Appendix C: Historic Resources

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NJTRANSIT
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June 16, 2017

Dr. Katherine Marcopul
Deputy State Historic Preservation Officer
Mail Code 501-04B
NJDEP-Historic Preservation Office
5 Station Plaza
501 East State Street, P.O. Box 420
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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 HPO Project # 14-1685

Dear Dr. Marcopul:

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, provided for your review and comment, 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. NJ TRANSIT requests your concurrence with the identification of historic resources within the project Areas of Potential Effects and with the anticipated determination of effects.

If you have any questions or comments, please contact me at 973-491-7205 or DCallender@njtransit.com.

Yours very truly,

Dara Callender

Dara Callender
Manager, Environmental Compliance

Enclosures

cc: Nina Chung, FTA
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VOLUME I OF II: MAIN REPORT
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

PREPARED FOR:

BEM Systems, Inc.
100 Passaic Avenue
Chatham, New Jersey 07928

June 2017

RGA
CULTURAL RESOURCE CONSULTANTS

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

Principal Investigators:

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Date:

June 16, 2017

EXECUTIVE SUMMARY

RGA, Inc. (RGA) completed a Historic Architectural Resources Background Study (HARBS) and Effects Assessment (EA) in the Area of Potential Effects (APE) for the proposed NJ TRANSITGRID TRACTION POWER SYSTEM project in the 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. A separate Phase IA archaeological survey was also completed for the project and is presented under separate cover.

The Federal Transit Administration (FTA) and New Jersey Transit Corporation (NJ TRANSIT) plan to construct a microgrid within the Koppers Koke Site in the Town of 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). This work requires the completion of cultural resources studies in compliance with Section 106 of the National Historic Preservation Act, as amended, the National Environmental Policy Act, and state regulations. The purpose of the HARBS and EA report was to assess the potential for the proposed undertaking to affect significant architectural resources within the APE. The work was completed on behalf of NJ TRANSIT and its consultant, BEM Systems, Inc.

The impacts associated with the proposed project consist of the construction of a microgrid (hereafter the Main Facility) that will consist of a power generation plant that will range in output from 104 megawatt (MW) to 190MW on a 20-acre parcel in the Koppers Koke Site. Five stacks for the ventilation of natural gas by products from gas turbines will stand at approximately 150 feet high and 10 feet in diameter and be located near the center of the parcel. Project-related substations, transformers, and frequency converters will also be built on the Main Facility site to accommodate the different power needs of Amtrak's Northeast Corridor and NJ TRANSIT's commuter and light rail services. NJ TRANSIT will connect to an existing high pressure natural gas line on a six-acre parcel to the southeast of the power generation site. A new traction power substation (the new Kearny Substation) will be built to replace Amtrak's existing Substation No. 41. The new Kearny Substation will be located within Amtrak property west of Substation No. 41 and will require the construction of a fill pad in Cedar Creek Marsh to support the new equipment, with an elevation above the anticipated 500-year flood elevation. A new NJ TRANSITGRID Hoboken East Substation will be constructed on NJ TRANSIT property between the Morris & Essex Line, the HBLR, and Jersey Avenue in Jersey City to serve the Henderson Street Substation. The new NJ TRANSITGRID Hoboken East Substation will be constructed on a 60-foot by 100-foot pad resting on fill that will be contained with a retaining wall to be constructed to raise the elevation of the substation site. Several electrical lines of varying sizes will also be constructed between the Main Facility site and the NJ TRANSIT Mason, new Kearny, and Henderson substations. From the new NJ TRANSITGRID Hoboken East Substation, the circuit would be divided with feeder lines running north and south to HBLR substations. Electrical lines may be installed on new utility poles of varying heights or within duct banks.

The HARBS report identified 141 resources more than 50 years of age in the APE. Of these, 78 are listed in or have been previously identified as being eligible for listing in the New Jersey Register (NJR) and/or the National Register of Historic Places (NR). The remaining 63 resources were surveyed at the intensive-level. As a result of the survey, three new resources were recommended as being individually eligible for listing in the NR: Belvedere Court (RGA25); the R. Neumann & Co. Factory Complex (RGA48); and the Bayonne Garden Apartments (RGA52). One NR-eligible resource was reevaluated as a part of the survey: the L.O. Koven & Brothers Sheet Iron and Plate Steel Works. The historic resource was found to have been highly altered to the point that it no longer retains sufficient integrity to be considered eligible for listing in the NR. As such, the L.O. Koven & Brothers Sheet Iron and Plate Steel Works is recommended to be no longer eligible for listing in the NR.

The project as proposed will not adversely affect any identified NR-listed or eligible historic architectural resources provided that the conditions contained herein are met. As project plans are refined and options finalized, ongoing communication with the New Jersey Historic Preservation Office will be necessary to assess any potential effects on historic resources that may arise from details of the project plans that could not be anticipated from the existing project scope and description.

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1.0 INTRODUCTION

RGA, Inc. (RGA) completed a Historic Architectural Resources Background Study (HARBS) and Effects Assessment (EA) within the Area of Potential Effects (APE) for the NJ TRANSITGRID TRACTION POWER SYSTEM project in the 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 (Figures 1.1-1.4). RGA completed this report on behalf of the New Jersey Transit Corporation (NJ TRANSIT) and its engineering consultant, BEM Systems, Inc. A separate Phase IA archaeological survey was also completed for the project and is presented under separate cover.

Allee Davis and Lynn Alpert served as Principal Investigators for history and architecture. Ms. Davis and Ms. Alpert meet the professional qualifications standards of 36 CFR 61 set forth by the National Park Service and authored this report (Attachment A). Kelly E. Wiles, Lauren Szeber, Megan Steady, Elizabeth Diker, Kristen Herrick, Sonja Lengel, and Chelsea Troppauer carried out detailed historical research and context development, historic building survey form completion, and field documentation under Ms. Alpert's and Ms. Davis's direction. Allison Gall provided additional research assistance. Sharon White conducted background research and drafted the historic context for this report. Patricia McEachen and David Strohmeier produced report graphics. Damon Tvaryanas and Richard C. Grubb served as report editors, and Catherine Smyrski served as technical editor. Copies of this report and all field notes, photographs, and project maps are on file at the RGA offices in Cranbury, New Jersey.

1.1 Regulatory Context

NJ TRANSIT plans to utilize State of New Jersey and Federal Transit Administration (FTA) funds for the proposed NJ TRANSITGRID TRACTION POWER SYSTEM project. Section 106 of the National Historic Preservation Act of 1966 (36 CFR 800), as amended, requires federal agencies, such as the FTA, to take into account the effects of their permitted undertakings on historic properties. The Section 106 process seeks to accommodate historic preservation concerns with the need of federal undertakings through consultation among agency officials and other parties with an interest in the effects of the undertaking on historic properties. The goals were to identify historic properties according to National Register of Historic Places (NR) Criteria and to identify any such properties that potentially may be affected by the undertaking, assess project effects, and seek ways to avoid, minimize or mitigate any adverse effects on those properties. The purpose of the report is to document the initiation of the Section 106 consultation process among the FTA, NJ TRANSIT, and the New Jersey Historic Preservation Office (NJHPO), who advises and assists federal agencies in carrying out their Section 106 responsibilities, and to present the results of the HARBS and EA pursuant to the FTA's obligations under Section 106 and the National Environmental Policy Act (NEPA).

This HARBS and EA report meets the requirements of Section 106 of the National Historic Preservation Act of 1966, as amended. The report also satisfies the requirements for cultural resources investigations under the permitting guidelines of the New Jersey Department of Environmental Protection (NJDEP) and complies with the New Jersey Register of Historic Places Act Rules (N.J.A.C. 7:4) as enacted in 2008 and the NJHPO's Guidelines for Architectural Surveys (NJHPO 1999). The Principal Investigators meet the professional qualifications standards of 36 CFR 61 set forth by the National Park Service (see Attachment A).

1.2 Project Description

The FTA and NJ TRANSIT plan to construct the NJ TRANSITGRID TRACTION POWER SYSTEM, which will be composed of a microgrid (Main Facility), interconnections to existing high-pressure natural gas pipelines and a new metering station to be installed within an adjacent

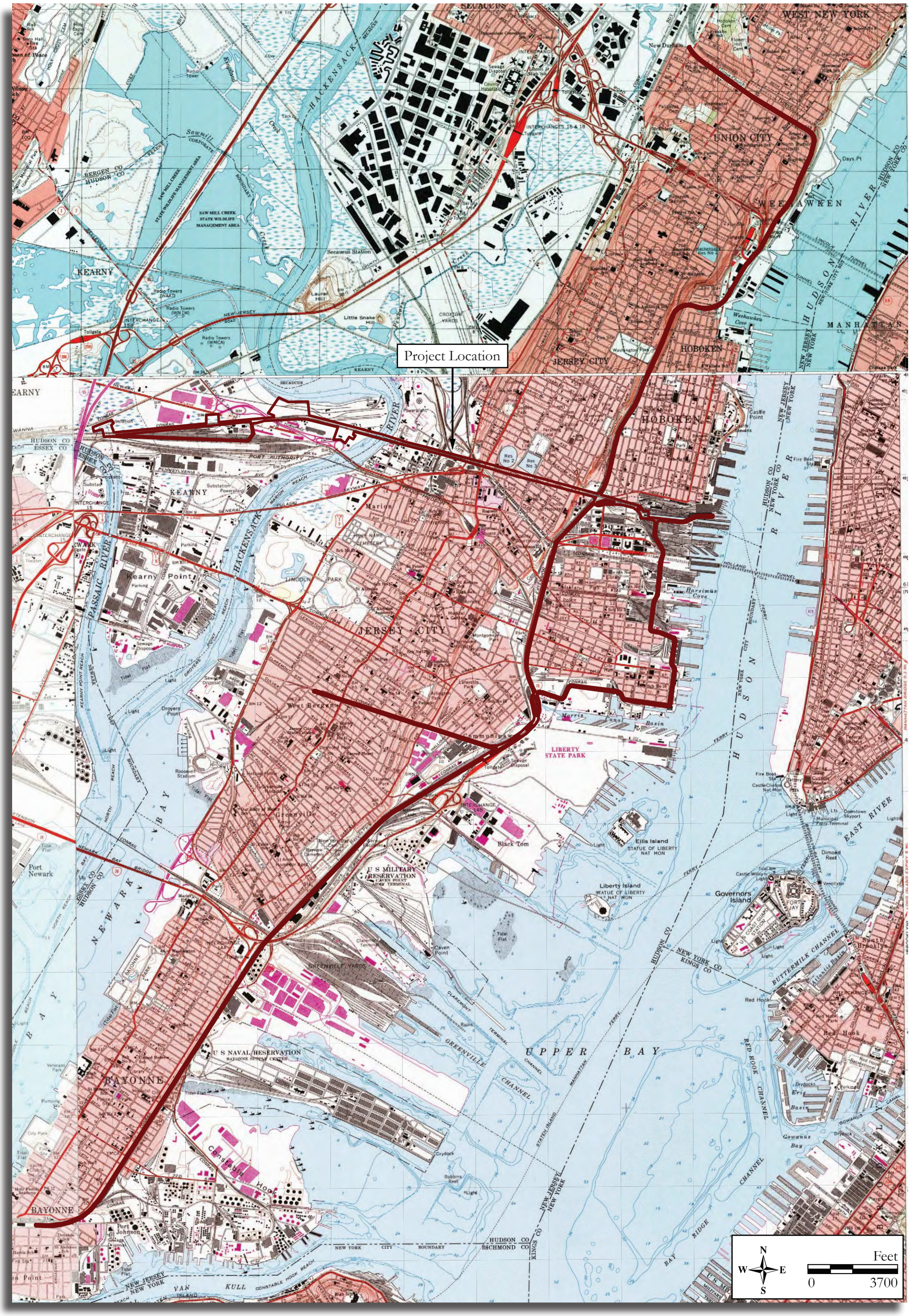

Figure 1.1: U.S.G.S. Map
(1995 U.S.G.S. 7.5' Quadrangles: 1995 Weehawken, NJ-NY and 1967 Jersey City, NJ-NY [photorevised 1981]).

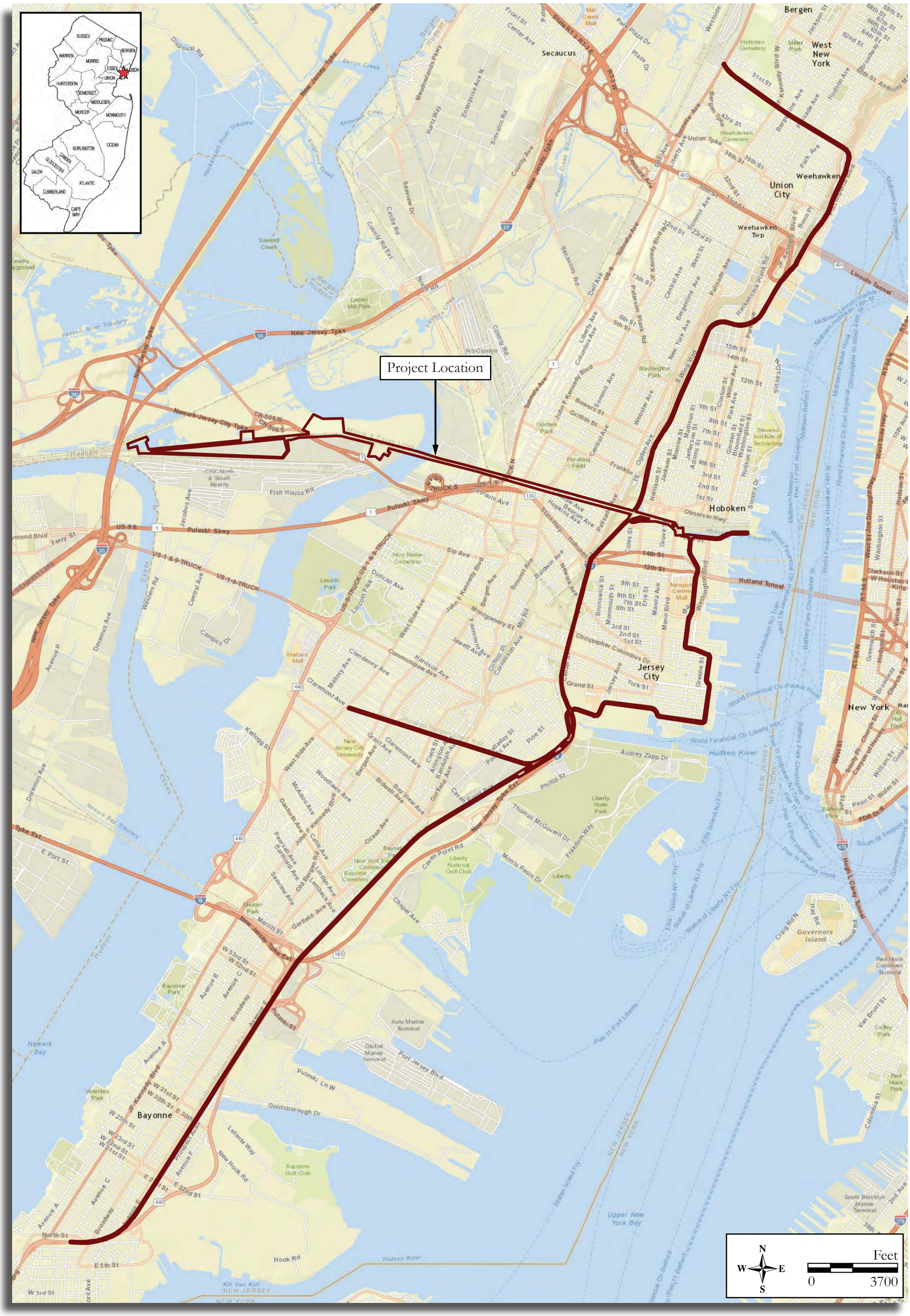

Figure 1.2: County Map
(World Street Map, ESRI 2013).

Figure 1.3a: Aerial photograph depicting the Project Area and the APE
(NJGIS Digital Orthographic Imagery, 2012).

Figure 1.3b: Aerial photograph depicting the Project Area and the APE
(NJGIS Digital Orthographic Imagery, 2012).

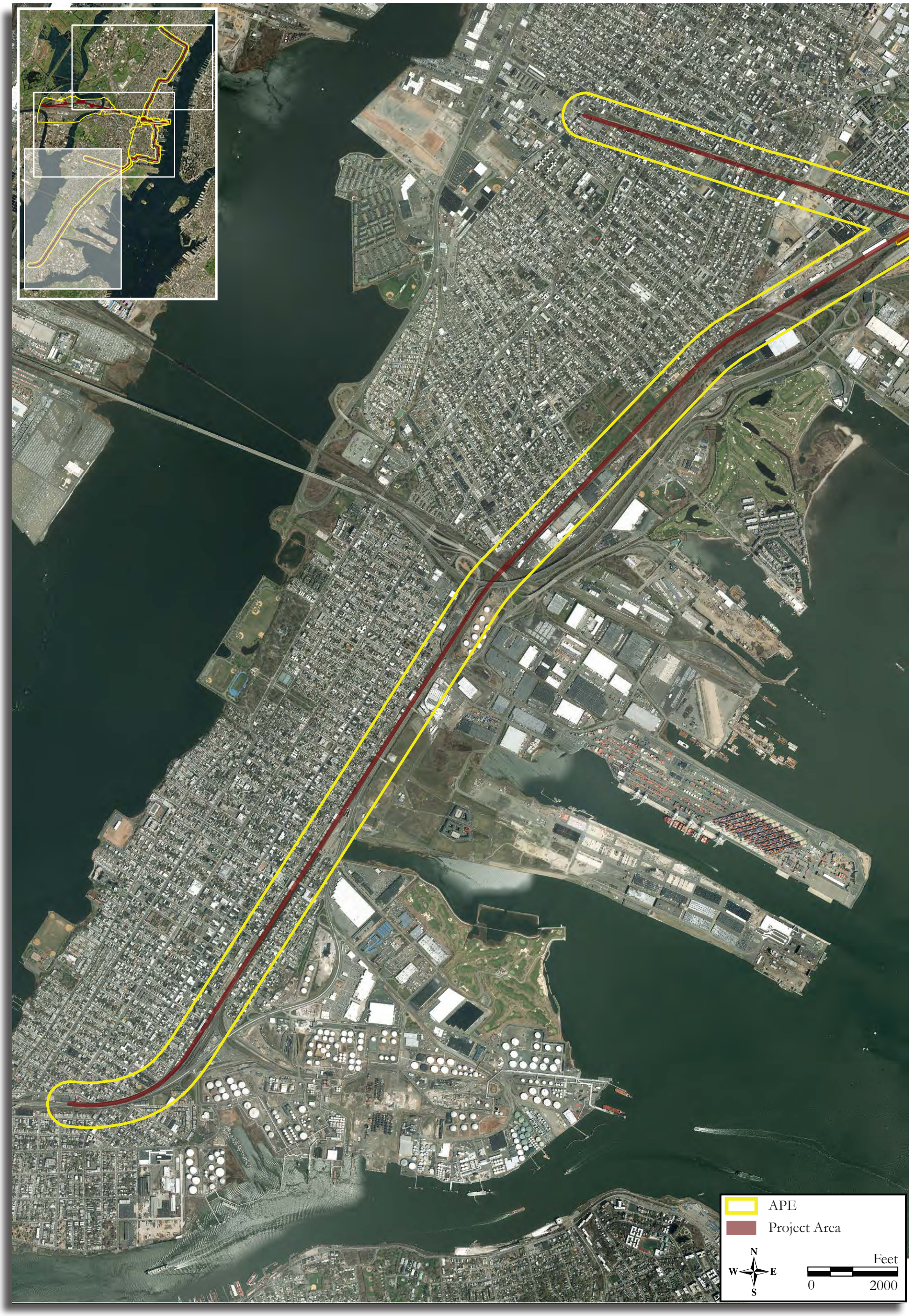

Figure 1.3c: Aerial photograph depicting the Project Area and the APE (NJGIS Digital Orthographic Imagery, 2012).

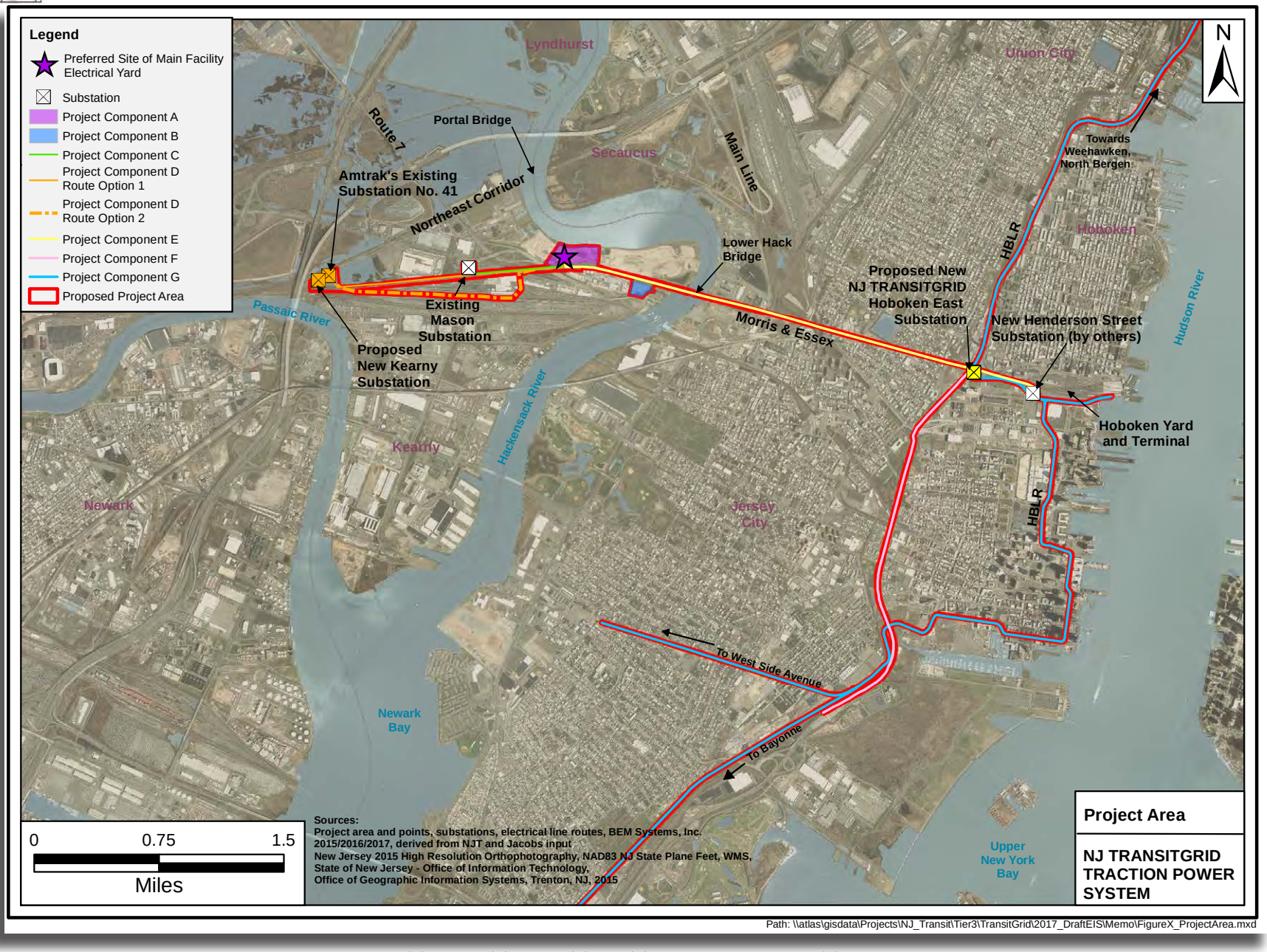

Figure 1.4: Project Area Map for the NJ TRANSITGRID TRACTION POWER SYSTEM, depicting each specific Project Component (provided by BEM Systems, Inc. on February 27, 2017).

six-acre parcel, a new traction power substation (the new Kearny Substation), a new NJ TRANSIT substation (the NJ TRANSITGRID Hoboken East Substation), and several electrical lines (Figure 1.4).

The proposed Main Facility would be electrically connected to the Public Service Electric and Gas Company (PSE&G) system, which currently provides power to NJ TRANSIT and Amtrak facilities in the Project Area. Under normal conditions, the Main Facility will have the capacity to import from, and export into, the larger commercial grid 24 hours per day, 7 days per week. When the existing commercial power grid is fully available, the Main Facility would operate in parallel with it, providing dedicated power for railroad operations to meet electrical demand in the most reliable and cost-effective manner, offsetting commercial power grid supplies. Under a scenario involving a regional or local blackout condition, the Main Facility would disconnect from the PSE&G commercial grid and become the primary source of power to support the following services, subject to further design and concept verification:

- Limited commuter rail service on Amtrak's Northeast Corridor between New York Penn Station and County Yard/Jersey Avenue Station in New Brunswick via connection to a new Kearny Substation;
- Limited NJ TRANSIT commuter rail service between Hoboken and Newark's Broad Street Station on the Morris & Essex Line, via connection to the Mason Substation;
- Service on NJ TRANSIT's HBLR between Tonnelle Avenue in North Bergen and 8th Street in Bayonne, via connections to the individual traction power substations along the Hudson-Bergen Light Rail (HBLR) right-of-way (ROW).

In addition to providing traction power, the Main Facility would be designed to support the following non-traction loads, to the extent technically feasible:

- NJ TRANSIT Hoboken Terminal and Yard through input to Henderson Substation;
- The majority of NJ TRANSIT HBLR station loads, supported through the connections to the traction power substations mentioned above;
- Northeast Corridor signal power, tunnel ventilation, pumping, and lighting loads for the sections of operable track;
- NJ TRANSIT Main Line's operating segment signal power.

Project Component A – Main Facility

The Main Facility will consist of a power generation plant that will range in output from 104MW to 190MW on a 20-acre parcel in the Koppers Koke Site in Kearny. The Main Facility will consist of bays for five turbines and associated equipment such as pumps and switchgear. The site would also include a maintenance shop, locker room, laboratory, control room, office facilities, and other general-use spaces. Up to five stacks for the ventilation of natural gas by products from the gas turbines will be located near the center of the parcel. The stacks will be approximately 150 feet high and 10 feet in diameter. Project-related substations, transformers, and frequency converters will also be built on the Main Facility site to accommodate the different power needs of Amtrak's Northeast Corridor and NJ TRANSIT's commuter and light rail services.

Project Component B - Natural Gas Pipeline Connection

Interconnections will be built to existing high pressure natural gas pipelines on a six-acre parcel to the southeast of the Main Facility in Kearny. The approximately 0.5-mile long gas line interconnection will extend eastward along the southern border of the Redevelopment Area, run beneath the Morris & Essex Line, and southward within the six-acre parcel to connect to one or two existing pipelines. A gas metering station enclosed in a small structure, security fencing, and other security improvements

would be installed on the six-acre parcel. Water and sewer connections are to be tied into any sanitary sewer and water main extensions that may be brought to the Main Facility site by other developers. If no extensions have been constructed, the project would include the installation of a 12-inch-diameter gravity sewer between the Main Facility Site and one of the Kearny Municipal Utilities Authority pump stations south of the Morris & Essex Line and CSX South Kearny Yard. One possible pump station is at the intersection of 2nd Street and Central Avenue and the other pump station is at the intersection of Jacobus Avenue and Pennsylvania Avenue.

Project Component C - Electrical Lines to Mason Substation

Project Component C would comprise an electrical line (230kV, double-circuit, 60Hz) along railroad ROW between the Main Facility site and Mason Substation to supply power to the Morris & Essex Line. It would extend approximately 0.7 miles in length. This electrical line will be installed through a combination of new monopoles (up to 240 feet tall where required for adequate clearance from other infrastructure) and underground duct banks. The duct banks would entail underground concrete-encased cables at a maximum of 60 inches below ground surface. The duct banks would be located within the railroad ROW, and designed to protect the electrical cables from water damage and electrical or physical stress. All underground cables would be insulated for wet or dry conditions and suitable for continuous submersion.

Project Component D - Electrical Lines and New Kearny Substation

The new Kearny Substation will be built to replace Amtrak's existing Substation No. 41. Amtrak's existing Substation No. 41 provides overhead catenary power to the Northeast Corridor in the area of the Portal Bridge. It is connected electrically between Substation No. 40 (Waverly) and Substation No. 42 (Hackensack) which provides power to the tunnels connecting New Jersey and Manhattan. Substation No. 41 is part of the Amtrak power transmission and distribution system that energizes the traction power system along with power for signals, switches, etc. The existing Substation No. 41 is subject to flooding and damage from high water during powerful storm events due to its location adjacent to the Cedar Creek Marsh South. The new Kearny Substation would be located within Amtrak property adjacent to the existing Substation No. 41 and would require the construction of a fill pad in Cedar Creek Marsh South to support the new equipment. While the existing lattice structure at Substation No. 41 would remain in place, the equipment at Substation No. 41 would be decommissioned and removed. The existing Substation No. 41 fill pad would remain in place and continue to be owned by Amtrak, and may be used for ancillary railroad activities.

The electrical lines from the Main Facility would connect to conductors supported by the existing lattice structure. These conductors (138kV, single phase, 25Hz) would remain connected to the eastbound Northeast Corridor toward Substation No. 42. The existing conductors also would connect to new conductors on the lattice tower at the new Kearny Substation, which would in turn connect to the incoming lines from Substation No. 40. The total length of this electrical line would be approximately 1.75 miles. Similar to Project Component C, this electrical line would likely be constructed on new monopoles (up to 240 feet tall), on existing infrastructure, or in underground duct banks.

Project Component E - Electrical Lines and New NJ TRANSITGRID Hoboken East Substation

Project Component E includes an electrical line that extends from the Main Facility eastward to Henderson Street Substation. A new NJ TRANSIT substation (referred to as new NJ TRANSITGRID Hoboken East Substation) will be constructed on NJ TRANSIT property between the Morris & Essex Line, the HBLR, and Jersey Avenue to serve the new Henderson Street Substation and for HBLR resiliency. This approximately 2.9-mile electrical line (including 27kV 60 Hz medium voltage feeders) will remain within the Morris & Essex Line's ROW and will support HBLR service and Hoboken Terminal and Yard. The electrical line would cross the Hackensack River (either along the existing NJ TRANSIT Lower Hack Bridge or through a submarine cable along the river bottom), proceed through a 0.8-mile tunnel (existing Bergen Tunnels/Morris & Essex Line), and connect the Henderson Substation to the New NJ TRANSITGRID Hoboken East Substation. From the NJ TRANSITGRID Hoboken East Substation, the circuit would be divided with a feeder headed north on the HBLR easement to feed the HBLR north substations, a feeder headed east to feed Hoboken

Yard and a small section of HBLR just south of Hoboken Yard, and a feeder headed south to NJ TRANSIT's Caven Point facility (described below). Similar to Project Components C and D, this electrical line will likely be installed on a combination of new monopoles, existing infrastructure, or underground duct banks. New monopoles in the Town of Kearny may be up to 240 feet tall; the monopoles east of the Hackensack River would have a maximum height of 65 feet. If the electrical line is installed across the Lower Hack Draw Bridge, it will be attached to the bridge by replacing an existing line. The line would be attached to the existing tunnel walls where it passes through the Bergen Tunnels.

Project Component F - Connection to Caven Point
From the NJ TRANSITGRID Hoboken East Substation, the third circuit feeder would head south to NJ TRANSIT's Caven Point facility. This route for the south feeder would utilize an existing NJ TRANSIT easement (parallel to Hoboken Avenue), continue along the NJ Turnpike (I-78) ROW to the Caven Point facility, and continue service to HBLR. New poles approximately 65 feet tall would be installed along the easement. NJ TRANSIT is coordinating with the NJ Turnpike Authority regarding this electrical line route. In the event the NJ Turnpike route is not viable, the electrical line route will proceed from the New NJ TRANSITGRID Hoboken East Substation through Jersey City along the HBLR ROW.

Project Component G - HBLR Connectivity
To provide service along NJ TRANSIT's HBLR, power would be distributed to the individual traction power substations along the HBLR ROW. The HBLR is approximately 15 miles in length and extends from Tonnelle Avenue in North Bergen to 8th Street in Bayonne, including one spur through West Bergen to the West Avenue Station. From the NJ TRANSITGRID Hoboken East Substation to the HBLR, power would be conveyed through electrical lines. The existing traction power substations along the HBLR line would require switchgear revisions to allow for incoming power from the microgrid feeders. Upgrades required for this power distribution would occur within existing transportation rights-of-way. Similar to the electrical lines described above, the electrical lines along HBLR may be installed on new utility poles (up to 39 feet high) and/or within duct banks. The electrical line would be attached internally to the existing tunnel walls within the West Shore Railroad Tunnel in Weehawken and North Bergen townships.

1.3 Area of Potential Effects

Under Section 106, the APE is defined in 36 CFR 800.16(d) as follows: "the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking" (see Figure 1.3). To account for potential visual or contextual effects, the "APE-Above Ground" (APE) extends beyond the actual construction limits of the project to include those properties that may be impacted by visual changes, patterns of use, or may experience a change in historic character associated with the construction of the proposed electrical improvements.

The Final Scoping Document for the proposed Project outlined a foundation for initiating Section 106 consultation. It stated that the APE would likely be an area within 1,000 feet or less from new construction. In coordination with FTA and NJHPO, the project team used electronic viewshed mapping, computer-generated simulations of new poles, and field reconnaissance to refine and delineate a more precise APE. Based on the anticipated project viewshed, this effort produced a preliminary APE of 1,000 feet from the proposed Project element. Field reconnaissance was conducted on October 15, 2015 to assess existing conditions and to check sightlines from various vantage points along the Morris & Essex Line between Hoboken, Jersey City, and Kearny. When checked in the field, the viewshed map was found to be accurate in regard to the elimination of sightlines due to the heights of interceding buildings and viewer geometry. In a few areas, the APE was extended up to 1,650 feet to fully encompass entire tax parcels or to compensate for open areas of high visibility. NJ

TRANSIT submitted this preliminary APE to the NJHPO and FTA for approval. In a letter dated March 30, 2016, the NJHPO concurred with the APE as delineated. FTA concurrence has been requested and a response is pending.

Following the approval of APE, the project design continued to evolve and several changes in project elements warranted revisions to the APE. The APE in Kearny was expanded to address an increase in the height of the proposed new monopoles up to 240 feet. Since the proposed monopoles will be significantly taller than the built environment immediately surrounding them, the anticipated sightlines in Kearny were expanded. Field reconnaissance confirmed that the viewshed had altered, and the APE has been updated to reflect this change (see Figure 1.3). Additionally, a previously proposed electrical line route through an abandoned tunnel and along Hoboken Avenue was relocated, and the APE was adjusted accordingly. Similarly, the APE was extended south of Hoboken Avenue to include the project components along the NJ Turnpike right-of-way.

To account for the inclusion of the new electrical power distribution line along the HBLR corridor, NJ TRANSIT developed an additional APE for Project Component G in coordination with FTA and NJHPO. Due to the nature of the undertaking, the surrounding environment, and the limited height of the proposed poles, the APE for Project Component G was limited to an area within 500 feet from the proposed electrical line alignment. Electronic viewshed mapping and field reconnaissance were employed as tools to guide which buildings within the APE warranted survey based on potential visual effects. Utilizing ArcGIS 3D analyst software, Digital Elevation Models (DEM) were used to create viewshed mapping for the area within the 1,000-foot-wide corridor based on the maximum pole height of approximately 39 feet for any new poles. Field reconnaissance was conducted on January 26 and 27, 2017 to assess existing conditions and to check sightlines from various vantage points along the HBLR corridor between the Township of North Bergen and the City of Bayonne. The preliminary APE for Project Component G was submitted to the NJHPO for approval by NJ TRANSIT on February 8, 2017. On February 28, 2017, the NJHPO requested revisions to clarify the extent of the APE along the HBLR corridor. NJ TRANSIT submitted a revised APE for Project Component G for approval on March 7, 2017. On March 15, 2017, the NJHPO concurred with the revised APE for Project Component G (see Attachment B). FTA concurrence has been requested and a response is pending.

2.0 PROJECT GOALS AND METHODOLOGY

2.1 Research

Research was conducted to locate previously identified historic properties within the APE, to identify the potential for additional unsurveyed resources over 50 years of age, and to develop an appropriate historic context. Research took place at the NJHPO in Trenton to identify resources listed in or eligible for listing in the New Jersey Register (NJR) and NR. Previous historic sites surveys and regulatory surveys on file at the NJHPO were reviewed for information concerning prior surveys of the area. Additional background research consisted of a review of pertinent primary and secondary sources, including land records, historic maps, atlases, photographs, corporate records, journals, periodicals, newspapers, and local and county histories available at the New Jersey State Library and the New Jersey State Archives in Trenton, as well as the Hudson County Clerk's Office in Jersey City, the Online Collections Database of the Hoboken Historical Museum in Hoboken, and the Pennsylvania Railroad negatives collection available through the Hagley Digital Archives.

2.2 Historic Architectural Study

The goals of the HARBS and EA were to identify all resources previously listed in or eligible for listing in the NJR and NR inside the APE; to identify, survey, and evaluate the significance and integrity of resources more than 50 years of age according to NR Criteria; and to assess project effects on any listed or eligible historic properties according to the Criteria of Adverse Effect (36 CFR 800.5) (Attachment C). The EA also recommended measures to avoid, minimize, or mitigate any adverse effects, as needed. Fieldwork included a pedestrian survey of the APE to allow for the identification and assessment of all above-ground architectural resources over 50 years of age. Newly identified resources were photographed and recorded on NJHPO Intensive Level Architectural Survey Forms with individual resource descriptions, historical contexts, and assessments of significance, integrity, and NR eligibility in accordance with the NJHPO's Guidelines for Architectural Surveys (NJHPO 1999). The survey forms completed for this project are contained in Attachment D of this report.

2.3 Historic Architectural Investigations Protocol – Project Component G

Because of the extensively developed nature of the urban environment through which the HBLR corridor extends, a Historic Architectural Investigations Protocol was developed by NJ TRANSIT in consultation with the NJHPO to address HARBS and EA efforts with regard to this component of the undertaking (Project Component G). Background research for this project component was limited to a review of previously-conducted historic architectural surveys on file at the NJHPO that encompassed the HBLR within the APE in the area of Project Component G, (hereafter APE [G]). Each resource identified as being eligible or "potentially eligible" for listing in the NR within a previous cultural resources survey was to be documented by at least one clear photograph, included in Section 5.3 of this report. Original survey documentation for each resource is included in Attachments F and G where available. The current integrity of each resource previously evaluated as "eligible" was reassessed. For any resources previously determined eligible for listing in the NR but now found to no longer possess sufficient historic integrity to qualify for listing in the NR, revised NJHPO Intensive Level Architectural Survey Forms with supplemental photographs were prepared and are contained in Attachment E.

Survey of previously unevaluated resources over 50 years of age was limited to resources within the APE (G) that were of less than 50 years in age at the time of the completion of the original HBLR cultural resource surveys but that are now of greater than 50 years and any other historic properties within the APE (G) that were not identified and/or evaluated

by previous surveys. Only identified resources that were likely to qualify for listing in the NR were evaluated on NJHSRFs, which are contained in Attachment D. A comprehensive inventory of all properties of greater than 50 years of age within the APE (G) was not completed as a part of this report.

Due to the different survey methodologies employed for Project Components A through F as compared with Project Component G, the HARBS and EA report has been divided into multiple sections. Project Components A through F are covered in Section 4 of the report and Project Component G is covered in section 5. Though the APE encompasses all project components, figures in Section 4 will only depict the portions of the APE in the area of Project Components A through F [hereafter APE (A-F)], and figures in Section 5 will depict the APE (G) (Figures 2.1 and 2.2a and 2.2b).

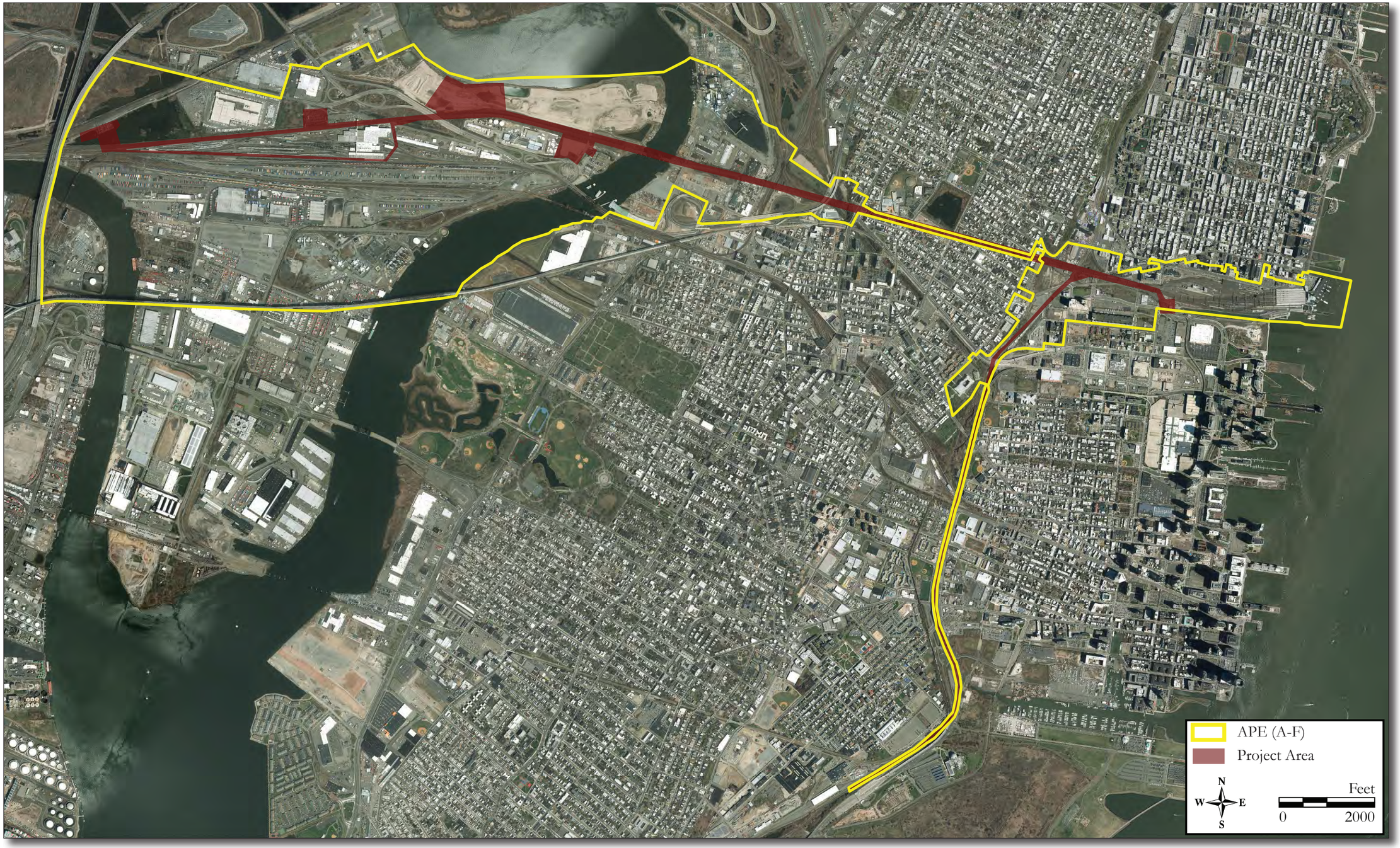

Figure 2.1: Aerial photograph depicting the Project Area for Project Components A through F and the APE (A-F) (NJGIS Digital Orthographic Imagery, 2012).

Figure 2.2a: Aerial photograph depicting the Project Area for Project Component G and the APE (G) (NJGIS Digital Orthographic Imagery, 2012).

Figure 2.2b: Aerial photograph depicting the Project Area for Project Component G and the APE (G) (NJGIS Digital Orthographic Imagery, 2012).

3.0 HISTORIC CONTEXT

Background research was conducted to develop a historic context for the APE. Research was conducted at the NJHPO in Trenton to review previously completed cultural resources survey reports in the vicinity of the APE. A review of historic maps, local and county histories, and select primary research documents was conducted at the New Jersey State Library and the New Jersey State Archives in Trenton. Finally, environmental data, historic maps, and historic and modern aerial imagery on publicly accessible internet databases were examined to develop a land use history for the APE.

3.1 Historic Context

Settlement of the Hudson River's western shore began shortly after the Dutch West India Company established a trading post at New Amsterdam in 1624. Dutch, and then English, colonists established settlements during the seventeenth and eighteenth centuries throughout what ultimately became Hudson County. Nineteenth century industrialization in Hudson County provided the impetus for population growth, which transformed the Hudson River's western shore into the densely populated urban landscape of today. The APE is located within Kearny, Jersey City, Hoboken, Bayonne, Union City, Weehawken, and North Bergen, municipalities that experienced dramatic changes in land use and settlement patterns as a result of industrial growth and urbanization.

In 1629, the Dutch West India Company granted land between present-day Jersey City and Bayonne, known as the Patroonship of Pavonia, to Michael Pauw, a Hollander. Although Pauw may not have settled on his land, other Hollanders, induced to settle by the patroonship system that granted free land to those bringing other settlers with them, established plantations near the Hudson River. Early settlers included Maryn Andriasen, who was granted a patent at "Awiehaken" (Weehawken) in 1647 (Winfield 1872: 36). In the 1640s and 1650s, a series of conflicts with local Native American tribes resulted in bloodshed, during which every plantation on the western banks of the Hudson was destroyed (Eaton 1899). In 1660, the Dutch Colonial government in New Amsterdam granted permission to resettle the west side of the Hudson River, and repurchased the land south of Weehawken between the Hudson and Hackensack rivers. The settlements were grouped together in fortified villages for safety. Bergen, on the Palisades Ridge (1660), and then Communipaw, south of Paulus Hook on Communipaw Bay (1661), were surveyed and opened for settlement. Bergen was laid out as an 800-foot square tract surrounded by log palisades and rectilinear streets, still evident in today's Bergen Square. The village is generally acknowledged to be New Jersey's first permanently occupied settlement (Wacker 1975: 123). Beyond the stockaded village were long narrow outlots, each with water frontage and averaging six to 10 acres (Wacker 1975: 242). The transition into English rule in 1664 passed smoothly in Bergen, as residents signed an oath of allegiance to the crown and were allowed to establish a Dutch Reformed Congregation, the first church in New Jersey (Federal Writer's Project 1939: 273). Small hamlets developed south and north of Bergen, including the lowlands in present-day Weehawken near the Lincoln Tunnel helix (Sherman and Gaulkin 2009: 7). Bergen became part of a larger territory called Bergen Township when Bergen County was established in 1683 (Snyder 1969: 145).

Eighteenth century Bergen Township extended from Bergen Point along the Kill Van Kull north to near Bellman's Creek. Bergen Township encompassed the Hackensack Meadowlands, a cedar swamp and salt meadows between the Passaic and Hackensack rivers, the level uplands and salt meadows of Bergen Neck, the fortified village of Bergen, and the dense woods of the Palisades, which extended north from the village of Bergen. Settlement and development within the APE was heavily influenced by these varied landscapes.

Present-day Kearny was part of a 30,000-acre grant obtained in 1668 by Major William Sandford and named "New Barbadoes Neck" that encompassed most of the Meadowlands

(Winfield 1872: 357-363). Following Sandford's death in 1708, Major Nathaniel Kingsland acquired the upper western tract of New Barbadoes Neck, which he sold in 1710 to Captain Arent Schuyler, whose discovery of copper within the grant developed into one of Kearny's earliest commercial enterprises. The peninsula that became Kearny is shown on John Hills 1781 Sketch of the Northern Parts of New Jersey as a cedar swamp surrounded by salt meadow bisected by the road from Schuyler's plantation to Bergen Neck (Figure 3.1; Hills 1781).

Bergen Neck, the peninsular landform upon which Jersey City and Bayonne were built, was considerably narrower during the eighteenth century than it is today. Eighteenth century maps (Hills 1781; Ratzer 1767) depict Bergen Neck as approximately one mile in width with coves and tidal islands along its eastern shore (see Figure 3.1). Several patents granted on Bergen Neck in the mid- to late seventeenth century induced Dutch settlers to establish farmsteads between Bergen and Bergen Point (Winfiled 1874). Bergen Hill ran north along the spine of Bergen Neck rising to become the Palisades Ridge in the northern portion of the APE. East of Bergen, Paulus Hook and Hoebuck (present-day Hoboken) are depicted as islands separated from the Palisades Ridge by salt meadows (see Figure 3.1). Scattered houses and farm fields are mapped along the road to Paulus Hook and on the island that became Hoboken. Initially, the lands surrounding the village of Bergen were used as community grazing and crop lands (Miller 1910). Allotments of these lands were partitioned and set out to the inhabitants beginning in 1764 (Winfield 1872: 29). Land near Bergen Point was purchased by a group of 15 men who purchased long lots along Kill Van Kull and Newark Bay in present-day Bayonne (Sherman and Gaulkin 2009: 8; Winfield 1872: 136 - 138).

Bergen Township became a major crossroads and agricultural center providing produce for sale in New York City. Roads radiating out from Bergen Town connected it to settlements at Communipaw, Harsimus, and Bergen Point, as well as to the ferries operating over the Hudson River, the Hackensack River, the Kill Van Kull, and Newark Bay (Hills 1781; Winfield 1874: 357-363). The three most important early roads in the vicinity of the APE included the King's Highway (a.k.a. Bergen Avenue) running between Bergen Town and Bergen Point, the road to Newark, a cartway comprising present-day West Side Avenue, and the Hackensack Plank Road, which ran from Weehawken over the Palisades cliffs into the Bergen Woods. The road that became West Side Avenue existed by the 1760s and was referenced in various deeds of the period (Winfield 1872: 231-232). The King's Highway served as the principal north-south route and was used in combination with ferry service for stage traffic running between Philadelphia and New York (Winfield 1874: 359-360). The road to Newark, established by act of the colonial legislature in 1765, created the principal east-west connection between Paulus Hook and Newark. This road corresponded roughly with the later Newark plank road (a.k.a. Lincoln Highway; U.S. Routes 1 & 9) (see Figure 3.1). Ferries provided the connections across the Passaic and Hackensack rivers (Winfield 1874: 360-361). Along the Hudson River, the Weehawken Ferry was established in 1717 and the Hoboken Ferry in 1754 (Rutsch and Leo 1979: 12; Lane 1939: 25-44; Marshall 1981: 23-25).

Hoboken was originally part of Michael Pauw's "Pavonia" patent, and subsequently granted to Nicholas Varleth, the brother-in-law of Peter Stuyvesant. In 1711, the land passed to Samuel Bayard, Varleth's stepson, who farmed it and planted orchards (Windfield 1872, 1874). The development of Hoboken was initiated by John Stevens, Jr., who purchased Hoboken in 1784 and contracted with Charles Loss to map his property and lay out streets and building lots. The land was originally a peninsula sloping down from Castle Point to the Hudson River in the east and to the marshes that separated Hoboken from Bergen Heights and Weehawken. Hoboken Kill ran north through the marshes to Weehawken Cove (Kraft 1978a). North of Weehawken Cove, the Bergen Woods extended along the Palisades Ridge and was a sparsely populated section of Bergen Township.

Early nineteenth century maps depict the growing communities of Bergen, Jersey City, Hoboken, and West Hoboken, serviced by a developing railroad network that included the New Jersey Railroad (NJRR) and the Paterson and Hudson River Railroad (PHR) (Figure 3.2; Gordon 1833; U.S. Coast Survey 1837a, 1837b; Hassler 1844). Jersey City's development was sparked by speculators from New York who purchased lands at Paulus Hook in 1804 and announced the sale of property lots. The

Figure 3.1: 1781 John Hills, Map of Northern New Jersey.

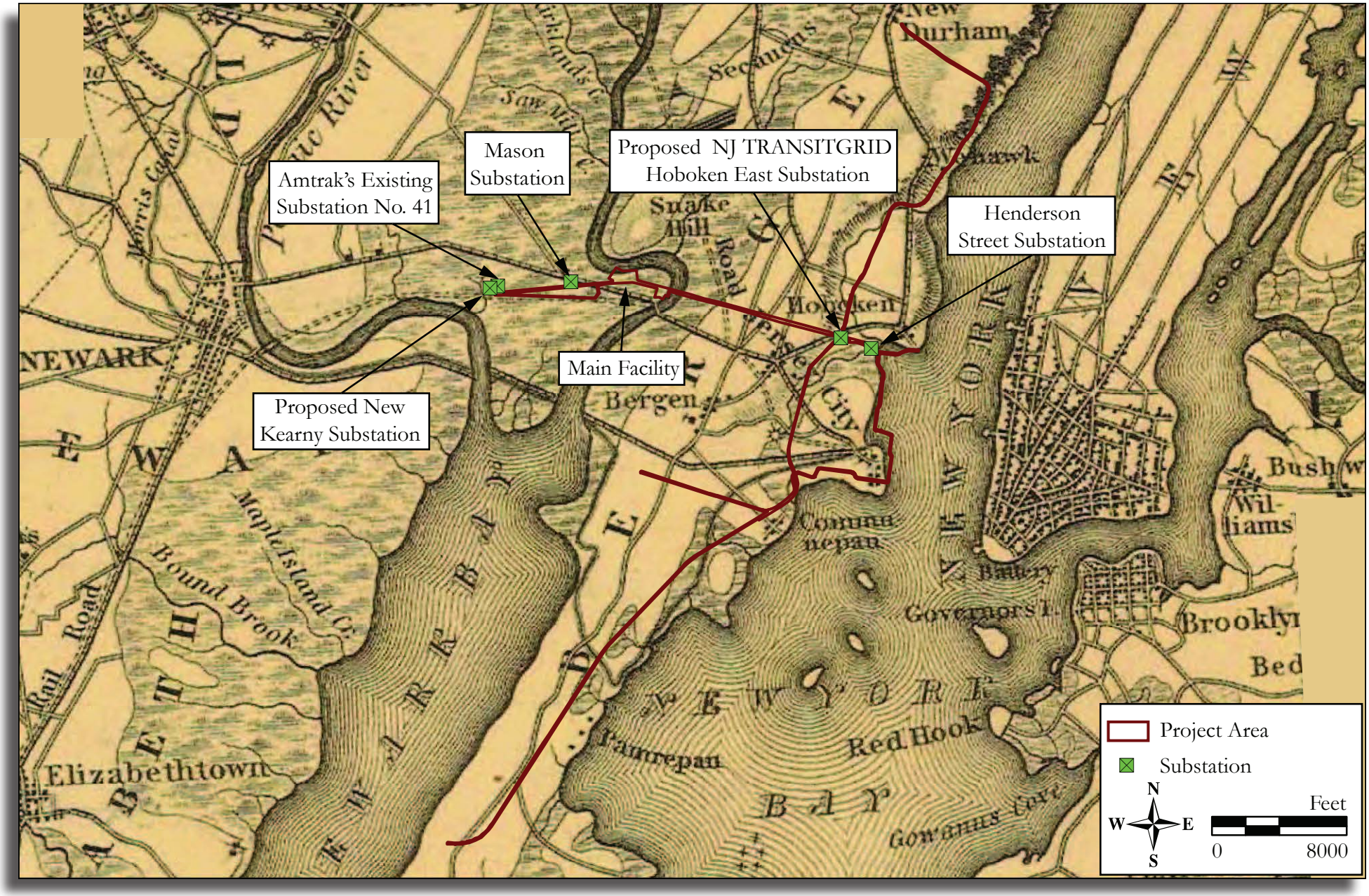

Figure 3.2: 1833 T. Gordon, A Map of the State of New Jersey with Parts of the Adjoining States.

new settlement, called Jersey Town, expanded rapidly utilizing a grid street system for laying out roads and building lots. The grid system would govern the subdivision of other parts of the growing city as tracts were gradually consolidated and opened for development. In 1820, when Jersey City was formed, the population was listed at 300; by 1845 it reached 4,000 (Trust Company of New Jersey 1921). The industrial development of Jersey City began on a large scale in the 1820s with the opening of the Dummer Glass Works and the Jersey City Pottery Company (Van Winkle 1924). The PHR was established in 1833 to link Paterson to Jersey City via a junction with the NJRR at Marion on the west side of Bergen Hill (Treese 2006:110-111). The NJRR began service in 1834 between Newark and Jersey City (Treese 2006:111). Both railroads linked production and agricultural centers in northern New Jersey to Hudson River ports and spurred the development of Bergen Township and its communities. As early nineteenth century settlement in the township developed along the Hudson and Hackensack rivers, Bergen Township was subdivided into Jersey City (formed in 1820), Van Vorst Township (set off in 1841), and North Bergen Township (set off in 1843) (Snyder 1969: 145-147).

The development of Hoboken was initiated by Colonel John Stevens, who laid out lots near the Hudson River and built Hoboken's first wharves in 1804 as part of a planned residential and commercial development for Hoboken. In the early nineteenth century, Hoboken was a resort for the people of New York City known especially for its Elysian Fields, the gardens and groves laid out in 1814 north of Castle Point, the home of Colonel John Stevens (Gordon 1834; Barber and Howe 1844:234). The western margins of Hoboken comprised low-lying marsh that impeded the expansion of the town. In 1814, Samuel and Robert Swartout purchased the marsh for vegetable gardening and a failed attempt at land reclamation and development. The Hudson River was kept out of the meadows by tidal gates and street embankments, which caused the surface of the meadow to sink up to two feet. In 1829, the property was foreclosed and not until 1860 was it finally broken into lots (Hoboken Board of Trade 1907).

Maps published in the 1830s (Gordon 1833; U.S. Coast Survey 1837a, 1837b) depict a dispersed settlement pattern throughout most of the Project Area with small crossroads villages and towns linked by a developing road network along which small farmsteads had been established. Present-day Kearny is shown as a vast salt meadow, undeveloped except for the road to Bergen and the NJRR (see Figure 4.2; Gordon 1833). Bergen was a town of 20 to 30 dwellings by 1834 located approximately three miles west of Jersey City, which had grown to a town of approximately 1,500 people (Gordon 1834:102, 163; see Figure 4.2). In 1834, Jersey City contained approximately 200 houses, 20 stores, five taverns, two churches, two schools, an academy, a delftware pottery, a flint glass manufactory, and the Morris Canal Banking Company (Gordon 1834:163-164). Two turnpikes, the PHR, the NJRR, and the Morris Canal carried people and commodities to and from Jersey City (see Figure 3.2).

In 1834, Hoboken was described as "built chiefly on one street," with around 100 dwellings, 700 inhabitants and five stores (Gordon 1834:158). An 1837 Topographic Survey of the New Jersey Coast depicts Hoboken extending along Washington Street between Stevens Point and the Road to Newark, beyond which lay undeveloped land (Figure 3.3a; U.S. Coast Survey 1837a). Upon Stevens' death in 1838, the unsold lots passed to the Hoboken Land and Improvement Company. North of Hoboken the Hudson River waterfront was sparsely occupied except for a ferry at "Wehawk" (Weehawken) where the Hackensack Plank Road ascended the Palisades and ran through the Bergen Woods northwest toward "New Derham" (New Durham) (see Figure 3.3a). A small crossroads village occupied the Palisades Ridge northwest of Hoboken, which would develop into West Hoboken by mid-century. Few settlers resided along the Bergen Road leading north through Bergen Woods into what would become North Bergen Township (see Figure 3.3a).

South of Jersey City, the villages of Communepau (Communipaw), Pamrepau, and Centreville developed on Bergen Neck (Figure 3.3b; U.S. Coast Survey 1837b). Communipaw is depicted as a cluster of dwellings along Upper New York Bay on an island bounded on the north and south by tidal marsh (see Figure 3.3b). Pamrepau developed along the road to Bergen north of the Morris Canal's crossing of Bergen Neck, while Centreville developed at the crossroads of road to Bergen and the road to Constable's Hook in what would eventually become Bayonne (see Figure 3.3b). Most notable

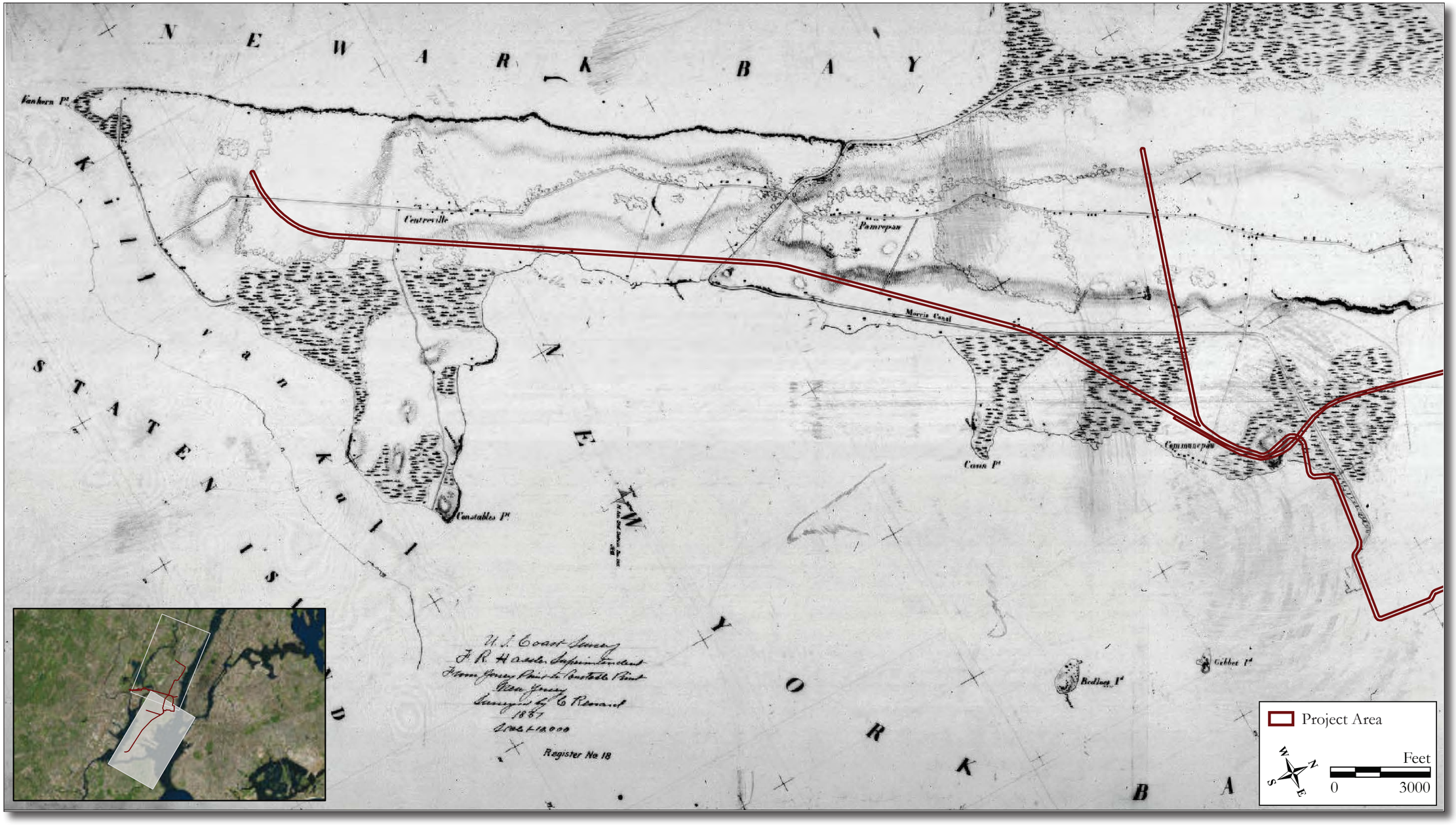

Figure 3.3a: 1837 United States Coast and Geodetic Survey, Topographic Survey of the New Jersey Coast, Sheet T-17.

Figure 3.3b: 1837 United States Coast and Geodetic Survey, Topographic Survey of the New Jersey Coast, Sheet T-18.

on 1830s maps is the developing transportation network that linked New Jersey's cities to the Hudson River waterfront through railroad and canal routes.

In 1834, the NJRR, the third railroad incorporated in the state, became the first to reach Bergen Neck. By 1836, the NJRR had reached Bergen Hill and by 1838 had opened the Bergen Cut, a 40-foot deep channel excavated through the traprock of Bergen Hill, to arrive at the Hudson River waterfront (Lane 1939: 312; Messer and Roberts 2002: 117). In 1836, as the rail tracks were being laid, the Morris Canal reached Jersey City (U.S. Coast Survey 1837). Initiated in 1825, construction of the Morris Canal was intended to connect the coalfields near Easton, Pennsylvania with the iron furnaces of northern New Jersey and markets in Newark. Jersey City's manufacturing increased with the extension of the Morris Canal from Newark to the banks of the Hudson River (Winfield 1874: 366). This extension crossed the Hackensack River near the old road to Newark at the foot of Brown's Ferry Road, turned south through the tidal meadows along the east bank of Newark Bay, and then southeast to skirt the bottom of Bergen Hill near the Bayonne border, a turn called the "Fiddler's Elbow." Finally, the canal returned northward along the bank of the New York Bay to its outfall at Paulus Hook (see Figures 3.2 and 3.3b; Gordon 1833; U.S. Coast Survey 1837b). An 1836 map showing New York City and its surrounding area depicts the developed portions of Jersey City between present-day Christopher Columbus Drive and the former Morris Canal Basin (Colton 1836). Harsimus Cove extended from present-day Montgomery Street north to Hoboken (Colton 1836). The Morris Canal turned east as it crossed the road to Communipaw and cut through the salt meadows that fringed Paulus Hook to a basin on the Jersey City waterfront (Colton 1836). The Morris Canal, and eventually the railroads, became the catalyst for industrial and residential growth and came to dominate Jersey City physically, economically, and politically (Cunningham 1997: 250-265).

Hudson County, comprising Bergen Township, Jersey City, and Harrison Township, split from Bergen County in 1840 (Snyder 1969: 145, 147). Following its formation, the county was divided between the heavily settled areas near the Hudson River shoreline and the more sparsely settled areas in the highlands and the Hackensack Meadowlands. Hudson County's economy benefitted from its topography, since Manhattan lacked the shoreline and space to accommodate shipping operations. While Manhattan became the passenger ship hub of New York and Brooklyn attracted freight shipping, Hudson County's location on the continental side of the most important harbor in the country drew shipping and industry (Lovero 1999: 65-66; Kelly et al. 1960: 50). Population increased almost 150 percent from 1850 to 1860, a time that also saw new railroads, warehouses, stockyards, classification yards (for the sorting of freight cars), grain elevators, and rail terminals.

In the mid-nineteenth century, Kearny was encompassed by Harrison Township. The Hackensack Meadowlands extended south through the eastern portion of Harrison Township and was the focus of land reclamation schemes from the early nineteenth through the early twentieth centuries. Attempts to reclaim land for agricultural uses by draining the marsh began in the 1820s when Robert Swartout and his brothers constructed earthen dikes and tidal gates in a portion of the Meadowlands (Marshall 2004:10). Southeast Kearny is shown on the 1844 Map of New-York Bay and Harbor and the Environs as unaltered, except for a block of drained fields that extended south from the road to Newark and from the Passaic River on the west to the Hackensack River to the east (Figure 3.4a; Hassler 1844). Roads from Belleville and Newark, as well as the NJRR, crossed the Hackensack Meadowlands by the 1840s (Douglass 1841; Hassler 1844).

Maps from the 1840s depict a series of towns on Bergen Hill surrounded by agricultural land that extends to lowlands covered in forest or salt meadows (see Figure 3.4a; Hassler 1844; Douglass 1841; Sidney 1849). The villages of South Bergen, Bergen, and Cross Roads (which developed into Hudson City) are shown along the road to Bergen west of Communipaw, and the expanding towns of Jersey City and Hoboken are depicted along the Hudson River waterfront (see Figure 3.4a). The 1841 Douglass Topographical Map of Jersey City, Hoboken, and the Adjacent Country shows the western limits of present-day Jersey City as a series of long lots extending from the road to Bergen (present-day Tonnelle Avenue) west to the Hackensack River. The meandering channel of Bridge Creek is shown flowing through these lots to a confluence with the Hackensack River (Douglass 1841). The

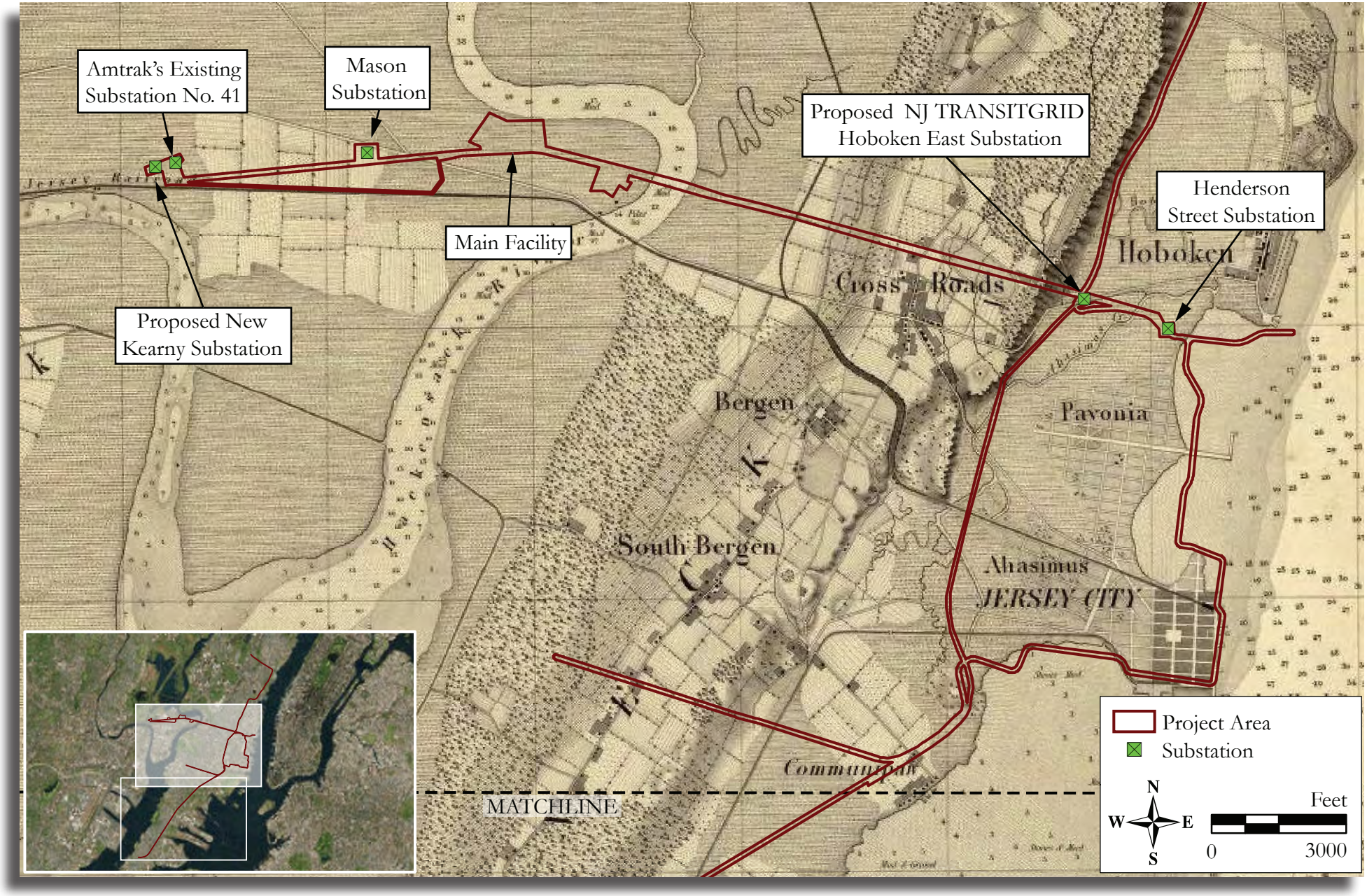

Figure 3.4a: 1844 F.R. Hassler, Map of New-York Bay and Harbor and the Environs.

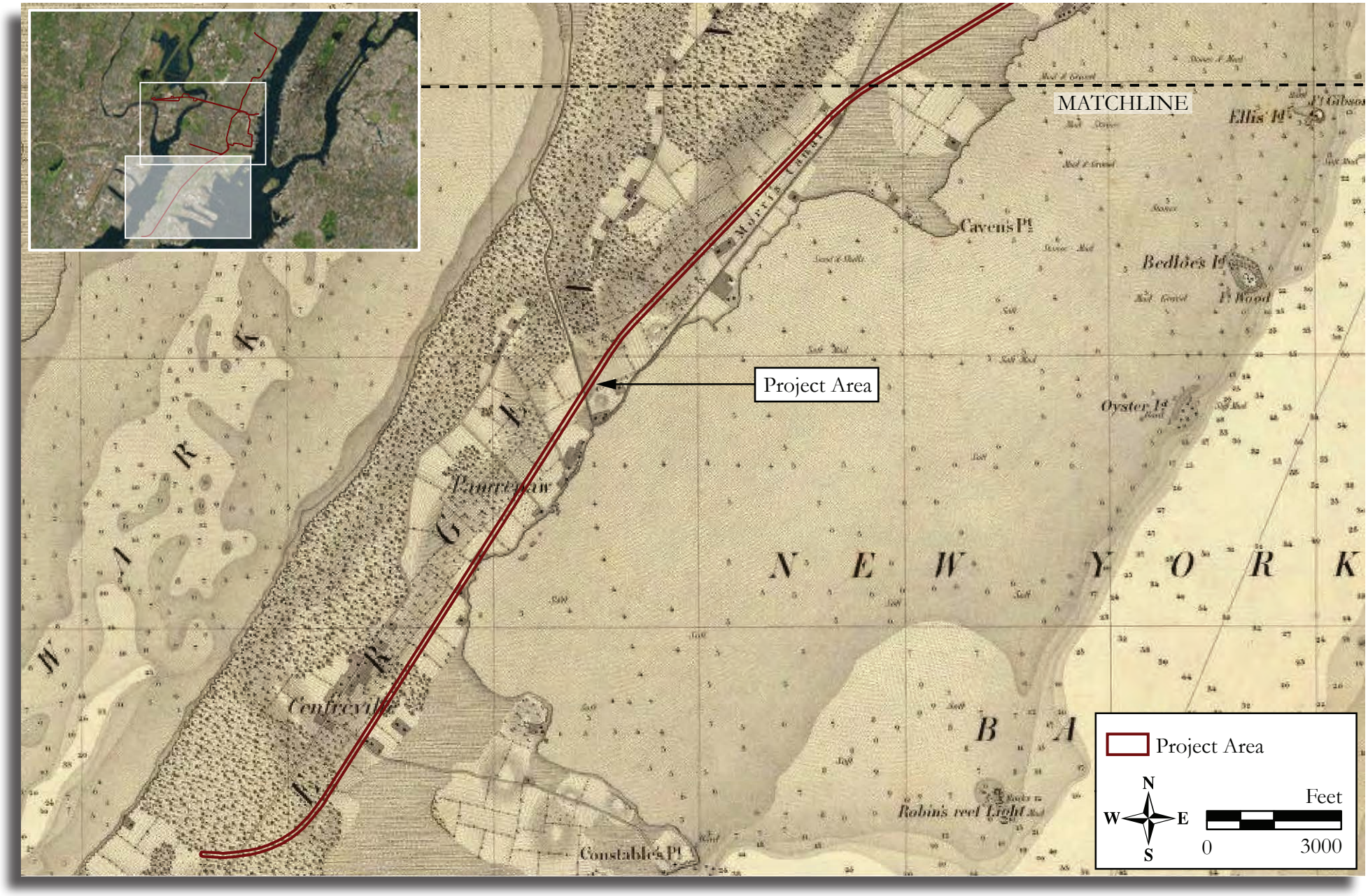

Figure 3.4b: 1844 F.R. Hassler, Map of New-York Bay and Harbor and the Environs.

1844 Map of New-York Bay and Harbor and the Environs provides additional details on the natural terrain and the settlement pattern of Bergen Neck and the Palisades. In 1844, the land in present-day Jersey City that the Morris & Essex Railroad (M&ERR) would eventually traverse is depicted as marsh land between the Hackensack River and the PHR on west side of Bergen Hill and between the east side of Bergen Hill and the Hudson River (see Figures 3.4a and b). The present-day HBLR line traverses portions of Bergen Neck depicted as farmsteads and marsh in 1844 (see Figures 3.4a and 3.4b; Hassler 1844). In present-day Bayonne, a number of dwellings are depicted to the east of the HBLR line (see Figure 3.4b; Hassler 1844; Sidney 1849). Between present-day Chapel and Fulton Avenues, the HBLR line is proximate to the former west bank of the Morris Canal, then crosses the mapped course of the Morris Canal farther north between present-day Woodlawn Avenue and Richard Street (see Figure 3.4b). In Paulus Hook, the HBLR crosses the former course of the Morris Canal at two locations: present-day Morris Boulevard proximate to the current Boys & Girls Club building and west of the HBLR's Marin Avenue Station (see Figure 3.4a). Essex Street Station is located where the Jersey City waterfront is depicted in 1844, and all Jersey City and Hoboken stations north of this are situated at locations depicted as either shallow open water or marsh land (see Figure 3.4a).

Land north of Hoboken was set off in 1843 as North Bergen Township (Snyder 1969: 147; Van Winkle 1924: 436). North Bergen Township was located on the west side of the Bergen Ridge and originally comprised wooded common lands, farms, and scattered settlements, including Weehawken and West Hoboken (see Figure 3.4a; Hassler 1844; Sidney 1849; Van Winkle 1924:124-7; Barber and Howe 1844). North Bergen's farms produced vegetables for the New York market (New Jersey Department of Transportation-Bureau of Environmental Analysis 1980:21). In 1844, the Hudson River shoreline north of Hoboken diminished to a narrow salt marsh cut with small coves and bounded by the Palisades Ridge (see Figure 3.4a; Hassler 1844). Portions of present-day Park Avenue cross land created by the infilling of these small coves, as does the eastern half of the Lincoln Tunnel helix.

Areas west of Bergen Township experienced significant changes in settlement pattern, transportation infrastructure, and political organization during the mid-nineteenth century. Bergen Neck's crossroads villages developed steadily during this period influenced by commercial growth serviced by an expanding railroad network. The communities of Bergen Point, Centreville, Saltersville, and Greenville, as well as proposed street grids for their expansion and the development of Constable Hook, are depicted on Walling's 1860 Map of the City of New York and its Environs. The route of the HBLR crosses through a developed part of Saltersville immediately south of the Morris Canal approximately between present-day 43rd and 48th streets (Walling 1860). Bayonne was formed from Bergen Township in 1861 as a township that extended from south of the Morris Canal to Bergen Point and encompassed Saltersville, Centreville, Constable Hook, and Bergen Point (Snyder 1969: 145).

Population growth in the northern portion of Bergen Township led to the formation of Hudson City in 1855, which was then annexed by Jersey City in 1870 (Snyder 1969: 146). Greenville, Communipaw, Claremont, Bergen, and the smaller communities of Woodrow, Sherwood, and Lafayette, all remained as a part of Bergen Township in 1860 (Walling 1860). Concerns for sufficient potable water to supply these expanding communities led to the development of a regional water system. The Jersey City Aqueduct was constructed through the Hackensack Meadowlands during the mid-nineteenth century, running parallel with the former Belleville Turnpike. By 1854, two cast iron pipes, 20 inches in diameter, were activated supplying an abundant source of clean water to Jersey City (RBA Group 1999, 2007). The New York and New Jersey Water Company maintained a pipeline within an eight-foot ROW. Infrastructure improvements to Jersey City mirrored transportation developments that facilitated its commercial and residential growth. In 1857, the M&ERR began construction to extend the railroad from Newark, reaching Hoboken in 1862 (Treese 2006:112). The M&ERR, the predecessor to the Delaware, Lackawanna & Western Railroad (DL&WRR), began service in 1836 and was instrumental in linking Morristown and points west with the greater New York area. The M&ERR was leased by the DL&WRR in 1868 and became the Morris & Essex Division (Treese 2006:105-106). The DL&WRR, which had formed from the consolidation of two Pennsylvania and New York railroads and the New Jersey-based Warren Railroad, operated the M&ERR until the two railroads merged in 1945 (Treese 2006:112).

In 1849, the Township of Hoboken was set off from North Bergen (Snyder 1969: 146). By 1851, development had increased in the southeast corner of Hoboken with nearly built-out blocks on the north side of Newark Street between Hudson and Garden streets, rowhouses on the north side of Ferry Street (now Observer Highway) between Washington Street and Hudson Street, and a cluster of buildings on the south side of Ferry Street between Washington Street and the Hudson River (Clerk and Bacot 1851). In 1855, Hoboken was reincorporated as the City of Hoboken (Snyder 1969: 146). In 1857, construction began to extend the M&ERR to the Hoboken Ferry and to build a terminal on the Hudson River waterfront (Treese 2006: 112). The expansion of Hoboken was facilitated by land reclamation projects designed to drain salt marsh on the eastern and western margins of the city. Hoboken's dry land measured less than one-half mile wide from the shore of the Hudson to the edge of the meadows and comprised about 270 acres (Shaw 1884: 1211). In the mid-nineteenth century, Hoboken's waterfront was located at present-day Marin Boulevard (formerly Henderson Street) along the edge of Harsimus Cove, a shallow tidal bay (Douglass 1841; Clerk 1848).

The salt meadows on the western margins of Hoboken were developed on paper long before they were filled in and built on. The 1841 Douglass map depicts Grand Avenue, Washington Avenue, Adams Avenue, Jefferson Avenue, Madison Avenue, Monroe Avenue, Jackson Avenue, and Marshall Avenue with a salt marsh overlay, which suggests they were proposed rather than constructed roads. By the 1860s, Hoboken's dry land was fully developed and unable to accommodate the burgeoning population. An 1863 "Act to confirm the laying out of the westerly part of the city of Hoboken," dictated that the roads in the meadows had to "correspond with the streets and avenues running through and across the eastern portion of the city." The 1863 law also ordered that any meadow roads in existence prior to the 1860 plan be vacated (New Jersey State Legislature 1863: 49).

Despite early legislative attempts to direct development in the tidal marsh areas of Hoboken, the land remained unimproved in 1865 (Bache 1865). In 1866, the State of New Jersey addressed the drainage issue, passing an act to "provide for the drainage of certain lowlands lying in the city of Hoboken and the Township of Weehawken" through the use of "dykes, dams, tide banks, ditches, drains, sluices, sluice gates, engine pumps, and all others works structures and machinery necessary" (New Jersey State Legislature 1866: 941). Drainage proposals, depicted on maps made by Robert C. Bacot of Jersey City and Levi V. Post of Hudson City, called for the construction of sewers running "east and west along Ferry Street, First Street, Third Street, Tenth Street, and Fifteenth Street" that discharged into the Hudson River at low tide (New Jersey State Legislature 1866: 941; Van Winkle 1924: 296). In 1869, William Hexamer, a water commissioner, noted that "about three miles of box sewers and ditches had been built, principally in Ferry and First Streets" according to the plan laid out by Bacot and Post (Van Winkle 1924: 296; Shaw 1884: 1211). Another box sewer was constructed along Third Street, and extended "from the Hudson River to Adams Street," and received "the drainage of sewers in Garden Street, Park Avenue, Willow Avenue, Clinton Street, Grand, and Adams Streets" (Van Winkle 1924: 296). Just four years after the completion of some of these sewers, the New York Times noted that the meadows, which at that time extended by "from Adams Street for a half-mile westward, to the foot of the Hudson City Hills," continued to be "flooded with stagnant pools and health-destroying offal" (New York Times 1873: 8).

Land reclamation schemes also targeted the Hackensack Meadowlands for development. In 1867, Spencer B. Driggs and Samuel Pike attempted to reclaim land in the Meadows by the construction of a system of earthen dikes reinforced by iron plates, tidal gates, and pumps (Marshall 2004:10). The Driggs and Pike project was abandoned in 1873. Nevertheless, population growth on the uplands west of the Meadowlands led to the formation of Kearny Township in 1867 from Harrison Township (Snyder 1969: 147). General N. M. Halsted, a prominent resident, campaigned for the creation of an independent township that could more easily administer local affairs.

East of the Meadowlands, municipal development was driven by commercial interests, including the railroad companies' desire to link Pennsylvania coal fields to New York City markets. All railroads into Jersey City were forced to use the NJRR tracks through the Bergen Cut or to transfer passengers onto NJRR trains to reach the Hudson River by rail, giving the NJRR a virtual monopoly over access to the

Port of New York. In 1858, the NJRR built a terminal at Exchange Place near the former location of Fulton's ferry. In 1856, the Erie Railroad (henceforth the Erie), which absorbed the PHR in 1853, began construction of the Long Dock Tunnel to connect its line to the Hoboken Terminal, at the former site of Steven's ferry terminal, and bypass the Bergen Cut. The Long Dock Tunnel opened for service in 1861 and carried Erie and M&ERR trains until the M&ERR's successor, the DL&WRR, constructed the North Bergen Tunnel in 1876 and 1877. While the Long Dock Tunnel was under construction, the Erie built a new terminal at Hudson Street in the Pavonia section of Jersey City. The DL&WRR continued to use the Hoboken Terminal (Winfield 1874; Lane 1939; Treese 2006).

The Central Railroad of New Jersey (CRRNJ) circumvented the NJRR by successfully bridging lower Newark Bay and extending their own mainline from Elizabethport to a terminal it constructed at Communipaw in 1864 (Winfield 1874: 369; Treese 2006:50). This allowed the railroad to deliver passengers over its own tracks to a new Hudson River terminal. On March 1, 1866, interests of the CRRNJ chartered the Newark & New York Railroad to compete directly with the NJRR for Newark passenger, commuter, and freight traffic. The new railroad opened officially for passenger service on July 23, 1869. Travel time took just 17 minutes (New York Times 1869). On June 6, 1871, the CRRNJ leased the Newark & New York Railroad outright, thereby formalizing the relationship between the two companies (New Jersey Secretary of State 1871). From that point forward it was known as the Newark & New York Branch of the CRRNJ. A clear benefit of the CRNNJ route was to open lands along its route to development. Even before its completion, one reporter from the New York Times noted that "along its lines new villages will spring up. The path of progress in this latter day is the path of the cars" (New York Times 1867). Until the mid-nineteenth century, Bergen Neck comprised dispersed farmsteads, open fields, and undeveloped marshland, except for the construction of the Morris Canal (Douglass 1841; Wood 1855). By the time George Hopkins published his atlas of Jersey City in 1873, the area surrounding the canal had been mapped out for new city streets and subdivided into numerous house lots (Hopkins 1873).

The subdivision of North Bergen Township into smaller municipalities during the mid-nineteenth century reflects the rapid and disproportionate population growth that occurred along the Hackensack and Hudson rivers. The townships bordering the Hudson River developed rapidly, established separate identities and divided from North Bergen (Van Winkle 1924: 124-7). Union Township and West Hoboken Township split from North Bergen in 1861. As North Bergen Township's population density increased, agricultural production tended to specialize, but without the degree of urbanization and industrialization that had occurred along the banks of the Hudson River. The West Shore Hudson River Railroad (WSRR) incorporated in 1867 and operated as part of the New York Central Railroad. The WSRR built a line through North Bergen Township along the east side of the former New Jersey Midland Railroad (later part of the New York, Susquehanna and Western Railway) and began service between Jersey City and Newburgh, New York in 1883. Part of the route necessitated a tunnel that extended 4,000 feet through the Palisades to the WSRR terminal in Weehawken, which was completed in 1884 and operated until 1959 (Treese 2006:103). The route of the WSRR provided communities on the Palisades Ridge, including West Hoboken and Union Hill, with access to New York City markets and improved transportation between North Bergen and Jersey City.

Weehawken Township was set off from North Bergen in 1859, followed by Union Township and West Hoboken Township in 1861 (Snyder 1969:148). Union Town was created from Union Township in 1864 (Snyder 1969:148). The 1860 Walling Map of the City of New York and its Environs illustrates the proposed expansions of West Hoboken and Union Hill west from Palisades Avenue. Weehawken in the 1860s was composed of a series of large estates extending along the west bank of the Hudson River from the Elysian Fields on the northeastern boundary of Hoboken to north of Day's Point (Walling 1860; Dripps 1863). Palisades Avenue and Bulls Ferry Road marked the western boundary of Weehawken. Maps of the 1860s record water depths of two to six feet along the Hudson River shoreline, marked by a bulkhead line that would eventually contain fill used to expand the Weehawken waterfront (Walling 1860; Dripps 1863). Portions of the HBLR traverse made land between Castle Point and Port Imperial, north of Days Point (Walling 1860; Dripps 1863). The WSRR Tunnel was constructed through the circa mid-nineteenth century estate of James Brown and along the northern

periphery of North Hoboken at present-day 49th Street in North Bergen Township (Dripps 1863; Hopkins 1873). The Grove Church Cemetery is depicted at the intersection of the roads that became John F. Kennedy Boulevard and 49th Street and is labeled as a "grave yard" (Dripps 1863) (see Attachment D: RGA63). The northern boundary of the cemetery property abuts the Project Area west of John F. Kennedy Boulevard. An 1873 map of North Bergen Township depicts the proposed route of the WSRR Tunnel north of the Grove Church Cemetery (Hopkins 1873).

Once the Long Dock Tunnel was completed, land for a new railroad station in Jersey City was made by filling Harsimus Cove using a combination of dredge, garbage, and spoils from various construction projects. The new land spanned the boundary between Hoboken and Jersey City and became the location of a large rail yard servicing the DL&WRR in Hoboken and the Erie Railroad in Jersey City (Taber 1977: 78). The 1873 Hopkins Atlas of the State of New Jersey and the County of Hudson depicts the Erie's freight depots along the north side of Harsimus Cove (Hopkins 1873: Plate B). Morris Canal structures are depicted south of Harsimus Cove at the intersection of Essex and Van Vorst streets on the west side of the canal and rowhouses are shown along both sides of Essex Street between Van Vorst and Warren streets proximate to the location of the HBLR Marin Boulevard Station (Hopkins 1873: Plate C). Further east along Essex Street, buildings associated with the Mathiesson & Wiechers Sugar Refinery, the J.J. Gautier & Co. Fire Brick Manufactory, Thomas & Haley, and John Cahill are depicted between Warren and Hudson streets (Hopkins 1873: Plate A). Buildings along the east side of Hudson Street, near the Paulus Hook waterfront, included Took & Seurs, the Wm. C. Hutton Boiler Works, the First National Bank, and several buildings owned by the Jersey City Associates (Hopkins 1873: Plate A). The HBLR route is proximate to all of these late nineteenth century properties. Between Montgomery and Steuben streets, the HBLR route passes through the former NJRR depot and railyard (Hopkins 1873: Plate A).

The filling of Harsimus Cove facilitated the further expansion of this industrial district. In 1874, further improvements along the Hudson River waterfront included the dredging and construction of a 100-foot-wide canal called the "Long Slip" to increase the railroad's overall wharf frontage and allow for the direct exchange of freight between rail cars and sea-going vessels without the use of lighters (Taber 1977: 86). Related improvements included elevated passenger and freight tracks and new railroad bridges with stone abutments built in 1876 over Marin Boulevard (formerly Henderson Street) and other public roadways (Interstate Commerce Commission 1925).

The opening of the DL&WRR's North Bergen Tunnel in 1877 precipitated a reconfiguration of the rail lines and improved freight facilities that included nine piers (Bromley & Bromley 1887). Along Marin Boulevard (formerly Henderson Street), between the branching track stems leading to the passenger and freight terminals, several buildings (no longer standing) served both the railroad and local businesses. The private residences formerly located along the east side of the street were replaced by a grouping of three buildings attributed to the New York & New Jersey Produce Company, including an office, an ice house, and several other outbuildings. Structures on the west side of Henderson Street featured a yard office and an interlocking tower (Bromley & Bromley 1887; Hughes and Bailey 1904; New Jersey State Board of Assessors 1910; Sanborn Map Company 1912). At the head of the Long Slip, the railroad company maintained a frame store house for cement, a material used extensively on the line (New Jersey State Board of Assessors 1910: 40-41). The 1880 Spielmann & Brush Sanitary Map of Hudson County, New Jersey shows the simplified rail lines in place as well as the former extent of Harsimus Cove and the marsh lands (Figure 3.5a). Upon exiting the North Bergen Tunnel, the rails divide east of Newark Road, with trains proceeding either left to the DL&WRR terminal or right to the Erie Terminal (see Figure 3.5a). The 1880 Spielmann and Brush map depicts extensive areas of made, reclaimed or cut land (symbolized by stippling and shading) at Paulus Hook and Harsimus Cove (see Figure 3.5a).

While the land reclamation was underway on the eastern margins of Jersey City and Hoboken, construction of buildings on the western margin of Hoboken was sparse through the 1870s (Loudan 1876). Sections of Hoboken west of Willow Street are still depicted as marsh land on 1880 Spielmann and Brush map, even though the southern portions of the meadows were well supplied with sewers

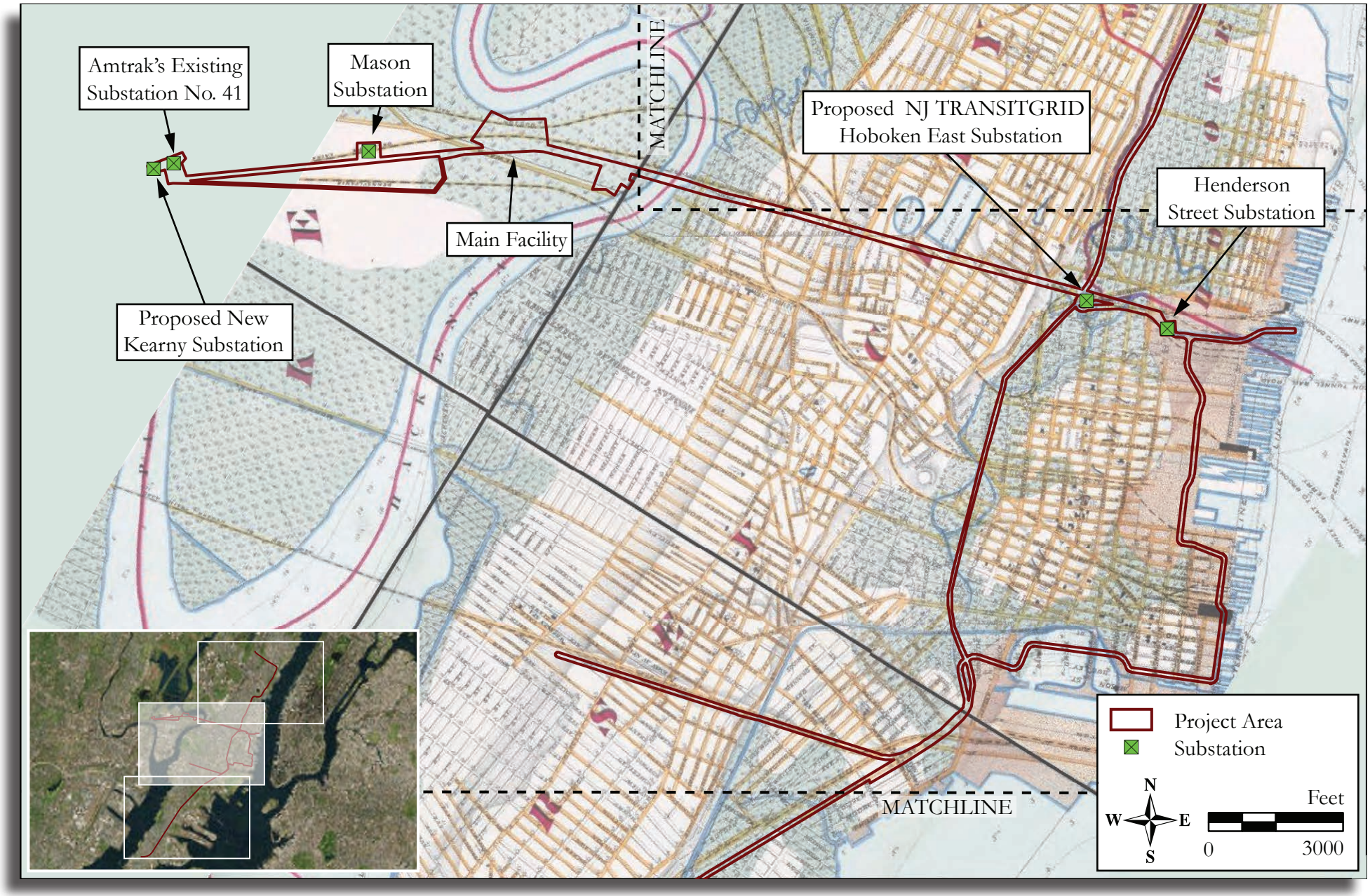

Figure 3.5a: 1880 Spielman and Brush, Sanitary and Topographical Map of Hudson County, New Jersey.

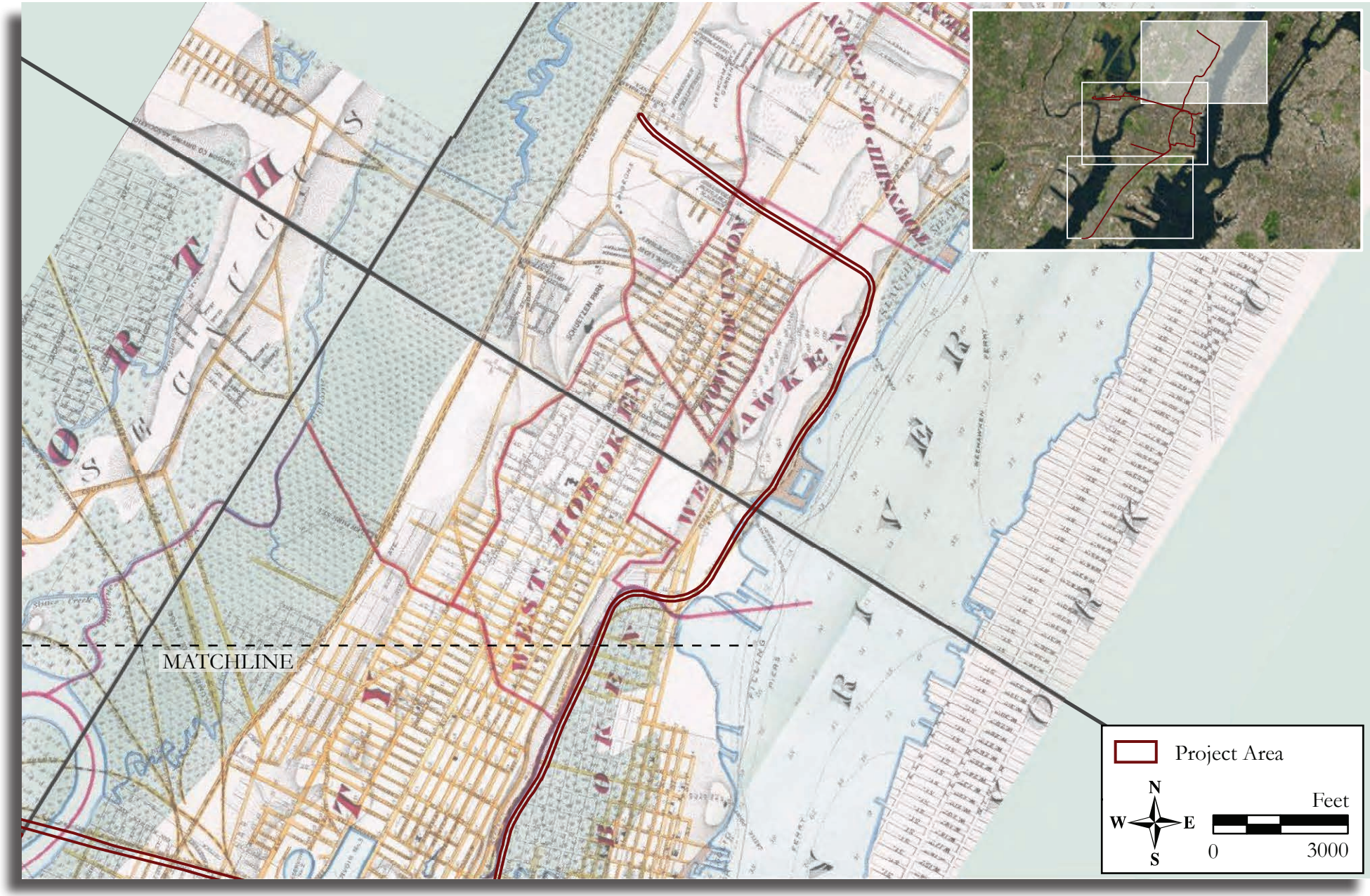

Figure 3.5b: 1880 Spielman and Brush, Sanitary and Topographical Map of Hudson County, New Jersey.

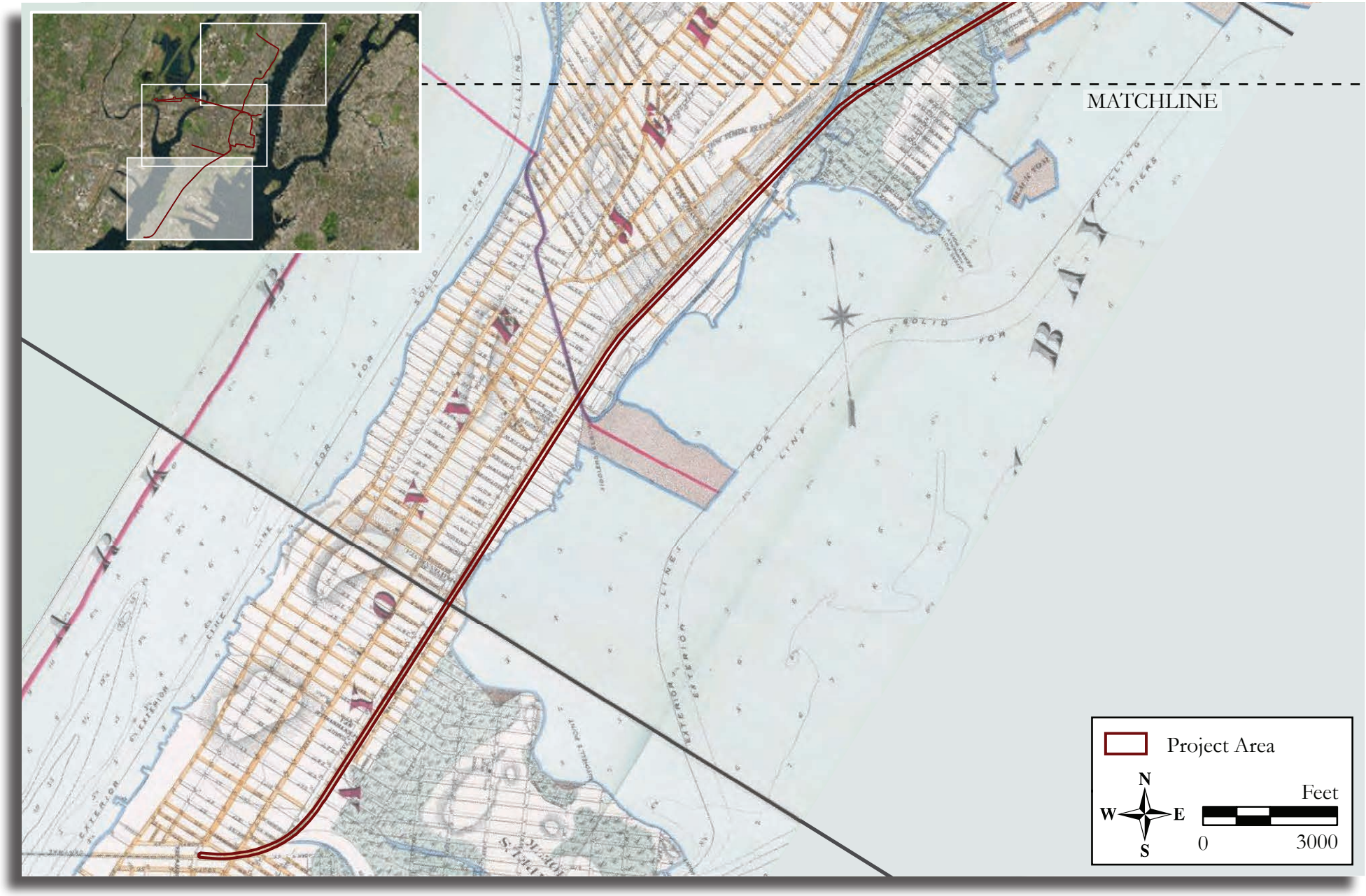

Figure 3.5c: 1880 Spielman and Brush, Sanitary and Topographical Map of Hudson County, New Jersey.

(see Figure 3.5a). In western Jersey City, the 1880 Spielmann & Brush map indicates that land west of James Street (present-day James Avenue) was marsh land (see Figure 3.5a). Kearny in 1880 also remained marsh land bisected by railroads, turnpikes, and the Jersey City Waterworks pipelines (see Figure 3.5a). North of Hoboken, reclaimed land is not indicated on the 1880 Spielmann & Brush map except for limited areas surrounding existing docks (see Figure 3.5c). South of Jersey City, development was concentrated on the spine of Bergen Neck and uplands at Communipaw and Constable Hook. The 1873 Hopkins Atlas shows both existing and proposed streets in the Greenville section of Jersey City and in Bayonne, as well as the routes of the Morris Canal and the CRRNJ (Hopkins 1873). In Bayonne, no buildings are depicted proximate to the CRRNJ except for rail stations. Near the Morris Canal, between Centre and Grand streets and east of Avenue E, dwellings are depicted along the west side of the CRRNJ tracks (Hopkins 1873). The CRRNJ brought both industrial development and tourism to Bayonne, which became a boating and yachting center during the late nineteenth century. In the 1880s, the construction of paint, zinc, and chemical factories on Constable Hook and petroleum plants and tank farms in southern Bayonne spurred population growth. Between 1880 and 1890, Bayonne's population increased from 800 to 5,500 (Richard Grubb & Associates, Inc. 1998: 22). In the Greenville section of Jersey City, land surrounding the CRRNJ is depicted as undeveloped in 1873 (Hopkins 1873). The CRRNJ is depicted crossing the Morris Canal's Fiddler's Elbow on the Bayonne/ Greenville boundary (Hopkins 1873). In 1889, the CRRNJ built a new terminal at Communipaw to replace its existing terminal. Several buildings are depicted in 1873 west of the terminal on the east side of the CRRNJ tracks at the intersection of Communipaw Avenue and Dudley Street (Hopkins 1873: Plate M).

With advances in rail transport, the Morris Canal eventually became obsolete, and by 1871 its ROW had been acquired by the Lehigh Valley Railroad (LVRR). Through this acquisition the LVRR secured the Morris Canal's valuable terminal properties on the Hudson River at Paulus Hook. While the LVRR acquired the charters of the Perth Amboy and Bound Brook and the Bound Brook and Easton railroads and began construction of its New Jersey Division it considered ways to maximize the productivity of the canal's ROW (Greenberg and Fischer 1997: 66-67). Initially, the railroad envisioned filling in the canal, erecting bridges over the Passaic and Hackensack rivers, and running tracks into Jersey City on the old canal ROW (New York Times 1886: 2). Such a plan, however, required the abandonment of the waterway, for which state sanction was not forthcoming. In 1881, the state allowed the installation of the Standard Oil Company of New Jersey's Olean-Bayonne Oil Pipeline. The LVRR also worked to develop the canal's water assets. The LVRR secured contracts with Newark, Bayonne, and other communities to deliver drinking water to local distribution systems (McAneny, Jr. 1891: 659). The LVRR conveyed its contracts to the East Jersey Water Company, established specifically to construct the necessary aqueducts (McAneny 1891: 656, 658-659). For the Bayonne contract, an East Jersey Water Company subsidiary called the New York & New Jersey Water Company embedded a 30-inch pipeline into the Morris Canal towpath in 1896 (McAneny 1891: 658; New York Times 1896). In 1889, the LVRR built a terminal in Jersey City adjacent to the CRRNJ terminal.

The growth of Jersey City prompted improvements to its infrastructure, including the construction of a new network of stormwater and sewer lines under the city streets, together with sewer outfalls into the Hackensack River (Hopkins 1908). Among proposals for the development of Jersey City was an extensive land reclamation plan for marshland along Newark Bay (Muirhead 1910). Public health concerns in the late nineteenth and early twentieth centuries resulted in an extensive drainage infrastructure constructed in the Meadowlands tidal marsh by the Bergen and Hudson County Mosquito Commissions. The drainage system included the excavation of a network of ditches and the installation of tide gates at the confluences of creeks or ditches emptying into the Hackensack River (Hunter Research, Inc. 2009: 5-52). Early twentieth century viewpoints on the Meadowlands focused on land reclamation through filling and land making methods designed to raise the land above the high-tide level (Marshall 2004:10). River dredging programs begun in the late nineteenth century by the U.S. Army Corps of Engineers provided some material for in-filling of marshlands; municipal garbage, construction debris, and excavation spoils provided other material (Marshall 2004:10). These efforts resulted in the creation of made land in eastern Bergen and western Hudson counties along the lower Hackensack and lower Passaic rivers. Portions of the Kearny Peninsula were reclaimed as a

result of these efforts. In the late nineteenth century, the Paterson & Newark Railroad, the DL&WRR, and the Pennsylvania Railroad crossed the Kearny Peninsula en route to Jersey City; however, most of the reclaimed land remained undeveloped (Figure 3.6; Hopkins 1909).

Along the Hudson River waterfront, improvements to the DL&WRR terminal were underway after two fires destroyed the southern third of the freight yard and the passenger terminal in 1904 and 1905, respectively. The disasters gave the railroad the opportunity to rebuild and reconfigure both the freight and passenger yards (Taber and Taber 1981: 436). The new passenger terminal opened on February 25, 1907, and the rebuilding of the yard facilities was substantially completed by 1912 (Taber and Taber 1980: 29: 29). Later relevant changes to the facility included construction of a new electric power generating plant on the site of the old cement storage house at the head of the Long Slip (Sanborn Map Company 1927; Lynn Drobbin and Associates 1997a: 22). The old produce company buildings located along Henderson Street were taken over, demolished, and replaced with facilities and offices for the Pullman Company's fleet of luxury rail cars, including a set of concrete bumper blocks at the ends of the yard stub tracks (Sanborn Map Company 1927). This section of the terminal retains the name "Pullman Yard." By 1908, a new ferry terminal was constructed; now owned by the DL&WRR (Hopkins 1909). The former terminal had burned in 1905 and was replaced by a several ferry concourses and a new train concourse (Richard Grubb & Associates, Inc. 1996).

Development of the tidal marsh areas in western Hoboken continued through the early 1890s, as additional areas of the meadows were filled in and railroad development projects were completed. An 1891 map of the region depicts land created by draining portions of the marsh (Bien 1891). As late as the 1890s northern Hudson County and southern Bergen County remained primarily rural, with woodlots covering the northeastern half of Fairview Borough and northeastern North Bergen Township (Beers 1891; Bien and Vermeule 1891; U.S.G.S. 1888, 1898; Vermeule 1889). Subdivisions had been planned but not yet constructed during the late nineteenth century (Richard Grubb & Associates, Inc. 1995:6-10). In the 1900s, while the DL&WRR was improving and rebuilding its terminal facilities, the Hudson & Manhattan Railroad (H&MRR) was busy boring a tube beneath the Long Slip and adjoining rail yards for an underground connection between the Hoboken and Erie railroad terminals. This section of the H&MRR (present-day Port Authority Trans-Hudson Corporation [PATH]) tubes opened in February 1908, providing rapid transit links between the various Jersey City passenger rail stations and Manhattan (New York Times 1909: 3).

Industrial and commercial development of the northeastern portion of the Kearny Peninsula began in the early 1900s with the construction of the Koppers Seaboard Coke and Byproducts Company. The Koppers facility operated from 1917 to 1974 and conducted coke production, by-product recovery, and gas cleaning/conditioning (Figures 3.7a, 3.8; Hopkins 1934; NETR 1953, 1954, 1966, 1979; NJDEP 1930; Leir 2012; Hornsby and Sawchuck 1999). Post-World War I commercial, residential and industrial development throughout the Project Area was influenced by rapidly expanding automotive transportation. The opening of the Holland Tunnel in 1927 signaled the beginning of a complex road network in and around Jersey City to provide access to New York City. Anticipated completion of the Holland Tunnel required construction of new routes to feed the tunnel, such as U.S. Routes 1 & 9 and the Pulaski Skyway. The Lincoln Tunnel opened in 1937 providing a direct route between Weehakwen and Manhattan. In 1952, the New Jersey Turnpike was constructed through northeastern New Jersey.

Following a short period of improved business conditions brought about by World War II, the DL&WRR experienced increasing financial losses during the 1950s (Taber and Taber 1981: 425). A deepening economic recession in 1957 and 1958 was especially hard, eroding freight revenues for all eastern carriers (Baer, et al 1994: 368). In April 1959, the DL&WRR petitioned the New Jersey Board of Public Utilities to stop passenger service on all but its Boonton Branch (Grow 1979: 83). Management also approved a merger with the rival Erie Railroad in 1959. The consolidation of the two lines took effect on October 17, 1960, forming the Erie-Lackawanna Railroad (E-LRR). After declaring its final bankruptcy in June 1972, the E-LRR freight operations merged into the Consolidated Railroad Corporation (Conrail) on April 1, 1976 (Taber and Taber 1980: 147). Conrail abandoned most of its Jersey City terminal properties, including the E-LRR freight yards, and sold off the lands. In the

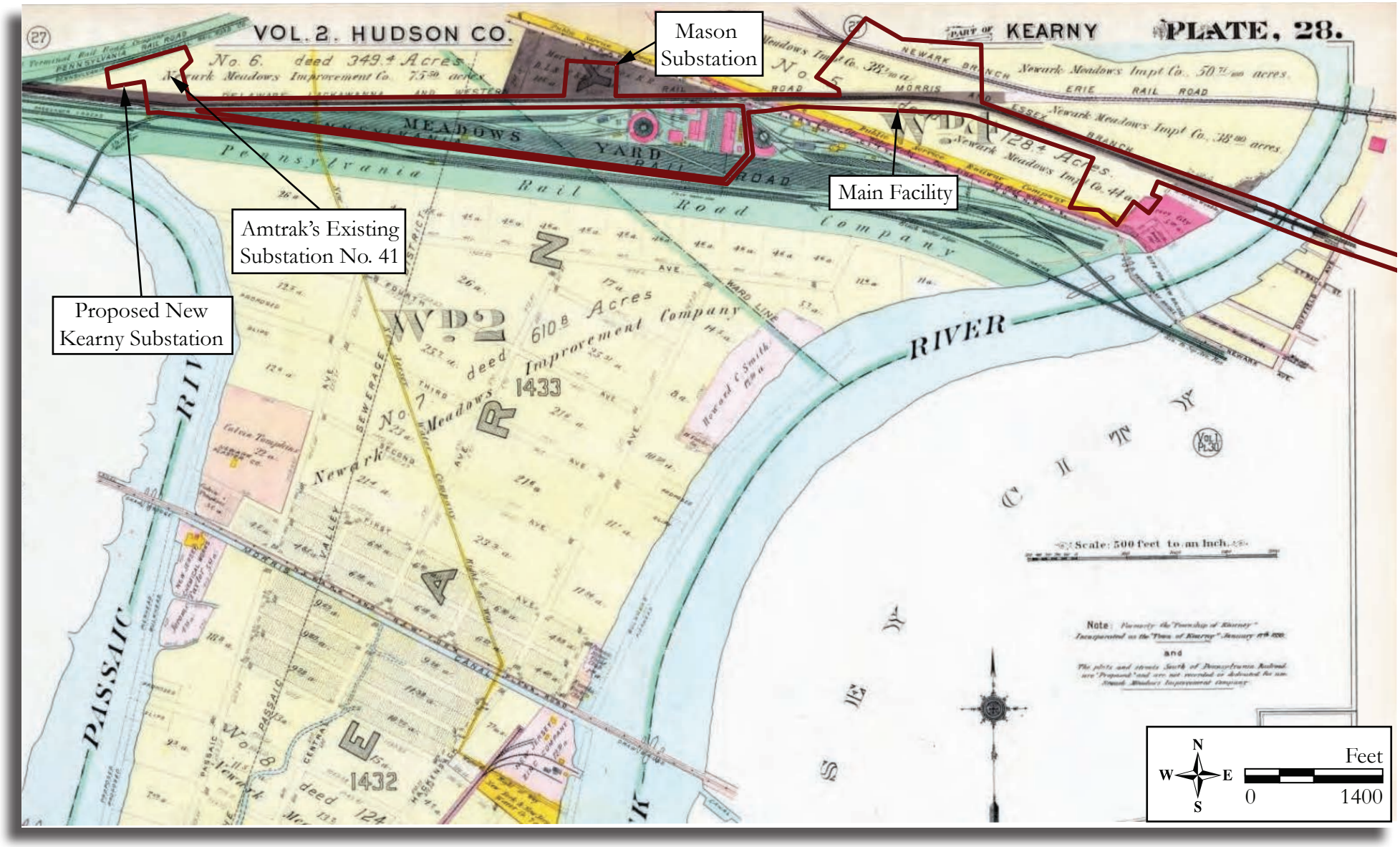

Figure 3.6: 1909 G. M. Hopkins Co., Atlas of Hudson County, New Jersey, Volume II.

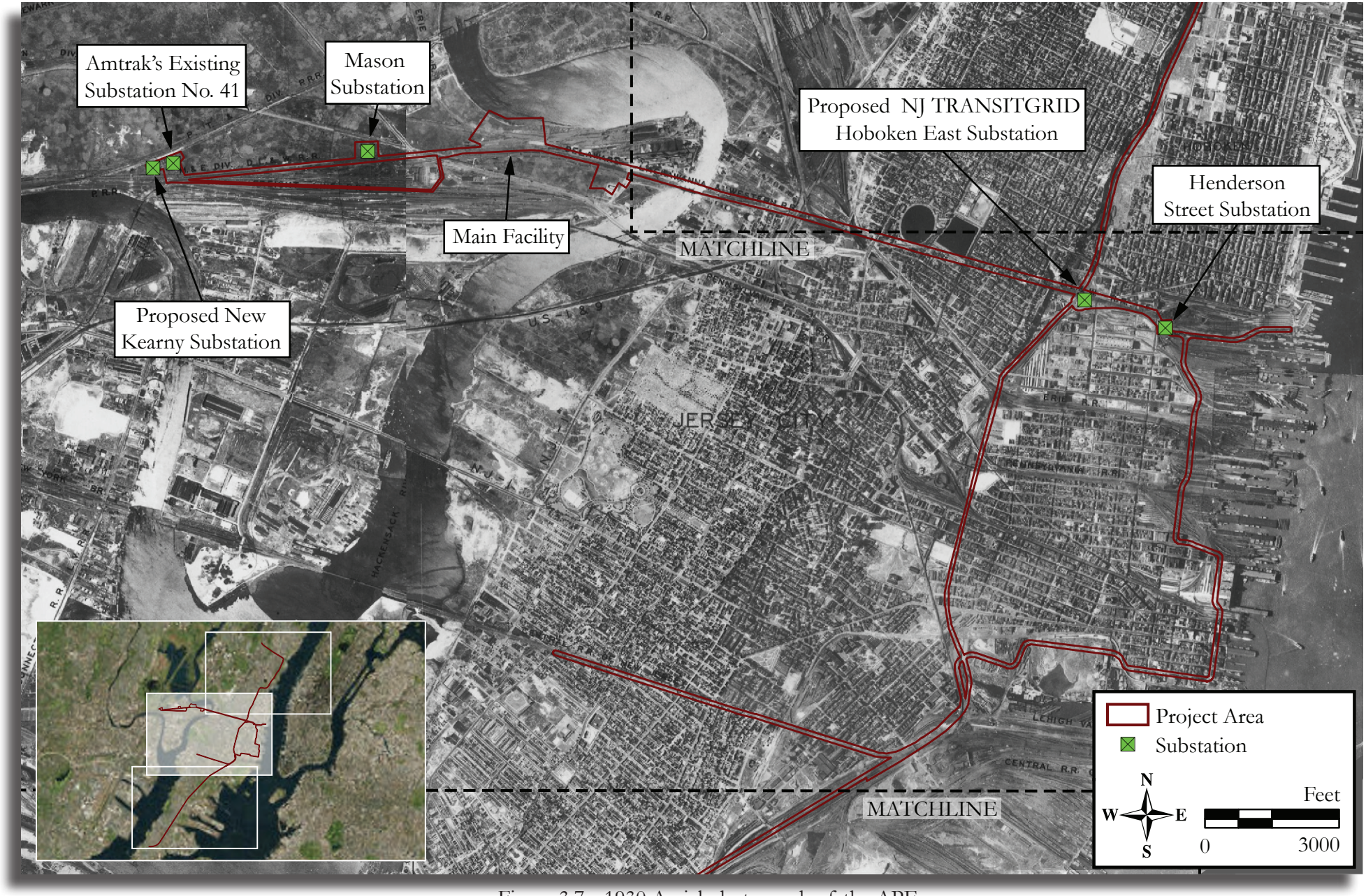

Figure 3.7a: 1930 Aerial photograph of the APE (NJDEP 1930).

Figure 3.7b: 1930 Aerial photograph of the APE (NJDEP 1930).

Figure 3.7c: 1930 Aerial photograph of the APE (NJDEP 1930).

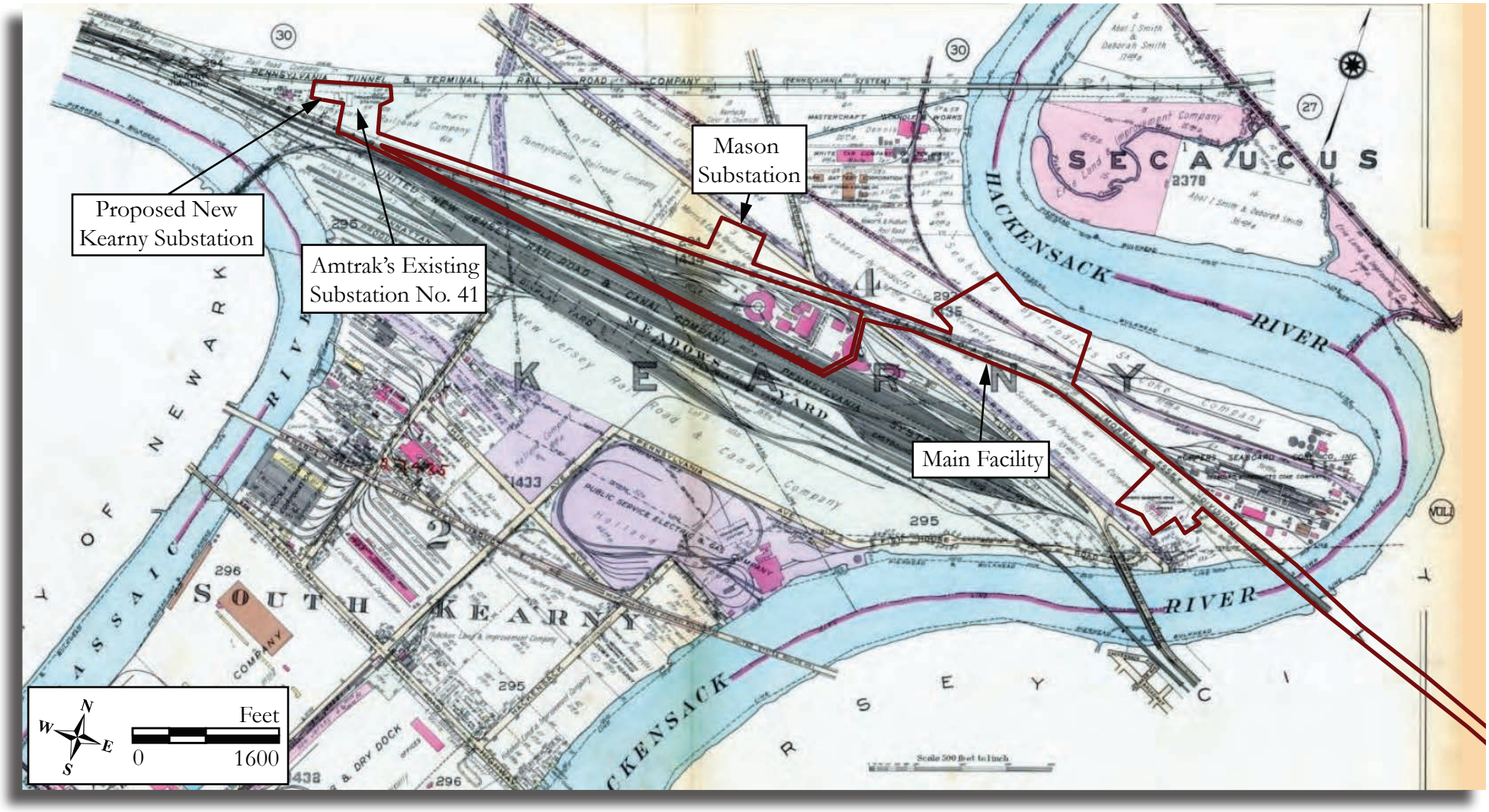

Figure 3.8: 1934 G.M. Hopkins Co., Atlas of Hudson County, New Jersey, Volume II.

1980s, the Newport Development Associates demolished the remains of the yard to build a high-rise apartment complex (Lynn Drobbin and Associates 1997a: 26). Today, lands immediately south of the Long Slip contain big box retail buildings, expansive parking lots, roadways, and the HBLR.

The HBLR began operation in 2000, with the first opened segment connecting Bayonne with Jersey City (Darlington and Pirmann 2012). Today the light rail system consists of a main line from Bayonne north through the Project Area to Union City, where it continues west into North Bergen. The rail line also has a western spur that begins in Communipaw and continues to West Bergen. In certain areas, the HBLR utilizes the former ROW of the CRRNJ and the Morris Canal (Darlington and Pirmann 2012). The contemporary landscape throughout the Project Area reflects the continued impacts of highway construction, mass transit systems including the HBLR, and expansion in the New York City metropolitan area. Convenient access to Manhattan by rail and by car has created regular demand for residential and commercial development throughout these municipalities into the twenty-first century.

4.0 HISTORIC ARCHITECTURAL RESOURCES BACKGROUND STUDY AND EFFECTS ASSESSMENT – PROJECT COMPONENTS A THROUGH F

Due to the different survey methodologies employed for Project Components A through F as compared with Project Component G, the HARBS and EA report has been divided into multiple sections. Section 4 of the report covers Project Components A through F. Though the APE encompasses all project components, figures in this section will only depict the A through F components of the APE [APE (A-F)] (see Figure 2.1). Research and analysis related to Project Component G can be found in Section 5 below. For a more detailed explanation of the methodology employed for this HARBS and EA report, see Section 2.3.

4.1 Summary of Prior Architectural Investigations

Background research was conducted to determine if any previously identified architectural resources exist within the APE (A-F). Research was conducted at the NJHPO in Trenton to identify resources within the APE (A-F) that are listed in or eligible for listing in the NJR and NR, and to review previously completed cultural resources survey reports. Previous historic sites surveys and regulatory surveys on file at the NJHPO were reviewed for information concerning prior surveys of the area. Municipal planning documents were also reviewed to identify local historic preservation planning efforts and historic resources identified by local governments as essential to the growth and development of the community.

Known Historic Properties

Background research conducted at the NJHPO indicated that 39 previously identified historic resources are located within the APE (A-F), including 16 historic districts and 23 historic properties. The Jersey City Reservoir 2 & 3 Complex (NJHPO Opinion: 10/15/1991; NJR: 4/10/2002; NR: 8/27/2012) is located within a portion of the Jersey City Water Works Historic District; however the historic resource's boundaries do not extend into the APE (A-F) and therefore project impacts to the resource were not evaluated as a part of the HARBS. Of the 39 previously identified resources, one, the Covert/Larch Historic District (NJHPO Opinion: 3/10/1999), has been demolished. The remaining 38 resources are identified in Table 4.1 below and discussed in detail in Section 4.3. Figures 4.1a-b show the locations of the 38 previously identified resources within the APE (A-F).

Planning Surveys

In 1985, Mary B. Dierickx Architectural Preservation completed the Phase 2 Survey of Wards C, D, and E in Jersey City. The purpose of the survey was to identify a list of properties and districts recommended eligible for listing in the NR. These properties were selected from the larger-scale Phase I Survey of buildings 50 years or older within Jersey City. Of the numerous properties identified, nine were located within the APE (A-F): 116 Jefferson Avenue; 69 Waverly Street; Belvedere Court Apartments; 34-36 Covert Street; 91 Larch Street; General Pulaski Skyway; 319 Coles Street (now known as Holbrook Manufacturing Company); the Continental Can Company Complex; and the Lackawanna Warehouse and Viaduct. The buildings at 116 Jefferson Avenue, 69 Waverly Street, 34-36 Covert Street, and 91 Larch Street have been demolished since the time of the survey. The remaining five properties are discussed in detail in Section 4.3.

The Jersey City Master Plan, drafted in 2000, has a preservation element. The plan identifies the nine properties identified in the Phase 2 Survey as being potentially eligible for listing in the NR (JDCPC 2000: Attachment A).

The Hoboken Historic Sites Survey, conducted from 1978 to 1981, identifies numerous properties in Hoboken. Many of these properties are located within the Southern Hoboken Historic District, but the survey does not generally focus on industrial properties like the majority of those in the APE (A-F) (Florio 1978-81).

Table 4.1: Previously identified historic resources.

Resource ID	Property Name/Address	Municipality	NR Current Status
1	Old Main Delaware, Lackawanna and Western Railroad Historic District	Multiple	Eligible (NJHPO Opinion: 9/24/1996)
2	Pennsylvania Railroad New York to Philadelphia Historic District	Multiple	Eligible (NJHPO Opinion: 10/2/2002)
3	Pennsylvania Railroad New York Bay Branch Historic District	City of Newark	Eligible (NJHPO Opinion: 4/22/2005)
4	Essex Generating Station	Town of Kearny; City of Newark	Eligible (NJHPO Opinion: 3/23/2015)
5	Public Service Electric and Gas Company (PSE&G) Kearny-Essex-Marion Interconnection Historic District	Town of Kearny; City of Jersey City	Eligible (NJHPO Opinion: 12/31/2013)
6	Jersey City Water Works Historic District	Multiple	Eligible (NJHPO Opinion: 1/20/2003)
7	Hackensack River Lift Bridges Historic District	Town of Kearny; City of Jersey City	Eligible (NJHPO Opinion: 5/3/2002)
8	People's Gas Light Company/PSE&G Marion Office Historic District	City of Jersey City	Eligible (NJHPO Opinion: 3/10/1999)
9	Delaware, Lackawanna and Western Railroad Boonton Line Historic District	Multiple	Eligible (NJHPO Opinion: 9/18/2008)
10	US Route 1 Extension [Pulaski Skyway] Historic District	Multiple	Listed (NJR: 6/13/2005; NR: 8/12/2005)
11	US Routes 1 & 9 Historic District	Multiple	Eligible (NJHPO Opinion: 3/8/1996)
12	New Jersey Midland Railway/New York, Susquehanna and Western Railroad Historic District	Multiple	Eligible (NJHPO Opinion: 4/25/2006 & 1/30/2015)
13	Erie Railroad Main Line Historic District	Multiple	Eligible (NJHPO Opinion: 2/20/2003)
14	Erie Railroad Bergen Archways Historic District	City of Jersey City	Eligible (NJHPO Opinion: 4/27/2000)
15	Hudson and Manhattan Railroad Transit System (PATH) Historic District	Multiple	Eligible (NJHPO Opinion: 3/4/2002)
16	Southern Hoboken Historic District	City of Hoboken	Eligible (NJHPO Opinion: 2/28/1991)
17	Substation 4	Town of Kearny	Eligible (NJHPO Opinion: 9/12/1994)
18	Edison Battery Company Property	Town of Kearny	Eligible (NJHPO Opinion: 4/8/2008)
19	Jersey City Water Works Pipeline	City of Jersey City	Eligible (NJHPO Opinion: 5/7/1999)
20	PSE&G Kearny Generating Station	Town of Kearny	Eligible (NJHPO Opinion: 5/3/2002)
21	Lower Hack Draw Bridge	Town of Kearny; City of Jersey City	Eligible (NJHPO Opinion: 9/18/1996)
22	Wittpenn Bridge [SI&A #0909150]	Town of Kearny; City of Jersey City	Eligible (NJHPO Opinion: 2/7/2001)
23	Pennsylvania Railroad Harsimus Branch (Conrail/CSX) Bridge over the Hackensack River	Town of Kearny; City of Jersey City	Eligible (NJHPO Opinion: 5/3/2002)
24	Pennsylvania Railroad (PATH) Bridge over Hackensack River	Town of Kearny; City of Jersey City	Eligible (NJHPO Opinion: 5/3/2002)
25	St. Peter's Cemetery	City of Jersey City	Eligible (NJHPO Opinion: 6/18/1996)
26	West End Interlocking Tower	City of Jersey City	Eligible (NJHPO Opinion: 1/20/1999)

Table 4.1; cont.

Resource ID	Property Name/Address	Municipality	NR Current Status
27	West-End Through Truss Bridges	City of Jersey City	Eligible (NJHPO Opinion: 3/31/1997)
28	Old and New Bergen Tunnels	City of Jersey City	Eligible (NJHPO Opinion: 5/8/1998)
29	JFK Boulevard Bridge [SI&A # 0951170]	City of Jersey City	Eligible (NJHPO Opinion: 4/27/2000)
30	Erie Railroad Bergen Hill Tunnel [aka Long Dock Tunnel]	City of Jersey City	Eligible (NJHPO Opinion: 4/27/2000)
31	Palisade Avenue Bridge [SI&A # 0951165]	City of Jersey City	Eligible (NJHPO Opinion: 4/27/2000)
32	Jersey City High School [William Dickinson High School]	City of Jersey City	Listed (NJR: 12/23/1981; NR: 6/1/1982)
33	Holbrook Manufacturing Company	City of Jersey City	Eligible (NJHPO Opinion: 2/28/1991)
34	Continental Can Company Complex	City of Jersey City	Eligible (NJHPO Opinion: 5/30/1997)
35	Lackawanna Warehouse and Viaduct	City of Jersey City	Eligible (NJHPO Opinion: 5/16/1995)
36	Grove Street Bridge	City of Jersey City	Eligible (NJHPO Opinion: 1/20/1999)
37	Engine Company #3, Truck #2 Firehouse	City of Jersey City	Listed (NJR: 2/9/1984; NR: 3/30/1984)
38	Erie-Lackawanna Terminal	City of Hoboken	Listed (NJR: 12/7/2004; NR: 2/17/2005)

NR: National Register of Historic Places
NJR: New Jersey Register of Historic Places
NJHPO: State Historic Preservation Office

In 2004, the City of Hoboken drafted a Master Plan. The plan notes the importance of the Southern Hoboken Historic District, the Old Main Delaware, Lackawanna and Western Railroad Historic District, and the Erie-Lackawanna Terminal (PPSA 2004: 121). The plan also discusses the importance of historic industrial buildings in Hoboken, which were not generally surveyed for the 1978 to 1981 Historic Sites Survey. The master plan states the need for more comprehensive documentation and study of Hoboken's remaining industrial resources to assist community planning and redevelopment efforts, due to the important role that industry played in Hoboken's history and development (PPSA 2004: 122).

In 2010, the City of Hoboken completed a reexamination of its 2004 Master Plan. The reexamination document specifically calls for the adaptive reuse of the Erie-Lackawanna Terminal's ferry concourse, noting its strong potential to draw people into Hoboken (EFB 2010: 18). The report also mentions the importance of the R. Neumann & Co. Factory Complex. Overseen by the Neumann Leather Tenants Association, the building is significant as one of the few remaining intact factories in the city. The plan notes that the complex has been successfully reused by industrial artisans, artists, and musicians, who organized to keep the building from being redeveloped as residential/mixed use property. The city identifies this type of continued use of industrial buildings as a rare and strong example in Hoboken and one that should be emulated (EFB 2010: 32-33). These resources are discussed further in Section 4.3.

There has not been a comprehensive historic sites survey completed in Kearny. In 2008, the Town of Kearny completed a reexamination of its 1991 Master Plan Revision (Heyer, Gruel & Associates 2008). The reexamination report does not contain a Historic Preservation Element and does not specifically identify any historic properties in Kearny.

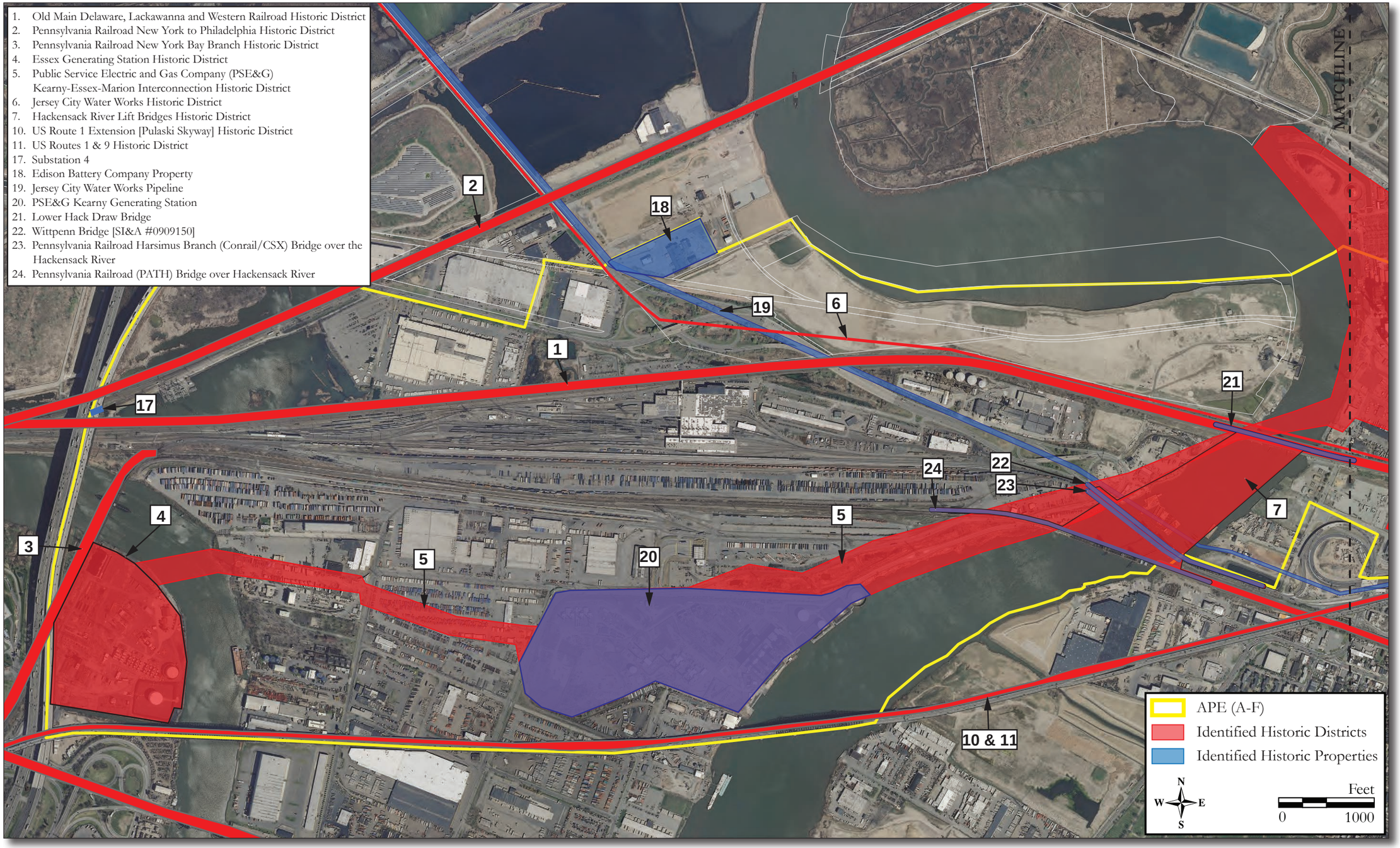

Figure 4.1a: Aerial photograph depicting previously-identified historic resources within the APE (A-F) (NJGIS Digital Orthographic Imagery, 2012).

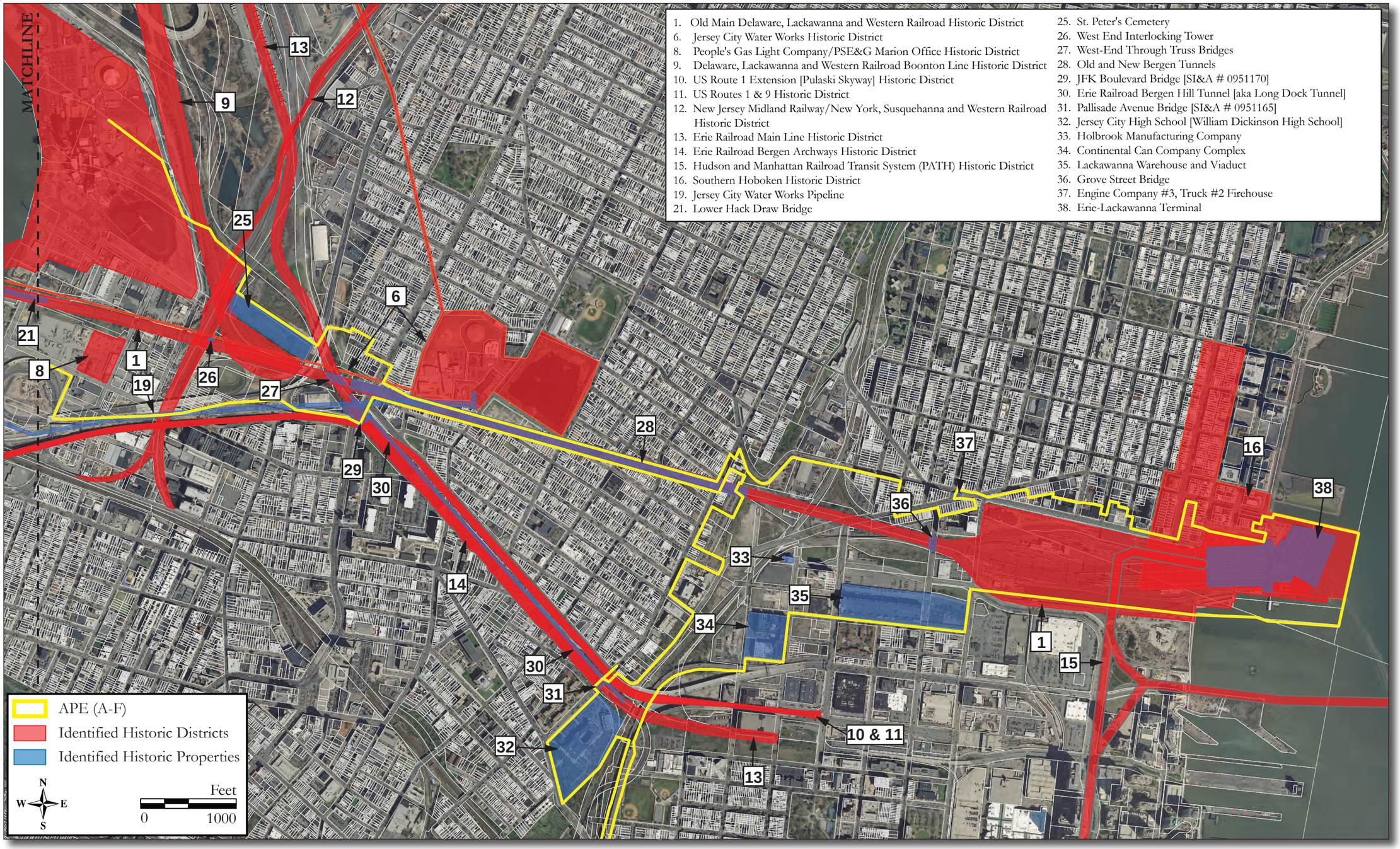

Figure 4.1b: Aerial photograph depicting previously-identified historic resources within the APE (A-F) (NJGIS Digital Orthographic Imagery, 2012).

Regulatory Surveys

More than 80 previous cultural resources surveys have been completed within 1,000 feet of the APE (A-F). The surveys were primarily associated with proposed road and infrastructure improvements and the construction or upgrading of wireless telecommunications facilities. Due to the exceedingly large number of previous surveys, only those within or adjacent to the APE (A-F), which identified historic architectural resources, will be discussed here. Previously identified resources without formal opinions of eligibility, which were surveyed at the intensive-level for this report, are discussed in Section 4.2, and NJHPO survey forms for these properties can be found in Attachment D. All previously-identified NJR and NR-eligible and listed historic architectural resources are discussed in detail in Section 4.3.

More than 55 of these cultural resources surveys identified historic architectural resources within or adjacent to the APE (A-F). Many of these surveys focused on the continued study of the history, preservation, and ongoing restoration and upkeep of the NJR and NR-listed Erie-Lackawanna Terminal (CRMS 1978; Richard Grubb & Associates, Inc. 2009; Ford Farewell Mills and Gatsch 1994; Beyer Blinder Belle Architects & Planners 2002, 2005; Hayles & Howe, Inc. 2004; Lynn Drobbin and Associates 1997a, 2001; TAMS Consultants, Inc. 1993; JHPA 1990; and Marshall 1981). In addition, several surveys identified historic properties and districts in the vicinity of the Erie-Lackawanna Terminal. Identified historic resources included the terminal, as well as the NR-eligible Southern Hoboken Historic District, Old Main DL&WRR Historic District, and PATH Historic District, and the NJR and NR-listed Engine Company #3, Truck #2 Firehouse (Heritage Studies 1982; Kraft 1978, 1979; Dolan Research, Inc. 1997; Geismar 1998; ARCH2 2001a, 2002b, 2002c, 2002d; Louis Berger & Associates, Inc. 1983; Richard Grubb & Associates, Inc. 2003, 2006a, 2009; RGA 2015; Lynn Drobbin and Associates 1995a, 1995b, 1998, 2001; CRCG 2003; Parsons Brinkerhoff 1992).

Multiple studies have been conducted in relation to proposed wireless communications projects within the APE (A-F), several of which also identified the Erie-Lackawanna Terminal, the Southern Hoboken Historic District, the Old Main DL&WRR Historic District, and the Engine Company #3, Truck #2 Firehouse (ARCH2 2002a, 2002b, 2002c, 2002d; A&HC 2004a). These surveys also examined the NR-eligible Old and New Bergen Tunnels and the Lackawanna Warehouse and Viaduct (ARCH2 2002a; A&HC 2004a). One wireless communications report identified the NJR and NR-listed US Route 1 Extension [Pulaski Skyway] Historic District and the NR-eligible US Routes 1 & 9 Historic District (Richard Grubb & Associates, Inc. 2002b).

Two wireless communications reports identify above-ground resources more than 50 years of age within the APE (A-F) which had not been previously identified as listed in or eligible for the NJR and NR (A&HC 2004a; ARCH2 2002a). A 2002 report by ARCH2 identified the R. Neumann & Co. Manufactory at 300 Observer Highway, the former Caulfield Association Building at 3-5 Henderson Street, and the commercial building at 497-499 Observer Highway (now the Fields Development Group Building) in Hoboken, as well as the Kobrick Coffee Company Building at 693-697 Luis Marin Boulevard in Jersey City (ARCH2 2002a). A 2004 study by Archaeological & Historical Consultants, Inc. (A&HC) identified the industrial building at 833 Jersey Avenue (most recently in use as the National Retail Transportation Building) in Jersey City (A&HC 2004a). Concise, one-page historic survey forms were completed for each property, and all identified properties were recommended not eligible for listing in the NR by the respective consultant. As the buildings are located within the APE (A-F) for the current project, all five were surveyed at the intensive-level for this HARBS and EA report.

Previous cultural resources surveys also identified several listed and eligible resources located to the south of Hoboken, along the Palisades in Jersey City. These include the above-mentioned Lackawanna Warehouse and Viaduct and portions of the US Routes 1 & 9 Historic District and the US Route 1 Extension Historic District, as well as the NR-eligible Continental Can Company Complex and Holbrook Manufacturing Company, and the NJR and NR-listed Jersey City High School [William Dickinson High School] properties (Kardas and Larrabee 1979; Mary B. Dierickx Architectural Preservation Consultants 1997; Lichtenstein Consulting Engineers 1998; Lynn Drobbin and Associates 1998; Parsons Brinkerhoff 1992; PAL 2010). One of these surveys, conducted by the Public Archaeology Laboratory (PAL) in 2010, identified several of the above-listed properties as well

as the NR-eligible Erie Railroad Main Line Historic District, which runs northwest parallel to the US Routes 1 & 9 Historic District and the US Route 1 Extension Historic District through the APE (A-F) in Jersey City (PAL 2010).

Multiple surveys identify the Erie Railroad Main Line Historic District, along with the many associated individually eligible properties and historic districts (FTA 2008; Richard Grubb & Associates, Inc. 2006, 2008). In 2008, Richard Grubb & Associates, Inc. conducted a cultural resources investigation associated with improvements to Conrail's Erie Bergen Hill Tunnel and Waldo Yard Tunnel in Jersey City. The report identified six eligible and listed resources that are within the APE (A-F) for the present project, including the Erie Railroad Main Line Historic District and several associated districts and resources. The associated NR-eligible resources included the Erie Railroad Bergen Archways Historic District, the Erie Railroad Bergen Hill Tunnel, and the West End Through Truss Bridges. The report also identified the Old Main DL&WRR Historic District and the NR-eligible St. Peter's Cemetery. As a result of the investigation, the project was found to have an adverse impact on the Bergen Hill Tunnel, as well as the Erie Railroad Main Line Historic District, due to alterations proposed for the interior lining of the historic tunnel. Suggested mitigation measures included context-sensitive design and Historic American Engineering Record (HAER) recordation of the tunnels (Richard Grubb & Associates, Inc. 2008).

St. Peter's Cemetery has been identified in numerous cultural resources reports (NJDOT 1980; FTA 2008a, 2008b; Geismar 1992; Kise Franks & Straw 1995). The 2008 Final Environmental Impact Statement for the Access to the Region's Core (ARC) project, which identified the cemetery, also identified several NR-eligible railroad historic districts within the APE (A-F) for the current project. These include the Old Main DL&WRR Historic District, the Pennsylvania Railroad New York to Philadelphia Historic District, the Erie Railroad Main Line Historic District, the DL&WRR Boonton Line Historic District, and the New York, Susquehanna and Western Railroad Historic District (FTA 2008b). The Hackensack River Lift Bridges Historic District and the Lower Hack Draw Bridge within it, the West End Interlocking Tower, the PSE&G Marion Office Historic District, and the Edison Battery Company property, all eligible resources within the APE (A-F) for the current project, were also identified in this report. The APEs for both projects overlap in portions of Jersey City and the Town of Kearny (FTA 2008b). Many of these resources were also identified in a 2009 Langan Engineering report regarding the Standard Chlorine Chemical Company Site, an archaeological site located in the vicinity of the Edison Battery Company Property in the northwest portion of the APE (A-F) for the current project and the Portal Bridge Capacity Enhancement Project (Langan Associates 2009; FRA 2008).

The ARC and Portal Bridge projects also identified Substation 4 as a NR-eligible resource. Substation 4, along with its sibling, Substation 3, was researched in detail in relation to the Secaucus Transfer Project (NJTRANSIT 1994). The substations are surviving components of the Penn Station project, undertaken by the Pennsylvania Railroad in the early twentieth century to provide uninterrupted access to Manhattan. As a result of the 1994 report, both substations were found eligible for listing in the NJR and NR (Hall 1994a).

The Hackensack River Lift Bridges Historic District and the individual bridges within it were identified in a few additional surveys (RBA 2001, 2004; Richard Grubb & Associates, Inc. 2002b, 2007a; Lynn Drobbin and Associates 2008). The historic district, along with the NR-eligible Pennsylvania Railroad Harsimus Branch (Conrail/CSX) Bridge over the Hackensack River and the Pennsylvania Railroad Bridge (PATH) over the Hackensack River, were surveyed at the intensive-level by Richard Grubb & Associates, Inc. in 2002. It was this survey that led to the bridges and the larger Historic District receiving opinions of eligibility from the NJHPO. The other two bridges in the district, the Lower Hack Draw Bridge and the Wittpenn Bridge, had received prior opinions of eligibility. As adverse effects were anticipated for the historic district and several contributing bridges, context-sensitive design and HAER recordation were recommended as potential mitigation options. The intensive-level survey identified one other resource within the APE (A-F) for the current project, the Nabisco Warehouse at 228 Broadway in Jersey City, but this resource was not recommended eligible for listing

in the NJR or NR (Richard Grubb & Associates, Inc. 2002b). The resource was reexamined as a part of the current survey, and the updated survey form is located in Attachment D.

In addition to identifying the Hackensack River Lift Bridges Historic District, and three of the four bridges within it, a 2004 survey by the RBA Group identified the NR-eligible PSE&G Kearny Generating Station within the APE (A-F) for the current project (RBA 2004). One previously-unevaluated resource, the Pennsylvania Avenue Food Distribution/Warehouse Complex at 123-125 Pennsylvania Avenue, was also identified as a part of this survey. The RBA Group did not recommend the complex as eligible for listing in the NJR and NR (RBA 2004: 12-13). The resource was reexamined as a part of the current survey, and an updated survey form can be found in Attachment D.

Two additional previously-identified historic resources cross through the western and central portions of the APE (A-F): the Jersey City Water Works Pipeline and the Jersey City Water Works Historic District. The pipeline and district have been extensively studied, mapped, and documented over the past 15 years (Richard Grubb & Associates, Inc. 2002b, 2007b; RBA 2001, 2004, 2006, 2007, 2009; Langan Engineering 2009).

RGA recently conducted a HARBS for NJ TRANSIT's Hoboken Yard Major Electrical Repairs project, which proposes to undertake repairs and resiliency improvements to the Hoboken Terminal Yard Power assets damaged by Super Storm Sandy. Impacts associated with this proposed project consisted primarily with the installation of 36 monopoles located on both sides of the NJ TRANSIT ROW from the Erie-Lackawanna Terminal at the east end of the project area to Harrison Street at the west end of the project area. The monopoles are proposed to be 60 feet in height, and the APE for the project is similar to the APE (A-F) for the current project east of the Palisades. The report identified ten NR-eligible and listed resources, all of which are identified in the current survey. Of the 12 additional identified properties over 50 years of age, ten are also located within the APE (A-F) for this survey. All ten of these resources were examined as a part of the current survey as well, and intensive-level survey forms for these resources are located in Attachment D. Of the resources, only the R. Neumann & Co. Factory Complex was found to be eligible for listing in the NJR and NR. This resource is discussed in further detail in Section 4.3 along with all of the previously identified eligible and listed resources noted above.

NJ TRANSIT Historic Railroad Bridge Survey

The NJ TRANSIT Historic Railroad Bridge Survey was completed in 1991 as a joint effort between NJ TRANSIT and DeLeuw, Cather and Company. The survey identified historic railroad bridges along commuter rail lines in New Jersey which are either owned or maintained by NJ TRANSIT. Of the many bridges surveyed, 16 railroad-related historic resources were identified within the APE (A-F) for the current project. Of these resources, seven were recommended eligible for listing in the NR: the Grove Street Bridge; the Old Bergen Tunnel; the New Bergen Tunnel; the West End Baltimore Truss Bridges; the Duffield Avenue Bridge; and the Lower Hack Draw Bridge (DeLeuw, Cather and Company 1991). All seven resources are located within the Old Main DL&WRR Historic District and six of them are individually eligible for listing in the NR. The Duffield Avenue Bridge is considered an element of the larger Lower Hack Draw Bridge and does not have a standalone opinion of eligibility. The eligible resources are discussed in detail in Section 4.3.

New Jersey Historic Bridge Survey

The New Jersey Historic Bridge Survey was sponsored by the New Jersey Department of Transportation (NJDOT). All bridges in the state built prior to 1947 were surveyed and assessed as to their eligibility for listing in the NJR and NR. Eleven bridges within the APE (A-F) for the current project were surveyed, six of which were recommended as individually eligible for listing in the NJR and NR: the US 1 & 9 Pulaski Skyway over Hackensack Meadows; NJ 139 over Conrail Bergen Archways Line; NJ 139 Eastbound (12th Street Viaduct); NJ 7 over Hackensack River; Palisade Avenue over Conrail Bergen Archways; and JKF Boulevard over Conrail Bergen Archways (A.G. Lichtenstein & Associates, Inc. 1994). Of these six resources, four have formal opinions of eligibility from the NJHPO. The NJ 139 Bridge over the Conrail Bergen Archways Line and the 12th Street Viaduct, while not individually eligible for listing in the NJR and NR, are contributing resources within the NJR and NR-listed

US Route 1 Extension [Pulaski Skyway] Historic District, and the NR-eligible Erie Railroad Bergen Archways Historic District and Erie Railroad Main Line Historic District. All 11 identified bridges are contributing resources to at least one historic district within the APE (A-F). The individually eligible bridges and the relevant eligible and listed historic districts are all discussed in detail in Section 4.3.

