



State of New Jersey

DEPARTMENT OF ENVIRONMENTAL PROTECTION

NATURAL & HISTORIC RESOURCES

HISTORIC PRESERVATION OFFICE

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Acting Commissioner

April 24, 2018

Dara Callender
Manager, Environmental Compliance
NJ TRANSIT
One Penn Plaza East
Newark, NJ 07105

Dear Ms. Callender:

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

**Hudson County, Town of Kearny, Jersey City, Hoboken, Union City
Bayonne, Weehawken, and North Bergen
NJ TRANSIT TransitGrid
Federal Transit Administration (FTA)**

Summary (NEW SHPO OPINIONS):

Based on the survey provided, the following properties have been given a new or revised opinion of eligibility for inclusion in the New Jersey (NJR) and National (NR) Registers of Historic Places:

- Ruth Court / Maryland Court / Plaza Court, 3139-3149 John F. Kennedy Boulevard, City of Jersey City, is eligible for inclusion in the NJR and NR under Criterion C as it embodies “distinctive characteristics of a type, period, or method of construction.”
- Belvedere Court, 364-270 Palisade Avenue, City of Jersey City, is eligible for inclusion in the NJR and NR under Criteria A and C as a well-preserved example of an early luxury apartment building designed by the prominent local architectural firm of William Neumann.
- Substation 41, Amtrak Northeast Corridor, Town of Kearny, is a contributing feature of the Pennsylvania Railroad (PRR) New York to Philadelphia Historic District.
- L.O. Koven & Bro. Inc. Sheet Iron and Plate Steel Works, 100 Paterson Plank Road, City of Jersey City, is no longer eligible for inclusion in the NJR and NR due to extensive alterations.
- The following resources have been demolished and are therefore no longer eligible for inclusion in the NJR and NR:
 - Covert/Larch Historic District, City of Jersey City
 - Central Railroad of New Jersey Passenger Depot, City of Bayonne
 - Gates Avenue Bridge, City of Bayonne
 - Roundhouse, Central Railroad of New Jersey, City of Jersey City

- Central Railroad Bridge, City of Jersey City
- Conrail Bridge, City of Jersey City
- Schiavone-Bonomo Corporation, City of Jersey City
- Engine Company Number 8 Firehouse, City of Jersey City
- Firehouse Number 12, City of Jersey City
- Rogers-Pyatt Shellac Company/S.A. Wald Marine Cargo Salvors Warehouse, City of Jersey City
- PATH Exchange Place Station Entrance, City of Jersey City
- Erie Terminal Station of the Hudson and Manhattan Railroad Company ("Erie Station/Path Pavonia Station"), City of Jersey City
- 14th Street Viaduct, multiple municipalities
- Doric Temple, City of Union City

The consultation comments below are in reply to the following cultural resources reports received at the New Jersey Historic Preservation Office (HPO):

Davis, Allee and Lynn Alpert

June 16, 2017

Historic Architectural Resources Background Survey (HARBS) and Effects Assessment (EA) Report, NJ TransitGrid Traction Power System, City of Bayonne, Town of Kearny, City of Jersey City, City of Hoboken, Township of Weehawken, City of Union City, and Township of North Bergen, Hudson County, New Jersey, Volumes I and II. Prepared for BEM Systems, Inc., Chatham, NJ. Prepared by Richard Grubb and Associates, Cranbury, New Jersey.

DeWhite, Sharon and Teresa Bulger

June 16, 2017

Phase IA Archaeological Survey, NJ TransitGrid Traction Power System, City of Bayonne, Town of Kearny, City of Jersey City, City of Hoboken, Township of Weehawken, City of Union City, and Township of North Bergen, Hudson County, New Jersey. Prepared for BEM Systems, Inc., Chatham, NJ. Prepared by Richard Grubb and Associates, Cranbury, New Jersey.

Alpert, Lynn

June 16, 2017

Letter report from, Lynn Alpert, Architectural Historian, Richard Grubb and Associates, to Dr. Katherine Marcopul, Deputy State Historic Preservation Officer, New Jersey Historic Preservation Office, concerning "Historic Context and Integrity Analysis, Pennsylvania Railroad Substations in New Jersey."

Bulger, Teresa D. and Sharon D. White

December 2017

Supplemental Information for the Phase IA Archaeological Survey (Phase IA), NJ TransitGrid Traction Power System, City of Bayonne, Town of Kearny, City of Jersey City, City of Hoboken, Township of Weehawken, City of Union City, and Township of North Bergen, Hudson County, New Jersey.

Davis, Allee and Lynn Alpert

December 20, 2017

Supplemental Information for the Historic Architectural Resources Background Survey (HARBS) and Effects Assessment (EA) Report, NJ TransitGrid Traction Power System, City of Bayonne, Town of Kearny, City of Jersey City, City of Hoboken, Township of Weehawken, City of Union City, and Township of North Bergen, Hudson County, New Jersey, Volumes I and II. Prepared for BEM Systems, Inc., Chatham, NJ. Prepared by Richard Grubb and Associates, Cranbury, New Jersey.

