

A. INTRODUCTION

This chapter considers the potential of the proposed project to affect architectural and archaeological resources on the project site and in the surrounding area. Within this study area, historic resources considered include properties listed on the State or National Register of Historic Places (S/NR) or properties determined eligible for such listing (S/NR-eligible), New York City Landmarks (NYCLs) or Historic Districts (NYCHDs), properties determined eligible for landmark status, and National Historic Landmarks (NHLs). Additionally, a survey was conducted to identify any previously undesignated properties in the study area that were then evaluated for their potential S/NR or NYCL eligibility, and a Phase 1A Archaeological Assessment (see Appendix B) was completed to evaluate the archaeological sensitivity of the project site.

B. METHODOLOGY**STUDY AREA DEFINITION**

In general, potential impacts to architectural resources can include both direct physical impacts (e.g., demolition, alteration, or damage from construction on nearby sites) and indirect contextual impacts, such as the isolation of a property from its surrounding environment, or the introduction of visual, audible, or atmospheric elements that are out of character with a property or that alter its setting. Therefore, the study area for architectural resources (shown in Figure 7-1) has been defined to account for any potential impacts that may occur where proposed construction activities could physically alter architectural resources or be close enough to them to potentially cause physical damage and also to account for potential visual or contextual impacts. For architectural resources, the *Fresh Kills Draft Master Plan and Final Scope of Work* (August 2006) was used to account for visual or contextual impacts; the study area for architectural resources is defined by a distance of 400 feet from the project site boundaries.

A study area for archaeological resources is usually defined as the area where project-related construction could result in ground disturbance. The study area for archaeological resources is defined as the Fresh Kills project area.

IDENTIFICATION OF HISTORIC RESOURCES IN THE STUDY AREA

Once the study area is defined, a list of officially recognized historic resources within the study area is compiled. This includes NHLs; properties or districts listed on the S/NR or properties determined eligible for such listing; and NYCLs, NYCHDs, and properties pending such designation. Information was collected from the files of the New York State Office of Parks, Recreation, and Historic Preservation (NYS OPRHP) and the New York City Landmarks Preservation Commission (LPC) on previously identified architectural and archaeological resources in the study area.

Fresh Kills Park GEIS

A list of potential historic resources within the study area is also compiled. These are identified based on field surveys of the study area and, where available, information from historical societies or preservation organizations with knowledge of the area. Potential historic resources comprise properties that may be eligible for listing on the S/NR and/or designation as NYCLs.

The National Register Criteria for Evaluation are found in 36 CFR Part 60. Following these criteria, districts, sites, buildings, structures, and objects are eligible for the S/NR if they possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- A. are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. are associated with the lives of significant persons in our past; or
- C. embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. have yielded, or may be likely to yield, information important in history or prehistory.

Properties that have been constructed within the last 50 years are ordinarily not eligible. Determinations of eligibility are made by OPRHP. Generally, all properties that are listed on the NR are listed on the State Register, which has the same criteria for evaluation as the NR.

Buildings, properties, or objects are eligible for designation as an NYCL or NYCHD when a part is at least 30 years old. Landmarks have a special character or special historical or aesthetic interest or value as part of the development, heritage, or cultural characteristics of the City, State, or nation. There are four types of landmarks: individual, interior, historic district, and scenic.

Historic resources previously identified (listed, designated or determined eligible) and those identified by the means described above are listed in Section D, “Existing Conditions.”

Additional documentary research was conducted, and historic maps and newspapers, census records, local histories, and other materials were consulted in order to provide a context for understanding and evaluating the history, archaeological sensitivity, and built environment of the study area.

EVALUATION OF POTENTIAL IMPACTS ON HISTORIC RESOURCES

Once the historic resources in the study area were identified, the potential impacts of the proposed project on those resources were assessed. Project impacts on architectural resources could include both direct (i.e., physical) and indirect (i.e., contextual) impacts. Direct effects could include physical destruction, demolition, damage, or alteration of a historic resource. Indirect effects, such as changes in the appearance of a historic resource or in its setting—including introduction of incompatible visual, audible, or atmospheric elements to a resource’s setting, or elimination of publicly accessible views to the resource—are also considered.

C. EXISTING CONDITIONS

ARCHAEOLOGICAL RESOURCES

A Phase IA Archaeological Assessment was prepared for the project site (see Appendix B). As part of the Phase IA report, previous archaeological surveys conducted in the vicinity were reviewed and previously identified archaeological sites within one mile of the project site were taken into account to evaluate the precontact (Native American) and historic-period (after initial European

contact) archaeological sensitivity of the project site. Historic maps and atlases, local histories, historic deeds, and other primary and secondary sources were used to analyze previous activities on the site. Records of utility installation, landfill operations, and construction of buildings and roadways on the site were evaluated in order to determine locations in which recent ground disturbance may have destroyed or compromised the integrity of archaeological resources.

PRECONTACT PERIOD ARCHAEOLOGICAL SENSITIVITY

A review of the files of the LPC and OPRHP and of cultural resources surveys revealed that at least 31 precontact archaeological sites were documented within one mile of the project site, five of which were located within the project site. Furthermore, LPC's precontact sensitivity model indicates that the location is considered highly sensitive for Native American resources. In general, Native American habitation sites on Staten Island dating to all periods of occupation are most often found in well drained areas near water courses, but are not generally found within marshland. The portions of the Fresh Kills project site that were not historically marshland, therefore, could have been the site of Native American habitation, hunting, processing, or camping. Stone tools and debitage, faunal remains, shell middens, fire-cracked rocks, and other archaeological resources related to these activities could exist below ground in the project site. Native American sites are generally found at shallow depths and are highly susceptible to disturbance; therefore, those portions of the project site that are now or were formerly occupied by landfill mounds, utilities, buildings, and roadways, were likely disturbed by construction, and are not considered sensitive for precontact archaeological resources. Therefore, only undisturbed portions of the project site that were not historically occupied by water or marshland are sensitive for precontact archaeological resources.

HISTORIC-PERIOD ARCHAEOLOGICAL SENSITIVITY

Three previously identified historic-period archaeological resources are located in the project site, consisting of two cemeteries (Blazing Star Burial Ground [NYCL, described above], an 18th century cemetery with standing headstones located on the north side of Arthur Kill Road in the southwestern portion of the study area, and the Morgan Family Burial Ground, a late 18th century burial ground now located under more than 150 feet of landfill refuse) (see Figures 7-2 and 7-3) and a cluster of wrecked vessels located in the Arthur Kill at the southwestern edge of the project site (see VI on Figures 7-2 and 7-3). This cluster was previously surveyed in a study by Panamerican Consultants (*Cultural Resources Survey, New York Harbor Collection and Removal of Drift Project, Arthur Kill, New York Reach; Arthur Kill, New Jersey Reach; and Kill Van Kull, New York Reach*, prepared for U.S. Army Corps of Engineers, 1999) which concluded that only two of these vessels, identified as "Vessel 12" and "Vessel 13"; both wooden-hulled, inclined engine, double-ended ferries abandoned circa 1932, possessed historic significance. Due to its state of relative deterioration, Vessel 13 was not recommended for further investigation or protection. However, Vessel 12 was recommended for recordation and the recovery of its inclined engine and frame. No further work has been done on Vessel 12 since the time of this report (Lynn Rakos, ACOE, personal communication, December 14, 2007).

In addition to the vessels previously evaluated by Panamerican Consultants, multiple wrecked and partially submerged vessels that have not been previously studied were observed in waterways within the project site on historic and current maps and aerial photographs. The locations of these vessels are shown on Figures 7-2 and 7-3, labeled V2, V3, and V4.

Fresh Kills Park GEIS

In order to further evaluate the historic sensitivity of the project site, a documentary study was undertaken to identify historic-period activities that occurred in the project site which may have resulted in archaeological resources. Based on a review of historic maps and other documentary resources, the locations of over 30 historic residential and manufacturing structures (such as brickworks, mills, and blacksmith shops) dating mainly to the 19th century were identified, largely concentrated along Arthur Kill and Richmond Roads. Archaeological resources that may result from these types of occupation include domestic shaft features (including privy pits, wells, and cisterns) and structural remains. However, as a result of 20th century disturbance, including the installation of utilities and landscape alteration in connection with the construction of landfill mounds or roadways, the potential for intact historic archaeological resources to exist varies throughout the project site from low to high depending on location (see Figure 7-2). The sensitivity for each historic property is summarized in Table 7-1. The sensitivity assessments are defined as follows:

- Low sensitivity: Significant disturbance has resulted in a low probability for the presence of intact archaeological resources. In these areas no further research is recommended.
- Low to moderate sensitivity: Despite documented disturbance, intact archaeological resources may be present in certain locations. If impacts would occur in these areas, further archaeological investigation is recommended.
- Moderate sensitivity: No substantial disturbance documented in area and intact archaeological resources may be present in certain locations. If impacts would occur in these areas, further archaeological investigation is recommended.
- Moderate to high sensitivity: No documented disturbance and intact archaeological resources are likely to be present. If impacts would occur in these areas, further archaeological investigation is recommended.
- High sensitivity: No documented disturbance and presence of intact archaeological resources is documented.
- Vessel significance to be evaluated: If the project would impact submerged vessels that have not been previously evaluated for historic significance or may require reevaluation, an investigation of these features would be required to evaluate their historic significance.

SEPTEMBER 11, 2001 RESOURCES

As discussed in Chapter 1 “Project Description,” Fresh Kills Landfill closed in March 2001 but was allowed to be reopened for the purposes of receiving materials from the World Trade Center site after the attacks of September 11, 2001. Materials associated with September 11, 2001 were placed within an approximately 50-acre portion of the top of Landfill Section 1/9 and were covered with clean soil (Field Operations 2006). This section evaluates the historic significance of those materials, and concludes this material would be eligible for the S/NR under Criterion A as objects qualifying as a Traditional Cultural Property.

**Table 7-1
Summary of Historic Sensitivity**

Site # from Figures 7-2 and 7-3	Potential Resources Identified in Phase 1A Documentary Study	Elevation Change since 1912	Documented Disturbance	Historic Sensitivity
1	Structural remnants and domestic shaft features associated with 19th and early 20th century occupation	Between 0 and 20+ feet higher	Locations of former structures now covered by landfill mound. If archaeological resources survived landfill activities, they would be at depths of 20 feet or more below the present ground surface. Resources closer to the shore, which are at elevations that are closer to the pre-landfill conditions may have been affected by the dredging and widening of the Main Creek.	Low: the majority of the area is under more than 20 feet of landfill.
2	Structural remnants and domestic shaft features associated with 19th and early 20th century occupation	Between 0 and 10 feet higher	Large structure visible on the location observed in aerial photographs (1955 through 2007) but appears to have been demolished; not known if structure contained a basement. Smaller buildings seen on current surveys. Area is now paved.	Moderate: historic archaeological resources may still be present in this location beginning at a depth of 0 to 10 feet below the paved ground surface.
3	Structural remnants and domestic shaft features associated with 19th and early 20th century occupation	Between 0 and 20 feet higher	Utility maps show gas vent trench and leachate containment basin in this location.	Moderate: archaeological resources may still be present beginning at depths of 0 to 20 feet below the ground surface, except in immediate vicinity of gas vent trench and leachate basin.
4	Structural remnants and domestic shaft features associated with 19th and early 20th century occupation	Between 0 and 20 feet higher	Partially covered by landfill mound, possibly disturbed by construction of leachate containment wall and collection basins.	Moderate: archaeological resources may still be present beginning at depths of 0 to 20 feet below the ground surface, except in immediate vicinity of leachate wall and leachate collection basins.
5	Structural remnants and domestic shaft features associated with 19th and early 20th century occupation	Between 0 and 20+ feet higher	Richmond Road has been widened and slopes alongside Richmond Avenue have been considerably altered; area is partially covered by landfill mound; portions of area were possibly disturbed by construction of leachate containment wall and collection basins.	Low to moderate: archaeological resources may still be present at depths of 0 to 5 feet except in immediate vicinity of leachate wall and leachate basins, and along Richmond Avenue. Some historic period resources would have been disturbed by the widening of Richmond Avenue.