New Jersey Historic Roadway Survey

The New Jersey Historic Roadway Survey identified one historic Highway Era road within the APE (A-F): the Pulaski Skyway (KSK Architects Planners Historians, Inc. 2011: 169). The Pulaski Skyway is significant for its associations with its chief designer, engineer Sigvald Johannesson, for embodying a distinctive type and method of construction, and for its role in the development and expansion of the highway system in the state of New Jersey (KSK Architects Planners Historians, Inc. 2011: 100). The Pulaski Skyway is a contributing resource within the NJR and NR-listed US Route 1 Extension [Pulaski Skyway] Historic District, discussed in further detail in Section 4.3.

4.2 Survey of Historic Architectural Resources

Work for the HARBS report included an intensive-level architectural field survey conducted on May 9, 2016 and consisted of an examination of resources more than 50 years of age in the APE (A-F). Fieldwork reconnaissance identified 48 previously unevaluated resources within the APE (A-F) which possessed sufficient architectural integrity to warrant recordation on individual survey forms. Intensive-level historic architectural surveys were completed for these 48 resources (see Attachment D). In Hoboken, the surveyed resources generally consisted of late-nineteenth and early-twentieth-century industrial buildings and complexes erected on made land that was advantageously situated adjacent to the railroad ROW. In Kearny, resources consisted of industrial sites and complexes that utilized the available open land and the numerous transportation routes that traverse the area. Resources in Jersey City included a mixture of late nineteenth and early twentieth century residential, commercial and municipal buildings related to the ongoing growth and expansion of the Heights area of Jersey City over that period of time.

While conducting the field survey, a small railroad-related concrete structure was identified on the west side of the Hackensack River, adjacent to the NR-eligible Pennsylvania Railroad (PATH) Bridge over the Hackensack River. The structure is located within the boundaries of the NR-eligible Hackensack River Lift Bridges Historic District. Preliminary research revealed that the structure is an example of a Pennsylvania Railroad "relay house," likely constructed during the first half of the twentieth century. Relay houses stored the carrier's telecommunications or signaling equipment. As an example of a common railroad-related building type, the resource is not likely individually eligible for listing on the NR. Due to its location below the Pennsylvania Railroad (PATH) Bridge, the building likely relates to the Pennsylvania Railroad's construction and use of the railroad bridge. As such, the relay house may be a contributing resource within the Hackensack River Lift Bridges Historic District, to which the Pennsylvania Railroad (PATH) Bridge also contributes. The assessment of previously-unsurveyed resources located within historic districts is beyond the scope of this study. As such, an individual survey form was not prepared for this structure as a part of this report. Project effects on the historic district as a whole are assessed in Section 4.4.

During the course of this survey, two surveyed resources were identified and recommended as individually eligible for listing in the NJR and NR: Belvedere Court and the R. Neumann & Co. Factory Complex (RGA25 and RGA48; Figures 4.1a-b). These resources are discussed in detail in Section 4.3.

Figures 4.2a-b show the locations of the 48 resources more than 50 years of age identified within the APE (A-F) and surveyed at the intensive level. The intensive-level architectural survey, including individual building descriptions, historical development, and assessments of significance, integrity, and NR eligibility, has been conducted in accordance with the NJHPO Guidelines for Architectural Survey (NJHPO 1999) and has been compiled on the NJHPO Intensive Level Architectural Survey Forms located in Attachment D. Table 4.2 summarizes the architectural properties identified during the survey for this report.

Figure 4.2a: Aerial photograph depicting the location of surveyed resources within the APE (A-F) (NJGIS Digital Orthographic Imagery, 2012).

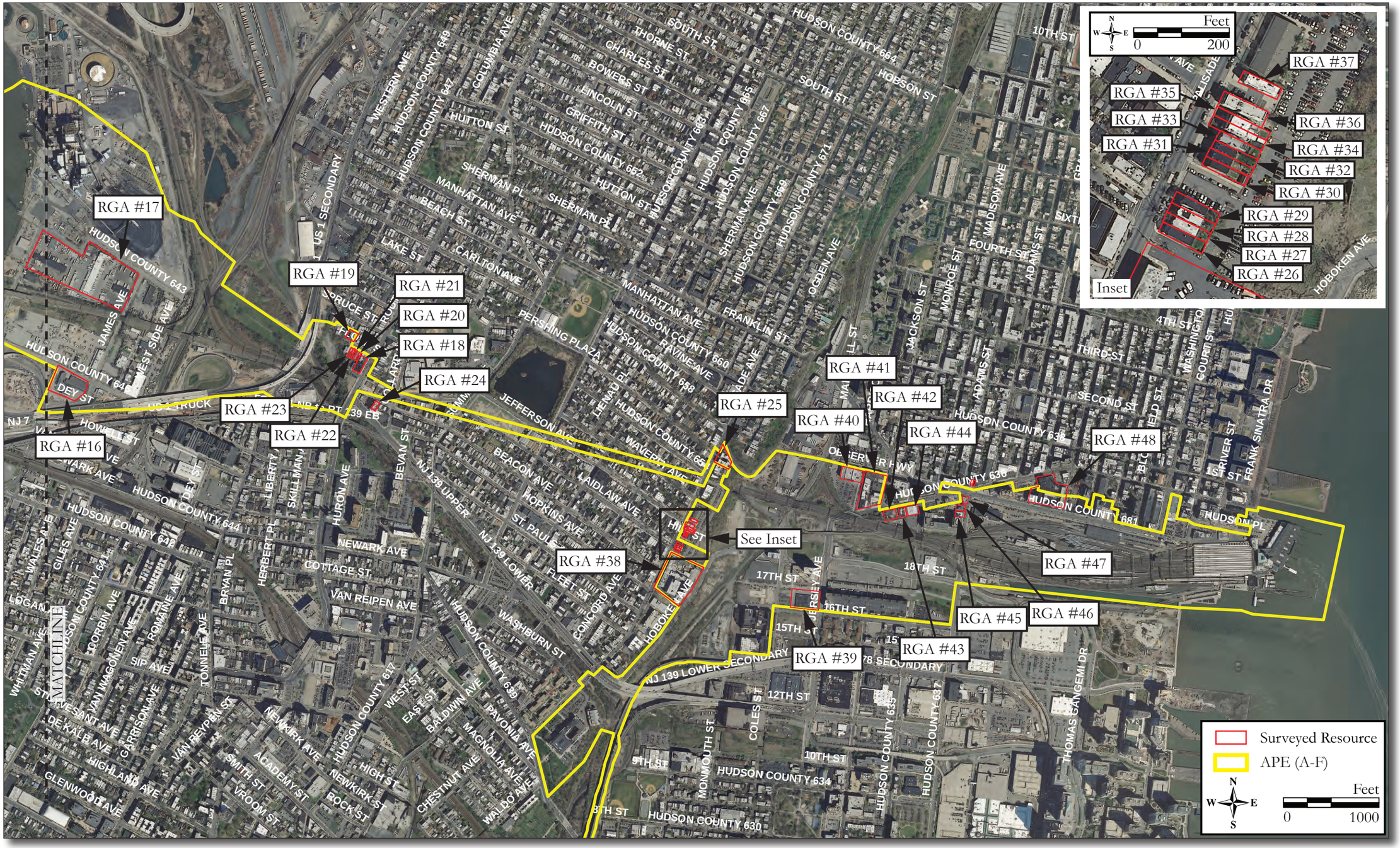

Figure 4.2b: Aerial photograph depicting the location of surveyed resources within the APE (A-F) (NJGIS Digital Orthographic Imagery, 2012).

Table 4.2: Summary of surveyed historic architectural properties.

Resource ID	Property Name/Address	Municipality	Previous Survey	Eligibility
RGA01	CSX Intermodal Police Headquarters/25 Pennsylvania Avenue	Town of Kearny	Previously un-surveyed	Recommended not eligible
RGA02	31 Pennsylvania Avenue	Town of Kearny	Previously un-surveyed	Recommended not eligible
RGA03	60-70 Pennsylvania Avenue	Town of Kearny	Previously un-surveyed	Recommended not eligible
RGA04	115 Jacobus Avenue	Town of Kearny	Previously un-surveyed	Recommended not eligible
RGA05	Syncon Resins/89 Jacobus Avenue	Town of Kearny	Previously un-surveyed	Recommended not eligible
RGA06	Syncon Resins/81 Jacobus Avenue	Town of Kearny	Previously un-surveyed	Recommended not eligible
RGA07	Lloyd A. Fry Roofing Company/55 Jacobus Avenue	Town of Kearny	Previously un-surveyed	Recommended not eligible
RGA08	58 Jacobus Avenue	Town of Kearny	Previously un-surveyed	Recommended not eligible
RGA09	Egyptian Lacquer Manufacturing Company Kearny Plant/64-84 Jacobus Avenue	Town of Kearny	Previously un-surveyed	Recommended not eligible
RGA10	48 Third Street	Town of Kearny	Previously un-surveyed	Recommended not eligible
RGA11	286 Central Avenue	Town of Kearny	Previously un-surveyed	Recommended not eligible
RGA12	Public Service Electric and Gas Company (PSE&G) Third Street Substation	Town of Kearny	Previously un-surveyed	Recommended not eligible
RGA13	123 Pennsylvania Avenue	City of Jersey City	Recommended not eligible (RBA 2004).	Recommended not eligible
RGA14	Owens-Corning Trumbull Kearny Plant/1249 Newark-Jersey City Turnpike	City of Jersey City	Previously un-surveyed	Recommended not eligible
RGA15	133 Halleck Avenue	City of Jersey City	Recommended not eligible (Richard Grubb & Associates, Inc. 2002b)	Recommended not eligible
RGA16	United Parcel Service Distribution Center/441-465 St. Paul's Avenue	City of Jersey City	Previously un-surveyed	Recommended not eligible
RGA17	Old Dominion Freight Line Company /136 Duffield Avenue	City of Jersey City	Previously un-surveyed	Recommended not eligible
RGA18	3139-3149 John F. Kennedy Boulevard	City of Jersey City	Previously un-surveyed	Recommended not eligible
RGA19	20 Floyd Street	City of Jersey City	Previously un-surveyed	Recommended not eligible
RGA20	9 Floyd Street	City of Jersey City	Previously un-surveyed	Recommended not eligible
RGA21	13 Floyd Street	City of Jersey City	Previously un-surveyed	Recommended not eligible
RGA22	15 Floyd Street	City of Jersey City	Previously un-surveyed	Recommended not eligible
RGA23	17 Floyd Street	City of Jersey City	Previously un-surveyed	Recommended not eligible

Table 4.2; cont.

Resource ID	Property Name/Address	Municipality	Previous Survey	Eligibility
RGA24	251 Beacon Avenue	City of Jersey City	Previously un-surveyed	Recommended not eligible
RGA25	Belvedere Court /264-270 Palisade Avenue	City of Jersey City	Recommended eligible (Mary B. Dierickx Architectural Preservation 1985)	Recommended eligible
RGA26	188 Palisade Avenue	City of Jersey City	Previously un-surveyed	Recommended not eligible
RGA27	190 Palisade Avenue	City of Jersey City	Previously un-surveyed	Recommended not eligible
RGA28	192 Palisade Avenue	City of Jersey City	Previously un-surveyed	Recommended not eligible
RGA29	194 Palisade Avenue	City of Jersey City	Previously un-surveyed	Recommended not eligible
RGA30	200 Palisade Avenue	City of Jersey City	Previously un-surveyed	Recommended not eligible
RGA31	202 Palisade Avenue	City of Jersey City	Previously un-surveyed	Recommended not eligible
RGA32	204 Palisade Avenue	City of Jersey City	Previously un-surveyed	Recommended not eligible
RGA33	206 Palisade Avenue	City of Jersey City	Previously un-surveyed	Recommended not eligible
RGA34	208 Palisade Avenue	City of Jersey City	Previously un-surveyed	Recommended not eligible
RGA35	210 Palisade Avenue	City of Jersey City	Previously un-surveyed	Recommended not eligible
RGA36	212 Palisade Avenue	City of Jersey City	Previously un-surveyed	Recommended not eligible
RGA37	214-216 Palisade Avenue	City of Jersey City	Previously un-surveyed	Recommended not eligible
RGA38	Christ Hospital /176 Palisade Avenue	City of Jersey City	Previously un-surveyed	Recommended not eligible
RGA39	National Retail Transportation Inc. Building/ 815 Jersey Avenue	City of Jersey City	Recommended not eligible (Archaeological & Historical Consultants, Inc. 2004)	Recommended not eligible
RGA40	Hoboken Business Center/ 50 Harrison Street	City of Jersey City	Previously un-surveyed	Recommended not eligible
RGA41	R.B. Davis Company Plant/ Harrison Street, Newark Street, Jackson Street & Observer Highway	City of Jersey City	Previously un-surveyed	Recommended not eligible
RGA42	Windsor Wax Company/ 611-619 Newark Street	City of Jersey City	Previously un-surveyed	Recommended not eligible
RGA43	601 Newark Street	City of Jersey City	Previously un-surveyed	Recommended not eligible
RGA44	Hoboken Beer & Soda Outlet/ 559 Newark Street	City of Jersey City	Previously un-surveyed	Recommended not eligible
RGA45	Kobrick Coffee Company/ 693 Luis Marin Boulevard	City of Jersey City	Recommended not eligible (Arch^2, Inc. 2002)	Recommended not eligible
RGA46	3-5 Henderson Street	City of Hoboken	Recommended not eligible (Arch^2, Inc. 2002)	Recommended not eligible
RGA47	Fields Development Group Building/Newark Street and Henderson Street	City of Hoboken	Recommended not eligible (Arch^2, Inc. 2002)	Recommended not eligible
RGA48	R. Neumann & Co. Factory Complex/ 300 Observer Highway	City of Hoboken	Recommended not eligible (Arch^2, Inc. 2002)	Recommended eligible

4.3 Identification of Historic Properties

Of the 38 previously-identified historic resources and the 48 newly-identified resources surveyed at the intensive level within the APE (A-F), the HARBS found that 40 of these resources are eligible for or listed in the NJR and NR. The 40 resources consist of three historic properties and one historic district listed in the NJR and NR, and 15 historic districts and 21 historic properties eligible for listing in the NR. The locations of the 40 resources can be seen on Figures 4.3a-b. Plates 4.1 through 4.57 show the resources and are referenced on Figures 4.3a-b. Several plate captions have been edited to remove the word "transmission" and need to be updated in InDesign (see Plate Captions Word doc).

The previously-identified historic resources are listed as follows:

The Old Main Delaware, Lackawanna and Western Railroad Historic District (NJHPO Opinion: 9/24/1996)
The Old Main Delaware, Lackawanna and Western Railroad (DL&WRR) Historic District is eligible for the NJR and NR under Criteria A and C for its associations with Suburbanization, Transportation (commuter, passenger, and freight traffic), Engineering, and Architecture (Guzzo 1996a) (see Plates 4.1-4.17). The Morris & Essex Railroad (M&ERR), the predecessor to the DL&WRR, was constructed in 1837 and was instrumental in linking Morristown and points west with the greater New York area. The M&ERR was absorbed by the DL&WRR in 1868. Initially used for both passenger and freight service, the M&ERR was soon used exclusively for commuter service after the completion of the Boonton Cut-off in 1870. Initially, the M&ERR used the Erie Bergen Hill Tunnel to reach its own terminal in Hoboken. Later the DL&WRR opened its own tunnel above and slightly north of the Erie Bergen Hill Tunnel in 1877. A second parallel tunnel was completed in 1908 and two new through truss bridges were constructed to span the M&ERR tracks at the tunnel's western entrance. The period of significance of the historic district dates from the mid-1850s to circa 1930. The historic district boundaries generally conform to the historic ROW, though the width varies in select areas, and extend from the line's eastern terminus at the Hoboken Terminal in Jersey City, Hudson County to the Borough of Washington, Warren County, where it departs the historic route of the M&ERR to follow the historic route of the Warren Railroad through the communities of Buttzville, Manunka Chunk, and Delaware, all located in White Township, Warren County, continuing generally northwest and crossing the Delaware River north of the community of Columbia in Knowlton Township, Warren County, into Pennsylvania. The historic district extends over 80 miles across New Jersey, from the Hudson River at the east end to the Delaware River at the west end. Numerous contributing resources have been identified within the Old Main DL&WRR Historic District. Contributing property types include railroad stations, bridges, tunnels, interlocking towers and signal equipment, culverts, catenary and electrical system structures, civil engineering features (cuts, fills, embankments, retaining walls), railway yard facilities, and branch or side tracks.

Pennsylvania Railroad New York to Philadelphia Historic District (NJHPO Opinion: 10/2/2002)
The Pennsylvania Railroad New York to Philadelphia Historic District (PRRHD) is a linear historic district extending from New York to Philadelphia (see Plates 4.18-4.28). The PRRHD is eligible for the NJR and NR under Criterion A in the areas of Transportation, Engineering, and Commerce, and under Criterion C for its "distinctive and characteristic array of surviving cuts, embankments, grade separations, overgrade and undergrade bridges and culverts, stations, interlocking towers, and overhead catenary system" (Guzzo 2007). The period of significance for the district is 1863-1966, reflecting an annual increase to maintain the 50 year cut-off (Saunders 2015c).

Pennsylvania Railroad New York Bay Branch Historic District (NJHPO Opinion: 4/22/2005)
The Pennsylvania Railroad New York Bay Branch Historic District is eligible for listing in the NJR and NR under Criterion A in the area of Transportation for its contribution to the state's industrial, commercial, and urban expansion (see Plate 4.1). The district is also eligible under Criterion C in the area of Engineering and for the district's significant collection of contributing bridges, culverts, yards, and surviving overhead electrified catenary system (Guzzo 2005). Built in sections between 1889 and 1904 as part of the PRR's massive and comprehensive program to reach the Port of New York, the

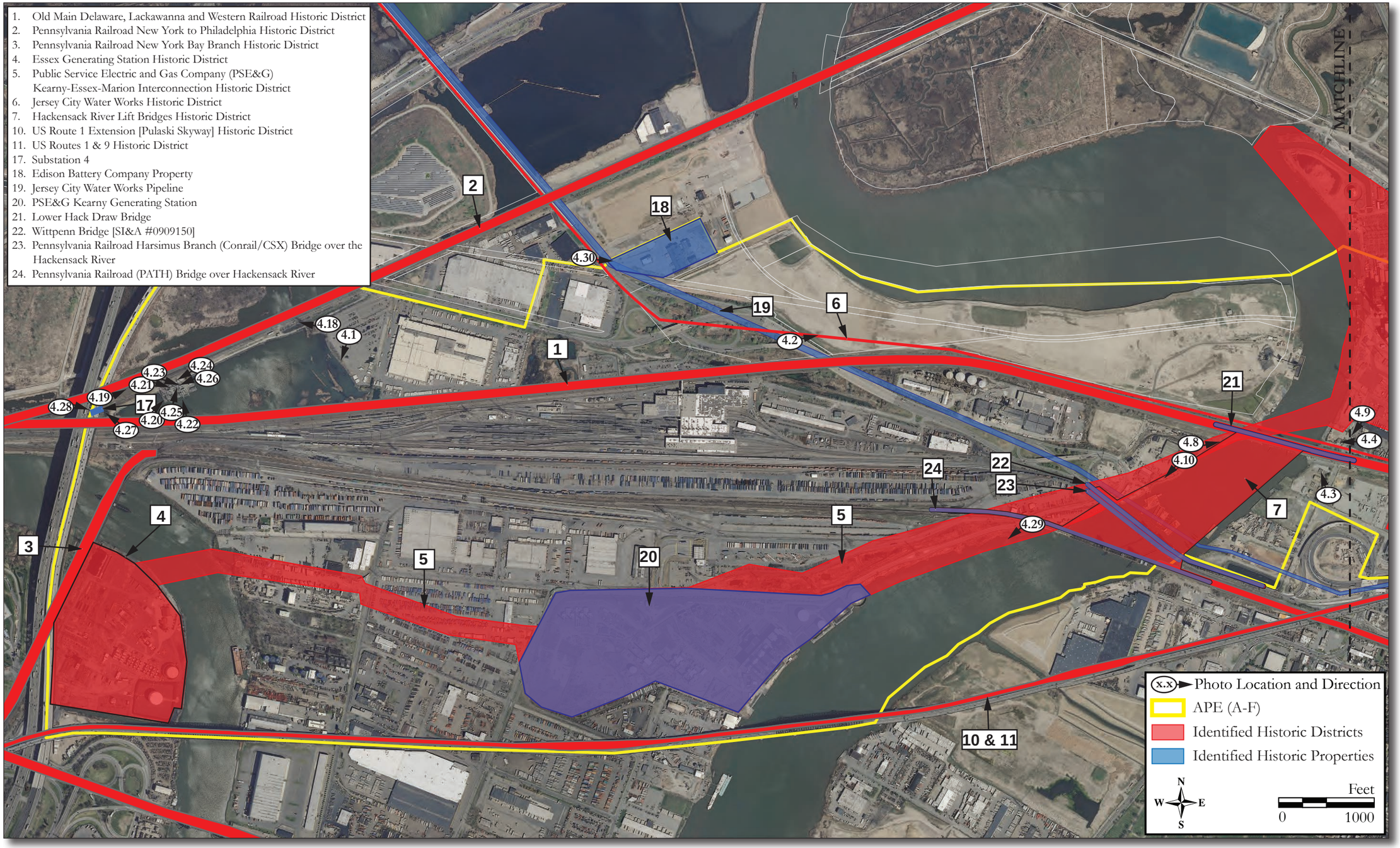

Figure 4.3a: Aerial photograph depicting the location of eligible and listed resources within the APE (A-F), and photograph locations and directions (NJGIS Digital Orthographic Imagery, 2012).

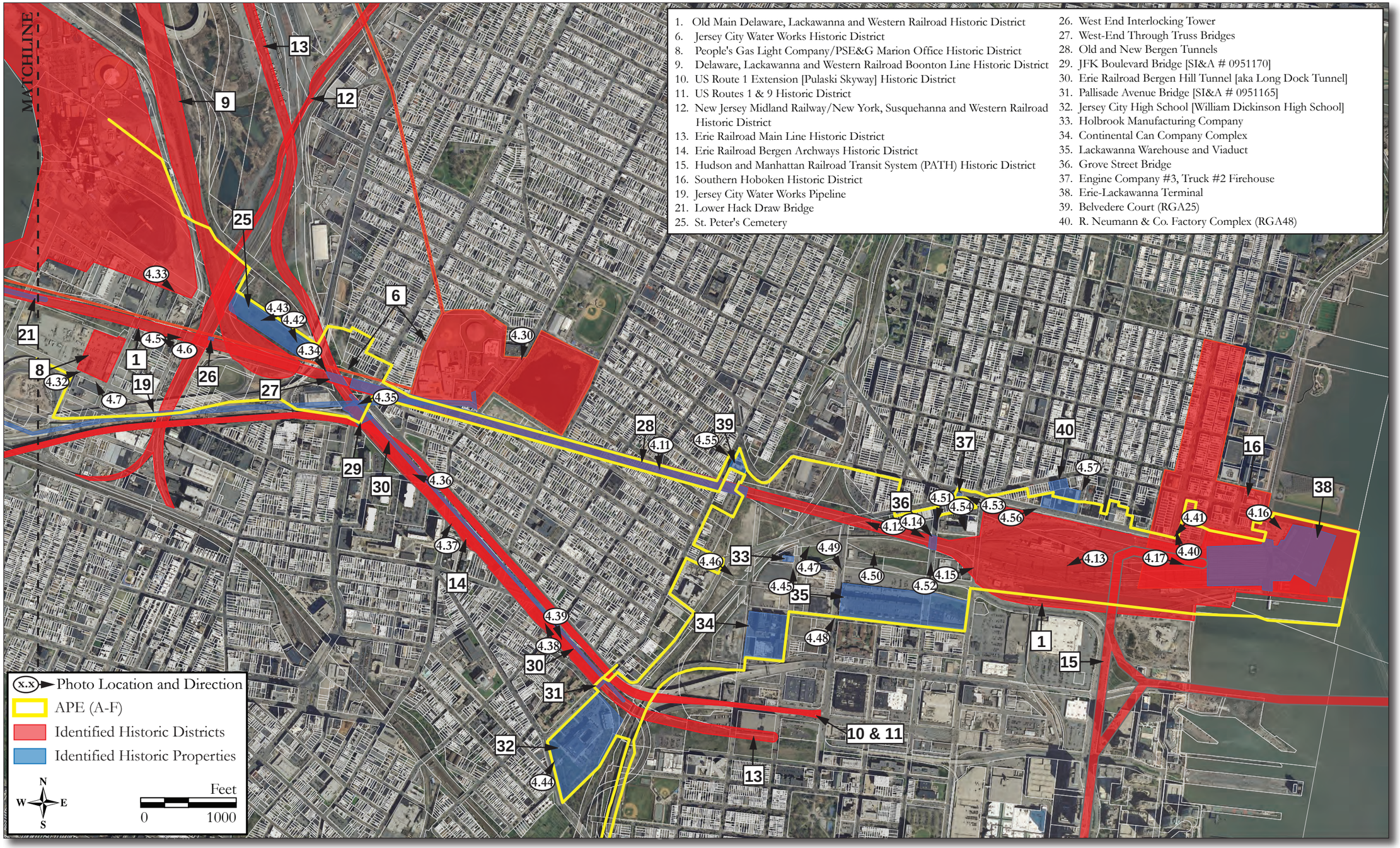

Figure 4.3b: Aerial photograph depicting the location of eligible and listed resources within the APE (A-F), and photograph locations and directions (NJGIS Digital Orthographic Imagery, 2012).

Plate 4.1: Overview, Town of Kearny, looking across Cedar Creek Marsh toward the Old Main DL&WRR Historic District, now the Morris & Essex line, with the Passaic River, the PRR New York Bay Branch Historic District, the US Route 1 Extension Historic District, the US Route 1&9 Historic District, and the PSE&G Kearny-Essex-Marion Interconnection Historic District in the background.

Photo view: Southwest

Photographer: Allee Davis

Date: October 15, 2015

Plate 4.2: Overview, Town of Kearny, looking across the Koppers Coke Peninsula Redevelopment Area and the proposed Main Facility Site toward the Hackensack River.

The Old Main DL&WRR Historic District, where the proposed electrical line will travel east to Jersey City is visible at right. The Jersey City Water Works Historic District and Jersey City Water Works Pipeline are located below ground at the center of the image. Numerous historic properties are visible in the background, including the Hackensack River Lift Bridges Historic District and the PSE&G Kearny-Essex-Marion Interconnection Historic District. The Manhattan skyline is visible in the distance.

Photo view: South; Photographer: Lynn Alpert; Date: June 23, 2016

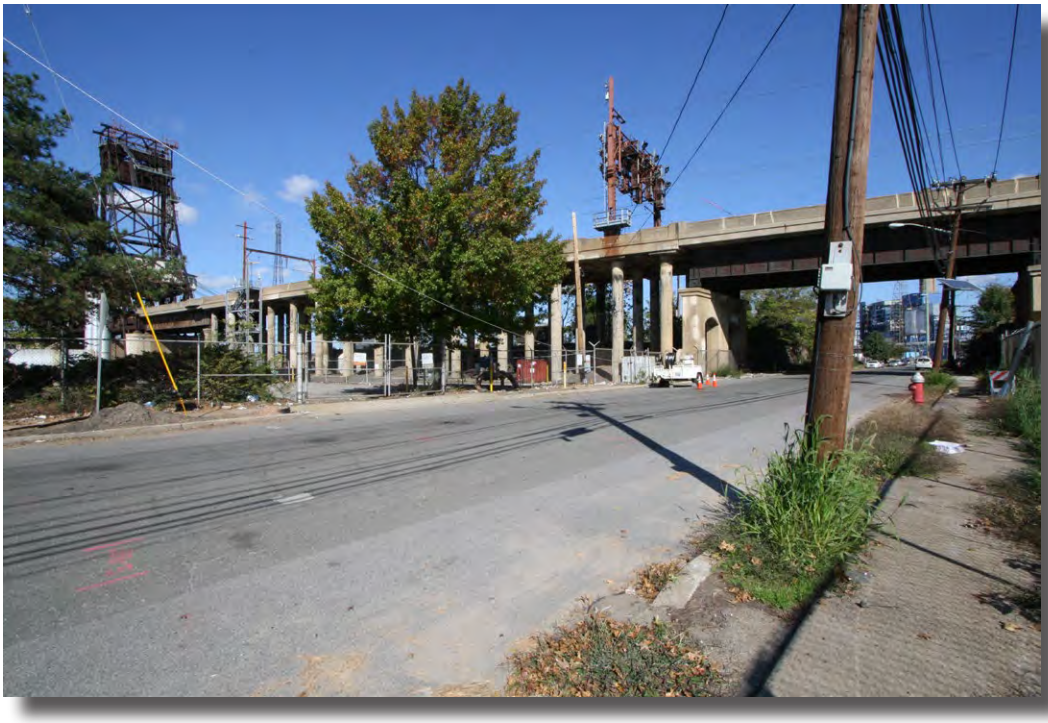

Plate 4.3: Overview, City of Jersey City, along the east bank of the Hackensack River with a view of the Old Main DL&WRR Historic District.

Photo view: Northwest

Photographer: Allee Davis

Date: October 15, 2015

Plate 4.4: Overview of the Old Main DL&WRR Historic District, City of Jersey City.

Photo view: West

Photographer: Allee Davis

Date: October 15, 2015

Plate 4.5: Overview of the Old Main DL&WRR Historic District with the West End Interlocking Tower visible in the background, City of Jersey City.

Photo view: Northeast

Photographer: Allee Davis

Date: October 15, 2015

Plate 4.6: Overview of the Old Main DL&WRR Historic District, City of Jersey City.

Photo view: Northwest

Photographer: Allee Davis

Date: October 15, 2015

Plate 4.7: Overview, City of Jersey City, with a view of the People's Gas Light Company/PSE&G Marion Office Historic District and the Lower Hack Draw Bridge in the Old Main DL&WRR Historic District.

Photo view: Northwest

Photographer: Allee Davis

Date: October 15, 2015

Plate 4.8: General view of the Lower Hack Draw Bridge along the Old Main DL&WRR Historic District as it crosses the Hackensack River, Town of Kearny.

Photo view: Northeast

Photographer: Allee Davis

Date: October 15, 2015

Plate 4.9: General view of the east approach to the Lower Hack Draw Bridge along the Old Main DL&WRR Historic District right-of-way where it crosses Duffield Avenue, City of Jersey City.

Photo view: Southwest

Photographer: Allee Davis

Date: October 15, 2015

Plate 4.10: General view of the Wittpenn Bridge and the Pennsylvania Railroad Harsimus Branch (Conrail/ CSX) Bridge, part of the Hackensack River Lift Bridges Historic District, over the Hackensack River, Town of Kearny.

Photo view: Southeast

Photographer: Allee Davis

Date: October 15, 2015

Plate 4.11: General view of the residential neighborhood atop the underground tunnel of the Old Main DL&WRR Historic District at the intersection of Waverly Street and Baldwin Avenue, City of Jersey City.

Photo view: South

Photographer: Allee Davis

Date: October 15, 2015

Plate 4.12: View from within the Old Main DL&WRR Historic District toward Palisades, with the Old and New Bergen Tunnels in the background, City of Hoboken and Jersey City.

Photo view: Southwest

Photographer: Laura Cushman

Date: December 22, 2015

Plate 4.13: View from within the Old Main DL&WRR Historic District, showing the route of the proposed electrical line with the Lackawanna Warehouse visible in background at left, City of Jersey City.

Photo view: Southwest

Photographer: Laura Cushman

Date: December 22, 2015

Plate 4.14: View from within the Old Main DL&WRR Historic District, showing the route of the proposed electrical line and the Grove Street Bridge, City of Hoboken and Jersey City.

Photo view: Southeast

Photographer: Laura Cushman

Date: December 22, 2015

Plate 4.15: View of the Henderson Street Substation and the Old Main DL&WRR Historic District, City of Jersey City.

Photo view: Northeast

Photographer: Allee Davis

Date: October 15, 2015

Plate 4.16: View of the Erie-Lackawanna Terminal from Erie-Lackawanna Park within the Southern Hoboken Historic District, City of Hoboken.

Photo view: Southeast

Photographer: Lynn Alpert

Date: February 11, 2016

Plate 4.17: View from within the Old Main DL&WRR Historic District showing the train shed at left and the Erie-Lackawanna Terminal in the left background, City of Hoboken.

Photo view: Southeast

Photographer: Laura Cushman

Date: December 22, 2015

Plate 4.18: Overview, Town of Kearny, looking toward the Pennsylvania Railroad New York to Philadelphia Historic District.

Photo view: Northwest

Photographer: Allee Davis

Date: October 15, 2015

Plate 4.19: Overview, Town of Kearny, looking toward the Pennsylvania Railroad New York to Philadelphia Historic District with the Substation 41 at right.

Photo view: Northeast

Photographer: Lynn Alpert

Date: September 13, 2016

Plate 4.20: Overview of Substation 41, with the Old Main DL&WRR Historic District visible in the background.

Photo view: Northeast

Photographer: Lynn Alpert

Date: September 13, 2016

Plate 4.21: Overview of Substation 41, with the Pennsylvania Railroad New York to Philadelphia Historic District right-of-way visible in the background.

Photo view: Southeast

Photographer: Lynn Alpert

Date: September 13, 2016

Plate 4.22: View of steel support structures, concrete pads, and transformers within Substation 41, with the Pennsylvania Railroad New York to Philadelphia Historic District right-of-way visible in the background.

Photo view: Northwest

Photographer: Lynn Alpert

Date: September 13, 2016

Plate 4.23: Detail of modern transformer mounted on a rail system and concrete pad within Substation 41.

Photo view: Southwest

Photographer: Lynn Alpert

Date: September 13, 2016

Plate 4.24: View of steel support structures and two extant late 1920s transformers.

Photo view: Southwest

Photographer: Lynn Alpert

Date: September 13, 2016

Plate 4.25: Detail of General Electric Company transformer with part of the American Brown Boven Company transformer at right.

Photo view: Northeast

Photographer: Lynn Alpert

Date: September 13, 2016

Plate 4.26: Detail of circa 1930 "CARNEGIE H USA" I-beam within the steel structural system, located immediately west of the extant transformers.

Photo view: Southwest

Photographer: Lynn Alpert

Date: September 13, 2016

Plate 4.27: View of Substation 4, looking toward the Pennsylvania Railroad New York to Philadelphia Historic District right-of-way.

Photo view: Northwest

Photographer: Lynn Alpert

Date: September 13, 2016

Plate 4.28: Detail of Substation 4's inscribed limestone panel on the primary elevation.

Photo view: Southeast

Photographer: Lynn Alpert

Date: September 13, 2016

Plate 4.29: General view toward the Hackensack River, with a view of the US Route 1 Extension Historic District, the US Route 1&9 Historic District, and the PSE&G Kearny-Essex-Marion Interconnection Historic District, with the Kearny Generating Station at right, Town of Kearny.

Photo view: Southwest

Photographer: Allee Davis

Date: October 15, 2015

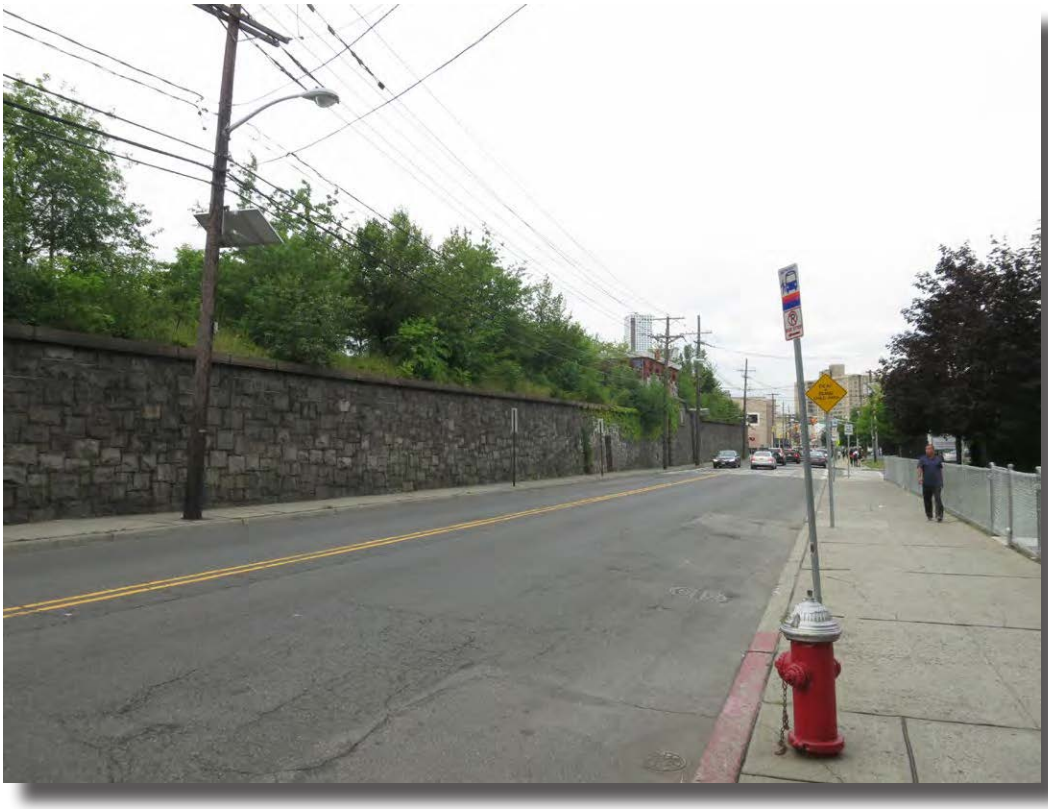

Plate 4.30: Overview along Summit Avenue within the Jersey City Water Works Historic District, looking toward the project area where the proposed electrical line would be run underground, City of Jersey City.

Photo view: South

Photographer: Lynn Alpert

Date: June 23, 2016

Plate 4.31: General view of the Edison Battery Company Property, Town of Kearny.

The Jersey City Water Works Historic District and the Jersey City Waterworks Pipeline are located below ground near the entrance to the property.

Photo view: East

Photographer: Lynn Alpert

Date: June 23, 2016

Plate 4.32: Overview, City of Jersey City, with a general view of the People's Gas Light Company/PSE&G Marion Office Historic District.

Photo view: Northeast

Photographer: Allee Davis

Date: October 15, 2015

Plate 4.33: Overview along Van Keuren Avenue looking toward the DL&WRR Boonton Line Historic District, City of Jersey City.

Photo view: Northeast

Photographer: Allee Davis

Date: October 15, 2015

Plate 4.34: View of the West-End Through Truss Bridges and entrance to the Erie Railroad Bergen Hill Tunnel within the Erie Railroad Main Line Historic District, City of Jersey City.

JFK Boulevard Bridge and the entrance to the Erie Railroad Bergen Archways Historic District are at right, behind the truss bridges.

Photo view: Southeast

Photographer: Lynn Alpert

Date: June 23, 2016

Plate 4.35: General view of the JFK Boulevard Bridge above the Erie Railroad Bergen Archways Historic District, City of Jersey City.

Photo view: Northwest

Photographer: Lynn Alpert

Date: June 23, 2016

Plate 4.36: General view of the Bevan and St. Paul Avenues Bridge over the Erie Railroad Bergen Archways Historic District, City of Jersey City.

Photo view: Northwest

Photographer: Lynn Alpert

Date: June 23, 2016

Plate 4.37: General view of the eastern wall of the Summit Avenue Bridge where it crosses the Erie Railroad Bergen Archways Historic District, City of Jersey City.

Photo view: Northeast

Photographer: Lynn Alpert

Date: June 23, 2016

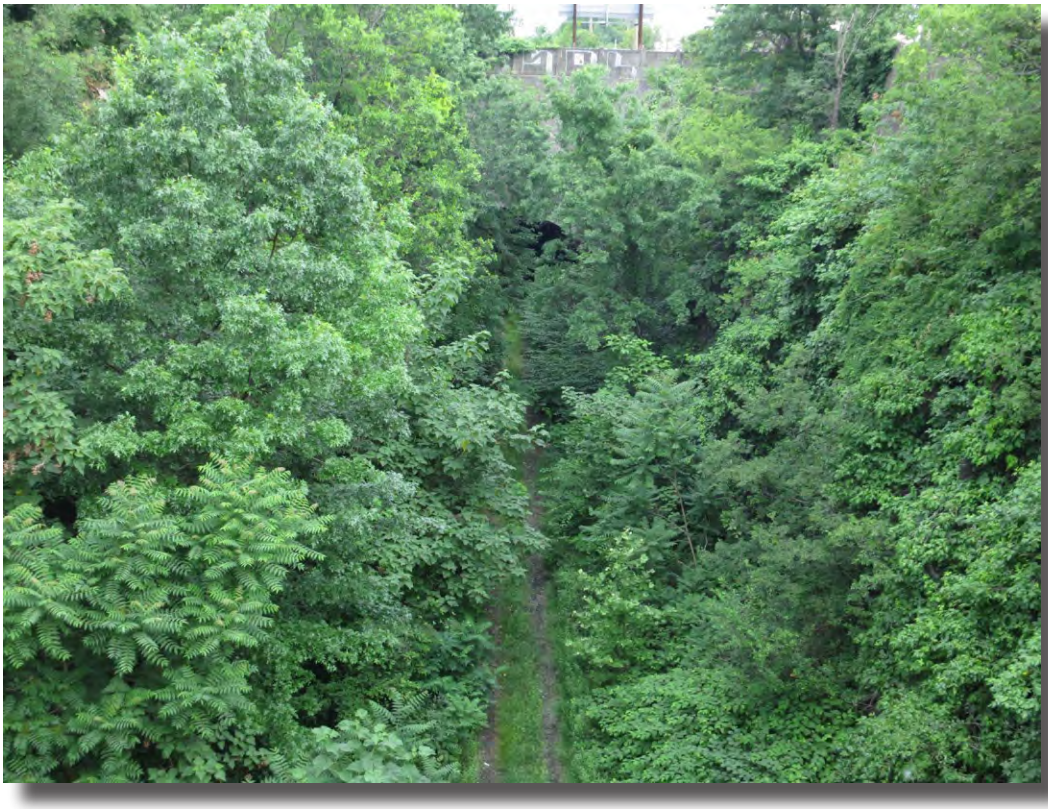

Plate 4.38: Overview of the Erie Railroad Bergen Archways Historic District, with the Central Avenue Bridge and Tunnel visible in the background, City of Jersey City.

Photo view: Northwest

Photographer: Lynn Alpert

Date: June 23, 2016

Plate 4.39: Overview of the Erie Railroad Bergen Archways Historic District, looking toward the Palisade Avenue Bridge, City of Jersey City.

Photo view: Southeast

Photographer: Lynn Alpert

Date: June 23, 2016

Plate 4.40: View from Observer Highway toward the southern end of the Southern Hoboken Historic District, City of Hoboken.

Photo view: Northwest

Photographer: Lynn Alpert

Date: February 11, 2016

Plate 4.41: View toward the proposed electrical line location within the Old Main DL&WRR Historic District, from the south end of the Southern Hoboken Historic District, City of Hoboken.

Photo view: Southwest

Photographer: Lynn Alpert

Date: February 11, 2016

Plate 4.42: General view of St. Peter's Cemetery, City of Jersey City.

Photo view: Southeast

Photographer: Allee Davis

Date: October 15, 2015

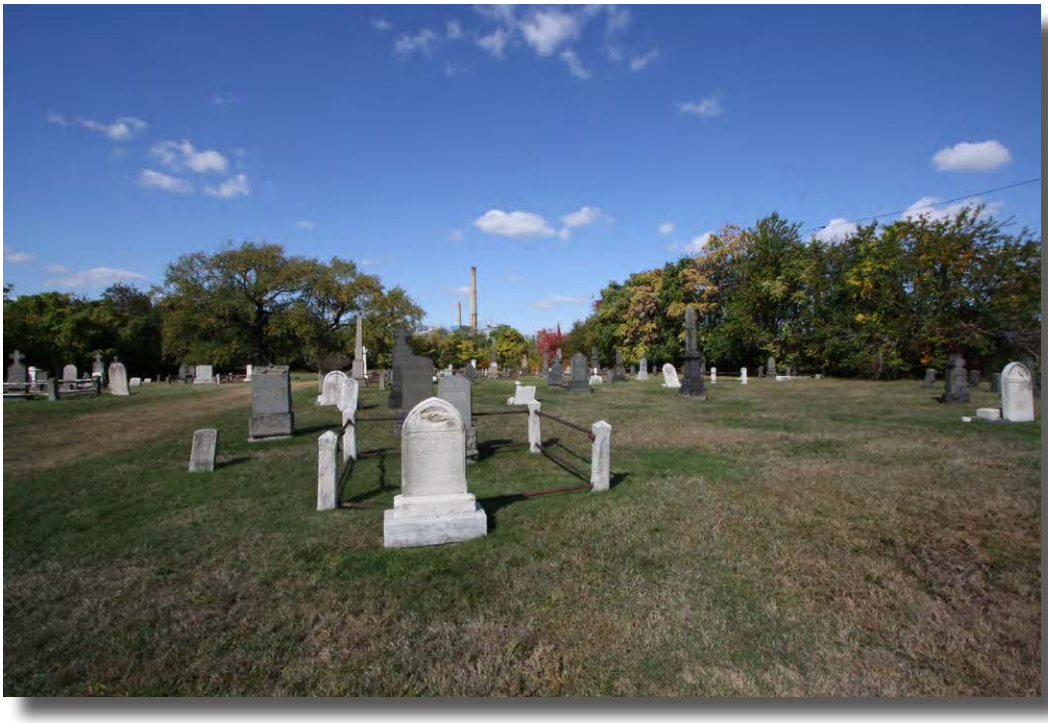

Plate 4.43: General view of St. Peter's Cemetery, City of Jersey City.

Photo view: Northwest

Photographer: Allee Davis

Date: October 15, 2015

Plate 4.44: General view of Jersey City High School, City of Jersey City.

Photo view: North

Photographer: Allee Davis

Date: October 15, 2015

Plate 4.45: General view of the Holbrook Manufacturing Company at the intersection of 18th Street and Cole Street, City of Jersey City.

Photo view: North

Photographer: Allee Davis

Date: October 15, 2015

Plate 4.46: General view toward the Continental Can Company Complex looking down from the bluff, City of Jersey City.

Photo view: Southeast

Photographer: Lauren Szeber

Date: February 9, 2016

Plate 4.47: View from the Holbrook Manufacturing Company toward the Old Main DL&WRR Historic District and the project area, City of Jersey City.

Photo view: Northeast

Photographer: Lynn Alpert

Date: February 16, 2016

Plate 4.48: View of the Lackawanna Warehouse and Viaduct, City of Jersey City.

Photo view: Southeast

Photographer: Lynn Alpert

Date: February 11, 2016

Plate 4.49: Overview of the APE along Jersey Avenue with a view of the Lackawanna Warehouse and Viaduct, Jersey City.

Photo view: Southeast

Photographer: Allee Davis

Date: October 15, 2015

Plate 4.50: View from the Lackawanna Warehouse and Viaduct, City of Jersey City, looking toward the DL&WRR Historic District and the City of Hoboken.

Photo view: North

Photographer: Lynn Alpert

Date: February 11, 2016

Plate 4.51: View of the Grove Street Bridge with the Lackawanna Warehouse visible in the background, on the opposite side of the Old Main DL&WRR Historic District, City of Jersey City.

Photo view: Southwest

Photographer: Lynn Alpert

Date: February 16, 2016

Plate 4.52: View of the Grove Street Bridge carrying the Morris & Essex line, City of Jersey City.

Photo view: North

Photographer: Allee Davis

Date: October 15, 2015

Plate 4.53: View of Engine Company #3, Truck #2 Firehouse, City of Hoboken.

Photo view: Northwest

Photographer: Lynn Alpert

Date: February 11, 2016

Plate 4.54: View from Engine Company #3, Truck #2 Firehouse toward the Old Main DL&WRR Historic District, City of Hoboken.

Photo view: Southeast

Photographer: Lynn Alpert

Date: February 11, 2016

Plate 4.55: View of Belvedere Court, City of Jersey City.

Photo view: Southeast

Photographer: Lauren Szeber

Date: May 9, 2016

Plate 4.56: View of the R. Neumann & Co. Factory Complex, City of Hoboken.

Photo view: Northeast

Photographer: Lynn Alpert

Date: February 16, 2016

Plate 4.57: View of the R. Neumann & Co. Factory Complex toward the DL&WRR Historic District, City of Hoboken.

Photo view: Southwest

Photographer: Lynn Alpert

Date: February 16, 2016

railroad became the critical link in both local and regional rail systems, enabling the PRR to secure a dominant place in the nation's busiest port and establishing itself as the country's largest railroad during the twentieth century. The railroad's period of significance extends from 1889, when the two predecessor railroads received their corporate charters, to 1945, when the railroad completed the last transfer bridge (Transfer Bridge No. 9) at the contributing Greenville Yard Piers in Greenville Yard, Jersey City, Hudson County, New Jersey. The boundaries of the eligible historic district are limited to the historic ROW and extend in two branches from Waverly Yard, Newark to the Passaic River and from Waverly Yard in Newark to Greenville Yard, Jersey City. The railroad is currently operated by the Consolidated Rail Corporation (Conrail) for freight service.

Essex Generating Station (NJHPO Opinion: 3/23/2015)
The Essex Generating Station (NJHPO Opinion: 3/23/2015) is a historic district eligible for listing in the NJR and NR under Criterion A. The property is significant as one of three facilities that provided electricity during a period of population growth and increased manufacturing in Newark and the surrounding area. Construction by PSE&G began in 1914, and by the end of the decade the station's output had quadrupled. Expansions of the Essex Generating Station continued through the 1930s. The district consists of five remaining elements, the most prominent of which is the large 1915 Classical Revival Switch House. The period of significance for the Essex Generating Station is 1915-1963. The district is also eligible as a contributing resource within the PSE&G Kearny-Essex-Marion Interconnection Historic District (Saunders 2015b).

Public Service Electric and Gas Company (PSE&G) Kearny-Essex-Marion Interconnection Historic District (NJHPO Opinion: 12/31/2013)
The PSE&G Kearny-Essex-Marion Interconnection (NJHPO Opinion: 12/31/2013) is eligible individually for listing in the NJR and NR under Criterion A in the areas of Engineering, Industry, and Commerce and under Criterion C as a significant and distinguishable entity (see Plates 4.1, 4.2, 4.29). The NJHPO Opinion does not identify a period of significance, but the survey that led to the opinion recommends the period of significance to extend from 1923 to 1964. The PSE&G Kearny-Essex-Marion Interconnection represents the utility's first successful application of high-tension transmission at 132,000 volts over steel lattice towers. The Interconnection enabled the utilities' three generating stations to work in parallel operation to supply and supplement the company's chief load centers around Newark and Jersey City. It also gave PSE&G the wherewithal to distribute high-voltage power over great distances through the company's new network of similar 132,000-volt transmission lines, creating a means to back-up and supplement power to the utility's internal system of generation and radial distribution networks and allow interconnection with neighboring utilities.

While the NJHPO Opinion does not identify contributing resources to the Kearny-Essex-Marion Interconnection, the survey form of the Interconnection completed for the New Jersey Historic Preservation Office that led to the NJHPO Opinion recommends that all original steel lattice transmission towers built within the period of significance be included. Additionally, because the design and construction of the identified historic property is integral to the construction of the NR-eligible PSE&G Kearny Generating Station (NJHPO Opinion: 5/3/2002), the latter is recommended as a key contributing resource to the PSE&G Kearny-Essex-Marion Interconnection Historic District.

Jersey City Water Works Historic District (NJHPO Opinion: 1/20/2003)
The Jersey City Water Works Historic District extends from the Boonton Reservoir to Jersey City and includes pipelines, reservoirs, meter houses, and other related resources (see Plates 4.2, 4.30, 4.31). These resources are located primarily underground. The district is nationally significant under Criterion A for its associations with public health and public works and under Criterion C in the area of Engineering. Because many of the associated resources are belowground, the Jersey City Water Works Historic District is eligible under Criterion D in the area of Archaeology. Its period of significance begins in 1851 and ends in 1925 (The RBA Group, Inc. 2002).

Hackensack River Lift Bridges Historic District (NJHPO Opinion: 5/3/2002)
The Hackensack River Lift Bridges Historic District includes four individually eligible bridges: Lower

Hack Bridge, Wittpenn Bridge (NJHPO Opinion: 2/7/2001), Pennsylvania Harsimus Branch Bridge (NJHPO Opinion: 5/3/2002), and Pennsylvania Railroad Bridge (NJHPO Opinion: 5/3/2002) (see Plates 4.2, 4.10). All four are post-World War I vertical lift bridges which are eligible under NR Criteria A and C in the areas of Transportation and Engineering (NJHPO Opinion: 5/3/2002). The district represents largely unaltered, operable, and increasingly rare examples of historically and technologically significant bridge types. The district's period of significance is 1928-1930 (Richard Grubb & Associates, Inc. 2002).

People's Gas Light Company/PSE&G Marion Office Historic District (NJHPO Opinion: 3/10/1999)
The People's Gas Light Company/PSE&G Marion Office Historic District is comprised of two buildings: the PSE&G Garage (c. 1924) and the People's Gas Light Company/PSE&G Office/Meter Shop (c. 1870) (see Plates 4.7, 4.32). The Office/Meter Shop was expanded and altered multiple times through the 1960s, giving the property its current configuration. Both the Office/Meter Shop and the Garage are constructed of brick. The district is eligible for the NJR and NR at the local level under Criteria A in the area of Industry. The two buildings on this property are the only extant remnants "what was at one time one of the most thriving industries within the Marion section of Jersey City" (The RBA Group 1999). The NJHPO Opinion does not indicate a period of significance.

Delaware, Lackawanna and Western Railroad Boonton Line Historic District (NJHPO Opinion: 9/18/2008)
The Delaware, Lackawanna & Western Railroad (DL&WRR) Boonton Branch Historic District (a.k.a. NJ TRANSIT Main Line) is eligible for listing in the NJR and NR under Criteria A and C for its associations with freight and passenger service, and for spurring the growth and development of industries and residences along the alignment (Saunders 2008) (see Plate 4.33). The DL&WRR leased the Morris & Essex Railroad (M&ERR) in 1868, then constructed and opened the so-called Boonton Cut-off in 1869-1870 to channel coal and freight traffic off the old M&ERR main line between Boonton and Hoboken. The Boonton Branch was built to the highest engineering standards of the day with gentle grades, long tangents, and generous curves for the efficient movement of freight. Construction and operation of the branch helped to solve problems with freight congestion and geographic impediments on the former M&ERR main line.

US Route 1 Extension [Pulaski Skyway] Historic District (NJR: 6/13/2005; NR: 8/12/2005)
The US Route 1 Extension is the 5-mile long eastern section of the 13.2-mile-long, limited access, four-lane approach road to the Holland Tunnel (see Plates 4.1, 4.29). The extension is composed of a series of five structures, designed between 1923 and 1932, that are linked by short sections of at-grade roadway (Lichtenstein Consulting Engineers 2003). The five structures located within the extension are the 12th Street Viaduct, Hoboken Avenue Viaduct, Conrail Viaduct, JFK Boulevard over Route 1 Extension, and the Pulaski Skyway. The US Route 1 Extension is listed on the NJR and NR under Criteria A and C for its historical and technological significance as an intact section of America's first superhighway (NJR: 6/13/2005; NR: 8/12/2005). The period of significance is defined as between 1923 and 1932. This section of the roadway was commissioned between 1923 and 1932 in order to alleviate the high volume of traffic associated with the Holland Tunnel (Lichtenstein Consulting Engineers 2003). The nomination included all road-related structures within the ROW that are associated with the highway's original design from the west side of Jersey Avenue in Jersey City through the Pulaski Skyway to a point where that viaduct transitions into a surface roadway (Lichtenstein Consulting Engineers 2003).

US Routes 1 & 9 Historic District (NJHPO Opinion: 3/8/1996)
The US Routes 1 & 9 Historic District received a formal opinion of eligibility from the NJHPO on June 3, 1991 (Guzzo 1996b). In 1992, the original NJHPO Opinion was rescinded due to administrative concerns raised by the NJDOT (Guzzo 1996b) (see Plates 4.1, 4.29). On March 8, 1996, the US Routes 1 & 9 Historic District was determined eligible for listing on NR under Criteria A and C in the areas of Transportation and Engineering. Completed in 1932, the district was the first example of a highway where the basic concepts of predictive formulae for assessing future traffic loads was applied (Guzzo 1996b). The district was also one of the first roadways to be specifically designed to accommodate high speed automobile and heavy commercial truck use. The eligible historic district

measures 6.25 miles in length and extends from the mouth of the Holland Tunnel to Station 351+35 and includes all associated features.

New Jersey Midland Railway/New York, Susquehanna and Western Railroad Historic District (NJHPO Opinion: 4/25/2006 and 1/30/2015)

The New York, Susquehanna and Western (NYS&W) Railroad Historic District first received an opinion of eligibility from the NJHPO for listing in the NJR and NR in 2006 (Guzzo 2006b). The NJHPO Opinion was limited to the portion of the railroad ROW that had been surveyed at that time, located in North Bergen Township, to the north of the APE (A-F) for the current project. The district is eligible under Criterion A for its association with important patterns of history, and Criterion C for its Engineering significance. The NYS&W was one of three railroads to carry passengers and freight through the mountainous Highlands Region of northern New Jersey, and remains an intact and well-preserved example of a mid-nineteenth century railroad (NJTRANSIT 2006: 167-168).

As an extension of the NYS&W Railroad Historic District, the newly-titled New Jersey Midland Railway / New York, Susquehanna and Western Railroad Historic District received an updated opinion of eligibility from the NJHPO in 2015. The opinion extended the eligible resource south to Jersey City, within the APE (A-F) for the current project. The district is still eligible for listing under Criteria A and C. The opinion letter also notes that the district has the potential to be eligible under Criterion D as well, depending on future archaeological survey findings. This southern portion of the district is significant as a reflection of the importance of the railroad industry as the nineteenth century drew to a close, due to the many consolidated railroad companies that are associated with the line during its initial construction in the 1870s. The period of significance for the New Jersey Midland Railway / New York, Susquehanna and Western Railroad Historic District is from 1873 to 1953, reflecting eight decades of rapid railroad corridor development (Saunders 2015a).

Erie Railroad Main Line Historic District (NJHPO Opinion: 2/20/2003)

The Erie Railroad Main Line Historic District (NJHPO Opinion: 2/20/2003) was first identified in 1999 and determined eligible under the name of the Erie Railroad Main Line Historic District (former NJHPO Opinion: 3/10/1999) (see Plate 4.34). The Erie Railroad Main Line Historic District is eligible for listing on the NJR and NR under Criteria A and C in the areas of Transportation and Engineering (Guzzo 1999c, 2006; Payne 2003). The recommended period of significance for the district extends from 1831, with the incorporation of the predecessor Paterson & Hudson River Railroad (P&HRRR), to 1960 and the merger of the ERR with the DL&WRR to form the Erie-Lackawanna Railroad (ELRR). The historic district's identified boundary begins at the eastern end of the Erie Bergen Hill Tunnel and the Bergen Arches in Jersey City and extends westward along the railroad's historic ROW to an undetermined point. A subsequent update to the NJHPO Opinion (3/7/2006) expanded the district boundary to include the NJ TRANSIT Bergen County Line, which departs the Erie Main Line Historic District at Rutherford Junction, Bergen County and rejoins the Main Line at Ridgewood Junction, Bergen County (Guzzo 2006a). Both the Erie Railroad Bergen Hill Tunnel (NJHPO Opinion: 4/27/2000) and the Erie Railroad Bergen Archways Historic District (NJHPO Opinion: 4/27/2000) are key contributing resources to the Erie Railroad Main Line Historic District.

The eligible historic district comprises two segments. The eastern segment extends from its connection with the former DL&WRR Main Line in Jersey City, Hudson County northwestward to the City of Paterson in Passaic County and comprises part of NJ TRANSIT's present day Main Line. The western segment of the district extends from its connection with the former DL&WRR Main Line in Denville, Morris County southeastward to Totowa in Passaic County. Between Totowa and Paterson, railroad tracks have been removed and the former railroad ROW is now occupied by Interstate 80. This boundary description reflects an extension of the original historic district established by the NJHPO Opinion dated September 18, 2008. Neither the original NJHPO Opinion nor the current one identifies the district's period of significance. A likely period of significance would extend from 1868, when the M&ERR purchased the charter for the Boonton Branch's predecessor railroad, to 1960 when the DL&WRR merged with the Erie Railroad (ERR) to form the Erie-Lackawanna Railroad (ELRR).

The NJHPO Opinion lists all key contributing and contributing resources associated with the historic district. This list is based largely on a 2009 survey of the entire historic district completed by the RBA Group (2009).

Erie Railroad Bergen Archways Historic District (NJHPO Opinion: 4/27/2000)
The Erie Railroad Bergen Archways Historic District was determined individually eligible for inclusion in the NJR and NR under Criterion A for its contribution to improving the mobility of commuters of the greater New York region and the nation, and for facilitating communication between the region and nation (see Plates 4.34-4.39). The district also meets Criterion C as a distinctive feature of railroad construction and technology. The historic district is comprised of a 4,400-foot cut, two bridges (SI&A #0951165 and #0951166), and four tunnels (SI&A #0951167, 0951168, #0951159, and #0951170), all of which are contributing resources. The historic district is also a contributing resource to the NR-eligible Erie Railroad Main Line Historic District (NJHPO Opinion: 2/20/2003). The NJHPO Opinion does not indicate a period of significance.

Hudson and Manhattan Railroad Transit System (PATH) Historic District (NJHPO Opinion: 3/4/2002)
The Hudson and Manhattan Railroad Transit System (PATH) Historic District is eligible for the NJR and NR under Criteria A and C for the system's significance as an early twentieth century engineering accomplishment related to the greater urban and commercial development of Jersey City and New York (NJHPO Opinion: 3/4/2002). The system was constructed between 1908 and 1909 using an innovative construction technique, the Greathead Shield method, utilized in the construction of the London tube system. This was the first example of the use of the Greathead Shield method in the United States. Perfected during the construction of the Hudson & Manhattan (H&M) Railroad, the method became the prototype for other tunnel projects in the country. The system is also eligible under Criterion B for its associations with H&M president, William Gibbs McAdoo. McAdoo, who would later serve as Secretary of the Treasury under President Woodrow Wilson, spearheaded the tunnel's construction. The historic district extends in a southerly direction from the Erie-Lackawanna Terminal in Hoboken to Exchange Place in Jersey City, where the track turns east and extends under the Hudson River, providing service to Manhattan. An alternate eastern spur is located just south of the Erie-Lackawanna Terminal, providing a second connection to Manhattan also below the Hudson River. With the exception of station entrances, the entire system is located below ground. The NJHPO Opinion does not indicate a period of significance.

Southern Hoboken Historic District (NJHPO Opinion: 2/28/1991)
The Southern Hoboken Historic District is eligible for listing in the NJR and NR under Criteria A and C (NJHPO Opinion: 1/30/80 and 2/28/1991[extension]) (see Plates 4.16, 4.40, 4.41). The built environment of the district is evocative of Hoboken's history from the mid-nineteenth through the early twentieth centuries, with buildings typical of the most prosperous era of the city's history. The historic district contains excellent examples of commercial and residential buildings along with a unique cohesiveness of the whole created by Hoboken's waterfront combined with the city's historic industrial and transportation needs. The NJHPO Opinion does not indicate a period of significance.

Substation 4 (NJHPO Opinion: 9/12/1994)
Substation 4 is eligible for the NJR and NR under Criteria A and C as a surviving building associated with the electrification of the Pennsylvania Railroad as part of the Manhattan Transfer Project in 1911 (Hall 1994a) (see Plates 4.27, 4.28). Substation 4 is also a contributing resource within the NR-eligible Pennsylvania Railroad New York to Philadelphia Historic District. The substation and its sibling, Substation 3 in North Bergen Township, Hudson County, are surviving components of the Penn Station project. The project was undertaken by the Pennsylvania Railroad in the early twentieth century and provided the railroad company with uninterrupted access to Manhattan. The substation housed electrical components which provided electrical power to motors moving passenger cars between Penn Station New York and the Manhattan Transfer (the western terminus of electrification), utilizing the third rail system of electrification (NJ TRANSIT 1994: 42-46). Substations 3 and 4 were the only substations along this section of the Pennsylvania Railroad, both of which were built in 1910 in

conjunction with the Penn Station project. Equipment in the building converted available AC current to DC current, which was fed directly to third-rail motive power, driving the early DD-1 motors built for the railroad. The resource is representative of the Pennsylvania Railroad's early electrification project, and is a rare surviving element of this significant engineering achievement. Character-defining features of the two-story, steel framed brick substation building include the building's brick walls, arched openings, a corbelled parapet with limestone capping, a sign panel of limestone in the façade with the words "Substation 4 Pennsylvania Railroad" inscribed, and electrical equipment associated with the Pennsylvania Railroad's early electrification project (NJ TRANSIT 2008: 7-23). The NJHPO Opinion does not indicate a period of significance for this historic property.

Edison Battery Company Property (NJHPO Opinion: 4/8/2008)
The Edison Battery Company Property is a complex of five buildings built and designed in the Art Deco style in 1927 (see Plate 4.31). The historic property is eligible for listing in the NJR and NR under Criterion A for its association with Thomas A. Edison and his development of the battery (Karschner 2008). The property is also eligible under Criterion C as an example of the Art Deco style applied to industrial buildings (Karschner 2008). Collectively, the five buildings that comprise the Edison Battery Company Property reflect Edison's belief in "combining research and development with manufacturing" (Karschner 2008). The NJHPO Opinion does not indicate a period of significance.

Jersey City Water Works Pipeline (NJHPO Opinion: 5/7/1999)
The Jersey City Water Works Pipeline received an opinion of eligibility on May 7, 1999 where it was recommended individually eligible for listing in the NJR and NR under Criterion D for its potential to yield important information regarding mid-nineteenth century public works engineering and construction (Guzzo 1999b) (see Plates 4.2, 4.31). The pipeline consists of a 20-inch pipe built in 1854 and a 36-inch pipe built in 1863 from the Passaic River to Jersey City, both of which are original components of the NR-eligible Jersey City Water Works Historic District (NJHPO Opinion: 2/20/2003). The NJHPO Opinion does not indicate a period of significance.

PSE&G Kearny Generating Station (NJHPO Opinion: 5/3/2002)
The PSE&G Kearny Generating Station is a complex of buildings that includes a Power House, Switch House, Service Building, and North Gate House (see Plate 4.29). The buildings have brick exteriors and, with the exception of the North Gate House, were constructed in the Colonial Revival style. The Kearny Generating Station is eligible for the NJR and NR at the state level under Criterion A for its associations with power generation in northern New Jersey. The resource also has significance under Criterion C in the area of Engineering (Guzzo 2002b). The NJHPO Opinion does not indicate a period of significance.

Further, the PSE&G Kearny Generating Station contributes to the significance of the PSE&G Kearny-Essex-Marion Interconnection Historic District (NJHPO Opinion: 12/31/2013). The district is eligible individually for listing in the NJR and NR under Criterion A in the areas of Engineering, Industry, and Commerce and under Criterion C as a significant and distinguishable entity. While the NJHPO Opinion does not identify contributing resources to the Kearny-Essex-Marion Interconnection, the design and construction of the historic district is integral to the construction of the PSE&G Kearny Generating Station. The NJHPO Opinion does not identify a period of significance, but the survey that led to the opinion of eligibility recommends the period of significance to extend from 1923 to 1964.

Lower Hack Draw Bridge (NJHPO Opinion: 9/18/1996)
The Lower Hack Draw Bridge is a vertical lift bridge designed and built in 1927 by internationally-renowned engineer John Alexander Low Waddell (see Plates 4.7-4.9). The bridge carries three railroad lines across Duffield Avenue in Jersey City and the Hackensack River. Both reinforced concrete and steel comprise the structural components of the bridge. In January of 1999, the Lower Hack Draw Bridge was determined individually eligible for listing in the NJR and NR under Criteria A and C (NJHPO Opinion: 9/18/1996; NJHPO Opinion: 1/20/1999). The bridge is also a contributing resource to the NR-eligible Old Main DL&WRR HD (NJHPO Opinion: 9/24/1996). The NJHPO Opinion does not indicate a period of significance.

Wittpenn Bridge [SI&A #0909150] (NJHPO Opinion: 2/7/2001)
The NJ Route 7-Wittpenn Bridge over the Hackensack River was one of six new bridges planned in the 1920s by the State Highway Department to improve highway connections in and around Newark and Jersey City (see Plate 4.10). Completed in 1930, the Wittpenn Bridge measures 2,169 feet long and 63 feet wide and consists of deck plate girder approach spans on concrete piers, two fixed camelback through truss spans, and a modified fixed Pratt through truss. The vertical lift span is a 209-foot long skewed Parker truss. Each tower is 160 feet tall and consists of a Pratt truss with front vertical columns and rear inclined columns. The Wittpenn Bridge shares common piers with the adjacent Pennsylvania Railroad Harsimus Branch Bridge (NJHPO Opinion: 5/3/2002) built at the same time. Both bridges were constructed in response to a requirement to provide a minimum of 35-feet vertical clearance when closed (A.G. Lichtenstein & Associates, Inc. 1994). The Wittpenn Bridge was determined individually eligible for listing in the NJR and NR under Criteria A and C in the areas of Engineering and Transportation in an opinion of eligibility dated February 2, 2001. The Wittpenn Bridge is also a contributing resource to the Hackensack River Lift Bridges Historic District (NJHPO Opinion: 5/3/2002). The NJHPO Opinion does not indicate a period of significance.

Pennsylvania Railroad Harsimus Branch (Conrail/ CSX) Bridge over the Hackensack River (NJHPO Opinion: 5/3/2002)
The Pennsylvania Railroad Harsimus Branch (Conrail/CSX) Bridge over the Hackensack River is a vertical lift bridge built in 1930 as part of a post-World War I regional effort led by the War Department (see Plate 4.10). Internationally-renowned engineer John Alexander Low Waddell designed the bridge. Construction of this bridge allowed for a steady and uninterrupted flow of railroad, vehicular, and marine traffic through and over the navigable waterways within the Port of New York (Guzzo 2002b). The bridge is significant on the state level and is individually eligible for listing in the NJR and NR under Criteria A and C in the areas of Engineering and Transportation. The bridge is also a key contributing resource to the NR-eligible Hackensack River Lift Bridges Historic District (NJHPO Opinion: 5/3/2002) and the NR-eligible New Jersey Railroad Bergen Cut Historic District (NJHPO Opinion: 5/21/1999). The NJHPO Opinion does not indicate a period of significance.

Pennsylvania Railroad (PATH) Bridge over Hackensack River (NJHPO Opinion: 5/3/2002)
The Pennsylvania Railroad (PATH) Bridge over the Hackensack River was determined individually eligible for listing on the NR under Criteria A and C (see Plate 4.10). The bridge was constructed as a part of a World War I regional effort by the War Department to provide a constant flow of railroad, vehicular and marine traffic over the navigable waterways within the Port of New York (Guzzo 2002b). Under Criterion C, the bridge is significant as a distinguished example of a vertical lift bridge and for its association with master designer, John Alexander Low Waddell. The period of significance for the bridge is 1930. The structure is also identified as a contributing resource within the Hackensack River Lift Bridges Historic District and the New Jersey Railroad Bergen Cut Historic District.

St. Peter's Cemetery (NJHPO Opinion: 6/18/1996)
Located in Jersey City adjacent to the west of U.S. Routes 1 & 9, St. Peter's Cemetery is a Roman Catholic burial ground with interments beginning with the cemetery's creation in 1849 (see Plates 4.42-4.43). The cemetery has minimal landscaping and is surrounded by a chain link fence. St. Peter's Cemetery was determined eligible for listing in the NJR and NR at the local level in 1996 under Criterion A as Jersey City's first burial ground dedicated to the Roman Catholic community (Greenhouse Consultants Incorporated 1996). The NJHPO Opinion does not indicate a period of significance.

West End Interlocking Tower (NJHPO Opinion: 1/20/1999)
The West End Interlocking Tower was built in 1909 and was used to control the junction between the Delaware, Lackawanna & Western Railroad Boonton Line and the Morris & Essex Railroad (see Plate 4.5). At present, the tower is used as office and storage space for rail maintenance and no longer functions as an interlocking tower. The West End Interlocking Tower was determined individually eligible for listing in the NJR and NR under Criteria A and C in the areas of Transportation, Engineering, and Architecture (NJHPO Opinion: 1/20/1999). The West End Interlocking Tower is also a contributing resource to the NR-eligible Old Main DL&WRR HD (NJHPO Opinion: 9/24/1996). The NJHPO Opinion does not indicate a period of significance.

West-End Through Truss Bridges (NJHPO Opinion: 3/31/1997)
Built in 1908 for the DL&WRR, the steel West-End Through Truss Bridges at milepost 1.89 on the NJ TRANSIT Morristown Line carry two rail lines at the West End of the Bergen Tunnel and cross the former Erie Railroad tracks that emerge from the Erie Tunnel under Bergen Hill (see Plate 4.34). The West-End Through Truss Bridges are the only trusses surviving on this particular rail line and are technologically significant as an example of heavy trusses used in railroad construction. The truss bridges were determined individually eligible for listing in the NJR and NR under Criteria A and C in the areas of Transportation and Engineering (NJHPO Opinion: 3/31/1997; NJHPO Opinion: 1/20/1999). The West-End Through Truss Bridges are also contributing resources to the NR-eligible Old Main DL&WRR Historic District (NJHPO Opinion: 9/24/1996). The NJHPO Opinion does not indicate a period of significance.

Old and New Bergen Tunnels (NJHPO Opinion: 5/8/1998)
The Old and New Bergen Tunnels are parallel tunnels that cut through the trap rock of Bergen Hill that each carries two rail lines (see Plate 4.12). Built in 1876 by the DL&WRR, the Old Bergen Tunnel measures 4,278 feet in length, 27 feet in width, and 19 feet in height. The New Bergen Tunnel was built in 1908 and measures 4,281 feet in length, 30 feet in width, and 23 feet in height. The old tunnel carries two westbound tracks for the NJ TRANSIT Morristown line while the new tunnel carries two eastbound tracks. Both tunnels are technologically significant for their association with the development of transportation and commerce in the late nineteenth century (Old Bergen Tunnel), and for the innovative use of concrete in response to an increase in railroad freight operations during the early twentieth century (New Bergen Tunnel). The Old and New Bergen Tunnels were determined eligible for listing in the NJR and NR under Criteria A and C in the areas of Transportation and Engineering (NJHPO Opinion: 5/8/1998). The tunnels are also contributing resources to the NR-eligible Old Main DL&WRR HD (NJHPO Opinion: 9/24/1996). The NJHPO Opinion does not indicate a period of significance.

JFK Boulevard Bridge [SI&A # 0951170] (NJHPO Opinion: 4/27/2000)
Measuring 60 feet in length and 200 feet in width, the JFK Boulevard Bridge carries the former Bergen Archways route under an arterial street in Jersey City. The structure received an opinion of eligibility from the NJHPO on April 27, 2000 (Guzzo 2000) (see Plates 4.34-4.35). The bridge is individually eligible for listing in the NJR and NR under Criteria A and C in the areas of Transportation, Architecture, and Engineering. The JFK Boulevard Bridge is also a contributing resource to the NR-eligible Erie Railroad Bergen Archways Historic District (NJHPO Opinion: 4/27/2000). The concrete-lined tunnel was built between 1907 and 1910 by the Erie Railroad and is one of four tunnels on the Bergen Archways route. Construction of the JFK Boulevard Bridge and the other three tunnels represents a significant engineering achievement for cutting through Bergen Hill for a length of 4,400 feet which resulted in the largest amount of rock removed for any such project up to that time. Upon completion, the Bergen Archways route resulted in an open cut four-track route with four tunnels under major streets and intersection (A.G. Lichtenstein & Associates, Inc. 1994). The historic rail line proved an innovative solution for building a railroad corridor amid an urban area to accommodate a high volume of passenger traffic (A.G. Lichtenstein & Associates, Inc. 1994).

Erie Railroad Bergen Hill Tunnel [aka Long Dock Tunnel] (NJHPO Opinion: 4/27/2000
The Erie Railroad (ERR) Bergen Hill Tunnel was previously surveyed at the intensive level in 1980 and again in 1997 and recommended individually eligible on both occasions (Historic Sites Research 1980; Frederic R. Harris, Inc. 2000) (see Plate 4.34). The ERR Bergen Hill Tunnel received an opinion of eligibility from the NJHPO on April 27, 2000 (Guzzo 2000). It is eligible for inclusion in the NJR and NR under Criteria A and C in the Areas of Transportation, Architecture, and Engineering. Built under the auspices of the Long Dock Company between 1856 and 1861 and modified during the late nineteenth and early twentieth centuries, the ERR Bergen Hill Tunnel was the first bore of its kind through Bergen Hill and a pioneering technological and engineering achievement of its age. Although the NJHPO Opinion did not provide a formal period of significance for the resource, recent cultural resources investigations (Richard Grubb & Associates, Inc. 2008) recommended a period of significance between 1856 when construction began, and 1960 when the ERR merged with the

DL&WRR to form the E-LRR. The historic property's recommended boundaries and contributing features include the tunnel footprint, the east and west portals, interior arches, and all shaft structures (both above and below ground). The ERR Bergen Hill Tunnel is also a key contributing resource to the Erie Main Line Historic District (NJHPO Opinion: 2/20/2003).

Palisade Avenue Bridge [SI&A # 0951165] (NJHPO Opinion: 4/27/2000)
Built in 1910 in Jersey City, the Palisade Avenue Bridge is a two-span, reinforced concrete bridge constructed as part of the historically significant Erie Railroad Bergen Archways route (see Plate 4.39). Both the Palisade Avenue Bridge and nearby Baldwin Avenue Bridge utilize reinforced concrete which consists of a grid of steel rods akin to the type of reinforcement pioneered by Joseph Monier. Both bridges are considered ambitious early concrete arches built in the country and mark the Erie Railroad's transition away from steel. The south arch of the Palisade Avenue Bridge spans a former trolley line that ran parallel to the Bergen Archways route. Stairs lead from deck level to the trolley grade suggesting the bridge served as shelter for a trolley stop (A.G. Lichtenstein & Associates, Inc. 1994). The Palisade Avenue Bridge meets Criteria A and C of the NJR and NR to be individually eligible for listing and is significant in the areas of Transportation and Engineering (NJHPO Opinion: 4/27/2000). The bridge is also a contributing resource to the NR-eligible Erie Railroad Bergen Archways Historic District (NJHPO Opinion: 4/27/2000). The NJHPO Opinion does not indicate a period of significance.

Jersey City High School [William Dickinson High School] (NJR: 12/31/1981; NR: 6/1/1982)
Jersey City High School was built in 1906 and expanded in 1911 and is Jersey City's oldest secondary school that continues to serve as a community public high school (see Plate 4.44). Situated along the brow of Jersey City's highest elevation, the Beaux Arts-styled building was designed by John T. Rowland. Rowland was the leading architect in Jersey City throughout the first half of the twentieth century and is responsible for many of the city's private and public buildings. Following its completion, the school was celebrated for its modern facilities. The design included a 2,000-seat auditorium which was used over the years to host figures of national and international prominence amid myriad public events. Moreover, during World War I, Jersey City High School was used as an army training post given the school's unique industrial department and associated facilities (Petrick 1981). Jersey City High School was listed in the NJR and NR in 1981 under Criteria A and C and is significant in the areas of Architecture, Education, and Politics/Government.

Holbrook Manufacturing Company (NJHPO Opinion: 2/28/1991)
The Holbrook Manufacturing Company is a large industrial building built circa 1926 at the foot of the Palisades and seated amid a commercial/industrial area of Jersey City (see Plates 4.45, 4.47). The building is characterized by its massive, blocky concrete form and uninterrupted vertical piers. The windows have been filled in but were originally multi-paned casement windows. The Holbrook Manufacturing Company is a good example of an industrial building using vernacular forms of classical architectural vocabulary to emphasize the building's bigger scale in contrast to its late-nineteenth-century predecessors. The historic resource was determined eligible for listing in the NJR and NR under Criteria B and C as part of an NR theme nomination of waterfront commercial/industrial buildings built between 1910 and 1930 (NJHPO Opinion: 2/28/1991).

Continental Can Company Complex (NJHPO Opinion: 5/30/1997)
The former Continental Can Company Complex was determined eligible for listing on the NRHP under Criteria B and C (see Plates 4.46, 4.47). The resource is associated with a significant period of development in Jersey City, when the area emerged as a major port and terminal region during the early twentieth century. Large manufacturing plants and warehouses were built in the region during the boom periods and changed the visual, social and economic landscape of Jersey City (Fekete 1997). Connected to a local network of railroads, the resource was an essential element in the regional transportation and commercial network in the early twentieth century (Mary B. Dierickx Architectural Preservation Consultants 1997). The complex is eligible under Criterion C, as an excellent example of the early-twentieth century utilitarian industrial style, which was considered to have influenced the European Modernist movement (Fekete 1997).

Lackawanna Warehouse and Viaduct (NJHPO Opinion: 5/16/1995)
The Lackawanna Warehouse and Viaduct is individually eligible for listing in the NJR and NR under Criteria A, B, and C as an "excellent example of an intact railroad terminal warehouse and an associated viaduct representative of the major role that railroads played in the development of the Jersey City waterfront, and for its association with Jersey City powerbroker Mayor Hague" (Hall 1995) (see Plates 4.13, 4.48-4.51). Built in 1930, the brick warehouse proved an unsuccessful attempt by Mayor Hague to spur development in Jersey City. The building is a typical example of warehouse architecture built in the 1930s, with large bands of multi-paned windows and blocky proportions, but is ornamented with brick piers and stone stringcourses. The NJHPO Opinion does not indicate the resource's period of significance.

Grove Street Bridge (NJHPO Opinion: 1/20/1999)
Built in 1896 by the DL&WRR, the Grove Street Bridge is a single-span, through plate girder and floorbeam bridge that carries seven tracks of the NJ TRANSIT Morristown Line over Grove Street in Jersey City (see Plates 4.14, 4.51-4.52). The Grove Street Bridge is one of several through plate girder bridges found on the rail line which were used due to their increased rigidity versus truss bridges, and were more economical for shorter spans (DeLeuw, Cather and Company 1991). The bridge was determined individually eligible for listing in the NJR and NR under Criteria A and C in the areas of Transportation and Engineering, and is a contributing resource to the NR-eligible Old Main DL&WRR Historic District (NJHPO Opinion: 1/20/1999; NJHPO Opinion: 9/24/1996). The NJHPO Opinion does not indicate the bridge's period of significance.

Engine Company #3, Truck #2 Firehouse (NJR: 2/9/1984; NR: 3/30/1984)
The Engine Company #3, Truck #2 Firehouse was designed by Hoboken architect Charles Fall and built in 1892 (see Plates 4.53-4.54). When built, the two-story, brick Romanesque Revival-style building was the largest, most ornate firehouse in Hoboken. The character-defining features of the building include its use of rectangular and circular towers at the corners on the south façade, and its prominent corner location that orients the building laterally to allow for maximum accessibility to all locations in the city. The firehouse was listed in the NJR and NR in 1984 under Criteria A and C and is significant in the areas of Architecture and Community Planning and Development (NJR: 2/9/1984; NR: 3/30/1984).

Erie-Lackawanna Terminal (NJR: 12/7/2004; NR: 2/17/2005)
The Erie-Lackawanna Terminal is listed in the NJR and NR under Criteria A and C in the areas of Architecture, Commerce, Community Planning and Development, Engineering, and Transportation (NJR: 12/7/2004; NR: 2/17/2005) (see Plates 4.16-4.17). At its time of completion in 1907, the Erie-Lackawanna Terminal was one of the best in the country, serving those traveling to many large northeastern cities, and played a key role in the early twentieth century development of Hoboken. The terminal is significant for its associations with the development of rail and ferry transportation in the United States and as a rare and well-preserved example of early twentieth century terminal design by Kenneth Murchison, architect, and Lincoln Bush, civil engineer. The period of significance for the terminal is 1907-1951 (Carmelich and Spies 2004).

The two newly-identified resources recommended eligible for listing in the NJR and NR as a result of the intensive-level survey are as follows:

Belvedere Court (RGA25)
Belvedere Court has been recommended eligible for listing in the NR under Criterion A for its association with the development of the Heights section of Jersey City in the early twentieth century and under Criterion C in the area of Architecture (see Plate 4.55). Built in the early twentieth century, Belvedere Court is significant as a well-preserved, extant example of an early luxury apartment building in the Heights section of Jersey City. Designed by prominent local architectural firm, William Neumann, the multi-family residence reflects the housing transition to high-rise "modern" apartment buildings in burgeoning residential neighborhoods. Architecturally, Belvedere Court is also important as a strong example of eclectic architecture, with an emphasis on Spanish Colonial Revival and a unique range of

various stylistic decorative elements. Its distinctive architectural features are enhanced by the U-plan foundation surrounding a central garden court. Referred to as "Garden" apartments, this specific type of housing reflected the Garden City movement – a larger cultural crusade aimed at the beautification and promotion of moral virtue within cities by incorporating green spaces into urban planning. The period of significance for the apartment building is 1914, the date of construction, to 1966.

R. Neumann & Co. Factory Complex (RGA48)
The R. Neumann & Co. Factory Complex has been recommended eligible for listing in the NR under Criterion A for its association with the early industrial development of Hoboken and under Criterion C in the area of Architecture (see Plates 4.56-4.57). Constructed in the late nineteenth century, the factory was established during one of the Hoboken's most significant periods of growth, as it emerged as a burgeoning center of innovative technology and manufacturing. The complex, with its numerous extant historic elements, effectively fuse the city's industrial past with the present urban landscape. Having been continuously owned and operated by descendants of the Neumann Family, the complex continues to serve as a center of the industrial arts for the community and conveys its historic importance as a manufacturing anchor of Hoboken. The period of significance for the complex is circa 1885 to 1966.

4.4 Effects Assessment

Table 4.3 summarizes the historic architectural resources within the APE (A-F) and lays out the effects assessment. The majority of resources identified within the APE (A-F) would be contextually, but not directly, impacted by the project as proposed. More specifically, most contextual impacts would be produced by the installation of proposed monopoles throughout the project area, which is the preferred installation option along the majority of the proposed electrical lines. Where monopoles are installed they will have limited impacts on the character-defining elements that render these resources eligible for listing in the NR. Despite the proposed 240-foot height of monopoles in Kearny, the monopoles will be compatible with the industrial character of this area of Kearny and will not significantly alter the context and surroundings of the existing historic resources. To the east of the Hackensack River, proposed monopoles will be no more than 65 feet in height. Though the proposed 65-foot-tall monopoles would be visible from many resources within the APE (A-F), they would not noticeably alter the existing environment to a degree that could constitute an adverse impact on these resources. All scenarios for potential direct and indirect impacts based on the proposed project elements as outlined in Sections 1.2 and 1.3 above have been explored in detail below. See Figures 4.3a-b for the locations of the resources.

The Old Main Delaware, Lackawanna and Western Railroad Historic District
The project as proposed will have no adverse effect on the Old Main DL&WRR Historic District. The proposed electrical line directly impacts an approximately 4.5-mile section of the district. Multiple contributing resources are located within this stretch of the railroad ROW and have the potential to be directly impacted by the electrical line, including the Lower Hack Draw Bridge, the West End Interlocking Tower, the West-End Through Truss Bridges, the Old and New Bergen Tunnels, and the Grove Street Bridge, discussed in further detail below. As plans for the electrical line installation are refined, care will be taken in the design and placement of any monopoles, duct banks, and mounted electrical lines to avoid direct impacts to resources and elements that directly contribute to the historic district's significance and integrity. So long as the installation is designed in a way that is sensitive to the historic industrial railroad character of the Old Main DL&WRR Historic District and avoids direct impacts where possible, there will be no adverse effect on this historic resource.

Pennsylvania Railroad New York to Philadelphia Historic District
The NR-eligible PRRHD is significant for its "distinctive and characteristic array of surviving cuts, embankments, grade separations, overgrade and undergrade bridges and culverts, stations, interlocking towers, and overhead catenary system" (Guzzo 2007). The project will have a direct impact on the historic district because of the proposed project improvements to Amtrak's Substation No. 41 in

Table 4.3: Summary of historic architectural resources within the APE (A-F) and effects assessment.

Resource ID	Property Name/Address	Municipality	NR Current Status	Effects Assessment
1	Old Main Delaware, Lackawanna and Western Railroad Historic District	Multiple	Eligible (NJHPO Opinion: 9/24/1996)	No adverse effect
2	Pennsylvania Railroad New York to Philadelphia Historic District	Multiple	Eligible (NJHPO Opinion: 10/2/2002)	No adverse effect
3	Pennsylvania Railroad New York Bay Branch Historic District	City of Newark	Eligible (NJHPO Opinion: 4/22/2005)	No adverse effect
4	Essex Generating Station	Town of Kearny; City of Newark	Eligible (SHPO Opinion: 3/23/2015)	No adverse effect
5	Public Service Electric and Gas Company (PSE&G) Kearny-Essex-Marion Interconnection Historic District	Town of Kearny; City of Jersey City	Eligible (NJHPO Opinion: 12/31/2013)	No adverse effect
6	Jersey City Water Works Historic District	Multiple	Eligible (NJHPO Opinion: 1/20/2003)	No effect
7	Hackensack River Lift Bridges Historic District	Town of Kearny; City of Jersey City	Eligible (NJHPO Opinion: 5/3/2002)	No adverse effect
8	People's Gas Light Company/PSE&G Marion Office Historic District	City of Jersey City	Eligible (NJHPO Opinion: 3/10/1999)	No adverse effect
9	Delaware, Lackawanna and Western Railroad Boonton Line Historic District	Multiple	Eligible (NJHPO Opinion: 9/18/2008)	No adverse effect
10	US Route 1 Extension [Pulaski Skyway] Historic District	Multiple	Listed (NJR: 6/13/2005; NR: 8/12/2005)	No adverse effect
11	US Routes 1 & 9 Historic District	Multiple	Eligible (NJHPO Opinion: 3/8/1996)	No adverse effect
12	New Jersey Midland Railway/New York, Susquehanna and Western Railroad Historic District	Multiple	Eligible (SHPO Opinion: 4/25/2006 & 1/30/2015)	No adverse effect
13	Erie Railroad Main Line Historic District	Multiple	Eligible (NJHPO Opinion: 2/20/2003)	No adverse effect
14	Erie Railroad Bergen Archways Historic District	City of Jersey City	Eligible (NJHPO Opinion: 4/27/2000)	No effect
15	Hudson and Manhattan Railroad Transit System (PATH) Historic District	Multiple	Eligible (NJHPO Opinion: 3/4/2002)	No effect
16	Southern Hoboken Historic District	City of Hoboken	Eligible (NJHPO Opinion: 2/28/1991)	No effect
17	Substation 4	Town of Kearny	Eligible (NJHPO Opinion: 9/12/1994)	No adverse effect
18	Edison Battery Company Property	Town of Kearny	Eligible (NJHPO Opinion: 4/8/2008)	No adverse effect
19	Jersey City Water Works Pipeline	City of Jersey City	Eligible (NJHPO Opinion: 5/7/1999)	No effect
20	PSE&G Kearny Generating Station	Town of Kearny	Eligible (SHPO Opinion: 5/3/2002)	No adverse effect
21	Lower Hack Draw Bridge	Town of Kearny; City of Jersey City	Eligible (NJHPO Opinion: 9/18/1996)	No adverse effect

Table 4.3; cont.

Resource ID	Property Name/Address	Municipality	NR Current Status	Effects Assessment
22	Wittpenn Bridge [SI&A #0909150]	Town of Kearny; City of Jersey City	Eligible (NJHPO Opinion: 2/7/2001)	No effect
23	Pennsylvania Railroad Harsimus Branch (Conrail/CSX) Bridge over the Hackensack River	Town of Kearny; City of Jersey City	Eligible (NJHPO Opinion: 5/3/2002)	No effect
24	Pennsylvania Railroad (PATH) Bridge over Hackensack River	Town of Kearny; City of Jersey City	Eligible (NJHPO Opinion: 5/3/2002)	No effect
25	St. Peter's Cemetery	City of Jersey City	Eligible (NJHPO Opinion: 6/18/1996)	No adverse effect
26	West End Interlocking Tower	City of Jersey City	Eligible (NJHPO Opinion: 1/20/1999)	No adverse effect
27	West-End Through Truss Bridges	City of Jersey City	Eligible (NJHPO Opinion: 3/31/1997)	No adverse effect
28	Old and New Bergen Tunnels	City of Jersey City	Eligible (NJHPO Opinion: 5/8/1998)	No adverse effect
29	JFK Boulevard Bridge [SI&A # 0951170]	City of Jersey City	Eligible (NJHPO Opinion: 4/27/2000)	No effect
30	Erie Railroad Bergen Hill Tunnel [aka Long Dock Tunnel]	City of Jersey City	Eligible (NJHPO Opinion: 4/27/2000)	No adverse effect
31	Palisade Avenue Bridge [SI&A # 0951165]	City of Jersey City	Eligible (NJHPO Opinion: 4/27/2000)	No effect
32	Jersey City High School [William Dickinson High School]	City of Jersey City	Listed (NJR: 12/23/1981; NR: 6/1/1982)	No adverse effect
33	Holbrook Manufacturing Company	City of Jersey City	Eligible (NJHPO Opinion: 2/28/1991)	No adverse effect
34	Continental Can Company Complex	City of Jersey City	Eligible (NJHPO Opinion: 5/30/1997)	No adverse effect
35	Lackawanna Warehouse and Viaduct	City of Jersey City	Eligible (NJHPO Opinion: 5/16/1995)	No adverse effect
36	Grove Street Bridge	City of Jersey City	Eligible (NJHPO Opinion: 1/20/1999)	No adverse effect
37	Engine Company #3, Truck #2 Firehouse	City of Jersey City	Listed (NJR: 2/9/1984; NR: 3/30/1984)	No adverse effect
38	Erie-Lackawanna Terminal	City of Hoboken	Listed (NJR: 12/7/2004; NR: 2/17/2005)	No adverse effect
39	Belvedere Court	City of Jersey City	Recommended Eligible (RGA25)	No adverse effect
40	R. Neumann & Co. Factory Complex	City of Hoboken	Recommended Eligible (RGA48)	No adverse effect

NR: National Register of Historic Places
NJR: New Jersey Register of Historic Places
NJHPO: State Historic Preservation Office

the Town of Kearny (see Plates 4.19-4.28). Substation No. 41 was constructed in 1931/1932 by the Pennsylvania Railroad in connection with its electrification of its lines between New York City and Washington, D.C. The substation provides electrical power to a segment of the railroad's overhead catenary system extending between Newark and Hackensack. The project will involve the construction of the new Kearny Substation, which will replace Substation 41, on an adjacent parcel, after which point the original substation will be taken out of service.

In 1928, the Board of Directors of the Pennsylvania Railroad authorized the comprehensive electrification of freight and passenger service on its line between New York City and Wilmington, Delaware utilizing alternating current (AC). Prior to that date, the PRR had already begun experimenting with piecemeal electrification of segments of its system. The territory between the Manhattan Transfer Station in Harrison, New Jersey and Pennsylvania Station in New York City was electrified using direct "third rail" current (DC) between 1910 and 1911. In 1915 and 1918, respectively, the PRR electrified the Paoli and Chestnut Hill lines in the suburbs of Philadelphia utilizing AC power. But the resolution of 1928 (which was soon expanded to include the full electrification of the PRR's line south to Washington, D.C. and westward to Harrisburg, Pennsylvania), represented a much broader and more important decision. Constructed at a cost of over $250 million, the PRR electrification project represented the largest capital improvement program undertaken by a railroad up until that date (Bezilla 1980:143). This comprehensive and irreversible step called for the transition of America's largest railroad to a new form of motive power and effectively heralded the end of America's "Age of Steam."

In order to facilitate this change, the PRR erected a catenary system that extended the entire length of its rail corridor between the nation's economic and political capitols. To power the system, new substations were built at intervals of between eight and ten miles along the entire length of the tracks. Substation No. 41 in Kearny was built in 1931/32 and, in part, replaced the neighboring Substation 4, which had been erected to support the 1910 DC third rail effort. Of the eight substations erected between 1931 and 1933 in New Jersey in connection with the effort, Substations 41 and 42 were the first to be constructed.

The primary purpose of these substations was to step down the 132kV system power to the 11kV "trolley wires" suspended from the catenary. In the 1970s, the 132kV/11kV system was changed to a 138kV/12kV system. Because of the short interval spacing, trains moving along the tracks were never more than five miles from a substation. This minimized voltage loss and allowed a train to draw power from the substation immediately behind it as well as from the next substation down the line. The PRR's switch to electric power went beyond just a change in motive power; it involved the wholesale adoption of electric signaling. New electric signaling equipment was also installed within these substation compounds.

At each substation, power was drawn from the primary transmission lines to "motor-operated, remotely controlled air-break disconnecting switches" (Duer 1930: 103). These switches, the 132kV transmission lines and 11kV buses were carried at each substation by galvanized steel support structures mounted on concrete footings. Period accounts suggest that early catenary and substation structures primarily were bolted rather than riveted together, although limited experiments apparently were made with riveted construction (Duer 1930: 103). Multiple transformers undertook the actual power step down process. Each transformer was connected through an oil circuit breaker to the 11kV bus. Different parts of each bus could be isolated by bus-tie oil circuit breakers. The buses were then linked to the catenary through "high-speed" trolley breakers. These "trolley breakers" would disconnect the substation from the catenary wires in one twenty-fifth of a second in the event of a ground fault or short circuit (Ludwig 1934:13 and 16; Figure 4.4). Most substation compounds also included a control house. Typically single story buildings of concrete block construction with concrete roofs and floors, these structures housed switch control equipment and signal controls and signal motor generator sets.

According to New Jersey Transit Corporation's "Cultural Resources Supplemental Report of the Northeast Corridor For the Secaucus Transfer Project" (1994:43), the list of major equipment that was originally contained within the Substation No. 41 compound included six oil circuit breakers, 12 750-watt air blast transformers, the 75-kilowatt starting transformers, and two Signal Motor generators.

The eight New Jersey substations that were constructed as part of this important historic engineering effort certainly possess sufficient historic significance under NR Criteria A and C to be considered contributing resources within the PRRHD. However a number of these substations, including Substation No. 41, have been extensively modernized in order to meet the demands for current day

rail functions. Substation No. 41's integrity was further compromised as a result of fire. According to Eric F. Hornung, Acting Deputy Chief Engineer of Amtrak:

> On July 11, 1991, a catastrophic fire occurred in the original control house structure and quickly spread throughout much of the adjacent equipment and structures. The entire damaged infrastructure was removed and replaced with a modern modular control house and all related equipment upgraded to industry and National Electric Code standards. More recently, in 2012, Hurricane Sandy flooded the entire substation footprint which resulted in the destruction of most of the major components. The damaged equipment was replaced in order to bring the substation back to operational capacity. In addition, to provide 60 Hz power to the new signal motor generator sets, PSE&G erected a facility on the northeast corner of the substation property consisting of a 10 foot square concrete pad, transformer, and a shed roof enclosure to house their metering equipment (Hornung to Suriano, September 8, 2016).

In order to assess whether or not Substation No. 41 retains sufficient historic integrity to be considered a contributing resource within the PRRHD consideration was given to identifying the principal character defining features of PRR substations that were constructed in New Jersey during the railroad's initial (1928-1933) AC electrification effort. Five primary character defining features were identified:

1) Integrity of Setting. In the case of substations, this aspect of integrity principally involves a direct visual connection to the existing NEC tracks. Modern intrusions into the landscape or other changes to the surrounding environment would not constitute a degradation in integrity as long as the basic physical and conceptual tie to the adjacent railroad corridor is maintained.

2) Profile and Originality of Substation Superstructure. Because of safety and security issues, substations cannot be visited by the general public, however, they can readily be observed within the landscape of the railroad corridor due to the height and nature of their superstructures. Due to this fact, the superstructure is the most important character defining feature of these substations. Significant changes to the profile and appearance of a substation's superstructure or the replacement of its original fabric would constitute a significant loss of integrity.

3) Survival of Control Houses. Most substation compounds included a concrete control house that contained switching controls and signaling mechanisms. The absence of a control house at facilities that originally included them represents a diminishment of integrity.

4) Survival of Original Equipment. The significance of these substations is directly tied to the importance of the electrification of the Pennsylvania Railroad within the large themes of engineering innovation and the American railroad and transportation history. Surviving examples of electrical and signal infrastructure and equipment dating to the original phase of the Pennsylvania Railroad's AC electrification program are historically significant and increasingly rare. Loss of this equipment represents an important diminishment of integrity, particularly considering that so much of the historic significance of these potential contributing resources is founded on the technological and engineering advances that they represent.

5) Continuity of Function. Continuing function is a factor of integrity.

Based on this review of character defining features, Substation No. 41 does not appear to retain sufficient integrity to qualify as a contributing resource within the NR-eligible PRRHD. The substation's integrity of location and function does remain intact and its original superstructure does appear to survive. However, the catastrophic fire at Substation No. 41 destroyed its original control house and required the replacement of most of the Substation's equipment. The only original yard equipment extant at Substation No. 41 appears to be limited to four transformers, one pair of "service transformers" and

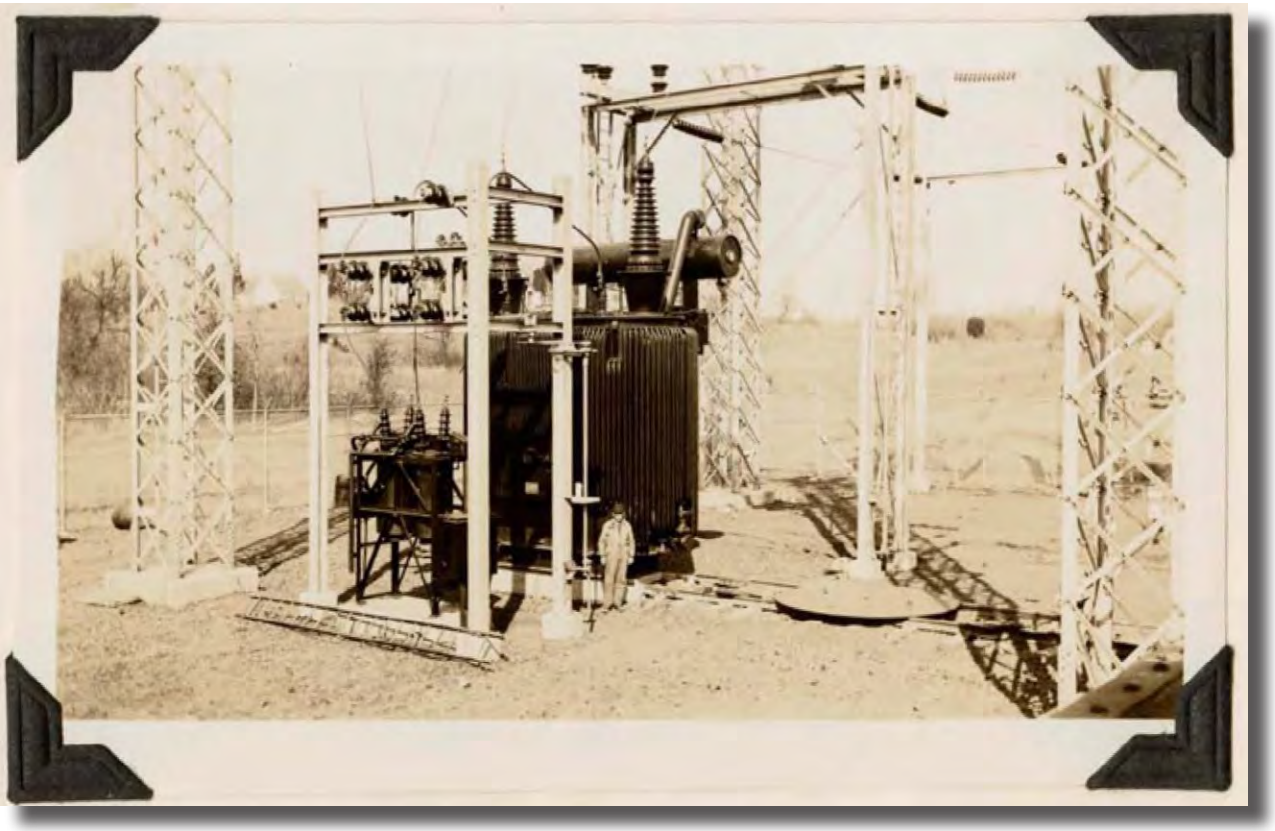

Figure 4.4: 1935 photograph of a G.E. transformer #1 with breaker in the substation in Landover, Maryland
(Flagg 1935:30).

one pair of "potential transformers," mounted on the superstructure. For a complete analysis of the integrity of the New Jersey PRR substations, see the context submitted to the NJHPO by RGA under a separate cover, which more fully documents and analyzes the extant historic fabric at each of the substations.

As the substation does not appear to be a contributing resource within the PRRHD, the project as proposed will not directly affect the NR-eligible historic district. Further, the project as proposed will not result in any indirect adverse impacts on the PRRHD. Though the proposed 240-foot monopoles would be visible from a section at the northeast end of the district, the setting of the district is not a character-defining feature and the resource's setting has always been industrial in nature where it passes through Kearny. As such, the proposed monopoles would not alter the industrial character of the surrounding area and would not adversely affect the PRRHD.

Pennsylvania Railroad New York Bay Branch Historic District

The project as proposed will have no adverse effect on the NR-eligible PRR New York Bay Branch Historic District. The proposed 240-foot monopoles would be visible from the north end of the historic district. However, the setting of the district is not a character-defining feature, which is significant for its collection of well-preserved engineering elements and its contribution to New Jersey's industrial, commercial, and urban expansion. Further, the resource's setting has always been industrial in nature where it passes through Kearny. As such, the proposed monopoles would not alter the industrial character of the surrounding area.

Essex Generating Station

The project would have no adverse effect on the NR-eligible Essex Generating Station historic district. The proposed 240-foot monopoles would be visible from the district. However, the proposed monopoles would be compatible with the industrial character of the surrounding area and thus would not represent a visual intrusion on the historic district. As a result, the proposed project would have no adverse effect on the Essex Generating Station.

Public Serve Electric and Gas Company (PSE&G) Kearny-Essex-Marion Interconnection Historic District

The project as proposed will have no adverse effect on the NR-eligible PSE&G Kearny-Essex-Marion Interconnection Historic District. The proposed 240-foot monopoles, as well as the Main Facility site, would be visible from various vantage points throughout the historic district. However, the setting of the district is not a character-defining feature. The district is significant as PSE&G's first successful application of high-tension transmission at 132,000 volts over steel lattice towers, creating a means for the utility to also back up and supplement power, allowing for interconnection with neighboring utilities. Further, the resource's setting has always been industrial in nature where it passes through Kearny and the proposed monopoles would be compatible with the industrial character of the surrounding area.

Jersey City Water Works Historic District

The project as proposed will have no effect on the NR-eligible Jersey City Water Works Historic District. Although the resource passes directly beneath the proposed location of the Main Facility site, project plans for the Main Facility will not directly impact the portions of the site through which the historic district extends. Further, the only above-ground element of the resource in proximity to the APE (A-F) is the Jersey City Reservoir 2 & 3 Complex (NJHPO Opinion: 10/15/1991; NJR: 4/10/2002; NR: 8/27/2012). As the above-ground resource's boundaries do not extend into the APE (A-F), there will be no visual or contextual effects upon the historic district. The resource is a rare surviving example of early American public works and has the potential to yield important information regarding mid-nineteenth century engineering and construction for the public good. As project plans are refined and finalized, care will be taken to avoid direct impacts to the historic district. Avoidance will be achieved through project design so that no ground disturbance activities, including trenching and shaft drilling, are undertaken within the mapped route of the Jersey City Water Works Historic District.

Hackensack River Lift Bridges Historic District

The project as proposed will have no adverse effect on the Hackensack River Lift Bridges Historic District. The district includes four bridges that together represent largely unaltered, operable, and increasingly rare examples of historically and technologically significant bridge types. The Lower Hack Draw Bridge, a contributing resource within the district, has the potential to be adversely impacted by the proposed electrical line installation. The bridge was designed at a time when movable bridge construction was still dominated by swing bridges, and the intact movable suspended span is a well-preserved example of this innovative bridge design and construction. At present, project plans call for the replacement of one of the existing electrical lines that currently crosses the bridge. As plans for the electrical line installation are refined, care will be taken in the design and placement of any necessary mounted elements to avoid direct impacts to this historic resource. So long as the electrical line is installed in a way that is sensitive to the late nineteenth century historic character and contributing design details of the Lower Hack Draw Bridge and the Hackensack River Lift Bridges Historic District, there will be no adverse effect on this historic resource

People's Gas Light Company/PSE&G Marion Office Historic District

The project as proposed will have no adverse effect on the NR-eligible PSE&G Marion Office Historic District. The proposed 65-foot monopoles would be intermittently visible from the historic district. However, the setting of the district is not a character-defining feature. The resource is significant as it contains the only surviving late nineteenth and early twentieth century People's Gas Light Company/ PSE&G buildings in the Marion section of Jersey City. The construction of monopoles to the north of the historic district will not detract from the resource's association with this thriving and important late nineteenth and twentieth century industry.

Delaware, Lackawanna and Western Railroad Boonton Line Historic District

The project as proposed will have no adverse effect on the NR-eligible DL&WRR Boonton Line Historic District. The proposed 65-foot monopoles would be intermittently visible from the southernmost end of the historic district. However, the setting of the district is not a character-defining feature, which is significant for its associations with freight and passenger service, and for spurring the growth and development of industries and residences along the alignment.

US Route 1 Extension [Pulaski Skyway] Historic District

The project as proposed will have no adverse effect on the NR-listed US Route 1 Extension Historic District. The proposed 240-foot monopoles would be visible from numerous vantage points within the historic district. However, the setting of the district is not a character-defining feature of the roadway, which is significant for its historical and technological associations and as an intact section of America's first superhighway. Further, the resource's setting has always been industrial in nature where it passes through Kearny, which is also where the proposed monopoles would be most highly visible at 240 feet in height. The proposed monopoles, if constructed, would therefore not represent a visual intrusion on the historic district, and the proposed project would have no adverse effect.

US Routes 1 & 9 Historic District

The project as proposed will have no adverse effect on the NR-eligible US Routes 1 & 9 Historic District. The proposed 240-foot monopoles would be visible from numerous vantage points within the historic district. However, the setting of the district is not a character-defining feature of the roadway, which is significant for its transportation and engineering associations as an early roadway designed to accommodate high speeds and heavy traffic use. As there will not be any direct impacts to the historic district, the project would not adversely affect any character-defining features such as key design features of the roadway itself. Further, the proposed monopoles would be most highly visible where the historic district passes through Kearny, as those monopoles are proposed to be 240 feet in height. As Kearny has always been industrial in nature since the construction of U.S. Routes 1 & 9, the monopoles would not create a visual intrusion on the historic district.

New Jersey Midland Railway/New York, Susquehanna and Western Railroad Historic District

The project as proposed will have no adverse effect on the NR-eligible New Jersey Midland Railway/ New York, Susquehanna and Western Railroad Historic District. New 65-foot monopoles and duct

banks have the potential to directly impact the resource where the proposed electrical line crosses through the historic district. As plans for the electrical line installation are refined, care will be taken in the design and placement of any monopoles and duct banks to avoid direct impacts to this historic resource. Though the proposed 65-foot monopoles would be visible from a few vantage points, setting is not a character-defining feature and the resource's setting has always been dominated by railroad-related infrastructure where it crosses the Morris & Essex Line. As such, the proposed monopoles would not alter the industrial character of the immediate surroundings. So long as the electrical line is designed to minimize impacts, there will be no adverse effect on this historic resource.

Erie Railroad Main Line Historic District
The project as proposed will have no adverse effect on the NR-eligible Erie Railroad Main Line Historic District. The proposed electrical line route crosses the district. As such, new 65-foot monopoles and duct banks have the potential to directly and visually affect the historic district. As project plans are refined, care will be taken to design and install this section of the electrical line in a way that avoids direct impacts to the district wherever feasible. Though the proposed 65-foot monopoles would be visible from a few vantage points, setting is not a character-defining feature and the resource's setting has always been dominated by railroad-related infrastructure where it crosses the Morris & Essex Line. As such, the proposed monopoles would not alter the industrial character of the immediate surroundings. So long as the electrical line is designed to minimize impacts, there will be no adverse effect on the Erie Railroad Main Line Historic District.

Erie Railroad Bergen Archways Historic District
The project as proposed will have no effect on the Erie Railroad Bergen Archways Historic District. If installed, the proposed 65-foot monopoles would only be intermittently visible from a few vantage points within the historic district. This will not alter the characteristics that render the property eligible for listing in the NR, namely its association with the improvement of commuter mobility and communication in the greater New York region and the nation, as well as for its distinctive railroad construction methods and technology.

Hudson and Manhattan Railroad Transit System (PATH) Historic District
The project as proposed will have no effect on the historic property. Although the resource passes directly beneath the project area, it is located entirely underground in the vicinity of the project area and well beyond the reach of project impacts.

Southern Hoboken Historic District
The project as proposed will have no effect on the NR-eligible Southern Hoboken Historic District. The Southern Hoboken Historic District is comprised of dense urban nineteenth century fabric with limited modern intrusions to the north and the Erie-Lackawanna Terminal and railroad ROW to the south, displaying "a clear sense of architectural and historic cohesiveness created by the unique combination of Hoboken's waterfront, industrial, and transportation needs" (Guzzo 1999). Though project plans include the installation of new monopoles, the proposed monopoles would be located approximately 1,700 feet west of the historic district. At this distance, the new monopoles will not alter the district's viewscape. Existing catenary support structures, generally the tallest and most highly visible structures within the southern portion of the district, stand at a height of approximately 35 feet. At the proposed height of 65 feet, new monopoles would be visible from certain locations within the southwest portion of the district. However, due to the distance between the eastern end of the proposed electrical line and the southwest portion of the historic district, the proposed monopoles would not detract from the architectural and historic cohesiveness that is a defining feature of the district's character and significance.

Substation 4
The project as proposed will have no adverse effect on the NR-eligible Substation 4 building. As currently proposed, the proposed new Kearny Substation is to be sited east of the brick building within the Cedar Creek Marsh. Though the proposed substation will be visible from Substation 4, the new railroad infrastructure would be compatible with the industrial character of the surrounding area

and thus would not alter the setting of Substation 4 in a way that would detract from its significance of setting. As a result, the proposed project would have no adverse effect on Substation 4.

Edison Battery Company Property
The project as proposed will have no adverse effect on the NR-eligible Edison Battery Company Property. The proposed Main Facility will likely be visible from the resource. However, the setting of the Edison Battery Company is not a character-defining feature of the historic property, which is significant for its associations with Edison's development of the battery, as well as its industrial Art Deco design. Further, the resource's setting has always been industrial in nature and has been altered over time by ongoing industrial development and decline in this area of Kearny.

Jersey City Water Works Pipeline
The project as proposed will have no effect on the NR-eligible Jersey City Water Works Pipeline. The resource bisects the proposed electrical line at the Newark-Jersey City Turnpike. It is a rare surviving example of early American public works and has the potential to yield important information regarding mid-nineteenth century engineering and construction for the public good. As project plans are refined and finalized, care will be taken to avoid direct impacts to the historic district. Avoidance will be achieved through project design so that no ground disturbance activities, including trenching and shaft drilling, are undertaken within the mapped route of the Jersey City Water Works Pipeline.

PSE&G Kearny Generating Station
The project would have no adverse effect on the Kearny Generating Station. Though visible from the historic resource if installed, the proposed 240-foot monopoles would be compatible with the industrial character of the surrounding area. Thus the monopoles would not represent a visual intrusion. As a result, the proposed project would have no adverse effect on the Kearny Generating Station.

Lower Hack Draw Bridge
The project as proposed will have no adverse effect on the Lower Hack Draw Bridge. The bridge is significant as an increasingly rare and intact example of a vertical lift bridge designed and built in 1927 by internationally-renowned engineer John Alexander Low Waddell, carrying three railroad lines across the Hackensack River. The bridge was designed at a time when movable bridge construction was still dominated by swing bridges, and the intact movable suspended span is a well-preserved example of this innovative bridge design and construction. The proposed electrical line has the potential to directly impact the resource if it is installed in using methods that would degrade important historic design elements of the bridge, those which continue to represent the structure's innovative engineering and construction. At present, project plans call for the replacement of one of the existing electrical lines that currently crosses the bridge. As plans for the electrical line installation are refined, care will be taken in the design and placement of any necessary mounted elements to avoid direct impacts to this historic resource, and designs should be sensitive to the historic late nineteenth century design and engineering of the bridge. So long as the electrical line is installed in a way that is sensitive to the historic character of the Lower Hack Draw Bridge, there will be no adverse effect on this historic resource.

Wittpenn Bridge [SI&A #0909150]
The project as proposed will have no effect on the NR-eligible Wittpenn Bridge. The proposed 240-foot monopoles will only be intermittently visible from a few vantage points on the bridge. This will not alter the characteristics that render the property eligible for listing in the NR, namely its association with advances in engineering and transportation as one of six bridges planned simultaneously to improve local highway connections and providing a required 35-foot minimum vertical clearance over the Hackensack River when closed. Further, the resource's setting has always been industrial in nature.

Pennsylvania Railroad Harsimus Branch (Conrail/CSX) Bridge over the Hackensack River
The project as proposed will have no effect on the NR-eligible Harsimus Branch Bridge. The proposed 240-foot monopoles will only be intermittently visible from a few vantage points on the bridge. This will not alter the characteristics that render the property eligible for listing in the NR, namely its

association with advances in engineering and transportation, specifically with master engineer John Alexander Low Waddell, who designed the bridge to improve local highway connections and create an uninterrupted flow of railroad, vehicular, and marine traffic through and over the Hackensack River. Further, the resource's setting has been industrial in nature since the bridge's construction. As such, the project as proposed would not constitute a visual or contextual intrusion on the resource.

Pennsylvania Railroad (PATH) Bridge over Hackensack River

The project as proposed will have no effect on the NR-eligible Pennsylvania Railroad Bridge. The proposed 240-foot monopoles will only be intermittently visible from a few vantage points on the bridge. This will not alter the characteristics that render the property eligible for listing in the NR, namely its association with advances in engineering and transportation, specifically with master engineer John Alexander Low Waddell, who designed the bridge to improve local highway connections and create an uninterrupted flow of railroad, vehicular, and marine traffic through and over the Hackensack River. As the setting of the resource has been industrial in nature since its date of construction, the project as proposed would not significantly alter the bridge's context and would therefore not constitute a visual intrusion.

St. Peter's Cemetery

The project as proposed will have no adverse effect on the NR-eligible St. Peter's Cemetery, though the proposed electrical line will be visible from the resource. St. Peter's Cemetery is significant for its associations with Jersey City's Roman Catholic community beginning in the mid-nineteenth century and as the first Roman Catholic cemetery in Jersey City. The cemetery's setting has changed over time by the ongoing growth and development Jersey City, specifically in the construction and expansion over time of U.S. Routes 1 & 9 to the south and east. Any visible monopoles will not adversely impact the characteristics that render the resource eligible for listing in the NR.

West End Interlocking Tower

The project as proposed will have no adverse effect on the NR-eligible West End Interlocking Tower. The tower is significant in the areas of transportation, engineering, and architecture, built in 1909 to control the junction of the DL&WRR Boonton Line and the M&ERR. Depending on their placement and design, new 65-foot monopoles and/or duct banks have the potential to directly impact the resource. As plans for the electrical line installation are refined, care will be taken in the design and placement of any monopoles and duct banks to avoid direct impacts to this historic resource. So long as the monopoles or duct banks are positioned so that they do not directly impact the West End Interlocking Tower, there will be no adverse effect on this historic resource. Further, as the resource's setting has always been dominated by railroad-related infrastructure, the project as proposed would not significantly alter the interlocking tower's context and would therefore not constitute a visual intrusion.

West-End Through Truss Bridges

The project as proposed will have no adverse effect on the NR-eligible West-End Through Truss Bridges. The bridges are significant in the areas of transportation and engineering, and are the only surviving intact truss bridges in this section of the historic DL&WRR. New 65-foot monopoles and duct banks have the potential to directly impact the resource. As plans for the electrical line installation are refined, care will be taken in the design and placement of any monopoles and duct banks to avoid direct impacts to this historic resource. So long as the monopoles or duct banks are positioned so that they do not directly impact the West-End Through Truss Bridges, there will be no adverse effect on this historic resource. Further, the resource's setting has always been dominated by railroad-related infrastructure. As such, the project as proposed would not significantly alter the bridge's surroundings and would therefore not constitute a visual intrusion.

Old and New Bergen Tunnels

The project as proposed will have no adverse effect on the NR-eligible Old and New Bergen Tunnels. The tunnels are significant for their association with late nineteenth and early twentieth century technological advances in transportation and engineering. The extent of the impacts on the tunnel

and the historic district depend on the proposed method of installation. As currently proposed, direct effects would be limited to the New Bergen Tunnel (the south tunnel). The electrical line would be installed within a precast duct bank at grade between the northernmost track and the north wall of the tunnel. As proposed, the installation would not result in an adverse effect. The proposed duct banks will not directly alter the tunnel and do not have the potential to degrade important historic design elements of the tunnel. As project plans are finalized, care will be taken to design and install this section of the electrical line in a way that minimally impacts the historic fabric of the tunnels.

JFK Boulevard Bridge [SI&A # 0951170]
The project as proposed will have no effect on the JFK Boulevard Bridge. The proposed 65-foot monopoles will only be intermittently visible from a few vantage points around the bridge. This will not alter the characteristics that render the property eligible for listing in the NR, namely its association with transportation, architecture, and engineering as one of five bridges and tunnels that were placed as a part of the construction of the Bergen Archways route, which supplemented the earlier Bergen Hill Tunnel in the early twentieth century, carrying increased commuter traffic through Bergen Hill.

Erie Railroad Bergen Hill Tunnel [aka Long Dock Tunnel]
The project as proposed will have no adverse effect on the NR-eligible Erie Railroad Bergen Hill Tunnel. The tunnel is significant for its pioneering technological and as an engineering achievement of its age, the first bore of its kind through Bergen Hill. Proposed 65-foot monopoles will only be intermittently visible from the tunnel's east and west portals. This will not alter the characteristics that render the tunnel eligible for listing in the NR.

Palisade Avenue Bridge [SI&A # 0951165]
The project as proposed will have no effect on the Palisade Avenue Bridge. The proposed 65-foot monopoles will only be intermittently visible from a few vantage points on the bridge. This will not alter the characteristics that render the property eligible for listing in the NR, namely its association with transportation, architecture, and engineering as an ambitious early concrete arch built in the United States as a part of the construction of the Bergen Archways route, which supplemented the earlier Bergen Hill Tunnel in the early twentieth century, carrying increased commuter traffic through Bergen Hill.

Jersey City High School [William Dickinson High School]
The project as proposed will have no adverse effect on the NR-listed Jersey City High School. The building is significant in the areas of architecture, engineering, and politics and government. Built in 1906 in the Beaux Arts style by John T. Rowland, it is the oldest secondary school in Jersey City. Proposed 65-foot monopoles would be sited to the northeast of the school along the New Jersey Turnpike, east of the Palisades. As the high school is located at the top of the Palisades along the ridge, the proposed monopoles would be intermittently visible from a few vantage points around the school. This will not alter the characteristics that render the property eligible for listing in the NR, its architectural style and associations with Jersey City's educational and political history.

Holbrook Manufacturing Company
The project as proposed will have no adverse effect on the NR-eligible Holbrook Manufacturing Company. The proposed electrical line and Hoboken East Substation will be visible from the resource. However, the setting of the Holbrook Manufacturing Company is not a character-defining feature of the historic property, which is significant for its massive, blocky concrete form and uninterrupted vertical piers that render it a strong example of an industrial building utilizing vernacular forms of classical architectural vocabulary to emphasize the building's scale. Further, the resource's setting has been highly compromised over time by the ongoing growth and development Jersey City, specifically in the alteration and loss of multiple historic industrial buildings and complexes formerly located to the south and east. For these reasons there will be no adverse effect on the NR-eligible resource.

Continental Can Company Complex
The project as proposed will have no adverse effect on the NR-eligible Continental Can Company Complex. New 65-foot monopoles will be visible from the resource and the proposed Hoboken

East Substation will be visible from certain vantage points; however, the setting of the Continental Can Company Complex is not a character-defining feature of the historic property. The resource is significant for its excellent early-twentieth century utilitarian industrial style design. Further, the resource's setting has been highly compromised over time by the ongoing growth and development Jersey City, specifically in the alteration and loss of multiple surrounding historic industrial buildings and complexes. As the proposed monopoles and substation would be located adjacent to existing utility poles and other existing railroad-related infrastructure, the project as proposed would not constitute a contextual intrusion on the resource.

Lackawanna Warehouse and Viaduct

The project as proposed will have no adverse effect on the NR-eligible Lackawanna Warehouse and Viaduct. The resource is significant for its association with railroad development of the Jersey City waterfront and as an excellent example of railroad terminal warehouse architecture with an intact associated viaduct (Hall 1995). New 65-foot monopoles will be visible from the resource, and the Hoboken East Substation will be visible from certain vantage points. At present, there is a strong extant visual continuity between the Lackawanna Warehouse and the Old Main DL&WRR Historic District, and the warehouse stands as a noticeable backdrop to the railroad ROW from various vantage points looking south from Hoboken to Jersey City. As the proposed monopoles and substation would be located adjacent to existing utility poles and other existing railroad-related infrastructure, the project as proposed will not have a noticeable impact upon the visual cohesion that contributes to the resource's significance.

Grove Street Bridge

The project as proposed will have no adverse effect on the Grove Street Bridge. The bridge is significant as one of several through plate girder bridges built along the Old Main DL&WRR at the turn of the century, selected at that time as an economical and highly rigid bridge design. New 65-foot monopoles and duct banks have the potential to directly impact the resource. As plans for the electrical line installation are refined, care will be taken in the design and placement of any monopoles and duct banks to avoid direct impacts to this historic resource. So long as the monopoles or duct banks are positioned so that they do not directly impact the Grove Street Bridge, there will be no adverse effect on this historic resource.

Engine Company #3, Truck #2 Firehouse

The project as proposed will have no adverse effect on the NJR and NR-listed Engine Company #3, Truck #2 Firehouse. If new 65-foot monopoles are installed, the proposed electrical line could be visible from certain vantage points along the south side of the firehouse depending on the placement of monopoles, but the impact would be limited. Character-defining features of the historic property include its use of rectangular and circular towers at the corners on the south façade, and its prominent corner location which orients the building laterally, allowing for maximum accessibility to all locations in the city. The proposed monopoles would not significantly alter the view of the railroad ROW from the resource, a view that was historically interrupted by industrial properties, some of which have been demolished.

Erie-Lackawanna Terminal

The project as proposed will have no adverse effect on the NJR and NR-listed Erie-Lackawanna Terminal. The Erie-Lackawanna Terminal is significant at the national level for its association with the development of rail and ferry transportation and as an exceptional example of early twentieth century rail and ferry terminal construction (Carmelich and Spies 2004). The resource is also significant as a contributing resource within the Old Main DL&WRR Historic District. If new 65-foot monopoles are installed, the proposed electrical line will be visible from the western end of the terminal. As the proposed monopoles would be located adjacent to existing utility poles of a similar height, the electrical line, though visible, will not have a noticeable impact upon the Erie-Lackawanna Terminal.

Belvedere Court

The project as proposed will have no adverse effect on the NR-eligible Belvedere Court. If new monopoles are installed, the proposed electrical line will likely be visible from the resource. Belvedere

Court is significant for its associations with the early twentieth century growth and increased density of Jersey City, as well as its numerous extant architectural details and historic elements that are reflective of the Garden City Movement. The proposed 65-foot monopoles will only be visible from intermittent vantage points toward the southeast corner of the building. Further, the monopoles will be located below the bluff in an existing industrial setting and will not alter the landscape to any significant degree from the vantage point of Belvedere Court.

R. Neumann & Co. Factory Complex
The project as proposed will have no adverse effect on the NR-eligible R. Neumann & Co. Factory Complex. If new 65-foot monopoles are installed, the proposed electrical line will likely be visible from the resource. The R. Neumann & Co. Factory Complex is significant for its associations with the early industrial development of Hoboken and its numerous extant architectural details and historic elements that effectively fuse the city's industrial past with the surrounding landscape. The resource's immediate setting has been somewhat compromised over time by the ongoing growth and development of Hoboken, especially by the recent construction of multiple large apartment and condominium complexes throughout the surrounding blocks to the east, north, and west. The proposed monopoles would be intermittently visible from the south side of the resource, within the railroad ROW. They would not significantly alter the visual and contextual relationship between the railroad and the R. Neumann & Co. Factory Complex, as they are similar in size and scale to the existing railroad catenary and other utility poles from the vantage of the resource.

4.5 Resolution of Adverse Effects

The Project as proposed will not adversely affect any identified NR-listed or eligible historic architectural resources provided that the conditions contained herein are met. As project plans are refined and options finalized, ongoing communication with the NJHPO will be necessary to assess any potential effects on historic resources that may arise from details of the project plans that could not be anticipated from the existing project scope and description. This includes the utilization of context-sensitive design and installation methods on the NR-eligible Lower Hack Bridge and in the New Bergen Tunnels, as well as measures to minimize and avoid direct impacts to the NR-eligible Old Main DL&WRR Historic District, Jersey City Waterworks Historic District, Hackensack River Lift Bridges Historic District, New Jersey Midland Railway/New York, Susquehanna and Western Railroad Historic District, Erie Railroad Main Line Historic District, West End Interlocking Tower, and Grove Street Bridge.

5.0 HISTORIC ARCHITECTURAL RESOURCES BACKGROUND STUDY AND EFFECTS ASSESSMENT – PROJECT COMPONENT G

Due to the different survey methodologies employed for Project Components A through F as compared with Project Component G, the HARBS and EA report has been divided into multiple sections. Section 5 of the report covers Project Component G. Though the APE encompasses all project components, figures in this section will only depict the G component of the APE [APE (G)] (see Figure 2.2). Research and analysis related to Project Components A through F can be found in Section 4 above. For a more detailed explanation of the methodologies employed for this HARBS and EA report, see Section 2.3.

5.1 Summary of Prior Architectural Investigations

Known Historic Properties

Background research conducted at the NJHPO indicated that 59 previously identified historic resources are located within the APE (G). Of the 59 previously identified resources, 13 have been demolished. These no longer extant resources are identified in Table 5.1. The locations of the demolished resources are shown on Figures 5.1a-d, and Plates 5.1 through 5.13 depict these sites as they currently exist. The remaining 46 resources, including 13 historic districts, two historic streetscapes, and 31 historic properties, are identified in Table 5.2 below and are discussed in detail in Section 5.3. Figures 5.2a-b show the locations of the 46 previously identified resources within the APE (G).

Previous Cultural Resources Surveys

Background research for Project Component G was limited to a review of previously-conducted historic architectural surveys on file at the NJHPO that encompassed the HBLR within the APE (G). Of the 88 cultural resources survey reports reviewed for this report, 58 reports (referenced below) identified historic architectural resources within the APE (G). All of the historic architectural resources within the current APE (G) that were inventoried by these reports and evaluated as being "potentially eligible" for listing in the NR or eligible for listing or listed in the NR are identified below and discussed in further detail in Section 5.3.

The NJR- and NR-listed Erie-Lackawanna Terminal is located within the APE (A-F) and the APE (G). As was true in Section 4.1 above, many of the cultural resources surveys within the APE (G) focused on the continued study of the history, preservation, and ongoing restoration and upkeep of the Erie-Lackawanna Terminal (CRMS 1978; Richard Grubb & Associates, Inc. 2009; Ford Farewell Mills and Gatsch 1994; Beyer Blinder Belle Architects & Planners 2002, 2005; Hayles & Howe, Inc. 2004; Lynn Drobbin & Associates 1997a, 2001; TAMS Consultants, Inc. 1993; JHPA 1990; and Marshall 1981). In addition, several surveys identified historic properties and districts in the vicinity of the Erie-Lackawanna Terminal. These include the NR-eligible Southern Hoboken Historic District, Old Main DL&WRR Historic District, and PATH Historic District (Heritage Studies 1982; Kraft 1978, 1979; Dolan Research, Inc. 1997; Geismar 1998; ARCH2 2001a, 2002b, 2002c, 2002d; Louis Berger & Associates, Inc. 1983; Richard Grubb & Associates, Inc. 2003, 2006a, 2009; RGA, Inc. 2015; Lynn Drobbin & Associates 1995a, 1995b, 1998, 2001; CRCG 2003; Parsons Brinkerhoff 1992).

A number of pertinent studies were conducted in relation to the Access to the Region's Core project (Transit Link Consultants 2006, 2008). The 2006 report also surveyed the Jefferson / Madison Streets Streetscape, which is located within the APE (G). As the streetscape was recommended not eligible for listing in the NR and the NJHPO concurred with this finding, the resource was not studied further as a part of this report (Transit Link Consultants 2006). The NR-eligible North (Hudson) River Tunnels were also identified in Transit Link Consultants' 2006 report. An earlier report examining the Lincoln Harbor Development Site in Weehawken and Hoboken also identified the Tunnels as NR-eligible resources (Raber Associates 1986).

Table 5.1: Demolished historic resources.

Resource Name	Municipality	NR Current Status	Appendix
Central Railroad of New Jersey Passenger Depot	City of Bayonne	Eligible (NJHPO Opinion: 9/11/1975)	G.1
Gates Avenue Bridge (SI&A# 82003274)	City of Bayonne	Eligible (NJHPO Opinion: 12/9/1994)	F.1; G.2
Roundhouse for the Central Railroad of New Jersey	City of Jersey City	Eligible (NJHPO Opinion: 10/1/1975)	F.2
Central Railroad Bridge	City of Jersey City	Eligible (NJHPO Opinion: 2/28/1991)	F.3
Conrail Bridge	City of Jersey City	Eligible (NJHPO Opinion: 5/16/1995)	F.4; G.3
Schiavone-Bonomo Corporation	City of Jersey City	Eligible (NJHPO Opinion: 5/16/1995)	F.4; G.4
Engine Company Number 8 Firehouse	City of Jersey City	Eligible (NJHPO Opinion: 6/12/1980)	F.5
Firehouse Number 12	City of Jersey City	Eligible (NJHPO Opinion: 5/16/1995)	F.4; G.5
Rogers-Pyatt Shellac Company/S.A. Wald Marine Cargo Salvors Warehouse	City of Jersey City	Eligible (NJHPO Opinion: 2/17/1995)	F.4; G.6
PATH Exchange Place Station Entrance	City of Jersey City	Eligible (NJHPO Opinion: 2/28/1991)	F.3; G.7
Erie Terminal Station of the Hudson and Manhattan Railroad Company ("Erie Station/Path Pavonia Station")	City of Jersey City	Eligible (DOE: 6/26/1984; NJHPO Opinion: 11/23/1983)	F.7; G.8
14th Street Viaduct	Multiple	Eligible (NJHPO Opinion: 10/16/1998)	F.6; G.9
Doric Temple	City of Union City	Eligible (NJHPO Opinion: 10/18/1995)	F.8; G.10

NR: National Register of Historic Places
NJHPO: State Historic Preservation Office
DOE: Determination of Eligibility

The NJR- and NR-listed Morris Canal, which crosses Project Component G in four separate locations, was also identified in numerous cultural resources surveys within the APE (G) (HCI 1977, 1978a; Frederic R. Harris, Inc. 1989; Lynn Drobbin and Associates 1995a, 1995b; URS Greiner, Inc. 1997). The surveys focused on the construction of the HBLR and various projects in Liberty State Park. Other reports related to Liberty State Park identified and documented the Greenville Yard, a contributing resource within the NR-eligible Pennsylvania Railroad New York Bay Branch Historic District (Historic Sites Research 1978, 1979, 1983a, 1983b).

Multiple studies have been conducted in relation to proposed wireless communications projects within the APE (G), several of which also identified the Erie-Lackawanna Terminal, the Southern Hoboken Historic District, and the Old Main DL&WRR Historic District (ARCH2 2002a, 2002b, 2002c, 2002d; A&HC 2004a). These surveys also examined the NR-eligible Lackawanna Warehouse and Viaduct (ARCH2 2002a; A&HC 2004a). Two wireless communications reports identified the NR-eligible West Shore Railroad Tunnel (A&HC 2004b; ARCH2 2001b). A 2002 report by ARCH2 identified the Bayonne Trust Company Building and the Mechanics Trust Company Building, and a 2003 report by IVI International, Inc. identified Public School Number 5 (ARCH2 2002e; IVI International, Inc. 2003). All of these resources are discussed in further detail in Section 5.3.

Three wireless communications reports identified above-ground resources more than 50 years of age within the APE (G) which had not been previously identified eligible for listing in the NR (A&HC 2004a; ARCH2 2002a; IVI International, Inc. 2003). Five of these resources (the R. Neumann & Co. Manufactory at 300 Observer Highway, the former Caulfield Association Building at 3-5 Henderson Street, the commercial building at 497-499 Observer Highway (now the Fields Development Group

Figure 5.1a: Aerial photograph depicting previously-identified historic resources within the APE (G) that have been demolished (NJGIS Digital Orthographic Imagery, 2012).

Figure 5.1b: Aerial photograph depicting previously-identified historic resources within the APE (G) that have been demolished (NJGIS Digital Orthographic Imagery, 2012).

Figure 5.1c: Aerial photograph depicting previously-identified historic resources within the APE (G) that have been demolished (NJGIS Digital Orthographic Imagery, 2012).

Figure 5.1d: Aerial photograph depicting previously-identified historic resources within the APE (G) that have been demolished (NJGIS Digital Orthographic Imagery, 2012).

Table 5.2: Previously identified historic resources.

Resource ID	Property Name/Address	Municipality	NR Current Status
40	Mechanic's Trust Company	City of Bayonne	Eligible (NJHPO Opinion: 12/9/1994)
41	Bayonne Trust Company	City of Bayonne	Listed (NJHPO Opinion: 12/9/1994; NR: 8/8/2006; NJR: 4/20/2006; COE: 1/30/2002)
42	East 17th Street Apartment Buildings Streetscape	City of Bayonne	Eligible (NJHPO Opinion: 12/9/1994)
43	Maidenform Brassiere Company	City of Bayonne	Eligible (NJHPO Opinion: 12/9/1994)
44	East 19th Street Streetscape	City of Bayonne	Eligible (NJHPO Opinion: 12/9/1994)
45	Mount Carmel Historic District	City of Bayonne	Eligible (NJHPO Opinion: 2/28/1991)
46	YMCA of Bayonne	City of Bayonne	Eligible (NJHPO Opinion: 5/5/1997)
47	Public School Number 5	City of Bayonne	Eligible (NJHPO Opinion: 2/28/1991)
48	Morris Canal	Multiple	Listed (NR: 10/1/1974; NJR: 11/26/1973; NJHPO Opinion: 5/27/2004)
49	Lehigh Valley Railroad Historic District	Multiple	Eligible (NJHPO Opinion:: 3/15/2002)
50	Pennsylvania Railroad New York Bay Branch Historic District	Multiple	Eligible (NJHPO Opinion: 9/10/2014)
51	Hanover National Bank Repository	City of Jersey City	Eligible (COE: 5/18/2006)
52	Communipaw-Lafayette Historic District	City of Jersey City	Eligible (NJHPO Opinion: 2/17/1995)
53	Ocean Avenue Bridge (SI&A #0950163)	City of Jersey City	Eligible (NJHPO Opinion: 5/16/1995)
54	Bergen Avenue Bridge (SI&A #0900011)	City of Jersey City	Eligible (NJHPO Opinion: 5/16/1995)
55	Former Candy Factory	City of Jersey City	Eligible (NJHPO Opinion: 2/28/1991)
56	Paulus Hook Historic District	City of Jersey City	Listed (NR: 6/21/1982; NJR: 8/7/1981)
57	Van Vorst Park Historic District	City of Jersey City	Listed (NR: 10/11/1984; NJR: 8/21/1984)
58	One Exchange Place (Bank Building)	City of Jersey City	Eligible (NJHPO Opinion: 2/28/1991)
59	Commercial Trust Company Bank	City of Jersey City	Eligible (NJHPO Opinion: 5/16/1995)
60	Hudson and Manhattan Railroad Powerhouse	City of Jersey City	Listed (NR: 11/23/2001; COE: 10/7/1999)
61	Warehouse Historic District	City of Jersey City	Eligible (NJHPO Opinion: 2/28/1991)
62	Great Atlantic and Pacific Tea Company Warehouse	City of Jersey City	Listed (NHL 6/2/1978; NR: 6/2/1978; NJR: 6/2/1978)
63	Butler Brothers Warehouse	City of Jersey City	Listed (NJR: 10/26/2015; NJHPO Opinion: 9/5/2013)
64	Holland Tunnel	City of Jersey City	Listed (NHL 11/3/1993; NR: 11/4/1993; NJR: 10/13/1995)

Table 5.2; cont.

Resource ID	Property Name/Address	Municipality	NR Current Status
65	L.O. Koven & Brothers Sheet Iron and Plate Steel Works	City of Jersey City	Eligible (NJHPO Opinion: 2/28/1991)
66	Pohlmann's Hall	City of Jersey City	Listed (NR: 9/5/1985; NJR: 7/5/1985)
67	269-271 Ogden Avenue	City of Jersey City	Eligible (NJHPO Opinion: 2/28/1991)
68	268-272 Ogden Avenue	City of Jersey City	Eligible (NJHPO Opinion: 2/28/1991)
69	Ferguson Brothers Manufacturing Company	City of Hoboken	Eligible (NJHPO Opinion: 10/16/1998)
70	Old Hillside Road Trolley Horseshoe Curve	Multiple	Eligible (NJHPO Opinion: 5/21/1999)
71	North (Hudson) River Tunnels	Multiple	Eligible (NJHPO Opinion: 11/12/1998)
72	NJ Route 3 (NJ 495) Highway Approach to Lincoln Tunnel Historic District	Weehawken Township	Eligible (NJHPO Opinion: 11/17/1999)
73	NJ Route 495 Viaduct (SI&A 3800031)	Weehawken Township	Eligible (NJHPO Opinion: 5/16/1995)
74	Lincoln Tunnel Entrance and Ventilation Buildings	Weehawken Township	Eligible (NJHPO Opinion: 2/28/1991)
75	Lincoln Tunnel	Weehawken Township	Eligible (NJHPO Opinion: 2/25/2003)
76	King's Bluff Historic District	Weehawken Township	Eligible (NJHPO Opinion: 5/16/1995)
77	West Shore Railroad Tunnel	Multiple	Eligible (NJHPO Opinion: 2/28/1991)
The following resources are located within the APE (A-F) and the APE (G):			
1	Old Main Delaware, Lackawanna and Western Railroad Historic District	City of Jersey City	Eligible (NJHPO Opinion: 6/7/2000)
2	Pennsylvania Railroad New York to Philadelphia Historic District	Multiple	Eligible (NJHPO Opinion: 10/2/2002)
15	Hudson and Manhattan Railroad Transit System (PATH)	City of Jersey City	Eligible (NJHPO Opinion: 3/4/2002)
16	Southern Hoboken Historic District	City of Hoboken	Eligible (DOE: 4/25/1980; NJHPO Opinion: 2/28/1991)
33	Holbrook Manufacturing Company	City of Jersey City	Eligible (NJHPO Opinion: 2/28/1991)
35	Lackawanna Warehouse and Viaduct	City of Jersey City	Eligible (NJHPO Opinion: 5/16/1995)
36	Grove Street Bridge	City of Jersey City	Eligible (NJHPO Opinion: 1/20/1999)
38	Erie-Lackawanna Terminal	City of Hoboken	Listed (NR: 2/17/2005; NJR: 12/7/2004)

NR: National Register of Historic Places
NJR: New Jersey Register of Historic Places
NJHPO: State Historic Preservation Office
NHL: National Historic Landmark
DOE: Determination of Eligibility
COE: Certification of Eligibility

Figure 5.2a: Aerial photograph depicting previously-identified historic resources within the APE (G) (NJGIS Digital Orthographic Imagery, 2012).

Figure 5.2b: Aerial photograph depicting previously-identified historic resources within the APE (G) (NJGIS Digital Orthographic Imagery, 2012).

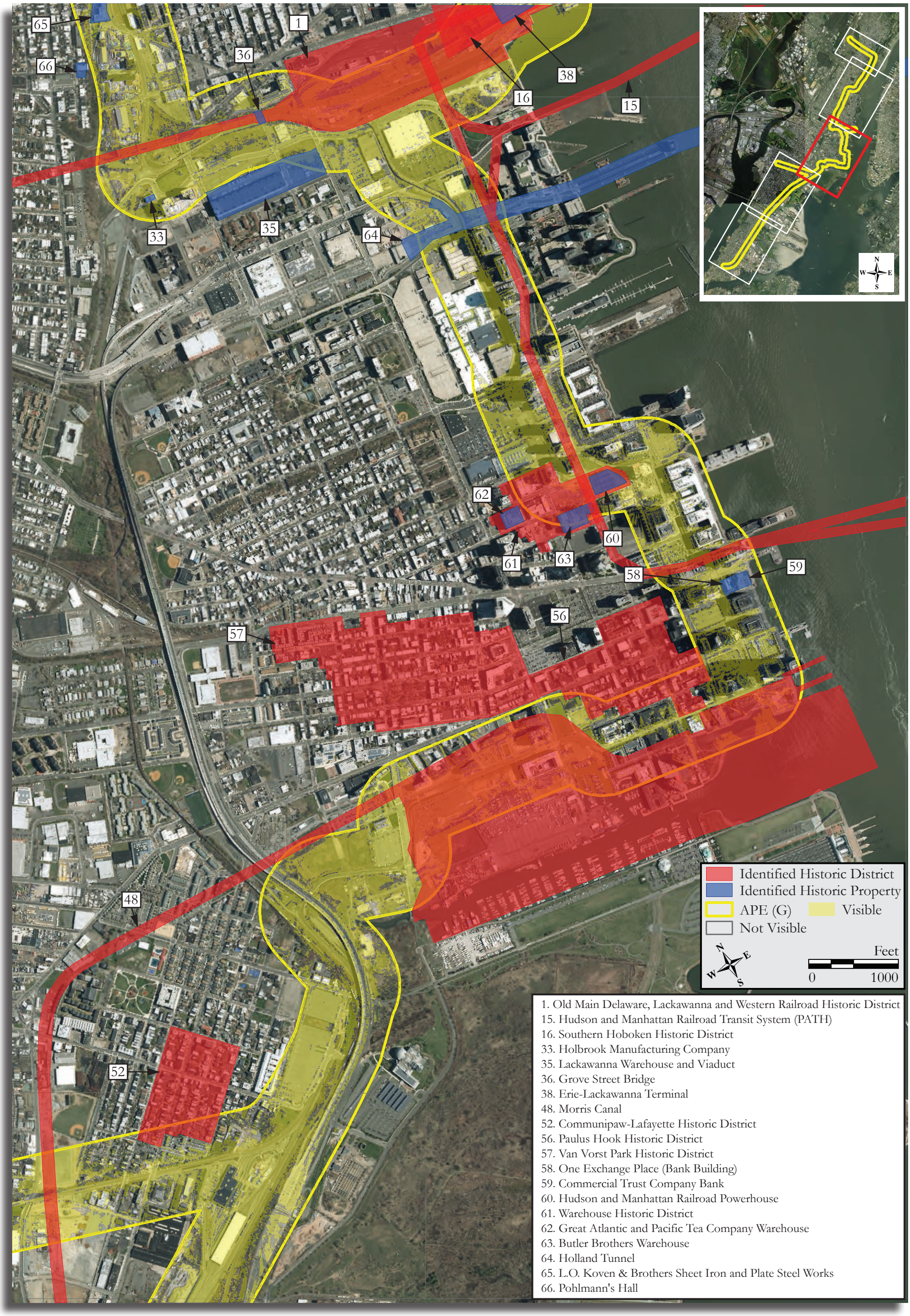

Figure 5.2c: Aerial photograph depicting previously-identified historic resources within the APE (G) (NJGIS Digital Orthographic Imagery, 2012).

Building) in Hoboken, and the Kobrick Coffee Company Building at 693-697 Luis Marin Boulevard and the industrial building at 833 Jersey Avenue (most recently in use as the National Retail Transportation Building) in Jersey City are also located within the APE (A-F) and are discussed in more detail in Section 4 (A&HC 2004a; ARCH2 2002a). One additional property, the St. Joseph's Church and Rectory at 311 Avenue E in Bayonne, is located within the bounds of APE (G) only. The resource was recommended eligible for listing in the NR under Criterion C by the consultant (IVI International, Inc. 2003). As no determination of eligibility was issued by the NJHPO for this property, a survey form was completed as a part of this report. NJHSRFs for all six resources are located in Attachment D.

In the 1990s, numerous cultural resources surveys were conducted in relation to the construction of the HBLR. Of those, seven reports identified historic architectural resources within the APE (G) (Sullebarger Associates 1991; Lynn Drobbin and Associates 1995a, 1995b, 1995c, 1995d, 1997b, 1997c, 1998). The reports recommended a total of 25 resources as "potentially eligible" for listing in the NR within the APE (G), resulting in a number of NJHPO determinations of eligibility (Sullebarger Associates 1991; Lynn Drobbin and Associates 1995b). These eligibility determinations resulted in a total of 30 NR-eligible and listed resources being identified in the 1995 Request for a Determination of Effect report submitted by Lynn Drobbin and Associates to the NJHPO (Lynn Drobbin and Associates 1995a). Of these, five have since been demolished. The remaining 25 resources have been identified in this HARBS report and are discussed in further detail in Section 5.3. These resources include the NJR- and NR-listed Morris Canal and Holland Tunnel, and the NR-eligible Great Atlantic and Pacific Tea Company Warehouse, Paulus Hook Historic District, Van Vorst Park Historic District, West Shore Railroad Tunnel, King's Bluff Historic District, Lincoln Tunnel Entrance and Ventilation Buildings, NJ Route 495 Viaduct, Lackawanna Warehouse and Viaduct, Warehouse Historic District, One Exchange Place, Commercial Trust Company Bank, Communipaw-Lafayette Historic District, Ocean Avenue Bridge, Bergen Avenue Bridge, Former Candy Factory, Public School Number 5, Mount Carmel Historic District, YMCA of Bayonne, East 17th Street Apartment Buildings Streetscape, East 19th Street Streetscape, Maidenform Brassiere Company, Bayonne Trust Company, and Mechanics Trust Company.

In 1998, an additional HARBS report for the proposed HBLR west side alignment identified three previously identified resources, the Old Main DL&WRR Historic District, the Koven Brothers Sheet Iron and Plate Steel Works, and the Holbrook Manufacturing Company, and three potentially eligible resources, the Grove Street Bridge, the Ferguson Brothers Manufacturing Company, and the 14th Street Viaduct, within the APE (G). The three identified resources have since received NJHPO opinions of eligibility. The 14th Street Viaduct has since been completely reconstructed and is addressed along with the other demolished resources above. The remaining five resources are discussed in further detail in Section 5.3. One resource surveyed for the HBLR project within the APE (G), the Manhattan Electric Supply Company Building, was recommended not eligible for listing in the NR and was not surveyed further as a part of this report (Lynn Drobbin and Associates 1995c).

The Lincoln Tunnel Ventilation Shaft had also been addressed in a cultural resources survey from 1979 related to facilities improvements by the Hudson County Utilities Authority, though at that time it was not considered eligible for listing as it was not yet over 50 years of age (Kraft 1979). Another report related to the same work was completed in 1978 and identified three resources as potential eligible within the APE (G): the Ferguson Brothers Manufacturing Company; the West Shore Railroad Tunnel; and the King's Bluff Historic District (Kraft 1978). A third report related to these facilities improvements identified the Mount Carmel Church District as potentially eligible, as well as the CRRNJ embankment near 17th Street and the passenger station near 8th Street, all in Bayonne (HCI 1978b). The passenger station has since been demolished, and this portion of the CRRNJ through Bayonne has since been found to lack the integrity necessary to contribute to the larger railroad historic district. The Mount Carmel Historic District, which encompasses the proposed Mount Carmel Church District, has been determined eligible for listing in the NR and is discussed in further detail in Section 5.3. The survey also identified the Mechanic Street District as potentially eligible for listing in the NR (HCI 1978b). The boundaries of the district were not clearly defined, though they roughly appear to include the blocks of 22nd Street and Mechanic Street between Prospect Avenue and Avenue F in Bayonne. The

district never subsequently received an NJHPO opinion of eligibility. The resources were not surveyed further as a part of this report as the buildings appear to have been substantially altered and many have been demolished since the district was recommended potentially eligible in 1978.

Previous cultural resources surveys also identified several listed and eligible resources located to the south of Hoboken, along the Palisades in Jersey City. These include the above-mentioned Lackawanna Warehouse and Viaduct and the Holbrook Manufacturing Company (Kardas and Larrabee 1979; Mary B. Dierickx Architectural Preservation Consultants 1997; Lichtenstein Consulting Engineers 1998; Lynn Drobbin and Associates 1998; Parsons Brinkerhoff 1992; PAL 2010). Further south in Jersey City, along the Hudson River, a 1990 cultural resources survey identified one NJR- and NR-listed resource, the Paulus Hook Historic District, and three eligible resources, the Commercial Trust Company Bank, One Exchange Place, and the Exchange Place PATH Station, within the APE (G) (NJDOT 1990). The PATH station has since been demolished, but the other three resources are examined in further detail in Section 5.3. The 1990 survey also identified three potentially eligible resources within the APE (G): the American Sugar Refining Company; the S.A. Wald Marine Salvors; Firehouse No. 12; and 31 Montgomery Street (NJDOT 1990). All three of these resources have since been demolished.

5.2 Survey of Historic Architectural Resources

Work for the HARBS report included an intensive-level architectural field survey conducted on January 26 and 27, 2017 and consisted of an examination of resources more than 50 years of age in the APE (G). Survey of previously unevaluated resources over 50 years of age was limited to: (1) resources within the APE (G) that were of less than 50 years in age at the time of the completion of the previous HBLR cultural resources surveys reviewed in Section 5.1 but that are now of greater than 50 years; and (2) other historic properties of greater than 50 years in age within the APE (G) that were not identified and/or evaluated by previous surveys but that were assessed during the current survey process as having a strong likelihood of qualifying for listing in the NR. Fieldwork reconnaissance identified 15 historic architectural resources within the APE (G) which met the qualifications listed above and warranted recordation on individual survey forms. Intensive-level historic architectural survey was completed for these 15 resources (see Attachment D).

Areas within the APE (G) were found to be generally highly urbanized. Surveyed resources consisted of late-nineteenth and early-twentieth-century industrial buildings, mid-twentieth-century manufacturing and commercial structures, residential properties, municipal buildings, and religious institutions. In Bayonne, both commercial and residential buildings from the late-nineteenth and early-twentieth centuries were identified. One electrical substation operated by PSE&G and a church dating from first decades of the twentieth century were also surveyed. All of these resources are in close proximity to the HBLR and are situated on streets directly adjacent to the ROW. In Jersey City, surveyed resources generally consisted of residential properties, both single-family homes and multi-unit buildings constructed in the late-nineteenth and early-twentieth centuries. These buildings are predominately in the areas of the city known as Greenville and Communipaw, both of which developed in the mid-to-late nineteenth century due to their proximity to both the Morris Canal and the CRRNJ. One cemetery, which was founded in the mid-nineteenth century and developed into the mid-twentieth century, was also surveyed. Two industrial buildings, both of which were once part of larger complexes operated by Jersey City-based companies in the turn-of-the-twentieth century, were also identified. In North Bergen, there was only one resource surveyed, the Grove Church Cemetery, a mid-nineteenth century rural cemetery located adjacent to the HBLR ROW. No additional resources were recommended as individually eligible for listing in the NR as a result of the survey.

The integrity of the 46 previously-identified NR-eligible and listed resources within the APE (G) was also reassessed as a part of this survey. One of these resources, the L.O. Koven & Brothers Sheet Iron and Plate Steel Works, was found to no longer possess sufficient historic integrity to qualify it for listing in the NR. A revised NJHPO Intensive Level Architectural Survey Form with supplemental

photographs was prepared to document the changes to the resource, which is discussed in further detail in Section 5.3. The revised survey form is contained in its entirety in Attachment E.