800.4 Identification of Historic Properties

Historic Architecture

The submitted architectural survey examined 93 historic resources that were previously identified as listed in the NJR and/or NR, received a formal Determination of Eligibility (DOE) from the Keeper of the National Register, certified as National Register-eligible (COE) by the SHPO, or evaluated as National Register-eligible (SHPO Opinion) by the SHPO. Of these previously identified resources, the current survey determined that 14 of them have been demolished and 1 has suffered from a loss of integrity due to inappropriate alterations. In addition, 63 resources more than 50 years of age were evaluated for their potential significance. As a result of the intensive level survey, the following historic resources were identified within the Area of Potential Effects (APE) for Project Components A-G:

Listed in the NJR and/or NR:

- US Route 1 Extension [Pulaski Skyway] Historic District, multiple municipalities (NJR 6/13/2005; NR 8/12/2005)
- Jersey City High School [William Dickinson High School], City of Jersey City (NJR 12/23/1981; NR 6/1/1982)
- Engine Company #3, Truck #2 Firehouse, City of Jersey City (NJR 2/9/1984; NR 3/30/1984)
- Erie-Lackawanna Terminal, City of Hoboken (NJR 12/7/2004; NR 2/17/2005)
- Bayonne Trust Company, City of Bayonne (SHPO Opinion 12/9/1994; COE: 1/30/2002; NJR 4/20/2006; NR 8/8/2006)
- Morris Canal, multiple municipalities (SHPO Opinion: 5/27/2004; NJR 11/26/1973; NR 10/1/1974)
- Paulus Hook Historic District, City of Jersey City (NJR 8/7/1981; NR 6/21/1982)
- Van Vorst Park Historic District, City of Jersey City (NJR 8/21/1984; NR 10/11/1984)
- Hudson and Manhattan Railroad Powerhouse, City of Jersey City (COE 10/7/1999; NR 11/23/2001)
- Great Atlantic and Pacific Tea Company Warehouse, City of Jersey City (NJR 6/2/1978; NR 6/2/1978; NHL 6/2/1978)
- Butler Brothers Warehouse, City of Jersey City (SHPO Opinion 9/5/2013; NJR 10/26/2015)
- Holland Tunnel, City of Jersey City (NJR 10/13/1995; NHL 11/3/1993; NR 11/4/1993)
- Pohlmann's Hall, City of Jersey City, (NJR 7/5/1985; NR 9/5/1985)

Previously evaluated as eligible for inclusion in the NJR and/or NR:

- Old Main Delaware, Lackawanna and Western (DL&W) Railroad Historic District, multiple municipalities (SHPO Opinion 9/24/1996)

- PRR New York to Philadelphia Historic District, multiple municipalities (SHPO Opinion 10/2/2002)
- PRR New York Bay Branch Historic District, City of Newark (SHPO Opinion 4/22/2005)
- Essex Generating Station, Town of Kearny and City of Newark (SHPO Opinion 3/23/2015)
- Public Service Electric and Gas Company (PSE&G), Kearny-Essex-Marion Interconnection Historic District, Town of Kearny and City of Jersey City (SHPO Opinion 12/31/2013)
- Jersey City Water Works Historic District, multiple municipalities (SHPO Opinion 1/20/2003)
- Hackensack River Lift Bridges Historic District, Town of Kearny and City of Jersey City (SHPO Opinion 5/3/2002)
- People's Gas Light Company/PSE&G Marion Office Historic District, City of Jersey City (SHPO Opinion 3/10/1999)
- DL&W Railroad Boonton Line Historic District, multiple municipalities (SHPO Opinion 9/18/2008)
- US Routes 1 & 9 Historic District, multiple municipalities (SHPO Opinion 3/8/1996)
- New Jersey Midland Railway/New York, Susquehanna and Western Railroad Historic District, multiple municipalities (SHPO Opinion 4/25/2006 and 1/30/2015)
- Erie Railroad Main Line Historic District, multiple municipalities (SHPO Opinion 2/20/2003)
- Erie Railroad Bergen Archways Historic District, City of Jersey City (SHPO Opinion 4/27/2000)
- Hudson and Manhattan Railroad Transit System (PATH) Historic District, multiple municipalities (SHPO Opinion 3/4/2002)
- Hoboken Historic District, City of Hoboken (SHPO Opinion 12/12/2016)
- Substation 4, Town of Kearny (SHPO Opinion 9/12/1994)
- Edison Battery Company Property, Town of Kearny (SHPO Opinion 4/8/2008)
- Jersey City Water Works Pipeline, City of Jersey City (SHPO Opinion 5/7/1999)
- PSE&G Kearny Generating Station, Town of Kearny (SHPO Opinion 5/3/2002)
- Lower Hack Draw Bridge, Town of Kearny and City of Jersey City (SHPO Opinion 9/18/1996)
- Wittpenn Bridge [SI&A #0909150], Town of Kearny and City of Jersey City (SHPO Opinion 2/7/2001)
- PRR Harsimus Branch (Conrail/CSX) Bridge over the Hackensack River, Town of Kearny and City of Jersey City (SHPO Opinion 5/3/2002)
- PRR (PATH) Bridge over Hackensack River, Town of Kearny and City of Jersey City (SHPO Opinion 5/3/2002)
- St. Peter's Cemetery, City of Jersey City (SHPO Opinion 6/18/1996)
- West End Interlocking Tower, City of Jersey City (SHPO Opinion 1/20/1999)
- West-End Through Truss Bridges, City of Jersey City (SHPO Opinion 3/31/1997)
- Old and New Bergen Tunnels, City of Jersey City (SHPO Opinion 5/8/1998)
- JFK Boulevard Bridge [SI&A # 0951170], City of Jersey City (SHPO Opinion 4/27/2000)
- Erie Railroad Bergen Hill Tunnel [aka Long Dock Tunnel], City of Jersey City (SHPO Opinion 4/27/2000)
- Palisade Avenue Bridge [SI&A # 0951165], City of Jersey City (SHPO Opinion 4/27/2000)