**Table 7-1 (cont'd)
Summary of Historic Sensitivity**

Site # from Figures 7-2 and 7-3	Potential Resources Identified in Phase 1A Documentary Study	Elevation Change since 1912	Documented Disturbance	Historic Sensitivity
6	Structural remnants and domestic shaft features associated with 19th and early 20th century occupation	Between 0 and 20 feet higher	Partially covered by raised leachate control basins.	Low to moderate: archaeological resources may still be present beginning at depths of 0 to 5 feet below ground surface. In immediate vicinity of leachate control basin, sensitivity is low.
7	Structural remnants of coal yard	Between 0 and 20 feet higher	Slopes altered considerably, now occupied by 3 elevated roads constructed on embankments.	Low: any resources present likely disturbed by road construction.
8	Structural remnants and domestic shaft features associated with 19th and early 20th century occupation	Between 0 and 20 feet higher	Slopes altered considerably, now occupied by 3 elevated roads constructed on embankments.	Low: any resources present likely disturbed by road construction.
9	Structural remnants and domestic shaft features associated with 19th and early 20th century domestic and commercial occupation	Between 0 and 10 feet higher	Possible channel dredging and widening.	Moderate: archaeological resources may still be present beginning at depths of 0 to 10 feet below ground surface.
10	Structural remnants of 19th century blacksmith shop	Between 0 and 10 feet higher	None.	Moderate: archaeological resources may still be present beginning at depths of 0 to 10 feet below ground surface.
11	Structural remnants of 19th century grist mill and other buildings and potential shaft features	Between 0 and 10 feet higher	Possibly partially disturbed by construction of now-demolished building.	Moderate to high: archaeological resources may still be present beginning at depths of 0 to 10 feet below ground surface If documentation can be identified to indicate that the former structure located on this site did have a basement, then portions of this area would be determined to have low sensitivity.
12	Structural remnants and domestic shaft features associated with 19th and early 20th century occupation	Between 0 and 10 feet higher	None.	Moderate to high: archaeological resources may still be present beginning at depths of 0 to 10 feet below ground surface.
13	Structural remnants and domestic shaft features associated with late 19th and early 20th century occupation	Between 0 and 5 feet higher	None.	Moderate: archaeological resources may still be present beginning at depths of 0 to 10 feet below ground surface.

**Table 7-1 (cont'd)
Summary of Historic Sensitivity**

Site # from Figures 7-2 and 7-3	Potential Resources Identified in Phase 1A Documentary Study	Elevation Change since 1912	Documented Disturbance	Historic Sensitivity
14	Structural remnants of late 19th and early century brick manufactory	Between 0 and 20+ feet higher	Mostly covered by landfill mound, also disturbed by channel dredging and widening and construction of leachate containment wall.	High: Along waterfront in northeast portion of area. Low to Moderate: In eastern portion of area, where elevation has changed by less than 20 feet since ca. 1912. Low: In central and western portion of area, where elevation has changed by more than 20 feet since ca. 1912 and in vicinity of leachate wall.
15	Structural remnants and domestic shaft features associated with late 19th century occupation	Between 0 and 20+ feet higher	Possibly disturbed by construction of landfill mound and leachate containment wall.	Low to moderate: archaeological resources may still be present beginning at depths of 0 to 5 feet below ground surface, except in immediate vicinity of leachate wall and where elevations have increased by more than 20 feet since ca. 1912. Low: In areas within the leachate wall.
16	Structural remnants and domestic shaft features associated with late 19th century occupation	Between 5 feet lower and 20 feet higher	Slopes are considerably different, may have been disturbed by construction of leachate containment wall and construction of banked earth around adjacent property.	Low: any resources present likely disturbed by construction of landfill mound, leachate wall, and construction of bank on adjacent property.
17	Structural remnants and domestic shaft features associated with 19th and early 20th century domestic and institutional occupation	Between 5 feet lower and 20 feet higher	Area appears to have been graded 0 to 5 feet, now occupied by leachate collection basin, may also have been impacted by the construction of the leachate containment wall.	Low: any resources present likely disturbed by construction of landfill mound, leachate wall, and leachate basin.
18	Structural remnants and domestic shaft features associated with 19th and early 20th century occupation	20+ feet higher	Now occupied by large landfill mound.	Low: any resources present likely disturbed by construction of landfill mound, and construction of West Shore Expressway.
19	Structural remnants and domestic shaft features associated with 19th and early 20th century occupation	Between 0 and 5 feet higher (portion within project site only)	None (portion within project site only).	Northern area: Low: any resources present likely disturbed by construction of landfill mound, and construction of West Shore Expressway. Southern Area: Moderate: archaeological resources may still be present beginning at depths of 0 to 5 feet below ground surface along Arthur Kill Road within project site.

**Table 7-1 (cont'd)
Summary of Historic Sensitivity**

Site # from Figures 7-2 and 7-3	Potential Resources Identified in Phase 1A Documentary Study	Elevation Change since 1912	Documented Disturbance	Historic Sensitivity
20	Structural remnants and domestic shaft features associated with 19th and early 20th century occupation	Between 0 to 5 feet higher	Former location of Lake's Island garbage disposal plant, this area is now the site of landfill Plant No. 1, has been disturbed by the installation of utilities and underground storage tanks.	Low: any resources present likely disturbed by construction of garbage disposal plant and landfill Plant No. 1 and utility construction.
21	Structural remnants and domestic shaft features associated with 19th domestic occupation and late 19th and early 20th century brick manufactory	Northern portion of property between 0 and 20+ feet higher, southern portion (near Arthur Kill Road) mostly 0 to 5 feet higher although portions are 0 to 5 feet lower.	Northern areas are likely largely disturbed by construction of landfill mound and leachate containment wall. Slopes are considerably altered in portion along Arthur Kill Road, area contains landfill gas and groundwater monitoring wells. This area was determined to have no archaeological sensitivity as part of the Owl Hollow Park Environmental Assessment Statement (AKRF, Inc. 2007).	Northern area: Northern portion: Low to Moderate: archaeological resources may be present in shoreline areas where current elevation has changed by less than 20 feet since ca. 1912. Southern portion: Low: any resources likely disturbed by construction of landfill mound. Southern area: Low: archaeological resources likely disturbed by landscape alterations.
22	Structural remnants and domestic shaft features associated with 19th domestic occupation and late 19th and early 20th century brick manufactory	20+ feet higher	Now occupied by large landfill mound.	Low: any archaeological resources which might have survived the preparation of the site for use as a landfill would be buried beneath more than 150 feet of refuse.
23	Structural remnants and domestic shaft features associated with 19th domestic occupation and late 19th and early 20th century brick manufactory	20+ feet higher	Now occupied by large landfill mound.	Low: any archaeological resources which might have survived the preparation of the site for use as a landfill would be buried beneath more than 150 feet of refuse.
24	Structural remnants and domestic shaft features associated with 19th and early 20th century occupation	Northwest portion: between 0 to 5 feet lower; Southeast portion: between 0 to 5 feet higher	Slopes are considerably different and some grading is evident within this area.	Moderate: In southern portion of area, archaeological resources may be present beginning at 0 to 5 feet below ground surface. Low to moderate: archaeological resources may be present below grade, although 0-5 feet of cutting appears to have occurred in this area.

**Table 7-1 (cont'd)
Summary of Historic Sensitivity**

Site # from Figures 7-2 and 7-3	Potential Resources Identified in Phase 1A Documentary Study	Elevation Change since 1912	Documented Disturbance	Historic Sensitivity
25	Structural remnants and domestic shaft features associated with 19th and early 20th century residential and commercial occupation	Northern area: 20+ feet higher; Southern area: between 0 and 5 feet higher	Northern area: Now occupied by large landfill mound; Southern area: None.	Northern area: Low: any archaeological resources which might have survived the preparation of the site for use as a landfill would be buried beneath more than 150 feet of refuse. Southern area: Northern Portion: Low to moderate: archaeological resources may be present below grade, although 0-5 feet of cutting appears to have occurred in this area. Southern Portion: Moderate to High: archaeological resources may be present beginning at 0 to 5 feet below ground surface.
26	Structural remnants and domestic shaft features associated with early 19th occupation	Between 0 and 5 feet higher	None.	Moderate to High: archaeological resources may be present beginning at 0 to 5 feet below ground surface.
27	Structural remnants and domestic shaft features associated with mid-19th occupation	Between 0 and 5 feet higher	None.	Moderate to High: archaeological resources associated with the home located just outside the project site may be present beginning at 0 to 5 feet below ground surface.
28	Structural remnants and domestic shaft features associated with 19th occupation	Between 0 and 5 feet higher	May have been disturbed in connection with the construction of the West Shore Expressway and associated service roads. Slopes have been altered and large structure constructed in vicinity.	Low: any archaeological resources likely disturbed by construction of West Shore Expressway and adjacent building.
29	Structural remnants and domestic shaft features associated with 19th and early 20th century occupation	Between 0 and 20 feet higher	Slopes have been altered, partially occupied by large landfill mound, may also have been disturbed by construction of Leachate Recovery Facility and associated utilities.	Moderate to High: archaeological resources may be present beginning at depths of 0 to 5 feet below ground surface.
30	Structural remnants and domestic shaft features associated with early 20th century occupation	Between 0 and 5 feet higher	None.	Moderate to High: archaeological resources may be present beginning at depths of 0 to 5 feet below ground surface.
Morgan Family Cemetery	Human remains	20+ feet higher	Cemetery appears to have been disturbed during construction of landfill and is now buried beneath more than 150 feet of refuse.	Low: any human remains which might have survived the preparation of the site for use as a landfill would be buried beneath more than 150 feet of refuse.
Blazing Star Cemetery	Human remains	None	None.	High: human remains still present below ground surface.

Table 7-1 (cont'd)
Summary of Historic Sensitivity

Site # from Figures 7-2 and 7-3	Potential Resources Identified in Phase 1A Documentary Study	Elevation Change since 1912	Documented Disturbance	Historic Sensitivity
Vessel Remains (V1)	N/A	N/A	N/A	Significance of double-ended ferry remains (identified as "Vessel 12" in Panamerican Consultants, 1999) to be reevaluated. Other vessels in V1 cluster require no further evaluation.
Vessel Remains (V2)	N/A	N/A	N/A	Vessel significance to be evaluated
Vessel Remains (V3)	N/A	N/A	N/A	Vessel significance to be evaluated
Vessel Remains (V4)	N/A	N/A	N/A	Vessel significance to be evaluated
September 11, 2001 Resources	N/A	N/A	N/A	Potentially eligible for the State/National Register of Historic Places (S/NR) as objects qualifying as a traditional cultural property (TCP), significant under Criterion A of the National Register criteria.
<p>Notes:</p> <ul style="list-style-type: none"> -Locations of historic properties have been approximated. For specific locations of historic structures, see Appendix A and Figures 13 through 19 in the Phase 1A Archaeological Documentary Study (Appendix B). - Sensitivity determinations may change if additional information regarding construction methods of the landfill mounds and/or utilities (including leachate containment walls and basins) is located. <p>Sources: Current topographic data provided by Field Operations (2007) and historic topographic data obtained from the <i>Borough of Richmond Topographical Survey</i> (1907-1913).</p>				

The World Trade Center (WTC) site in Lower Manhattan was determined S/NR eligible as part of the environmental review for the World Trade Center Memorial and Redevelopment Plan (AKRF 2004). The Coordinated Determination of S/NR Eligibility (DOE) was prepared in March 2004, which concluded that the WTC site in Lower Manhattan was eligible for listing on the S/NR for the following reasons:

The WTC Site meets National Register Criterion A for its association with the September 11, 2001 attacks on the two 110-story towers of the WTC which on local, state and national levels constitute “historic events that have made a significant contribution to the broad patterns of our history.” In connection with the events of September 11, the WTC Site is significant in the areas of political and government issues, social history and economic history. The WTC Site is exceptionally significant in the history of the United States as the location of events that immediately and profoundly influenced the lives of millions of American citizens and for its role in symbolizing and commemorating those events for survivors, families of victims, New Yorkers, Americans and visitors from all over the world (AKRF 2004: Appendix K.5, p. A-1).

The DOE also discussed materials removed from the WTC site:

A structure or pieces of a structure or a site removed from their historic location would not usually be considered for National Register eligibility because they have lost their integrity of location. However, based on consultation between the State Historic Preservation Office and the National Park Service, it has been determined that if artifacts are returned to the WTC Site, then they could be considered to contribute to the historic significance of the property (AKRF 2004: Appendix K.5, p. A-1).

Accordingly, the September 11, 2001 materials at Fresh Kills would not be considered eligible for the S/NR listing as a contributing element of the WTC site in Lower Manhattan.

However, evaluated as a separate entity distinct from the WTC site, the materials associated with September 11, 2001 located on Landfill Section 1/9 of Fresh Kills are considered to be potentially S/NR eligible as objects qualifying as a Traditional Cultural Property. According to National Park Service (NPS) guidelines, a Traditional Cultural Property must be “a tangible property—that is, a district, site, building, structure, or object,” “however, the attributes that give such properties significance, such as their association with historical events, often are intangible in nature” (NPS 1998: 11; 3). A Traditional Cultural Property is defined by the NPS as a property that is significant because of its “association with cultural practices or beliefs of a living community that (a) are rooted in that community’s history, and (b) are important in maintaining the cultural identity of the community” (NPS 1998: 1).

The materials on Landfill Section 1/9 associated with September 11, 2001 are significant as a Traditional Cultural Property under Criterion A (“association with events that have made a significant contribution to the broad patterns of our history”) because of their strong cultural importance to those affected by the events of September 11, 2001, in the New York City metropolitan area and the nation. It should be noted that the NPS guidelines list seven qualities that normally exclude properties from S/NR eligibility, including relocated properties (properties removed from their historic setting, Consideration B) and properties having achieved significance within the past 50 years (Consideration G). The September 11, 2001 materials, however, appear to be S/NR eligible despite these considerations. According to NPS guidelines, a relocated property or object may still be considered S/NR eligible if the object’s historic association is not dependent on its setting. Furthermore, a property having achieved significance within the past 50 years may be considered S/NR-eligible if “sufficient historical perspective exists to determine the property is exceptionally important and will continue to retain that distinction in the future” (NPS 1998: 17). These exceptions both apply to the September 11, 2001 materials.