Figures 5.3a-e show the locations of the 15 resources more than 50 years of age identified within the APE (G) and surveyed at the intensive level. The intensive-level architectural survey, including individual building descriptions, historical development, and assessments of significance, integrity, and NR eligibility, has been conducted in accordance with the NJHPO Guidelines for Architectural Survey (NJHPO 1999) and has been compiled on the NJHPO Intensive Level Architectural Survey Forms located in Attachment D. Table 5.3 summarizes the architectural properties identified during the survey for this report.

Table 5.3: Summary of surveyed historic architectural properties.

Resource ID	Property Name/Address	Municipality	Previous Survey	Eligibility
RGA49	Mechanic's Trust Company Building / 23 West 8th Street	City of Bayonne	Previously un-surveyed	Recommended not eligible
RGA50	27 West 8th Street	City of Bayonne	Previously un-surveyed	Recommended not eligible
RGA51	Bergen Point Substation / 17-29 Evergreen Street	City of Bayonne	Previously un-surveyed	Recommended not eligible
RGA52	Bayonne Garden Apartments Historic District / 22 East 12th Street	City of Bayonne	Previously un-surveyed	Recommended eligible
RGA53	123 Prospect Avenue	City of Bayonne	Previously un-surveyed	Recommended not eligible
RGA54	Our Lady of Deliverance Parish/ 317 Avenue E	City of Bayonne	IVI International Inc. 2003	Recommended not eligible
RGA55	296-302 Princeton Avenue	City of Jersey City	Previously un-surveyed	Recommended not eligible
RGA56	328-334 Princeton Avenue	City of Jersey City	Previously un-surveyed	Recommended not eligible
RGA57	346 Princeton Avenue	City of Jersey City	Previously un-surveyed	Recommended not eligible
RGA58	Bayview – New York Bay Cemetery / 321 Garfield Avenue	City of Jersey City	Previously un-surveyed	Recommended not eligible
RGA59	The Risonian / 500 Garfield Avenue	City of Jersey City	Previously un-surveyed	Recommended not eligible
RGA60	A.B. See Electric Elevator Co. / 150 Pacific Avenue	City of Jersey City	Previously un-surveyed	Recommended not eligible
RGA61	252-262 Suydam Avenue	City of Jersey City	Recommended not eligible (RBA 2004).	Recommended not eligible
RGA62	L.O. Koven & Brother Inc., Machine Shop / 33 Hope Street	City of Hoboken	Recommended contributing to historic district (Sullebarger Associates 1991).	Recommended not eligible
RGA63	Grove Church Cemetery/ 1132 46th Street	Township of North Bergen	Recommended not eligible (Richard Grubb & Associates, Inc. 2002b)	Recommended not eligible

Figure 5.3a: Aerial photograph depicting the location of surveyed resources within the APE (G) (NJGIS Digital Orthographic Imagery, 2012).

Figure 5.3b: Aerial photograph depicting the location of surveyed resources within the APE (G) (NJGIS Digital Orthographic Imagery, 2012).

Figure 5.3c: Aerial photograph depicting the location of surveyed resources within the APE (G) (NJGIS Digital Orthographic Imagery, 2012).

Figure 5.3d: Aerial photograph depicting the location of surveyed resources within the APE (G) (NJGIS Digital Orthographic Imagery, 2012).

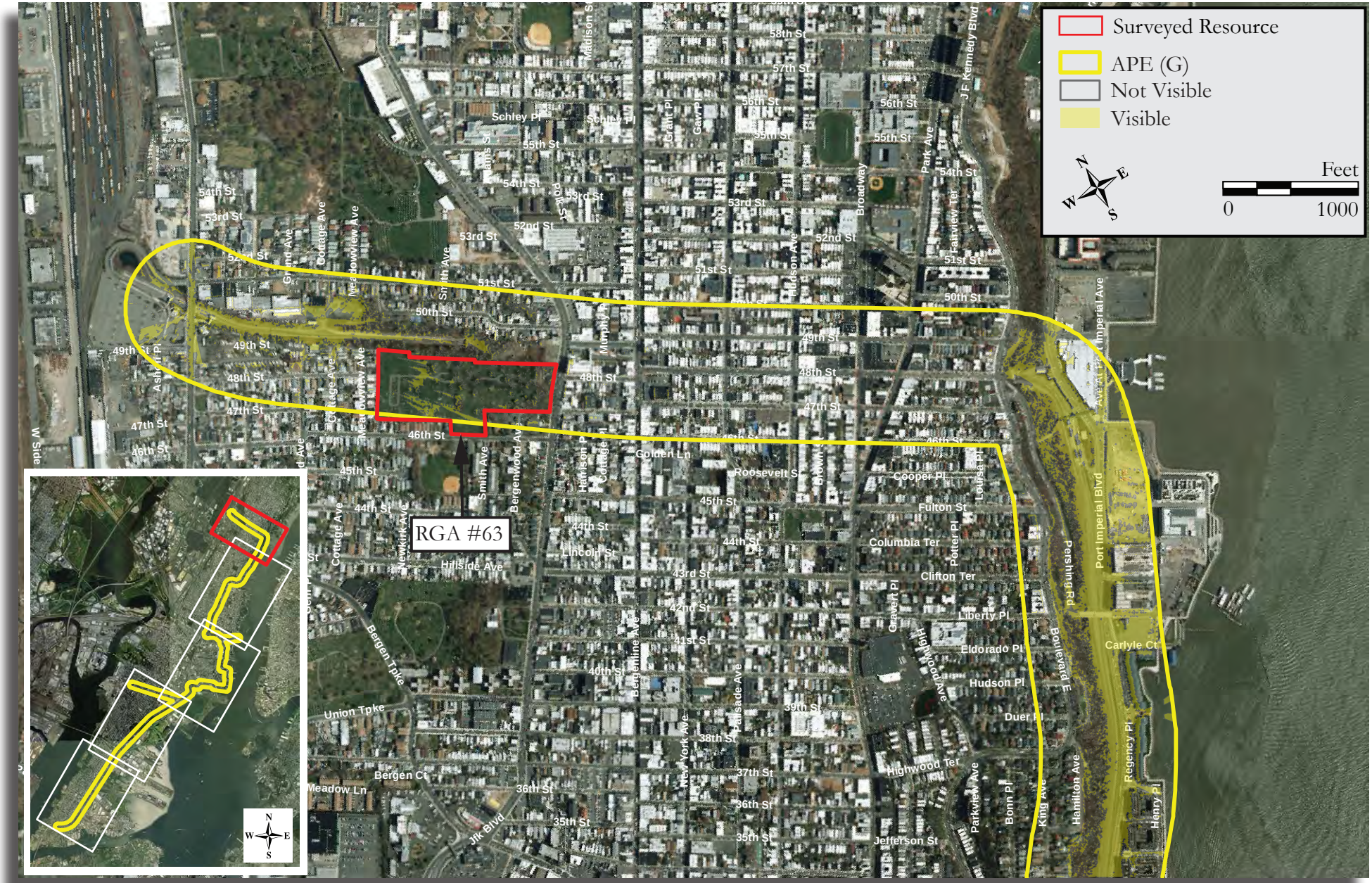

Figure 5.3e: Aerial photograph depicting the location of surveyed resources within the APE (G) (NJGIS Digital Orthographic Imagery, 2012).

5.3 Identification of Historic Properties

Of the 46 previously-identified historic resources and the 15 newly-identified resources surveyed at the intensive level within the APE (G), the HARBS found that 47 of these resources are eligible for or listed in the NJR and NR. They consist of eight historic properties and three historic districts listed in the NJR and NR, and 11 historic districts, two historic streetscapes, and 23 historic properties eligible for listing in the NR. The locations of the 47 resources can be seen on Figures 5.4a-e. Plates 5.14 through 5.51 show the resources and are referenced on Figures 5.4a-e. Eight of these resources are located within the APE (A-F) as well as the APE (G). These resources are depicted on Figures 5.4a-e and discussed briefly below. For more detailed information and photographs of these eight resources see Section 4.3.

The previously-identified historic resources are listed as follows:

The Mechanic's Trust Company (NJHPO Opinion: 12/9/1994)
The Mechanics Trust Company is located at 21 West 8th Street in the City of Bayonne, Hudson County (see Plate 5.14). It is a two-story, three-bay bank building constructed in 1901 as the second building for the Mechanic's Trust Company of Bayonne. The building was designed in the Beaux Arts style by local architect Arthur Curtis Longyear and was the headquarters of the Mechanic's Trust Company. It was in integral part of the commercial area of Bayonne formally-known as Depot Square due to its proximity to the Central Railroad of New Jersey Passenger Depot. It is currently the most architecturally intact building in the former square. It is eligible for listing in the NR under Criterion C as an excellent example of Beaux Arts Classicism (Hall 1994b) (see Attachments F.1 and G.11).

Bayonne Trust Company (NJHPO Opinion: 12/9/1994; COE: 1/30/2002; NJR: 4/20/2006; NR: 8/8/2006)
The Bayonne Trust Company is located at 231 Broadway in the City of Bayonne, Hudson County (see Plate 5.15). Designed in the Beaux Arts style by architect Lansing C. Holden, Sr. in 1912, the building served as the primary headquarters for the Bayonne Trust Company, one of Bayonne's premiere financial institutions. The Bayonne Trust Company received a NJHPO Opinion of Eligibility in 1994 under Criterion C, as an intact example of Beaux Arts architecture applied to a financial institution. In 2002, the building received a Certificate of Eligibility. The building was subsequently listed in the NJR and NR in 2006 under Criterion C as an excellent example of Beaux Arts Classicism as well as Criterion A for its associations with the Bayonne Trust Company and the early twentieth century industrialization, immigration and urban history of Bayonne (Karnaousis 2005; Hall 1994b)(see Attachments F.1, G.12, and G.13). It currently serves as the headquarters for the Bayonne Community Museum.

East 17th Street Apartment Building Streetscape (NJHPO Opinion: 12/9/1994)
The East 17th Street Apartment Building Streetscape is comprised of three brick apartment buildings located at 21-23, 25-27 and 29-31 East 17th Street in the City of Bayonne, Hudson County (see Plate 5.16). Designed in the Italianate style, they were constructed circa 1880 and retain a high degree of architectural integrity compared to other apartment rowhouses in Bayonne from the period including bracketed metal cornices and decorative wrought iron fire escapes and balconies. The streetscape was determined eligible for listing in the NR under Criterion C as examples of turn-of-the-century residential buildings constructed during Bayonne's industrial development (Hall 1994b)(see Attachments F.1 and G.14). One of the apartment buildings, the George Goldman Apartment Building at 25-27 East 17th Street (NJHPO Opinion: 9/30/1991) is individually eligible for listing in the NR but located outside of the APE (G).

Maidenform Brassiere Company Factory Building (NJHPO Opinion: 12/9/1994)
The Maidenform Brassiere Company Factory Building is located at Avenue E and West 17th Street in the City of Bayonne, Hudson County, New Jersey (see Plate 5.17). It is a four-story brick industrial building constructed at the turn of the twentieth century by the Underwood Typewriter Company

Figure 5.4a: Aerial photograph depicting the location of eligible and listed resources within the APE (G), and photograph locations and directions (NJGIS Digital Orthographic Imagery, 2012).

Figure 5.4b: Aerial photograph depicting the location of eligible and listed resources within the APE (G), and photograph locations and directions (NJGIS Digital Orthographic Imagery, 2012).

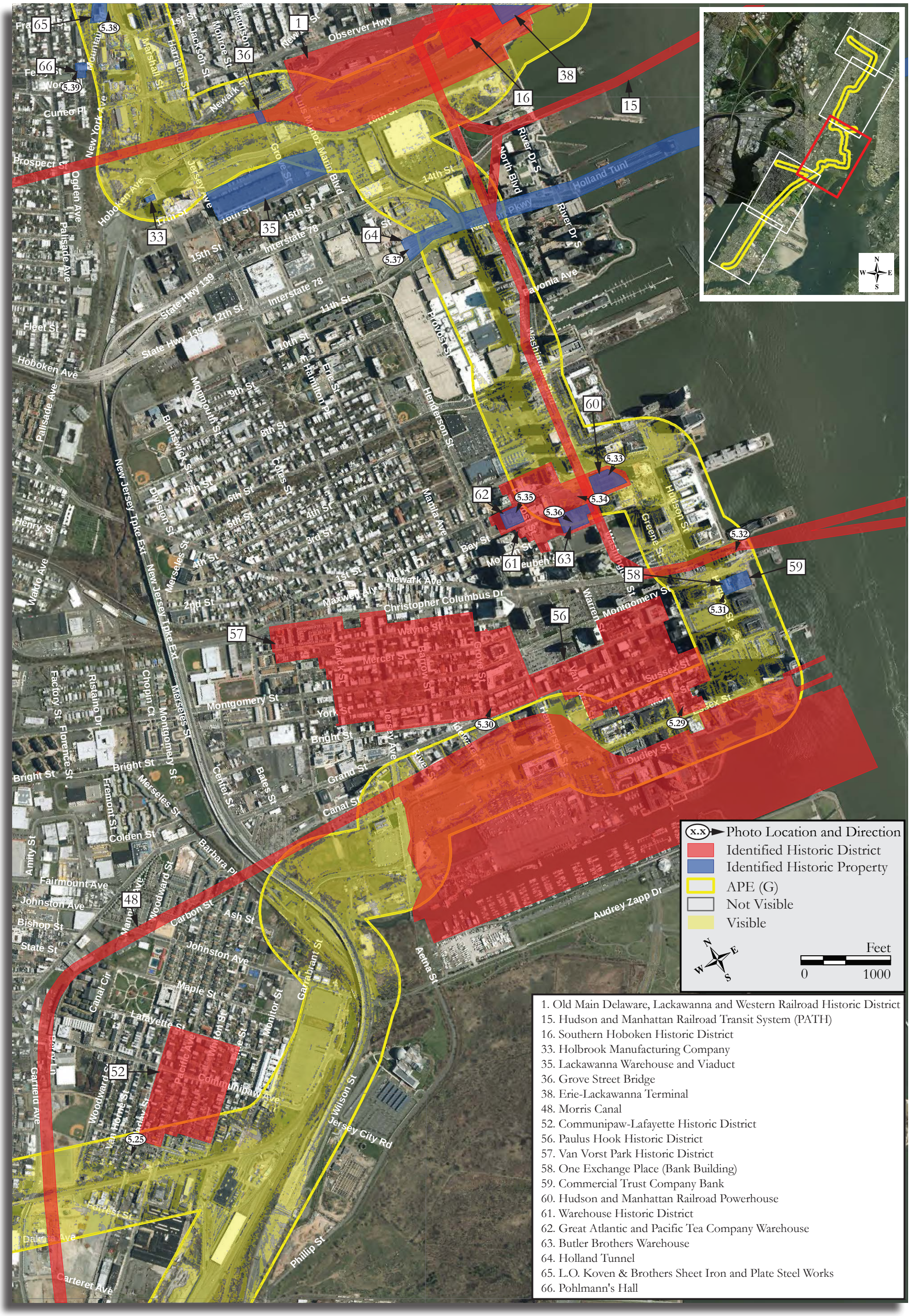

Figure 5.4c: Aerial photograph depicting the location of eligible and listed resources within the APE (G), and photograph locations and directions (NJGIS Digital Orthographic Imagery, 2012).

Figure 5.4d: Aerial photograph depicting the location of eligible and listed resources within the APE (G), and photograph locations and directions (NJGIS Digital Orthographic Imagery, 2012).

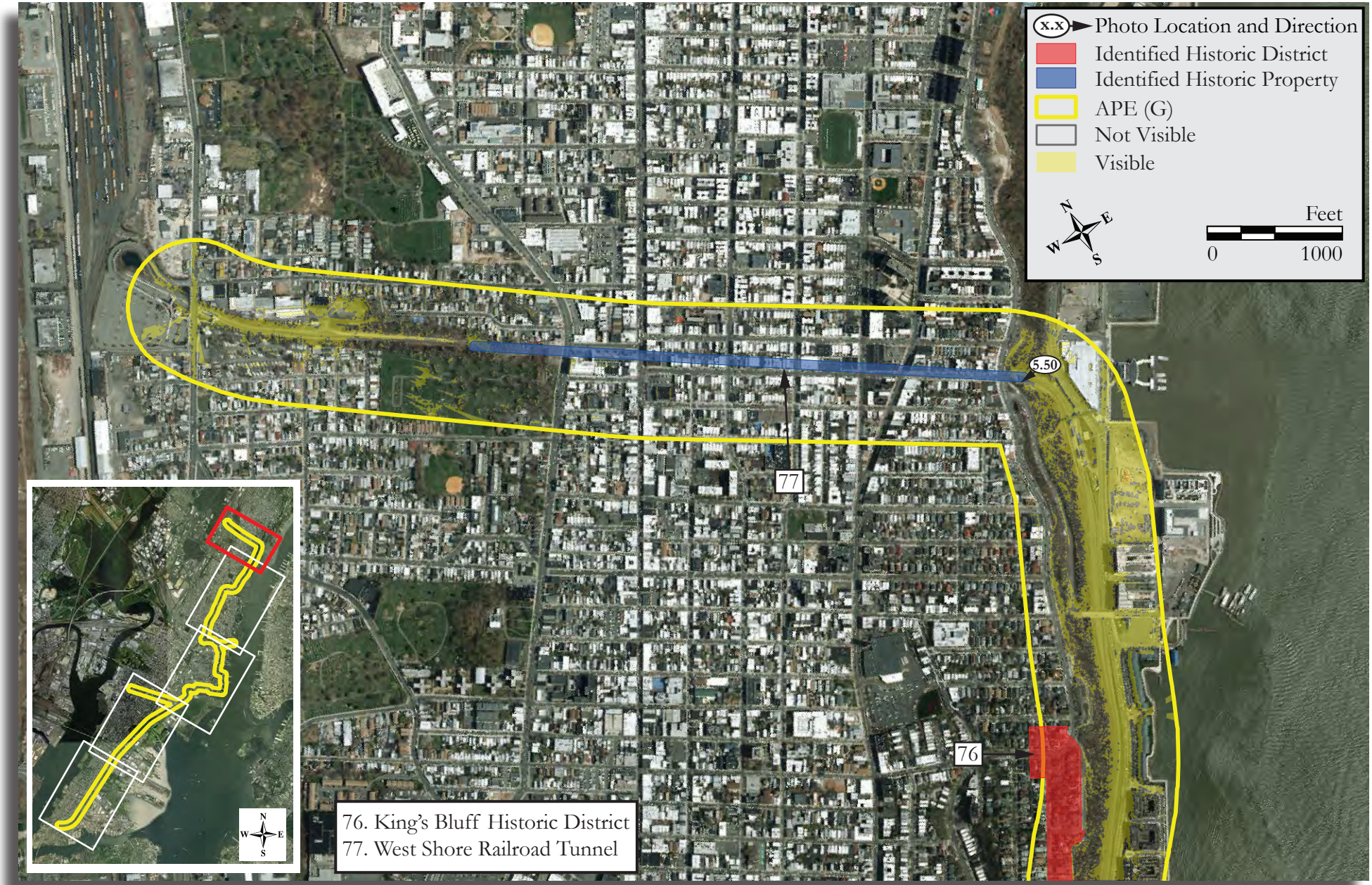

Figure 5.4e: Aerial photograph depicting the location of eligible and listed resources within the APE (G), and photograph locations and directions (NJGIS Digital Orthographic Imagery, 2012).

and enlarged in 1909. In 1930, the Maidenform Brassiere Company purchased the building and used the facility to produce uplifting brassieres patented by Ida Rosenthal. The Maidenform Brassiere Company Factory Building is eligible for the NR under Criterion A for its significance as the location where Ida Rosenthal's brassiere was perfected, mass-produced, and partially as a result of the daring 'I Dreamed' advertising campaign begun in 1949, ultimately evolved into a company which is one of the largest manufacturers of brassieres in the world (Hall 1994b) (see Attachments F.1 and G.15).

East 19th Street Streetscape (NJHPO Opinion: 12/9/1994)
The East 19th Street Streetscape is located at 33-35 East 19th Street in the City of Bayonne, Hudson County (see Plate 5.18). The streetscape is comprised of two, three-story vernacular Mission Revival apartment buildings constructed during the first decades of the twentieth century. Each building displays elements of the Mission Revival style including stepped parapets with concrete diamond panels, red brick window surrounds and buff brick. The streetscape was determined eligible for listing in the NR under Criterion C as a rare example of early twentieth century Mission Revival style domestic architecture applied to an urban setting and materials (Hall 1994b) (see Attachments F.1 and G.16).

Mount Carmel Historic District (NJHPO Opinion: 2/28/1991)
The Mount Carmel Historic District is comprised of the Mount Carmel Church and its associated buildings (Our Lady of Mount Carmel School, the Mount Carmel Rectory and the YMCA) located on Avenue E, East 22nd Street, Broadway and East 23rd Street in the City of Bayonne, Hudson County (see Plate 5.19). The church was founded by Polish Catholic immigrants in 1898 and in 1909, they constructed the present Romanesque Revival church building. In the early twentieth century, the rectory, Our Lady of Mount Carmel School and the YMCA were constructed on the church property. The district is eligible for listing in the NR under Criterion A, for its associations with the Polish Catholic community in Bayonne and Criterion C for its architectural significance (Hall 1991a) (see Attachments F.3 and G.17).

YMCA of Bayonne (NJHPO Opinion: 11/12/1991; COE: 5/5/1997)
The YMCA of Bayonne is located at 259 Avenue E and East 23rd Street in the City of Bayonne, Hudson County (see Plate 5.20). Designed in the Gothic Revival style by the Chicago firm of Shattuck & Hussey with oversight by Frederick Frost, the YMCA of Bayonne was constructed from 1919 to 1921. President of Standard Oil, John D. Rockefeller contributed a substantial amount of funding for the project to benefit the male youth of Bayonne who worked in the city's industries. The YMCA of Bayonne is eligible for listing in the NR under Criterion A, for its associations with early twentieth century industry in Bayonne and welfare work philosophy, Criterion B for its associations with John D. Rockefeller, and Criterion C as an intact example of Academic Gothic Revival architecture. The YMCA of Bayonne is a contributing resource to the Mount Carmel Historic District (Hall 1991b) (see Attachments F.9 and G.18).

Public School Number 5 (NJHPO Opinion: 2/28/1991)
Located at Avenue F and 30th Street in the City of Bayonne, Hudson County, Public School Number 5 is a circa 1920 school building designed by architect Donald F. Anderson (see Plate 5.21). The building has an H-shaped plan and is constructed of orange brick in the Beaux Arts style. It is the second school on the property, replacing a modest circa 1880 school building after the enrollment of Bayonne schools nearly doubled at the beginning of the twentieth century. Now known as the Lincoln Community School, it received a SHPO Opinion of Eligibility in 1991 under Criterion C for its significance as an outstanding example of formal school design with a strong Beaux-Arts influence (Hall 1991a) (see Attachments F.3 and G.19).

Morris Canal (NJHPO Opinion: 4/27/2004; NJR: 11/26/1973; NR: 10/1/1974)
The Morris Canal, which was completed in 1836 after little more than a decade of construction, was listed on the NJR and NR in the early 1970s as a linear historic district. The period of significance for the Morris Canal is 1824, the year the Morris Canal and Banking Company obtained a charter,

to 1923, the year ownership of the Morris Canal was transferred to the State of New Jersey from the Lehigh Valley Railroad. The canal is significant under Criterion A for its association with canal transportation, American technical education, and the demographic and industrial growth in northern New Jersey, New York City, and the Lehigh Valley. Because several inventors, engineers, and important men were associated with the construction and operation of the canal, the canal is significant under Criterion B. The Morris Canal meets Criterion C as a major technological feat of construction and operation, including the inclined plane design. The potential information relating to canal engineering and construction as well as the lifeways of nineteenth-century canal culture that archaeological investigations may yield makes the canal significant under Criterion D (Guzzo 2004) (see Plate 5.22) (see Attachment F.10).

Lehigh Valley Railroad Historic District (NJHPO Opinion: 3/15/2002)
The Lehigh Valley Railroad Historic District is eligible for inclusion in the NR under Criterion A for its statewide significance in transporting coal from the Pennsylvania coal fields to the New York market and for its local significance in leading to the industrial development of South Plainfield and various Middlesex County communities, such as Perth Amboy (see Plate 5.23). The district's period of significance begins in 1875, when the first shipment passed through to Perth Amboy, and ends in 1951 with the 50-year cut-off at the time the resource was surveyed. The district boundary consists of the line's historic ROW and extends from Phillipsburg, Warren County in the west to South Plainfield, Middlesex County in the east, where it splits and continues to Perth Amboy, Middlesex County and Jersey City, Hudson County (Guzzo 2002c) (see Attachments F.11 and G.20).

Pennsylvania Railroad New York Bay Branch Historic District (NJHPO Opinion: 9/10/2014; Previous NJHPO Opinion: 4/22/2005)
The Pennsylvania Railroad New York Bay Branch Historic District is eligible for listing in the NJR and NR under Criterion A in the area of Transportation for its contribution to the state's industrial, commercial, and urban expansion (see Plate 5.23). The district is also eligible under Criterion C in the area of Engineering and for the district's significant collection of contributing bridges, culverts, yards, and surviving overhead electrified catenary system (Guzzo 2005). Built in sections between 1889 and 1904 as part of the PRR's massive and comprehensive program to reach the Port of New York, the railroad became the critical link in both local and regional rail systems, enabling the PRR to secure a dominant place in the nation's busiest port and establishing itself as the country's largest railroad during the twentieth century. The railroad's period of significance extends from 1889, when the two predecessor railroads received their corporate charters, to 1945, when the railroad completed the last transfer bridge (Transfer Bridge No. 9) at the contributing Greenville Yard Piers in Greenville Yard, Jersey City, Hudson County, New Jersey. The boundaries of the eligible historic district are limited to the historic ROW and extend in two branches from Waverly Yard, Newark to the Passaic River and from Waverly Yard in Newark to Greenville Yard, Jersey City. The railroad is currently operated by the Consolidated Rail Corporation (Conrail) for freight service (see Attachment F.12).

Hanover National Bank Repository (COE: 5/18/2006)
The Hanover National Bank Repository is located at 19 Winfield Street in Jersey City, Hudson County (see Plate 5.24). The brick building was constructed in two parts. The earliest part of the building three stories tall and dates from 1902; the small two-story addition, which is similar in style and form, was constructed in 1925. The building exhibits Classical Revival detailing in the cornice and various details throughout. It served as back-office space and a repository of the Hanover National Bank, a New York City-based financial institution and one of the earliest in the United States. The Hanover National Bank Repository received a Certificate of Eligibility on May 18, 2006 and is eligible for listing in the NR under Criterion A for its associations with early twentieth century financial history and Criterion C as an early example of a back-office records storage building (see Attachments G.21 and G.22).

Communipaw-Lafayette Historic District (NJHPO Opinion: 2/17/1995)
The Communipaw-Lafayette Historic District is comprised of residential, institutional and commercial buildings on Lafayette, Bramhall, Pacific, Halladay and Pine Streets in the City of Jersey City, Hudson County (see Plate 5.25). This area of Jersey City has been home to settlement as early as 1660, but the Communipaw-Lafayette neighborhood began to steadily develop in the late nineteenth century due to its proximity to the Morris Canal and the Central Railroad of New Jersey. Many of the buildings throughout the district are modest brick rowhomes with vernacular Victorian and Italianate detailing. The Communipaw-Lafayette Historic District received a NJHPO Opinion of Eligibility on 2/17/1995 for its significance as an intact example of a late-nineteenth century working class neighborhood (Criterion C) (Hall 1995) (see Attachments F.4 and G.23).

Ocean Avenue Bridge (SI&A #0950163) (NJHPO Opinion: 5/16/1995)
The Ocean Avenue Bridge carries Ocean Avenue in the City of Jersey City, Hudson County over the former Conrail line (now HBLR) (see Plate 5.26). It is a wrought iron, open-web, deck girder bridge constructed in 1890 and altered in 1913. The bridge was designed and commissioned by the Central Railroad of New Jersey Chief Engineer. At the time of its evaluation, the Ocean Avenue Bridge was only one of six open-web deck girder bridges still remaining in the state. The bridge is eligible for listing in the NR under Criterion C as an intact and rare example of a once-common bridge type, many of which have been demolished throughout the twentieth century (Hall 1995) (see Attachments F.4 and G.24).

Bergen Avenue Bridge (SI&A #0900011) (NJHPO Opinion: 5/16/1995)
The Bergen Avenue Bridge carries Bergen Avenue in the City of Jersey City, Hudson County over the former Conrail line (now HBLR) (see Plate 5.26). It is a wrought iron, open-web, deck girder bridge constructed in 1890. It is supported by rough ashlar stone abutments and is similar in style and form to the nearby Ocean Avenue Bridge. The bridge is eligible for listing in the NR under Criterion C as an intact and rare example of an early overpass bridge type with T-section members, many of which have been demolished throughout the twentieth century (Hall 1995) (see Attachments F.4 and G.25).

Former Candy Factory (NJHPO Opinion: 2/28/1991)
The Former Candy Factory at 374-378 West Side Avenue and 346-370 Claremount Avenue is eligible for listing in the NR under Criterion C for architecture (see Plate 5.28). According to the Phase 2 Survey of Jersey City by Mary Dierickx, the complex consists of three sections: a three-story building at 346-352 Claremont Avenue built circa 1905 by the Greek American Confectionary Company; a five-story addition adjacent to the railroad tracks added about 1919 to accommodate the Novelty Candy Company; and an eight-story factory structure at 374-378 West Side Avenue built circa 1920 to accommodate the Lightolier Company (Dierickx 1986: Ward B). Both the Dierickx survey and the HBLR final Environmental Impact Statement describe the building as an excellent example of early twentieth-century utilitarian industrial design (Dierickx 1986: Ward B; Lynn Drobbin and Associates 1995b). Character-defining features include: brick ornament at the segmental arch bay openings; continuous brick courses at the spandrels; large expanses of horizontal windows within narrow bands of brick piers; suppressed segmental arches at the cornice level; and the setting of the factory building adjacent to the former Newark & New York Railroad tracks (Hall 1991a) (see Attachments F.3 and G.26).

Paulus Hook Historic District (NR: 6/21/1982; NJR: 8/7/1981)
The Paulus Hook Historic District is a primarily residential historic district comprised of 211 buildings dating from the early-to-late nineteenth century in the vicinity of York, Grand, Sussex, Morris, Essex, Greene, Washington, Warren and Van Vorst streets and avenues in the City of Jersey City, Hudson County (see Plate 5.29). The area was developed in 1804 by the New Jersey Associates, who commissioned Joseph Mangin to draw a plan of the area in gridded form. The area was soon known as Paulus Hook, and was a self-contained and functioning neighborhood. The district exhibits an array

of architectural styles from the nineteenth century including Greek Revival, Italianate, Romanesque Revival and Second Empire. The Paulus Hook Historic District is listed in the NR and NJR under Criterion A and C for its significance as a well-preserved nineteenth century urban residential landscape and its associations with community planning (Nogan and Brooks 1980). The district was extended along portions of York, Henderson and Van Vorst streets in 1985.

Van Vorst Park Historic District (NR: 3/5/1980; NJR: 8/2/1978)
The Van Vorst Park Historic District is located in the vicinity of Jersey Avenue, Varick, Barrow, Grove, Wayne, Mercer Montgomery, York, Bright and Grand streets in the City of Jersey City, Hudson County (see Plate 5.30). It is a cohesive grouping of late-nineteenth and early-twentieth century rowhouses centered around Van Vorst Park with some institutional and industrial buildings such as the City Hall of Jersey City, the Jersey City Public Library and Dixon Factories. Numerous intact examples of prevalent architectural styles of the nineteenth century including Greek Revival, Italianate and Queen Anne are featured throughout the district. The Van Vorst Park Historic District is listed in the NR and NJR under Criterion A for its associations with landscape and industry and Criterion C for its architectural significance (Sheehan 1977). The district was extended in 1984.

One Exchange Place (NJHPO Opinion: 2/28/1991)
One Exchange Place is a circa 1920 Classical Revival commercial office building situated in Exchange Place in the City of Jersey City, Hudson County (see Plate 5.31). The building was designed by the firm of Alfred & Bossom and characterizes the typical commercial skyscraper of the day with its use of light brick, classical details and 12 stories in height. One Exchange Place received a NJHPO Opinion of Eligibility on 2/28/1991 and is eligible under Criterion C as an excellent, intact, and late example of the commercial classical style in Jersey City that evolved from the standard Beaux Arts style of the early twentieth century (Hall 1991a) (see Attachments F.3 and G.27).

Commercial Trust Company Bank (NJHPO Opinion: 5/16/1995)
Located at 15 Exchange Place, in Jersey City, Hudson County, the Commercial Trust Company Bank is an early twentieth century office building (see Plate 5.32). It was once one of several tall commercial buildings in this area known as Exchange Place; however, it is now one of two (along with One Exchange Place) that still survives. The Commercial Trust Company Bank is a 10 story, light brick building with Classical detailing. The Commercial Trust Company Bank received an NJHPO Opinion of Eligibility on 5/16/1995 for its significance in association with the peak of Jersey City's commercial waterfront development (Criterion A) and as an example of an early twentieth century skyscraper (Criterion C) (Hall 1995) (see Attachment F.4).

Hudson and Manhattan Railroad Powerhouse (NR 11/23/2001; COE 10/7/1999)
The Hudson and Manhattan Railroad Powerhouse is located at 70-90 Bay Street in the City of Jersey City, Hudson County (see Plate 5.33). Constructed circa 1906, it is a massive and robust (approximately two square acres) brick building that served as the powerhouse for the Hudson and Manhattan Railroad (now PATH). The building exhibits the Industrial Romanesque Revival style with elements including ornamental brickwork and sets of arched windows. The idea and implementation of the Powerhouse was spearheaded by William G. McAdoo, who later became the Secretary of the Treasury under President Woodrow Wilson. The building was listed on the NR in 2001 under Criterion A, for its associations with engineering and transportation, Criterion B for its associations with McAdoo, and Criterion C for its architectural significance as a massive and robust example of the Industrial Romanesque Revival style. The period of significance ranges from 1908 with the construction of the building to 1929, when the Powerhouse was abandoned. Prior to its listing, the building received a Certificate of Eligibility in 1999 (Gomez 1999) (see Attachments G.28 and G.29). The building is located within the Warehouse Historic District.

Warehouse Historic District (NJHPO Opinion: 2/28/1991)
Located in the City of Jersey City, Hudson County, the Warehouse Historic District is comprised of warehouses land other industrial buildings located on 2nd Street, Morgan Street, Provost Street and Washington Street (see Plate 5.34). It is a dense concentration of industrial and commercial architecture constructed between 1875 and 1930. Many premier Jersey City companies occupied buildings in the district including the Merchant's Refrigerating Company, Julian Ribon & Partner, the P. Lorrilard Cigar Factor, Butler Brothers, and the Great Atlantic and Pacific Tea Company. The Warehouse Historic District is one of the earliest industrial areas in Jersey City and received a NJHPO Opinion of Eligibility in 1991 under Criteria B and C (Hall 1991a) (see Attachment F.3 and G.30).

Great Atlantic and Pacific Team Company Warehouse (NHL: 6/2/1978; NR: 6/2/1978; NJR: 6/2/1978)
Great Atlantic and Pacific Team Company Warehouse is a nine-story reinforced concrete industrial warehouse building located at 144-158 Bay Street in the City of Jersey City, Hudson County (see Plate 5.35). Between its construction in 1900 to 1929, the building served as a warehouse for Great Atlantic and Pacific Tea Company (colloquially known as A&P), the largest grocery retailer in the United States in the twentieth century. The building was part of a larger A&P complex, which also included a bakery, coffee roaster and manufacturing plant. In 1929, the company sold the building as they began to operate out of smaller warehouse and manufactories in different localities throughout the county. Great Atlantic and Pacific Team Company Warehouse became a National Historic Landmark (NHL) and was listed on the NR and NJR in 1978 for its significance as A&P's first warehouse (Adams 1977). The building is located within the Warehouse Historic District.

Butler Brothers Warehouse (NJR: 10/26/2015; NJHPO Opinion: 9/5/2013)
The Butler Brothers Warehouse is located at 335-341 Washington Street in the City of Jersey City, Hudson County (see Plates 5.36). Constructed in 1908, the Butler Brothers Warehouse an eight-story timber frame and brick load-bearing wall building that served as the warehouse for the Butler Brothers, a wholesale retailer that developed into a five-and-dime store in the mid twentieth century. Designed by architect Jarvis Hunt, nephew of nationally acclaimed Beaux Arts architect Richard Morris Hunt, the warehouse is a massive and robust building that occupies nearly a full city block. The Butler Brothers Warehouse received a NJHPO Opinion of Eligibility on 9/5/2013 under Criterion A for its associations with commerce and transportation and the expansion of retail shopping networks and Criterion C for its significance as an intact heavy-timbered warehouse. It was subsequently listed on the NJR on 10/26/2015 (Hamilton 2013) (see Attachment G.29). The building is located within the Warehouse Historic District.

Holland Tunnel (NHL: 11/3/1993; NR: 11/4/1993; NJR: 10/13/1995)
The Holland Tunnel is a vehicle thoroughfare that provides access from the City of Jersey City, Hudson County to Manhattan (see Plate 5.37). Constructed as the first tunnel under the Hudson River between 1920 and 1927, the structure was originally known as the Hudson River Vehicular Tunnel, but renamed the Holland Tunnel after its chief engineer, Clifford Milburn Holland died during construction in 1924. The Holland Tunnel was listed in the NR on 11/4/1993 and became a NHL on 11/3/1993 for its engineering and cultural significance. It is eligible for the NR under Criteria A and C and as a NHL under the transportation, construction, automobile and urban life themes (Lange 1993). The structure was subsequently listed in the NJR on 10/13/1995.

L.O. Koven & Brothers Sheet Iron and Plate Steel Works (NJHPO Opinion: 2/28/1991)
Located at 100 Paterson Plank Road, in Jersey City, Hudson County, the L.O. Koven & Brothers Sheet Iron and Plate Steel Works is an early twentieth century industrial vernacular style building (see Plate 5.38). It was originally part of a larger complex of industrial buildings owned by L.O. Koven & Brothers dating from about 1890 to 1915, however it is now one of only two buildings from this

complex that still survives. It is a five-story, red brick building with brick piers and plain stone capitals. The L.O. Koven & Brother Sheet Iron and Plate Steel Works received a NJHPO Opinion of Eligibility on 2/28/1991 for its significance as an excellent example of the industrial vernacular style in Jersey City (Criterion C) (Hall 1991a). Due to extensive modification in 2007 as a result of being converted into luxury residential units it is no longer recommended eligible. See Attachment E for an evaluation of the current eligibility and conditions of the building. The original NJHPO Opinion of Eligibility is located in Attachment F.3 and original survey documentation is in Attachment G.34.

Pohlmann's Hall (NR: 9/5/1985; NJR: 7/5/1985)
Pohlmann's Hall is located at 154 Ogden Avenue in the City of Jersey City, Hudson County (see Plate 5.39). Constructed circa 1874 by German immigrant Diedrich Pohlmann, the building original served as a private athletic and social club. It is a three-story, five-bay building with Italianate elements including a symmetric fenestration projecting cornice and Codussian windows. In 1918, local company L.O. Koven & Brothers purchased the building and used it as their headquarters. Their manufacturing operations continued to take place below the Cliffs on Paterson Plank Road. In the twentieth century, the Kessler Company, a purveyor of funerary supplies operated out of Pohlmann's Hall. The building was listed on the NR and NJR in 1985 under Criterion A for its associations with commerce and recreation and Criterion C for its significance as an intact Italianate social club (Charles Wyatt Associates 1984). Its period of significance starts in 1874 with the construction of the building and ends in 1917, when the L.O. Koven & Brothers purchased the building.

269-271 Ogden Avenue (NJHPO Opinion: 2/28/1991)
Located on the west side of Ogden Avenue near the intersection of Griffith Street in the City of Jersey City, Hudson County, 269-271 Ogden Avenue is a pair of Italianate rowhouses constructed prior to 1873 (see Plate 5.40). Likely dating from the 1860s, the buildings have cast iron ornamentation on the facades, a rare surviving feature of buildings of this era and area. Italianate elements employed on the buildings include segmentally-arched windows and bracketed cast iron cornices. 269-271 Ogden Avenue is eligible for listing in the NR under Criterion C, for their significance as intact and early rowhouses in The Heights (Hall 1991a) (see Attachments F.3 and G.35).

268-272 Ogden Avenue (NJHPO Opinion: 2/28/1991)
268-272 Ogden Avenue is a group of three Renaissance Revival rowhouses in the City of Jersey City, Hudson County (see Plate 5.41). Constructed in the early twentieth century, this stretch of Ogden Avenue displays academic Classical elements including decorative brickwork, foliate friezes, bracketed cornices and pedimented window lintels. The row of houses received a NJHPO Opinion of Eligibility for their significance as a surviving row of early twentieth century rowhouses in the area of Jersey City known as The Heights, where many of the contemporary buildings have been highly altered or demolished (Hall 1991a) (see Attachments F.3 and G.36).

Ferguson Brothers Manufacturing Company (NJHPO Opinion: 10/16/1998)
The Ferguson Brothers Manufacturing Company is located at 720-732 Monroe Street in the City of Jersey City, Hudson County (see Plate 5.42). The complex is comprised of two five-story factory buildings constructed in the first decades of the twentieth century. The earlier building, 732 Monroe Street, was built circa 1900 and is a standard, utilitarian brick warehouse. 720 Monroe Street was constructed circa 1920 and exhibits Art Deco ornamentation in the parapet. Both buildings were the headquarters for the Ferguson Brother Manufacturing Company, an originally New York-based furniture company that specialized in producing "Knickerbocker" furniture, a line of novelty and recreational furniture. The company also produced Mission and Arts and Crafts furniture. The building is eligible for listing in the NR under Criterion A, for its associations with the Ferguson Brothers Manufacturing Company and Criterion C as a set of intact early twentieth-century industrial buildings (Guzzo 1998a) (see Attachments F.6 and G.37).

Old Hillside Road Trolley Horseshoe Curve (NJHPO Opinion: 5/21/1999)
The Old Hillside Road Trolley Horseshoe Curve was a piece of transportation infrastructure constructed in 1893 that provided a trolley link to the Hoboken ferry system from the City of Union (formerly West Hoboken) and the City of Hoboken, Hudson County (see Plate 5.43). The trolley curve started at 15th Street in Hoboken and extended up the Palisades to Palisade Avenue in Union City. It was called a 'horseshoe' due to the sharp curve in the middle of the line. The track was dismantled in the twentieth century and only remnants of the stone abutment remain today. The Old Hillside Road Trolley Horseshoe Curve received a NJHPO Opinion of Eligibility in 1999 under Criterion A, for its significance as a critical link between West Hoboken and Hoboken, which facilitated the development of Union City and the top of the Palisades as well as Criterion C as an architectural engineering structure which made it possible for motorized trolleys to negotiate the acutely abrupt rise in elevation from the banks of the Hudson River to the top of the Palisades (Guzzo 1999d) (see Attachments F.16 and G.38).

North (Hudson) River Tunnels (NJHPO Opinion: 11/12/1998)
The North (Hudson) River Tunnels extend from the Bergen Portal in the Township of North Bergen, Hudson County, New Jersey to the Tenth Avenue Portal in New York City, New York County, New York (see Plate 5.44). The resource was determined eligible for listing in the NR under Criteria A and C by the NJHPO on November 12, 1998. The tunnels are significant for their contribution to advances in tunneling technology and railroad electrification, which together allowed for the first major direct rail connection between New York and New Jersey. The tunnels are also a contributing resource within the PRRHD and are significant for their role in the continued expansion of the railroad (Guzzo 1998b). The NJHPO opinion letter did not identify a period of significance for the tunnels (see Attachment F.18).

NJ Route 3 (NJ Route 495) Highway Approach to Lincoln Tunnel Historic District (NJHPO Opinion: 11/17/1999)
Constructed in 1939 and widened in 1956, the NJ Route 3 (NJ Route 495) Highway Approach to Lincoln Tunnel carries NJ Route 495 between US Routes 1 & 9 and the Lincoln Tunnel in North Bergen and Weehawken Townships, Hudson County (see Plate 5.45). It was designed by the Port Authority of New York and constructed by the American Bridge Company. The approach carries traffic west towards the Lincoln Tunnel from the Meadowlands near Bergen Hill. Structurally, it is a nine-deck plate girder bridge that was designed to carry traffic from meadows to hillside. The historic district is eligible for listing in the NR under Criteria A and C for its significance as a major and innovative transportation link in Hudson County (Guzzo 1999e) (see Attachments F.19 and G.39).

NJ 495 Viaduct (SI&A #3800031) (NJHPO Opinion: 5/16/1995)
The NJ 495 Viaduct carries NJ Route 495 over Baldwin Avenue and Conrail in Weehawken Township, Hudson County (see Plate 5.46). It is a curving viaduct constructed between 1938 and 1939 to provide major access to the Lincoln Tunnel. The structure is also known as "The Helix."' The viaduct is eligible for listing in the NR under Criterion C as an innovative engineering solution to building a highway with limited access and through a congested area (Hall 1995) (see Attachments F.4 and G.40).

Lincoln Tunnel Entrance and Ventilation Buildings (NJHPO Opinion: 2/28/1991)
The Lincoln Tunnel Entrance and Ventilation Buildings is a complex of Moderne-style buildings and structures situated at the New Jersey entrance to the Lincoln Tunnel in Weehawken Township, Hudson County (see Plate 5.47). The ventilation buildings were constructed in two phases (1936-1937 and the early 1950s) and are steel framed buildings with an orange brick curtain. The Lincoln Tunnel Entrance is also designed in the Moderne style, which was an attempt to address man's reliance on the functional machine. It is constructed of ashlar masonry and concrete and has steel lighting fixtures. The complex received a NJHPO Opinion of Eligibility on 2/28/1991 for its significance as an intact example of Art Moderne architecture as well as its associations with transportation and the Lincoln Tunnel (Hall 1991a) (see Attachments F.3 and G.41).

Lincoln Tunnel (NJHPO Opinion: 2/25/2003)
The Lincoln Tunnel is an automobile tunnel that connects Weehawken, Hudson County to Manhattan below the Hudson River (see Plate 5.48). It is the second tunnel to connect New Jersey to Manhattan, the first being the Holland Tunnel to the south in Jersey City. The Lincoln Tunnel is comprised of three separate tubes constructed between 1937 and 1956 and designed by architect Aymar Embury II and engineer Othmar H. Ammann. The Lincoln Tunnel is considered to be the busiest tunnel in the world, with approximately 40 million vehicles a year. It received both NJHPO and New York State Historic Preservation Office (NYSHPO) Opinions of Eligibility for its cultural and engineering significance (Tranter 2003) (see Attachment F.20).

King's Bluff Historic District (NJHPO Opinion: 5/16/1995)
The King's Bluff Historic District is a historic district comprised of residential properties on King Avenue, Hamilton Avenue, Bellevue Street, Kingswood Road, and King's Bluff Road in Weehawken Township, Hudson County (see Plate 5.49). King's Bluff was a turn-of-the-century upper middle class neighborhood with large and modest Tudor Revival, Beaux Arts and Queen Anne houses, some of which look over the bluff into New York City. The King's Bluff Historic District is eligible for listing in the NR under Criterion C as an intact example of an early twentieth century residential neighborhood (Hall 1995) (see Attachments F.4 and G.40).

West Shore Railroad Tunnel (NJHPO Opinion: 2/28/1991)
The West Shore Railroad Tunnel is a historic railroad tunnel that extends below 48th Street in North Bergen and Weehawken Townships, Hudson County (see Plate 5.50). It was constructed between 1881 and 1883 by the New York, West Shore, and Buffalo and the New York, Ontario and Western Railroad companies to provide access to the Hudson River. The tunnel is eligible for listing in the NR under Criterion A for its importance as a transportation access link to the Hudson River from more inland parts of New Jersey (Hall 199a) (see Attachments F.3 and G.42).

The newly-identified resource recommended eligible for listing in the NR as a result of the intensive-level survey is as follows:

Bayonne Garden Apartments Historic District (RGA52)
The Bayonne Garden Apartments Historic District is a historic district composed of five Spanish Revival, garden-style apartments located in the Constable Hook neighborhood of the City of Bayonne, Hudson County (see Plate 5.51). The apartment complex was built in 1924 based on the pioneering designs of self-taught architect Andrew J. Thomas. Thomas's design for the Bayonne Garden Apartments is one of the architect's earliest examples of low-cost, garden-style apartment complexes which sought to counter the poor conditions of typical wage-worker, tenement housing of the early twentieth century. The Bayonne Garden Apartments Historic District is recommended eligible for listing in the NR under Criteria A and C in the areas in Architecture, Community Planning and Development, and Social History (see Attachment D).

The following resources fall within the boundaries of both the APE (A-F) and the APE (G): the Old Main DL&WRR Historic District (see Plates 4.1-4.17); the Pennsylvania Railroad New York to Philadelphia Historic District (see Plates 4.18-4.28 and Plate 5.44) (see Attachment F.17); the Hudson and Manhattan Railroad Transit System (PATH) Historic District (see Attachment F.13); the Southern Hoboken Historic District (see Plates 4.16, 4.40, 4.41) (see Attachment F.3); the Erie-Lackawanna Terminal (see Plates 4.16-4.17); the Lackawanna Warehouse and Viaduct (see Plates 4.13, 4.48-4.51) (see Attachments F.4 and G.31); the Grove Street Bridge (see Plates 4.14, 4.51-4.52) (see Attachments F.15 and G.32); and the Holbrook Manufacturing Company (see Plates 4.45, 4.47) (see Attachments F.3 and G.33). For further information on these resources, see Section 4.3.

Plate 5.1: View southwest of the former site of the Central Railroad of New Jersey Passenger Depot on 8th Street, City of Bayonne, Hudson County.

The building was demolished circa 1977.

Photo view: Southwest

Photographer: Kelly E. Wiles

Date: February 13, 2017

Plate 5.2: View southeast of the former site of the Gates Avenue Bridge, City of Bayonne, Hudson County. The bridge was demolished circa 2000.

Photo view: Southeast

Photographer: Kelly E. Wiles

Date: February 13, 2017

Plate 5.3: View west of the former site of the Roundhouse for the Central Railroad of New Jersey, City of Jersey City, Hudson County.

The complex was demolished circa 1985.

Photo view: Southeast

Photographer: Kelly E. Wiles

Date: February 13, 2017

Plate 5.4: View east of the former site of the Central Railroad Bridge over Communipaw Avenue, City of Jersey City, Hudson County.

The bridge was demolished circa 1990.

Photo view: East

Photographer: Kelly E. Wiles

Date: February 13, 2017

Plate 5.5: View south of the former site of the Conrail Bridge over the Central Railroad of the New Jersey Main Line, City of Jersey City, Hudson County.

The bridge was demolished circa 2000.

Photo view: South

Photographer: Kelly E. Wiles

Date: February 13, 2017

Plate 5.6: View southeast of the former site of the Schiavone-Bonomo Corporation at 1 Aetna Street and Jersey Avenue, City of Jersey City, Hudson County.

The building was demolished circa 2009.

Photo view: Southeast

Photographer: Kelly E. Wiles

Date: February 13, 2017

Plate 5.7: View south of the former site of the Engine Company Number 8 Firehouse at 25 Ege Avenue, City of Jersey City, Hudson County. The building was demolished circa 2000.

Photo view: South

Photographer: Kelly E. Wiles

Date: February 13, 2017

Plate 5.8: View north of the former site of Firehouse Number 12 at 140 Morris Street, City of Jersey City, Hudson County.

Photo view: North

Photographer: Kelly E. Wiles

Date: February 13, 2017

Plate 5.9: View south of the former site of the Rogers-Pyatt Shellac/S.A. Wald Marine Cargo Salvors Warehouse at 39-41 Essex Street, City of Jersey City, Hudson County.

The building was demolished circa 2000.

Photo view: South

Photographer: Kelly E. Wiles

Date: February 13, 2017

Plate 5.10: View northeast of the former site of the PATH Exchange Place Station Entrance at 14-16 Exchange Place, City of Jersey City, Hudson County.

The building was demolished circa 1992.

Photo view: Northeast

Photographer: Kelly E. Wiles

Date: February 13, 2017

Plate 5.11: View northeast of the former site Erie Terminal Station of the Hudson and Manhattan Railroad Company at 64 Pavonia Avenue, City of Jersey City, Hudson County.

The building was demolished circa 1990

Photo view: Northeast

Photographer: Kelly E. Wiles

Date: February 13, 2017

Plate 5.12: View east of the newly-reconstructed 14th Street Viaduct, City of Jersey City, Hudson County.

The former 14th Street Viaduct was demolished in 2008 and reconstructed in 2014.

Photo view: East

Photographer: Elizabeth Diker

Date: January 26, 2017

Plate 5.13: View southeast of the former site of the Doric Temple at 906 Palisade Avenue, City of Jersey City, Hudson County.

The building was demolished in March, 2008.

Photo view: Southeast

Photographer: Kelly E. Wiles

Date: February 13, 2017

Plate 5.14: View northeast of the Mechanics Trust Company at 21 West 8th Street, City of Bayonne, Hudson County.

Photo view: Northeast

Photographer: Sonja Lengel

Date: January 26, 2017

Plate 5.15: View northwest of the Bayonne Trust Company at 231 Broadway, City of Bayonne, Hudson County.

Photo view: Northwest

Photographer: Sonja Lengel

Date: January 26, 2017

Plate 5.16: View northwest of East 17th Street Apartment Buildings Streetscape at 21-31 East 17th Street, City of Bayonne, Hudson County.

Photo view: Northwest

Photographer: Sonja Lengel

Date: January 26, 2017

Plate 5.17: View northeast of the Maidenform Brassiere Company at Avenue E at 17th Street, City of Bayonne, Hudson County.

Photo view: Northwest

Photographer: Sonja Lengel

Date: January 26, 2017

Plate 5.18: View northeast of the East 19th Street Streetscape at Avenue E at 33-35 East 19th Street, City of Bayonne, Hudson County.

Photo view: Northeast

Photographer: Sonja Lengel

Date: January 26, 2017

Plate 5.19: View east of the Mount Carmel Historic District on East 22nd Street, City of Bayonne, Hudson County.

Photo view: East

Photographer: Sonja Lengel

Date: January 26, 2017

Plate 5.20: View southwest of the YMCA City of Bayonne at 259 Avenue E, City of Bayonne, Hudson County.

Photo view: Southwest

Photographer: Sonja Lengel

Date: January 26, 2017

Plate 5.21: View northeast of Public School No. 5 at 208 Prospect Avenue, City of Bayonne, Hudson County.

Photo view: Northeast

Photographer: Sonja Lengel

Date: January 26, 2017

Plate 5.22: View east of commemorative signage relating to the Morris Canal near the Richard Street H-BLR Station, City of Jersey City, Hudson County.

Photo view: East

Photographer: Sonja Lengel

Date: January 26, 2017

Plate 5.23: View southeast east of the Lehigh Valley Railroad Historic District and the Pennsylvania Railroad New York Bay Branch Historic District, City of Jersey City, Hudson County.

Photo view: Southeast

Photographer: Kristen Herrick

Date: January 27, 2017

Plate 5.24: View west of the Hanover National Bank Repository at 19 Winfield Street, City of Jersey City, Hudson County.

Photo view: West

Photographer: Kristen Herrick

Date: January 27, 2017

Plate 5.25: View southwest of rowhouses and St. Mary's Byzantine Catholic Church on Pacific Avenue, all located within the Communipaw-Lafayette Historic District, City of Jersey City, Hudson County.

Photo view: Southwest

Photographer: Kristen Herrick

Date: January 27, 2017

Plate 5.26: View southwest of the Ocean Avenue Bridge (SI&A #0950163) at Ocean Avenue over Conrail, City of Jersey City, Hudson County.

Photo view: Southwest

Photographer: Kelly E. Wiles

Date: January 27, 2017

Plate 5.27: View north of the Bergen Avenue Bridge (SI&A #0900011) at Bergen Avenue over Conrail, City of Jersey City, Hudson County.

Photo view: North

Photographer: Kelly E. Wiles

Date: January 27, 2017

Plate 5.28: View east of the Former Candy Factory at 374-378 West Side Avenue and 346-370 Claremont Avenue, City of Jersey City, Hudson County.

Photo view: East

Photographer: Kelly E. Wiles

Date: January 27, 2017

Plate 5.29: View northeast of contributing buildings to the Paulus Hook Historic District on the north side of Essex Street, City of Jersey City, Hudson County.

The H-BLR right-of-way is located directly to the south of the buildings on Essex Street.

Photo view: Northeast

Photographer: Kelly E. Wiles

Date: January 27, 2017

Plate 5.30: View northeast of contributing buildings to the Van Vorst Park Historic District on the east side of Grove Street, City of Jersey City, Hudson County.

Photo view: Northeast

Photographer: Kelly E. Wiles

Date: January 27, 2017

Plate 5.31: View northeast of One Exchange Place (Bank Building) at 1 Exchange Place, City of Jersey City, Hudson County.

Photo view: Northeast

Photographer: Kristen Herrick

Date: January 27, 2017

Plate 5.32: View southwest of Commercial Trust Company Bank at 15 Exchange Place, City of Jersey City, Hudson County.

Photo view: Southwest

Photographer: Kristen Herrick

Date: January 27, 2017

Plate 5.33: View southwest of the Hudson and Manhattan Railroad Powerhouse at 70-90 Bay Street, City of Jersey City, Hudson County.

Photo view: Southwest

Photographer: Kelly E. Wiles

Date: January 27, 2017

Plate 5.34: View northwest of contributing buildings to the Warehouse Historic District on Bay Street, City of Jersey City, Hudson County.

Photo view: Northwest

Photographer: Kelly E. Wiles

Date: January 27, 2017

Plate 5.35: View southwest of the north and east elevations of the Great Atlantic and Pacific Tea Company Warehouse at 144-158 Bay Street, City of Jersey City, Hudson County.

Photo view: Southwest

Photographer: Kelly E. Wiles

Date: January 27, 2017

Plate 5.36: View southeast north and west Butler Brothers Warehouse at 335-341 Washington Street (99-121 Bay Street), City of Jersey City, Hudson County.

Photo view: Southeast

Photographer: Kelly E. Wiles

Date: January 27, 2017

Plate 5.37: View east of the entrance to the Holland Tunnel, City of Jersey City, Hudson County.

Photo view: East

Photographer: Kelly E. Wiles

Date: January 27, 2017

Plate 5.38: View north of the L.O. Koven & Brothers Sheet Iron and Plate Steel Works at 100 Paterson Plank Road, City of Jersey City, Hudson County.

The top three stories were constructed in 2007.

Photo view: North

Photographer: Elizabeth Diker

Date: January 26, 2017

Plate 5.39: View northeast of Pohlmann's Hall at 154 Ogden Avenue, City of Jersey City, Hudson County.

Photo view: Northeast

Photographer: Elizabeth Diker

Date: January 26, 2017

Plate 5.40: View west of 269-271 Ogden Avenue, City of Jersey City, Hudson County.

Photo view: West

Photographer: Elizabeth Diker

Date: January 26, 2017

Plate 5.41: View east of 268-272 Ogden Avenue, City of Jersey City, Hudson County.

Photo view: East

Photographer: Elizabeth Diker

Date: January 26, 2017

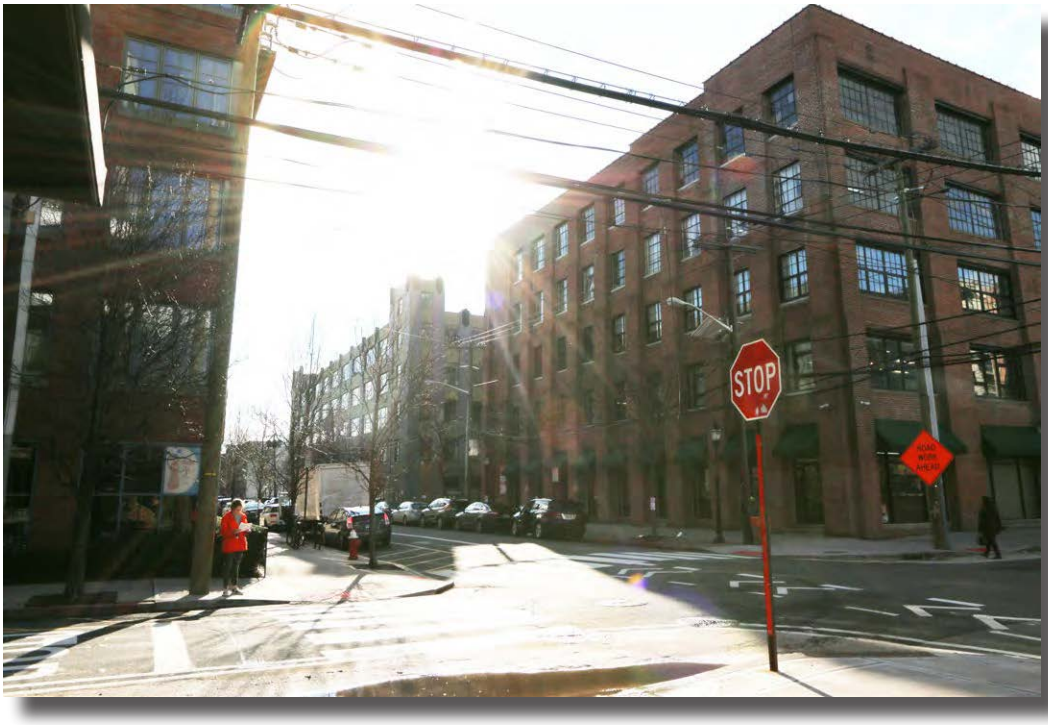

Plate 5.42: View southwest of the Ferguson Brothers Manufacturing Company at 720-732 Monroe Street, City of Jersey City, Hudson County.

Photo view: Southwest

Photographer: Elizabeth Diker

Date: January 26, 2017

Plate 5.43: View north of remnants of the stone abutments of the Old Hillside Road Trolley Horseshoe Curve in Union City, Hudson County.

Photo view: North

Photographer: Lynn Alpert

Date: August 23, 2016

Plate 5.44: View east of the Pennsylvania Railroad New York to Philadelphia Historic District and the North (Hudson) River Tunnels.

Both historic resources are located beneath the Hudson River and connect New Jersey to New York.

Photo view: East

Photographer: Elizabeth Diker

Date: January 26, 2017

Plate 5.45: View west of the NJ Route 3 (NJ 495) Highway Approach to Lincoln Tunnel Historic District, Township of Weehawken, Hudson County.

Photo view: West

Photographer: Elizabeth Diker

Date: January 26, 2017

Plate 5.46: View west of the NJ Route 495 Viaduct (SI&A #3800031), Township of Weehawken, Hudson County.

Photo view: West

Photographer: Elizabeth Diker

Date: January 26, 2017

Plate 5.47: View southwest of the Lincoln Tunnel Entrance and Ventilation Buildings Township of Weehawken, Hudson County.

Photo view: Southeast

Photographer: Elizabeth Diker

Date: January 26, 2017

Plate 5.48: View northeast of the Lincoln Tunnel, Township of Weehawken, Hudson County.

Photo view: Northeast

Photographer: Elizabeth Diker

Date: January 26, 2017

Plate 5.49: View north of contributing buildings to the King's Bluff Historic District on Hamilton Avenue Township of Weehawken, Hudson County.

Photo view: North

Photographer: Elizabeth Diker

Date: January 26, 2017

Plate 5.50: View southwest of the West Shore Railroad Tunnel, Township of Weehawken, Hudson County.

Photo view: Southwest

Photographer: Kelly E. Wiles

Date: January 26, 2017

Plate 5.51: View west of the Bayonne Garden Apartments Historic District, City of Bayonne, Hudson County.

Photo view: Southwest

Photographer: Sonja Lengel

Date: January 26, 2017

5.4 Effects Assessment

Table 5.4 summarizes the historic architectural resources within the APE (G) and lays out the effects assessment. The majority of resources identified within the APE (G) would be contextually, but not directly, impacted by the project as proposed. More specifically, most contextual impacts would be produced by the installation of proposed monopoles throughout Project Component G, which is the preferred installation option along the majority of the HBLR. Where monopoles are installed, they will have limited impacts on the character-defining elements that render these resources eligible for listing in the NR. Proposed monopoles will be no more than 39 feet in height, similar in scale and character to existing utility poles that currently extend the length of the railroad ROW. Though the proposed 39-foot-tall monopoles would be visible from many resources within the APE (G), they would not noticeably alter the existing environment to a degree that could constitute an adverse impact on these resources. Scenarios for potential direct and indirect impacts based on the proposed project elements as outlined in Sections 1.2 and 1.3 above have been explored in detail below. See Figures 5.4a-e for the locations of the resources.

Resources with the Potential to be Directly Affected by the Project
Project Component G has the potential to directly impact eight NJR- and NR-eligible and listed resources. Effects assessments for these resources are outlined individually as follows:

Morris Canal
The project as proposed will have no effect on the NJR- and NR-listed Morris Canal. As the resource is located entirely below ground in the vicinity of the APE (G), the project will not result in any visual or contextual effects upon the Morris Canal. Below ground, the resource passes directly beneath the HBLR in four locations. The below-ground components of the resource contain potential information relating to canal engineering and construction as well as the lifeways of nineteenth-century canal culture. As project plans are refined and finalized, care will be taken to avoid direct impacts to the historic district where it traverses the HBLR below ground. As long as direct impacts are avoided, the project will not adversely affect the Morris Canal.

Southern Hoboken Historic District
The project as proposed will have no adverse effect on the NR-eligible Southern Hoboken Historic District. The Southern Hoboken Historic District is comprised of dense urban nineteenth century fabric with limited modern intrusions to the north and the Erie-Lackawanna Terminal and railroad ROW to the south, displaying "a clear sense of architectural and historic cohesiveness created by the unique combination of Hoboken's waterfront, industrial, and transportation needs" (Guzzo 1999). Though project plans include the installation of new monopoles, the proposed monopoles would be located at the southern end of the historic district in the vicinity of the Erie-Lackawanna Terminal and associated rail yard. Existing catenary support structures, generally the tallest and most highly visible structures within the southern portion of the district, stand at a height of approximately 35 feet. At the proposed height of 39 feet, new monopoles would conform to the industrial character of the southern portion of the district and would only be visible from a few locations within the dense residential and commercial portions of the district north of the terminal. Due to the industrial character of the southern portion of the historic district, the proposed monopoles would not detract from the architectural and historic cohesiveness that is a defining feature of the district's significance.

West Shore Railroad Tunnel
The project as proposed will have no adverse effect on the NR-eligible West Shore Railroad Tunnel. The tunnel is significant as a transportation access link to the Hudson River from more inland parts of New Jersey. The proposed electrical line has the potential to directly impact the resource if it is installed using methods that would degrade important historic design elements of the tunnel, especially if lines are run along tunnel walls or installed in ways that directly alter the historic fabric. As project plans are refined, care will be taken to design and install this section of the electrical line in a way that minimally impacts the historic fabric of the tunnel. As long as the electrical line is designed to minimize impacts, there will be no adverse effect on this historic resource.

Table 5.4: Summary of historic architectural resources within the APE (G) and effects assessment.

Resource ID	Property Name	Municipality	NR Current Status	Effects Assessment
40	Mechanic's Trust Company	City of Bayonne	Eligible (NJHPO Opinion: 12/9/1994)	No adverse effect
41	Bayonne Trust Company	City of Bayonne	Listed (NJHPO Opinion: 12/9/1994; NR: 8/8/2006; NJR: 4/20/2006; COE: 1/30/2002)	No adverse effect
42	East 17th Street Apartment Buildings Streetscape	City of Bayonne	Eligible (NJHPO Opinion: 12/9/1994)	No adverse effect
43	Maidenform Brassiere Company	City of Bayonne	Eligible (NJHPO Opinion: 12/9/1994)	No adverse effect
44	East 19th Street Streetscape	City of Bayonne	Eligible (NJHPO Opinion: 12/9/1994)	No adverse effect
45	Mount Carmel Historic District	City of Bayonne	Eligible (NJHPO Opinion: 2/28/1991)	No adverse effect
46	YMCA of Bayonne/259 Avenue E	City of Bayonne	Eligible (NJHPO Opinion: 5/5/1997)	No adverse effect
47	Public School Number 5	City of Bayonne	Eligible (NJHPO Opinion: 2/28/1991)	No adverse effect
48	Morris Canal	Multiple	Listed (NR: 10/1/1974; NJR: 11/26/1973; NJHPO Opinion: 5/27/2004)	No effect
49	Lehigh Valley Railroad Historic District	Multiple	Eligible (NJHPO Opinion:: 3/15/2002)	No adverse effect
50	Pennsylvania Railroad New York Bay Branch Historic District	Multiple	Eligible (NJHPO Opinion: 9/10/2014)	No adverse effect
51	Hanover National Bank Repository	City of Jersey City	Eligible (COE: 5/18/2006)	No adverse effect
52	Communipaw-Lafayette Historic District	City of Jersey City	Eligible (NJHPO Opinion: 2/17/1995)	No adverse effect
53	Ocean Avenue Bridge (SI&A #0950163)	City of Jersey City	Eligible (NJHPO Opinion: 5/16/1995)	No adverse effect
54	Bergen Avenue Bridge (SI&A #0900011)	City of Jersey City	Eligible (NJHPO Opinion: 5/16/1995)	No adverse effect
55	Former Candy Factory	City of Jersey City	Eligible (NJHPO Opinion: 2/28/1991)	No adverse effect
56	Paulus Hook Historic District	City of Jersey City	Listed (NR: 6/21/1982; NJR: 8/7/1981)	No adverse effect
57	Van Vorst Park Historic District	City of Jersey City	Listed (NR: 10/11/1984; NJR: 8/21/1984)	No adverse effect
58	One Exchange Place (Bank Building)	City of Jersey City	Eligible (NJHPO Opinion: 2/28/1991)	No adverse effect
59	Commercial Trust Company Bank	City of Jersey City	Eligible (NJHPO Opinion: 5/16/1995)	No adverse effect
60	Hudson and Manhattan Railroad Transit System (PATH)	City of Jersey City	Eligible (NJHPO Opinion: 3/4/2002)	No effect
61	Hudson and Manhattan Railroad Powerhouse	City of Jersey City	Listed (NR: 11/23/2001; COE: 10/7/1999)	No adverse effect
62	Warehouse Historic District	City of Jersey City	Eligible (NJHPO Opinion: 2/28/1991)	No adverse effect
63	Great Atlantic and Pacific Tea Company Warehouse	City of Jersey City	Listed (NHL 6/2/1978; NR: 6/2/1978; NJR: 6/2/1978)	No adverse effect
64	Butler Brothers Warehouse	City of Jersey City	Listed (NJR: 10/26/2015; NJHPO Opinion: 9/5/2013)	No adverse effect

Table 5.4; cont.

Resource ID	Property Name	Municipality	NR Current Status	Effects Assessment
65	Holland Tunnel	City of Jersey City	Listed (NHL 11/3/1993; NR: 11/4/1993; NJR: 10/13/1995)	No effect
66	L.O. Koven & Brothers Sheet Iron and Plate Steel Works	City of Jersey City	Eligible (NJHPO Opinion: 2/28/1991)	No effect
67	Pohlmann's Hall	City of Jersey City	Listed (NR: 9/5/1985; NJR: 7/5/1985)	No adverse effect
68	269-271 Ogden Avenue	City of Jersey City	Eligible (NJHPO Opinion: 2/28/1991)	No adverse effect
69	268-272 Ogden Avenue	City of Jersey City	Eligible (NJHPO Opinion: 2/28/1991)	No adverse effect
70	Ferguson Brothers Manufacturing Company	City of Hoboken	Eligible (NJHPO Opinion: 10/16/1998)	No adverse effect
71	Old Hillside Road Trolley Horseshoe Curve	Multiple	Eligible (NJHPO Opinion: 5/21/1999)	No adverse effect
72	Pennsylvania Railroad New York to Philadelphia Historic District	Multiple	Eligible (NJHPO Opinion: 10/2/2002)	No effect
73	North (Hudson) River Tunnels	Multiple	Eligible (NJHPO Opinion: 11/12/1998)	No effect
74	NJ Route 3 (NJ 495) Highway Approach to Lincoln Tunnel Historic District	Weehawken Township	Eligible (NJHPO Opinion: 11/17/1999)	No adverse effect
75	NJ Route 495 Viaduct (SI&A 3800031)	Weehawken Township	Eligible (NJHPO Opinion: 5/16/1995)	No adverse effect
76	Lincoln Tunnel Entrance and Ventilation Buildings	Weehawken Township	Eligible (NJHPO Opinion: 2/28/1991)	No adverse effect
77	Lincoln Tunnel	Weehawken Township	Eligible (NJHPO Opinion: 2/25/2003)	No effect
78	King's Bluff Historic District	Weehawken Township	Eligible (NJHPO Opinion: 5/16/1995)	No adverse effect
79	West Shore Railroad Tunnel	Multiple	Eligible (NJHPO Opinion: 2/28/1991)	No effect
80	Bayonne Garden Apartments Historic District	City of Bayonne	Recommended eligible (RGA52)	No adverse effect
The following resources are located within the APE (A-F) and the APE (G):				
1	Old Main Delaware, Lackawanna and Western Railroad Historic District	City of Jersey City	Eligible (NJHPO Opinion: 6/7/2000)	No adverse effect
16	Southern Hoboken Historic District	City of Hoboken	Eligible (DOE: 4/25/1980; NJHPO Opinion: 2/28/1991)	No adverse effect
33	Holbrook Manufacturing Company	City of Jersey City	Eligible (NJHPO Opinion: 2/28/1991)	No adverse effect
35	Lackawanna Warehouse and Viaduct	City of Jersey City	Eligible (NJHPO Opinion: 5/16/1995)	No adverse effect
36	Grove Street Bridge	City of Jersey City	Eligible (NJHPO Opinion: 1/20/1999)	No adverse effect
38	Erie-Lackawanna Terminal	City of Hoboken	Listed (NR: 2/17/2005; NJR: 12/7/2004)	No adverse effect

NR: National Register of Historic Places
NJR: New Jersey Register of Historic Places
NJHPO: State Historic Preservation Office
DOE: Determination of Eligibility
COE: Certification of Eligibility

Lehigh Valley Railroad Historic District

The project as proposed will have no adverse effect on the NR-eligible Lehigh Valley Railroad Historic District. New 39-foot monopoles and duct banks have the potential to directly impact the resource where the proposed electrical line crosses through the historic district. As plans for the electrical line installation are refined, care will be taken in the design and placement of any monopoles and duct banks to avoid direct impacts to this historic resource. Though the proposed 39-foot monopoles would be visible from a few vantage points, setting is not a character-defining feature and the resource's setting has always been dominated by railroad-related infrastructure where it crosses the HBLR. As such, the proposed monopoles would not alter the industrial character of the immediate surroundings. So long as the electrical line is designed to minimize impacts, there will be no adverse effect on this historic resource.

Pennsylvania Railroad New York Bay Branch Historic District

The project as proposed will have no adverse effect on the NR-eligible Pennsylvania Railroad New York Bay Branch Historic District. The proposed electrical line route crosses the district. As such, new 39-foot monopoles and duct banks have the potential to directly and visually affect the historic district. As project plans are refined, care will be taken to design and install this section of the electrical line in a way that avoids direct impacts to the district wherever feasible. Though the proposed 39-foot monopoles would be visible from a few vantage points within the district, setting is not a character-defining feature. Further, the resource's setting has always been dominated by railroad-related infrastructure where it crosses the HBLR. As such, the proposed monopoles would not alter the industrial character of the immediate surroundings. So long as the electrical line is designed to minimize impacts, there will be no adverse effect on the Pennsylvania Railroad New York Bay Branch Historic District.

Old Main Delaware Lackawanna & Western Railroad Historic District

The project as proposed will have no adverse effect on the Old Main DL&WRR Historic District. The proposed electrical line traverses an approximately one mile section of the district. As plans for the electrical line installation are refined, care will be taken in the design and placement of monopoles and duct banks to avoid direct impacts to resources and elements that directly contribute to the historic district's significance and integrity, such as the Grove Street Bridge. So long as the installation is designed in a way that is sensitive to the historic industrial railroad character of the Old Main DL&WRR Historic District and avoids direct impacts where possible, there will be no adverse effect on this historic resource.

Grove Street Bridge

The project as proposed will have no adverse effect on the Grove Street Bridge. The bridge is significant as one of several through plate girder bridges built along the Old Main DL&WRR at the turn of the century, selected at that time as an economical and highly rigid bridge design. New 39-foot monopoles and duct banks have the potential to directly impact the resource. As plans for the electrical line installation are refined, care will be taken in the design and placement of any monopoles and duct banks to avoid direct impacts to this historic resource. So long as the monopoles or duct banks are positioned so that they do not directly impact the Grove Street Bridge, there will be no adverse effect on this historic resource.

Paulus Hook Historic District

The project as proposed will have no adverse effect on the Paulus Hook Historic District. The district is significant for its well-preserved nineteenth century urban residential landscape and its associations with community planning. The HBLR extends along the southern border of the district on Essex Street between Washington and Green streets. Proposed 39-foot monopoles have the potential to directly impact the resource along this portion of Essex Street, but they will not directly impact any contributing resources within the Paulus Hook Historic District. Further, the monopoles will only be visible from the half block of the district that abuts Essex Avenue. This minimal visual intrusion will not alter the overall setting of the district. As such, the project will have no adverse effect on this historic resource.

Resources with the Potential to be Indirectly Affected by the Project
Project Component G has the potential to indirectly impact the majority of NJR- and NR-eligible and listed resources within APE (G). Effects assessments for these resources have been grouped by resource type as follows:

Historic Districts
These nine historic districts are located within project viewshed and have the potential to be adversely affected: the East 17th Street Apartment Buildings Streetscape; the East 19th Street Streetscape; the Mount Carmel Historic District; the Communipaw-Lafayette Historic District; the Van Vorst Park Historic District; the Warehouse Historic District; the NJ Route 3 (NJ 495) Highway Approach to Lincoln Tunnel Historic District; the King's Bluff Historic District; and the Bayonne Garden Apartments. Proposed 39-foot monopoles would be visible from various vantage points within small pockets of the larger districts. These views from the districts have always been dominated by railroad-related infrastructure in the vicinity of the railroad ROW. As such, the proposed monopoles would not alter the industrial character of the immediate surroundings. So long as the electrical line is designed to minimize impacts and proposed monopoles are similar in scale and character to existing railroad infrastructure, there will be no adverse effect on these NR-eligible historic districts.

Individual Historic Resources
There are 24 individual historic resources located within the project viewshed with the potential to be adversely affected by the project: the Mechanics Trust Company; the Bayonne Trust Company; the Maidenform Brassiere Company; the YMCA of Bayonne; Public School Number 5; the Hanover National Bank Repository; the Ocean Avenue Bridge (SI&A #0950163); the Bergen Avenue Bridge (SI&A #0900011); the Former Candy Factory; One Exchange Place (Bank Building); the Commercial Trust Company Bank; the Hudson and Manhattan Railroad Powerhouse; the Great Atlantic & Pacific Tea Company Warehouse; the Butler Brothers Warehouse; the Erie-Lackawanna Terminal; the Lackawanna Warehouse and Viaduct; the Holbrook Manufacturing Company; Pohlmann's Hall; 269-271 Ogden Avenue; 268-272 Ogden Avenue; the Ferguson Brothers Manufacturing Company; the Old Hillside Road Trolley Horseshoe Curve; the NJ Route 495 Viaduct (SI&A #3800031); and the Lincoln Tunnel Entrance and Ventilation Buildings. Proposed 39-foot monopoles will be visible from various vantage points within and around these resources. For the majority of these historic properties, surroundings have been altered to the point that they do not retain integrity of setting. For those that do retain integrity of setting, the proposed monopoles will not alter the landscape to any significant degree so long as the electrical line is designed to minimize impacts and proposed monopoles are similar in scale and character to existing railroad infrastructure. For these reasons there will be no adverse effect on these NJR- and NR-eligible and listed historic resources.

Resources with No Potential to be Directly or Indirectly Affected by the Project
Six resources within the APE do not have the potential to be directly or indirectly impacted by the project. As proposed, the project will have no effect on the Lincoln Tunnel, Holland Tunnel, North (Hudson) River Tunnels, Pennsylvania Railroad New York to Philadelphia Historic District, and Hudson and Manhattan Railroad Transit System (PATH). Although these resources pass directly beneath the Project Area, they are all located entirely underground in the vicinity of the project area and well beyond the reach of project impacts. The project will also have no effect on the L.O. Koven & Brothers Sheet Iron and Plate Steel Works. As the historic building has been substantially altered and the majority of historic fabric has been removed, the resource no longer retains sufficient integrity to be considered eligible for listing in the NR.

5.5 Resolution of Adverse Effects

The Project as proposed will not adversely affect any identified NR-listed or eligible historic architectural resources provided that the conditions contained herein are met. As project plans are refined and options finalized, ongoing communication with the NJHPO will be necessary to assess any potential effects on historic resources that may arise from details of the project plans that could not be anticipated from the existing project scope and description. This includes the utilization of context-sensitive design and installation methods in the NR-eligible West Shore Railroad Tunnel, as well as measures to minimize and avoid direct impacts to the NJR- and NR-listed Morris Canal and the NR-eligible Old Main DL&WRR Historic District, Southern Hoboken Historic District, Lehigh Valley Railroad Historic District, Pennsylvania Railroad New York Bay Branch Historic District, Grove Street Bridge, and Paulus Hook Historic District.

6.0 CONCLUSIONS AND RECOMMENDATIONS

RGA, Inc. (RGA) prepared this Historic Architectural Resources Background Study (HARBS) and Effects Assessment (EA) in the Area of Potential Effects (APE) for the proposed NJ TRANSITGRID TRACTION POWER SYSTEM project in the 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, and Town of Kearny, Hudson County, New Jersey.

The HARBS report identified 141 resources more than 50 years of age in the APE. Of these, 78 are listed in or have been previously identified as being eligible for listing in the New Jersey Register (NJR) and/or the National Register of Historic Places (NR). The remaining 63 resources were surveyed at the intensive-level. Of these, three surveyed resources were recommended as being individually eligible for listing in the NR: Belvedere Court (RGA25); the R. Neumann & Co. Factory Complex (RGA48); and the Bayonne Garden Apartments (RGA52). One NR-eligible resource was reevaluated as a part of the survey: the L.O. Koven & Brothers Sheet Iron and Plate Steel Works. The building was found to have been highly altered to the point that it no longer retains sufficient integrity to be considered eligible for listing in the NR. As such, it is recommended to be no longer eligible for listing in the NR.

The Project as proposed will not adversely affect any identified NR-listed or eligible historic architectural resources provided that the conditions contained herein are met. As project plans are refined and options finalized, ongoing communication with the New Jersey Historic Preservation Office will be necessary to assess any potential effects on historic resources that may arise from details of the project plans that could not be anticipated from the existing project scope and description.

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VOLUME II OF II: ATTACHMENTS
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

PREPARED FOR:

BEM Systems, Inc.
100 Passaic Avenue
Chatham, New Jersey 07928

June 2017

RGA
CULTURAL RESOURCE CONSULTANTS

Attachments:

Attachment A: Qualifications of the Principal Investigators
Attachment B: Correspondence with NJ TRANSIT and the NJHPO
Attachment C: Summary of National Register Criteria
Attachment D: New Jersey State Historic Preservation Office Survey Forms
Attachment E: Documentation for Reevaluated Eligible and Listed Resources – Project Component G
Attachment F: NJHPO Opinions for Previously Known Resources – Project Component G
Attachment G: Additional Documentation for Previously Known Resources – Project Component G
Attachment H: Record of Public Consultation
Attachment I: Intentionally Not Included
Attachment J: Annotated Bibliography

ATTACHMENT A: QUALIFICATIONS OF THE PRINCIPAL INVESTIGATORS

CULTURAL RESOURCE CONSULTANTS

LYNN ALPERT
ARCHITECTURAL HISTORIAN (36 CFR 61)

YEARS OF EXPERIENCE:
With this firm:
2012-Present
With other firms: 1

EDUCATION:
MS 2012
University of Pennsylvania
Historic Preservation

BA 2006
Temple University
Art History, *Summa Cum Laude*

PROFESSIONAL TRAINING:
Advisory Council on Historic Preservation, Section 106 Essentials Training Course, August 2012

PROFESSIONAL ORGANIZATIONS:
Member of the Vernacular Architecture Forum

Member of the Pioneer America Society: Association for the Preservation of Artifacts and Landscapes

Member of the American Alliance of Museums

Professional Experience Summary:

Lynn Alpert's experience includes historical research and writing, architectural surveys, and architectural analysis. Ms. Alpert has worked on cultural resources surveys completed in accordance with Section 106 of the National Historic Preservation Act and other municipal and state cultural resource regulations. Ms. Alpert has drafted historic preservation nominations and is experienced in archival and historical research, and urban architecture. She has facilitated the completion of research and writing projects and has worked closely with municipal historic preservation groups and religious organizations. She exceeds the qualifications set forth in the Secretary of Interior's Standards for an Architectural Historian [36 CFR 61].

Representative Project Experience:

Bordentown-Chesterfield Road and Old York Road Intersection Improvements Project, Chesterfield Township, Burlington County, NJ (Sponsor: NJDOT) Architectural Historian for the intensive-level architectural survey conducted for proposed improvements to the intersection of Bordentown-Chesterfield Road (CR 528) and Old York Road (CR 660). The project involved field inspection and photographic documentation of the Sycamore Farms property, as well as historical research to aid in the completion of a New Jersey Historic Resource Survey Form. The project concluded that the property met National Register Criterion C as an intact and well-preserved example of a late eighteenth-century vernacular farmhouse. Based on the Criteria of Adverse Effect, it was concluded that the undertaking as proposed would not have an adverse effect on this historic property. This work was completed in accordance with Section 106 of the National Historic Preservation Act.

Sea Bright Development Project, Sea Bright Borough, Monmouth County, NJ (Sponsor: Trap Rock Industries, Inc.) Co-Architectural Historian for an intensive-level architectural survey performed in connection with the proposed Sea Bright Development project. The architectural survey included an assessment of integrity and historical significance. The project involved field inspection and photographic documentation of buildings, as well as historical research to aid in the completion of New Jersey Historic Resource Survey Forms. A potential historic district was examined as part of this project. This work was completed for the project's anticipated Coastal Area Facility Review Act Permit from the New Jersey Department of Environmental Protection-Land Use Regulation Program.

Railroad Avenue/Main Street Stormwater Improvements Project, Califon Borough, Hunterdon County, NJ (Sponsor: Califon Borough) Architectural Historian for an intensive-level architecture survey for the proposed Railroad Avenue/Main Street Stormwater Improvements project. The project involved field inspection and photographic documentation of a stone masonry channel and culvert system, as well as historical research to aid in the completion of a New Jersey Historic Resource Survey Form. The project concluded that the stone channel and culvert system is a contributing structure to the National Register-listed Califon Historic District. Based on the Criteria of Adverse Effect, it was concluded that the undertaking as proposed would have a conditional no adverse effect on this historic property.

CULTURAL RESOURCE CONSULTANTS

ALLEE DAVIS
ARCHITECTURAL HISTORIAN (36 CFR 61)

YEARS OF EXPERIENCE:
With this firm:
2013-Present
With other firms: 3

EDUCATION:
MS 2013
University of Pennsylvania
Historic Preservation

BS 2010
Philadelphia University
Architectural Studies

PROFESSIONAL ORGANIZATIONS:
Board Member of the DOCOMOMO Philadelphia Chapter

Steering Committee Member of the Young Friends of the Preservation Alliance for Greater Philadelphia

Member of the Philadelphia Chapter for the Society of Architectural Historians

Member of the National Trust for Historic Preservation

Professional Experience Summary:

Allee Davis' experience includes historical research and writing, architectural surveys and analysis, preparation of National Register of Historic Places nominations, and Historic American Buildings Survey recordation. Ms. Davis has experience using computer-aided mapping programs including ArcGIS, ArcView, and AutoCAD. She has facilitated the completion of research and writing projects on behalf of municipal historic preservation groups. Her educational and professional experience meet the qualifications set forth in the Secretary of Interior's Standards for an Architectural Historian [36 CFR 61].

Representative Project Experience:

Bridge Survey Form for Bear Swamp Road Bridge over Ramapo River (a.k.a. Cleveland Bridge), Mahwah Township, Bergen County, NJ (Sponsor: Boswell Engineering) Architectural historian for the preparation of a bridge survey form according to NJHPO guidelines as part of cultural resources services for the proposed replacement of the existing Bear Swamp Road Bridge over Ramapo River (a.k.a. Cleveland Bridge). The project involves field inspection and photographic documentation to assess the bridge's existing conditions, as well as historic research to aid in the completion of the bridge survey form. This work is being completed in accordance with Section 106 of the National Historic Preservation Act.

Facilities Improvement Program, Garden State Parkway, Holmdel/Telegraph Hill Maintenance Yard, Holmdel Township, Monmouth County, NJ (Sponsor: NJTA) Architectural Historian performing a reconnaissance-level historic architectural survey as part of a cultural resources survey in the Area of Potential Effects (APE) for the proposed replacement of existing maintenance buildings and facilities for the Garden State Parkway (GSP), Holmdel/Telegraph Hill Maintenance Yard. The architectural survey will assess the potential for impacts on the National Register-eligible GSP Historic District. The work is being undertaken in compliance with Executive Order 215, applicable Land Use Regulation permits from the New Jersey Department of Environmental Protection (NJDEP), and with Section 106 of the National Historic Preservation Act, and the National Environmental Policy Act.

Proposed CNX Noble 11 and Noble 33 Pipeline Project, Enoch Township, Noble County, OH (Sponsor: Stantec Consulting Services, Inc.) Architectural Historian for an historic architectural assessment as part of a cultural resources survey in the viewshed of the proposed 4,051-foot pipeline and associated NFS #3 compressor station in Enoch Township, Noble County, Ohio. The architectural survey assessed the potential for impacts on National Register-eligible historic architectural resources, as well as identified properties 50 years or older within the viewshed of the compressor station which had not yet been previously surveyed and to assess potential eligibility of these resources for listing on the National Register. The scope of the survey is outlined in the United States Army Corps of Engineers Public Notice for Revised 2012 Nationwide Permits for Ohio with Ohio Environmental Protection Agency 401 Water Quality Certification (Public Notice Document LRH-201100098-5). The work was undertaken in compliance with Nationwide General Condition 20 (Historic Properties) and Section 106 of the National Historic Preservation Act.

ATTACHMENT B: CORRESPONDENCE WITH NJ TRANSIT AND THE NJHPO

Chris Christie, Governor
Kim Guadagno, Lieutenant Governor
Richard T. Hammer, Acting Commissioner
Dennis J. Martin, Interim Executive Director

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

February 22, 2016

Daniel Saunders
Deputy State Historic Preservation Officer
Mail Code 501-04B
NJDEP-Historic Preservation Office
5 Station Plaza
501 East State Street, P.O. Box 420
Trenton, NJ 08625-0420

Attention: Patty Chrisman

RE: Initiation of Section 106 Consultation
Phase IA Archaeological Survey and
Historic Architectural Resources Background Study (HARBS) and Effects Assessment
NJ Transit Grid Project
Town of Kearny, City of Jersey City, and City of Hoboken, Hudson County, New Jersey

Dear Mr. Saunders:

The Federal Transit Administration (FTA) and New Jersey Transit Corporation (NJ Transit) plan to construct a microgrid on an industrial site in Kearny, Hudson County, New Jersey. The proposed microgrid will consist of an approximately 104 megawatt (MW) natural gas fired electric power generating plant and associated infrastructure to enable trains to limited operations 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 Amtrak systems, including some sections of the Northeast Corridor (NEC), Morris & Essex (M&E) line, and the Hudson-Bergen Light Rail Transit System (H-BLRTS). In addition, a connection that is needed to the natural gas line fuel source is proposed for a six-acre parcel to the southeast of the power generation site. Supporting transmission lines will run within the existing route of the M&E line and may be hung on existing poles in NJ Transit's right-of-way (ROW), including those in the open water between the M&E line and the Hudson Generating Station. Depending on the structural integrity of existing poles, it is possible that new poles will need to be installed. Toward Jersey City and Hoboken, a portion of the transmission line may be run through the tunnel of the M&E line (Figure 1). An alternate route is proposed which runs on a southwest-northeast alignment beginning approximately 500 feet west of where Newark Street intersects with the M&E line. This alternate route similarly includes a tunnel section through which the transmission line may be run. This tunnel section runs parallel with New Jersey Route 139 (see Figure 1). This document has been prepared by RGA, Inc. (RGA), cultural resources consultants, pursuant to Section 106 of the National Historic Preservation Act of 1966 (36 CFR Part 800) and the National Environmental Policy Act (NEPA). The purpose of this letter is to initiate Section 106 consultation with the New Jersey Historic Preservation Office (NJHPO), delineate the project's Area of Potential Effects (APE), identify consulting and interested parties, and outline a Public Participation Plan for the consultation process.

The area of general study is highly urbanized and characterized by relatively flat terrain that is bisected by the Hackensack River. Included in the general study area are various railroad-related infrastructure, late

structures, residential properties, municipal buildings, and vacant land (see Plates 1-57). The Section 106 consultation process will evaluate the potential for the presence or absence of prehistoric and historic archaeological resources, survey and evaluate all above-ground resources more than 50 years of age for possible eligibility for listing in the National Register of Historic Places (NRHP), and assess project effects on any NRHP listed or eligible properties. The results of the survey will be presented in a combined report that meets the survey and report guidelines of the NJHPO.

The APE-Archaeology includes the area that will be directly impacted by associated ground disturbances. The APE-Archaeology includes the limits of disturbance for the proposed microgrid, the associated facility, the natural gas line connection, and new pole installations, if any (Figure 2).

The APE-Architecture includes the geographic area in which the project may directly or indirectly cause changes in the character or use of historic properties, if they exist in the project area, and has been delineated using current tax parcel data to determine the survey boundaries (Figures 2, 3a, and 3b). The APE is influenced by the scale and nature of the undertaking and may be different for different kinds of effects caused by the undertaking. This ensures that the full contents of each parcel are properly identified, documented, and evaluated.

To delineate the recommended APE-Architecture, RGA investigators employed three techniques: electronic viewshed mapping, computer-generated simulations of new poles, and field reconnaissance. In the absence of more advanced design plans, and to take into account the maximum extent of the undertaking, RGA has assumed that the new transmission lines will be hung on new poles that are similar in height and design to existing poles. Any new poles will be constructed within the existing ROW of the M&E line where the line runs above ground. RGA has also assumed that the proposed generating plant will be of similar scale and size to nearby similar industrial buildings and structures, and that possible visual impacts will be negligible. Where a portion of the transmission line is proposed to run through one of two tunnels, the APE-Architecture has been confined to the ROW of both tunnels and excludes a majority of the land adjacent to these routes.

Electronic viewshed mapping consisted of layering digital elevation models over aerial photographs. The areas in which buildings would obstruct views of the proposed transmission lines and any new poles from all public spaces (streets, parks, surface parking lots) were filled with a light yellow, semi-transparent layer. The electronic viewshed map for new poles, if any, appears in Figures 4a, 4b, and 4c. The computer-generated viewshed map was checked using computer-generated simulations of 30-foot poles created through Google SketchUp and Google Earth. The simulation created in Google SketchUp allows for a virtual model of the proposed poles to be inserted into the database of existing building heights in Google Earth, then viewed from any point within a quarter-mile buffer zone. While the new 30-foot poles may technically be visible for long distances, visibility factors including, but not limited to, the varying heights of existing building stock surrounding the M&E line, atmospheric conditions (i.e. air pollution, humidity, and other particles), and the spatial relationship of the viewer to the poles diminish the visual contrast of the poles which therefore limit the viewshed. As a result of these viewshed limiting factors, a quarter-mile buffer zone was drawn from the centerline of the existing ROW of the M&E line where the line runs aboveground.

RGA investigators conducted a field reconnaissance of the project site on October 15, 2015 to assess existing conditions and to check sightlines from various vantage points along the M&E line between Hoboken, Jersey City, and Kearny. When checked in the field, the viewshed map was found to be accurate in regard to the elimination of sightlines due to the heights of interceding buildings and viewer geometry.

Photographs of the APE-Architecture are shown on Plates 1 through 57 and identified with numeric locators on Figures 5a-5j.

Preliminary background research indicates the presence of 41 previously identified historic properties inside the proposed APE for both Archaeology and Architecture (Table 1). Field reconnaissance has also identified approximately 30 un-surveyed resources over 50 years of age warranting architectural survey and evaluation according to NRHP guidelines.

Table 1: Previously identified historic resources.

Resource ID	Property Name/Address	Municipality	NRHP Current Status
1	Old Main Delaware, Lackawanna and Western Railroad Historic District	Multiple	Eligible (SHPO Opinion: 9/24/1996)
2	Pennsylvania Railroad New York to Philadelphia Historic District	Multiple	Eligible (SHPO Opinion: 10/2/2002)
3	Pennsylvania Railroad New York Bay Branch Historic District	City of Newark	Eligible (SHPO Opinion: 4/22/2005)
4	Public Service Electric and Gas Company (PSE&G) Kearny-Essex-Marion Interconnection Historic District	Town of Kearny; City of Jersey City	Eligible (SHPO Opinion: 12/31/2013)
5	Jersey City Water Works Historic District	Multiple	Eligible (SHPO Opinion: 1/20/2003)
6	Hackensack River Lift Bridges Historic District	City of Jersey City	Eligible (SHPO Opinion: 5/3/2002)
7	People's Gas Light Company/PSE&G Marion Office Historic District	City of Jersey City	Eligible (SHPO Opinion: 3/10/1999)
8	Delaware, Lackawanna and Western Railroad Boonton Line Historic District	Multiple	Eligible (SHPO Opinion: 9/18/2008)
9	US Route 1 Extension [Pulaski Highway] Historic District	Multiple	Listed (SR: 6/13/2005; NR: 8/12/2005)
10	US Routes 1 & 9 Historic District	Multiple	Eligible (SHPO Opinion: 3/8/1996)
11	Erie Railroad Main Line Historic District	Multiple	Eligible (SHPO Opinion: 2/20/2003)
12	Erie Railroad Bergen Archways Historic District	City of Jersey City	Eligible (SHPO Opinion: 4/27/2000)
13	Hudson and Manhattan Railroad Transit System (PATH) Historic District	Multiple	Eligible (SHPO Opinion: 3/4/2002)
14	Southern Hoboken Historic District	City of Hoboken	Eligible (SHPO Opinion: 2/28/1991)
15	Substation 4 [Amtrak Substations 41]	Town of Kearny	Eligible (SHPO Opinion: 9/12/1994)
16	Edison Battery Company Property	Town of Kearny	Eligible (SHPO Opinion: 4/8/2008)
17	Jersey City Water Works Pipeline	City of Jersey City	Eligible (SHPO Opinion: 5/7/1999)
18	Lower Hack Draw Bridge	Town of Kearny; City of Jersey City	Eligible (SHPO Opinion: 9/18/1996)
19	Wittpenn Bridge [SI&A #0909150]	Town of Kearny; City of Jersey City	Eligible (SHPO Opinion: 2/7/2001)
20	Pennsylvania Railroad Harsimus Branch (Conrail/CSX) Bridge over the Hackensack River	Town of Kearny; City of Jersey City	Eligible (SHPO Opinion: 5/3/2002)
21	Pennsylvania Railroad (PATH) Bridge over Hackensack River	Town of Kearny; City of Jersey City	Eligible (SHPO Opinion: 5/3/2002)
22	St. Peter's Cemetery	City of Jersey City	Eligible (SHPO Opinion: 6/18/1996)
23	West End Interlocking Tower	City of Jersey City	Eligible (SHPO Opinion: 1/20/1999)
24	West-End Through Truss Bridges	City of Jersey City	Eligible (SHPO Opinion: 3/31/1997)
25	Old and New Bergen Tunnels	City of Jersey City	Eligible (SHPO Opinion: 5/8/1998)

Table 1; cont.

Resource ID	Property Name/Address	Municipality	NRHP Current Status
26	JFK Boulevard Bridge [SI&A # 0951170]	City of Jersey City	Eligible (SHPO Opinion: 4/27/2000)
27	Erie Railroad Bergen Hill Tunnel [aka Long Dock Tunnel]	City of Jersey City	Eligible (SHPO Opinion: 4/27/2000)
28	Bevan and St. Paul Avenues Bridge [Tunnel] [SI&A # 0951169]	City of Jersey City	Eligible (SHPO Opinion: 4/27/2000)
29	Summit Avenue Bridge [SI&A # 0951168]	City of Jersey City	Eligible (SHPO Opinion: 4/27/2000)
30	Central Avenue Bridge [Tunnel] [SI&A # 0951167]	City of Jersey City	Eligible (SHPO Opinion: 4/27/2000)
31	Pallisade Avenue Bridge [SI&A # 0951165]	City of Jersey City	Eligible (SHPO Opinion: 4/27/2000)
32	Jersey City High School [William Dickinson High School]	City of Jersey City	Listed (SR: 12/23/1981; NR: 6/1/1982)
33	74 Palisade Avenue	City of Jersey City	Eligible (SHPO Opinion: 2/28/1991)
34	Pohlmann's Hall	City of Jersey City	Listed (SR: 7/9/1985; NR: 9/5/1985)
35	108-110 Ogden Avenue	City of Jersey City	Eligible (SHPO Opinion: 2/28/1991)
36	Holbrook Manufacturing Company	City of Jersey City	Eligible (SHPO Opinion: 2/28/1991)
37	Continental Can Company Complex	City of Jersey City	Eligible (SHPO Opinion: 5/30/1997)
38	Lackawanna Warehouse and Viaduct	City of Jersey City	Eligible (SHPO Opinion: 5/16/1995)
39	Grove Street Bridge	City of Jersey City	Eligible (SHPO Opinion: 1/20/1999)
40	Engine Company #3, Truck #2 Firehouse	City of Jersey City	Listed (SR: 2/9/1984; NR: 3/30/1984)
41	Erie-Lackawanna Terminal	City of Hoboken	Listed (SR: 12/7/2004; NR: 2/17/2005)

NRHP: National Register of Historic Places
SHPO: State Historic Preservation Officer
SR: State Register of Historic Places

If you agree that the recommended APE for both archaeology and architecture, the description of efforts to involve the public, and the list of consulting and interested parties are appropriate for the undertaking, then kindly indicate your acceptance at your earliest convenience. A concurrence line has been provided to facilitate your review. If you have any questions or comments regarding this consultation initiation letter, please contact me at 973-491-7205.

Yours very truly,

Dara Callender

Dara Callender
Manager, Environmental Compliance

Attachments
cc: Audrey Heffernan, BEM
Damon Tvaryanas, RGA (w/o attachments)

Initiation of Section 106 Consultation
Phase IA Archaeological Survey and
Historic Architectural Resources Background Study (HARBS) and Effects Assessment
NJ Transit Grid Project
Town of Kearny, City of Jersey City, and City of Hoboken, Hudson County, New Jersey

_____ I concur that the APEs for both archaeology and architecture, the description of efforts to involve the public, and the list of consulting and interested parties are appropriate. The initiation of Section 106 consultation is concluded.

_____ I do not concur for the following reasons:

_____ _____

Daniel Saunders Date
Deputy State Historic Preservation Officer

Additional Comments:

ATTACHMENTS

PUBLIC PARTICIPATION PLAN

PUBLIC PARTICIPATION PLAN
NJ Transit Grid Project

Soliciting the views of the public and those groups/individuals with interests in historic preservation is a valued part of the Section 106 process. A Public Participation Plan has been developed to involve the public and interested parties in the identification and evaluation of historic properties that might be affected by the project.

The Public Participation Plan is commensurate with the scope of work for the NJ Transit Grid Project and includes the following:

- A letter notifying and soliciting input on the identification of historic resources in the APE-Archaeology and APE-Architecture to be sent to local preservation groups and individuals with an identified interest in preservation (see attached list). A copy of and responses to the letter will be attached to the final cultural resources documentation.

- The cultural resources documentation to be circulated to the following entitled consulting parties: Federal Transit Administration (FTA), NJ Transit, Hudson County, City of Jersey City, City of Hoboken, and the NJHPO. No other consulting parties have been identified at this time.

- The cultural resources documentation to be sent to local preservation groups/individuals with an identified interest in historic preservation (see attached list). Responses to the report will be attached to the final cultural resources documentation.

- Tribal consultation will be undertaken at the government-to-government level between the FTA and the Tribal Historic Preservation Officers (THPOs) (see attached list).

CONSULTING AND INTERESTED PARTIES

CONSULTING AND INTERESTED PARTIES
NJ Transit Grid Project

Recommended Consulting Parties

Federal Transit Administration (Lead Agency)

New Jersey Transit Corporation (Applicant)

Robert Cotter, Director
Jersey City Historic Preservation Commission
30 Montgomery Street, 14th Floor
Jersey City, NJ 07302

Dennis English, Chairperson
Hoboken Historic Preservation Commission
Hoboken City Hall
94 Washington Street
Hoboken, NJ 07030

Recommended Tribal Consulting Parties

Ms. Neckole Alligood
Tribal Historic Preservation Officer
Delaware Nation
ATTN: Cultural Preservation Department
P.O. Box 825
31064 State Highway 281
Anadarko, OK 73005

Blair Fink
Delaware Tribe Historic Preservation Office
Temple University, Department of Anthropology
Gladfelter Hall, Room 207
1115 W. Polett Walk
Philadelphia, PA 19122

Ms. Robin Dushane
Tribal Historic Preservation Officer
Eastern Shawnee Tribe of Oklahoma
70555 East 128 Road
Wyandotte, OK 74370

Kim Jumper
Tribal Historic Preservation Officer
Shawnee Tribe of Oklahoma
P.O. Box 189
29 South Highway 69A
Miami, OK 74355

Recommended Interested Parties

Justin Frohwirth, President
City of Jersey City Landmarks Conservancy
P.O. Box 68
Jersey City, NJ 07303-0068

Robert Foster, Director
Hoboken Historical Museum
P.O. Box 3296
Hoboken, NJ 07030

William LaRosa
Director
Hudson County Office of Cultural Affairs & Tourism
Justice Brennan Court House
583 Newark Avenue
Jersey City, NJ 07306

Mr. Richard Wilson, President
Jersey Central Chapter
National Railway Historical Society
P.O. Box 700
Clark, NJ 07066

Jim Mackin, President
Roebling Chapter
Society for Industrial Archeology
370 Riverside Drive, Apt. 2B
New York, NY 10025

Dr. Gregory D. Lattanzi, President
Archaeological Society of New Jersey
c/o New Jersey State Museum
Bureau of Archaeology & Ethnography
205 West State Street
P.O. Box 530
Trenton NJ 08625-0530

FIGURES

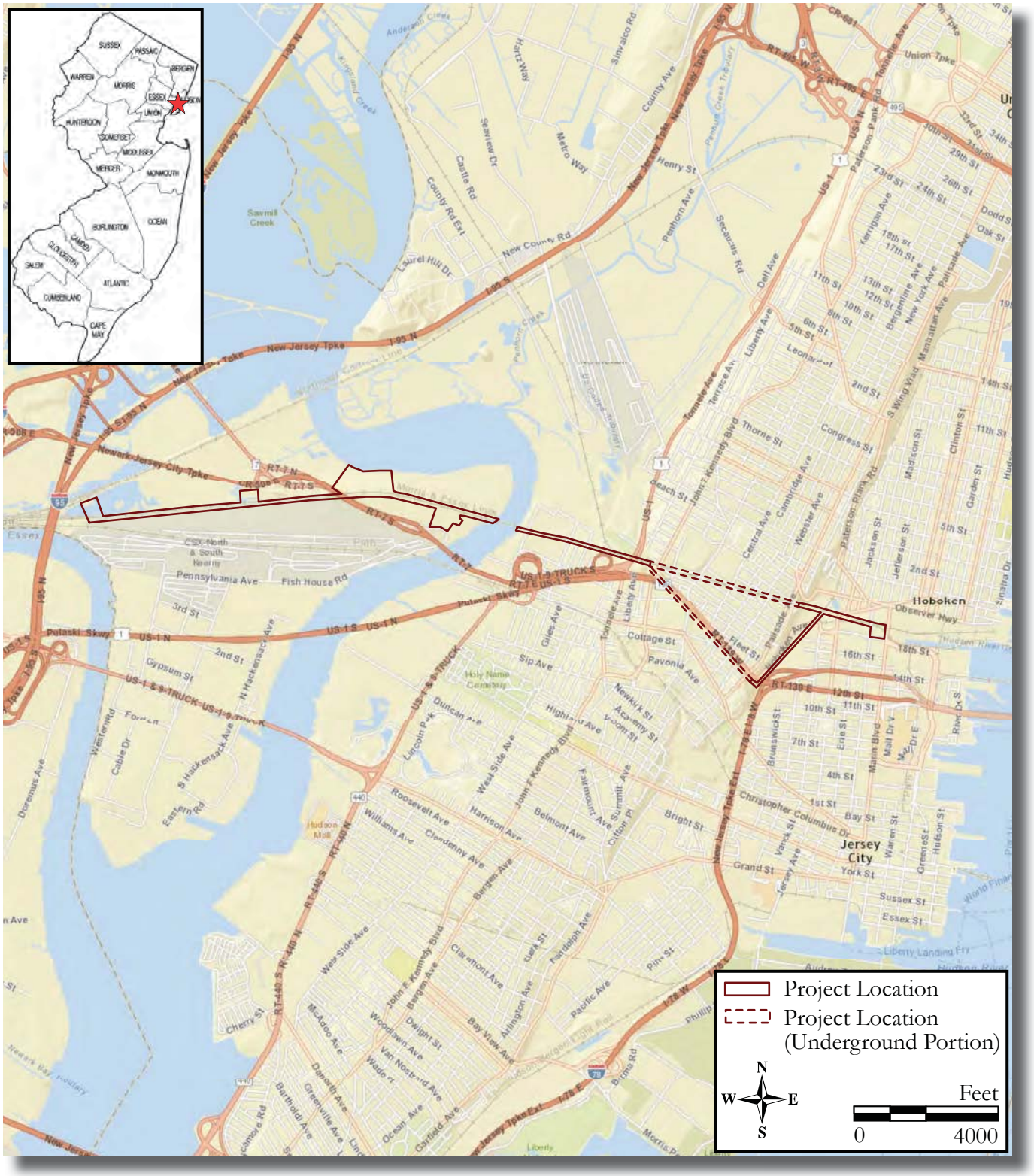
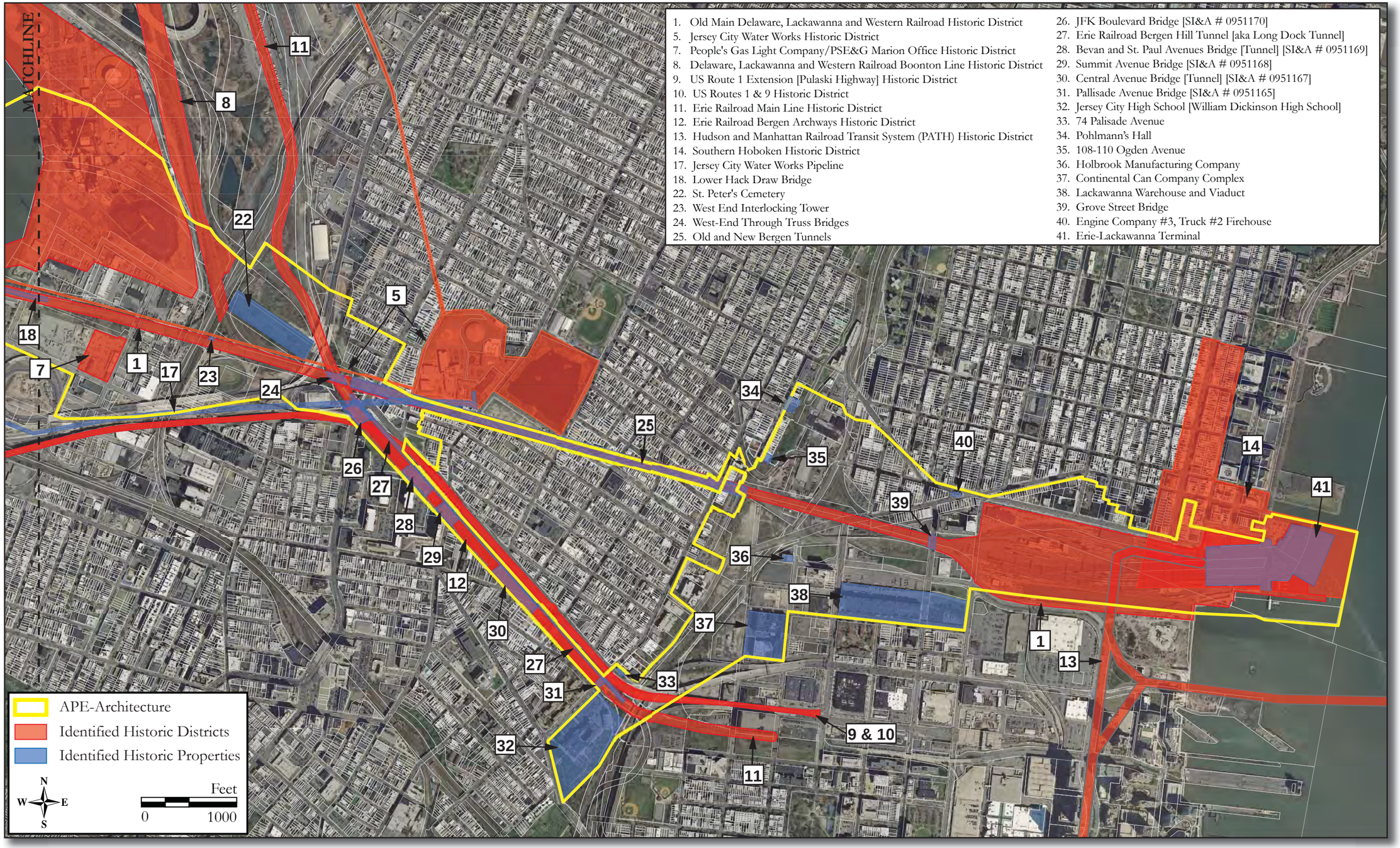


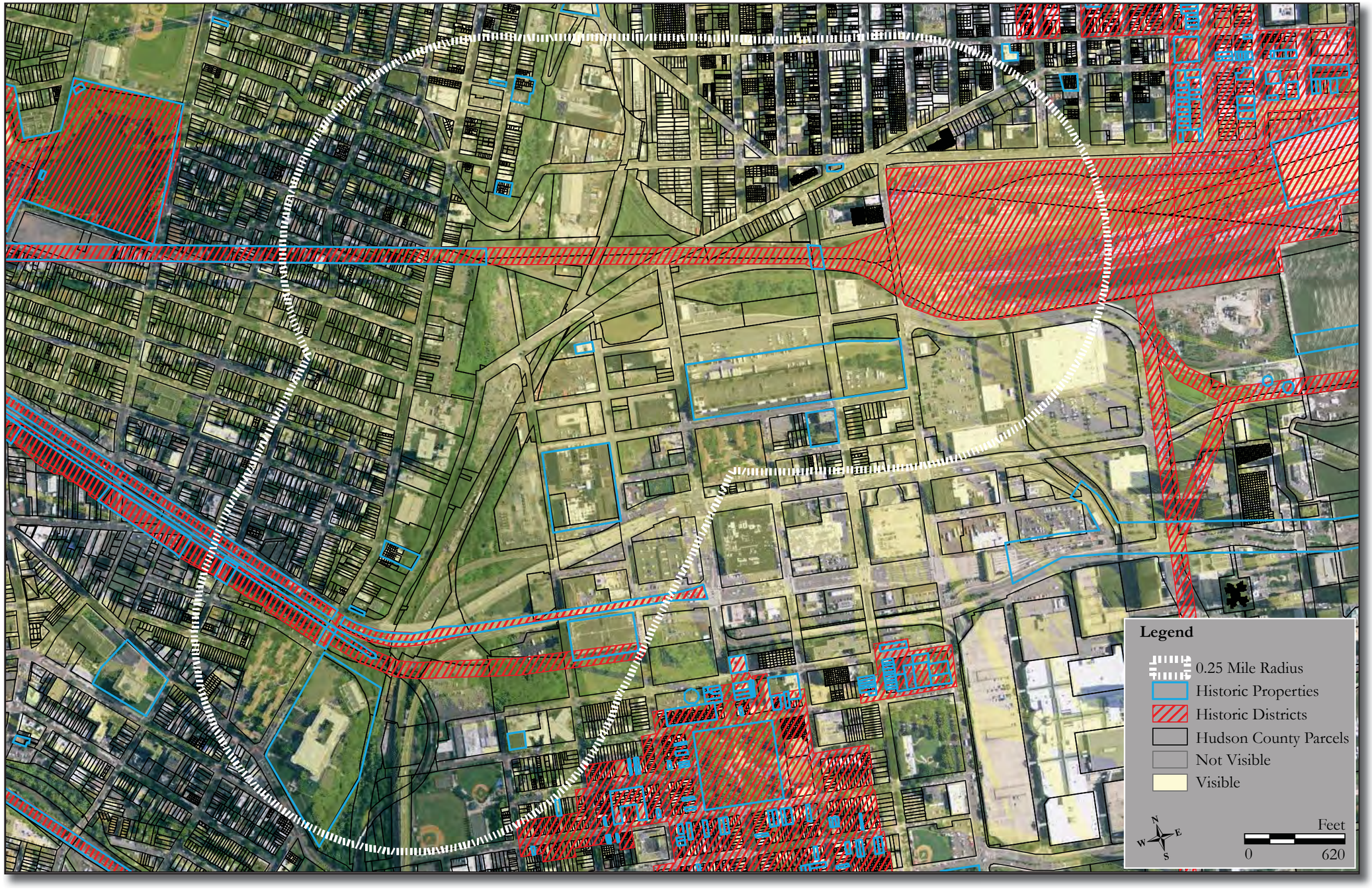
Figure 1: Project Location
(World Street Map, ESRI 2013).

Figure 2: Map depicting the APE-Archaeology and the APE-Architecture
(NJGIS Digital Orthographic Imagery, 2012).

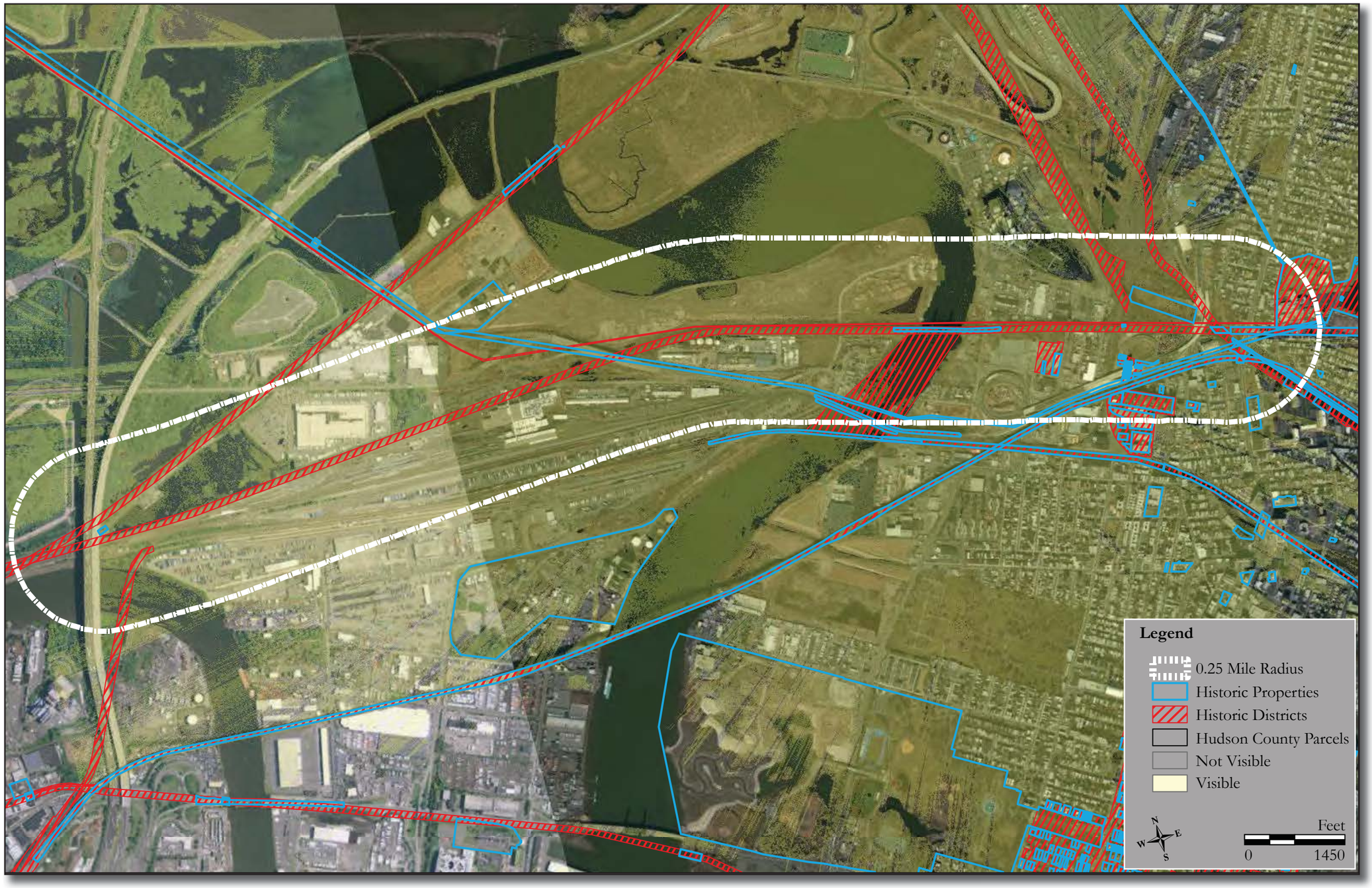
Figures 3a: Map depicting the APE-Architecture and resources listed/eligible for the National Register of Historic Places (NJGIS Digital Orthographic Imagery, 2012).



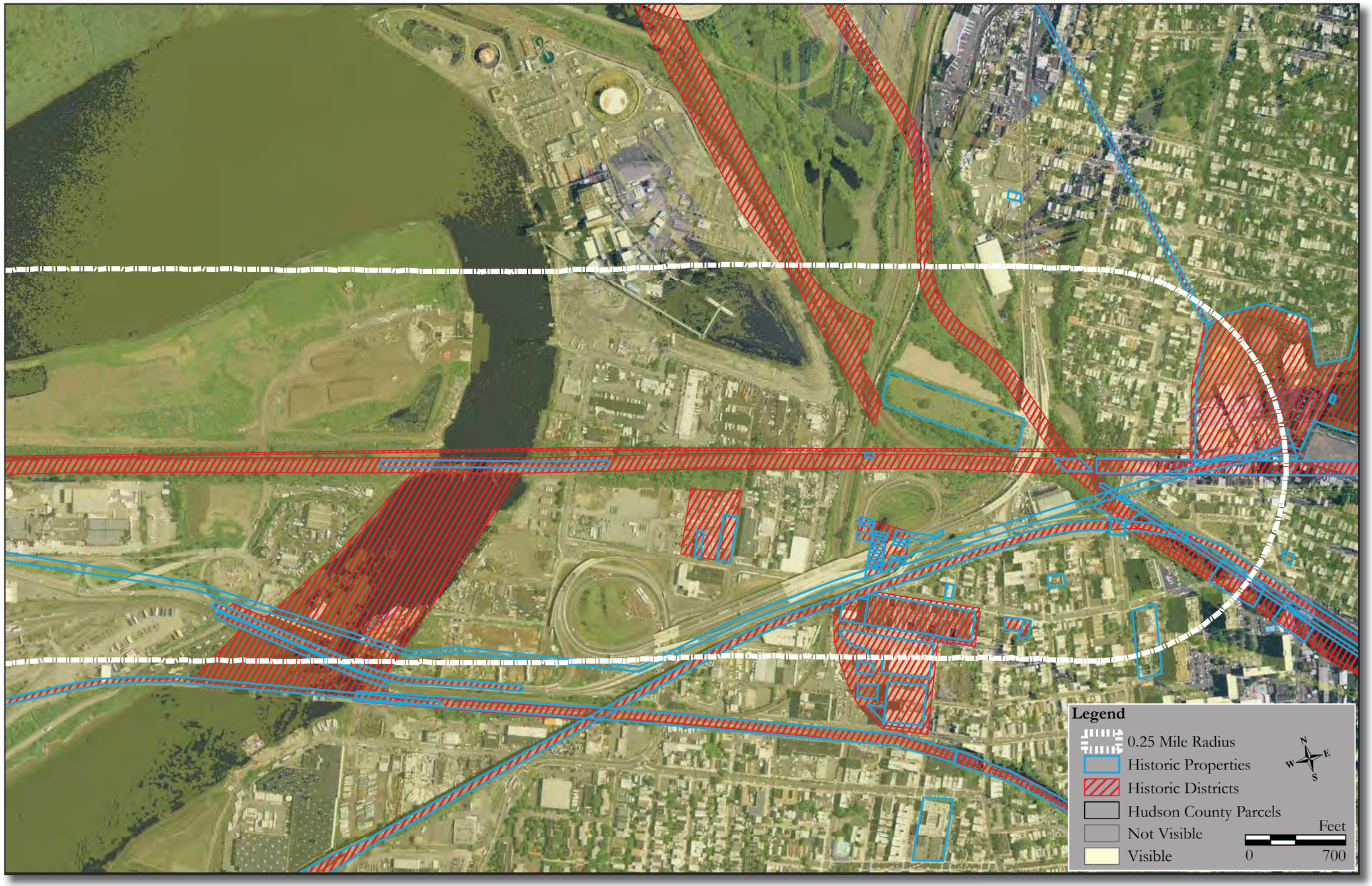
Figures 3b: Map depicting the APE-Architecture and resources listed/eligible for the National Register of Historic Places (NJGIS Digital Orthographic Imagery, 2012).



Figures 4a: Viewshed modeling map illustrated with a quarter-mile radius and resources listed/eligible for the National Register of Historic Places (NJGIS Digital Orthographic Imagery, 2012).

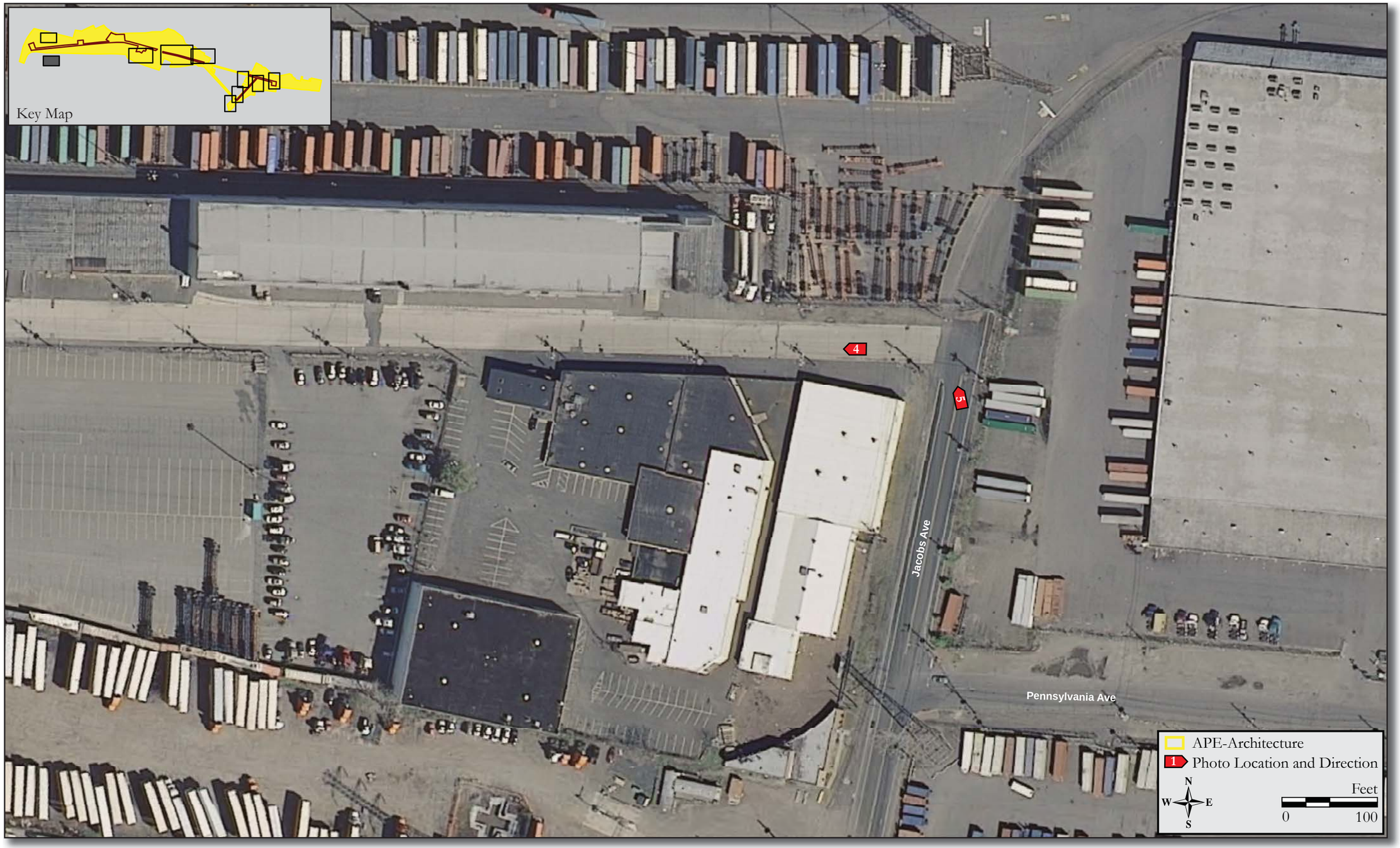


Figures 4b: Viewshed modeling map illustrated with a quarter-mile radius and resources listed/eligible for the National Register of Historic Places (NJGIS Digital Orthographic Imagery, 2012).



Figures 4c: Viewshed modeling map illustrated with a quarter-mile radius and resources listed/eligible for the National Register of Historic Places (NJGIS Digital Orthographic Imagery, 2012).

Figures 5a: Map of existing conditions with photo locations
(NJGIS Digital Orthographic Imagery, 2012).



Figures 5b: Map of existing conditions with photo locations
(NJGIS Digital Orthographic Imagery, 2012).

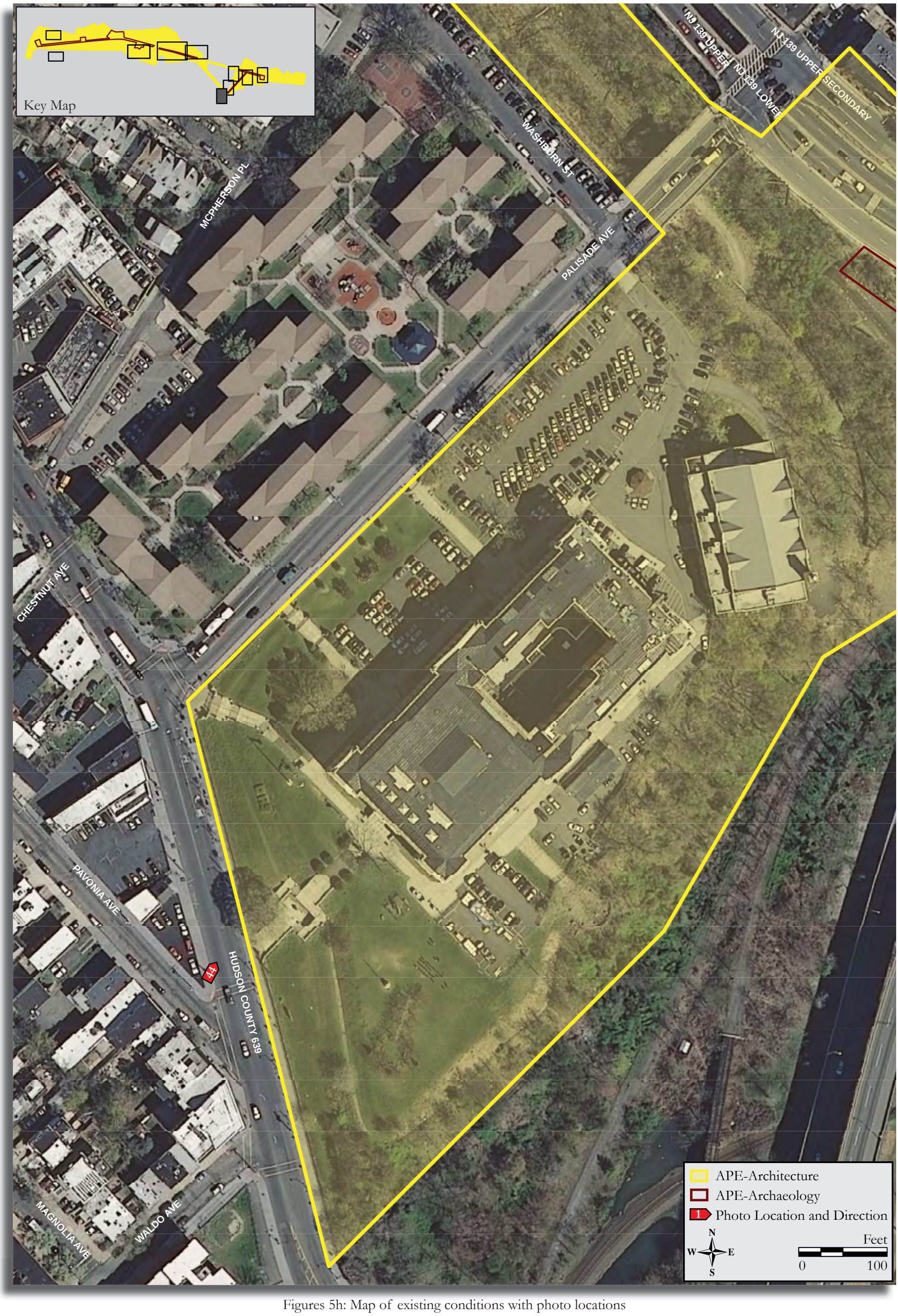
Figures 5c: Map of existing conditions with photo locations
(NJGIS Digital Orthographic Imagery, 2012).

Figures 5d: Map of existing conditions with photo locations
(NJGIS Digital Orthographic Imagery, 2012).

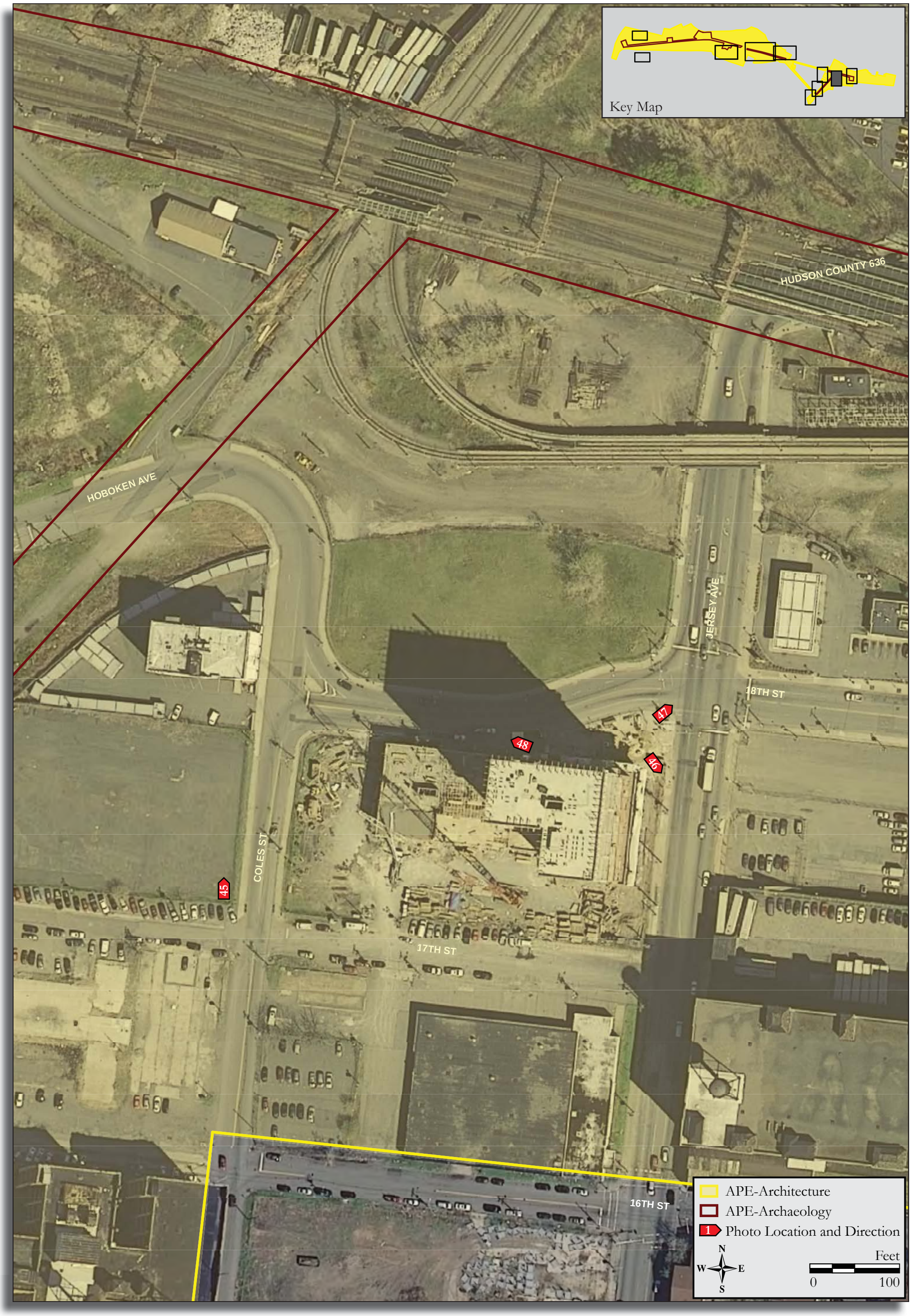
Figures 5e: Map of existing conditions with photo locations
(NJGIS Digital Orthographic Imagery, 2012).

Figures 5f: Map of existing conditions with photo locations
(NJGIS Digital Orthographic Imagery, 2012).

Figures 5g: Map of existing conditions with photo locations
(NJGIS Digital Orthographic Imagery, 2012).



Figures 5h: Map of existing conditions with photo locations
(NJGIS Digital Orthographic Imagery, 2012).



Figures 5i: Map of existing conditions with photo locations (NJGIS Digital Orthographic Imagery, 2012).

Figures 5j: Map of existing conditions with photo locations
(NJGIS Digital Orthographic Imagery, 2012).

PLATES

Plate 1: Overview, Town of Kearny, with view of the Pennsylvania Railroad New York to Philadelphia Historic District to the left (north).

Photo view: Northeast

Photographer: Allee Davis

Date: October 15, 2015

Plate 2: Overview, Town of Kearny, looking towards the Pennsylvania Railroad New York to Philadelphia Historic District.

Photo view: Northwest

Photographer: Allee Davis

Date: October 15, 2015

Plate 3: Overview, Town of Kearny, looking across the Passaic River towards the Old Main Delaware, Lackawanna and Western Railroad Historic District, now the Morris & Essex line.

Photo view: Southwest

Photographer: Allee Davis

Date: October 15, 2015

Plate 4: Overview, Town of Kearny, looking west towards the Passaic River.

Photo view: West

Photographer: Allee Davis

Date: October 15, 2015

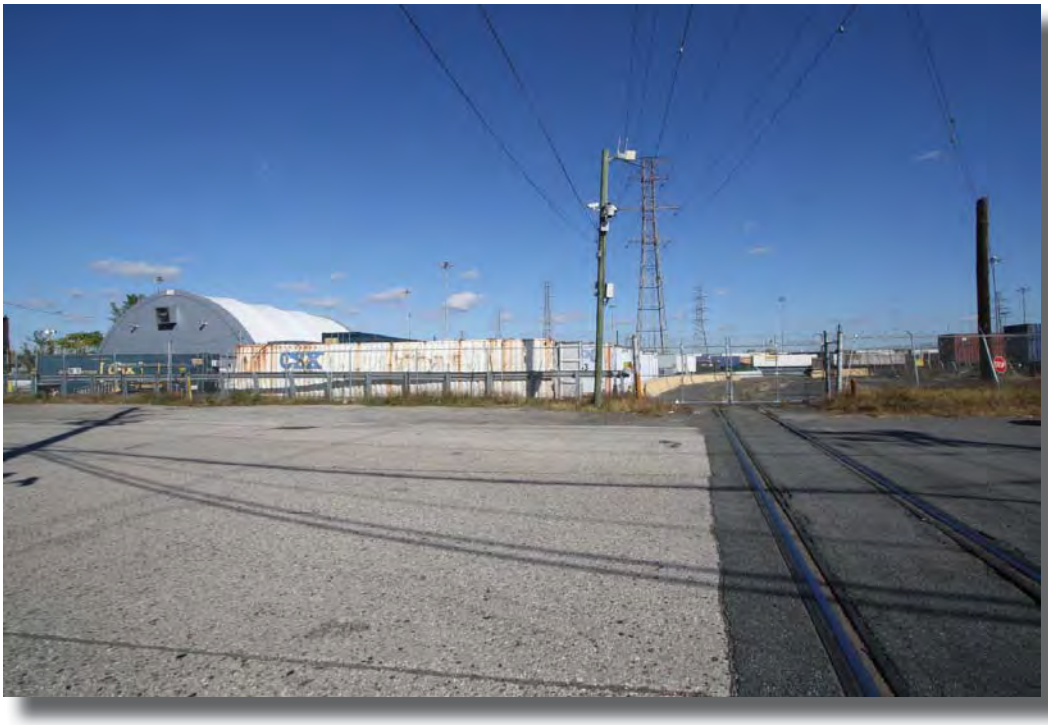


Plate 5: Overview, Town of Kearny, showing general industrial landscape.

Photo view: North

Photographer: Allee Davis

Date: October 15, 2015

Plate 6: General view towards the Hackensack River, with a view of a former Pennsylvania Railroad shack that likely contained electrical equipment for the nearby rail lines, Town of Kearny.

Photo view: Southeast

Photographer: Allee Davis

Date: October 15, 2015

Plate 7: General view towards the Hackensack River, with a view of the Kearny Generating Station and the Pennsylvania Railroad (PATH) Bridge over Hackensack River, Town of Kearny.

Photo view: Southwest

Photographer: Allee Davis

Date: October 15, 2015

Plate 8: View along Fish House Road, Town of Kearny.

Photo view: Southwest

Photographer: Allee Davis

Date: October 15, 2015

Plate 9: View along Fish House Road, looking towards the Wittpenn Bridge and the Pennsylvania Railroad Harsimus Branch (Conrail/ CSX) Bridge over the Hackensack River, Town of Kearny.

Photo view: East

Photographer: Allee Davis

Date: October 15, 2015

Plate 10: General view of the Lower Hack Draw Bridge along the Morris & Essex line as it crosses the Hackensack River, Town of Kearny.

Photo view: Northeast

Photographer: Allee Davis

Date: October 15, 2015

Plate 11: General view of the Wittpenn Bridge and the Pennsylvania Railroad Harsimus Branch (Conrail/ CSX) Bridge over the Hackensack River, Town of Kearny.

Photo view: Southeast

Photographer: Allee Davis

Date: October 15, 2015

Plate 12: Overview along the west bank of the Hackensack River looking towards the Morris & Essex line, Town of Kearny.

Photo view: Northeast

Photographer: Allee Davis

Date: October 15, 2015

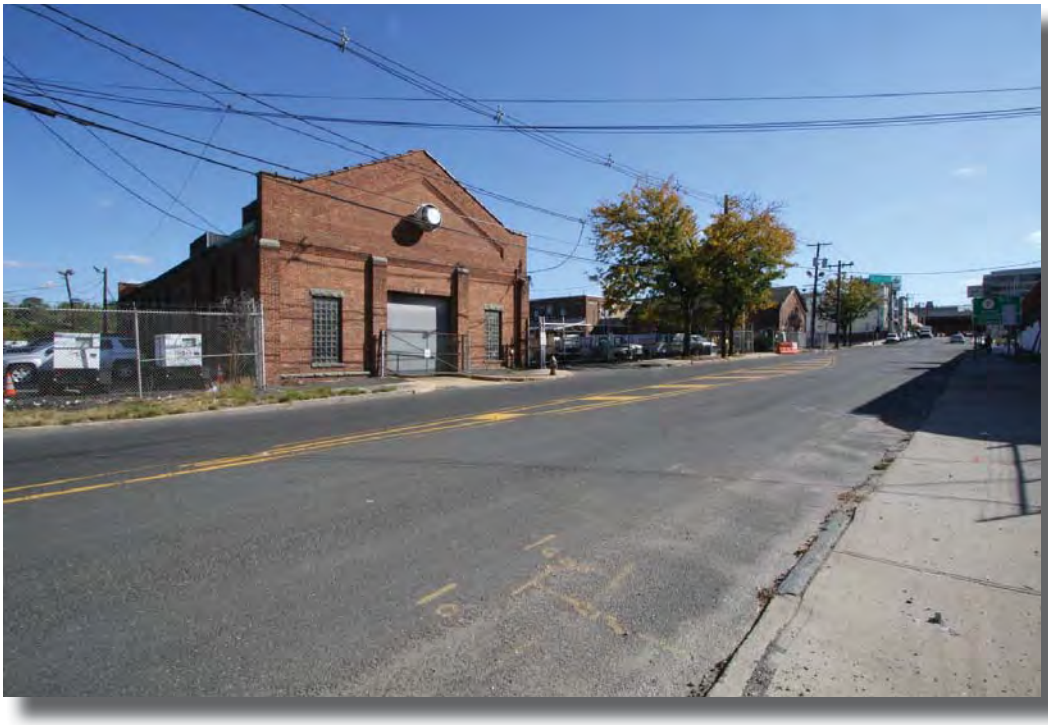


Plate 13: Overview, City of Jersey City, with a general view of the People's Gas Light Company/PSE&G Marion Office Historic District.

Photo view: Northeast

Photographer: Allee Davis

Date: October 15, 2015

Plate 14: Overview, City of Jersey City, with a view of the People's Gas Light Company/PSE&G Marion Office Historic District and the Lower Hack Draw Bridge on the Morris & Essex line.

Photo view: Northwest

Photographer: Allee Davis

Date: October 15, 2015

Plate 15: Overview, City of Jersey City, along the east bank of the Hackensack River with a view of the Morris & Essex line.

Photo view: Southwest

Photographer: Allee Davis

Date: October 15, 2015

Plate 16: Overview, City of Jersey City, along the east bank of the Hackensack River with a view of the Morris & Essex line being carried above Duffield Avenue.

Photo view: East

Photographer: Allee Davis

Date: October 15, 2015

Plate 17: Overview, City of Jersey City, along the east bank of the Hackensack River with a view of the Morris & Essex line.

Photo view: Northwest

Photographer: Allee Davis

Date: October 15, 2015

Plate 18: General view along Duffield Avenue, City of Jersey City.

Photo view: South

Photographer: Allee Davis

Date: October 15, 2015

Plate 19: Overview of the Morris & Essex line, City of Jersey City.

Photo view: West

Photographer: Allee Davis

Date: October 15, 2015

Plate 20: Overview of the Morris & Essex line, City of Jersey City.

Photo view: East

Photographer: Allee Davis

Date: October 15, 2015

Plate 21: Overview along Van Keuren Avenue, City of Jersey City.

Photo view: Northwest

Photographer: Allee Davis

Date: October 15, 2015

Plate 22: Overview along Van Keuren Avenue, City of Jersey City.

Photo view: Southeast

Photographer: Allee Davis

Date: October 15, 2015

Plate 23: View along West Side Avenue with a partial view of the Morris & Essex line, City of Jersey City.

Photo view: Northeast

Photographer: Allee Davis

Date: October 15, 2015

Plate 24: View along West Side Avenue near the intersection of St. Pauls Avenue, City of Jersey City.

Photo view: Southwest

Photographer: Allee Davis

Date: October 15, 2015

Plate 25: Overview along Lewis Avenue, looking towards the Morris & Essex line, City of Jersey City.

Photo view: Northeast

Photographer: Allee Davis

Date: October 15, 2015

Plate 26: Overview of the Morris & Essex line, City of Jersey City.

Photo view: Northeast

Photographer: Allee Davis

Date: October 15, 2015

Plate 27: Overview of the Morris & Essex line, City of Jersey City.

Photo view: Northwest

Photographer: Allee Davis

Date: October 15, 2015

Plate 28: General view of St. Peter's Cemetery, Jersey City.

Photo view: Southeast

Photographer: Allee Davis

Date: October 15, 2015

Plate 29: General view of St. Peter's Cemetery, City of Jersey City.

Photo view: Northwest

Photographer: Allee Davis

Date: October 15, 2015

Plate 30: Overview of Spruce Street and Liberty Avenue, City of Jersey City.

Photo view: Southwest

Photographer: Allee Davis

Date: October 15, 2015

Plate 31: Overview at the intersection of Floyd Street and John F. Kennedy Boulevard, City of Jersey City.

Photo view: Northeast

Photographer: Allee Davis

Date: October 15, 2015

Plate 32: Overview at the intersection of Floyd Street and John F. Kennedy Boulevard, City of Jersey City.

Photo view: South

Photographer: Allee Davis

Date: October 15, 2015

Plate 33: General view of a residential neighborhood within the City of Jersey City.

Photo view: Northeast

Photographer: Allee Davis

Date: October 15, 2015

Plate 34: General view of the residential neighborhood atop the underground tunnel of the Morris & Essex line at the intersection of Waverly Street and Baldwin Avenue, City of Jersey City.

Photo view: South

Photographer: Allee Davis

Date: October 15, 2015

Plate 35: View along Palisade Avenue, City of Jersey City.

Photo view: Northwest

Photographer: Allee Davis

Date: October 15, 2015

Plate 36: Overview at the intersection of Palisade Avenue and Laidlaw Avenue, City of Jersey City.

Photo view: Northwest

Photographer: Allee Davis

Date: October 15, 2015

Plate 37: Overview at the intersection of Palisade Avenue and Jefferson Avenue, City of Jersey City.

Photo view: Southwest

Photographer: Allee Davis

Date: October 15, 2015

Plate 38: View along Palisade Avenue, City of Jersey City.

Photo view: Northwest

Photographer: Allee Davis

Date: October 15, 2015

Plate 39: Overview of the intersection of Palisade Avenue and St. Pauls Avenue, City of Jersey City.

Photo view: Southwest

Photographer: Allee Davis

Date: October 15, 2015

Plate 40: View along Palisade Avenue, City of Jersey City.

Photo view: Southwest

Photographer: Allee Davis

Date: October 15, 2015

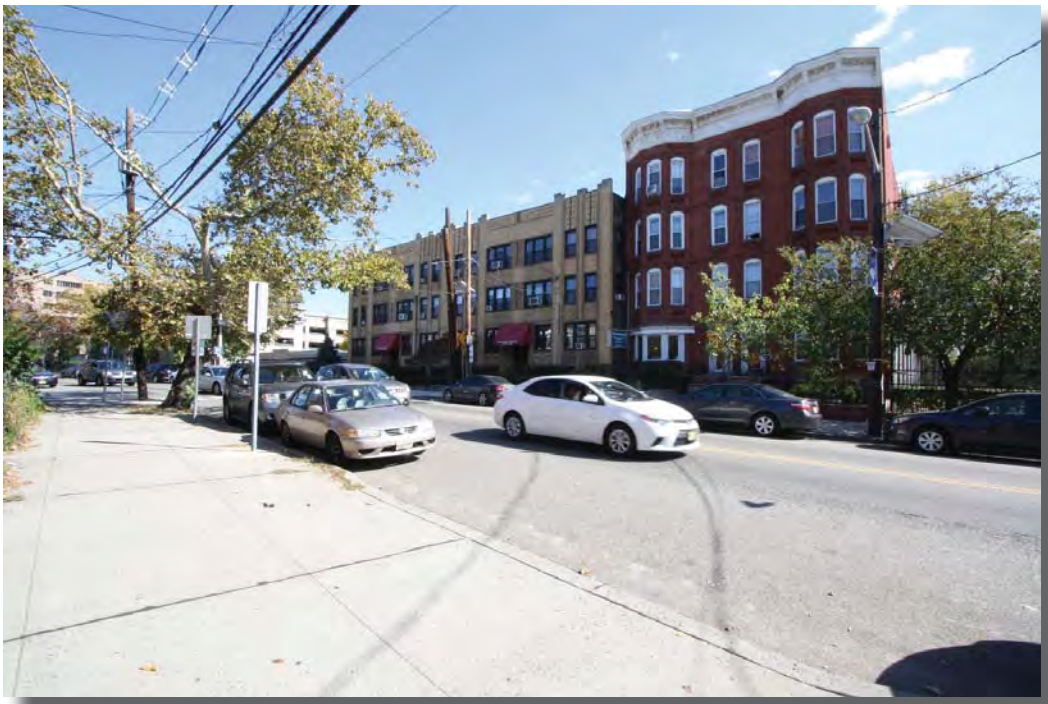


Plate 41: View along Palisade Avenue with a view of 104-110 Palisade Avenue, City of Jersey City.

Photo view: Northeast

Photographer: Allee Davis

Date: October 15, 2015

Plate 42: Overview of the intersection of Palisade Avenue and Hoboken Avenue with a view of 74 Palisade Avenue, City of Jersey City.

Photo view: Southeast

Photographer: Allee Davis

Date: October 15, 2015

Plate 43: View along Palisade Avenue, City of Jersey City.

Photo view: Northeast

Photographer: Allee Davis

Date: October 15, 2015

Plate 44: General view of Jersey City High School, City of Jersey City.

Photo view: North

Photographer: Allee Davis

Date: October 15, 2015

Plate 45: General view of the Holbrook Manufacturing Company at the intersection of 18th Street and Cole Street, City of Jersey City.

Photo view: North

Photographer: Allee Davis

Date: October 15, 2015

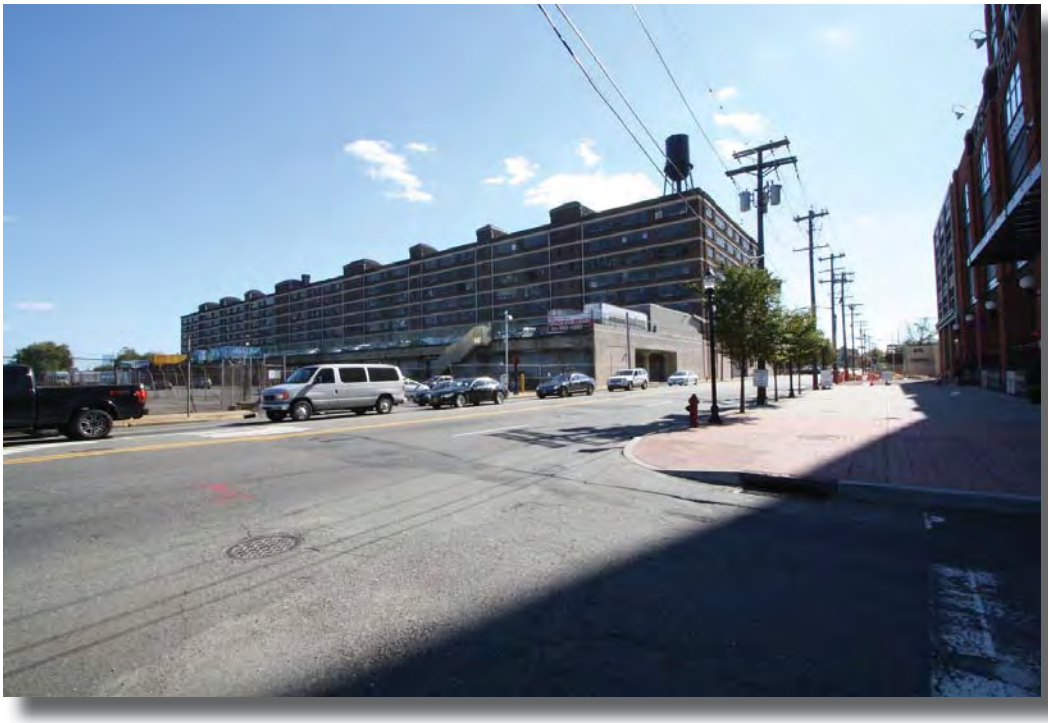


Plate 46: Overview of the APE-Architecture along Jersey Avenue with a view of the Lackawanna Warehouse and Viaduct, Jersey City.

