	County Rte. 635	1,460	None	None	Canal Corridor, Suburban Commercial	Low
5	Cedar Grove Rd.	County Rte. 617	120	Culvert(s)	Guardrails, Historical Markers, Park Parkway	Canal Corridor, Suburban Residential	Medium
6	Center Ave.	County Rte. 643	30	None	None	Canal Corridor, Historic Buildings Adjacent to Street, Historic Buildings Adjacent to Sidewalks, Urban Commercial	Medium
7	Dawes Hwy.	County Rte. 682	240	Bridge(s)	Historical Marker(s)	Canal Corridor, Suburban Residential	Medium
8	E Main St.	County Rte. 631	150	None	Park Parkway	Canal Corridor, Suburban Mixed Use	Low
9	Fenner Ave.	County Rte. 634	80	None	None	Canal Corridor, Historic Buildings Adjacent to Sidewalks, Suburban Residential	Medium
10	Grand St.	County Rte. 638	480	None	None	Canal Corridor, Historic Buildings Adjacent to Street, Historic Buildings Adjacent to Sidewalks, Urban Commercial, Urban Industrial	Medium
11	Lackawanna Ave.	County Rte. 632	150	None	None	Canal Corridor, Suburban Commercial	Low

Roadway Summary - Morris Canal Historic District and Greenway

ID #	Road Name	County Route #	Approx. Road Segment Length (LF)	Roadway Structures	Right-of-Way Features	Historic Streetscape Characteristics	Historic Character Rating
12	Long Hill Rd.	County Rte. 631	120	None	Historical Markers, Park Parkway	Canal Corridor, Suburban Mixed Use	Low
13	Main St.	County Rte. 631	400	None	Crosswalks ,Historical Markers, Park Parkway, Street Trees	Canal Corridor, Historic Buildings Adjacent to Sidewalks, Parkland Parkway, Urban Commercial	Medium
14	Marshall St.	County Rte. 509	380	None	None	Canal Corridor, Historic Buildings Adjacent to Sidewalks, Urban Commercial	Low
15	Mt. Pleasant Ave.	County on/off Ramp	570	None	None	Canal Corridor, Suburban Commercial, Suburban Mixed Use	Low
16	New St.	County Rte. 633	90	None	None	Canal Corridor, Historic Buildings Adjacent to Street, Historic Buildings Adjacent to Sidewalks, Urban Industrial	Medium
17	Newark Pompton Tpke.	County Rte. 504	160	None	Historical Markers	Suburban Mixed Use, Canal Corridor	Low
18	Parish Dr.	County Rte. 668	190	Bridge(s)	None	Canal Corridor, Railroad Corridor	Low
19	Paterson Ave.	County Rte. 639	580	None	Park Parkway, Historical Markers	Canal Corridor, Historic Buildings Adjacent to Sidewalks, Suburban Mixed Use	Medium
20	Paterson Hamburg Tpke.	County Rte. 689	130	Bridge(s)	None	Canal Corridor, Suburban Commercial	Low
21	Pompton Plains Rd.	County Rte. 680	150	None	None	Canal Corridor, Suburban Commercial	Medium

Roadway Summary - Morris Canal Historic District and Greenway

ID #	Road Name	County Route #	Approx. Road Segment Length (LF)	Roadway Structures	Right-of-Way Features	Historic Streetscape Characteristics	Historic Character Rating
22	Riverview Dr.	County Rte. 640	690	None	None	Canal Corridor, Suburban Mixed Use	Low
23	Squirrelwood Rd.	County Rte. 636	790	Retaining Wall(s)	None	Canal Corridor	Low
24	Union Blvd.	County Rte. 646	120	None	Historical Markers, Stone Walls	Canal Corridor, Suburban Mixed Use	Low
25	Valley Rd.	County Rte. 621	100	None	None	Canal Corridor, Urban Commercial, Urban Industrial	Low
26	Van Houten Ave.	County Rte. 614	170	None	None	Canal Corridor, Historic Buildings Adjacent to Street, Historic Buildings Adjacent to Sidewalks, Suburban Commercial, Suburban Mixed Use	Medium

NEW JERSEY MIDLAND RAILWAY HISTORIC DISTRICT/NEW YORK, SUSQUEHANNA AND WESTERN RAILROAD HISTORIC DISTRICT, WEST MILFORD TOWNSHIP

The New Jersey Midland Railway Historic District/ New York, Susquehanna and Western Railroad Historic District is an approximately 4,000-foot long historic railroad corridor that lies mostly within Kinnelon Borough, Morris County. The easternmost 125 feet or so of the corridor is within West Milford Township where the corridor crosses the Pequannock River and runs beside the Paterson Hamburg Turnpike (CR 694) before crossing it at grade. The historic district also includes a steel girder bridge carrying NJ Route 23 over the railroad, the Pequannock River and CR 694. There are no significant streetscape features other than the state highway bridge and the physical proximity within a narrow valley.

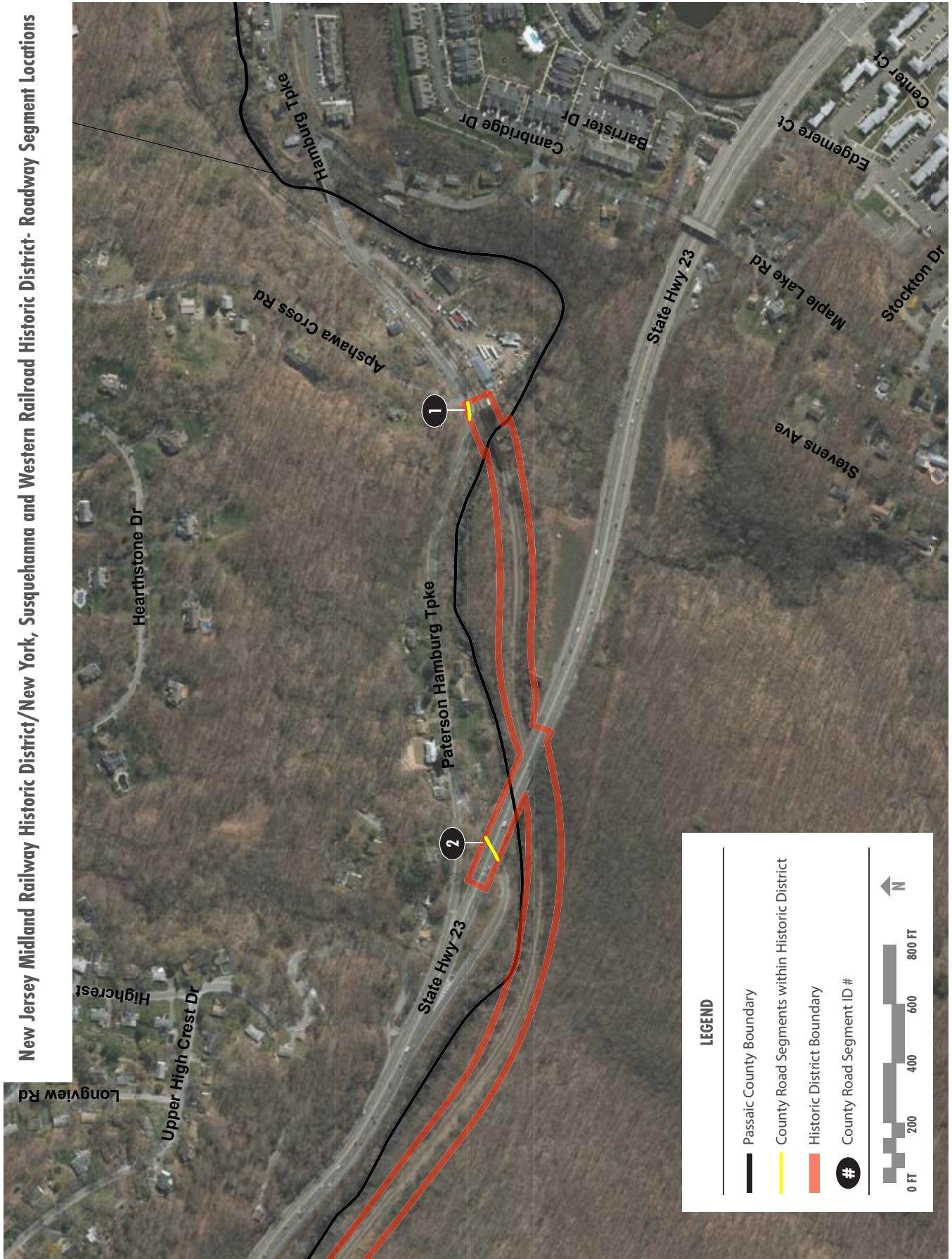
Recommendations:

- Federal or State funding or permitting could trigger NJHPO review of County roadway or streetscape projects for their impacts on the historic district.

NOTE:

**PATERSON VIADUCT HISTORIC DISTRICT,
PATERSON CITY (SEE ERIE RAILROAD MAIN LINE
HISTORIC DISTRICT)**

New Jersey Midland Railway Historic District/New York, Susquehanna and Western Railroad Historic District- Roadway Segment Locations



Roadway Summary - NJ Midland Railway Hist. District/NY, Susquehanna & Western RR Hist. District, West Milford Township

ID #	Road Name	County Route #	Approx. Road Segment Length (LF)	Roadway Structures	Right-of-Way Features	Historic Streetscape Characteristics	Historic Character Rating
1	Paterson Hamburg Tpke.	County Rte. 694	60	None	None	Railroad Corridor	Medium
2	Paterson Hamburg Tpke.	County Rte. 694	90	Bridge(s)	None	Railroad Corridor	Medium

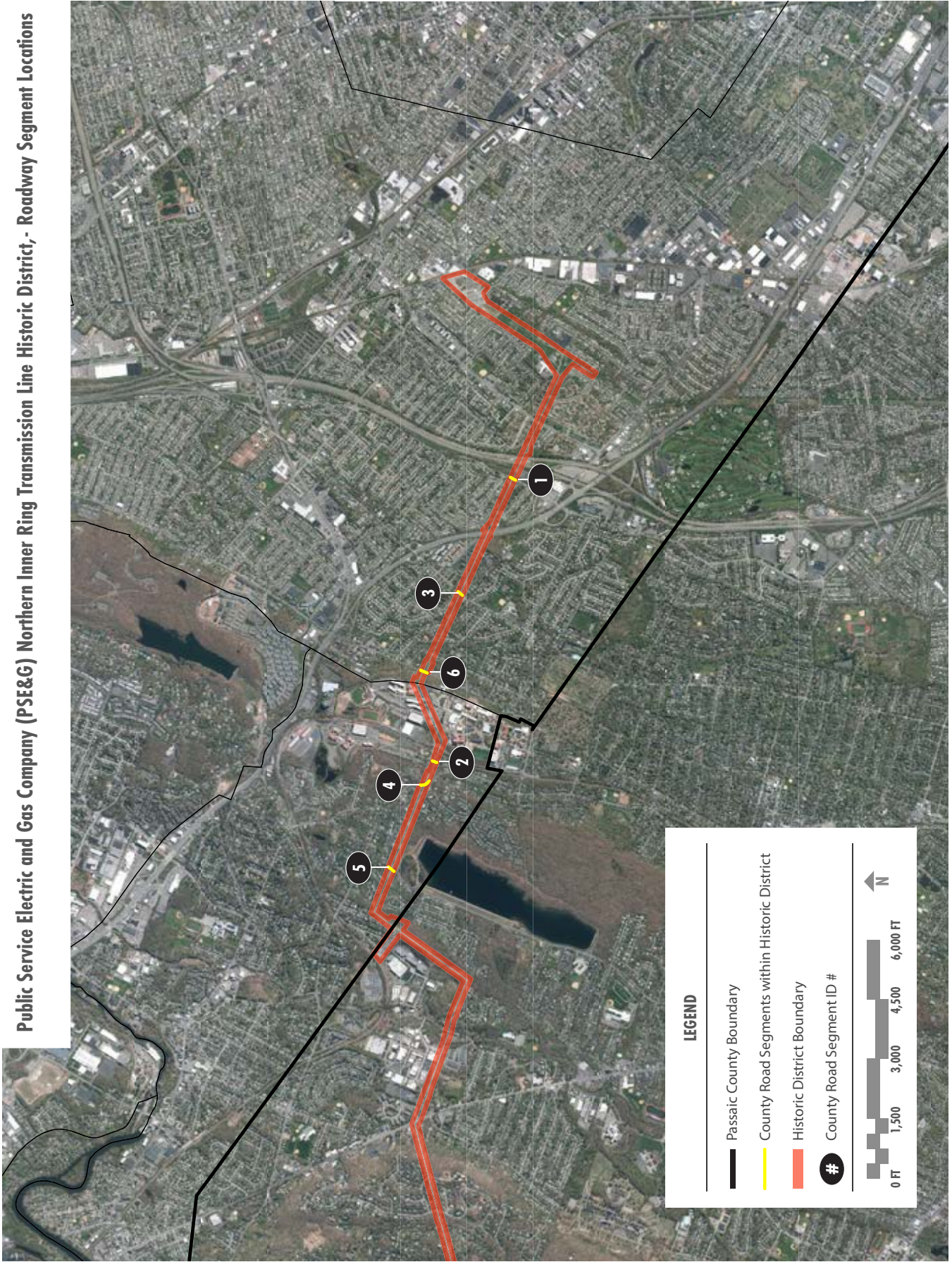
PUBLIC SERVICE ELECTRIC AND GAS COMPANY (PSE&G) NORTHERN INNER RING TRANSMISSION LINE HISTORIC DISTRICT, CLIFTON CITY AND LITTLE FALLS TOWNSHIP

The PSE&G Northern Inner Ring Transmission Line Historic District is a historic utility corridor that recognizes the historical significance of electrification with the construction of a centralized system of electric production and reliable distribution in Essex, Hudson, Morris, Passaic and Union counties during the 1920s. The district includes power stations, substations and the transmission line itself. The district has an NJHPO Opinion of Eligibility (12/13/2013). The Northern Inner Ring Transmission Line has a period of significance of 1926 to 1951. Passaic County lies at the northern end of the historic district with the utility corridor entering the County in Little Falls Township near Ridge Road (CR 641) and continuing eastward into Clifton City to connect with the Athena Substation, a distance of about 3.5 miles. The historic utility corridor, which averages about 100 to 200 feet wide, crosses County Roads at six locations. The roads have no significant historic associations with the overhead transmission line and utility right-of-way. The main consideration for County planners is that widening or realignment of County Roads could trigger historic preservation reviews.

Recommendations:

- Federal or State funding or permitting could trigger NJHPO review of County roadway or streetscape projects for their impacts on the historic district.

