



# Appendix E      Inventory and Analysis of the Existing Cultural Resources and Section 4(f) Resources

I-84 Danbury PEL Study

Prepared for: The Connecticut Department of Transportation

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# I-84 Danbury Project

Inventory and Analysis of Existing Cultural Resources and Section 4f Resources

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## 1.0 Introduction

The United States Department of Transportation (USDOT) Federal Highway Administration (FHWA) and the Connecticut Department of Transportation (CTDOT) have initiated the environmental review process for the Interstate 84 (I-84) Danbury Project (the "Project") in Fairfield County, Connecticut, in accordance with the National Environmental Policy Act (NEPA), the Connecticut Environmental Policy Act (CEPA), and other regulatory requirements. The Project is being pursued to improve safety, increase capacity, and improve operations and access between Exits 3 and 8, primarily in Danbury, Connecticut. This 8-mile stretch of I-84 experiences significant congestion and is CTDOT's highest priority on the I-84 corridor west of Waterbury. The Project is included in *Let's Go CT!*, the governor's 30-year transportation investment plan (see Figure 1-1). Improving safety and access and reducing congestion on this section of I-84 are expected to have positive effects on commerce in the city, the region, and the state.

The purpose of this Inventory and Analysis of Existing Cultural Resources and Section 4(f) Resources is to describe existing conditions and to identify known and potential historic resources that could potentially be affected by the Project.

## 2.0 Cultural Resources

This section presents information on cultural resources. The discussion includes a description of the study area, regulatory requirements, methods of identifying cultural resources, and the presence of cultural resources and their eligibility for inclusion in the National Register of Historic Places (NRHP).

Cultural resources consist of archaeological and architectural resources. Archaeological resources include both prehistoric and historic sites. Prehistoric resources include physical properties and archaeological sites that resulted from human activities predating written records. These archaeological sites are the loci of human behavior as indicated by concentrations of artifacts, features, or floral and faunal remains. Prehistoric land use patterns were more closely related to local environmental conditions than most modern settlements. Historic resources are physical properties that postdate the existence of written records and include features such as trails, roadbeds, foundations, and refuse concentrations.

Architectural resources consist of standing buildings or structures from the historic period, generally defined as structures over 50 years in age. These resources consist of residential buildings (e.g., farmhouses, plantation manors, and associated outbuildings including sheds and barns), industrial structures such as mills and millraces, commercial buildings (e.g., stores, banks, and other business-related office buildings), and transportation structures such as bridges.

### 2.1 Study Area and Methodology

The Cultural Resources Study Area (CRSA) consists of the I-84 corridor from a point approximately 1,000 feet to the east of Saw Mill Road in Danbury to a point approximately 2,500 feet to the east of Route 25 in Newtown, as shown on Figure 2-1. The CRSA includes a buffer around the existing right-of-way (ROW) corridor, which varies from approximately 900 to 2,100 feet on either side of I-84. The CRSA also includes the Route 7/I-84 intersection to the northeast of the Danbury Fair Mall and extends to the south along Route 7 to a point approximately 2,400 feet south of Miry Brook Road. This portion of the CRSA includes the eastern portion of the Danbury Municipal Airport and the Danbury Fair Mall. The CRSA also includes the northern split of Route 7, to the north of Federal Road. This spur stretches from Federal Road to a point approximately 2,100 feet to the north of the White Turkey Road Extension. As design plans for the Project do not yet exist, the CRSA was designed to encompass anticipated possible build alternatives. The CRSA encompasses approximately 11.5 miles of the I-84 corridor and includes portions of the municipalities of Danbury, Bethel, Brookfield, and Newtown.