Photo view: Southeast

Photographer: Allee Davis

Date: October 15, 2015

Plate 47: Overview of the intersection of Jersey Avenue and 18th Street, City of Jersey City.

Photo view: Northeast

Photographer: Allee Davis

Date: October 15, 2015

Plate 48: View along 18th Street with a view of the Holbrook Manufacturing Company, City of Jersey City.

Photo view: West

Photographer: Allee Davis

Date: October 15, 2015

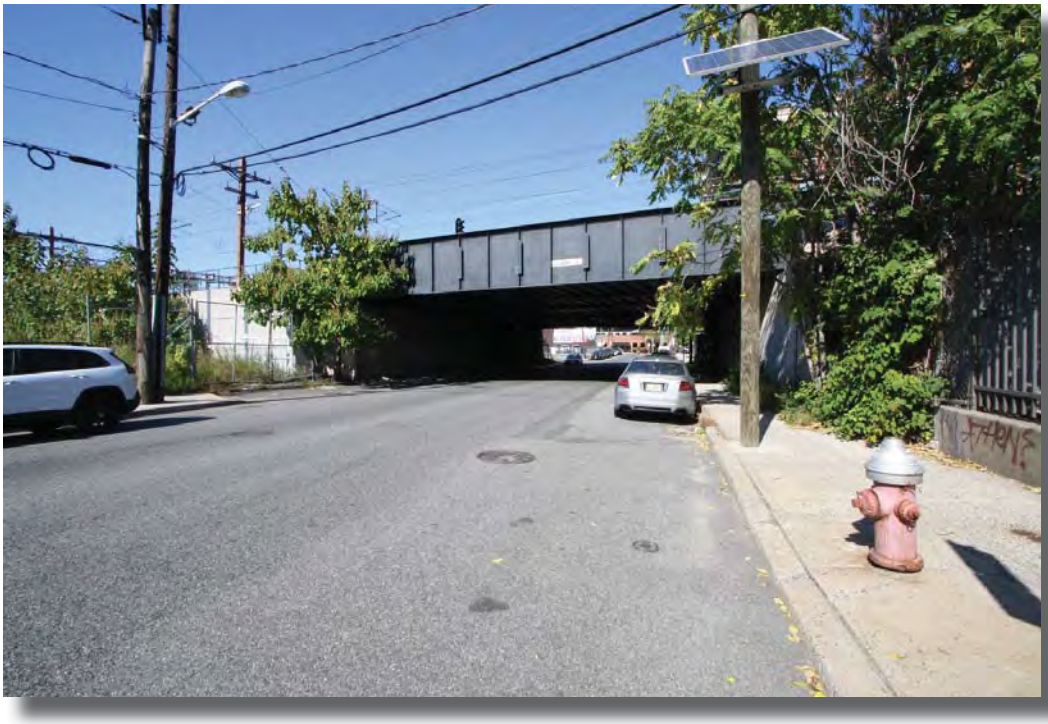


Plate 49: View of the Grove Street Bridge carrying the Morris & Essex line, City of Jersey City.

Photo view: North

Photographer: Allee Davis

Date: October 15, 2015

Plate 50: View of the Henderson Street Substation and the Morris & Essex line, City of Jersey City.

Photo view: Northeast

Photographer: Allee Davis

Date: October 15, 2015

Plate 51: View along Marin Boulevard, City of Jersey City.

Photo view: Southeast

Photographer: Allee Davis

Date: October 15, 2015

Plate 52: General view of the Morris & Essex line, City of Jersey City.

Photo view: Southeast

Photographer: Allee Davis

Date: October 15, 2015

Plate 53: General view of the Morris & Essex line, City of Jersey City.

Photo view: Southwest

Photographer: Allee Davis

Date: October 15, 2015

Plate 54: View looking towards Hoboken from Grove Street, City of Jersey City.

Photo view: North

Photographer: Allee Davis

Date: October 15, 2015

Plate 55: View of the Engine Company #3, Truck #2 Firehouse, City of Hoboken.

Photo view: Northwest

Photographer: Allee Davis

Date: October 15, 2015

Plate 56: View along Observer Highway, City of Hoboken.

Photo view: East

Photographer: Allee Davis

Date: October 15, 2015

Plate 57: View along Newark Avenue, City of Hoboken.

Photo view: West

Photographer: Allee Davis

Date: October 15, 2015

Chris Christie, Governor
Kim Guadagno, Lieutenant Governor
Richard T. Hammer, Acting Commissioner
Dennis J. Martin, Interim Executive Director

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

February 22, 2016

Daniel Saunders
Deputy State Historic Preservation Officer
Mail Code 501-04B
NJDEP-Historic Preservation Office
5 Station Plaza
501 East State Street, P.O. Box 420
Trenton, NJ 08625-0420

VM.
14-1685-3
HPO-C2016-329

Attention: Patty Chrisman

RE: Initiation of Section 106 Consultation
Phase IA Archaeological Survey and
Historic Architectural Resources Background Study (HARBS) and Effects Assessment
NJ Transit Coast Line Grid Project
Town of Kearny, City of Jersey City, and City of Hoboken, Hudson County, New Jersey

Dear Mr. Saunders:

The Federal Transit Administration (FTA) and New Jersey Transit Corporation (NJ Transit) plan to construct a microgrid on an industrial site in Kearny, Hudson County, New Jersey. The proposed microgrid will consist of an approximately 104 megawatt (MW) natural gas fired electric power generating plant and associated infrastructure to enable trains to limited operations 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 Amtrak systems, including some sections of the Northeast Corridor (NEC), Morris & Essex (M&E) line, and the Hudson-Bergen Light Rail Transit System (H-BLRTS). In addition, a connection that is needed to the natural gas line fuel source is proposed for a six-acre parcel to the southeast of the power generation site. Supporting transmission lines will run within the existing route of the M&E line and may be hung on existing poles in NJ Transit's right-of-way (ROW), including those in the open water between the M&E line and the Hudson Generating Station. Depending on the structural integrity of existing poles, it is possible that new poles will need to be installed. Toward Jersey City and Hoboken, a portion of the transmission line may be run through the tunnel of the M&E line (Figure 1). An alternate route is proposed which runs on a southwest-northeast alignment beginning approximately 500 feet west of where Newark Street intersects with the M&E line. This alternate route similarly includes a tunnel section through which the transmission line may be run. This tunnel section runs parallel with New Jersey Route 139 (see Figure 1). This document has been prepared by RGA, Inc. (RGA), cultural resources consultants, pursuant to Section 106 of the National Historic Preservation Act of 1966 (36 CFR Part 800) and the National Environmental Policy Act (NEPA). The purpose of this letter is to initiate Section 106 consultation with the New Jersey Historic Preservation Office (NJHPO), delineate the project's Area of Potential Effects (APE), identify consulting and interested parties, and outline a Public Participation Plan for the consultation process.

The area of general study is highly urbanized and characterized by relatively flat terrain that is bisected by the Hackensack River. Included in the general study area are various railroad-related infrastructure, late

14-1685-3
HPO-C2016-329

structures, residential properties, municipal buildings, and vacant land (see Plates 1-57). The Section 106 consultation process will evaluate the potential for the presence or absence of prehistoric and historic archaeological resources, survey and evaluate all above-ground resources more than 50 years of age for possible eligibility for listing in the National Register of Historic Places (NRHP), and assess project effects on any NRHP listed or eligible properties. The results of the survey will be presented in a combined report that meets the survey and report guidelines of the NJHPO.

The APE-Archaeology includes the area that will be directly impacted by associated ground disturbances. The APE-Archaeology includes the limits of disturbance for the proposed microgrid, the associated facility, the natural gas line connection, and new pole installations, if any (Figure 2).

The APE-Architecture includes the geographic area in which the project may directly or indirectly cause changes in the character or use of historic properties, if they exist in the project area, and has been delineated using current tax parcel data to determine the survey boundaries (Figures 2, 3a, and 3b). The APE is influenced by the scale and nature of the undertaking and may be different for different kinds of effects caused by the undertaking. This ensures that the full contents of each parcel are properly identified, documented, and evaluated.

To delineate the recommended APE-Architecture, RGA investigators employed three techniques: electronic viewshed mapping, computer-generated simulations of new poles, and field reconnaissance. In the absence of more advanced design plans, and to take into account the maximum extent of the undertaking, RGA has assumed that the new transmission lines will be hung on new poles that are similar in height and design to existing poles. Any new poles will be constructed within the existing ROW of the M&E line where the line runs above ground. RGA has also assumed that the proposed generating plant will be of similar scale and size to nearby similar industrial buildings and structures, and that possible visual impacts will be negligible. Where a portion of the transmission line is proposed to run through one of two tunnels, the APE-Architecture has been confined to the ROW of both tunnels and excludes a majority of the land adjacent to these routes.

Electronic viewshed mapping consisted of layering digital elevation models over aerial photographs. The areas in which buildings would obstruct views of the proposed transmission lines and any new poles from all public spaces (streets, parks, surface parking lots) were filled with a light yellow, semi-transparent layer. The electronic viewshed map for new poles, if any, appears in Figures 4a, 4b, and 4c. The computer-generated viewshed map was checked using computer-generated simulations of 30-foot poles created through Google SketchUp and Google Earth. The simulation created in Google SketchUp allows for a virtual model of the proposed poles to be inserted into the database of existing building heights in Google Earth, then viewed from any point within a quarter-mile buffer zone. While the new 30-foot poles may technically be visible for long distances, visibility factors including, but not limited to, the varying heights of existing building stock surrounding the M&E line, atmospheric conditions (i.e. air pollution, humidity, and other particles), and the spatial relationship of the viewer to the poles diminish the visual contrast of the poles which therefore limit the viewshed. As a result of these viewshed limiting factors, a quarter-mile buffer zone was drawn from the centerline of the existing ROW of the M&E line where the line runs aboveground.

RGA investigators conducted a field reconnaissance of the project site on October 15, 2015 to assess existing conditions and to check sightlines from various vantage points along the M&E line between Hoboken, Jersey City, and Kearny. When checked in the field, the viewshed map was found to be accurate in regard to the elimination of sightlines due to the heights of interceding buildings and viewer geometry.

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Photographs of the APE-Architecture are shown on Plates 1 through 57 and identified with numeric locators on Figures 5a-5j.

Preliminary background research indicates the presence of 41 previously identified historic properties inside the proposed APE for both Archaeology and Architecture (Table 1). Field reconnaissance has also identified approximately 30 un-surveyed resources over 50 years of age warranting architectural survey and evaluation according to NRHP guidelines.

Table 1: Previously identified historic resources.

Resource ID	Property Name/Address	Municipality	NRHP Current Status
1	Old Main Delaware, Lackawanna and Western Railroad Historic District	Multiple	Eligible (SHPO Opinion: 9/24/1996)
2	Pennsylvania Railroad New York to Philadelphia Historic District	Multiple	Eligible (SHPO Opinion: 10/2/2002)
3	Pennsylvania Railroad New York Bay Branch Historic District	City of Newark	Eligible (SHPO Opinion: 4/22/2005)
4	Public Service Electric and Gas Company (PSE&G) Kearny-Essex-Marion Interconnection Historic District	Town of Kearny; City of Jersey City	Eligible (SHPO Opinion: 12/31/2013)
5	Jersey City Water Works Historic District	Multiple	Eligible (SHPO Opinion: 1/20/2003)
6	Hackensack River Lift Bridges Historic District	City of Jersey City	Eligible (SHPO Opinion: 5/3/2002)
7	People's Gas Light Company/PSE&G Marion Office Historic District	City of Jersey City	Eligible (SHPO Opinion: 3/10/1999)
8	Delaware, Lackawanna and Western Railroad Boonton Line Historic District	Multiple	Eligible (SHPO Opinion: 9/18/2008)
9	US Route 1 Extension [Pulaski Highway] Historic District	Multiple	Listed (SR: 6/13/2005; NR: 8/12/2005)
10	US Routes 1 & 9 Historic District	Multiple	Eligible (SHPO Opinion: 3/8/1996)
11	Erie Railroad Main Line Historic District	Multiple	Eligible (SHPO Opinion: 2/20/2003)
12	Erie Railroad Bergen Archways Historic District	City of Jersey City	Eligible (SHPO Opinion: 4/27/2000)
13	Hudson and Manhattan Railroad Transit System (PATH) Historic District	Multiple	Eligible (SHPO Opinion: 3/4/2002)
14	Southern Hoboken Historic District	City of Hoboken	Eligible (SHPO Opinion: 2/28/1991)
15	Substation 4 [Amtrak Substations 41]	Town of Kearny	Eligible (SHPO Opinion: 9/12/1994)
16	Edison Battery Company Property	Town of Kearny	Eligible (SHPO Opinion: 4/8/2008)
17	Jersey City Water Works Pipeline	City of Jersey City	Eligible (SHPO Opinion: 5/7/1999)
18	Lower Hack Draw Bridge	Town of Kearny; City of Jersey City	Eligible (SHPO Opinion: 9/18/1996)
19	Wittpenn Bridge [SI&A #0909150]	Town of Kearny; City of Jersey City	Eligible (SHPO Opinion: 2/7/2001)
20	Pennsylvania Railroad Harsimus Branch (Conrail/CSX) Bridge over the Hackensack River	Town of Kearny; City of Jersey City	Eligible (SHPO Opinion: 5/3/2002)
21	Pennsylvania Railroad (PATH) Bridge over Hackensack River	Town of Kearny; City of Jersey City	Eligible (SHPO Opinion: 5/3/2002)
22	St. Peter's Cemetery	City of Jersey City	Eligible (SHPO Opinion: 6/18/1996)
23	West End Interlocking Tower	City of Jersey City	Eligible (SHPO Opinion: 1/20/1999)
24	West-End Through Truss Bridges	City of Jersey City	Eligible (SHPO Opinion: 3/31/1997)
25	Old and New Bergen Tunnels	City of Jersey City	Eligible (SHPO Opinion: 5/8/1998)

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Table 1; cont.

Resource ID	Property Name/Address	Municipality	NRHP Current Status
26	JFK Boulevard Bridge [SI&A # 0951170]	City of Jersey City	Eligible (SHPO Opinion: 4/27/2000)
27	Erie Railroad Bergen Hill Tunnel [aka Long Dock Tunnel]	City of Jersey City	Eligible (SHPO Opinion: 4/27/2000)
28	Bevan and St. Paul Avenues Bridge [Tunnel] [SI&A # 0951169]	City of Jersey City	Eligible (SHPO Opinion: 4/27/2000)
29	Summit Avenue Bridge [SI&A # 0951168]	City of Jersey City	Eligible (SHPO Opinion: 4/27/2000)
30	Central Avenue Bridge [Tunnel] [SI&A # 0951167]	City of Jersey City	Eligible (SHPO Opinion: 4/27/2000)
31	Pallisade Avenue Bridge [SI&A # 0951165]	City of Jersey City	Eligible (SHPO Opinion: 4/27/2000)
32	Jersey City High School [William Dickinson High School]	City of Jersey City	Listed (SR: 12/23/1981; NR: 6/1/1982)
33	74 Palisade Avenue	City of Jersey City	Eligible (SHPO Opinion: 2/28/1991)
34	Pohlmann's Hall	City of Jersey City	Listed (SR: 7/9/1985; NR: 9/5/1985)
35	108-110 Ogden Avenue	City of Jersey City	Eligible (SHPO Opinion: 2/28/1991)
36	Holbrook Manufacturing Company	City of Jersey City	Eligible (SHPO Opinion: 2/28/1991)
37	Continental Can Company Complex	City of Jersey City	Eligible (SHPO Opinion: 5/30/1997)
38	Lackawanna Warehouse and Viaduct	City of Jersey City	Eligible (SHPO Opinion: 5/16/1995)
39	Grove Street Bridge	City of Jersey City	Eligible (SHPO Opinion: 1/20/1999)
40	Engine Company #3, Truck #2 Firehouse	City of Jersey City	Listed (SR: 2/9/1984; NR: 3/30/1984)
41	Erie-Lackawanna Terminal	City of Hoboken	Listed (SR: 12/7/2004; NR: 2/17/2005)

NRHP: National Register of Historic Places
SHPO: State Historic Preservation Officer
SR: State Register of Historic Places

If you agree that the recommended APE for both archaeology and architecture, the description of efforts to involve the public, and the list of consulting and interested parties are appropriate for the undertaking, then kindly indicate your acceptance at your earliest convenience. A concurrence line has been provided to facilitate your review. If you have any questions or comments regarding this consultation initiation letter, please contact me at 973-491-7205.

Yours very truly,

Dara Callender

Dara Callender
Manager, Environmental Compliance

Attachments
cc: Audrey Heffernan, BEM
Damon Tvaryanas, RGA (w/o attachments)

14-1685-3
HPO-C2016-329

Initiation of Section 106 Consultation
Phase IA Archaeological Survey and
Historic Architectural Resources Background Study (HARBS) and Effects Assessment
NJ Transit Grid Project
Town of Kearny, City of Jersey City, and City of Hoboken, Hudson County, New Jersey

✓ I concur that the APEs for both archaeology and architecture, the description of efforts to involve the public, and the list of consulting and interested parties are appropriate. The initiation of Section 106 consultation is concluded.

_____ I do not concur for the following reasons:

D. Saunders — 3/30/16

Daniel Saunders
Deputy State Historic Preservation Officer

Date

Additional Comments:

Chris Christie, Governor
Kim Guadagno, Lieutenant Governor
Richard T. Hammer, Commissioner
Dennis J. Martin, Interim Executive Director

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

14-1685-5
J2016-072

September 29, 2016

Dr. Katherine Marcopul
Deputy State Historic Preservation Officer
Mail Code 501-04B
NJDEP-Historic Preservation Office
5 Station Plaza
501 East State Street, P.O. Box 420
Trenton, NJ 08625-0420

Attention: Meghan Baratta

RE: Addition of Town of Kearny to Section 106 Consultation
Phase IA Archaeological Survey and
Historic Architectural Resources Background Study (HARBS) and Effects Assessment
NJ TRANSITGRID Project
Town of Kearny, City of Jersey City, and City of Hoboken, Hudson County, New Jersey

Dear Dr. Marcopul:

We are in receipt of your concurrence dated March 30, 2016 regarding the NJ TRANSITGRID Traction Power System Project and the consultation process required pursuant to Section 106 of the National Historic Preservation Act of 1966. The letter provided New Jersey State Historic Preservation Office's (NJHPO) concurrence with the preliminary list of potential Section 106 consulting parties. As discussed at our September 23, 2016 meeting with the NJHPO and Federal Transit Administration (FTA), the Town of Kearny will be added to the list of potential consulting parties. All preliminary Section 106 analysis completed to date has considered resources in the Town of Kearny.

If you agree that the recommended addition of the Town of Kearny to the list of consulting and interested parties is appropriate for the undertaking, then kindly indicate your acceptance at your earliest convenience. A concurrence line has been provided to facilitate your review. If you have any questions or comments regarding this consultation initiation letter, please contact me at 973-491-7205 or DCallender@njtransit.com.

Sincerely,

Dara Callender

Dara Callender
Manager, Environmental Compliance

cc: Harold Olarte, BEM Systems, Inc.
Damon Tvaryanas, RGA

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J2016-072

Addition of Town of Kearny to Section 106 Consultation
Phase IA Archaeological Survey and
Historic Architectural Resources Background Study (HARBS) and Effects Assessment
NJ TRANSITGRID Project
Town of Kearny, City of Jersey City, and City of Hoboken, Hudson County, New Jersey

✓ I concur that the addition of the Town of Kearny to the list of consulting and interested parties is appropriate.

_____ I do not concur for the following reasons:

Katherine J. Marcopul
Dr. Katherine Marcopul
Deputy State Historic Preservation Officer

10/14/2016
Date

Additional Comments:

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

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

March 7, 2017

Dr. Katherine Marcopul
Deputy State Historic Preservation Officer
Mail Code 501-04B
NJDEP-Historic Preservation Office
5 Station Plaza
501 East State Street, P.O. Box 420
Trenton, NJ 08625-0420

RE: Area of Potential Effects Delineation - Revised
Historic Architectural Resources Background Study (HARBS) and Effects Assessment (EA)
NJ TRANSITGRID TRACTION POWER SYSTEM
(Hudson-Bergen Light Rail Line Project Component)
Hudson County, New Jersey
HPO Project # 14-1685

Dear Dr. Marcopul:

The Federal Transit Administration (FTA) and New Jersey Transit Corporation (NJ TRANSIT) propose development of an electric power microgrid that will include the construction of a central power plant within the Koppers Coke Redevelopment Area in the Town of Kearny, Hudson County, New Jersey along with associated transmission and distribution systems to extend electric power to vital NJ TRANSIT infrastructure. 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, the Morris & Essex Line, and the Hudson-Bergen Light Rail Transit System (HBLR). This work requires the completion of cultural resources studies in compliance with Section 106 of the National Historic Preservation Act, as amended, the National Environmental Policy Act, and state regulations. A Historic Architectural Resources Background Study (HARBS) and Effects Assessment (EA) report will be prepared to assess the potential for the proposed undertaking to affect significant architectural resources within the Area of Potential Effects (APE).

The project as it relates to the distribution of electric traction power along the HBLR involves the erection of a new electrical power distribution line on newly installed poles up to 39 feet tall or within duct banks along the HBLR corridor (Figure 1). The area of study is highly urbanized and includes various railroad-related infrastructure, late-nineteenth and early-twentieth-century industrial buildings, mid-century manufacturing and commercial structures, residential properties, municipal buildings, and religious institutions (Plates 1-19). In February of 2017, RGA, Inc. (RGA) and the New Jersey Historic Preservation Office (NJHPO) agreed upon a Historic Architectural Investigations Protocol for the HBLR component of the NJ TRANSITGRID TRACTION POWER SYSTEM project. The proposed protocol consists of defining the APE, background research, field survey, and reporting. The purpose of this letter is to delineate the APE for the HBLR project component.

Due to the nature of the undertaking, the surrounding environment, and the limited height of the proposed poles, the APE was defined as extending 500 feet from the proposed electrical line alignment. This created an overall 1,000-foot-wide corridor centered on the HBLR alignment. A similar 500 foot distance from the centerline was utilized to define the study area/APE for the earlier historic architectural investigations that were undertaken in connection with the original construction of the HBLR in the 1990s.

RGA investigators employed electronic viewshed mapping and field reconnaissance as tools to guide which buildings within the APE warranted survey based on potential visual effects. In the absence of more advanced design plans, and to take into account the maximum extent of the undertaking, RGA has assumed that the new electrical line will be hung on new poles that will have a maximum height of 39 feet. Any new poles will be constructed within the existing right-of-way of the HBLR corridor where the line currently runs above ground.

Utilizing ArcGIS 3D analyst software, Digital Elevation Models (DEM) were used to create viewshed mapping for the area within the 1,000-foot-wide corridor based on the maximum pole height of approximately 39 feet for any new poles. The resultant mapping is attached to this letter (Figures 2a-2e). The areas that would be in direct view of the proposed 39-foot monopoles are shaded with a light yellow, semi-transparent layer. The areas in which buildings would obstruct views of the proposed electrical line and any new poles from all public spaces (streets, parks, surface parking lots) were left without shading. A section of the HBLR between John F. Kennedy Boulevard in Weehawken Township and John F. Kennedy Boulevard in North Bergen Township runs underground below 48th Street. Thus, historic resources within 500 feet of the alignment in this area were not considered due to the fact the transmission line would be attached internally to the existing tunnel walls.

RGA investigators conducted a field reconnaissance of the project site on January 26 and 27, 2017 to assess existing conditions and to check sightlines from various vantage points along the HBLR corridor between the Township of North Bergen and the City of Bayonne. When checked in the field, the viewshed map was found to be accurate in regard to the elimination of sightlines due to the heights of interceding buildings and viewer geometry. Photographs of the APE are shown on Plates 1 through 19 and identified with numeric locators on Figures 2a-2e.

Following the proposed protocol, preliminary background research indicated the presence of 46 previously identified historic properties inside the proposed APE (Table 1). Thirteen additional previously identified historic properties were located within the APE but have been demolished (Table 2). Field reconnaissance has also identified approximately 14 un-surveyed resources over 50 years of age warranting architectural survey and evaluation according to National Register of Historic Places (NR) guidelines.

Table 1: Previously identified historic resources within the APE.

Key Number	Resource Name	Municipality	NR Current Status
1	Mechanics Trust Company/21 West 8th Street	City of Bayonne	Eligible (SHPO Opinion: 12/9/1994)
2	Bayonne Trust Company/231 Broadway	City of Bayonne	Listed (SHPO Opinion: 12/9/1994; NR: 8/8/2006; SR 4/20/2006; COE: 1/30/2002)
3	East 17th Street Apartment Buildings Streetscape/21-31 East 17th Street	City of Bayonne	Eligible (SHPO Opinion: 12/9/1994)
4	Maidenform Brassiere Company/ Avenue E at 17th Street	City of Bayonne	Eligible (SHPO Opinion: 12/9/1994)
5	East 19th Street Streetscape/33-35 East 19th Street	City of Bayonne	Eligible (SHPO Opinion: 12/9/1994)
6	Mount Carmel Historic District/ East 22nd Street	City of Bayonne	Eligible (SHPO Opinion: 2/28/1991)
7	YMCA of Bayonne/259 Avenue E/E. 23rd Street	City of Bayonne	Eligible (SHPO Opinion: 5/5/1997)
8	Public School No. 5/208 Prospect Avenue	City of Bayonne	Eligible (SHPO Opinion: 2/28/1991)
9	Morris Canal	Multiple	Listed (NR: 10/1/1974; SR: 11/26/1973; SHPO Opinion: 5/27/2004)
10	Lehigh Valley Railroad Historic District	Multiple	Eligible (SHPO Opinion: 3/15/2002)
11	Pennsylvania Railroad New York Bay Branch Historic District	Multiple	Eligible (SHPO Opinion: 9/10/2014)
12	Hanover National Bank Repository/19 Winfield Street	City of Jersey City	Eligible (COE: 5/18/2006)
13	Communipaw-Lafayette Historic District/ Lafayette, Bramhall, Pacific, Halliday, and Pine Streets	City of Jersey City	Eligible (SHPO Opinion: 2/17/1995)

Table 1; cont.

Key Number	Resource Name	Municipality	NR Current Status
14	Ocean Avenue Bridge (SI&A #0950163)/ Ocean Avenue over Conrail (former Central Railroad of NJ)	City of Jersey City	Eligible (SHPO Opinion: 5/16/1995)
15	Bergen Avenue Bridge (SI&A #0900011)/ Bergen Avenue over Conrail (former Central Railroad of New Jersey)	City of Jersey City	Eligible (SHPO Opinion: 5/16/1995)
16	Former Candy Factory/374-378 West Side Avenue and 346-370 Claremont Avenue	City of Jersey City	Eligible (SHPO Opinion: 2/28/1991)
17	Paulus Hook Historic District/ York, Henderson, Van Vorst Streets	City of Jersey City	Listed (NR: 6/21/1982; SR: 8/7/1981)
18	Van Vorst Park Historic District/Jersey Avenue, Varick, Barrow, Grove, Wayne, Mercer, Montgomery, York, Bright and Grand Streets	City of Jersey City	Listed (NR: 10/11/1984; SR: 8/21/1984)
19	One Exchange Place (Bank Building)/ 1 Exchange Place	City of Jersey City	Eligible (SHPO Opinion: 2/28/1991)
20	Commercial Trust Company Bank/15 Exchange Place	City of Jersey City	Eligible (SHPO Opinion: 5/16/1995)
21	Hudson and Manhattan Railroad Transit System (PATH)/ Connects Exchange Place and Hoboken to NYC	City of Jersey City	Eligible (SHPO Opinion: 3/4/2002)
22	Hudson and Manhattan Railroad Powerhouse/70-90 Bay Street	City of Jersey City	Listed (NR: 11/23/2001; COE: 10/7/1999)
23	Warehouse Historic District/2nd Street, Morgan Street Provost Street, Washington Street	City of Jersey City	Eligible (SHPO Opinion: 2/28/1991)
24	Great Atlantic and Pacific Tea Company Warehouse/144-158 Bay	City of Jersey City	Listed (NHL: 6/2/1978; NR: 6/2/1978; SR: 6/2/1978)
25	Butler Brothers Warehouse/335-341 Washington Street (99-121 Bay Street)	City of Jersey City	Listed (SR: 10/26/2015; SHPO Opinion: 9/5/2013)
26	Holland Tunnel/ Under the Hudson River, from Jersey City to lower Manhattan	City of Jersey City	Listed (NHL: 11/3/1993; NR: 11/4/1993; SR: 10/13/1995)
27	Erie-Lackawanna Terminal/ Hudson Plaza at the Bank of the Hudson River	City of Hoboken	Listed (NR: 2/17/2005; SR: 12/7/2004)
28	Southern Hoboken Historic District/ Washington Street between 4th Street and 14th Street	City of Hoboken	Eligible (DOE: 4/25/1980; SHPO Opinion: 2/28/1991)
29	Old Main Delaware, Lackawanna and Western Railroad Historic District/ Morris and Essex Right-of-Way	Multiple	Eligible (SHPO Opinion: 6/7/2000)
30	Lackawanna Warehouse and Viaduct/16th Street between Jersey Avenue and Grove Street	City of Jersey City	Eligible (SHPO Opinion: 5/16/1995)
31	Grove Street Bridge/ NJ Transit Morristown Line, Milepost .66	City of Jersey City	Eligible (SHPO Opinion: 1/20/1999)
32	Holbrook Manufacturing Company/319 Coles Street	City of Jersey City	Eligible (SHPO Opinion: 2/28/1991)
33	L.O. Koven & Brothers Sheet Iron and Plate Steel Works/100 Paterson Plank Road	City of Jersey City	Eligible (SHPO Opinion: 2/28/1991)
34	Pohlmann's Hall/154 Ogden Avenue	City of Jersey City	Listed (NR: 9/5/1985; SR: 7/5/1985)
35	269-271 Ogden Avenue	City of Jersey City	Eligible (SHPO Opinion: 2/28/1991)
36	268-272 Ogden Avenue	City of Jersey City	Eligible (SHPO Opinion: 2/28/1991)
37	Ferguson Brothers Manufacturing Company/720-732 Monroe Street	City of Hoboken	Eligible (SHPO Opinion: 10/16/1998)
38	Old Hillside Road Trolley Horseshoe Curve/14th Street in Hoboken City to Palisades Avenue at 6th Street in Union City	Multiple	Eligible (SHPO Opinion: 5/21/1999)

Table 1; cont.

Key Number	Resource Name	Municipality	NR Current Status
39	Pennsylvania Railroad New York to Philadelphia Historic District	Multiple	Eligible (SHPO Opinion: 10/2/2002)
40	North (Hudson) River Tunnels/Amtrak Northeast Corridor under Hudson River	Multiple	Eligible (SHPO Opinion: 11/12/1998)
41	NJ Route 3 (NJ 495) Highway Approach to Lincoln Tunnel Historic District/ NJ Route 495 Between US Routes 1 and 9 and Lincoln Tunnel	Multiple	Eligible (SHPO Opinion: 11/17/1999)
42	NJ Route 495 Viaduct (SI&A 3800031)/NJ Route 495 over Baldwin Avenue and Conrail	Weehawken Township	Eligible (SHPO Opinion: 5/16/1995)
43	Lincoln Tunnel Entrance and Ventilation Buildings/NJ 495 at J.F.K. Boulevard	Weehawken Township	Eligible (SHPO Opinion: 2/28/1991)
44	Lincoln Tunnel/Weehawken Township to Manhattan under Hudson River	Weehawken Township	Eligible (SHPO Opinion: 2/25/2003)
45	King's Bluff Historic District/King Avenue, Hamilton Avenue, Bellevue Street, Kingswood Road, King's Bluff Road	Weehawken Township	Eligible (SHPO Opinion: 5/16/1995)
46	West Shore Railroad Tunnel/ Union City West Shore Railroad under Bergen Hill	Multiple	Eligible (SHPO Opinion: 2/28/1991)

NR: National Register of Historic Places
NHL: National Historic Landmark
SHPO: State Historic Preservation Officer
SR: State Register of Historic Places
DOE: Determination of Eligibility
COE: Certification of Eligibility

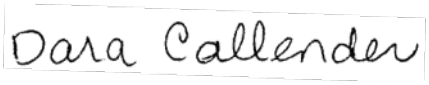
Table 2: Demolished historic properties within the APE.

Resource Name	Municipality	NR Current Status
Central Railroad of New Jersey Passenger Depot/8th Street	City of Bayonne	Eligible (SHPO Opinion: 9/11/1975)
Gates Avenue Bridge (SI&A# 82003274)/ Gates Avenue over Conrail Bayonne Branch	City of Bayonne	Eligible (SHPO Opinion: 12/9/1994)
Roundhouse for the Central Railroad of New Jersey/ Phillip Street	City of Jersey City	Eligible (SHPO Opinion: 10/1/1975)
Central Railroad Bridge/ Central Railroad over Communipaw Avenue	City of Jersey City	Eligible (SHPO Opinion: 2/28/1991)
Conrail Bridge/ Conrail (Lehigh Valley Railroad), Milepost 2.77 over Central Railroad of New Jersey Main Line	City of Jersey City	Eligible (SHPO Opinion: 5/16/1995)
Schiavone-Bonomo Corporation/1 Aetna Street at Jersey Avenue	City of Jersey City	Eligible (SHPO Opinion: 5/16/1995)
Engine Company Number 8 Firehouse/25 Ege Avenue	City of Jersey City	Eligible (SHPO Opinion: 6/12/1980)
Rogers-Pyatt Shellac Company/S.A. Wald Marine Cargo Salvors Warehouse/39-41 Essex Street	City of Jersey City	Eligible (SHPO Opinion: 2/17/1995)
Firehouse Number 12/140 Morris Street	City of Jersey City	Eligible (SHPO Opinion: 5/16/1995)
PATH Exchange Place Station Entrance/14-16 Exchange Place	City of Jersey City	Eligible (SHPO Opinion: 2/28/1991)
14th Street Viaduct/14th Street over the Conrail River Line	Multiple	Eligible (SHPO Opinion: 10/16/1998)
Erie Terminal Station of the Hudson and Manhattan Railroad Company ("Erie Station/Path Pavonia Station")/64 Pavonia Avenue	City of Jersey City	Eligible (DOE: 6/26/1984; SHPO Opinion: 11/23/1983)
Doric Temple/906 Palisade Avenue	City of Union City	Eligible (SHPO Opinion: 10/18/1995)

NR: National Register of Historic Places
SHPO: State Historic Preservation Officer
DOE: Determination of Eligibility

If you agree that the recommended APE is appropriate for the undertaking, then kindly indicate your acceptance at your earliest convenience. A concurrence line has been provided to facilitate your review. If you have any questions or comments regarding this consultation initiation letter, please contact me at 973-491-7205.

Yours very truly,



Dara Callender
Manager, Environmental Compliance

Attachments
cc: Sandra Peterson, BEM
Damon Tvaryanas, RGA (w/o attachments)

Area of Potential Effects Delineation
Historic Architectural Resources Background Study (HARBS) and Effects Assessment
NJ TRANSITGRID TRACTION POWER SYSTEM
(Hudson-Bergen Light Rail Line Project Component)
Hudson and Bergen County, New Jersey

_____ I concur that the APE-Architecture is appropriate.

_____ I do not concur for the following reasons:

_____ _____
Dr. Katherine Marcopul Date
Deputy State Historic Preservation Officer

Additional Comments:

FIGURES, PHOTO LOCATION MAP, AND PLATES

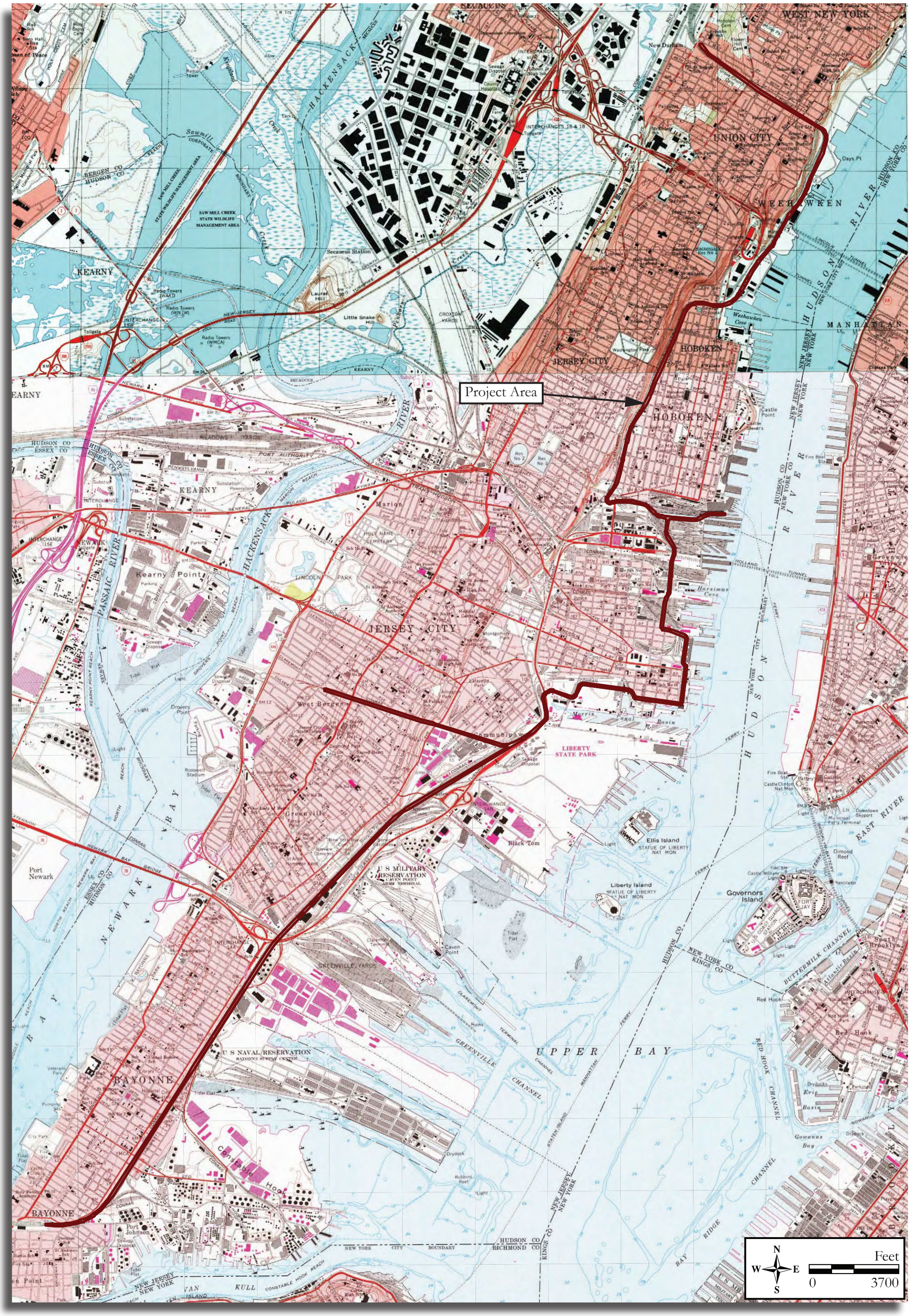
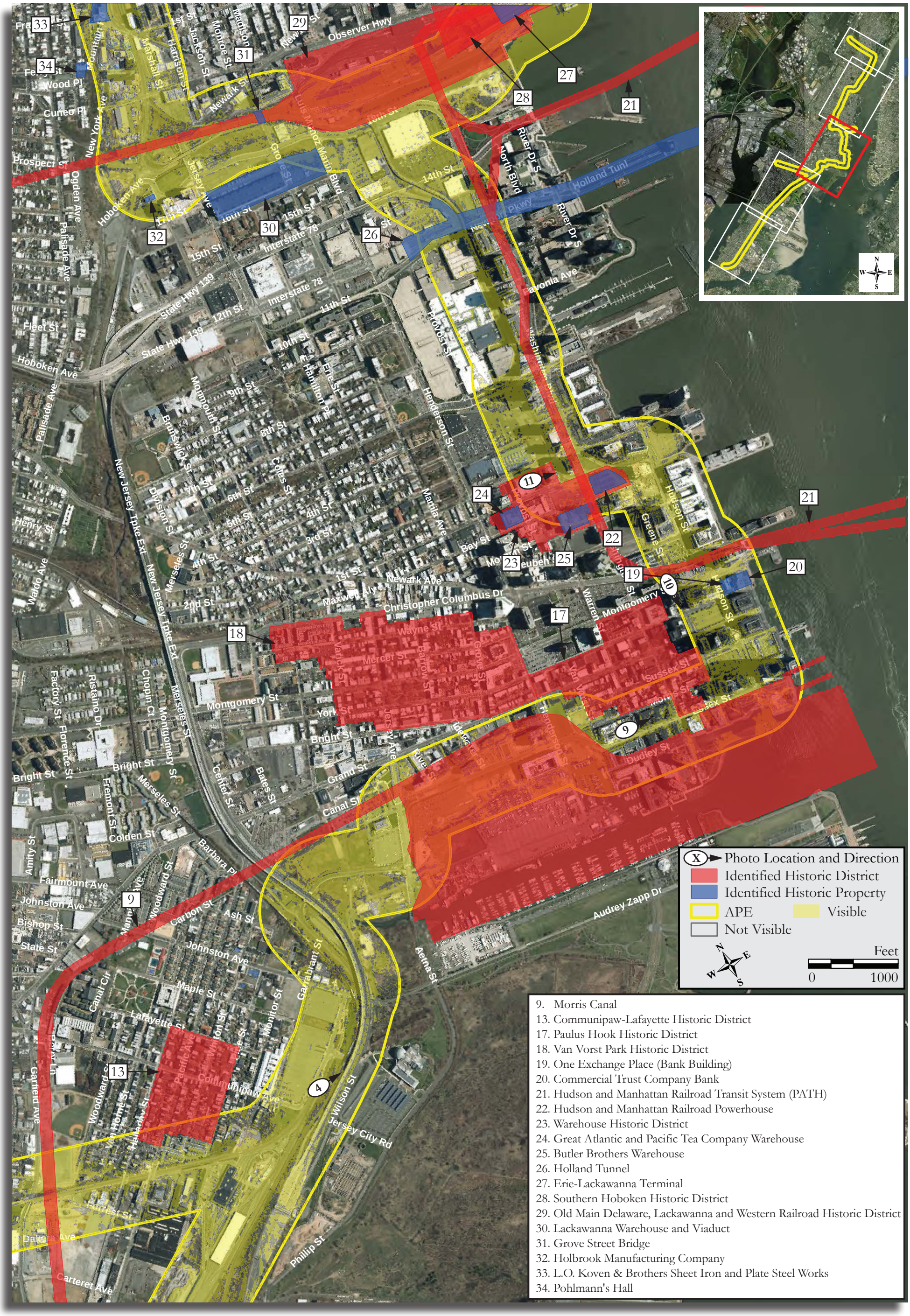


Figure 1: U.S.G.S. Map depicting the Project Area
(1995 U.S.G.S. 7.5' Quadrangles: 1995 Weehawken, NJ-NY and 1967 Jersey City, NJ-NY [photorevised 1981]).

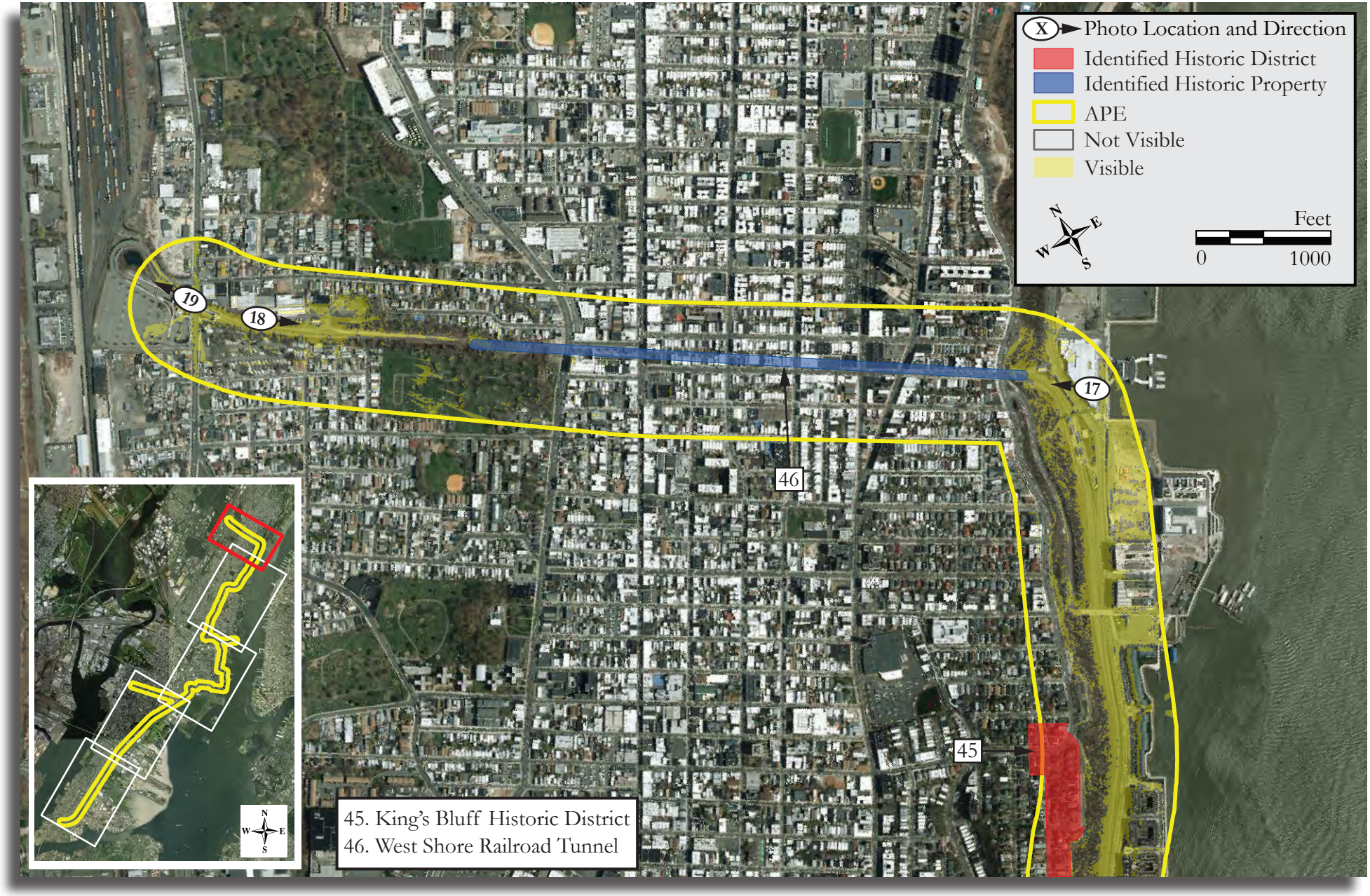
Figures 2a: Map depicting the APE (500-foot buffer around the Hudson-Bergen Light Rail right-of-way), the electronic viewshed, photograph locations and resources listed/eligible for the National Register of Historic Places (NJGIS Digital Orthographic Imagery, 2012).

Figures 2b: Map depicting the APE (500-foot buffer around the Hudson-Bergen Light Rail right-of-way), the electronic viewshed, photograph locations and resources listed/eligible for the National Register of Historic Places (NJGIS Digital Orthographic Imagery, 2012).



Figures 2c: Map depicting the APE (500-foot buffer around the Hudson-Bergen Light Rail right-of-way), the electronic viewshed, photograph locations and resources listed/eligible for the National Register of Historic Places (NJGIS Digital Orthographic Imagery, 2012).

Figures 2d: Map depicting the APE (500-foot buffer around the Hudson-Bergen Light Rail right-of-way), the electronic viewshed, photograph locations and resources listed/eligible for the National Register of Historic Places (NJGIS Digital Orthographic Imagery, 2012).



Figures 2e: Map depicting the APE (500-foot buffer around the Hudson-Bergen Light Rail right-of-way), the electronic viewshed, photograph locations and resources listed/eligible for the National Register of Historic Places (NJGIS Digital Orthographic Imagery, 2012).

Plate 1: View southeast of the southern end of the Hudson-Bergen Light Rail right-of-way in downtown Bayonne City, Hudson County.

Photo view: Southeast

Photographer: Sonja Lengel

Date: January 26, 2017

Plate 2: View southwest of the Hudson-Bergen Light Rail right-of-way near the Danforth Avenue Station on Princeton Avenue in Jersey City, Hudson County.

Photo view: Southwest

Photographer: Sonja Lengel

Date: January 26, 2017

Plate 3: View east of the Hudson-Bergen Light Rail right-of-way near the Richard Street Station on Garfield Avenue in Jersey City, Hudson County.

Photo view: East

Photographer: Sonja Lengel

Date: January 26, 2017

Plate 4: View east of the Hudson-Bergen Light Rail right-of-way near the Liberty State Park Station on Communipaw Avenue in Jersey City, Hudson County.

Photo view: East

Photographer: Kelly E. Wiles

Date: January 27, 2017

Plate 5: View east of the Hudson-Bergen Light Rail West Side Branch right-of-way near the Martin Luther King Drive Station on Martin Luther King Drive in Jersey City, Hudson County.

Photo view: East

Photographer: Kelly E. Wiles

Date: January 27, 2017

Plate 6: View east of the Hudson-Bergen Light Rail West Side Branch right-of-way from the Bergen Avenue overpass in Jersey City, Hudson County.

Photo view: East

Photographer: Kelly E. Wiles

Date: January 27, 2017

Plate 7: View west of the Hudson-Bergen Light Rail West Side Branch right-of-way from John F. Kennedy Boulevard overpass in Jersey City, Hudson County.

Photo view: West

Photographer: Kelly E. Wiles

Date: January 27, 2017

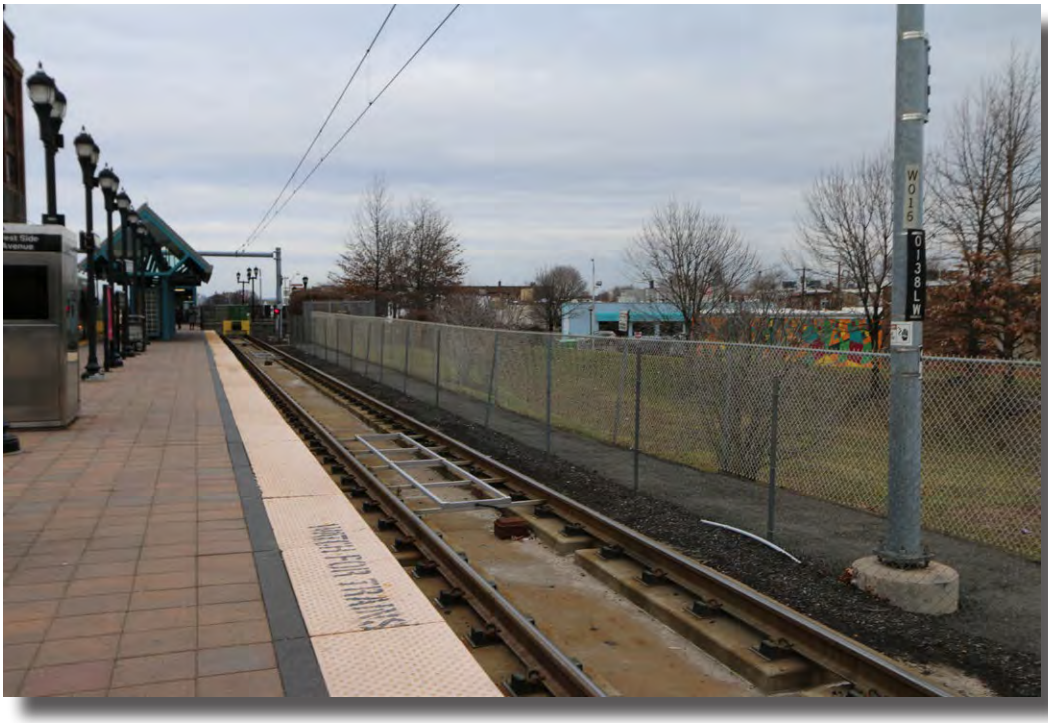


Plate 8: View west of the Hudson-Bergen Light Rail West Side Branch right-of-way terminus at the West Side Avenue Station at West Side Avenue in Jersey City, Hudson County.

Photo view: West

Photographer: Kelly E. Wiles

Date: January 27, 2017

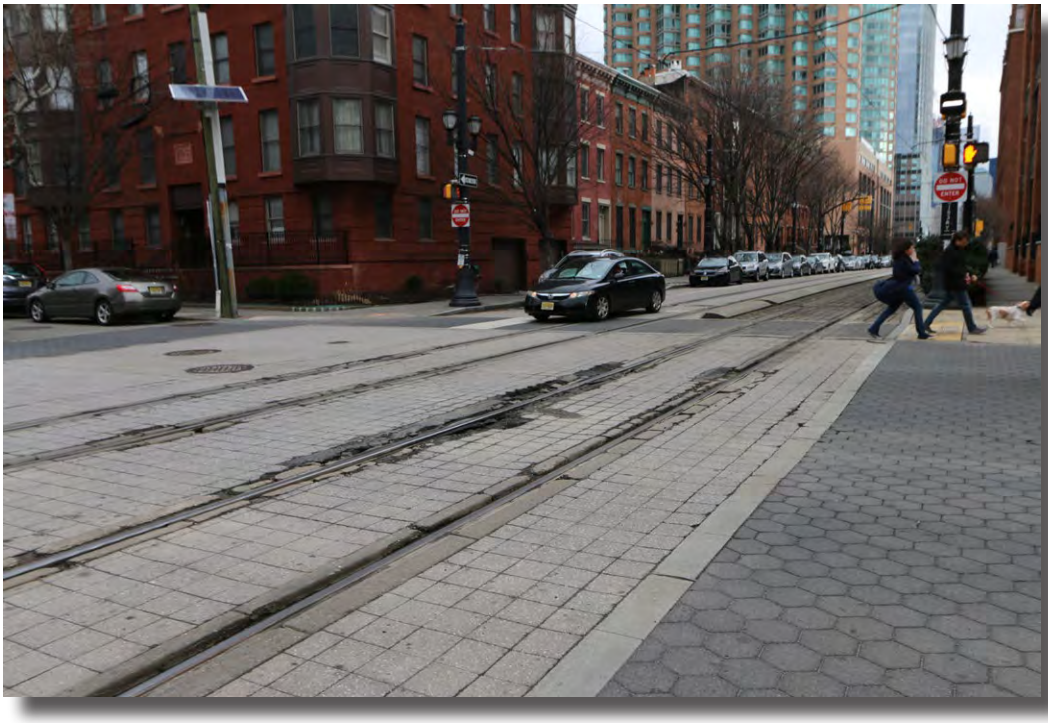


Plate 9: View east of the Hudson-Bergen Light Rail right-of-way on Essex Street in Jersey City, Hudson County. The southernmost portion of the Paulus Hook Historic District is located on the north side of Essex Street.

Photo view: East

Photographer: Kelly E. Wiles

Date: January 27, 2017

Plate 10: View south of the Hudson-Bergen Light Rail right-of-way near the Exchange Place Station on Hudson Street in Jersey City, Hudson County.

Photo view: South

Photographer: Sonja Lengel

Date: January 27, 2017

Plate 11: View east of the Hudson-Bergen Light Rail right-of-way near the Harborside Station at the intersection of Washington and 1st Streets, Jersey City, Hudson County. The Hudson and Manhattan Railroad Power Station is located directly to the south.

Photo view: East

Photographer: Kelly E. Wiles

Date: January 27, 2017

Plate 12: View south of the Hudson-Bergen Light Rail right-of-way near the 2nd Street Station at the intersection of Marshall and 2nd Streets, City of Hoboken, Hudson County.

Photo view: South

Photographer: Elizabeth Diker

Date: January 26, 2017

Plate 13: View north of the Hudson-Bergen Light Rail right-of-way near the Lincoln Harbor Station on Waterfront Terrace, Weehawken Township, Hudson County.

Photo view: North

Photographer: Elizabeth Diker

Date: January 26, 2017

Plate 14: View north of the Hudson-Bergen Light Rail right-of-way near the Lincoln Harbor Station on Waterfront Terrace, Weehawken Township, Hudson County.

Photo view: North

Photographer: Elizabeth Diker

Date: January 26, 2017

Plate 15: View south of the Hudson-Bergen Light Rail right-of-way near the Lincoln Tunnel and its associated buildings, Weehawken Township, Hudson County.

Photo view: South

Photographer: Elizabeth Diker

Date: January 26, 2017

Plate 16: View south of the Hudson-Bergen Light Rail right-of-way near the Port Imperial Station, Weehawken Township, Hudson County.

Photo view: South

Photographer: Elizabeth Diker

Date: January 26, 2017

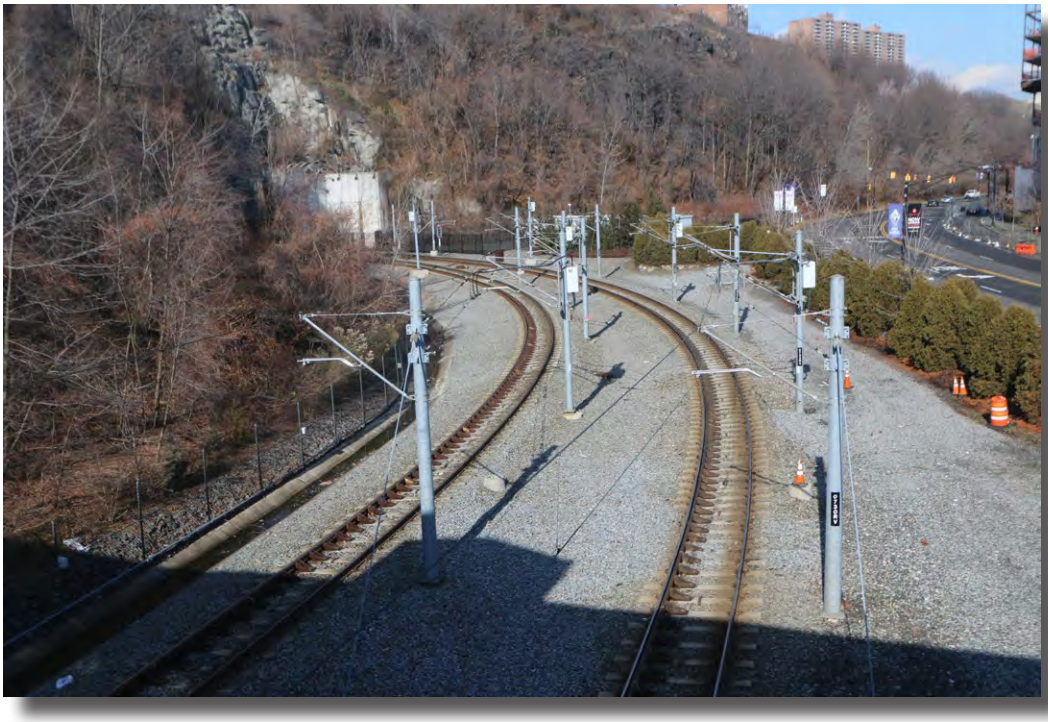


Plate 17: View west of the Hudson-Bergen Light Rail right-of-way and West Shore Railroad Tunnel entrance near the Port Imperial Station, Weehawken Township, Hudson County.

Photo view: West

Photographer: Elizabeth Diker

Date: January 26, 2017

Plate 18: View east of the Hudson-Bergen Light Rail right-of-way at the Tonnelle Avenue Station, North Bergen Township, Hudson County.

Photo view: West

Photographer: Kelly E. Wiles

Date: January 26, 2017

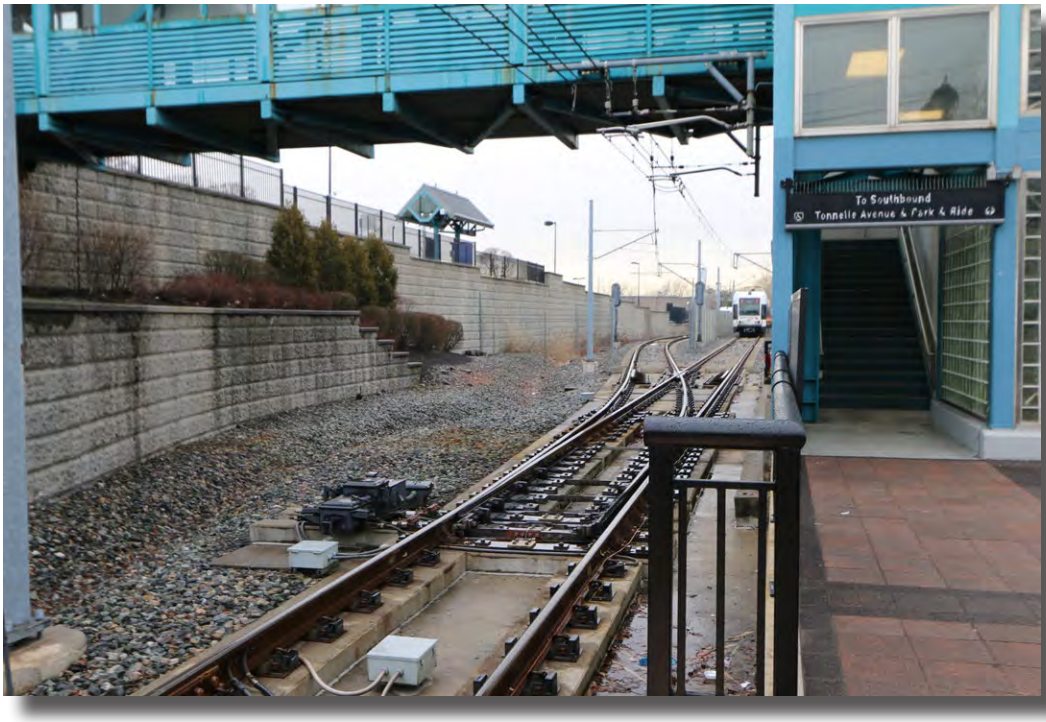


Plate 19: View west of the Hudson-Bergen Light Rail right-of-way terminus at the Tonnelle Avenue Station North Bergen Township, Hudson County.

Photo view: West

Photographer: Kelly E. Wiles

Date: January 26, 2017

NEW JERSEY TRANSIT
NJ TRANSITGRID TRACTION POWER SYSTEM
(Hudson-Bergen Light Rail Transit System Project Component)
Historic Architectural Investigations Protocol
and Area of Potential Effects Delineation
Hudson County, New Jersey

The Federal Transit Administration (FTA) and New Jersey Transit Corporation (NJ TRANSIT) propose development of an electric power microgrid that will include the construction of a central power plant within the Koppers Coke Redevelopment Area in the Town of Kearny, Hudson County, New Jersey along with associated transmission and distribution systems to extend electric power to vital NJ TRANSIT infrastructure. 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. This work requires the completion of cultural resources studies in compliance with Section 106 of the National Historic Preservation Act, as amended, the National Environmental Policy Act, and state regulations. A Historic Architectural Resources Background Survey and Effects Assessment report will be prepared to assess the potential for the proposed undertaking to affect significant architectural resources within the Area of Potential Effect (APE).

The project as it relates to the distribution of electric traction power along the Hudson-Bergen Light Rail Transit System involves the erection of a new electrical power distribution lines on newly installed poles up to approximately 39' tall or within duct banks along the Hudson-Bergen Light Rail Transit System corridor. Because of the extensively developed nature of the urban environment through which the Hudson-Bergen Light Rail Transit System corridor extends, NJ TRANSIT will implement the following protocol to address 800.4 Identification of historic properties through 800.5 Assessment of adverse effects with regard to this component of the undertaking. No direct project effects are anticipated on above ground (historic architectural) resources in connection with this undertaking. Potential direct impacts on archaeological resources will be addressed by a separate Phase IA Archaeological Survey report. Assessment of Indirect Project Effects on Above Ground Resources for the Hudson-Bergen Light Rail Transit System component of the project will be undertaken as follows:

Definition of the Area of Potential Effects

1. Utilizing ArcGIS 3D analyst software, digital elevation models will be utilized to create viewshed mapping based on the maximum tower height of approximately 39 feet. Due to the nature of the undertaking, the surrounding environment, and the height of the proposed poles, the viewshed will not be defined as extending beyond 500 feet from the proposed electrical line alignment.

2. A field verification effort will be undertaken in order to check the accuracy of the computer-generated viewshed mapping.

3. A formal APE for historic architectural resources (APE-Architecture) will be delineated on appropriate base mapping and submitted to the New Jersey Historic Preservation Office (NJHPO) for approval prior to the commencement of field survey activities. NJ TRANSIT will request an expedited 10-business-day review and comment period.

Background Research, Field Survey and Reporting

1. All previously conducted historic architectural surveys on file at the NJHPO that were carried out in association with the original construction of NJ TRANSIT's Hudson Bergen Light Rail Line (HPO Project # 03-0195) will be reviewed.

2. In order to document and assess the current conditions of historic resources within the APE, site visits by project architectural historians will be undertaken to photograph each historic architectural resource within the APE-Architecture that was identified by previous cultural resource surveys as being eligible or "potentially eligible" for listing on the National Register of Historic Places.

3. Each resource previously determined eligible for the National Register of Historic Places will be documented by at least one clear photograph of the primary façade of the property.

4. The original survey documentation for each resource will be reproduced in an appendix to the new report. This documentation may consist of a survey form (if a form exists) or a description from within the body of the current cultural resources study (if no survey form exists).

5. The current integrity of each resource previously evaluated as "eligible" will be reassessed. For resources previously determined eligible for listing in the National Register of Historic Places but now found to no longer possess sufficient historic integrity to qualify for listing, revised NJHPO Intensive Level Architectural Survey Form with supplemental photographs will be prepared to document the changes to the resource. For resources retaining their historic integrity, no additional documentation will be completed other than the single photograph indicated above.

6. A brief review of resources previously evaluated as being ineligible for inclusion in the National Register of Historic Places by previous surveys will be undertaken to determine if a modern evaluation would come to a different determination concerning eligibility. Any such resources that are identified during the survey effort that would now be considered eligible under the current application of the National Register of Historic Places eligibility criteria will be documented through the preparation of an updated NJHPO Intensive Level Architectural Survey Form. No inventory or survey of other "non-eligible" properties identified during earlier survey efforts will be included in the current cultural resources study.

7. A review of resources within the APE-Architecture that were less than 50 years in age at the time of the completion of the original Hudson Bergen Light Rail Line cultural resource surveys but that are now greater than 50 years in age will be undertaken in order to identify resources that are highly likely to qualify for listing in the National Register of Historic Places. A NJHPO Intensive Level Architectural Survey Form will be prepared for each such resource. Other resources that were less than 50 years in age at the time of the original Hudson Bergen Light Rail Line survey but that are now greater than 50 years in age will not be photographed, inventoried or otherwise documented in connection with the current cultural resources study.

8. A field review will be undertaken to identify any other historic properties within the APE-Architecture that were not identified and/or evaluated by previous surveys that are likely to qualify for listing in the National Register of Historic Places. In the event that such resources are identified a NJHPO Intensive Level Architectural Survey Form will be completed for each property. A comprehensive inventory of all properties greater than 50 years of age within the APE-Architecture will not be prepared.

9. No additional historic architectural survey other than that described above will be undertaken in connection with the Hudson-Bergen Light Rail Transit System component of the project.

HPO Project #14-1685-7, -8
HPO-B2017-225

State of New Jersey

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

CHRIS CHRISTIE
Governor

KIM GUADAGNO
Lt. Governor

BOB MARTIN
Commissioner

February 28, 2017

Dara Callender
Manager, Environmental Compliance
NJ Transit
One Penn Plaza East
Newark, NJ 07105-2246

Dear Ms. Callender:

As Deputy State Historic Preservation Officer for New Jersey, in accordance with 36 CFR 800: Protection of Historic Properties, as published in the Federal Register on December 12, 2000 (65 FR 77698-77739) and as amended on July 6, 2004 (69 FR 40544-40555), I am providing Continuing Consultation Comments for the following project:

Hudson County, Kearny Town
NJ Transit TransitGrid
Federal Transit Administration (FTA)

This letter is in response to two submissions related to project initiation:

- January 16, 2017 email from Damon Tvaryanas, RGA, Inc., to Jenna Solomon of my staff with submission of a proposed methodology for the Hudson-Bergen Light Rail segment of NJ Transit's TransitGrid project; and
- Your letter and supporting documents dated February 8, 2017 and received by the HPO on February 15, 2017 delineating the proposed Area of Potential Effects (APE) for the Hudson-Bergen Light Rail segment of NJ Transit's TransitGrid project.

800.3 Initiation of the Section 106 Process

HPO staff previously approved an APE for the TransitGrid undertaking that did not include the extension of the project along the Hudson-Bergen Light Rail alignment. After public meetings and input, NJ Transit has decided to extend the project to additionally include the Hudson Bergen Light Rail alignment.

As a result, and in order to expedite the establishment of a revised APE and completion of 800.4 Identification of Historic Properties, NJ Transit, via their cultural resources consultant RGA, Inc., has proposed a methodology for delineating an APE and identifying historic properties for

only this supplemental project area. **The HPO approves of this methodology, for the Hudson Bergen Light Rail section of the project, with one caveat.** NJ Transit has requested an "expedited five-day (one week) review and comment period." The HPO respectfully requests that this be changed to an expedited 10 business day (two week) review and comment period." Attached please find an edited version of the proposed methodology document. The HPO requests that these edits and updates be made and that the final supplemental methodology, incorporating the requested changes, be included with any future submission of a cultural resources report including 800.4 Identification of Historic Properties and 800.5 Assessment of Adverse Effects.

In terms of the proposed APE delineation, the submission lacks a clear definition of the boundaries of the APE. This is due to two factors. First, there is some confusion about whether the proposed APE boundary is limited to the areas shaded in yellow where there is a viewshed or whether it encompasses the overall 500-foot buffer. For example, Table 1, labeled "Previously identified historic resources within the APE," seems to define the APE as being the 500-foot buffer, as it includes historic resources such as #1, 2, and 3 that are outside of the yellow zone, but within the 500-foot buffer. This seems to contradict the intention of Figures 2a–2h to keep the APE limited to the yellow zone where there is the potential for visual effects. In addition, the boundary between the zones of visible and not visible are imprecise, and include areas of slight yellow coloration. This makes it difficult for there to be a clear understanding of whether or not a particular building is in or out of the APE.

To address these issues, HPO requests that the APE be defined as the 500-foot buffer, and that the viewshed mapping created by ArcGIS 3D analyst software be used as a tool to guide which buildings within the APE warrant survey based on the potential for visual effects. This change will avoid any uncertainty as to the proposed APE delineation, but will allow you to maintain your proposed survey methodology.

As part of your revised submission of the proposed APE delineation, the HPO requests the following revisions:

- Include in the text of the letter a clear statement of what constitutes the proposed APE.

- Review the statement (1st sentence, 3rd paragraph, page 2 of the letter) where the area filled in with a light yellow, semi-transparent layer is defined. Currently, the yellow shaded area is defined as the area in which views are blocked; however, it appears to be the opposite and is actually the area in which views are not blocked. Please revise, as needed.

- Review the statement at the bottom of the figures that states: "The APE is comprised of areas in which the view shed covers within the 500-foot buffer." It is unclear what this statement means. Please revise to more clearly define the proposed APE.

- Table 1 that lists previously identified historic resources within the proposed APE includes 44 resources, yet Figures 2a-2h show 46 resources. Please reconcile and revise, as needed.

The HPO requests that these edits be made and that an updated proposed APE delineation, incorporating the requested changes, be submitted to the HPO. In addition, these changes should be included with any future submission of a cultural resources report including 800.4 Identification of Historic Properties and 800.5 Assessment of Adverse Effects.

Additional Comments

The HPO looks forward to continued consultation on the above-referenced project. Please contact Nancy Zerbe of my staff at (609)984-0176 or Nancy.Zerbe@dep.nj.gov with questions regarding historic architecture, historic districts or historic landscapes or Vincent Maresca at (609) 633-2395 or Vincent.Maresca@dep.nj.gov with questions regarding archaeology. Please refer to project number 14-1685 in any future emails, telephone calls or written correspondence.

Sincerely,

Katherine J. Marcopul

Katherine J. Marcopul
Administrator and
Deputy State Historic Preservation Officer

Attachment

Cc: Damon Tvaryanas, RGA, Inc.

KJM/MMB/NZ

NEW JERSEY TRANSIT
NJ TRANSITGRID TRACTION POWER SYSTEM
(Hudson-Bergen Light Rail Line Project Component)
Historic Architectural Investigations Protocol
and Area of Potential Effects Delineation
Hudson and Bergen Counties, New Jersey

The Federal Transit Administration (FTA) and New Jersey Transit Corporation (NJ TRANSIT) propose development of an electric power microgrid that will include the construction of a central power plant within the Koppers Coke Redevelopment Area in the Town of Kearny, Hudson County, New Jersey along with associated transmission and distribution systems to extend electric power to vital NJ TRANSIT infrastructure. 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. This work requires the completion of cultural resources studies in compliance with Section 106 of the National Historic Preservation Act, as amended, the National Environmental Policy Act, and state regulations. A Historic Architectural Resources Background Survey (HARBS) and Effects Assessment (EA) report will be prepared to assess the potential for the proposed undertaking to affect significant architectural resources within the Area of Potential Effect (APE).

The project as it relates to the distribution of electric traction power along the Hudson Bergen Light Rail ~~HBLR,~~ involves the erection of ~~a~~ new electrical power distribution lines on newly installed poles up to approximately 39' tall or within duct banks along the Hudson-Bergen Light Rail Transit System (HBLR) corridor. Because of the extensively developed nature of the urban environment through which the HBLR corridor extends, NJ TRANSIT will implement the following protocol to address ~~HARBS~~ 800.4 Identification of historic properties through ~~and EA~~ 800.5 Assesment of adverse effects ~~efforts~~ with regard to this component of the undertaking. No direct project effects are anticipated on above ground (historic architectural) resources in connection with this undertaking. Potential direct impacts on archaeological resources will be addressed by a separate Phase IA Archaeological Survey report. Assessment of Indirect Project Effects on Above Ground Resources for the HBLR component of the project will be undertaken as follows:

Definition of the Area of Potential Effects

1. Utilizing ArcGIS 3D analyst software, digital elevation models will be utilized to create viewshed mapping based on the maximum tower height of approximately 39 feet. Due to the nature of the undertaking, the surrounding environment, and the height of the proposed poles, the viewshed will not be defined as extending beyond 500 feet from the proposed electrical line alignment.

2. A field verification effort will be undertaken in order to check the accuracy of the computer-generated viewshed mapping.

3. A formal APE for historic architectural resources (APE-Architecture) will be delineated on appropriate base mapping and submitted to the New Jersey Historic Preservation Office (NJHPO) for approval prior to the commencement of field survey activities. NJ TRANSIT will request an expedited ~~five-day (one week)~~10-business day review and comment period.

Background Research, Field Survey and Reporting

1. All previously conducted historic architectural surveys on file at the NJHPO ~~that encompassed the HBLR component of the APE-Architecture will be reviewed~~ thatwhich were carried out in association with the original construction of NJ Transit's Hudson Bergen Light Rail Line (HPO Project # 03-0195) will be reviewed.

2. In order to document and assess the current conditions of historic resources within the APE, ~~Site~~ site visits by project architectural historians will be undertaken to photograph each historic architectural resource within the APE-Architecture that was identified by previous cultural resource surveys as being eligible or "potentially eligible" for listing on the National Register of Historic Places (NRHP).

3. Each ~~"eligible"~~ resource previously determined eligible for the National Register of Historic Places will be documented by at least one clear photograph of the primary façade of the property~~:~~.

4. The original survey documentation for each resource will be reproduced in an appendix to the new report. This documentation may consist of a survey form (if a form exists) or a description from within the body of the HARBS/EA report (if no survey form exists).

5. The current integrity of each resource previously evaluated as "eligible" will be reassessed. For resources, previously ~~evaluated as "eligible"~~ determined eligible for listing on the National Register of Historic Places but now found to no longer possess sufficient historic integrity to qualify for listing, revised ~~NJ historic resource survey forms (NJHRSF)~~ NJ HPO Intensive Level Architectural Survey Form with supplemental photographs will be prepared to document the changes to the resource. For resources retaining their historic integrity, no additional documentation will be completed other than the single photograph indicated above.

6. A brief review of resources previously evaluated as being ineligible for inclusion in the NRHP by previous surveys will be undertaken to determine if a modern evaluation would come to a different determination concerning eligibility. Any such resources that are identified during the survey effort that would now be considered eligible under the current application of the NRHP eligibility criteria~~,~~ will be documented through the preparation of an updated NJHRSF. No inventory or survey of other "non-eligible" properties identified during earlier survey efforts will be included in the current HARBS/EA report.

7. A review of resources within the APE-Architecture that were ~~of~~ less than 50 years in age at the time of the completion of the original Hudson Bergen Light Rail ~~BLR~~ cultural resource surveys but that are now ~~of~~ greater than 50 years in age will be undertaken in order to identify resources that are highly likely to qualify for listing on the ~~NRHP~~National Register of Historic Places. ~~A NJHRSF~~ A NJ HPO Intensive Level Architectural Survey Form will be prepared for each such resource. Other resources that were less than 50 years in age at the time of the original HBLR survey but that are now ~~of~~ greater than 50 years in age will not be photographed, inventoried or otherwise documented in connection with the ~~current HARBS/EA.~~current cultural resource study.

8. A field review will be undertaken to identify any other historic properties within the APE-Architecture that were not identified and/or evaluated by previous surveys that are likely to qualify for listing in the ~~NRHP~~National Register of Historic Places. In the event that such resources are identified, a ~~NJHRSF~~ NJ HPO Intensive Level Architectural Survey form will be completed for each property. A comprehensive inventory of all properties ~~of~~ greater than 50 years of age within the APE-Architecture will not be prepared.

9. No additional historic architectural survey other than that described above will be undertaken in connection with the ~~HBLR~~ Hudson Bergen Light Rail component of the project.

14-1685-9 NZ

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

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

HISTORIC PRESERVATION OFC
8 MAR'17
RCVD

March 7, 2017

Dr. Katherine Marcopul
Deputy State Historic Preservation Officer
Mail Code 501-04B
NJDEP-Historic Preservation Office
5 Station Plaza
501 East State Street, P.O. Box 420
Trenton, NJ 08625-0420

RE: Area of Potential Effects Delineation - Revised
Historic Architectural Resources Background Study (HARBS) and Effects Assessment (EA)
NJ TRANSITGRID TRACTION POWER SYSTEM
(Hudson-Bergen Light Rail Line Project Component)
Hudson County, New Jersey
HPO Project # 14-1685

Dear Dr. Marcopul:

The Federal Transit Administration (FTA) and New Jersey Transit Corporation (NJ TRANSIT) propose development of an electric power microgrid that will include the construction of a central power plant within the Koppers Coke Redevelopment Area in the Town of Kearny, Hudson County, New Jersey along with associated transmission and distribution systems to extend electric power to vital NJ TRANSIT infrastructure. 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, the Morris & Essex Line, and the Hudson-Bergen Light Rail Transit System (HBLR). This work requires the completion of cultural resources studies in compliance with Section 106 of the National Historic Preservation Act, as amended, the National Environmental Policy Act, and state regulations. A Historic Architectural Resources Background Study (HARBS) and Effects Assessment (EA) report will be prepared to assess the potential for the proposed undertaking to affect significant architectural resources within the Area of Potential Effects (APE).

The project as it relates to the distribution of electric traction power along the HBLR involves the erection of a new electrical power distribution line on newly installed poles up to 39 feet tall or within duct banks along the HBLR corridor (Figure 1). The area of study is highly urbanized and includes various railroad-related infrastructure, late-nineteenth and early-twentieth-century industrial buildings, mid-century manufacturing and commercial structures, residential properties, municipal buildings, and religious institutions (Plates 1-19). In February of 2017, RGA, Inc. (RGA) and the New Jersey Historic Preservation Office (NJHPO) agreed upon a Historic Architectural Investigations Protocol for the HBLR component of the NJ TRANSITGRID TRACTION POWER SYSTEM project. The proposed protocol consists of defining the APE, background research, field survey, and reporting. The purpose of this letter is to delineate the APE for the HBLR project component.

Due to the nature of the undertaking, the surrounding environment, and the limited height of the proposed poles, the APE was defined as extending 500 feet from the proposed electrical line alignment. This created an overall 1,000-foot-wide corridor centered on the HBLR alignment. A similar 500 foot distance from the centerline was utilized to define the study area/APE for the earlier historic architectural investigations that were undertaken in connection with the original construction of the HBLR in the 1990s.

RGA investigators employed electronic viewshed mapping and field reconnaissance as tools to guide which buildings within the APE warranted survey based on potential visual effects. In the absence of more advanced design plans, and to take into account the maximum extent of the undertaking, RGA has assumed that the new electrical line will be hung on new poles that will have a maximum height of 39 feet. Any new poles will be constructed within the existing right-of-way of the HBLR corridor where the line currently runs above ground.

Utilizing ArcGIS 3D analyst software, Digital Elevation Models (DEM) were used to create viewshed mapping for the area within the 1,000-foot-wide corridor based on the maximum pole height of approximately 39 feet for any new poles. The resultant mapping is attached to this letter (Figures 2a-2e). The areas that would be in direct view of the proposed 39-foot monopoles are shaded with a light yellow, semi-transparent layer. The areas in which buildings would obstruct views of the proposed electrical line and any new poles from all public spaces (streets, parks, surface parking lots) were left without shading. A section of the HBLR between John F. Kennedy Boulevard in Weehawken Township and John F. Kennedy Boulevard in North Bergen Township runs underground below 48th Street. Thus, historic resources within 500 feet of the alignment in this area were not considered due to the fact the transmission line would be attached internally to the existing tunnel walls.

RGA investigators conducted a field reconnaissance of the project site on January 26 and 27, 2017 to assess existing conditions and to check sightlines from various vantage points along the HBLR corridor between the Township of North Bergen and the City of Bayonne. When checked in the field, the viewshed map was found to be accurate in regard to the elimination of sightlines due to the heights of interceding buildings and viewer geometry. Photographs of the APE are shown on Plates 1 through 19 and identified with numeric locators on Figures 2a-2e.

Following the proposed protocol, preliminary background research indicated the presence of 46 previously identified historic properties inside the proposed APE (Table 1). Thirteen additional previously identified historic properties were located within the APE but have been demolished (Table 2). Field reconnaissance has also identified approximately 14 un-surveyed resources over 50 years of age warranting architectural survey and evaluation according to National Register of Historic Places (NR) guidelines.

Table 1: Previously identified historic resources within the APE.

Key Number	Resource Name	Municipality	NR Current Status
1	Mechanics Trust Company/21 West 8th Street	City of Bayonne	Eligible (SHPO Opinion: 12/9/1994)
2	Bayonne Trust Company/231 Broadway	City of Bayonne	Listed (SHPO Opinion: 12/9/1994; NR: 8/8/2006; SR 4/20/2006; COE: 1/30/2002)
3	East 17th Street Apartment Buildings Streetscape/21-31 East 17th Street	City of Bayonne	Eligible (SHPO Opinion: 12/9/1994)
4	Maidenform Brassiere Company/ Avenue E at 17th Street	City of Bayonne	Eligible (SHPO Opinion: 12/9/1994)
5	East 19th Street Streetscape/33-35 East 19th Street	City of Bayonne	Eligible (SHPO Opinion: 12/9/1994)
6	Mount Carmel Historic District/ East 22nd Street	City of Bayonne	Eligible (SHPO Opinion: 2/28/1991)
7	YMCA of Bayonne/259 Avenue E/E. 23rd Street	City of Bayonne	Eligible (SHPO Opinion: 5/5/1997)
8	Public School No. 5/208 Prospect Avenue	City of Bayonne	Eligible (SHPO Opinion: 2/28/1991)
9	Morris Canal	Multiple	Listed (NR: 10/1/1974; SR: 11/26/1973; SHPO Opinion: 5/27/2004)
10	Lehigh Valley Railroad Historic District	Multiple	Eligible (SHPO Opinion: 3/15/2002)
11	Pennsylvania Railroad New York Bay Branch Historic District	Multiple	Eligible (SHPO Opinion: 9/10/2014)
12	Hanover National Bank Repository/19 Winfield Street	City of Jersey City	Eligible (COE: 5/18/2006)
13	Communipaw-Lafayette Historic District/ Lafayette, Bramhall, Pacific, Halliday, and Pine Streets	City of Jersey City	Eligible (SHPO Opinion: 2/17/1995)

Table 1; cont.

Key Number	Resource Name	Municipality	NR Current Status
14	Ocean Avenue Bridge (SI&A #0950163)/ Ocean Avenue over Conrail (former Central Railroad of NJ)	City of Jersey City	Eligible (SHPO Opinion: 5/16/1995)
15	Bergen Avenue Bridge (SI&A #0900011)/ Bergen Avenue over Conrail (former Central Railroad of New Jersey)	City of Jersey City	Eligible (SHPO Opinion: 5/16/1995)
16	Former Candy Factory/374-378 West Side Avenue and 346-370 Claremont Avenue	City of Jersey City	Eligible (SHPO Opinion: 2/28/1991)
17	Paulus Hook Historic District/ York, Henderson, Van Vorst Streets	City of Jersey City	Listed (NR: 6/21/1982; SR: 8/7/1981)
18	Van Vorst Park Historic District/Jersey Avenue, Varick, Barrow, Grove, Wayne, Mercer, Montgomery, York, Bright and Grand Streets	City of Jersey City	Listed (NR: 10/11/1984; SR: 8/21/1984)
19	One Exchange Place (Bank Building)/ 1 Exchange Place	City of Jersey City	Eligible (SHPO Opinion: 2/28/1991)
20	Commercial Trust Company Bank/15 Exchange Place	City of Jersey City	Eligible (SHPO Opinion: 5/16/1995)
21	Hudson and Manhattan Railroad Transit System (PATH)/ Connects Exchange Place and Hoboken to NYC	City of Jersey City	Eligible (SHPO Opinion: 3/4/2002)
22	Hudson and Manhattan Railroad Powerhouse/70-90 Bay Street	City of Jersey City	Listed (NR: 11/23/2001; COE: 10/7/1999)
23	Warehouse Historic District/2nd Street, Morgan Street Provost Street, Washington Street	City of Jersey City	Eligible (SHPO Opinion: 2/28/1991)
24	Great Atlantic and Pacific Tea Company Warehouse/144-158 Bay	City of Jersey City	Listed (NHL: 6/2/1978; NR: 6/2/1978; SR: 6/2/1978)
25	Butler Brothers Warehouse/335-341 Washington Street (99-121 Bay Street)	City of Jersey City	Listed (SR: 10/26/2015; SHPO Opinion: 9/5/2013)
26	Holland Tunnel/ Under the Hudson River, from Jersey City to lower Manhattan	City of Jersey City	Listed (NHL: 11/3/1993; NR: 11/4/1993; SR: 10/13/1995)
27	Erie-Lackawanna Terminal/ Hudson Plaza at the Bank of the Hudson River	City of Hoboken	Listed (NR: 2/17/2005; SR: 12/7/2004)
28	Southern Hoboken Historic District/ Washington Street between 4th Street and 14th Street	City of Hoboken	Eligible (DOE: 4/25/1980; SHPO Opinion: 2/28/1991)
29	Old Main Delaware, Lackawanna and Western Railroad Historic District/ Morris and Essex Right-of-Way	Multiple	Eligible (SHPO Opinion: 6/7/2000)
30	Lackawanna Warehouse and Viaduct/16th Street between Jersey Avenue and Grove Street	City of Jersey City	Eligible (SHPO Opinion: 5/16/1995)
31	Grove Street Bridge/ NJ Transit Morristown Line, Milepost .66	City of Jersey City	Eligible (SHPO Opinion: 1/20/1999)
32	Holbrook Manufacturing Company/319 Coles Street	City of Jersey City	Eligible (SHPO Opinion: 2/28/1991)
33	L.O. Koven & Brothers Sheet Iron and Plate Steel Works/100 Paterson Plank Road	City of Jersey City	Eligible (SHPO Opinion: 2/28/1991)
34	Pohlmann's Hall/154 Ogden Avenue	City of Jersey City	Listed (NR: 9/5/1985; SR: 7/5/1985)
35	269-271 Ogden Avenue	City of Jersey City	Eligible (SHPO Opinion: 2/28/1991)
36	268-272 Ogden Avenue	City of Jersey City	Eligible (SHPO Opinion: 2/28/1991)
37	Ferguson Brothers Manufacturing Company/720-732 Monroe Street	City of Hoboken	Eligible (SHPO Opinion: 10/16/1998)
38	Old Hillside Road Trolley Horseshoe Curve/14th Street in Hoboken City to Palisades Avenue at 6th Street in Union City	Multiple	Eligible (SHPO Opinion: 5/21/1999)

Table 1; cont.

Key Number	Resource Name	Municipality	NR Current Status
39	Pennsylvania Railroad New York to Philadelphia Historic District	Multiple	Eligible (SHPO Opinion: 10/2/2002)
40	North (Hudson) River Tunnels/Amtrak Northeast Corridor under Hudson River	Multiple	Eligible (SHPO Opinion: 11/12/1998)
41	NJ Route 3 (NJ 495) Highway Approach to Lincoln Tunnel Historic District/ NJ Route 495 Between US Routes 1 and 9 and Lincoln Tunnel	Multiple	Eligible (SHPO Opinion: 11/17/1999)
42	NJ Route 495 Viaduct (SI&A 3800031)/NJ Route 495 over Baldwin Avenue and Conrail	Weehawken Township	Eligible (SHPO Opinion: 5/16/1995)
43	Lincoln Tunnel Entrance and Ventilation Buildings/NJ 495 at J.F.K. Boulevard	Weehawken Township	Eligible (SHPO Opinion: 2/28/1991)
44	Lincoln Tunnel/Weehawken Township to Manhattan under Hudson River	Weehawken Township	Eligible (SHPO Opinion: 2/25/2003)
45	King's Bluff Historic District/King Avenue, Hamilton Avenue, Bellevue Street, Kingswood Road, King's Bluff Road	Weehawken Township	Eligible (SHPO Opinion: 5/16/1995)
46	West Shore Railroad Tunnel/ Union City West Shore Railroad under Bergen Hill	Multiple	Eligible (SHPO Opinion: 2/28/1991)

NR: National Register of Historic Places
NHL: National Historic Landmark
SHPO: State Historic Preservation Officer
SR: State Register of Historic Places
DOE: Determination of Eligibility
COE: Certification of Eligibility

Table 2: Demolished historic properties within the APE.

Resource Name	Municipality	NR Current Status
Central Railroad of New Jersey Passenger Depot/8th Street	City of Bayonne	Eligible (SHPO Opinion: 9/11/1975)
Gates Avenue Bridge (SI&A# 82003274)/ Gates Avenue over Conrail Bayonne Branch	City of Bayonne	Eligible (SHPO Opinion: 12/9/1994)
Roundhouse for the Central Railroad of New Jersey/ Phillip Street	City of Jersey City	Eligible (SHPO Opinion: 10/1/1975)
Central Railroad Bridge/ Central Railroad over Communipaw Avenue	City of Jersey City	Eligible (SHPO Opinion: 2/28/1991)
Conrail Bridge/ Conrail (Lehigh Valley Railroad), Milepost 2.77 over Central Railroad of New Jersey Main Line	City of Jersey City	Eligible (SHPO Opinion: 5/16/1995)
Schiavone-Bonomo Corporation/1 Aetna Street at Jersey Avenue	City of Jersey City	Eligible (SHPO Opinion: 5/16/1995)
Engine Company Number 8 Firehouse/25 Ege Avenue	City of Jersey City	Eligible (SHPO Opinion: 6/12/1980)
Rogers-Pyatt Shellac Company/S.A. Wald Marine Cargo Salvors Warehouse/39-41 Essex Street	City of Jersey City	Eligible (SHPO Opinion: 2/17/1995)
Firehouse Number 12/140 Morris Street	City of Jersey City	Eligible (SHPO Opinion: 5/16/1995)
PATH Exchange Place Station Entrance/14-16 Exchange Place	City of Jersey City	Eligible (SHPO Opinion: 2/28/1991)
14th Street Viaduct/14th Street over the Conrail River Line	Multiple	Eligible (SHPO Opinion: 10/16/1998)
Erie Terminal Station of the Hudson and Manhattan Railroad Company ("Erie Station/Path Pavonia Station")/64 Pavonia Avenue	City of Jersey City	Eligible (DOE: 6/26/1984; SHPO Opinion: 11/23/1983)
Doric Temple/906 Palisade Avenue	City of Union City	Eligible (SHPO Opinion: 10/18/1995)

NR: National Register of Historic Places
SHPO: State Historic Preservation Officer
DOE: Determination of Eligibility

If you agree that the recommended APE is appropriate for the undertaking, then kindly indicate your acceptance at your earliest convenience. A concurrence line has been provided to facilitate your review. If you have any questions or comments regarding this consultation initiation letter, please contact me at 973-491-7205.

Yours very truly,

Dara Callender

Dara Callender
Manager, Environmental Compliance

Attachments
cc: Sandra Peterson, BEM
Damon Tvaryanas, RGA (w/o attachments)

Area of Potential Effects Delineation
Historic Architectural Resources Background Study (HARBS) and Effects Assessment
NJ TRANSITGRID TRACTION POWER SYSTEM
(Hudson-Bergen Light Rail Line Project Component)
Hudson and Bergen County, New Jersey

X I concur that the APE-Architecture is appropriate.

_____ I do not concur for the following reasons:

Katherine J Marcopul
Dr. Katherine Marcopul
Deputy State Historic Preservation Officer

3/15/2017
Date

Additional Comments:

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

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

May 16, 2017

Mr. Donald Burns
Director of Planning and Program Development
Region 2 Office
Federal Transit Administration
One Bowling Green, Room 428
New York, NY 10004

Re: HARBS/EA for NJ TRANSITGRID TRACTION POWER SYSTEM

Dear Mr. Burns:

Thank you for your letter dated May 4, 2017 with comments and guidance on the draft Historic Architectural Resources Background Study (HARBS) and Effects Assessment (EA). The draft HARBS/EA was submitted to your office on April 7, 2017, and FTA confirmed receipt of the document on April 10, 2017.

FTA Comment No. 1: In the Final Scoping Document, we noted that the "APE-Architecture (above-ground) will likely be determined to be an area within 1,000 feet or less of new construction." According to the HARBS/EA, an area other than 1,000 feet is used for portions of the Project. Please ensure that the reader understands how and why an area other than 1,000 feet was used for the APE.

Response: Additional language will be added to the HARBS/EA, and to the Draft Environmental Impact Statement (DEIS) Chapter 9, "Historic Resources," describing the development of the area of potential effect (APE). The preliminary APE-Architecture was submitted to the New Jersey State Historic Preservation Office (NJ SHPO) for approval on February 22, 2016, and was approved by NJ SHPO in a letter dated March 30, 2016 and subsequently forwarded to FTA as part of DEIS submittal in July 2016, (see Appendix C of July 2016 DEIS). As the design effort progressed, adjustments to several project elements (including increased pole height and alterations to the electrical line routes) warranted changes to the APE-Architecture.

To account for inclusion of the HBLR project component and based on discussions between FTA, NJ SHPO, and NJ TRANSIT on January 6, 2017, additional view shed mapping and field reconnaissance along the HBLR was completed to delineate the APE-Architecture for HBLR. The preliminary APE-Architecture was submitted to the NJ SHPO for approval in a letter dated February 8, 2017. On February 28, 2017, NJ SHPO requested revisions to clarify the extent of the APE-Architecture along the HBLR corridor. NJ TRANSIT submitted a revised APE-Architecture for HBLR for approval on March 7, 2017. On March 15, 2017, the NJ SHPO concurred with the revised APE-Architecture for HBLR, and the correspondence was

provided to FTA on April 10, 2017, (see Appendix D-1, Appendix B of DEIS). At this time, NJ TRANSIT is seeking FTA's formal approval of the APE-Architecture. Please see Attachment A to this letter for the complete language of APE revisions to be included in the HARBS/EA and the DEIS.

FTA Comment No. 2: Amtrak Substation No. 41, constructed in 1931-1932, will be directly impacted by the Project. Although Sub 41 was assessed as a contributing resource within the National Register (NR)-eligible Pennsylvania Railroad New York to Philadelphia Historic District (PRRHD), it is not clear whether or not a determination of eligibility has been made for Sub 41. Does the Sub 41 qualify for inclusion in or eligible for the NR?

Response: At this time, NJ SHPO has not made a determination of eligibility for Amtrak's Substation No. 41. NJ SHPO has also not made a determination of eligibility for other substations from the same time period along the Northeast Corridor. We recommend sharing the draft HARBS/EA with NJ SHPO to advance this discussion.

FTA Comment No. 3: The HARBS/EA does not clearly support NJ TRANSIT's conclusion that Sub 41 does not retain sufficient integrity to qualify it as a contributing resource to the PRRHD. Based on our review of the draft HARBS/EA, Sub 41 does appear to retain sufficient integrity to qualify as a contributing resource to the PRRHD because it maintains at least three of five primary character-defining features: 1) location/setting, 2) superstructure and 3) function. The absence of the original control house and some of the original equipment diminishes the integrity, but it appears that the superstructure is the most important character-defining feature, qualifying it as a contributing resource to the PRRHD. Please clarify your reasoning for why Sub 41 is not a historic/contributing resource.

Response: As discussed below on Response No. 5, NJ SHPO requested that NJ TRANSIT perform an analysis of other extant substations to inform a determination of integrity. NJ TRANSIT recommends sharing the draft HARBS/EA with NJ SHPO to advance this discussion.

FTA Comment No. 4: The Project would result in decommissioning Sub 41 potentially reducing its integrity to qualify as a contributing resource to the PRRHD and potentially diminishing a character-defining feature of Sub 41, if it was determined to qualify for the NR. In addition, the construction of a new substation adjacent to Sub 41 could potentially alter the setting.

Response: The superstructure at Substation No. 41 will remain in place and will be utilized for carrying electrical lines from the new Kearny Substation to the Northeast Corridor. Therefore, the superstructure will not be entirely decommissioned, however, its primary function will change. Given that the superstructure will not be demolished, this character-defining feature would remain intact. As stated in the draft HARBS/EA: "Integrity of Setting; In the case of substations, this aspect of integrity principally involves a direct visual connection to the existing NEC tracks. Modern intrusions into the landscape or other changes to the surrounding environment, would not constitute degradation in integrity as long as the basic physical and conceptual tie to the adjacent railroad corridor is maintained." As stated in the draft HARBS, the proposed Project will not compromise the basic physical and conceptual tie to the adjacent railroad corridor.

FTA Comment No. 5: We understand that based on discussions with the NJ SHPO, NJ TRANSIT prepared analysis of eight surviving substations constructed during the Pennsylvania Railroad's landmark

electrification program. Although the Substations No. 36, 37, and 38 appear to possess a greater degree of integrity (compared to Substation 41), these substations are not within the APE of the Project and there is no assurance that those substations with greater integrity will be preserved, as they are not within the scope of this Project. Please clarify how this analysis is relevant to the Project.

Response: As discussed during the September 23, 2016 meeting between FTA, NJ SHPO, and NJ TRANSIT, the substations along the NR-eligible PRRHD could be considered for inclusion in the NRHP. As directed by NJ SHPO at that meeting, NJ TRANSIT and its consultants completed site visits to other substations along the PRRHD for comparison of integrity, or lack thereof, which remains at Substation No. 41. The results of this survey were included in the HARBS/EA (Section 4.4) since it was requested by NJ SHPO. NJ TRANSIT recommends retaining this language in the draft HARBS/EA for NJ SHPO for review and comment.

FTA Comment No. 6: For Project Component G, Table 5.4 lists 10 resources with "No Effect" determinations. But on page 5-66, under the "No Effect" section, only six (6) resources are listed as "No Effect." "No Effect" determination would mean that the Project would not have the potential to cause effects on historic properties and that we would have no further obligation under Section 106 for this resource.

Response: For clarity, recommended changes to subheadings in Section 5.4 are as follows:

- Resources with the Potential to be Directly Affected by the Project (formerly "Direct Effects")

- Resources with the Potential to be Indirectly Affected by the Project (formerly "Indirect Effects")

- Resources with No Potential to be Directly or Indirectly Affected by the Project (formerly "No Effect")

FTA Comment No. 7: Please clarify the following:

- **FTA Comment No. 7a:** The potential impact to the NJ Route 3 Highway Approach to Lincoln Tunnel Historic District is described as "No Adverse Effect" on page 5-66, while it is listed as "No Effect" on Table 5.4.
- **Response:** Route 3, as well as Route 495, in Table 5.4 will be revised to "No Adverse Effect"
- **FTA Comment No. 7b:** Morris Canal is listed as "No Effect" on Table 5.4, but it is not listed on page 5-66 under the "No Effect" section. And it is listed under section 5.5 "Resolution of Adverse Effects."
- **Response:** Section 5.5 that states: "The Project as proposed, will not adversely affect any identified NR-listed or eligible historic architectural resources provided that the conditions contained herein are met." As described in this section, as project plans are refined, ongoing communication with NJ SHPO will continue to assess any potential effects, resulting from project design revisions.

- **FTA Comment No. 7c:** If conditions such as context-sensitive design are needed in order to minimize or avoid impacts to a resource, then a "No Effect" determination may not be appropriate. For Morris Canal, context-sensitive design and installation methods would be required to minimize and avoid direct impacts (p. 5-67).
- **Response:** The Morris Canal has the potential to be directly impacted only if a pole is placed within the historic canal bed. As the Project is currently proposed, the poles will be designed/located to avoid the historic resource completely, so the current finding in the HARBS for the Morris Canal is that there will be "no effect" on this resource. Currently, no context-sensitive design is necessary for the Morris Canal, however as the Project details are finalized, any changes that could impact Morris Canal would be subject to context-sensitive design. For clarity and consistency with respect to effects, the HARBS will be revised.

FTA Comment No. 8: Lastly, we understand that additional Section 106 consulting parties will be invited to participate in the Section 106 process. Please remember that FTA must concur with the proposed additional Section 106 consulting parties before invitations are sent.

Response: As discussed via e-mail on May 5, 2017, FTA concurred with the additional consulting parties list and approved NJ TRANSIT recommend revisions to the letters to remove reference to the generation capacity of the Main Facility, while clarification on the actual output is reviewed. The letters were mailed on May 8, 2017.

We hope that the above responses address FTA's concerns regarding the draft HARBS/EA submitted on April 10, 2017 and are sufficient to allow NJ TRANSIT to submit the revised draft HARBS/EA to NJ SHPO. Also, please advise if FTA would like to schedule a meeting to review revisions to the draft HARBS/EA ahead of submittal to NJ SHPO.

Please feel free to contact me at (856) 614-7003, should you have any questions. We look forward to continuing to work with you and your office on this important infrastructure project.

Sincerely,

Nicholas L. Marton
Senior Director, NJ TRANSITGRID

cc: E. Daleo, NJ TRANSIT
J. Geitner, NJ TRANSIT
H. Serrassio, FTA
J. Susino, FTA
N. Chung, FTA

ATTACHMENT A

The Final Scoping Document for the proposed Project outlined a foundation for initiating Section 106 consultation. It stated that the APE-Architecture would likely be an area within 1,000 feet or less from new construction, while the APE-Archaeology would likely be limited to areas directly impacted by construction activity. In coordination with FTA and NJ SHPO, the project team used electronic viewshed mapping, computer-generated simulations of new poles, and field reconnaissance to refine and delineate a more precise APE-Architecture. Based on the anticipated project viewshed, this effort produced a preliminary APE-Architecture of 1,000 feet from the proposed Project element. In a few areas, the APE-Architecture was extended up to 1,650 feet to fully encompass entire tax parcels or to compensate for open areas of high visibility. NJ TRANSIT submitted this preliminary APE-Architecture to the NJ SHPO and FTA for approval. In a letter dated March 30, 2016, the NJ SHPO concurred with the APE-Architecture as delineated. FTA concurred with the APE-Architecture on **[insert date].**

Following the approval of APE-Architecture, the project design continued to evolve and several changes in project elements warranted revisions to the APE-Architecture. The APE-Architecture in Kearny was expanded to address an increase in the height of the proposed new monopoles up to 240 feet. A previously proposed electrical line route through an abandoned Conrail-owned tunnel and along Hoboken Avenue was relocated, and the APE-Architecture was adjusted accordingly. Similarly, the APE-Architecture was extended south of Hoboken Avenue to include the project components along the NJ Turnpike right-of-way.

To account for the inclusion of the new electrical power distribution line along the HBLR corridor, NJ TRANSIT developed an additional APE-Architecture for Project Component G in coordination with FTA and NJ SHPO. Due to the nature of the undertaking, the surrounding environment, and the limited height of the proposed poles, the APE-Architecture for Project Component G was limited to an area within 500 feet from the proposed electrical line alignment. Electronic viewshed mapping and field reconnaissance were employed as tools to guide which buildings within the APE-Architecture warranted survey based on potential visual effects. Utilizing ArcGIS 3D analyst software, Digital Elevation Models (DEM) were used to create viewshed mapping for the area within the 1,000-foot-wide corridor based on the maximum pole height of approximately 39 feet for any new poles. Field reconnaissance was conducted on January 26 and 27, 2017 to assess existing conditions and to check sightlines from various vantage points along the HBLR corridor between the Township of North Bergen and the City of Bayonne. The preliminary APE-Architecture for Project Component G was submitted to the NJ SHPO for approval by NJ TRANSIT on February 8, 2017. On February 28, 2017, the NJ SHPO requested revisions to clarify the extent of the APE-Architecture along the HBLR corridor. NJ TRANSIT submitted a revised APE-Architecture for Project Component G for approval on March 7, 2017. On March 15, 2017, the NJ SHPO concurred with the revised APE-Architecture for Project Component G. FTA concurred with the APE-Architecture for HBLR on **[insert date].**

ATTACHMENT C: SUMMARY OF NATIONAL REGISTER CRITERIA

1. New Jersey and National Registers of Historic Places Criteria
2. Criteria of Adverse Effect

1. New Jersey and National Registers of Historic Places Criteria

Significant historic properties include districts, structures, objects, or sites that are at least 50 years of age and meet at least one National Register criterion. Criteria used in the evaluation process are specified in the Code of Federal Regulations, Title 36, Part 60, National Register of Historic Places (36 CFR 60.4). To be eligible for inclusion in the National Register of Historic Places, a historic property(s) must possess:

> the quality of significance in American History, architecture, archaeology, engineering, and culture [that] is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and:

a) that are associated with events that have made a significant contribution to the broad patterns of our history, or

b) that are associated with the lives of persons significant in our past, or

c) that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components lack individual distinction, or

d) that have yielded, or may be likely to yield, information important in prehistory or history (36 CFR 60.4).

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

a) a religious property deriving primary significance from architectural or artistic distinction or historical importance, or

b) a building or structure removed from its original location but which is sig-nificant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event, or

c) a birthplace or grave of a historical figure of outstanding importance if there is no other appropriate site or building directly associated with his/her productive life, or

d) a cemetery which derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events, or

e) a reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived, or

f) a property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own historic significance, or

g) a property achieving significance within the past 50 years if it is of exceptional importance. (36 CFR 60.4)

When conducting National Register evaluations, the physical characteristics and historic significance of the overall property are examined. While a property in its entirety may be considered eligible based on Criteria A, B, C, and/or D, specific data is also required for individual components therein based on date, function, history, and physical characteristics, and other information. Resources that do not relate in a significant way to the overall property may contribute if they independently meet the National Register criteria.

A contributing building, site, structure, or object adds to the historic architectural qualities, historic associations, or archeological values for which a property is significant because a) it was present during the period of significance, and possesses historic integrity reflecting its character at that time or is capable of yielding important information about the period, or b) it independently meets the National Register criteria. A non-contributing building, site, structure, or object does not add to the historic architectural qualities, historic associations, or archeological values for which a property is significant because a) it was not present during the period of significance, b) due to alterations, disturbances, additions, or other changes, it no longer possesses historic integrity reflecting its character at that time or is incapable of yielding important information about the period, or c) it does not independently meet the National Register criteria.

2. Criteria of Adverse Effect

Whenever a historic property may be affected by a proposed undertaking, Federal agency officials must assess whether the project constitutes an adverse effect on the historic property by applying the criteria of adverse effect. According to the Advisory Council on Historic Preservation, the criteria of adverse effect (36 CFR 800.5), is as follows:

> (1) An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that would qualify it for inclusion in the National Register, in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation for the property's eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or cumulative.
>
> (2) Adverse effects on historic properties include, but are not limited to (36 CFR 800.5(a)(2)):
>
> i) Physical destruction of or damage to all or part of the property;
>
> ii) Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines;
>
> iii) Removal of the property from its historic location;
>
> iv) Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance;

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

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

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

A finding of adverse effect or no adverse effect could occur based on the extent of alteration to a historic property, and the proposed treatment measures to mitigate the effects of a proposed undertaking. According to 36 CFR 800.5(3)(b):

> The agency official, in consultation with the SHPO/THPO, may propose a finding of no adverse effect when the undertaking's effects do not meet the criteria of § 800.5(a)(1) or the undertaking is modified or conditions are imposed, such as the subsequent review of plans for rehabilitation by the SHPO/THPO to ensure consistency with the Secretary's Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines, to avoid adverse effects.

ATTACHMENT D: NEW JERSEY STATE HISTORIC PRESERVATION OFFICE SURVEY FORMS

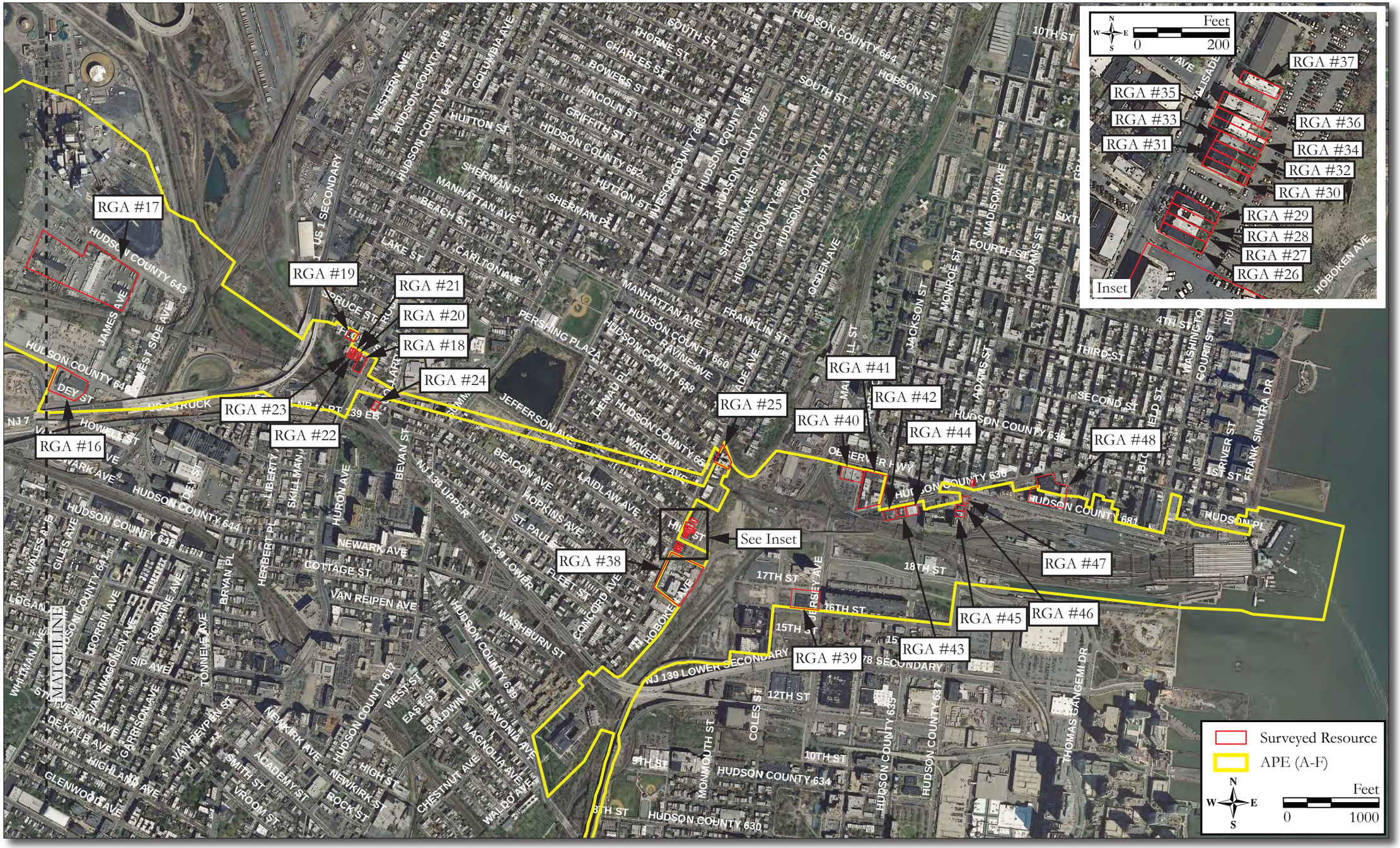
Index to forms:

Resource ID	Property Name/Address
RGA01	CSX Intermodal Police Headquarters / 25 Pennsylvania Avenue
RGA02	31 Pennsylvania Avenue
RGA03	60-70 Pennsylvania Avenue
RGA04	115 Jacobus Avenue
RGA05	Syncon Resins / 89 Jacobus Avenue
RGA06	Syncon Resins / 81 Jacobus Avenue
RGA07	Lloyd A. Fry Roofing Company / 55 Jacobus Avenue
RGA08	58 Jacobus Avenue
RGA09	Egyptian Lacquer Manufacturing Company Kearny Plant /64-84 Jacobus Avenue
RGA10	48 Third Street
RGA11	286 Central Avenue
RGA12	Public Service Electric and Gas Company (PSE&G) Third Street Substation
RGA13	123 Pennsylvania Avenue
RGA14	Owens-Corning Trumbull Kearny Plant / 1249 Newark- Jersey City Turnpike
RGA15	133 Halleck Avenue
RGA16	United Parcel Service Distribution Center / 441-465 St. Paul's Avenue
RGA17	Old Dominion Freight Line Company / 136 Duffield Avenue
RGA18	3139-3149 John F. Kennedy Boulevard
RGA19	20 Floyd Street
RGA20	9 Floyd Street
RGA21	13 Floyd Street
RGA22	15 Floyd Street
RGA23	17 Floyd Street
RGA24	251 Beacon Avenue
RGA25	Belvedere Court / 264-270 Palisade Avenue
RGA26	188 Palisade Avenue
RGA27	190 Palisade Avenue
RGA28	192 Palisade Avenue
RGA29	194 Palisade Avenue
RGA30	200 Palisade Avenue
RGA31	202 Palisade Avenue
RGA32	204 Palisade Avenue
RGA33	206 Palisade Avenue
RGA34	208 Palisade Avenue

Index to forms, cont.:

Resource ID	Property Name/Address
RGA35	210 Palisade Avenue
RGA36	212 Palisade Avenue
RGA37	214-216 Palisade Avenue
RGA38	Christ Hospital / 176 Palisade Avenue
RGA39	National Retail Transportation Inc. Building/ 815 Jersey Avenue
RGA40	Hoboken Business Center/ 50 Harrison Street
RGA41	R.B. Davis Company Plant/ Harrison Street, Newark Street, Jackson Street & Observer Highway
RGA42	Windsor Wax Company/ 611-619 Newark Street
RGA43	601 Newark Street
RGA44	Hoboken Beer & Soda Outlet/ 559 Newark Street
RGA45	Kobrick Coffee Company/ 693 Luis Marin Boulevard
RGA46	3-5 Henderson Street
RGA47	Fields Development Group Building/Newark Street and Henderson Street
RGA48	R. Neumann & Co. Factory Complex/ 300 Observer Highway
RGA49	Mechanic's Trust Company Building / 23 West 8th Street
RGA50	27 West 8th Street
RGA51	Bergen Point Substation / 17-29 Evergreen Street
RGA52	Bayonne Garden Apartments Historic District / 22 East 12th Street
RGA53	123 Prospect Avenue
RGA54	Our Lady of Deliverance Parish/ 317 Avenue E
RGA55	296-302 Princeton Avenue
RGA56	328-334 Princeton Avenue
RGA57	346 Princeton Avenue
RGA58	Bayview – New York Bay Cemetery / 321 Garfield Avenue
RGA59	The Risonian / 500 Garfield Avenue
RGA60	A.B. See Electric Elevator Co. / 150 Pacific Avenue
RGA61	252-262 Suydam Avenue
RGA62	L.O. Koven & Brother Inc., Machine Shop / 33 Hope Street
RGA63	Grove Church Cemetery/ 1132 46th Street

Map 1 of surveyed resources within the APE.



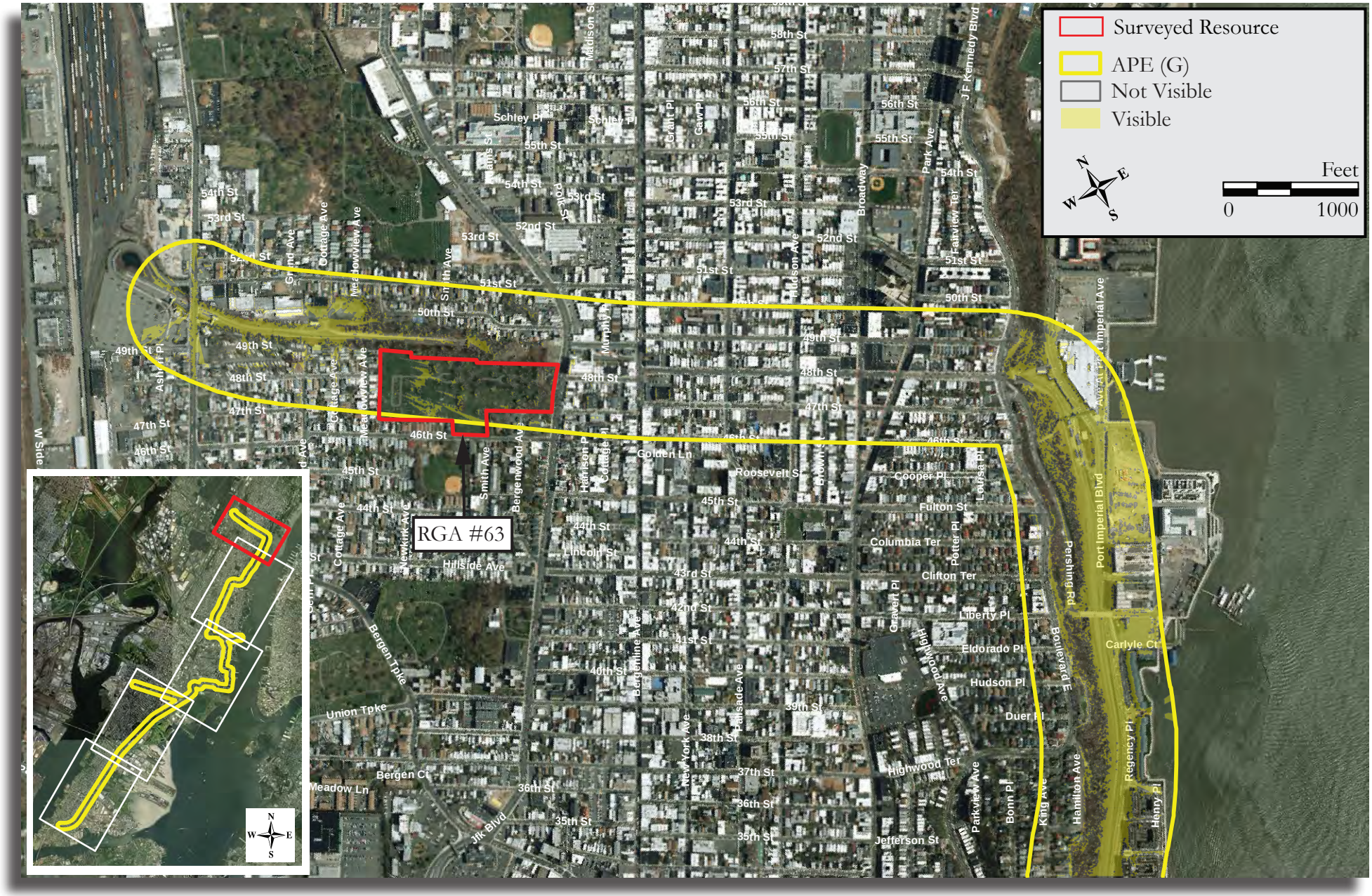
Map 2 of surveyed resources within the APE.

Map 3 of surveyed resources within the APE.

Map 4 of surveyed resources within the APE.

Map 5 of surveyed resources within the APE.

Map 6 of surveyed resources within the APE.



Map 7 of surveyed resources within the APE.

BASE SURVEY FORM

Historic Sites #:

Property Name: CSX Intermodal Police Headquarters

Street Address: *Street #:* 25 *(Low)* _____ *(High)* *Apartment #:* _____ *(Low)* _____ *(High)*

Prefix: _____ *Street Name:* Pennsylvania *Suffix:* _____ *Type:* AVE

County(s): Hudson **Zip Code:** 07032

Municipality(s): Town of Kearny **Block(s):** 284

Local Place Name(s): Kearny **Lot(s):** 49

Ownership: Private **USGS Quad(s):** Jersey City

Description:

25 Pennsylvania Avenue is a two-story institutional building constructed in the mid-twentieth century. The building is block in plan and capped by a flat asphalt roof. The fenestration consists mainly of hopper windows topped by large fixed windows with metal surrounds. Two 6/6 glass block windows are located on the first story of the primary elevation. Access to the building is gained via central glass doors within an enclosed plate glass entryway projecting from the primary elevation. The east elevation has double doors sheltered by a flat roof porch; a small, one-story projection is attached to its north end. The building is clad in exposed aggregate concrete panels.

Registration and Status Dates:

National Historic Landmark: _____ SHPO Opinion: _____

National Register: _____ Local Designation: _____

New Jersey Register: _____ Other Designation: _____

Determination of Eligibility: _____ Other Designation Date: _____

Photograph:

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

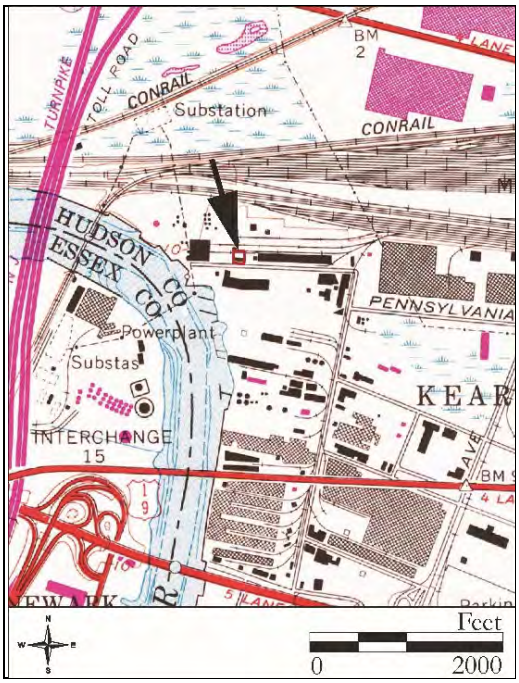
Surveyor: Lauren Szeber Date: June 2016

Organization: RGA, Inc.

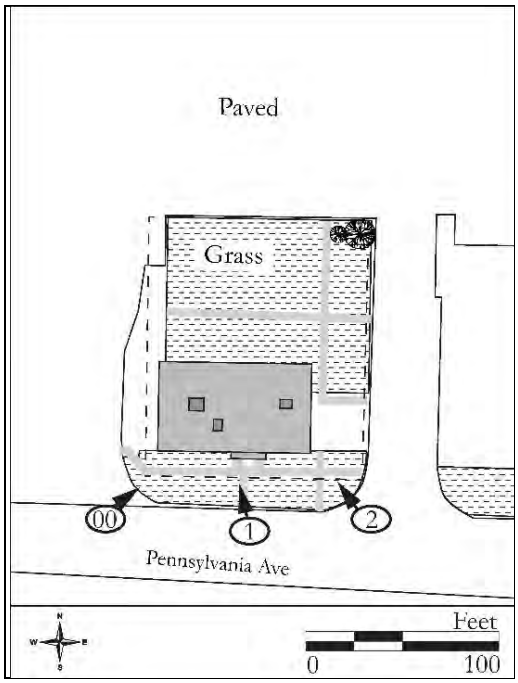
BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources:
See Continuation Sheet

Additional Information:
N/A

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: 1 Building _____ Landscape _____ Farm
_____ Bridge _____ Industry

Within Historic District? ☐ Yes ☒ No **Historic District Name:** _____

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Lauren Szeber Date: June 2016
Organization: RGA, Inc.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: CSX Intermodal Police Headquarters
Historic Name:
Present Use: Institutional – public safety
Historic Use: Industrial
Construction Date: Circa 1960 **Source:** NETR 1954, 1966
Alteration Date(s): **Source:**
Designer: Unknown **Physical Condition:** Good
Builder: Unknown **Remaining Historic Fabric:** High
Style: Other
Form: Other **Stories:** 2
Type: Other **Bays:** 6
Roof Finish Materials: Rolled Asphalt
Exterior Finish Materials Exposed Aggregate Concrete

Exterior Description:
See Base Survey

Interior Description:
Not Accessible

Setting:
The property at 25 Pennsylvania Avenue is situated on a large polygonal parcel on the north side of Pennsylvania Avenue in Kearny, Hudson County, New Jersey. The building is oriented with its primary elevation facing south and is set back from the road approximately 20 feet. A sidewalk runs the length of the front elevation, and a gate to the east opens to a driveway leading from the street to the large paved yard that encompasses the majority of the property. The property abuts the Passaic River to the west and enclosed by a wire metal fence. The surrounding area consists of industrial development dating from the early to mid-twentieth century.

ELIGIBILITY WORKSHEET

Historic Sites #:

History:
See Continuation Sheet

Significance:
The building at 25 Pennsylvania Avenue is not individually significant. Architecturally, the building is an unremarkable example of mid-twentieth-century commercial architecture commonly found throughout the state of New Jersey. Research did not uncover any information to suggest that the building was associated with a significant person or historical event.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility:
The building at 25 Pennsylvania Avenue is not recommended individually eligible for listing on the National Register of Historic Places (NRHP). Architecturally, the building does not exemplify a period, type or method of construction and is not associated with the work of a master. Research uncovered no information to indicate that the buildings were associated with a significant person or attributed to the development of Kearny as an industrial town. For these reasons, the buildings are not individually or collectively eligible for listing on the NRHP.

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:

Narrative Boundary Description:

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Lauren Szeber Date: June 2016
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

History:

Beginning in the late nineteenth and early twentieth centuries, the town of Kearny became an attractive location for industry and commerce. Situated between the metropolitan center of Newark and Jersey City, businesses that relocated to Kearny benefited from the town's easy access to major roadways, waterways and railroads (Krasner 2000). By 1934, the industrial development of South Kearny neighborhood focused along the coastline of the Passaic and Hackensack Rivers (Hopkins 1934).

Historic aerial photographs of the area date the building at 25 Pennsylvania Avenue between 1954 and 1966. (NETR 1954, 1966). Research did not uncover any information on the company who operated out of this location; however, historically the property served as a freight yard for the Pennsylvania Railroad up until the mid-twentieth century (Sanborn Map Company 1947). Various industrial companies occupied the surrounding area, including the Newark Plaster Co. directly to the east and the American Hoist and Derrick Co. to the south (Sanborn Map Company 1947). By 1966, the freight yard had been replaced by an industrial power plant (NETR 1966). It is likely that the building at 25 Pennsylvania Avenue was related to the greater use of the site. The plant remained on the property for the next several decades (NETR 1970, 1979, 1987). It would be removed by 2002 (NETR 2002). It appears that around that time, the property was acquired by CSX Intermodal, a supplier of rail-based freight transportation, for use as their South Kearny terminal railyard. The footprint of the building has remained the same and currently serves as the CSX Intermodal police headquarters.

Bibliography:

Hopkins, G.M.
1934 *Atlas of Hudson County, New Jersey, Volume 2*. G.M. Hopkins & Co., Philadelphia, Pennsylvania.

Krasner, Barbara
2000 *Kearny*. Arcadia Publishing, Charleston, South Carolina.

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1954 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com. Accessed June 13, 2016.
1966 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com. Accessed June 13, 2016.
1979 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com. Accessed June 13, 2016.
1987 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com. Accessed June 13, 2016.
2002 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com. Accessed June 13, 2016.

Sanborn Map Company
1947 *Insurance Maps of Harrison and Kearny, New Jersey 1907* [Expanded 1947]. Sanborn Map Company, New York, New York.

CONTINUATION SHEET

Historic Sites #:

Plate: 1

Photo view:

North

Photographer:

Lauren Szeber

Date:

May 9, 2016

View of the front(southern) elevation of 25 Pennsylvania Avenue.

Plate: 2

Photo view:

Northwest

Photographer:

Lauren Szeber

Date:

May 9, 2016

View of the front(southern) and eastern elevations of 25 Pennsylvania Avenue.

BASE SURVEY FORM

Historic Sites #:

Property Name: 31 Pennsylvania Avenue

Street Address: *Street #:* 22 *(Low)* 31 *(High)* *Apartment #:* *(Low)* *(High)*

Prefix: *Street Name:* Pennsylvania *Suffix:* *Type:* AVE

County(s): Hudson **Zip Code:** 07032

Municipality(s): Town of Kearny **Block(s):** 284

Local Place Name(s): Kearny **Lot(s):** 51

Ownership: Private **USGS Quad(s):** Jersey City

Description:

The building at 31 Pennsylvania Avenue is a large industrial facility constructed during the early twentieth century. The long warehouse space is composed of three blocks. The first and oldest section measures approximately three stories tall capped by a low-pitched gable roof. The first story features a loading dock that runs the length of the building except where is breaks to allow for the main entrance. The primary elevation is perforated by 21 garage openings and sheltered by a full-length flat-roof porch. Additional access to the building is gained via an entrance door centrally located on the primary façade. Two double-hung vinyl sash and surround windows are situated directly to the left. A brick exterior chimney pierces the center of primary elevation. Six large window openings on the upper story have been filled with corrugated metal. The building is clad in corrugated metal and sits on a concrete foundation. *See Building Attachment.*

Registration and Status Dates:

National Historic Landmark: SHPO Opinion:

National Register: Local Designation:

New Jersey Register: Other Designation:

Determination of Eligibility: Other Designation Date:

Photograph:

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

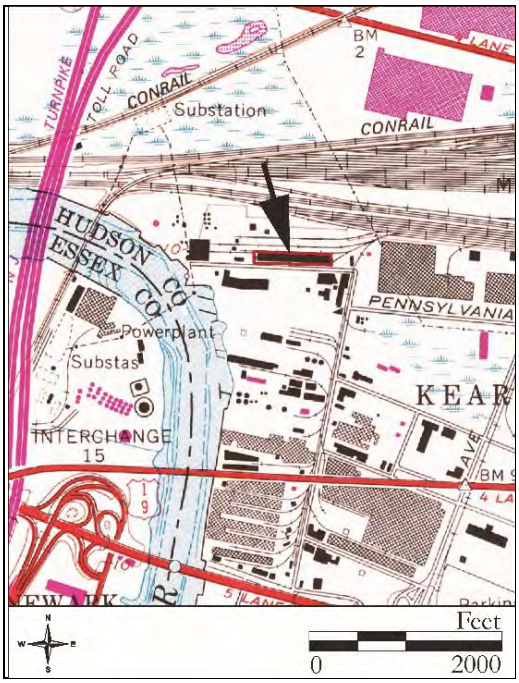
Surveyor: Lauren Szeber Date: June 2016

Organization: RGA, Inc.

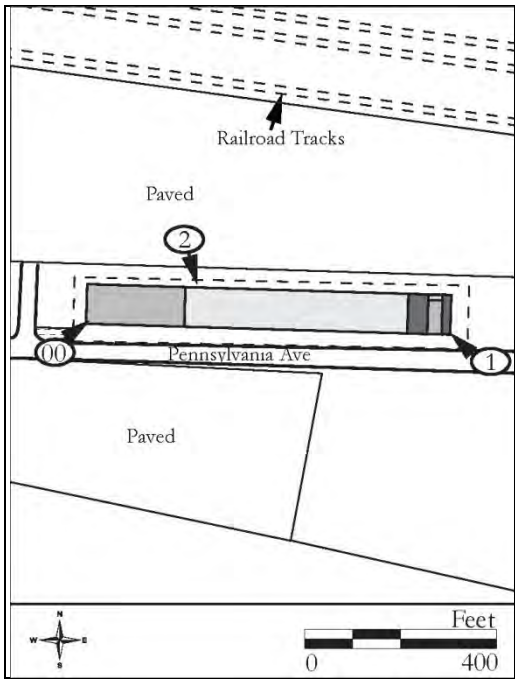
BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources:
See Continuation Sheet

Additional Information:
N/A

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: 1 Building _____ Landscape _____ Farm
_____ Bridge _____ Industry

Within Historic District? ☐ Yes ☒ No **Historic District Name:** _____

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Lauren Szeber Date: June 2016
Organization: RGA, Inc.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: 31 Pennsylvania Avenue
Historic Name: Universal Car Loading and Distributing Company
Present Use: Light Industrial
Historic Use: Light Industrial
Construction Date: Early 20th century **Source:** G.M. Hopkins & Co. 1934
Circa 1940
Alteration Date(s): Circa 1960 **Source:** NETR 1931, 1954, Sanborn Map Company 1947
Designer: Unknown **Physical Condition:** Fair
Builder: Unknown **Remaining Historic Fabric:** Low
Style: None
Form: Other **Stories:** N/A
Type: Other **Bays:** N/A
Roof Finish Materials: Unknown
Exterior Finish Materials Corrugated Steel

Exterior Description:
See Base Survey

Interior Description:
Not Accessible

Setting:
The property at 31 Pennsylvania Avenue is situated on a rectangular parcel on the north side of Pennsylvania Avenue in Kearny, Hudson County, New Jersey. The building is oriented with its primary elevation facing south and is set back from the road approximately 20 feet. An asphalt paved lot runs the length of the front elevation. The property abuts the Passaic River to the west and the CSX South Kearny Railyard to the north. The surrounding area consists of industrial development dating from the early to mid-twentieth century.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Lauren Szeber Date: June 2016
Organization: RGA, Inc.

ELIGIBILITY WORKSHEET

Historic Sites #:

History:
See Continuation Sheet

Significance:
The building located at 31 Pennsylvania Avenue is an extant example of an industrial building constructed during a period of Kearny's development as a center of industry and commerce. Architecturally the building is unremarkable and a common industrial building type found in the area. Research did not uncover any information to suggest that the building was associated with a significant person or historical event.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility:
The building at 31 Pennsylvania Avenue is not individually eligible for listing on the National Register of Historic Places (NRHP). Architecturally, the building does not exemplify a type, period or method of construction and was not associated with the work of a master. Furthermore, the substantial additions made to the building significantly diminish its integrity in the areas of design and workmanship. Research uncovered no information to suggest that the building was associated with a significant person or attributed to the development of Kearny as an industrial area. For these reasons, the building at 31 Pennsylvania Avenue is not recommended individually eligible for listing on the NRHP.

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:

Narrative Boundary Description:

CONTINUATION SHEET

Historic Sites #:

Exterior Description (continued):

Two, two-story additions were built circa 1940. The first addition projects from the west elevation, capped by a flat roof and constructed from concrete blocks. The second story is sheathed in vertical aluminum siding. The fenestration is regular, consisting of double-hung vinyl sash and surrounds. Two industrial doors with metal stairs on the primary façade allow access to the building. An overhanging garage door is situated on the western portion of the primary elevation. The foundation is concrete. The second addition extends from eastern elevation. Standing two-stories tall, it is constructed of concrete block and sheathed in vertical aluminum siding on the second story. The central portion of this block projects slightly higher than the rest of the roofline. Three garage openings with corrugated metal doors perforate the primary façade. A modern panel door is centrally located on the primary elevation accessed by a metal staircase.

History:

Beginning in the late nineteenth and early twentieth centuries, the town of Kearny became an attractive location for industry and commerce. Situated between the metropolitan center of Newark and Jersey City, businesses that relocated to Kearny benefited from the town's easy access to major roadways, waterways and railroads (Krasner 2000). The building at 31 Pennsylvania Avenue first appears on the 1934 G.M. Hopkins Co. *Atlas of Hudson County*, suggesting that the earliest portion of the building was constructed at some point during the early twentieth century (G.M. Hopkins Co. 1934). At that time, the iron building was operated by the Universal Car Loading and Distribution Company. Owned by the New York Central Rail System, Universal was a pioneer in the freight forwarding business, consolidating freight shipments large enough to fill single boxcars and taking advantage of lower tariff rates offered by the railroad for mix carload shipments (Keenan 2001:2). By 1931, the company was the largest of its kind in the world, establishing the trend toward store door delivery as well as the modern method of handling freight (Wilkes-Barre Evening News 1931: 30).

By 1947, the property had been acquired by the Newark Plaster Company. Originally founded in England in 1818, the company established itself in the United States and by 1912 was leasing a site at Tomkins terminal along the Passaic River just south of the current location (Foreman 2013; The Wall Street Journal 1912: 5). By mid-century, the building had undergone major alterations, including two additions built off the western and eastern elevations constructed from steel frames with concrete slab roofs and floors. Three additional buildings were constructed to the west, serving as a machine shop and a fuel oil tank house (Sanborn Map Company 1947). These buildings were demolished by 1995 (NETR 1995). The subject building continued to be used for industrial purposes for the remainder of the twentieth century.

Bibliography:

Foreman, John
2013 "One Man's Castle." Big Old Houses, Electronic document, http://bigoldhouses.blogspot.com/2013/01/one-mans-castle.html, accessed June 13, 2016.

G. M. Hopkins Co. (or & Co.?)
1934 *Atlas of Hudson County, New Jersey, Volume 2.* G.M. Hopkins & Co., Philadelphia, Pennsylvania.

Keenan, Jack
2001 "The Fight for Survival: The Cincinnati & Lake Erie and the Great Depression." *Railroad Symposia Essays.* Indiana Historical Society. Electronic Document, www.indianahistory.org, accessed June 13, 2016.

Krasner, Barbara
2000 *Kearny*. Arcadia Publishing, Charleston, South Carolina.

CONTINUATION SHEET

Historic Sites #:

Bibliography (continued):

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1995 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com. Accessed June 13, 2016.

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The Wall Street Journal
1912 Advertisement. The Wall Street Journal. New York, New York. 9 May, 1912. P 5.

Wilkes-Barre Evening News
1931 "Free Delivery Service Started by Universal." Wilkes-Barre Evening News. Wilkes-barre, Pennsylvania, 4 December 1931

CONTINUATION SHEET

Historic Sites #:

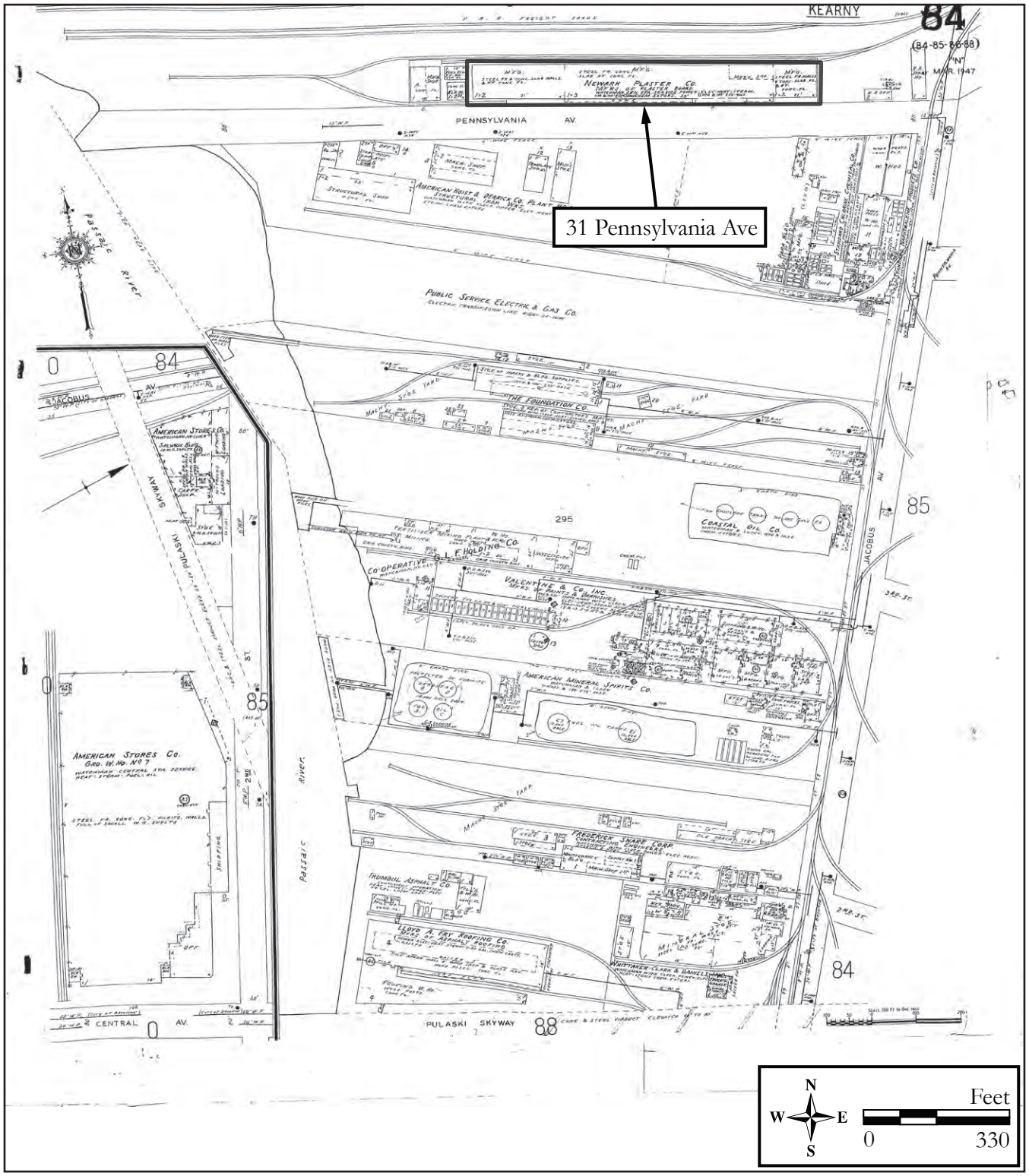


Figure 1: 1947 Sanborn Map Company, Insurance Maps of Harrison and Kearny, Hudson County, New Jersey.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Lauren Szeber
Organization: RGA, Inc.
Date: June 2016

CONTINUATION SHEET

Historic Sites #:

Plate: 1

Photo view:

West

Photographer:

Lauren Szeber

Date:

May 9, 2016

View of the southern and eastern elevations of 31 Pennsylvania Avenue.

Plate: 1

Photo view:

North

Photographer:

Lauren Szeber

Date:

May 9, 2016

Detail of the primary façade of 31 Pennsylvania Avenue.

BASE SURVEY FORM

Historic Sites #:

Property Name: 60-70 Pennsylvania Avenue

Street Address: *Street #:* 60 *(Low)* 70 *(High)* *Apartment #:* *(Low)* *(High)*

Prefix: *Street Name:* Pennsylvania *Suffix:* *Type:* AVE

County(s): Hudson **Zip Code:** 07032

Municipality(s): Town of Kearny **Block(s):** 289

Local Place Name(s): Kearny **Lot(s):** 17 and 16.01

Ownership: Private **USGS Quad(s):** Jersey City

Description:

The properties of 60 and 70 Pennsylvania Avenue consist of three buildings on two separate parcels located near the intersection of Pennsylvania Avenue and Jacobus Avenue. The property of 70 Pennsylvania Avenue consists of one building (Building 1) situated on approximately 0.85 acres located to the west of Jacobus Avenue (Plate 1). The majority of the building was replaced between 1970 and 1979; however, the rear section dates to between 1954 and 1966. The property of 60 Pennsylvania Avenue consists of two buildings on a 3-acre parcel. Constructed between 1947 and 1954, Building 2 serves as warehouse and office space for the MAC Products Company (Plates 2-3). Since its construction, Building 2 has been expanded upon with additions dating from the mid-1950s to late 1980s. Building 3 at 60 Pennsylvania Avenue is less than 50 years of age and was not surveyed at the intensive level.

Registration and Status Dates:

National Historic Landmark: SHPO Opinion:

National Register: Local Designation:

New Jersey Register: Other Designation:

Determination of Eligibility: Other Designation Date:

Photograph:

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

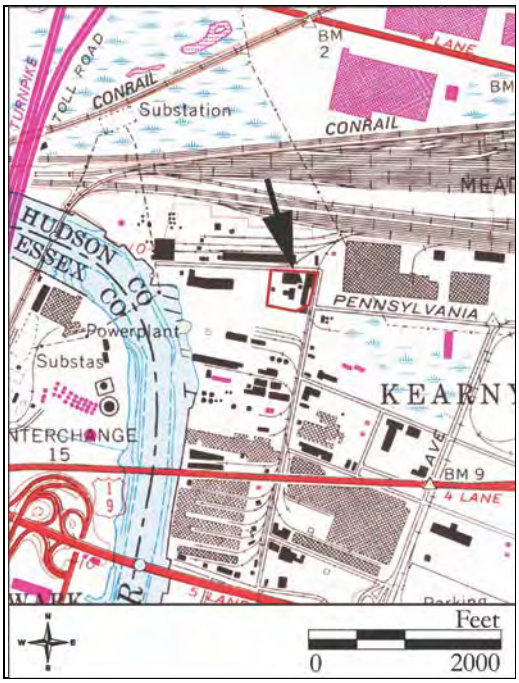
Surveyor: Chelsea Troppauer Date: June 2016

Organization: RGA, Inc.

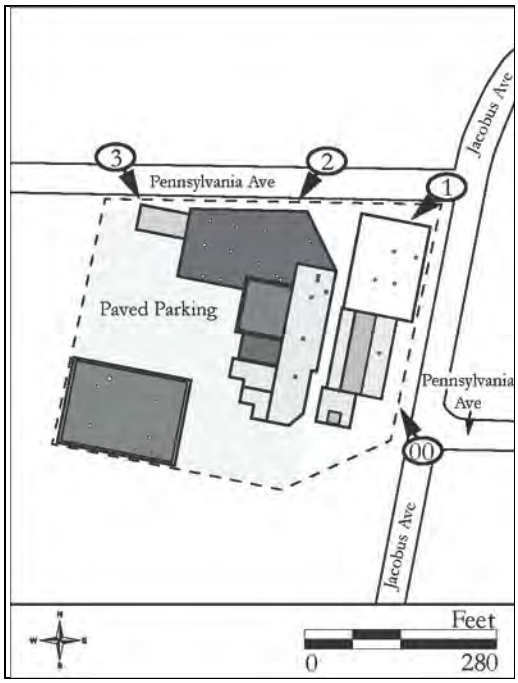
BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources:
See Continuation Sheet

Additional Information:
None.

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: 2 Building _____ Landscape _____ Farm
_____ Bridge _____ Industry

Within Historic District? ☐ Yes ☒ No **Historic District Name:** _____

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Chelsea Troppauer Date: June 2016
Organization: RGA, Inc.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: Building 1, 70 Pennsylvania Avenue
Historic Name:
Present Use: Industrial Activity- Light Industrial
Historic Use: Industrial Activity- Light Industrial
Construction Date: c. 1962-1966 **Source:** Jersey Journal 1962a, NETR 1966
Alteration Date(s): c. 1970-1979 **Source:** NETR 1970, 1979
Designer: Unknown **Physical Condition:** Good
Builder: Unknown **Remaining Historic Fabric:** Low
Style: None
Form: Commercial **Stories:** 1
Type: Other **Bays:** 2
Roof Finish Materials: Rolled Asphalt, Other
Exterior Finish Materials Concrete Block

Exterior Description:
Building 1 is a one-story, concrete block industrial building constructed between 1962 and 1966 and expanded upon during the 1970s. The earliest section of the building has a square shaped footprint and is topped by a flat roof. A two-story section occupies the southern half of the building's flat roof. A larger, rectangular-shaped, one-story concrete block addition protrudes from the north elevation of the building. This section is capped by a gable roof with a flat roof extending from western-facing eave. A taller, one-story concrete block section projects from the north elevation of the gable-roof addition. Both of these building sections date between 1970 and 1979. The northernmost addition is capped by a flat roof and oriented with its primary elevation facing north towards Pennsylvania Avenue. Two large garage door bays puncture the north elevation wall. To the west of the garage doors, there is a smaller pedestrian size door. The foundation is likely concrete.

Interior Description:
Not Accessible

Setting:
See Continuation Sheet.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name:	Building 2, 60 Pennsylvania Avenue		
Historic Name:			
Present Use:	Industrial Activity- Light Development, Commercial Activity- Office Activity		
Historic Use:	Industrial Activity- Light Development		
Construction Date:	c. 1947-1954	**Source:**	Sanborn Map Company 1947, NETR 1954
Alteration Date(s):	c. 1954-1966, c. 1970-1979, c. 1979-1987	**Source:**	NETR 1954,1966,1970,1979,1987
Designer:	Unknown	**Physical Condition:**	Good
Builder:	Unknown	**Remaining Historic Fabric:**	Low
Style:	None		
Form:	Commercial	**Stories:**	2
Type:	Other	**Bays:**	4
Roof Finish Materials:	Rolled Asphalt		
Exterior Finish Materials	Concrete Block, Brick- Running Bond		

Exterior Description:
Building 2 is a one-story concrete block industrial structure constructed between 1947 and 1954 and expanded upon between the 1954 and 1987. A polygonal shaped addition, dating between 1954 and 1966, extends from the east elevation. This addition is distinctive for its angled east elevation wall. A rectangular shaped addition, constructed between 1970 and 1979, extends from the south elevation of the main building block and the polygonal shaped addition. An L-shaped addition dating between 1979 and 1987, extends from the southeast corner of the polygonal addition and wraps around the rectangular addition. The structure is topped by a flat roof with a low-pitched shed roof covered in synthetic siding attached to the north, west and east elevations. A large bay covered by a rolling, corrugated garage door punctures the north elevation wall. There is a small pedestrian entrance on the west elevation of the main block.

A two-story addition extends from the west elevation of the main section of Building 2. This addition was constructed between 1970 and 1979 and serves as the MAC Products Company office building. The addition measures six-bays long by three-bays wide and is topped by a flat roof. A low-pitched shed roof covered in synthetic siding is attached to the north elevation. The first floor of the building is laid in a running bond brick pattern while the second floor is clad in synthetic siding. The building is oriented with its primary elevation facing north. The primary entrance is located on the east elevation wall of a centered one-story metal and glazed bay. Windows on the north elevation consists of plate glass set within a rectangular-shaped window bay. The windows on the north elevation are separated from one another by a concrete block wall. The windows on the second story consist of vinyl sash awnings.

Interior Description:
Not Accessible

Setting:
See Continuation Sheet.

ELIGIBILITY WORKSHEET

Historic Sites #:

History:
See Continuation Sheet

Significance:
The buildings located at 60 and 70 Pennsylvania Avenue are not individually or collectively significant. Architecturally, the buildings are unremarkable examples of industrial architecture, a common building type found in Kearny. Research did not uncover any information to suggest that the buildings were associated with a significant person or historical event.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility:
The buildings at 60 and 70 Pennsylvania Avenue are not individually or collectively eligible for listing on the National Register of Historic Places (NRHP). Architecturally, the buildings do not exemplify a type, period or method of construction and were not associated with the work of a master. Furthermore, the substantial additions made to the buildings have significantly diminished their integrity in the areas of design and workmanship. Research uncovered no information to suggest that the buildings were associated with a significant person or attributed to the development of Kearny as an industrial area. For these reasons, the buildings at 60 and 70 Pennsylvania Avenue are not recommended individually or collectively eligible for listing on the NRHP.

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:

Building and Element Attachment: Building 1
Building and Element Attachment: Building 2

Narrative Boundary Description:
N/A

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Chelsea Troppauer Date: June 2016
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

Setting:

The MAC Products Company operated out of three buildings on two separate property parcels at 60 and 70 Pennsylvania Avenue in Kearny, Hudson County, New Jersey. The property of 70 Pennsylvania Avenue is situated on a rectangular-shaped parcel on the west side of Jacobus Avenue. The only building on the property (referred to herein as Building 1) is located approximately 55 feet from the Pennsylvania and Jacobus Avenues intersection and approximately 20 feet east of Building 2 located on 60 Pennsylvania Avenue.

The property of 60 Pennsylvania Avenue is situated on a square-shaped parcel on the south side of Pennsylvania Avenue. The two buildings on the property, a warehouse and office building, are oriented with their primary elevations facing Jacobus Avenue. The larger of the two buildings (referred to herein as Building 2) is located near the northern property line and is set back from the roadway approximately 25 feet. The warehouse building (Building 3) is approximately 50 feet southwest of the office/warehouse building. The buildings on both properties are surrounded by asphalt paved drives and lots. The surrounding area is comprised primarily of industrial development dating from the early to mid-twentieth century.

History:

Beginning in the late nineteenth and early twentieth centuries, the town of Kearny became an attractive location for industry and commerce. Situated between the metropolitan centers of Newark and Jersey City, Kearny attracted businesses with its easy access to major roadways, waterways and railroads (Krasner 2000). By 1934, the industrial development of the South Kearny neighborhood focused along the coastline of the Passaic and Hackensack Rivers (G.M. Hopkins & Co. 1934). The majority of the land on the south side of Pennsylvania Avenue, including a portion of the subject property, was owned by the American Terry Derrick Company. The portion of the subject property immediately west of Jacobus Avenue contained Building 1 by this time (G.M. Hopkins & Co. 1934).

By 1947, the property was heavily developed and operated as the location of the Standard Naphthalene Products Company and the Standard Chlorine Chemical Company (Figure 1; Sanborn Map Company 1947). The Standard Naphthalene Products Company was situated to the east of the property along Jacobus Avenue. At this time the land identified as 115 Jacobus Avenue remained a part of the larger property. The buildings contained on this section of the property included Building 1, and smaller one- to two-story buildings that generally served as office space (Sanborn Map Company 1947). To the west of Building 1, there was a restroom, manufacturing building and a machine shop. Chemical holding tanks were dispersed the entire property. The buildings west of Building 1 were removed by 1954 and replaced by Building 2 to the south of Pennsylvania Avenue (NETR 1954). Expansion of Building 2 to the east and southwest began in 1954 and continued until the 1980s (NETR 1954, 1966, 1979, 1987).

The Standard Naphthalene Products Company and Standard Chlorine Chemical Company remained at this location until the early 1960s. In August of 1962, lightening stuck the ignition tanks on the property and destroyed the two-story addition at the rear of Building 1 (Jersey Journal 1962a). This section of the building was rebuilt by 1966 (NETR 1966). In the Fall of 1962, both companies relocated from the subject property to two other former industrial plants located in Kearny (Delaware County Daily Times 1962; Jersey Journal 1962b). The Standard Chlorine Chemical Company relocated to the former Edison Battery Plant and the Standard Naphthalene Products Company purchased the former Koppers Company Plant (Delaware County Daily Times 1962; Jersey Journal 1962b).

The section of the property later known as 115 Jacobus Avenue was likely subdivided following the move by both of these companies in 1962. By 1966, a triangular shaped office building was built on 115 Jacobus Avenue (NETR 1966). In 1970, the MAC Products Company was identified at the address of 60 Pennsylvania Avenue (Jersey Journal 1970). During the 1970s, the majority of Building 1 was replaced and rebuilt as a warehouse space (NETR 1970, 1979). The rear addition constructed during the early 1960s remained. A large rectangular shaped building was constructed at the southwest corner of the property between 1979 and 1987 (NETR 1979, 1987).

CONTINUATION SHEET

Historic Sites #:

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Delaware County Times [Chester, Pennsylvania]
1962 Sun Oil Affiliate Purchases Plant. 6 October: 13. Chester, Pennsylvania.

Hopkins, G.M.
1934 *Atlas of Hudson County, New Jersey, Volume 2*. G.M. Hopkins & Co., Philadelphia, Pennsylvania.

Jersey Journal [Jersey City, New Jersey]
1962a Kearny Fire Attributed to Lighting. 18 August: 1. Jersey City, New Jersey.
1962b Plant Sold in Kearny. 2 November: 15. Jersey City, New Jersey.
1970 "Assistant Bookkeeper Job Announcement." 19 September: 10. Jersey City, New Jersey.

Krasner, Barbara
2000 *Kearny* . Arcadia Publishing, Charleston, South Carolina.