Public Service Electric and Gas Company (PSE&G) Northern Inner Ring Transmission Line Historic District,- Roadway Segment Locations



Roadway Summary - PSE&G Northern Inner Ring Transmission Line Historic District, Clifton City and Little Falls Township

ID #	Road Name	County Route #	Approx. Road Segment Length (LF)	Roadway Structures	Right-of-Way Features	Historic Streetscape Characteristics	Historic Character Rating
1	Broad St.	County Rte. 509	150	None	None	Suburban Mixed Use	Low
2	Clove Rd.	County Rte. 620	120	None	None	Suburban Mixed Use	Low
3	Grove St.	County Rte. 623	160	None	None	Suburban Residential	Low
4	Long Hill Rd.	County Rte. 631	260	None	None	Suburban Residential	Low
5	Ridge Rd.	County Rte. 641	180	None	None	Suburban Residential	Low
6	Valley Rd.	County Rte. 621	180	None	Concrete Walls	Suburban Mixed Use	Low

TWO BRIDGES ROAD, WAYNE TOWNSHIP

The Two Bridges is a historic crossing of the Passaic and Pompton Rivers near their confluence in Wayne Township, Passaic County, Lincoln Park Borough, Morris County, and Fairfield Township, Essex County. The bridge over the Pompton River between Wayne and Lincoln Park is a historic double-intersection Warren riveted pony truss bridge that has an NJHPO Opinion of Eligibility (6/7/1979). J. P. Bartley & Company of Morris County erected the pony truss in 1887. The bridge over the Passaic River between Lincoln Park and Fairfield, a concrete-encased steel girder bridge erected in 1928, is not currently considered a historic structure. In 2021, the pony truss bridge was being bypassed by a new structure being constructed several hundred feet upstream. This project also included improvements to Fairfield Road (CR 679) on the Passaic County side of the bridge. This change in the streetscape and rerouting of traffic represents a significant safety improvement. The historic bridge will be relegated to pedestrian usage only. Due to active highways at both ends of the historic bridge and limited parking, pedestrians may find accessing the historic bridge challenging.

From a historic preservation perspective, the principal concern is that the Two Bridge Road Bridge over the Pompton River continues to be maintained and appreciated by the public. The metal truss is an exceptional example of an early all-riveted truss with an unusual double-intersection Warren web pattern. It is among the more technologically significant highway truss bridges in the State of New Jersey, and one of perhaps no more than a half-dozen examples of this web pattern.

Recommendations:

- Consider development of a historic preservation and maintenance plan for the Two Bridges Road Bridge over the Pompton River. This plan, which may need to be developed jointly with Morris County, should address the need for continued maintenance, accessibility and interpretation to the public.
- Consider preparation of a New Jersey and National Registers of Historic Places nomination to formally list the bridge.

Two Bridges Road - Roadway Segment Locations



Roadway Summary - Two Bridges Road, Wayne Township

ID #	Road Name	County Route #	Approx. Road Segment Length (LF)	Roadway Structures	Right-of-Way Features	Historic Streetscape Characteristics	Historic Character Rating	Recommended Actions
1	Two Bridges Rd.	Local Road	150	Bridge(s)	Concrete Walls, Historical Markers	Suburban Residential	Medium	Preservation Plan, Historic Structures Report, Maintenance Plan, SR/NR Nomination

WANAQUE RESERVOIR HISTORIC DISTRICT, BLOOMINGDALE BOROUGH, RINGWOOD BOROUGH AND WANAQUE BOROUGH

The Wanaque Reservoir Historic District encompasses nearly 7,000 acres of water control infrastructure, reservoir and watershed of a historic water supply system that was built between 1920 and 1930 to provide water to municipalities in northern New Jersey. The completion of the reservoir resolved long-standing competition for water among several major cities, rationalized water supply and was a major historical and engineering achievement. The Wanaque Reservoir Historic District has an NJHPO Opinion of Eligibility (3/2/2006). The period of significance of the reservoir is 1920 to 1930.

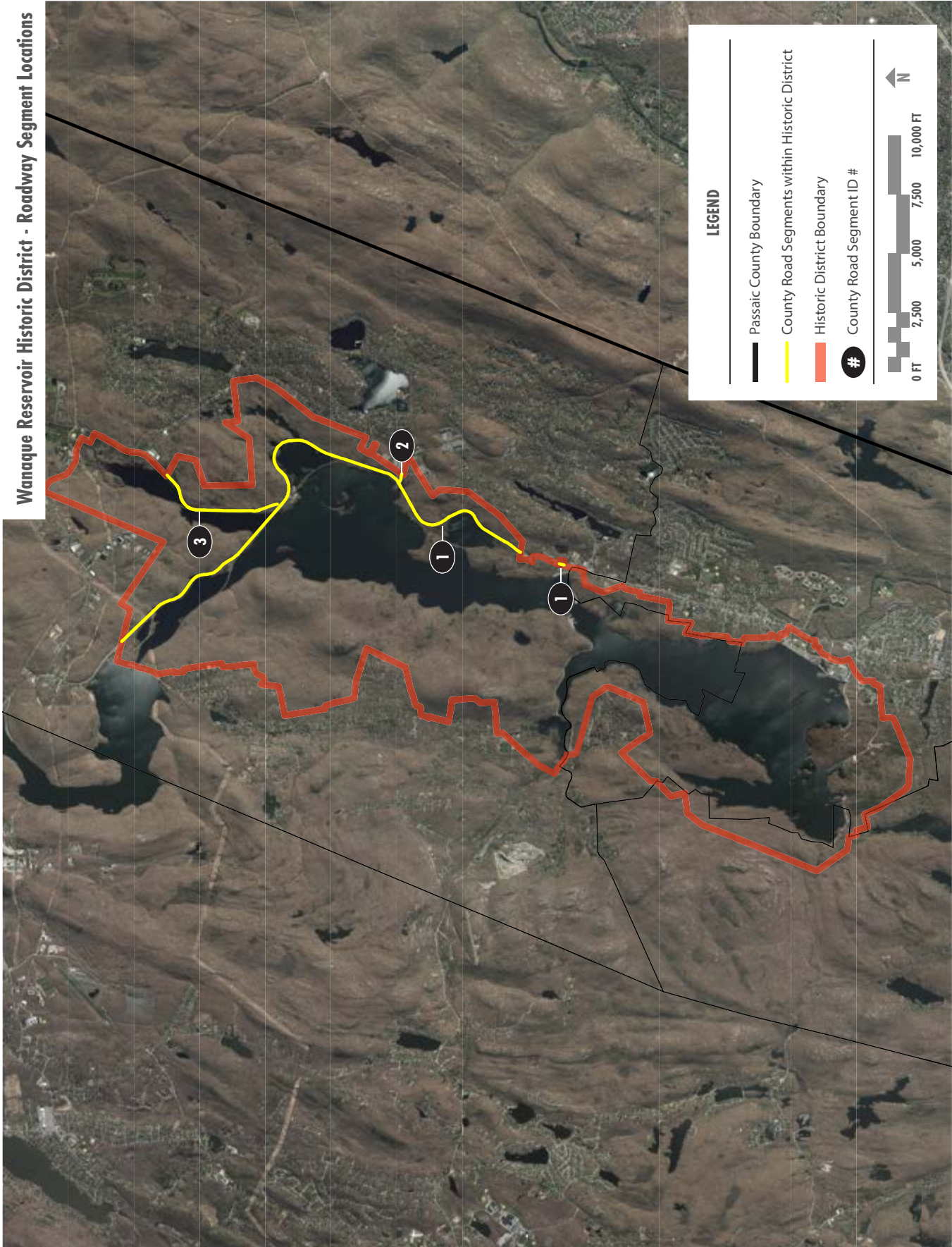
The Wanaque Reservoir Historic District is crossed by about 4.5 miles of Greenwood Lake Turnpike (CR 511), about 1 mile of Sloatsburg Road (CR 697) and a short segment of Skyline Drive (CR 692). These roads feature scenic views of woodlands, water features and mountains with Greenwood Lake Turnpike forming the main access route around the east and north sides of the reservoir. The roads are bounded at points by a concrete post and steel mesh railing that is distinctive of the reservoir. There are also numerous small culverts, as well as a causeway over one of the reservoir's northern arms. The streetscapes are among the most distinctive in Passaic County, and although primarily scenic in character, they are also historic due to their historic association with the reservoir.

Recommendations:

- Federal or State funding or permitting could trigger NJHPO review of County roadway or streetscape projects for their impacts on the historic district.
- Tourism may be enhanced by careful identification and maintenance of scenic views with an aim toward targeted cutting of vegetation and tree pruning. Consider work within the County right-of-way, as well as coordination with the North Jersey District Water Supply Commission.
- Consider maintenance of streetscape features

that contribute to the historic district, particularly those unique to the Wanaque Reservoir including railings, fences and structures.

Wanaque Reservoir Historic District - Roadway Segment Locations



Roadway Summary - Wanaque Reservoir Historic District, Bloomingdale Borough, Ringwood Borough and Wanaque Borough

ID #	Road Name	County Route #	Approx. Road Segment Length (LF)	Roadway Structures	Right-of-Way Features	Historic Streetscape Characteristics	Historic Character Rating
1	Greenwood Lake Turnpike	County Rte. 511	24,470	Culvert(s)	Fences, Guardrails, Waysides Overlooks Scenic Views	Suburban Mixed Use, Rural Undeveloped	High
3	Skyline Dr.	County Rte. 692	420	None	Guardrails	Rural Undeveloped	High
4	Sloatsburg Rd.	County Rte. 697	5,680	None	Guardrails, Fences	Rural Undeveloped	High

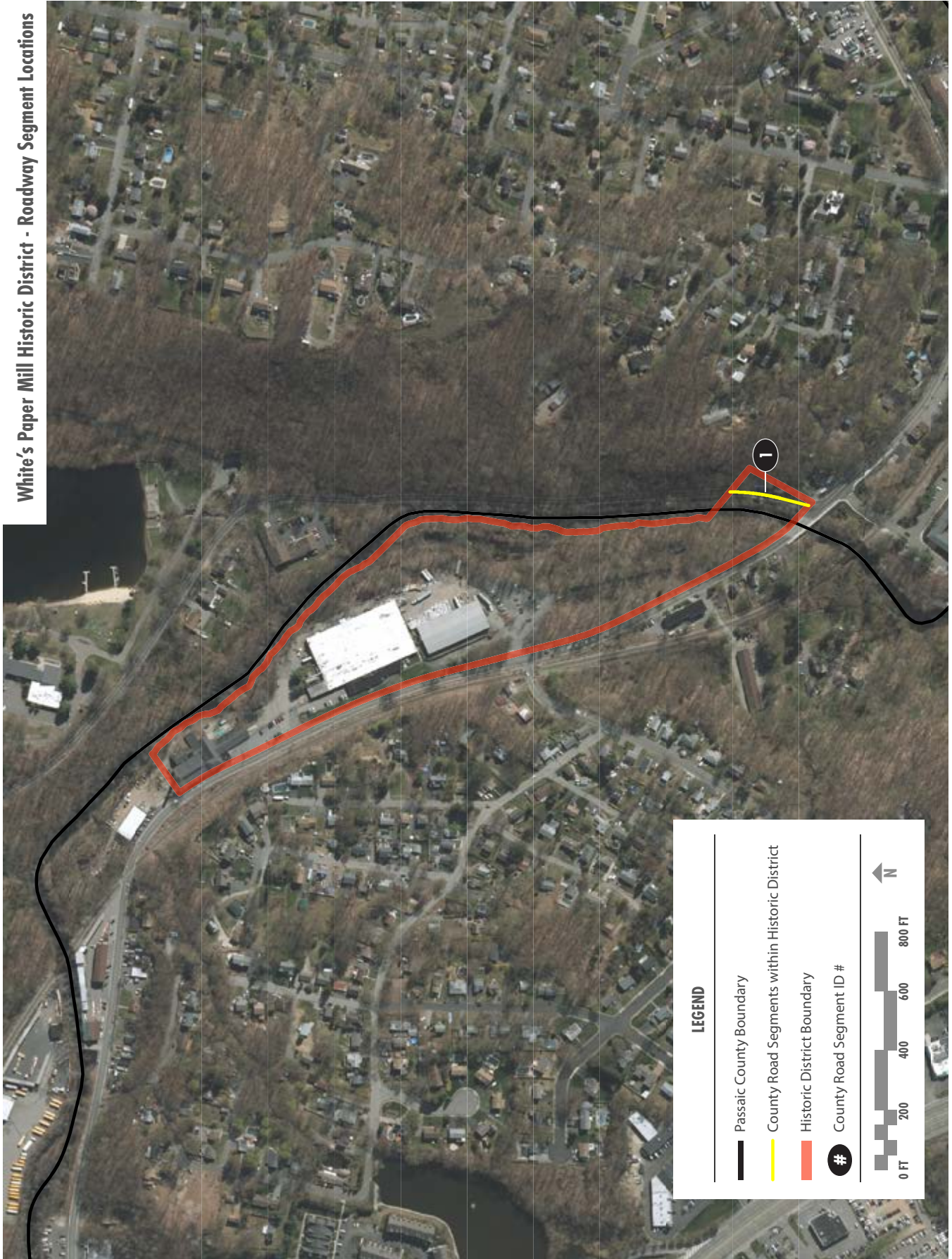
WHITE'S PAPER MILL HISTORIC DISTRICT, BLOOMINGDALE BOROUGH

The White's Paper Mill Historic District is focused on the former paper mill on the west side of the Pequannock River in Butler Borough, Morris County. Included within the district is a single parcel on the east side of the river within Bloomingdale Borough, Passaic County. This parcel contains a late-19th-century residence at 205 Macopin Road that contributes to the historic district. A short segment of Macopin Road (CR 693), less than 300 linear feet, passes between the house and the river and thus falls within the boundaries of the district. The streetscape is not consequential to the character of the district.

Recommendations:

- Federal or State funding or permitting could trigger NJHPO review of County roadway or streetscape projects for their impacts on the historic district.

White's Paper Mill Historic District - Roadway Segment Locations



Roadway Summary - White's Paper Mill Historic District, Bloomingdale Borough

ID #	Road Name	County Route #	Approx. Road Segment Length (LF)	Roadway Structures	Right-of-Way Features	Historic Streetscape Characteristics	Historic Character Rating
1	Macopin Rd.	County Rte. 693	270	None	None	Historic Buildings Adjacent to Street	Low

ROADS DESIGNATED AS HISTORIC TRAILS OR BYWAYS

The County Roads in this section of the chapter are either part of the Washington-Rochambeau Trail (WRT) or the Historic “Character Areas” of the Passaic County Byway Network. These roads were assessed similarly to those located in historic districts, however, they differ in an important respect. While roadway projects in historic districts may require specific regulatory reviews, usually involving consultation with the NJHPO, DCHA and/or local historical commissions and organizations, these trails and byways serve as heritage tourism routes, intended to help visitors have educational and pleasurable drives to points of interest.