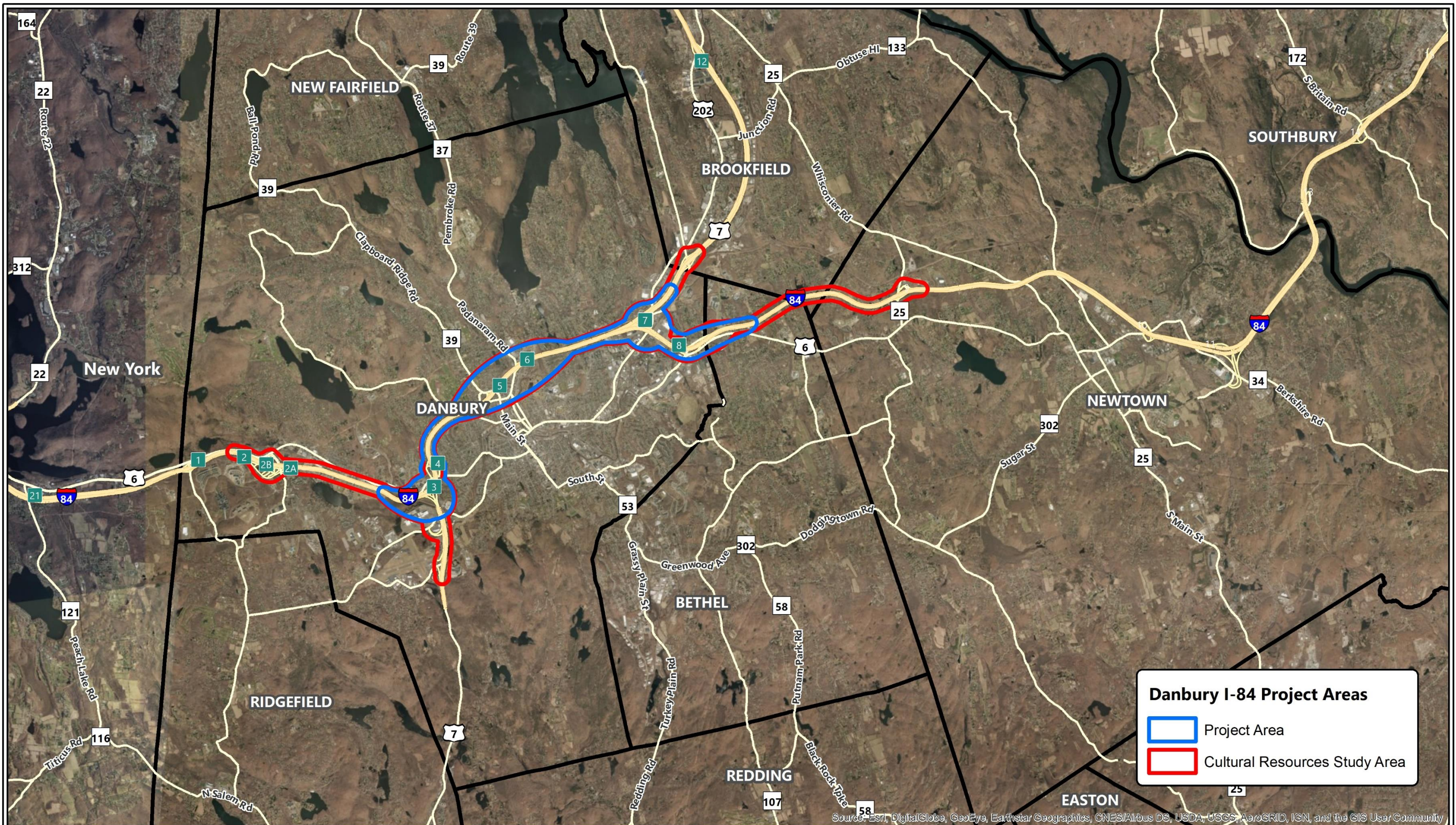
Cultural resources studied in this investigation include historical structures, buildings, archaeological sites, districts (a collection of related structures, buildings, or archaeological sites), cemeteries, and objects. Historic and archaeological resources were evaluated within the CRSA. The archaeological site file research was defined as a 1-mile radius around the CRSA in accordance with guidance provided by the Connecticut Department of Economic and Community Development (DECD)/Connecticut State Historic Preservation Office (SHPO)'s *Environmental Review Primer for Connecticut's Archaeological Resources* (Review Primer). Archaeological site files were reviewed at the SHPO in Hartford and on file at the Office of the State Archaeologist (OSA) in Storrs, Connecticut. Historic property files at the SHPO were reviewed for a radius of approximately 3,500 feet from the CRSA. Information regarding NRHP-listed resources was gathered from the National Park Service (NPS) website. A windshield and limited pedestrian survey was conducted within the CRSA.

### 2.2 Regulatory Framework

Although cultural resources are addressed in the NEPA of 1969 [42 U.S.C. 4321-4361], procedures for their identification, evaluation, and treatment are contained in a series of other federal and state laws and regulations and agency guidelines. The most important include the National Historic Preservation Act (NHPA) of 1966, as amended in 2016 [54 U.S.C. 300108, 2015]; the Archeological and Historic Preservation Act of 1974; and the Archaeological Resources Protection Act (ARPA) of 1979. Treatment of archaeological and architectural resources is further guided by the Advisory Council on Historic Preservation (ACHP) regulations, Protection of Historic Properties (36 CFR 800).