ARCHITECTURAL RESOURCES

A list of known and potential architectural resources in the project site and study area is provided in Table 7-1.

PROJECT SITE

Known Resources

The project area is not located in a New York City Landmark or S/NR Historic District, nor does it contain structures that have been listed on or determined eligible for listing on the S/NR. There is one New York City Landmark, the Sleight Family Cemetery, located within the project site (see Table 7-2).

Table 7-2
Known and Potential Architectural Resources Located Within the Project Area

Map ¹ Ref. #	Name/Type	Address	NYCL	NYCL- eligible	S/NR	S/NR- eligible	Potential S/NR- eligible
Known Architectural Resources							
A	Sleight Family Cemetery/Blazing Star Burial Ground	Arthur Kill Road at Rossville Avenue	X	—	—	—	X
1	Mohlenhoff Farm/Greenbelt Native Plant Center	3808 Victory Boulevard	—	—	—	—	X
2	Trolley Barn	721 Arthur Kill Road	—	—	—	—	X
3	1566 Arthur Kill Road	1566 Arthur Kill Road	—	—	—	—	X
4	1931 Arthur Kill Road	1931 Arthur Kill Road	—	—	—	—	X
5	1919 Arthur Kill Road	1919 Arthur Kill Road	—	—	—	—	X
6	2285 Arthur Kill Road	2285 Arthur Kill Road	—	—	—	—	X
7	Winant House	2341 Arthur Kill Road	—	—	—	—	X
8	Former Rossville Hook & Ladder	2355 Arthur Kill Road	—	—	—	—	X
9	2365 Arthur Kill Road	2365 Arthur Kill Road	—	—	—	—	X
Notes:							
¹ See Figure 7-1							
NYCL: New York City Landmark							
NYCL-eligible: Determined to appear eligible for designation as a New York City Landmark.							
S/NR: Listed on the State and National Registers of Historic Places							
S/NR: Officially determined eligible for listing on the State and National Registers of Historic Places							
Potential S/NR-eligible: Meets the eligibility criteria for listing on the S/NR as determined by AKRF field survey							

Sleight Family Cemetery (Blazing Star Cemetery) (New York City Landmark)

The Sleight Family Cemetery, also known as the Blazing Star Burial Ground, is located on a low hill on the north side of Arthur Kill Road on the western shore of Staten Island (Figure 7-1, No. 1; and Figure 7-4, Photo 1), in the southernmost portion of the project area. Approximately 40 gravestones remain on site today. North and west of the cemetery is the marshy shore of the Arthur Kill. The earliest European settlers carved out farms on the west shore of Staten Island in the late 17th century, but it was not until the 1700s that settlement occurred on a more significant scale. Early landowners, of predominantly Huguenot, Dutch, and English extraction, made their living by farming salt hay, grain, and flax. In the 18th and 19th centuries, Blazing Star was the name of the neighborhood now known as Rossville. A thriving settlement, Blazing Star’s economy was sustained by farming, fishing, and trade with New Jersey. The Blazing Star ferry, which started carrying passengers across the Arthur Kill to New Jersey in the early 18th century, originally moored at Smoking Point, north of the cemetery. A new ferry dock was created around 1836, located immediately west of the burial ground site.

The Sleight Family Cemetery is known as one of the oldest community burial grounds in New York City and is currently owned by New York City Department of Parks and Recreation

(DPR). Interred within its bounds are representatives of the founding families of Staten Island, including the Winants, Sleights, Seguines, Oakleys, Parlees, Coles, LaForges, Perrines, and Poillons. A few hundred feet southwest of the cemetery is the site of the Peter Winant House, no longer extant. Winant's father, Pieterse Wynant, was one of the small group that made the first permanent settlement on Staten Island in 1661. The gravestones of Blazing Star Burial Ground are significant not only because they mark the graves of early settlers of Staten Island, but also because they represent some of the earliest remaining gravestones in New York. The wide range of carvings that decorate the markers include the death's head, the winged cherub, and the willow and urn motif.

The Sleight Family Cemetery is a New York City Landmark and also appears to meet the eligibility criteria for the S/NR.

Potential Resources

No potential architectural resources have been identified within the project site.

STUDY AREA

Known Resources

No previously identified historic resources have been identified within the study area.

Potential Resources

Mohlenhoff Farm/Greenbelt Native Plant Center (3808 Victory Boulevard)

The property at 3808 Victory Boulevard was historically a farmstead and greenhouse complex; it now serves a similar function as the DPR native plant center (Figure 7-1, No. 2; Figure 7-4, Photo 2; Figure 7-5; and Figure 7-6, Photo 5). It is located in the Travis section of Staten Island, on the southeast side of Victory Boulevard between Ridgeway Avenue and Baron Boulevard. The property is located roughly 350 feet from the northwestern portion of the project area. Structures on the property include a former dwelling (now offices), a barn, two boiler buildings with brick smokestacks, and six greenhouses.

The dwelling on the property is located near Victory Boulevard. It is a two-story cross-gable wood-frame farmhouse, believed to date to the 1890s. The building has an L-plan, and has single-story enclosed porches on both the front and rear façades. (Historical map evidence suggests that the front porch was built between 1907-1917, and the rear porch was added between 1917-1937). Windows throughout the building appear original: they have simple wood frames and contain two-over-two-light double-hung sashes. The dwelling is clad in wood clapboard, and the roof is covered in asphalt shingling. A brick chimney rises from the center of the main roof ridge.

A barn (used for produce packing in the early 20th century) is located immediately to the rear of the dwelling. This single-story wood-frame structure has a long, narrow, rectangular plan. The peak-roofed building is clad in wood clapboard of the 'novelty siding' variety popular at the turn of the century. The roof is clad in asphalt shingle. The building has peak-roof gable dormers at its northwestern end containing paired windows, and board-and-batten barn doors. Windows on the structure have simple wood frames and contain either two-over-two- or one-over-one-light double-hung sashes.

To the rear of the barn is a small single-story peak-roofed brick building labeled 'Heater' on the 1937 Sanborn map. The northwest façade of the building contains a door and one window. A

large, round, brick smokestack with a corbelled top adjoins the building on the northeast side. Southwest of the barn are two greenhouses with arched roofs, apparently constructed of clear plastic or vinyl, probably dating to the second half of the 20th century. These buildings are aligned northeast-southwest. Immediately southeast of these greenhouses is a pair of earlier greenhouses, built prior to 1937. These are constructed of glass lights and metal casements. They have peaked roofs, the ridges of which are aligned parallel to their neighbors. At the northeast end of this pair of greenhouses, a small single-story building adjoins them. This building is described as an office, heater, and potting shed on the 1937 Sanborn map of the property. It has a flat roof and is parged in stucco; a large square brick chimney or smokestack is appended at the west end of the building. An additional pre-1937 glass-and metal-casement greenhouse with a long, rectangular plan and a peaked roof is located immediately to the southeast of the structure. A sixth long, rectangular-plan building, possibly also a greenhouse, is located northeast of the other structures. This is a more modern, prefabricated structure.

From the mid-19th century, the property belonged to J. Ridgeway. Historic maps show Ridgeway dwellings in several locations over the decades of the late 19th century. The present dwelling first appears between 1887 and 1898. On the 1907 Robinson map, the property is still in the hands of J. Ridgeway: the dwelling is shown with a barn behind it, and two additional structures (no longer extant) at the rear of the property. The house and barn appear on a 1917 Sanborn map of the property, along with a wagon shed and a storage shed (no longer extant). A 1937 map depicts the same structures on the property, with the exception of the storage shed. The barn is labeled 'Produce Packing,' and the wagon shed is labeled 'Equipment Storage.' Also standing on the property are five greenhouses: two parallel greenhouses are joined with a heating structure and smokestack. A freestanding 'Heater' building, also with a smokestack, is located southeast of the house and barn.

The property was associated with the Mohlenhoff family through much of the 20th century, and is still known by many locals as the Mohlenhoff Farm. The family acquired the property prior to 1917. Census records from 1920 and 1930 show that Henry and Wilhelmine Mohlenhoff emigrated from Germany in the 1890s and lived on Victory Boulevard with their 12 children.

Of the five greenhouses depicted on the 1937 Sanborn map, three are still standing. Three additional greenhouses have been constructed since that time (two located southwest of the barn, and one located northeast of the 'Heater' building. The house, the barn, three historic greenhouses, three modern greenhouses, and the 'Heater' building are still standing and are in good condition.

Trolley Barn, 721 Arthur Kill Road

The Trolley Barn is a front-gable structure facing south towards Arthur Kill Road (Figure 7-1, No. 3; Figure 7-6, Photo 6). It is situated close to the road on a large undeveloped parcel, which is located roughly 100 feet from the southeastern portion of the project area. The house is sided in wood shingles; its foundation is not visible and it has no chimney. The roof is shallowly pitched and the eaves are treated with simple bargeboard. The first story of the front façade has a shallow, full-width enclosed entry porch with a shed roof supported by four, evenly spaced, paired supports. Large sliding doors occupy the entire façade of the porch; these appear to be composed of multi-light metal casements. The second story of the structure contains five windows or large rectangular apertures. These are placed in a slightly asymmetrical pattern and each contains three vertical muntins or louvers, creating four divisions that do not appear to contain glass. A single window frame is located in the gable at third-story level. This appears to contain a two-over-two-light double-hung sash.

This structure originally served as a trolley barn for the Tottenville and Richmond Trolley, which ran along Arthur Kill Road in Greenridge and Rossville. The trolley line appears as a proposed route on the 1907 Robinson map of the area, but was apparently not established until ca. 1921. The Trolley Barn is believed to have been built in 1922.¹ A photograph from the 1930s showing the “Staten Island Trackless Trolley” in Tottenville illustrates that the trolley did not run on tracks, but drew its power from parallel overhead wires supported by poles. The trackless trolleys or trolley buses became popular in the early 1930s as a flexible and economical transition between traditional trolleys and diesel-powered buses. In more recent years, the property has been rented from the City by the Staten Island Historical Society, which used the building for storage.

1566 Arthur Kill Road

The house at 1566 Arthur Kill Road is located on the south side of Arthur Kill Road at the end of a driveway in a wooded setting, roughly 300 feet from the project area (Figure 7-1, No. 4; Figure 7-7, Photo 7). It is a late-19th century wood-frame vernacular dwelling, two stories high and three bays wide. The house has a side-gable roof with slightly overhanging eaves at the gable ends. Relatively narrow corbelled brick chimneystacks rise from each end of the roof. The three-bay front (north) façade is asymmetrical; on the upper story, two windows are grouped slightly closer together at the western end of the façade than the third window towards the east. The fenestration pattern is mirrored on the first story, though the middle bay is occupied by an entryway rather than a window. All windows on the facade contain six-over-six-light double-hung sash. A single-story unenclosed entry porch with a shed roof spans the full width of the front façade. The side (west) façade of the house, only partially visible, contains a small window on the north side of the gable. The roof is clad in asphalt shingles, the front façade is clad in shingles that appear to be asbestos rather than wood, and the side façade is clad in clapboard of an unknown material. A small utilitarian wood-frame structure with a peaked roof and a large garage door is located to the rear of the house.

A 1930s tax photograph shows that the exterior of the house has undergone no major alterations between the 1930s and the present. The photograph shows that a different porch occupied the first story of the front façade; the enclosed hip-roofed porch depicted in the photograph was likely a 1920s addition. A small barn or shed is visible to rear (south) of the house. Another small wood-frame structure with a chimney (probably a smithy) is located north of the house; and an additional shed is located between this small structure and the residence. A 1913 Topographical Survey map shows the house with a small single-bay entry porch rather than a hip-roofed porch.

The house stands on land that was once part of the estate of Jacob Rezeau Cropsey, the father of Hudson River School painter Jasper F. Cropsey. The artist grew up on the estate in Rossville, and he describes his boyhood home in several written accounts. At the age of 12, Cropsey constructed an architectural model of his house for which he won a prize and was recognized by an architect who convinced the young Cropsey to be his apprentice, thus launching his career. Later, Cropsey would design two churches in his native Rossville, and paint several Rossville landscapes, including one of his childhood homestead entitled *Cropsey Farm near Rossville*.

The site of the former Cropsey house is located roughly 800 feet west of the current structure. Based on cartographic materials and on Cropsey’s writing, the property appears to have passed

¹ Per a personal communication with Joe Ferlazzo, Historian, DPR, December 2006.

out of the Cropsey family between 1866 and 1872. Historic maps indicate that it remained standing into the first decades of the 20th century, but was subsequently demolished.

1566 Arthur Kill Road appears to have been built ca. 1890. Maps and census records suggest that in the first years of the 1900s, the house stood with a smaller building, probably a smithy, located in front of it. The parcel containing the smaller building (which is no longer extant) was owned by a blacksmith named Henry Cushing; the house now known as 1566 Arthur Kill Road was owned by William Culligan, a farmer. According to the 1907 Robinson atlas, the house (then on a small parcel of land separated from the Cropsey house) was owned by the Collegan heirs (probably an alternate spelling of Culligan).