Wayfinding is an important aspect of these roads, as are visual clues in the streetscapes, like well-marked entrances or transitions into historic settings, which let visitors know they have arrived at points of interests. Visitors must then be able to find their way to parking lots, amenities and interpretation that will orient them to a historic site. Since the trails and byways and their associated wayfinding signage, entrances and parking lots are the first features encountered by heritage tourists, they set a tone for the quality of the experience that visitors can come to expect. An inconsistent or poorly managed trail or byway can send a wrong message and reflect badly not only on the trail or byway but the historic sites that the trails or byways are intended to promote.

Automobile tourism is a more than century-old tradition in the United States. It can trace its roots to the “automobile tourism trails” of the early 1900s, including the famous Lincoln Highway and U.S. Route 66. Over the years, the approach to trail and byways has evolved, but they almost always coopt existing public roads for commemorative or tourism purposes. These goals can sometimes come into conflict with traffic efficiency and safety goals, which are the principal concerns of transportation agencies.

Since the 1990s, there has been a revival of scenic byways programs with funding from Federal and State sources to assist local groups develop byways programs, particularly those where managers of resources of natural, historic and scenic interest can band together on trails and byways that connect their resources and promote tourism to them. Both the Federal Highway Administration (FHWA) and New Jersey Department of Transportation (NJDOT) coordinate and fund eight scenic byways in New Jersey, although none currently enter into Passaic County. The closest state-designated byway is the Western Highlands Scenic Byway, which is entirely in Sussex County.

Fortunately, the interest in trails and scenic byways has led to many helpful publications and guidelines. A good place to start is *Byway Beginnings: Understanding, Inventorying and Evaluating a Byway’s Intrinsic Qualities*, published jointly by FHWA and the National Park Service in 1999. Both FHWA’s and NJDOT’s byways programs have useful websites with relevant resources, although both are geared toward federal and state-designated byways, none of which are currently located in Passaic County (see www.fhwa.dot.gov/byways and njscenicbyways.org). The Heritage Tourism Element of Passaic County’s Master Plan should also be referenced when thinking about roads where the goal is to enhance existing roads in ways that protect and promote the enjoyment of historical, as well as recreational, natural and scenic values.

WASHINGTON ROCHAMBEAU TRAIL (WRT)

The WRT, officially known as the Washington-Rochambeau Revolutionary Route (W3R) National Historic Trail, was designated by an act of the U.S. Congress in 2009. It is intended to commemorate and mark the route traveled by the French army, under the command of General Rochambeau, and the Continental army, under the command of General Washington, from Rhode Island to Virginia in the lead up to the Battle of Yorktown in September-October 1781. The armies passed through Passaic County in August 24-27, 1781, with the columns headed by Washington and Rochambeau taking slightly different routes through Wayne Township and Pompton Lakes Borough.

The National Park Service administers the WRT and provides overarching planning and interpretive materials, but owns no property and does not staff the WRT. Rather, the NPS collaborates with a broad range of organizations and partners, mostly at the state and local levels. The lead partner is a non-profit known as the National Washington-Rochambeau Revolutionary Route Association, Inc. (W3R-US). In New Jersey, there is a parallel state-level organization known as the W3R-NJ, which sponsors statewide coordination and maintains a historically informative website (www.W3R-NJ.org). In Passaic County, the principal W3R partner is the Passaic County Department of Cultural and Historical Affairs (DCHA).

The WRT as it manifests itself in an actual physical road network moves visitors along modern transportation corridors and through landscapes that have changed greatly since the time they were traveled by the French and Continental armies in 1781. Modern highways have replaced the old colonial roads, and the landscape, particularly in Passaic County, is heavily developed and suburbanized, a far cry from the rural settings of the colonial period. That said, the WRT's main purpose is to approximate, as closely as practical, the actual routes traveled by the armies and promote the significance of the event. Allowances are not made to deviate greatly from the historical route.

In Passaic County, the main route of Washington's Continental army today is U.S. Route 202 across the

northwestern side of Wayne Township. According to materials and maps produced and available from W3R-NJ, the French Army followed U.S. Route 202 to where it intersects the Hamburg Turnpike (CR 689) and then diverted through Pompton Lakes Borough before crossing into Morris County. These maps are downloadable and available to the public from the W3R-NJ website.

The Passaic County Planning Department has WRT mapping from 2018 that shows slightly different routes than the W3R-NJ maps. The Continental army route follows U.S. Route 202 but instead of crossing into Morris County where the Boonton Turnpike (U.S. Route 202) crosses the river, turns south to follow two local roads, Fayette Avenue and Fairfield Road on the east bank of the river, thus staying in Passaic County until crossing into Morris County further downstream at Two Bridges. Still another version of this route, found on a Union County website, doesn't include Fayette Avenue, but follows Fairfield Road. The French army route is considerably different in the Passaic County Planning Department mapping. It diverges from U.S. Route 202 at Lakeview Avenue (CR 686) to enter into Pompton Lakes Borough, then follows Colfax Avenue (CR 686) to the commercial center of Pompton Lakes. It then turns south onto Wanaque Avenue before hitting into the Hamburg Turnpike (CR 689).

The WRT recognizes three historic sites in Passaic County as heritage tourism destinations. By far the most programmatically robust of these is Dey Mansion Washington's Headquarters, a County-operated site in Preakness Valley Park that offers guided tours and educational programming on a regular schedule. The Dey Mansion's visitor center is currently in the process of developing an exhibit that will highlight the WRT, as well as the site's historic use as a military headquarters in 1780. It should be noted that Dey Mansion Washington's Headquarters is about one mile off of the actual route of the WRT, so wayfinding from U.S. Route 202 to Dey Mansion is absolutely critical to the Dey Mansion taking advantage of the trail.

Passaic County's two other W3R-recognized WRT-related attractions are the Schuyler-Colfax House on the Hamburg Turnpike in Wayne Township

and USS Battleship Maine Memorial also on the Hamburg Turnpike in Pompton Lakes. The Schuyler-Colfax House, an early colonial Dutch farmhouse, is described by the W3R-US as a “witness site,” meaning that its occupants would have witnessed the passing of the Continental army in August 1781. The house, owned by Wayne Township, is currently closed to the public and offering no programs. A recent agreement between the Township and Passaic County will result in the County taking responsibility for operations and interpretation. The Schuyler-Colfax House’s frontage on U.S. Route 202 is attractively landscaped and stands out from the surrounding commercial strip development due to its split-rail wood fence for the parking lot and white picket fence around the house. The house sits back from the road but is easily visible due to its distinctive brownstone construction and gambrel roof. There is no signage on the highway nearby to indicate the house as a WRT-related site, but this may be intentional due to the site’s dormant programming. This is the most important site in Passaic County directly on the WRT and the one that has the most untapped potential.

The USS Battleship Maine Memorial has no direct association with the events commemorated by the WRT, but is rather a memorial erected in 1914 by Pompton Lakes to commemorate the sinking of the battleship during the Spanish-American War in 1898. The marker incorporates a piece of the USS Battleship Maine’s engine room ventilator shaft, which was salvaged from the wreck. There is also an artillery piece of an earlier vintage. The memorial notes that Pompton Lakes was a location of Washington’s headquarters in March 1782 following the march back from Yorktown. The memorial is located on an island in the middle of a busy intersection with no on-site parking, making it difficult to visit. The memorial does not currently have signage to associate it with the WRT.

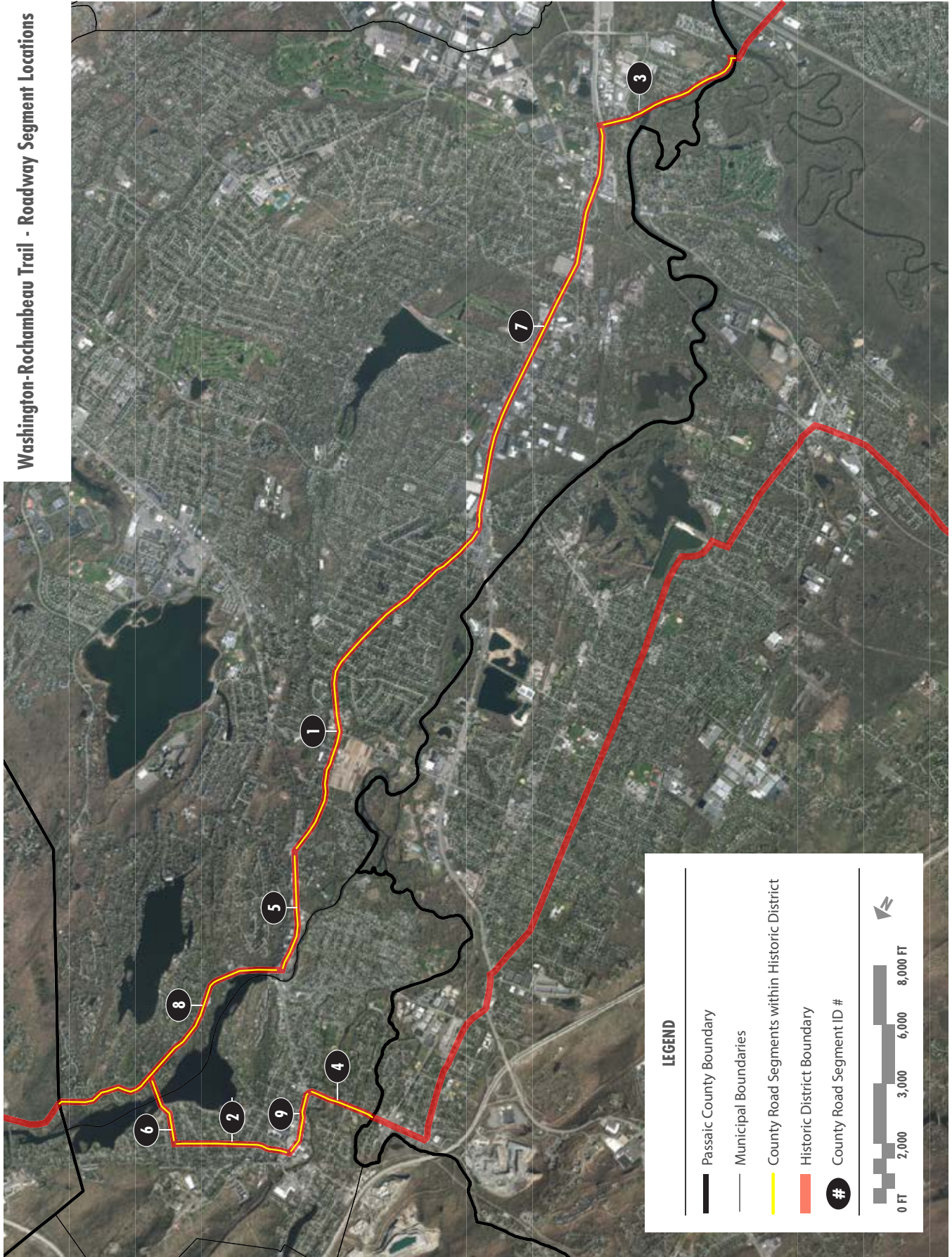
Passaic County Planning Department produced a signage plan in 2018 that recommends some 85 wayfinding signs along the routes identified by Passaic County as the WRT. As previously mentioned, the County routes are different in some ways to the routes of the W3R-NJ, particularly at the northernmost and southernmost ends of the trail. Wayfinding signs were seen along the WRT, although

few and far between, suggesting that some of the 85 signs planned in 2018 were either not installed or perhaps have gone missing. Most of the WRT’s wayfinding signage in Passaic County is to be found along U.S. Route 202, but the signs are sporadically placed and difficult to spot at highway speeds in congested settings.

Recommendations:

- Work with WRT partners to reconcile differences in trail mapping in Passaic County so that a consistent trail is presented to the public. This is particularly important for publications and web-sourced maps and documents.
- Consider adding a WRT section to the “See Passaic County” website.
- Revisit the Passaic County WRT wayfinding signage plan. Check that all of the signs in the plan have been placed and are being maintained. If signs have gone missing or there are difficulties in getting them installed, identify those challenges and work to address them. Check that Dey Mansion Washington’s Headquarter wayfinding signs are placed at appropriate points on the WRT to direct travelers from the trail to the historic site and back.
- Consider the development of interpretive programs at the Schuyler-Colfax House to better highlight its relationship to the WRT. Be certain these programs also direct interested visitors to the Dey Mansion Washington’s Headquarters, which is located about one mile from the WRT.
- Plan a celebration around the opening of the new exhibit in the Dey Mansion Washington’s Headquarters and prepare programming for the 250th of the WRT in August 2031.
- Stay abreast of national and state-level WRT planning and opportunities to participate in programs and secure funding support. The DCHA is well positioned to continue its role as the main point of contact for WRT-related activities in Passaic County.

Washington-Rochambeau Trail - Roadway Segment Locations



Roadway Summary - Roads Designated as Sections of Washington-Rochambeau Trail

ID #	Road Name	County Route #	Approx. Road Segment Length (LF)	Roadway Structures	Right-of-Way Features	Historic Streetscape Characteristics	Historic Character Rating
1	Black Oak Ridge Rd.	Local Road	13,200	Culvert(s)	Historical Markers	Suburban Residential, Suburban Commercial	Low
2	Colfax Ave.	County Rte. 686	3,900	None	None	Historic Buildings Adjacent to Sidewalks, Suburban Residential	Low
3	Fairfield Rd. and Two Bridges Rd.	Local Road	5,240	None	Historical Markers	Suburban Residential, Suburban Mixed Use, Historic Buildings Setback from Street	Medium
4	Hamburg Tpke., Patterson Hamburg Tpke., and Ringwood Ave.	County Rte. 689	2,410	Bridge(s)	Stone Walls	Suburban Mixed Use, Historic Buildings Adjacent to Sidewalks	Medium
5	Hamburg Tpke. and Patterson Hamburg Tpke.	State Highway (U.S. 202)	4,100	None	None	Historic Buildings Setback from Street, Suburban Commercial	Low
6	Jefferson Ave. and Lakeside Ave.	County Rte. 686	2,480	Bridge(s)	Park Parkway, Waysides Overlooks Scenic Views	Suburban Residential	Low
7	State Hwy. 23	State Highway	14,280	None	None	Suburban Commercial	Low
8	Terhune Dr.	State Highway (U.S. 202)	9,660	None	Stone Walls, Historical Markers	Suburban Residential	Low
9	Wanaque Ave.	County Rte. 684	2,190	None	Street Trees, Plaza Public Space, Infields or Islands with Plantings, Street Lighting, Historical Markers	Historic Buildings Adjacent to Sidewalks, Urban Commercial	Medium

HISTORIC “CHARACTER AREAS” OF THE PASSAIC COUNTY BYWAY NETWORK

The Heritage Tourism Element of the Passaic County Master Plan, adopted by the County in 2015, has as its main organizational concept establishment of a Passaic County Byway Network. The byway network is intended to form a system of roads and trails connecting county historic sites, parks and open spaces. The plan further divides the network into “character areas,” defined as historic, main street, scenic, regional connector, community connector, railway, Appalachian Trail and Passaic County trails.