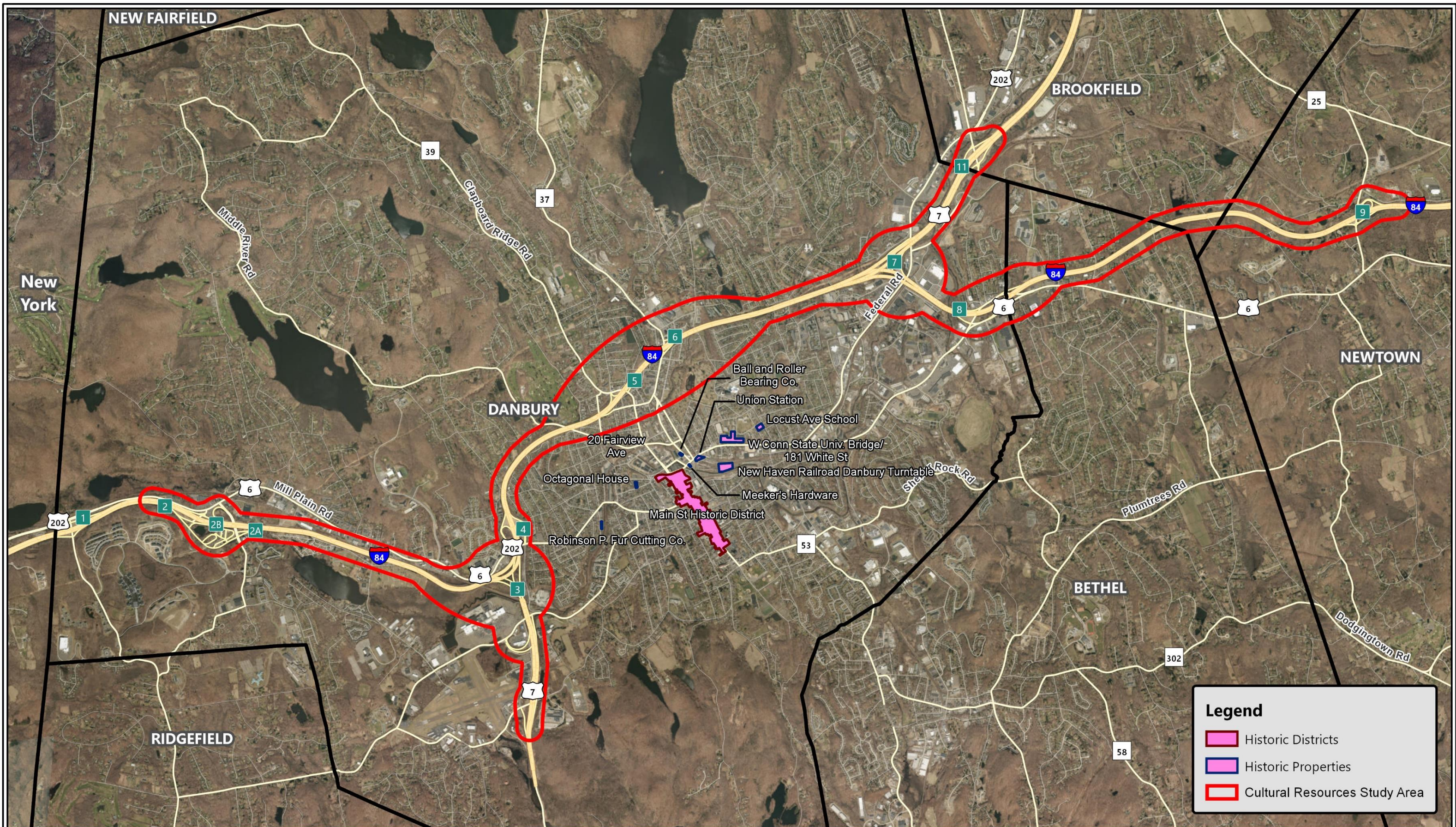
**Danbury I-84 Project Areas**

  Project Area

  Cultural Resources Study Area

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community







Section 106 of the NHPA of 1966 requires federal agencies to take into account the effects of their undertakings on historic properties and afford the ACHP a reasonable opportunity to comment. In the State of Connecticut, the SHPO is a designated representative of the Connecticut DECD, which oversees the SHPO. The Connecticut SHPO is responsible for conducting Section 106 reviews for federal undertakings in Connecticut.

Similarly, the CEPA of 1978 requires a consideration of the potential for a proposed undertaking to disrupt or alter a historic, archaeological, cultural, or recreational building, object, site, or its surroundings. Other laws and guidelines that direct federal agencies to take into account historic and cultural resources and consider such resources in their project planning include the following:

- Executive Order [EO] 11593, Protection and Enhancement of the Cultural Environment
- The Historic Sites, Buildings and Antiquities Act [16 USC 461]
- The Antiquities Act [16 USC 431-433]
- Native American Graves Protection and Repatriation Act of 1990
- U.S. Department of Transportation Act of 1966, Section 4(f) [49 USC 303]
- Connecticut General Statutes, Chapter 184a, §10-388
- Connecticut General Statutes, Chapter 368j, §19a-315

2.3 Existing Conditions Historic: Resources

To identify historic architectural resources within the CRSA, historic property files were reviewed at the SHPO in Hartford. National Register nomination forms for NRHP-listed resources were downloaded from the NPS website. The search for historic properties included a 3,500-foot radius from the CRSA. The background research identified a total of 10 historic properties within the search radius; none of the identified properties was located within the CRSA. Table 2-1 presents the results of this research; Figure 2-1 reflects the locations of the historic properties.

TABLE 2-1  
Historic Properties within 3,500 Feet of the Cultural Resources Study Area

Property/ District Name	Distance from Cultural Resources Study Area (CRSA)	NRHP/SRHP* Status	Period(s) of Significance
Locust Avenue School	960.1 Meters (3,150 Feet)	NRHP/SRHP Listed	1800-1899
Robinson P. Fur Cutting Company	960.1 Meters (3,150 Feet)	NRHP/SRHP Listed	1884, 1895
Octagon House	853.4 Meters (2,800 Feet)	NRHP/SRHP Listed	1852
Ball and Roller Bearing Company	853.4 Meters (2,800 Feet)	NRHP Listed	1904-1922
Union Station	1,066.8 Meters (3,500 Feet)	NRHP/SRHP Listed	1902
Meeker's Hardware	1,066.8 Meters (3,500 Feet)	NRHP Listed	1890, 1896-1897
New Haven Railroad Danbury Turntable	1,066.8 Meters (3,500 Feet)	NRHP Listed	1916-circa 1950

TABLE 2-1  
Historic Properties within 3,500 Feet of the Cultural Resources Study Area

Property/ District Name	Distance from Cultural Resources Study Area (CRSA)	NRHP/SRHP* Status	Period(s) of Significance
Main Street Historic District	746.8 Meters (2,450 Feet)	NRHP Listed	17 <sup>th</sup> through 20 <sup>th</sup> Century
181 White Street	906.8 Meters (2,975 Feet)	SRHP Listed	Unknown
20 Farview Avenue	106.7 Meters (350 Feet)	NRHP Determination of Eligibility	Unknown