- Holbrook Manufacturing Company, City of Jersey City (SHPO Opinion 2/28/1991)
- Continental Can Company Complex, City of Jersey City (SHPO Opinion 5/30/1997)
- Lackawanna Warehouse and Viaduct, City of Jersey City (SHPO Opinion 5/16/1995)
- Grove Street Bridge, City of Jersey City (SHPO Opinion 1/20/1999)
- Mechanic's Trust Company, City of Bayonne (SHPO Opinion 12/9/1994)
- East 17th Street Apartment Buildings Streetscape, City of Bayonne (SHPO Opinion 12/9/1994)
- Maidenform Brassiere Company, City of Bayonne (SHPO Opinion 12/9/1994)
- East 19th Street Streetscape, City of Bayonne (SHPO Opinion 12/9/1994)
- Mount Carmel Historic District, City of Bayonne (SHPO Opinion 2/28/1991)
- YMCA of Bayonne, City of Bayonne (SHPO Opinion 5/5/1997)
- Public School Number 5, City of Bayonne (SHPO Opinion 2/28/1991)
- Lehigh Valley Railroad Historic District, multiple municipalities (SHPO Opinion 3/15/2002)
- PRR New York Bay Branch Historic District, multiple municipalities (SHPO Opinion 9/10/2014)
- Hanover National Bank Repository, City of Jersey City (COE 5/18/2006)
- Communipaw-Lafayette Historic District, City of Jersey City (SHPO Opinion 2/17/1995)
- Ocean Avenue Bridge (SI&A #0950163), City of Jersey City (SHPO Opinion 5/16/1995)
- Bergen Avenue Bridge (SI&A #0900011), City of Jersey City (SHPO Opinion 5/16/1995)
- Former Candy Factory, City of Jersey City (SHPO Opinion 2/28/1991)
- One Exchange Place (Bank Building), City of Jersey City (SHPO Opinion 2/28/1991)
- Commercial Trust Company Bank, City of Jersey City (SHPO Opinion 5/16/1995)
- Warehouse Historic District, City of Jersey City (SHPO Opinion 2/28/1991)
- L.O. Koven & Brothers Sheet Iron and Plate Steel Works, City of Jersey City (SHPO Opinion 2/28/1991)
- 269-271 Ogden Avenue, City of Jersey City (SHPO Opinion 2/28/1991)
- 268-272 Ogden Avenue, City of Jersey City (SHPO Opinion 2/28/1991)
- Ferguson Brothers Manufacturing Company, City of Hoboken (SHPO Opinion 10/16/1998)
- Old Hillside Road Trolley Horseshoe Curve, multiple municipalities (SHPO Opinion 5/21/1999)
- North (Hudson) River Tunnels, multiple municipalities (SHPO Opinion 11/12/1998)
- NJ Route 3 (NJ 495) Highway Approach to Lincoln Tunnel Historic District, Weehawken Township (SHPO Opinion 11/17/1999)
- NJ Route 495 Viaduct (SI&A 3800031), Weehawken Township (SHPO Opinion 5/16/1995)
- Lincoln Tunnel Entrance and Ventilation Buildings, Weehawken Township (SHPO Opinion 2/28/1991)
- Lincoln Tunnel, Weehawken Township (SHPO Opinion 2/25/2003)
- King's Bluff Historic District, Weehawken Township (SHPO Opinion 5/16/1995)
- West Shore Railroad Tunnel, multiple municipalities (SHPO Opinion 2/28/1991)
- R. Neumann & Co. Factory Complex/300 Observer Highway, City of Hoboken (SHPO Opinion 12/9/2016)

Previously evaluated as eligible for inclusion in the NJR and/or NR, but no longer extant:

- Covert/Larch Historic District, City of Jersey City (SHPO Opinion 3/10/1999)
- Central Railroad of New Jersey Passenger Depot, City of Bayonne (SHPO Opinion 9/11/1975)
- Gates Avenue Bridge (SI&A# 82003274), City of Bayonne (SHPO Opinion 12/9/1994)

- Roundhouse for the Central Railroad of New Jersey, City of Jersey City (SHPO Opinion 10/1/1975)
- Central Railroad Bridge, City of Jersey City (SHPO Opinion 2/28/1991)
- Conrail Bridge, City of Jersey City (SHPO Opinion 5/16/1995)
- Schiavone-Bonomo Corporation, City of Jersey City (SHPO Opinion 5/16/1995)
- Engine Company Number 8 Firehouse, City of Jersey City (SHPO Opinion 6/12/1980)
- Firehouse Number 12, City of Jersey City (SHPO Opinion 5/16/1995)
- Rogers-Pyatt Shellac Company/S.A. Wald Marine Cargo Salvors Warehouse, City of Jersey City (SHPO Opinion 2/17/1995)
- PATH Exchange Place Station Entrance, City of Jersey City (SHPO Opinion 2/28/1991)
- Erie Terminal Station of the Hudson and Manhattan Railroad Company ("Erie Station/Path Pavonia Station"), City of Jersey City (SHPO Opinion 11/23/1983; DOE 6/26/1984)
- 14th Street Viaduct, multiple municipalities (SHPO Opinion 10/16/1998)
- Doric Temple, City of Union City (SHPO Opinion 10/18/1995)

It is my opinion as New Jersey Deputy State Historic Preservation Officer that the following resource, previously evaluated as eligible for inclusion in the NJR and NR, no longer meets the NJR/NR eligibility criteria, and is therefore not eligible for inclusion in the NJR/NR:

- L.O. Koven & Bro. Inc. Sheet Iron and Plate Steel Works (RGA-E1), 100 Paterson Plank Road, City of Jersey City. On February 28, 1991, the New Jersey SHPO evaluated this property as eligible for inclusion in the NJR/NR under Criterion C for its significance in the area of architecture as an excellent example of the industrial vernacular style and as part of an integrated and well-preserved group of industrial buildings. As indicated in the June 16, 2017 *Historic Architectural Resources Background Survey (HARBS) and Effects Assessment (EA) Report*, the property was extensively renovated in 2007, with some architecturally incompatible additions and a loss of historic fabric. Based on the extent and nature of the renovations, the property does not retain sufficient architectural integrity to meet NJR and NR Criterion C.