The Historic Character Areas are short stretches of state, county and local roads, which the Heritage Tourism Element identifies as being near the entrances to historical sites. There are seven historic character areas associated with 1) the American Labor Museum (Botto House), 2) Dey Mansion Washington’s Headquarters, 3) Lambert Castle, 4) Long Pond Iron Works, 5) Paterson Great Falls National Historical Park, 7) Ringwood Mansion and 8) Schuyler-Colfax House. The historic character byways at Long Pond Iron Works and the Paterson Great Falls National Historical Park also are within historic districts discussed in the previous section of this chapter.

As of 2021, the Passaic County Byway Network is a planning tool that has yet to result in wayfinding or marketing that would encourage visitors to “hit the road” using the network as a way of getting to historic attractions. During field investigations in 2021, the evaluators did not find byway-related wayfinding, signage, websites, social media or promotional literature.

The Passaic County Byway Network mapping, as it currently exists, does not lend itself to a tour of the Historic Character Areas. For example, it offers no practical guidance on how to travel from Paterson Great Falls National Historical Park to Ringwood Manor, which might be two major destinations for heritage tourists. Traveling between historic sites often required consideration of other non-byway routes, sometimes offered by Google maps, even when the avoiding freeways function was activated.

It remains to be seen how practical the Passaic County Byway Network may be from a tourism perspective, but significant refinement and ground-truthing seems to be needed. From the perspective of heritage tourism, the mapping would likely be more attractive to visitors if it were paired down to a single route that connected the Historic Character Areas and offered itinerary options for day or two-day (weekend) trips.

The Historic Character Areas are useful for thinking about management of the main public roads leading up to the entrances to historic sites. These segments of road are those where visitors should begin to encounter signage, banners, parking and landscaping that welcomes them to a site and makes them feel as though they are about to enter a historic setting. These visual clues help visitors to feel that they have arrived and not exactly what they need to do to find their way and orient prior to having an enjoyable experience. Entrances that are obscure, come up quickly with no warning, or seem to offer multiple choices are a poor way to start. The good news is that all of the Historic Character Areas identified in the Passaic County Byway Network already have some of the elements of welcoming roadside presences. Many have entrance gates, historically appropriate fences or plantings along their frontages, park or park-like landscapes and historic markers and signs. In most instances, these features lie outside the highway right-of-way on property over which the historic sites have some control.

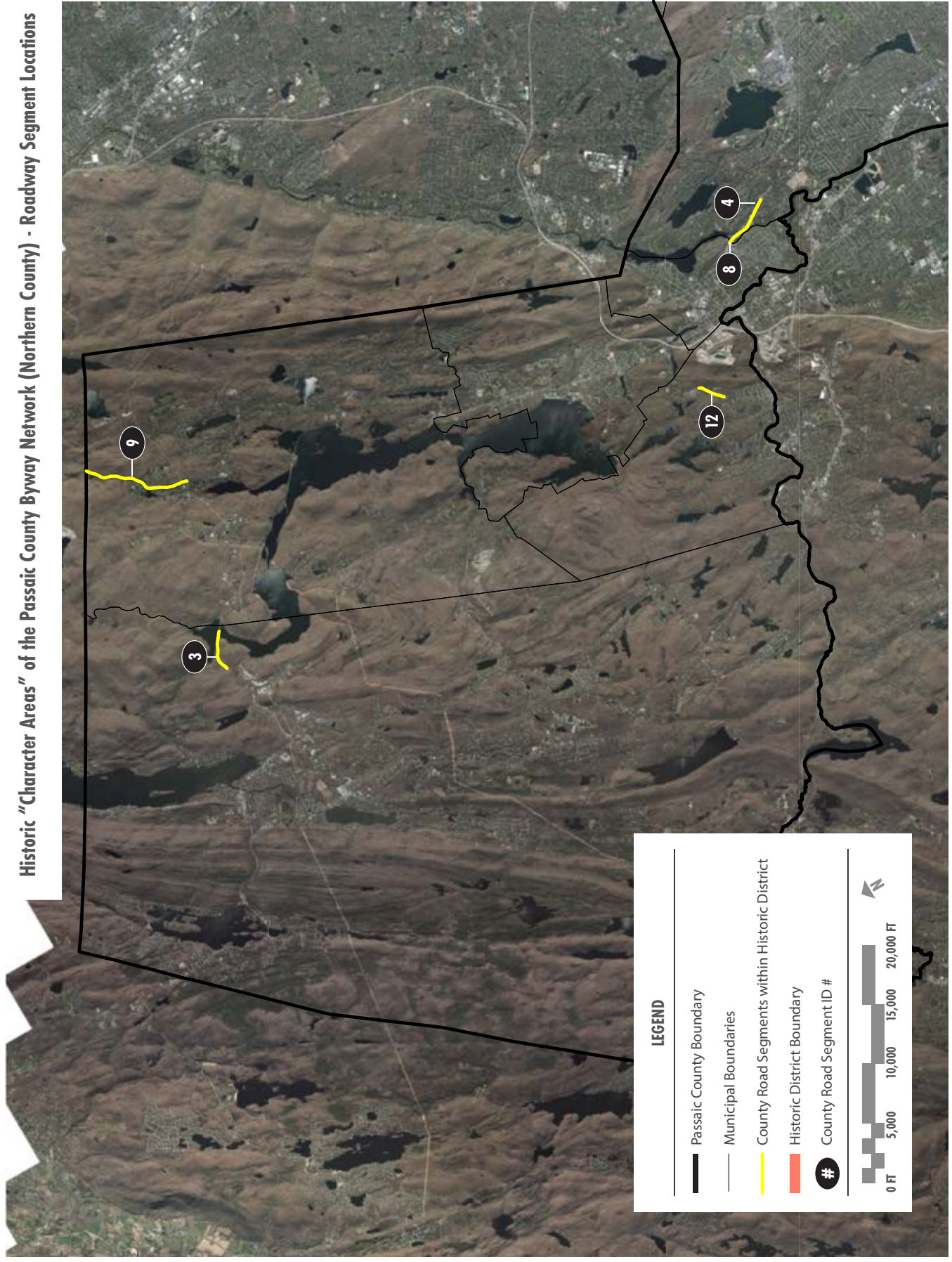
The weakest element of the Historic Character Area roads are the short segments leading up to the attraction entrances, which often lack clear signage, traffic calming features or streetscape that complements the nearby historic sites. These roads, in highway planning language, tend to lack a “context sensitive” approach to design. Context sensitive design (CSD) has been an element of highway planning and design for more than 20 years and is now standard practice. Excellence in CSD is achieved when a roadway project is deemed safe, supported by community stakeholders, and in harmony with environmental, scenic, aesthetic, historic and natural resource values. These values are, in essence, what the Passaic County Byway Network

is attempting to support. Useful introductions and guides to CSD are FHWA's Flexibility in Highway Design and the Transportation Research Board's A Guide to Best Practices for Achieving Context Sensitive Solutions. CSD has been an official policy of the New Jersey Department of Transportation for more than 20 years (<https://www.state.nj.us/transportation/eng/CSD/>).

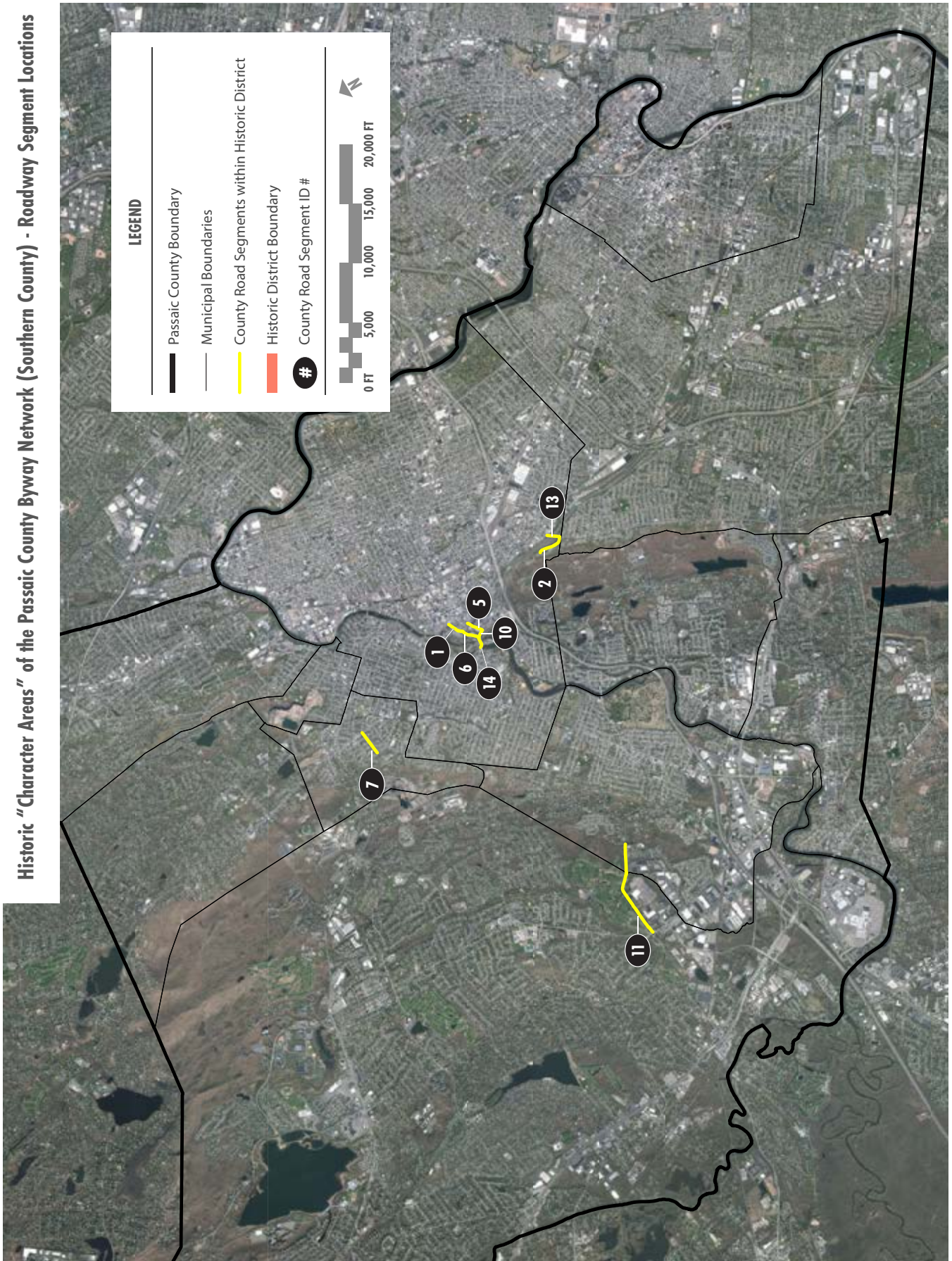
Recommendations:

- Consider development of a single heritage byway and itineraries connecting the County's principal historic sites and attractions. Suggestions can be made for "side trips" to smaller sites, particularly those that are not currently offering programs or open on irregular schedules.
- Consider historic streetscape plans incorporating CSD to the Historic Character Areas of the Passaic County Byway Network.

Historic "Character Areas" of the Passaic County Byway Network (Northern County) - Roadway Segment Locations



Historic "Character Areas" of the Passaic County Byway Network (Southern County) - Roadway Segment Locations



Roadway Summary - Roads Designated as Historic "Character Areas" of the Passaic County Byway Network

ID #	Road Name	County Route #	Approx. Road Segment Length (LF)	Roadway Structures	Right-of-Way Features	Historic Streetscape Characteristics	Historic Character Rating
1	Ellison St.	Local Road	740	None	Plaza Public Space, Street Furnishings, Street Lighting, Street Trees, Crosswalks, Fences	Historic Buildings Adjacent to Sidewalks, Urban Mixed Use	High
2	Entrance Drive to Lambert Castle	Park Road	1,370	None	Lawn, Park Parkway, Stone Walls	Parkland Parkway, Historic Buildings Setback from Street	High
3	Greenwood Lake Tpke.	County Rte. 511	3,410	Bridge(s)	Historical Markers, Waysides Overlooks Scenic Views	Rural Undeveloped, Historic Buildings Setback from Street	Medium
4	Hamburg Tpke.	State Highway (U.S. 202)	4,220	Bridge(s)	None	Suburban Commercial, Historic Buildings Setback from Street	Low
5	Market St.	County Rte. 648	824	None	Crosswalks, Street Lighting, Street Furnishings	Canal Corridor, Historic Buildings Adjacent to Sidewalks, Urban Industrial, Urban Commercial	High
6	McBride Ave Ext.	County Rte. 639	1,260	Retaining Wall(s)	Concrete Walls, Fences, Stone Walls, Park Parkway, Fences, Street Lighting, Street Trees, Street Furnishings, Historical Markers, Other	Canal Corridor, Historic Buildings Adjacent to Sidewalks, Historic Buildings Setback from Street, Parkland Parkway, Urban Indust.	High
7	Norwood St.	Local Road	1,270	None	Lawn, Historical Markers, Concrete Walls, Median, Street Trees	Historic Buildings Setback from Street, Urban Residential	High
8	Patterson Hamburg Tpke.	County Rte. 689	120	Bridge(s)	Historical Markers	Suburban Mixed Use	Low
9	Sloatsburg Rd. and Mill Pond Rd.	County Rte. 697	8,920	None	Park Parkway, Stone Walls, Waysides Overlooks Scenic Views, Historical Markers	Rural Undeveloped	High

Roadway Summary - Roads Designated as Historic "Character Areas" of the Passaic County Byway Network