1931 Arthur Kill Road

The two-story three-bay wood-frame dwelling at 1931 Arthur Kill Road is a vernacular-style dwelling dating to the mid-nineteenth century, located roughly 90 feet from the project area (Figure 7-1, No. 5; Figure 7-7, Photo 8). The side-gable structure faces south towards Arthur Kill Road, and has one substantial brick chimney rising from the west end of the roof ridge. A narrower and taller brick end-stack chimney is located at the east end of the house. The front (south) façade has a single-story hip-roofed porch that occupies the full width of the façade. It is supported on turned posts and has a low railing and a shallow staircase leading to the front entry of the house. The front entry appears to contain a six-panel wood door partly obscured behind a storm door. The entryway is flanked by three-quarter-length sidelights which are surrounded by strips of artificial stone siding. Two windows on the first story, west of the doorway, contain one-over-one-light double-hung sash. On the second story, three evenly spaced windows each contain eight-over-eight-light double-hung sash. A peak-roofed addition at the west side of the house is aligned with its roof ridge parallel to the main section of the house. A large three-sided projecting bay characterizes its front (south) façade. Each side of the projecting bay bears a window containing six-over-six-light double-hung sash.

A tax photo taken in the 1930s shows the house with its current layout and fenestration, including the east addition, both brick chimneys, and the front entry porch. In contrast to its current condition, however, the house is sided in wood shingles, and windows throughout the house contain six-over-six-light double-hung sash.

The house is depicted on the 1844 United States Coastal Survey map. It is also shown on the 1850 Dripps, 1859 Walling, and 1866 Collins maps, which indicate that the property was owned by William Westhorp. According to census records, William Westhorp (or Westhorpe) was a schoolteacher who moved to Staten Island from his native England with his wife, Sarah, and daughters, Mary and Louisa. The 1874 Beers map of Staten Island shows the house belonging to the Misses Westhorp, who inherited the house. According to the 1887 Beers map of Staten Island, the house was owned by a W. Boyd. It subsequent maps, including the 1907 Robinson map and the 1917 Bromley map, the owner is shown as William Boyle. Census records indicate that William Boyle was an Irishman and a farmer.

1919 Arthur Kill Road

1919 Arthur Kill Road is a two-and-a-half-story cross-gable house, built in the early twentieth century (Figure 7-1, No. 6; Figure 7-8, Photo 9). Located on the north side of Arthur Kill Road, east of the intersection of Huguenot Avenue, the property is located adjacent to the project area. The house is positioned on a slight hill, and a driveway perpendicular to Arthur Kill Road and immediately east of the house leads to a rear garage. A brick chimney rises from the center of the main roof ridge. The roof is covered with asphalt shingles; the house is clad with vinyl siding; and it appears to stand atop a stone foundation. The main front-gable section of the

house, which faces south towards Arthur Kill Road, is three bays wide. Its off-set front entryway is accessed via a short stairway leading to a single-story hip-roofed front porch supported by turned posts. East of the doorway along the front façade are two windows, each of which contain one-over-one-light double-hung sashes. On the second-story level, three evenly spaced windows contain six-over-one-light double-hung sashes; as does a single window in the gable on the top story. All windows are flanked with shutters. The cross gable section of the house extends to the west, and also contains six-over-one-light windows on its second story. The first story is obscured by a single-story hip-roofed addition that occupies the reentrant angle between the two sections of the house. The side (east) façade of the house contains two windows on the upper story, and one projecting bay window on the lower story.

The house does not appear on the 1907 Robinson map of Staten Island, however, it is shown on a 1913 Topographical Survey map. On the 1917 Bromley map, the house appears on a small lot subdivided within the William Boyle property. A 1930s tax photo of the house shows that the house has not been significantly altered between the 1930s and the present, with the exception of the addition of modern siding. Furthermore, one window on the east façade appears to have been covered since the 1930s, and a low railing along the porch has been enclosed with siding. Some of the windows that now contain six-over-one-light double-hung sashes contained two-over-two- or one-over-one-light double-hung sashes in the 1930s.

2285 Arthur Kill Road

This Second Empire-style building is located on the south side of Arthur Kill Road, just east of the intersection of Rossville Avenue and roughly 90 feet from the project area. Constructed as a dwelling ca. 1860, it is now a nightclub (Figure 7-1, No. 7; Figure 7-8, Photo 10). The two-and-a-half-story wood-frame structure has a symmetrically arranged five-bay front façade. The central entry of the building has sidelights, a transom, and a decorative wood door-surround typical of the Second Empire style. The windows that flank the central entry have wide molded wood frames and contain six-over-six-light double-hung sashes. The windows on the second story retain their original frames, but are occupied by modern one-over-one-light double-hung sashes. The building has a mansard roof, now clad in asphalt shingles, and three segmental-arched dormers that contain paired windows with one-over-one-light double-hung sashes. Paired end-chimneys emerge from the mansard slope on the side elevations. A projecting wood cornice is supported by brackets. A simple, single-story front porch appears to be a relatively recent addition. A single-story addition with a long rectangular plan has been appended at the rear of the building. The residence sits at an elevation higher than Arthur Kill Road; the low hillside on which it stands is retained by a fieldstone wall. The building does not appear on an 1853 Butler map of the area, however, it is shown on an 1887 Beers map of the area. On a 1907 Robinson map, the house is labeled “F. W. Decker.”

Winant House, 2341 Arthur Kill Road

Located at the head of Rossville Road at the intersection of Arthur Kill Road, the Winant House stands close to the roadway at what was once an important crossroads in the town of Rossville. The property is located roughly 200 feet southwest of the project area. The Arthur Kill shoreline is at the rear of the small parcel on which the house stands. The house is a two-story single-pile frame structure that evokes the early Dutch vernacular forms (Figure 7-1, No. 8; Figure 7-9, Photo 11). The side-gable structure faces roughly south towards the road. A brick chimney rises from the east end of the roof ridge. The first story of the façade contains a doorway on the west end and two windows on the east; each of the windows contains one-over-one-light double-hung sashes. On the second story there are three unusually small windows, retrofitted with one-over-one-light double-hung sashes. Metal awnings have been installed over the doorway and the

second-story windows. The side (east) façade of the dwelling contains only one small window located beneath the gable end off-set towards the south. An addition composed of two adjoining single-story shed-roofed structures is appended at the rear of the house. A tall, brick chimney rises from the addition; the irregularly corbelled stack rises almost to the height of the roof of the main section of the house.

The house at 2341 Arthur Kill Road was long part of a property containing several structures and owned by the Winant family. The Winants were among the founding families of Staten Island; members of the dynasty were particularly prominent in Rossville and Tottenville throughout the 18th, 19th, and early 20th centuries.

It is not clear whether the house appears on the 1844 U.S. Coastal Survey map or the 1850 Dripps map. However, the building is clearly illustrated on the 1853 Butler map; the easternmost of a line of four buildings on a single piece of property. At the rear was the wharf for the Blazing Star ferry to New Jersey. The building immediately west of 2341 Arthur Kill Road is labeled 'Post Office,' and the next building west is labeled 'Store.' The westernmost building, like 2341 Arthur Kill Road, is not labeled. A similar arrangement is depicted on the 1859 Walling map of the area: three structures, including 2341 Arthur Kill Road and a neighboring building labeled 'Store,' are owned by B. P. Winant. Other commercial buildings to the east and west, including a shoe shop, a tailor, a blacksmith shop, a tin shop, and a toll house, illustrate that the crossroads represented the heart of Rossville town. The 1866 Collins map shows that 2341 Arthur Kill Road and four structures immediately west of it are still owned by B. P. Winant. Late 19th century maps and deeds indicate that Jesse Winant and his family members owned the property; in the early 20th century, the property passed through the ownerships of Ann Eliza Winant, Cecilia Winant, and Abraham Winant.

In 1909, the property was sold to Virginia and Stephen Cutting and later passed to Henry Cutting, a wealthy shipping magnate who married one Angela Mills of New Jersey. The couple also owned a coastal tract of over 1,000 acres in Flagler County, Florida. After Henry Cutting's death, his wife remarried a Russian prince named Boris Sherbatow. 'Princess Sherbatow' sold 2341 Arthur Kill Road in 1926 and retreated to the Florida property (now Princess Place Preserve County park). The house passed through several ownerships during subsequent decades.

The appearance of the house was altered during the late 20th century with the addition of vinyl siding and the replacement of window sashes. Nevertheless, its vernacular style and form attest to its early origins and to a possible Dutch influence on its construction techniques. The house is also the single remaining component of the group of buildings that once stood on the Winant property which formed the commercial heart of the 19th century town of Rossville.

Former Rossville Hook and Ladder, 2355 Arthur Kill Road

The former fire house, Rossville Hook and Ladder, is located on the north side of Arthur Kill Road just west of Rossville Avenue, roughly 300 feet southwest of the project area. The building is a small wood-frame rectangular-plan structure with a hipped roof, a hip-roofed dormer, and a hip-roofed bell tower (Figure 7-1, No. 9; Figure 7-9, Photo 12). The building has an entryway on the east end of the façade surmounted by a six-light transom window. West of the entry are two pairs of large swinging doors. These doors, which presumably allowed fire vehicles to enter and exit, are wood-paneled, with eight fixed lights on their upper portions. At second-story level, there is a central projecting bay window flanked by an additional window on each side. All windows throughout the structure contain one-over-one-light double-hung sashes. The first story

of the front façade is sided in brick, while the rest of the structure (with the exception of the dormer and bell tower) has been parged with stucco.

The Rossville Hook and Ladder Company was founded as a local volunteer fire company. The building was probably constructed during the last years of the 19th century. On November 1, 1937, the *New York Times* reported “the last of the volunteer fire companies on Staten Island passed out of existence last night after more than 40 years of service to the South Shore districts and was replaced by regular units from the City Fire Department.” Rossville Hook and Ladder (then under captain William Winant), as well as four other South Shore volunteer fire companies were replaced by two centralized City fire companies at this time, and 2355 Arthur Kill Road ended its tenure as a fire station. Today the building serves as a feed store.

2365 Arthur Kill Road

2365 Arthur Kill Road is a two-story rectangular-plan wood-frame structure with a peaked roof (Figure 7-1, No. 9; Figure 7-10). It is clad in wood shingles. A brick chimney rises from the center of the roof. Located on the north side of Arthur Kill Road, roughly 400 feet from the project area, the south façade of the building is set back only a few feet from the roadway. The Arthur Kill waterway is located at the rear of the property. The south façade of the building contains no doorway, but has two paired windows at first-story level and two single windows at second-story level, all containing one-over-one-light double-hung sash. A fence along Arthur Kill Road partly obscures the other facades of 2365 Arthur Kill Road. However, the east façade appears to have a central doorway sheltered under a shed-roofed entry porch.

2365 Arthur Kill Road stands on land that was owned by the Winant family for much of the nineteenth century. However, the building itself first appears on an 1898 Robinson atlas. On a 1907 Robinson map it is shown standing on a small parcel owned by Frank Engert, and on the 1913 Topographical Map, this building is labeled as a ‘Store’ and property on which it stands is labeled ‘Coal Yard.’ A dock, presumably for receiving coal, is depicted at the rear of the property. On a 1937 Sanborn map, the structure is labeled as a dwelling.

D. THE FUTURE WITHOUT THE PROPOSED PROJECT:2016 AND 2036

It is possible that one or more of the potential resources within the study area may be determined eligible for listing on the State or National Registers or designated as New York City Landmarks absent the proposed project.

Architectural resources that are listed on the National Register or that have been found eligible for listing are given a measure of protection from the effects of federally sponsored or assisted projects under Section 106 of the National Historic Preservation Act. Although preservation is not mandated, federal agencies must attempt to avoid adverse impacts on such resources through a notice, review, and construction process. Properties listed on the State Register are similarly protected against impacts resulting from state-sponsored or state-assisted projects under the State Historic Preservation Act. Private property owners using private funds can, however, alter or demolish their properties without such a review process. Privately owned sites that are NYCLs, within New York City Historic Districts, or pending designation, are protected under the New York City Landmarks Law, which requires LPC review and approval before any alteration or demolition can occur.

2016

ARCHAEOLOGICAL RESOURCES

Absent the proposed project, it is anticipated that the project site would remain a closed landfill. No other development is expected on the project site absent the proposed project through the 2016 analysis year, and therefore no impacts to archaeological resources are anticipated absent the proposed action.

The landfill construction closure process, which would occur in the future without the proposed project and is not anticipated to have an effect on the September 11, 2001 recovery effort materials, because the materials would be left in place with additional cover materials. Under the landfill closure construction process, the materials would not be destroyed, altered, removed, and would not experience a change in use. The setting of the materials would not be substantially altered, and no intrusive elements would be introduced into their proximity as a result of the landfill closure process.

ARCHITECTURAL RESOURCES

Project Site

Absent the proposed project, it is anticipated that the project site would remain a closed landfill. No other development is expected on the project site absent the proposed project through the 2016 analysis year. No impacts to architectural resources are expected absent the proposed action.