It is my opinion as New Jersey Deputy State Historic Preservation Officer that there is insufficient information at this time to issue an opinion of the eligibility for inclusion in the NJR/NR for the following resource that was identified in the June 16, 2017 *Historic Architectural Resources Background Survey (HARBS) and Effects Assessment (EA) Report* as eligible for inclusion in the NJR/NR:

- Bayonne Garden Apartments Historic District (RGA-52), 15-18 12th Street, City of Bayonne. The apartment complex is a simple, rather unadorned example of early twentieth garden apartment buildings. The architect, Andrew J. Thomas, does not appear to meet the test for "work of a master."

Based on the cultural resources report, it is my opinion as New Jersey Deputy State Historic Preservation Officer that the following resources are eligible for inclusion in the NJR/NR:

- **Ruth Court / Maryland Court / Plaza Court (RGA-18)**, 3139-3149 John F. Kennedy Boulevard, City of Jersey City. Built ca. 1920, this Tudor Revival-style apartment building meets NR Criterion C as it embodies "distinctive characteristics of a type, period, or method of construction." Located in the "Heights" neighborhood of Jersey City, this four-story multi-bay apartment house was a prevalent early twentieth century building type in urban areas. In addition, the building's detailing reflects the prevalent Tudor Revival style.

- **Belvedere Court (RGA-25)**; 364-270 Palisade Avenue, Jersey City. Built in 1914, this Spanish Colonial Revival apartment house is significant as a well-preserved example of an early luxury apartment building in the Heights section of Jersey City. Designed by the prominent local architectural firm of William Neumann, the apartment house reflects the transition to high-rise modern apartment buildings in burgeoning residential neighborhoods. It is eligible for inclusion in the NJR / NR under eligibility Criteria A and C.
- **Substation 41**, Amtrak Northeast Corridor, City of Kearny. Constructed in the 1930s as part of the PRR's electrification of its main line between New York and Philadelphia, this resource is a contributing feature to the NR-eligible PRR New York to Philadelphia Historic District. As part of the current project, the substation was evaluated for the extent to which the Northeast Corridor's 1930s substations retain five aspects of their historic fabric: setting, function, superstructure, control house, and original equipment. Substation 41 retains all or part of its setting, function, and superstructure (although with some new components) and has what appears to be four original transformers (two American Brown Boveri Company service transformers and two General Electric type E-116 instrument potential transformers).

These are new SHPO Opinions of Eligibility.

Archaeology

Thank you for providing the HPO with the opportunity to review and comment on the potential for the above-referenced undertaking to affect historic properties.

The additional information contained within the December 2017 supplemental report includes appropriate archaeological recommendations within the APE organized by project component and additional information regarding the archaeological sensitivity of each project component. The proposed project consists of the installation of monopoles of varying heights with associated duck banks throughout the APE. The installation of monopoles and utilities/duck banks will be undertaken using different construction techniques. In the case of the monopoles, ground disturbance will involve the use of a truck-mounted drill where an auger is drilled into the ground, turning up soils from subsurface deposits. For the installation of the utilities and duck banks, ground disturbance would include the mechanical excavation of trenches to a maximum depth of five feet. The report recommends archaeological monitoring for the installation of the monopoles and utilities/duck banks in areas of archaeological sensitivity within the APE.

The HPO concurs with a portion of the above assessment. Recent projects of a similar nature reviewed by the HPO have found that archaeological monitoring of mechanically excavated monopoles is not effective in recovering useful archaeological data. Therefore, the HPO only recommends archaeological monitoring for the installation of utilities and duct banks within areas of archaeological sensitivity as identified in this report. In addition, the New Jersey Junction Railroad-to-Newark Avenue Iron Viaduct (Substructure Only) is located within Project Component F, Section 1 and is eligible for inclusion in the NJR and NR. If utility and/or duct banks are proposed within this eligible resource, archaeological monitoring will be required.

800.5 Assessing Adverse Effects

The assessment of the proposed project's potential effects is based on review of the following design documents:

- NJ Transitgrid Morris & Essex Line Distribution, 10% submittal plans, 8/24/17

- NJ Transitgrid Morris & Essex Transmission, 20% submittal plans, 2/27/18
- NJ TRANSIT Microgrid – Distribution-HBLR South, 10% submittal plans, 8/24/17
- NJ TRANSIT Microgrid – Distribution-HBLR North, 10% submittal plans, 8/24/17

The various project components (described in the survey report as A-G) were evaluated for their potential effects. Components A-E have the potential to affect the National Register-eligible Old Main DL&W Railroad Historic District as well as resources within the corridor's viewshed. Component F extends south to Caven Point, using either an existing NJ Turnpike right-of-way or the existing Hudson Bergen Light Rail (HBLR) line. Component G extends north along the HBLR. These two project components, especially Component G, come in close proximity to numerous historic resources, and have the potential to visually affect these resources. The potential effects are discussed below under the individual historic resources.