\*NRHP/SRHP = National Register of Historic Places/State Register of Historic Places

In addition to the above-noted resources, a preliminary architectural reconnaissance was conducted in order to characterize the architectural development of the CRSA and to identify properties that appeared to retain potential historic and/or architectural significance. A site visit was conducted in order to visually inspect the CRSA. The visual inspection was informed by NPS guidance on evaluating the integrity of a property (NPS 1997). In addition, background research was consulted in order to assist in the identification of any known or potential historic properties. The windshield survey conducted on July 16, 2018, confirmed the large number of resources over 50 years in age within the CRSA.

A summary of the findings of the preliminary architectural reconnaissance is provided in the following sections.

Exits 2 to 3, Both Sides of I-84

The CRSA from Exit 2 to Exit 3 (including Route 7, southeast of Exit 3 from Segar Street to Miry Brook Road/Wooster Heights Road) is mostly comprised of modern commercial and industrial development. A few mid- to late-19th-century dwellings survive, such as 42 Mill Plain Road and 73 Lake Avenue Extension, but such examples have been converted to commercial use and retain a low degree of historic integrity. Saint Peter Cemetery (ca. early to mid 19th century) is located at Lake Avenue Extension and Kenosia Avenue. A 19th-century railroad corridor following the alignment of the former New York and New England Railroad travels through the CRSA north of and generally parallel to I-84; it travels under the highway near Exit 3.

Exits 3 to 6, East Side of I-84

Traveling south to north along the east side of I-84 generally from Ridge Road to Davis Street and Mallory Street, the CRSA is primarily developed with early to mid-20th-century residential buildings that appear to be common representative examples of suburban residential development of the period. Late-19th-century residential dwellings are located in the vicinity of Abbott and Beckett Streets. There is an interesting collection of early 20th-century residential dwellings along Ridge Road. These properties range in style from Colonial Revival to Tudor Revival, and most retain a high degree of architectural integrity (see Photographs 1 and 2).





**Photograph 1: Representative property along Ridge Road; view northwest (NC 7/16/18)**



**Photograph 2: Representative property along Ridge Road; view west (NC 7/16/18)**

Continuing north generally from Davis Street and Mallory Street north to Exit 6 near Tamarack Avenue, the CRSA mostly consists of late-19th-century residential development with mid-20th-century infill; modern commercial development is found along Main Street and along Tamarack Avenue. The majority of the 19th-century residential properties do not retain a high degree of architectural integrity, and most contain replacement materials (e.g., new windows, new roofs, vinyl or aluminum siding, etc.). A noteworthy collection of late-19th-century residential dwellings is located along Farview Avenue (see Photograph 3). These properties sit on larger lots compared to other residential neighborhoods in the CRSA, and many retain a higher degree of architectural integrity. Based on background research, the property at 20 Farview Avenue, located just outside of the CRSA, was found eligible for listing in the NRHP.



**Photograph 3: Representative properties along Farview Avenue; view southeast (NC 7/16/18)**

The North Main Street/Old North Main Street Cemetery (ca. early to mid 19th century) is located along Main Street between Water Street and Downs Street. East of Exit 6, Immanuel Lutheran Cemetery (ca. 1903) is located within the CRSA along the northeast side of Tamarack Avenue at I-84. Wooster Cemetery (ca. 1850) is located immediately southwest along the southwest side of Tamarack Avenue on the border of the CRSA.

#### **Exits 3 to 6, West Side of I-84**

Exits 3 and 4 are surrounded by modern commercial development. Just southwest of Exit 4, Mill Ridge Road contains a concentration of nondescript two-story duplex dwellings that are operated by the Housing Authority of the City of Danbury. Based on a review of historic aerial images, these properties were built between 1949 and 1962 and were likely constructed as affordable housing units or workers' housing.



Traveling south to north along the west side of I-84, the CRSA between Exits 4 and 5 is primarily developed with early to mid-20th-century residential dwellings. In the vicinity of Exit 6, the area is primarily developed with late-19th-century residential dwellings. As mentioned earlier, the majority of these properties are common representative examples of suburban development and/or do not retain a high degree of architectural integrity. Just west of I-84, a gated property containing a small complex of industrial buildings is located on an unnamed road off Westville Avenue Extension. Based on preliminary background research, this property may be associated with the West Lake Treatment Plant. A review of historic aerial images indicates that this complex was constructed between 1934 and 1949. North of Exit 5, a large estate is located at 11 Juniper Ridge Drive. It is set back from the road, and buildings on the property are obscured by dense vegetation. Based on a review of historic aerials, development on the property appears to be from the early 20th century.

#### **Exits 6 to 7, Both Sides of I-84**

Northeast of Exit 6 continuing to Exit 7, the CRSA along both sides of I-84 is primarily developed with early to mid-20th-century residential dwellings and commercial development. Modern commercial and townhouse/condominium development is located near Exit 7.

Northeast of I-84 Exit 7 along Route 202/Route 7, the CRSA consists of modern commercial development. A 19th-century railroad corridor following the alignment of the former New York and Northern Housatonic Railroad travels through the eastern edge of the CRSA just east of White Turkey Road Extension.