ID #	Road Name	County Route #	Approx. Road Segment Length (LF)	Roadway Structures	Right-of-Way Features	Historic Streetscape Characteristics	Historic Character Rating
10	Spruce St.	County Rte. 639	415	None	Stone Walls, Fences, Street Furnishings, Street Lighting	Historic Buildings Adjacent to Sidewalks, Urban Industrial	High
11	Totowa Rd.	County Rte. 644	4,930	Bridge(s)	Fences, Park Parkway	Historic Buildings Setback from Street, Suburban Residential, Parkland Parkway	Medium
12	Union Ave.	County Rte. 511	2,260	None	None	Suburban Residential	Low
13	Valley Rd.	County Rte. 621	620	None	Stone Walls	Parkland Parkway, Urban Mixed Use	Medium
14	Wayne Ave. Ext.	County Rte. 666	226	Bridge(s), Retaining Wall(s)	Concrete Walls, Historical Markers, Waysides Overlooks Scenic Views, Stone Walls	Urban Mixed Use, Parkland Parkway	High

County Roads in Designated Historic Districts - Alphabetical Listing

County Road Name	Historic District Name(s)
5th Avenue (CR 652)	Erie Railroad Main Line Historic District
Allwood Road (CR 602)	Garden State Parkway Historic District, PSE&G Northern Inner Ring Transmission Line Historic District, Morris Canal Historic District
Bloomfield Avenue (CR 622)	Jersey City Waterworks Historic District
Broad Street (CR 509)	Delaware, Lackawanna and Western Railroad Boonton Line Historic District, Garden State Parkway Historic District, Jersey City Waterworks Historic District, PSE&G Northern Inner Ring Transmission Line Historic District, Morris Canal Historic District
Broadway (CR 622)	Delaware, Lackawanna and Western Railroad Boonton Line Historic District, Erie Railroad Main Line Historic District
Brook Avenue (CR 608)	Delaware, Lackawanna and Western Railroad Boonton Line Historic District
Browertown Road (CR 635)	Morris Canal Historic District
Cedar Grove Road (CR 617)	Jersey City Waterworks Historic District, Morris Canal Historic District
Center Avenue (CR 643)	Morris Canal Historic District
Clifton Avenue (CR 611)	Delaware, Lackawanna and Western Railroad Boonton Line Historic District, Erie Railroad Main Line Historic District
Clove Road (CR 620)	Jersey City Waterworks Historic District, PSE&G Northern Inner Ring Transmission Line Historic District
Colfax Avenue (CR 609)	Garden State Parkway Historic District
Colfax Avenue (CR 686)	Washington-Rochambeau Trail
Crooks Avenue (CR 630)	Erie Railroad Main Line Historic District
Dawes Highway (CR 682)	Morris Canal Historic District
Delawanna Avenue (CR 610)	Delaware, Lackawanna and Western Railroad Boonton Line Historic District
East 33rd Street (CR 651)	Eastside Park Historic District
Essex Street (CR 638)	Erie Railroad Main Line Historic District, Paterson Viaduct Historic District
Fairfield Road (CR 679)	Washington-Rochambeau Trail
Fenner Avenue (CR 634)	Morris Canal Historic District

County Roads in Designated Historic Districts - Alphabetical Listing

County Road Name	Historic District Name(s)
Grand Street (CR 638)	Downtown Court House Historic District, Dublin Historic District, Great Falls Historic District, Morris Canal Historic District
Greenwood Lake Turnpike (CR 511)	Long Pond Iron Works Historic Character Area Byway, Long Pond Iron Works Historic District, Wanaque Reservoir Historic District
Grove Street (CR 623)	Garden State Parkway Historic District, Jersey City Waterworks Historic District, PSE&G Northern Inner Ring Transmission Line Historic District
Hamburg Turnpike (CR 689)	Schuyler-Colfax House Historic Character Area Byway, Washington-Rochambeau Trail
Hazel Street (CR 702)	Delaware, Lackawanna and Western Railroad Boonton Line Historic District, Garden State Parkway Historic District
Jefferson Avenue (CR 686)	Washington-Rochambeau Trail
Kingland Road (CR 606)	Jersey City Waterworks Historic District
Lackawanna Avenue (CR 632)	Morris Canal Historic District
Lafayette Street (CR 650)	Erie Railroad Main Line Historic District, Paterson Viaduct Historic District
Lakeside Drive (CR 686)	Washington-Rochambeau Trail
Lakeview Avenue (CR 624)	Garden State Parkway Historic District
Lexington Avenue (CR 625)	Erie Railroad Main Line Historic District
Lincoln Avenue (CR 69)	Erie Railroad Main Line Historic District
Lindsley Road (CR 604)	Jersey City Waterworks Historic District
Long Hill Road (CR 631)	Jersey City Waterworks Historic District, PSE&G Northern Inner Ring Transmission Line Historic District, Morris Canal Historic District
Macopin Road (CR 693)	White's Paper Mill Historic District
Madison Avenue (CR 649)	Cooke Locomotive and Machine Company/American Locomotive Company/Wright Aeronautical Company Historic District, Erie Railroad Main Line Historic District
Main Avenue (CR 601)	Delaware, Lackawanna and Western Railroad Boonton Line Historic District, Erie Railroad Main Line Historic District, Garden State Parkway Historic District, Jersey City Waterworks Historic District
Main Street (CR 601)	Delaware, Lackawanna and Western Railroad Boonton Line Historic District, Downtown Commercial Historic District, Downtown Court House Historic District
Main Street/East Main Street (CR 631)	Morris Canal Historic District

County Roads in Designated Historic Districts - Alphabetical Listing

County Road Name	Historic District Name(s)
Market Street (CR 648)	Downtown Commercial Historic District, Erie Railroad Main Line Historic District, Great Falls Historic District, Paterson Great Falls NHP Historic Character Area Byway, Paterson Viaduct Historic District
Marshall Street (CR 509)	Delaware, Lackawanna and Western Railroad Boonton Line Historic District, Morris Canal Historic District
McBride Avenue (CR 639)	Great Falls Historic District
McBride Avenue Extension (CR 639)	Great Falls Historic District, Paterson Great Falls NHP Historic Character Area Byway
Minisink Drive (CR 642)	Delaware, Lackawanna and Western Railroad Boonton Line Historic District
New Street (CR 633)	Morris Canal Historic District
Newark Pompton Turnpike (CR 504)	Morris Canal Historic District
Oak Street (CR 605)	Delaware, Lackawanna and Western Railroad Boonton Line Historic District
Parish Drive (CR 668)	Morris Canal Historic District
Parish Drive (CR 668)	Delaware, Lackawanna and Western Railroad Boonton Line Historic District
Passaic Avenue (CR 614)	Delaware, Lackawanna and Western Railroad Boonton Line Historic District
Paterson Avenue (CR 639)	Morris Canal Historic District
Paterson Hamburg Turnpike (CR 694)	New Jersey Midlands Railway/New York, Susquehanna and Western Railroad Historic District, Morris Canal Historic District
Paulison Avenue (CR 618)	Delaware, Lackawanna and Western Railroad Boonton Line Historic District, Erie Railroad Main Line Historic District
Pennington Avenue (CR 607)	Delaware, Lackawanna and Western Railroad Boonton Line Historic District, Erie Railroad Main Line Historic District
Piaget Avenue (CR 628)	Erie Railroad Main Line Historic District
Pompton Plains Cross Road (CR 680)	Morris Canal Historic District
Ridge Road (CR 641)	Jersey City Waterworks Historic District, PSE&G Northern Inner Ring Transmission Line Historic District
Ringwood Avenue (CR 511)	Haskell Historic District
River Drive/Road (CR 624)	Delaware, Lackawanna and Western Railroad Boonton Line Historic District, Erie Railroad Main Line Historic District, Jersey City Waterworks Historic District

County Roads in Designated Historic Districts - Alphabetical Listing

County Road Name	Historic District Name(s)
Riverview Drive (CR 640)	Delaware, Lackawanna and Western Railroad Boonton Line Historic District, Morris Canal Historic District
Skyline Drive (CR 697)	Wanaque Reservoir Historic District
Sloatsburg Road (CR 697)	Ringwood Manor Historic Character Area Byway, Wanaque Reservoir Historic District
Spruce Street (CR 639)	Great Falls Historic District, Paterson Great Falls NHP Historic Character Area Byway
Squirrelwood Road (CR 636)	Morris Canal Historic District
Straight Street (CR 647)	Erie Railroad Main Line Historic District, Paterson Viaduct Historic District
Totowa Road (CR 644)	Dey Mansion Washington's Headquarters Historic Character Area Byway
Union Boulevard (CR 646)	Morris Canal Historic District
Valley Road/Barclay Street (CR 621)	Delaware, Lackawanna and Western Railroad Boonton Line Historic District, Jersey City Waterworks Historic District, Lambert Castle Historic Character Area Byway, PSE&G Northern Inner Ring Transmission Line Historic District, Morris Canal Historic District
Van Houten Avenue/Lackawanna Place (CR 614)	Delaware, Lackawanna and Western Railroad Boonton Line Historic District, Garden State Parkway Historic District, Morris Canal Historic District
Vreeland Avenue (CR 651)	Eastside Park Historic District
Wagaraw Road (CR 504)	Erie Railroad Main Line Historic District
Wanaque Avenue (CR 684)	Washington-Rochambeau Trail
Wayne Avenue (CR 666)	Great Falls Historic District
Wayne Avenue Extension (CR 639)	Great Falls Historic District, Paterson Great Falls NHP Historic Character Area Byway
West Broadway (CR 509)	Downtown Commercial Historic District, Great Falls Historic District



CHAPTER 3

RECOMMENDATIONS SUMMARY

3.0 RECOMMENDED ACTIONS OVERVIEW

All properties and their various historic assets have been evaluated for preservation recommendations. The historic resources outlined in this document are numerous and the County will need to identify and prioritize recommended actions based on current and future needs.

The sections in this chapter address research/investigative actions such as Cultural Landscape Reports, Architectural Surveys, Archaeological Surveys and Historic Structure Reports. Maintenance plans for the various properties and features (both architectural and landscape) have also been outlined.

Restoration, rehabilitation and repair work is also noted throughout the document and should be treated individually based on factors including, historical value, overall condition, and budget considerations.

Non-consultant/contractor related recommendations such as Register Nominations, etc. can and should be completed with existing County staff resources to minimize spending.

Several properties or features should be considered for the implementation of passive interpretation as per recommendations included in the Passaic County Interpretive Plan of 2020.

These efforts may include design and installation of graphically compatible interpretive signage to match that of other sites throughout the county. Additional interpretive recommendations include developing park programs, tours, reenactments, school programs, web-based and a social media presence.

Another primary recommendation for all properties is to maintain open communication among the Passaic County Department of Cultural & Historic Affairs, and the City of Clifton and the NJHPO for all repairs, maintenance and modifications to the park property. All work that could impact a property's historic fabric and immediate setting should be reviewed by the local government, Passaic County Department of Cultural & Historic Affairs and the NJHPO for compliance with the New Jersey Register of Historic Places Act (N.J.A.C. 7:4).

3.1 CULTURAL LANDSCAPE REPORTS

The Cultural Landscape Report (CLR) is the principle treatment document for cultural landscapes and the primary tool for their long-term management. Management and treatment decisions are based on the character of the land, historical significance, and anticipated challenges to preservation. The CLR can be used in maintenance, interpretation, and planning.

CLRs are often prepared when a change is proposed to a property such as a new parking lot. In such instances, a CLR can be a useful tool to protect the landscape's character-defining features from undue wear, alteration or loss. However, CLRs are often prepared preemptively as a tool to guide potential future projects and long-term preservation planning. A CLR can provide managers, curators and others with information needed to make management decisions.

A CLR will often yield new information about a landscape's historic significance and integrity, even for those already listed on the National or State Register. Where appropriate, Register files should be amended to reflect the new findings.

A CLR begins with historical description of the landscape and all significant characteristics and identifies the historical context within which the landscape developed, and the period or periods of significance if this has not been done in the CLR or National Register nomination.

Existing conditions assessments describe the landscape as it exists today including the documentation of landscape characteristics such as land use, vegetation, circulation, and structures. A condition assessment is completed to determine the age, material, composition, and integrity of significant components. An analysis and evaluation component compares findings from the site history and existing conditions to identify the significance of individual features in the context of the landscape as a whole. Historical integrity is evaluated to determine if the characteristics and features that defined the landscape during the historic period are present.

Treatment recommendations then outline the preservation strategy for long-term management of the cultural landscape based on its significance, existing condition, and use. It also includes a discussion of overall management objectives for the site as documented in planning studies or other management documents. The treatment section may address the entire landscape, or a portion, or a specific feature within it. Treatment is described in a narrative text, treatment plan, or design alternatives. Landscape preservation teams, including on-site management teams and independent consultants, are often directed by a landscape architect with specific expertise in landscape preservation. It is highly recommended that disciplines relevant to the landscapes' inherent features be represented as part of a CLR team. A CLR shall be prepared in accordance with the NPS A Guide to Cultural Landscape Reports: Contents, Process, and Techniques.

Most historic properties have a cultural landscape component that is integral to the significance of the resource and this is true for many of the properties surveyed as part of this project. Most of the County properties would benefit from a Cultural Landscape Report; however, a select group of properties have been identified as good candidates for Cultural Landscape Reports:

- Garret Mountain Reservation
- Goffle Brook Park
- Highlands Preserve
- Morris Canal Greenway
- Rifle Camp Park
- Weasel Brook Park

Note: CLR recommendations are all considered a low priority. Prioritize based upon upcoming projects.

Cultural Landscape Reports range in price based on scale and complexity of property. The estimated cost of Cultural Landscape Report will vary depending on the size and complexity of the property being evaluated. At the low end, a small open space property may be around \$10,000. At the higher end, a thorough report for one of the larger county parks such as Goffle Brook park can cost as much as \$50,000.

3.2 ARCHITECTURAL SURVEYS

Architectural surveys are used to identify significant buildings, structures, objects, non-archaeological sites, like landscapes, and districts in order that they may be evaluated for preservation. The NJHPO's Guidelines for Architectural Survey provide a systematic approach to gathering data through archival research, secondary scholarship and field investigations, and then reporting and evaluating that data in a consistent manner using approved report outlines and forms illustrated by maps, photographs and other supporting graphics. Although referred to as "architectural," the methodology applies to all visible aspects of the built environment, including parks and gardens. Architectural surveys may be undertaken for various reasons, but most often they are completed for planning, permitting and regulatory reasons, although they may also be used simply for scholarship and documenting the past for future generations.