Based on a review of the preliminary project plans, the proposed project, including Components A-G, will not have an effect on the following resources listed in or eligible for inclusion in the NJR/NR:

- Jersey City Water Works Historic District, multiple municipalities (SHPO Opinion 1/20/2003)
- Erie Railroad Bergen Archways Historic District, City of Jersey City (SHPO Opinion 4/27/2000)
- Hudson and Manhattan Railroad Transit System (PATH) Historic District, multiple municipalities (SHPO Opinion 3/4/2002)
- Jersey City Water Works Pipeline, City of Jersey City (SHPO Opinion 5/7/1999)
- Wittpenn Bridge [SI&A #0909150], Town of Kearny and City of Jersey City (SHPO Opinion 2/7/2001)
- PRR Harsimus Branch (Conrail/CSX) Bridge over the Hackensack River, Town of Kearny and City of Jersey City (SHPO Opinion 5/3/2002)
- PRR (PATH) Bridge over Hackensack River, Town of Kearny and City of Jersey City (SHPO Opinion 5/3/2002)
- JFK Boulevard Bridge [SI&A # 0951170], City of Jersey City (SHPO Opinion 4/27/2000)
- Palisade Avenue Bridge [SI&A # 0951165], City of Jersey City (SHPO Opinion 4/27/2000)
- Morris Canal, multiple municipalities (SHPO Opinion: 5/27/2004; NJR 11/26/1973; NR 10/1/1974)
- Hudson and Manhattan Railroad Transit System (PATH) Historic District, multiple municipalities (SHPO Opinion 3/4/2002)
- Holland Tunnel, City of Jersey City (NJR 10/13/1995; NHL 11/3/1993; NR 11/4/1993)
- L.O. Koven & Brothers Sheet Iron and Plate Steel Works, City of Jersey City (SHPO Opinion 2/28/1991)
- North (Hudson) River Tunnels, multiple municipalities (SHPO Opinion 11/12/1998)
- Lincoln Tunnel, Weehawken Township (SHPO Opinion 5/16/1995)
- West Shore Railroad Tunnel, multiple municipalities (SHPO Opinion 2/28/1991)

The proposed project, including Components A-G, will have an effect, but not adverse, on the following resources listed in or eligible for inclusion in the NJR/NR:

- PRR New York to Philadelphia Historic District, multiple municipalities (SHPO Opinion 10/2/2002)

The proposed project is within close proximity to the PRR New York to Philadelphia Historic District; however, the proposed poles will not be placed on this historic district and will only have a minor visual effect.

- Substation 4, Town of Kearny (SHPO Opinion 9/12/1994). This substation, a contributing feature of the PRR New York to Philadelphia Historic District, is located in close proximity to the western end of the project and will be within direct viewshed of Amtrak's new Substation 41. However, the visual effect will not be adverse due to the industrial nature of both substations and the immediately surrounding area. In addition, there will be no direct physical effect on Substation 4.
- Substation 41, Town of Kearny. This substation, a contributing feature of the Old Main DL&W Railroad Historic District, will retain most of its historic elements, including use, setting, and superstructure (with some new superstructure added). Its original control house was lost in a fire; the existing structures to be removed are modern. Although there are two transformers that are believed to be original, the loss of these two pieces of equipment is considered acceptable.
- PRR New York Bay Branch Historic District, City of Newark (SHPO Opinion 4/22/2005)
- Essex Generating Station, Town of Kearny and City of Newark (SHPO Opinion 3/23/2015)
- Public Service Electric and Gas Company (PSE&G), Kearny-Essex-Marion Interconnection Historic District, Town of Kearny and City of Jersey City (SHPO Opinion 12/31/2013)
- People's Gas Light Company/PSE&G Marion Office Historic District, City of Jersey City (SHPO Opinion 3/10/1999)
- US Route 1 Extension [Pulaski Skyway] Historic District, multiple municipalities (NJR 6/13/2005; NR 8/12/2005)
- US Routes 1 & 9 Historic District, multiple municipalities (SHPO Opinion 3/8/1996)
- New Jersey Midland Railway/New York, Susquehanna and Western Railroad Historic District, multiple municipalities (SHPO Opinion 4/25/2006 and 1/30/2015)
- Erie Railroad Main Line Historic District, multiple municipalities (SHPO Opinion 2/20/2003)
- Edison Battery Company Property, Town of Kearny (SHPO Opinion 4/8/2008)
- PSE&G Kearny Generating Station, Town of Kearny (SHPO Opinion 5/3/2002)
- St. Peter's Cemetery, City of Jersey City (SHPO Opinion 6/18/1996)
- Erie Railroad Bergen Hill Tunnel [aka Long Dock Tunnel], City of Jersey City (SHPO Opinion 4/27/2000)
- Jersey City High School [William Dickinson High School], City of Jersey City (NJR 12/23/1981; NR 6/1/1982)
- Holbrook Manufacturing Company, City of Jersey City (SHPO Opinion 2/28/1991)
- Continental Can Company Complex, City of Jersey City (SHPO Opinion 5/30/1997)
- Lackawanna Warehouse and Viaduct, City of Jersey City (SHPO Opinion 5/16/1995)
- Grove Street Bridge, City of Jersey City (SHPO Opinion 1/20/1999)