Study Area

As discussed in Chapter 2 (“Land Use, Zoning, and Public Policy”), there are a number of projects slated for completion by the proposed project’s 2016 analysis year within 400 feet of the project site. These projects, as described below, are not anticipated to have direct impacts on architectural resources in the study area.

NYSDOT has been examining safety and access improvements along the West Shore Expressway (Route 440), a four-lane, limited-access highway running north-south through the study area, as part of the *West Shore Expressway Access and Safety Improvements Final Expanded Project Proposal* (NYSDOT, May 2004). That study examines potential improvements to several segments of the roadway, some of which are within the study area. The segments are in various phases of design. At this time, NYSDOT has only defined a Build year and project for the segment of the northbound service road between Arthur Kill Road and Arden Avenue; this segment is expected to be completed by 2016, and is described in greater detail in Chapter 16, “Traffic and Parking.” Because this project is still in preliminary planning stages, potential impacts of the project on architectural resources in the study area can not yet be determined.

In the Travis neighborhood, there are plans for the development of a 90-room Holiday Inn Express, and possibly another hotel, on two acres of manufacturing land near the Fresh Kills project site and the West Shore Expressway (Blocks 2644 and 2645, bounded by Wild, Beresford, Dean, and Walton Avenues). No impacts to architectural resources in the study area are anticipated to result from the proposed project.

Furthermore, a number of park projects are also planned in the study area, including the Schmul Park Improvements Project and the Owl Hollow Park Soccer Fields Project, both to be undertaken by NYC DPR and planned for completion prior to 2016. No impacts to architectural resources in the study area are anticipated to result from these projects.

2036

ARCHAEOLOGICAL RESOURCES

Absent the proposed project, it is anticipated that the project site would remain a closed landfill. No other development is expected on the project site absent the proposed project through the 2036 analysis year. As stated above, at Landfill Section 1/9 it is assumed that the materials would be left in-place.

ARCHITECTURAL RESOURCES

Project Site

Absent the proposed project, it is anticipated that the project site would remain a closed landfill. No other development is expected on the project site absent the proposed project through the 2036 analysis year.

Study Area

There is only one known project in the study area that may be completed after 2016 and by the 2036 analysis year. If constructed, the West Shore Light Rail would begin at the north shore of Staten Island, and would extend north along the West Shore Expressway corridor and also utilizing the existing rail right-of-way in Staten Island's northwestern corner. The light rail would then cross the Bayonne Bridge to the north, linking with the Hudson-Bergen light rail line in Bayonne, New Jersey. Because this project is still in preliminary planning stages, potential impacts of the project on architectural resources in the study area cannot yet be determined.

E. THE FUTURE WITH THE PROPOSED PROJECT: 2016 AND 2036

2016

In the future with the proposed project, a number of the first phases of the 2,163-acre Fresh Kills Park would be created. The phases to be completed by 2016 would provide a mix of passive and active recreational facilities in the north and south parks as well as four segments of the park roads and landscape enhancement. As described in greater detail in Chapter 1, "Project Description," the specific components of the park expected to be complete by 2016 include the North and South neighborhood parks, multi-use paths, wetland and North and South mound landscape enhancement, loop trails and overlooks, the segments of the park roads and several parking areas.

ARCHAEOLOGICAL RESOURCES

As project design progresses, it is recommended that individual construction projects be reviewed by an archaeologist to determine if the project could impact locations and depths that were identified in the Phase 1A archaeological documentary study (see GEIS Appendices) as possessing low to moderate, moderate, moderate to high, or high sensitivity for precontact or

historic-period archaeological resources (see Table 7-1 and Figures 7-2 and 7-3). If it is determined that impacts to sensitive levels are possible, it is recommended that further investigation, possibly consisting of Phase 1B archaeological testing to identify the presence or absence of archaeological resources, be carried out in coordination with LPC, and OPRHP as appropriate. If it is determined that the proposed project could impact sunken vessels which have not been previously evaluated for historic significance or require reevaluation (see Table 7-1 and Figures 7-2 and 7-3), further evaluation and documentation of these vessels would be required prior to construction. No activities are proposed in West Park that could impact the WTC materials.

ARCHITECTURAL RESOURCES

In general, potential impacts on architectural resources can include both direct physical impacts and indirect impacts. Direct impacts include demolition of a resource and alterations to a resource that cause it to become a different visual entity. A resource could also be damaged from vibration (i.e., from construction blasting or pile driving) and additional damage from adjacent construction that could occur from falling objects, subsidence, collapse, or damage from construction machinery. Adjacent construction is defined as any construction activity that would occur within 90 feet of an architectural resource, as defined in the New York City Department of Buildings (DOB) Technical Policy and Procedure Notice (TPPN) #10/88.¹

Project Site

One architectural resource, the Sleight Family Cemetery (a.k.a. Blazing Star Burial Ground) (NYCL) is located in the project site (see Figure 7-1). No direct or indirect impacts to this resource are expected to result from the first phase of the proposed project, and no construction activities are currently planned within 90 feet of this resource. As project planning progresses, if construction is planned within 90 feet of the resource, a Construction Protection Plan (CPP) would be prepared and implemented which would set forth the specific measures to be used, and specifications that would be applied, to protect the resource during the construction period.

Study Area

No architectural resources in the study area are located close enough (within 90 feet of projected construction activities) to the project site that they would be subject to inadvertent construction-related damages. Therefore, no direct physical impacts on architectural resources are anticipated as a result of the proposed project.

Nine potential architectural resources were identified within the project's 400-foot study area (see Figure 7-1). Together, the various components of the first phase of the park are not expected to be out of keeping with existing scale or uses in the area and would not alter any character-defining features of the potential architectural resources in the study area. Furthermore, the proposed action would not be anticipated to block views of architectural resources. Therefore, no adverse effects on architectural resources are anticipated as a result of the first phase of the proposed project.

¹ TPPN #10/88 was issued by DOB on June 6, 1988, to supplement Building Code regulations with regard to historic structures. TPPN #10/88 outlines procedures for the avoidance of damage to historic structures resulting from adjacent construction, defined as construction within a lateral distance of 90 feet from the historic resource.

2036

In the future with the proposed project, the entire 2,163-acre waterfront park would be created. A mix of passive and active recreational facilities would be constructed on the Fresh Kills site. As described in greater detail in Chapter 1, "Project Description," proposed in the long term are recreational fields; landscaped areas and enhanced ecological habitats; water access for motorized and non-motorized craft; cultural, entertainment and commercial facilities (e.g., amphitheater, restaurants, event and banquet space); and the supporting park operations and maintenance facilities. In addition, this proposal includes completing the park roads that would connect the park with Richmond Avenue and the West Shore Expressway as well as the necessary service roads and parking facilities. Lastly, the project site includes the Isle of Meadows and a portion of William T. Davis Wildlife Refuge, which would continue to be protected as natural areas.

ARCHAEOLOGICAL RESOURCES

As project design progresses, it is recommended that individual construction projects be reviewed by an archaeologist to determine if the project could impact locations and depths that were identified in the Phase 1A archaeological documentary study (see GEIS Appendices) as possessing low to moderate, moderate, moderate to high, or high sensitivity for precontact or historic-period archaeological resources (see Table 7-1 and Figures 7-2 and 7-3). This review would occur in consultation with LPC and OPRHP. If it is determined that impacts to sensitive levels are possible, it is recommended that further investigation, possibly consisting of Phase 1B archaeological testing to identify the presence or absence of archaeological resources, be carried out in coordination with LPC, and OPRHP as appropriate. If it is determined that the proposed project could impact sunken vessels which have not been previously evaluated for historic significance or require reevaluation (see Table 7-1 and Figures 7-2 and 7-3), further evaluation and documentation of these vessels would be required prior to construction.

In the future with the proposed project, the September 11, 2001 materials would be left in place. As stated above, in the future without the proposed project, Landfill Section 1/9, like the rest of the landfill, would undergo a closure process. A conceptual proposal for the West Park (the location of the materials), is presented in Chapter 1, "Project Description." These designs depict an overall concept of landfill enhancement with public access focused around a September 11 memorial on the upper elevations within the hilltop memorial, recognizing the historic value of this area. To avoid any potential impacts to this resource future, more detailed, designs would be subject to review by LPC and SHPO.

ARCHITECTURAL RESOURCES

In general, potential impacts on architectural resources can include both direct physical impacts and indirect impacts. Direct impacts include demolition of a resource and alterations to a resource that cause it to become a different visual entity. A resource could also be damaged from vibration (i.e., from construction blasting or pile driving) and additional damage from adjacent construction that could occur from falling objects, subsidence, collapse, or damage from construction machinery. Adjacent construction is defined as any construction activity that would

Fresh Kills Park GEIS

occur within 90 feet of an architectural resource, as defined in the New York City Department of Buildings (DOB) Technical Policy and Procedure Notice (TPPN) #10/88.¹

Project Site

One architectural resource, the Sleight Family Cemetery (a.k.a. Blazing Star Burial Ground) (NYCL) is located in the project site (see Figure 7-1). No direct or indirect impacts to this resource are expected to result from the proposed project, and no construction activities are currently planned within 90 feet of this resource. As project planning progresses, if construction is planned within 90 feet of the resource, a Construction Protection Plan (CPP) would be prepared and implemented which would set forth the specific measures to be used, and specifications that would be applied, to protect the resource during the construction period.

Study Area

No architectural resources in the study area are located close enough (within 90 feet of projected construction activities) to the project site that they would be subject to inadvertent construction-related damages. Therefore, no direct physical impacts on architectural resources are anticipated as a result of the proposed project.

Nine potential architectural resources were identified within the project's 400-foot study area (see Figure 7-1). Together, the various components of the project are not expected to be out of keeping with existing scale or uses in the area and would not alter any character-defining features of the potential architectural resources in the study area. Furthermore, the proposed action would not be anticipated to block views of architectural resources. Therefore, no adverse effects on architectural resources are anticipated as a result of the proposed project.

CONCLUSIONS

ARCHAEOLOGICAL RESOURCES

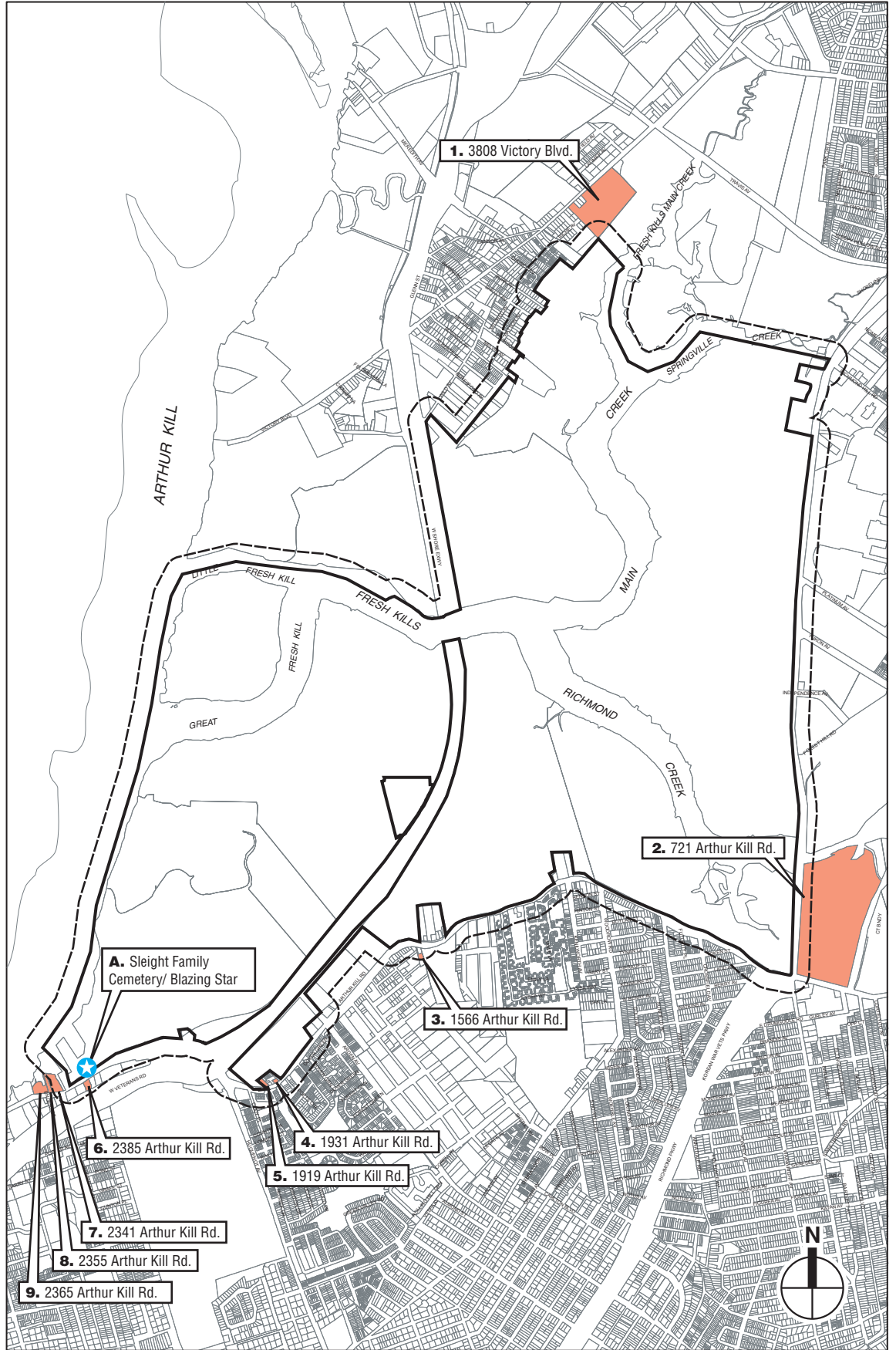
A Phase 1A study prepared for this project concluded that the portions of the project site are sensitive for precontact and historic-period archaeological resources. As project design progresses, it is recommended that individual construction projects be reviewed by an archaeologist to determine if the project could impact any archaeologically sensitive areas identified in the Phase 1A archaeological documentary study. This review would occur in consultation with LPC and OPRHP. If it is determined that impacts are possible, further investigation such as Phase 1B archaeological testing would be necessary to identify the presence or absence of archaeological resources. Additional information on this process is provided in Chapter 23, "Impact Avoidance Measures and Mitigation."