NJHPO's Guidelines provide for two levels of survey, referred to as reconnaissance level and intensive level. Reconnaissance-level Architectural Surveys gather basic identification and descriptive data and are often used for large planning surveys. Intensive-level Architectural Surveys are an NJHPO requirement for properties that are being evaluated for eligibility to the New Jersey and National Registers of Historic Places. An Intensive-level Architectural Survey includes an "eligibility worksheet" that discusses and justifies whether a property meets the National Register Criteria for Evaluation or not. Under most regulatory contexts, an Intensive-level Architectural Survey is completed by an architectural historian who meets the Secretary of the Interior's Professional Qualification Standards (36 CRF 61).

This HPE screens county-owned properties and identifies a number of resources that meet basic thresholds for completion of Intensive-level Architectural Surveys. These thresholds are 1) the properties are over 50 years of age; 2) the properties have not been previously surveyed or if previously surveyed the data is in evident need of updating; 3) the properties may have physical characteristics or historic associations that could be of significance as defined by the National Register Criteria for Evaluation; and/or 4) the properties

would likely need to be surveyed for any future undertaking requiring NJHPO review because of federal or state funding, permitting or licensing. As regards the latter, the County of Passaic may benefit from completing recommended Intensive-level Architectural Surveys as they will provide professional guidance on whether a property is eligible or not eligible for listing on the New Jersey and National Registers of Historic Places. The eligibility status will be of use in planning, scheduling and budgeting projects.

As a planning effort, Intensive-level Architectural Surveys are low priority unless there is anticipation of a regulatory context triggering the survey, in which case the surveys can suddenly become urgent and high priority because the lack of data may impact project delivery costs and timetables. It is almost always advisable to conduct a survey as early in the planning process as possible. The following county-owned properties were identified for Intensive-level Architectural Survey:

LOW PRIORITY

- Apshawa Preserve
 - » Butler Reservoir Dams
- Camp Hope
- Preakness Valley Park
- Rifle Camp Park
- Weasel Brook Park
- 1101 Greenwood Lake Turnpike
 - » Vreeland Farm Buildings
- Passaic County Courthouse (1968)
- PCCC Main Campus (All Buildings)
- Van Allen House
- West Side Park Bridge

Note: These low priority recommendations may be raised to High Priority if a regulated project is planned

The estimated cost of an Intensive-level Architectural Survey will vary depending on the size and complexity of the property being surveyed. At the low end, survey of a dam or a single building is likely to be less than \$5,000. At the higher end, a thorough survey of one of the larger county parks is likely to be in the neighborhood of \$20,000 to \$30,000.

3.3 MAINTENANCE PLANS - ARCHITECTURAL

Maintenance Plans are designed to assist owners and managers with understanding the level of effort needed on a regular, recurring basis to keep a historic resource from accelerated deterioration. Many historic property managers fall into a trap of successfully raising funds for major preservation projects only to then find that once those projects are complete they lack the resources to protect the investment and keep up with items of work that are predictable and occur on a cyclical basis, such as repainting of exterior woodwork. A maintenance plan allows a property manager to anticipate and budget for the work before irreversible and costly damage takes place.

A Maintenance Plan identifies significant historic architectural features, materials and finishes and provides guidelines for protecting and sustaining them for the long term. The plan identifies supplies and equipment needed for cleaning, coating or repairing materials using treatments that avoid the potential to damage historic fabric. The plan should also identify common chemicals or treatments, like rock salt for melting snow, which may when accumulated against masonry or tracked into a historic building caused deterioration. Other topics, like how to deal with insects, rodents and other pests, may also be covered.

Maintenance Plans should list and describe routine inspections that can be performed by owners and periodic inspections that should be completed by professionals. Maintenance Plans usually include a “checklist,” as well as a standardized form that can be used to complete the inspections and document any needed work or developing conditions. A Maintenance Plan should include 1) a list of routine and cyclical maintenance items and corresponding time intervals; 2) a list of routine and cyclical inspections and appropriate time or intervals; 3) a list of materials, cleaning methods and cleaning intervals; 4) a checklist; 5) forms and/or a logbook.

Generally speaking, all of the listed, eligible or potentially eligible historic buildings, structure and objects in the HPE are deserving of individual Maintenance Plans. There is not “a one-size-fits-all” approach that will work for Maintenance Plans because every historic resource type is likely to

have at least some maintenance and inspection needs particular to its age, design, materials and workmanship. Similar resources, however, like brownstone farmhouses, are likely to have many maintenance issues in common. The county would likely see cost savings in developing a base Maintenance Plan that could be used at all of the farmhouses with a supplement for issues specific to each individual house.

Over the years, the County of Passaic has invested significant resources in preserving and rehabilitating historic buildings, structure and objects. As the park system has expanded, the number of resources under the county’s stewardship has grown. General maintenance, such as cleaning gutters or replacing damaged or missing roof shingles, will in the long run ensure that those investments are protected and maximized. General speaking, privatization and implementation of a Maintenance Plan pay off in a huge dividend although the initial costs, especially when previously unrecognized emerging maintenance issues arise, may result in some unanticipated expenses. Maintenance Plans should be prepared by a Historic Architect who meets the Secretary of the Interior’s Professional Qualification Standards (36 CFR 61).

Maintenance Plans are a high priority for properties where the County has made major investments in recent preservation, rehabilitation or restoration projects or for highly significant resources where further deterioration is likely to result in irreparable harm. Properties with low priority for Maintenance Plans are those where the resources are less significant or where major projects are planned in the near future. The following properties have been recommended for Maintenance Plans:

HIGH PRIORITY

- Garrett Mountain Reservation
 - » Lambert Castle
 - » Lambert Castle Marble Fountain
- Hamilton House Museum
- Preakness Valley Park
 - » Dey Mansion
- Wayne Township Museums
 - » Van Duyne House
 - » Van Riper Hopper House
- Schuyler-Colfax House Museum
- Van Allen House
- PCC Main Campus (All Buildings)

LOW PRIORITY

- Garrett Mountain Reservation
 - » Lambert Castle Carriage House and Stables
 - » Lambert Tower Refectory and Comfort Station
 - » Warming Huts
 - » Lambert Tower
 - » Lambert Tower Stone and Wood Arbor
- Preakness Valley Park
 - » Dey Mansion Forge
 - » Dey Mansion Plantation House
 - » Dey Mansion Smokehouse
 - » Dey Mansion Springhouse
- Weasel Brook Park
 - » Vanderhoef House

The estimated cost of a Maintenance Plan is between \$5,000 and \$10,000 depending on the complexity and current condition of the resource.

3.4 MAINTENANCE PLANS - LANDSCAPE/HARDSCAPE AND WATERBODIES

Similar to Architectural Maintenance Plans, Landscape/Hardscape and Waterbody Maintenance Plans, or “Landscape Maintenance Plans” are designed to assist owners and managers with defining the level of effort needed on a regular, recurring basis to keep a historic resource from prematurely aging (or in the case of living plants, early demise). This issue is especially important when considering performance landscape elements such as water bodies that serve as stormwater infrastructure. As noted in Chapter 3.3, property owners often fail to effectively plan for ongoing maintenance of features, especially landscape elements that can often be falsely regarded as “maintenance free”. A maintenance plan allows a property manager to anticipate and budget for the work before costly damage takes place or resources are lost entirely.

Landscape Maintenance Plans identify significant historic landscape features and their inherent risks and provides guidelines for protecting and sustaining them for the long term. Issues including horticultural pests and disease, changing climate, and human activity in addition to neglect can threaten valuable resources.

The plan identifies common issues associated with certain features and addresses maintenance and management approaches to ensure long term sustainability. Plans will address supplies and equipment needed for cleaning, coating or repairing materials using treatments that avoid the potential to damage historic fabric. The plan should also identify common issues associated with landscape deterioration such as water body siltation, encroachment of invasive plant species within a forested landscape, or assaults from horticultural pests such as Emerald Ash Borer or new relatively new insect threats such as the Spotted Lantern Fly. Maintenance Plans should list and describe routine inspections that can be performed by owners and periodic inspections that should be completed by professionals. Maintenance Plans usually include a “checklist,” as well as a standardized form that can

be used to complete the inspections and document any needed work or developing conditions. A Maintenance Plan should include 1) a list of routine and cyclical maintenance items and corresponding time intervals; 2) a list of routine and cyclical inspections and appropriate time or intervals; 3) a list of materials, cleaning methods and cleaning intervals; 4) a checklist; 5) forms and/or a logbook. The County of Passaic has begun to invest in preserving and rehabilitating historic landscapes with notable recent projects such as the Olmsted Brother Firm designed, Dey Mansion Gardens. A landscape maintenance manual has been prepared following the completion of the restoration project and now serves as a guiding document for landscape maintenance.

Many of the historic or culturally relevant resources such as mature tree groves in Olmsted designed parks have reached maturity and now serve as character defining features of the landscape. Tree inspections and horticultural care become far more important as these features begin to age. Privatization and implementation of a Maintenance Plan will ensure longevity and reduce costs associated with expensive restoration projects when features such as stone masonry retaining walls begin to deteriorate and fail. Evidence of this can be seen at sites such as the Lambert Castle Gardens where some sections of the garden walls have begun to fail and overturn. Maintenance Plans should be prepared by a Historic Landscape Architect who meets the Secretary of the Interior’s Professional Qualification Standards (36 CFR 61).

Maintenance Plans are a high priority for properties where the County has made major investments in recent preservation, rehabilitation, or restoration projects or for highly significant resources where further deterioration is likely to result in irreparable harm. Properties with low priority for Maintenance Plans are those where the resources are less significant or where major projects are planned soon.

The following properties have been recommended for Maintenance Plans:

HIGH PRIORITY

- Garret Mountain Reservation
 - » Masonry walls and stairways throughout the Reservation
 - » Crow’s Nest
 - » Dey Mansion Garden Walls
 - » Woodland Management
 - » Barbour Pond
- Goffle Brook Park
 - » Goffle Brook
 - » Van Winkles Pond
 - » Tree Groves
 - » Brook Revetment Walls
- Preakness Valley Park
 - » Irrigation Ponds (5)
 - » Dey Mansion Tree Plantings
 - » Golf Course Tree Plantings
- Weasel Brook Park
 - » Tree Groves
 - » Sycamore Allee
 - » Pond
 - » Weasel Brook
 - » Pathways/Weir
- Court House Historic District
 - » Retaining Walls
 - » Fencing/Curbing

LOW PRIORITY

- Apshawa Preserve
 - » Butler Reservoir
- Rifle Camp Park
 - » Woodland Management
 - » Picnic Grove

The estimated cost of a Landscape Maintenance Plan is between \$5,000 and \$15,000 depending on the overall size, complexity and current condition of the property/resource.

3.5 HISTORIC STRUCTURE REPORTS & PRESERVATION PLANS

Historic Structure Reports (HSRs) and Preservation Plans are tools used to develop a thorough understanding of a historic resource's developmental history and current conditions and, ultimately, to prioritize recommendations for future work, including cost estimates. An HSR is usually a highly comprehensive document, whereas a Preservation Plan will have most of the elements of an HSR in an abbreviated format. Preservation Plans tend to be prepared immediately before a specific capital improvement project, whereas HSR's are intended for long-term use and often have an authoritative assessment of the historic character and fabric of the resource.

Specifically, both HSRs and Preservation Plans develop periods of significance and recommend treatment approaches that facilitate application of the Secretary of the Interior's Standards for the Treatment of Historic Properties. They are multi-disciplinary documents, usually prepared by a combination of professionally qualified historic architects, engineers, historians and conservators with experience working with resources of a similar character. Owners commissioning an HSR or Preservation Plan are seeking a realistic assessment of the current physical condition, the desired future interpretation and use of the building, structure or object, and an assessment of alternatives desirable or necessary to reach certain goals, such as adaptation of a historic building for use as a museum or offices. Passaic County is familiar with this type of planning document. For instance, the county is currently in the process of developing and implementing multi-phase Preservation Plan for Lambert Castle to facilitate its continued use as a museum and the Lambert Castle Carriage House and Stables for use as a visitor center and library. Several other Preservation Plans are currently in progress or funded including those for the Hamilton House Museum and the Wayne Township Museums. Comprehensive guidance on preparing HSRs and Preservation Plans is available in Historic Structure Reports & Preservation Plans, A Preparation Guide – Second Edition, jointly published by the New Jersey Historic Trust and the New Jersey Historic Preservation Office (www.state.nj.us/dep/hpo/4sustain/preparehsr_2015_11_02.pdf).

HIGH PRIORITY

- Garrett Mountain Reservation
 - » Lambert Castle (complete and finalize plan)
 - » Lambert Castle Carriage House and Stables (complete and finalize plan)
- Hamilton House Museum (complete and finalize plan)
- Preakness Valley Park
 - » Dey Mansion Burial Ground
- Schuyler-Colfax House Museum*
 - » *Revise and update 2018 Conditions Assessment convert into Preservation Plan
- Wayne Township Museums
 - » Van Duyne House
 - » Van Riper Hopper House
- Van Allen House
- West Side Park Bridge
- PCC Main Campus (All Buildings)
 - »

LOW PRIORITY

- Goffle Brook Park
 - » Pumping Station North and Pumping Station South
 - » Goffle Brook Park Bridge
 - » Lafayette Memorial

HSRs and Preservation Plans will vary in cost depending on the size and complexity of the resource. At the low end, a plan for small buildings or structures such as the Goffle Brook pumping stations is likely to be in the neighborhood of \$20,000 to \$30,000. Large and complex buildings or multi-component complexes can easily cost \$75,000 to \$100,000.

3.6 ARCHAEOLOGICAL RECOMMENDATIONS

In preparing archaeological recommendations, the primary goal was to preserve and protect any archaeology for future study and for appreciation by future generations. The Secretary of the Interior's Standards for the Treatment of Historic Properties state "Archaeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken." Preservation and protection are preferred in the belief that, in the years and decades to come, researchers, site managers and interpreters will have available to them more sophisticated and revealing techniques of archaeological inquiry. Fulfilling this goal will require restricting and regulating ground disturbance within archaeologically sensitive areas as much as possible and, where such disturbance is unavoidable, taking measures to explore, document and analyze archaeological remains in advance of their destruction. Preservation and protection should also extend to the curation and conservation of archaeological materials collected through excavation, monitoring and other activities such as gardening and landscaping.

PHASES OF ARCHAEOLOGICAL STUDY

If ground disturbing activities are proposed within an area identified as having precontact or historic archaeological potential and preservation in place is not possible, archaeological investigations are recommended. According to the guidelines of the New Jersey Historic Preservation Office (NJHPO) archaeological investigations are divided into four "phases" (see Appendix A for Guidelines for Phase I Archaeological Investigations: Identification of Archaeological Resources and Guidelines for Preparing Cultural Resources Management Archaeological Report Submitted to the Historic Preservation Office). For the purposes of this plan most recommendations are for the first phase of investigation and are conditional on the potential for the site to be disturbed. If an initial recommendation is made for Phase IA or IB investigation, it should be anticipated that this could lead to higher levels of archaeological investigation (Phase II and III) as summarized below.