- Engine Company #3, Truck #2 Firehouse, City of Jersey City (NJR 2/9/1984; NR 3/30/1984)
- Erie-Lackawanna Terminal, City of Hoboken (NJR 12/7/2004; NR: 2/17/2005)
- Hoboken Yard / Henderson Street Substation
- Belvedere Court (RGA-25), 264-270 Palisade Avenue, City of Jersey City
- R. Neumann & Co. Factory Complex/300 Observer Highway, City of Hoboken (SHPO Opinion 12/9/2016)
- Hoboken Historic District, City of Hoboken (SHPO Opinion 12/12/2016)
- Mechanic's Trust Company, City of Bayonne (SHPO Opinion 12/9/1994)
- Bayonne Trust Company, City of Bayonne (SHPO Opinion 12/9/1994; COE: 1/30/2002; NJR 4/20/2006; NR 8/8/2006)
- East 17th Street Apartment Buildings Streetscape, City of Bayonne (SHPO Opinion 12/9/1994)
- Maidenform Brassiere Company, City of Bayonne (SHPO Opinion 12/9/1994)
- East 19th Street Streetscape, City of Bayonne (SHPO Opinion 12/9/1994)
- Mount Carmel Historic District, City of Bayonne (SHPO Opinion 2/28/1991)
- YMCA of Bayonne, City of Bayonne (SHPO Opinion 5/5/1997)
- Public School Number 5, City of Bayonne (SHPO Opinion 2/28/1991)
- Lehigh Valley Railroad Historic District, multiple municipalities (SHPO Opinion 3/15/2002)
- PRR New York Bay Branch Historic District, multiple municipalities (SHPO Opinion 9/10/2014)
- Hanover National Bank Repository, City of Jersey City (COE 5/18/2006)
- Communipaw-Lafayette Historic District, City of Jersey City (SHPO Opinion 2/17/1995)
- Ocean Avenue Bridge (SI&A #0950163), City of Jersey City (SHPO Opinion 5/16/1995)
- Bergen Avenue Bridge (SI&A #0900011), City of Jersey City (SHPO Opinion 5/16/1995)
- Former Candy Factory, City of Jersey City (SHPO Opinion 2/28/1991)
- Paulus Hook Historic District, City of Jersey City (NJR 8/7/1981; NR 6/21/1982)
- Van Vorst Park Historic District, City of Jersey City (NJR 8/21/1984; NR 10/11/1984)
- One Exchange Place (Bank Building), City of Jersey City (SHPO Opinion 2/28/1991)
- Commercial Trust Company Bank, City of Jersey City (SHPO Opinion 5/16/1995)
- Hudson and Manhattan Railroad Powerhouse, City of Jersey City (COE 10/7/1999; NR 11/23/2001)
- Warehouse Historic District, City of Jersey City (SHPO Opinion 2/28/1991)
- Great Atlantic and Pacific Tea Company Warehouse, City of Jersey City (NJR 6/2/1978; NR 6/2/1978; NHL 6/2/1978)
- Butler Brothers Warehouse, City of Jersey City (SHPO Opinion 9/5/2013; NJR 10/26/2015)
- Pohlmann's Hall, City of Jersey City, (NJR 7/5/1985; NR 9/5/1985)
- 269-271 Ogden Avenue, City of Jersey City (SHPO Opinion 2/28/1991)
- 268-272 Ogden Avenue, City of Jersey City (SHPO Opinion 2/28/1991)
- Ferguson Brothers Manufacturing Company, City of Hoboken (SHPO Opinion 10/16/1998)

- Old Hillside Road Trolley Horseshoe Curve, multiple municipalities (SHPO Opinion 5/21/1999)
- NJ Route 3 (NJ 495) Highway Approach to Lincoln Tunnel Historic District, Weehawken Township (SHPO Opinion 11/17/1999)
- NJ Route 495 Viaduct (SI&A 3800031), Weehawken Township (SHPO Opinion 5/16/1995)
- Lincoln Tunnel Entrance and Ventilation Buildings, Weehawken Township (SHPO Opinion: 2/28/1991)
- King's Bluff Historic District, Weehawken Township (SHPO Opinion 5/16/1995)

Project Components F and G's use of the HBLR line will involve the installation of new utility poles that will be similar to the HBLR's existing poles in design and color, although taller. The existing poles are approximately 25' in height; the proposed poles will be approximately 39' in height. Based on a review of the analysis in the June 16, 2017 *Historic Architectural Resources Background Survey (HARBS) and Effects Assessment (EA) Report*, it is my opinion as Deputy State Historic Preservation Officer that the proposed Components F and G will not constitute an adverse effect on resources listed in or eligible for inclusion in the NJR and NR.

The proposed project, specifically Project Components D and E, will have an **adverse effect** on the following resources listed in or eligible for inclusion in the NJR/NR:

- Old Main DL&W Railroad Historic District, multiple municipalities (SHPO Opinion 9/24/1996)
 - Rail corridor from Hoboken to Kearny. The rail corridor will be directly affected through the construction of approximately 60 new monopoles and 8 new portals. The effect on the rail corridor has been analyzed in three segments:
 - East of the Bergen Tunnels. The effect will be minimal due to the fact that there will be only be five new poles between the tunnels' eastern portals and the new proposed Hoboken East Substation. Between the substation and the Hoboken Yard, the line will run on the existing HBLR; within the Hoboken Yard the power will utilize poles being constructed as part of a separate project.
 - Portion of the rail corridor between the Bergen Tunnels' western portals and the Hackensack River. This portion of the rail line has maintained a high level of integrity, both in terms of the line itself and its setting. The 24 new poles, although only proposed to be a maximum of 65' tall, will be significantly taller than the rail corridor's existing catenaries and signal bridges and will have a cumulative adverse effect on the rail corridor as well as the following resources in the portion of the corridor immediately west of the Bergen Tunnels: Bergen Tunnels' western portal, the West End Through Truss Bridges, the West End Interlocking Tower, and the DL&W Railroad Boonton Line Historic District. In addition, the proposed 175' monopole immediately east of the Lower Hack Draw Bridge will have an adverse effect on the rail corridor. The adverse effect is based on a cumulative visual effect.

The physical alterations to the West End Truss Bridges and the Bergen Tunnels, two resources that contribute to the Old Main DL&W Railroad Historic District, have been planned to be in accordance with the *Secretary*

of the Interior's Standards for Rehabilitation ("Standards"). Therefore, the project's direct physical effect on these contributing resources will not be adverse.