#### **Exits 7 to 9, Both Sides of I-84**

Between Exits 7 and 8, the CRSA consists of modern commercial development. A 19th-century railroad corridor following the alignment of the former New York and Northern Housatonic Railroad travels through the CRSA just east of Federal Road where it runs under I-84. Continuing northeast from Exit 8 to Exit 9, the CRSA along both sides of I-84 reflects primarily residential development with a more rural and sparsely populated settlement compared to other residential neighborhoods within the CRSA. Most properties in this portion of the CRSA were built during the early to mid 20th century and appear to be common representative examples of typical building styles of the time. An early 20th-century Craftsman bungalow with a high degree of architectural integrity is located at 219 Old Hawleyville Road (see Photograph 4). A few noteworthy early to mid-19th-century dwellings and farm complexes were observed in this portion of the CRSA and include the following:

- Vail Road: two-and-one-half-story frame dwelling, five bays wide, side addition, barn on property (see Photograph 5)
- Hawleyville Road: two-and-one-half-story frame dwelling, five bays wide, side addition, dense vegetation obscures building from road, appears to be abandoned (see Photograph 6)
- 8 Hawleyville Road: two-and-one-half-story frame dwelling, five bays wide, side addition (see Photograph 7)
- 215 Old Hawleyville Road: two-and-one-half-story frame dwelling, five bays wide, front façade modified with bay windows, silo and barns on property (see Photograph 8)
- 217 Old Hawleyville Road: two-and-one-half-story frame dwelling, four bays wide, barn on property (see Photograph 9)

- Pocono Road: two-and-one-half-story frame dwelling, four bays wide, side addition (see Photograph 10)



**Photograph 4: Property at 219 Old Hawleyville Road; view northeast (AB 7/16/18)**





**Photograph 5: Property at 2 Vail Road; view north (AB 7/16/18)**



**Photograph 7: Property at 8 Hawleyville Road; view northwest (NC 7/16/18)**



**Photograph 6: Property at 2 Hawleyville Road; view northwest (NC 7/16/18)**



**Photograph 8: Property at 215 Old Hawleyville Road; view east (NC 7/16/18)**





**Photograph 9: Property at 217 Old Hawleyville Road; view northwest (NC 7/16/18)**



**Photograph 10: Property at 4 Pocono Road; view northwest (NC 7/16/18)**

### Summary of Findings

The CRSA is densely developed and primarily consists of suburban residential development from the early to mid 20th century, with smaller neighborhoods and pockets of mid- and late-19th-century residential development. Several properties have been preliminarily identified with the potential for listing in the NRHP/SRHP. These potential resources include various 19th-century dwellings, a potential historic district along Farview Avenue, a potential early 20th-century streetscape along Ridge Road, historic cemeteries, and historic railroad corridors, among others.

As the project design advances and alternatives are developed, consultation with the Connecticut SHPO will be necessary in order to define an Area of Potential Effects (APE) for historic architectural resources and to determine the specific properties that would be the subject of an architectural survey. Historic properties identified as part of the architectural survey would then be further evaluated pursuant to Section 106 of the NHPA in order to determine if any adverse effects on historic properties would result from the proposed Project.

### 2.4 Existing Conditions: Cemeteries

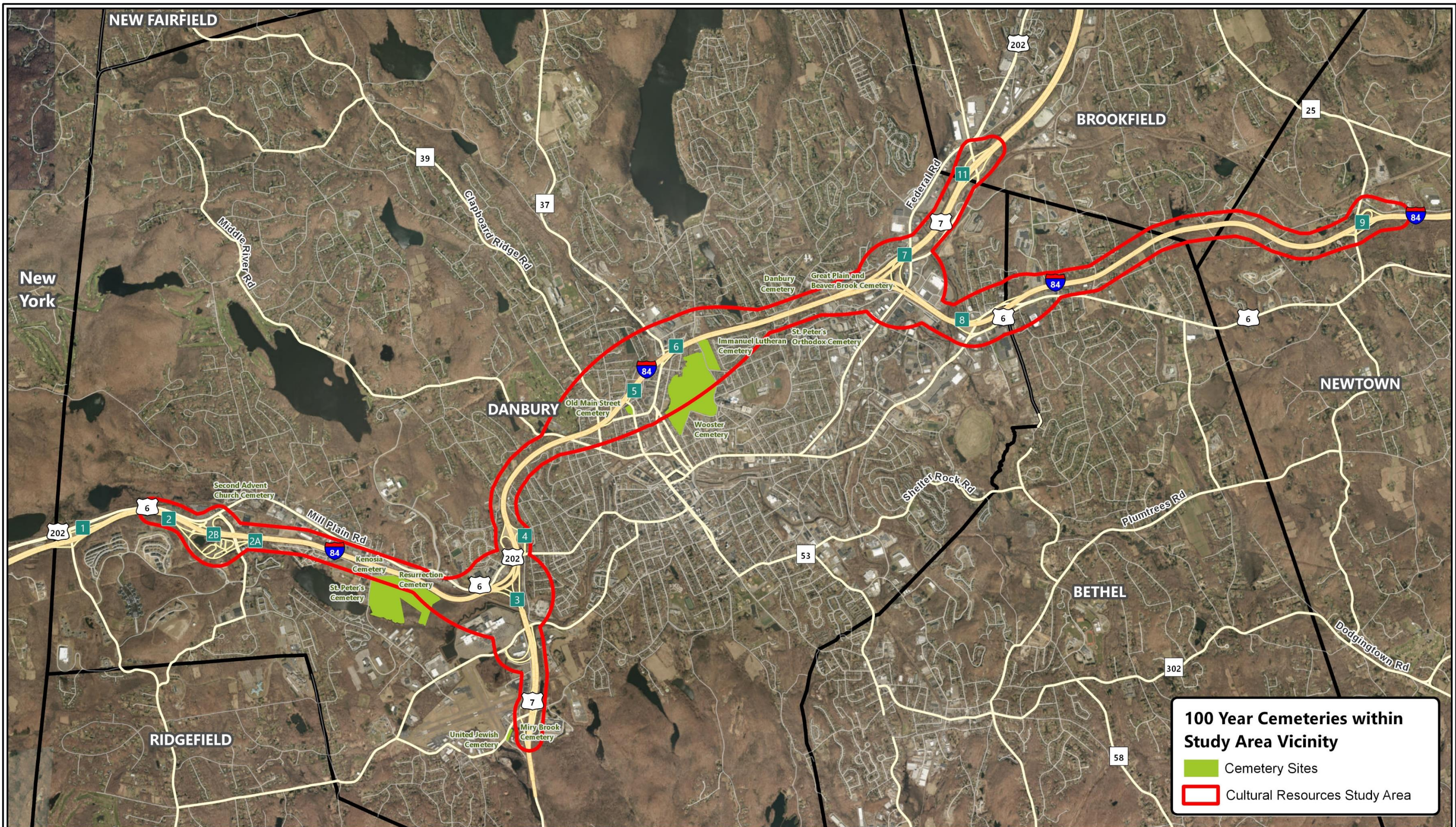
A total of five cemeteries over 100 years of age are located within the CRSA. Table 2-2 presents a list of those cemeteries along with their period of operation and address. The cemeteries are mapped on Figure 2-2 and pictured in Photographs 11-15.