PHASE I

The first phase of archaeological investigation is the Phase I investigation, which is often separated into two parts, the Phase IA and Phase IB surveys. The

Phase IA survey is the first step in the identification-level of survey and involves site-specific background research of both historic and precontact sources and a topographic analysis based on the geology of the site and a site inspection. This is recommended in cases where the character or location of a potential archaeological site is uncertain. The results of this study are usually expressed as areas of precontact or historic archaeological potential. This type of study also takes into account the extent of previous ground disturbances. This level of investigation normally recommends Phase IB archaeological survey or no further work. Costs for Phase IA investigations will range between roughly \$5,000 and \$20,000 depending on the size of the property and the complexity of the resources. Phase IA investigations are recommended for the following sites if ground-disturbing activities are proposed:

- Garret Mountain Reservation
 - » Precontact Site #28-Pa-033
 - » Precontact Site #28-Pa-034
 - » Precontact Site #28-Pa-035
 - » Precontact Site #28-Pa-043
 - » Precontact Site #28-Pa-045
- Goffle Brook Park
 - » Possible Historic House Site
- Highlands Preserve
 - » Areas of Precontact Archaeological Potential
 - » Unnamed House Site
- Highlands Rail Trail
 - » Historic Railbed
- Morris Canal Greenway
 - » Ramapo Slack Water Canal Towpath
 - » PAL Drive Morris Canal Prism
 - » George Siredle House Site
- Peckman Preserve
 - » Little Falls Laundry Weir and Headrace
- Preakness Valley Park
 - » Jr. Van Winkle House Site
 - » J. Daniels House Site
 - » P. Quackenbush House Site
 - » Jer. Ryerson House Site

- Rifle Camp Park
 - » Areas of Precontact Archaeological Potential
- Tranquility Ridge
 - » Areas of Precontact Archaeological Potential
 - » Hickory Mountain and Valley Mine Sites
- Valley View Sanatorium Campus
 - » J.L. House Site
- Weasel Brook Park
 - » Unidentified Building Sites

Phase IB surveys, if conducted separately from the Phase IA, include the same background research and site assessment, but also include subsurface testing. This level of survey is recommended where there is strong evidence of a site's character and location. This testing is normally conducted by excavating 18-inch-diameter test pits within the proposed area of disturbance. These tests would be excavated at an NJHPO minimum of 17 tests per acre, a roughly 50-foot grid, although closer interval testing is often recommended for smaller historic period archaeological sites. Some sites with deep modern fill may require machine assisted testing during this phase. There are also some cases where precontact archaeology may be deeply buried by alluvial sediments that require deep testing. The principal object of the Phase IB survey is the physical identification and rough delineation of archaeological deposits. Once potentially significant archaeological deposits are identified they can be either avoided or will require assessment at the Phase II level. The costs of Phase IB surveys is very dependent on the size of the area requiring testing. The survey of a 1-acre site may range between \$6,000 and \$12,000 depending on its complexity (an open site versus a property with an existing historic house). The Phase IB survey of a 20-acre site may cost between \$20,000 and \$30,000. Phase IB investigations are recommended for the following sites if ground-disturbing activities are proposed:

- Apshawa Preserve
 - » Unidentified Farmstead Site
 - » Unidentified Dwelling Site (4)
 - » Unidentified Dwelling Site (5)

- Camp Hope
 - » B. Ferril Dwelling Site
- Friendship Park
 - » Historic Pit Feature and Midden
- Garret Mountain Reservation
 - » Garret House Site
 - » Lambert Castle Addition Site
 - » Unidentified House Site
 - » Rea House Archaeological Component
 - » Oakley Mill Site
 - » Oakley House 1 Site
 - » Oakley Mill 2 Site
 - » Ryerson House Site
 - » Van Winkle Mill Site
 - » Vreeland House Site
- Highlands Preserve
 - » Tichenor/McDonald House Site
- Morris Canal Greenway
 - » Pompton Feeder Guard Lock and Lock Tender's House Site
 - » Pompton Feeder Prism
 - » Woodland Park Canal Prism
- Peckman Preserve
 - » Morris Canal Embankment
 - » Area of Precontact Archaeological Potential
 - » C.M. Post House Site
- Preakness Valley Park
 - » Precontact Site #28-Pa-058
 - » Precontact Site #28-Pa-059
 - » Precontact Site #28-Pa-060
- Tranquility Ridge
 - » J. Morris Beech Farm Site and Shaft Feature
- Weasel Brook Park
 - » Vanderhoef-Westervelt House Archaeological Component
 - » Westervelt Mill Site
- Van Riper-Hopper Farmstead Archaeological Component

- Schuyler-Colfax House Archaeological Component
- Van Allen House Archaeological Component

PHASE II

Phase II surveys are focused on accurately delineating and assessing the significance of an archaeological site. This level of investigation also assesses the archaeological integrity of the archaeological deposits and any potential effects of the project's actions on these deposits. This level of investigation is recommended when the presence of archaeological deposits has already been confirmed or is certain given site characteristics, such as visible remains or markers. In addition to test pits excavated at closer intervals, Phase II surveys normally include the excavation of larger excavation squares or trenches. Section 106 of the National Historic Preservation Act (36 CFR Part 800) is used in New Jersey for establishing the "significance" of an archaeological site. A site is considered significant if it is eligible for listing in the National Register of Historic Places according to any one the following four criteria (although Criterion D is the most commonly associated with archaeological sites):

- Criterion A: Association with "events that have made a significant contribution to the broad patterns of our history."
- Criterion B: Association with "the lives of persons significant in our past."
- Criterion C: Possession of "distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic value."
- Criterion D: Properties "that have yielded, or may be likely to yield, information important in prehistory or history."

If an archaeological site is evaluated at the Phase II level as eligible for listing and that site is demonstrated to retain its archaeological integrity, the effects of any potential ground-disturbing activities must be assessed. If it is not feasible to avoid impacts to the archaeological site through the redesign of project plans, the adverse effects of these impacts will need to be impacted. While most effects are mitigated through additional archaeological

investigation at the Phase III archaeological data recovery level, certain effects can be mitigated through alternative means such as the development of historic interpretive signs or documents or through the completion of technical studies on related sites or topics. Phase II investigations can range in cost from \$30,000 to \$100,000 depending on the site and complexity of the site. Phase II-level investigations are recommended at the following sites if ground-disturbing activities are proposed:

- Preakness Valley Park
 - » Dey/Hogencamp Cemetery
- Schuyler-Colfax Cemetery Archaeological Component

PHASE III

Phase III archaeological data recovery level investigations are the final phase of study. The aim of this level of investigation is the documentation of all or a significant portion of an archaeological site before its destruction. These investigations usually involve labor-intensive excavations of large portions of the archaeological site. It may also include documentation of extant elements of any associated structures. These excavations are followed by detailed artifact processing and the analysis of the site records. Artifacts and samples are normally subjected to specialist analysis, including zooarchaeological, paleobotanical, geomorphological studies, and scientific dating methods. The final, required step in a Phase III investigation is the preparation of a comprehensive technical report. Phase III archaeological data recoveries can range in cost from \$75,000 to over \$1,000,000 depending on the extent and complexity of the site. No Phase III investigations are recommended at this time.

New Jersey Register of Historic Places Act
The New Jersey Register of Historic Places Act (N.J.A.C. 7:4) protects archaeological sites that are already listed on the New Jersey of Historic Places from any public undertaking that would encroach upon, damage or destroy" the resource. It may also trigger investigations for archaeology that could be associated with listed resources, e.g. historic buildings or historic districts, where the archaeological resources may not have

been previously or specifically identified by the nomination. This review process is similar to that described above for Section 106 reviews but also requires an Application for Project Authorization to be submitted to the NJHPO and, if considered an encroachment, review by the New Jersey Historic Sites Council.

New Jersey State Museum Site Registration Program
The New Jersey State Museum (NJSM) maintains a registry of archaeological sites identified within New Jersey. Registration of an archaeological site does not offer any legal protection or obligation by the property owner. Site registration is recommended to aid future archaeological surveys and research, and as a planning tool. Phase I background research always includes a review of the NJSM site files to determine if an archaeological site has been previously identified within a property. In that way, registering an archaeological site with the NJSM ensures that future projects can make accommodations for the presence of an archaeological site early in the planning process. For the purposes of this document, the completion of a NJSM registration form is recommended when archaeological features or artifacts are found within a site; not for sites that are only considered to have potential (such as an area that looks favorable for precontact archaeology or the location of house from an historic map).

ARCHAEOLOGICAL PRESERVATION PLANS

These plans are prepared for sites of particular archaeological sensitivity or of frequent public use/visitation. These types of sites are often visible on the ground surface, for example house foundations or masonry walls like those of a canal lock. Visitors may be attracted to these features and simply want to explore them. However, too much traffic can quickly lead to the unintentional deterioration of such structures. Providing historic interpretive panels at a historic site such as a house ruin can provide information about the structure and either passively or actively delineate where it is best to view the site from. Archaeological preservation plans often combine archaeological protections and historic interpretive ideas with engineering/architectural recommendations.

Visible ruins may also attract visitors who are interested in finding artifacts to add to personal collections, and in some cases to sell. They may try to excavate within wells or privy shafts to find bottles or ceramics, excavate precontact sites for projectile points or other stone or pottery artifacts, or metal detect historic or military sites to find coins, buttons, buckles or other military items. Although many of them do not realize it, this is looting and is illegal on public property in New Jersey with few exceptions. This state law passed in 2004 and detailed in P.L. 2004, Chapter 170 (https://nj.gov/dep/hpo/2protection/pl2004ch170_b.pdf), makes it illegal to destroy, disturb, remove, sell or receive archaeological artifacts from public property and established penalties for violations. Archaeological sites are part of a shared heritage that require active protection measures. Archaeological preservation plans should take the threat of such activities into account. Archaeological preservation plans are recommended at the following sites:

- Camp Hope
 - » B. Ferril Dwelling Site
- Preakness Valley Park
 - » Jr. Van Winkle House Site
 - » Dey/Hogencamp Cemetery
- Tranquility Ridge
 - » J. Morris Beech Farm Site and Shaft Feature
- Morris Canal Greenway
 - » Pompton Feeder Guard Lock and Lock Tender's House Site
 - » Pompton Feeder Prism
 - » Ramapo River Slack Water Canal Towpath

GROUND-PENETRATING RADAR SURVEY

Such a survey provides a non-invasive means of identifying subsurface anomalies that can be interpreted remotely, matched to historical maps, and tested archaeologically. Ground-penetrating radar surveys allow concomitant archaeological investigations to be more focused and in the case of the the two historic cemeteries addressed by this report, should prove effective in identifying archaeological the extent and location of features

such as grave shafts. It may also show evidence of subsurface disturbance. These types of surveys are normally carried out by consultants with expertise in geophysical prospecting. Ground-penetrating radar surveys are recommended at the following sites:

- Preakness Valley Park
 - » Dey/Hogencamp Cemetery
- Schuyler-Colfax Cemetery Archaeological Component

ARCHAEOLOGICAL COLLECTIONS

Archaeological investigations almost always produce collections of artifacts. These artifacts belong to the landowner. These collections should be appropriately cleaned, organized, analyzed and, if necessary, conserved. Professional archaeologists will provide for a degree of artifact processing as part of any investigation and collections are often stored at offices or schools until they can be returned to their owner for curation. The NJHPO requires that the artifacts recovered during any investigation that they regulate be curated at an approved facility. In the past, with the permission of the owner, these collections were often sent to the New Jersey State Museum. However, the museum, as of 2021 is no longer taking more collections and the burden for curation and storage is falling on local institutions. Given the large number of professional excavations that have been conducted in Passaic County over the last 100 years, there may be a significant number of archaeological collections related to the history of the County that are either in the County's possession or should be sought for curation.

Collections are also generated by amateur collectors. Many times, these types of collections end up in public ownership through donation. They are often less organized and may lack general descriptive or provenience information. While many of these collections have significant information potential, some do not have this potential.

It is recommended that Passaic County establish a curatorial facility for archaeological collections generated by investigations conducted on County properties and other properties of particular interest. This facility should seek certification as an approved curation facility by the NJHPO by following 36 CFR Part 79, which is the regulation that details the curation of Federally-owned and administered archaeological collections. This will entail the construction of a purpose-built facility or adaptation of an existing facility through the installation of climate control, storage and security measures.

PUBLIC ARCHAEOLOGY PROGRAM

Passaic County is currently considering development of a public archaeology program, possibly to be housed in the dormant archaeology labs at the barn at the Wayne Township House Museums. This type of program often generates significant public interest and is an excellent way to inform the public about the history of the County and showcase the historic preservation accomplishments of the County. In addition to public participation in select archaeological investigations, a well-developed program could involve volunteers or interns in accumulating archaeological information about the County in a single repository, processing analysis and curation of artifact collections held by the County, and public outreach to local and regional organizations through lectures and tours. Any proposal for a public archaeology program should be vetted by a qualified archaeologist and provision should be made for the management or supervision of the program by an archaeologist that meets the professional qualification standards of the Secretary of the Interior (36 CFR Part 61).

3.7 HISTORIC STREETScape PLANS

Historic Streetscape Plans are recommended as an approach to develop detailed maintenance, design and interpretive guidance for County Roads associated with select historic districts, tourism trails and byways. The basic framework for a Historic Streetscape Plan is inventorying those existing qualities of a road that contribute to the character of a historic district, which may include materials, design and landscaping. Where historic features, like stone curbs, are present, in can offer specific recommendations for retaining or restoring those features. It should also describe how the road's vertical and horizontal alignments, widths of roadways and sidewalks and spatial relationships either contribute or detract from the historic setting. In some locations, there may be a higher degree of historical features to preserve than in others, and, in fact, in many locations County Roads pass through historic districts and have little or no original fabric remaining.

Following an identification/inventory task, the next step and most crucial is developing a series of recommendations for treatment of the road and streetscape. These may be as simple as considering banners or signs that let travelers know that they've entered a historic district, or it may become as complex as the development of context-sensitive roadway and streetscape designs that modify roads to better complement and support heritage tourism. This could include, but is not limited to, traffic calming, improved parking or pedestrian access/safety to promote use of businesses in historic districts, use of distinctive paving and curbing materials, street plantings and rain gardens, and street furnishings such as lighting, benches, bike racks and the like. From an interpretive perspective, it is also possible to consider interpretive signage, outdoor sculpture, and use of digital interpretation and mapping that enhances and promotes visitation.