- Portion of the rail corridor between the Hackensack River and the western end of the project at Substation 41. This portion of the rail line has maintained a high level of integrity within the corridor right-of-way, although its setting has been compromised due to the construction of multiple surrounding poles ranging in height from 105' to 300'. The 29 new poles, proposed to be a maximum of 175' tall, will be substantially taller than the rail corridor's existing catenaries and signal bridges and will have a cumulative adverse effect on the rail corridor. In addition, the proposed 175' monopole immediately west of the Lower Hack Draw Bridge will have an adverse effect on the rail corridor.
- Lower Hack Draw Bridge, Town of Kearny and City of Jersey City (SHPO Opinion 9/18/1996), and the Hackensack River Lift Bridges Historic District, Town of Kearny and City of Jersey City (SHPO Opinion 5/3/2002). In order for the line to cross the Hackensack River, the project includes construction of two 175' monopoles in close proximity to the bridge, one on the east river bank and one on the west river bank. The Lower Hack Draw Bridge, which is individually eligible for inclusion in the National Register of Historic Places and is a contributing element of the Old Main DL&W Railroad Historic District as well as the Hackensack River Lift Bridges Historic District, will be adversely affected due to the height of the monopoles in close proximity to the bridge.

800.6 Resolution of Adverse Effects

In accordance with 36 CFR 800.6, the HPO appreciates NJ TRANSIT's consideration of steps to avoid or minimize adverse effects to the Old Main DL&W Railroad Historic District and some of its contributing features, including the possible use of the southern route around NJ TRANSIT's Meadowlands Maintenance Complex, thereby reducing the visual effect to the rail corridor. According to our review of the current plans, running all poles along the rail corridor would require construction of 17 poles and 8 portals on rail line; using the combined route with some of the poles on the southern route would reduce the number to 12 poles and 8 portals on the rail line; and using the southern route would further reduce the number to 8 poles and 1 portal on the rail line.

We look forward to continuing to consult with you to review other possible steps to avoid, minimize, or mitigate the adverse visual effects to the Old Main DL&W Railroad Historic District, the Bergen Tunnels' western portal, the West End Through Truss Bridges, the West End Interlocking Tower, the Lower Hack Draw Bridge, the Hackensack River Lift Bridges Historic District, and the DL&W Railroad Boonton Line Historic District, and to including these provisions within a Memorandum of Agreement (MOA). When developed, the MOA should include, at a minimum, mitigation measures, provisions for the HPO to review and approve project plans as they are further developed, and the requirement for archaeological monitoring in accordance with an archaeological monitoring work plan that is submitted to the HPO for review and comment.

Additional Comments

Thank you again for providing the opportunity to review and comment on this project. The HPO looks forward to receiving a draft MOA for review and comment, as well as an *Application for Project Authorization Under the New Jersey Register of Historic Places Act* (N.J.S.A. 13:1B-15.128 et seq.) pertaining to any properties listed in the New Jersey Register of Historic Places. Please reference the HPO project number 14-1685 in any future calls, emails, submissions, or written correspondence to help expedite your review and response. If you have any questions, please feel free to contact Meghan Baratta at (609) 292-1253 or Vincent Maresca of my staff at (609) 633-2395.

Sincerely,



Katherine J. Marcopul
Deputy State Historic
Preservation Officer

KJM/MMB/VM/NLZ

C:

Stephen Goodman, Regional Administrator, Region 2 Administrator, Federal Transit Administration
Nicholas Marton, Sr., Director, NJ TRANSITGRID, NJ TRANSIT
Harold Olarte, Program Manager, BEM Systems, Inc.
Damon Tvaryanas, Principal Senior Historian, RGA, Inc.
Robert Cotter, Director, Jersey City Historic Preservation Commission
Dennis English, Chairperson, Hoboken Historic Preservation Commission
Mayor Alberto Santos, Town of Kearny
James P. Bruno, Esq., Castano Quigley LLC
Bayonne Historic Preservation Commission
Mayor Brian P. Stack, City of Union City
Mayor Nicholas J. Sacco, Township of North Bergen
Weehawken Historical Commission
Neckole Alligood, Tribal Historic Preservation Officer, Delaware Nation
Blair Fink, Delaware Tribe Historic Preservation Office
Robin Dushane, Tribal Historic Preservation Officer, Eastern Shawnee Tribe of Oklahoma
Kim Jumper, Tribal Historic Preservation Officer, Shawnee Tribe of Oklahoma
Justin Frohwirth, President, City of Jersey City Landmarks Conservancy
Robert Foster, Director, Hoboken Historical Museum
William LaRosa, Director, Hudson County Office of Cultural Affairs & Tourism
Mr. Richard Wilson, President, Jersey Central Chapter, National Railway Historical Society
Jim Mackin, President, Roebling Chapter, Society for Industrial Archeology
Dr. Ilene Grossman-Bailey, President, Archaeological Society of New Jersey
Gerard Karabin, City Historian, Union City Museum of History



U.S. Department
Of Transportation
**Federal Transit
Administration**

Region II
New York
New Jersey

One Bowling Green
Room 429
New York, NY 10004-1415
212-668-2170
212-668-2136 (Fax)

June 21, 2017

Susan Bachor
Delaware Tribe Historic Preservation Representative
P.O. Box 64
Pocono Lake, PA 18347

RE: Historic Architectural Resources Background Study (HARBS) and Effects Assessment (EA) and Phase IA Archaeological Survey, NJ TRANSITGRID TRACTION POWER SYSTEM, Hudson County, New Jersey

Dear Ms. Bachor:

As the designated representative for the Delaware Tribe, enclosed for your review please find the Historic Architectural Resources Background Study (HARBS) and Effects Assessment (EA) report and the Phase IA Archaeological Survey for the proposed NJ TRANSIT TRACTION POWER SYSTEM project in Hudson County, New Jersey.