ARCHITECTURAL RESOURCES

One architectural resource (the NYCL Sleight Family Cemetery, a.k.a. Blazing Star Burial Ground) was identified on the project site. No previously identified architectural resources are located in the study area; however, nine potential architectural resources which appear to meet

¹ TPPN #10/88 was issued by DOB on June 6, 1988, to supplement Building Code regulations with regard to historic structures. TPPN #10/88 outlines procedures for the avoidance of damage to historic structures resulting from adjacent construction, defined as construction within a lateral distance of 90 feet from the historic resource.

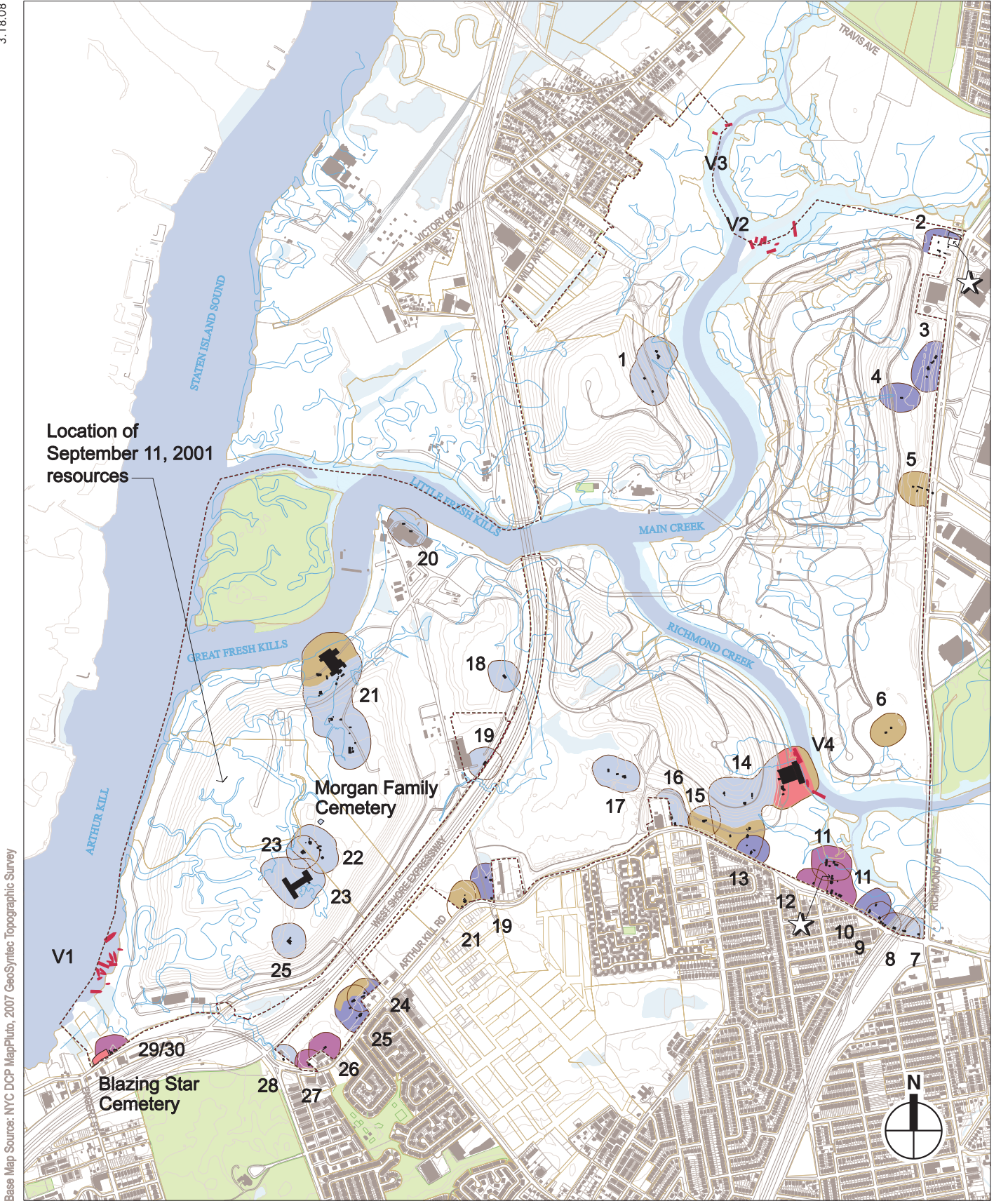
the S/NR eligibility criteria were identified in the study area. The proposed project is not expected to result in direct or indirect adverse impacts to architectural resources in the project site or study area. No construction is currently planned within close proximity of the Sleight Family Cemetery, however, as project plans progress, if any construction activity is planned within 90 feet of this resource, a Construction Protection Plan would be prepared and implemented to ensure that the resource would not be inadvertently affected by construction-period impacts. Additional information on the contents of a Construction Protection Plan is provided in Chapter 23, “Impact Avoidance Measures and Mitigation.” *



Fresh Kills Project Site Boundary
 400-Foot Area of Potential Effect

Potential S/NR - eligible property
★ New York City Landmark

0 1800 FEET
 SCALE

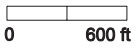
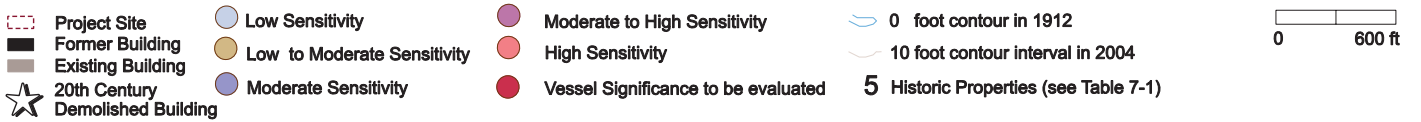
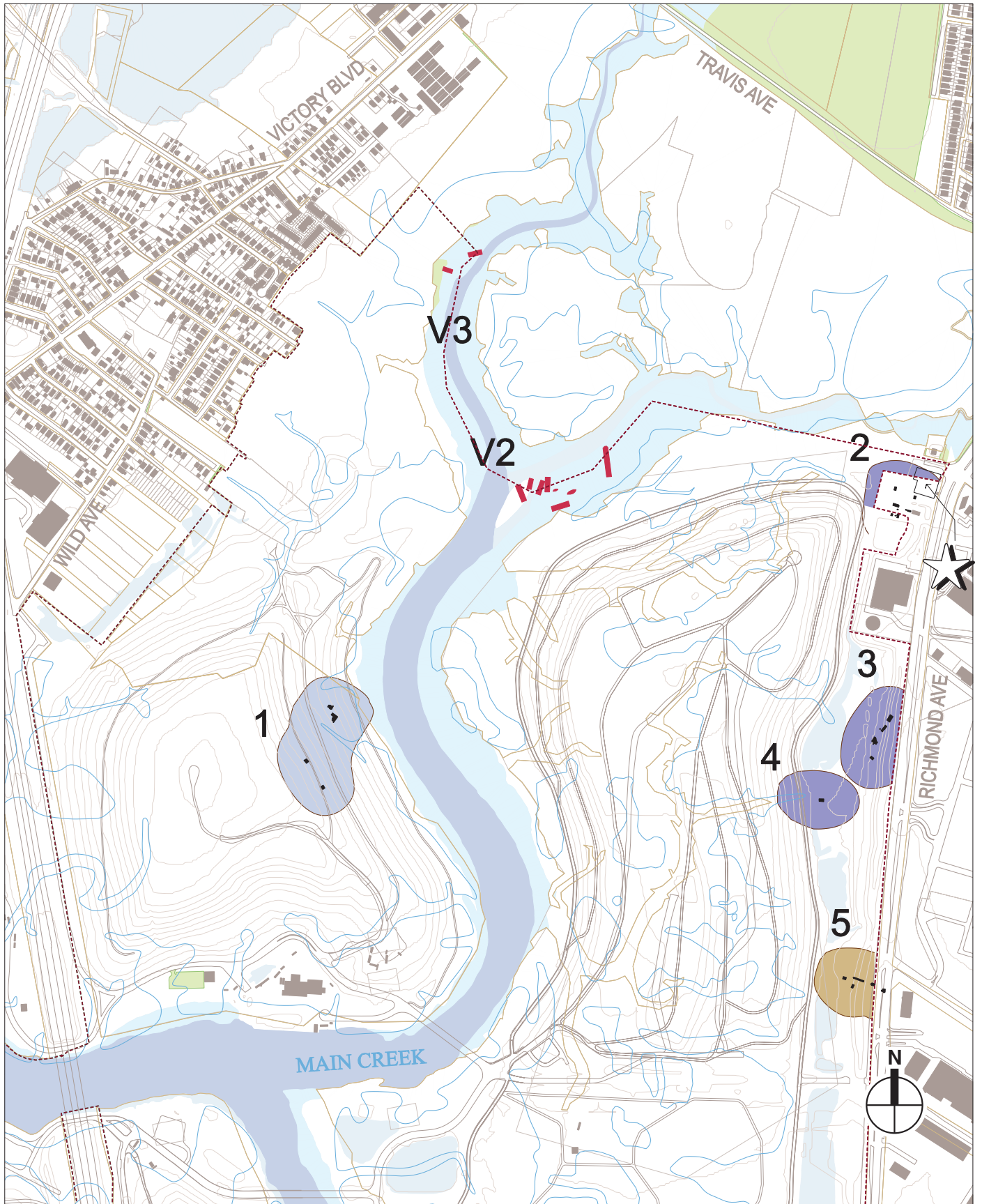


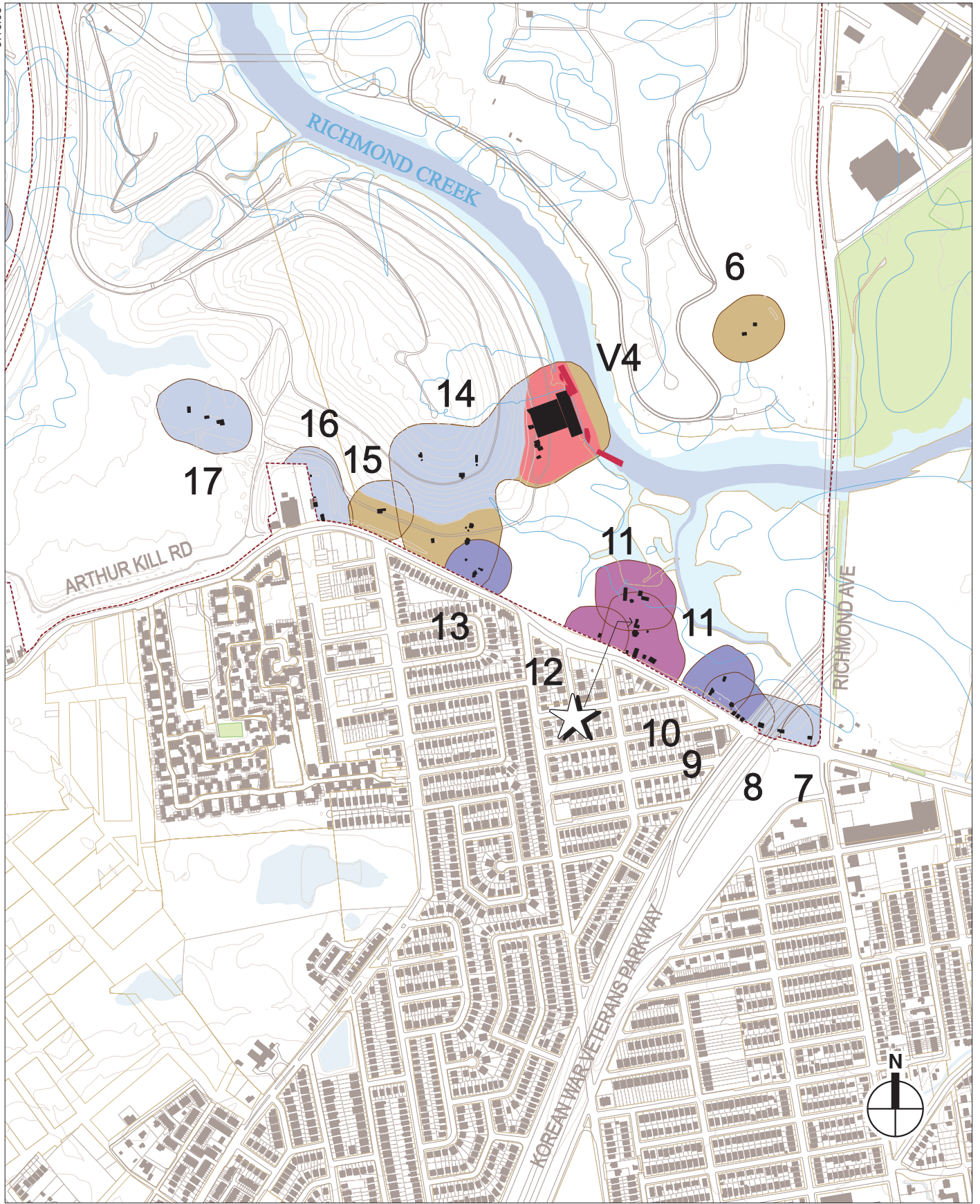
- Project Site
- Former Building
- Existing Building
- ★ 20th Century Demolished Building
- Low Sensitivity
- Low to Moderate Sensitivity
- Moderate Sensitivity
- Moderate to High Sensitivity
- High Sensitivity
- Vessel Significance to be evaluated
- 0 foot contour in 1912
- 10 foot contour interval in 2004
- 25 Historic Properties (see Table 7-1)