The best results are likely to come from Historic Streetscape Plans that are developed for specific historic districts or trails/byways in cooperation and coordination with organizations that operate historic sites, municipal preservation commissions, local property owners and residents who know these areas well, but may not have ever been prompted to think about their roads in quite this

way. It is recommended that the Historic Streetscape Plans be developed individually for each district or trail/byway, although common treatments and approaches may serve equally well.

HIGH PRIORITY

- Downtown Commercial Historic District
- Great Falls Historic District
- Historic Character Areas of the Passaic County Byway Network
 - » Dey Mansion Washington's Headquarters
 - » Lambert Castle
 - » Long Pond Iron Works
 - » Paterson Great Falls National Historical Park
- Long Pond Iron Works Historic District
- Morris Canal Historic District and Greenway
- Washington Rochambeau Trail

LOW PRIORITY

- Delaware, Lackawanna and Western Boonton Line Historic District
- Downtown Court House Historic District
- Dublin Historic District
- Eastside Park Historic District
- Erie Railroad Main Line Historic District
- Haskell Historic District
- Historic Character Areas of the Passaic County Byway Network
 - » American Labor Museum (Botto House)
 - » Schuyler-Colfax House
 - » Ringwood Mansion
- Wanaque Reservoir Historic District

Historic Streetscape Plans will vary greatly in cost and complexity. Some plans may be developed in-house by County staff and be straightforward. For example, a plan for the WRT may only need the creation of a bulleted list of action items and list of contacts in order to update and execute a signage plan and rectify differences in the trail maps currently being used at the Federal, State and County levels.

Developing a plan for a single street, for example Ringwood Avenue through downtown Haskell, could likely be accomplished for less than \$15,000. A far more complex undertaking would be working with the National Park Service and the City of Paterson, as well as local residents and businesses, to address the needs of the streetscapes in the Great Falls Historic District and the County "Historic Character Area" byways that lead to the Paterson Great Falls National Historical Park entrance at Overlook Park. Costs to hire consultants to develop this type of plan could be well over \$100,000.

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THE RBA GROUP

2009 History of Transportation in the Hackensack Meadows, Volume 3, A Survey of the Delaware, Lackawanna and Western Railroad Boonton Branch. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

Downtown Commercial Historic District, City of Paterson

LYONS, GEORGE AND BRIAN CLANCY

1999 Downtown Commercial Historic District. National Register of Historic Places Registration Form. Cultural Resource Consulting Group. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

NEW JERSEY HISTORIC PRESERVATION OFFICE

n.d. Downtown Commercial Historic District Resource File. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

Downtown Court House Historic District, City of Paterson

NEW JERSEY HISTORIC PRESERVATION OFFICE

n.d. Passaic County Court House, U.S. Customs Office and Post Office Historic District Resource File. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

RADCLIFFE-TRENNER, ANNABELLE AND LEAHA BOVINO

2014 Passaic County Court House, and United States Custom House and Post Office Historic District. National Register of Historic Places Registration Form. Historic Building Architects, LLC. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

Dublin Historic District, City of Paterson

HUNTER RESEARCH, INC.

2016 Intensive-Level Architectural Survey of the South Dublin Neighborhood, City of Paterson, Passaic County, New Jersey. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

Dundee Spur Railroad Bridge

FAGAN, MATT

2020 "Leaving Passaic: The Final Journey of New York and Greenwood Lake Railway Trains." Electronic document, <https://www.northjersey.com/picture-gallery/news/passaic/passaic-city/2020/10/03/leaving-passaic-new-york-and-greenwood-lake-railway-trains/3608428001/>, accessed August 2021.

2020 "Passaic Is Ready to Move Abandoned Trains to Revitalize the Area. Here Are the Next Steps." Electronic document, <https://www.northjersey.com/story/news/passaic/passaic-city/2020/02/24/passaic-nj-can-move-forward-with-clean-up-plan-once-abandoned-trains-are-moved/4798957002/>, accessed August 2021.

FRANK HUGHES (INCORPORATED)

1908 Map of the City of Passaic, N.J. Russell S. Wise, Passaic, New Jersey.

TREESE, LORETT

2014 Railroads of New Jersey: Fragments of the Past in the Garden State Landscape. Stackpole Books, Mechanicsburg, Pennsylvania.

WISE & WATSON, ENGINEERS

n.d. Map of the City of Passaic, N.J. Robert A. Welche, New York.
Circa 1930 Map of Passaic, New Jersey. N.p.

East Side Park Historic District, City of Paterson

ESSER, PHILLIP S. AND PAUL D. GRAZIANO

1999 Eastside Park Historic District. National Register of Historic Places Registration Form. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

NEW JERSEY HISTORIC PRESERVATION OFFICE

n.d. Eastside Park Historic District Resource File. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

Erie Railroad Main Line Historic District and the Paterson Viaduct Historic District

ARCH2, INC.

2008 Historic Architectural Sites Survey and Effects Assessment for the Proposed Rutherford Station Historic Restoration Phase II Project, Borough of Rutherford, Bergen County, New Jersey for Review under Section 106 of the National Historic Preservation Act. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

THE RBA GROUP

2009 History of Transportation in the Hackensack Meadows, Volume 2, A Survey of the Erie Railroad Main Line. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

Garden State Parkway Historic District

NEW JERSEY HISTORIC PRESERVATION OFFICE

n.d. Garden State Parkway Historic District Resource File. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

Great Falls Historic District, City of Paterson

FRIES, RUSSELL I.

1976 Great Falls of the Passaic/Society for Establishing Useful Manufacturers. National Register of Historic Places Inventory – Nomination Form. Historic American Engineering Record. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

NEW JERSEY HISTORIC PRESERVATION OFFICE

n.d. Great Falls of Paterson/Society for Useful Manufacturers Historic District Resource File. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

ROTHE, LEN

1986 Great Falls/S.U.M. Historic District Extension (Argus Mill). Paterson Renaissance Organization. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

UNITED STATES DEPARTMENT OF THE INTERIOR, NATIONAL PARK SERVICE

2016 Paterson Great Falls National Historical Park Draft General Management Plan and Environmental Assessment. Electronic document, <https://parkplanning.nps.gov/document.cfm?parkID=477&projectID=38918&documentID=70081>, accessed October 2021.

Haskell Historic District

NO SOURCES

Jersey City Waterworks Historic District

NEW JERSEY HISTORIC PRESERVATION OFFICE

n.d. Jersey City Waterworks Historic District Resource File. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

THE RBA GROUP

2006 Jersey City Water Works, Inventory of Historic Maps and Plans on File with the Municipal Utilities Authority, Water Engineering Department, 555 Route 440, Jersey City, NJ, Guide to the Inventory. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

2007 The Jersey City Water Works Historic District, Documentary Study and Historic Architectural Survey. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

Long Pond Iron Works Historic District

HUNTER RESEARCH, INC. AND HOLT MORGAN RUSSELL ARCHITECTS

2007 Site Preservation Plan, Long Pond Ironworks, West Milford Township, Passaic County, New Jersey. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

NEW JERSEY HISTORIC PRESERVATION OFFICE

n.d. Long Pond Iron Works Resource File. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

THOLL, CLAIRE K.

1973 Long Pond Ironworks. National Register of Historic Places Inventory – Nomination Form. Ringwood Manor Advisory Committee. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

Morris Canal Historic District

KALATA, BARBARA

1974 Morris Canal. National Register of Historic Places Inventory – Nomination Form. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

NEW JERSEY HISTORIC PRESERVATION OFFICE

n.d. Morris Canal Historic District Resource File. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

NV5, INC., ARTERIAL, LLC, HERITAGE STRATEGIES, LLC AND SWELL, LLC

2018 Morris Canal Greenway Corridor Study. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

PASSAIC COUNTY PLANNING DEPARTMENT

2011 Morris Canal Greenway Feasibility Study. Electronic document, <https://www.passaiccountynj.org/home/showpublisheddocument/2308/637672241051630000>, accessed November 2021.

NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY

2018 Morris Canal Greenway Corridor Study. Electronic document, https://www.njtpa.org/NJTPA/media/Documents/Planning/Regional-Programs/Studies/Morris%20Canal%20Greenway%20Study/180628_MCG_Final-Report_Entire.pdf?ext=.pdf, accessed November 2021.

New Jersey Midland Railway Historic District/New York, Susquehanna and Western Railroad Historic District

RICHARD GRUBB & ASSOCIATES, INC.

2016 Phase I Archaeological Survey and Intensive-Level Architectural Survey, Route 23 Bridge, Structure No. 1405-156 over Pequannock River, Paterson-Hamburg Turnpike, and NYS&W Railroad, Kinnelon Borough, Morris County and West Milford Township, Passaic County, NJ. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

Public Service Electric and Gas Company Northern Inner Ring Transmission Line Historic District

NEW JERSEY HISTORIC PRESERVATION OFFICE

n.d. Public Service Electric & Gas Company Northern Inner Ring Transmission Line Resource File. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

RICHARD GRUBB & ASSOCIATES, INC.

2012 Public Service Electric & Gas Company Northern Inner Ring Transmission Line, Bergen, Essex, Hudson, Middlesex, Morris, Passaic, Somerset, and Union County, New Jersey. Historic American Engineering Record Written Historical and Descriptive Data and Photographs. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

Two Bridges and Two Bridges Road

A.G. LICHTENSTEIN & ASSOCIATES, INC.

1994 New Jersey Historic Bridge Database. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

NEW JERSEY HISTORIC PRESERVATION OFFICE

n.d. Two Bridges Road Bridge Resource File. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

Wanaque Reservoir Historic District

NEW JERSEY HISTORIC PRESERVATION OFFICE

n.d. Wanaque Reservoir Historic District Resource File. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

White's Paper Mill Historic District

RICHARD GRUBB & ASSOCIATES, INC.

2002 Cultural Resources Investigation, Paterson-Hamburg Turnpike Bridge over Pequannock River, Bloomingdale Borough, Passaic County and Butler Borough, Morris County, NJ. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

PASSAIC COUNTY PLANNING BOARD

RESOLUTION NO. 2022-014

WHEREAS, Passaic County staff have prepared a document titled "Passaic County Historic Preservation Element for the Parks, Recreation and Open Space Master Plan", dated November 2021. The Historic Preservation Element is designed to provide guidance to county officials and staff on the management and planning for the future needs of historic resources located in county parks, open spaces and other county-owned properties. The Element is also meant as a technical report that can be used to inform the general public, organizations and stakeholders who use and support the parks of a diverse range of historic resources in the care and stewardship of the County of Passaic. The Element may also be used to plan for and secure federal and state funding and permits as they pertain to various historic preservation funding sources and regulations.

WHEREAS, the Passaic County Planning Board proposes to adopt the Passaic County Historic Preservation Element for the Parks, Recreation and Open Space Master Plan as an additional element of the Passaic County Master Plan;

WHEREAS, Section 40:27-4 of the New Jersey County and Regional Planning Act requires that, before adopting any part of a Master Plan, a County Planning Board shall advertise and hold at least one public hearing, with copies provided to the municipal clerk and secretary of the planning board of each municipality in the county, of the proposed Master Plan element at least 20 days prior to that hearing;

WHEREAS, the Passaic County Planning Board held a virtual public hearing on April 7, 2022 at 5:00 PM, via the Cisco WebEx application, and did advertise said hearing by public notice in The Herald and The Record on March 11, 2022; and

WHEREAS, Passaic County staff did provide copies, by delivery, of the proposed Element to the municipal clerk and secretary of the planning board of each municipality at least 20 days prior to the hearing, and did also post a copy of the proposed element on the web site of Passaic County; and

WHEREAS, public comments on the proposed Element were accepted by Passaic County staff through April 30, 2022; and

WHEREAS, Passaic County staff have provided a list of changes that will be made to the Element based on the feedback received, which are attached to this Resolution as an exhibit.

NOW THEREFORE BE IT RESOLVED, that the Passaic County Planning Board does hereby adopt the Passaic County Historic Preservation Element for the Parks, Recreation and Open Space Master Plan, dated November 2021, by execution of this Resolution signed by the Secretary of the Passaic County Planning Board, and the Chair of the Passaic County Planning Board, and that an attested copy of the proposed additional element of the Master Plan be certified to the Passaic

County Board of County Commissioners, and to the legislative body of each municipality within the County, as required by Section 40:27-4 of the New Jersey County and Regional Planning Act.

BE IT FURTHER RESOLVED that a copy of this Resolution be provided in full in the minutes of the meeting.

Attest: Approved by the Passaic County Planning Board on July 28th, 2022

Moved By: Martinique

Seconded By: Duffy

Aye: Diaz, Duffy, Martinique, Metzler, Pera, Simpson

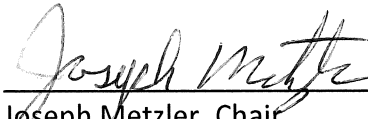
Nay: None

Abstained: None

Absent: Edmond, Gervens, Redmon



Andras Holzmann, Acting Secretary
Passaic County Planning Board



Joseph Metzler, Chair
Passaic County Planning Board

Dated: July 28, 2022

A list of changes, based on public feedback, was provided to the Board. These changes will be incorporated into the final version of the document:

1. Under “2.3.5 PASSAIC COUNTY FARM (WAYNE – BLOCK 3404 LOT 48) OPEN SPACE 05” more detail will be provided on the County’s 2007 purchase of the farm and its development rights from the Kuehm Family with funds from the State Agriculture Development Committee Farmland Preservation Program, which means that it is permanently preserved as agriculturally-operated open space.
2. Update to reflect the improvements being made at Rifle Camp Park Amphitheater and Garret Mountain Auto Overlook.
3. Reference will be made to changing the name of Friendship Park to Mayor Dunleavy Memorial Park and to the Kathleen Caren Memorial Reservoir at Apshawa Preserve.
4. For Barbour’s Pond, there is a recommendation which states: "Focus on vegetation management along pond edge and silt management along the east end of the pond. Maintain open pond edge condition as per original Olmsted design. Manage vegetation along pond edge. Pond desilting as needed to maintain pond basin and edge profiles." The recommendation should be re-written to state: “Maintain, where feasible, the open edge of the pond and surrounding vegetation.” “Open pond edge” refers to maintaining public accessibility to portions of the pond edge. This is a recommendation, and will not restrict the County to a specific maintenance plan.
5. Under CHURCH LANE AND HAMBURG TURNPIKE INTERCHANGE, add a recommendation to preserve as wooded space. This property is owned by the County. The County has no plans and is not currently recommending any future projects for this site. The recommendation to preserve the property as wooded space does not inhibit the County from pursuing other uses or selling the property at a later date.