**TABLE 2-2  
Cemeteries within the Cultural Resources Study Area**

Cemetery Name	Address	Period of Operation
Saint Peter Cemetery	Lake Avenue Extension, Danbury	1856-present
Old North Main Street Cemetery	Upper Main Street, Danbury	Circa 1700-1914
Wooster Cemetery	20 Ellsworth Avenue, Danbury	1854-present
Saint Immanuel Lutheran Cemetery	19 Tamarack Avenue, Danbury	1903-present
Children of Israel Cemetery	Miry Brook Road, Danbury	1898-present

Each of these cemeteries is over 100 years in age, and therefore, each qualifies as an *Ancient Burying Ground* under Connecticut State Statute 19a-315.





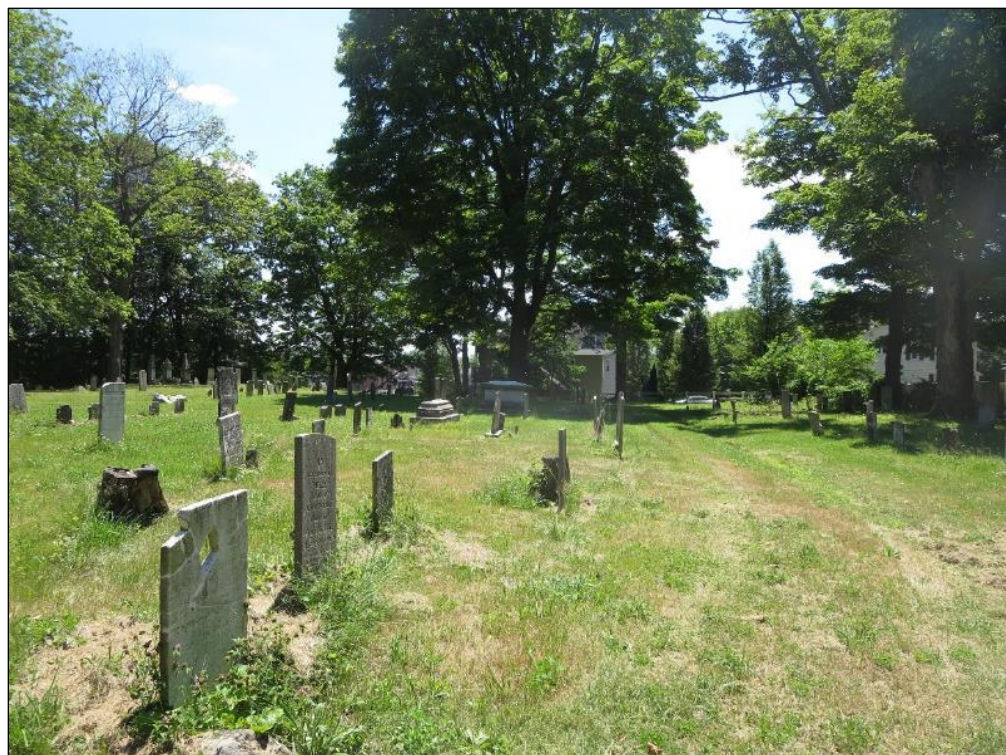




Photograph 11: Saint Peter Cemetery; view southeast (TF 6/29/18)



Photograph 13: Wooster Cemetery; view northwest (TF 6/26/18)



Photograph 12: Old North Main Street Cemetery; view north (TF 6/26/18)



Photograph 14: Saint Immanuel Cemetery; view north (TF 6/29/18)





**Photograph 15: Children of Israel Cemetery from Miry Brook Road; view northeast (TF 6/29/18)**

**2.5 Existing Conditions: Archaeological Resources**

Archaeological site file research was conducted at the SHPO in Hartford and at the OSA in Storrs. The research found a total of 14 previously identified archaeological sites within a 1-mile (1.6-kilometer) radius of the CRSA (Table 2-3). A figure representing the location of the identified archaeological sites is not presented as such information is protected.