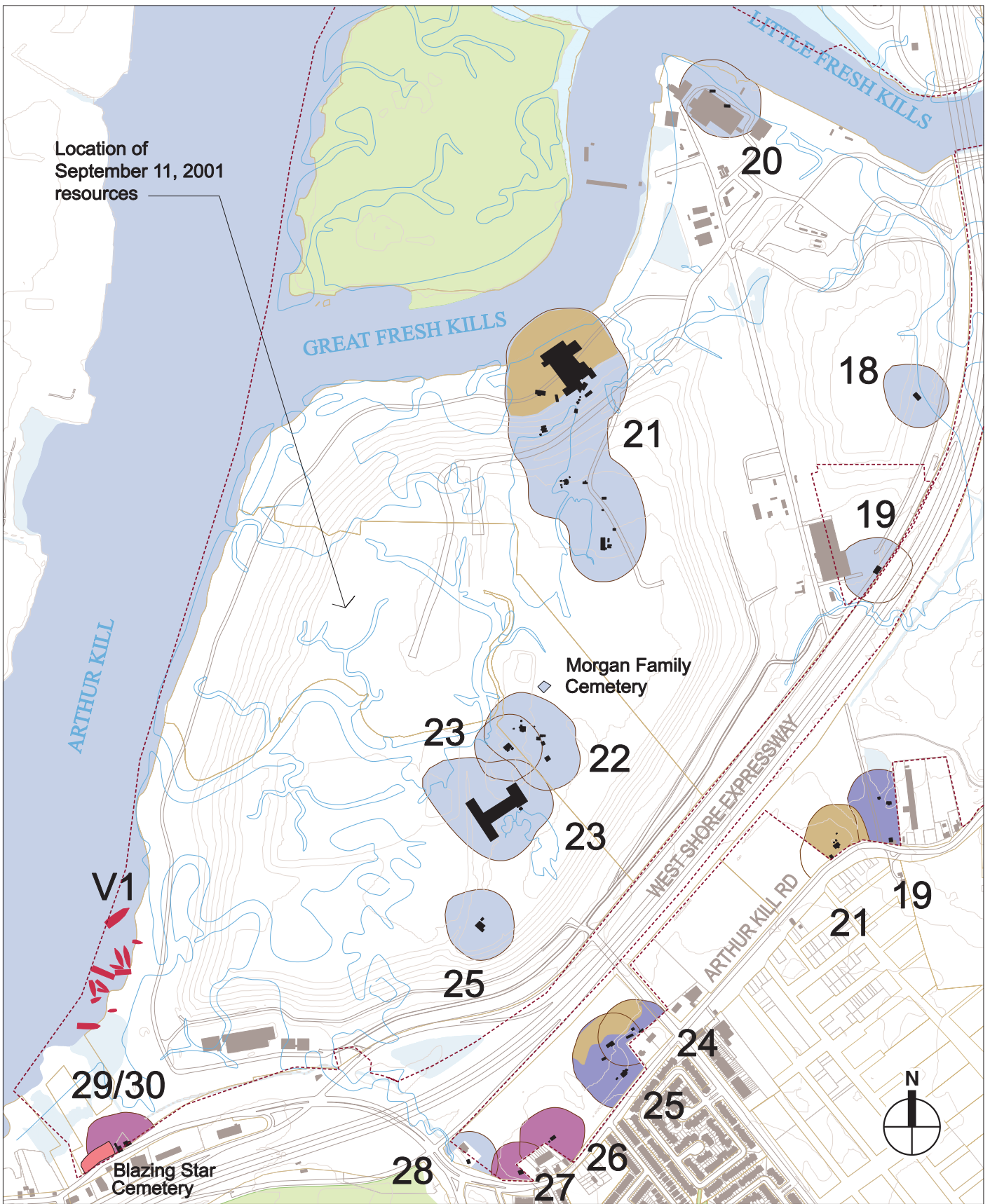
0 1200ft

Areas of Historic Sensitivity
Figure 7-2





- Project Site
- Former Building
- Existing Building
- ★ 20th Century Demolished Building
- Low Sensitivity
- Low to Moderate Sensitivity
- Moderate Sensitivity
- Moderate to High Sensitivity
- High Sensitivity
- Vessel Significance to be evaluated
- 0 foot contour in 1912
- 10 foot contour interval in 2004
- 25 Historic Properties (see Table 7-1)



Location of September 11, 2001 resources

ARTHUR KILL

GREAT FRESH KILLS

LITTLE FRESH KILLS

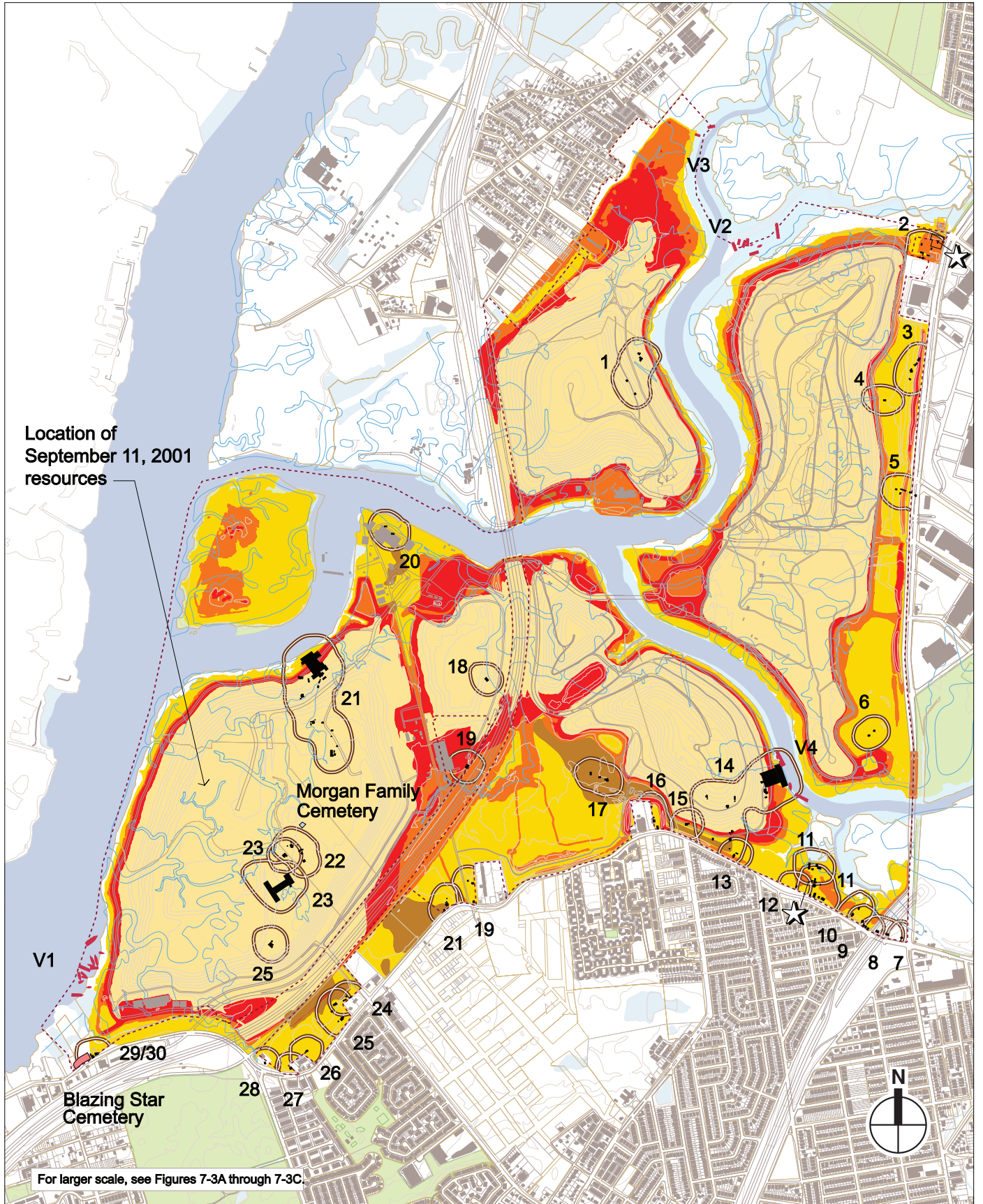
Morgan Family Cemetery

Blazing Star Cemetery

WEST SHORE EXPRESSWAY

ARTHUR KILL RD

- Project Site
- Former Building
- Existing Building
- 20th Century Demolished Building
- Low Sensitivity
- Low to Moderate Sensitivity
- Moderate Sensitivity
- Moderate to High Sensitivity
- High Sensitivity
- Vessel Significance to be evaluated
- 0 foot contour in 1912
- 10 foot contour interval in 2004
- 25 Historic Properties (see Table 7-1)



Location of September 11, 2001 resources

Morgan Family Cemetery

Blazing Star Cemetery

For larger scale, see Figures 7-3A through 7-3C.

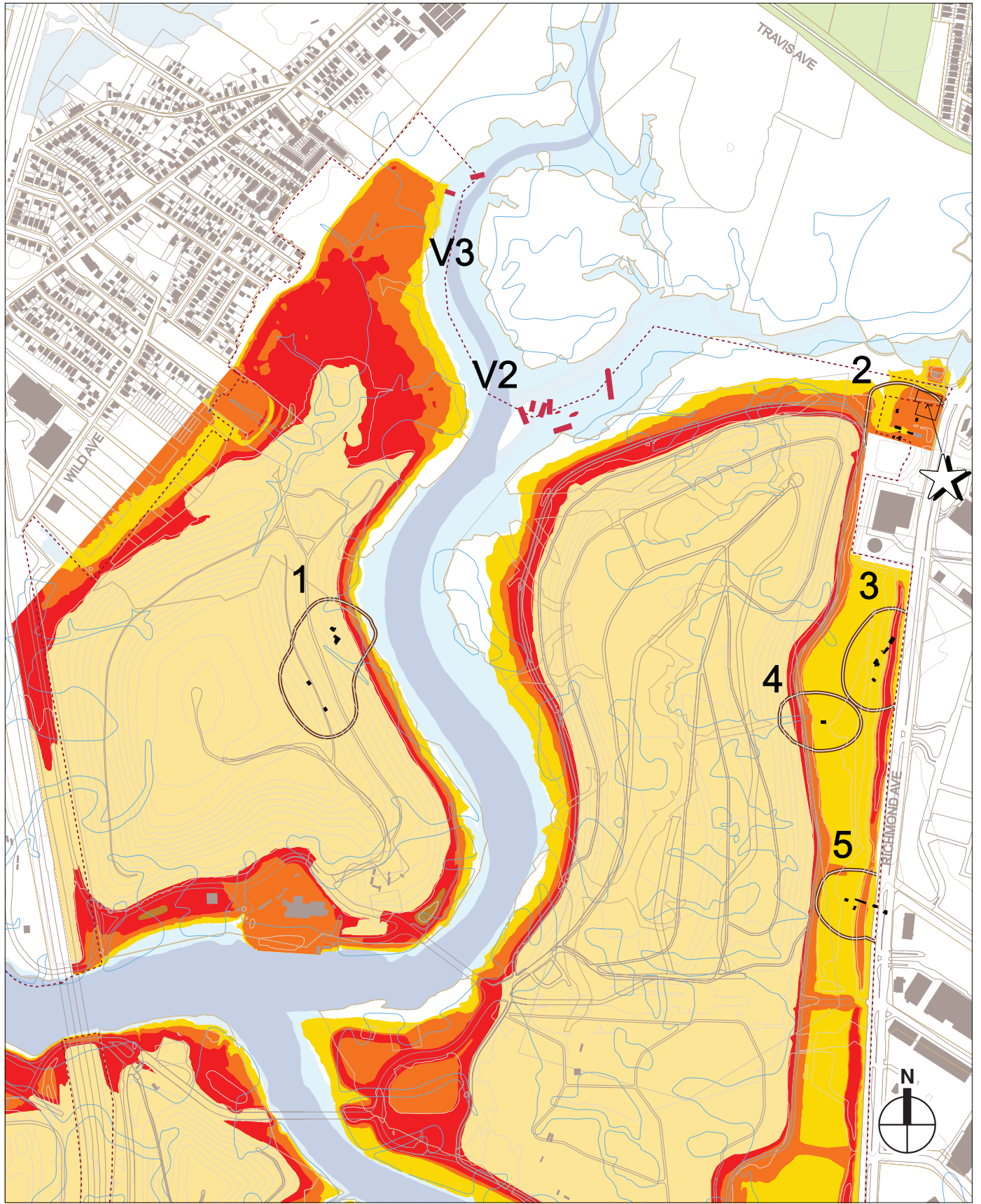
- Project Site
- Former Building
- Existing Building
- 0 to 5 feet lower than 1912
- 0 to 5 feet higher than 1912
- 5 to 10 feet higher than 1912
- 10 to 20 feet higher than 1912
- 20 feet or more higher than 1912
- Demolished 20th Century Building
- 10 feet contours
- 0 foot contour in 1912
- Areas of Potential Historic Sensitivity (See Figure 7-2 and Table 7-1)