Nationwide Environmental Title Research [NETR]
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1966 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com. Accessed June 6, 2016.
1970 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com. Accessed June 6, 2016.
1979 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com. Accessed June 6, 2016.
1987 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com. Accessed June 6, 2016.

Sanborn Map Company
1947 *Insurance Maps of Harrison and Kearny, New Jersey 1907* [Expanded 1947]. Sanborn Map Company, New York, New York.

CONTINUATION SHEET

Historic Sites #:

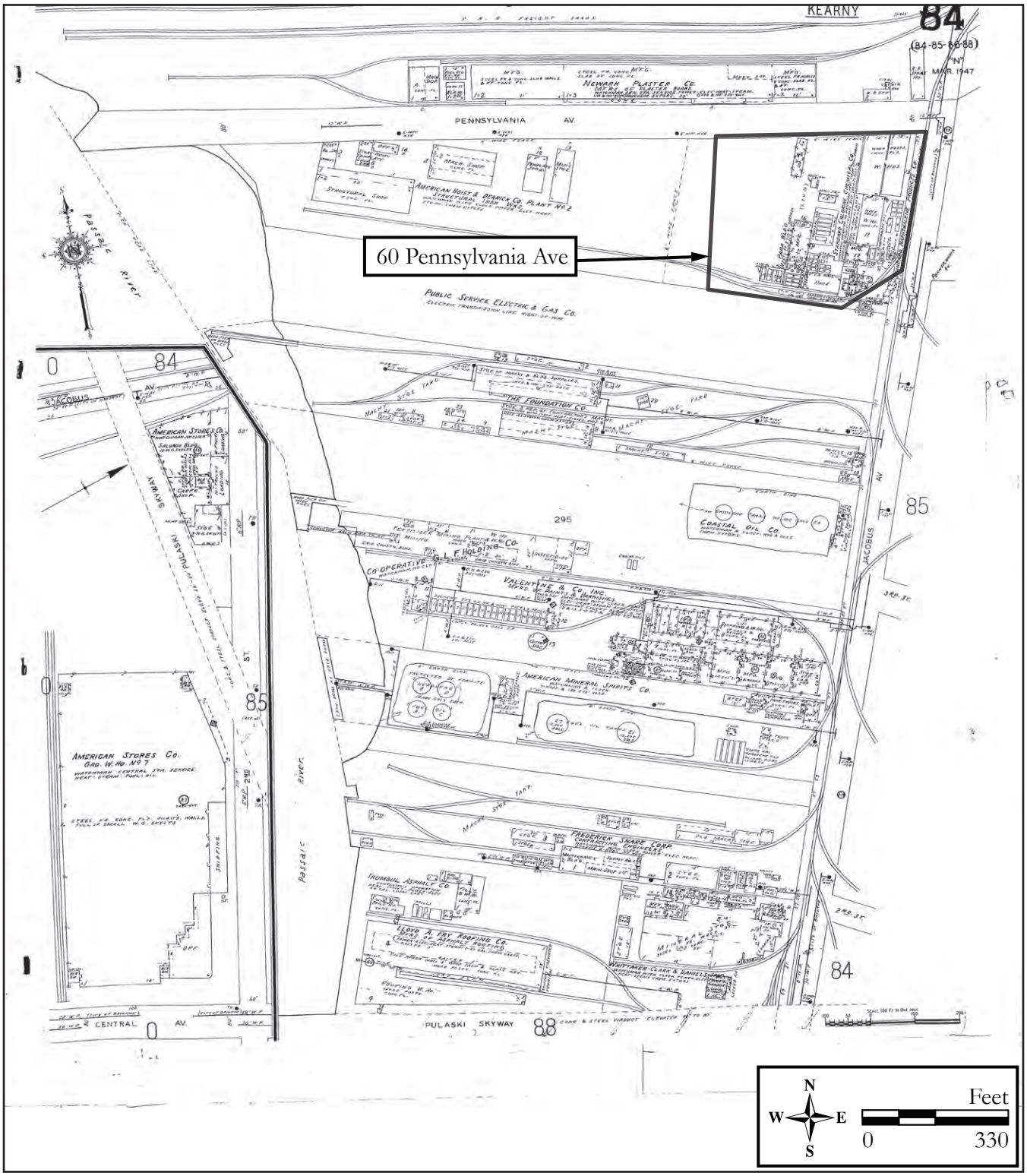


Figure 1: 1947 Sanborn Map Company, Insurance Maps of Harrison and Kearny, Hudson County, New Jersey.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Chelsea Troppauer
Date: June 2016
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

Plate: 1

Photo view:

Southwest

Photographer:

Chelsea Troppauer

Date:

May 9, 2016

View of the north and east elevations of Building 1, as seen from the intersection of Pennsylvania and Jacobus Avenues.

Plate: 2

Photo view:

Southwest

Photographer:

Chelsea Troppauer

Date:

May 9, 2016

View of the north elevation of Building 2 from Pennsylvania Avenue.

CONTINUATION SHEET

Historic Sites #:

Plate: 3

Photo view:

Southeast

Photographer:

Chelsea Troppauer

Date:

May 9, 2016

View of the north and west elevations of Building 2 from Pennsylvania Avenue.

BASE SURVEY FORM

Historic Sites #:

Property Name: 115 Jacobus Avenue

Street Address: *Street #:* 115 *(Low)* _____ *(High)* *Apartment #:* _____ *(Low)* _____ *(High)*

Prefix: _____ *Street Name:* Jacobus *Suffix:* _____ *Type:* AVE

County(s): Hudson **Zip Code:** 07032

Municipality(s): Town of Kearny **Block(s):** 289

Local Place Name(s): Kearny **Lot(s):** 17.02

Ownership: Private **USGS Quad(s):** Jersey City

Description:

Number 115 Jacobus Avenue is a one-story, four-bay wide commercial building constructed between 1954 and 1966. The building has a triangular footprint and is capped by a flat roof covered in rolled asphalt. A two-story block is situated at the southwest corner of the building. The building is laid with a lighter colored brick in a running bond pattern and oriented with its primary elevation facing east towards Jacobus Avenue. The primary entrance consists of a paneled and glazed metal door. A row of 10 replacement 1/1 vinyl sash windows puncture the east elevation wall to the south of the entrance. A pair of 1/1 replacement vinyl sash windows are situated north of the entrance. The foundation is likely concrete.

Registration and Status Dates:

National Historic Landmark: _____ SHPO Opinion: _____

National Register: _____ Local Designation: _____

New Jersey Register: _____ Other Designation: _____

Determination of Eligibility: _____ Other Designation Date: _____

Photograph:

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

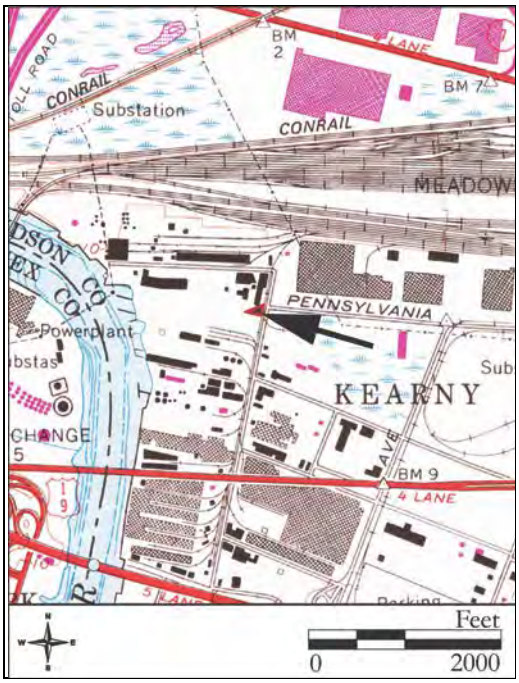
Surveyor: Chelsea Troppauer Date: June 2016

Organization: RGA, Inc.

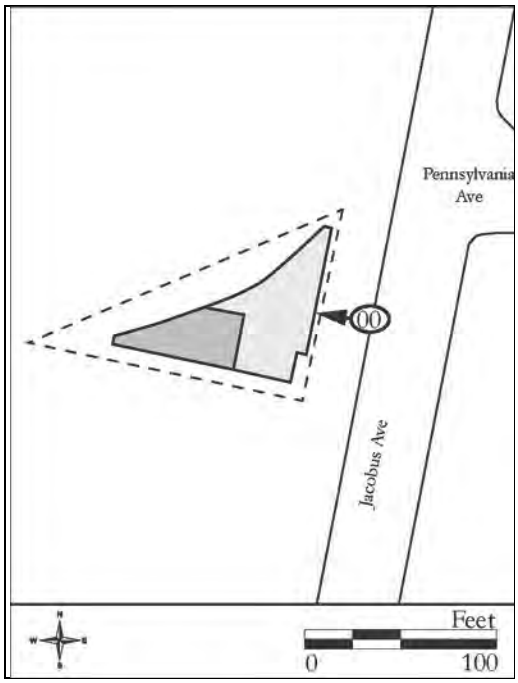
BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources:
See Continuation Sheet

Additional Information:
None.

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: 1 Building _____ Landscape _____ Farm
_____ Bridge _____ Industry

Within Historic District? ☐ Yes ☒ No **Historic District Name:** _____

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Chelsea Troppauer Date: June 2016
Organization: RGA, Inc.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: 115 Jacobus Avenue
Historic Name: 115 Jacobus Avenue
Present Use: Commercial Activity- Office Activity
Historic Use: Commercial Activity- Office Activity
Construction Date: c. 1954-1966 **Source:** NETR 1954, 1966
Alteration Date(s): **Source:**
Designer: Unknown **Physical Condition:** Good
Builder: Unknown **Remaining Historic Fabric:** Medium
Style: None
Form: Other **Stories:** 1
Type: Other **Bays:** 4
Roof Finish Materials: Rolled Asphalt
Exterior Finish Materials Brick- Running Bond

Exterior Description:
See Base Survey Form

Interior Description:
Not Accessible

Setting:
The property of 115 Jacobus Avenue is situated on a triangular-shaped parcel on the west side of Jacobus Avenue in Kearny, Hudson County, New Jersey. The building is oriented with its primary elevation facing east toward Jacobus Avenue and is set back from the roadway approximately 35 feet. A paved sidewalk leads from Jacobus Avenue to the main entrance of the building. The sidewalk and roadway are separated by a railroad tracks belonging to Conrail. The building is surrounded by asphalt paved lots to the south and west. The surrounding area consists primarily of industrial development dating from the early to mid-twentieth century.

ELIGIBILITY WORKSHEET

Historic Sites #:

History:
See Continuation Sheet.

Significance:
The building at 115 Jacobus Avenue is not individually significant. Architecturally, the building is an unremarkable example of mid-twentieth century commercial architecture. Research did not uncover any information to suggest that the building was associated with a significant person or historical event.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility:
The commercial building at 115 Jacobus Avenue is not recommended eligible for listing on the National Register of Historic Places (NRHP). Research did not uncover any information to suggest the building was associated with a historical event or person to warrant eligibility under Criterion A and B. The building is not eligible under Criterion C because it does not exemplify an architectural type, period or method of construction, and was not associated with the work of a master. Modern alterations, including the replacement of windows, have diminished the building's integrity in the areas of materials, design and workmanship. For these reasons, the building at 115 Jacobus is not eligible for listing on the NRHP.

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:

Narrative Boundary Description:
N/A

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Chelsea Troppauer Date: June 2016
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

History:

Beginning in the late nineteenth and early twentieth centuries, the town of Kearny became an attractive location for industry and commerce. Situated between the metropolitan center of Newark and Jersey City, businesses that relocated to Kearny benefited from the town's easy access to major roadways, waterways and railroads (Krasner 2000). By 1934, the industrial development of South Kearny neighborhood focused along the coastline of the Passaic and Hackensack Rivers (G.M. Hopkins & Co. 1934). In 1947, the subject property was a part of a larger parcel of land that included 70 Pennsylvania Avenue to the north. This larger parcel of land was developed and used by the Standard Naphthalene Products Company (Sanborn Map Company 1947). Two, one-story office buildings (one with an adjoining laboratory) occupied the portion of land east of the railroad siding.

The Standard Naphthalene Products Company remained at this larger property until the early 1960s. In 1962, the company purchased the former Koppers Company Plant in Kearny (Delaware County Times 1962). The section of the property later known as 115 Jacobus Avenue was likely subdivided following the move by both of these companies in 1962. By 1966, the subject triangular-shaped office building was built at 115 Jacobus Avenue (NETR 1966). During the late twentieth century, the property was occupied by S&W Waste Company. Since its construction, the footprint of the building has remained the same (NETR 1966, 1979, 1987, 2002, 2013).

Bibliography:

Delaware County Times [Chester, Pennsylvania]
1962 Sun Oil Affiliate Purchases Plant. 6 October: 13. Chester, Pennsylvania.

G. M. Hopkins & Co.
1934 *Atlas of Hudson County, New Jersey, Volume 2.* G.M. Hopkins & Co., Philadelphia, Pennsylvania.

Krasner, Barbara
2000 *Kearny* . Arcadia Publishing, Charleston, South Carolina.

Nationwide Environmental Title Research [NETR]
1966 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com. Accessed June 6, 2016.
1979 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com. Accessed June 6, 2016.
1987 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com. Accessed June 6, 2016.
2002 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com. Accessed June 6, 2016.
2013 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com. Accessed June 6, 2016.

Sanborn Map Company
1947 *Insurance Maps of Harrison and Kearny, New Jersey 1907* [Expanded 1947]. Sanborn Map Company, New York, New York.

BASE SURVEY FORM

Historic Sites #:

Property Name: Syncon Resins

Street Address: *Street #:* 89 *(Low)* _____ *(High)* *Apartment #:* _____ *(Low)* _____ *(High)*

Prefix: _____ *Street Name:* Jacobus *Suffix:* _____ *Type:* AVE

County(s): Hudson **Zip Code:** 07032

Municipality(s): Town of Kearny **Block(s):** 289

Local Place Name(s): Kearny **Lot(s):** 13

Ownership: Private **USGS Quad(s):** Jersey City

Description:

The property at 89 Jacobus Avenue contains a one-and-a-half story industrial building constructed in two phases during the mid-twentieth century. The earliest phase consists of a one-story, front-gable building clad in corrugated metal. The building is block in plan. Around 1960, an addition was constructed off of the eastern elevation. Standing one-and-one-half stories tall, the addition also assumes a block plan with a front gable roof, and is approximately double the size of the original structure. The building is clad in corrugated metal and rises from a concrete slab foundation.

Registration and Status Dates:

National Historic Landmark: _____ SHPO Opinion: _____

National Register: _____ Local Designation: _____

New Jersey Register: _____ Other Designation: _____

Determination of Eligibility: _____ Other Designation Date: _____

Photograph:

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

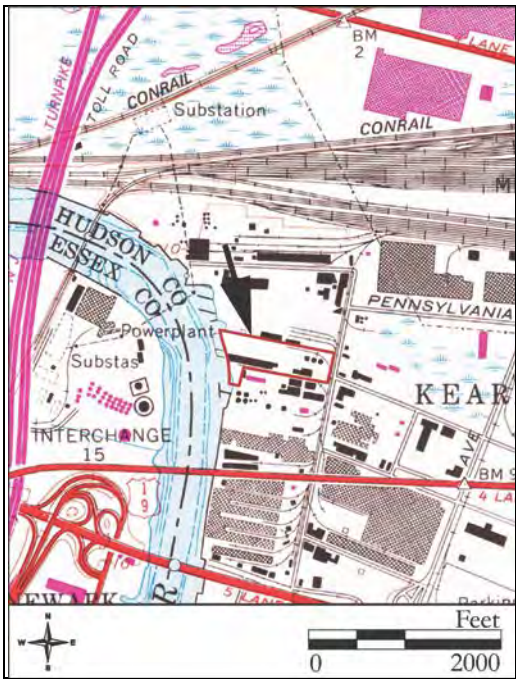
Surveyor: Lauren Szeber Date: June 2016

Organization: RGA, Inc.

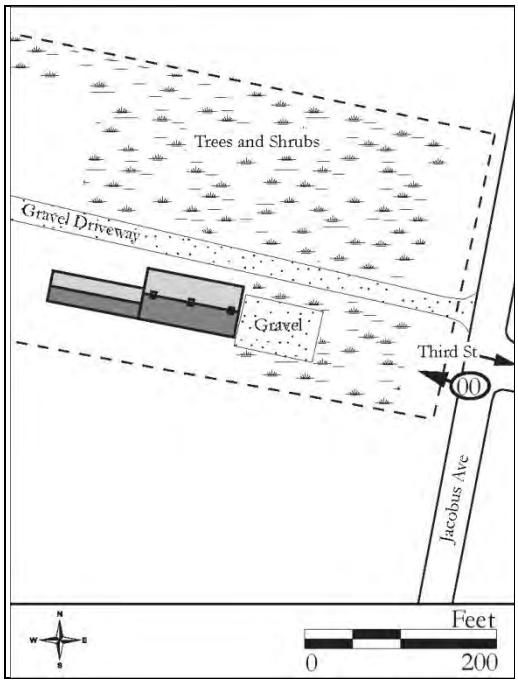
BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources:
See Continuation Sheet

Additional Information:
N/A

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: 1 Building _____ Landscape _____ Farm
_____ Bridge _____ Industry

Within Historic District? ☐ Yes ☒ No **Historic District Name:** _____

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Lauren Szeber Date: June 2016
Organization: RGA, Inc.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: Syncon Resins
Historic Name: Coastal Oil Company
Present Use: No Activity
Historic Use: Heavy Industrial
Construction Date: Circa 1950 **Source:** Sanborn Map Company 1947; NETR 1954
Alteration Date(s): Circa 1960 **Source:** NETR 1954, 1966
Designer: Unknown **Physical Condition:** Poor
Builder: Unknown **Remaining Historic Fabric:** High
Style: None
Form: Other **Stories:** 1
Type: Other **Bays:** N/A
Roof Finish Materials: Asphalt
Exterior Finish Materials Corrugated Metal

Exterior Description:
See Base Survey

Interior Description:
Not Accessible

Setting:
The property at 89 Jacobus Avenue is situated on a 10.6-acre parcel on the west side of Jacobus Avenue in Kearny, Hudson County, New Jersey. The building is oriented with its primary elevation facing east and is set back from the road approximately 80 yards. A roadway extends along the north side of the building, leading from the street to a one-story building constructed during the 1980s on the north rear of the property. The abandoned chemical plant facilities of Syncon Resins are located to the south. The lot is largely overgrown with vegetation. The property abuts the Passaic River to the west and enclosed by a barbed-wire metal fence. The surrounding area consists of industrial development dating from the early to mid-twentieth century.

ELIGIBILITY WORKSHEET

Historic Sites #:

History:
See Continuation Sheet

Significance:
The building at 89 Jacobus Avenue is an extant example of a mid-twentieth century industrial building that was once part of a larger complex operated by Syncon Resins. Architecturally, the structure is unremarkable, and research does not suggest that the building is associated with a significant person or historical event.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility:
The industrial building at 89 Jacobus Avenue is not recommended eligible for listing on the National Register of Historic Places (NRHP), either individually or as part of the larger former Syncon Resins complex. Research did not uncover any information to suggest the building was associated with a historical event or person to warrant eligibility under Criterion A or B. The building is not eligible under Criterion C because it does not exemplify an architectural type, period or method of construction, and was not associated with the work of a master. For these reasons, the building at 89 Jacobus Avenue is not eligible for listing on the NRHP.

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:

Narrative Boundary Description:

CONTINUATION SHEET

Historic Sites #:

History:

The building at 89 Jacobus Avenue first appears on the 1954 historic aerial of Kearny (NETR 1954). It is not indicated on the 1934 G.M. Hopkins & Co. *Atlas of Hudson County,* suggesting that it was constructed at some point between 1934 and 1954 (G.M. Hopkins & Co. 1934). The property on which the building currently stands was once part of a larger industrial complex owned by the paint and varnish manufacturers, Valentine & Co., the predecessor to the present-date international company known as the Valspar Corporation. Beginning in the late nineteenth and early twentieth centuries, the town of Kearny became an attractive location for industry and commerce. Situated between the metropolitan center of Newark and Jersey City, businesses benefited from the town's easy access to major roadways, waterways and railroads (Krasner 2000). According to the G.M. Hopkins & Co. *Atlas*, the lot remained relatively undeveloped until the 1940s, when it appears that Valentine & Co. rented out the upper north portion to the Coastal Oil Company (Sanborn Map Company 1947). Established out of Newark in the mid-1930s, the fuel oil company was considered the primary suppliers of heating oils in New Jersey, New York, and Pennsylvania by 1963 (Asbury Park Press 1967:2; Asbury Park Press 1963:16). The 1947 Sanborn Insurance Company indicates that the Coastal Oil Company stored four, 300,000-gallon tanks of gasoline on a three-foot earth dike, the foundation of which still remains just north of the building. A tank truck filling station was located in the front facing Jacobus Avenue. A fertilizing mixing plant operating under the name of G.L.F. Holding Company was situated on the western portion of the lot along the Passaic River (Sanborn Map Company 1947).

By 1951, the complex had been acquired by Syncon Resins, a business that produced resins for paint, pigments, and varnishes (The Associated Press 1981:12). It was likely around this time that the one-story rear portion of the building was constructed. A decade later, a massive addition, nearly double the size of the original building, was built off the eastern elevation (NETR 1966). Syncon Resins continued to operate out of the site until 1981, when a U.S. Coast Guard investigation uncovered the company illegally dumping toxic chemicals and oily wastes into the Passaic River. Federal authorities filed criminal charges for the illegal discharge of Polychlorinated Biphenyl (PCB) – a cancer-causing, non-biodegradable substance – against company president Charles Hauck, vice-president Moe Bauman, and the plant manager Victor Skirtun (The Associated Press 1981:12). The company ceased operations and filed bankruptcy the following year. At the time, the site held 13 buildings, and approximately 13,000 drums of various chemicals, most of which were in poor condition and leaking, as well as two unlined wastewater lagoons where the toxic materials were allowed to evaporate or percolate into the soil. The property was immediately added to the Environmental Protection Agency's (EPA) list at number 43 as the worst hazardous waste site in the country, making it eligible for cleanup under the agency's $1.6 billion superfund (Courier-Post 1982:3).

Clean up of the site began late February 1984 with the six-month task of removing the chemical drums at the cost of $2 million dollars (Asbury Park Press 1984:3). Upon further testing of the site, studies revealed extensive contamination in the soil, ground water, and buildings, and large volumes of liquid and solid chemical wastes in various storage vessels throughout the plant. Measures were taken for the extraction and disposal of the grossly contaminated soil and decontamination of the structures. In addition, an on-site remediation was installed to extract and treat groundwater (NJDEP 2004). The project is ongoing.

CONTINUATION SHEET

Historic Sites #:

Bibliography:

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1963 "Elected." Asbury Park Press. Asbury Park, New Jersey. 15 September 1963.
1967 "Wiley 'Dixie' butler Ex-shore Resident." Asbury Park Press, Asbury Park, New Jersey. 26 March 1967.

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1981 "Waste dumping charged to trio." Asbury Park Press. Asbury Park, New Jersey. 4 February, 1981.
1984 "Superfund cleanup begun at hazardous site in Kearny." Asbury Park Press. Asbury Park. 25 February, 1984.

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1982 "N.J. Sites added to 'worst' list." Courier-Post. Camden, New Jersey. 24 July, 1982.

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New Jersey Department of Environmental Protection
2004 "Syncon Resins." Site Remediation Program, New Jersey Department of Environmental Protection. Electronic document, http://www.nj.gov/dep/srp/community/sites/pi/019804.htm, accessed June 7, 2016.

Sanborn Map Company
1947 *Insurance Maps of Harrison and Kearny, New Jersey 1907* [Expanded 1947]. Sanborn Map Company, New York, New York.

BASE SURVEY FORM

Historic Sites #:

Property Name: Syncon Resins

Street Address: *Street #:* 81 *(Low)* _____ *(High)* *Apartment #:* _____ *(Low)* _____ *(High)*

Prefix: _____ *Street Name:* Jacobus *Suffix:* _____ *Type:* AVE

County(s): Hudson **Zip Code:** 07032

Municipality(s): Town of Kearny **Block(s):** 289

Local Place Name(s): _____ **Lot(s):** 12

Ownership: Private **USGS Quad(s):** Jersey City

Description:

Number 81 Jacobus Avenue is a brick two-story, five-bay wide industrial building constructed in the early twentieth century as part of a larger industrial complex. The building has a rectangular footprint divided into four sections and capped by a flat roof covered in rolled asphalt. Concrete blocks fill in openings that once contained 20-pane industrial metal casement windows. Brick pilasters separate each bay.

The remains of an attached, one-story shipping warehouse are located to the north. The structure is constructed from brick. A garage door located on the primary (eastern) elevation has since been filled in with brick. Additional abandoned block-plan buildings are situated to the west.

Registration and Status Dates:

National Historic Landmark: _____ SHPO Opinion: _____

National Register: _____ Local Designation: _____

New Jersey Register: _____ Other Designation: _____

Determination of Eligibility: _____ Other Designation Date: _____

Photograph:

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

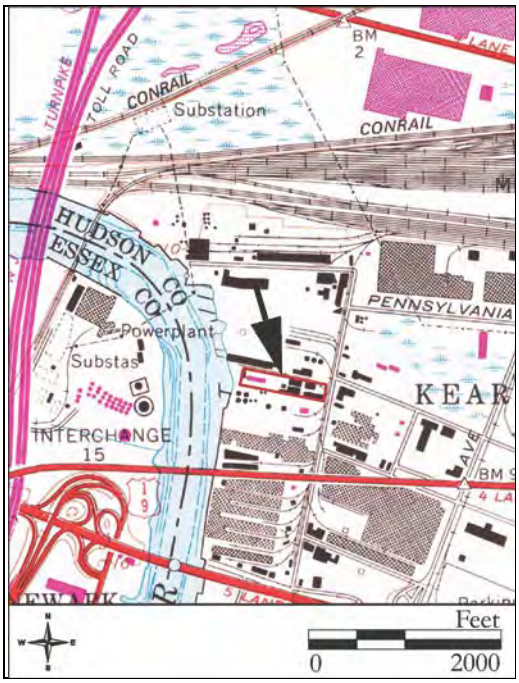
Surveyor: Lauren Szeber Date: June 2016

Organization: RGA, Inc.

BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:

See Continuation Sheet

Bibliography/Sources:
See Continuation Sheet

Additional Information:
N/A

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: 1 Building _____ Landscape _____ Farm
_____ Bridge _____ Industry

Within Historic District? ☐ Yes ☒ No **Historic District Name:** _____

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Lauren Szeber Date: June 2016
Organization: RGA, Inc.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: Syncon Resins
Historic Name: Valentine & Co.
Present Use: No Activity
Historic Use: Heavy Industrial
Construction Date: Early 20th century **Source:** G.M. Hopkins 1934
Alteration Date(s): **Source:**
Designer: Unknown **Physical Condition:** Poor
Builder: Unknown **Remaining Historic Fabric:** Medium
Style: Other
Form: Other **Stories:** 2
Type: Other **Bays:** 5
Roof Finish Materials: Asphalt
Exterior Finish Materials Brick – common bond

Exterior Description:
See Base Survey

Interior Description:
Not Accessible

Setting:
The property at 81 Jacobus Avenue is situated on a rectangular-shaped parcel on the west side of Jacobus Avenue in Kearny, Hudson County, New Jersey. The building is oriented with its primary elevation facing east and is set back from the road approximately 50 feet. Additional ruinous structures on the parcel are situated to the west and north, mostly overgrown with vegetation. The property abuts the Passaic River to the west and enclosed by a barbed-wire metal fence. The surrounding area consists of industrial development dating from the early to mid-twentieth century.

ELIGIBILITY WORKSHEET

Historic Sites #:

History:
See Continuation Sheet

Significance:
The building at 81 Jacobus Avenue is an extant example of a turn-of-the-century industrial building constructed during a period of Kearny's industrial and commercial growth. The building once served as a lab and manufacturing facility for the paint and varnish company, Valentine & Co., the early predecessor to the current-day international corporation known as Valspar. With roots going back as early as 1806, the company is credited with the invention of the first clear varnish, which continues to be a leading coating product in the twenty-first century.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility:
The industrial building at 81 Jacobus Avenue is not recommended eligible for listing on the National Register of Historic Places (NRHP). The property was developed and operated by Valentine & Co., a successful paint and varnish company; however, it was one of many production facilities, and research did not reveal that the subject site had any particular significance in the company's technological innovations or operations. The building does not exemplify an architectural type, period or method of construction, and was not associated with the work of a master. For these reasons, the building at 81 Jacobus Avenue is not eligible for listing on the NRHP.

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:

Narrative Boundary Description:

CONTINUATION SHEET

Historic Sites #:

History:

The industrial complex located at 81 Jacobus Avenue were once owned and operated by Valentine & Co., the predecessor to the current-day international manufacturer of paint and coatings known as the Valspar Corporation. The history of Valentine & Co. goes back to 1806, when Samuel Tuck opened a paint store in Boston, Massachusetts, which he named Paint and Color (MacDonald 2012). Several decades later in 1832, Lawson Valentine established Valentine and Company as a varnish manufacturer. Around 1852, Valentine and Company merged with the former Paint and Color to create Stimson & Valentine, a company focused on varnish but also producing paints, oils, glass, and beeswax (Valsparglobal.com; National Aegis 1856: 3). They ran their manufacturing facility out of 55 Broad Street in Boston (Boston Traveler 1857:1).

By 1866, Lawson's brother, Henry Valentine, joined the business and the name was reverted back to Valentine & Company. It was around this time that the brothers hired Charles Homer, brother of the renowned American painter Winslow Homer, as the company's chemist. Being one of the few chemists in the United States at the time, Homer was the first such specialist to be recruited into the American varnish industry. In 1870, the company relocated to New York City and began to specialize in vehicle finishing varnishes, creating a stiff competition with the widely-prized English market. Valentine & Co. continued to expand throughout the later part of the nineteenth century, operating additional offices on the West Coast, Chicago, Pennsylvania, and an international location in Paris (Valsparglobal.com). It was most likely around this time that the Kearny manufacturing plant was established. The subject two-story brick building was partitioned into four parts and served as a lab, storage, and manufacturing space (Sanborn Map Company 1947). The building to the north was used as a shipping warehouse. A loading dock was located along the front elevation.

Lawson Valentine's grandson, L. Valentine Pulsifer, joined the company in 1903 after receiving his degree in chemistry from Harvard University and three years later produced Valspar – the first clear varnish. Factory production began within two years, along with promotional tours to highlight the product's unique features. For the next few decades, the company rode on the success of Valspar, supported by strong advertising campaigns that made the product a household name. By virtue of Valspar's unparalleled appearance and durability, as well as the unveiling of multiple new products, Valentine & Co. successfully endured the Great Depression and by 1932, Valentine & Co. began to operate as a subsidiary of the newly formed Valspar Corporation (Valsparglobal.com). The site at 81 Jacobus Avenue continued to manufacture paints and varnishes under the name of Valentine & Co., Inc. until around 1950 (Sanborn Map Company 1947).

By 1951, the facility had been acquired by Syncon Resin. Syncon produced resins for paints, pigments, and varnish products on the site until 1981, when a U.S. Coast Guard investigation uncovered the company illegally dumping toxic chemicals and oily wastes into the Passaic River. Federal authorities filed criminal charges for the illegal discharge of Polychlorinated Biphenyl (PCB) – a cancer-causing, non-biodegradable substance – against company president Charles Hauck, vice-president Moe Bauman, and the plant manager Victor Skirtun (The Associated Press 1981:12). The company ceased operations and filed bankruptcy the following year. At the time, the site held 13 buildings, and approximately 13,000 drums of various chemicals, most of which were in poor condition and leaking, as well as two unlined wastewater lagoons where the toxic materials were allowed to evaporate or percolate into the soil. The property was immediately added to the Environmental Protection Agency's (EPA) list at number 43 as the worst hazardous waste site in the country, making it eligible for cleanup under the agency's $1.6 billion superfund (Courier-Post 1982:3).

CONTINUATION SHEET

Historic Sites #:

History (continued):

Clean up of the site began late February of 1984 with the six-month task of removing the chemical drums at the cost of $2 million dollars (Asbury Park Press 1984:3). Upon further testing of the site, studies revealed extensive contamination in the soil, ground water, and buildings, and large volumes of liquid and solid chemical wastes in various storage vessels throughout the plant. Measures were taken for the exaction and disposal of the grossly contaminated soil and decontamination of the structures. In addition, an on-site remediation was installed to extract and treat groundwater (NJDEP 2004).

The cleanup of the property continued to be an ongoing process throughout the end of the twentieth century. In 2013, it was determined that an additional $24 million, on top of the $21 million that had been spent so far, would be needed to finish the project, including digging out the remaining contaminated soil and demolishing the buildings (Guadiano 2014: A4). There is no set completion date for the project.

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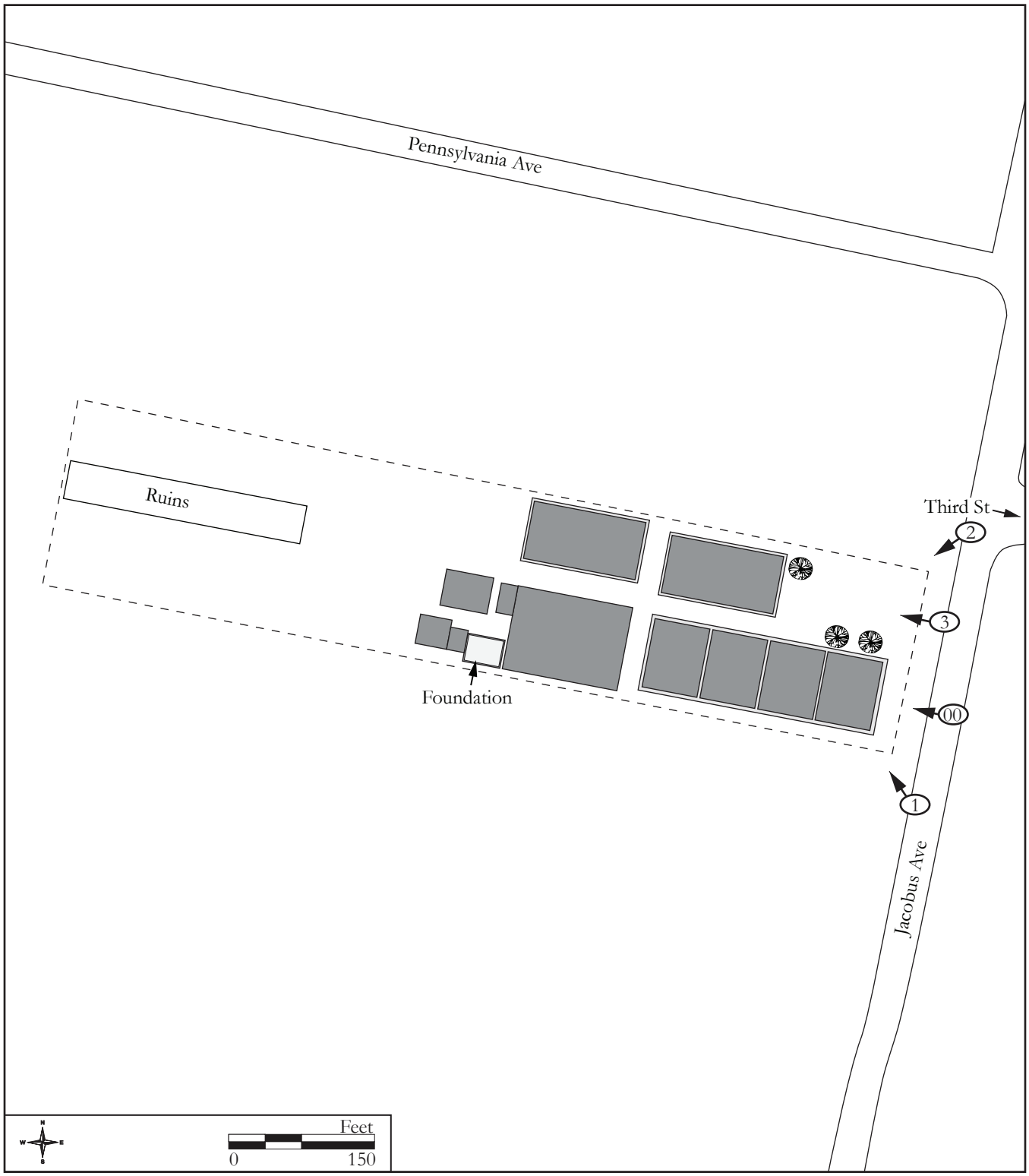
CONTINUATION SHEET

Historic Sites #:



Site Map.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Lauren Szeber
Organization: RGA, Inc.
Date: June 2016

CONTINUATION SHEET

Historic Sites #:

Plate: 1

Photo view:

Northwest

Photographer:

Lauren Szeber

Date:

May 9, 2016

View of the eastern and southern elevations of 81 Jacobus Avenue.

Plate: 2

Photo view:

Southwest

Photographer:

Lauren Szeber

Date:

May 9, 2016

View of the northern elevation of 81 Jacobus Avenue.

CONTINUATION SHEET

Historic Sites #:

Plate: 3

Photo view:

Northwest

Photographer:

Lauren Szeber

Date:

May 9, 2016

Detail of the primary elevation of the one-story northern addition.

BASE SURVEY FORM

Historic Sites #:

Property Name: Lloyd A. Fry Roofing Company

Street Address: *Street #:* 55 *(Low)* _____ *(High)* *Apartment #:* _____ *(Low)* _____ *(High)*

Prefix: _____ *Street Name:* Jacobus *Suffix:* _____ *Type:* AVE

County(s): Hudson **Zip Code:** 07032

Municipality(s): Town of Kearny **Block(s):** 289

Local Place Name(s): Kearny **Lot(s):** 8

Ownership: Private **USGS Quad(s):** Jersey City

Description:

The property of the former Lloyd A. Fry Roofing Company consists of two large warehouse buildings located at the rear of an approximately 5-acre tract. Building 1 is located approximately 30 feet north of the Pulaski Skyway. Constructed between 1934 and 1947, this building served as the warehouse of the Lloyd A. Fry Roofing Company. Building 2 is situated approximately 60 feet north of Building 1. Building 2 was constructed between 1954 and 1966 and replaced the buildings associated with the Trumbull Asphalt Company, which shared the property with the Fry Roofing Company by the mid-twentieth century.

Registration and Status Dates:

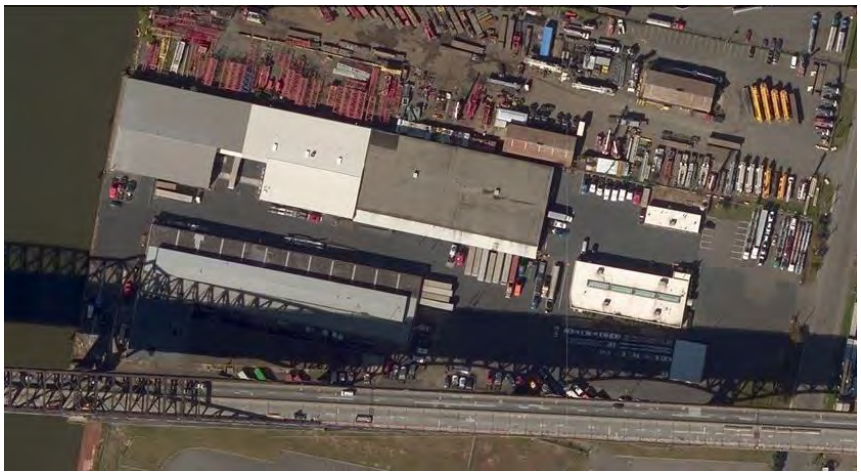
National Historic Landmark: _____ SHPO Opinion: _____

National Register: _____ Local Designation: _____

New Jersey Register: _____ Other Designation: _____

Determination of Eligibility: _____ Other Designation Date: _____

Photograph:



Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

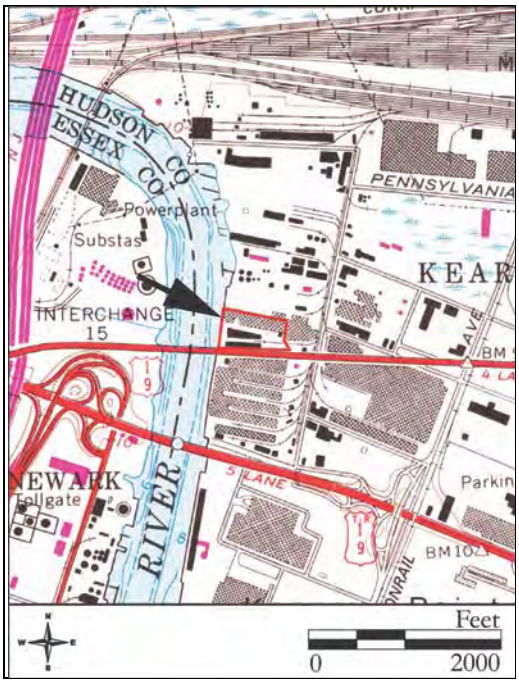
Surveyor: Chelsea Troppauer Date: June 2016

Organization: RGA, Inc.

BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:

See Continuation Sheet

Bibliography/Sources:
See Continuation Sheet.

Additional Information:
The property of the Lloyd A. Fry Roofing Company on Block 289, Lot 8, is grouped together with Block 289, Lots 7 and 8.01. The location of the property is identified in tax assessment records as being at the rear of 55 Jacobus Avenue in Kearny. The buildings on the property were not visible from the public-right-of-way on Jacobus Avenue. The building descriptions were based on what was visible from Bing and Google aerial maps.

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: 2 Building _____ Landscape _____ Farm
_____ Bridge _____ Industry

Within Historic District? ☐ Yes ☒ No **Historic District Name:** _____

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Chelsea Troppauer Date: June 2016
Organization: RGA, Inc.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: Building 1, 55 Jacobus Avenue
Historic Name: Lloyd A. Fry Roofing Company Warehouse
Present Use: Industrial Activity- Goods Handling and Processing
Historic Use: Industrial Activity- Light Industrial
Construction Date: c. 1934-1947 **Source:** G.M. Hopkins & Co 1934; Sanborn Map Company 1947
Alteration Date(s): **Source:**
Designer: Unknown **Physical Condition:** Not Visible
Builder: Unknown **Remaining Historic Fabric:** Not Visible
Style: None
Form: Other **Stories:** 1
Type: Other **Bays:** Not Visible
Roof Finish Materials: Not Visible
Exterior Finish Materials Not Visible

Exterior Description:
Building 1 is a one-story industrial structure constructed between 1934 and 1947 for the Lloyd A. Fry Roofing Company. The main section of the building has a rectangular footprint and is capped by a flat roof. A second story block with a gable roof projects from the center of the main section's roof. A one-story building block extends from the southwest corner of the main building. This block measures one story tall and is capped by a flat roof. The section of the southern block that is attached to the main building has a rectangular footprint. A small, triangular-shaped section extends from the east elevation. The southern block was constructed between 1934 and 1947. The building was not visible from the public right-of-way; therefore, building materials and finishes were not discernible.

Interior Description:
Not Accessible

Setting:
See Continuation Sheet

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: Building 2, 55 Jacobus Avenue
Historic Name:
Present Use: Industrial Activity- Goods Handling and Processing
Historic Use: Industrial Activity- Light Industry
Construction Date: c. 1954-1966 **Source:** NETR 1954, 1966
Alteration Date(s): **Source:**
Designer: Unknown **Physical Condition:** Not Visible
Builder: Unknown **Remaining Historic Fabric:** Not Visible
Style: None
Form: Other **Stories:** 1
Type: Other **Bays:** Not Visible
Roof Finish Materials: Not Visible
Exterior Finish Materials Not Visible

Exterior Description:
Building 2 is a one-story industrial structure constructed between 1954 and 1966. The building is capped by a low-pitched gable roof and is comprised of two sections. The western portion of the building has a U-shape footprint. The eastern section of the building has a rectangular footprint. On the south elevation of the eastern section of the building, a pent roof adjoins the building's flat roof. The building was not visible from the public right-of-way; therefore, building materials and finishes were not discernible.

Interior Description:
Not Accessible

Setting:
See Continuation Sheet

ELIGIBILITY WORKSHEET

Historic Sites #:

History:
Beginning in the late nineteenth and early twentieth centuries, the town of Kearny became an attractive location for industry and commerce. Situated between the metropolitan center of Newark and Jersey City, Kearny attracted businesses due to the town's easy access to major roadways, waterways and railroads (Krasner 2000). By 1934, the industrial development of South Kearny neighborhood focused along the coastline of the Passaic and Hackensack Rivers (G.M. Hopkins & Co 1934). By this date, the land was under the ownership of the Lincoln Terminal Corporation and there were no buildings on the western half of the property (G.M. Hopkins & Co. 1934). Buildings were generally situated farther east towards Jacobus Avenue.

By 1947, the property was identified as the locations of the Trumbull Asphalt company and the Lloyd A. Fry Roofing Company (Sanborn Map Company 1947). The Trumbull Asphalt Company contained at least four buildings and five structures situated to the north of the property. The buildings generally measured one-story tall and were used as warehouses (Sanborn Map Company 1947). The buildings associated with the Lloyd A. Fry Roofing Company were located in the southern part of the property and consisted of a large, rectangular-shaped building with a polygonal-shaped roofing warehouse attached to the south elevation (Sanborn Map Company 1947). A railroad siding extended from Jacobus Avenue westward along the north and south elevations of the Fry Roofing Company building.
See Continuation Sheet.

Significance:
The buildings located at 55 Jacobus Avenue are not individually or collectively significant. Architecturally, the buildings are unremarkable examples of mid-to-late twentieth century industrial architecture, a common building type in South Kearny. Research did not uncover any information to suggests that the building were associated with a historical event or significant individual.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility:
The buildings at 55 Jacobus Avenue are not recommended individually or collectively eligible for listing on the National Register of Historic Places. Architecturally, the buildings do not exemplify a type, period or method of construction and are not associated with the work of a master. Research did not uncover any information to suggest that the buildings were associated with a significant individual or attributed to the larger development of Kearny as an industrial area.

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:
Building/ Element Attachment: Building 1, 2

Narrative Boundary Description:
N/A

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Chelsea Troppauer Date: June 2016
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

Setting:
The buildings on the Lloyd A. Fry Roofing Company property are situated on a rectangular shaped parcel at the rear of 55 Jacobus Avenue. Building 1 is located near the south property line approximately 30 feet north of the Pulaski Skyway. Building 2 is approximately 60 feet north of Building 1 near the northern property line. It is surrounded by an asphalt paved drive and parking lots and is set back from Jacobus Avenue approximately 400 feet. The surrounding area is comprised of commercial and industrial development, primarily dating from the early to mid-twentieth century. The Passaic River is located adjacent to Building 2 and approximately 80 feet west of Building 1.

History (continued):
During the mid-twentieth century, the Lloyd A. Fry Roofing Company was one of the world's largest asphalt roofing manufacturers. Headquartered in Summit, Illinois, the Kearny warehouse was one of company's 23 roofing plants throughout the United States by 1960 (Salt Lake Tribune 1960). Research uncovered limited information on the history of the Trumbull Asphalt Company. Sometime between 1954 and 1966, the buildings associated with the Trumbull Asphalt Company were demolished and replaced with the current one-story warehouse along the northern property line (NETR 1954, 1966). It is unclear for how long either company operated out of this location; however, in 1977; the Owen-Corning Fiberglass Corporation acquired both companies (U.S. Environmental Protection Agency 1980). It is likely that around this time the roofing operations were moved to the OwenCorning Kearny plant at 1249 Newark Jersey Turnpike. Since 1966, the footprints of the buildings have remained largely unchanged (NETR 1966, 1979, 1987, 2002, 2006, 2013).

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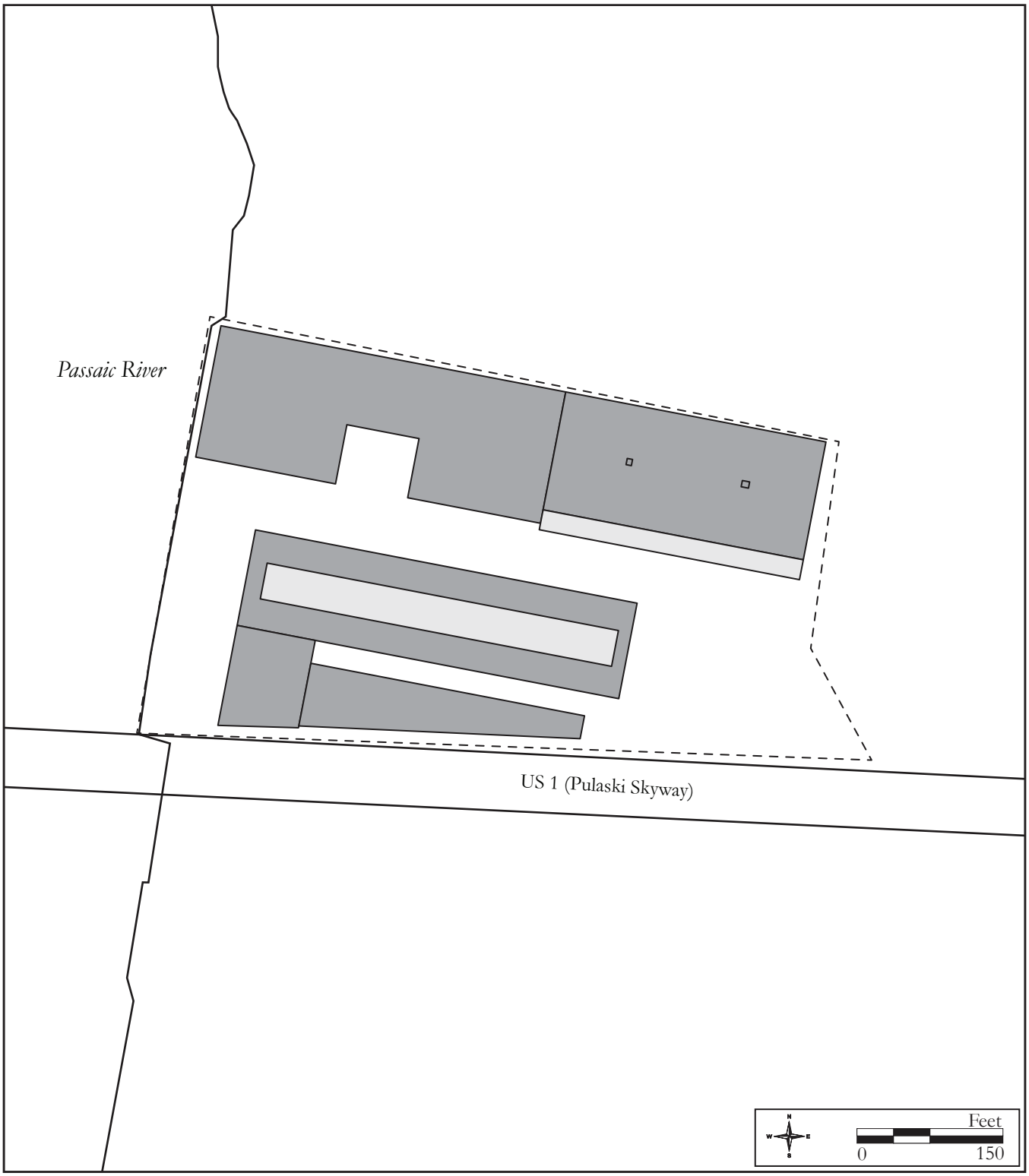
CONTINUATION SHEET

Historic Sites #:



Site Map.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Chelsea Troppauer
Organization: RGA, Inc.
Date: June 2016

BASE SURVEY FORM

Historic Sites #:

Property Name: 58 Jacobus Avenue

Street Address: *Street #:* 58 (Low) _____ (High) *Apartment #:* _____ (Low) _____ (High)

Prefix: _____ *Street Name:* Jacobus *Suffix:* _____ *Type:* AVE

County(s): Hudson **Zip Code:** 07032

Municipality(s): Town of Kearny **Block(s):** 290

Local Place Name(s): Kearny **Lot(s):** 20

Ownership: Private **USGS Quad(s):** Jersey City

Description:

The building at 58 Jacobus Avenue is a one-story, 11-bay wide industrial building constructed circa 1940. The building has an irregular footprint and capped by a shallow side-gable roof. A one-story concrete projection extends from the north elevation of the building featuring 10 large garage bays. A vinyl-covered door is situated on the western-most portion of the primary elevation, allowing access to the building. A one-story, concrete block addition projects from the east elevation. The primary façade of this block is slightly recessed and fronts 2nd Street. The primary elevation is dominated by four full-height garage bays. The roof is flat.

Registration and Status Dates:

National Historic Landmark: _____ SHPO Opinion: _____

National Register: _____ Local Designation: _____

New Jersey Register: _____ Other Designation: _____

Determination of Eligibility: _____ Other Designation Date: _____

Photograph:

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

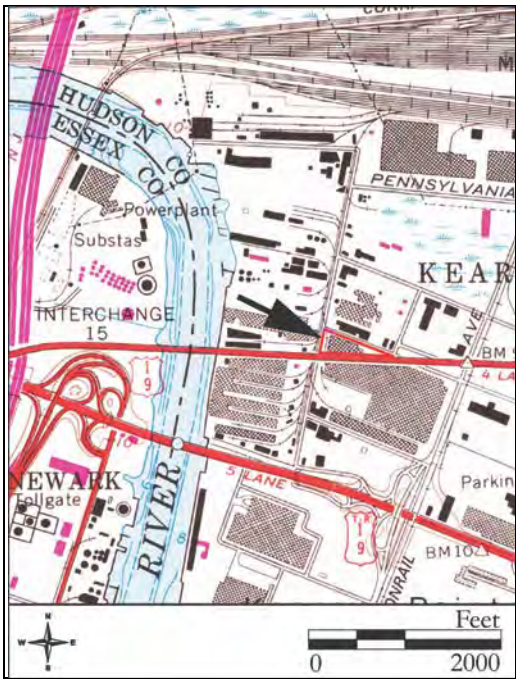
Surveyor: Lauren Szeber Date: June 2016

Organization: RGA, Inc.

BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:

See Continuation Sheet

Bibliography/Sources:
See Continuation Sheet

Additional Information:
N/A

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: 1 Building _____ Landscape _____ Farm
_____ Bridge _____ Industry

Within Historic District? ☐ Yes ☒ No **Historic District Name:** _____

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Lauren Szeber Date: June 2016
Organization: RGA, Inc.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: 58 Jacobus Avenue
Historic Name: American Stores Co.
Present Use: Commercial activity
Historic Use: Light industrial
Construction Date: Circa 1940 **Source:** G.M. Hopkins & Co. 1934, Sanborn Map Company 1947
Alteration Date(s): **Source:**
Designer: Unknown **Physical Condition:** Good
Builder: Unknown **Remaining Historic Fabric:** Low
Style: None
Form: Other **Stories:** 1
Type: Other **Bays:** 11
Roof Finish Materials: Rolled Asphalt
Exterior Finish Materials Concrete block

Exterior Description:
See Base Survey

Interior Description:
Not Accessible

Setting:
The building at 58 Jacobus Avenue is situated on a triangular parcel on the south corner of Jacobus Avenue and 2nd Street in Kearny, Hudson County, New Jersey. The building is oriented with its primary elevation facing north and is set back from the road approximately 15 feet. It is surrounded by a paved parking lot, and the Pulaski Skyway extends directly overhead. The surrounding area consists of industrial development dating from the early to mid-twentieth century.

ELIGIBILITY WORKSHEET

Historic Sites #:

History:
See Continuation Sheet

Significance:
The building located at 58 Jacobus Avenue is an extant example of an industrial building constructed during a period of Kearny's development as a center of industry and commerce. Architecturally the building is unremarkable and a common industrial building type found in the area. Research did not uncover any information to suggest that the buildings were associated with a significant person or historical event.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility:
The building at 58 Jacobus Avenue is not individually eligible for listing on the National Register of Historic Places (NRHP). Architecturally, the building does not exemplify a type, period or method of construction and was not associated with the work of a master. Furthermore, the substantial additions made to the building significantly diminished the integrity in the areas of design and workmanship. Research uncovered no information to suggest that the building was associated with a significant person or contributed to the development of Kearny as an industrial area. For these reasons, the building at 31 Pennsylvania Avenue is not recommended individually eligible for listing on the NRHP.

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:

Narrative Boundary Description:

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Lauren Szeber Date: June 2016
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

History:

Beginning in the late nineteenth and early twentieth centuries, the town of Kearny became an attractive location for industry and commerce. Situated between the metropolitan center of Newark and Jersey City, businesses that relocated to Kearny benefited from the town's easy access to major roadways, waterways and railroads (Krasner 2000). The building at 58 Jacobus Avenue first appears on the 1947 Sanborn Insurance Map (Sanborn Map Company 1947). It is not indicated on the 1934 G.M. Hopkins & Co. *Atlas of Hudson County*, suggesting that it was constructed at some point between 1934 and 1947 (G.H. Hopkins & Co. 1934).

The footprint of the building has remained relatively the same since its construction. In 1947, it stood as one-story, irregular-plan building constructed from concrete blocks with a concrete floor and steel deck roof. A loading dock ran the length of the primary (north) elevation. The building consisted of a salvage space, carpenter shop, and storage space (Sanborn Map Company 1947). At the time, the property was occupied by the American Stores Company. The American Stores Company, the parent of Acme Markets, was established in 1917 with the merger of five Philadelphia chain store business; however, its beginnings can be traced back to a single store opened in 1891 by Robinson & Crawford (Fry 1991:43). By the late 1930s, the preference and convenience of one-stop shopping drove the transition from local corner stores to the age of the supermarket. Head of the American Stores Company's North Jersey zone, Paul Cupp, was assigned the responsibility for opening the first two company supermarkets in Paterson, New Jersey, in 1937 (Fry 1991:52). It was likely around this time that the building at 58 Jacobus Avenue was constructed. The company had also established a large grocery warehouse on the adjacent lot (Sanborn Map Company 1947). American Stores Company continued to expand nationally throughout the twentieth century (Fry 1991:57). Today the building is occupied by multiple industrial and commercial businesses, including South Kearny Truck Repair.

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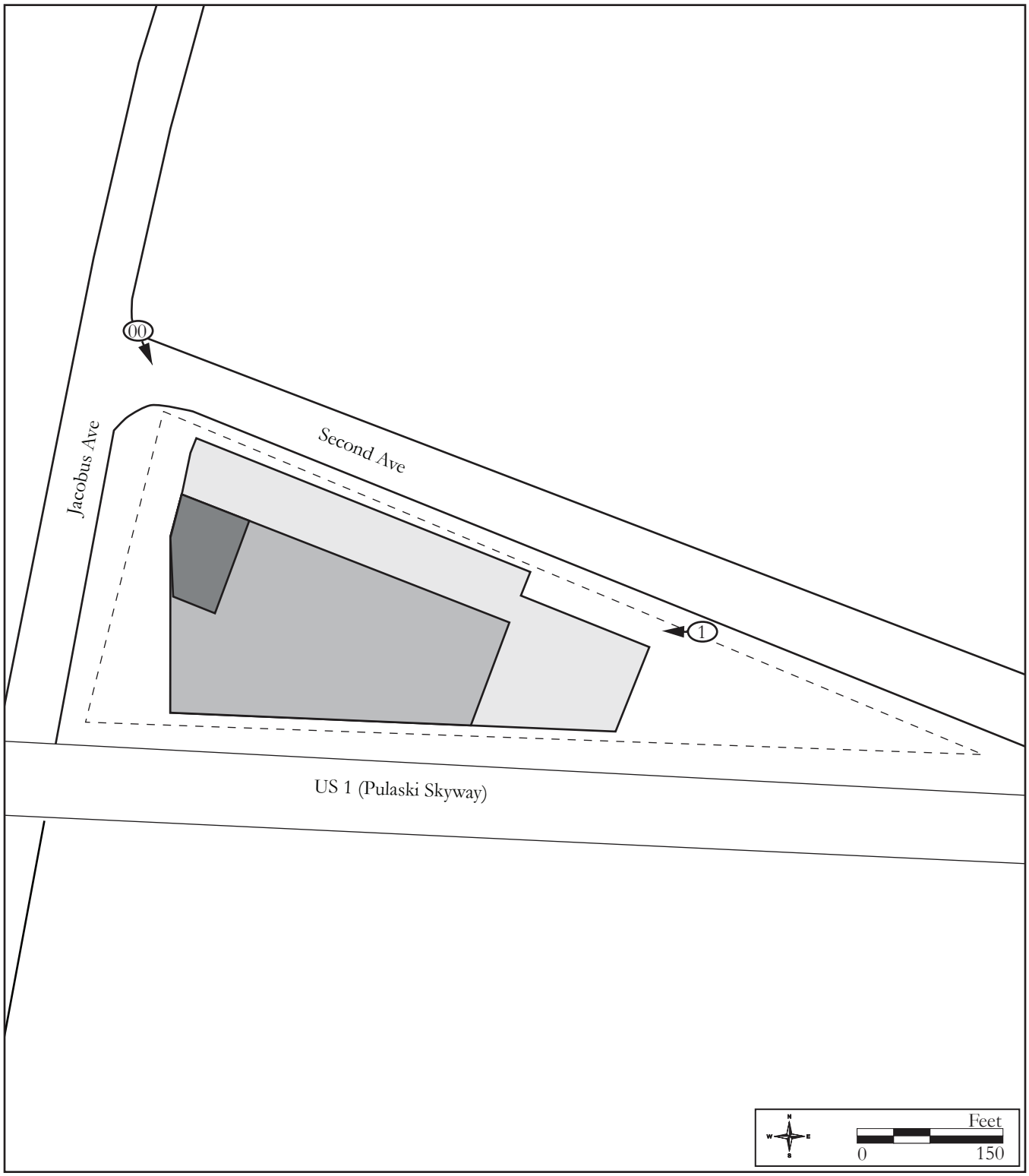
Sanborn Map Company
1947 *Insurance Maps of Harrison and Kearny, New Jersey 1907* [Expanded 1947]. Sanborn Map Company, New York, New York.

CONTINUATION SHEET

Historic Sites #:



Site Map.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Lauren Szeber
Organization: RGA, Inc.
Date: June 2016

CONTINUATION SHEET

Historic Sites #:

Plate: 1

Photo view:

West

Photographer:

Lauren Szeber

Date:

May 9, 2016

Primary (northern) elevation of 58 Jacobus Avenue.

BASE SURVEY FORM

Historic Sites #:

Property Name: Egyptian Lacquer Manufacturing Company Kearny Plant

Street Address: *Street #:* 64 (Low) 84 (High) *Apartment #:* (Low) (High)

Prefix: *Street Name:* Jacobus *Suffix:* *Type:* AVE

County(s): Hudson **Zip Code:** 07032

Municipality(s): Town of Kearny **Block(s):** 291

Local Place Name(s): Kearny **Lot(s):** 2.01

Ownership: Private **USGS Quad(s):** Jersey City

Description:

The property at 64-84 Jacobus Avenue was the location of the former Keany plant for the Egyptian Lacquer Manufacturing Company and consists of two buildings on approximately 8 acres (Plates 1-3). The smaller of the two buildings (Building 1) is oriented towards Jacobus Avenue on the west end of the property. Constructed in 1917, the building served as the offices of the Egyptian Lacquer Manufacturing Company and was expanded in 1923. The company's manufacturing building (Building 2) is situated east of Building 1. It was constructed in 1917 and had subsequent building additions to the west elevation built between 1917 and 1947.

Registration and Status Dates:

National Historic Landmark: SHPO Opinion:

National Register: Local Designation:

New Jersey Register: Other Designation:

Determination of Eligibility: Other Designation Date:

Photograph:

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Chelsea Troppauer Date: June 2016

Organization: RGA, Inc.

BASE SURVEY FORM

Historic Sites #:

Location Map:

Site Map:

See Continuation Sheet

Bibliography/Sources:
See Continuation Sheet

Additional Information:
None

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: 1 Building ____ Landscape ____ Farm
____ Bridge 1 Industry

Within Historic District? ☐ Yes ☒ No **Historic District Name:** ____

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Chelsea Troppauer Date: June 2016
Organization: RGA, Inc.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: Building 1
Historic Name: Offices, Egyptian Lacquer Manufacturing Company
Present Use: No Activity
Historic Use: Commercial Activity- Office Activity
Construction Date: 1917 **Source:** Sanborn Map Company 1918, 1947
Alteration Date(s): 1923 **Source:** Sanborn Map Company 1947
Designer: Lockwood Greene & Company **Physical Condition:** Fair
Builder: Turner Construction Company **Remaining Historic Fabric:** Medium
Style: Classical Revival
Form: Other **Stories:** 2
Type: Other **Bays:** 6
Roof Finish Materials: Rolled Asphalt
Exterior Finish Materials Brick, Running Bond

Exterior Description:
Building 1 is a two-story, six-bay wide building constructed as the offices of the Egyptian Lacquer Manufacturing Company. The western section of the building measuring three bays by four bays was constructed in 1917. In 1923, a two-story, three-bay by three-bay addition was constructed on the south elevation. A second-story passageway was added to the east elevation of the 1917 section of the building between 1917 and 1946. This passageway connects the second story of the office building to the second story of Building 2, located to the east.

The building is laid with a brick running course and topped by a flat roof. A concrete water table and cornice extend the entire perimeter of the building. Concrete pilasters are applied to the corners and center of the east and west elevations. There are two building entrances, on the west and south elevations. Both of the entrances are encased within a two-story concrete bay topped by a parapet wall that extends above the roof line. A shed roof is located above both of the entrance doors on the first story. There is an additional concrete bay centered on the west elevation of the 1923 addition. Windows consist primarily of replacement 1/1 vinyl sash with concrete sills below. A second story window bay on the north elevation was converted into an emergency exit accessible by metal stairs. Each of the first-story windows are topped by an asphalt shingle shed roof.

Interior Description:
Not Accessible

Setting:
See Continuation Sheet

INDUSTRY ATTACHMENT

Historic Sites #:

Common Name: Building 2
Historic Name: Warehouse/ Manufacturing Building, Egyptian Lacquer Manufacturing Company
Present Use: No Activity
Historic Industry: Paints and Varnishes **Building ID:**

Construction Date: 1917 **Source:** Sanborn Map Company 1918, 1947
Alteration Date(s): c. 1918-1947 **Source:** Sanborn Map Company 1918, 1947

Architect: Lockwood Greene & Company **Physical Condition:** Poor
Builder: Turner Construction Company **Remaining Historic Fabric:** Medium
Style: None **Length:** 300 ft (approx) **Stories:** 2
Width: 165 feet (approx) **Bays:** N/A

Exterior Finish Materials: Concrete
Foundation Materials: Modern Concrete
Structural System: Beam and Slab **Roof System:** Unknown
Roof Finish Materials: Rolled Asphalt
Equipment/Machinery: N/A
Transportation Links: Rail Siding

Exterior Description:
Building 2 is a two-story, reinforced concrete industrial structure topped by a flat roof. The exterior walls generally consist of concrete; however there is brick paneling between the first and second stories and a brick wall on the first story of the west elevation. The eastern half of the building was originally constructed in 1917 as the manufacturing and storage house for the Egyptian Lacquer Manufacturing Company. This section of the building consists of a north and south facing building block which are connected at the center by a rectangular shaped block. On the roof of the south-facing block, there is a one-story gable-roof structure. The walls of the earlier sections of the building generally have narrow, rectangular shaped window bays. On the north elevation wall of the 1917 section, these bays contain of multi-pane metal sash windows with a multi-pane transom above.

Two, two-story additions, constructed between 1917 and 1947, protrude from the west elevation of both building blocks. The two additions are connected by a rectangular building block topped by a flat roof. A smaller gable roof extends along the center of the flat roof in this section of the building. The window bays in the later sections of the building are larger in size and generally contain 48-pane metal sash windows. Large doorways and a loading platform line the first story of the west elevations. The loading platform is capped by a flat metal roof supported by metal cables. On the west elevation of the north-facing addition, there is a second-story passageway that connects this section of the building to the former office building (Building 1) located to the west. The foundation is likely concrete.

Interior Description:
Not Accessible

Setting:
See Continuation Sheet

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Chelsea Troppauer Date: June 2016
Organization: RGA, Inc.

ELIGIBILITY WORKSHEET

Historic Sites #:

History:
See Continuation Sheet

Significance:
The buildings on 64-84 Jacobus Avenue were once a part of a larger industrial complex operated by the Egyptian Lacquer Manufacturing Company during the early to late twentieth century. Although the firm that designed the early-twentieth century buildings (Lockwood & Greene) was popular for their design of industrial buildings, research did not suggest that the company's design of the Kearny plant represented a significant milestone or advancement in the field of industrial architecture, or the buildings represented a notable example within the company's broader resume.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility:
The resources on the property of 64-84 Jacobus Avenue are not individually or collectively eligible for listing on the National Register of Historic Places (NRHP). Architecturally, none of the buildings or structures on the property exemplifies a type, period or method of construction. Since the late twentieth century, the majority of the buildings on the complex associated with the Egyptian Lacquer Manufacturing Company have been demolished. Out of the ten buildings on the property in 1947, only two remain. Modern alterations to the two remaining buildings (specifically Building 2) have denigrated the property's integrity of design, materials and workmanship. These modern alterations include the removal and covering of window and door bays, replacement of windows, and additions. Research uncovered no information to suggest that the buildings and structures on the property were associated with any significant people or events. For these reasons, the buildings at 64-84 Jacobus Avenue are not individually or collectively eligible for listing on the NRHP under Criteria A, B, and C.

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:
Building/Element Attachment: Building 1
Industry Attachment: Building 2

Narrative Boundary Description:
N/A

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Chelsea Troppauer Date: June 2016
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

Setting:

The property of 64-84 Jacobus Avenue is situated a polygonal shaped parcel on the east side of Jacobus Avenue. A small section at the south of the property abuts the north side of Second Street. The two buildings on the property, the office and manufacturing building, are oriented with their primarily elevations facing west towards Jacobus Avenue. The office (referred to herein as Building 1) is located near the western property line and is set back from the roadway approximately 25 feet. The manufacturing building (Building 2) is approximately 35 feet south of the office. It is surrounded by an asphalt paved drive and parking lots and is set back from the roadway approximately 100 feet. The surrounding area is comprised of commercial and industrial development, primarily dating from the early to mid-twentieth century.

History:

The property of 64-84 Jacobus Avenue was developed in the early twentieth century by the engineering firm of Lockwood & Greene as the Egyptian Lacquer Manufacturing Company's Kearny Plant. The Egyptian Lacquer Manufacturing Company began in 1876 out of the back room of a drug store in Rahway, New Jersey (Dinnen 1988). By the early twentieth century, the company had purchased the property on the east side of Passaic Avenue (later Jacobus Avenue) as the location of their new manufacturing plant. The Egyptian Lacquer Manufacturing Company hired the engineering firm of Lockwood & Greene to design the industrial buildings for the plant.

The firm of Lockwood and Greene was established by the principal engineer Amos D. Lockwood in 1871. His partner Stephen Greene joined the firm in 1882. During the late nineteenth and early twentieth centuries, the firm evolved from one the of most prominent textile mill engineering firms to a company considered to be an authority on industrial buildings (Bradley 1999). Around the time that the buildings for the Egyptian Lacquer Manufacturing Company were constructed, Lockwood & Greene developed an expertise in reinforced concrete design and established an architectural department to improve the appearance of industrial plants (Bradley 1999).

The Turner Construction Company was hired to build the Kearny plant (International Trade Press 1918). Construction of the plant began in the fall of 1916 and was completed by early 1917. The majority of the buildings were made of beam and slab type of reinforced concrete construction on piles (International Trade Press 1918). Cartographic evidence shows approximately six buildings and structures on the property by 1918 (Figure 1). These buildings were an office (here identified as Building 1), a store room/ manufacturing building (here identified as Building 2), distilling building, nitrating building, pump house and a water tower (Sanborn Map Company 1918). Building 1 was expanded upon in 1923 and continued to operate as an office for the company until 1946, when a new office building was constructed at the northwest corner of the property. The new office building was used by the sales, accounting and advertising departments (Sanborn Map Company 1947; Fishing Publications 1946).

By 1947, there were a total of 12 buildings and structures on the property (Figure 2; Sanborn Map Company 1947). The new buildings constructed by this time were a maintenance stockroom, material storage building and three unidentified buildings near the northeast corner of the property. Research did not uncover any information to suggest that Lockwood & Greene designed these later buildings. All of the early twentieth-century buildings, with the exception of the Nitrating Building, had additions by this date, and many had changed in use. For example, the former distilling building was then used as a manufacturing building. Building 2 continued to serve as a warehouse and manufacturing space; however, extensive additions to the west elevation of the building allowed the building to also be used as a shipping and laboratory facility.

CONTINUATION SHEET

Historic Sites #:

History (continued):

The Egyptian Lacquer Manufacturing Company continued to operate out of its Kearny plant until at least late 1970s, when the company moved its main facility to Tennessee (Dinnen 1988). Demolition of the buildings on the property began gradually during the late twentieth century. Sometime between 1979 and 1987, the water tower and early twentieth-century material storage building were demolished (NETR 1979, 1987). The maintenance storage room constructed between 1918 and 1947 was torn down between 1995 and 2002 (NETR 1995, 2002). From 2002 to 2006, the unidentified buildings south of the 1946 office buildings and the former nitrating and distilling buildings were removed (NETR 2002, 2006). The early-twentieth century boiler and pump house was demolished between 2008 and 2010 (NETR 2008, 2010). The most recent demolition on the property was the 1946 office building, between 2013 and 2016 (NETR 2013, fieldwork observations 2016).

Bibliography:

Bradley, Betsy
1999 *The Works: The Industrial Architecture of the United States.* Oxford University Press, New York, New York.

Dinnen, S.P.
1988 Egyptian Lacquer Covers Competition. *Indianapolis Star* 16 August: 22. Indianapolis, Indiana.

Fishing Publications Company
1946 "New Egyptian Manufacturing Office Building." *Organic Finishing Magazine* 7: 59.

International Trade Press
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Sanborn Map Company
1918 *Insurance Maps of Harrison and Kearny, New Jersey 1907* [Expanded 1918]. Sanborn Map Company, New York, New York.
1947 *Insurance Maps of Harrison and Kearny, New Jersey 1907* [Expanded 1947]. Sanborn Map Company, New York, New York.

CONTINUATION SHEET

Historic Sites #:

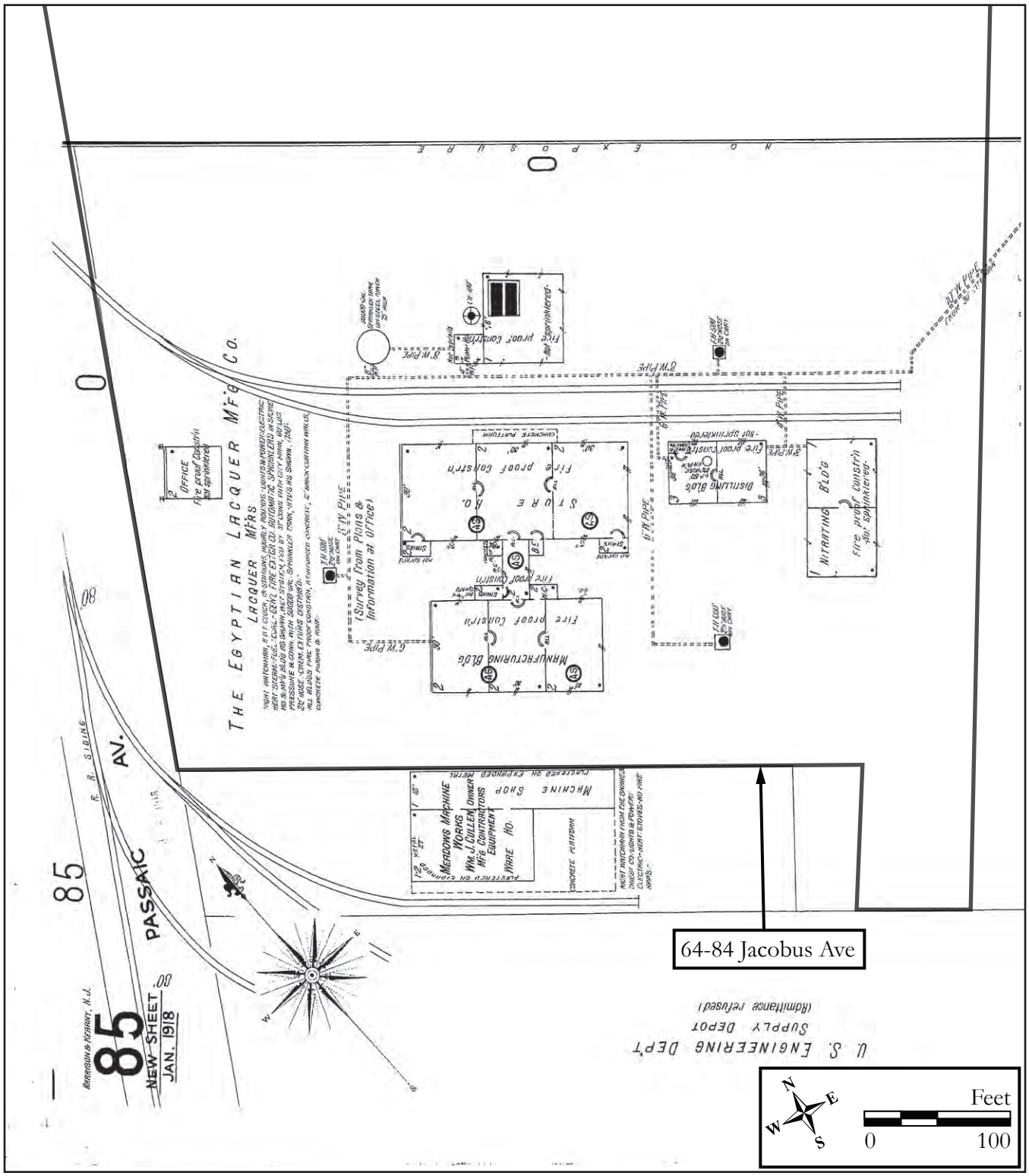


Figure 1: 1918 Sanborn Map Company, Insurance Maps of Harrison and Kearny, New Jersey 1907 [Expanded 1918].

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Chelsea Troppauer
Date: June 2016
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

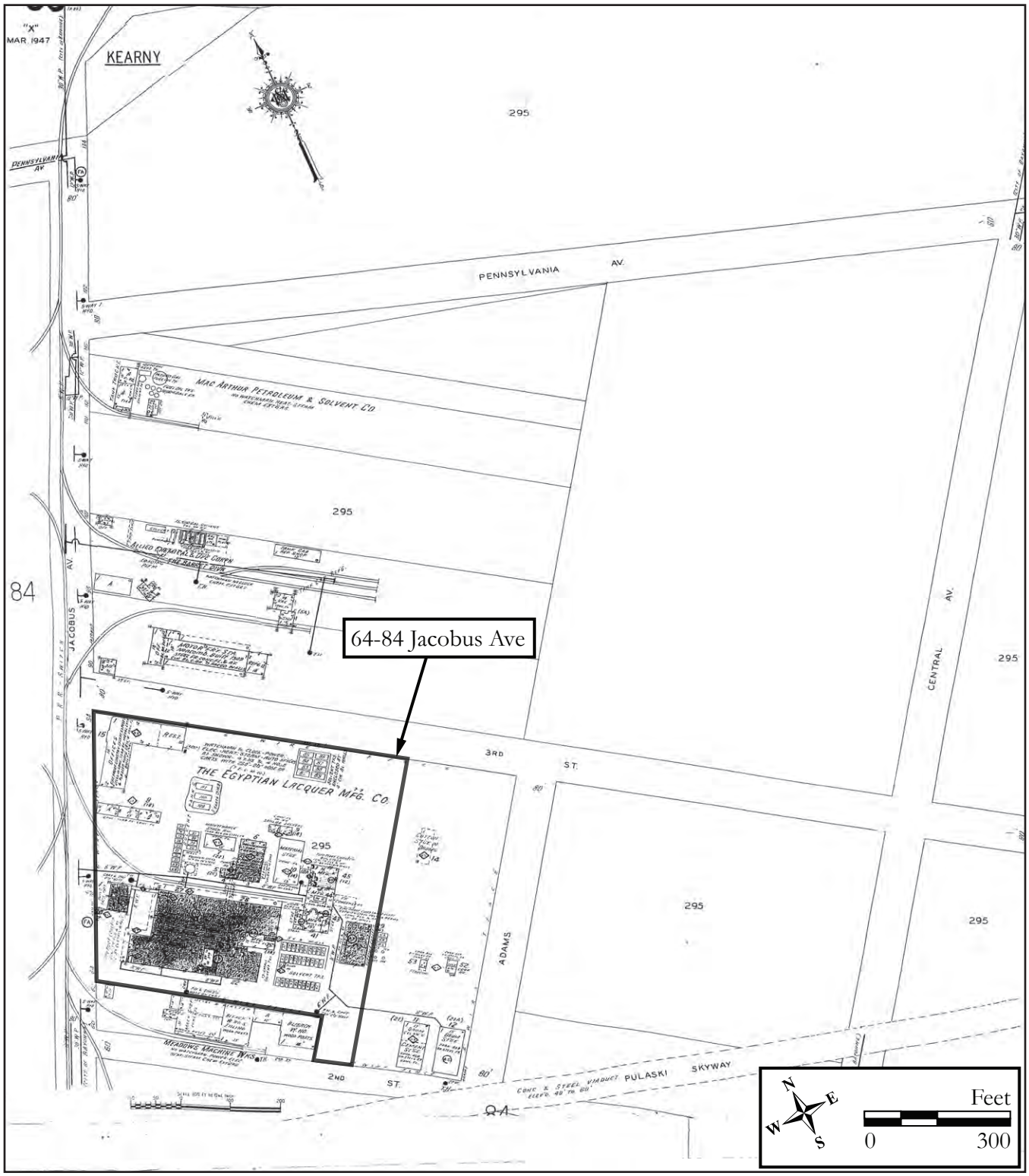
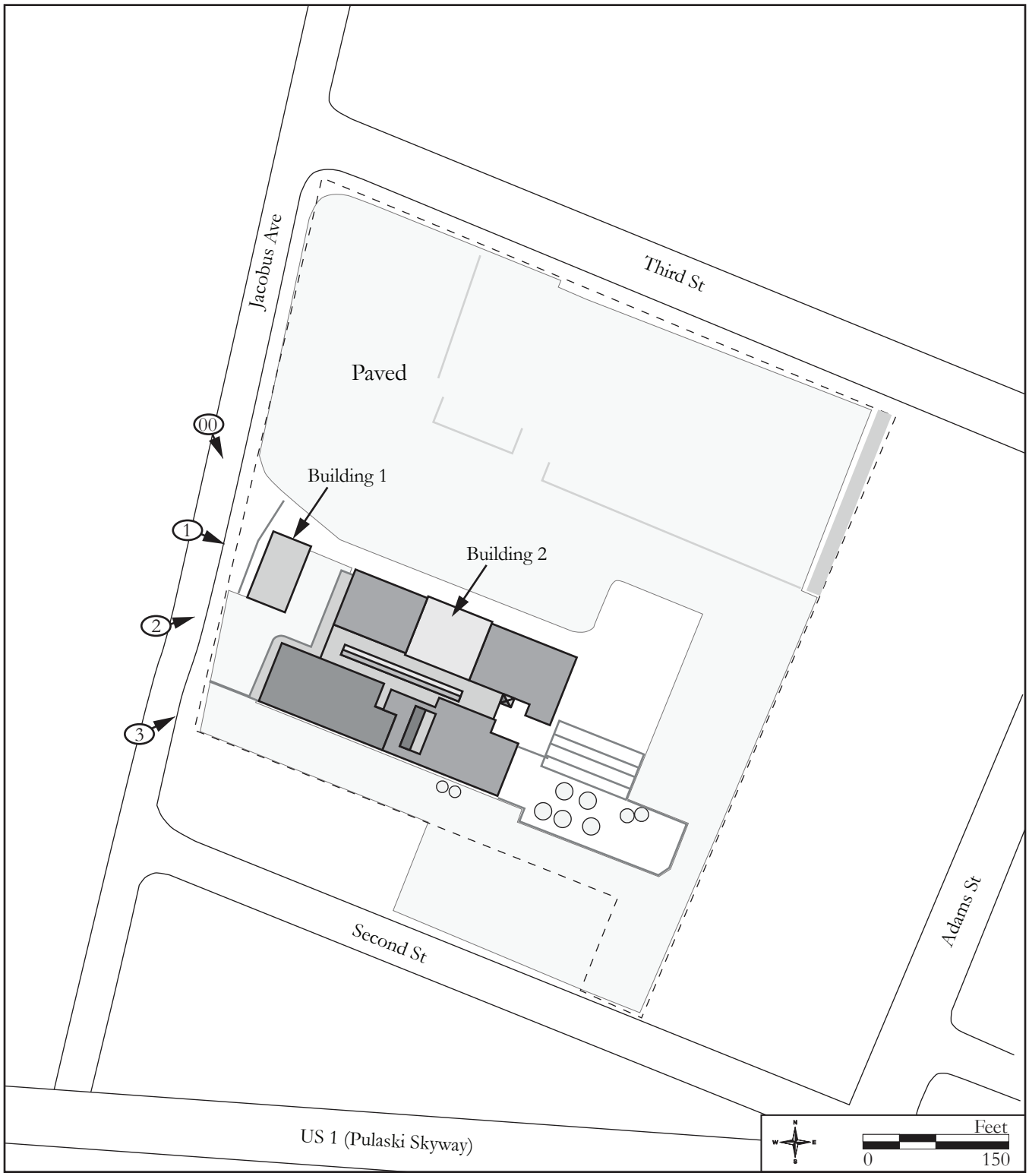


Figure 2: 1947 Sanborn Map Company, Insurance Maps of Harrison and Kearny, New Jersey 1907 [Expanded 1947].

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Chelsea Troppauer
Date: June 2016
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:



Site Map.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Chelsea Troppauer
Date: June 2016
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

Plate 1:

Photoview:

East

Photographer:

Chelsea Troppauer

Date:

May 9, 2016

View showing the west elevation of Building 1 from Jacobus Avenue.

Plate 2:

Photoview:

Northeast

Photographer:

Chelsea Troppauer

Date:

May 9, 2016

View showing the west and south elevations of Building 1 from Jacobus Avenue.

CONTINUATION SHEET

Historic Sites #:

Plate 3:

Photoview:

Northeast

Photographer:

Chelsea Troppauer

Date: May 9, 2016

View showing Buildings 1 and 2 from the southwest corner of the property.

BASE SURVEY FORM

Historic Sites #:

Property Name: 48 Third Street

Street Address: *Street #:* 48 *(Low)* _____ *(High)* *Apartment #:* _____ *(Low)* _____ *(High)*

Prefix: _____ *Street Name:* Third *Suffix:* _____ *Type:* ST

County(s): Hudson **Zip Code:** 07032

Municipality(s): Town of Kearny **Block(s):** 292

Local Place Name(s): Kearny **Lot(s):** 2

Ownership: Private **USGS Quad(s):** Jersey City

Description:

The property of 48 Third Street consists of two buildings on approximately 4.5 acres of land (Plates 1-5). Both buildings were constructed between 1954 and 1966. The larger of the two buildings is Building 1 oriented towards Third Street near the northwest corner of the property. Building 1 serves as a commercial and industrial use as the offices of the Lommas Company as well as a goods handling and processing building. Building 2 is situated 70 feet east of Building 1 and is oriented north towards Third Street. Building 2 currently serves as a garage for the Penske Trucking Company.

Registration and Status Dates:

National Historic Landmark: _____ SHPO Opinion: _____

National Register: _____ Local Designation: _____

New Jersey Register: _____ Other Designation: _____

Determination of Eligibility: _____ Other Designation Date: _____

Photograph:

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

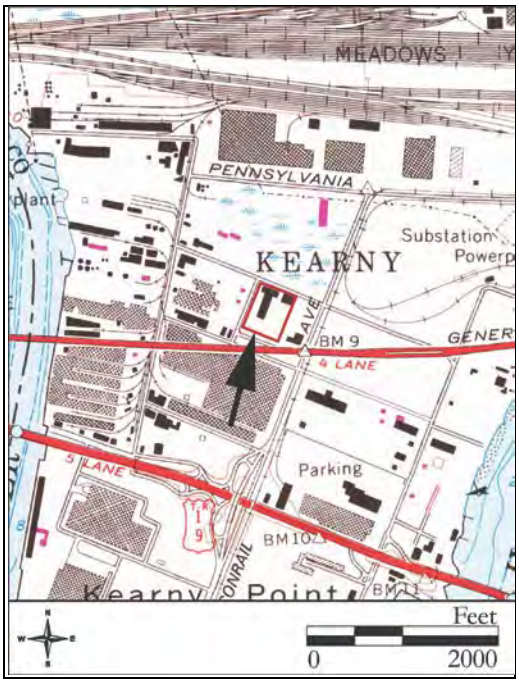
Surveyor: Chelsea Troppauer Date: June 2016

Organization: RGA, Inc.

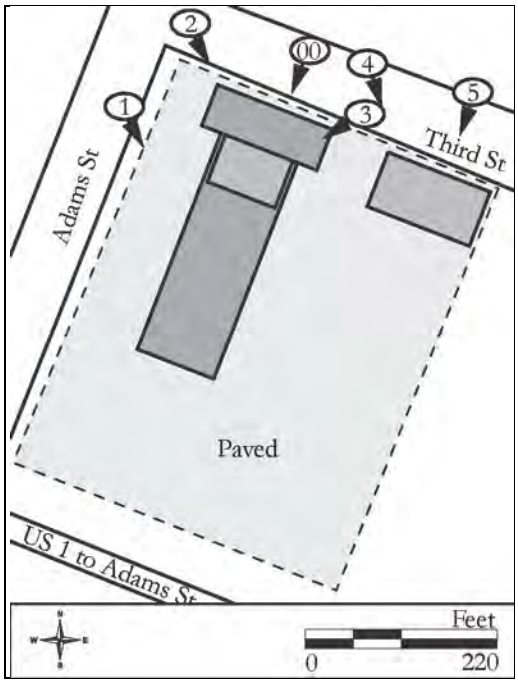
BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources:
See Continuation Sheet

Additional Information:
None.

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: 2 Building _____ Landscape _____ Farm
_____ Bridge _____ Industry

Within Historic District? ☐ Yes ☒ No **Historic District Name:** _____

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Chelsea Troppauer Date: June 2016
Organization: RGA, Inc.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: Building 1, 48 Third Street
Historic Name:
Present Use: Commercial Activity; Office Activity
Historic Use:
Construction Date: c. 1954-1966 **Source:** NETR 1954, 1966
Alteration Date(s): **Source:**
Designer: Unknown **Physical Condition:** Good
Builder: Unknown **Remaining Historic Fabric:** Medium
Style: Modernistic
Form: Other **Stories:** 2
Type: Other **Bays:** 5
Roof Finish Materials:
Exterior Finish Materials Brick, Running Bond

Exterior Description:
Building 1 is a two-story, brick building constructed between 1954 and 1966. The building has a T-shaped footprint and topped by a flat roof. The northern portion of the building is a rectangular block measuring five bays long by five bays wide. A rectangular brick block measuring five bays wide and eight bays long extends from the center of the south elevation. A rectangular block covered in synthetic siding protrudes south from the rear rectangular brick block. Large raised garage bays line the east and west elevations of the synthetic siding rectangular block.

The primary elevation of the building is oriented north towards Third Street. The south elevation has a raised basement level. Ribbon windows consisting of three and five sets of 1/1 sash line the south elevation. The primary entrance to the building is centered on the south elevation and consists of a single glazed door flanked by single pane sidelights. A large window bay spanning the first and second stories is positioned above the primary entrance. The window bay contains six, fixed panes. On the first and second stories, the central window bay is framed by smaller 1/1 sash windows. The windows on the remaining elevations generally consist of 1/1 sash.

Interior Description:
Not Accessible

Setting:
See Continuation Sheet.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: Building 2, 48 Third Street
Historic Name:
Present Use: Transportation and Movement Activity; Vehicular Parking
Historic Use: Transportation and Movement Activity; Vehicular Parking
Construction Date: c. 1954-1966 **Source:** NETR 1954, 1966
Alteration Date(s): **Source:**
Designer: Unknown **Physical Condition:** Good
Builder: Unknown **Remaining Historic Fabric:** Medium
Style: None
Form: Other **Stories:** 2
Type: Garage **Bays:** 10
Roof Finish Materials:
Exterior Finish Materials Brick, Running Bond

Exterior Description:
Building 2 is a two-story, 10-bay wide garage and commercial space constructed between 1954 and 1966. The building has a rectangular shaped footprint and is topped by a flat roof. Six large door bays measuring two stories tall line the majority of the primary (north) elevation. Each bay is covered by a rolling aluminum garage door. A pedestrian doorway is situated to the east of the garage doors. Windows consists primarily of 1/1 and 2/1 metal sash and sliding 1/1 vinyl sash.

Interior Description:
Not Accessible

Setting:
See Continuation Sheet.

ELIGIBILITY WORKSHEET

Historic Sites #:

History:
Beginning in the late nineteenth and early twentieth centuries, the town of Kearny became an attractive location for industry and commerce. Situated between the metropolitan center of Newark and Jersey City, businesses that relocated to Kearny benefited from the town's easy access to major roadways, waterways and railroads (Krasner 2000). By 1934, the industrial development of South Kearny neighborhood focused along the coastline of the Passaic and Hackensack Rivers (Hopkins 1934). Little development had taken place in the area of the subject property, between Jacobus and Central Avenues, by this date.

Historic aerial photographs of the area date the buildings at 48 Third Street between 1954 and 1966 (NETR 1954, 1966). Research did not uncover any information on the company who operated out of this location in the mid-twentieth century; however, it is clear from an aerial photograph dated to 1966 that the rear of Building 1 was used to transport goods (NETR 1966). The footprint of the buildings remained largely unchanged through the mid-to-late twentieth century (NETR 1966, 1979, 1987, 2002, 2013). By 1986, James F. Lomma was identified as the owner of the property, and in a newspaper announcement by the New Jersey Development Authority, unspecified building renovations were proposed (Trenton Evening Times 1986). Today, Lomma continues to operate his crane carrier and specialized transportation business out of this location.

Significance:
The buildings at 48 Third Street are not individually or collectively significant. Architecturally, the buildings are unremarkable examples of mid-twentieth century commercial architecture commonly found throughout the state of New Jersey. Research did not uncover any information to suggest that the buildings were associated with a significant person or historical event.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility:
The buildings at 48 Third Street are not recommended individually or collectively eligible for listing on the National Register of Historic Places (NRHP). Architecturally, the buildings do not exemplify a period, type or method of construction and are not associated with the work of a master. Research uncovered no information to imply that the buildings were associated with a significant person or attributed to the development of Kearny as an industrial town. For these reasons, the buildings are not individually or collectively eligible for listing on the NRHP.

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:
Building/Element Attachments: Building 1, 48 Third Street, and Building 2, 48 Third Street

Narrative Boundary Description:
N/A

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Chelsea Troppauer Date: June 2016
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

Setting:
The property of 48 Third Street consists of two buildings situated on a 4.5-acre rectangular parcel on the south side of Third Street. All of the buildings are oriented with their primary elevations facing north towards Third Street. Building 1 is near the northwest corner of the property and is located approximately 100 feet southeast of the Adams and Third Streets intersection. Building 2 is located approximately 65 feet east of Building 1. All of the buildings are surrounded by paved driveways and parking lots. The surrounding area is comprised of industrial and commercial development that primarily dates from the early to mid-twentieth century.

Bibliography:

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2000 *Kearny* . Arcadia Publishing, Charleston, South Carolina.

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1979 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com. Accessed May 27, 2016.
1987 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com. Accessed May 27, 2016.
2002 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com. Accessed May 27, 2016.
2013 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com. Accessed May 27, 2016.

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1987 "New Jersey Development Authority Public Announcement." 16 June: 30. Trenton, New Jersey.

CONTINUATION SHEET

Historic Sites #:

Plate: 1

Photo view:

East

Photographer:

Lauren Szeber

Date:

May 9, 2016

View showing the west elevation of Building 1.

Plate: 2

Photo view:

Southeast

Photographer:

Lauren Szeber

Date:

May 9, 2016

View showing the north and west elevations of Building 1.

CONTINUATION SHEET

Historic Sites #:

Plate: 3

Photo view:

Southwest

Photographer:

Lauren Szeber

Date:

May 9, 2016

View showing the north and east elevations of Building 1.

Plate: 4

Photo view:

Southeast

Photographer:

Lauren Szeber

Date:

May 9, 2016

View showing the north and west elevations of Building 2.

CONTINUATION SHEET

Historic Sites #:

Plate: 5

Photo view:

South

Photographer:

Lauren Szeber

Date:

May 9, 2016

View showing the primary (north) elevation of Building 2.

BASE SURVEY FORM

Historic Sites #:

Property Name: 286 Central Avenue

Street Address: *Street #:* 286 *(Low)* _____ *(High)* *Apartment #:* _____ *(Low)* _____ *(High)*

Prefix: _____ *Street Name:* Central *Suffix:* _____ *Type:* AVE

County(s): Hudson **Zip Code:** 07032

Municipality(s): Town of Kearny **Block(s):** 292

Local Place Name(s): Kearny **Lot(s):** 4

Ownership: Private **USGS Quad(s):** Jersey City

Description:

The building at 286 Central Avenue is a two-story, eight-bay wide commercial building constructed between 1954 and 1966 (Plates 1-2). The building has a T-shape footprint and is capped by a flat roof. A one-story concrete block addition protrudes from the west elevation of the building and wraps around a section of the south elevation. The primary elevation of the building faces east towards Central Avenue. Six large garage bays extending the height of the first and second stories occupy the majority of the east elevation. The walls of this section of the east elevation are laid in painted modern concrete block. The columns in between the garage bays are laid with brick. Two pedestrian-sized doors are located to the west of the garage bays underneath a half-hexagonal hipped roof. The doors are framed by Doric-style pilasters. Windows primarily consist of fixed single panes, and single, double and triple sets of 1/1 metal sash. The foundation is likely concrete.

Registration and Status Dates:

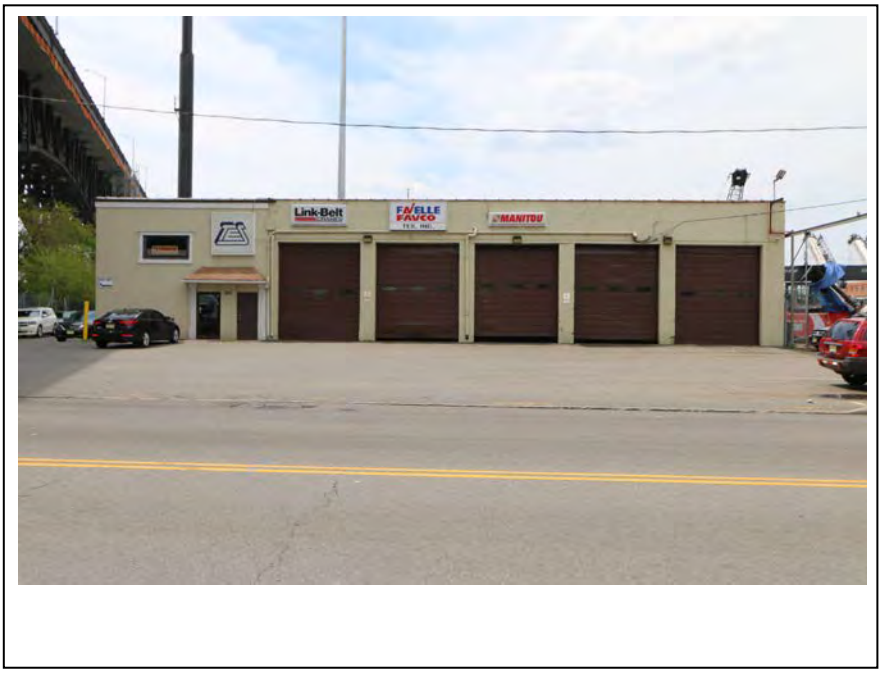
National Historic Landmark: _____ SHPO Opinion: _____

National Register: _____ Local Designation: _____

New Jersey Register: _____ Other Designation: _____

Determination of Eligibility: _____ Other Designation Date: _____

Photograph:



Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

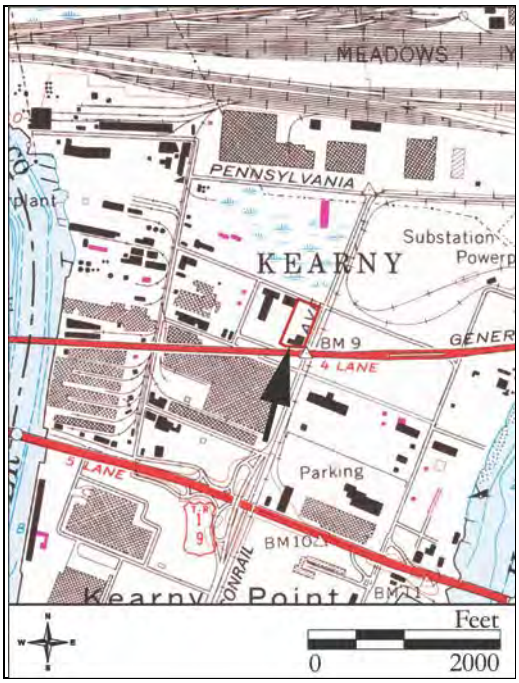
Surveyor: Chelsea Troppauer Date: June 2016

Organization: RGA, Inc.

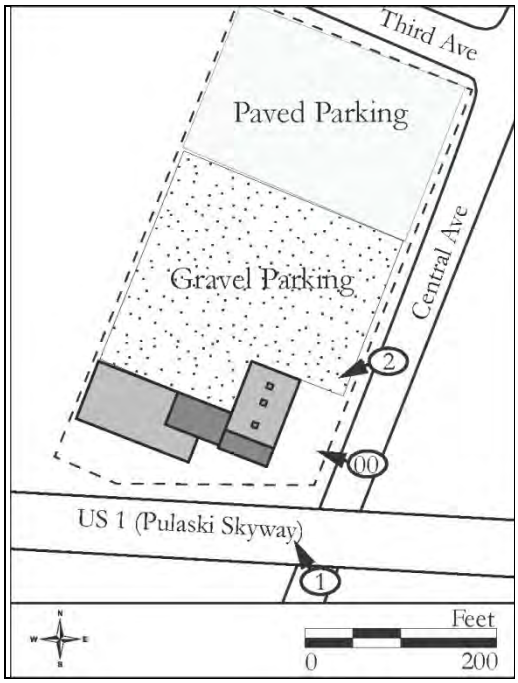
BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources:
See Continuation Sheet

Additional Information:
None

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: 1 Building _____ Landscape _____ Farm
_____ Bridge _____ Industry

Within Historic District? ☐ Yes ☒ No **Historic District Name:** _____

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Chelsea Troppauer Date: June 2016
Organization: RGA, Inc.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: 286 Central Avenue
Historic Name:
Present Use: Commercial Activity- Private business
Historic Use: Commercial Activity- Private business
Construction Date: c. 1954-1966 **Source:** NETR 1954, 1966
Alteration Date(s): c. 1979, 1987 **Source:** NETR 1979, 1987
Designer: Unknown **Physical Condition:** Fair
Builder: Unknown **Remaining Historic Fabric:** Medium
Style: None
Form: Other **Stories:** 2
Type: Garage **Bays:** 8
Roof Finish Materials: Not visible
Exterior Finish Materials Concrete Block, Stucco

Exterior Description:
See Base Survey Form.

Interior Description:
Not Accessible

Setting:
The building at 286 Central Avenue is situated on a rectangular shaped parcel located on the west side of Central Avenue. The building is oriented with its primary elevation facing west towards Central Avenue and is set back from the roadway approximately 80 feet. The area of the property west of the building is a large paved parking lot enclosed by an aluminum chain link fence. The property is adjacent to the Pulaski Skyway. The surrounding area consists of commercial and industrial development that primarily dates from the early to mid-twentieth century.

ELIGIBILITY WORKSHEET

Historic Sites #:

History:
Beginning in the late nineteenth and early twentieth centuries, the town of Kearny became an attractive location for industry and commerce. Situated between the metropolitan center of Newark and Jersey City, businesses that relocated to Kearny benefited from the town's easy access to major roadways, waterways and railroads (Krasner 2000). By 1934, the industrial development of South Kearny neighborhood focused along the coastline of the Passaic and Hackensack Rivers (G.M. Hopkins & Co. 1934). Little development had taken place in the area of the subject property, between Jacobus and Central Avenues, by this date.

Historic aerial photographs of the area date the construction of the building at 286 Central Avenue between 1954 and 1966 (NETR 1954, 1966). Research did not uncover any information on the company that operated out of this location in the mid-twentieth century. A large one-story addition was constructed on the west elevation of the building sometime between 1979 and 1987 (NETR 1979, 1987). By 1988, the J.F. Lomma Company is identified at this address. Lomma's company was a crane carrier and specialized transportation provider. During the 1980s, Lomma also owned the adjacent property at 48 Third Street (Trenton Evening Times 1986). Today, Lomma continues to own the subject property, which is rented out to TES Inc., a specialized transportation sales and rental company.

Significance:
The building at 286 Central Avenue is not individually significant. Architecturally, the building is an unremarkable example of mid-twentieth century commercial architecture. The building is not associated with a significant person or historical event.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility:
The building at 286 Central Avenue is not individually eligible for listing on the National Register of Historic Places (NRHP). Architecturally, the building does not exemplify a type, period or method of construction and was not associated with the work of a master. Furthermore the modern alterations (such as the rear addition) have diminished the building's integrity in the areas of design, materials and workmanship. Research uncovered no information to suggest that the building was associated with a historic event or significant person. For these reasons, the building at 286 Central Avenue is not recommended eligible for listing on the NRHP.

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:

Narrative Boundary Description:
N/A

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Chelsea Troppauer Date: June 2016
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

Bibliography:

G.M. Hopkins & Co.
1934 *Atlas of Hudson County, New Jersey, Volume 2*. G.M. Hopkins & Co., Philadelphia, Pennsylvania.

Krasner, Barbara
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1966 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com. Accessed May 27, 2016.
1979 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com. Accessed May 27, 2016.
1987 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com. Accessed May 27, 2016.

Trenton Evening Times [Trenton, New Jersey]
1987 "New Jersey Development Authority Public Announcement." 16 June: 30. Trenton, New Jersey.

CONTINUATION SHEET

Historic Sites #:

Plate: 1

Photo view:

Northwest

Photographer:

Lauren Szeber

Date:

May 9, 2016

View of the south elevation of 286 Central Avenue.

Plate 2:

Photo view:

Southwest

Photographer:

Lauren Szeber

Date:

May 9, 2016

View of the north and east elevations of 286 Central Avenue.

BASE SURVEY FORM

Historic Sites #:

Property Name: Public Service Electric and Gas Company (PSE&G) Third Street Substation

Street Address: *Street #:* _____ (Low) _____ (High) *Apartment #:* _____ (Low) _____ (High)

Prefix: _____ *Street Name:* _____ *Suffix:* _____ *Type:* _____

County(s): Hudson **Zip Code:** _____

Municipality(s): Town of Kearny **Block(s):** 293

Local Place Name(s): Kearny **Lot(s):** 8

Ownership: Private **USGS Quad(s):** Jersey City

Description:

The PSE&G Third Street Substation consists of a one-story control building and electrical equipment situated on an approximately half of an acre property. The substation was constructed between 1947 and 1954, and the electrical equipment was updated during the late twentieth century. The electrical equipment responsible for distributing power to and from the property is located south and west of the control building. The control building is located near the center of the eastern property line and is oriented with its primary elevation facing west.

Registration and Status Dates:

National Historic Landmark: _____ SHPO Opinion: _____

National Register: _____ Local Designation: _____

New Jersey Register: _____ Other Designation: _____

Determination of Eligibility: _____ Other Designation Date: _____

Photograph:

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

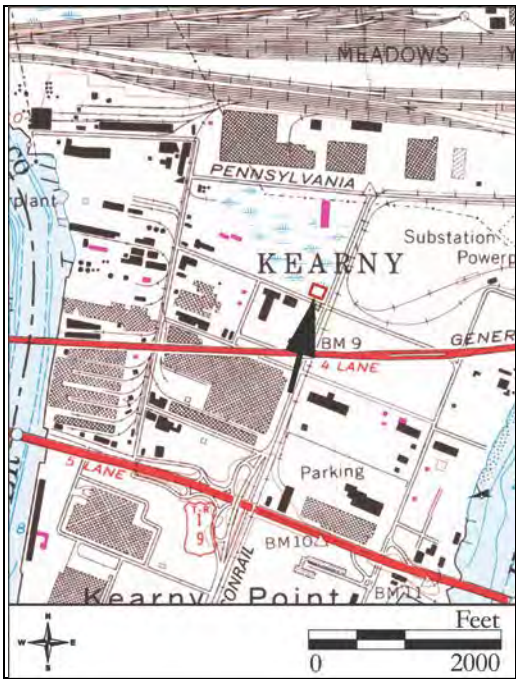
Surveyor: Chelsea Troppauer Date: June 2016

Organization: RGA, Inc.

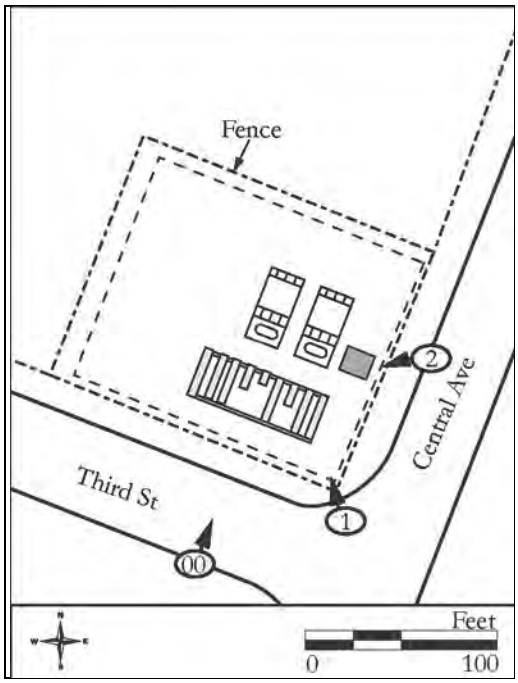
BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources:
See Continuation Sheet.

Additional Information:
None

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: 1 Building _____ Landscape _____ Farm
_____ Bridge _____ Industry

Within Historic District? ☐ Yes ☒ No **Historic District Name:** _____

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Chelsea Troppauer Date: June 2016
Organization: RGA, Inc.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: Control Building, PSE&G Third Street Substation
Historic Name: Control Building, PSE&G Third Street Substation
Present Use: Institutional Activities, Public Utility Services
Historic Use: Institutional Activities, Public Utility Services
Construction Date: c. 1947-1953 **Source:** Sanborn Map Company 1947, NETR 1953
Alteration Date(s): **Source:**
Designer: Unknown **Physical Condition:** Good
Builder: Unknown **Remaining Historic Fabric:** Medium
Style: None
Form: Other **Stories:** 1
Type: Other- Substation **Bays:** 1
Roof Finish Materials: Rolled Asphalt
Exterior Finish Materials Stucco

Exterior Description:
The control building is a one-story, one-bay wide public utility structure constructed between 1947 and 1953. The building has a small rectangular footprint and is capped by a flat roof. The walls of the building are covered in stucco. The building's interior is accessible through a door on the west elevation wall. On the east elevation wall, there is a small fixed, single-pane window and attached emblem showing the Public Service logo. A fixed single pane window and a metal ventilation screen puncture the lower half of the south elevation wall.

Interior Description:
Not Accessible

Setting:
The PSE&G Third Street Substation is situated on a rectangular parcel at the northwest corner of Central Avenue and Third Street. The electrical equipment is situated towards the center and south end of the property. The control building is located approximately 7 to 10 feet east and northeast of the electrical equipment. The equipment and building are surrounded by asphalt paving. The surrounding area is generally comprised of commercial and industrial buildings that date primarily to the early-to mid- twentieth century.

ELIGIBILITY WORKSHEET

Historic Sites #:

History:
See Continuation Sheet.

Significance:
The Third Street Substation is not architecturally or historically significant. Architecturally, the control building on the property is an unremarkable example of mid-twentieth century substation building type. Research did not uncover any information to suggest that the electrical structures at the Substation were technologically significant, or that the property was associated with significant people or historical events.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility:
The PSE&G Third Street Substation is not recommended eligible for listing on the National Register of Historic Places. Architecturally, the control building does not exemplify a type, period or method of construction and was not associated with the work of a master. There has been no evidence found to suggest that the electrical structures surrounding the control building are technologically significant. Furthermore, the replacement of some of the electrical structures during the late twentieth century has diminished the substation's integrity as a public utility resource in the areas of materials, design and workmanship.

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:

Narrative Boundary Description:
N/A

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Chelsea Troppauer Date: June 2016
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

History:

Beginning in the late nineteenth and early twentieth centuries, the town of Kearny became an attractive location for industry and commerce. Situated between the metropolitan center of Newark and Jersey City, Kearny attracted businesses due to the town's easy access to major roadways, waterways and railroads (Krasner 2000). By 1934, the industrial development of the South Kearny neighborhood focused along the coastline of the Passaic and Hackensack Rivers (G.M. Hopkins & Co. 1934). The majority of land east of Jacobus Avenue between Third Street and Pennsylvania Avenue (including the subject property) was owned by the Holland Company at this time. The Holland Company was a subsidiary of the Public Service Corporation, later known as Public Service Electric & Gas (PSE&G). The land east of Central Avenue operated as the site of the PSE&G Kearny Generator Plant. The buildings of the plant were situated between Hackensack and Pennsylvania Avenues, along the west side of the Hackensack River (G.M. Hopkins & Co 1934).

The PSE&G Third Street Substation was constructed between 1947 and 1954 (Sanborn Map Company 1947; NETR 1954). The substation distributed power generated and transmitted by the PSE&G Kearny plant to the surrounding community. Between 1954 and 1979, some of the electrical equipment to the west of the property was removed and replaced (NETR 1954, 1966, 1979). The footprint of the substation building however has not largely changed throughout the mid-to-late twentieth century (NETR 1954, 1966, 1979, 1987, 2002, 2013).

Bibliography:

G.M. Hopkins & Co.
1934 *Atlas of Hudson County, New Jersey, Volume 2*. G.M. Hopkins & Co., Philadelphia, Pennsylvania.

Krasner, Barbara
2000 *Kearny* . Arcadia Publishing, Charleston, South Carolina.

Nationwide Environmental Title Research [NETR]
1954 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com. Accessed June 14, 2016.
1966 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com. Accessed June 14, 2016.
1979 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com. Accessed June 14, 2016.
1987 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com. Accessed June 14, 2016.
2002 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com. Accessed June 14, 2016.
2013 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com. Accessed June 14, 2016.

Sanborn Map Company
1947 *Insurance Maps of Harrison and Kearny, New Jersey 1907* [Expanded 1947]. Sanborn Map Company, New York, New York.

CONTINUATION SHEET

Historic Sites #:

Plate: 1

Photo view:

Northwest

Photographer:

Chelsea Troppauer

Date:

May 9, 2016

View of the PSE&G Third Street Substation as seen from the corner of Central Avenue and Third Street.

Plate: 2

Photo view:

West

Photographer:

Chelsea Troppauer

Date:

May 9, 2016

View of the east and north elevation of the Control Building at the PSE&G Third Street Substation.

BASE SURVEY FORM

Historic Sites #:

Property Name: 123 Pennsylvania Avenue

Street Address: *Street #:* 123 *(Low)* _____ *(High)* *Apartment #:* _____ *(Low)* _____ *(High)*

Prefix: _____ *Street Name:* Pennsylvania *Suffix:* _____ *Type:* AVE

County(s): Hudson **Zip Code:** 07032

Municipality(s): Town of Kearny **Block(s):** 284

Local Place Name(s): Kearny **Lot(s):** 48

Ownership: Private **USGS Quad(s):** Jersey City

Description:

The property of 123 Pennsylvania Avenue consists of six buildings on approximately 38 acres (Plates 1-3). Of the six buildings, two (Buildings 5 and 6) were not visible from the public right-of-way and therefore were not surveyed at the intensive level. Buildings 1-3 date to between 1947 and 1953. A security checkpoint building (Building 4) was constructed between 1953 and 1966. The largest of the six buildings is Building 1, which is oriented towards Pennsylvania Avenue near the corner of Pennsylvania and Jacobus Avenues. Building 2 is located approximately 125 feet from Building 1 and approximately 200 feet northwest of the Pennsylvania and Central Avenues intersection. Building 3 is situated approximately 430 feet from Building 2 at the east end of the property. Building 4 is located approximately 30 feet north of Pennsylvania Avenue.

Registration and Status Dates:

National Historic Landmark: _____ SHPO Opinion: _____

National Register: _____ Local Designation: _____

New Jersey Register: _____ Other Designation: _____

Determination of Eligibility: _____ Other Designation Date: _____

Photograph:

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

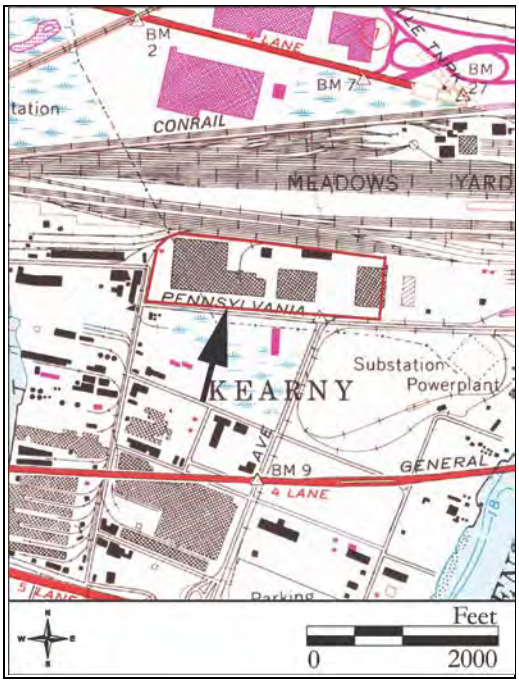
Surveyor: Chelsea Troppauer Date: June 2016

Organization: RGA, Inc.

BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:

See Continuation Sheet

Bibliography/Sources:
See Continuation Sheet

Additional Information:
This property was included in a 2004 cultural resources survey by the RBA Group for a New Jersey Department of Transportation road improvement project. The survey recommended the building to be ineligible for the NRHP due to lack of architectural or historical significance (RBA 2004).

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: 4 Building _____ Landscape _____ Farm
_____ Bridge _____ Industry

Within Historic District? ☐ Yes ☒ No **Historic District Name:** _____

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Chelsea Troppauer Date: June 2016
Organization: RGA, Inc.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: Building 1
Historic Name:
Present Use: Industrial Activity- Heavy goods handling and processing
Historic Use: Industrial Activity- Heavy goods handling and processing
Construction Date: c. 1947-1953 **Source:** Sanborn Map Company 1947; NETR 1953
Alteration Date(s): **Source:**
Designer: Unknown **Physical Condition:** Fair
Builder: Unknown **Remaining Historic Fabric:** Medium
Style: None
Form: Other **Stories:** 1
Type: Garage **Bays:** 37
Roof Finish Materials: Rolled Asphalt
Exterior Finish Materials Brick, English Bond

Exterior Description:
Building 1 is a one-story, 37-bay wide industrial structure constructed between 1947 and 1953. The building is capped by a flat roof. The western half of the building has a large square footprint. The eastern half of the building consists of a U-shaped and rectangular shaped blocks. The primary elevation of the building is oriented to the south and faces Pennsylvania Avenue. The south elevation of the building consists of multiple open loading bays. Some of the bays at the east and west corners of the south elevation have rolling aluminum garage doors. Two pedestrian entrances are situated between the loading bays numbered 20 and 21 and 32 and 33. The entrances are capped by a flat roof. The foundation is likely concrete.

Interior Description:
Not Accessible

Setting:
See Continuation Sheet

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: Building 2

Historic Name:

Present Use: Industrial Activity- Heavy Goods Handling and Processing, Commercial Activity- Office Activity

Historic Use: Industrial Activity- Heavy Goods Handling and Processing, Commercial Activity- Office Activity

Construction Date: c. 1947-1953 **Source:** Sanborn Map Company 1947; NETR 1953

Alteration Date(s): **Source:**

Designer: Unknown **Physical Condition:** Fair

Builder: Unknown **Remaining Historic Fabric:** Medium

Style: None

Form: Other **Stories:** 1

Type: Garage **Bays:** 21

Roof Finish Materials: Rolled Asphalt

Exterior Finish Materials Brick, English Bond

Exterior Description:
Building 2 is a one-story, 21-bay wide industrial and commercial brick structure constructed between 1947 and 1953. The building generally has a rectangular shaped footprint and is capped by a flat roof. The building is oriented with its primary elevation facing south towards Pennsylvania Avenue. The majority of the south elevation is pierced by 13 large open loading bays. A pedestrian entrance is located near the southeast corner of the building immediately east of the loading bays. The entrance is topped by a flat roof. Windows consist primarily of large fixed panes. A secondary entrance is located at the southeast corner of the east elevation. This entrance is accessible by a flight of concrete stairs and capped by a flat roof.

Interior Description:
Not Accessible

Setting:
See Continuation Sheet.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: Building 3
Historic Name:
Present Use: Industrial Activity- Heavy Goods Handling and Processing
Historic Use: Industrial Activity- Heavy Goods Handling and Processing
Construction Date: c. 1947-1953 **Source:** Sanborn Map Company 1947; NETR 1953
Alteration Date(s): **Source:**
Designer: Unknown **Physical Condition:** Fair
Builder: Unknown **Remaining Historic Fabric:** Medium
Style: None
Form: Other **Stories:** 1
Type: Garage **Bays:** 12
Roof Finish Materials: Rolled Asphalt
Exterior Finish Materials Brick, English Bond

Exterior Description:
Building 3 is a one-story, 12-bay wide industrial structure constructed between 1947 and 1953. The building is capped by a flat roof. The building is oriented with its primary elevation facing south towards Pennsylvania Avenue. The south elevation consists of 12 open loading bays supported by concrete columns. The walls of the building are laid in an English bond brick pattern. The foundation is likely concrete.

Interior Description:
Not Accessible

Setting:
See Continuation Sheet.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: Building 4
Historic Name:
Present Use: Commercial Activity- Public Safety
Historic Use: Commercial Activity- Public Safety
Construction Date: c. 1953-1966 **Source:** NETR 1953, 1966
Alteration Date(s): **Source:**
Designer: Unknown **Physical Condition:** Good
Builder: Unknown **Remaining Historic Fabric:** Medium
Style: None
Form: Other **Stories:** 1
Type: Other **Bays:** 2
Roof Finish Materials: Rolled Asphalt
Exterior Finish Materials Brick, Running Bond

Exterior Description:
Building 4 is a one-story, two-bay wide security checkpoint building constructed between 1953 and 1966. The building has a square footprint and is capped by a flat roof. A single bay protrudes from the west elevation and contains the primary entrance into the building. The walls are laid with a running bond pattern of brick which rest upon a concrete platform. Windows generally consist of large single or double fixed panes.

Interior Description:
Not Accessible

Setting:
See Continuation Sheet.

ELIGIBILITY WORKSHEET

Historic Sites #:

History:
Beginning in the late nineteenth and early twentieth centuries, the town of Kearny became an attractive location for industry and commerce. Situated between the metropolitan center of Newark and Jersey City, businesses that relocated to Kearny benefited from the town's easy access to major roadways, waterways and railroads (Krasner 2000). By 1940, approximately five different railroads (Pennsylvania Railroad, Erie Railroad, Delaware, Lackawanna & Western Railroad, Central Railroad of New Jersey and the Lehigh Valley Railroad) traveled through Kearny (Krasner 2000). It is likely that buildings were constructed at 123 Pennsylvania Avenue because the location of the property was adjacent to the New Jersey Railroad. *See Continuation Sheet.*

Significance:
The buildings located at 123 Pennsylvania Avenue are not individually or collectively significant. Architecturally, buildings are unremarkable examples of industrial architecture, a common building type found in Kearny. Research did not uncover any information to suggest that the buildings were associated with a significant person or historical event.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility:
The buildings at 123 Pennsylvania are not individually or collectively eligible for listing on the National Register of Historic Places (NRHP). Architecturally, the buildings do not exemplify a type, period or method of construction and were not associated with the work of a master. Research uncovered no information to suggest that buildings were associated with a significant person or attributed to the development of Kearny as an industrial area. For these reasons, the buildings at 123 Pennsylvania Avenue are not recommended individually or collectively eligible for listing on the NRHP under Criterion A, B, or C.

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:
Building/Element Attachments: Buildings 1, 2, 3 and 4

Narrative Boundary Description:
N/A

CONTINUATION SHEET

Historic Sites #:

Setting:
The property of 123 Pennsylvania Avenue is situated on a rectangular shaped parcel on the north side of Pennsylvania Avenue. The three surveyed buildings on the property are oriented with their primary elevations facing south towards Pennsylvania Avenue. Building 1 is located near the southwest corner of the property and is set back from the intersection of Pennsylvania and Jacobus Avenues approximately 300 feet. Building 2 and 3 are located approximately 125 and 950 feet east of Building 1. Two buildings more than fifty years of age are situated along the northern property line approximately 130-150 feet northwest and northeast from Building 2. Building 4 is situated along the southern property line approximately 30 feet north of Pennsylvania Avenue. All of the buildings are surrounded by paved driveways and parking lots. The surrounding area is comprised of industrial and commercial development that primarily dating from the early to mid-twentieth century.

History, cont:
In 1934, the property of 123 Pennsylvania Avenue was a part of a larger landholding by the New Jersey Railroad and Canal Company, a subsidiary of the Pennsylvania Railroad (Hopkins 1934). Between 1934 and 1947, the roadway of Pennsylvania Avenue was extended further west from Central Avenue and joined Jacobus Avenue. Despite these roadway improvements, no buildings appeared on the property by this time (Sanborn Map Company 1947). By 1953, five of the six buildings were constructed (NETR 1953). Research did not uncover any information on the company that operated out of the buildings following their construction. In 1970, a retail and grocer receiving company named First National Stores Inc. is listed at the address (Jersey Journal 1970). It is unclear how long the company operated out of this location. The footprint of the buildings generally remained unchanged since the mid-twentieth century (NETR 1966, 1979, 2002, 2013).

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2000 *Kearny* . Arcadia Publishing, Charleston, South Carolina.

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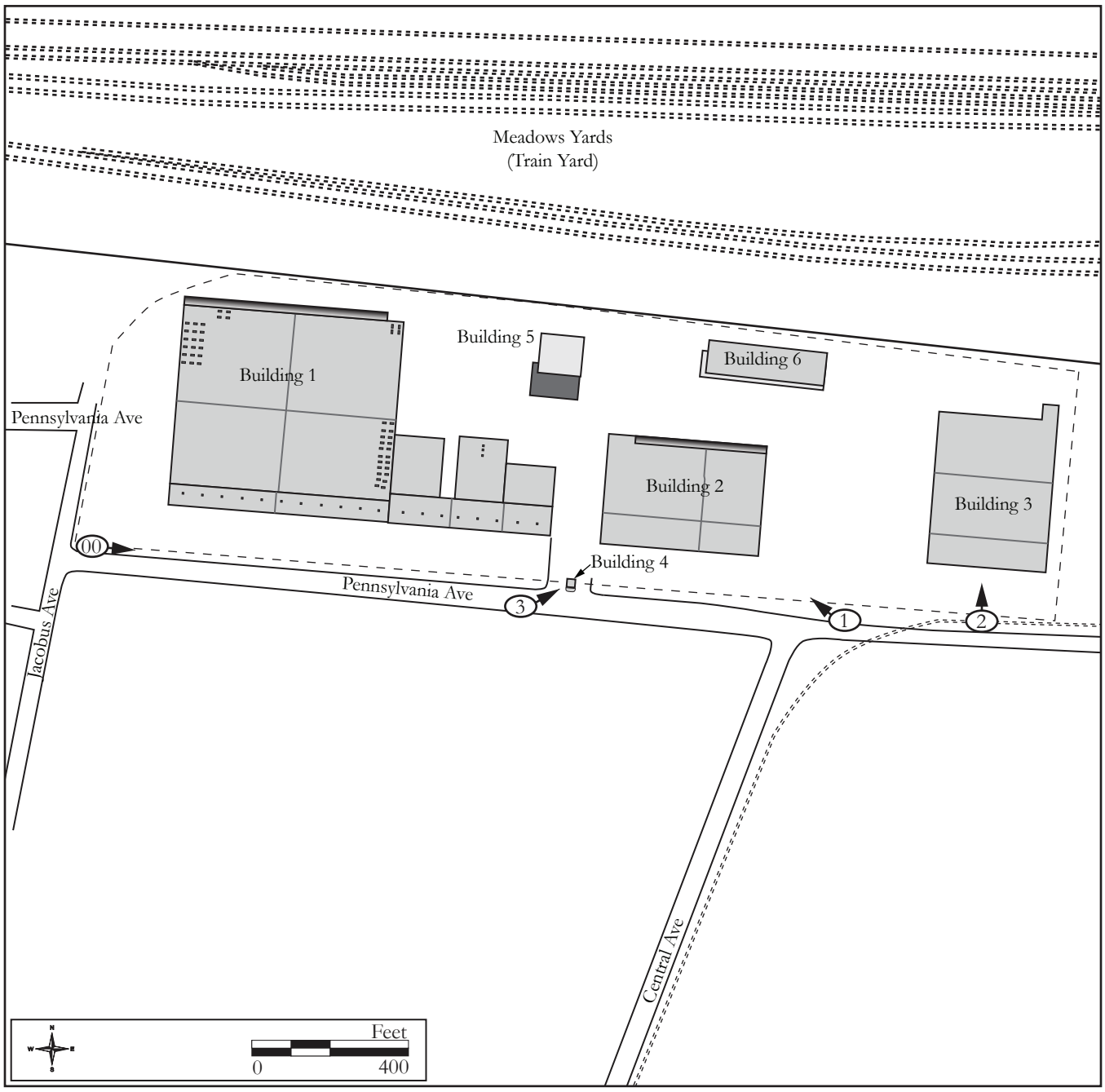
2004 Portway – Phase I, Volume 2, Pennsylvania Avenue/Fish House Road Improvement Project, Town of Kearney, Hudson County, New Jersey. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

Sanborn Map Company
1947 *Insurance Maps of Harrison and Kearny, New Jersey 1907* [Expanded 1947]. Sanborn Map Company, New York, New York.

CONTINUATION SHEET

Historic Sites #:



Site Map.

CONTINUATION SHEET

Historic Sites #:

Plate: 1

Photo view:

Northwest

Photographer:

Lauren Szeber

Date:

May 9, 2016

View showing the east and south elevations of Building 2 located near the intersection of Central and Pennsylvania Avenues.

Plate: 2

Photo view:

North

Photographer:

Lauren Szeber

Date:

May 9, 2016

View showing the south elevation of Building 3 located near the eastern end of the 123 Pennsylvania Avenue property.

CONTINUATION SHEET

Historic Sites #:

Plate: 3

Photo view:

Northeast

Photographer:

Lauren Szeber

Date:

May 9, 2016

View of Building 4 (Security Checkpoint Building) as seen from Pennsylvania Avenue.

BASE SURVEY FORM

Historic Sites #:

Property Name: Owens-Corning Trumbull Kearny Plant

Street Address: *Street #:* 1249 *(Low)* _____ *(High)* *Apartment #:* _____ *(Low)* _____ *(High)*

Prefix: _____ *Street Name:* Newark- Jersey City *Suffix:* _____ *Type:* TPKE

County(s): Hudson **Zip Code:** 07032

Municipality(s): Town of Kearny **Block(s):** 287

Local Place Name(s): Kearny **Lot(s):** 67

Ownership: Private **USGS Quad(s):** Jersey City

Description:

The property of the Owens-Corning Trumbull Kearny Plant is comprised of 5 buildings and 12 structures on approximately 20 acres (Plates 1-5). Buildings 1-4 date between 1954 and 1966. Building 1 is oriented towards Newark- Jersey City Turnpike at the western end of the property. Building 2 is located at the entrance to the property approximately 100 feet east from Building 1. The largest of the five buildings is Building 3, situated approximately 135 feet east of Building 2. Buildings 4 and 5 are located approximately 35-50 feet north and northwest of Building 3, on the northern half of the property. Building 4 is within close proximity to the 12 holding tanks. These structures are cylinder shaped and range from 25 to 100 feet in diameter. Located along the northern property line, the holding tanks were not clearly visible from the public right-of-way and therefore were not surveyed at the intensive level. Building 5 was constructed in 1984 and thus was also omitted from the intensive-level survey.

Registration and Status Dates:

National Historic Landmark: _____ SHPO Opinion: _____

National Register: _____ Local Designation: _____

New Jersey Register: _____ Other Designation: _____

Determination of Eligibility: _____ Other Designation Date: _____

Photograph:

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

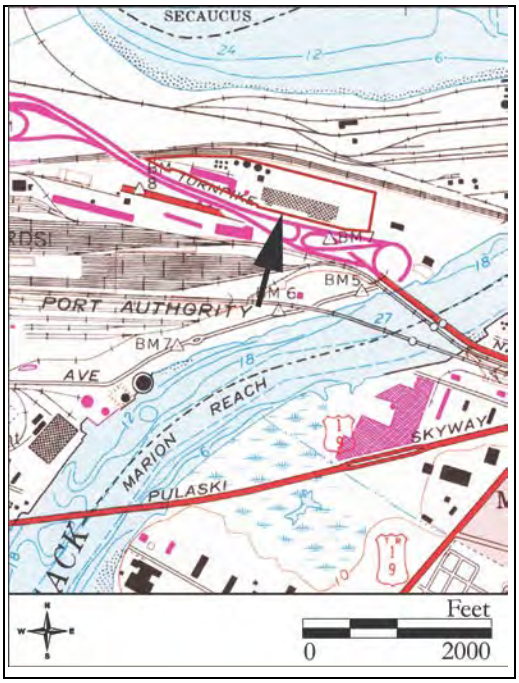
Surveyor: Chelsea Troppauer Date: June 2016

Organization: RGA, Inc.

BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:

See Continuation Sheet

Bibliography/Sources:
See Continuation Sheet

Additional Information:
None

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: 4 Building _____ Landscape _____ Farm
_____ Bridge _____ Industry

Within Historic District? ☐ Yes ☒ No **Historic District Name:** _____

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Chelsea Troppauer Date: June 2016
Organization: RGA, Inc.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: Building 1
Historic Name:
Present Use: Industrial Activity- Light Industrial
Historic Use: Industrial Activity
Construction Date: c. 1954-1966 **Source:** NETR 1954, 1966
Alteration Date(s): **Source:**
Designer: Unknown **Physical Condition:** Fair
Builder: Unknown **Remaining Historic Fabric:** Medium
Style: None
Form: Other **Stories:** 1
Type: Other **Bays:** N/A
Roof Finish Materials: Standing Seam Metal
Exterior Finish Materials Other: Standing Seam Metal

Exterior Description:
Building 1 is a one-story, standing seam metal industrial structure constructed between 1954 and 1966. The building has an L-shape footprint and is comprised of three sections. The main section of the building is oriented on a north-south axis and rests upon a raised concrete slab. The building is capped by a metal gable roof. The primary entrance to this section of the building is centered on the east elevation. A row of single hung 6/3 metal sash windows puncture the southern half of the east elevation.

A taller one-story wing extends from the west elevation of the main block. This building section is capped by a gable roof with stepped concrete block gable end parapet walls. The east parapet wall is visible from the east elevation of the main block. On the south elevation, there is a large garage door bay located to the center and western end of the wall. A pair of pedestrian-sized doors is situated to the east of the central garage bay. A series of windows line the upper portion of the south elevation wall. This wing has a shorter, one-story block protruding from its west elevation. The building measures six bays wide and is capped by a gable roof. Six garage door bays line the south elevation of the building.

Interior Description:
Not Accessible

Setting:
See Continuation Sheet

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: Building 2, Main Office
Historic Name:
Present Use: Commercial Activity- Office Activity
Historic Use: Industrial Activity
Construction Date: c. 1954-1966 **Source:** NETR 1954, 1966
Alteration Date(s): **Source:**
Designer: Unknown **Physical Condition:** Good
Builder: Unknown **Remaining Historic Fabric:** Medium
Style: None
Form: Other **Stories:** 1
Type: Other **Bays:** 5
Roof Finish Materials: Asphalt Shingle
Exterior Finish Materials Brick- English Bond

Exterior Description:
Building 2 is a one-story, three-bay wide building constructed between 1954 and 1966. The building has a rectangular footprint topped by an asphalt shingle hipped roof. The building is laid in brick with an English bond pattern and rests on a raised concrete slab. A lower one-story block capped by a shed roof protrudes from the west elevation. The building is oriented with its primary elevation facing east. The main entrance consists of a modern plate glass door accessed by a set of three concrete stairs and a ramp with a metal railing. There is an additional entrance at the northeast corner of the east elevation. Both entrances are topped by awnings. Windows consist primarily of paired awning windows, each with a fixed single pane upper sash.

Interior Description:
Not Accessible

Setting:
See Continuation Sheet

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: Building 3
Historic Name:
Present Use: Industrial Activity- Light Industrial, Goods Processing and Handling
Historic Use: Industrial Activity
Construction Date: c. 1954- 1966 **Source:** NETR 1954, 1966
Alteration Date(s): c. 2002-2006, c. 2008-2010 **Source:** NETR 2002, 2006, 2008, 2010
Designer: Unknown **Physical Condition:** Fair
Builder: Unknown **Remaining Historic Fabric:** Medium
Style: None
Form: Other **Stories:** 1
Type: Other **Bays:** N/A
Roof Finish Materials: Rolled Asphalt
Exterior Finish Materials Stucco

Exterior Description:
Building 3 is a one-story industrial building constructed between 1954 and 1966. A two-story addition constructed between 1954 and 1966 is attached to the north elevation of the central building block. A one-story rectangular north block addition connects Building 3 to Building 4, which was constructed as additional warehouse space in 1984.

Building 3 is capped by an asphalt shingle flat roof with overhanging eaves on the north and south elevations. Solar panels line the roofs of the east and west blocks of the building. A one-story gambrel roof structure projects from the roof of the central building section. This structure is accessible by a one-story metal staircase that abuts the south elevation. A raised loading platform extends the length of the south elevation.

To the east of the metal staircase, there is a two-story block adjacent to the loading platform. This block is clad in corrugated metal siding and was constructed between 2002 and 2006. At least three garage door bays puncture the south elevation of western and central blocks of the building. Between 2008 and 2010, a portion of the flat roof on the south elevation of the western building block was removed. On the east block, the flat roof extends further southward. On this section of the south elevation, there are at least two garage door bays. Windows consist primarily of fixed four and eight panes of glass.

Interior Description:
Not Accessible

Setting:
See Continuation Sheet

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: Building 4
Historic Name:
Present Use: Industrial Activity- Light Industrial
Historic Use: Industrial Activity
Construction Date: c. 1954-1966 **Source:** NETR 1954, 1966
Alteration Date(s): **Source:**
Designer: Unknown **Physical Condition:** Fair
Builder: Unknown **Remaining Historic Fabric:** Medium
Style: None
Form: Other **Stories:** 1
Type: Other **Bays:** N/A
Roof Finish Materials: Rolled Asphalt
Exterior Finish Materials Concrete Block

Exterior Description:
Building 4 is a one-story, concrete block structure constructed between 1954 and 1966. The building is capped by a gable roof. A smaller one story block extends from the south and east elevations of the building. At least four window bays puncture the west elevation. Pipes from the adjacent holding tanks extend through the window bays into the interior of the building. The foundation is likely concrete.

Interior Description:
Not Accessible

Setting:
See Continuation Sheet

ELIGIBILITY WORKSHEET

Historic Sites #:

History:
Beginning in the late nineteenth and early twentieth centuries, the town of Kearny became an attractive location for industry and commerce. Situated between the metropolitan center of Newark and Jersey City, Kearny attracted businesses due to the town's easy access to major roadways, waterways and railroads (Krasner 2000). By 1934, the industrial development of South Kearny neighborhood focused along the coastline of the Passaic and Hackensack Rivers (G.M. Hopkins & Co 1934). Little development had taken place in the area of the subject property along the north side of the Newark Turnpike by this date. *See Continuation Sheet.*

Significance:
The buildings at 1249 Newark Jersey City Turnpike are not individually or collectively significant. Architecturally, the buildings are unremarkable examples of industrial architecture, a common building type found in Kearny, New Jersey. The building is not associated with a significant person or historical event.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility:
The buildings at the Owens-Corning Trumbull Kearny Plant are not individually or collectively eligible for listing on the National Register of Historic Places (NRHP). Architecturally, the buildings do not exemplify a type, period of method of construction and are not associated with the work of a master. Research uncovered no information to suggest that buildings were associated with a significant person or contributed to the development of Kearny as an industrial area. For these reasons, the buildings at 1249 Newark Jersey City Turnpike are not recommended individually or collectively eligible for listing on the NRHP under Criterion A, B, or C.

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:
Building/ Element Attachment- Building 1
Building/ Element Attachment- Building 2
Building/ Element Attachment- Building 3
Building/ Element Attachment- Building 4

Narrative Boundary Description:
N/A

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Chelsea Troppauer Date: June 2016
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

Setting:
The property of 1249 Newark Jersey City Turnpike is situated on a polygonal-shaped parcel on the north side of Newark-Jersey City Turnpike. Building 1 is located in the western section of the property and is oriented with its primary elevation facing south towards the Newark-Jersey City Turnpike. The main office building, identified as Building 2, is located approximately 100 feet east of Building 1. The largest of the buildings is Building 3, located approximately 135 feet east of Building 2. Buildings 4 and 5 are located on the northern half of the property, approximately 35-50 feet north and northwest from Building 3. An asphalt drive leads from the Newark- Jersey City Turnpike to a parking lot immediately south of Building 2. The area surrounding the parking lot is enclosed by aluminum chain fencing.

History (continued):
The majority of the buildings at the Owens- Corning Kearny Plant were constructed between 1954 and 1966 (NETR 1954, 1966). Research did not uncover any information on the company that constructed and operated out of this location in the mid-twentieth century. By 1984, the Kearny Plant for the Owens-Corning Fiberglass Corporation was identified at this address (Newark Star Ledger 1984). The Kearny Plant produced shingle and roll roofing products for the residential markets in New Jersey, New York, New England and parts of Pennsylvania. In 1984, a one-story warehouse (herein referred to as Building 5) was constructed to the north of Building 3 as a part of a multimillion dollar improvement program (Newark Star Ledger 1984).

The footprint of the mid-twentieth buildings remained largely unchanged throughout the mid- to late twentieth century (NETR 1966, 1979, 1987, 2002). A one-story, southern facing bay was removed from Building 3 between 2008 and 2010 (NETR 2008, 2010). In 2012, all of the buildings' interiors were replaced following the extreme flooding of Hurricane Sandy (King 2014).

Bibliography:
G.M. Hopkins & Co.
1934 *Atlas of Hudson County, New Jersey, Volume 2*. G.M. Hopkins & Co., Philadelphia, Pennsylvania.

King, Chris
2014 Overcoming the Perfect Storm. *Roofing Contractor* July 2014: 64-66.

Krasner, Barbara
2000 *Kearny* . Arcadia Publishing, Charleston, South Carolina.

Nationwide Environmental Title Research
1954 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com. Accessed June 9, 2016.
1966 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com. Accessed June 9, 2016.
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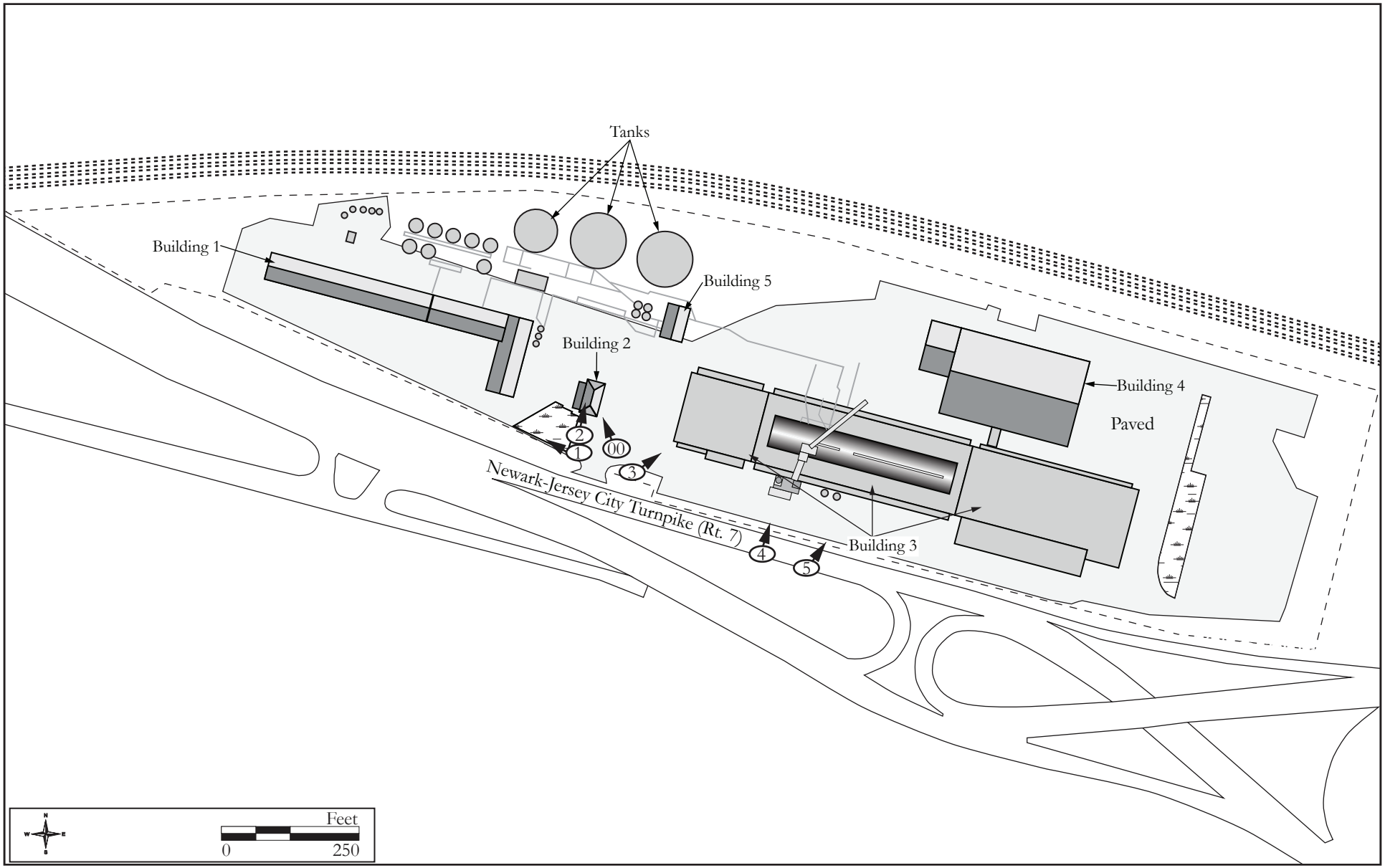
1987 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com. Accessed June 9, 2016.
2002 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com. Accessed June 9, 2016.
2008 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com. Accessed June 9, 2016.
2010 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com. Accessed June 9, 2016.

Newark Star Ledger [Newark, New Jersey]
1984 Owens-Corning Action. 10 April: 39. Newark, New Jersey.

CONTINUATION SHEET

Historic Sites #:



Site Map.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Chelsea Troppauer
Organization: RGA, Inc.
Date: June 2016

CONTINUATION SHEET

Historic Sites #:

Plate: 1

Photo view:

Northwest

Photographer:

Lauren Szeber

Date:

May 9, 2016

View of Building 1 from the public parking lot at 1249 Newark- Jersey City Turnpike.

Plate: 2

Photo view:

North

Photographer:

Lauren Szeber

Date:

May 9, 2016

View showing the south elevation of Building 2 as seen from the public parking lot at 1249 Newark- Jersey City Turnpike.

CONTINUATION SHEET

Historic Sites #:

Plate: 3

Photo view:

Northeast

Photographer:

Lauren Szeber

Date:

May 9, 2016

View showing a portion of the west and south elevation of Building 3 as seen from the public parking lot at 1249 Newark – Jersey City Turnpike.

Plate: 4

Photo view:

Northwest

Photographer:

Chelsea Troppauer

Date:

May 9, 2016

View showing a portion of the south elevation of Building 3 as seen from Newark- Jersey City Turnpike.

CONTINUATION SHEET

Historic Sites #:

Plate: 5

Photo view:

Northwest

Photographer:

Chelsea Troppauer

Date:

May 9, 2016

View showing

the eastern half of Building 3's south elevation as seen from Newark-Jersey City Turnpike.

BASE SURVEY FORM

Historic Sites #:

Property Name: 133 Halleck Avenue

Street Address: *Street #:* 133 *(Low)* _____ *(High)* *Apartment #:* _____ *(Low)* _____ *(High)*

Prefix: _____ *Street Name:* Halleck *Suffix:* _____ *Type:* AVE

County(s): Hudson **Zip Code:** 07306

Municipality(s): City of Jersey City **Block(s):** 9001

Local Place Name(s): Jersey City **Lot(s):** 7

Ownership: Private **USGS Quad(s):** Jersey City

Description:

The industrial building at 133 Halleck Avenue was constructed between 1931 and 1949 (Plates 1-3). The building measures one story with a raised basement level and is capped by a flat roof. A one-story square-shaped addition was constructed near the northwest corner of the building between 1966 and 1979. The first story of the building is laid with brick in an English bond and the walls of the raised basement level are covered in concrete. The building is oriented with its primary elevation facing east towards Halleck Avenue. Two pedestrian entrances consisting of a modern glazed door with roller shutter are positioned to the north and south ends of the east elevation. The south end entrance is framed by a horizontally laid brick surround. Two large garage bays, one of which is covered by a modern roller shutter, occupy the northern half of the east elevation.
(See Building Attachment)

Registration and Status Dates:

National Historic Landmark: _____ SHPO Opinion: _____

National Register: _____ Local Designation: _____

New Jersey Register: _____ Other Designation: _____

Determination of Eligibility: _____ Other Designation Date: _____

Photograph:

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

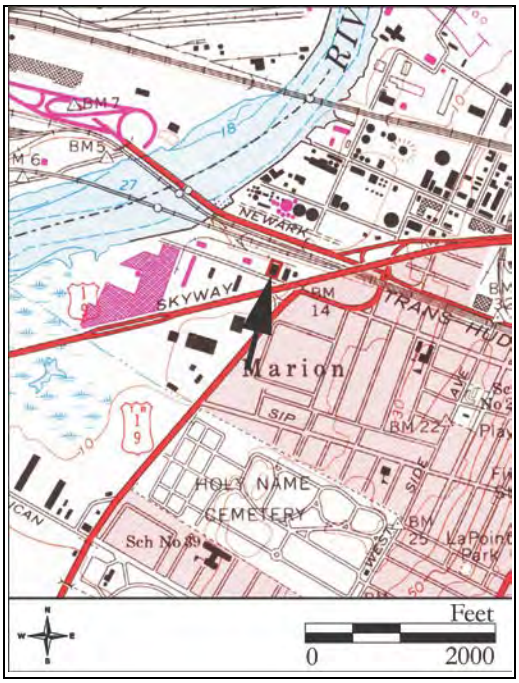
Surveyor: Chelsea Troppauer Date: June 2016

Organization: RGA, Inc.

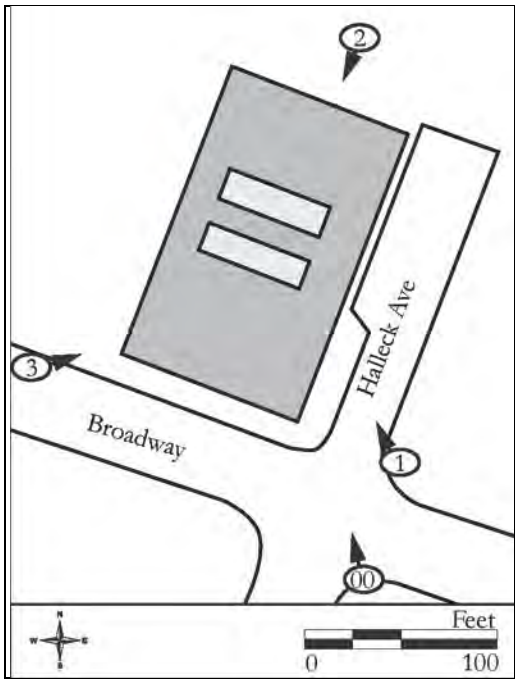
BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources:
See Continuation Sheet

Additional Information:
This property was included in a 2002 cultural resources survey by Richard Grubb and Associates, Inc. for a road and bridge improvement project. The survey recommended the building to be ineligible for the NRHP due to lack of architectural or historical significance (Richard Grubb & Associates, Inc. 2002).

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: 1 Building _____ Landscape _____ Farm
_____ Bridge _____ Industry

Within Historic District? ☐ Yes ☒ No **Historic District Name:** _____

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Chelsea Troppauer Date: June 2016
Organization: RGA, Inc.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: 133 Halleck Avenue
Historic Name: National Biscuit Company Warehouse
Present Use: Industrial Activity- Goods Handling and Processing
Historic Use: Industrial Activity- Goods Handling and Processing
Construction Date: c. 1931-1949 **Source:** NETR 1931; Sanborn Map Company 1949
Alteration Date(s): c. 1966-1979 **Source:** NETR 1966, 1979
Designer: Unknown **Physical Condition:** Fair
Builder: Unknown **Remaining Historic Fabric:** Medium
Style: None
Form: Commercial **Stories:** 1
Type: Other **Bays:** 9
Roof Finish Materials: Rolled Asphalt
Exterior Finish Materials Brick, Common Bond

Exterior Description:
(Continued from Base Survey Form)
The windows on the east elevation consist of double or triple sets of double-hung windows with metal bars and grates covering the interior and exterior faces of the windows. Two window bays have been replaced with smaller, double-hung vinyl sash windows. On the north elevation, there is a metal garage bay and three window bays. Of the three window bays, only one fixed, 15-pane metal sash window remains. On the south elevation, the windows consist primarily of fixed 15-pane metal sash and a 2/1 single hung metal sash.

Interior Description:
Not Accessible

Setting:
The building at 133 Halleck Avenue is situated on a rectangular-shaped parcel located on the northwest corner of Halleck Avenue and Broadway Avenue in Jersey City, New Jersey. The building is oriented with its primary elevation facing east towards Halleck Avenue and is set back from the road approximately 15 feet. A public sidewalk wraps around the east and south sides of the building. Paved lots surround the west and north elevations of the building. The surrounding area is comprised of industrial development that primarily dates to the early to mid-twentieth century.

ELIGIBILITY WORKSHEET

Historic Sites #:

History:
See Continuation Sheet

Significance:
The building at 133 Halleck Avenue was constructed between 1931 and 1949 and served as one of many warehouses for the National Biscuit Company in New Jersey. Research did not uncover any information to suggest that the building was significant within the history or development of the National Biscuit Company. Architecturally, the building is an unremarkable example of industrial architecture, a common building type in Jersey City.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility:
The building at 133 Halleck Avenue is not recommended individually eligible for listing on the National Register of Historic Places. Architecturally, the building does not exemplify a type, period or method of construction, and it was not associated with the work of a master. Although the building is associated with the National Biscuit Company (later known as Nabisco), there is no evidence to suggest that the building played a significant role within the company's history or the larger development of Jersey City as an industrial area. Furthermore, modern alterations to the building have denigrated its integrity in the areas of design, workmanship and materials. These modern alterations include an addition and the removal and replacement of windows and doors on the north and east elevations.

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:

Narrative Boundary Description:
N/A

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Chelsea Troppauer Date: June 2016
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

History:

The area of Broadway Avenue on the west side of the Pulaski Skyway remained largely undeveloped prior to 1931 (NETR 1931). By 1949, development had slowly progressed and the subject property was the location of a National Biscuit Company Warehouse (Figure 1; Sanborn Map Company 1949). Founded in 1898, the National Biscuit Company was the product of a merger between the American Biscuit and Manufacturing Company, the New York Biscuit Company and the United States Baking Company (Finding Aid Summary, National Biscuit Company Photograph Album 1900-1935 [NBCPA], David Rubenstein Rare Books & Manuscript Library, Duke University, Durham, North Carolina [DRRB&ML]). The new conglomerate was headquartered in New York City and had 114 bakeries across the country (Finding Aid Summary, NBCPA, DRRB&ML). The company changed its corporate name to Nabisco in 1971.