The Federal Transit Administration (FTA) and New Jersey Transit Corporation (NJ TRANSIT) propose to construct a microgrid within the Koppers Koke Site in Kearny, New Jersey. The proposed microgrid and associated infrastructure will enable trains to operate during widespread power failures. The facility will be sized to handle some of the daily operational power needs as well as emergency operations on a portion of the NJ TRANSIT and the National Railroad Passenger Corporation (Amtrak) systems, including some sections of the Northeast Corridor, Morris & Essex Line, and the Hudson-Bergen Light Rail Transit System (HBLR).

The enclosed reports have been prepared by RGA, Inc., cultural resources consultants, in compliance with Section 106 of the National Historic Preservation Act, as amended, the National Environmental Policy Act, and state regulations. As you have been identified as a Consulting Party for the project, FTA and NJ TRANSIT request your review and comment on the enclosed reports within 30 days of receipt of this letter so the project team can give your feedback consideration as the project proceeds through design and review. Please send responses or direct any questions to me or Ms. Nina Chung of our staff as follows:

Mail: Nina Chung
One Bowling Green, Rm 429
New York, NY 10004

Phone: 212-668-2180
Email: nina.chung@dot.gov

-page 2 of 2, Ms. Bachor-

We look forward to consulting with you should you have any concerns that the project may affect resources of significance to the Delaware Tribe. Thank you for your assistance in this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Donald C. Burns". The signature is fluid and cursive, with a prominent initial "D".

Donald C. Burns, AICP
Director, Planning and Program Development

Enclosures

cc: Dr. Katherine Marcopul, NJDEP (w/o enclosures)
Dara Callender, NJ TRANSIT (w/o enclosures)
Sandy Peterson, BEM (w/o enclosures)
Damon Tvaryanas, RGA (w/o enclosures)



The Delaware Tribe of Indians of Oklahoma
Delaware Tribe Historic Preservation
P.O. Box 64
Pocono Lake, PA 18347
sbachor@delawaretribe.org

July 26, 2017

U.S DOT
Federal Transit Administration
One Bowling Green, Rm. 429
New York, NY 10004-1415

Re: Section 106 Consultation for NJ TRANSITGRID Traction Power System Project,
Kearny, NJ

Ms. Chung:

Thank you for providing the survey report for the above referenced project. Our review also indicates that there are no known religious or culturally significant sites in this project area due to disturbance. We have no objection to the proposed project. We defer comment to your office as well as to the State Historic Preservation Office and/or the State Archaeologist.

However, we ask that in the event a concentration of artifacts and/or in the unlikely event any human remains are accidentally unearthed during the project that all work is halted until a qualified archaeologist can evaluate the find and the Delaware Tribe of Indians is informed of the inadvertent discovery.

If you have any questions, feel free to contact this office by phone at (610) 761-7452 or by e-mail at sbachor@delawaretribe.org.

Sincerely,

A handwritten signature in black ink on a light-colored background. The signature appears to be "Susan Bachor" written in a cursive style.

Susan Bachor
Delaware Tribe Historic Preservation Representative

Chris Christie, Governor
Kim Guadagno, Lieutenant Governor
Richard T. Hammer, Commissioner
Steven H. Santoro, Executive Director

NJ TRANSIT
One Penn Plaza East
Newark, NJ 07105-2246
973-491-7000

June 16, 2017

James P. Bruno, Esq.
Castano Quigley LLC
155 Passaic Avenue, Suite 340
Fairfield, NJ 07004

RE: Historic Architectural Resources Background Study (HARBS) and Effects Assessment (EA) and Phase IA Archaeological Survey, NJ TRANSITGRID TRACTION POWER SYSTEM, Hudson County, New Jersey

Dear Mr. Bruno:

As the designated representative for the Town of Kearny, enclosed for your review please find the Historic Architectural Resources Background Study (HARBS) and Effects Assessment (EA) report and the Phase IA Archaeological Survey for the proposed NJ TRANSIT TRACTION POWER SYSTEM project in Hudson County, New Jersey.

The Federal Transit Administration (FTA) and New Jersey Transit Corporation (NJ TRANSIT) plan to construct a microgrid within the Koppers Koke Site in Kearny, New Jersey. The proposed microgrid and associated infrastructure will enable trains to operate during widespread power failures. The facility will be sized to handle some of the daily operational power needs as well as emergency operations on a portion of the NJ TRANSIT and the National Railroad Passenger Corporation (Amtrak) systems, including some sections of the Northeast Corridor, Morris & Essex Line, and the Hudson-Bergen Light Rail Transit System (HBLR).

The enclosed reports have been prepared by RGA, Inc., cultural resources consultants, in compliance with Section 106 of the National Historic Preservation Act, as amended, the National Environmental Policy Act, and state regulations. As you have been identified as a Consulting Party for the project, NJ TRANSIT requests your review and comment on the enclosed reports within 30 days of receipt of this letter so the project team can give your feedback consideration as the project proceeds through design and review. Please send responses or direct any questions to the project cultural resources consultant as follows:

Mail:

Lynn Alpert
RGA, Inc.
259 Prospect Plains Road Building D
Cranbury, New Jersey 08512

Phone: 609-655-0692 x. 319

Email: lalpert@rgaincorporated.com

We look forward to consulting with you should you have any concerns that the project may affect resources of significance to the Town of Kearny. Thank you for your assistance in this matter.

Yours very truly,

Dara Callender

Dara Callender
Manager, Environmental Compliance

Enclosures

cc: Dr. Katherine Marcopul, NJDEP (w/o enclosures)
Nina Chung, FTA (w/o enclosures)
Sandy Peterson, BEM (w/o enclosures)
Damon Tvaryanas, RGA (w/o enclosures)