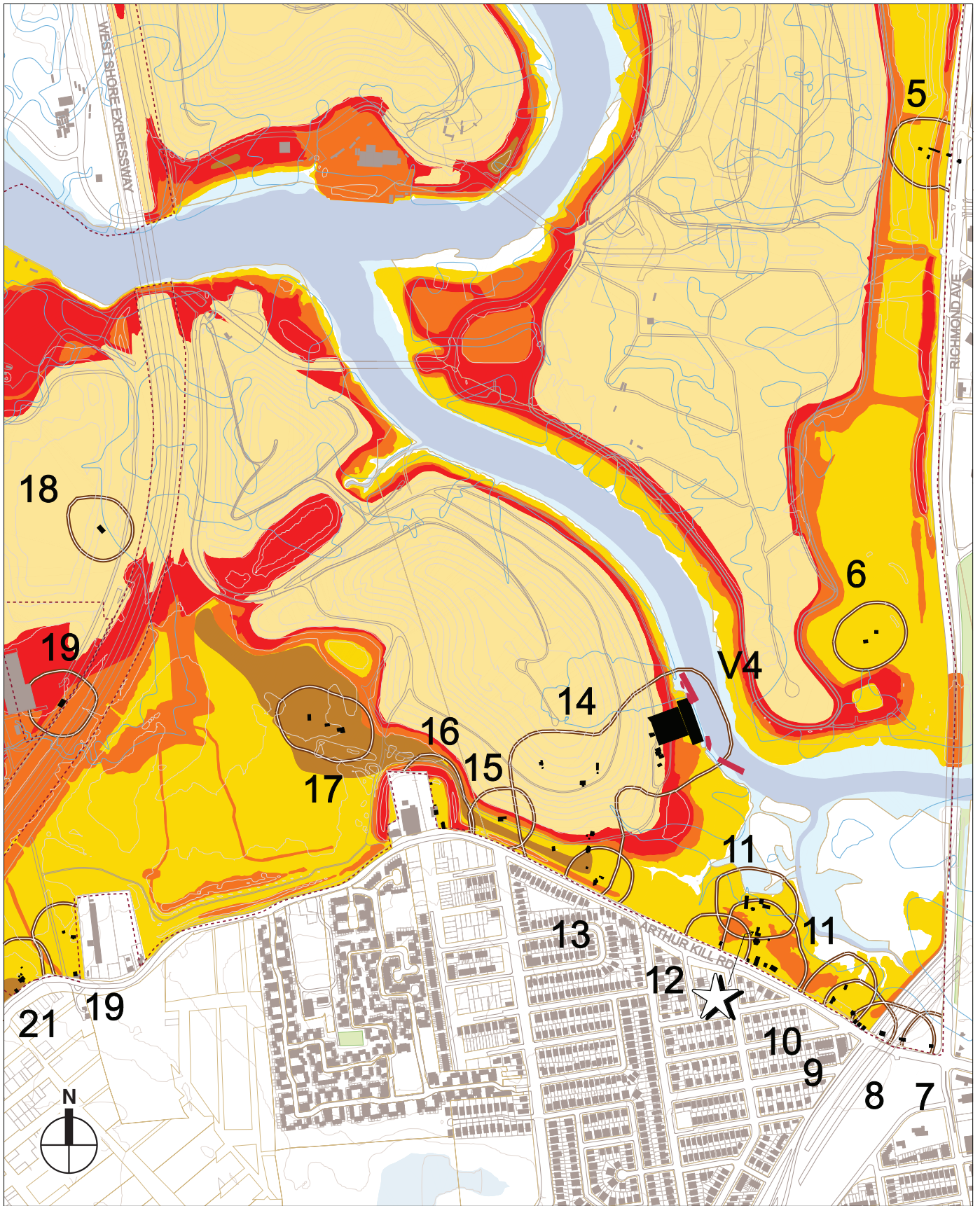
0 1200 ft

1912-2007 Soil Level Changes Based on Cartographic Research **Figure 7-3**

Base Map Source: NYC DCP MapPluto, 2007 GeoSyntec Topographic Survey



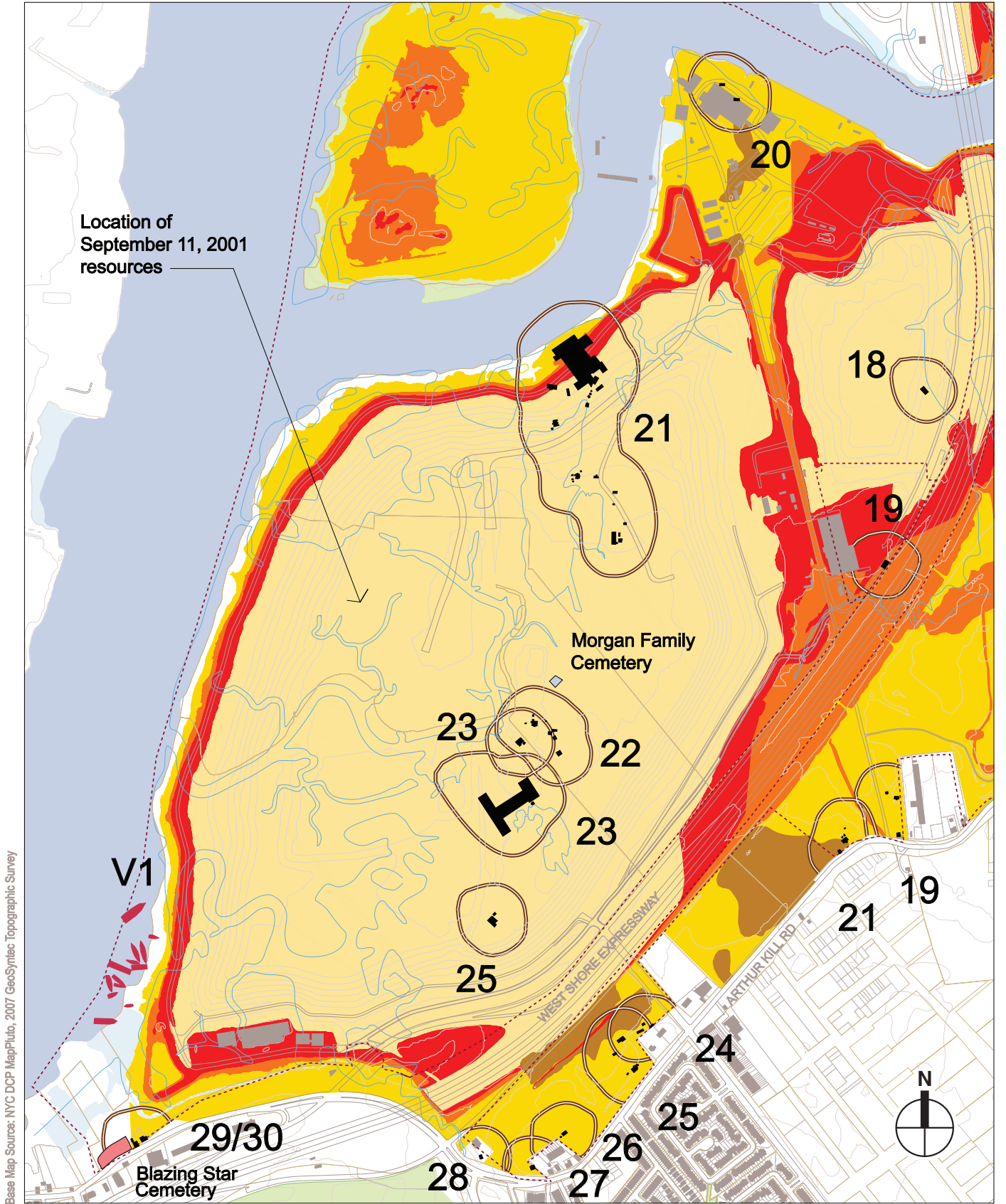
- Project Site
- Former Building
- Existing Building
- 0 to 5 feet lower than 1912
- 0 to 5 feet higher than 1912
- 5 to 10 feet higher than 1912
- 10 to 20 feet higher than 1912
- 20 feet or more higher than 1912
- ★ Demolished 20th Century Building
- 10 feet contours
- 0 foot contour in 1912
- Areas of Potential Historic Sensitivity (See Figure 7-2 and Table 7-1)



- Project Site
- Former Building
- Existing Building
- 0 to 5 feet lower than 1912
- 0 to 5 feet higher than 1912
- 5 to 10 feet higher than 1912
- 10 to 20 feet higher than 1912
- 20 feet or more higher than 1912
- ★ Demolished 20th Century Building
- 10 feet contours
- 0 foot contour in 1912
- Areas of Potential Historic Sensitivity (See Figure 7-2 and Table 7-1)

0 600 ft

1912-2007 Soil Level Changes Based on Cartographic Research Figure 7-3b



Base Map Source: NYC DCP MapPluto, 2007 GeoSyntec Topographic Survey

1912-2007 Soil Level Changes Based on Cartographic Research Figure 7-3c



New York City Landmark Sleight Family Cemetery (a.k.a. Blazing Star Burial Ground), an early cemetery located in Rossville, Staten Island, on the north side of Arthur Kill Road, east of Rossville Avenue

1



The former Mohlenhoff Farm, now the City of New York Department of Parks and Recreation native plant center. The late nineteenth-century farmhouse (now used as offices) is pictured on the left; the barn is pictured on the right

2



The barn located on the former Mohlenhoff Farm, now the NYCDPR native plant center **3**



A building that served as a heating plant, and a round brick smokestack located on the former Mohlenhoff Farm, now the NYCDPR native plant center. A greenhouse, built prior to 1937, is pictured on the right; a modern structure is pictured on the left **4**



Another building, once used as a potting shed and heat generating facility, located on the former Mohlenhoff Farm, is now the NYCDPR native plant center. Greenhouses built prior to 1937 are visible on the left and right **5**



Located at 721 Arthur Kill Road, this former trolley barn originally served the Tottenville and Richmond Trolley **6**



The front façade of the residence at 1566 Arthur Kill Road. This late-nineteenth century structure was built on land that earlier was part of the Cropsey estate, where the Hudson River School artist Jasper Cropsey spent his boyhood

7



The front (south) façade of 1931 Arthur Kill Road, the mid-nineteenth century residence of the Westhorpe family

8



The front (south) façade of 1919 Arthur Kill Road, located east of the intersection of Huguenot Avenue. **9**
 The early twentieth century residence was commissioned by William Boyle



The Second Empire-style structure at 2285 Arthur Kill Road, built ca. 1860 on the south side of **10**
 Arthur Kill Road in Rossville. The former residence is now a nightclub



The former Winant House, 2341 Arthur Kill Road, located at the head of Rosville Avenue on the north side of Arthur Kill Road. The residence has been altered in recent decades with the introduction of modern siding and retrofitted windows; however, the early vernacular structure stood at what was once the central crossroads of the town of Rosville

11



The former Rosville Hook and Ladder firehouse at 2355 Arthur Kill Road retains its large central doors and bell tower, but has been parged with stucco and received retrofitted windows. The structure is now a feed store

12



This wood-shingle-clad structure, located at 2365 Arthur Kill Road in Rossville, was built at the turn of the century and was once the store for a coal yard. It served as a residence for most of the twentieth century

13