The location of the subject property would have likely been ideal for a warehouse facility because it is near state roadways (Route 1/ Lincoln Highway and the Pulaski Skyway) and railroad tracks belonging to the Pennsylvania Railroad. It is unclear how long the National Biscuit Company operated one of their warehouses out of this location; however, a grocery company was identified at this address by 1985 (Thomas Publishing Company 1985). The footprint of the building remained largely unchanged until sometime between 1966 and 1979, when a small square shaped addition was constructed near the northwest corner of the building (NETR 1954, 1966, 1979). Other visible late-twentieth century alterations include the removal and replacement of windows and doors on the east and north elevations.

Bibliography:

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1966 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com. Accessed June 8, 2016.
1979 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com. Accessed June 8, 2016.

Richard Grubb & Associates, Inc.
2002 Cultural Resources Survey, Route 7, Section 2 (Wittpenn Bridge) over Hackensack River, City of Jersey City and Kearny Town, Hudson County, New Jersey. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

Sanborn Map Company
1949 *Insurance Maps of Hudson County, New Jersey, Jersey City Volume 5, 1911* [Revised 1949]. Sanborn Map Company, New York, New York.

Thomas Publishing Company
1985 *Thomas Grocery Register 1985 Volume 1*. Thomas Publishing Company, New York, New York.

CONTINUATION SHEET

Historic Sites #:

Plate: 1

Photo view:

Northwest

Photographer:

Lauren Szeber

Date:

May 9, 2016

View showing the primary (east) elevation of the former National Biscuit Company Warehouse at 133 Halleck Avenue.

Plate: 2

Photo view:

Southwest

Photographer:

Lauren Szeber

Date:

May 9, 2016

View of the rear (north) elevation of the former National Biscuit Company Warehouse at 133 Halleck Avenue.

CONTINUATION SHEET

Historic Sites #:

Plate: 3

Photo view:

Northeast

Photographer:

Lauren Szeber

Date:

May 9, 2016

View of the west elevation of the former National Biscuit Company Warehouse at 133 Halleck Avenue.

BASE SURVEY FORM

Historic Sites #:

Property Name: United Parcel Service Distribution Center

Street Address: *Street #:* 441 *(Low)* 465 *(High)* *Apartment #:* *(Low)* *(High)*

Prefix: *Street Name:* St. Paul's *Suffix:* *Type:* AVE

County(s): Hudson **Zip Code:** 07306

Municipality(s): City of Jersey City **Block(s):** 7501

Local Place Name(s): Jersey City **Lot(s):** 1-2

Ownership: Private **USGS Quad(s):** Jersey City

Description:

The United Parcel Service (UPS) Distribution Center property contains three buildings situated on approximately 1.5 acres of land bounded by St. Paul's Avenue, Dey Street, James Avenue and Charlotte Avenue (Plates 1-4). Of the three buildings, two are more than 50 years of age and were surveyed at the intensive level. The largest of the two resources is a one-story, stucco covered commercial building on the north side of the block. Constructed between 1928 and 1930, the building served as the former distribution garage for the UPS. Building 2 abuts the south elevation of Building 1 and was constructed during this same time period as an office and motor freight station. A concrete block second story was added to Building 2 between 1954 and 1966.

Registration and Status Dates:

National Historic Landmark: SHPO Opinion:

National Register: Local Designation:

New Jersey Register: Other Designation:

Determination of Eligibility: Other Designation Date:

Photograph:

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

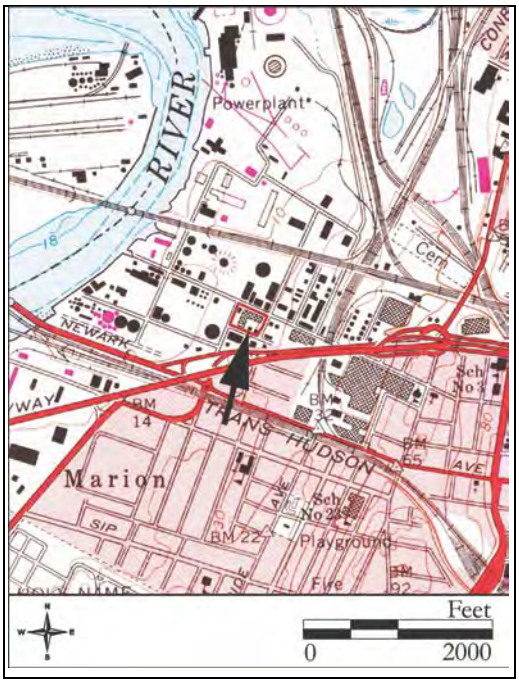
Surveyor: Chelsea Troppauer Date: June 2016

Organization: RGA, Inc.

BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:

See Continuation Sheet

Bibliography/Sources:
See Continuation Sheet

Additional Information:
The surveyed buildings were located on two separate tax parcels identified as Block 7501 Lots 1 and 2. Lot 1 is the location of Building 2 and 3 at 232 Dey Street. Lot 2 is the location of Building 1 at 441-465 St. Paul's Avenue.

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: 2 Building _____ Landscape _____ Farm
_____ Bridge _____ Industry

Within Historic District? ☐ Yes ☒ No **Historic District Name:** _____

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Chelsea Troppauer Date: June 2016
Organization: RGA, Inc.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: Building 1, 441-465 St. Paul's Avenue
Historic Name: 453 St. Paul's Avenue; United Parcel Service Distribution Garage
Present Use:
Historic Use: Industrial Activity- Goods handling and processing
Construction Date: c. 1928-1930 **Source:** Hopkins 1928 ; Sanborn Map Company 1930
Alteration Date(s): c. 2015-2016 **Source:** Sanborn Map Company 1930, NETR 1954,1987, 1995; Fieldwork Observations 2015-2016
Designer: Unknown **Physical Condition:** Fair
Builder: Unknown **Remaining Historic Fabric:** Low
Style: International
Form: Other **Stories:** 1
Type: Other **Bays:** N/A
Roof Finish Materials:
Exterior Finish Materials Stucco, Brick

Exterior Description:
Building 1 is a one-story, flat-roof commercial building constructed between 1928 and 1930. The main section of the building has a rectangular footprint with a curved, northwest corner wall. A one-story rectangular-shaped block extends from the west elevation of the main building. The western block measures half of the width of the main building section. A smaller, one-story block protrudes from the west elevation of the main block. Both of the one-story western blocks were constructed by 1930 (Sanborn Map Company).

The building is oriented with its primary elevation facing north towards St. Paul's Avenue. Concrete slabs cover the original brick-faced exterior of the building's north and east elevations, with the exception of the curved wall on the north elevation. This section of the wall contains a ribbon of six windows with concrete lintels and sills, covered with metal bars and infilled with concrete blocks. A pedestrian entrance is located east of the curved wall. There is an additional entrance on the north elevation wall of the westernmost block. On the north elevation wall of the main section, there is a single loading bay. There are two additional loading bays on the north elevation of the block immediately west of the main section. The south elevation of the building maintains its brick faced exterior. The narrow window bays on the south elevation of the building have been filled in with concrete blocks. The foundation is concrete.

Interior Description:
Not Accessible

Setting:
See Continuation Sheet.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: Building 2, 232 Dey Street

Historic Name: Office and Motor Freight Station

Present Use: Transportation and Movement Activity- Vehicular movement

Historic Use: Commercial Activity- Office Activity; Transportation and Movement Activity- Vehicular movement

Construction Date: c. 1928-1930 **Source:** G.M. Hopkins & Co. 1928 ; Sanborn Map Company 1930

Alteration Date(s): c. 1954-1966, c.1987-1995 **Source:** NETR 1954,1966, 1987, 1995

Designer: Unknown **Physical Condition:** Fair

Builder: Unknown **Remaining Historic Fabric:** Low

Style: None

Form: Other **Stories:** 2

Type: Other **Bays:** 7

Roof Finish Materials:

Exterior Finish Materials Concrete Block

Exterior Description:
Building 2 is a one-story, concrete block structure constructed between 1928 and 1930. The building is capped by a rolled-asphalt flat roof. A second story measuring seven-bays long and four-bays wide was added to the south elevation between 1954 and 1966. The second story of the building is accessible by a metal staircase which abuts the west elevation. A corrugated metal roof hangs above the staircase. Windows on the south elevation of the building consist of replacement 1/1 vinyl sash on the second story, while 6- and 18-pane metal sash windows puncture the first story wall. Large raised loading bays line the east elevation wall. The windows on the second story of the east elevation are filled in with concrete blocks. The foundation is likely concrete.

Interior Description:
Not Accessible

Setting:
See Continuation Sheet.

ELIGIBILITY WORKSHEET

Historic Sites #:

History:
See Continuation Sheet.

Significance:
The buildings at 441-465 St. Paul's Avenue and 232 Dey Street are not individually or collectively significant. Architecturally, the buildings are unremarkable examples of early to mid-twentieth century commercial structures. Research did not uncover any information to suggest that these buildings were associated with a significant person or the development of Jersey City.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility:
The resources on 441-465 St. Paul's Avenue and 232 Dey Street are not individually or collectively eligible for listing on the National Register of Historic Places (NRHP). Architecturally, none of the buildings on the property exemplify a type, period or method of construction. Modern alterations to the buildings have denigrated the property's integrity of design materials and workmanship. These modern alterations include the removal of windows, additions and introduction of new materials to the exterior. Research did not uncover any information to suggest that these buildings were associated with a significant person or historical event. For these reasons, the buildings on the property of 441-465 St. Paul's Avenue and 232 Dey Street are not recommended individually or collectively eligible for listing on the NRHP.

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:
Building/ Element Attachment: Building 1
Building/ Element Attachment: Building 2

Narrative Boundary Description:
N/A

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Chelsea Troppauer Date: June 2016
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

Setting:

The three buildings are situated on a rectangular-shaped block bounded by St. Paul's Avenue to the north, Charlotte Avenue to the west, Dey Street to the south, and James Avenue to the east. The largest of the three buildings, Building 1, is set back from the south side of St. Paul's Avenue approximately 20 feet. Building 2 is located less than 10 feet south of Building 1 and is set back from Dey Street approximately 25 feet. The west elevation of Building 2 abuts the southeast elevation of Building 3. The west elevation of Building 3 extends parallel to Charlotte Avenue and terminates approximately 30 feet southeast of the St. Paul's Avenue and Charlotte Avenue intersection. A large paved lot is located to the southeast of the block. The surrounding area is comprised primarily of commercial development dating to the early to mid-twentieth century.

History:

Cartographic evidence dates the construction of the building at 441- 465 St. Paul's Avenue between 1928 and 1930 (G.M. Hopkins & Co. 1928; Sanborn Map Company 1930). During the early twentieth century, the subject property's block contained three commercial and industrial buildings associated with the Henry Derby Company, a waterproofing canvas company (Sanborn Map Company 1910). The buildings were generally situated towards the center of the block and oriented towards St. Paul's Avenue. The Henry Derby Company remained at 453 St. Paul's Avenue until at least 1928 (G.M. Hopkins & Co. 1928). By 1930, all of the Henry Derby Company buildings were demolished and the property's address changed from 453 to 465 St. Paul's Avenue (Figure 1: Sanborn Map Company 1930). The Henry Derby Company buildings were replaced by a large, one-story rectangular-shaped building that operated as a distribution garage for the United Parcel Service (UPS). Two smaller-size rectangular building blocks were attached to the west elevation of the garage. The UPS building occupied the majority of space within the northern half of the block. The remainder of land that fronted St. Paul's Avenue contained a two-story dwelling and one-story garage identified as 269 St. Paul's Avenue. To the south of the block, there was a one-story office and motor freight station along Dey Street, presumably constructed by UPS for its distribution garage.

Since 1930, the buildings on the block have undergone significant renovations. A concrete block second story was added to the south elevation of Building 2 sometime between 1954 and 1966 (NETR 1954, 1966). The dwelling at 269 St. Paul's Avenue was demolished between 1966 and 1979 and this area remained vacant until between 1987 and 1995, when a one-story concrete block building was constructed to the west of the block (NETR 1966, 1979, 1987, 1995). In 2015-2016, concrete covered the brick faced exterior walls and the majority of the window bays in Building 1 (Fieldwork Observations 2015, 2016).

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CONTINUATION SHEET

Historic Sites #:

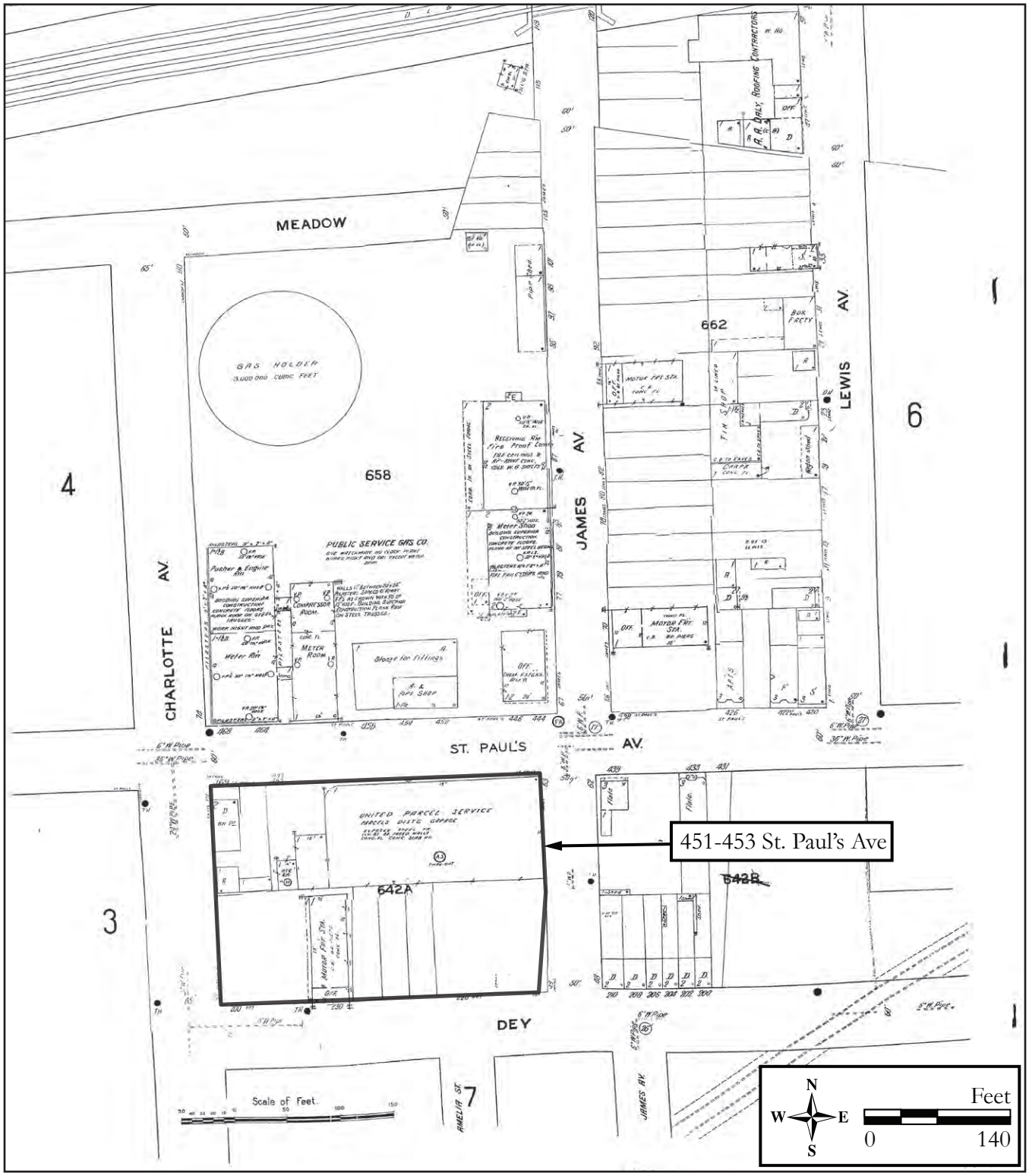
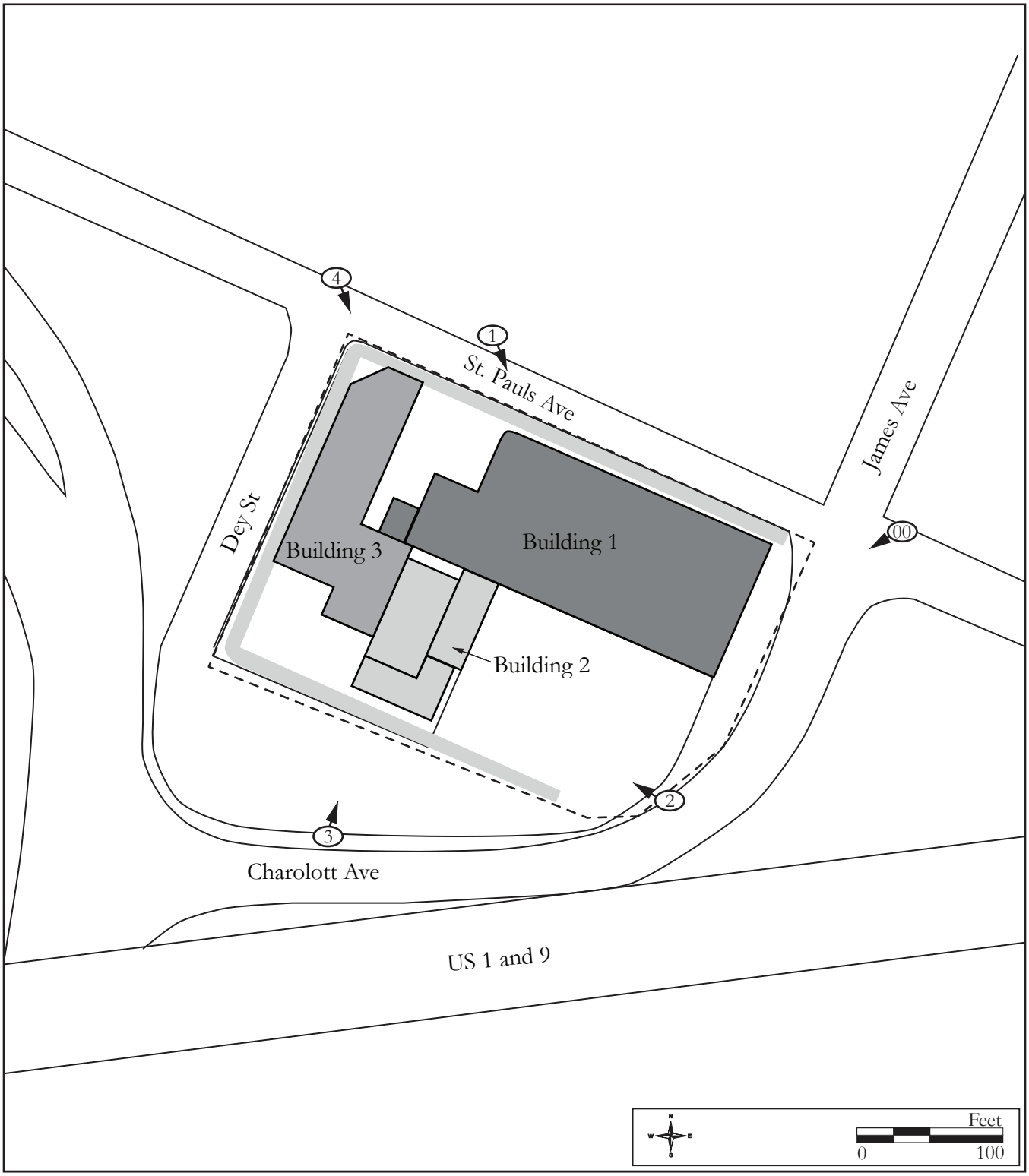


Figure 1: 1930 Sanborn Map Company, Insurance Maps of Hudson County, New Jersey, Jersey City Volume Three, Revised 1930.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Chelsea Troppauer
Date: June 2016
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:



Site Map.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Chelsea Troppauer
Date: June 2016
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

Plate: 1

Photo view:

Southeast

Photographer:

Chelsea Troppauer

Date:

May 9, 2016

View of the north elevation of Building 1 showing the remaining brick faced exterior.

Plate: 2

Photo view:

Northwest

Photographer:

Chelsea Troppauer

Date:

May 9, 2016

View of the rear of Building 1 and west elevation of Building 2 as seen from James Avenue.

CONTINUATION SHEET

Historic Sites #:

Plate: 3

Northeast

Photographer:

Chelsea Troppauer

Date:

May 9, 2016

View of the south elevations of Buildings 2 and 3.

Plate: 4

Photo view:

Southeast

Photographer:

Chelsea Troppauer

Date:

May 9, 2016

View of Building 1 and 3 as seen from the southeast corner of Charlotte and St. Paul's Avenues.

BASE SURVEY FORM

Historic Sites #:

Property Name: Old Dominion Freight Line Company

Street Address: *Street #:* 136 *(Low)* _____ *(High)* *Apartment #:* _____ *(Low)* _____ *(High)*

Prefix: _____ *Street Name:* Duffield *Suffix:* _____ *Type:* AVE

County(s): Hudson **Zip Code:** 07603

Municipality(s): City of Jersey City **Block(s):** 7404

Local Place Name(s): Jersey City **Lot(s):** 7, 8, 11, 12

Ownership: Private **USGS Quad(s):** Jersey City

Description:

The property consists of five buildings on four separate tax parcels situated between the former Pennsylvania Railroad tracks and Van Keuren Avenue, and Duffield Avenue to James Avenue. All of the buildings date to between 1954 and 1966, and with the exception of Building 3, have a rectangular-shaped main block with a rear multi-bay trucking terminal. Building 1 is located at 136 Duffield Avenue and is the only building to face towards Duffield Avenue. Building 2 is situated approximately 110 feet north of Building 1, at 105 Van Keuren Avenue. Buildings 3 and 4 are both located at 55 Van Keuren Avenue and are approximately 325 and 470 feet southwest of Building 2. Building 5 located at 125 James Avenue is the only building oriented towards James Avenue and is approximately 225 feet southeast of Building 4.

Registration and Status Dates:

National Historic Landmark: _____ SHPO Opinion: _____

National Register: _____ Local Designation: _____

New Jersey Register: _____ Other Designation: _____

Determination of Eligibility: _____ Other Designation Date: _____

Photograph:

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

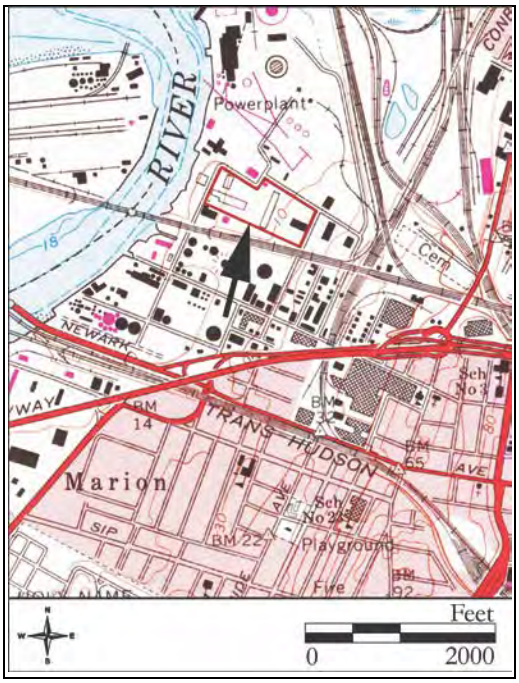
Surveyor: Chelsea Troppauer Date: June 2016

Organization: RGA, Inc.

BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:

See Continuation Sheet

Bibliography/Sources:
See Continuation Sheet.

Additional Information:
The surveyed buildings were located on four separate tax parcels identified as Block 7404, Lots 8, 11 and 12. Lot 8 is identified as 105 Van Keuren Avenue (location of Building 2). Lot 11 is the location of Buildings 3 and 4 at 55 Van Keuren Avenue and Lot 12 is the location of Building 5 at 125 James Avenue. Although the property of Building 5 does not currently appear to operate under the Old Domnion Freight Line Company, it was once a part of a larger lot that included the property of 55 Van Keuren Avenue.

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: 5 Building _____ Landscape _____ Farm
_____ Bridge _____ Industry

Within Historic District? ☐ Yes ☒ No **Historic District Name:** _____

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Chelsea Troppauer Date: June 2016
Organization: RGA, Inc.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: Building 1, 136 Duffield Avenue
Historic Name:
Present Use: Commercial Activity- Office Activity
Historic Use:
Construction Date: c. 1954-1966 **Source:** NETR 1954, 1966
Alteration Date(s): c. 1979-1987 **Source:** NETR 1979, 1987
Designer: Unknown **Physical Condition:** Good
Builder: Unknown **Remaining Historic Fabric:** Medium
Style: None
Form: Other **Stories:** 1
Type: Other **Bays:** 6
Roof Finish Materials: Rolled Asphalt
Exterior Finish Materials Brick- Running Bond

Exterior Description:
Building 1 is a one-story, six-bay wide building constructed between 1954 and 1966 (Plate 1). The building has a rectangular shaped footprint and is topped by rolled asphalt flat roof. A brick chimney is situated near the west elevation. A large trucking terminal measuring approximately 350 feet in length extends from the rear of the building. A security office is located in one of the two, smaller rectangular shaped additions which extend from the south elevation of the trucking terminal near the southwest corner. The building is laid with brick that rests on a raised concrete foundation. The south elevation of the main block and the southern additions are clad in vinyl siding. The building is oriented with its primary elevation facing west towards Duffield Avenue. A paneled and glazed door is situated near the center of the west elevation and topped by a metal awning. Windows on the west elevation consists of single and double sets of single hung 2/1 or 4/2 metal sash. On the southern additions, there are modern vinyl sash sliding windows.

Interior Description:
Not Accessible

Setting:
See Continuation Sheet

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: Building 2, 105 Van Keuren Avenue

Historic Name:

Present Use: Commercial Activity- Office Activity
Transportation and Movement Activity- Vehicular Parking

Historic Use:

Construction Date: c. 1954-1966 **Source:** NETR 1954, 1966

Alteration Date(s): c. 1979-1987 **Source:** NETR 1979, 1987

Designer: Unknown **Physical Condition:** Fair

Builder: Unknown **Remaining Historic Fabric:** Medium

Style: None

Form: Other **Stories:** 2

Type: Other **Bays:** 6

Roof Finish Materials: Rolled Asphalt

Exterior Finish Materials Brick- Running Bond

Exterior Description:
Building 2 is a two-story, six-bay wide brick building constructed between 1954 and 1966 (Plate 2). The building has a rectangular shaped footprint and is topped by a flat roof. A one-story truck terminal measuring six bays long extends from the rear of the building. The truck terminal is clad in flat and corrugated metal siding. The building is oriented with its primary elevation facing north towards Van Keuren Avenue. On the western half of the north elevation, there are two paneled doors on the first story accessible by a set of five concrete steps with a metal railing. The second story of the building is accessible by an exterior staircase which abuts the west elevation. The staircase is enclosed by corrugated metal siding. This exterior staircase adjoins a one-story bay covered in vinyl siding. Windows consist primarily of single hung 2/1 and 4/2 metal sash and fixed single panes. The foundation is concrete.

Interior Description:
Not Accessible

Setting:
See Continuation Sheet.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: Building 3, 55 Van Keuren Avenue
Historic Name:
Present Use: No Activity
Historic Use: Transportation and Movement Activity- Vehicular Parking
Construction Date: c. 1954-1966 **Source:** NETR 1954, 1966
Alteration Date(s): c. 1966-1979, c. 2002-2008 **Source:** NETR 1966, 1979, 2002, 2008
Designer: Unknown **Physical Condition:** Poor
Builder: Unknown **Remaining Historic Fabric:** Low
Style: None
Form: Other **Stories:** 1
Type: Other **Bays:** 3
Roof Finish Materials: Rolled Asphalt
Exterior Finish Materials Concrete

Exterior Description:
Building 3 is a one-story, three-bay wide structure constructed between 1954 and 1966 (Plate 3). The structure has a rectangular footprint and capped by a flat roof. A one-story, one-bay wide addition, constructed between 1979 and 1987, protrudes from the rear (south) elevation. Large garage bays measuring the height of the structure pierce the east and west elevation wall. The garage bays, as well as the window bays on the north elevation, are filled in with modern concrete blocks. The foundation is likely concrete.

Interior Description:
Not Accessible.

Setting:
See Continuation Sheet.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: Building 4, 55 Van Keuren Avenue

Historic Name:

Present Use: Commercial Activity- Office Activity; Transportation and Movement Activity- Vehicular Parking

Historic Use:

Construction Date: c. 1954-1966 **Source:** NETR 1954, 1966

Alteration Date(s): c. 1966-1979 **Source:** NETR 1966, 1979

Designer: Unknown **Physical Condition:** Fair

Builder: Unknown **Remaining Historic Fabric:** Medium

Style: None

Form: Other **Stories:** 2

Type: Other **Bays:** 12

Roof Finish Materials: Rolled Asphalt

Exterior Finish Materials Brick- Running Bond

Exterior Description:

Building 4 is a two-story, 12-bay wide building constructed between 1954 and 1966 (Plates 4-5). The building has a rectangular footprint and is capped by a flat roof. A truck terminal measuring approximately 400 feet long extends from the rear (south) elevation. The terminal was extended to its present length in 1965. A two-story, six-bay wide addition was constructed to the east elevation of the main block sometime between 1966 and 1979. The building is oriented with its primary elevation facing north towards Van Keuren Avenue. The exterior of the main block is a light colored brick laid in a running bond pattern. On the first story of the north elevation, there is a two-bay wide section of the wall covered in concrete. A pent extends from a point west of the concrete wall to the northwest corner of the building. The primary entrance into the building is within a one-story bay clad in vinyl siding. A metal door punctures the second story of the east and west elevations. A metal staircase abuts the west elevation. On the east elevation, a metal ladder extends from the first story to a metal grated platform with metal railing on the second story. On the first story of the building, the windows consist primarily of replacement fixed single panes. On the second story there are fixed single panes and 1/1 single hung metal sash windows.

Interior Description:

Not Accessible.

Setting:

See Continuation Sheet

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: Building 5, 125 James Avenue

Historic Name:

Present Use: Commercial Activity- Office Activity; Transportation and Movement Activity- Vehicular Parking

Historic Use:

Construction Date: c. 1954-1966 **Source:** NETR 1954, 1966

Alteration Date(s): **Source:**

Designer: Unknown **Physical Condition:** Fair

Builder: Unknown **Remaining Historic Fabric:** Medium

Style: None

Form: Other **Stories:** 1

Type: Other **Bays:** 4

Roof Finish Materials: Rolled Asphalt

Exterior Finish Materials Brick- Running Bond

Exterior Description:

Building 5 is a one-story, four-bay wide commercial building constructed between 1954 and 1966 (Plates 6-8). The building has a rectangular footprint and is capped by a flat roof. A truck terminal measuring approximately 170 feet protrudes off the rear (west) elevation. The walls of the terminal are clad in corrugated metal siding. The exterior of the main block is laid in a light colored brick. The primary entrance consists of a metal door near the southeast corner of the building. The entrance is accessible by a set of three brick stairs with a metal railing. There is a secondary entrance on the north elevation of the main block. The north, east and south elevation walls are punctured by one or two sets of double pane awning metal sash windows framed by a fixed single pane metal sash above and below. On the east elevation, there is a single-hung metal sash window with a fixed 1/1 upper sash. The foundation is likely concrete.

Interior Description:

Not Accessible

Setting:

See Continuation Sheet

ELIGIBILITY WORKSHEET

Historic Sites #:

History:
During the early twentieth century, the subject property was a part of a larger land holding used by various lumber companies for the storage and transport of lumber (Sanborn Map Company 1911). The land of the larger property was bounded by Duffield Avenue and Van Keuren Avenue to the north, Duffield Avenue to the west, James Avenue to the east and the Pennsylvania Railroad tracks to the south. By 1949, the buildings and structures related to the lumber yards on the block had been removed (Sanborn Map Company 1949). It is likely that during the mid-twentieth century the larger property had begun to be subdivided. *See Continuation Sheet.*

Significance:
The buildings at 136 Duffield Avenue, 55 Van Keuren Avenue and 125 James Avenue are not individually or collectively significant. Architecturally, the buildings are unremarkable examples of mid-twentieth century industrial architecture, a common building type in the Jersey City area. Research did not uncover any information to suggest that the buildings were associated with a significant person or historical event.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility:
The buildings at 136 Duffield Avenue, 55 Van Keuren Avenue and 125 James Avenue are not recommended individually or collectively eligible for listing on the National Register of Historic Places (NRHP). Architecturally, the buildings do not exemplify a type, period or method of construction and were not associated with the work of a master. Furthermore, modern alterations performed on the buildings have diminished their integrity in the areas of design, workmanship and materials. These alterations include the removal and replacement of windows and exterior materials and additions. Research uncovered no information to suggest that the buildings were associated with a significant person or attributed to the industrial development of Jersey City. For these reasons, the buildings are not recommended individually or collectively eligible on the NRHP under Criterion A, B, or C.

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:
Building/Element Attachments: Building 1, 136 Duffield Avenue; Building 2, 105 Van Keuren Avenue; Building 3, 55 Van Keuren Avenue; Building 4, 55 Van Keuren Avenue; Building 5, 125 James Avenue

Narrative Boundary Description:
N/A

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Chelsea Troppauer Date: June 2016
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

Setting:
Building 1 is situated on a rectangular-shaped parcel on the east side of Duffield Avenue known as 136 Duffield Avenue. The building is oriented with its primary elevation facing west towards Duffield Avenue and is set back approximately 25 feet from the roadway. Building 2 is located on a rectangular shaped parcel on the south side of Van Keuren Avenue identified as 105 Van Keuren Avenue. The building's primary elevation is oriented north toward Van Keuren Avenue is approximately 25 feet south of the roadway. Buildings 3 and 4 are located on the south side of Van Keuren Avenue on a parcel identified as 55 Van Keuren. Building 3 is located near the northwest corner of the parcel and is approximately 60 feet west of Building 4. Building 5 is the only building situated on the parcel known as 125 James Avenue and set back from the roadway approximately 20 feet. All of the buildings are surrounded by paved driveways and parking lots. The surrounding area is comprised of industrial development that primarily dating from the early to mid-twentieth century.

History (continued):
Historic aerial photographs of the area indicate that all of the subject buildings were constructed sometime between 1954 and 1966; however, the extension of Building 4's trucking terminal in 1965 suggests that at least one of the buildings on the property dates to no later than 1965 (NETR 1954, 1966; Howell 1965). Research did not uncover any information regarding the identity of the companies that operated out of the buildings during their early years, but similaries in construction, most notably the use of light-colored brick, suggest that the complex was built by a single entity. By the early 1970s, Smith's Transfer Company was identified at 55 Van Keuren Street, and Crouch Trucking Company was at 125 James Avenue (Jersey Journal 1970, 1971).

During the late twentieth century, the footprints of Buildings 1-4 were altered. A two-story, six-bay wide addition was constructed to the east elevation of Building 4 between 1966 and 1979 (NETR 1966, 1979). During the period from 1979 to 1987, a section of Building 1's west elevation was removed, the loading dock at the rear of Building 2 was reduced to its current size, and a one-story addition was constructed at the rear of Building 3 (NETR 1979, 1987). The footprint of Building 5 has remained largely unchanged since its construction (NETR 1966, 1979, 1987, 2002, 2008, 2013). Today, Buildings 1, 2 and 4 are used by the Dominion Freight Line Company.

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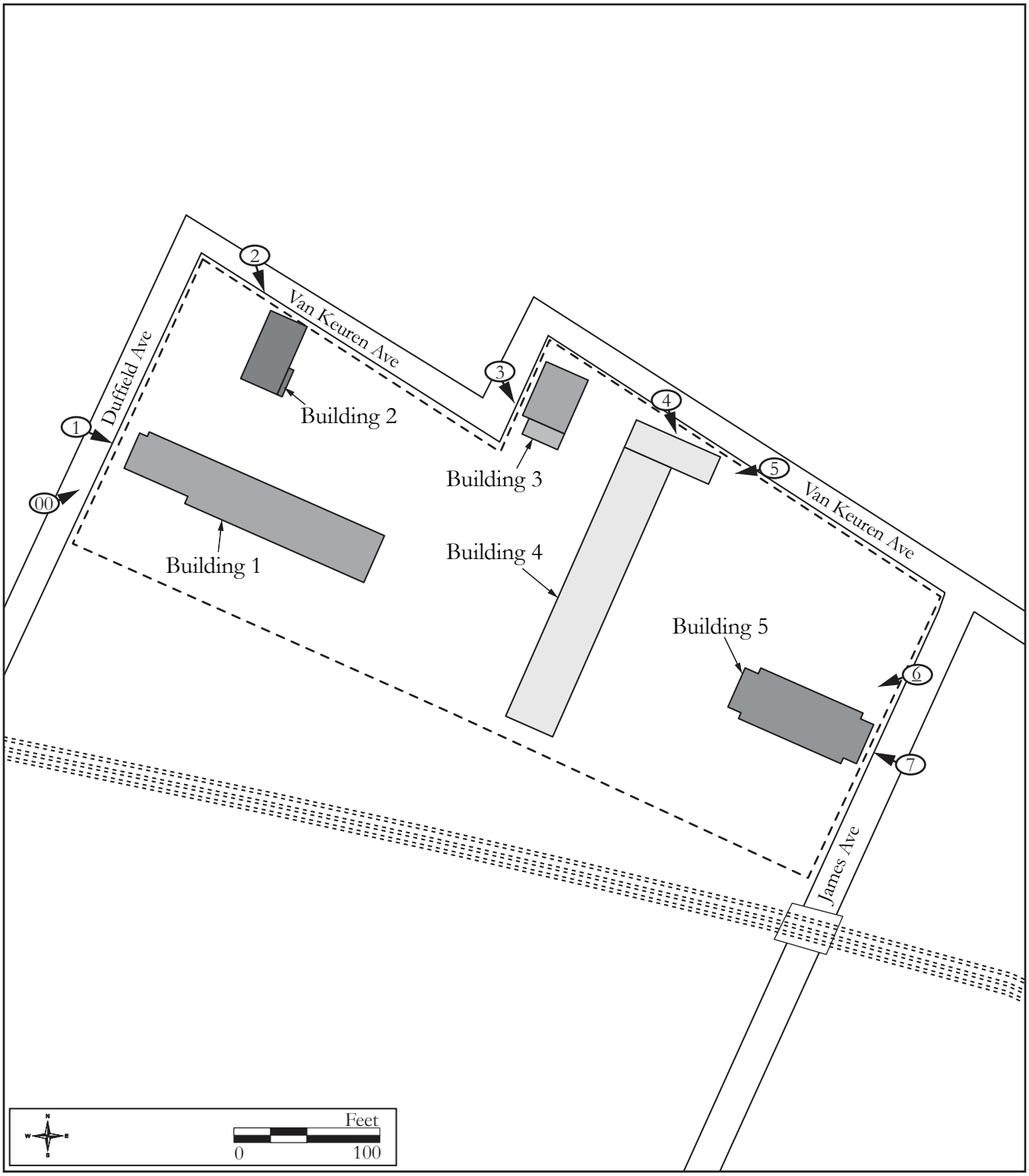
CONTINUATION SHEET

Historic Sites #:



Site Map.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Chelsea Troppauer
Date: June 2016
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

Plate: 1

Photo view:

Southeast

Photographer:

Lauren Szeber

Date:

May 9, 2016

View of the primary (west) elevation Building 1 located at 136 Duffield Avenue.

Plate: 2

Photo view:

Southeast

Photographer:

Lauren Szeber

Date:

May 9, 2016

View showing Building 2 located at 105 Van Keuren Avenue.

CONTINUATION SHEET

Historic Sites #:

Plate: 3

Photo view:

Southeast

Photographer:

Lauren Szeber

Date:

May 9, 2016

View of Building 3 located near the northwest corner of 55 Van Keuren Avenue.

Plate: 4

Photo view:

Southeast

Photographer:

Lauren Szeber

Date:

May 9, 2016

View of the north (primary) and west elevations of Building 4 located at 55 Van Keuren Avenue.

CONTINUATION SHEET

Historic Sites #:

Plate: 5

Photo view:

Southwest

Photographer:

Lauren Szeber

Date:

May 9, 2016

View of the west elevation of the main block and trucking terminal of Building 4 located at 55 Van Keuren Avenue.

Plate: 6

Photo view:

Southwest

Photographer:

Lauren Szeber

Date:

May 9, 2016

View showing the west elevation of the main block and trucking terminal of Building 5 located at 125 James Avenue.

CONTINUATION SHEET

Historic Sites #:

Plate: 7

Photo view:

Northwest

Photographer:

Lauren Szeber

Date:

May 9, 2016

View of the east elevation of Building 5 located at 125 James Avenue.

Plate: 8

Photo view:

Northwest

Photographer:

Lauren Szeber

Date:

May 9, 2016

View of the south elevation of Building 5 located at 125 James Avenue.

BASE SURVEY FORM

Historic Sites #:

Property Name: 3139-3149 John F. Kennedy Boulevard

Street Address: *Street #:* 3139 *(Low)* 3149 *(High)* *Apartment #:* *(Low)* *(High)*

Prefix: *Street Name:* John F. Kennedy *Suffix:* *Type:* BLVD

County(s): Hudson **Zip Code:** 07306

Municipality(s): Jersey City **Block(s):** 5403

Local Place Name(s): Jersey City **Lot(s):** 14-16

Ownership: Private **USGS Quad(s):**

Description:

The brick apartment building at 3139-3149 John F. Kennedy Boulevard is designed in the Tudor Revival Style and was constructed between 1910 and 1930 (Plate 1). The building measures four stories with a raised basement level and is capped by a flat roof. The apartment building is comprised of three sections, each measuring six bays wide. A crenellated parapet wall extends above the roof line of the east and south elevations; the roof line is demarcated by a running stone belt course. There is an additional stone belt course that extends the length of each section between the first and second stories. The height of the parapet wall and belt courses varies slightly amongst the three sections, likely due to a change in topography on the lot. On the east (primary) elevation, the corners of each building section are demarcated by stone geometric detailing on the battlements between small turrets. Diamond and square shaped details are applied to the area between the second and fourth stories of the building section ends and to the battlements.

(See Continuation Sheet)

Registration and Status Dates:

National Historic Landmark: SHPO Opinion:

National Register: Local Designation:

New Jersey Register: Other Designation:

Determination of Eligibility: Other Designation Date:

Photograph:

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Chelsea Troppauer Date: June 2016

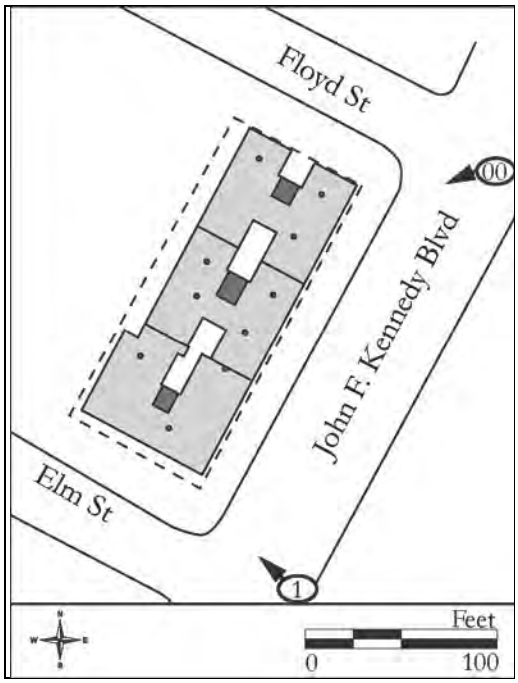
Organization: RGA, Inc.

BASE SURVEY FORM

Historic Sites #:

Location Map:

Site Map:



Bibliography/Sources:
See Continuation Sheet

Additional Information:
None.

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: 3 Building _____ Landscape _____ Farm
_____ Bridge _____ Industry

Within Historic District? ☐ Yes ☒ No **Historic District Name:** _____

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Chelsea Troppauer Date: June 2016
Organization: RGA, Inc.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: 3139- 3149 John F. Kennedy Boulevard
Historic Name: Ruth Court, Maryland Court, Plaza Court
Present Use: Residential Activity: Permanent
Historic Use: Residential Activity: Permanent
Construction Date: c. 1910-1925 **Source:** Sanborn Map Company 1910, R.L. Polk & Company 1925
Alteration Date(s): **Source:**
Designer: Unknown **Physical Condition:** Good
Builder: Unknown **Remaining Historic Fabric:** Medium
Style: Tudor Revival
Form: Apartment **Stories:** 4
Type: Other **Bays:** 6
Roof Finish Materials: Rolled Asphalt
Exterior Finish Materials Brick, Flemish Bond

Exterior Description:
(See Base Survey Form & Continuation Sheet)

Interior Description:
Not Accessible

Setting:
See Continuation Sheet

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Chelsea Troppauer Date: June 2016
Organization: RGA, Inc.

ELIGIBILITY WORKSHEET

Historic Sites #:

History:
See Continuation Sheet

Significance:
The building at 3139-3149 John F. Kennedy Boulevard is not individually significant. Architecturally, the low-rise apartment building is a common building type seen throughout the "Heights" neighborhood of Jersey City. Research did not uncover any information to suggest that the building was associated with any significant people or have any direct associations to the development of Jersey City. The building has been altered over time to reflect the changing style trends and needs of its occupants. These modern alterations include the replacement of windows and the primary entrance doors.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility:
The building at 3139-3149 John F. Kennedy Boulevard is not recommended individually eligible for listing on the National Register of Historic Places (NRHP). Architecturally, the building does not exemplify a type, period or method of construction and is not associated with the work of a master. Research did not uncover any information to suggest that the building was associated with a significant person or a historical event. Furthermore, modern alterations to the dwelling have denigrated its integrity of materials and design.. For these reasons, the building at 3139-3149 John F. Kennedy Boulevard is not recommended individually eligible for listing on the NRHP under Criteria A, B, or C.

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:

Narrative Boundary Description:
N/A

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Chelsea Troppauer Date: June 2016
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

Exterior Description:
(Continued from Base Survey Form)

A prominent stone doorway surrounds each of the building entrances. The doorway is capped by a stone architectural feature consisting of two turret-like elements at the center and at either end. A raised geometric detailing extends the length of the frieze. All of the door bays exhibit different types of doors. The northern entrance consists of a glazed door framed by single-pane sidelights and transom. The central entrance features a smaller size fifteen-pane door with a concealed transom. The southern entrance consists of a pair of double pane doors topped by a large, single pane transom. Windows consist primarily of 1/1 vinyl sash and larger 1/1 vinyl sash framed by narrower 1/1 sidelights. The first-story windows on the east elevation are capped by stone drip-mold window crowns.

Setting:

The apartment building at 3139-3149 John F. Kennedy Boulevard is situated on three rectangular shaped parcels located on the west side of John F. Kennedy Boulevard. The building is oriented with its primary elevation facing east and is set back from the roadway approximately 20 feet. Each of the building's three separate entrances abuts the large public sidewalk. The building is surrounded by John F. Kennedy Boulevard to the east, Elm Street to the south, the building at 3163 John F. Kennedy Boulevard to the north, and the residential development on Elm Street and Floyd Street to the west. The surrounding area consists primarily of residential and commercial development dating to the late nineteenth and early twentieth centuries.

History:

Cartographic evidence dates the construction of the building at 3139-3149 John F. Kennedy Boulevard (formerly Hudson Boulevard) to sometime between 1910 and 1930 (Sanborn Map Company 1910, 1930). It is more likely, however, that the building was constructed no later than 1925, when it was first listed in the City Directory for Jersey City (R.L. Polk & Company 1923, 1926). The listing for the building in the 1925 Jersey City Directory was for Maryland Court located at 3139 Hudson Boulevard (R.L. Polk & Company 1926). By 1930, the address of the apartment building changed from 3139 and 3139A-B to 3139, 3143 and 3149 Hudson Boulevard (Figure 1; Sanborn Map Company 1930). By this time, there were three names associated with the building, Maryland Court (3143), Ruth Court (3139) and Plaza Court (3149) (Sanborn Map Company 1930). Research did not uncover any information regarding the designer of the building or its exact date of construction.

In 1930, approximately 27 households were identified as living in the apartment building (United States Bureau of Census [US Census] 1930). The renters of these households were generally first generation Americans born in the New York and New Jersey area, many of whom worked as clerks for banks, railroad and insurance companies (US Census 1930). By 1940, the number of families renting apartments in the building increased to a total of 49 households (US Census 1940). The size of these households was generally larger than a decade prior generally ranging from 2 to 5 people per apartment. The occupations listed for these tenants ranged from workers in cosmetic, textile and soap factories, to accountants and physicians. Similar to the 1930 census, these tenants were generally American born citizens from the New York and New Jersey area (US Census 1940).

Throughout the remainder of the twentieth century, the footprint of the building has remained the same (NETR 1954, 1966, 1979, 2002). Late twentieth-century alterations have been performed on the primary (east) and south elevations of the building. These alterations include the replacement of all the windows on the east and south elevation and the replacement of the door bays for each section of the building on the east elevation.

CONTINUATION SHEET

Historic Sites #:

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1930 *Insurance Maps of Hudson County, New Jersey, Jersey City Volume Three, Revised 1930*. Sanborn Map Company, New York, New York.

United States Bureau of the Census [US Census]
1930 Population Schedule, Jersey City (Ward 10), Hudson County, New Jersey.
1940 Population Schedule, Jersey City (Ward 10), Hudson County, New Jersey.

CONTINUATION SHEET

Historic Sites #:

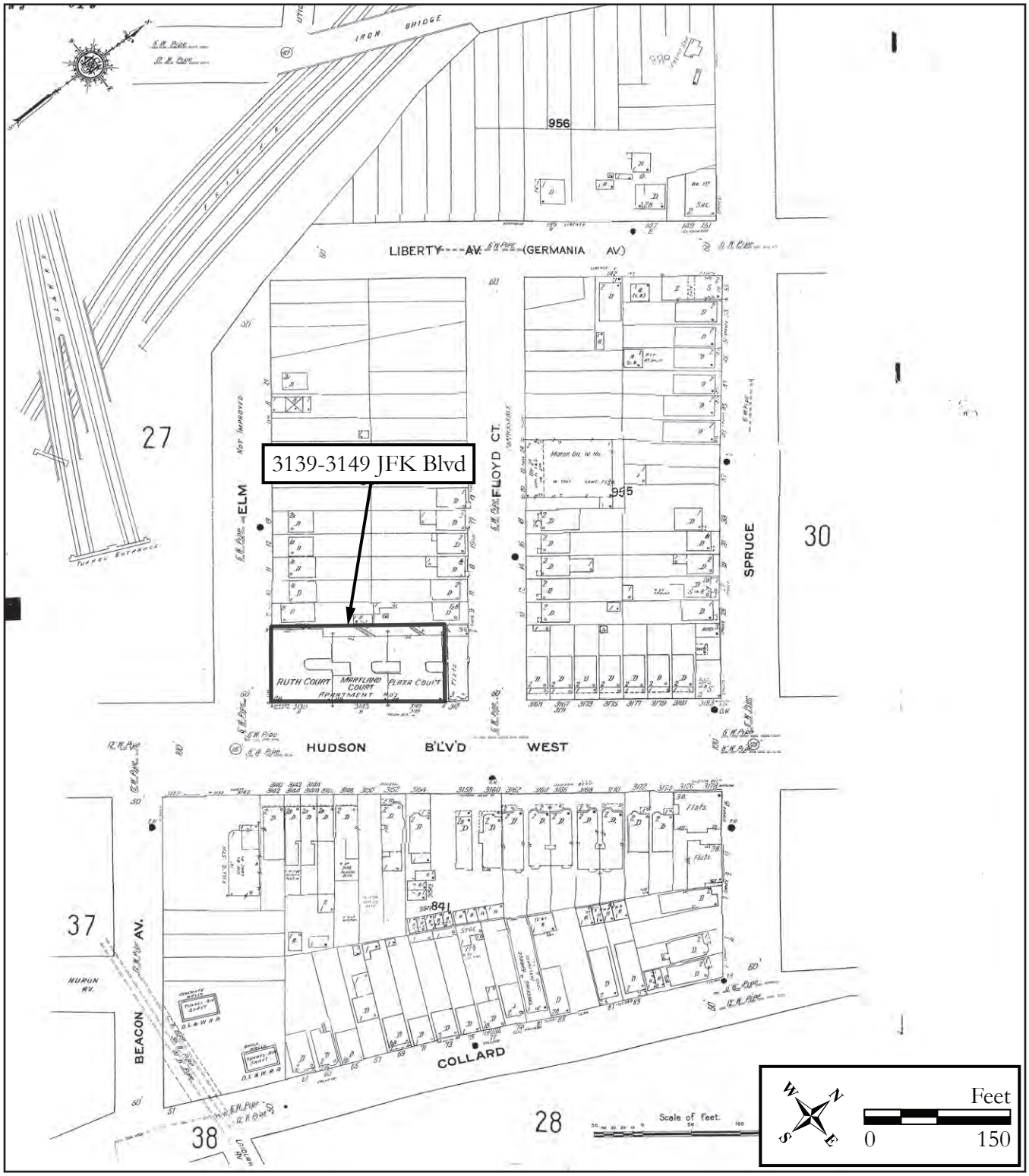


Figure 1: 1930 Sanborn Map Company, Insurance Maps of Hudson County, New Jersey, Jersey City Volume Three, Revised 1930.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Chelsea Troppauer
Date: June 2016
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

Plate: 1

Photo view:

Northwest

Photographer:

Chelsea Troppauer

Date:

May 9, 2016

View showing the primary (east) and south elevations of the apartment building located at 3139-3149 John F. Kennedy Boulevard.

BASE SURVEY FORM

Historic Sites #:

Property Name: 20 Floyd Street

Street Address: *Street #:* 20 *(Low)* _____ *(High)* *Apartment #:* _____ *(Low)* _____ *(High)*

Prefix: _____ *Street Name:* Floyd *Suffix:* _____ *Type:* ST

County(s): Hudson **Zip Code:** 07306

Municipality(s): Jersey City **Block(s):** 5404

Local Place Name(s): Jersey City **Lot(s):** 29

Ownership: Private **USGS Quad(s):**

Description:

The warehouse at 20 Floyd Street is a two-story brick building constructed between 1910 and 1930 (Plate 1). The building is comprised of two building blocks. The main block has a rectangular footprint and measures two stories tall and three bays wide. A one-story block with a square footprint extends from the east elevation of the main block. Both building blocks are topped by a rolled-asphalt flat roof. The building is oriented with its primary elevation facing west towards Floyd Street. On the west elevation, two large bays with rolled corrugated metal garage doors puncture the southern half of the first story. To the west of the garage doors, there is a single door bay and two, 1/1 sash windows covered by metal bars. On the second story of the building, the windows primarily consist of double pane sliding vinyl sash. There is a corner window bay at the southwest and northwest corners of the building that are comprised of a double-pane sliding vinyl sash window and a 1/1 vinyl sash window. The foundation of the building is concrete.

Registration and Status Dates:

National Historic Landmark: _____ SHPO Opinion: _____

National Register: _____ Local Designation: _____

New Jersey Register: _____ Other Designation: _____

Determination of Eligibility: _____ Other Designation Date: _____

Photograph:

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

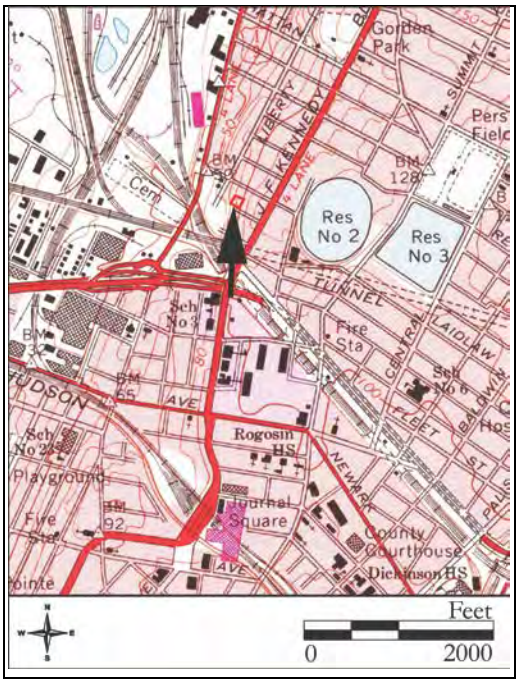
Surveyor: Chelsea Troppauer Date: June 2016

Organization: RGA, Inc.

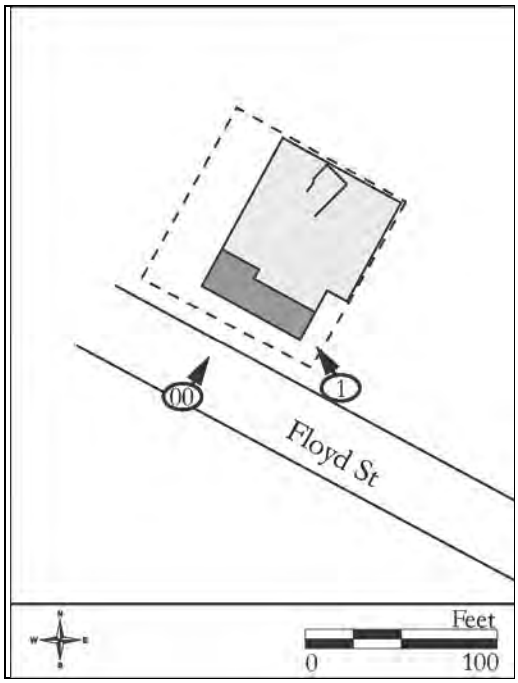
BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources:
See Continuation Sheet

Additional Information:
None.

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: 1 Building _____ Landscape _____ Farm
_____ Bridge _____ Industry

Within Historic District? ☐ Yes ☒ No **Historic District Name:** _____

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Chelsea Troppauer Date: June 2016
Organization: RGA, Inc.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: 20 Floyd Street
Historic Name: 20-24 Floyd Street
Present Use: Industrial Activity- Goods Handling and Processing
Historic Use: Commercial Activity- Office Activity
Construction Date: c. 1920 **Source:** *The American Contractor* 1920
Alteration Date(s): **Source:**
Designer: William Neumann **Physical Condition:** Fair
Builder: Modestino Crisciteillo **Remaining Historic Fabric:** Medium
Style: Modernistic
Form: Other **Stories:** 2
Type: Other **Bays:** 3
Roof Finish Materials: Rolled Asphalt
Exterior Finish Materials Brick, Running Bond

Exterior Description:
See Base Survey Form

Interior Description:
Not Accessible

Setting:
The building at 20 Floyd Street is situated on a square parcel located on the east side of Floyd Street. The building is oriented with its primary elevation facing west and is set back from the road approximately 10 feet. A paved driveway connects the garage bays on the west elevation of the building to Floyd Street. There is an additional paved driveway that leads from Floyd Street along the north elevation of the building. The surrounding area is comprised of residential and commercial development that primarily dates to the late nineteenth and early twentieth centuries.

ELIGIBILITY WORKSHEET

Historic Sites #:

History:
The building at 20 Floyd Street was designed in 1920 by Jersey City architect William Neumann as the laboratory building of the C.L. Constant Company (American Contactor 1920). The total building cost was $25,000. Architect William Neumann was born in Hoboken on June 24, 1874 (Muirheid 1910). He received his early education in Jersey City public schools before attending the trade schools of Cooper Union in New York City. His architectural education was in Berlin at the Kinglich Technische Hochschuhle zu Berlin. William joined his brother Herman in 1896 and established the firm of H. & W. Neumann in Jersey City (Muirheid 1910). Following his brother's death in 1907, William continued as an active member of the firm. By 1910, notable Jersey City commissions included the St. Paul's Evangelical Lutheran Church, the Merchant's National Bank, and apartment buildings located on Belmont Avenue, Hutton Street and Central Avenue (Muirheid 1910). By 1926, William's sons worked alongside him under the new firm name of William Neumann and Son (Jersey Journal 1961). One of the firm's most notable commissions was Christ Hospital in Jersey City. At the time of his death in 1955, William Neumann was the oldest practicing architect in the State of New Jersey (Jersey Journal 1961). *See Continuation Sheet*

Significance:
The building at 20 Floyd Street was constructed in 1920 for the C.L. Constant Company and designed by the New Jersey architect William Neumann. Although the firm was frequently commissioned to design buildings in the Jersey City area, research did not uncover any information to suggest that this particular building represented a milestone or advancement in commercial architecture or represented a notable example in the architect's broader resume.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility:
The building at 20 Floyd Street is not recommended eligible for listing on the National Register of Historic Places (NRHP). Architecturally, the building does not exemplify a type, method or period of construction. Modern alterations have denigrated the building's integrity in the areas of design, workmanship and materials. These modern alterations include the replacement of windows and the removal of a window bay. Research uncovered no information to suggest that the building was associated with any significant historical events. For these reasons, the building at 20 Floyd Street is not individually eligible for listing on the NRHP.

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:

Narrative Boundary Description:
N/A

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Chelsea Troppauer Date: June 2016
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

History (continued):

The owner of the building, C.L. Constant Company operated out of New York City in 1920 as a research chemical company. Research did not uncover any information to suggest exactly if and how long the C.L. Constant Company may have operated out of this building. A Jersey City directory dated 1922 did not identify a C.L. Constant Company at this location or in Jersey City (R.L. Polk & Company 1923). By 1925, the building was identified as the location for the Eastern Dry Cleaning Company with J. Theodore Renard serving as the company's president. The Eastern Dry Cleaning Company remained on Floyd Street until at least 1927. By 1930, the building served as a motor oil warehouse, with a second story office (Figure 1: Sanborn Map Company 1930). Research did not uncover any information to identify the motor oil company or any company occupying that address during the 1930s and 1940s. During the twentieth century, the building's footprint has remained unchanged (NETR 1954, 1979, 2002. Changes were made to the primary (west) elevation of the building sometime during the twentieth century. These changes included replacing a first-story window bay with a rolling aluminum door bay and replacement of windows.

Bibliography:

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1927 "Eastern Dry Cleaning Company." *American Blacksmith and Motor Shop* 27(12): 21

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2002 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com. Accessed May 24, 2016.

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1926 *Polk's Jersey City and Hoboken Directory 1925-1926*. R.L Polk & Company Publishers, New York, New York.

Sanborn Map Company
1930 *Insurance Maps of Hudson County, New Jersey, Jersey City Volume Three, Revised 1930*. Sanborn Map Company, New York, New York.

CONTINUATION SHEET

Historic Sites #:

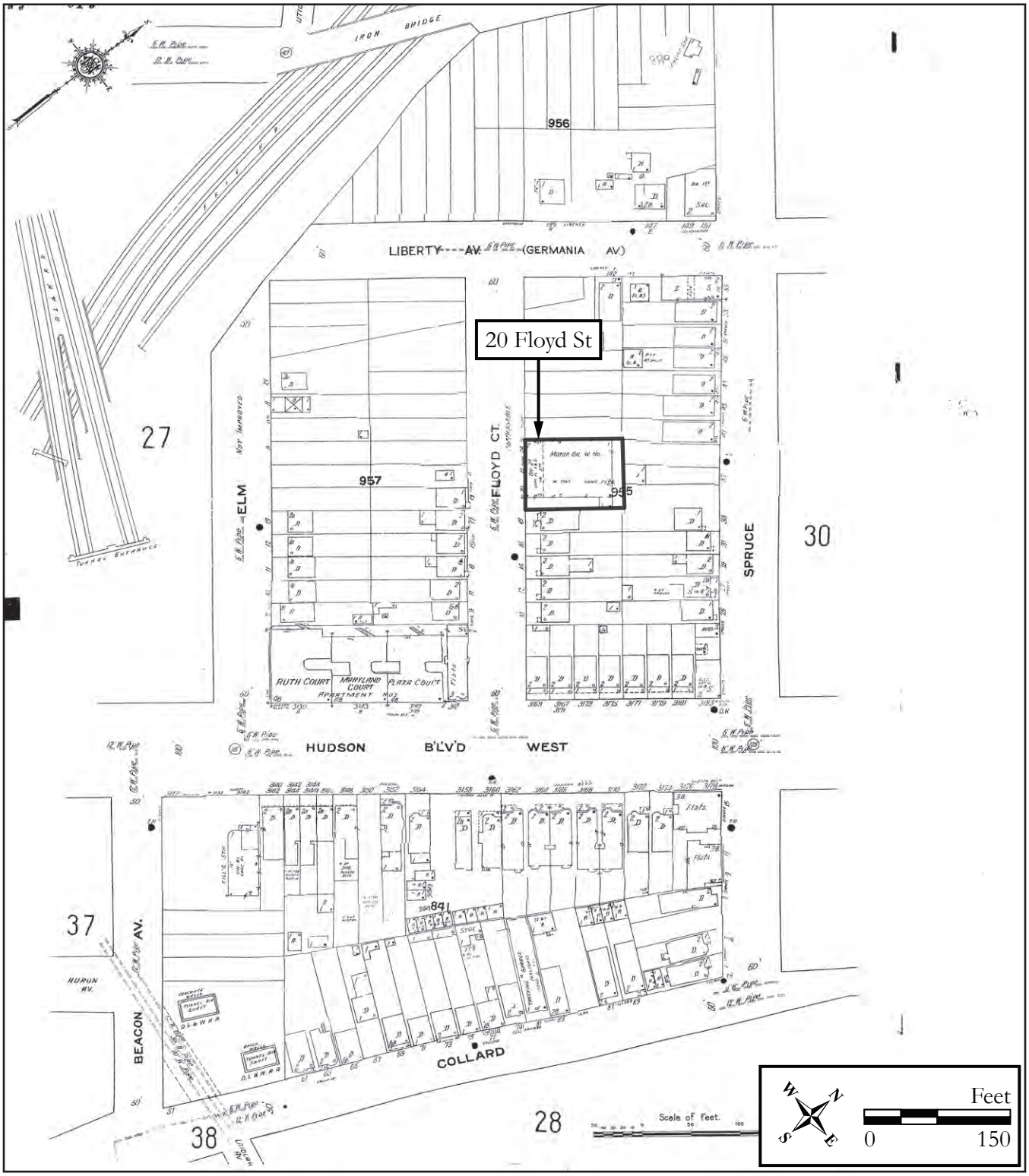


Figure 1: 1930 Sanborn Map Company, Insurance Maps of Hudson County, New Jersey, Jersey City Volume Three, Revised 1930.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Chelsea Troppauer
Date: June 2016
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

Plate: 1

Photo view:

Northwest

Photographer:

Chelsea Troppauer

Date:

May 9, 2016

View of a portion of the south elevation and west elevation of 20 Floyd Street.

BASE SURVEY FORM

Historic Sites #:

Property Name: 9 Floyd Street

Street Address: *Street #:* 9 *(Low)* _____ *(High)* *Apartment #:* _____ *(Low)* _____ *(High)*

Prefix: _____ *Street Name:* Floyd *Suffix:* _____ *Type:* ST

County(s): Hudson **Zip Code:** 07306

Municipality(s): Jersey City **Block(s):** 5403

Local Place Name(s): Jersey City **Lot(s):** 12

Ownership: Private **USGS Quad(s):** Jersey City- NJ

Description:

The building at 9 Floyd Street is a two-and-a-half story, three-bay wide dwelling constructed between 1887 and 1896. The residence is capped by a gable roof covered in asphalt-shingles with a gable dormer protruding from the south facing roof slope. The building is oriented with its primary elevation facing east towards Floyd Street. The first story of the east elevation is laid in brick, while the upper levels of the building are clad in asbestos shingle siding. An oriel window with a half-hipped roof is located within the east gable. The base of the second story of the main block of the building flares out over the first story. A two-story addition with a flared first-story box eave extends from the east elevation. The first story of the addition has a semi-enclosed porch. The east elevation of the porch is supported by two Doric columns set upon a low wall. The primary entrance to the building is set within the first-story semi enclosed porch and consists of a paneled and glazed door framed by two, eight-pane windows. Windows primarily consist of replacement 1/1 vinyl sash.

Registration and Status Dates:

National Historic Landmark: _____ SHPO Opinion: _____

National Register: _____ Local Designation: _____

New Jersey Register: _____ Other Designation: _____

Determination of Eligibility: _____ Other Designation Date: _____

Photograph:

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Megan Steady Date: June 2016

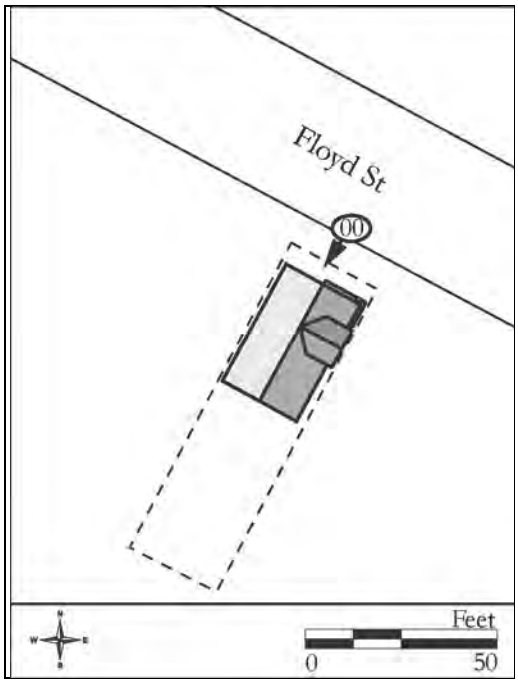
Organization: RGA, Inc.

BASE SURVEY FORM

Historic Sites #:

Location Map:

Site Map:



Bibliography/Sources:
See Continuation Sheet.

Additional Information:
None

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: 1 Building _____ Landscape _____ Farm
_____ Bridge _____ Industry

Within Historic District? ☐ Yes ☒ No **Historic District Name:** _____

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Megan Steady Date: June 2016
Organization: RGA, Inc.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: 9 Floyd Street
Historic Name: 9 Floyd Street
Present Use: Residential Activity- Permanent
Historic Use: Residential Activity- Permanent
Construction Date: c. 1887-1896 **Source:** Bromley 1887; Sanborn Fire Insurance Company 1896
Alteration Date(s): **Source:**
Designer: Unknown **Physical Condition:** Good
Builder: Unknown **Remaining Historic Fabric:** Medium
Style: None
Form: Gable Front **Stories:** 2.5
Type: Other **Bays:** 3
Roof Finish Materials: Asphalt Shingle
Exterior Finish Materials

Exterior Description:
See Base Survey Form

Interior Description:
Not Accessible.

Setting:
The residence at 9 Floyd Street is situated on a rectangular shaped parcel on the west side of Floyd Street. The building is oriented with its primary elevation facing east and is set back from the road approximately 20 feet. A concrete sidewalk leads from Floyd Street to the main entrance of the building. A low concrete wall surrounds the area in front of the house. The surrounding area is comprised of residential and commercial development that primarily dates to the late nineteenth and early-twentieth centuries.

ELIGIBILITY WORKSHEET

Historic Sites #:

History:
Cartographic evidence dates the construction of the building at 9 Floyd Street to sometime between 1887 and 1896 (Bromley 1887, Sanborn Fire Insurance Company [Sanborn] 1896). In 1896 the building is shown to be a one-and-a-half story shingle roofed wood frame structure over a basement, set slightly back from the street. By 1910 two outbuildings, each of one story, had been constructed to the west of the dwelling. All three structures were shown having slate or metal roofing (Sanborn 1910).

The building was occupied by single families from 1910-1940 (United States Bureau of the Census [US Census] 1910, 1920, 1930, 1940). All of these families had immigrant parents, while the children were a mix of immigrants and natural born American citizens. The occupations listed for these families ranged from butchers and chefs to draftsmen and mechanical engineers and did not represent one specific industry (US Census 1910, 1920, 1930, 1940).

Throughout the remainder of the twentieth century, the footprint of the building has remained the same (NETR 1954, 1966, 1979, 2002, 2012). Alterations to the main facade that likely took place in the twentieth century include the bay window in the east gable end and the second story addition and the partially enclosed porch below it (Sanborn 1910, NETR 1979). Today, the building continues to function as residence.

Significance:
The building at 9 Floyd Street is a single family dwelling constructed between 1887 and 1896. Architecturally, the residence is a common building type seen throughout "The Heights" neighborhood of Jersey City. Research did not uncover any information to suggest that the building was associated with any significant people or have any direct associations to the development of Jersey City. The building has been altered over time to reflect the changing style trends and needs of its occupants.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility:
No. 9 Floyd Street is recommended not eligible for listing in the National Register of Historic Places. As a common example of a modified dwelling built in the second half of the nineteenth century in Jersey City, 9 Floyd Street is not architecturally significant; it is neither a good example of the type nor the work of a master. Modern alterations, including the replacement of windows, the addition of modern siding, and the construction of a bay window and other modern additions, have denigrated the building's integrity of materials, design and workmanship. Research did not indicate any associations with significant individuals or events.

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:

Narrative Boundary Description:
N/A

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Megan Steady Date: June 2016
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

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1920 United States Census, population and products of industry schedules, Jersey City, Hudson County, NJ.
1930 United States Census, population and products of industry schedules, Jersey City, Hudson County, NJ.
1940 United States Census, population and products of industry schedules, Jersey City, Hudson County, NJ.

CONTINUATION SHEET

Historic Sites #:

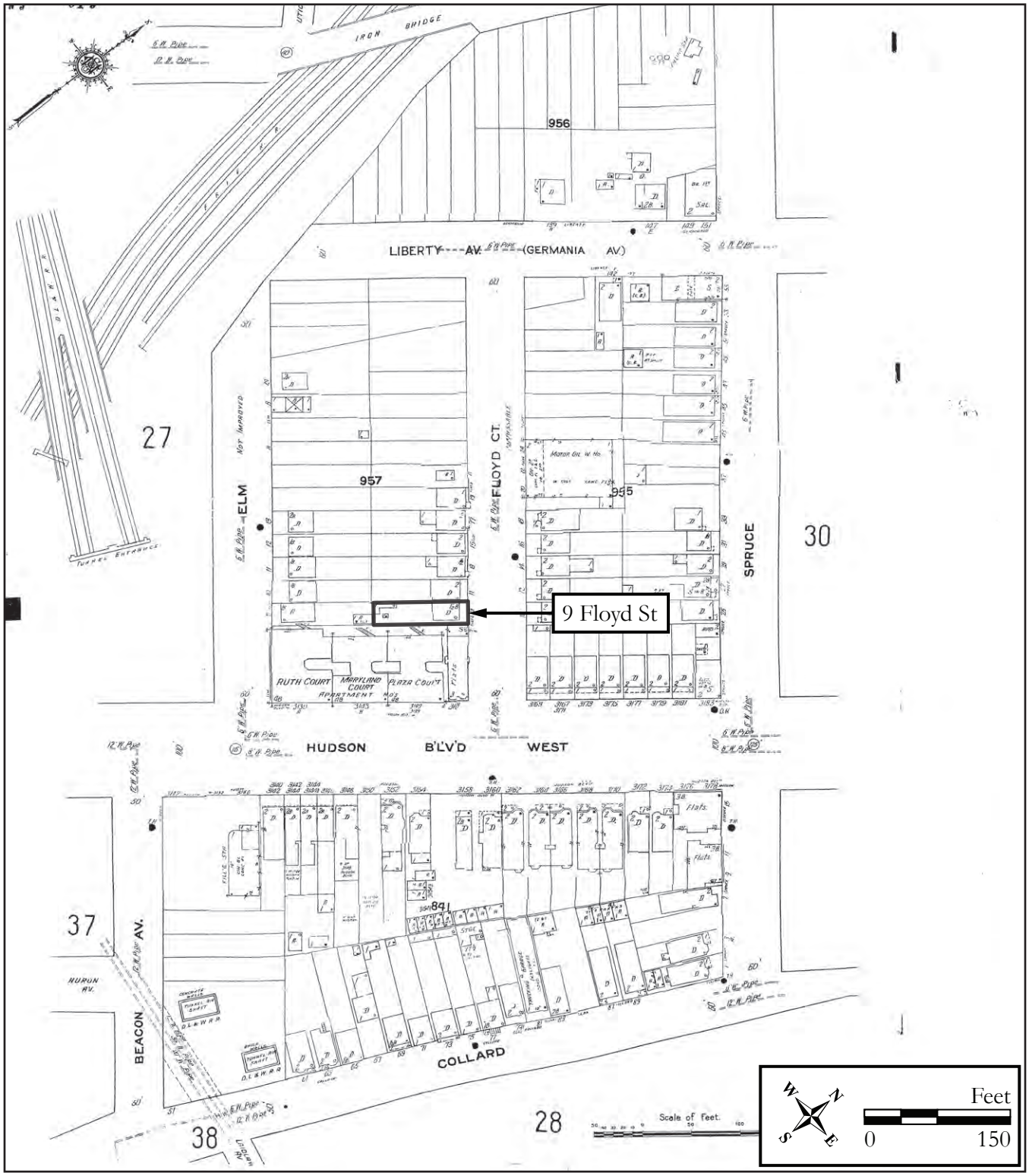


Figure 1: 1938 Sanborn Fire Insurance Map of Jersey City (updated from 1910 edition) showing 9 Floyd Street

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Megan Steady
Date: June 2016
Organization: RGA, Inc.

BASE SURVEY FORM

Historic Sites #:

Property Name: 13 Floyd Street

Street Address: *Street #:* 13 *(Low)* _____ *(High)* *Apartment #:* _____ *(Low)* _____ *(High)*

Prefix: _____ *Street Name:* Floyd *Suffix:* _____ *Type:* ST

County(s): Hudson **Zip Code:** 07306

Municipality(s): Jersey City **Block(s):** 5403

Local Place Name(s): Jersey City **Lot(s):** 10

Ownership: Private **USGS Quad(s):** Jersey City- NJ

Description:

The residence at 13 Floyd Street is a one-and-a-half story, two-bay wide dwelling built between 1887 and 1896. The building is topped by a gable roof covered in asphalt shingles. The exterior of the building is clad in two types of vinyl siding differentiated by the size of the panels and the color. A glazed and paneled door with a screen door is situated near the southeast corner of the east elevation. Above the doorway, there is a one-story aluminum shed roof supported by columns with a running balustrade. North of the primary entrance, there is a fixed picture window framed by two, 1/1 sash windows. There is a 1/1 vinyl sash window in the east gable of the building. The foundation is stone.

Registration and Status Dates:

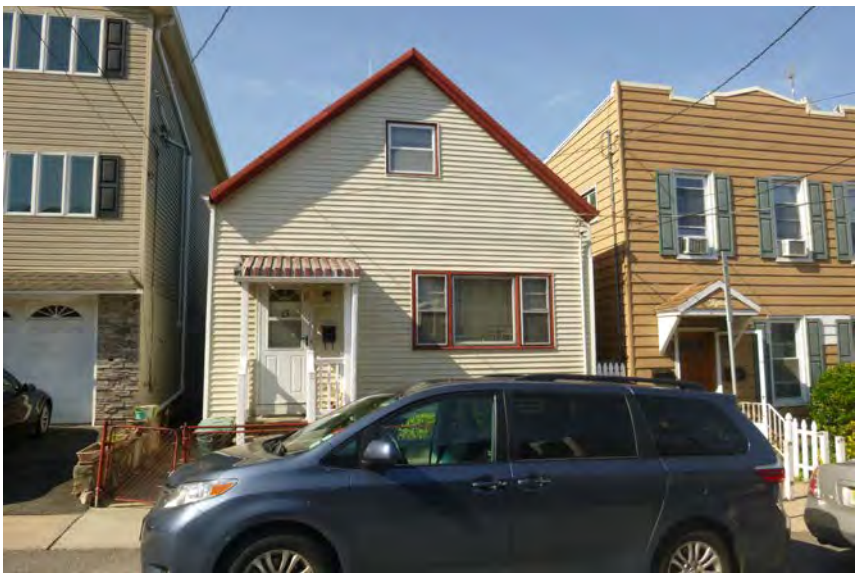
National Historic Landmark: _____ SHPO Opinion: _____

National Register: _____ Local Designation: _____

New Jersey Register: _____ Other Designation: _____

Determination of Eligibility: _____ Other Designation Date: _____

Photograph:



Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Megan Steady Date: June 2016

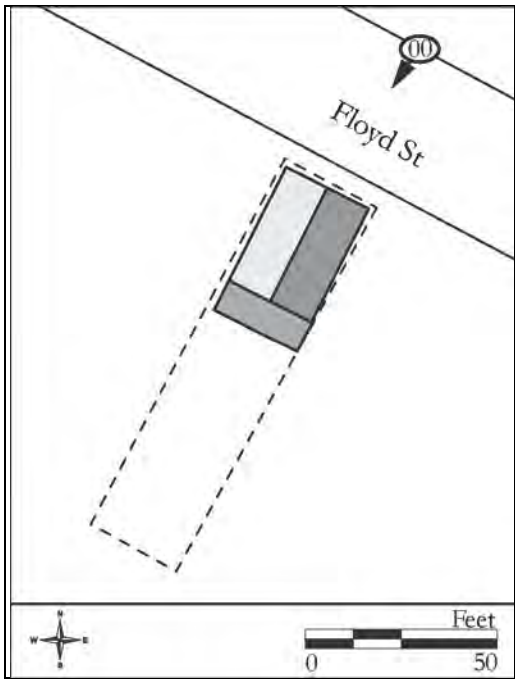
Organization: RGA, Inc.

BASE SURVEY FORM

Historic Sites #:

Location Map:

Site Map:



Bibliography/Sources:
See Continuation Sheet

Additional Information:
None.

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: 1 Building _____ Landscape _____ Farm
_____ Bridge _____ Industry

Within Historic District? ☐ Yes ☒ No **Historic District Name:** _____

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Megan Steady Date: June 2016
Organization: RGA, Inc.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: 13 Floyd Street
Historic Name: 13 Floyd Street
Present Use: Residential Activity- Permanent
Historic Use: Residential Activity- Permanent
Construction Date: c. 1887- 1896 **Source:** Bromley 1887; Sanborn Fire Insurance Company 1896
Alteration Date(s): **Source:**
Designer: Unknown **Physical Condition:** Good
Builder: Unknown **Remaining Historic Fabric:** Medium
Style: None
Form: Gable Front **Stories:** 1.5
Type: **Bays:** 2
Roof Finish Materials: Asphalt Shingle
Exterior Finish Materials Vinyl Siding

Exterior Description:
See Base Survey Form

Interior Description:
Not Accessible

Setting:
The building at 13 Floyd Street is situated on a square parcel located on the east side of Floyd Street. The building is oriented with its primary elevation facing east and is set back from the road approximately 10 feet. The area in the front of the house is enclosed by a low, chain linked fence. A paved walkway extends from Floyd Street along the south elevation of the building presumably to the yard at the rear of the property. The surrounding area is comprised of residential and commercial development dating primarily to the late nineteenth and early twentieth centuries.

ELIGIBILITY WORKSHEET

Historic Sites #:

History:
Cartographic evidence dates the construction of the building at 13 Floyd Street to sometime between 1887 and 1896 (Bromley 1887; Sanborn Fire Insurance Company [Sanborn] 1896). In 1896 the building is shown to be a one-and-a-half story, shingle roofed frame structure slightly set back from the street. By 1910 the building had a one-story addition on the north end of the west facade and a small open frame wood porch or entryway on the south end of the east facade (Sanborn 1910).

According to census data the building was occupied by single families from 1910-1940 (United States Bureau of the Census [US Census] 1910, 1920, 1930, 1940). With one exception, these families had at least one immigrant parent, while any children were natural born American citizens. The occupations listed for these families ranged from belt makers and meat salesmen to pattern folders and a patrolman and did not represent one specific industry (US Census 1910, 1920, 1930, 1940).

Throughout the remainder of the twentieth century, the footprint of the building has remained the same (NETR 1954, 1966, 1979, 2002, 2012). Features on the main facade that are likely twentieth-century alterations include the picture window flanked by 1/1 sash fixtures and the aluminum shed roof over the entryway which replaced an earlier porch feature (Sanborn 1910). Today, the building continues to function as residence.

Significance:
The building at 13 Floyd Street is a single family dwelling constructed between 1887 and 1896. Architecturally, the residence is a common building type seen throughout "The Heights" neighborhood of Jersey City. Research did not uncover any information to suggest that the building was associated with any significant people or have any direct associations to the development of Jersey City. The building has been altered over time to reflect the changing style trends and needs of its occupants.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility:
No. 13 Floyd Street is recommended not eligible for listing in the National Register of Historic Places. As a common example of a modified vernacular dwelling built in the second half of the nineteenth century in Jersey City, 13 Floyd Street is not architecturally significant; it is not a good example of the type, nor is it the work of a master. Modern alterations, including the replacement of windows, the addition of modern siding, and the aluminum shed roof over the entryway, have denigrated the building's integrity of materials, design and workmanship. Research did not indicate any associations with significant individuals or events.

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:

Narrative Boundary Description:
N/A

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Megan Steady Date: June 2016
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

Bibliography:

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1940 United States Census, population and products of industry schedules, Jersey City, Hudson County, NJ.

CONTINUATION SHEET

Historic Sites #:

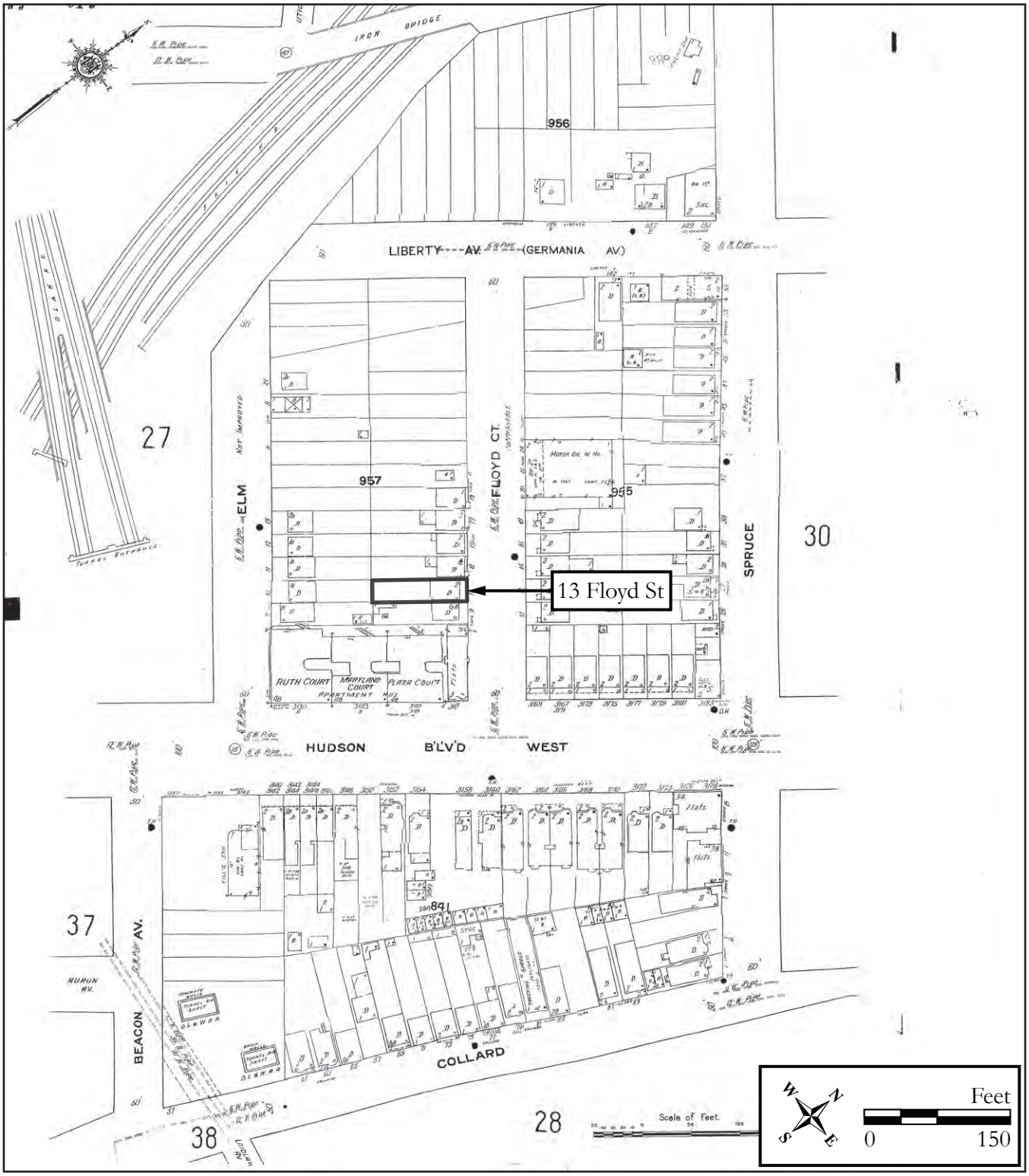


Figure 1: 1938 Sanborn Fire Insurance Map of Jersey City (updated from 1910 edition) showing 13 Floyd Street

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Megan Steady
Date: June 2016
Organization: RGA, Inc.

BASE SURVEY FORM

Historic Sites #:

Property Name: 15 Floyd Street

Street Address: *Street #:* 15 *(Low)* _____ *(High)* *Apartment #:* _____ *(Low)* _____ *(High)*

Prefix: _____ *Street Name:* Floyd *Suffix:* _____ *Type:* ST

County(s): Hudson **Zip Code:** 07306

Municipality(s): Jersey City **Block(s):** 5403

Local Place Name(s): Jersey City **Lot(s):** 9

Ownership: Private **USGS Quad(s):** Jersey City- NJ

Description:

The residence at 15 Floyd Street is a two-story, three-bay wide dwelling constructed between 1887 and 1896. The building is clad in aluminum siding and topped by a rolled asphalt flat roof. A one-story block extends from the rear of the building. On the primary (east) elevation, a shaped parapet wall extends above the roof line. This Mission/Spanish Revival inspired parapet is a later addition to the building and does not likely reflect the original style of the building. The primary entrance to the building is located near the southwest corner of the east elevation. The glazed and paneled door is topped by a one-story gable roof supported by vinyl-covered brackets. The entrance is accessible by a set of three concrete stairs with metal railings. Windows consist primarily of replacement 1/1 vinyl sash flanked by wooden shutters.

Registration and Status Dates:

National Historic Landmark: _____ SHPO Opinion: _____

National Register: _____ Local Designation: _____

New Jersey Register: _____ Other Designation: _____

Determination of Eligibility: _____ Other Designation Date: _____

Photograph:

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Megan Steady Date: June 2016

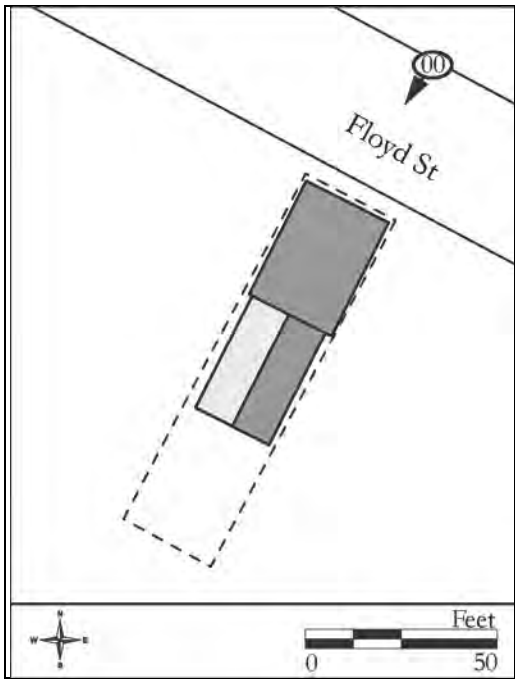
Organization: RGA, Inc.

BASE SURVEY FORM

Historic Sites #:

Location Map:

Site Map:



Bibliography/Sources:
See Continuation Sheet

Additional Information:
None

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: 1 Building _____ Landscape _____ Farm
_____ Bridge _____ Industry

Within Historic District? ☐ Yes ☒ No **Historic District Name:** _____

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Megan Steady Date: June 2016
Organization: RGA, Inc.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: 15 Floyd Street
Historic Name: 15 Floyd Street
Present Use: Residential Activity- Permanent
Historic Use: Residential Activity- Permanent
Construction Date: 1887-1896 **Source:** Bromley 1887, Sanborn Fire Insurance Company 1896
Alteration Date(s): **Source:**
Designer: Unknown **Physical Condition:** Good
Builder: Unknown **Remaining Historic Fabric:** Medium
Style: Other
Form: Side Hall **Stories:** 2
Type: Other **Bays:** 3
Roof Finish Materials: Asphalt Shingle
Exterior Finish Materials Vinyl Siding

Exterior Description:
See Base Survey Form

Interior Description:
Not Accessible

Setting:
The building at 15 Floyd Street is situated on a rectangular shed parcel located on the west side of Floyd Street. The building is oriented with its primary elevation facing east and is set back from the road approximately 10 feet. A paved sidewalk leads from main entrance to the building to a public sidewalk along the west side of Floyd Street. A paved walkway runs along the south elevation of the house from the public sidewalk to the rear of the property. There is a large yard at the rear of the property. The surrounding area is comprised primarily of residential and commercial development generally dating to the late nineteenth and early twentieth centuries.

ELIGIBILITY WORKSHEET

Historic Sites #:

History:
Cartographic evidence dates the construction of the building at 15 Floyd Street to sometime between 1887 and 1896 (Bromley 1887; Sanborn Fire Insurance Company [Sanborn] 1896). In 1896 the building is shown to be a one-story, tin roofed frame structure slightly set back from the street. By 1910 a one-story, open wood frame addition, likely a porch, had been added to the north end of the west facade (Sanborn 1910).

According to census data, the building was occupied by single families in 1910 and 1940; in 1930 two families shared the residence (United States Bureau of the Census [US Census] 1910, 1930, 1940). These families consisted of both immigrants and natural born American citizens. The occupations listed for these families ranged from butchers and machinists to sewers and painters and did not represent one specific industry (US Census 1910, 1930, 1940).

In the twentieth century, a one-story addition was added to the rear (west) of the building (NETR 1979, 2002). It is unclear when the second story was added to the building, but it was likely between 1910 and 1940 due to the Mission/Spanish Revival inspired parapet (NETR 1954; Sanborn 1910). Today, the building continues to function as residence.

Significance:
The dwelling at 15 Floyd Street was constructed between 1887 and 1896. Architecturally, the residence is a common building type seen throughout "The Heights" neighborhood of Jersey City. Research did not uncover any information to suggest that the building was associated with any significant people or have any direct associations to the development of Jersey City. The building has been altered over time to reflect the changing style trends and needs of its occupants.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility:
No. 15 Floyd Street is recommended not eligible for listing in the National Register of Historic Places. As a common example of a modified dwelling built in the second half of the nineteenth century in Jersey City, 15 Floyd Street is not architecturally significant; it is not a good example of the type, nor is it the work of a master. Modern alterations, including the replacement of windows and the addition of modern siding and a second story, have denigrated the building's integrity of materials, design and workmanship. Research did not indicate any associations with significant individuals or events.

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:

Narrative Boundary Description:
N/A

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Megan Steady Date: June 2016
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

Bibliography:

Bromley, George W. and Walter S.
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2002 Historic Aerial Photographs. Electronic Document, historicaerials.com, accessed May 31, 2016.

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1940 United States Census, population and products of industry schedules, Jersey City, Hudson County, NJ.

CONTINUATION SHEET

Historic Sites #:

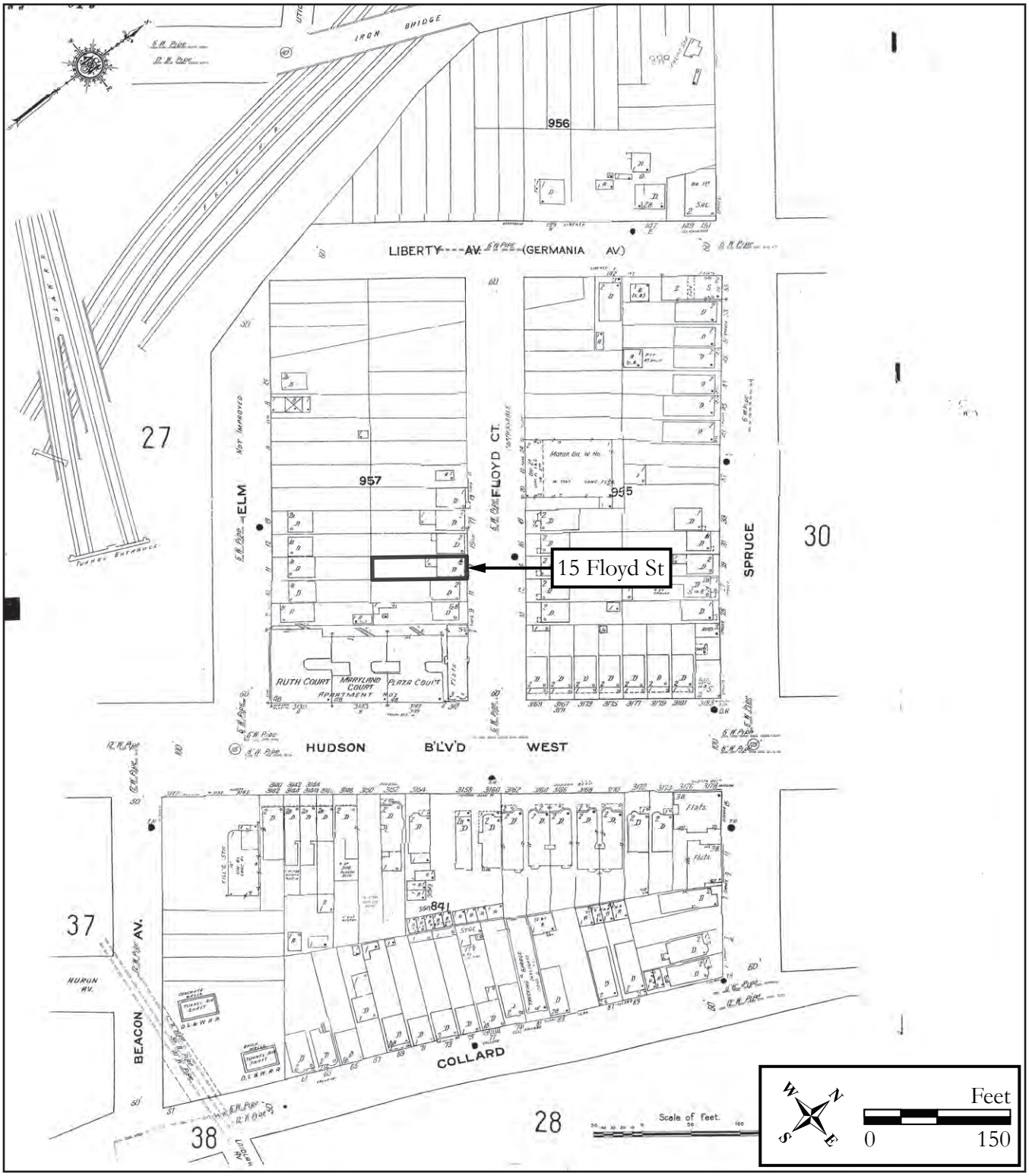


Figure 1: 1938 Sanborn Fire Insurance Map of Jersey City (updated from 1910 edition) showing 15 Floyd Street

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Megan Steady
Organization: RGA, Inc.
Date: June 2016

BASE SURVEY FORM

Historic Sites #:

Property Name: 17 Floyd Street

Street Address: *Street #:* 17 *(Low)* _____ *(High)* *Apartment #:* _____ *(Low)* _____ *(High)*

Prefix: _____ *Street Name:* Floyd *Suffix:* _____ *Type:* ST

County(s): Hudson **Zip Code:** 07306

Municipality(s): Jersey City **Block(s):** 5403

Local Place Name(s): Jersey City **Lot(s):** 8

Ownership: Private **USGS Quad(s):** Jersey City- NJ

Description:

The dwelling at 17 Floyd Street is a two-story, three-bay wide residence constructed between 1887 and 1896. The building is topped by a rolled asphalt flat roof. The primary (east) elevation of the building is clad in aluminum siding, while the south elevation is covered in wooden shingles. The cornice on the east elevation is covered in vinyl siding. A paneled door with a screen door is located in the south end of the east elevation. Above the door is a gabled portico supported by two decorative metal columns. The door is accessible by a set of three stairs lined by a decorative metal railing. Windows consist primarily of replacement 1/1 vinyl sash.

Registration and Status Dates:

National Historic Landmark: _____ SHPO Opinion: _____

National Register: _____ Local Designation: _____

New Jersey Register: _____ Other Designation: _____

Determination of Eligibility: _____ Other Designation Date: _____

Photograph:

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Megan Steady Date: June 2016

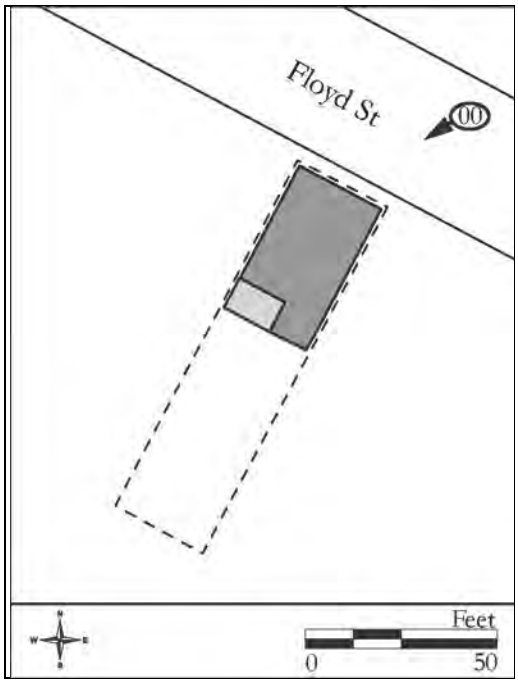
Organization: RGA, Inc.

BASE SURVEY FORM

Historic Sites #:

Location Map:

Site Map:



Bibliography/Sources:
See Continuation Sheet

Additional Information:
None

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: 1 Building _____ Landscape _____ Farm
_____ Bridge _____ Industry

Within Historic District? ☐ Yes ☒ No **Historic District Name:** _____

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Megan Steady Date: June 2016
Organization: RGA, Inc.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: 17 Floyd Street
Historic Name: 17 Floyd Street
Present Use: Residential Activity- Permanent
Historic Use: Residential Activity- Permanent
Construction Date: c. 1887- 1896 **Source:** Bromley 1887; Sanborn Map Company 1896
Alteration Date(s): **Source:**
Designer: Unknown **Physical Condition:** Good
Builder: Unknown **Remaining Historic Fabric:** Medium
Style: None
Form: Side Hall **Stories:** 2
Type: Other **Bays:** 3
Roof Finish Materials: Asphalt Shingle
Exterior Finish Materials Vinyl Siding, Wood Shingles

Exterior Description:
See Base Survey Form

Interior Description:
Not Accessible

Setting:
The building at 17 Floyd Street is situated on a rectangular shaped parcel located on the west side of Floyd Street. The building is oriented with its primary elevation facing east and is set back from the road approximately 10 feet. The small yard in front of the house is enclosed by a white picket fence. There is a paved walkway situated between 17 and 15 Floyd Street that runs from the public sidewalk to the rear of the property. There is a larger yard at the rear of the property. The surrounding area is comprised primarily of residential and commercial development dating to the late nineteenth and early-twentieth centuries.

ELIGIBILITY WORKSHEET

Historic Sites #:

History:
Cartographic evidence dates the construction of the building at 17 Floyd Street to sometime between 1887 and 1896 (Bromley 1887; Sanborn Fire Insurance Company [Sanborn] 1896). In 1896 the building is shown to be a one–story, tin roofed frame structure slightly set back from the street. By 1910 the building had acquired a second story. A full length, one-story open frame wood structure was constructed on the main (east) facade, likely a porch. A one-story wood frame addition was also added to the rear (west) facade by this date (Sanborn 1910).

According to census data, the building was occupied by single families from 1900-1910, and by two families in 1920, but had reverted back to single family use by 1930 (United States Bureau of the Census [US Census] 1900,1910, 1920, 1930, 1940). These families consisted of both immigrants and natural born American citizens. The occupations listed for these families often included railroad jobs such as brakemen, conductors, and inspectors, and other industries including shipyards and foundries (US Census 1900, 1910, 1920, 1930, 1940).

Throughout the remainder of the twentieth century, the footprint of the building remained the same (NETR 1954, 1966, 1979, 2002, 2012). Twentieth-century alterations include the vinyl siding enclosing the cornice and modern vinyl windows. Today, the building continues to function as residence.

Significance:
The building at 17 Floyd Street is a dwelling constructed between 1887 and 1896. Architecturally, the residence is a common building type seen throughout "The Heights" neighborhood of Jersey City. Research did not uncover any information to suggest that the building was associated with any significant people or have any direct associations to the development of Jersey City. The building has been altered over time to reflect the changing style trends and needs of its occupants.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility:
No. 17 Floyd Street is recommended not eligible for listing in the National Register of Historic Places. As a common example of a modified dwelling built in the second half of the nineteenth century in Jersey City, 17 Floyd Street is not architecturally significant; it is not a good example of the type, nor is it the work of a master. Modern alterations, including the replacement of windows and enclosure of the cornice in vinyl siding, have denigrated the building's integrity of materials, design and workmanship. Research did not indicate any associations with significant individuals or events.

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:

Narrative Boundary Description:
N/A

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Megan Steady Date: June 2016
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

Bibliography:

Bromley, George W. and Walter S.
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1940 United States Census, population and products of industry schedules, Jersey City, Hudson County, NJ.

CONTINUATION SHEET

Historic Sites #:

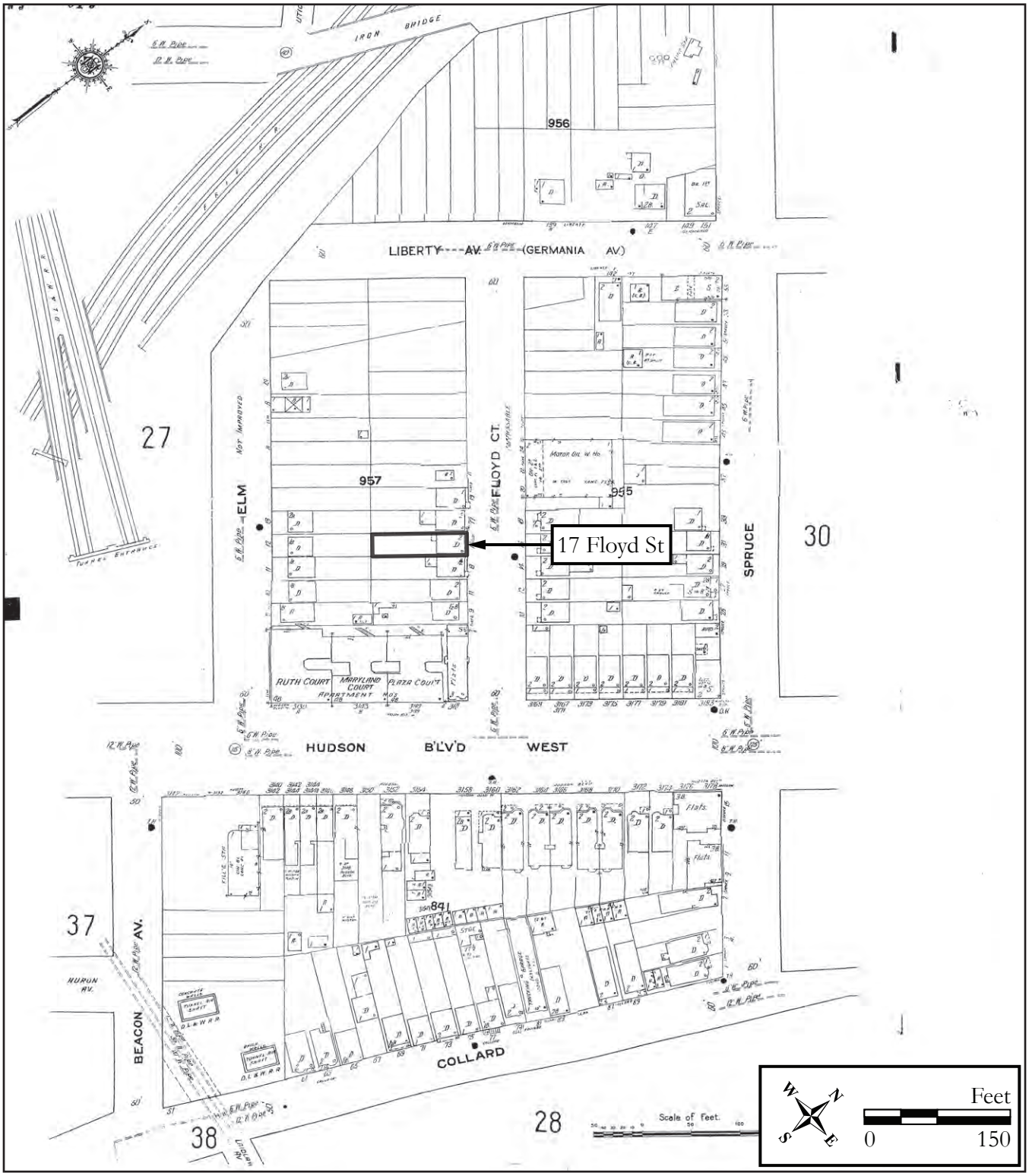


Figure 1: 1938 Sanborn Fire Insurance Map of Jersey City (updated from 1910 edition) showing 17 Floyd Street

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Megan Steady
Date: June 2016
Organization: RGA, Inc.

BASE SURVEY FORM

Historic Sites #:

Property Name: 251 Beacon Avenue

Street Address: *Street #:* 251 *(Low)* _____ *(High)* *Apartment #:* _____ *(Low)* _____ *(High)*

Prefix: _____ *Street Name:* Beacon *Suffix:* _____ *Type:* AVE

County(s): Hudson **Zip Code:** 07306

Municipality(s): Jersey City **Block(s):** 5505

Local Place Name(s): Jersey City **Lot(s):** 3

Ownership: Private **USGS Quad(s):** _____

Description:

The building at 251 Beacon Avenue is a six-bay, brick apartment building constructed between 1910 and 1920 (Plates 1-2). The building measures four stories with a raised basement and is capped by a rolled asphalt flat roof. The apartment building has an I-shaped footprint and is oriented with its primary elevation facing north towards Beacon Avenue. Architectural detailing is focused on the corner pavilions, which have with stepped parapets and decorative brickwork In the central section of the north elevation, there is a lower parapet wall that extends past the roof line. Cellular antenna arrays have been attached to the wall and roof of the central section. Windows in the corner pavilions consist of 1/1 vinyl sash framed by smaller 1/1 rectangular sidelights. These windows are positioned within an articulated brick frame topped by a brick arch.
(See Building Attachment)

Registration and Status Dates:

National Historic Landmark: _____ SHPO Opinion: _____

National Register: _____ Local Designation: _____

New Jersey Register: _____ Other Designation: _____

Determination of Eligibility: _____ Other Designation Date: _____

Photograph:

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

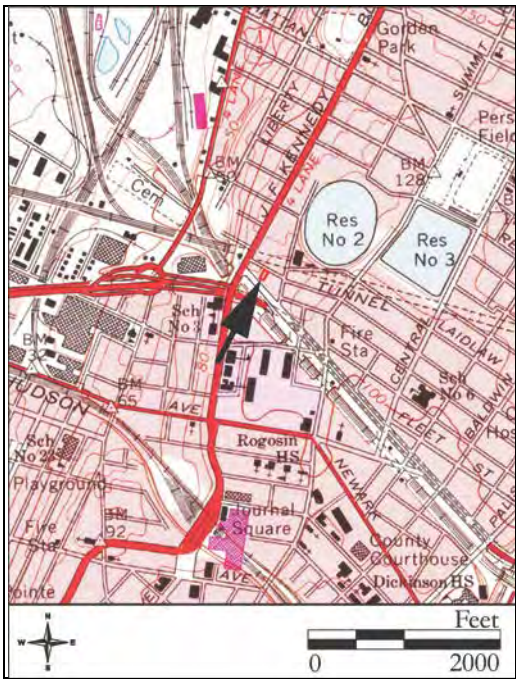
Surveyor: Chelsea Troppauer Date: June 2016

Organization: RGA, Inc.

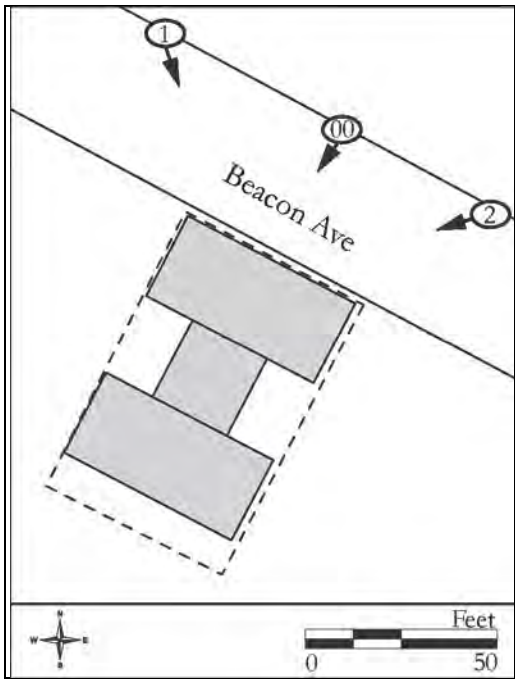
BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources:
See Continuation Sheet

Additional Information:
None

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: 1 Building _____ Landscape _____ Farm
_____ Bridge _____ Industry

Within Historic District? ☐ Yes ☒ No **Historic District Name:** _____

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Chelsea Troppauer Date: June 2016
Organization: RGA, Inc.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: 251 Beacon Avenue
Historic Name: 251-253 Beacon Avenue
Present Use: Residential Activity- Permanent
Historic Use: Residential Activity- Permanent
Construction Date: c. 1910-1920 **Source:** Sanborn Map Company 1910; US Census 1920
Alteration Date(s): **Source:**
Designer: Unknown **Physical Condition:** Good
Builder: Unknown **Remaining Historic Fabric:** Medium
Style: Classical Revival
Form: Other **Stories:** 4
Type: Other **Bays:** 6
Roof Finish Materials: Rolled Asphalt
Exterior Finish Materials Brick, Running Bond

Exterior Description:
(Continued from Base Survey Form)
The windows in the center section of the east elevation primarily consist of single and double 1/1 vinyl sash. The primary entrance consists of two glazed doors centered on the first story and topped by a fabric awning. Above the fabric awning, there is a metal fire escape that extends from the second to the fourth story. A secondary entrance is located to the east of the primary entrance on the basement level.

Interior Description:
Not Accessible

Setting:
The apartment building at 251 Beacon Avenue is situated on a rectangular shaped parcel located on the south side of Beacon Avenue. The building is oriented with its primary elevation facing north and is set back from the roadway approximately 20 feet. The stairs of the building's main entrance abuts the large public sidewalk. The surrounding area consists of residential and commercial development dating primarily to the late nineteenth and early –twentieth centuries.

ELIGIBILITY WORKSHEET

Historic Sites #:

History:
See Continuation Sheet

Significance:
The building at 251 Beacon Avenue is not individually significant. Architecturally, the low-rise apartment building is a common building type seen throughout the "Heights" neighborhood of Jersey City. It is not associated with any historical events or significant people. The building has been altered over time to reflect the changing needs of its occupants. Modern alterations include the replacement of windows and addition of a basement-level entrance.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility:
The building at 251 Beacon Avenue is not recommended individually eligible for listing on the National Register of Historic Places (NRHP). Architecturally, the building does not exemplify a type, period or method of construction and is not associated with the work of a master. Furthermore, modern alterations to the dwelling have denigrated its integrity of materials and design. Research did not indicate that the building was associated with a significant person or events. For these reasons, the building at 251 Beacon Avenue is not recommended individually eligible for listing on the NRHP under Criteria A, B, or C.

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:

Narrative Boundary Description:
N/A

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Chelsea Troppauer Date: June 2016
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

History:

Cartographic evidence dates the construction of the building at 251 Beacon Avenue to sometime between 1910 and 1930 (Figure 1; Sanborn Map Company 1910, 1930). It is more likely, however, that the building was constructed no later than 1920, when tenants were listed at this address in the United States Census (United States Bureau of the Census [US Census] 1920). In 1920, approximately 11 households were identified as living in the apartment building (US Census 1920). The renters of these households were generally natural born American citizens and worked as salesman or in the railroad industry. By 1930, the number of families renting apartments in the building increased to 15 households (US Census 1930). The size of these households ranged from 2 to 5 people per apartment. The number of first generation Americans living in the building was reportedly higher than in the previous decade (US Census 1920, 1930). The occupations listed for these tenants ranged from mechanics and factory workers to clerks and did not represent one specific industry (US Census 1930).

Throughout the remainder of the twentieth century, the footprint of the building remained the same (NETR 1954, 1966, 1979, 2002). Later twentieth century alterations have been performed on the primary (north) elevation of the building. These alterations include the replacement of the windows and the addition of a door and cube block windows to the basement level of the north elevation. Today, the building continues to function as an apartment building.

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United States Bureau of the Census [US Census]
1920 Population Schedule, Jersey City (Ward 10), Hudson County, New Jersey.
1930 Population Schedule, Jersey City (Ward 10), Hudson County, New Jersey.

CONTINUATION SHEET

Historic Sites #:

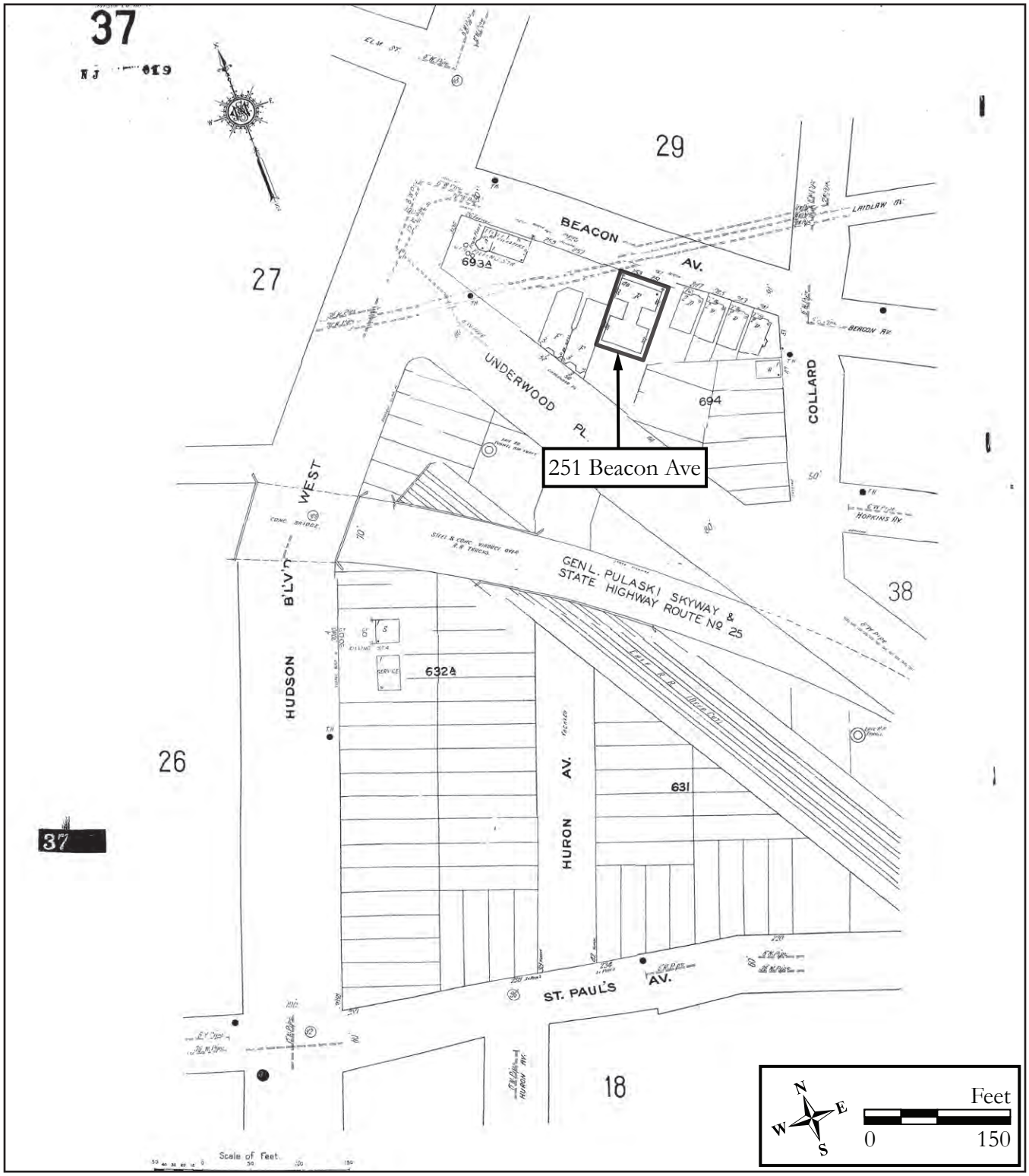


Figure 1: 1930 Sanborn Map Company, Insurance Maps of Hudson County, New Jersey, Jersey City Volume Three, Revised 1930.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Chelsea Troppauer
Date: June 2016
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

Plate: 1

Photo view:

Southeast

Photographer:

Chelsea Troppauer

Date:

May 9, 2015

View showing the primary (north) and west elevations of the building located at 251 Beacon Avenue.

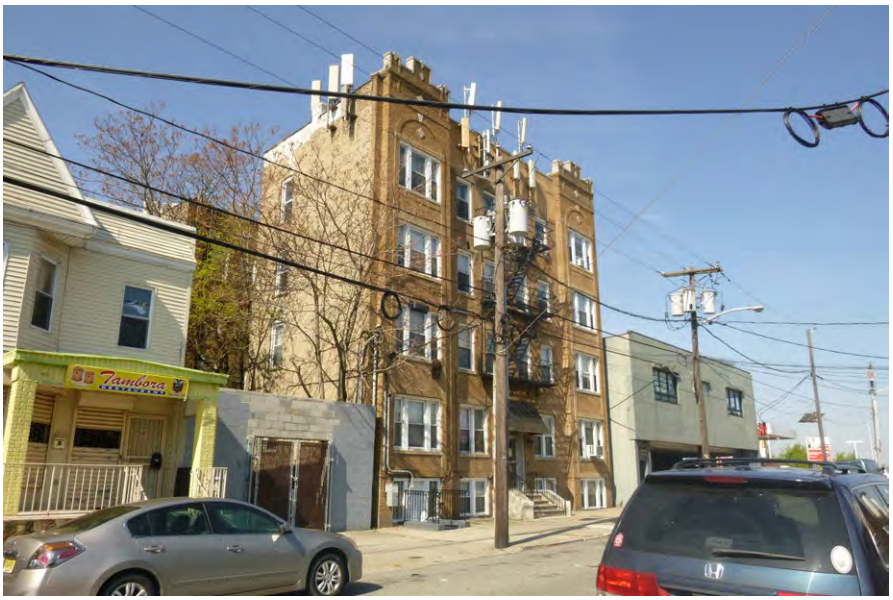


Plate: 2

Photo view:

Southwest

Photographer:

Chelsea Troppauer

Date:

May 9, 2015

View showing the primary (north) and east elevations of the building located at 251 Beacon Avenue.

BASE SURVEY FORM

Historic Sites #:

Property Name: Belvedere Court

Street Address: *Street #:* 264 *(Low)* 270 *(High)* *Apartment #:* *(Low)* *(High)*

Prefix: *Street Name:* Palisade *Suffix:* *Type:* AVE

County(s): Hudson **Zip Code:** 07307

Municipality(s): Jersey City **Block(s):** 6001

Local Place Name(s): The Heights **Lot(s):** 31, 32

Ownership: Private **USGS Quad(s):** Jersey City

Description:

Belvedere Court is an Eclectic-Spanish Colonial Revival brick apartment building constructed in 1914. Standing four stories tall, the building employs a U-plan featuring a central, partially enclosed courtyard leading to the main entrance and two large dominating wings that abut Palisade Avenue. The northern and southern wings are symmetrical and organized in a tripartite arrangement separated by decorative brick pilasters on the second, third and fourth stories. Double-hung bay windows with canted corners and limestone sills project from the outer bays, while the central bay consists of three double-hung vinyl sash and surround windows. The base of each wing is defined by a raised basement level sheathed in coursed brickwork and penetrated by fixed windows with limestone sills. A limestone water table articulates the beginning of the first story. *See Building Attachment*

Registration and Status Dates:

National Historic Landmark: SHPO Opinion:

National Register: Local Designation:

New Jersey Register: Other Designation:

Determination of Eligibility: Other Designation Date:

Photograph:

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

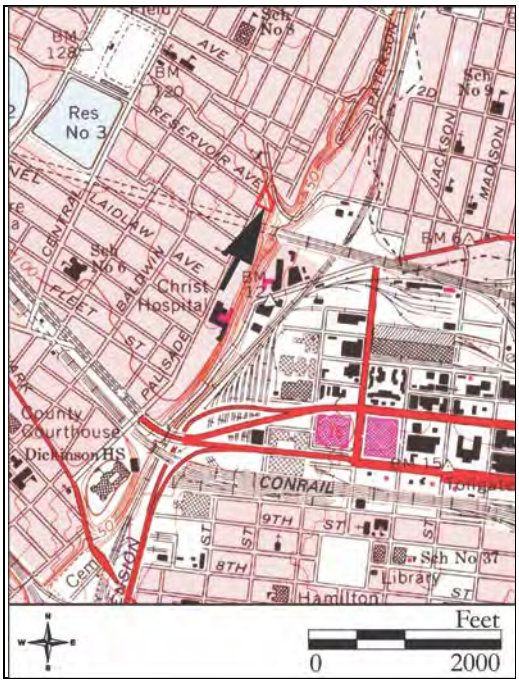
Surveyor: Lauren Szeber Date: May 2016

Organization: RGA, Inc.

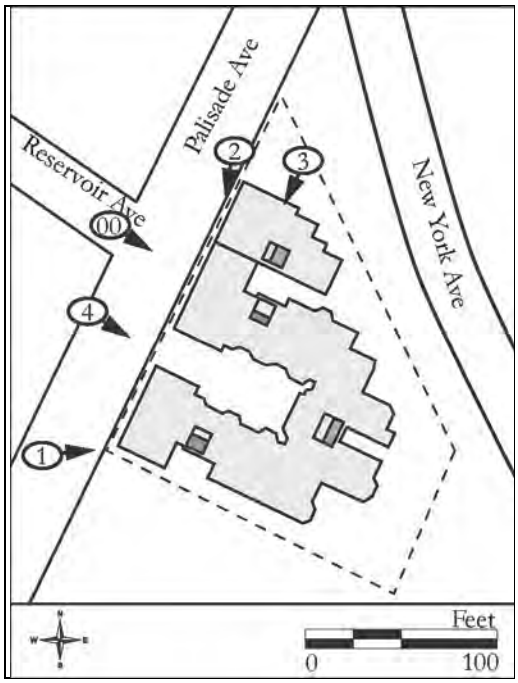
BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources:
See Continuation Sheet

Additional Information:
The property was included in the 1985 Phase 2 Survey of Jersey City conducted by Mary B. Dierickx Architectural Preservation as being potentially eligible for listing on the National Register of Historic Places (Mary B. Dierickx Architectural Preservation 1985)

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: 1 Building _____ Landscape _____ Farm
_____ Bridge _____ Industry

Within Historic District? ☐ Yes ☒ No **Historic District Name:** _____

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Lauren Szeber Date: May 2016
Organization: RGA, Inc.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: Belvedere Court
Historic Name: Belvedere Court
Present Use: Residential – permanent
Historic Use: Residential - permanent
Construction Date: 1914 **Source:** The Jersey Journal 1914
Alteration Date(s): **Source:**
Designer: William Neumann **Physical Condition:** Excellent
Builder: **Remaining Historic Fabric:** Medium
Style: Eclectic, Spanish Colonial Revival
Form: U-Plan **Stories:** 4
Type: Other **Bays:** n/a
Roof Finish Materials: Asphalt
Exterior Finish Materials Brick – Flemish bond

Exterior Description:
See Continuation Sheet

Interior Description:
Not Accessible

Setting:
Belvedere Court is sited on two polygonal lots (Block 6001, Lots 31, 32) located on the east corner of Palisade Avenue and New York Avenue, Jersey City, Hudson County, New Jersey. The building is oriented with its primary façade facing west and is set back from the road approximately 15 feet. A central garden courtyard leads to the main entry and a public sidewalk runs the length of the primary elevation. A small paved parking lot is situated to the north surrounded by dense trees that extended toward the rear of the building and continue down the Palisade walls. The dwelling is located within a row of early twentieth-century buildings constructed along Palisade Avenue, an historic road which parallels the eastern crest of a steep ravine descending to Hoboken, also known as the Palisades. The surrounding area is mainly urban consisting of nineteenth, twentieth, and twenty-first century commercial, residential, and industrial buildings.

ELIGIBILITY WORKSHEET

Historic Sites #:

History:
See Continuation Sheet

Significance:
Built in the early twentieth century, Belvedere Court is significant as a well -preserved, extant example of an early luxury apartment building in the Heights section of Jersey City. Designed by prominent local architectural firm, William Neumann, the multi-family residence reflects the housing transition to high-rise "modern" apartment buildings in burgeoning residential neighborhoods. The success of Belvedere Court set a pattern for the construction of great apartment houses throughout the area. Architecturally, it is also important as a strong example of eclectic architecture, with an emphasis on Spanish Colonial Revival and a unique range of various stylistic decorative elements. Its distinctive architectural features are enhanced by the U-plan foundation surrounding a central garden court. Referred to as "Garden" apartments, this specific type of housing reflected the Garden City movement – a larger cultural crusade aimed at the beautification and promotion of moral virtue within cities by incorporating green spaces into urban planning. Belvedere Court was the only apartment building of its kind at its time of construction.

Eligibility for New Jersey and National Registers: ☒ Yes ☐ No **National Register Criteria:** ☒ A ☐ B ☒ C ☐ D

Level of Significance ☒ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility:
Belvedere Court is recommended eligible for listing in the National Register of Historic Places under Criterion C for its architectural significance as a major work by local prominent Jersey City architect William Neumann and as an early example of masterful, luxury apartment architecture influenced by the Garden City movement. Designed in an eclectic style with Spanish Colonial Revival influences, the building with its lavish amenities and garden courtyard reflected new mentalities in urban living from single-family homes to the modern-day apartment layout. In addition, Belvedere Court meets Criterion A due to its significant contribution as a model for the growth and development of the multi-story apartment buildings in the Heights section of Jersey City in the early twentieth century. Over the past century, the building has undergone several modern alterations, including the replacement of the windows as well as the removal of the storefront opening along the northern portion of the primary elevation. Despite these changes, the integrity of location, materials, design, feeling, and association are high. Many of the original characteristics have remained intact such as the brick and limestone detailing, sculptural ornamentation, green-tile roofs, and overall form. Having been continuously operated as a multi-family residence, the apartment complex represents the continued prosperity of Jersey City at the turn of the century as a viable alternative to urban living.

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:

Narrative Boundary Description:

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Lauren Szeber Date: May 2016
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

Exterior Description (continued):

A brick soldier and quirked cyma reversa belt course emphasizes the second story, forming the window sills and accented by limestone brackets at the base of each pilaster. A symmetrical limestone belt course runs the width of the elevations at the fourth-story windows, accented by scrolled brackets where the pilasters extend towards the roofline. The uppermost, fourth story, is treated with the most abundant application of ornament; bay windows are crowned by Classical stone pediments with sculptured tympanums and a cantilevered Mission-style green tile roof shelters the central bay. The pilasters on this story are formed by smooth face limestone and terminate with sculptured caps at a projecting Mission-influenced crenellated parapet wall with decorative brick detailing.

An open courtyard leads to the main block of the primary elevation forming the interior portion of the "U". The elevations of the courtyard walls are marked by a series of projecting canted full-height bays. Access to the building is gained via double-doors located at the most recessed portion of the elevation, situated within a projecting bay featuring double-hung sash and surround windows found in pairs. A decorative limestone sign panel is set above the doorway. Consistent with the north and south wings, the windows on the uppermost story are sheltered by a Spanish-style green tile roof flanked by cast stone pilasters terminating with sculptural caps at a Mission-influenced parapet wall. The limestone quirked cyma reversa belt course delineates the second and fourth stories.

Extending to the north is a three-story wing. Measuring four bays wide, the first story features a large three-centered arch opening that was once the location of a store front. It has since been filled in with brick and contains a modern double-door. A small stained glass window is centered within the arch. The lintel is expressed through radiating brickwork. A paneled door is situated adjacent and crowned by a broken scroll pediment. Windows consist of double-hung vinyl sash and wood surrounds with bracketed stone lintels. The roof terminates at an embellished crenellated parapet wall.

A passageway on the right portion of the southern wing's façade allows vehicular access through the building.

History:

Constructed in 1915, the Eclectic-Spanish Colonial Revival-style apartment building known as Belvedere Court was conceived and developed by wealthy merchant, Joseph J. Cuneo. Joseph was the heir to Nicholas Cuneo, President of the Cuneo Importing Company of New York. Known as the "Banana King," Cuneo had arrived by steerage from Italy in 1860 with nothing but a carpet bag of his possessions. He settled in Illinois where he got his humble beginnings in the fruit industry pushing a banana cart through the streets of Chicago (Time Magazine 1925). Cuneo married his wife Catherine and had two children, Joseph and Ida, before relocating his family to Manhattan in 1881 and entered the wholesale fruit business (U.S Bureau of the Census 1910; Time Magazine 1925). He established the Cuneo Importing Company, which by the end of the twentieth century was regarded as the only independent rival of the United Fruit Company. With several steamships in addition to banana and other plantations in the West Indies, Cuneo was reputed to be a millionaire at his time of death (Asbury Park Press 1925: 18).

Cuneo moved his family to the Jersey City Heights during the mid-1880s, into a home that would later be directly across from the Belvedere Court Apartments. His son Joseph would prove to be a popular young man in the community, attending Packard's Business College in 1896 and entering his father's importing business as a junior partner upon graduation (The Jersey Journal 1901: 7). Joseph's entrepreneurship extended into both local politics and real estate. Cuneo owned multiple properties throughout the area and played a significant role in the residential development of the property along Palisade Ave (The Jersey Journal 1902: 10; The Jersey Journal 1909: 3). By 1906, the real estate mogul owned approximately $150,000 worth of the finest apartment house property on the Heights (The Jersey Journal 1906: 5).

CONTINUATION SHEET

Historic Sites #:

History (continued):

In 1914, Cuneo set out on his next building endeavor, the Belvedere Court Apartments. Situated at the corner of Reservoir and Palisade Avenue, the complex was to stand four-stories tall and accommodate 34 families with apartments ranging from three to seven rooms. The cost of construction was approximately $120,000 (The Jersey Journal 1914: 20). For the design of the project, Cuneo turned to Jersey City based architect William Neumann, one of the most successful and established architectural firms in Hudson County. Founded by his brother, Herman Neumann, in 1892, the two worked side by side until Herman's death in 1907, when William took over the business. By 1910, Neumann had established itself as a reputable architecture firm capable of both residential and institutional designs. The firm planned some of the leading buildings of Hudson and Bergen counties, including the Merchants National Bank, the National Bank of Guttenberg, Waverly Congregational Church, as well as multiple flats and apartment buildings (Muirheid 1910: 65). At the time of his death in 1955, Neumann was the oldest practicing architect in the state (The Jersey Journal 1961: 3). His son, William Neumann Jr., maintained the practice before retiring in 1959 (The Jersey Journal 1971: 2).

At its completion in 1915, the Eclectic, Spanish Colonial Revival building was considered to be "the product of the highest class of apartment house construction embodying every latest appliance conducive to the convenience of the occupants" (Figure 2) (The Jersey Journal 1915: 14). The handsome U-shaped building surrounded a central Roman court with unsurpassed views of the Hudson River and New York skyline. The Italian garden at its center added to its attraction and at the time, was considered to be the only apartment building of its kind (The Jersey Journal 1915, 14). Each apartment boasted the most modern amenities including steam heat, gas and electric light, and individual telephone services. Apartments were designated for an onsite physician and dentist, in addition to a drug store at the street level. A 20-car private parking garage was available to residents, accessed by an automobile entrance installed on the south side of the building.

The construction of the apartments coincided with the continuing development of the Jersey City Heights, sought after by many middle-class families looking for an alternative to the more densely populated cities (Jersey City 2007). The town saw rapid expansion throughout the mid- and late nineteenth century, largely due to improvements in transportation, including the emergence of the Delaware, Lackawanna, and Western Railroad Company and the expansion of the ferry wharfs along the Hudson River. Electric-powered trolleys replaced horse cars and the first electrified elevated railway was constructed up the Palisades, further increasing the area's accessibility (Heritage Studies 1982: 31). At the same time, large numbers of immigrants were settling in the area, creating a cultural hub of Germans, Irish, and Italians. The influx of skilled labor also added to the strong industrial growth that defined the period.

As the Heights continued to grow during the early twentieth century, so did the demand for more luxury living accommodations by an increasing population of upper class citizens. Belvedere Court fulfilled these requirements in addition to offering a convenient and safe residence in close proximity to the city and transportation. The design of the building also reflected a transition to the current-day concept of the "modern" apartment housing fueled by the Garden City movement and new mentalities towards building regulations (NRHP n.d.:50). Conceptualized by British visionary Ebenezer Howard, the Garden City movement offered an alternative to overcrowded cities with picturesque landscapes designed within urban centers (Howard 1902:16). William Neumann, who was also a proponent of the City Beautiful phenomenon, applied these ideas to the design of Belvedere Court, creating a space that allowed for light and air circulation accessible to each unit with the additional benefits of a central garden. These types of luxury high-rise apartments with ranging unit sizes and amenities would not gain full momentum until the 1920s (Armstronghall 2003).

Belvedere Court continued to attract affluent tenants throughout the twentieth century. The drugstore on the first story was later removed, but the building has retained its original design, materials, and workmanship. It currently still serves as a residential apartment complex.

CONTINUATION SHEET

Historic Sites #:

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CONTINUATION SHEET

Historic Sites #:

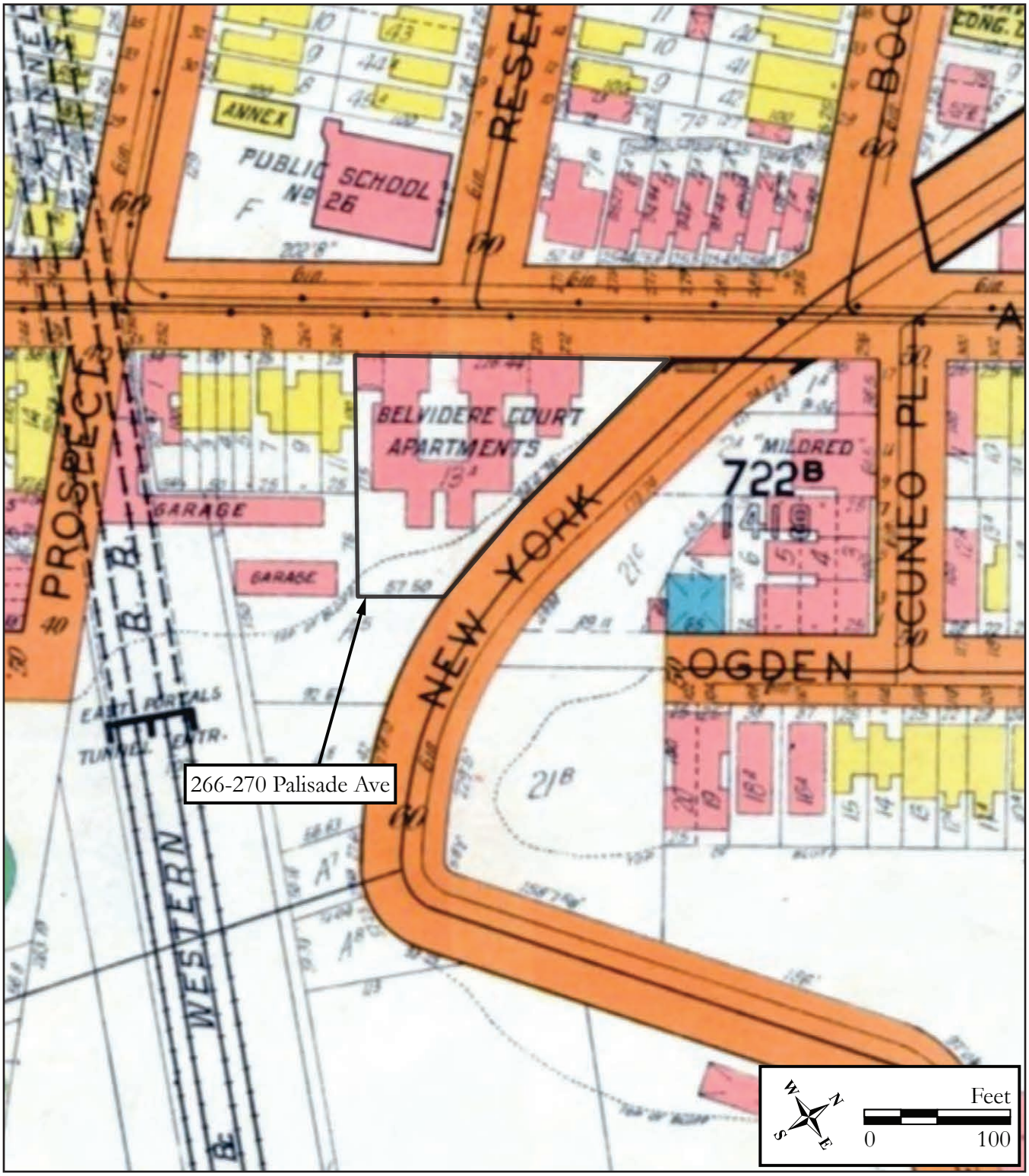


Figure 1: 1928 G.M. Hopkins Co., Atlas of Hudson County, New Jersey.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Lauren Szeber
Organization: RGA, Inc.
Date: June 2016

CONTINUATION SHEET

Historic Sites #:

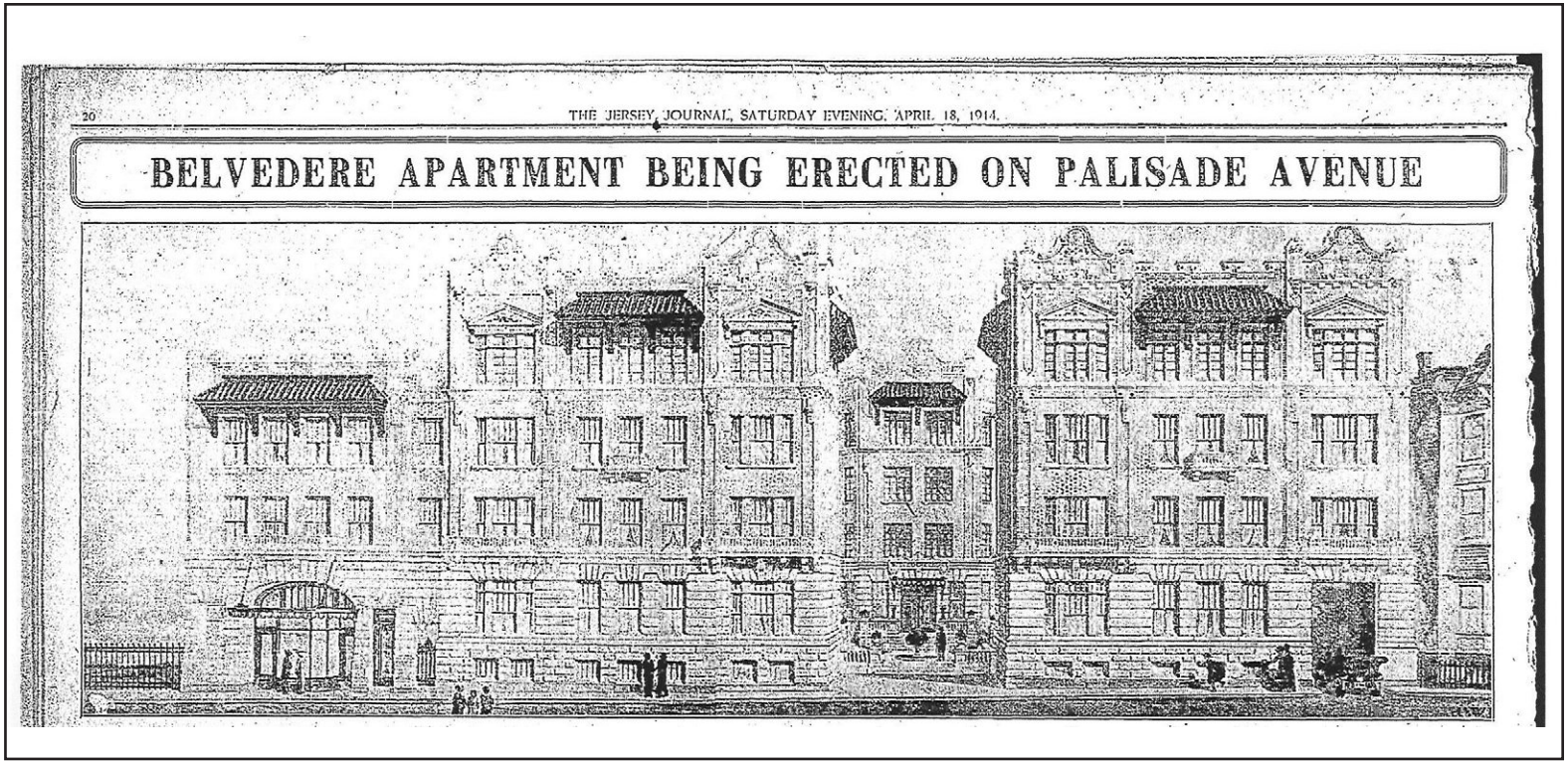


Figure 2: Architectural rendering of the Belvedere Apartment building in 1914. "Belvedere Apartment Erected." Jersey Journal. Jersey City, New Jersey. 18 April, 1914.

CONTINUATION SHEET

Historic Sites #:

Plate: 1

Photo view:

Northeast

Photographer:

Lauren Szeber

Date:

May 9, 2016

View of the primary (western) elevation of Belvedere Court facing northeast.

Plate: 2

Photo view:

Southwest

Photographer:

Lauren Szeber

Date:

May 9, 2016

View of the primary (western) elevation of Belvedere Court facing southwest.

CONTINUATION SHEET

Historic Sites #:

Plate: 3

Photo view:

Southwest

Photographer:

Lauren Szeber

Date:

May 9, 2016

View of the northern-most elevation of Belvedere Court.

Plate: 4

Photo view:

Southeast

Photographer:

Lauren Szeber

Date:

May 9, 2016

Detail view of the courtyard and entrance way of Belvedere Court.

BASE SURVEY FORM

Historic Sites #:

Property Name: 188 Palisade Avenue

Street Address: *Street #:* 188 *(Low)* _____ *(High)* *Apartment #:* _____ *(Low)* _____ *(High)*

Prefix: _____ *Street Name:* Palisade *Suffix:* _____ *Type:* AVE

County(s): Hudson **Zip Code:** 07306

Municipality(s): Jersey City **Block(s):** 6001

Local Place Name(s): The Heights **Lot(s):** 2

Ownership: Private **USGS Quad(s):** Jersey City

Description:

The dwelling at 188 Palisade Avenue is a highly-altered, Colonial Revival duplex constructed in the early twentieth century. The two-story, multi-family building features a full-width, flat-roofed porch with a bracketed cornice clad in vinyl siding, and supported by Doric columns. *See Continuation Sheet*

Registration and Status Dates:

National Historic Landmark: _____ SHPO Opinion: _____

National Register: _____ Local Designation: _____

New Jersey Register: _____ Other Designation: _____

Determination of Eligibility: _____ Other Designation Date: _____

Photograph:

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

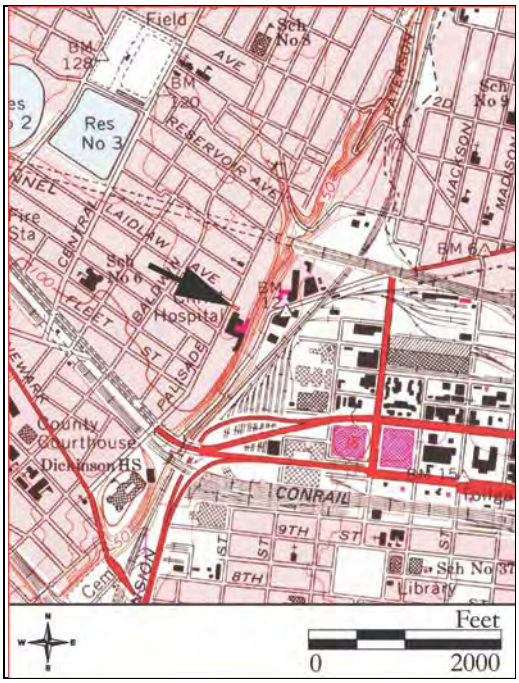
Surveyor: Lauren Szeber Date: May 2016

Organization: RGA, Inc.

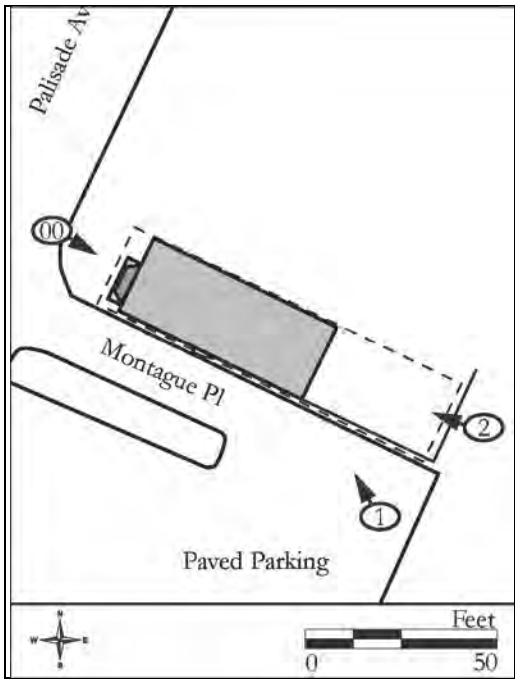
BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources:
See Continuation Sheet

Additional Information:
N/A

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: 1 Building _____ Landscape _____ Farm
_____ Bridge _____ Industry

Within Historic District? ☐ Yes ☒ No **Historic District Name:** _____

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Lauren Szeber Date: May 2016
Organization: RGA, Inc.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: 188 Palisade Avenue
Historic Name: 188 Palisade Avenue
Present Use: Residential – permanent
Historic Use: Residential – permanent
Construction Date: Circa 1904 **Source:** Sanborn Map Company 1900; G.M. Hopkins & Co. 1908
Alteration Date(s): **Source:**
Designer: Unknown **Physical Condition:** Good
Builder: Unknown **Remaining Historic Fabric:** Low
Style: Colonial Revival
Form: Duplex **Stories:** 2
Type: Other **Bays:** 3
Roof Finish Materials: Asphalt
Exterior Finish Materials Vinyl siding

Exterior Description:
See Base Survey

Interior Description:
Not accessible

Setting:
188 Palisade Avenue is sited on a rectangular parcel (Block 6001, Lot 2) located on the east corner of Palisade Avenue and Montague Place in Jersey City, Hudson County, New Jersey. The building is oriented with its primary façade facing west and is set back from the road approximately 20 feet. A large paved parking lot abuts the rear of the property and a public sidewalk runs the length of the primary and southern elevations. Christ Hospital is situated directly to the south. The dwelling is located within a row of late-nineteenth and early twentieth-century buildings constructed along Palisade Avenue, an historic road which parallels the eastern crest of a steep ravine descending to Hoboken, commonly referred to as the Palisades. The surrounding area is mainly urban consisting of nineteenth, twentieth, and twenty-first century commercial, residential, and industrial buildings.

ELIGIBILITY WORKSHEET

Historic Sites #:

History:

The dwelling known as 188 Palisade Avenue first appears cartographically on the 1908 G.M. Hopkins map of Hudson County (G.M. Hopkins Co. 1908). The house is not depicted on the 1900 Sanborn Insurance Map, suggesting that it was constructed at some point between 1900 and 1908 (Sanborn Map Company 1900). The building is situated in an area of Jersey City referred to as the Heights, a long narrow ridge of the southern Palisades that lies west of the Hudson River waterfront. Once an independent municipality known as Hudson City, the area became highly sought after by many middle class families looking for an alternative to the more densely populated cities (Jersey City 2007). The town saw a rapid increase in development throughout the mid and late nineteenth century, largely due to improvements in transportation, including the emergence of the Delaware, Lackawanna, and Western Railroad Company and the expansion of the ferry wharfs alone the Hudson River. Electric-powered trolley cars replaced horse cars and the first electrified elevated railway was constructed up the Palisades, further increasing the area's accessibility (Heritage Studies 1982: 31). At the same time, large numbers of immigrants were settling in the area, creating a cultural hub of Germans, Irish, and Italians. The influx of skilled labor also added to the strong industrial growth that defined the period and prompted an increased need for housing.

The footprint of 188 Palisade Avenue has remained relatively unchanged since its original construction. In 1910, 188 Palisade Avenue stood as a two-story, frame dwelling with a one-story front porch projecting from the primary elevation. The roof had a metal covering (Sanborn Map Company 1910). The construction of the residence coincided with a period of intense development along the easternmost escarpment of the Palisades. H.C. Reese & Co., a curtain refinishing business established in 1867, relocated to the lot directly behind the property during the late 1880s and continued to expand throughout the twentieth century (G.M. Hopkins Co. 1873; Sanborn Map Company 1896; Muirheid 1910: 112). *See Continuation Sheet*

Significance:

The dwelling at 188 Palisade Avenue is an extant example of an early-twentieth century two-family, Colonial Revival building constructed during a period of development and growth within "The Heights" section of Jersey City. Built in an area of newly emerging industry and transportation advancements, the house reflects the growth of a thriving residential and industrial neighborhood at the turn of the twentieth century. The building has been highly altered to reflect popular styles and the changing needs of its occupants. Modern alterations to the dwelling include the addition of vinyl siding, a parapet wall along the southern and western elevations, and the replacement of windows and doors.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility:

The building at 188 Palisade Avenue is recommended not individually eligible for listing in the National Register of Historic Places (NRHP). As an example of Colonial Revival architecture, it is not architecturally significant, and modern alterations to the residence have denigrated the property's integrity of materials, feeling and association. Research did not uncover that the building was associated with significant persons or events. Architecturally, the building is not a particularly good example of its type or representative of the work of a master. For these reasons, the building is recommended as not eligible for listing in the NRHP under Criteria A, B, or C.

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:

Narrative Boundary Description:

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Lauren Szeber Date: May 2016
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

Description (continued):

The roof is flat and accentuated by a flared, overhanging cornice and vinyl soffits. A parapet wall projecting behind the cornice on the primary and western elevations gives the illusion of additional height. Canted-corner bays project from the primary elevation, centrally located on the first story and offset on the second story. The first story bay window is flanked by two paneled doors allowing access to the separate residences. The fenestration is regular, consisting of double-hung vinyl sash and surround windows. A pediment caps the second story bay window. The building is clad in vinyl siding and supported on a masonry foundation.

History (continued):

Vice President to the company, Andrew Reese, resided in the dwelling during the early 1900s (Ancestry.com). Christ Hospital, situated directly to the south, also played a significant role in the development of the area, building a multi-complex medical center across the surrounding neighborhood. The hospital would later obtain the large lot behind the subject property and constructed a paved parking lot at some point during the 1980s (National Environmental Title Research 1979, 1987). The house has gone through several modern alterations, including the addition of vinyl siding, a parapet wall, and the replacement of windows and doors.

Bibliography:

Ancestry.com
2011 *U.S. City Directories, 1822-1995* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2011, Ancestry.com, accessed 21 May, 2016

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1908 *Atlas of Hudson County, New Jersey*. G.M. Hopkins Co., Philadelphia, Pennsylvania.

Heritage Studies
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2007 "Hudson City – The Jersey City Heights." Published on the Jersey City Past and Present website http://www.njcu.edu/programs/jchistory, accessed May 15, 2016.

Muirheid, Walter Gregory
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National Environmental Title Research
1979 Historic Aerial Photographs. Electronic document, historicaerials.com, accessed May 15, 2016.