Of the identified sites, 11 are prehistoric, or date to the period prior to Native American contact with Euroamerican settlers to Connecticut. The majority of the prehistoric sites consist of prehistoric campsites (n=5) with quartz and chert debitage (fragments of chipped stone generated by pre-Contact hunter-gatherers manufacturing and using stone tool implements). The remaining prehistoric sites include two rock shelters, an open site, and a possible campsite dating to the Archaic and Woodland periods. One of the previously identified prehistoric sites, Site 34-2, is located within the CRSA. This site consists of a prehistoric cache of 12 black flint projectile points, which was discovered during a 20th-century excavation for a burial. A prehistoric rock shelter, Site 18-26, with deposits ranging from the Archaic through Contact periods is also located approximately 350 feet from the CRSA. Two of the identified sites date to the historic period. Site 34-5 consists of a 20th-century railroad turntable; Site 118-6 consists of a French army encampment dating to the Revolutionary War. One site file, Site 34-10, was blank and lacked any information.

**TABLE 2-3  
Archaeological Sites within 1 Mile (1.6 Kilometers)  
of the Cultural Resources Study Area**

Site Number (name)	Distance from Cultural Resources Study Area (CRSA)	Site Type/Time Period	Artifacts/Features	Reference
18-06 (Gereg)	1,386.8 Meters/ 4,550 Feet	Archaic/Woodland	Small-stemmed quartz points; debitage; hearths (2)	Connecticut Archaeological Survey (CAS) 1979
18-10 (Aragi Site I)	1,127.8 Meters/ 3,700 Feet	Prehistoric/Possible Uplands Campsite	Quartz and chert flakes; FCR; porcelain sherd	Garrow and Associates, Inc. 1990
18-11 (Aragi Site II)	1,127.8 Meters/ 3,700 Feet	Prehistoric/Possible Uplands Campsite	Chert, quartz, and quartzite flakes; debitage; quartzite biface; calcined bone	Garrow and Associates, Inc. 1990
18-26 (Woolco Shelter)	106.7 Meters/ 350 Feet	Archaic-Contact/Rockshelter	>200 projectile points	George Hambidge 1946
34-1 (Vigna)	640.1 Meters/ 2,100 Feet	Archaic Camp	Flint projectile point; quartz debitage	CAS 1979
34-2 (Hambridge)	Within	Prehistoric Cache	12 black flint points	CAS 1979
34-3 (Beaver Brook Mountain)	640.1 Meters/ 2,100 Feet	Late Woodland-Contact/Rockshelter	Small quartz point; woodland pottery; kaolin trade pipe; quartz chippage; shell; bone	CAS 1979
34-4 (Margerie Lake)	853.4 Meters/ 2,800 Feet	Prehistoric Open Site	Chipped stone	DFJ 1971
34-5 (Locomotive Turntable)	1,066.8 Meters/ 3,500 Feet	Historic (1916) Turntable	Steel bridge girder turntable	S. Becker 1987
34-10	30.5 Meters/ 100 Feet	Unknown	Unknown	N. Katkowski 1970
97-58	1,386.8 Meters/ 4,550 Feet	Prehistoric Camp	Chert flakes	Garrow & Associates, Inc. 1991
97-59	1,204 Meters/ 3,950 Feet	Prehistoric Camp	Quartz and chert flakes; quartz shatter	Garrow & Associates, Inc. 1991
97-60	1,204 Meters/ 3,950 Feet	Prehistoric Camp	Quartz flakes	Garrow & Associates, Inc. 1991
118-6 (Berthier's Encampment)	1,386.8 Meters/ 4,550 Feet	Revolutionary War Military Encampment	French army detachment campsite; no excavations conducted	John Milner Associates, Inc. 1994
18-06 (Gereg)	1,386.8 Meters/ 4,550 Feet	Archaic/Woodland	Small-stemmed quartz points; debitage; hearths (2)	CAS 1979

As mandated by Section 106 and by the Review Primer, consultation with the SHPO has been initiated for the Project. Native American Tribes, which claim territorial affiliation with the CRSA, have also been informed of the project and have been invited to serve as Interested Parties (i.e., organizations or entities with a demonstrated interest in the Project). Both SHPO and the tribes have been notified via letter of the nature of the Project, its status, and the known information regarding cultural resources.



As the Project progresses and build alternatives are developed, the archaeological APE will be defined in accordance with Section 106. A Phase I Archaeological Assessment of the CRSA is currently being produced. This assessment will identify areas of potential archaeological sensitivity within the CRSA. As build alternatives are developed, the Phase I will be further refined to reflect the APE. Subsurface testing of areas of archaeological sensitivity within the APE will then be conducted to determine the presence or absence of cultural resources. If this investigation reveals archaeological resources in the APE, an impacts assessment of the proposed alternatives would be undertaken and included in the NEPA/CEPA document. Consultation with SHPO will continue throughout the NEPA/CEPA process.