Sanborn Map Company
1896 Insurance Maps of Hudson County. Vol. 3. Sanborn Map Company, New York.
1900 Insurance Maps of Hudson County. Vol. 3. Sanborn Map Company, New York.
1910 Insurance Maps of Hudson County. Vol. 3. Sanborn Map Company, New York.
1951 Insurance Maps of Hudson County. Vol. 3. Sanborn Map Company, New York

United States Bureau of the Census
1910 United States Department of Commerce and Labor, Bureau of the Census, Population Schedules for Hudson County, New Jersey. On file, National Archives, Washington, D.C.

CONTINUATION SHEET

Historic Sites #:

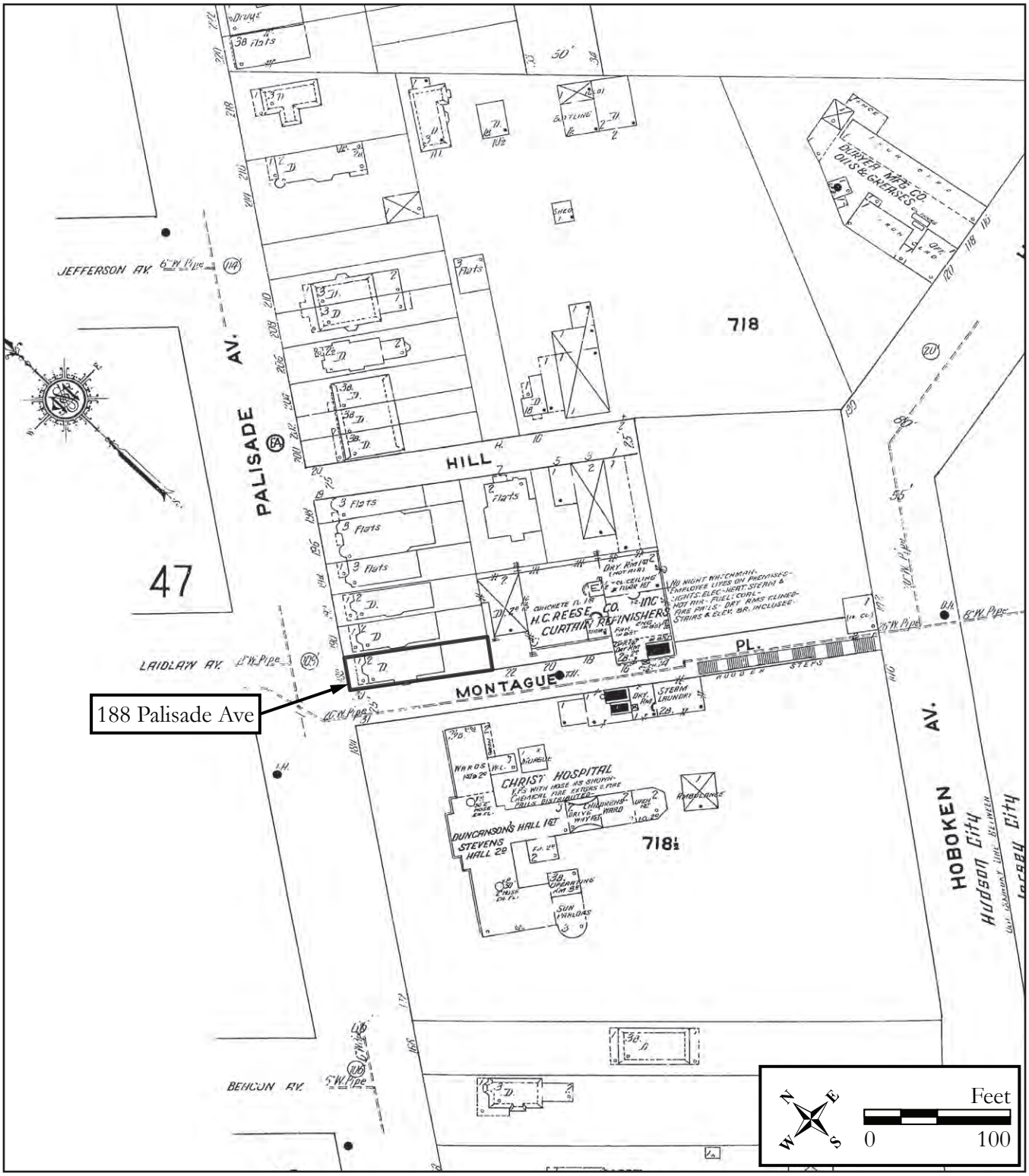


Figure 1: 1910 Sanborn Map Company, Insurance Maps of Hudson County, New Jersey.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Lauren Szeber
Organization: RGA, Inc.
Date: June 2016

CONTINUATION SHEET

Historic Sites #:

Plate: 1
Photo view:
Northwest
Photographer:
Lauren Szeber
Date:
May 9, 2016

Southwest and southeast elevations of 188 Palisade Avenue

Plate: 2
Photo view:
Northwest
Photographer:
Lauren Szeber
Date:
May 9, 2016

Rear (southeast) elevation of 188 Palisade Avenue

BASE SURVEY FORM

Historic Sites #:

Property Name: 190 Palisade Avenue

Street Address: *Street #:* 190 *(Low)* _____ *(High)* *Apartment #:* _____ *(Low)* _____ *(High)*

Prefix: _____ *Street Name:* Palisade *Suffix:* _____ *Type:* AVE

County(s): Hudson **Zip Code:** 07306

Municipality(s): Jersey City **Block(s):** 6001

Local Place Name(s): The Heights **Lot(s):** 9

Ownership: Private **USGS Quad(s):** Jersey City

Description:

The dwelling at 190 Palisade Avenue is a highly-altered, Colonial-Revival duplex constructed in the early twentieth century. The two-story building features a full-width, flat-roofed porch with a bracketed cornice and supported by Doric columns atop brick pillars. A parapet wall projects from the flat roof on the western, northern, and southern elevations, giving the illusion of additional height. Canted-corner bays project from the primary elevation; centrally located on the first story and offset on the second story. The first story bay window is flanked by two modern doors accessed by brick staircases. The doors are capped by a single-pane transom windows. The fenestration is regular, consisting of double-hung vinyl sash and surround windows. The building is clad in aluminum siding on the primary (western) elevation and asbestos shingle on the northern, southern, and rear elevations.

Registration and Status Dates:

National Historic Landmark: _____ SHPO Opinion: _____

National Register: _____ Local Designation: _____

New Jersey Register: _____ Other Designation: _____

Determination of Eligibility: _____ Other Designation Date: _____

Photograph:

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

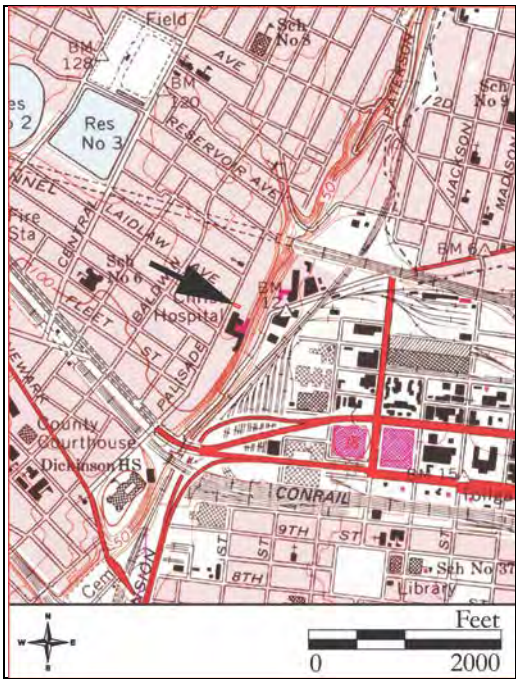
Surveyor: Lauren Szeber Date: May 2016

Organization: RGA, Inc.

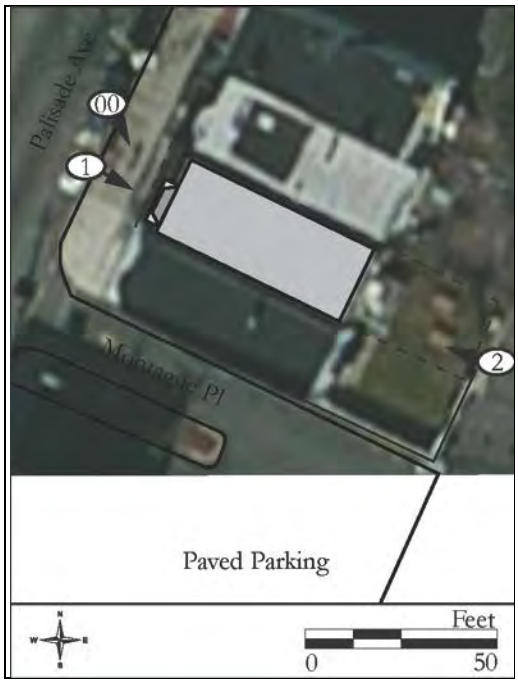
BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources:
See Continuation Sheet

Additional Information:
N/A

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: 1 Building _____ Landscape _____ Farm
_____ Bridge _____ Industry

Within Historic District? ☐ Yes ☒ No **Historic District Name:** _____

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Lauren Szeber Date: May 2016
Organization: RGA, Inc.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: 190 Palisade Avenue
Historic Name: 190 Palisade Avenue
Present Use: Commercial - Office Activity
Historic Use: Residential – permanent
Construction Date: Circa 1905 **Source:** Sanborn Insurance Maps 1900, G.M. Hopkins 1908
Alteration Date(s): **Source:**
Designer: Unknown **Physical Condition:** Good
Builder: Unknown **Remaining Historic Fabric:** Low
Style: Colonial Revival
Form: Duplex **Stories:** 2
Type: Other **Bays:** 3
Roof Finish Materials: Asphalt
Exterior Finish Materials Aluminum Siding, Asbestos Shingle

Exterior Description:
See Base Survey

Interior Description:
Not Accessible

Setting:
190 Palisade Avenue is sited on a polygonal parcel (Block 6001, Lot 9) located on the east side of Palisade Avenue, Jersey City, Hudson County, New Jersey. The building is oriented with its primary façade facing west and is set back from the road approximately 20 feet. A large paved parking lot abuts the rear of the property, and a public sidewalk runs the length of the primary elevation. Christ Hospital is situated directly to the south. The dwelling is located within a row of early twentieth-century buildings constructed along Palisade Avenue, an historic road which parallels the eastern crest of a steep ravine descending to Hoboken, also known as the Palisades. The surrounding area is mainly urban consisting of nineteenth, twentieth, and twenty-first century commercial, residential, and industrial buildings.

ELIGIBILITY WORKSHEET

Historic Sites #:

History:
The dwelling known as 190 Palisade Avenue first appears cartographically on the 1908 G.M. Hopkins map of Hudson County (G.M. Hopkins Co. 1908). The house is not depicted on the 1900 Sanborn Insurance Map, suggesting that it was constructed at some point between 1900 and 1908 (Sanborn Map Company 1900). The building is situated in an area of Jersey City referred to as the Heights, a long narrow ridge of the southern Palisades that lies west of the Hudson River waterfront. Once an independent municipality known as Hudson City, the area became highly sought after by many middle class families looking for an alternative to the more densely populated cities (Jersey City 2007). The town saw a rapid increase in development throughout the mid- and late nineteenth century, largely due to improvements in transportation, including the emergence of the Delaware, Lackawanna, and Western Railroad Company and the expansion of the ferry wharfs alone the Hudson River. Electric-powered trolley cars replaced horse cars and the first electrified elevated railway was constructed up the Palisades, further increasing the area's accessibility (Heritage Studies 1982: 31). At the same time, large numbers of immigrants were settling in the area, creating a cultural hub of Germans, Irish, and Italians. The influx of skilled labor also added to the strong industrial growth that defined the period and prompted an increased need for housing. *See Continuation Sheet*

Significance:
The dwelling at 190 Palisade Avenue is an extant example of an early-twentieth-century Colonial Revival building constructed during a period of development and growth within "The Heights" section of Jersey City. Built in an area of newly emerging industry and transportation advancements, the house reflects the growth of a thriving residential and industrial neighborhood at the turn of the twentieth century. The building has been highly altered to reflect popular styles and the changing needs of its occupants. Modern alterations to the dwelling include the addition of vinyl siding, a parapet wall along the southern and western elevations, and the replacement of windows and doors.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility:
The building at 190 Palisade Avenue is recommended not individually eligible for listing in the National Register of Historic Places. As an example of Colonial Revival architecture, it is not architecturally significant, and modern alterations to the residence have denigrated the property's integrity of materials, feeling and association. Research did not uncover that the building was associated with significant persons or events. Architecturally, the building is not a particularly good example of its type or representative of the work of a master. For these reasons, the building is recommended as not eligible for listing in the National Register of Historic Places under Criteria A, B, or C.

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:

Narrative Boundary Description:

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Lauren Szeber Date: May 2016
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

History (continued):

The footprint of 190 Palisade Avenue has remained relatively unchanged since its original construction. In 1910, 190 Palisade Avenue stood as a two-story, frame dwelling with a one-story front porch projecting from the primary elevation. The roof had a metal covering (Sanborn Map Company 1910). The construction of the residence coincided with a period of intense development along the eastern most escarpment of the Palisades. H.C. Reese & Co., a curtain refinishing business established in 1867, relocated to the rear of the property during the late nineteenth century and continued to expand throughout the 1900s (G.M. Hopkins 1873; Sanborn Map Company 1896; Muirheid 1910: 112). Vice President to the company, Andrew Reese, resided in the dwelling during the early 1900s before moving into the adjacent property (Ancestry.com). Christ Hospital, situated directly to the south, also played a significant role in the development of the area, building a multi-complex medical center across the surrounding neighborhood. The hospital would later obtain the large the large lot behind the block that was made into a paved parking lot at some point during the 1980s (National Environmental Title Research 1979, 1987). It was possibly around this time that the Hospital purchased the property for its current use as medical offices. The house has gone through several modern exterior alterations, including the addition of aluminum siding, a parapet wall, and the replacement of windows and doors.

Bibliography:

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2011 *U.S. City Directories, 1822-1995* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2011, Ancestry.com, accessed 21 May, 2016

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1908 *Atlas of Hudson County, New Jersey*. G.M. Hopkins Co., Philadelphia, Pennsylvania.

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1982 Preliminary Case Report: Columbia Tower, Housing for the Elderly and Handicapped, HUD Project #NJ39-T811-021/031-EHO 83, Hoboken, New Jersey. On file, Historic Preservation Office, Trenton, New Jersey.

Jersey City Past and Present
2007 "Hudson City – The Jersey City Heights." Published on the Jersey City Past and Present website http://www.njcu.edu/programs/jchistory, accessed May 15, 2016.

Muirheid, Walter Gregory
1910 *Jersey City of To-Day, It's History, People, Trades, Commerce, Institutions, & Industry*. Jersey City Print Co., Jersey City, New Jersey.

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1987 Historic Aerial Photographs. Electronic document, historicaerials.com, accessed May 15, 2016.

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1900 Insurance Maps of Hudson County. Vol. 3. Sanborn Map Company, New York.
1951 Insurance Maps of Hudson County. Vol. 3. Sanborn Map Company, New York

CONTINUATION SHEET

Historic Sites #:

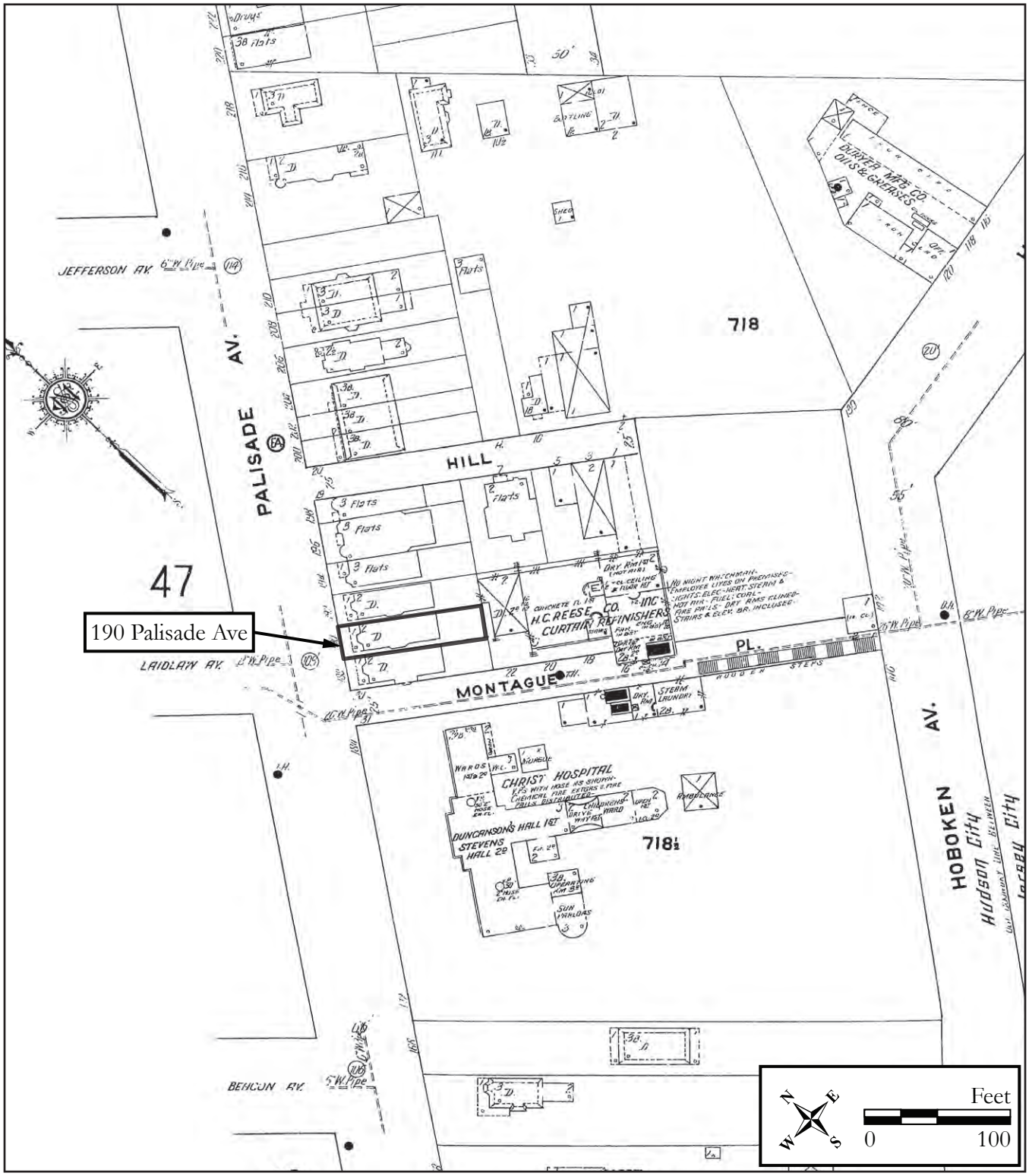


Figure 1: 1910 Sanborn Map Company, Insurance Maps of Hudson County, New Jersey.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Lauren Szeber
Organization: RGA, Inc.
Date: June 2016

CONTINUATION SHEET

Historic Sites #:

Plate: 1

Photo view:

Southeast

Photographer:

Lauren Szeber

Date:

May 9, 2016

View of the primary façade of 190 Palisade Avenue.

CONTINUATION SHEET

Historic Sites #:

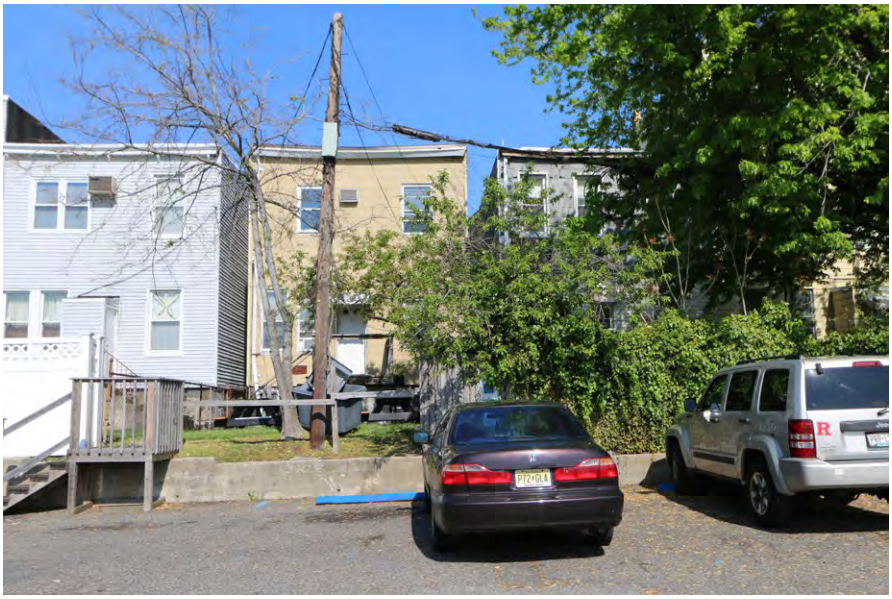


Plate: 2

Photo view:

Northwest

Photographer:

Lauren Szeber

Date:

May 9, 2016

View of the rear (southeast) elevation of 190 Palisade Avenue.

BASE SURVEY FORM

Historic Sites #:

Property Name: 192 Palisade Avenue

Street Address: *Street #:* 192 *(Low)* _____ *(High)* *Apartment #:* _____ *(Low)* _____ *(High)*

Prefix: _____ *Street Name:* Palisade *Suffix:* _____ *Type:* AVE

County(s): Hudson **Zip Code:** 07306

Municipality(s): Jersey City **Block(s):** 6001

Local Place Name(s): The Heights **Lot(s):** 2

Ownership: Private **USGS Quad(s):** Jersey City

Description:

The dwelling at 192 Palisade Avenue is a highly-altered duplex constructed in the early twentieth century. The multi-family building measures two stories tall and three bay wide. A parapet wall projects from the flat roof on the western, northern, and southern elevations, giving the illusion of additional height. Canted-corner bays project from the primary elevation, centrally located on the first story and offset on the second story. The first story bay window is flanked by two modern doors accessed by brick staircases. The doors are covered by plastic awnings. The fenestration is regular, consisting of double-hung vinyl sash and surround windows. The building is clad in aluminum siding on the primary (western) elevation and wood shingle on the northern, southern, and rear elevations.

Registration and Status Dates:

National Historic Landmark: _____ SHPO Opinion: _____

National Register: _____ Local Designation: _____

New Jersey Register: _____ Other Designation: _____

Determination of Eligibility: _____ Other Designation Date: _____

Photograph:

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

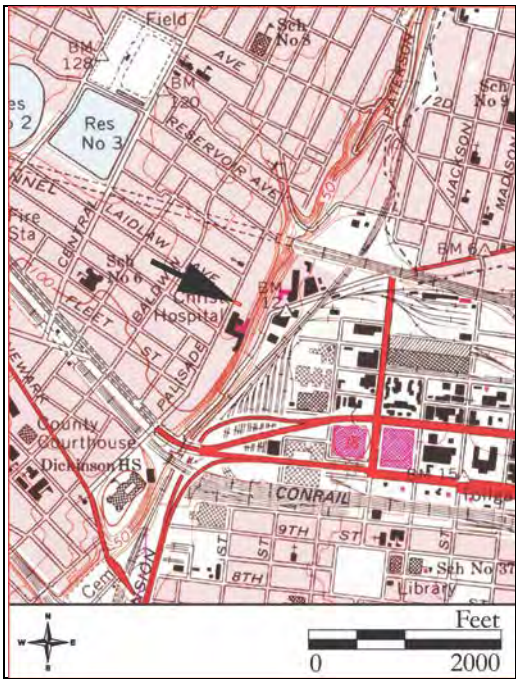
Surveyor: Lauren Szeber Date: May 2016

Organization: RGA, Inc.

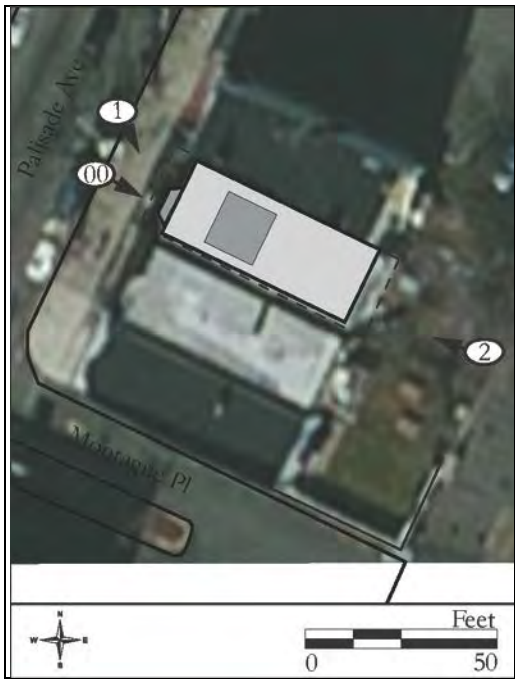
BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources:
See Continuation Sheet

Additional Information:
N/A

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: 1 Building _____ Landscape _____ Farm
_____ Bridge _____ Industry

Within Historic District? ☐ Yes ☒ No **Historic District Name:** _____

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Lauren Szeber Date: May 2016
Organization: RGA, Inc.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: 192 Palisade Avenue
Historic Name: 192 Palisade Avenue
Present Use: Residential – permanent
Historic Use: Residential – permanent
Construction Date: Circa 1905 **Source:** Sanborn Insurance Maps 1900, G.M. Hopkins Co. 1908
Alteration Date(s): **Source:**
Designer: Unknown **Physical Condition:** Good
Builder: Unknown **Remaining Historic Fabric:** Low
Style: Vernacular
Form: Duplex? **Stories:** 2
Type: Other **Bays:** 3
Roof Finish Materials: Asphalt
Exterior Finish Materials Aluminum siding, Wood shingle

Exterior Description:
See Base Survey

Interior Description:
Not Accessible

Setting:
192 Palisade Avenue is sited on a rectangular parcel (Block 6001, Lot 3) located on the east side of Palisade Avenue in Jersey City. The building is oriented with its primary façade facing west and is set back from the road approximately 20 feet. A large paved parking lot abuts the rear of the property, and a public sidewalk runs the length of the primary elevation. Christ Hospital is situated to the south. The dwelling is located within a row of early twentieth century buildings constructed along Palisade Avenue, an historic road which parallels the eastern crest of a steep ravine descending to Hoboken, also known as the Palisades. The surrounding area is mainly urban consisting of nineteenth, twentieth, and twenty-first century commercial, residential, and industrial buildings.

ELIGIBILITY WORKSHEET

Historic Sites #:

History:
The dwelling known as 192 Palisade Avenue first appears cartographically on the 1908 G.M. Hopkins Co. map of Hudson County (G.M. Hopkins & Co. 1908). The house is not depicted on the 1900 Sanborn Insurance Map, suggesting that it was constructed at some point between 1900 and 1908 (Sanborn Map Company 1900). The building is situated in an area of Jersey City referred to as the Heights, a long narrow ridge of the southern Palisades that lies west of the Hudson River waterfront. Once an independent municipality known as Hudson City, the area became highly sought after by many middle class families looking for an alternative to the more densely populated cities (Jersey City 2007). The town saw a rapid increase in development throughout the mid- and late nineteenth century, largely due to improvements in transportation, including the emergence of the Delaware, Lackawanna, and Western Railroad Company and the expansion of the ferry wharfs alone the Hudson River. Electric-powered trolley cars replaced horse cars and the first electrified elevated railway was constructed up the Palisades, further increasing the area's accessibility (Heritage Studies 1982: 31). At the same time, large numbers of immigrants were settling in the area, creating a cultural hub of Germans, Irish, and Italians. The influx of skilled labor also added to the strong industrial growth that defined the period and prompted an increased need for housing. *See Continuation Sheet*

Significance:
The dwelling at 192 Palisade Avenue is an extant example of an early-twentieth century residence built during a period of development and growth within "The Heights" section of Jersey City. The building has been highly altered to reflect popular styles and the changing needs of its occupants. Modern alterations to the dwelling include the removal of the front porch, the addition of aluminum siding and a parapet wall on the primary elevation and the replacement of windows and doors.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility:
The building at 192 Palisade Avenue is recommended not individually eligible for listing in the National Register of Historic Places. It is not architecturally significant and modern alterations to the residence have denigrated the property's integrity of materials, feeling and association. Research did not uncover that the building was associated with significant persons or events. Architecturally, the building is not a particularly good example of its type or representative of the work of a master. For these reasons, the building is recommended as not eligible for listing in the National Register under Criteria A, B, or C.

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:

Narrative Boundary Description:

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Lauren Szeber Date: May 2016
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

History (continued):

The footprint of 192 Palisade Avenue has remained relatively unchanged since its original construction. In 1910, 192 Palisade Avenue stood as a two-story, frame dwelling with a one-story front porch projecting from the primary elevation. The roof had a metal covering (Sanborn Map Company 1910). The building of the residence coincides with a period of intense development along the eastern most escarpment of the Palisades. H.C. Reese & Co., a curtain refinishing business established in 1867, relocated to the rear of the property during the late nineteenth century and continued to expand throughout the 1900s (G.M. Hopkins & Co. 1873; Sanborn Map Company 1896; Muirheid 1910: 112). In 1912, the home served as the hideout for John A. Flack, a Kansas fugitive who had been running from police for over two years. Flack had fled Alibene, Kansas, along with his wife after embezzling more than $75,000 from the Abilene State Bank. Flack's wife was the cousin of the dwelling's owner at the time, George Eyth (The Sun 1912, 1). Eyth owned and operated a dairy company and was considered a wealthy merchant throughout West Hoboken (U.S. Bureau of the Census 1920; Jersey Journal 1912, 1).

During the 1950s, the original first-story porch would be removed and awnings added over the two front doors (Sanborn Map Company 1951). Other modern alterations to the home include the addition of siding to the primary façade and the replacement of windows and doors.

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United States Bureau of the Census
1920 United States Department of Commerce and Labor, Bureau of the Census, Population Schedules for Hudson County, New Jersey. On file, National Archives, Washington, D.C.

CONTINUATION SHEET

Historic Sites #:

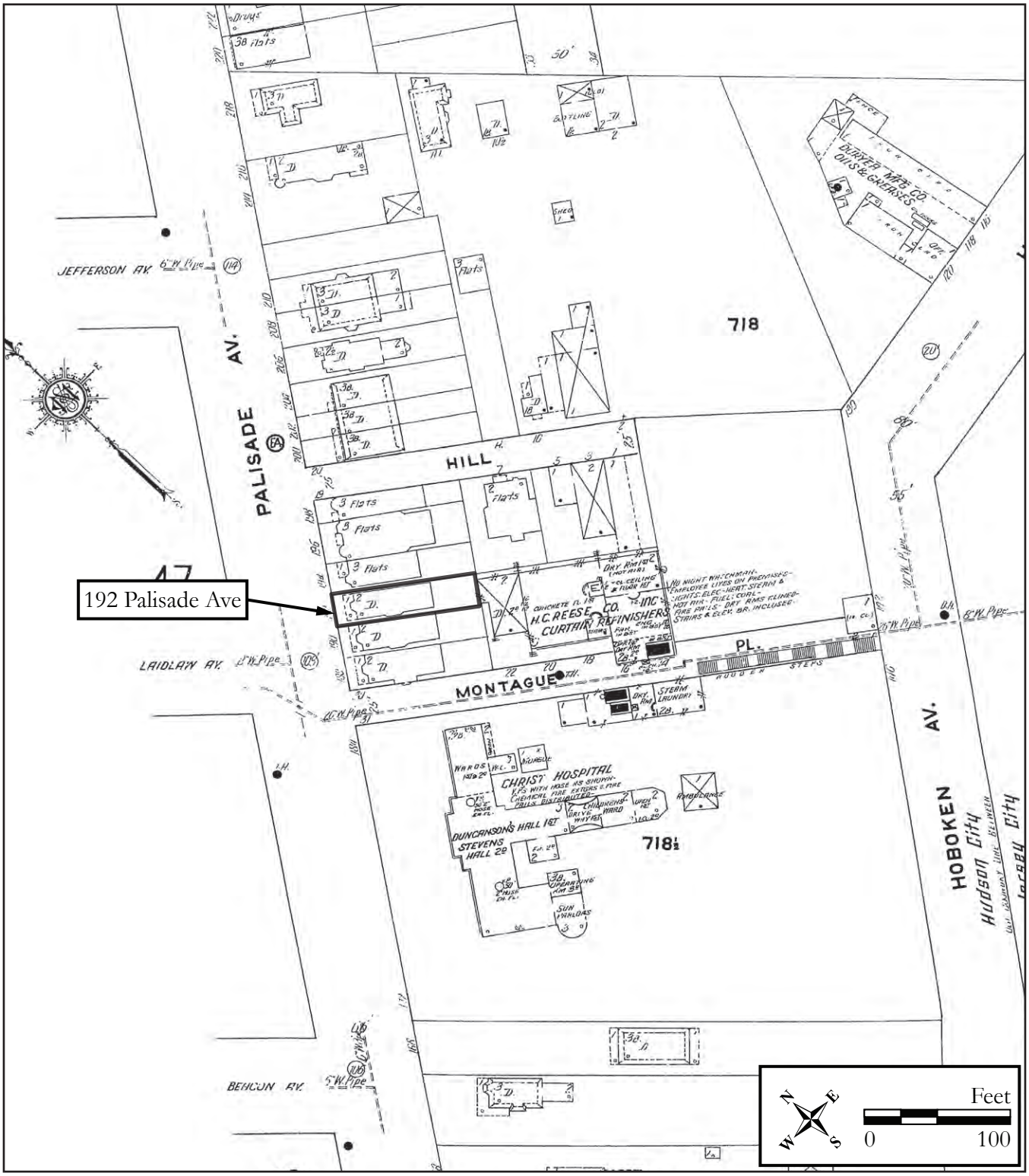


Figure 1: 1910 Sanborn Map Company, Insurance Maps of Hudson County, New Jersey.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Lauren Szeber
Organization: RGA, Inc.
Date: June 2016

CONTINUATION SHEET

Historic Sites #:

Plate: 1

Photo view:

Southeast

Photographer:

Lauren Szeber

Date:

May 9, 2016

View of the primary façade of 192 Palisade Avenue.

CONTINUATION SHEET

Historic Sites #:

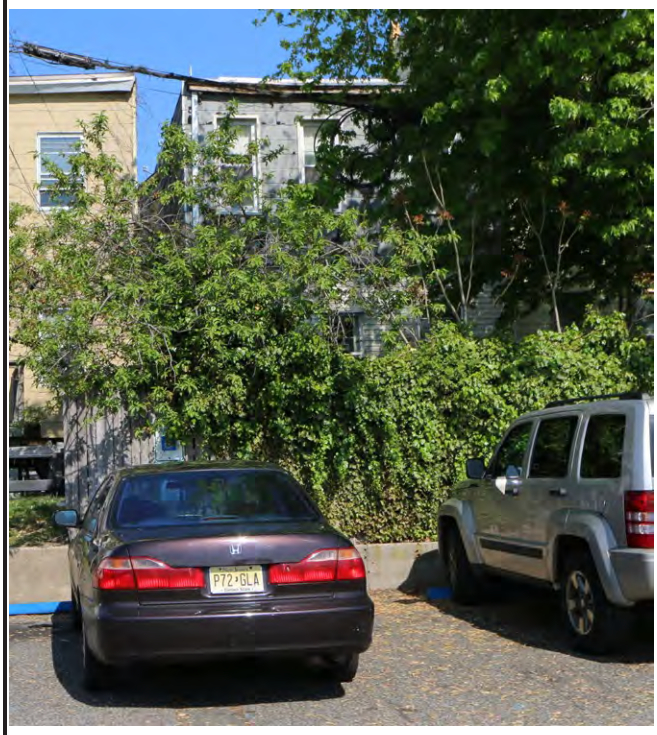


Plate: 2

Photo view:

Northwest

Photographer:

Lauren Szeber

Date:

May 9, 2016

View of the rear (southeast) elevation of 192 Palisade Avenue.

BASE SURVEY FORM

Historic Sites #:

Property Name: 194 Palisade Avenue

Street Address: *Street #:* 194 *(Low)* _____ *(High)* *Apartment #:* _____ *(Low)* _____ *(High)*

Prefix: _____ *Street Name:* Palisade *Suffix:* _____ *Type:* AVE

County(s): Hudson **Zip Code:** 07306

Municipality(s): Jersey City **Block(s):** 6001

Local Place Name(s): The Heights **Lot(s):** 4

Ownership: Private **USGS Quad(s):** Jersey City

Description:

The dwelling at 194 Palisade Avenue is a highly-altered flat constructed in the early twentieth century. The multi-unit building measures three stories tall and two bays wide. An interior brick chimney pierces the north portion of the flat roof. The cornice on the building's facade has been covered with synthetic siding, obscuring the architectural details. The primary elevation features an offset, three-story projecting bay with canted corners that terminate at a pediment. A wide, offset entry porch with front gable roof leads to modern door, allowing access to the building. The porch is supported by decorative iron posts on a masonry foundation. *See building attachment.*

Registration and Status Dates:

National Historic Landmark: _____ SHPO Opinion: _____

National Register: _____ Local Designation: _____

New Jersey Register: _____ Other Designation: _____

Determination of Eligibility: _____ Other Designation Date: _____

Photograph:

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

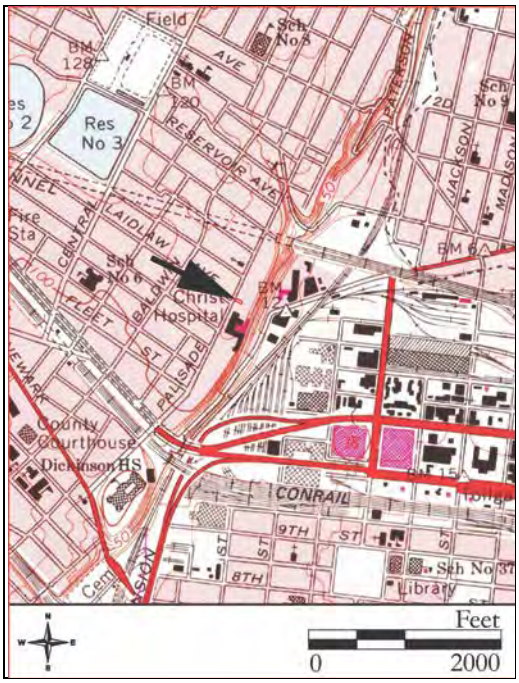
Surveyor: Lauren Szeber Date: May 2016

Organization: RGA, Inc.

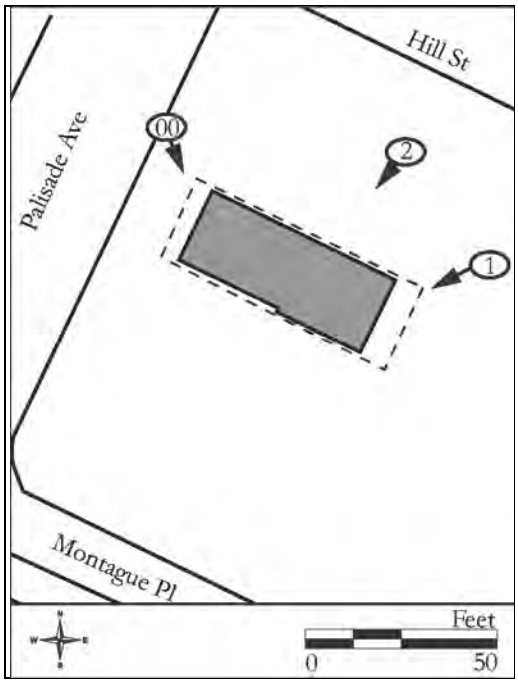
BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources:
See Continuation Sheet

Additional Information:
N/A

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: 1 Building _____ Landscape _____ Farm
_____ Bridge _____ Industry

Within Historic District? ☐ Yes ☒ No **Historic District Name:** _____

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Lauren Szeber Date: May 2016
Organization: RGA, Inc.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: 194 Palisade Avenue
Historic Name: 194 Palisade Avenue
Present Use: Residential – permanent
Historic Use: Residential – permanent
Construction Date: Circa 1904 **Source:** Sanborn Insurance Map 1900; G.M. Hopkins Co. 1908
Alteration Date(s): **Source:**
Designer: Unknown **Physical Condition:** Good
Builder: Unknown **Remaining Historic Fabric:** Low
Style: Vernacular
Form: Other **Stories:** 3
Type: Other **Bays:** 2
Roof Finish Materials: Asphalt
Exterior Finish Materials Aluminum Siding

Exterior Description:
Continued from Base Survey Form:
The fenestration is irregular, consisting mainly of double-hung vinyl sash and surrounds and 2/2 wood sash and surround windows. The central portion of the northern elevation is recessed where it once served as a light well. A handicapped wood ramp leads from the sidewalk on the south side of the porch, and a fire escape runs the length of the rear elevation. A small entry vestibule is situated on the rear elevation. The building is clad in synthetic siding with faux grain detail.

Interior Description:
Not Accessible

Setting:
194 Palisade Avenue is sited on a rectangular parcel (Block 6001, Lot 4) located on the east corner of Palisade Avenue and Hill Street, Jersey City, Hudson County, New Jersey. The building is oriented with its primary façade facing west and is set back from the road approximately 20 feet. A large paved parking lot abuts the rear of the property, and a public sidewalk runs the length of the primary and northern elevations. Christ Hospital is situated to the south. The dwelling is located within a row of early twentieth-century buildings constructed along Palisade Avenue, an historic road which parallels the eastern crest of a steep ravine descending to Hoboken, also known as the Palisades. The surrounding area is mainly urban consisting of nineteenth, twentieth, and twenty-first century commercial, residential, and industrial buildings.

ELIGIBILITY WORKSHEET

Historic Sites #:

History:
The dwelling known as 194 Palisade Avenue first appears cartographically on the 1908 G.M. Hopkins map of Hudson County (G.M. Hopkins Co. 1908). The house is not depicted on the 1900 Sanborn Insurance Map, suggesting that it was constructed at some point between 1900 and 1908 (Sanborn Map Company 1900). The building is situated in an area of Jersey City referred to as the Heights, a long narrow ridge of the southern Palisades that lies west of the Hudson River waterfront. Once an independent municipality known as Hudson City, the area became highly sought after by many middle class families looking for an alternative to the more densely populated cities (Jersey City 2007). The town saw a rapid increase in development throughout the mid- and late nineteenth century, largely due to improvements in transportation, including the emergence of the Delaware, Lackawanna, and Western Railroad Company and the expansion of the ferry wharfs along the Hudson River. Electric-powered trolleys replaced horse cars and the first electrified elevated railway was constructed up the Palisades, further increasing the area's accessibility (Heritage Studies 1982: 31). At the same time, large numbers of immigrants were settling in the area, creating a cultural hub of Germans, Irish, and Italians. The influx of skilled labor also added to the strong industrial growth that defined the period and prompted an increased need for housing. *See Continuation Sheet*

Significance:
The dwelling at 194 Palisade Avenue is an extant example of an early-twentieth-century, multi-unit building constructed during a period of development and growth within "The Heights" section of Jersey City. Built in an area of newly emerging industry and transportation advancements, the house reflects the growth of a thriving residential and industrial neighborhood at the turn of the twentieth century. The building has been highly altered to reflect popular styles and the changing needs of its occupants.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility:
The building at 194 Palisade Avenue is recommended not individually eligible for listing in the National Register of Historic Places. It is not architecturally significant, and modern alterations to the residence have denigrated the property's integrity of design, materials, feeling and association. Research did not uncover that the building was associated with significant persons or events. Architecturally, the building is not a particularly good example of its type or representative of the work of a master. For these reasons, the building is recommended as not eligible for listing in the National Register of Historic Places under Criteria A, B, or C.

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:

Narrative Boundary Description:

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Lauren Szeber Date: May 2016
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

History (continued):

The footprint of 194 Palisade Avenue has remained relatively unchanged since its original construction. In 1910, 194 Palisade Avenue stood as a three-story, frame-dwelling with a one-story half porch projecting from the primary elevation. The roof had a metal or slate covering (Sanborn Map Company 1910). At the time of its construction, the apartment was labeled as a multi-unit flat. The building of the residence coincides with a period of intense development along the easternmost escarpment of the Palisades. H.C. Reese & Co., a curtain refinishing business established in 1867, relocated to the rear of the property during the late nineteenth century and continued to expand throughout the 1900s (G.M. Hopkins Co. 1873; Sanborn Map Company 1896; Muirheid 1910: 112). Christ Hospital, directly to the south, also played a significant role in the development of the area, building a multi-complex medical center across the surrounding neighborhood, including obtaining the large lot behind the block that would be made into a paved parking lot during the 1980s (National Environmental Title Research [NETR] 1979; 1987). The nature of the building and its close proximity to transportation suggest that it served as affordable housing for the rapidly growing community and labor force. During the late 1980s or early 1990s, the adjoining building to the north was demolished for the enlargement of Hill Street to allow better access to the hospital parking? lot (NETR 1987, 1994). The building currently houses the Philipino American support group, Mabuhay Inc.

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Muirheid, Walter Gregory
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CONTINUATION SHEET

Historic Sites #:

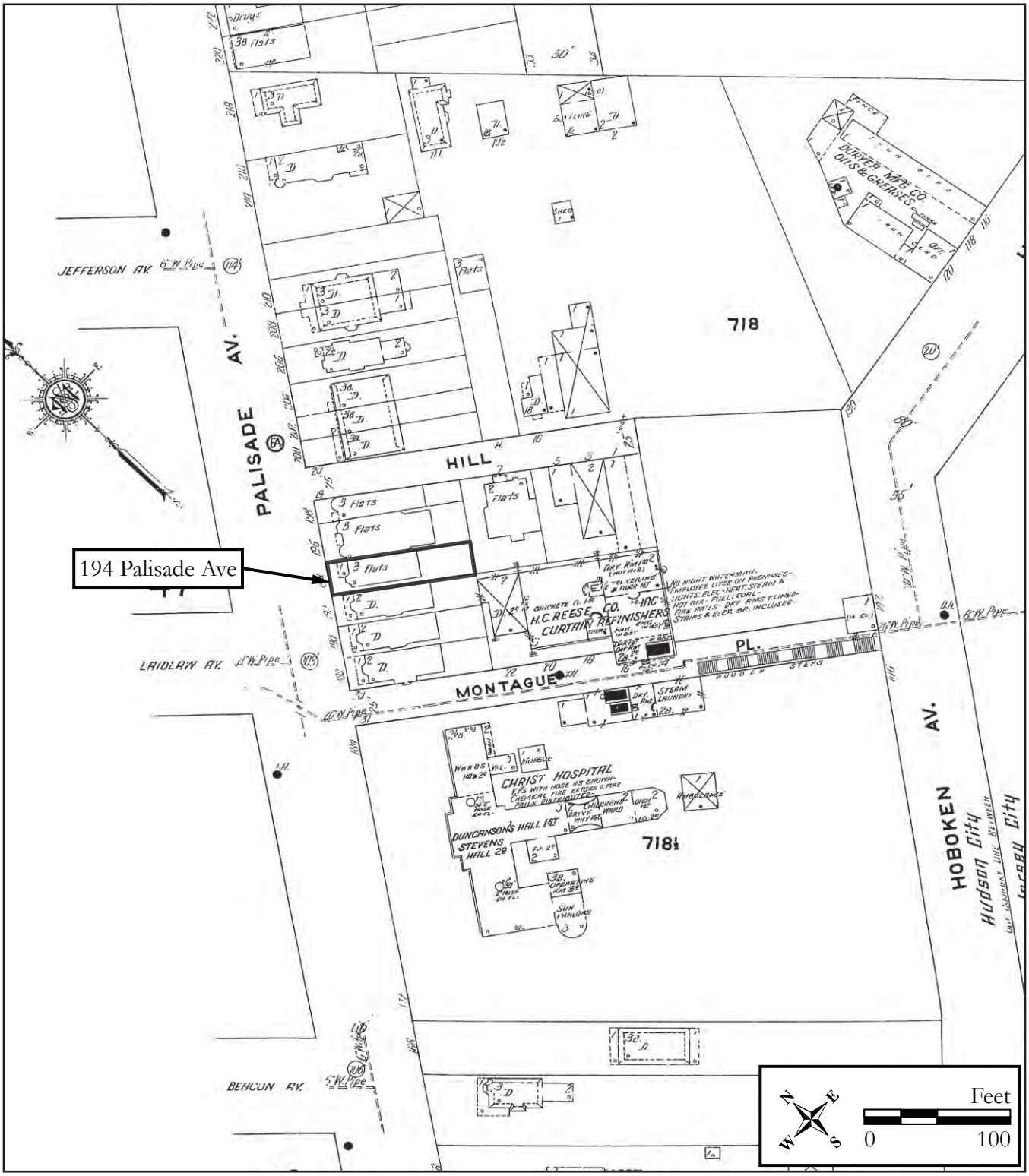


Figure 1: 1910 Sanborn Map Company, Insurance Maps of Hudson County, New Jersey.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Lauren Szeber
Organization: RGA, Inc.
Date: June 2016

CONTINUATION SHEET

Historic Sites #:

Plate: 1

Photo view:

Northwest

Photographer:

Lauren Szeber

Date:

May 9, 2016

View of the north and southeast elevations of 194 Palisade Avenue.

Plate: 2

Photo view:

Southwest

Photographer:

Lauren Szeber

Date:

May 9, 2016

View of the north elevation of 194 Palisade Avenue.

BASE SURVEY FORM

Historic Sites #:

Property Name: 200 Palisade Avenue

Street Address: *Street #:* 200 *(Low)* _____ *(High)* *Apartment #:* _____ *(Low)* _____ *(High)*

Prefix: _____ *Street Name:* Palisade *Suffix:* _____ *Type:* AVE

County(s): Hudson **Zip Code:** 07306

Municipality(s): Jersey City **Block(s):** 6001

Local Place Name(s): The Heights **Lot(s):** 9

Ownership: Private **USGS Quad(s):** Jersey City

Description:

The dwelling at 200 Palisade Avenue is a three-story row home constructed during the late nineteenth century. The building is capped by a mansard roof. Two mansard dormer windows with drip mold cornices project from the roof's western slope. *See Continuation Sheet*

Registration and Status Dates:

National Historic Landmark: _____ SHPO Opinion: _____

National Register: _____ Local Designation: _____

New Jersey Register: _____ Other Designation: _____

Determination of Eligibility: _____ Other Designation Date: _____

Photograph:

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

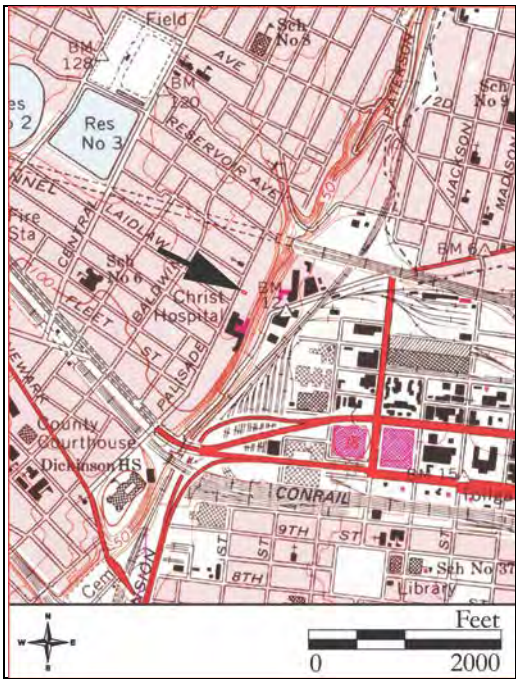
Surveyor: Lauren Szeber Date: May 2016

Organization: RGA, Inc.

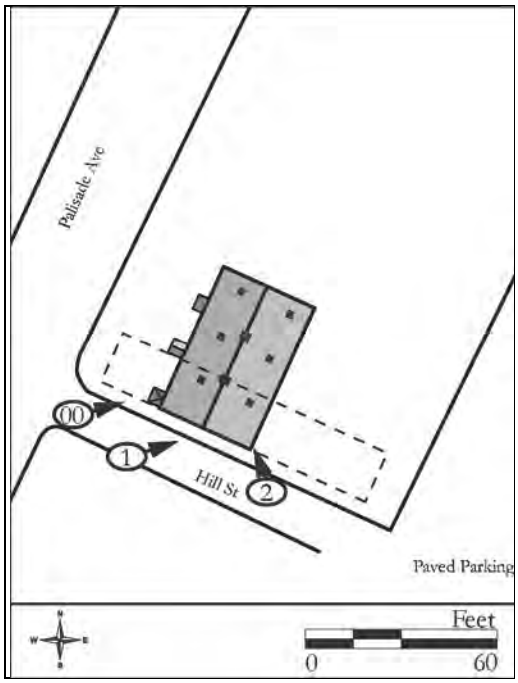
BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources:
See Continuation Sheet

Additional Information:
N/A

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: 1 Building _____ Landscape _____ Farm
_____ Bridge _____ Industry

Within Historic District? ☐ Yes ☒ No **Historic District Name:** _____

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Lauren Szeber Date: May 2016
Organization: RGA, Inc.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: 200 Palisade Avenue
Historic Name: 200 Palisade Avenue
Present Use: Residential – permanent
Historic Use: Commercial
Construction Date: Circa 1880 **Source:** G. M. Hopkins 1873, G. W. Bromley & Co. 1887
Alteration Date(s): Circa 1905 **Source:** Sanborn Insurance Map 1910
Designer: Unknown **Physical Condition:** Fair
Builder: Unknown **Remaining Historic Fabric:** Medium
Style: Second Empire
Form: Row **Stories:** 3
Type: Other **Bays:** 3
Roof Finish Materials: Asphalt
Exterior Finish Materials Brick – running bond, Stucco

Exterior Description:
See Base Survey

Interior Description:
Not Accessible

Setting:
200 Palisade Avenue is sited on a rectangular parcel (Block 6001, Lot 9) located on the east corner of Palisade Avenue and Hill Street, Jersey City, Hudson County, New Jersey. The building is oriented with its primary façade facing west and is set back from the road approximately 35 feet. A large paved parking lot abuts the rear of the property and a public sidewalk runs the length of the primary and southern elevations. The front yard is enclosed by a wire fence. The dwelling is located within a row of late-nineteenth century buildings constructed along Palisade Avenue, an historic road which parallels the eastern crest of a steep ravine descending to Hoboken, also known as the Palisades. The surrounding area is mainly urban consisting of nineteenth, twentieth, and twenty-first century commercial, residential, and industrial buildings.

ELIGIBILITY WORKSHEET

Historic Sites #:

History:
See Continuation Sheet

Significance:
The dwelling at 200 Palisade Avenue is an extant example of a late nineteenth century, Second Empire building constructed during a period of development and growth within "The Heights" section of Jersey City. Built in an area of newly emerging industry and transportation advancements, the house reflects the growth of a thriving residential and industrial neighborhood at the turn of the twentieth century.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility:
The building at 200 Palisade Avenue is recommended not individually eligible for listing in the National Register of Historic Places. Although the residence is an extant example of Second Empire architecture and retains some of its original characteristics, it is not architecturally significant, and modern alterations to the residence have denigrated the property's integrity of materials, feeling and association. Research did not uncover that the building was associated with significant persons or events. Architecturally, the building is not a particularly good illustration of its type or representative of the work of a master. For these reasons, the building is recommended as not eligible for listing in the National Register under Criteria A, B, or C.

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:

Narrative Boundary Description:

CONTINUATION SHEET

Historic Sites #:

Description (continued):
The primary façade features a molded wood cornice supported by paired decorative brackets. Concrete steps lead to an offset modern door sheltered by a shed-roof portico supported on wood posts. Windows consist of the original 2/2 wood sash and surround with stone sills and embellished detailed lintels. A metal fire escape runs the length of the rear elevation. The building is clad in red brick on the primary façade and stuccoed on the southern and eastern elevations. A one-story front-gable corrugated metal garage constructed during the 1920s is located at the rear of the property.

History:
The dwelling known as 200 Palisade Avenue first appears cartographically on the 1887 G.W. Bromley & Co. Atlas of Jersey City (G.W. Bromley 1887). The house is not depicted on the 1873 G.M. Hopkins Map, suggesting that it was constructed at some point between 1873 and 1896 (G.M. Hopkins 1873). The building is situated in an area of Jersey City referred to as the Heights, a long narrow ridge of the southern Palisades that lies west of the Hudson River waterfront. Once an independent municipality known as Hudson City, the area became highly sought after by many middle class families looking for an alternative to the more densely populated cities (Jersey City 2007). The town saw a rapid increase in development throughout the mid and late nineteenth century, largely due to improvements in transportation, including the emergence of the Delaware, Lackawanna, and Western Railroad Company and the expansion of the ferry wharfs along the Hudson River. Electric-powered trollies replaced horse cars and the first electrified elevated railway was constructed up the Palisades, further increasing the area's accessibility (Heritage Studies 1982: 31). At the same time, large numbers of immigrants were settling in the area, creating a cultural hub of Germans, Irish, and Italians. The influx of skilled labor also added to the strong industrial growth that defined the period and prompted an increased need for housing.

The footprint of 200 Palisade Avenue has remained relatively unchanged since its original construction. In 1896, 200 Palisade Avenue stood as a three-story, three-part brick building clad in frame siding with a frame cornice (Sanborn Map Company 1896). The building was capped with a mansard roof covered in tin and slate (Sanborn Map Company 1910). The construction of the residence coincided with a period of intense development along the eastern most escarpment of the Palisades. H.C. Reese & Co., a curtain refinishing business established in 1867, relocated to the southeast of the property during the late 1880s and continued to expand throughout the twentieth century (G.M. Hopkins 1873; Sanborn Map Company 1896; Muirheid 1910: 112). The founder and president of the company, Herman C. Reese, resided in the dwelling along with his wife Elizabeth during the 1890s and early 1900s (New York Tribune 1898: 14; Ancestry.com). Reese passed away in 1907 (Jersey Journal 1907: 6). By 1910, the home was owned by Wenzelaus Haertinger and his family. Born of German descent, Heartinger emigrated to the United States in 1882 and settled in Minnesota before purchasing the property in Jersey City to work as a laborer in the manufacturing of yeast (U.S. Bureau of the Census 1910). It was most likely under his ownership that a full-length framed porch was added to the first story of the primary façade, although it would be removed by the mid-century (Sanborn Map Company 1910; 1951). The Heartingers along with his various renters would occupy the home until at least 1920 (U.S. Bureau of the Census 1920).

During the 1930s, the residence served as a location for the New Jersey Practical Nursing School, providing instruction for registered nurses (Jersey Journal 1936, 24). It is likely that the location was chosen due to its close proximity to Christ Hospital, located just two blocks south. Constructed in the late nineteenth century, Christ Hospital played a significant role in the development of the area, building a multi-complex medical center across the surrounding neighborhood. It was also during this period that C.B. Partners built several long rows of automobile stalls on the rear lot, covering the majority of the land behind the property and the edge of the Palisade (NETR 1931). The house at 200 Palisade Avenue would be occupied by various inhabitants throughout the twentieth century, including chemist Harry J. Gorman in the 1950s and Coast Guard Captain Jules Marten during the 1960s (Jersey Journal 1961, 1971).

CONTINUATION SHEET

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1920 United States Department of Commerce and Labor, Bureau of the Census, Population Schedules for Hudson County, New Jersey. On file, National Archives, Washington, D.C.

CONTINUATION SHEET

Historic Sites #:

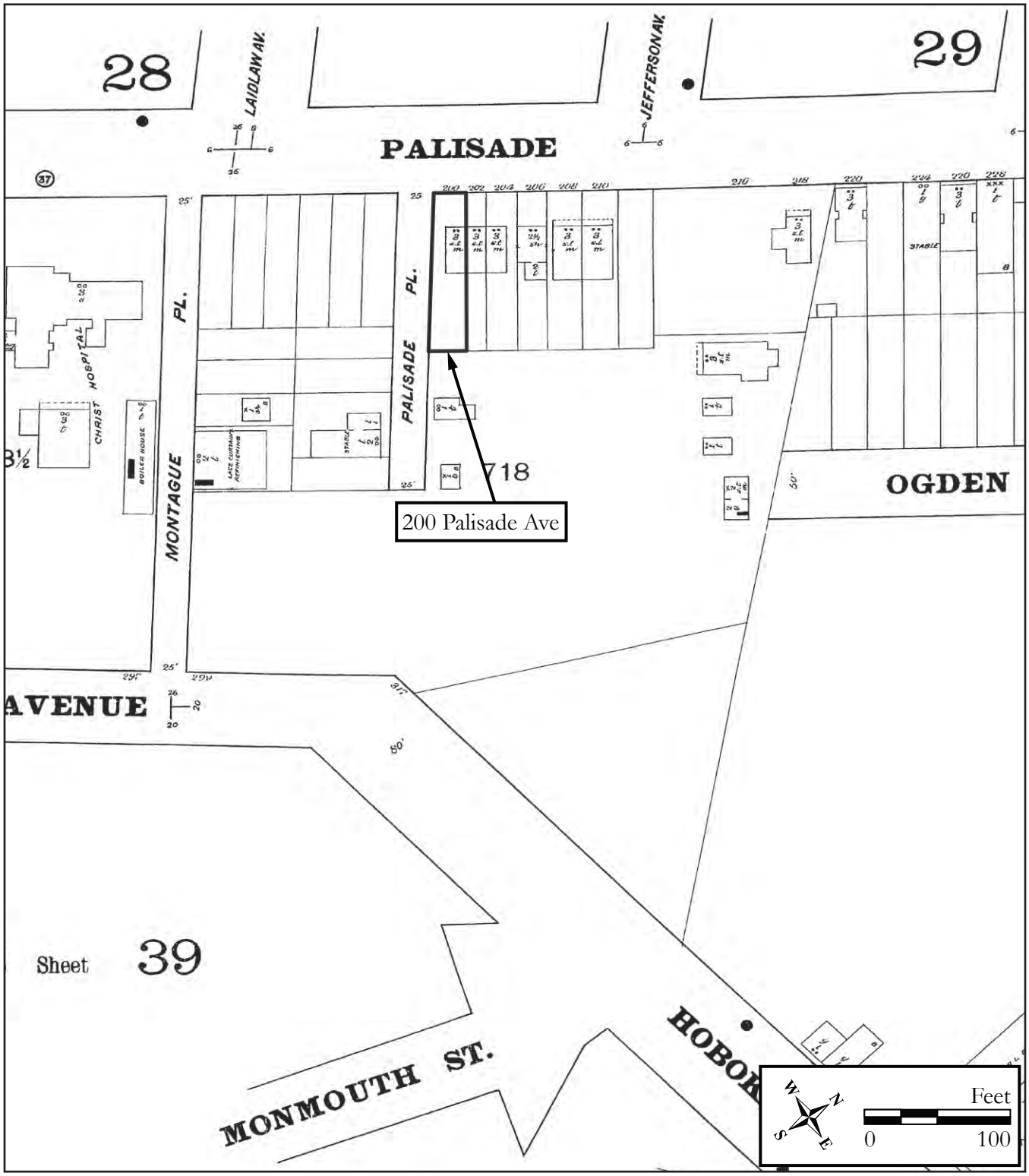


Figure 1: 1896 Sanborn Map Company, Insurance Maps of Hudson County, New Jersey.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Lauren Szeber
Organization: RGA, Inc.
Date: June 2016

CONTINUATION SHEET

Historic Sites #:

Plate: 1

Photo view:

Northeast

Photographer:

Lauren Szeber

Date:

May 9, 2016

Southwest and northwest elevations of 200 Palisade Avenue.

Plate: 2

Photo view:

Northwest

Photographer:

Lauren Szeber

Date:

May 9, 2016

View of the rear (southeast) elevation of 200 Palisade Avenue taken from rear parking lot.

BASE SURVEY FORM

Historic Sites #:

Property Name: 202 Palisade Avenue

Street Address: *Street #:* 202 *(Low)* _____ *(High)* *Apartment #:* _____ *(Low)* _____ *(High)*

Prefix: _____ *Street Name:* Palisade *Suffix:* _____ *Type:* AVE

County(s): Hudson **Zip Code:** 07306

Municipality(s): Jersey City **Block(s):** 6001

Local Place Name(s): The Heights **Lot(s):** 6

Ownership: Private **USGS Quad(s):** Jersey City

Description:

The dwelling at 202 Palisade Avenue is a three-story row home constructed during the late nineteenth century. The building is capped by a mansard roof and pierced by a brick chimney. Two shed dormers containing double hung windows project from the roof's western slope, which is clad in vinyl siding. Vinyl paneling runs the length of the cornice line. The building is accessed by brick steps that lead to an offset modern door sheltered by a front gable, vinyl portico supported on iron poles. Windows consist of 4/4 wood sash and surround with stone sills and embellished detailed lintels. The building is clad in running-bond red brick on the primary façade and stuccoed on the rear elevation.

Registration and Status Dates:

National Historic Landmark: _____ SHPO Opinion: _____

National Register: _____ Local Designation: _____

New Jersey Register: _____ Other Designation: _____

Determination of Eligibility: _____ Other Designation Date: _____

Photograph:

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

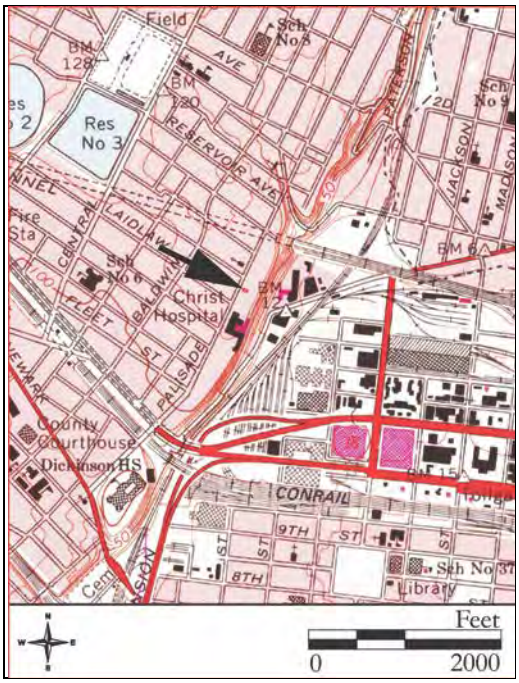
Surveyor: Lauren Szeber Date: May 2016

Organization: RGA, Inc.

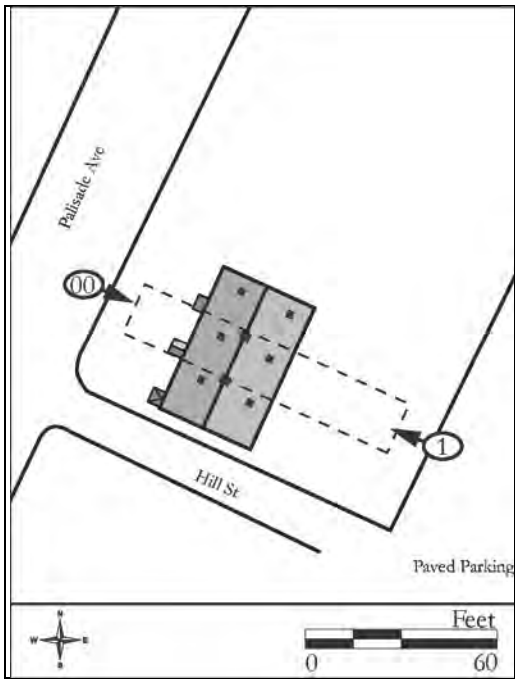
BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources:
See Continuation Sheet

Additional Information:
N/A

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: 1 Building _____ Landscape _____ Farm
_____ Bridge _____ Industry

Within Historic District? ☐ Yes ☒ No **Historic District Name:** _____

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Lauren Szeber Date: May 2016
Organization: RGA, Inc.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: 202 Palisade Avenue
Historic Name: 202 Palisade Avenue
Present Use: Residential – permanent
Historic Use: Residential - permanent
Construction Date: Circa 1880 **Source:** G.M. Hopkins Co. 1873; G.W. Bromley & Co. 1887
Alteration Date(s): Circa 1905 **Source:** Sanborn Insurance Map 1910
Designer: Unknown **Physical Condition:** Good
Builder: Unknown **Remaining Historic Fabric:** Low
Style: Second Empire
Form: Row **Stories:** 3
Type: Other **Bays:** 3
Roof Finish Materials: Asphalt
Exterior Finish Materials Brick-running bond, Stucco

Exterior Description:
See Base Survey

Interior Description:
Not Accessible

Setting:
202 Palisade Avenue is sited on a rectangular parcel (Block 6001, Lot 6) located on the east side of Palisade Avenue, Jersey City, Hudson County, New Jersey. The building is oriented with its primary façade facing west and is set back from the road approximately 35 feet. A large paved parking lot abuts the rear of the property and a public sidewalk runs the length of the primary elevation. The front yard is enclosed by a wire fence. The dwelling is located within a row of late nineteenth-century buildings constructed along Palisade Avenue, an historic road which parallels the eastern crest of a steep ravine descending to Hoboken, also known as the Palisades. The surrounding area is mainly urban consisting of nineteenth, twentieth, and twenty-first century commercial, residential, and industrial buildings.

ELIGIBILITY WORKSHEET

Historic Sites #:

History:
The dwelling known as 202 Palisade Avenue first appears cartographically on the 1887 G.W. Bromley & Co. *Atlas of Jersey City* (G.W. Bromley & Co. 1887). The house is not depicted on the 1873 G.M. Hopkins Co. map, suggesting that it was constructed at some point between 1873 and 1896 (G.M. Hopkins 1873). The building is situated in an area of Jersey City referred to as the Heights, a long narrow ridge of the southern Palisades that lies west of the Hudson River waterfront. Once an independent municipality known as Hudson City, the area became highly sought after by many middle class families looking for an alternative to the more densely populated cities (Jersey City 2007). The town saw a rapid increase in development throughout the mid and late nineteenth century, largely due to improvements in transportation, including the emergence of the Delaware, Lackawanna, and Western Railroad Company and the expansion of the ferry wharfs along the Hudson River. Electric-powered trollies replaced horse cars and the first electrified elevated railway was constructed up the Palisades, further increasing the area's accessibility (Heritage Studies 1982: 31). At the same time, large numbers of immigrants were settling in the area, creating a cultural hub of Germans, Irish, and Italians. The influx of skilled labor also added to the strong industrial growth that defined the period and prompted an increased need for housing.

The footprint of 202 Palisade Avenue has remained relatively unchanged since its original construction. In 1896, 202 Palisade Avenue stood as a three-story, three-part brick building clad in frame siding with a frame cornice (Sanborn Map Company 1896). The building was capped with a mansard roof covered in tin and slate (Sanborn Map Company 1910). The construction of the residence coincided with a period of intense development along the eastern most escarpment of the Palisades. *See Continuation Sheet*

Significance:
The dwelling at 200 Palisade Avenue is an extant example of a late nineteenth century, highly-altered Second Empire building constructed during a period of development and growth within "The Heights" section of Jersey City. Built in an area of newly emerging factories and transportation advancements, the house reflects the growth of a thriving residential and industrial neighborhood at the turn of the twentieth century.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility:
The building at 202 Palisade Avenue is recommended not individually eligible for listing in the National Register of Historic Places (NRHP). The residence is not architecturally significant, and modern alterations to the building have denigrated the property's integrity of design, materials, feeling and association. Research did not uncover that the building was associated with significant persons or events. Architecturally, the building is not a particularly good illustration of its type or representative of the work of a master. For these reasons, the building is recommended as not eligible for listing in the NRHP under Criteria A, B, or C.

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:

Narrative Boundary Description:

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Lauren Szeber Date: May 2016
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

History:

H.C. Reese & Co., a curtain refinishing business established in 1867, relocated to the southeast of the property during the late 1880s and continued to expand throughout the twentieth century (G.M. Hopkins Co. 1873; Sanborn Map Company 1896; Muirheid 1910, 112).In 1910, the home was being rented by Attilio Buchi, his wife Marie and daughter Anita. Born of Italian descent, Buchi emigrated to the United States in 1890 and worked as a language professor (U.S. Bureau of the Census 1910). It was around this time that a portico was added over the front door on the primary façade (Sanborn Map Company 1910). A decade later, the house was occupied by Charles Buchwald and his family. Buchwald served as a machinist at one of the many dry docks along the Hudson River (U.S. Bureau of the Census 1920). Later in the century, "C.B. Partners" – possibly associated with Charles Buchwald – built several long rows of automobile stalls on the rear lot, covering the majority of the land behind the property and the edge of the Palisade (G.M. Hopkins Co. 1928; NETR 1931). The buildings would later be demolished for a parking lot at some point during mid-century as Christ Hospital, located to the south, continued to expand (NETR 1966). Many alterations would occur throughout the twentieth century, including the removal of the wooden cornice and the additional of vinyl siding to the third story.

Bibliography:

G.W. Bromley & Co.
1887 *Atlas of Jersey City*. G.W. Bromley & Co. Philadelphia, Pennsylvania.

G.M. Hopkins Co.
1873 *Atlas of Hudson County, New Jersey*. G.M. Hopkins Co., Philadelphia, Pennsylvania.
1928 *Atlas of Hudson County, New Jersey*. G.M. Hopkins Co., Philadelphia, Pennsylvania.

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Jersey City Past and Present
2007 "Hudson City – The Jersey City Heights." Published on the Jersey City Past and Present website http://www.njcu.edu/programs/jchistory, accessed May 15, 2016.

Muirheid, Walter Gregory
1910 *Jersey City of To-Day, It's History, People, Trades, Commerce, Institutions, & Industry*. Jersey City Print Co., Jersey City, New Jersey.

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1966 Historic Aerial Photographs. Electronic document, historicaerials.com, accessed May 15, 2016.

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1910 Insurance Maps of Hudson County. Vol. 3. Sanborn Map Company, New York.
1951 Insurance Maps of Hudson County. Vol. 3. Sanborn Map Company, New York.

United States Bureau of the Census
1910 United States Department of Commerce and Labor, Bureau of the Census, Population Schedules for Hudson County, New Jersey. On file, National Archives, Washington, D.C.
1920 United States Department of Commerce and Labor, Bureau of the Census, Population Schedules for Hudson County, New Jersey. On file, National Archives, Washington, D.C.

CONTINUATION SHEET

Historic Sites #:

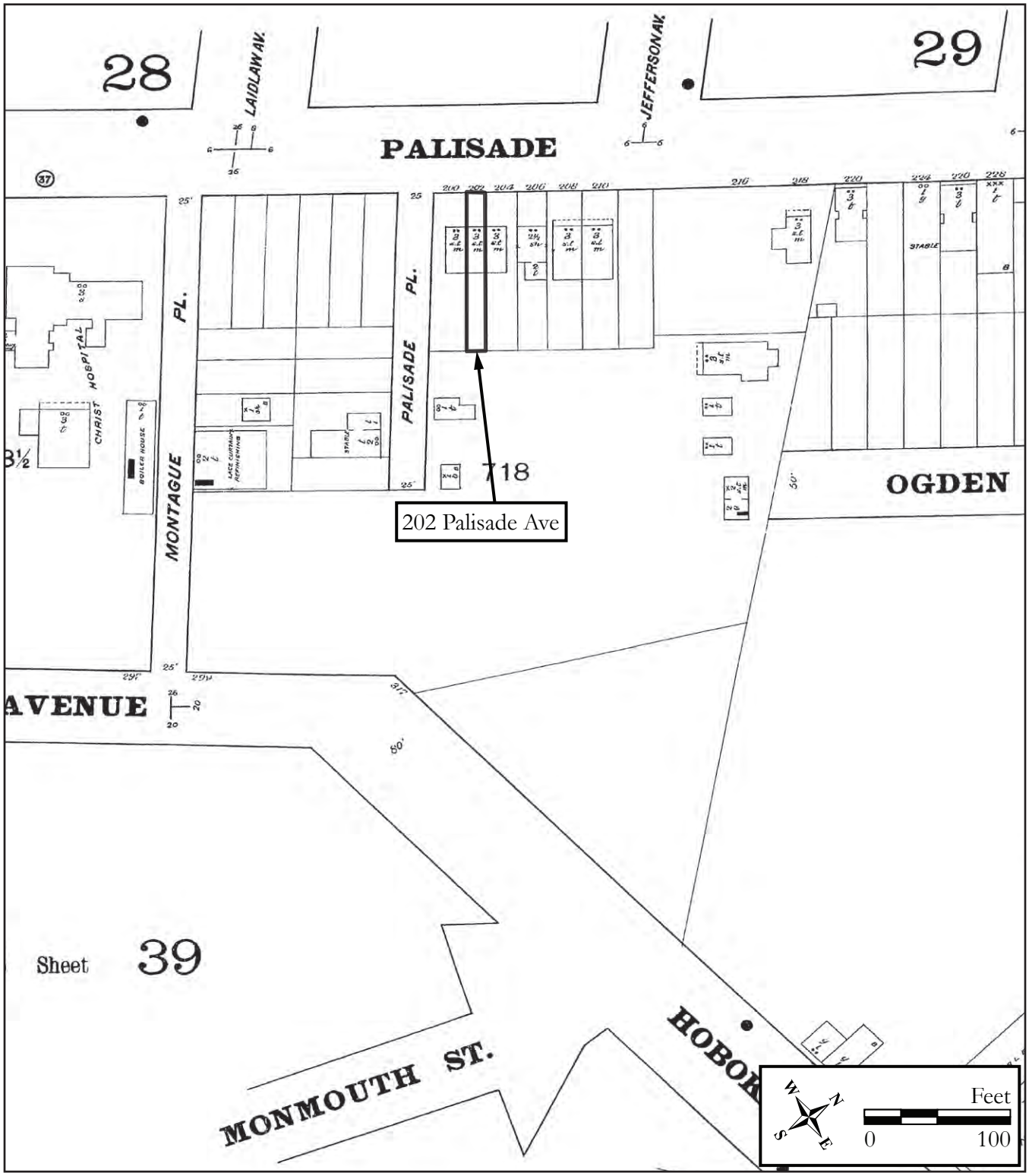


Figure 1: 1896 Sanborn Map Company, Insurance Maps of Hudson County, New Jersey.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Lauren Szeber
Date: June 2016
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

Plate: 1

Photo view:

Northwest

Photographer:

Lauren Szeber

Date:

May 9, 2016

View of the rear (southeast) elevation of 202 Palisade Avenue.

BASE SURVEY FORM

Historic Sites #:

Property Name: 204 Palisade Avenue

Street Address: *Street #:* 204 *(Low)* _____ *(High)* *Apartment #:* _____ *(Low)* _____ *(High)*

Prefix: _____ *Street Name:* _____ *Suffix:* _____ *Type:* AVE

County(s): Hudson **Zip Code:** 07396

Municipality(s): Jersey City **Block(s):** 6001

Local Place Name(s): The Heights **Lot(s):** 9

Ownership: Private **USGS Quad(s):** Jersey City

Description:

The dwelling at 204 Palisade Avenue is a three-story row home constructed during the late nineteenth century. The building is capped by a mansard roof and pierced by two interior brick chimneys. Two mansard dormers with drip mold cornices project from the roof's western slope. The dormers contain double-hung windows surrounded by vinyl siding. The front slope of the mansard is clad in vinyl siding, and vinyl paneling runs the length of the cornice line. The building is accessed via an offset modern door sheltered by an awning. The remnants of a later addition of permastone can be seen surrounding the entrance door. The fenestration is regular, consisting of replacement double-hung vinyl sash and surrounds, stone sills and embellished detailed lintels. The building is clad in running-bond painted brick on the primary façade and stuccoed on the eastern and northern elevation. A metal fire escape runs the length of the rear elevation.

Registration and Status Dates:

National Historic Landmark: _____ SHPO Opinion: _____

National Register: _____ Local Designation: _____

New Jersey Register: _____ Other Designation: _____

Determination of Eligibility: _____ Other Designation Date: _____

Photograph:

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

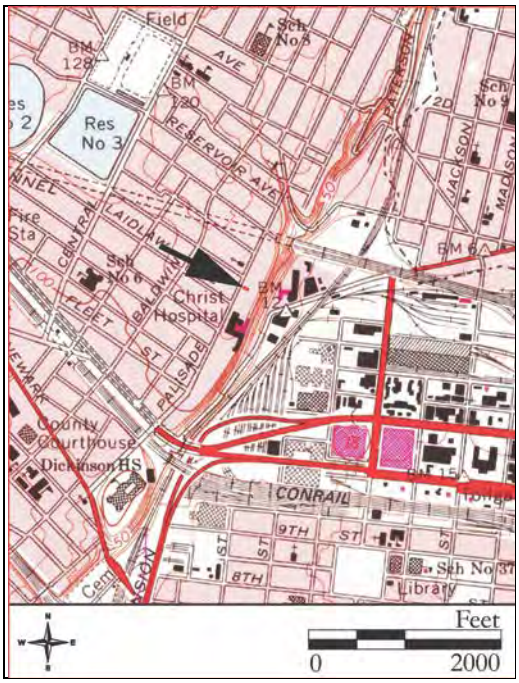
Surveyor: Lauren Szeber Date: May 2016

Organization: RGA, Inc.

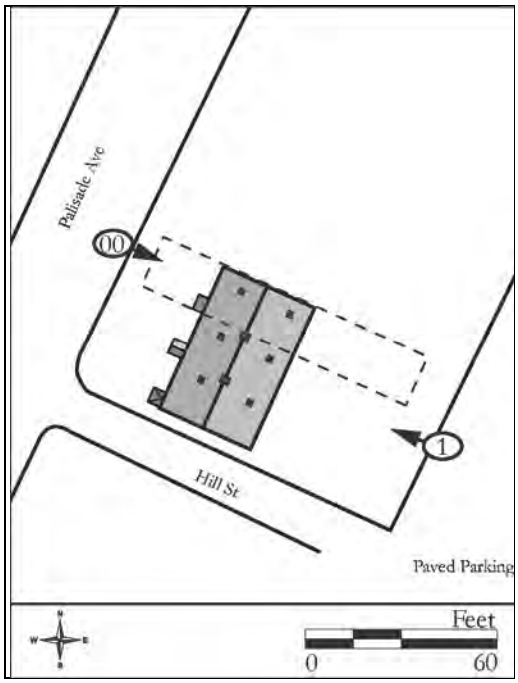
BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources:
See Continuation Sheet

Additional Information:
N/A

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: 1 Building _____ Landscape _____ Farm
_____ Bridge _____ Industry

Within Historic District? ☐ Yes ☒ No **Historic District Name:** _____

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Lauren Szeber Date: May 2016
Organization: RGA, Inc.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: 204 Palisade Avenue
Historic Name: 204 Palisade Avenue
Present Use: Residential – permanent
Historic Use: Residential – permanent
Construction Date: Circa 1880 **Source:** G.M. Hopkins Co. 1873, G.W. Bromley & Co. 1887
Alteration Date(s): **Source:**
Designer: Unknown **Physical Condition:** Good
Builder: Unknown **Remaining Historic Fabric:** Low
Style: Second Empire
Form: Row **Stories:** 3
Type: Other **Bays:** 3
Roof Finish Materials: Asphalt
Exterior Finish Materials Brick-running bond, Stucco

Exterior Description:
See Base Survey

Interior Description:
Not Accessible

Setting:
204 Palisade Avenue is sited on a polygonal parcel (Block 6001, Lot 9) located on the east side of Palisade Avenue, Jersey City, Hudson County, New Jersey. The building is oriented with its primary façade facing west and is set back from the road approximately 35 feet. A large paved parking lot abuts the rear of the property and a public sidewalk runs the length of the primary elevation. The front yard has been modified to serve as a gravel parking area. The dwelling is located within a row of late nineteenth-century buildings constructed along Palisade Avenue, an historic road which parallels the eastern crest of a steep ravine descending to Hoboken, also known as the Palisades. The surrounding area is mainly urban consisting of nineteenth, twentieth, and twenty-first century commercial, residential, and industrial buildings.

ELIGIBILITY WORKSHEET

Historic Sites #:

History:

The dwelling known as 204 Palisade Avenue first appears cartographically on the 1887 G.W. Bromley & Co. *Atlas of Jersey City* (G.W. Bromley & Co. 1887). The house is not depicted on the 1873 G.M. Hopkins Co. map, suggesting that it was constructed at some point between 1873 and 1896 (G.M. Hopkins Co. 1873). The building is situated in an area of Jersey City referred to as the Heights, a long narrow ridge of the southern Palisades that lies west of the Hudson River waterfront. Once an independent municipality known as Hudson City, the area became highly sought after by many middle class families looking for an alternative to the more densely populated cities (Jersey City 2007). The town saw a rapid increase in development throughout the mid and late nineteenth century, largely due to improvements in transportation, including the emergence of the Delaware, Lackawanna, and Western Railroad Company and the expansion of the ferry wharfs along the Hudson River. Electric-powered trollies replaced horse cars and the first electrified elevated railway was constructed up the Palisades, further increasing the area's accessibility (Heritage Studies 1982: 31). At the same time, large numbers of immigrants were settling in the area, creating a cultural hub of Germans, Irish, and Italians. The influx of skilled labor also added to the strong industrial growth that defined the period and prompted an increased need for housing.

The footprint of 204 Palisade Avenue has remained relatively unchanged since its original construction. In 1896, 204 Palisade Avenue stood as a three-story, three-part brick building clad in frame siding with a frame cornice (Sanborn Map Company 1896). The building was capped with a mansard roof covered in tin and slate (Sanborn Map Company

See Continuation Sheet

Significance:

The dwelling at 200 Palisade Avenue is an extant example of a late nineteenth century, highly-altered Second Empire building constructed during a period of development and growth within "The Heights" section of Jersey City. Built in an area of newly emerging factories and transportation advancements, the house reflects the growth of a thriving residential and industrial neighborhood at the turn of the twentieth century.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility:

The building at 204 Palisade Avenue is recommended not individually eligible for listing in the National Register of Historic Places (NRHP). The residence is not architecturally significant and modern alterations to the residence have denigrated the property's integrity of design, materials, feeling and association. Research did not uncover that the building was associated with significant persons or events. Architecturally, the building is not a particularly good illustration of its type or representative of the work of a master. For these reasons, the building is recommended as not eligible for listing in the NRHP under Criteria A, B, or C.

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:

Narrative Boundary Description:

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Lauren Szeber Date: May 2016
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

History (continued):

1910). The construction of the residence coincided with a period of intense development along the easternmost escarpment of the Palisades. H.C. Reese & Co., a curtain refinishing business established in 1867, relocated to the southeast of the property during the late 1880s and continued to expand throughout the twentieth century (G.M. Hopkins 1873; Sanborn Map Company 1896; Muirheid 1910, 112). In 1910, the home was being rented by William F. Simon and his boarder Agnes G. Pfeister. Both inhabitants were of German descent and worked in the theater costume industry; Simon as a weaver and Pfeister as a forewoman (U.S. Bureau of the Census 1910). It was around this time that a portico was added over the front door on the primary façade (Sanborn Map Company 1910). In the late 1920s, C.B. Partners built several long rows of automobile stalls on the rear lot, covering the majority of the land behind the property and the edge of the Palisade (G.M. Hopkins 1928, NETR 1931). The buildings were later demolished for a parking lot at some point during mid-century as Christ Hospital, located to the south, continued to expand (NETR 1966). Many alterations occurred throughout the twentieth century, including the removal of the wooden cornice, replacing the windows and doors, and the addition of vinyl siding to the third story.

Bibliography:

G.W. Bromley & Co.
1887 *Atlas of Jersey City*. G.W. Bromley & Co. Philadelphia, Pennsylvania.

G.M. Hopkins Co.
1873 *Atlas of Hudson County, New Jersey*. G.M. Hopkins Co., Philadelphia, Pennsylvania.
1928 *Atlas of Hudson County, New Jersey*. G.M. Hopkins Co., Philadelphia, Pennsylvania.

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1982 Preliminary Case Report: Columbia Tower, Housing for the Elderly and Handicapped, HUD Project #NJ39-T811-021/031-EHO 83, Hoboken, New Jersey. On file, Historic Preservation Office, Trenton, New Jersey.

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2007 "Hudson City – The Jersey City Heights." Published on the Jersey City Past and Present website http://www.njcu.edu/programs/jchistory, accessed May 15, 2016.

Muirheid, Walter Gregory
1910 *Jersey City of To-Day, It's History, People, Trades, Commerce, Institutions, & Industry*. Jersey City Print Co., Jersey City, New Jersey.

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1966 Historic Aerial Photographs. Electronic document, historicaerials.com, accessed May 15, 2016.

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1951 Insurance Maps of Hudson County. Vol. 3. Sanborn Map Company, New York.

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1910 United States Department of Commerce and Labor, Bureau of the Census, Population Schedules for Hudson County, New Jersey. On file, National Archives, Washington, D.C.
1920 United States Department of Commerce and Labor, Bureau of the Census, Population Schedules for Hudson County, New Jersey. On file, National Archives, Washington, D.C.

CONTINUATION SHEET

Historic Sites #:

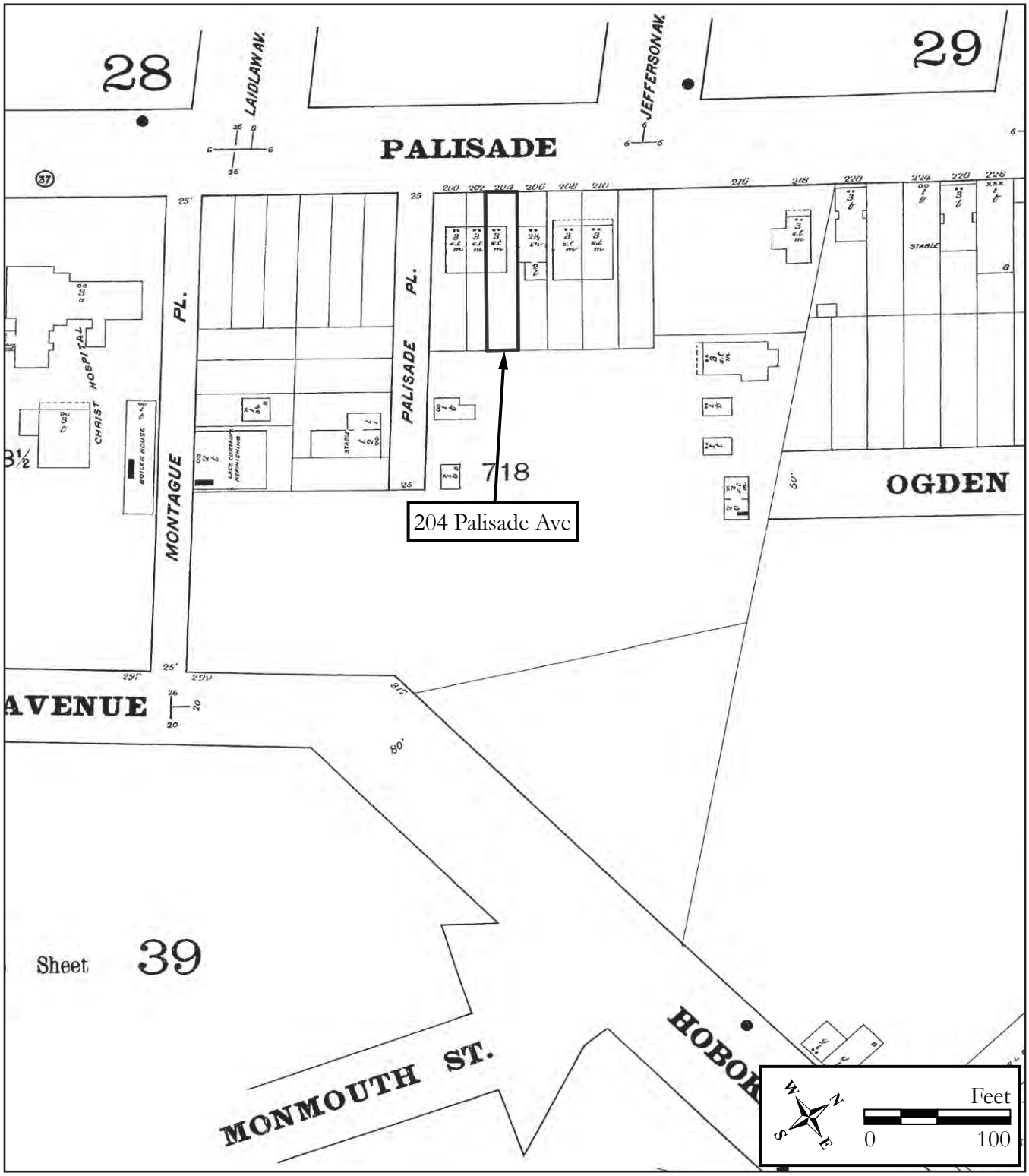


Figure 1:1896 Sanborn Map Company, Insurance Maps of Hudson County, New Jersey.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Lauren Szeber
Organization: RGA, Inc.
Date: June 2016

CONTINUATION SHEET

Historic Sites #:

Plate: 1

Photo view:

Northwest

Photographer:

Lauren Szeber

Date:

May 9, 2016

View of the rear (southeast) elevation of 204 Palisade Avenue.

BASE SURVEY FORM

Historic Sites #:

Property Name: 206 Palisade Avenue

Street Address: *Street #:* 206 *(Low)* _____ *(High)* *Apartment #:* _____ *(Low)* _____ *(High)*

Prefix: _____ *Street Name:* Palisade *Suffix:* _____ *Type:* AVE

County(s): Hudson **Zip Code:** 07306

Municipality(s): Jersey City **Block(s):** 6001

Local Place Name(s): The Heights **Lot(s):** 9

Ownership: Private **USGS Quad(s):** Jersey City

Description:

The dwelling at 206 Palisade Avenue is a two-and-a-half-story, highly-altered townhouse constructed in the late nineteenth century. The residence measures two bays wide and is capped by a cross-gable, asphalt-shingle roof with overhanging eaves. A full-height, offset bay projects from the primary façade and terminates at a front-gable roof with overhanging vinyl eaves. *See Continuation Sheet*

Registration and Status Dates:

National Historic Landmark: _____ SHPO Opinion: _____

National Register: _____ Local Designation: _____

New Jersey Register: _____ Other Designation: _____

Determination of Eligibility: _____ Other Designation Date: _____

Photograph:

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

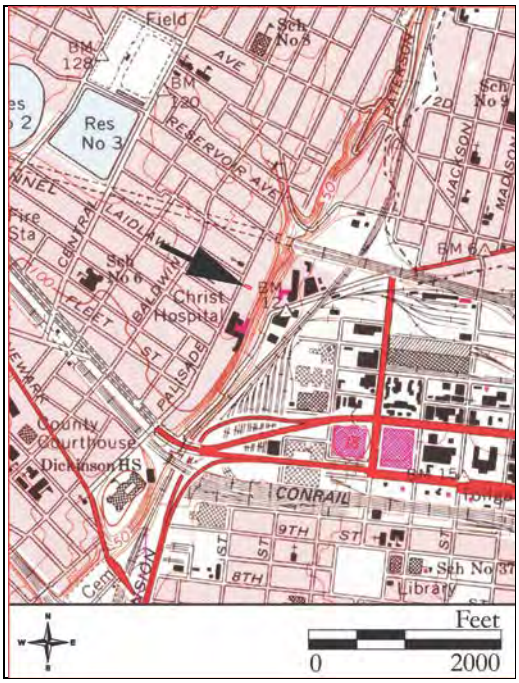
Surveyor: Lauren Szeber Date: May 2016

Organization: RGA, Inc.

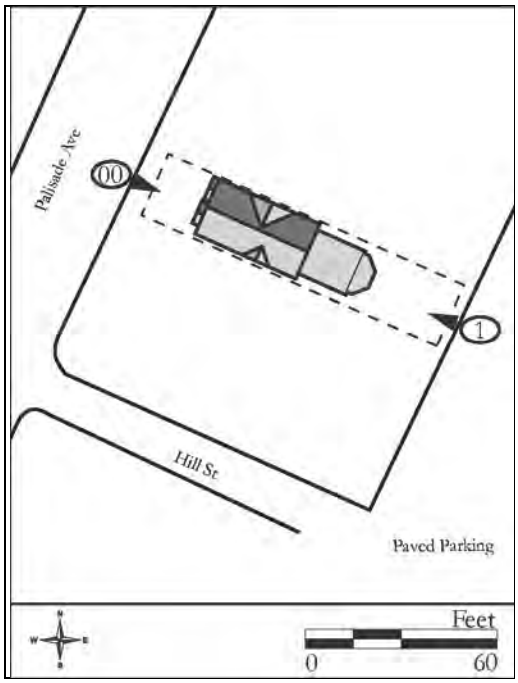
BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources:
See Continuation Sheet

Additional Information:
N/A

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: 1 Building _____ Landscape _____ Farm
_____ Bridge _____ Industry

Within Historic District? ☐ Yes ☒ No **Historic District Name:** _____

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Lauren Szeber Date: May 2016
Organization: RGA, Inc.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: 206 Palisade Avenue
Historic Name: 206 Palisade Avenue
Present Use: Residential – permanent
Historic Use: Residential - permanent
Construction Date: Circa 1885 **Source:** G.M. Hopkins 1873, Sanborn Insurance Map 1896
Alteration Date(s): **Source:**
Designer: Unknown **Physical Condition:** Good
Builder: Unknown **Remaining Historic Fabric:** Low
Style: Vernacular
Form: **Stories:** 2.5
Type: Other **Bays:** 2
Roof Finish Materials: Asphalt
Exterior Finish Materials Aluminum Siding

Exterior Description:
See Base Survey

Interior Description:
Not Accessible

Setting:
206 Palisade Avenue is sited on a polygonal parcel (Block 6001, Lot 9) located on the east side of Palisade Avenue, Jersey City, Hudson County, New Jersey. The building is oriented with its primary façade facing west and is set back from the road approximately 35 feet. A large paved parking lot abuts the rear of the property and a public sidewalk runs the length of the primary elevation. The front yard is enclosed by a metal fence. The dwelling is located within a row of late-nineteenth century buildings constructed along Palisade Avenue, an historic road which parallels the eastern crest of a steep ravine descending to Hoboken, also known as the Palisades. The surrounding area is mainly urban consisting of nineteenth, twentieth, and twenty-first century commercial, residential, and industrial buildings.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Lauren Szeber Date: May 2016
Organization: RGA, Inc.

ELIGIBILITY WORKSHEET

Historic Sites #:

History:
The dwelling known as 206 Palisade Avenue first appears cartographically on the 1896 Sanborn Insurance Map of Hudson County (Sanborn Map Company 1896). The house is not depicted on the 1873 G.M. Hopkins Co. map, suggesting that it was constructed at some point between 1873 and 1896 (G.M. Hopkins 1873). The building is situated in an area of Jersey City referred to as the Heights, a long narrow ridge of the southern Palisades that lies west of the Hudson River waterfront. Once an independent municipality known as Hudson City, the area became highly sought after by many middle class families looking for an alternative to the more densely populated cities (Jersey City 2007). The town saw a rapid increase in development throughout the mid- and late nineteenth century, largely due to improvements in transportation, including the emergence of the Delaware, Lackawanna, and Western Railroad Company and the expansion of the ferry wharfs along the Hudson River. Electric-powered trollies replaced horse cars and the first electrified elevated railway was constructed up the Palisades, further increasing the area's accessibility (Heritage Studies 1982: 31). At the same time, large numbers of immigrants were settling in the area, creating a cultural hub of Germans, Irish, and Italians. The influx of skilled labor also added to the strong industrial growth that defined the period and prompted an increased need for housing. *See Continuation Sheet*

Significance:
The dwelling at 206 Palisade Avenue is an extant example of a late nineteenth century, highly-altered dwelling constructed during a period of development and growth within "The Heights" section of Jersey City. Built in an area of newly emerging factories and transportation advancements, the house reflects the growth of a thriving residential and industrial neighborhood at the turn of the twentieth century.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility:
The building at 206 Palisade Avenue is recommended not individually eligible for listing in the National Register of Historic Places (NRHP). The residence is not architecturally significant, and modern alterations to the residence have denigrated the property's integrity of materials, feeling and association. Research did not uncover that the building was associated with significant persons or events. Architecturally, the building is not a particularly good illustration of its type or representative of the work of a master. For these reasons, the building is recommended as not eligible for listing in the NRHP under Criteria A, B, or C.

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:

Narrative Boundary Description:

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Lauren Szeber Date: May 2016
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

Description (continued):

The building is accessed via an offset modern door sheltered by an asphalt-shingle, front-gable portico supported on decorative iron posts. The door is flanked by full side-lights and a large textured glass transom reaching the bottom of the portico. The fenestration is irregular, consisting of double-hung vinyl sash and surround and triple-pane sliding windows. A large bay with canted corners projects from the second story of the rear (eastern) elevation and an offset wood door leads to the backyard. The building is clad in aluminum siding.

History (continued):

In 1896, 206 Palisade Avenue stood as a two-and-a-half story frame dwelling with a shingled roof and two side doors on the northern and southern elevations. A smaller two-story addition with tin roof extended off the rear (Sanborn Map Company 1896). Early advertisements from 1886 indicate that the building served as a multi-tenant house, describing the property as "furnished or unfurnished rooms to let on the Heights, with or without board; delightful location on the brow of the hill, bath, near new elevated road" (Evening Journal 1886). One of the home's early residents was police captain James M'nulty (New York Tribune 1899:9). The construction of the residence coincided with a period of intense development along the eastern most escarpment of the Palisades. H.C. Reese & Co., a curtain refinishing business established in 1867, relocated to the southeast of the property during the late 1880s and continued to expand throughout the twentieth century (G.M. Hopkins Co. 1873; Sanborn Map Company 1896; Muirheid 1910: 112). In the late 1920s, C.B. Partners built several long rows of automobile stalls on the rear lot, covering the majority of the land behind the property and the edge of the Palisade (G.M. Hopkins 1928, NETR 1931). The buildings were later demolished for a parking lot at some point during mid-century as Christ Hospital, located to the south, continued to expand (NETR 1966). Many alterations would occur throughout the twentieth century, including the construction of an entrance portico by 1910, replacement of the original windows and doors, and the addition of aluminum siding (Sanborn Map Company 1910).

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1982 Preliminary Case Report: Columbia Tower, Housing for the Elderly and Handicapped, HUD Project #NJ39-T811-021/031-EHO 83, Hoboken, New Jersey. On file, Historic Preservation Office, Trenton, New Jersey.

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CONTINUATION SHEET

Historic Sites #:

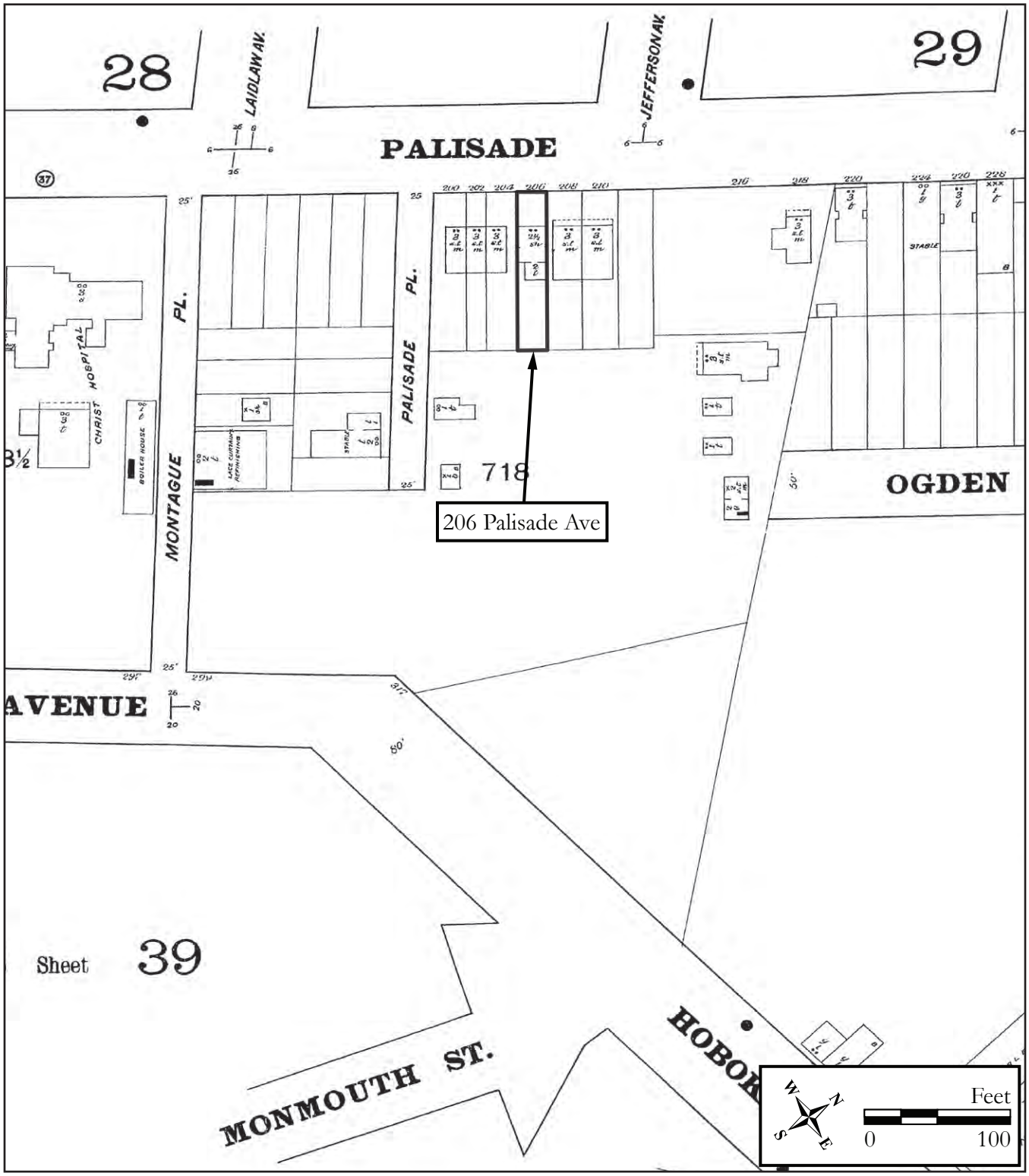


Figure 1: 1896 Sanborn Map Company, Insurance Maps of Hudson County, New Jersey.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Lauren Szeber
Organization: RGA, Inc.
Date: June 2016

CONTINUATION SHEET

Historic Sites #:

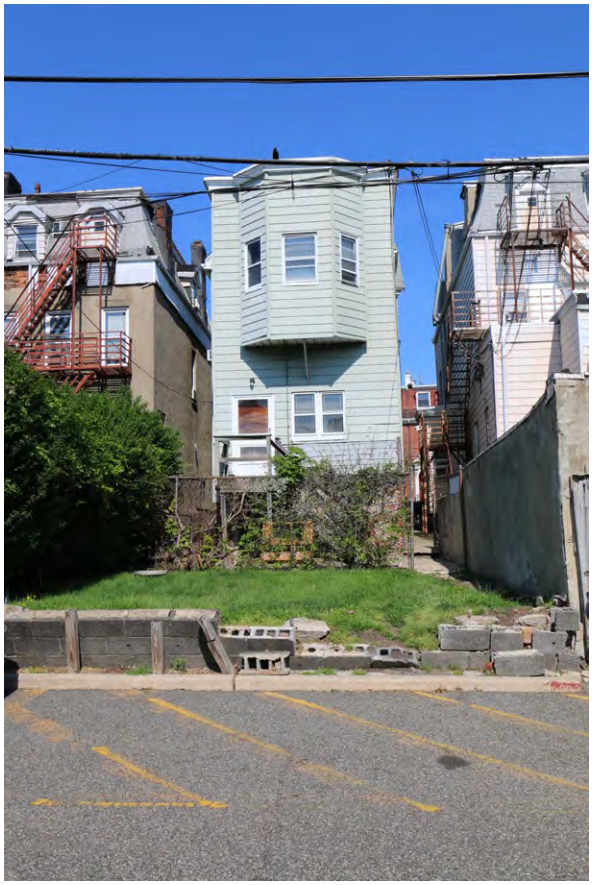


Plate: 1

Photo view:

Northwest

Photographer:

Lauren Szeber

Date:

May 9, 2016

View of the rear (eastern) elevation of 206 Palisade Avenue.

BASE SURVEY FORM

Historic Sites #:

Property Name: 208 Palisade Avenue

Street Address: *Street #:* 208 *(Low)* _____ *(High)* *Apartment #:* _____ *(Low)* _____ *(High)*

Prefix: _____ *Street Name:* Palisade *Suffix:* _____ *Type:* AVE

County(s): Hudson **Zip Code:** 07306

Municipality(s): Jersey City **Block(s):** 6001

Local Place Name(s): The Heights **Lot(s):** 9

Ownership: Private **USGS Quad(s):** Jersey City

Description:

The dwelling at 208 Palisade Avenue is a three-story semi-detached dwelling constructed during the late nineteenth century. The building is capped by an asphalt-shingle mansard roof. Two shed dormer windows containing double-hung vinyl sash and surround project from the roof's western, southern, and eastern slopes. *See Continuation Sheet*

Registration and Status Dates:

National Historic Landmark: _____ SHPO Opinion: _____

National Register: _____ Local Designation: _____

New Jersey Register: _____ Other Designation: _____

Determination of Eligibility: _____ Other Designation Date: _____

Photograph:

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

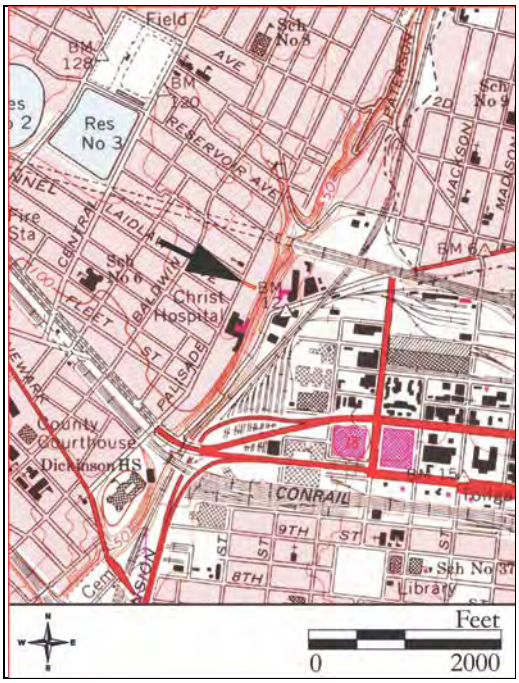
Surveyor: Lauren Szeber Date: May 2016

Organization: RGA, Inc.

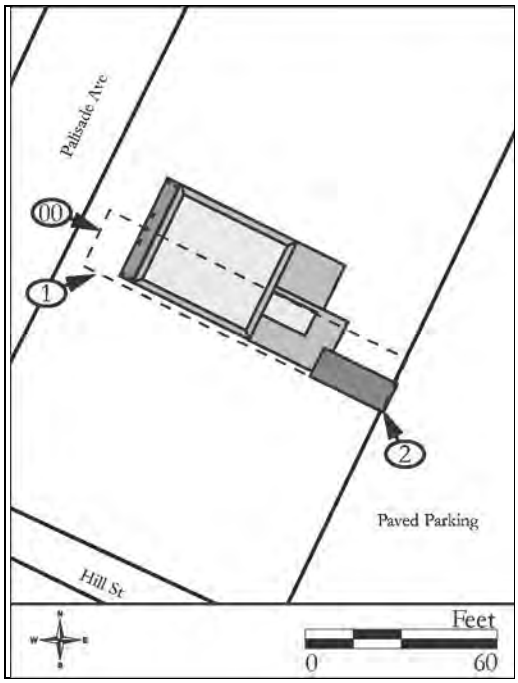
BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources:
See Continuation Sheet

Additional Information:
N/A

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: 1 Building _____ Landscape _____ Farm
_____ Bridge _____ Industry

Within Historic District? ☐ Yes ☒ No **Historic District Name:** _____

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Lauren Szeber Date: May 2016
Organization: RGA, Inc.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: 208 Palisade Avenue
Historic Name: 208 Palisade Avenue
Present Use: Residential - permanent
Historic Use: Residential – permanent
Construction Date: Circa 1890 **Source:** G.M. Hopkins Co. 1873, G.W. Bromley & Co. 1887
Alteration Date(s): Circa 1900 **Source:** Sanborn Map Company 1896, 1910
Designer: Unknown **Physical Condition:** Good
Builder: Unknown **Remaining Historic Fabric:** Low
Style: Second Empire
Form: Semi-detached **Stories:** 3
Type: Other **Bays:** 3
Roof Finish Materials: Asphalt
Exterior Finish Materials Vinyl siding

Exterior Description:
See Base Survey

Interior Description:
Not Accessible

Setting:
The dwelling at 208 Palisade Avenue is sited on a polygonal parcel (Block 6001, Lot 9) located on the east side of Palisade Avenue, Jersey City, Hudson County, New Jersey. The building is oriented with its primary façade facing west and is set back from the road approximately 35 feet. A large paved parking lot abuts the rear of the property and a public sidewalk runs the length of the primary elevation. A concrete handicapped ramp runs from the sidewalk to the front door. The dwelling is located within a row of late-nineteenth-century buildings constructed along Palisade Avenue, an historic road which parallels the eastern crest of a steep ravine descending to Hoboken, also known as the Palisades. The surrounding area is mainly urban consisting of nineteenth, twentieth, and twenty-first century commercial, residential, and industrial buildings.

ELIGIBILITY WORKSHEET

Historic Sites #:

History:
See Continuation Sheet

Significance:
The dwelling at 208 Palisade Avenue is an extant example of a late nineteenth century, highly-altered dwelling constructed during a period of development and growth within "The Heights" section of Jersey City. Built in an area of newly emerging factories and transportation advancements, the house reflects the growth of a thriving residential and industrial neighborhood at the turn of the twentieth century.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility:
The building at 208 Palisade Avenue is recommended not individually eligible for listing in the National Register of Historic Places (NRHP). The residence is not architecturally significant, and modern alterations to the building have denigrated the property's integrity of design, materials, feeling and association. Research did not uncover that the building was associated with significant persons or events. Architecturally, the building is not a particularly good illustration of its type or representative of the work of a master. For these reasons, the building is recommended as not eligible for listing in the NRHP under Criteria A, B, or C.

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:

Narrative Boundary Description:

CONTINUATION SHEET

Historic Sites #:

Description (continued):

The primary façade features a decorative brick, one-story, full-width porch supported on brick pilasters. It is capped by a second-story balcony formed by the extended pilasters and iron railing. A brick archway leads to an offset, paneled door on the first floor, allowing access to the building. The fenestration is irregular, consisting of a large bay window on the first story, and double-hung vinyl sash and surrounds on the second and third. A one-story addition extends from the rear (eastern) elevation, accessed by an offset modern door covered by a vinyl awning. The building is clad in vinyl and aluminum siding.

History:

The dwelling known as 208 Palisade Avenue first appears cartographically on the 1887 G.W. Bromley & Co. *Atlas of Jersey City* (G.W. Bromley 1887). The house is not depicted on the 1873 G.M. Hopkins Co. map, suggesting that it was constructed at some point between 1873 and 1896 (G.M. Hopkins Co. 1873). The building is situated in an area of Jersey City referred to as the Heights, a long narrow ridge of the southern Palisades that lies west of the Hudson River waterfront. Once an independent municipality known as Hudson City, the area became highly sought after by many middle class families looking for an alternative to the more densely populated cities (Jersey City 2007). The town saw a rapid increase in development throughout the mid and late nineteenth century, largely due to improvements in transportation, including the emergence of the Delaware, Lackawanna, and Western Railroad Company and the expansion of the ferry wharfs along the Hudson River. Electric-powered trollies replaced horse cars and the first electrified elevated railway was constructed up the Palisades, further increasing the area's accessibility (Heritage Studies 1982: 31). At the same time, large numbers of immigrants were settling in the area, creating a cultural hub of Germans, Irish, and Italians. The influx of skilled labor also added to the strong industrial growth that defined the period and prompted an increased need for housing.

In 1883, the property was under the ownership of Edward P. Reichhelm (The New York Times [NYT] 1883: 8). Born of German descent, Reichhelm emigrated to the United States in 1848 (U.S. Bureau of the Census 1900). Reichhelm was skilled in the jewelry trade and soon became a wealthy and prominent member of the German community (U.S. Bureau of the Census 1880; NYT 1883: 8). He later went on to establish multiple enterprises including the American Gas Furnace Company and the American Swiss File and Tool Company (The Jersey Journal 1917: 24).

By 1897, the dwelling was put up for auction by F.G. Wolbert, who advertised the building as a three-story frame house with basement and mansard roof. The interior was described to be in "perfect order inside and out, contained 10 fine rooms and bath, also range, heater, tubs, chandeliers and water on each floor" (The Jersey Journal 1897, 1). County Surrogate, James T. Lillis, purchased the property in 1898 (The Jersey Journal 1898, 11). Upon acquisition, Lillis stated that he intended to make "extensive alterations" to the house (The Jersey Journal 1898). Lillis followed through with his promise, constructing a one-story addition extending from the rear elevation (Sanborn Map Company 1910). He resided there with five children and housekeeper until at least 1921 (U.S. Bureau of the Census 1900; The Jersey Journal 1921, 1).

In the late 1920s, C.B. Partners built several long rows of automobile stalls on the rear lot, covering the majority of the land behind the property and the edge of the Palisade (G.M. Hopkins 1928, NETR 1931). The buildings were later demolished for a parking lot at some point during mid-century as Christ Hospital, located to the south, continued to expand (NETR 1966). The dwelling at 208 Palisade Avenue had various occupants throughout the twentieth century. Modern alterations to the building include the addition of vinyl siding and the modifications to the windows and door openings. The property is currently under the ownership of the hospital (Hudson County Deeds 8859:848).

CONTINUATION SHEET

Historic Sites #:

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1900 United States Department of Commerce and Labor, Bureau of the Census, Population Schedules for Hudson County, New Jersey. On file, National Archives, Washington, D.C.

CONTINUATION SHEET

Historic Sites #:

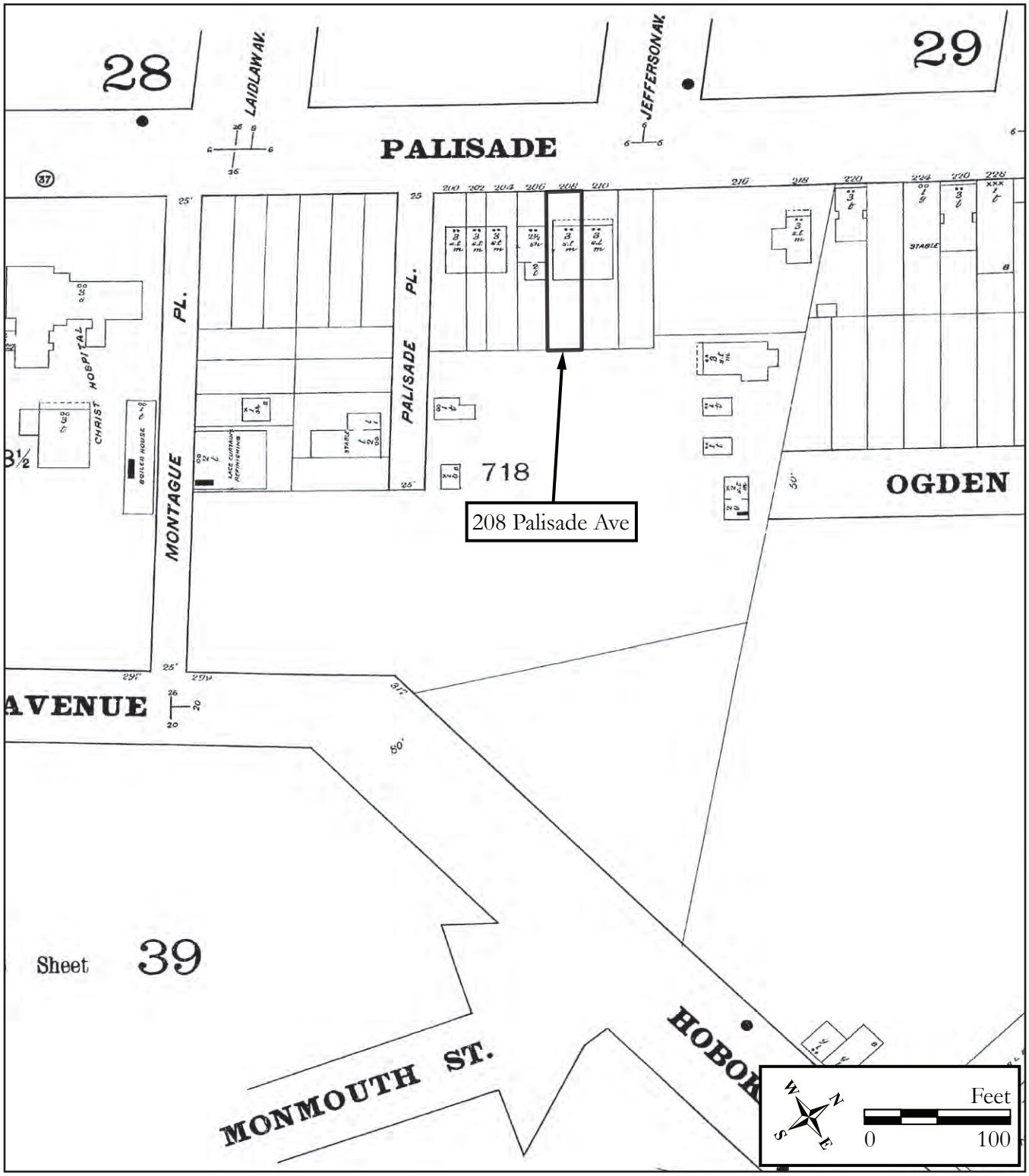


Figure 1: 1896 Sanborn Map Company, Insurance Maps of Hudson County, New Jersey.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Lauren Szeber
Organization: RGA, Inc.
Date: June 2016

CONTINUATION SHEET

Historic Sites #:

Plate: 1

Photo view:

East

Photographer:

Lauren Szeber

Date:

May 9, 2016

View of the primary façade of 208 Palisade Avenue.

CONTINUATION SHEET

Historic Sites #:

Plate:2

Photo view:

Northwest

Photographer:

Lauren Szeber

Date:

May 9, 2016

View of the east elevation of 208 Palisade Avenue.

BASE SURVEY FORM

Historic Sites #:

Property Name: 210 Palisade Avenue

Street Address: *Street #:* 210 *(Low)* _____ *(High)* *Apartment #:* _____ *(Low)* _____ *(High)*

Prefix: _____ *Street Name:* Palisade *Suffix:* _____ *Type:* AVE

County(s): Hudson **Zip Code:** 07603

Municipality(s): Jersey City **Block(s):** 6001

Local Place Name(s): The Heights **Lot(s):** 9

Ownership: Private **USGS Quad(s):** Jersey City

Description:

The dwelling at 210 Palisade Avenue is a three-story semi-detached dwelling constructed during the late nineteenth century. The building is capped by an asphalt-shingle mansard roof. Two shed dormer windows containing double-hung vinyl sash and surround project from the roof's western, southern, and eastern slows. *See Continuation Sheet*

Registration and Status Dates:

National Historic Landmark: _____ SHPO Opinion: _____

National Register: _____ Local Designation: _____

New Jersey Register: _____ Other Designation: _____

Determination of Eligibility: _____ Other Designation Date: _____

Photograph:

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

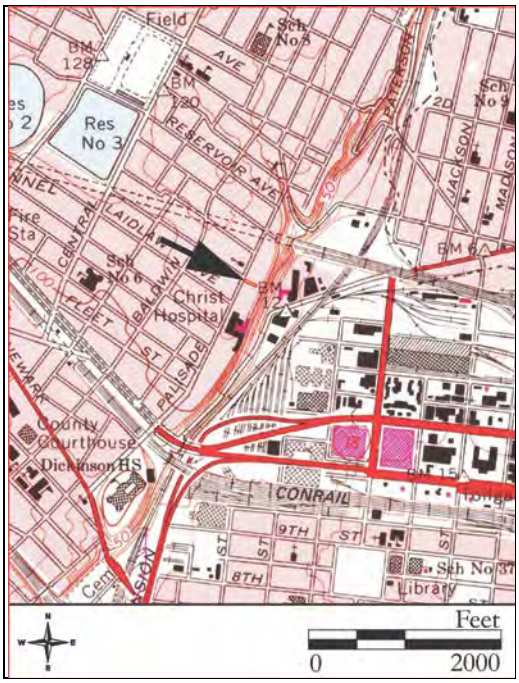
Surveyor: Lauren Szeber Date: June 2016

Organization: RGA, Inc.

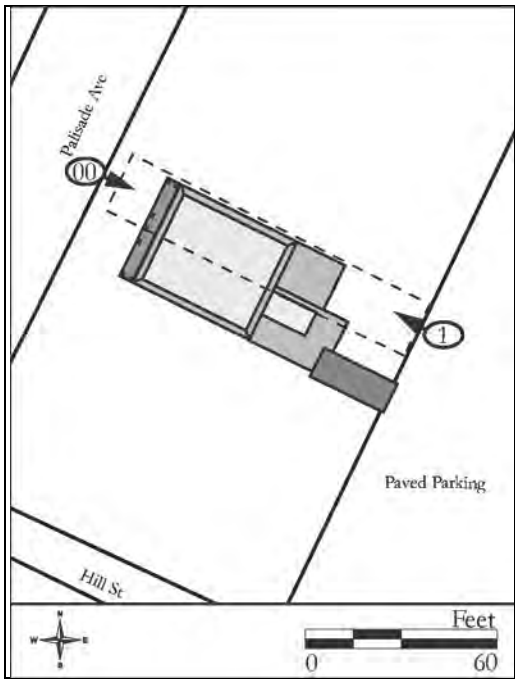
BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources:
See Continuation Sheet

Additional Information:
N/A

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: 1 Building _____ Landscape _____ Farm
_____ Bridge _____ Industry

Within Historic District? ☐ Yes ☒ No **Historic District Name:** _____

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Lauren Szeber Date: June 2016
Organization: RGA, Inc.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: 210 Palisade Avenue
Historic Name: 210 Palisade Avenue
Present Use: Office Activity
Historic Use: Residential – permanent
Construction Date: Circa 1890 **Source:** G.M. Hopkins Co. 1873; Bromley & Co. 1887
Alteration Date(s): Circa 1900 **Source:** Sanborn Map Company 1896, 1910
Designer: Unknown **Physical Condition:** Good
Builder: Unknown **Remaining Historic Fabric:** Low
Style: Semi-detached
Form: **Stories:** 3
Type: Other **Bays:** 2
Roof Finish Materials: Asphalt
Exterior Finish Materials Vinyl Siding

Exterior Description:
See Base Survey

Interior Description:
Not Accessible

Setting:
The dwelling at 210 Palisade Avenue is sited on a polygonal parcel (Block 6001, Lot 9) located on the east side of Palisade Avenue, Jersey City, Hudson County, New Jersey. The building is oriented with its primary façade facing west and is set back from the road approximately 35 feet. A large paved parking lot abuts the rear of the property and a public sidewalk runs the length of the primary elevation. A concrete walkway runs from the sidewalk to the front door. The dwelling is located within a row of late-nineteenth-century buildings constructed along Palisade Avenue, an historic road which parallels the eastern crest of a steep ravine descending to Hoboken, also known as the Palisades. The surrounding area is mainly urban consisting of nineteenth, twentieth, and twenty-first century commercial, residential, and industrial buildings.

ELIGIBILITY WORKSHEET

Historic Sites #:

History:
The dwelling known as 210 Palisade Avenue first appears cartographically on the 1887 G.W. Bromley & Co. *Atlas of Jersey City* (G.W. Bromley 1887). The house is not depicted on the 1873 G.M. Hopkins Co. map, suggesting that it was constructed at some point between 1873 and 1887 (G.M. Hopkins Co. 1873). The building is situated in an area of Jersey City referred to as the Heights, a long narrow ridge of the southern Palisades that lies west of the Hudson River waterfront. Once an independent municipality known as Hudson City, the area became highly sought after by many middle class families looking for an alternative to the more densely populated cities (Jersey City 2007). The town saw a rapid increase in development throughout the mid and late nineteenth century, largely due to improvements in transportation, including the emergence of the Delaware, Lackawanna, and Western Railroad Company and the expansion of the ferry wharfs along the Hudson River. Electric-powered trollies replaced horse cars and the first electrified elevated railway was constructed up the Palisades, further increasing the area's accessibility (Heritage Studies 1982: 31). At the same time, large numbers of immigrants were settling in the area, creating a cultural hub of Germans, Irish, and Italians. The influx of skilled labor also added to the strong industrial growth that defined the period and prompted an increased need for housing. *See Continuation Sheet*

Significance:
The dwelling at 208 Palisade Avenue is an extant example of a late nineteenth century, highly-altered dwelling constructed during a period of development and growth within "The Heights" section of Jersey City. Built in an area of newly emerging factories and transportation advancements, the house reflects the growth of a thriving residential and industrial neighborhood at the turn of the twentieth century.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility:
The building at 210 Palisade Avenue is recommended not individually eligible for listing in the National Register of Historic Places (NRHP). The residence is not architecturally significant, and modern alterations to the building have denigrated the property's integrity of design, materials, feeling and association. Research did not uncover that the building was associated with significant persons or events. Architecturally, the building is not a particularly good illustration of its type or representative of the work of a master. For these reasons, the building is recommended as not eligible for listing in the NRHP under Criteria A, B, or C.

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:

Narrative Boundary Description:

CONTINUATION SHEET

Historic Sites #:

Description (continued):

The primary façade features a decorative brick, one-story, full-width porch supported on brick pilasters. It is capped by a second-story balcony formed by the extended pilasters and iron railing. A brick archway leads to an offset, paneled door on the first floor, allowing access to the building. A second door is located to the left. The fenestration is irregular, consisting of a large bay window on the first story, and double-hung vinyl sash and surrounds on the second and third. A one-story addition extends from the rear (eastern) elevation, accessed by an offset modern door covered by a vinyl awning. The building is clad in vinyl and aluminum siding.

History (continued):

The footprint of 210 Palisade Avenue has remained relatively unchanged since its original construction. In 1896, 210 Palisade Avenue stood as a three-story, semi-detached home with a mansard roof covered in slate and tin. An arched brick full-width porch dominated the front façade (Sanborn Map Company 1896). By 1900, the home was under the ownership of Ferdinand J. Schober and his wife Helen. Schober also had several renters occupying the dwelling, including his daughter Eunice Crowley, her husband William Crowley, their four children, and the Quackenbush family consisting of Ralph, his wife Eve, and their son (U.S. Bureau of the Census 1900). In 1913, the dwelling was put on the market by "W. Farmer," who advertisement the property as "a corner plot containing 13,000 square feet, commanding view of the harbor and Hudson river" (Jersey Journal 1913, 13). However, it appears that the Crowley's inhabited the property until 1918 when their son, George, was killed oversees fighting in World War I (Ancestry.com). By this time, the building had gone through various alterations, including the construction of a two-story addition extending from the rear elevation (Sanborn Map Company 1910).

In the late 1920s, C.B. Partners built several long rows of automobile stalls on the rear lot, covering the majority of the land behind the property and the edge of the Palisade (G.M. Hopkins 1928, NETR 1931). The buildings were later demolished for a parking lot at some point during mid-century as Christ Hospital, located to the south, continued to expand (NETR 1966). The dwelling at 208 Palisade Avenue had various occupants throughout the twentieth century. Modern alterations to the building include the addition of vinyl siding and the modifications to the windows and door openings. The property has since been converted to medical offices.

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1928 *Atlas of Hudson County, New Jersey*. G.M. Hopkins Co., Philadelphia, Pennsylvania.

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1982 Preliminary Case Report: Columbia Tower, Housing for the Elderly and Handicapped, HUD Project #NJ39-T811-021/031-EHO 83, Hoboken, New Jersey. On file, Historic Preservation Office, Trenton, New Jersey.

Jersey City Past and Present
2007 "Hudson City – The Jersey City Heights." Published on the Jersey City Past and Present website http://www.njcu.edu/programs/jchistory, accessed May 15, 2016.

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1910 Insurance Maps of Hudson County. Vol. 3. Sanborn Map Company, New York.

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CONTINUATION SHEET

Historic Sites #:

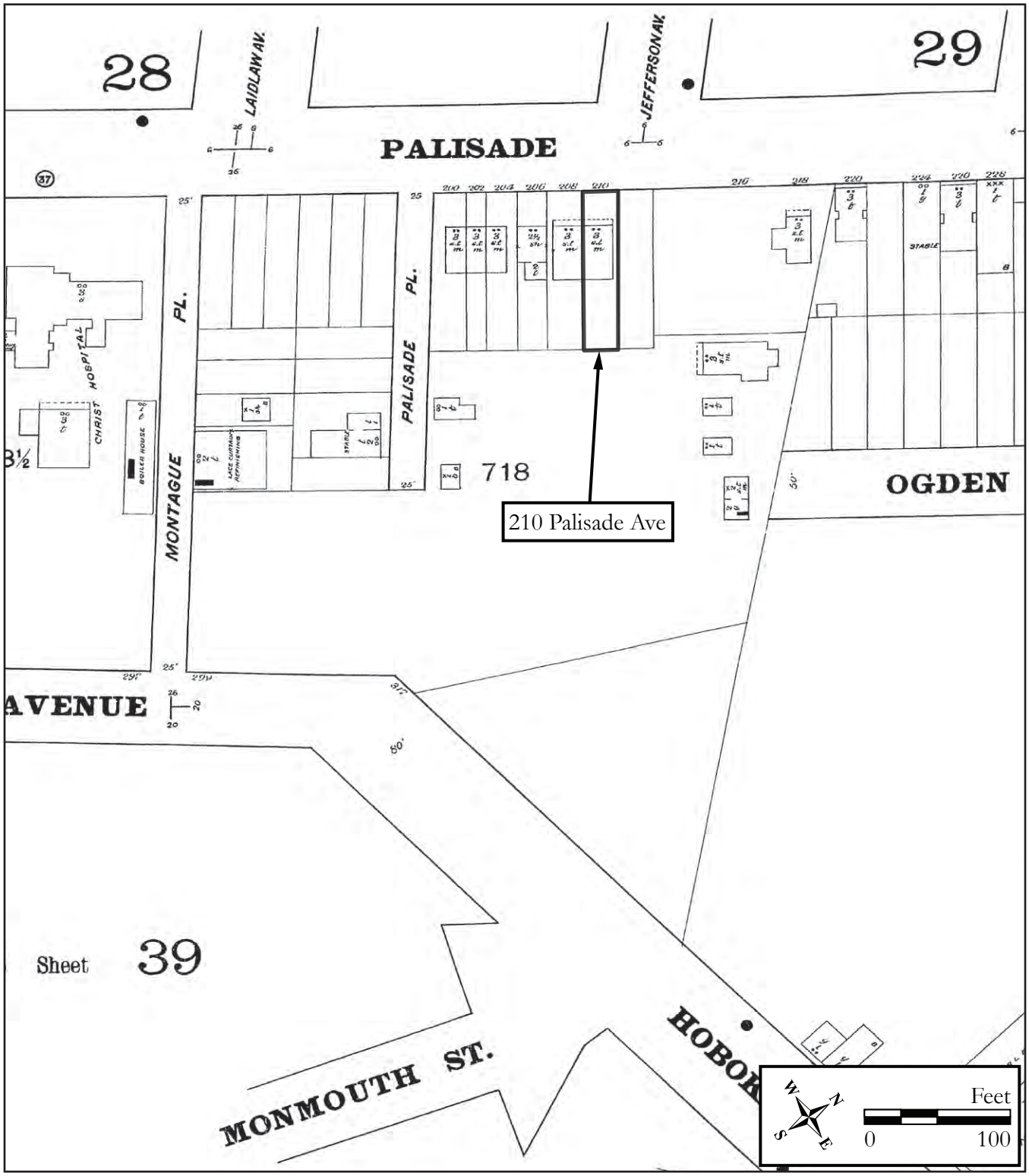


Figure 1: 1896 Sanborn Map Company, Insurance Maps of Hudson County, New Jersey.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Lauren Szeber
Organization: RGA, Inc.
Date: June 2016

CONTINUATION SHEET

Historic Sites #:

Plate: 1

Photo view:

West

Photographer:

Lauren Szeber

Date:

May 9, 2016

View of the eastern elevation of 210 Palisade Avenue.

BASE SURVEY FORM

Historic Sites #:

Property Name: 212 Palisade Avenue

Street Address: *Street #:* 212 *(Low)* _____ *(High)* *Apartment #:* _____ *(Low)* _____ *(High)*

Prefix: _____ *Street Name:* Palisade *Suffix:* _____ *Type:* AVE

County(s): Hudson **Zip Code:** 07306

Municipality(s): Jersey City **Block(s):** 6001

Local Place Name(s): The Heights **Lot(s):** 7

Ownership: Private **USGS Quad(s):** Jersey City

Description:

The dwelling at 212 Palisade Avenue is a three-story, highly-altered commercial building constructed during the early twentieth century. The building faces west onto Palisade Avenue and is divided into three sections from front to back. It is capped by a flat asphalt roof pierced by six interior brick chimneys. *See Continuation Sheet*

Registration and Status Dates:

National Historic Landmark: _____ SHPO Opinion: _____

National Register: _____ Local Designation: _____

New Jersey Register: _____ Other Designation: _____

Determination of Eligibility: _____ Other Designation Date: _____

Photograph:

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

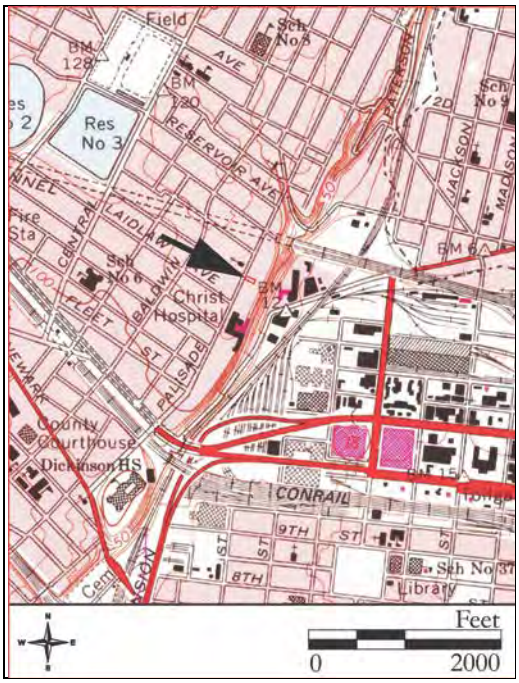
Surveyor: Lauren Szeber Date: June 2016

Organization: RGA, Inc.

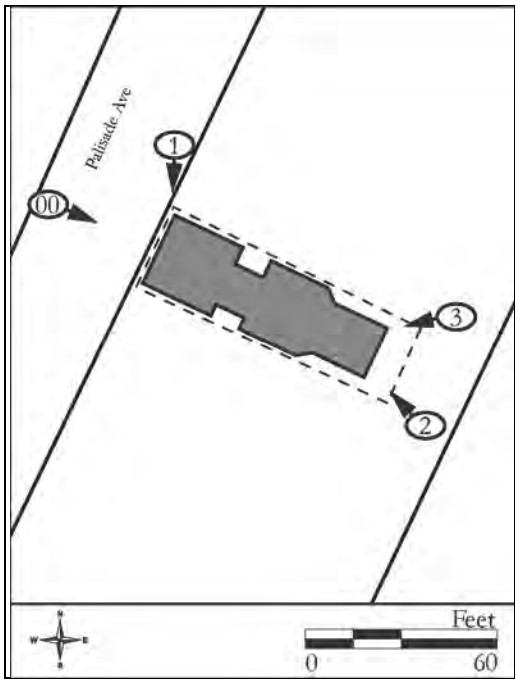
BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources:
See Continuation Sheet

Additional Information:
N/A

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: 1 Building _____ Landscape _____ Farm
_____ Bridge _____ Industry

Within Historic District? ☐ Yes ☒ No **Historic District Name:** _____

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Lauren Szeber Date: June 2016
Organization: RGA, Inc.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: Health Aid Drugs
Historic Name: 212 Palisade Avenue
Present Use: Commercial – shopping; Residential - permanent
Historic Use: Commercial – shopping; Residential – permanent
Construction Date: Circa 1920 **Source:** Sanborn Map Company 1910, G.M. Hopkins Co. 1928
Alteration Date(s): **Source:**
Designer: Unknown **Physical Condition:** Good
Builder: Unknown **Remaining Historic Fabric:** Low
Style: Vernacular
Form: Other **Stories:** 3
Type: Other **Bays:** 2
Roof Finish Materials: Asphalt
Exterior Finish Materials Vinyl siding

Exterior Description:
See Base Survey

Interior Description:
Not Accessible

Setting:
The dwelling at 212 Palisade Avenue is sited on a rectangular parcel (Block 6001, Lot 7) located on the east side of Palisade Avenue, Jersey City, Hudson County, New Jersey. The building is oriented with its primary façade facing west and is set back from the road approximately 15 feet. A large paved parking lot abuts the rear of the property, and a public sidewalk runs the length of the primary elevation, with an additional parking lot to the north. The dwelling is located within a row of late-nineteenth-century buildings constructed along Palisade Avenue, an historic road which parallels the eastern crest of a steep ravine descending to Hoboken, also known as the Palisades. The surrounding area is mainly urban consisting of nineteenth, twentieth, and twenty-first century commercial, residential, and industrial buildings.

ELIGIBILITY WORKSHEET

Historic Sites #:

History:
The dwelling known as 212 Palisade Avenue first appears cartographically on the 1928 G.M. Hopkins & Co. *Atlas of Jersey City* (G.M. Hopkins Co. 1928). The house is not depicted on the 1910 Sanborn Insurance Map, suggesting that it was constructed at some point between 1910 and 1928 (Sanborn Map Company 1910). The building is situated in an area of Jersey City referred to as the Heights, a long narrow ridge of the southern Palisades that lies west of the Hudson River waterfront. Once an independent municipality known as Hudson City, the area became highly sought after by many middle class families looking for an alternative to the more densely populated cities (Jersey City 2007). The town saw a rapid increase in development throughout the mid and late nineteenth century, largely due to improvements in transportation, including the emergence of the Delaware, Lackawanna, and Western Railroad Company and the expansion of the ferry wharfs along the Hudson River. Electric-powered trollies replaced horse cars and the first electrified elevated railway was constructed up the Palisades, further increasing the area's accessibility (Heritage Studies 1982: 31). At the same time, large numbers of immigrants were settling in the area, creating a cultural hub of Germans, Irish, and Italians. The influx of skilled labor also added to the strong industrial growth that defined the period and prompted an increased need for housing. *See Continuation Sheet*

Significance:
The dwelling at 212 Palisade Avenue is an extant example of an early twentieth-century, highly-altered dwelling constructed during a period of development and growth within "The Heights" section of Jersey City. The mixed-use house reflects the growth of a thriving residential and industrial neighborhood at the turn of the twentieth century.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility:
The building at 212 Palisade Avenue is recommended not individually eligible for listing in the National Register of Historic Places (NRHP). The residence is not architecturally significant, and modern alterations to the building have denigrated the property's integrity of design, materials, feeling and association. Research did not uncover that the building was associated with significant persons or events. Architecturally, the building is not a particularly good illustration of its type or representative of the work of a master. For these reasons, the building is recommended as not eligible for listing in the NRHP under Criteria A, B, or C.

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:

Narrative Boundary Description:

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Lauren Szeber Date: June 2016
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

Description (continued):

A bracketed cornice runs the length of the roof line along the primary (west) elevation. Access to the building is gained via a modern central front door flanked by two commercial bay windows. An additional door leading to the upper-story apartments is located on the southern portion of the primacy façade. The first story of the primary elevation is sheathed in permastone and sheltered by a commercial awning. The fenestration is regular, consisting of double hung vinyl sash and surround, typically in pairs. A modern metal fire escape runs the length of the rear (eastern) elevation. The building is clad in vinyl siding and sits on a concrete foundation.

History (continued):

The footprint of 212 Palisade Avenue has remained relatively unchanged since its original construction. In 1928, 212 Palisade Avenue stood as a three-story brick building divided into three sections (G.M. Hopkins Co. 1928). Based on its proximity to the street, it is most likely it was initially developed as a mixed-use property with commercial activity in the front portion and residences in the rear. By the mid-twentieth century, there were multiple businesses occupying the building, including the Di Blasi Pizzeria and the painting and decorating company of Charles F. Reilly (The Jersey Journal 1965: 66; The Jersey Journal 1963: 3). It was most likely around this time that the building went through extensive modern alterations, including the addition of vinyl siding and the replacement of the windows and doors. The first story of the primary façade has also gone through various modifications over the later part of the twentieth century, such as the addition of synthetic stone and changes to the signage. The building is currently occupied by Health Aid Drugs, Inc., and various tenants.

Bibliography:

G.M. Hopkins Co.
1928 *Atlas of Hudson County, New Jersey*. G.M. Hopkins Co., Philadelphia, Pennsylvania.

Heritage Studies
1982 Preliminary Case Report: Columbia Tower, Housing for the Elderly and Handicapped, HUD Project #NJ39-T811-021/031-EHO 83, Hoboken, New Jersey. On file, Historic Preservation Office, Trenton, New Jersey.

Jersey City Past and Present
2007 "Hudson City – The Jersey City Heights." Published on the Jersey City Past and Present website http://www.njcu.edu/programs/jchistory, accessed May 15, 2016.

The Jersey Journal
1963 "IRS Files Lien Against City Man." *The Jersey Journal*. Jersey City, New Jersey. 31 August, 1963.
1965 "Delivery Boy." *The Jersey Journal*. Jersey City, New Jersey. 15 December, 1965.

Sanborn Map Company
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CONTINUATION SHEET

Historic Sites #:

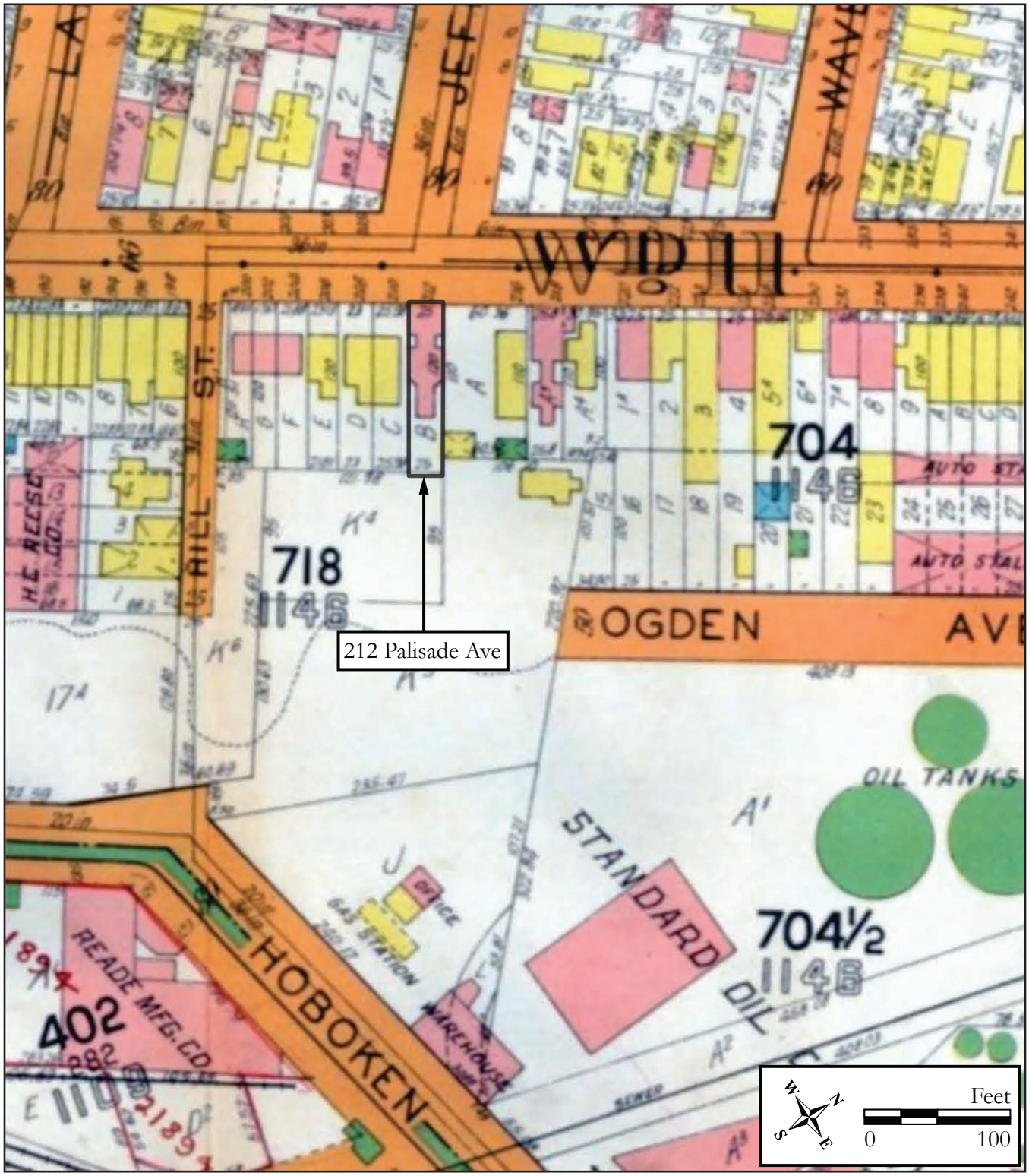


Figure 1: 1928 G.M. Hopkins Co Atlas of Hudson County, New Jersey.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Lauren Szeber
Organization: RGA, Inc.
Date: June 2016

CONTINUATION SHEET

Historic Sites #:

Plate: 1

Photo view:

South

Photographer:

Lauren Szeber

Date:

May 9, 2016

View of the northern and western elevations of 212 Palisade Avenue.

CONTINUATION SHEET

Historic Sites #:

Plate: 2

Photo view:

Northwest

Photographer:

Lauren Szeber

Date:

May 9, 2016

View of the rear elevation of 212 Palisade Avenue.

CONTINUATION SHEET

Historic Sites #:

Plate: 3

Photo view:

South

Photographer:

Lauren Szeber

Date:

May 9, 2016

View of the northern and eastern elevations of 212 Palisade Avenue.

BASE SURVEY FORM

Historic Sites #:

Property Name: 214 Palisade Avenue

Street Address: *Street #:* 214 *(Low)* 216 *(High)* *Apartment #:* *(Low)* *(High)*

Prefix: *Street Name:* Palisade *Suffix:* *Type:* AVE

County(s): Hudson **Zip Code:** 07306

Municipality(s): Jersey City **Block(s):** 6001

Local Place Name(s): The Heights **Lot(s):** 8

Ownership: Private **USGS Quad(s):** Jersey City

Description:

The dwelling at 214-216 Palisade Avenue is a two-story, highly-altered vernacular building constructed during the early twentieth century. The primary façade is defined by a full-length turret clad in imitation clapboard projecting from the southwest corner. A vinyl replacement parapet wall extends from the roofline along the western and eastern elevations. *See Building Attachment.*

Registration and Status Dates:

National Historic Landmark: SHPO Opinion:

National Register: Local Designation:

New Jersey Register: Other Designation:

Determination of Eligibility: Other Designation Date:

Photograph:

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

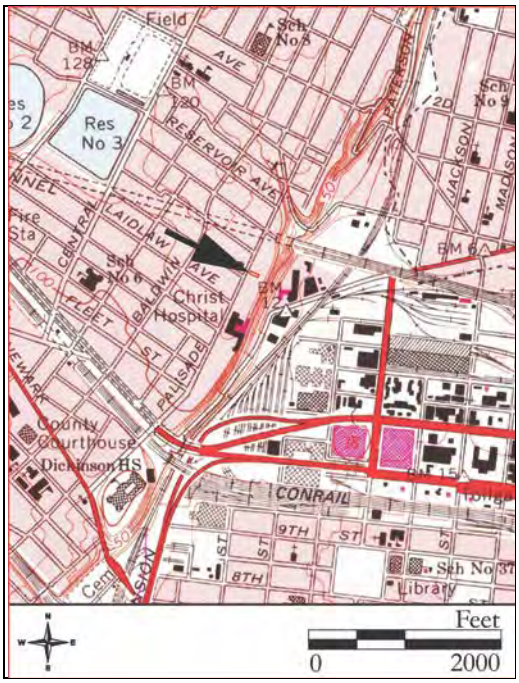
Surveyor: Lauren Szeber Date: June 2016

Organization: RGA, Inc.

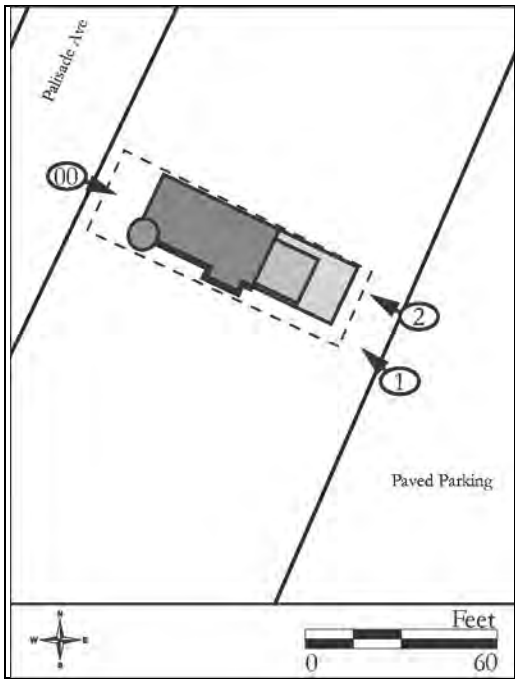
BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources:
See Continuation Sheet

Additional Information:
N/A

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: 1 Building _____ Landscape _____ Farm
_____ Bridge _____ Industry

Within Historic District? ☐ Yes ☒ No **Historic District Name:** _____

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Lauren Szeber Date: June 2016
Organization: RGA, Inc.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: 214 – 216 Palisade Avenue
Historic Name: 214 - 216 Palisade Avenue
Present Use: Commercial – shopping
Historic Use: Residential – permanent
Construction Date: Circa 1902 **Source:** Sanborn Map Company 1896, 1910
Alteration Date(s): Circa 1985 **Source:** NETR 1979, 1987
Designer: Unknown **Physical Condition:** Good
Builder: Unknown **Remaining Historic Fabric:** Low
Style: Vernacular
Form: Other **Stories:** 3
Type: Other **Bays:** 2
Roof Finish Materials: Asphalt
Exterior Finish Materials Aluminum siding

Exterior Description:
The fenestration is regular consisting of double hung vinyl sash and windows. Brick steps leads to an offset wood panel door sheltered by a vinyl awning supported on decorative iron posts. Access to the brick front porch is also gained via a central handicapped ramp. A full-length bay with canted corners projects from the central portion of the southern elevation. A garage is located at the basement level towards the rear of the house, contained within a southern-facing bay projection. The garage opening is sheltered by an asphalt-shingle, shed-roof porch supported on metal posts. At some point during the 1980s, a one-story addition with basement-level garage was constructed off the rear of the building. The addition is capped by an asphalt-shingle shed roof with overhanging eaves. A central door exits to a raised back porch with wood railings, accessed by a staircase on the south side of the elevation. The building is clad in aluminum siding. The foundation is masonry and concrete.

Interior Description:
Not Accessible

Setting:
The dwelling at 214-216 Palisade Avenue is sited on a rectangular parcel (Block 6001, Lot 8) located on the east side of Palisade Avenue, Jersey City, Hudson County, New Jersey. The building is oriented with its primary façade facing west and is set back from the road approximately 20 feet. A large paved parking lot abuts the rear of the property and a public sidewalk runs the length of the primary elevation with an additional parking lot to the south. The dwelling is located within a row of late-nineteenth and early twentieth century buildings constructed along Palisade Avenue, an historic road which parallels the eastern crest of a steep ravine descending to Hoboken, also known as the Palisades. The surrounding area is mainly urban consisting of nineteenth, twentieth, and twenty-first century commercial, residential, and industrial buildings.