### 3.0 Section 4(f) Resources

#### 3.1 Introduction

The requirements of Section 4(f) of the USDOT Act of 1966 (now codified at 23 U.S.C. Section 138 and 49 U.S.C. Section 303) apply only to agencies within the USDOT, such as the FHWA and the Federal Transit Administration (FTA). The administration may not approve the use, as defined in §774.17, of Section 4(f) property unless a determination is made under paragraph (a) or (b) of section §774.3 as follows.

- (a) The administration determines that:
  - (1) There is no feasible and prudent avoidance alternative, as defined in §774.17, to the use of land from the property; and
  - (2) The action includes all possible planning, as defined in §774.17, to minimize harm to the property resulting from such use; or
- (b) The administration determines that the use of the property, including any measure(s) to minimize harm (such as any avoidance, minimization, mitigation, or enhancement measures) committed to by the applicant, will have a de minimis impact, as defined in §774.17, on the property. Section 4(f) resources include the following:
  - (1) Parks and recreational areas of national, state, or local significance that are both publicly owned and open to the public
  - (2) Publicly owned wildlife and waterfowl refuges of national, state, or local significance that are open to the public to the extent that public access does not interfere with the primary purpose of the refuge
  - (3) Historic sites of national, state, or local significance in public or private ownership regardless of whether they are open to the public (See 23 U.S.C. § 138[a] and 49 U.S.C. § 303[a]). Historic sites are defined under Section 4(f) as any historic (or prehistoric) district, site, building, structure, or object that is either listed or eligible for listing on the NRHP.

Privately owned parks and recreational areas are not subject to Section 4(f) unless a government body has a proprietary interest in the facility, such as a permanent easement or a long-term lease.

Under such circumstances, the FHWA would make a determination on whether the facility is considered a Section 4(f) resource.

#### 3.2 Description of Section 4(f) Properties within the CRSA and Vicinity

The Section 4(f) analysis was conducted for properties within Cultural Resources Study Area (CRSA). In addition, to be conservative, significant potential Section 4(f) resources that are outside of the CRSA but within the immediate vicinity were also included. The inventory of potential Section 4(f) resources was compiled using Geographic Information System (GIS) databases from the Connecticut Department of Energy & Environmental Protection (CT DEEP) for open space (including municipal land trusts). However, the GIS databases did not indicate whether individual parcels were, in fact, open to the public and used for recreational purposes. A site visit was conducted on July 17, 2018, to field verify the use and accessibility of these properties.

As stated in Cultural Resources Section 2, historic property files were reviewed at SHPO in Hartford to identify historic architectural resources within the CRSA. National Register nomination forms for NRHP-listed resources were downloaded from the NPS website. The search for historic properties included a 3,500-foot radius from the CRSA. The background research identified a total of nine historic properties and one historic district within the search radius, none of which was located within the Project area. However, they were located in the immediate vicinity and are therefore included in the Section 4(f) analysis.

A list of potential Section 4(f) resources is provided in Table 3-1 below and shown in Figure 3-1 Potential Section 4(f) Resources.



**TABLE 3-1**  
**List of Potential Section 4(f) Resources**

Name	Description	Owner	Address
Farrington Woods	Park	City of Danbury	123-127 Mill Plain Road Danbury, CT
Lake Kenosia Park	Park	City of Danbury	14-18 Christopher Columbus Avenue Danbury, CT
Mill Ridge School	School Playground	City of Danbury	49 High Ridge Road Danbury, CT
Highland Avenue Playground	Playground	City of Danbury	Highland Avenue and Sleepy Hollow Drive Danbury, CT
Rowan Street Playground	Playground	City of Danbury	Rowan Street and Balmforth Avenue, Danbury, CT
Hayestown Avenue School	School Playground	City of Danbury	42 Tamarack Avenue Danbury, CT
Locust Avenue School	Historic Property	Alternative Center for Excellence/City of Danbury	26 Locust Avenue Danbury, CT
Robinson P. Fur Cutting Company	Historic Property	CMPM, Inc.	Oil Mill Road Danbury, CT
Octagon House	Historic Property	Jose Nunez	21 Spring Street Danbury, CT
Ball and Roller Bearing Company	Historic Property	Cambodian New Life Evangelical Church	20-22 Maple Avenue Danbury, CT
Union Station	Historic Property	Connecticut Department of Transportation	White Street and Patriot Drive Danbury, CT
Meeker's Hardware	Historic Property	Harold Meeker E-TR & Smith	86-90 White Street Danbury, CT
New Haven Railroad Danbury Turntable	Historic Property	Connecticut Department of Transportation	120 White Street Danbury, CT
Main Street Historic District	Historic District	Several owners	132 properties on the following streets: Boughton Street, Elm Street, Ives Street, Keller Street, Library Place, Main Street, Post Office Place, West Street, White Street, and Wooster Street
20 Farview Avenue	Historic Property	Datahr, Inc.	20 Farview Avenue Danbury, CT

References: Connecticut Department of Energy & Environmental Protection for open space (including municipal land trusts)  
[http://www.ct.gov/deep/cwp/view.asp?a=2698&q=323342&deepNav\\_GID=1707%20](http://www.ct.gov/deep/cwp/view.asp?a=2698&q=323342&deepNav_GID=1707%20)







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