ELIGIBILITY WORKSHEET

Historic Sites #:

History:
The dwelling known as 214-216 Palisade Avenue first appears cartographically on the 1910 Sanborn Insurance Map of Hudson County (Sanborn Map Company 1910). The house is not depicted on the 1896 Sanborn Insurance Map, suggesting that it was constructed at some point between 1896 and 1910 (Sanborn Map Company 1896). The building is situated in an area of Jersey City referred to as the Heights, a long narrow ridge of the southern Palisades that lies west of the Hudson River waterfront. Once an independent municipality known as Hudson City, the area became highly sought after by many middle class families looking for an alternative to the more densely populated cities (Jersey City 2007). The town saw a rapid increase in development throughout the mid and late nineteenth century, largely due to improvements in transportation, including the emergence of the Delaware, Lackawanna, and Western Railroad Company and the expansion of the ferry wharfs along the Hudson River. Electric-powered trollies replaced horse cars and the first electrified elevated railway was constructed up the Palisades, further increasing the area's accessibility (Heritage Studies 1982: 31). At the same time, large numbers of immigrants were settling in the area, creating a cultural hub of Germans, Irish, and Italians. The influx of skilled labor also added to the strong industrial growth that defined the period and prompted an increased need for housing. *See Continuation Sheet*

Significance:
The dwelling at 214 Palisade Avenue is an extant example of an early twentieth century, highly-altered dwelling constructed during a period of development and growth within "The Heights" section of Jersey City. Built in an area of newly emerging industry and transportation advancements, the house reflects the growth of a thriving residential and industrial neighborhood at the turn of the twentieth century.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility:
The building at 214-216 Palisade Avenue is recommended not individually eligible for listing in the National Register of Historic Places (NRHP). The residence is not architecturally significant, and modern alterations to the building have denigrated the property's integrity of design, materials, feeling and association. Research did not uncover that the building was associated with significant persons or events. Architecturally, the building is not a particularly good illustration of its type or representative of the work of a master. For these reasons, the building is recommended as not eligible for listing in the NRHP under Criteria A, B, or C.

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:

Narrative Boundary Description:

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Lauren Szeber Date: June 2016
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

History (continued):

The footprint of 214-216 Palisade Avenue has remained relatively unchanged since its original construction. In 1910, 214 Palisade Avenue stood as a two-story dwelling with a metal or slate roof and a garage space at the basement level in the rear. A one-story porch ran the length of the primary elevation as well as a frame cornice. A one-story turret extended from the northeast corner. In the late 1920s, C.B. Partners built several long rows of automobile stalls on the rear lot, covering the majority of the land behind the property and the edge of the Palisade (G.M. Hopkins 1928, NETR 1931). The buildings were later demolished for a parking lot at some point during mid-century as Christ Hospital, located to the south, continued to expand (NETR 1966). The building continued to serve as a residence for the majority of the twentieth century. In 1971, it was advertised for rent as a "2 family house" with the vicinity of Christ Hospital with "3 rooms, heat, hot water, [and] bath" (The Jersey Journal 1971: 31). The residence has been highly altered, including the removed of the first-story porch and frame cornice, the addition of vinyl siding, and the replacement of windows and doors. At some point during the 1980s, a one-story, shed-roof addition was constructed off the rear of the property. An additional garage space was added at the basement level. At present, 214-216 Palisade Avenue has been converted to medical offices.

Bibliography:

G.M. Hopkins Co.
1928 *Atlas of Hudson County, New Jersey*. G.M. Hopkins Co., Philadelphia, Pennsylvania.

Heritage Studies
1982 Preliminary Case Report: Columbia Tower, Housing for the Elderly and Handicapped, HUD Project #NJ39-T811-021/031-EHO 83, Hoboken, New Jersey. On file, Historic Preservation Office, Trenton, New Jersey.

Jersey City Past and Present
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1910 Insurance Maps of Hudson County. Vol. 3. Sanborn Map Company, New York.

CONTINUATION SHEET

Historic Sites #:

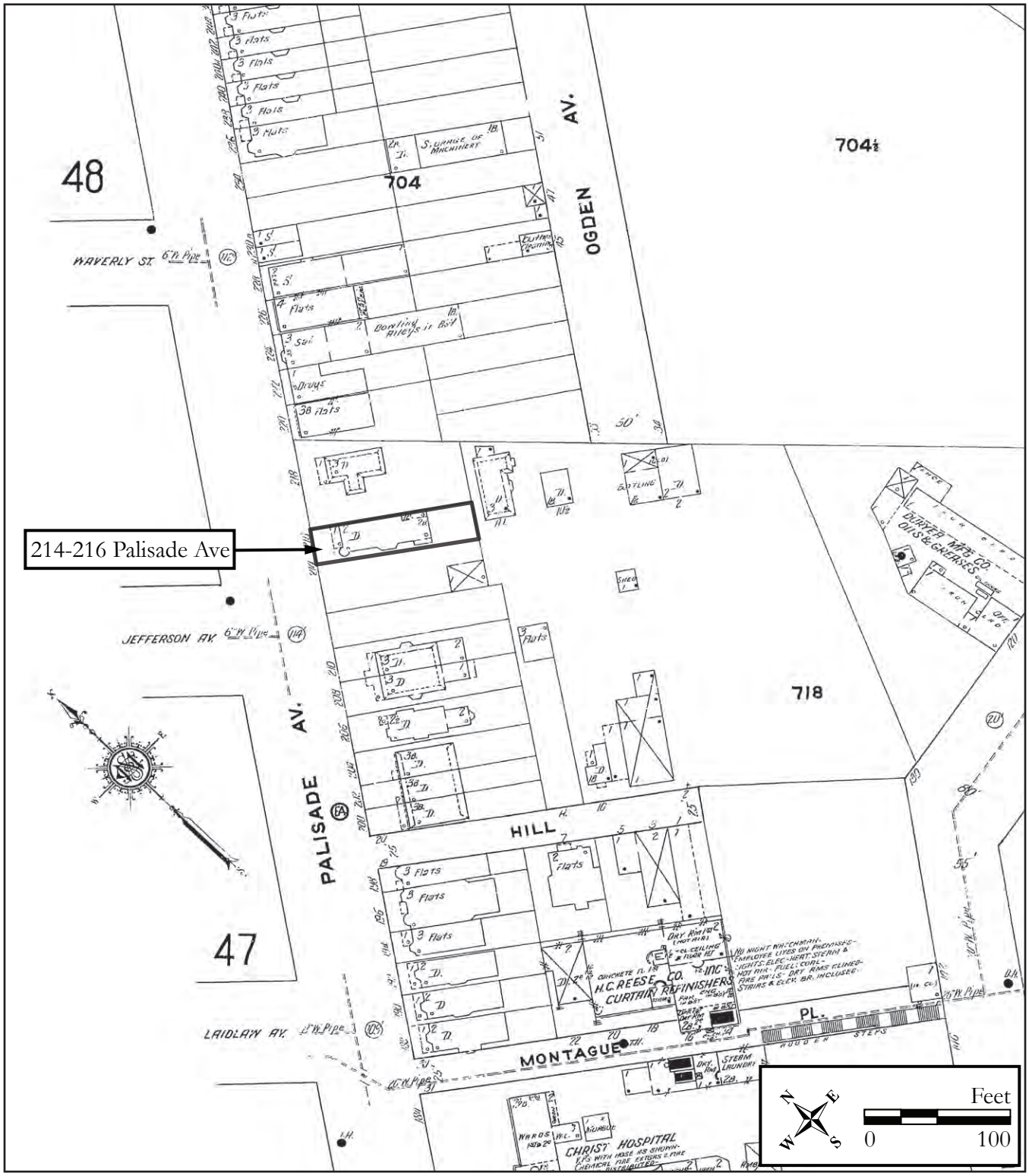


Figure 1: 1910 Sanborn Map Company, Insurance Maps of Hudson County, New Jersey.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Lauren Szeber
Organization: RGA, Inc.
Date: June 2016

CONTINUATION SHEET

Historic Sites #:

Plate: 1

Photo view:

North

Photographer:

Lauren Szeber

Date:

May 9, 2016

View of the eastern and southern elevations of 214-216 Palisade Avenue.

Plate: 2

Photo view:

Northwest

Photographer:

Lauren Szeber

Date:

May 9, 2016

View of the rear (eastern) elevation of 214-216 Palisade Avenue.

BASE SURVEY FORM

Historic Sites #:

Property Name: Christ Hospital

Street Address: *Street #:* 176 *(Low)* _____ *(High)* *Apartment #:* _____ *(Low)* _____ *(High)*

Prefix: _____ *Street Name:* Palisade *Suffix:* _____ *Type:* Avenue

County(s): Hudson **Zip Code:** 07306

Municipality(s): Jersey City **Block(s):** 6601/6901

Local Place Name(s): The Heights **Lot(s):** 01/20

Ownership: Private **USGS Quad(s):** Jersey City

Description:

Christ Hospital is an interconnected medical complex built in several phases over the course of the twentieth century. The original building, located at the corner of Palisade Avenue and Montague Place, was constructed in 1888. Subsequent additions were built as the institution expanded and acquired additional property to the south. The current Christ Hospital consists mainly of later-twentieth century construction. The demolition of the 1888 building occurred during the 1980s. (*See continuation sheet*)

Registration and Status Dates:

National Historic Landmark: _____ SHPO Opinion: _____

National Register: _____ Local Designation: _____

New Jersey Register: _____ Other Designation: _____

Determination of Eligibility: _____ Other Designation Date: _____

Photograph:

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

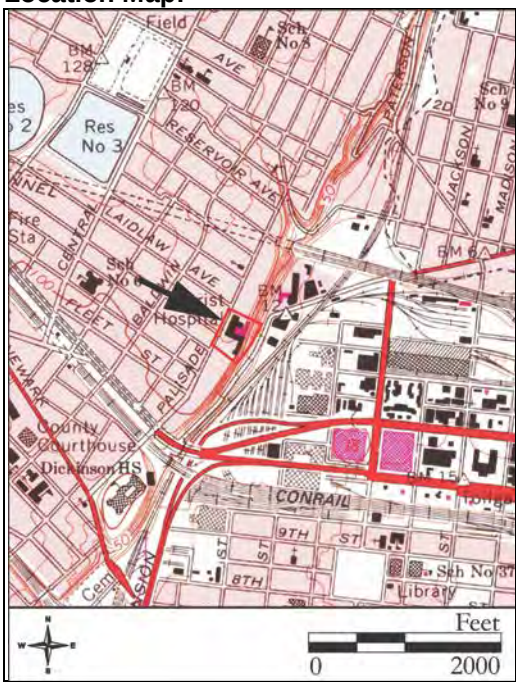
Surveyor: Lauren Szeber Date: June 2016

Organization: RGA, Inc.

BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:

See Continuation Sheet

Bibliography/Sources:
See Continuation Sheet

Additional Information:
N/A

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: 1 Building _____ Landscape _____ Farm
_____ Bridge _____ Industry

Within Historic District? ☐ Yes ☒ No **Historic District Name:** _____

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Lauren Szeber Date: June 2016
Organization: RGA, Inc.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: Christ Hospital
Historic Name: Christ Hospital
Present Use: Institutional
Historic Use: Institutional
Construction Date: 1888 **Source:** Shalhoub 1995
Alteration Date(s): 1898, 1929, 1949-1953, 1967-1987 **Source:** Jersey Journal 1898, 1967; Sanborn Map Company 1951, Jersey Journal 1967; NETR 1967, 1979, 1987
Designer: Unknown **Physical Condition:** Good
Builder: Unknown **Remaining Historic Fabric:** Low
Style: N/A
Form: N/A **Stories:** N/A
Type: N/A **Bays:** N/A
Roof Finish Materials: Rolled Asphalt
Exterior Finish Materials Brick

Exterior Description:
See Continuation Sheet

Interior Description:
Not Accessible

Setting:
Christ Hospital is sited on two rectangular parcels (Block 6001, Lot 1; Block 6901, Lot 20) located on the east side of Palisade Avenue in Jersey City, Hudson County, New Jersey. The building is oriented with its primary façade facing west and is set back from the road approximately 10 feet. The complex is surrounded on both sides by asphalt paved parking lots, and a sidewalk runs the length of the primary elevation. The rear of the hospital directly abuts the eastern crest of a steep ravine descending to Hoboken, commonly referred to as the Palisades. The surrounding area is mainly urban consisting of nineteenth, twentieth, and twenty-first century commercial, residential, and industrial buildings.

ELIGIBILITY WORKSHEET

Historic Sites #:

History:
See Continuation Sheet

Significance:
The hospital complex known as Christ Hospital is an example of a continuously-operated, early social institution constructed during a period of development and growth within the Heights section of Jersey City. Built in an area of newly emerging industry and transportation advancements, the hospital reflects a thriving residential and industrial neighborhood that continued to evolve over the course of the twentieth century. In 1967, a long-term building campaign resulted in multiple modifications and modernizations to the property. At present, there are only two highly-altered historic additions remaining. The original 1888 building was demolished in the 1980s.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility:
Christ Hospital is recommended not eligible for listing in the National Register of Historic Places (NRHP). Despite its late-nineteenth century beginnings, the original building has been demolished, and the earliest extant additions have been highly modified and are no longer visible in the current configuration. Modern additions have denigrated the property's integrity of materials, feeling, and association, and research did not uncover that the buildings were associated with significant persons of events. Architecturally, the building is not a particularly good example of its type or representative of the work of a master. For these reasons, the building is recommended as not eligible for listing in the NRHP under Criteria A, B, or C.

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:

Narrative Boundary Description:

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Lauren Szeber Date: June 2016
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

Exterior Description:

The earliest extant block (Building A) was constructed in 1929 (see Site Map). Located at the core of the complex, the L-plan wing measures five stories tall and is constructed of brick. In 1949, a new main building (Building B) was constructed off of the eastern (rear) elevation. The gypsum brick building rises 6 stories from a U-plan foundation. Although the primary façade of the building is no longer visible, it still retains a central colonnaded portico entrance and limestone string courses. The fenestration is regular, consisting of replacement double-hung vinyl sash and surround windows with limestone sills and capped with keystones. Windows on the second story are embellished with limestone arch transom detailing. A 10-story tower projects from central portion of the rear elevation overlooking the Palisades.

In 1967, multiple additions were constructed as part of a long-term campaign to modernize the hospital. Most visible is the long, block-plan wing fronting Palisade Avenue. This addition measures four stories tall with brick pilasters and louvered vents running the length of the primary façade. The new main entrance is situated in an eight-story brick building situated in front of Building B with its primary façade facing south. The first story of the southern elevation is recessed to allow for a carport supported by brick piers. Various interlocking additions connect the complex.

History:

Christ Hospital was first founded in the late nineteenth century as the Hudson County Hospital (Shaw 1884: 1115). Under the guidance of Rev. Richard Mason Abercrombie D.D., the hospital was established in 1873 at the mansion of John Tonnele on Magnolia Avenue in the Heights of Jersey City (Jersey Journal 1898:38, Shalhoub 1995). The institution was free to its patients and held 32 beds (Shaw 1884: 1115). The early growth of the hospital was so rapid that by 1888 the hospital – which had officially been renamed Christ Hospital in 1880 – required larger quarters (Shaw 1884: 1115). The present site was purchased in 1888 and the initial building dedicated the following year at the cost of $45,000 (Jersey Journal 1967:2). Designed by L.C. Holden, the handsome three-story brick building featured Richardson Romanesque features and unobstructed views of the Hudson River (Boston Public Library n.d.). By 1898, it was considered "one of the best managed and most prosperous hospitals in New Jersey" (Jersey Journal 1898:38). In order to accommodate the growing number of patients, the hospital constructed an additional wing that same year, complete with sun parlors and additional operating rooms (Jersey Journal 1898:38; Sanborn Map Company 1910) (Figure 1). The Magnolia Avenue location was subsequently used as a political club house and an orphanage before it was demolished in the 1920s (Shalhoub 1995).

The hospital continued to expand throughout the early twentieth century. In 1929, the oldest extant addition was constructed off of the southern elevation (Sanborn Map Company 1951) (Figure 2). The brick, L-plan wing later served as the connector to a new main building (Building B) that was constructed to the south between 1949 and 1953 (Figure 3). Rising six stories from a U-plan foundation, the Colonial-Revival addition featured an open lawn leading to colonnaded entrance portico. A 10-story central tower rose above the Palisades at the rear (Sanborn Map Company 1951).

A 10-year building expansion campaign commenced in 1967 starting with the ground-breaking for a new powerhouse-laundry wing at the cost of $1,728,000. The construction was the first step in a master modernization plan calling for an additional supporting wing and the eventual replacement of three of the four early hospital buildings (Jersey Journal 1967:2). Development of the front complex began with the construction of a new L-plan wing extending from the c. 1950 main building's southern wing to Palisade Avenue. Designed in "stories," the second story was built first in order to accommodate the most pressing need for x-ray facilities. The unit was supported on columns before the first floor emergency room was added below. The construction was followed by the third story and the extension of the wing to form a "U" in front of the main building, which in the final stages of the construction, was filled in with a large multi-story building (Jersey Journal 1967:1). Despite plans to demolish the 1929 wing, the addition still exists at the core of the complex. The 1888 building was demolished during the 1980s (NETR 1979, 1987).

CONTINUATION SHEET

Historic Sites #:

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CONTINUATION SHEET

Historic Sites #:

Figure 1: 1906 postcard of the original Christ Hospital built in 1888. The building was demolished in the 1980s. Christ Hospital, Jersey City, NJ, Greetings from Picturesque America postcard 1906.

CONTINUATION SHEET

Historic Sites #:

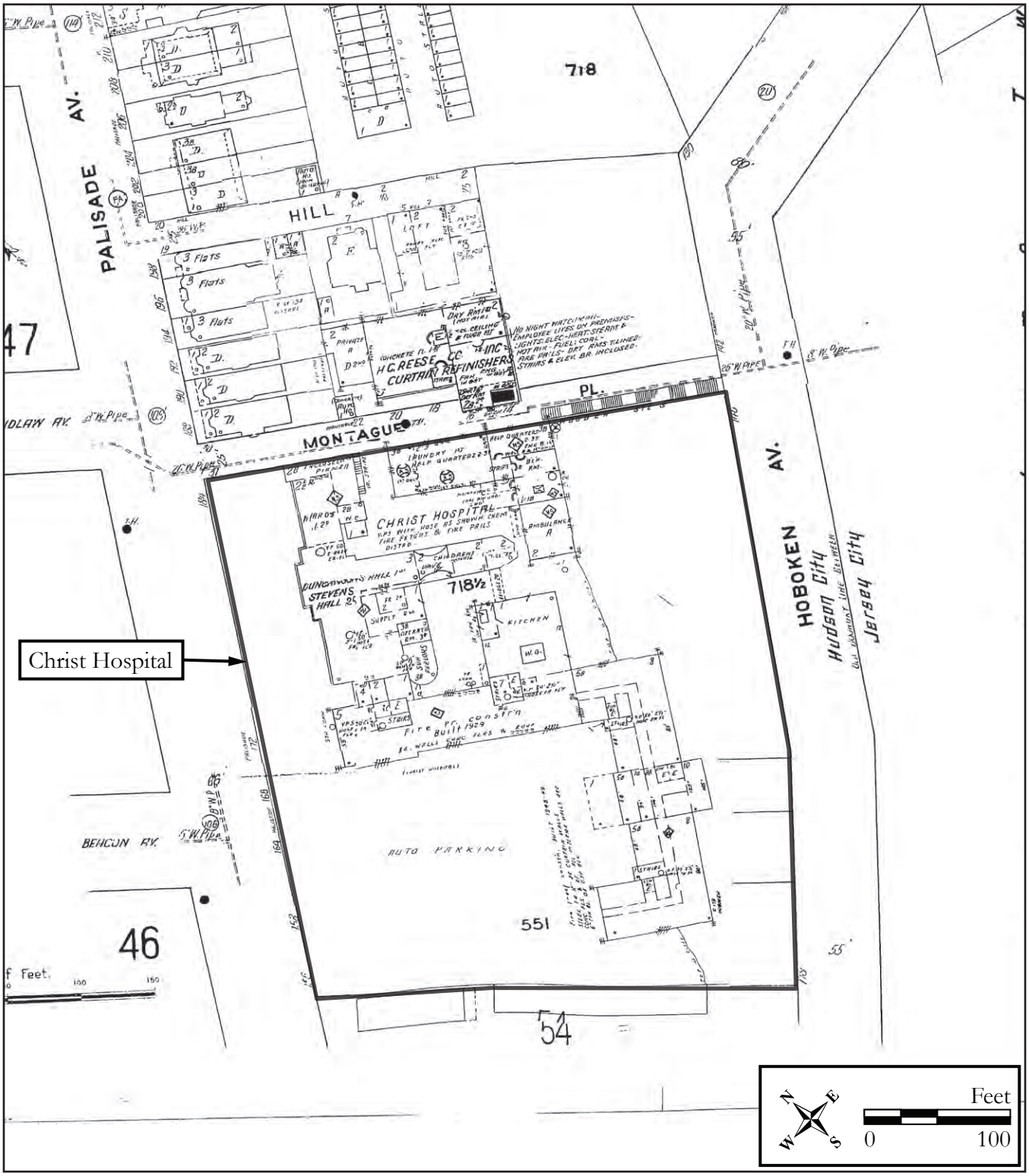


Figure 2: 1951 Sanborn Map Company, Insurance Maps of Jersey City.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Lauren Szeber
Organization: RGA, Inc.
Date: June 2016

CONTINUATION SHEET

Historic Sites #:

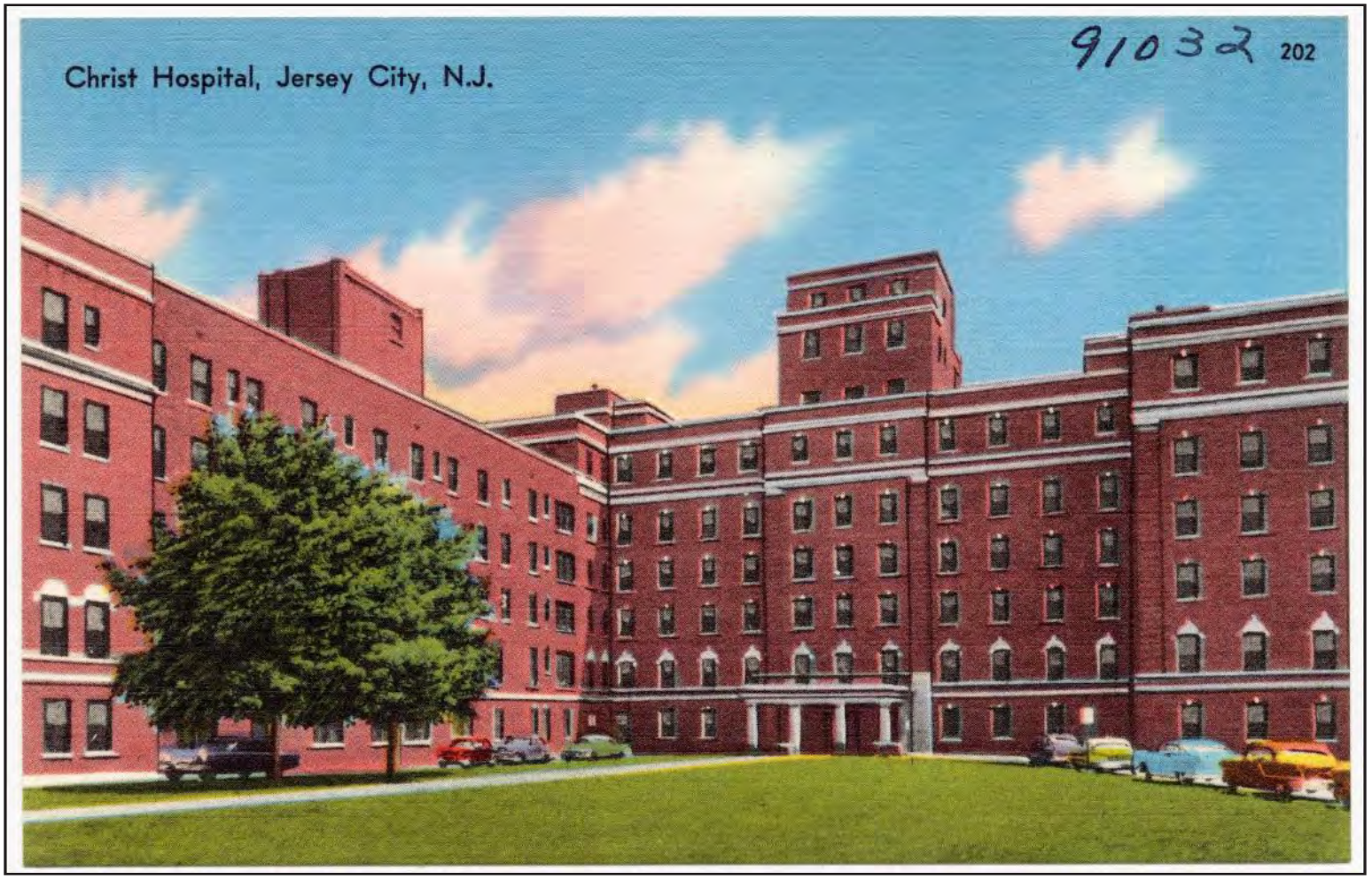


Figure 3: Postcard of the newly-erected main entrance building (Building B, circa 1950). The southern elevation of Building A, built in 1929, is to the left. Christ Hospital, Boston Public Library New Jersey Postcard Series

CONTINUATION SHEET

Historic Sites #:

Site Map.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Lauren Szeber
Organization: RGA, Inc.
Date: June 2016

CONTINUATION SHEET

Historic Sites #:

Plate: 1

Photo view:

Northeast

Photographer:

Lauren Szeber

Date:

May 9, 2016

View of the southern elevation of Christ Hospital. The circa 1950 addition is visible on the right.

Plate: 2

Photo view:

Southwest

Photographer:

Lauren Szeber

Date:

May 9, 2016

View of the western elevation of Christ Hospital fronting Palisade Avenue.

CONTINUATION SHEET

Historic Sites #:

Plate: 3

Photo view:

Southwest

Photographer:

Lauren Szeber

Date:

May 9, 2016

View of the western elevation of Christ Hospital.

Plate: 4

Photo view:

West

Photographer:

Lauren Szeber

Date:

February 9, 2016

View of the rear elevation of Christ Hospital overlooking the Palisades.

BASE SURVEY FORM

Historic Sites #:

Property Name: National Retail Transportation Building

Street Address: *Street #:* 815 *(Low)* _____ *(High)* *Apartment #:* _____ *(Low)* _____ *(High)*

Prefix: _____ *Street Name:* Jersey *Suffix:* _____ *Type:* AVE

County(s): Hudson **Zip Code:** 07310

Municipality(s): Jersey City **Block(s):** 6003

Local Place Name(s): Jersey City **Lot(s):** 4

Ownership: Private **USGS Quad(s):** Jersey City

Description:

The National Retail Transportation Building is a one-story, multi-bay commercial building constructed in 1950. The building is capped by a flat roof covered in rolled asphalt. The main (east) block of the building has a rectangular footprint and is clad in common-bond brick. A taller, one-story western block extends from the main block's west elevation. A one-story, two-bay northern block, constructed of modern concrete block, projects from the north elevation of the main block. The primary entrance of the building is located within a single projecting bay near the southern end of the main block's east elevation. The bay is topped by a cantilevered flat roof clad in vinyl siding. A raised parapet wall is located near the center of the east elevation. A series of grated, ribbon windows pierce the east and south elevations of the main block.

Registration and Status Dates:

National Historic Landmark: _____ SHPO Opinion: _____

National Register: _____ Local Designation: _____

New Jersey Register: _____ Other Designation: _____

Determination of Eligibility: _____ Other Designation Date: _____

Photograph:

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

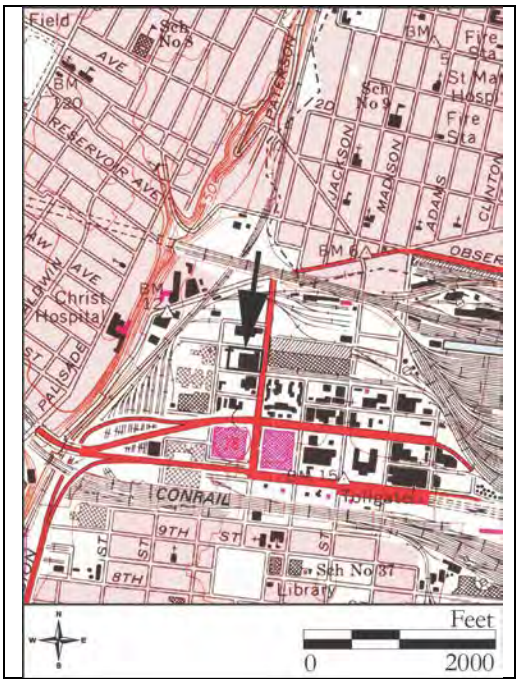
Surveyor: Chelsea Troppauer Date: June 2016

Organization: RGA, Inc.

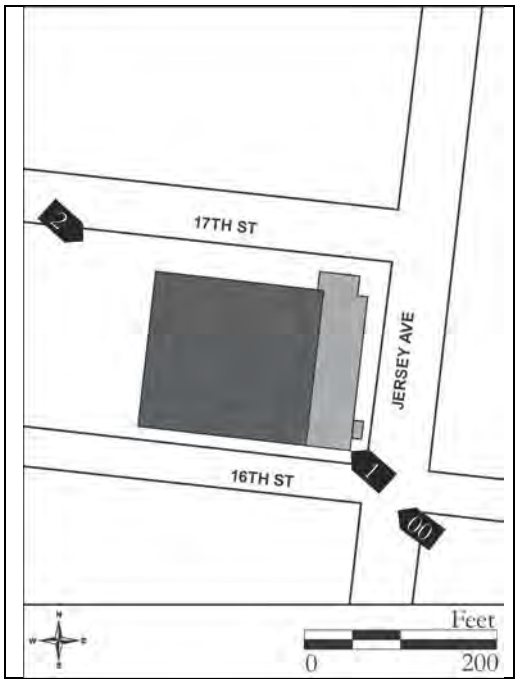
BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources:
See Continuation Sheet

Additional Information:
This property was included in a 2004 cultural resources survey by Archaeological & Historical Consultants, Inc. for a Section 106 wireless project sponsored by T-Mobile. They recommended the building to be ineligible for the National Register due to lack of architectural or historical significance (Archaeological & Historical Consultants, Inc. 2004).

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: 1 Building _____ Landscape _____ Farm _____
_____ Bridge _____ Industry

Within Historic District? ☐ Yes ☒ No **Historic District Name:** _____

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Chelsea Troppauer Date: June 2016
Organization: RGA, Inc.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: National Retail Transportation Building
Historic Name: Pepsi-Cola Metropolitan Bottling Corporation Warehouse
Present Use: No Activity
Historic Use: Industrial Activity- Heavy Goods handling and processing
Construction Date: 1950 **Source:** Sanborn Map Company 1951
Alteration Date(s): **Source:**
Designer: Unknown **Physical Condition:** Fair
Builder: Unknown **Remaining Historic Fabric:** Medium
Style: Other
Form: Other **Stories:** 1
Type: Other **Bays:** N/A
Roof Finish Materials: Rolled Asphalt
Exterior Finish Materials Brick, Common Bond; Concrete Block, Modern

Exterior Description:

Continued from Base Survey Form

Two sizes of rolled aluminum garage doors puncture the north and west elevation walls of the western block at regular intervals, forming numerous loading bays. The smaller-sized raised, rolled aluminum doors, located along the north elevation and the northern portion of the west elevation, are topped by a metal shed roof. Six larger, rolled aluminum doors line the southern section of the west elevation. There is one additional large offset aluminum door on the southern elevation of the western block and one small offset aluminum door on the north elevation of the northern block. The building's foundation is likely concrete.

Interior Description:

Not Accessible.

Setting:

The National Retail Transportation Building is located on a rectangular parcel at the corner of Jersey Avenue and 17th Street in Jersey City. The commercial building is oriented with its primary elevation facing east and is set back from both roadways approximately 30 feet. The north and west sections of the property consist of asphalt paved loading areas. The surrounding area is comprised generally of commercial and former industrial development dating primarily from the late nineteenth and early twentieth centuries.

ELIGIBILITY WORKSHEET

Historic Sites #:

History:
See Continuation Sheet

Significance:
The National Retail Transportation Building was constructed in 1950 as one of many Pepsi Cola Metropolitan Bottling Company Warehouses. As an unremarkable example of mid-twentieth century commercial building, the building is not architecturally significant. Research did not uncover any information to suggest the building was associated with any significant persons or events.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility:
The National Retail Transportation Building located at 815 Jersey Avenue is not recommended eligible for listing on the National Register of Historic Places. As a typical and unremarkable example of mid-twentieth century commercial architecture, the building does not exemplify a type, period or method of construction. Furthermore, it is not associated with the work of a master. Research did not uncover any information to suggest that the building was associated with a significant event or person. For these reasons, the National Retail Transportation Building does not possess sufficient historical or architectural significance or integrity to warrant it individually eligible for listing on the National Register.

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:

Narrative Boundary Description:
N/A

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Chelsea Troppauer Date: June 2016
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

History:

The National Retail Transportation Building located at 815 Jersey Avenue was constructed in 1950 as the Pepsi Cola Metropolitan Bottling Company's warehouse (Sanborn Map Company 1951). During the early twentieth century, the block remained largely vacant, except for a building owned by Armour & Company, which occupied the southwest corner (NETR 1931). The subject building had steel frame construction topped by a steel deck roof and contained concrete floors and concrete block curtain walls (Sanborn Map Company 1951). In 1964, the Pepsi Cola Jersey City plant reportedly had 150 people working and 75 trucks operating out of the building (Jersey City Journal 1964). Pepsi Cola continued to operate out of the building until 1976, when the property was sold to the Walsh Trucking Company for $400,000 (Hudson County Deeds [HCD] 3210:510).

Between 1976 and 1977, ownership of the property frequently transferred back and forth between the Walsh Trucking Company and Ogden Realty Company (HCD 3210:515; 3224:430; 3224:633). The National Retail Transportation Company was a subsidiary of the Walsh Trucking Company. Research has shown that Francis Walsh, the owner of the Walsh Trucking Company, was engaged in some criminal activity beginning in 1977 that involved the Teamsters Union and the Genovese Crime Family (Philadelphia Inquirer 1990). None of the illegal activity conducted by Walsh appears to have been related to the building and its history.

In March 1977, the property, along with other multiple building parcels, was transferred from the Ogden Realty Company to the New Jersey Economic Development Authority (HCD 3224:535). The New Jersey Economic Development Authority retained ownership of the property for another ten years, until 1987, when it was sold back to the Ogden Realty Company (HCD 3829:180). In 2013, the Ogden Realty Company (in care of the Walsh Trucking Company) sold the property, along with Blocks 6003, Lots 2-3; Block 6004, Lots 1-2; and Block 6005, Lots 13 and 17, to current owner Coles Jersey Development Company LLC (HCD 8922:716).

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CONTINUATION SHEET

Historic Sites #:

Plate: 1

Photo view:
West

Photographer:
Megan Steady

Date:
February 16,
2016

Detailed view of the concrete block section of the south elevation wall.

Plate: 2

Photo view:
Southeast

Photographer:
Megan Steady

Date:
February 16,
2016

View of the north and west elevations of the National Retail Transportation building.

BASE SURVEY FORM

Historic Sites #:

Property Name: Hoboken Business Center

Street Address: *Street #:* 50 *(Low)* _____ *(High)* *Apartment #:* _____ *(Low)* _____ *(High)*

Prefix: _____ *Street Name:* Harrison *Suffix:* _____ *Type:* ST

County(s): Hudson **Zip Code:** 07030

Municipality(s): Hoboken **Block(s):** 5

Local Place Name(s): _____ **Lot(s):** 4-17

Ownership: Private **USGS Quad(s):** Jersey City

Description:

The Hudson Business Center is a three-story commercial building constructed around 1927 (G.M. Hopkins Co. 1923; NETR 1931). The building is capped by a flat, rolled-asphalt roof. Bays are visually defined on the second and third stories by a series of regularly-spaced pilasters, and the building is five bays wide and eight bays deep. At the third and sixth bay along the south elevation, the roof height is extended for the width of the bay. These heightened portions of the building extend toward the northern elevation, running almost the entire length of the building. A one-bay-deep fourth story extends the full length of the building along the western elevation. Access to the roof is gained via three access stairwells enclosed within one-story bulkheads located at or near the northeast, southeast and southwest corners of the building. A two-bay-wide, one-story southern block projects from the east end of the building's south elevation. The Business Center has a concrete slab exterior and a concrete belt course that wraps around the building between the first and second stories.

See Building Attachment

Registration and Status Dates:

National Historic Landmark: _____ SHPO Opinion: _____

National Register: _____ Local Designation: _____

New Jersey Register: _____ Other Designation: _____

Determination of Eligibility: _____ Other Designation Date: _____

Photograph:

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

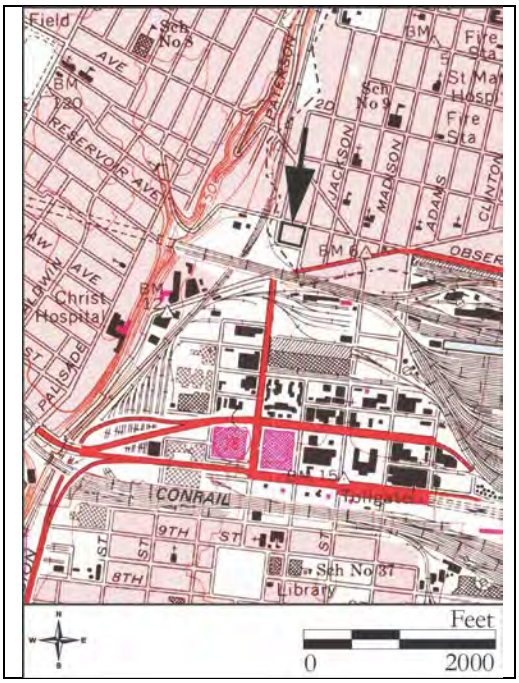
Surveyor: Chelsea Troppauer Date: June 2016

Organization: RGA, Inc.

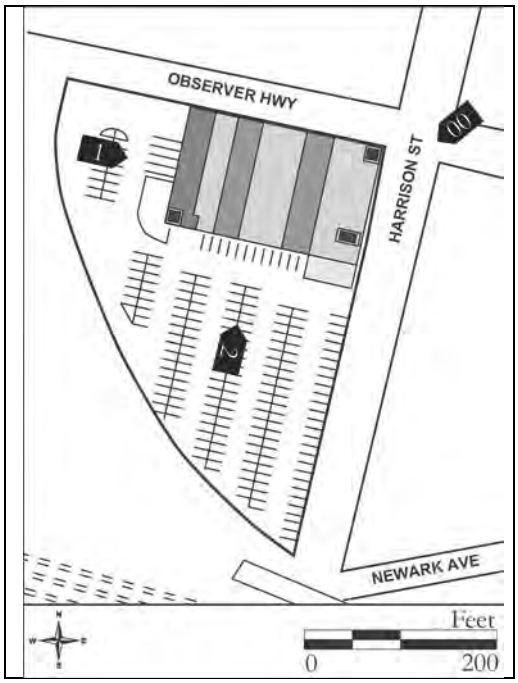
BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources:
See Continuation Sheet

Additional Information:
None

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: 1 Building _____ Landscape _____ Farm
_____ Bridge _____ Industry

Within Historic District? ☐ Yes ☒ No **Historic District Name:** _____

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Chelsea Troppauer Date: June 2016
Organization: RGA, Inc.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: Hoboken Business Center
Historic Name: Automatic Paper Machine Company Building; Scott Paper Company Building
Present Use: Commercial Activity; Office activity; private business
Historic Use: Industrial Activity
Construction Date: c. 1927 **Source:** G.M. Hopkins Co. 1923; NETR 1931
Alteration Date(s): c. 2000 **Source:** NETR 1997; 2002
Designer: Unknown **Physical Condition:** Good
Builder: Unknown **Remaining Historic Fabric:** Medium
Style: Other
Form: Commercial **Stories:** 4
Type: Other **Bays:** N/A
Roof Finish Materials: Rolled asphalt
Exterior Finish Materials Concrete

Exterior Description:
From Base Survey Form
Fenestration is generally regular and comprised of three evenly-spaced windows per bay. Windows generally consist of a larger fixed sash accompanied by an attached awning sash below. On the upper stories of the north elevation, the windows include a louver sash above. The building's foundation is likely concrete.

Interior Description:
Not Accessible

Setting:
The Hoboken Business Center is located on a polygonal shaped parcel near the southwest corner of Observer Highway and Harrison Street in Hoboken, New Jersey. The commercial building is oriented with its primary elevation facing south and is set back from the road approximately 10 feet. The entrance to the building's leasing office is located on the east side of the building facing Harrison Street. A paved parking lot occupies the southern end of the property. The surrounding area is comprised of commercial and former industrial buildings dating from the late nineteenth century. The railroad tracks of the former Delaware, Lackawanna & Western Railroad are located approximately 350 feet south of the property and are currently operated by NJ Transit.

ELIGIBILITY WORKSHEET

Historic Sites #:

History:
See Continuation Sheet

Significance:
The Hoboken Business Center was originally constructed as a waxing paper plant for the Hoboken-based manufacturer, R.B. Davis & Company. The business continued to serve a manufacturing and industrial use into the late twentieth century, when it was renovated for use as office space.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility:
The Hoboken Business Center is not recommended eligible for listing in the National Register of Historic Places. Architecturally, the building does not exemplify a type, period, or method of construction and is not associated with the work of a master. Modern alterations, such as the replacement of the building's original exterior materials and windows, have denigrated its integrity in the areas of design, materials and workmanship. Research did not uncover any information to suggest that the building was associated with significant persons or events. For these reasons, the Hoboken Business Center does not possess sufficient historical or architectural significance and integrity to warrant an individual listing on the National Register of Historic Places.

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:

Narrative Boundary Description:
N/A

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Chelsea Troppauer Date: June 2016
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

History:

The Hoboken Business Center was likely constructed around 1927 as a wax-paper manufacturing plant for the R.B. Davis Company. The company, which operated out of in Hoboken during the late nineteenth to mid-twentieth centuries, introduced wax paper into its product line around this time (Hoboken Historical Museum 2015). Cartographic evidence depicts the construction of the Hoboken Business Center as occurring sometime between 1923 and 1931, and the building is shown to house wax paper manufacturing by 1938 (G.M. Hopkins Co. 1923; NETR 1931; Sanborn Map Company 1938).

Founded in 1879 by Robert Benson Davis, the company began as the manufacturer of Davis Baking Powder (also known as Davis O.K. Baking Powder) in New York City. The factory was moved to Hoboken around 1893 (R.B. Davis Co. v. Davis 1935). Between 1918 and 1934, annual sales of the baking powder average 21 million cans in the United States and abroad (R.B. Davis Co. v. Davis 1935). At one time, the Davis Company supplied more than half of the total amount of baking powder sold in the New York area. During the early twentieth century, the company expanded its products to include cornstarch, dry yeast baking powder, and Cocomalt, a chocolate malted drink that was acquired by the company in 1926. Also during this time, the company expanded its products to include of cut-rite wax paper. The wax paper was manufactured by the Automatic Paper Machinery Company of Hoboken and sold and distributed by R.B. Davis (Hoboken Historical Museum 2015).

By 1938, the building is identified as a manufacturing plant for the Automatic Paper Machine Company, a division of the R.B. Davis Company (Sanborn Map Company 1938). The Automatic Paper Machinery Company (APMC) and R.B. Davis continued to have a business relationship until the mid-1940s, when the APMC became part of Scott Paper Company (Hoboken Historical Museum 2015). In 1949, the property containing the building was sold by the R.B. Davis Company to the Scott Paper Company, although the 1951 Sanborn insurance map indicates that Scott Paper Company was still a division of the R.B. Davis Company in that year (Hudson County Deed [HCD] 2359: 519; Sanborn Map Company 1951). The building continued to operate as the Scott Paper Company's Hoboken plant until 1964, when the company determined that manufacturing in Hoboken was no longer economically viable (Newark Star Ledger 1964). The plant closed in June 1964.

In 1965, the Scott Paper Company sold the property to Edward and Renee Cantor of South Orange, New Jersey (HCD 2976:798). The Cantors purchased the property for investment purposes (Trenton Evening Times [TET] 1966). The Cantors' ownership of the property was short lived, and it was purchased the following year by Amersog Realty Corporation (HCD 2999:742). Amersog Realty Corporation operated one of their subsidiaries, the Washington Knitting Mills, in the building. The Washington Knitting Mills manufactured ladies stretch undergarments and occupied more than 50 percent of the building at the time (TET 1966).

In 1985, the 50 Harrison Street Corporation purchased the property, as well as those identified as Block 5, Lots 1-2; Block 4, Lot 1; and Block 712, Lot E (later known as Lot 3), from Amersog Realty for $1.375 million (HCD 344:182). One year prior, in 1984, the *Trenton Evening Times* newspaper had advertised a public hearing by the New Jersey Economic Development Authority regarding a proposed project at 50 Harrison Street by the 50 Harrison Street Corporation (TET 1984). The proposed project was to cost $ 2 million. It included land acquisition and renovations of the existing building to be used in the manufacturing and distribution of ladies wearing apparel and aluminum acoustical ceilings.

The 50 Harrison Street Corporation retained ownership of the property until 1993, when Joseph Dell' Aquilla purchased the multiple property parcels from the 50 Harrison Street Corporation (HCD 4625:55). During his ownership, the overpass between the building at 50 Harrison Street and the building on the east side of Harrison Street was removed, sometime between 1997 and 2002 (NETR 1997; 2002). The parking lot to the south of the property was also installed by 2002 (NETR 1997; 2002). In 2004, Dell' Aquila sold multiple parcels, including the subject property, to current owner JDA Hoboken Business Center (HCD 7314:151).

CONTINUATION SHEET

Historic Sites #:

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2002 Historic Aerial Photograph. Electronic document, http://www.historicaerials.com, accessed March 1, 2016.

CONTINUATION SHEET

Historic Sites #:

Plate: 1

Photo view: Southeast

Photographer: Megan Steady
Date:

February 16, 2016

View of the west elevation of the Hoboken Business Center.

Plate: 2

Photo view: Northeast

Photographer: Megan Steady

Date:
February 16, 2016

View of the south elevation of the Hoboken Business Center.

BASE SURVEY FORM

Historic Sites #:

Property Name: R.B. Davis Company Plant

Street Address: *Street #:* _____ (Low) _____ (High) *Apartment #:* _____ (Low) _____ (High)

Prefix: _____ *Street Name:* *See continuation sheet* *Suffix:* _____ *Type:* _____

County(s): Hudson **Zip Code:** 07030

Municipality(s): Hoboken **Block(s):** 6

Local Place Name(s): _____ **Lot(s):** 1-29

Ownership: Private **USGS Quad(s):** Jersey City

Description:

The R.B. Davis Company Plant is a large former industrial complex developed in the first half of the twentieth century. It is comprised of multiple factory buildings (Buildings 1, 2, 3), an office building (Building 4), shipping area (Building 5), and garages that encompass an entire block of West Hoboken between Observer Highway, Jackson Street, Newark Street and Harrison Street. All of the buildings except for Buildings 3 and 5 were constructed by the R.B. Davis Company, one of the largest manufacturers of baking powder and other confectionary goods in the twentieth century. The remaining two were built by Penick & Ford, the successor of the Davis Company. These buildings vary in style from a simple brick factory buildings and garages with minimal ornamentation to a large reinforced concrete building with Art Deco/Moderne embellishments. For the most part, the buildings are connected to one another via party walls and create a small central courtyard. Today, the property is a multi-tenant complex with varying businesses, many of which are art or fitness-related. A more detailed discussion of each building is located on their respective Industry Attachments.

Registration and Status Dates:

National Historic Landmark: _____ SHPO Opinion: _____

National Register: _____ Local Designation: _____

New Jersey Register: _____ Other Designation: _____

Determination of Eligibility: _____ Other Designation Date: _____

Photograph:

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

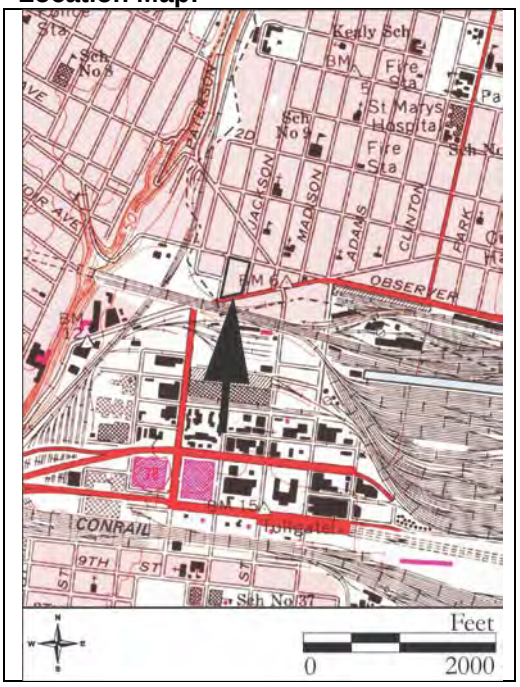
Surveyor: Kelly E. Wiles Date: June 2016

Organization: RGA, Inc.

BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:

See Continuation Sheet

Bibliography/Sources:
See continuation sheet

Additional Information:
N/A

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: _____ Building _____ Landscape _____ Farm
_____ Bridge 7 Industry

Within Historic District? ☐ Yes ☒ No **Historic District Name:** _____

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Kelly E. Wiles Date: June 2016
Organization: RGA, Inc.

INDUSTRY ATTACHMENT

Historic Sites #:

Common Name: Chambord Place
Historic Name: R.B. Davis Company Factory
Present Use: Mixed Use, Commercial
Historic Industry: Confectionary/Baking Powder **Building ID:** 1

Construction Date: c. 1920 **Source:** Hopkins 1909, 1923
Alteration Date(s): **Source:**

Architect: Unknown **Physical Condition:** Good
Builder: Unknown **Remaining Historic Fabric:** Medium
Style: Industrial Moderne/ Art Deco **Length:** 75 ft. **Stories:** 5
Width: 210 ft. **Bays:** 8

Exterior Finish Materials: Reinforced Concrete, Faced Brick
Foundation Materials: Reinforced Concrete
Structural System: Reinforced Concrete **Roof System:** Concrete
Roof Finish Materials: Rolled Asphalt
Equipment/Machinery: None
Transportation Links: None

Exterior Description:
Building 1 is a five-story, eight-bay reinforced concrete building with an irregular footprint. While the building is industrial and utilitarian in nature, there are some Moderne/Art Deco-influenced architectural details affixed in the cornice, window surrounds and watertable. The primary elevation faces north, though there are also entrances to the building on the east and west elevations. After the building stopped functioning as a factory in late twentieth century, numerous door and windows opening were bricked in at various locations throughout. The front elevation is eight bays wide. The first story is primarily a loading dock with multiple automobile-sized openings, topped by an awning suspended by metal cables. The northeast and northwest corners of the building (the two end bays) are faced in brick and have concrete pilasters on the corners. The window openings in these sections of the building have concrete sills and are capped by dog-eared lintels with keystones. An additional sixth-story penthouse is situated atop these corners; the penthouse has a concrete parapet that is arched above the windows. The rest of the façade is poured concrete with six bays of sets of multi-paned metal louvered windows in triplets.
See continuation sheet

Interior Description:
Not accessible.

Setting:
The former R.B. Davis Company Factory complex is located on a polygonal-shaped parcel bounded by Observer Highway to the north, Newark Street to the south, Jackson Street to the east and Harrison Street to the west. The subject building faces north and spans the entire length of the block on Observer Highway. The building shares party walls with Buildings 2 and 3 and is situated approximately 17 feet from the street. Multiple establishments now occupy the building, including boutiques, fitness facilities, art galleries and workshops and construction supply distribution centers. The surrounding area is comprised of commercial and former industrial development that dates primarily from the early twentieth century.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Kelly E. Wiles Date: June 2016
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

Exterior Description, cont.:

The number of panes in the windows varies by each story. The second story and fourth story windows have 20 panes, the third story has 24 panes, and the fifth story, 16 panes. Each of these bays is separated by concrete pilasters capped with concrete shields. The windows on the corners of the building each have 9 panes and are also louvered.

The east and west elevations are nearly identical and are truncated versions of the north elevation with the same architectural elements and composition. Aside from the northeast and northwest corners, these facades are poured concrete. The south elevation is difficult to see from the public right-of-way, as it is mostly shielded by intervening buildings on the property. It appears to have smaller window openings that the aforementioned elevations and is also faced in brick and reinforced concrete.

INDUSTRY ATTACHMENT

Historic Sites #:

Common Name: 47-49 Harrison Street
Historic Name: R.B. Davis Company Factory
Present Use: Mixed Use, Commercial
Historic Industry: Confectionary/Baking Powder **Building ID:** 2

Construction Date: c. 1900 **Source:** Sanborn Map Company 1891; Hughes & Bailey 1904
Alteration Date(s): c. 1915 **Source:** Hopkins 1909, 1923

Architect: Unknown **Physical Condition:** Good
Builder: Unknown **Remaining Historic Fabric:** High
Style: Other **Length:** 65 ft. **Stories:** 3
Width: 225 ft. **Bays:** 23
Exterior Finish Materials: Brick, Common Bond
Foundation Materials: Brick
Structural System: Masonry **Roof System:** Wood Beams
Roof Finish Materials: Rolled Asphalt
Equipment/Machinery: None
Transportation Links: None

Exterior Description:
Building 2 is a 3-story, 23-bay brick factory building with a rectangular footprint constructed in three different sections. The primary elevation faces west and has five entrances. The most prevalent window type is 25/25 double hung wood sash fixtures, many of which have their original metal screens. These windows are accompanied by stone sills and lintels. Each bay has a bricked-in basement level window with a stone segmental arch lintel. The earliest section of the building dates from the late nineteenth century and is six bays wide. The original entrance is located on the south side of the building; it appears to have been a large entrance with a transom window, but nearly half of the bay has been filled with brick. A seam in the brick and earthquake bolts separates this section from the identical six-bay wide addition to the south, which was constructed between 1904 and 1909. The newest portion of the building, which was constructed between 1909 and 1923, extends south of the earlier wings and doubled the size of the building. A shaftway with penthouse is located on the northern end of the addition, and another gable-roofed penthouse is on the southern end of the building. This section of the building has two entrances, one of which appears to have been originally a window opening that was reconfigured into a doorway.
See continuation sheet

Interior Description:
Not accessible.

Setting:
The former R.B. Davis Company Factory complex is located on a polygonal-shaped parcel bounded by Observer Highway to the north, Newark Street to the south, Jackson Street to the east and Harrison Street to the west. The subject building faces west. The building shares party walls with Buildings 1 and 7 and is situated approximately 17 feet from the street. Multiple establishments now occupy the building including a boutique, art gallery and window treatment outfitter. The surrounding area is comprised of commercial and former industrial development that date primarily from the early twentieth century.

CONTINUATION SHEET

Historic Sites #:

Exterior Description, cont.:

The south elevation has a single door on the top story and a fire escape affixed in the center. The east elevation appears to follow the same fenestration as the west elevation on the second and third stories. The windows are all double-hung sash fixtures, though some appear to be 3/3, 4/4 and 1/1. The first story, which faces the interior of the plant, is not visible from the public right of way. The north elevation shares a party wall with Building 1. In total, the building has three penthouses.

INDUSTRY ATTACHMENT

Historic Sites #:

Common Name: 38 Jackson Street
Historic Name: Penick & Ford Building
Present Use: Commercial
Historic Industry: Confectionary/Baking Powder **Building ID:** 3

Construction Date: Circa 1960 **Source:** NETR 1954, 1960
Alteration Date(s): **Source:**

Architect: Unknown **Physical Condition:** Good
Builder: Unknown **Remaining Historic Fabric:** Low
Style: Other **Length:** 115 ft. **Stories:** 4
Width: 150 ft. **Bays:** N/A

Exterior Finish Materials: Brick, Running Bond
Foundation Materials: Concrete
Structural System: Masonry/Reinforced Concrete **Roof System:** Concrete
Roof Finish Materials: Rolled Asphalt
Equipment/Machinery: None
Transportation Links: None

Exterior Description:
Building 3 is a four-story, brick-faced building constructed in the mid-twentieth century. It has a rectangular footprint and a flat, rolled-asphalt roof. The first story has a long row of louvered clerestory windows that span nearly the entire length of the building. Another band of windows is located on the second story and is doubled in height compared to the first story. This band extends farther to the south approximately nine feet. Five multi-paned rectangular windows are on the north side of the first floor. An overhead track door is situated at the southeast corner of the building and provides automobile access. On the northern end is a standard-sized door capped with an awning. Two windows are situated above this entrance on the second and third stories; they are the same height as the bands of windows on the respective stories. A two-story, square penthouse is in the center of the building and extends to the rear. It has the same band of windows on both stories as the main building. The building shares a party wall to the north with Building 1 and to the south with Building 4. The west elevation faces the interior of the plant and is not visible from the public right-of-way.

Interior Description:
Not accessible.

Setting:
Building 3 is located on a polygonal-shaped parcel bounded by Observer Highway to the north, Newark Street to the south, Jackson Street to the east and Harrison Street to the west. The primary elevation faces east. The building shares party walls with Buildings 1 and 4 and is situated approximately 17 feet from the street. A dance studio now occupies a portion of the building. The surrounding area is comprised of commercial and former industrial development that date primarily from the early twentieth century.

INDUSTRY ATTACHMENT

Historic Sites #:

Common Name: 38 Jackson Street
Historic Name: R.B. Davis Company Laboratory & Storage
Present Use: Commercial
Historic Industry: Confectionary/Baking Powder **Building ID:** 4

Construction Date: c. 1915 **Source:** G.M. Hopkins & Co. 1909, 1923
Alteration Date(s): Early 20th Century **Source:** Sanborn Map Company 1938

Architect: Unknown **Physical Condition:** Good
Builder: Unknown **Remaining Historic Fabric:** Low
Style: Other **Length:** 50 ft. **Stories:** 5
Width: 75 ft. **Bays:** 6

Exterior Finish Materials: Brick, Running Bond
Foundation Materials: Concrete
Structural System : Masonry/Reinforced Concrete **Roof System:** Concrete
Roof Finish Materials: Rolled Asphalt
Equipment/Machinery: None
Transportation Links: None

Exterior Description:
Building 3 is a five-story, six-bay brick building that fronts Jackson Street. The main elevation has a buff-brick facing and a decorative stone watertable, and voissoirs in the window lintels and sills. A stone band with a corbelled brick soffit that follows the contours of the windows is located between the fourth and fifth stories. Above and below this band on either end is a patterned brick panel. The windows on this elevation are primarily 1/1 metal and wood sash fixtures; however, one possibly original, four-paned sash still exists on the third story. Each of these windows has a stone sill and brick voissoirs lintel with stone caps. The roof is flat, and the primary elevation has parapets on the north and south side. The south, north and east elevations are natural brick, and the joining of the buff and natural brick on the north and south elevations is quoined. The south elevation has a row of nine, 2/2 double-hung wood sash windows with stone sills on the top story. The fourth story has four windows, all of with have either been replaced or bricked in. The third story has three, 3/3 double hung wood sash windows in the center of the elevation. Each of these fixtures has accompanying stone stills and lintels. An industrial metal chute is affixed to the building on the western edge of the south elevation. The north elevation also has rows of wood sash windows; however, on the east side there are staggered windows that likely follow the placement of a stairwell.

Interior Description:
Not accessible.

Setting:
The former R.B. Davis Company Laboratory & Storage Building is located on a polygonal-shaped parcel bounded by Observer Highway to the north, Newark Street to the south, Jackson Street to the east and Harrison Street to the west. The primary elevation faces east. The building shares party walls with Buildings 3 and 5 and is situated approximately 17 feet from the street. Today, a fitness gym and flooring distributor occupy the building. The surrounding area is comprised of commercial and former industrial development that dates primarily from the early twentieth century.

INDUSTRY ATTACHMENT

Historic Sites #:

Common Name: 650-660 Newark Street
Historic Name: N/A
Present Use: Commercial
Historic Industry: Unknown **Building ID:** 5

Construction Date: Circa 1960 **Source:** NETR 1954, 1966
Alteration Date(s): **Source:**

Architect: Unknown **Physical Condition:** Good
Builder: Unknown **Remaining Historic Fabric:** Low
Style: Other **Length:** 54 **Stories:** 1
Width: 105 **Bays:** 7

Exterior Finish Materials: Brick – Running Bond
Foundation Materials: Concrete
Structural System: Unknown **Roof System:** Unknown
Roof Finish Materials: Asphalt
Equipment/Machinery: Unknown
Transportation Links: Unknown

Exterior Description:
650-660 Newark Street is a one-story industrial building constructed circa 1960. The building is clad in brick laid in running bond and has a polygonal footprint. A slightly shorter brick projection extends from the northeastern portion of the primary (southeast) elevation, perforated by two industrial casement windows flanked by louvered decorative shutters. The building initially had five garage openings along the primary elevation, but four have since been filled in with modern storefront windows and doors and surrounded by vinyl siding. A corrugated metal garage door is retained on the far southwest section. Stairs lead to a modern industrial door situated at the meeting point of the projection and the southwest elevation. A raised concrete loading dock spans nearly the entire length of the primary façade.

Interior Description:
Not accessible

Setting:
650-660 Newark Street is located on a polygonal-shaped parcel bounded by Observer Highway to the north, Newark Street to the south, Jackson Street to the east and Harrison Street to the west. The building is oriented with its primary façade facing southeast on the corner of Newark Street and Jackson Street and shares party walls with Building 4. A parking lot is situated on the front of the property, setting the building back from the road approximately 60 feet. Two businesses currently occupy the space. The surrounding area is comprised of commercial and former industrial development that date primarily from the early twentieth century.

INDUSTRY ATTACHMENT

Historic Sites #:

Common Name: R.E.D Real Estate
Historic Name: N/A
Present Use: Commercial
Historic Industry: Confectionary/Baking Powder **Building ID:** 6

Construction Date: Circa 1915 **Source:** G.M. Hopkins & Co. 1909, 1923
Alteration Date(s): **Source:**

Architect: Unknown **Physical Condition:** Good
Builder: Unknown **Remaining Historic Fabric:** Low
Style: Other **Length:** 87 **Stories:** 1
Width: 30 **Bays:** 1

Exterior Finish Materials: Brick, Running Bond
Foundation Materials: Concrete
Structural System: Unknown **Roof System:** Unknown
Roof Finish Materials: Asphalt
Equipment/Machinery: None
Transportation Links: None

Exterior Description:
Building 6 is an attached industrial building constructed in the early twentieth century. It stands one story tall with a rolled asphalt roof adorned with a stepped parapet on the primary (southwest) elevation. The building has a rectangular footprint and is constructed of red brick laid in common bond. A large, central corrugated metal garage door dominates the primary elevation. A modern industrial entry door is situated to the right of the garage door. Branded signage is visible across the façade.

A small addition extends from the southern-most portion of the northeast elevation. Built during the late twentieth century, the addition has a flat roof and clad in vinyl siding. The addition's primary (southwest) elevation is comprised of a portion of a circa 1935 brick wall. As constructed, the wall enclosed the southeast portion of the R.B. Davis Company Plant, though the majority of the wall has since been demolished. The small addition stands at approximately half of the height of Building 6, conforming to the height of the circa-1935 brick wall, which has since been faced in concrete. A commercial awning spans the length of the primary elevation. Access to the building is gained via a modern vinyl door fronting Newark Street. The foundation is concrete.

Interior Description:
Not accessible

Setting:
R.E.D Real Estate at 662 Newark Street is located on a polygonal-shaped parcel bounded by Observer Highway to the north, Newark Street to the south, Jackson Street to the east and Harrison Street to the west. The building is oriented with its primary façade facing southwest fronting Newark Street and shares party walls with Buildings 2 and 7. It is set back from the road approximately 18 feet. A public sidewalk spans along the entirety of the southwest elevation. The surrounding area is comprised of commercial and former industrial development that date primarily from the early twentieth century.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Kelly E. Wiles Date: June 2016
Organization: RGA, Inc.

INDUSTRY ATTACHMENT

Historic Sites #:

Common Name: Flores Welder
Historic Name: N/A
Present Use: Commercial
Historic Industry: Confectionary/Baking Powder **Building ID:** 7

Construction Date: Circa 1915 **Source:** G.M. Hopkins & Co. 1909, 1923
Alteration Date(s): **Source:**

Architect: Unknown **Physical Condition:** Good
Builder: Unknown **Remaining Historic Fabric:** Low
Style: Other **Length:** 116 **Stories:** 1
Width: 60 **Bays:** 3

Exterior Finish Materials: Brick – Common Bond
Foundation Materials: Concrete
Structural System: Unknown **Roof System:** Unknown
Roof Finish Materials: Asphalt
Equipment/Machinery: N/A
Transportation Links: None

Exterior Description:
Flores Welders at 664 Newark Street is a one-story industrial building constructed in the early twentieth century. The brick block building is capped with a rolled asphalt roof adorned by a stepped parapet on the primary (southwest) elevation. Access is gained via a modern central door in addition to two large corrugated metal garage doors that flank its sides. The eastern half of the primary elevation is painted light grey. The original row of windows running along the northwest elevation has since been filled with concrete blocks.

Interior Description:
Not accessible

Setting:
Flores Welding at 664 Newark Street is located on a polygonal-shaped parcel bounded by Observer Highway to the north, Newark Street to the south, Jackson Street to the east and Harrison Street to the west. Situated on the corner of Jackson Street and Newark Street, the building is oriented with its primary façade facing southwest and shares party walls with Buildings 2 and 6. It is set back from the road approximately 18 feet. A public sidewalk spans along the entirety of the southwest and northwest elevations. The surrounding area is comprised of commercial and former industrial development that date primarily from the early twentieth century.

ELIGIBILITY WORKSHEET

Historic Sites #:

History:
See continuation sheet

Significance:
The R.B. Davis Company Plant is significant as the primary facility for the R.B. Davis Company, one of the largest confectionary manufacturers in the United States in the first half of the twentieth century. The company produced various goods like Davis Baking Powder (which is still sold today), Cocomalt, My-T-Fine Pudding and Cut Rite Waxed Paper. The complex is representative of the development of industrial architecture in Hoboken from the late nineteenth century to the 1960s.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility:
The R.B. Davis Company Plant is recommended ineligible for listing in the National Register of Historic Places. Though it is significant for its associations with a nationally-recognized company, the complex's architectural integrity of materials, design, workmanship, feeling and association has been diminished by the demolition of original buildings and structures, enclosures of window openings, replacement windows and the removal of the large metal sign which was a character-defining feature of the property throughout the twentieth century. The buildings, aside from Building 1, are not particularly good examples of their type or representative of the work of a master. Therefore, the building is recommended as not eligible for listing in the National Register of Historic Places under Criteria A, B, or C.

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:

Narrative Boundary Description:

CONTINUATION SHEET

Historic Sites #:

Street Address:
Building 1: 38 Jackson Street, 651 Observer Highway, 51 Harrison Street
Building 2: 47 Harrison Street, 49 Harrison Street
Building 3: 38 Jackson Street
Building 4: 38 Jackson Street
Building 5: 650-660 Newark Street
Building 6: 662 Newark Street
Building 7: 664 Newark Street

History:

Founded in 1879 by Civil War veteran Robert Benson Davis, the R.B. Davis Company was one of the leading manufacturers of baking powder in the late nineteenth and early twentieth centuries (Simmons Spice Mill 1920:327). Responsible for numerous confectionary-related products, the company was most widely known as the manufactures of Davis Baking Powder (also known as Davis O.K. Baking Powder). Davis began his operations in New York City, but moved the factory to Hoboken by 1891 (See Figure 2) (Sanborn Map Company 1891). However, the offices remained in New York City at 90 and 92 West Broadway (Hoboken Historical Museum [HHM] n.d.; R.B. Davis Co. [RBDC] n.d.). The first building in this new Hoboken factory complex was a two and three-story brick building with a hipped-roofed smoke stack. There were two loading docks on the east elevation and a large painted sign that read "DAVIS BAKING POWDER FACTORY" on the north elevation (See Figure 3). By 1909, the factory had expanded with two iron-clad buildings, one of which was the company's acid phosphate works on the west side of the complex. To the south of these buildings was an additional brick factory building which was constructed between 1891 and 1904 and expanded between 1909 and 1923 (see Figures 2-4) (Sanborn Map Company 1891; Hughes & Bailey 1904; Hopkins 1909, 1923). By World War I, the company was solely based in Hoboken (HHM n.d.). It was around this time that the property expanded with the construction of several buildings to accommodate these new business-based activities in Hoboken. Between 1909 and 1923, two new large buildings were constructed facing Ferry Street (Observer Highway) and Jackson Street (Hopkins 1909, 1923).

Robert Benson Davis died in 1920 and his son-in-law, George Shipman Jephson, became president of the company (Potrikus 2012). By 1928, the Company had acquired Cocomalt, a malted chocolate drink similar to Ovaltine (RBDC 1928). Though the company produced and distribute other things like cornstarch, Cut Rite Wax Paper and Swell Frosting Mixes, annual sales of baking powder alone averaged 21 million cans internationally between 1918 and 1934 (R.B. Davis Co. v. Davis 1935). The company continued to produce confectionary goods under the Davis name until 1955, when it was bought out by Delaware-based Penick & Ford, Limited, "packers of molasses, syrup and desserts" (New York Times [NYT] 1955:30). Penick & Ford formally acquired ownership of the property in 1958, and it was likely during this transition of ownership that the original Davis factory on Jackson Street was demolished and replaced with a modern building (Hudson County Clerks Office [HCCO] 2774:264; National Environmental Title Research [NETR] 1954, 1966). Penick & Ford continued to produce Davis Baking Powder until around 1967, when R.J. Reynolds purchased the property and food-related production likely ceased (HHM n.d.; HCCO 3011:384). In the late twentieth century, the property began to be adapted into a multi-use complex with various commercial services ranging from physical health facilities, auto body shops and artist space. The buildings on the block have always been sold as a cohesive tract. Today, the former R.B. Davis Company plant functions as a mixed-use commercial property.

The histories of the individual buildings located within the complex are discussed below:

Building 1:
Constructed between 1909 and 1923, the building facing Observer Highway (Building 1) served as both manufacturing and office space for the R.B. Davis & Company in the twentieth century (Hopkins 1909, 1923). Prior to construction, this northeast corner of the lot was occupied by the John Ryan cooperage as early as 1891, although

Building 1, cont.:
no building is shown in this location on the 1904 bird's-eye view of Hoboken by Hughes & Bailey (Hughes & Bailey 1904; Sanborn Map Company 1891; Hopkins 1909). On the northeast corner was a two-story iron-clad building depicted as the "Davis Baking Power Acid Phosphate Works" on the aforementioned Hughes & Bailey lithograph (See Figure 3).

Sheet tin storage and dressing rooms occupied the basement level; the first floor was reserved for shipping and receiving; the second, third and fourth floors were used as baking powder factories; and tin can manufacturing was located on the fifth floor (See Figures 6-7) (Sanborn Map Company 1938, 1951). After the R.B. Davis Company acquired Cocomalt in the 1920s, they erected a large metal sign on the western side of the building that faced southeast towards New York City. The original sign read "DAVIS BAKING POWDER ABSOLUTELY PURE COCOMALT" (See Figure 8). It was later changed to "Cocomalt DAVIS BAKING POWDER" in the 1940s (See Figure 9). After Penick & Ford bought the R.B. Davis Company in 1955, the Davis portion of the sign changed to My-T-Fine Pudding, which was a product they distributed. The sign remained on the building until at least the 1970s (See Figure 10). Since that time, Chambord Prints Inc., a high-end wallpaper manufacturer established in the 1950s, has used the building as their headquarters and work shop (Rounds 2011). In 2010, the owner of the property proposed redevelopment of the lot which included the demolition of this building and the construction of a 13-story, 348-unit apartment complex. However, after public outcry along with logistical issues arose, the demolition application was cancelled (Hoboken 411 2010).

Building 2:
Building 2 is the oldest remaining building on the former Davis property. Constructed between 1891 and 1904, this three-story building was originally six bays wide and situated to the south of the iron-clad Acid and Phosphate Works building on the southeast corner of Ferry Street (present-day Observer Highway) and Harrison Street and was also used for acid phosphate production (See Figures 3, 11) (Sanborn Map Company 1891; Hughes & Bailey 1904). By 1909, the building had doubled in size with an identical six-bay wing on the south side of the building (Hopkins 1909). It expanded again between 1909 and 1923 with the construction of a two-story, ten-bay addition to the south that nearly stretched to the intersection of Harrison Street and Newark Street (G.M. Hopkins & Co. 1909, 1923). According to an early twentieth century print of the plant, a smokestack was connected to this building and a catwalk connected the top story of this building to the original factory building that fronted Jackson Street (See Figure 12). This catwalk remained until at least 1951 and was replaced by an additional catwalk on the second floor after Building 3 was constructed, between 1954 and 1966 (Sanborn Map Company 1951; NETR 1954-1966). In the first half of the twentieth century, this building had Sturtevant system dryers on the first and second floors and storage on the third (Sanborn Map Company 1938, 1951). The building presumably serviced the needs of the subsequent owners Penick & Ford and RJ Reynolds throughout the second half of the twentieth century. At present, an art gallery, vintage shop and window coverings manufacturer and martial arts studio occupy the building.

Building 3:
Building 3 is one of two buildings in the complex likely not constructed by the R.B. Davis Company. It was built between 1954 and 1966, presumably by Penick & Ford, who took over the R.B. Davis Company in 1955 and bought the property in 1958 (NYT 1955:30; HCCO 277:264). It replaced the original R.B. Davis Company factory building, which was present in some form prior to 1891 (Sanborn Map Company 1891). In 1904, the building had a two-story and a three-story section. The three-story wing had the Davis Baking Powder Logo painted on the north elevation and a tapered smokestack on the northeast corner of the building. Between 1909 and 1923, a third story was added to the two-story section (Hopkins 1909, 1923). The building functioned as storage and a tin shop in the early twentieth century until it was demolished (Sanborn Map Company 1938, 1951). Penick & Ford's use for Building 3 in unclear, but it likely served the same functions as the building it replaced. Today, a fitness gym and flooring distributor occupy the building.

Building 4:
Erected between 1909 and 1923, Building 4 was likely constructed to accommodate the R.B. Davis Company's new Hoboken offices, which moved from New York City around World War I (Hopkins 1909, 1923; HHM n.d.). Prior to its construction, this portion of the block was a vacant lot and also housed a frame stable (Hopkins 1909). The building is depicted on an early twentieth-century lithograph of the R.B. Davis Company plant. At that time, it was only four stories tall and had the 'Davis OK Baking Powder Co.' logo painted on the south elevation, which only had a string of windows on the top story (See Figure 12). By 1938, a fifth story was added and windows were installed on the second and third stories on the south elevation. Throughout the first half of the twentieth century, the building was used primarily as both starch storage and laboratory space, although a restaurant was located on the third floor (Sanborn Map Company 1938, 1951). Connected to the rear of this building were two wings: an independent electrical plant and another one-story building with a skylight and a 150-foot smoke stack attached to the south elevation. Both of these wings were demolished between 1979 and 1987 (Sanborn Map Company 1938, 1951; NETR 1979, 1987). The building likely also served as office space for Penick & Ford and RJ Reynolds in the late twentieth century. Today, it houses a dance studio and storage space for adjacent buildings located in Chambord Place.

Building 5:
Building 5 (along with Building 3) is one of two buildings in the complex not constructed by the R.B. Davis Company. It was built between 1954 and 1966, presumably by Penick & Ford, who assumed ownership of the company in 1958 (NETR 1954, 1966; NYT 1955:30; HCCO 277:264). Prior to the construction of this building, this section of the property was occupied by an iron building and attached brick building which were constructed by the R.B. Davis Company between 1909 and 1923 (Hopkins 1909, 1923). These buildings operated as part of the Company until their demolition in the mid-1950s (Hopkins 1909, 1923; NETR 1954, 1966). At this time, it is likely that Penick & Ford constructed the current polygonal brick building to serve as a holding and shipment area (Sanborn Map Company 1995). Despite adaptations to the complex throughout the later twentieth century, the footprint of the building has remained largely unchanged. Today, the building houses an auto repair center and consignment shop.

Building 6:
Buildings 6 and 7 were built as a single structure between 1909 and 1923 but later subdivided into two distinct entities (Hopkins 1909, 1923). By 1934, the original 3-bay brick building had been divided into its current configuration to serve as a one-story industrial space, later containing a dryer drum and furnace (See Figure 13) (Hopkins1934; Sanborn Map Company 1938). Likely around this same time, the R.B. Davis Company enclosed the southeast portion of the property with a 10-foot tall brick wall (Sanborn Map Company 1938). Most of this was demolished when the adjacent parcels to the east were redeveloped. However, portions of the wall were retained and structurally integrated into Building 6, which were used for the southern elevation of a small one-story office/ commercial space and barrier wall. Today, the building is utilized by a real estate management company, and an auto body shop occupies the small, mid-twentieth century addition and adjacent paved lot.

Building 7:
Situated on the corner of Newark Street and Harrison Street, Building 7 was erected between 1909 and 1923. In the early twentieth century, this portion of the block was occupied by the New Jersey Junction Railroad Company, which had a rail line that ran along the Hudson River less than 0.1 mile west of the present building's location (Hopkins 1909). By 1923, the R.B. Davis Company had expanded Building 2 to the south, constructing a two-story addition that stretched almost the entire length of Harrison Street to the intersection of Newark Street and abutted Building 7. Historic maps suggest that the R.B. Davis Company assumed occupancy of this corner lot and constructed Building 7 around this time (Hopkins 1909, 1923). By 1934, a permanent wall had been built between the easternmost bays, forming the current two-building configuration.

By 1938, the R.B. Davis Company was utilizing the building as a warehouse space. At this time, the primary elevation was clad in iron (Sanborn Map Company 1938). The building continued to function as a warehouse until at least 1951

Building 7, cont.:
(Sanborn Map Company 1951). It likely served a similar purpose when the Penick & Ford and other subsequent twentieth century owners occupied the building. At present, a welding company occupies the space.

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CONTINUATION SHEET

Historic Sites #:

Figure 1: Site plan of the former R.B. Davis Company Plant showing surveyed resources.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Kelly E. Wiles
Organization: RGA, Inc.
Date: June 2016

CONTINUATION SHEET

Historic Sites #:

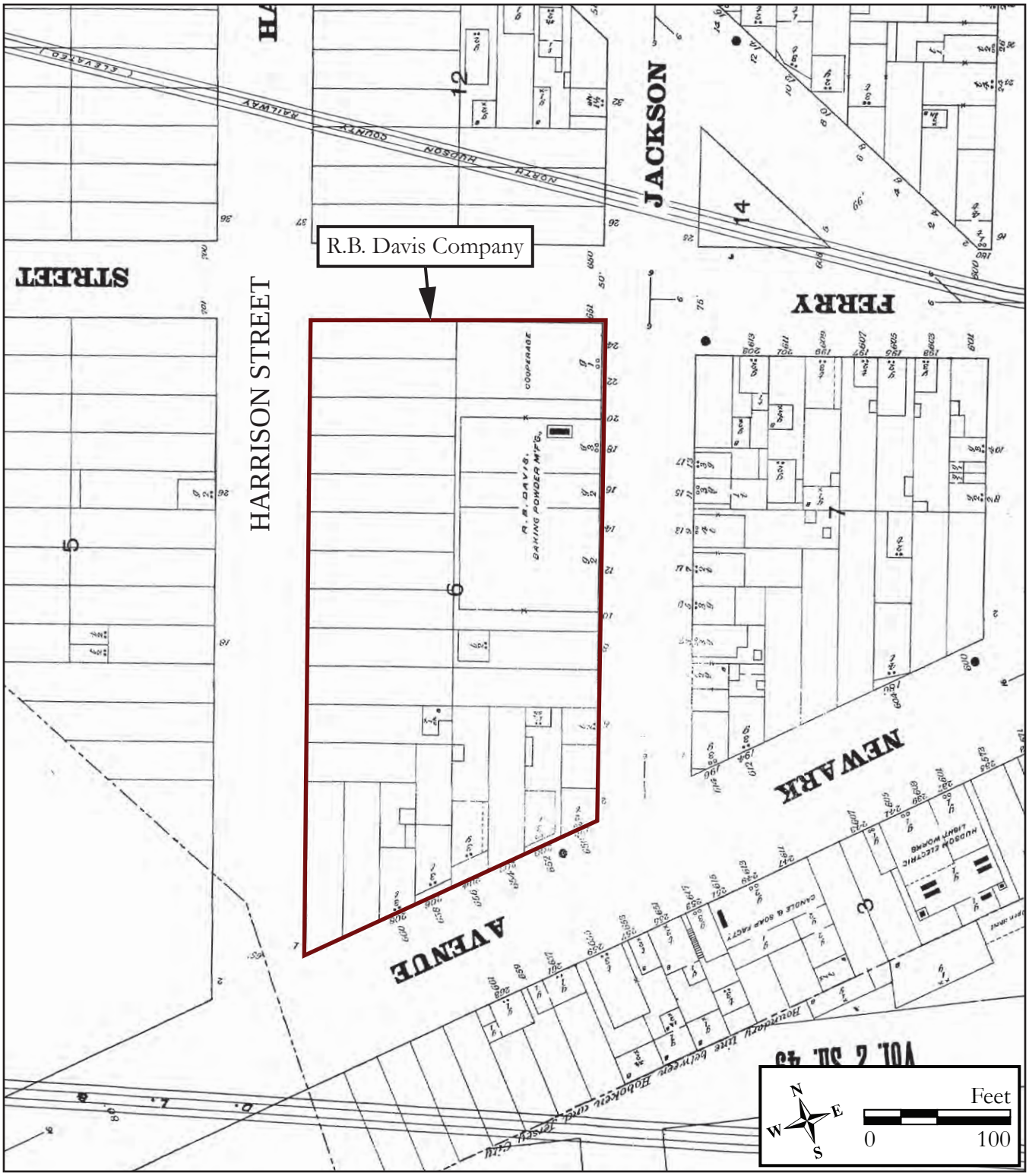

Figure 2: 1891 Insurance Map of Hoboken, New Jersey. Sanborn Map Company, New York, New York.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Kelly E. Wiles
Date: June 2016
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

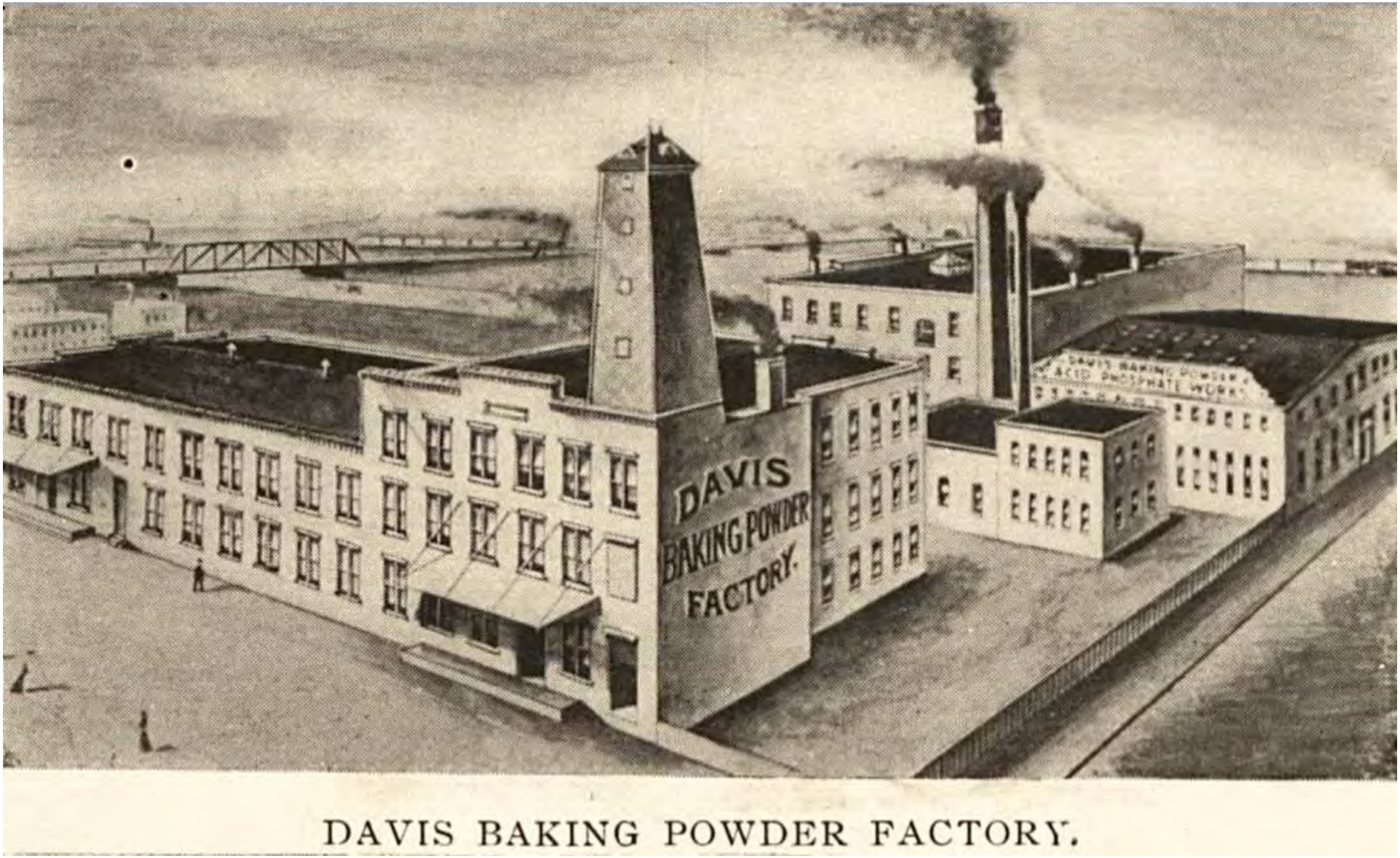

Figure 3: 1904 City of Hoboken, New Jersey. Hughes & Bailey, New York City, New York.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Kelly E. Wiles
Organization: RGA, Inc.
Date: June 2016

CONTINUATION SHEET

Historic Sites #:

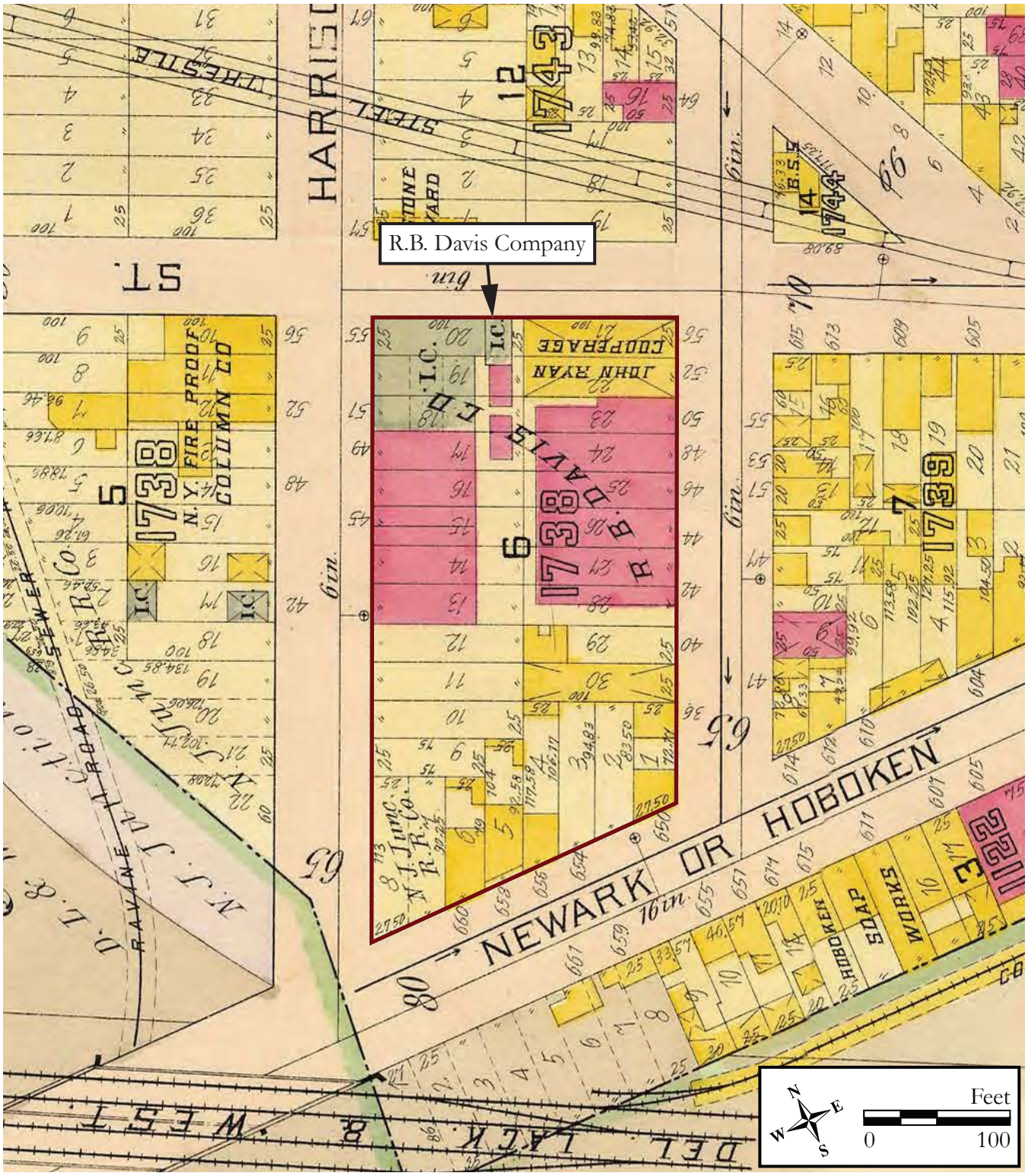

Figure 4: 1909 Atlas of Hudson County, New Jersey. Vol. 2. G.M. Hopkins & Company, Philadelphia, Pennsylvania.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Kelly E. Wiles
Date: June 2016
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

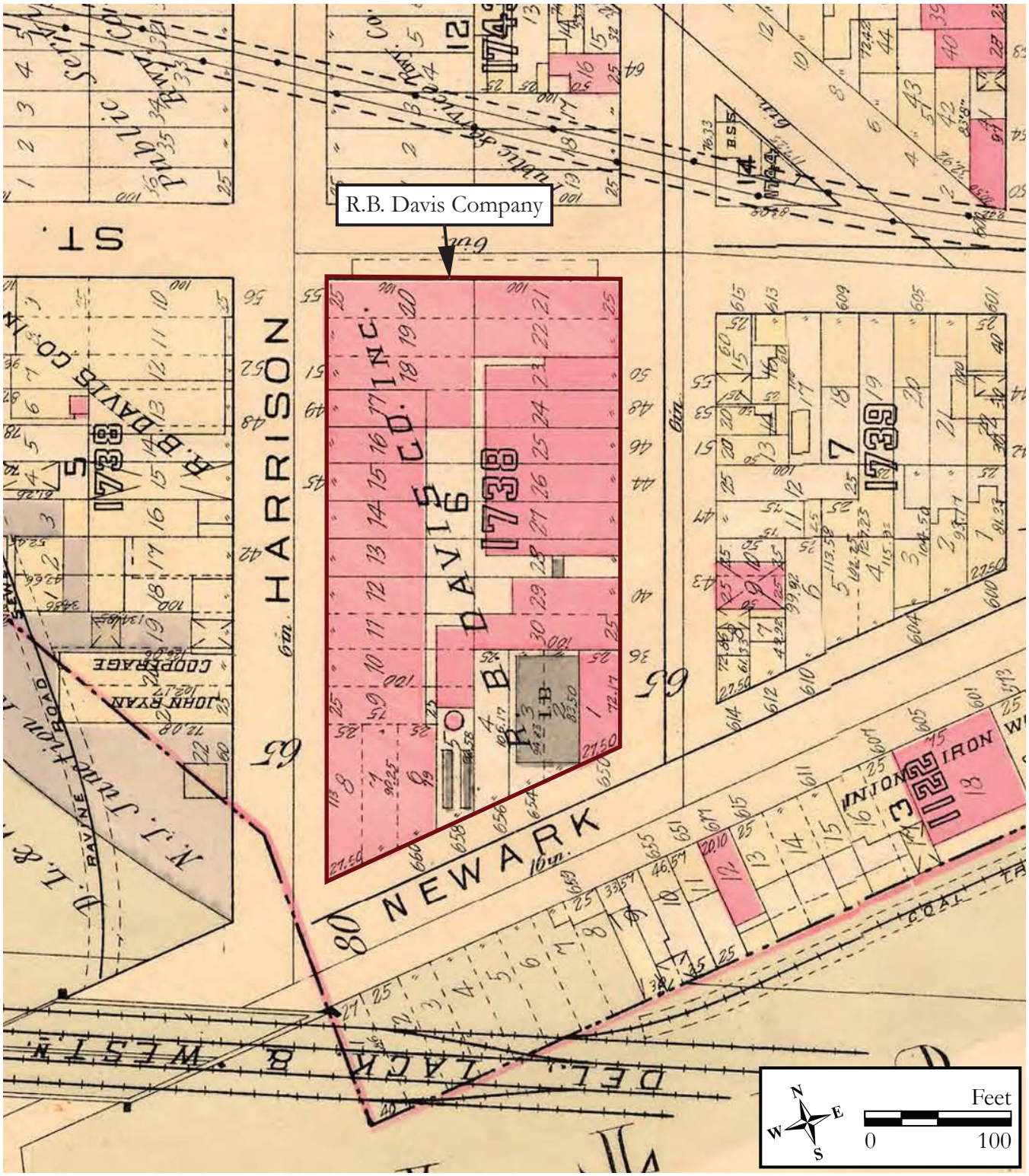

Figure 5: 1923 Atlas of Hudson County, New Jersey. Vol. 2. G.M. Hopkins & Company, Philadelphia, Pennsylvania.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Kelly E. Wiles
Organization: RGA, Inc.
Date: June 2016

CONTINUATION SHEET

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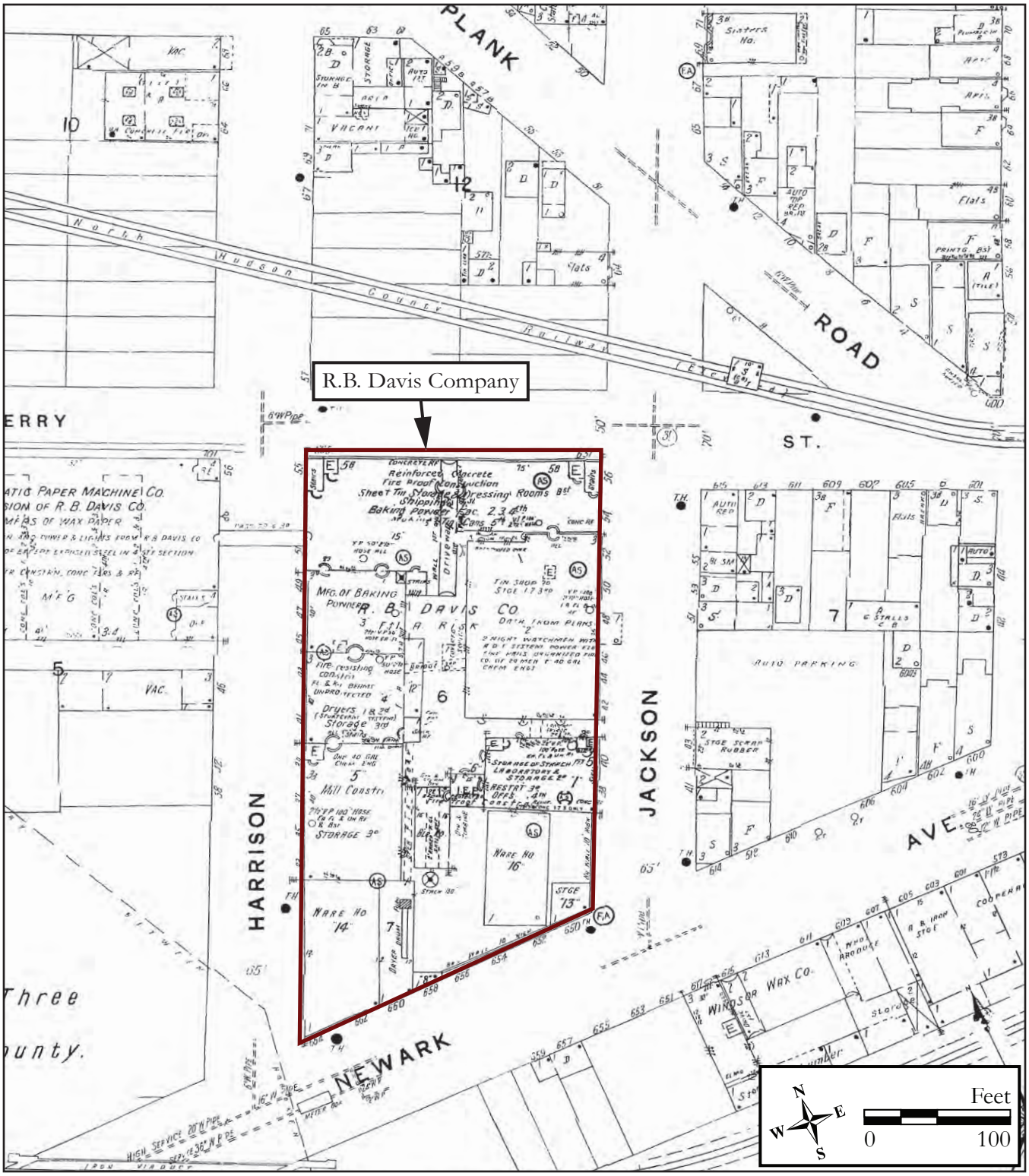


Figure 6: 1938 Insurance Map of Hoboken, New Jersey. Sanborn Map Company, New York, New York.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Kelly E. Wiles
Date: June 2016
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

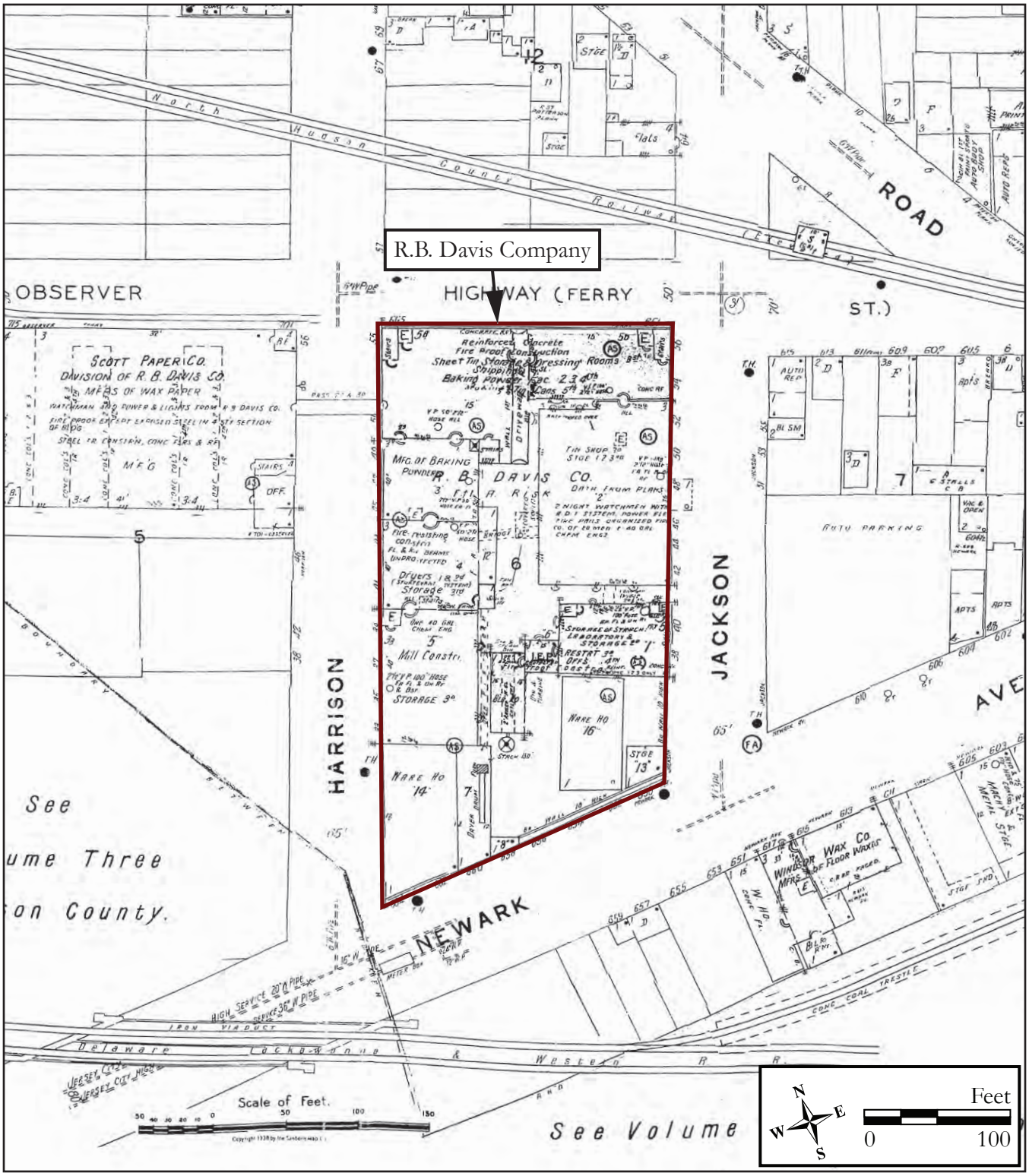


Figure 7: 1951 Insurance Map of Hoboken, New Jersey. Sanborn Map Company, New York, New York.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Kelly E. Wiles
Organization: RGA, Inc.
Date: June 2016

CONTINUATION SHEET

Historic Sites #:

Figure 8: Circa 1930s letterhead of the R.B. Davis Sales Company, a distributor of the R.B. Davis Company, showing the complex as it appeared in the 1930. Courtesy of the Hoboken Historical Museum.

CONTINUATION SHEET

Historic Sites #:

Figure 9: Circa 1940s photograph of Hoboken looking towards New York City with the R.B. Davis Company complex in the background. Courtesy of the Hoboken Historical Museum.

CONTINUATION SHEET

Historic Sites #:

Figure 10: Circa 1976 photograph of the steel Cocomalt/My-T-Fine Pudding sign. Courtesy of the Hoboken Historical Museum.

CONTINUATION SHEET

Historic Sites #:

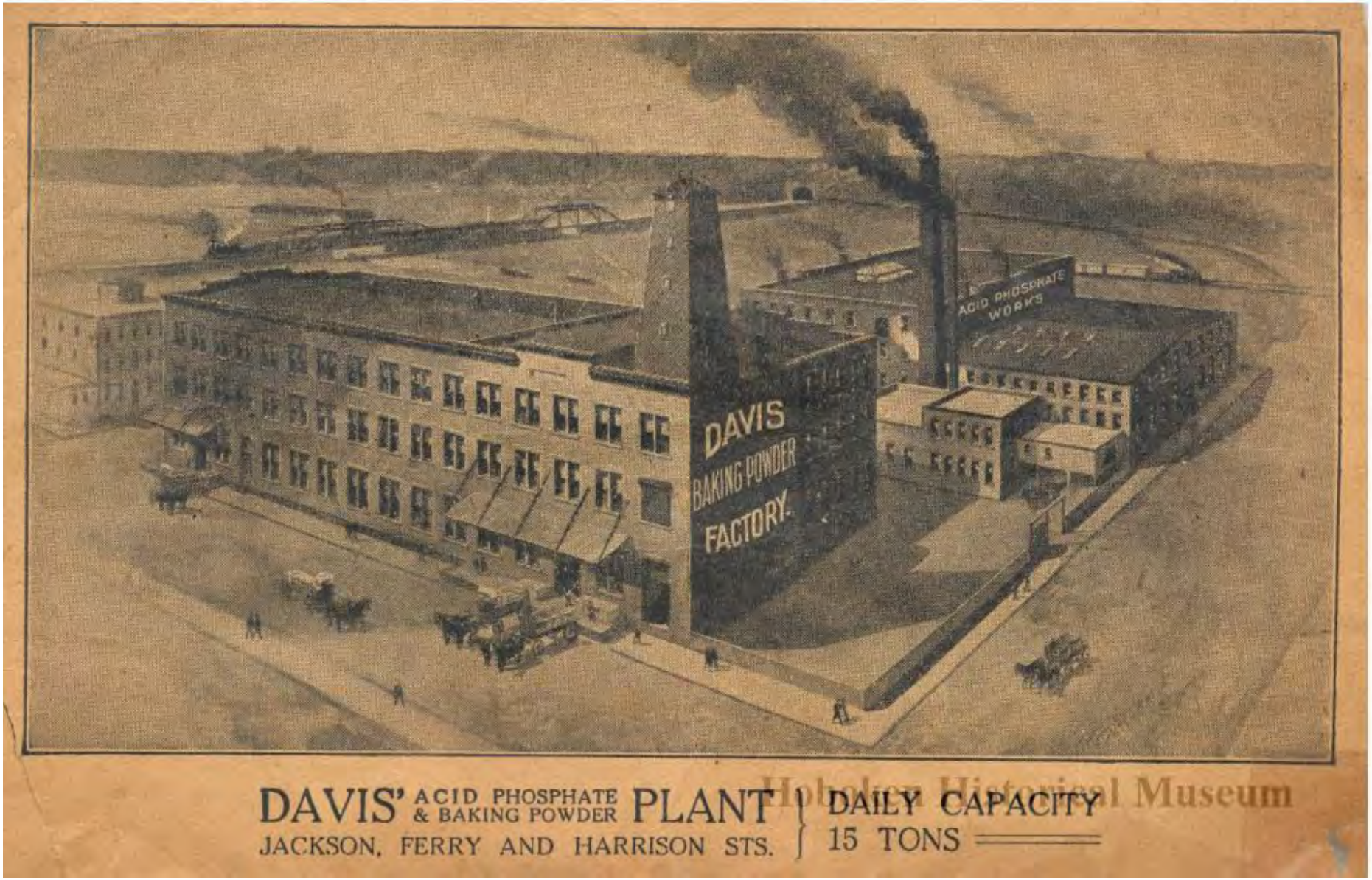


Figure 11: Early twentieth century bird's-eye view of the R.B. Davis Company complex from a pamphlet distributed by the company. Courtesy of the Hoboken Historical Museum.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Kelly E. Wiles
Organization: RGA, Inc.
Date: June 2016

CONTINUATION SHEET

Historic Sites #:

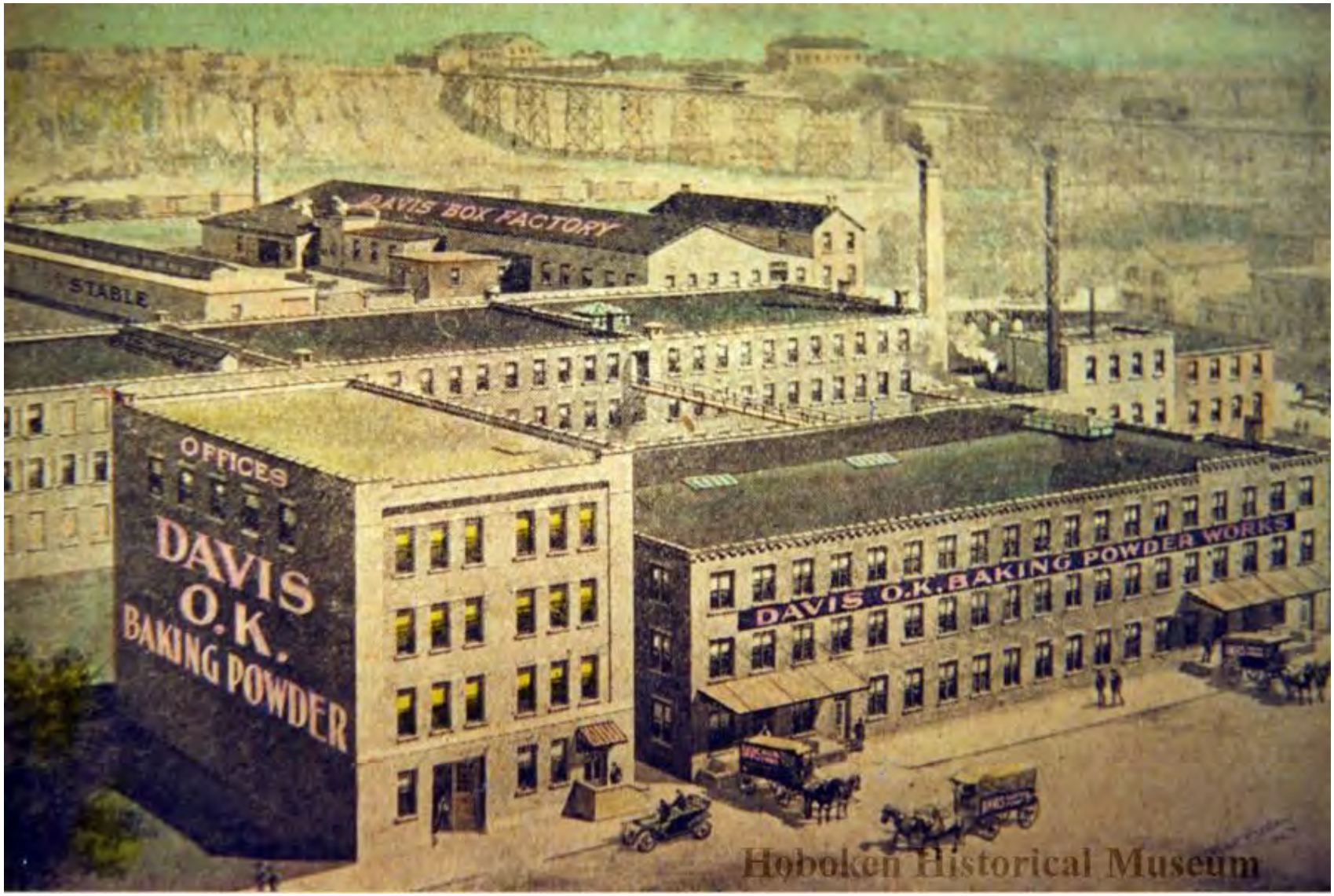


Figure 12: Early twentieth century bird's-eye view of the R.B. Davis Company complex. The Hoboken Historical Museum dates this image from circa 1904 to 1915. It was likely produced in the latter half of this time frame as Building 3 and the southern wing of Building 2 are extant. Courtesy of the Hoboken Historical Museum.

CONTINUATION SHEET

Historic Sites #:

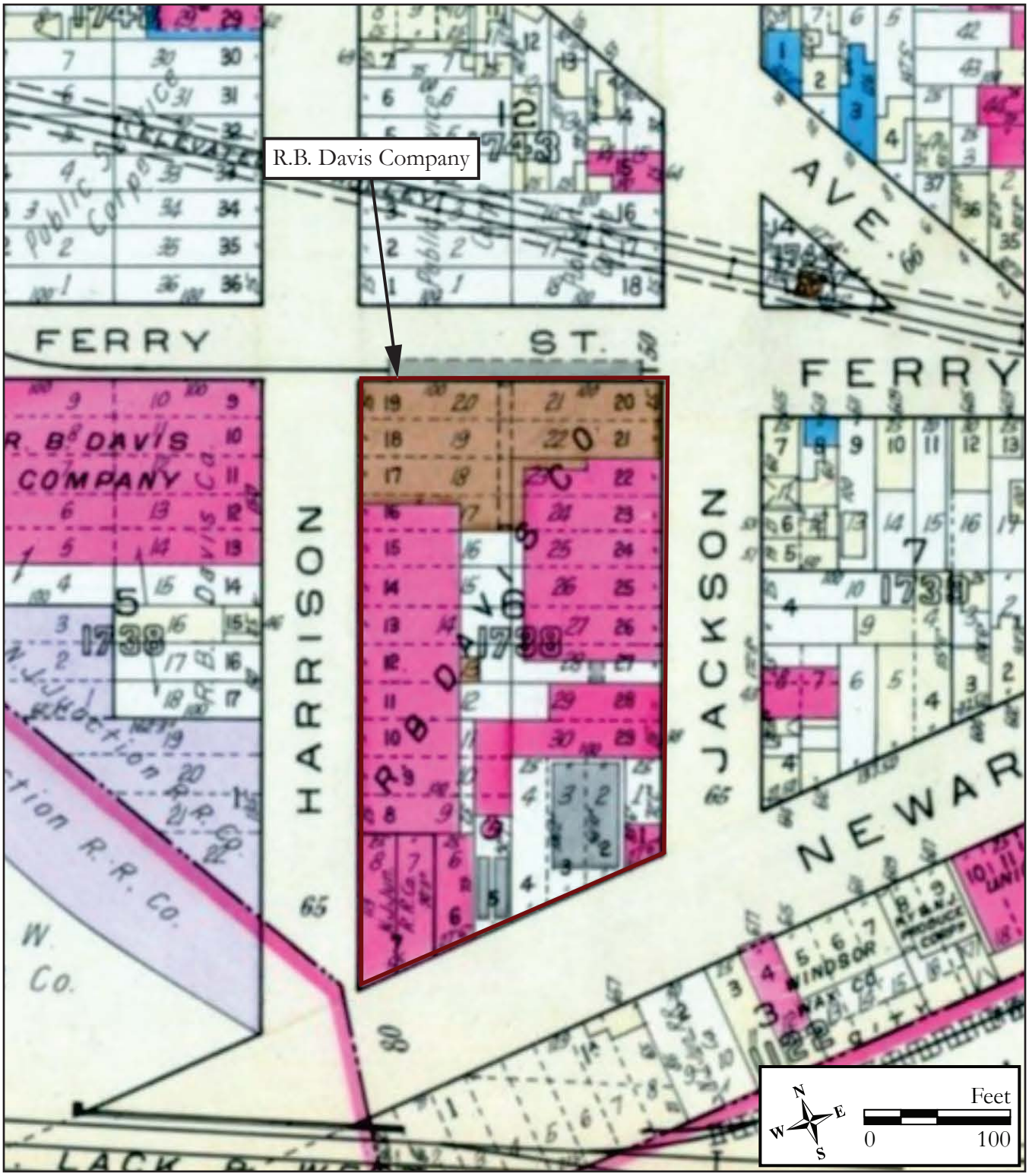


Figure 13: 1934 Atlas of Hudson County, New Jersey. Vol. 2. G.M. Hopkins & Company, Philadelphia, Pennsylvania.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Kelly E. Wiles
Organization: RGA, Inc.
Date: June 2016

CONTINUATION SHEET

Historic Sites #:

Plate: 1

Photo view:
Southeast

Photographer:
Kelly E. Wiles

Date:
February 16,
2016

North elevation of the R.B. Davis Company Factory (Building 1).

Plate: 2

Photo view:
Southwest

Photographer:
Kelly E. Wiles

Date:
February 16,
2016

Northwest corner of the R.B. Davis Company Factory showing the north and west elevations of Building 1 and the west elevation of Building 2.

CONTINUATION SHEET

Historic Sites #:

Plate: 3

Photo view:
Southwest

Photographer:
Kelly E. Wiles

Date:
February 16, 2016

Northwest corner of the R.B. Davis Company Factory showing the north and east elevations of Building 1 and the east elevation of Building 3.

Plate: 4

Photo view:
Northeast

Photographer:
Kelly E. Wiles

Date:
February 16, 2016

Building 2 of the R.B. Davis Company complex, an late nineteenth to early twentieth century factory building.

CONTINUATION SHEET

Historic Sites #:

Plate: 5

Photo view:
Southwest

Photographer:
Kelly E. Wiles

Date:
February 16, 2016

Building 3 of the R.B. Davis Company complex, a mid-twentieth century industrial building constructed by Penick & Ford.

Plate: 6

Photo view:
Northwest

Photographer:
Kelly E. Wiles

Date:
February 16, 2016

Building 4 of the R.B. Davis Company complex, an early twentieth century office building.

CONTINUATION SHEET

Historic Sites #:

Plate: 7

Photo view:
North

Photographer:
Kelly E. Wiles

Date:
February 16, 2016

View north of Building 5 and rear of the R.B. Davis Company complex.

Plate: 8
Photo view:
Northwest
Photographer:

Kelly E. Wiles
Date:

February 16, 2016

Building 6 of the R.B. Davis Company complex, an early twentieth century factory building.

CONTINUATION SHEET

Historic Sites #:

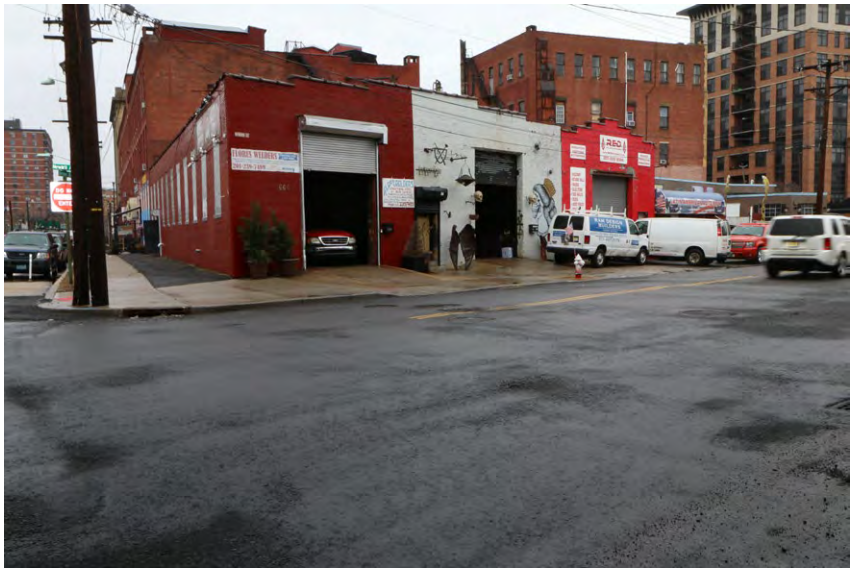


Plate: 9

Photo view:
Northeast

Photographer:
Kelly E. Wiles

Date:
February 16, 2016

View of the northwest and southwest elevations of Building 7. Building 6 is attached to the northeast.

BASE SURVEY FORM

Historic Sites #:

Property Name: Windsor Wax Company

Street Address: *Street #:* 611 *(Low)* 619 *(High)* *Apartment #:* *(Low)* *(High)*

Prefix: *Street Name:* Newark *Suffix:* *Type:* ST

County(s): Hudson **Zip Code:** 07030

Municipality(s): Hoboken **Block(s):** 3

Local Place Name(s): **Lot(s):** 3 – 7

Ownership: Private **USGS Quad(s):** Jersey City

Description:

Windsor Wax Company is a small complex of early twentieth-century industrial buildings constructed in multiple phases (Plates 1-3). The oldest extant building, constructed around 1915, is a three-story, four-bay-wide factory with a flat roof. A central stepped parapet wall is located on the building's primary (northern) elevation. The building is clad in painted common-bond brick. Decorative corbelled brickwork adorns the stepped parapet and extends in thin bands between the window and door openings of all three stories. Windows consist primarily of 6/6 wood sash and surrounds, all with wood sills and stone lintels. Access is gained via a set of wood X-braced garage doors at the east end of the primary elevation and a modern metal door to the west. Painted signage is visible on the upper stories of the primary, east, and west elevations. The foundation is brick.

See Building Attachment

Registration and Status Dates:

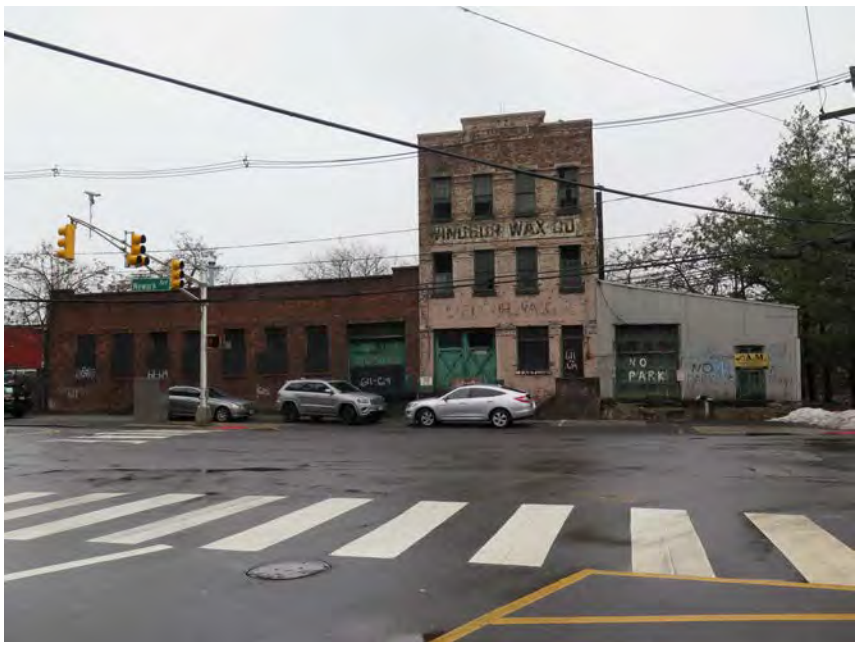
National Historic Landmark: SHPO Opinion:

National Register: Local Designation:

New Jersey Register: Other Designation:

Determination of Eligibility: Other Designation Date:

Photograph:



Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

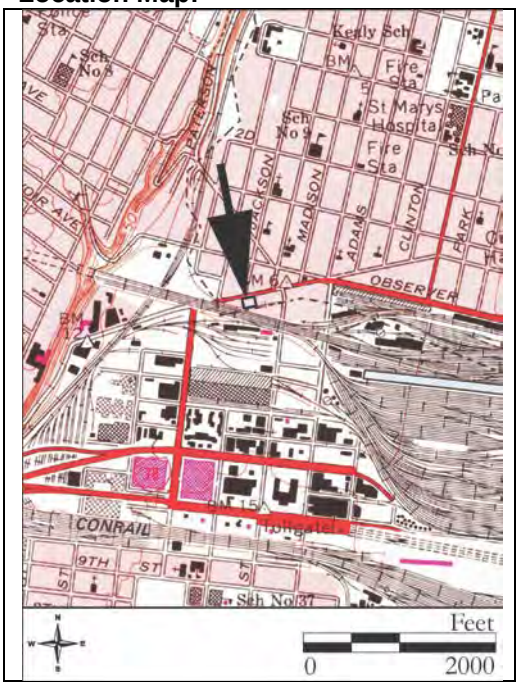
Surveyor: Lauren Szeber Date: June 2016

Organization: RGA, Inc.

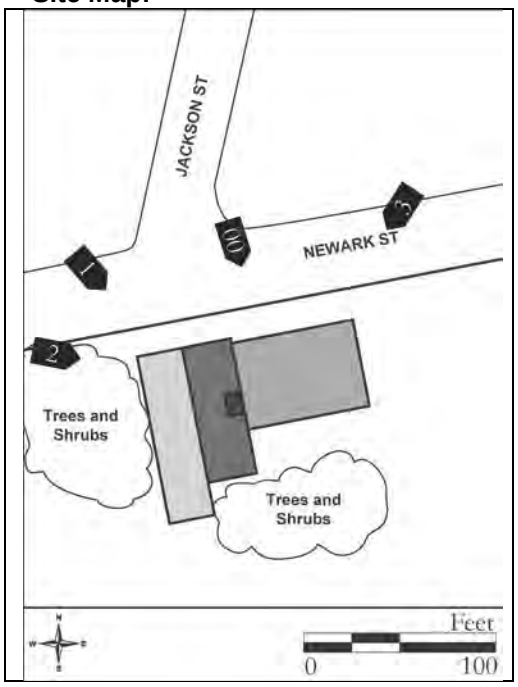
BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources:
See Continuation Sheet

Additional Information:
None

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: 1 Building _____ Landscape _____ Farm
_____ Bridge _____ Industry

Within Historic District? ☐ Yes ☒ No **Historic District Name:** _____

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Lauren Szeber Date: June 2016
Organization: RGA, Inc.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: 611 – 619 Newark Street
Historic Name: Windsor Wax Company
Present Use: Light Industrial
Historic Use: Industrial – Heavy Goods Handling and Processing
Construction Date: Circa 1915 **Source:** G.M. Hopkins Co. 1909, 1923
Alteration Date(s): Circa 1935, 1945 **Source:** Sanborn Insurance Map 1934, 1951
Designer: Unknown **Physical Condition:** Poor
Builder: Unknown **Remaining Historic Fabric:** High
Style: N/A
Form: N/A **Stories:** N/A
Type: Other **Bays:** N/A
Roof Finish Materials: Asphalt
Exterior Finish Materials Brick – Common Bond

Exterior Description:

Continued from Base Survey Form

Built in the 1930s, a one story eastern addition extends from the factory's east elevation and fronts on Newark Street. The manufacturing space is eight bays wide and is rectangular in footprint. The building has a flat, rolled-asphalt roof with a parapet wall capped in concrete. The parapet wall is stepped up at both corners of the primary (north) elevation. Windows consist of 6/6 wood sash and surrounds with brick sills. A large wood garage door with six-light glazed transom provides access to the building on the western end of the primary elevation. The building is of red brick construction with a concrete foundation.

A one-story shed addition was constructed on the factory building's west elevation during the 1940s. The addition is clad in corrugated sheet metal on a raised concrete foundation. Industrial casement windows line the shed's west elevation. Access is gained via a paneled wood garage door on the primary (north) elevation.

Interior Description:

Not Accessible

Setting:

Windsor Wax Company is sited on a rectangular parcel located on the south side of Newark Street. The building is oriented with its primary elevation facing north and is set back from the road approximately 15 feet. An asphalt parking lot is located on the adjacent parcel to the east. Gateway Park occupies the remainder of the block to the west. A public sidewalk abuts the primary elevation. The industrial complex is located within a dense urban setting with nineteenth, twentieth and twenty-first century commercial, residential, and industrial buildings. It is situated approximately 70 feet north of the former Delaware, Lackawanna, and Western Railroad right-of-way. The rear of the property abuts the Hoboken and Jersey City boundary line.

ELIGIBILITY WORKSHEET

Historic Sites #:

History:
See Continuation Sheet

Significance:
The Windsor Wax Company is a typical example of a modest, early-twentieth-century industrial building that has housed multiple companies throughout the twentieth and twenty-first centuries. The factory was constructed after South Hoboken's initial period of development in the late nineteenth century and stands as an example of Hoboken's continued importance as an industrial center throughout the early twentieth century. The factory complex has been modified over time but retains many original details including painted signs, brickwork, and wood sash and surround windows and garage doors on the central factory building as well as the eastern addition.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility:
Windsor Wax Company is recommended not eligible for listing in the National Register of Historic Places. The factory complex is not architecturally significant: it is not a particularly good example of its type or the work of a master. Despite some extant early-twentieth-century details, modern alterations and poor maintenance have diminished the property's integrity of materials, workmanship, feeling and association. Research did not uncover that the building was associated with significant persons of events. For these reasons the building is recommended not eligible for listing in the National Register of Historic Places under Criteria A, B, or C.

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:

Narrative Boundary Description:
N/A

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Lauren Szeber Date: June 2016
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

History:

The main building of the Windsor Wax Company at 611 Newark Street first appears cartographically on the 1923 G. M. Hopkins *Atlas Map of Hudson County* (G.M. Hopkins Co. 1923). The building is not shown on the 1909 G. M Hopkins *Atlas Map of New Jersey*, suggesting that it was constructed at some point between 1909 and 1923 (G.M. Hopkins Co. 1909, 1923). Though the building's original use is unclear, the G.M. Hopkins Co. map from 1923 shows the three-story brick structure, as well as an attached frame building on the adjacent lot, as occupied by the Windsor Wax Company (G.M. Hopkins Co. 1923).

Initially established in New York City, the Windsor Wax Company was founded in 1923 by Leo Fleischman (Windsor Wax Company 2016). Leo Fleischmann was a descendant of the Fleischmann Yeast family, renowned for patenting and manufacturing the first commercially produced yeast in America. Following in the footsteps of his predecessors, Leo Fleischmann attended the South Dakota School of Mines and worked as an engineer before founding the wax and polishes company with his friend, Jacob Kahn (Gubern and Hammond 2011). Upon the outbreak of the Spanish Civil War in 1936, Fleischmann volunteered to join the Abraham Lincoln Brigade to fight Fascism. He had likely been living in Spain for several years prior, serving as an advisor to the Spanish government, while Kahn managed the business in the states (The Daily Plainsman 1936: 3). Fleischmann was among the first of the casualties of the war, and the Windsor Wax Company was left in the ownership of Jacob Kahn.

In the 1930s, the building suffered a major third-story fire (Hoboken Historical Museum n.d.) (Figure 1). It is likely this event that prompted Khan to alter to the northeastern portion of the property. By 1938 a one-story, brick-faced concrete block building had replaced the former frame building, with an enclosed drive-through located toward the west end, providing access to the lumber storage area then located at the rear of the property (Sanborn Map Company 1938). Khan, who was both a chemist and salesman, dedicated himself to developing high quality waxes and expanded Windsor Wax Company's client base across the United States and Canada over the course of the twentieth century (Windsor Wax Company 2016). The Cera Corporation of Hoboken purchased the property in 1940, but historic maps indicate that Windsor Wax continued to operate out of the Newark Street property as late as the 1990s (Hudson County Deeds 1963:5). By 1951, a one-story western addition had been constructed on the adjacent lot to serve as a warehouse space for the company (Sanborn Map Company 1951). In 1996 Jacob Kahn sold the business to his son, David Kahn. That same year, the company was incorporated in Delaware and its manufacturing plant relocated to Gloucester City, New Jersey (Windsor Wax Company 2016).

In 2015, the Windsor Wax Company building and adjoining lots along Newark Street were purchased by Windsor Eden LLC for $3.5 million dollars (Hudson County Deed 9063:426). Today the general contracting company A.M. Construction Corporation occupies the site.

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n.d. Hoboken Fire Collection Online Database, Hoboken Historical Museum. Electronic document, http://hoboken.pastperfectonline.com/archive, accessed February 26, 2016.

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Windsor Wax Company
2016 "About Us." Electronic document, http://www.windsorwax.com/about.htm, accessed February 26, 2016.

CONTINUATION SHEET

Historic Sites #:

Figure 1: Fire at the Windsor Wax Company circa 1935, with the former two-story frame east building visible at left (Hoboken Historical Museum, Hoboken Fire Collection).

CONTINUATION SHEET

Historic Sites #:

Plate: 1

Photo view:
Southeast

Photographer:
Kelly Wiles

Date:
February 16,
2016

View of the north elevation of the Windsor Wax Company complex.

Plate: 2

Photo view:
Southeast

Photographer:
Kelly Wiles

Date:
February 16,
2016

View of the west addition to the Windsor Wax Company.

CONTINUATION SHEET

Historic Sites #:

Plate: 3

Photo view:
Southwest

Photographer:
Kelly Wiles

Date:
February 16, 2016

View of the circa-1935 east addition, with the main factory building and west shed addition visible in the background.

BASE SURVEY FORM

Historic Sites #:

Property Name: 601 Newark Street

Street Address: *Street #:* 601 *(Low)* _____ *(High)* *Apartment #:* _____ *(Low)* _____ *(High)*

Prefix: _____ *Street Name:* Newark *Suffix:* _____ *Type:* Street

County(s): Hudson **Zip Code:** 07030

Municipality(s): Hoboken **Block(s):** 3, 3.1

Local Place Name(s): _____ **Lot(s):** 8, 9, 1

Ownership: Private **USGS Quad(s):** Jersey City

Description:

The property at 601 Newark Street is one-story commercial building constructed circa 1880. The building is of brick construction and rectangular in footprint. The double gable-front roof is pierced by a brick chimney at the southeast corner of the building. Brick parapets extend the length of the east and west elevations. Accessed is gained on the primary (north elevation) via two openings: an offset wood paneled door on the eastern portion and a large central corrugated metal rolling garage door on the western portion. The windows have wood surrounds and sills and are secured with rolling corrugated metal coverings. Both windows and door openings are topped with decorative awnings. A small fixed window is centered within each gable. The exterior brickwork has been painted red and the cornice painted black.

Registration and Status Dates:

National Historic Landmark: _____ SHPO Opinion: _____

National Register: _____ Local Designation: _____

New Jersey Register: _____ Other Designation: _____

Determination of Eligibility: _____ Other Designation Date: _____

Photograph:

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

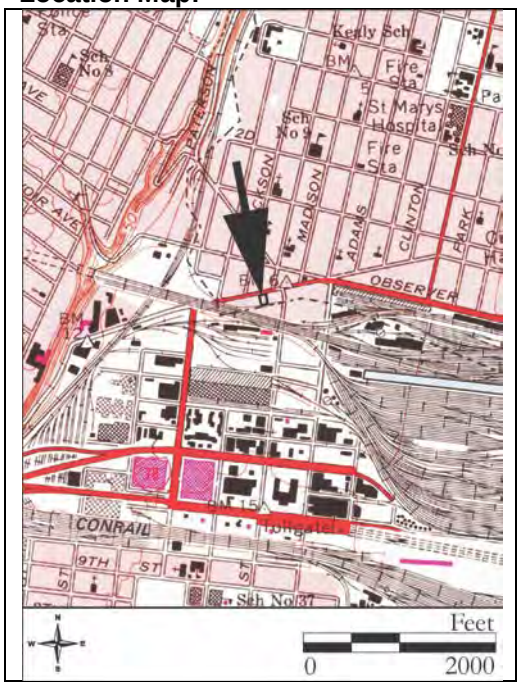
Surveyor: Lauren Szeber Date: June 2016

Organization: RGA, Inc.

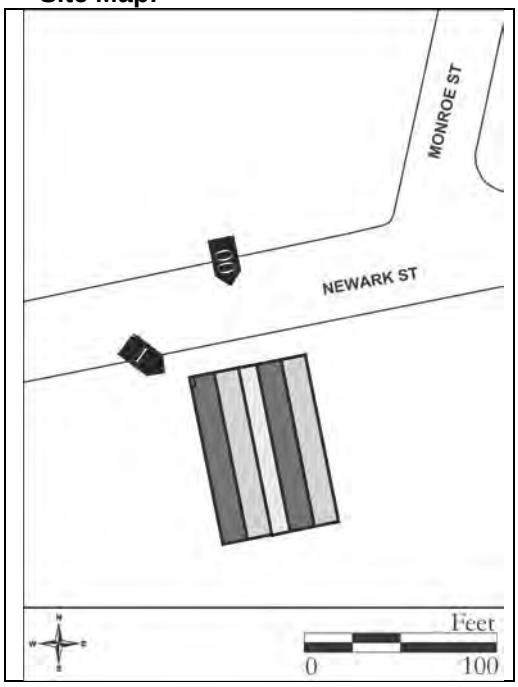
BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources:
See continuation sheet

Additional Information:
None.

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: 1 Building _____ Landscape _____ Farm
_____ Bridge _____ Industry

Within Historic District? ☐ Yes ☒ No **Historic District Name:** _____

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Lauren Szeber Date: June 2016
Organization: RGA, Inc.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name:	601 Newark Street		
Historic Name:	N/A		
Present Use:	No Activity		
Historic Use:	Heavy Industrial		
Construction Date:	Circa 1880	**Source:**	Sanborn Map 1873; 1891
Alteration Date(s):	Circa 1909, 1915, 1925, 1940	**Source:**	G.M. Hopkins Co 1909, 1923; Sanborn Map 1938, 1951
Designer:	Unknown	**Physical Condition:**	Fair
Builder:	Unknown	**Remaining Historic Fabric:**	Medium
Style:	N/A		
Form:	Other	**Stories:**	1
Type:	Other	**Bays:**	5
Roof Finish Materials:	Asphalt		
Exterior Finish Materials	Brick, Common Bond		

Exterior Description:
See Base Survey Form

Interior Description:
Not Accessible

Setting:
601 Newark Street is sited on a rectangular parcel located on the southern side of Newark Street. The building is oriented with its primary elevation facing north and is set back from the road approximately 20 feet. A commercial building abuts the property to the east and a paved asphalt parking lot is located to the west. A public sidewalk spans the length of the primary elevation. The building is situated within a dense urban setting along the border of Jersey City and Hoboken amidst nineteenth, twentieth and twenty-first century residential, commercial, and industrial buildings. The tracks of the former Delaware, Lackawanna, and Western Railroad run approximately 100 feet to the rear of the building.

ELIGIBILITY WORKSHEET

Historic Sites #:

History:
See Continuation Sheet

Significance:
601 Newark Street is a typical example of a modest, late-nineteenth-century industrial building that housed multiple companies throughout the twentieth and twenty-first centuries, including one of the earliest electricity suppliers in the Hoboken area. Constructed during a period of rapid growth and development, the building is an extant example of Hoboken's early industrial power.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility:
601 Newark Street is recommended not eligible for listing in the National Register of Historic Places. It is not architecturally significant: the building is not a particularly good example of its type or representative of the work of a master. Research did not uncover that the building was associated with significant persons or events. Furthermore, modern alterations to the building, namely the replacement of the original windows and doors, diminish the property's integrity of materials, design, workmanship, feeling, and association. Therefore, 601 Newark Street is recommended as not eligible for listing in the National Register of Historic Places under Criteria A, B, or C.

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:

Narrative Boundary Description:
N/A

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Lauren Szeber Date: June 2016
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

History:

The industrial building known as 601 Newark Street first appears cartographically on the 1891 Sanborn Insurance Map of Hudson County (Sanborn 1891). The building is not depicted on the 1873 Sanborn Insurance Map, suggesting that it was constructed between 1873 and 1891 (Sanborn 1873: 1891). In 1885, the Hudson Electric Light Works purchased the property from Victoria and James N. Foster for $2,000 (Hudson County Deed 411:171). One of the first operations of its kind in the area, the company was established that same year and supplied all of Hoboken's early electrical needs (Hoboken Historical Museum 2016). In 1893, the property was acquired by William S. Chesley, founder of the Chesley Electric Company based in Jersey City (Hudson County Deed 583:627). However, research suggests that Chesley continued to run the company under its original name until the very end of the nineteenth century. In 1895, the company suffered a major disaster when a flywheel burst inside the facility, killing a senior engineer and badly injuring his assistants (Wilkes-Barre Times Leader Evening News 1895:1). It is plausible that it was this accident and subsequent damage to the building that led to Chesley Electric Company fully absorbing the Hudson Electric Light Works.

The Chesley Electric Company was founded by William Short Chesley around 1890, opening its first shops in Jersey City before relocating to Hoboken in 1895 (See Figure 1) (Electrical Engineer 1895:171). Chelsey started his electrical career at the age of 16 learning Morse code for the Western Union Telegraph Company. After working in telegraph companies across the United States, he moved to New York City in 1888, where he established his own business as an electrical engineer and broker of second-hand machinery. Chesley purchased the building at 601 Newark Street for $6,000 in 1893 (Hudson County Deed 583:627). The company featured specialty work in early power generating systems (Electrical Engineer 1895:171) and quickly outgrew the limited space. Just two years later in 1897, the company relocated to the Havemeyer Building, situated at the "heart of the electrical industries" in New York City (The Electrical Age 1897:174).

The property passed to the Hoboken Land and Improvement Company until 1904, when the property, along with several of the adjacent lots to the northeast, were purchased by Max Schalscha, President of Union Iron Works (Hudson County Deed 902:39). Organized in the early 1900s, Union Iron Works specialized in the manufacturing of heavy machinery including pile driving, excavating machinery, and road building equipment. A little over a decade later, the company had grown to employ more than 100 workers and boasted one of the most advanced machine shops in the country (Riser 1915:91). By this time, the facility had expanded to encompass all of the parcels to the northeast along the block to the intersection of Grove Street (Hudson County Deeds 1024:322). The firm gained international recognition as the first facility to manufacture the double-acting pile hammer, revolutionizing the process in which building foundations were constructed (Rieser 1915: 91). It also supplied two pile drivers used in the construction of the Halifax Piers in Canada, which were later part of a massive immigration terminal facility and now a National Historic Site of Canada. The hammers were the largest in the world at the time (Engineering News-Record 1920:40).

In 1918, the company made plans to expand for a second time, acquiring property located diagonally across Newark Street, on a triangular block bounded by Ferry and Monroe Streets. Architect Max Beyer designed a one-story frame building for the newly-acquired parcel, which was constructed for $12,000 between 1918 and 1923 (American Contractor 1918:42). The additional parcels on Newark Street were also most likely purchased at this time and the existing frame buildings adapted for use by the Union Iron Works (G.M. Hopkins Co. 1923). At its peak, Union Iron Works exported its products to every country in Europe and South America, and branches of the firm were located across the United States and Canada (Rieser 1915: 91).

Historic maps suggest that the Union Iron Works ceased operation on the subject property in the late 1930s (G.M. Hopkins 1934; Sanborn Map 1938). However, the property continued to be the site of industrial manufacturing throughout the mid-twentieth century, being occupied by a series of businesses including the Seaboard Marine Repair

CONTINUATION SHEET

Historic Sites #:

History, cont.:

Company and Condenser Services and Engineering (Hoboken County Deeds 2018:589, 2233: 217). The property's proximity to both the Hudson River and the Delaware, Lackawanna, and Western Railroad terminal made it a desirable location for the marine and transportation trades. Beginning in 1954, the properties along Newark Street were slowly acquired by the Cera Corporation (Hudson County Deed 2580:58). At some point in the twentieth century, the primary (northwest) elevation of the building was subject to alteration, suggested by changes in the building's fenestration. By 1966, the frame building attached to the southwest elevation had been demolished (National Environmental Title Research [NETR] 1966). The building served as the Hoboken Police Horse Stable for a brief period of time in the early 2000s (Mullin 2007).

In 2009, an eclectic antique shop known as "The Frayed Knot" occupied the space (Hoboken411 2009). Established by Chris Morelli and Tad Eaton, the store operated out of the property for several years before suffering serious damage during Hurricane Sandy in 2012 (McDonald 2012). Undiscouraged, the partners attempted to rebuild their business, even making an appearance on the A&E television series, "Storage Wars: New York" before closing the store in 2015. Today the building and surrounding parcels on Newark Street are owned by real estate management company Windsor Eden LLC. The building was vacant at the time of writing.

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CONTINUATION SHEET

Historic Sites #:

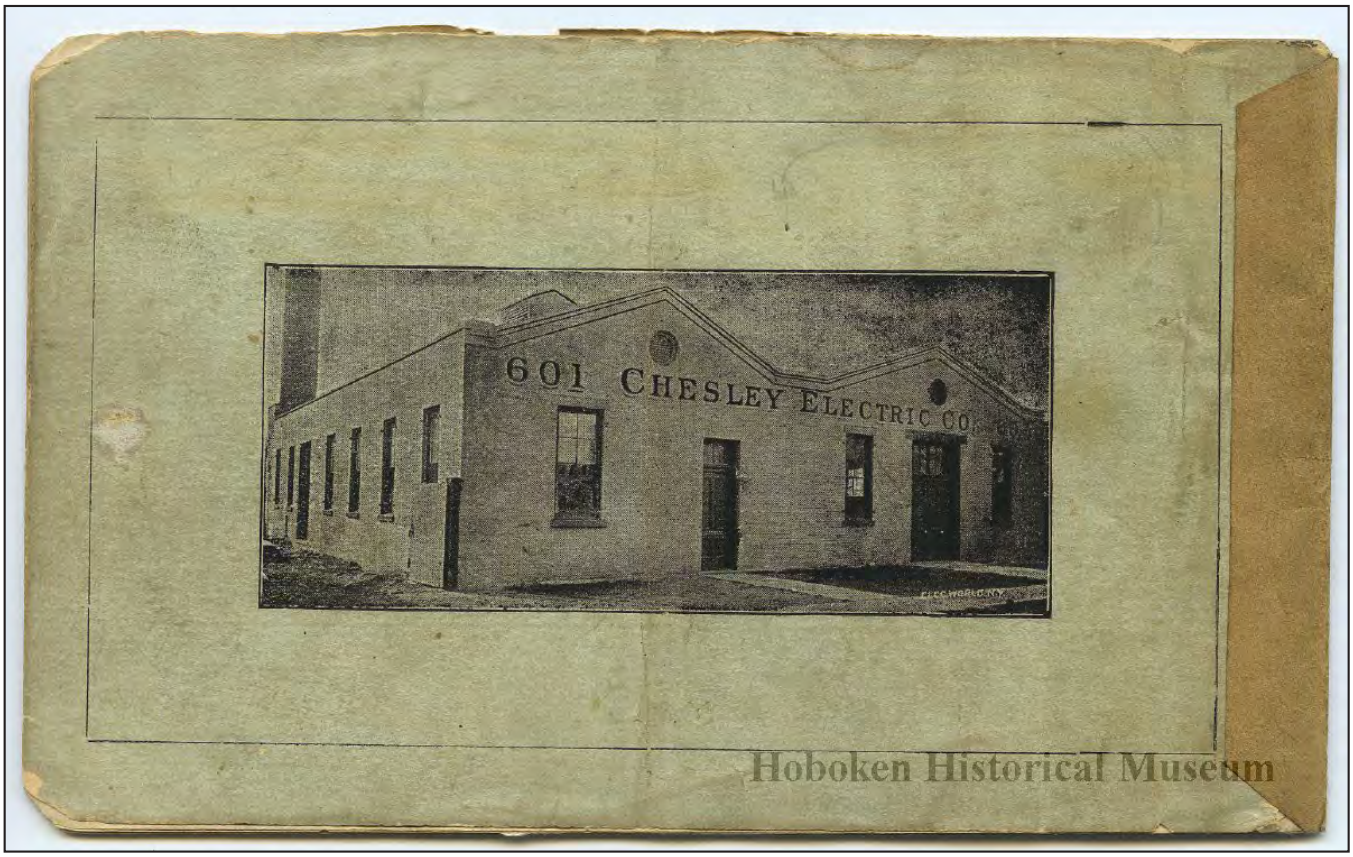


Figure 1: 601 Newark Street Circa 1895. Hoboken Historical Museum. Hoboken Commerce Collection Online Database. Hoboken Historical Museum. Electronic document, http://hoboken.pastperfectonline.com/archive, accessed March 25, 2016.

CONTINUATION SHEET

Historic Sites #:

Plate: 1

Photo view:
Southeast

Photographer:
Kelly E. Wiles

Date:
February 16, 2016

Southeast elevation of the building at 601 Newark St

BASE SURVEY FORM

Historic Sites #:

Property Name: Hoboken Beer & Soda Outlet

Street Address: *Street #:* 559 *(Low)* _____ *(High)* *Apartment #:* _____ *(Low)* _____ *(High)*

Prefix: _____ *Street Name:* Newark *Suffix:* _____ *Type:* Street

County(s): Hudson **Zip Code:** 07030

Municipality(s): Hoboken **Block(s):** 3.1

Local Place Name(s): _____ **Lot(s):** 1 - 3

Ownership: Private **USGS Quad(s):** Jersey City

Description:

Hoboken Beer & Soda Outlet located at 559 Newark Street is a highly altered commercial building constructed in the mid-twentieth century. Standing two stories tall, the building is rectangular in footprint and divided into three distinct sections. The roof is flat. A stepped parapet projects higher than the rest of roofline on the western portion of the building. A one-story garage with coordinating stepped parapet wall extends from the northwest elevation. The walls are stucco and embellished by imitation stone patterning in the style of pilasters. Access is gained via four large corrugated garage doors on the primary elevation and two located on the northeast elevation.

Registration and Status Dates:

National Historic Landmark: _____ SHPO Opinion: _____

National Register: _____ Local Designation: _____

New Jersey Register: _____ Other Designation: _____

Determination of Eligibility: _____ Other Designation Date: _____

Photograph:

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

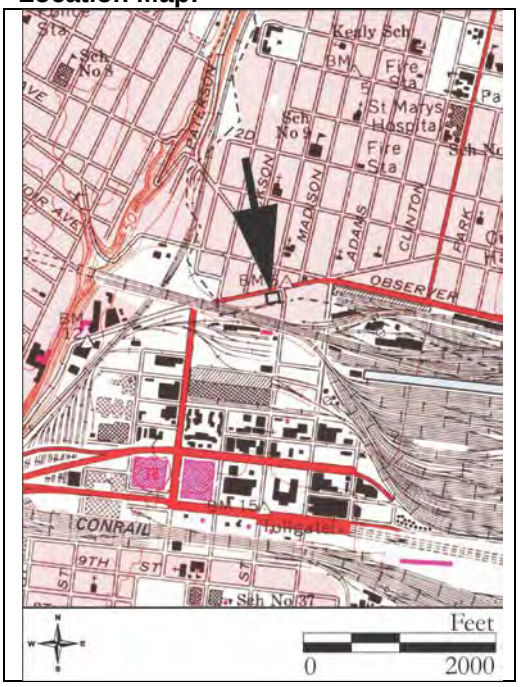
Surveyor: Lauren Szeber Date: June 2016

Organization: RGA, Inc.

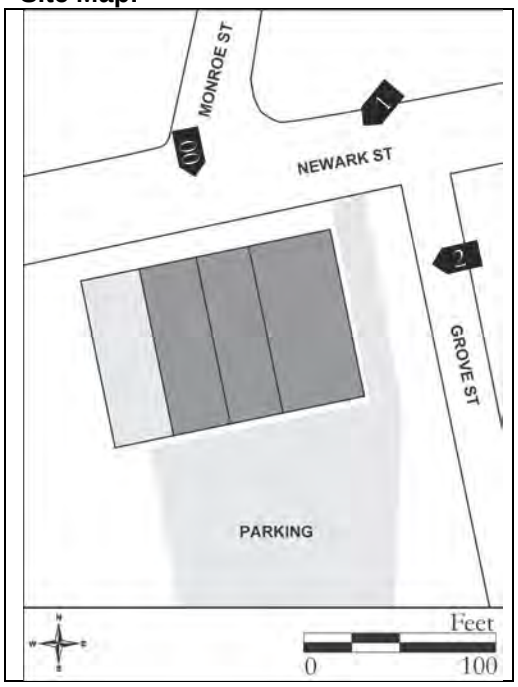
BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources:
See Continuation Sheet

Additional Information:
N/A

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: 1 Building _____ Landscape _____ Farm
_____ Bridge _____ Industry

Within Historic District? ☐ Yes ☒ No **Historic District Name:** _____

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Lauren Szeber Date: June 2016
Organization: RGA, Inc.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: Hoboken Beer & Soda Outlet
Historic Name: N/A
Present Use: Commercial
Historic Use: Light Industrial
Construction Date: c.1915 **Source:** G.M. Hopkins 1909, 1923
Alteration Date(s): 1923, 1938, 1951 **Source:** G.M. Hopkins 1923; Sanborn Maps 1938, 1951
Designer: Unknown **Physical Condition:** Good
Builder: Unknown **Remaining Historic Fabric:** Low
Style: N/A
Form: N/A **Stories:** 1
Type: Other **Bays:** 4
Roof Finish Materials: Unknown
Exterior Finish Materials Stucco

Exterior Description:
See Base Sheet

Interior Description:
Not Accessible

Setting:
Hoboken Beer & Soda Outlet is sited on a rectangular plot located on the south side of Newark Street near its intersection with Grove Street. The building is oriented with its primary façade facing northwest and is set back from the road approximately 20 feet. A paved asphalt parking lot is situated behind the building on the rear of the lot. A public sidewalk spans the length of the northwest and northeast elevations. The building is located within a dense urban setting along the border of the Jersey City and Hoboken amidst nineteenth, twentieth and twenty-first century residential, commercial, and industrial buildings. The tracks of the former Delaware, Lackawanna, and Western Railroad run approximately 140 feet to the read of the building.

ELIGIBILITY WORKSHEET

Historic Sites #:

History:
See Continuation

Significance:
The Hoboken Beer & Soda Outlet is an example of highly altered, mid-twentieth-century commercial architecture. It has housed a variety of industrial and commercial activities in Hoboken, signifying the city's growth and development as an industrial center. The building has been highly altered over time to reflect popular styles and the changing needs of its occupants.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility:
The Hoboken Beer & Soda Outlet is recommended not eligible for listing in the National Register of Historic Places. It is not architecturally significant: the building is not a particularly good example of its type or representative of the work of a master. Research did not uncover that the building was associated with significant persons or events. Furthermore, modern alterations to the building, namely the replacement of the original windows and doors and exterior finishes, diminish the property's integrity of materials, design, workmanship, feeling, and association. Therefore, the Hoboken Beer & Soda Outlet is recommended as not eligible for listing in the National Register of Historic Places under Criteria A, B, or C.

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:

Narrative Boundary Description:
N/A

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Lauren Szeber Date: June 2016
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

History:

The highly altered building at 559 Newark Street was built in phases, beginning as part of the Union Iron Works in the early twentieth century. Deed research suggests that it is possible that there were frame buildings on the southwest portion of the lot as early as 1904. By 1909, two frame dwellings had been developed as the Union Iron Works, and by 1923 the historic skeleton of the current configuration is depicted on the county atlas (G.M. Hopkins 1923). Between 1904 and 1908, Max Schalscha acquired the property in conjunction with his purchase of the former Chesley Electric Factory located in the attached brick building (Hudson County Deeds 902:39, 1024:322). Max Schalscha was the founder and president of Union Iron Works. Organized in the early 1900s, Union Iron Works specialized in the manufacturing of heavy machinery including pile driving, excavating machinery, and road building equipment (Rieser 1915:91). Throughout the early twentieth century, the company gradually developed the northeast portion of block to the intersection of Grove Street (G.M. Hopkins 1909, 1923). Union Iron Works boasted one of the most advanced machine shops in the country. The firm gained international recognition as the first facility to manufacture the double-acting pile hammer, revolutionizing the process in which building foundations were constructed (Rieser1915: 91). It also supplied two pile drivers for construction of the Halifax Piers in Canada, later part of a massive immigration terminal facility and now a National Historic Site of Canada. The hammers were the largest in the world at the time (Engineering News-Record 1920:40).

In 1918, the company made plans to expand for a second time. Property was acquired diagonally across Newark Street on a triangular block bounded by Ferry and Monroe. Architect Max Beyer designed a one-story frame building, which was constructed for $12,000 between 1918 and 1923 (American Contractor 1918:42). At its peak, Union Iron Works exported its products to every country in Europe and South America, and branches of the firm stretched across the United States and Canada (Reiser 1915).

The property came under ownership of Alice Boyle in 1933; however, historic maps suggest that the Union Iron Works operated out of the site until as late as 1937 (Hudson County Deed 1823:129, Sanborn Map 1938). By 1938, "A.B. Iron Storage" and a cooperage occupied the building, and a foundry was located at the rear of the lot. The easternmost building was demolished to make way for the widening of Grove Street. The interior configuration was also modified at this time, merging two of the lots to form the present layout (Sanborn Map Company 1938). The subject building continued to be used as a cooperage throughout the mid-twentieth century under the ownership of Consolidated Properties Inc (Hudson County Deed 4141:1940). By 1951, the current building and the former Union Iron Works brick factory were separated by the construction of a concrete block wall. The front and rear elevations were also clad in concrete block around this time; however, the building appears to have retained its interior wood posts and framing. Iron shutter windows were installed on the rear elevation. In the 1970s, Michael and Dorothy Cavallari purchased the parcel for $21,000. It likely was during this period that the space was altered from an industrial to a commercial-use facility (Hudson County Deed 3355:349). Since 1982, the building has served as a beer and soda distributor (Hudson County Deed 3355:349).

CONTINUATION SHEET

Historic Sites #:

Bibliography:

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1951 Insurance Maps of Hudson County. Vol. 3. Revised from 1910. Sanborn Map Company, New York.

CONTINUATION SHEET

Historic Sites #:

Plate 1:

Photo view:

Southwest

Photographer:

Lauren Szeber

Date:

February 12, 2016

East and north elevations of the Hoboken Beer and Soda Outlet building.

Plate2:

Photo view:

West

Photographer:

Lauren Szeber

Date:

February 12, 2016

East elevation of the Hoboken Beer and Soda Outlet building.

BASE SURVEY FORM

Historic Sites #:

Property Name: Kobrick Coffee Company

Street Address: *Street #:* 693 *(Low)* _____ *(High)* *Apartment #:* _____ *(Low)* _____ *(High)*

Prefix: _____ *Street Name:* Luis Marin *Suffix:* _____ *Type:* BLVD

County(s): Hudson **Zip Code:** 07310

Municipality(s): Jersey City **Block(s):** 6102/228

Local Place Name(s): _____ **Lot(s):** 6/B.02

Ownership: Private **USGS Quad(s):** Jersey City

Description:

The building at 693 Luis Marin Boulevard is a two-story commercial/warehouse facility constructed circa 1917. The building is of brick construction and has a rectangular footprint. The first story was originally five bays wide, but four of the five opening have either been fully or partially bricked in. The top story has five windows, four of which are glass block and one partially enclosed with brick and a ribbon of four 1/1 metal sash fixtures; all have limestone sills and lintels. The primary (east) elevation has three entry openings: a standard-sized door on the southern end, an overhead track door in the middle, and a large corrugated garage door on the north end. A raised concrete loading dock with steps spans nearly the entire length of the eastern elevation and is topped by a corrugated metal shed roof. The building has a reinforced concrete foundation.

See exterior description

Registration and Status Dates:

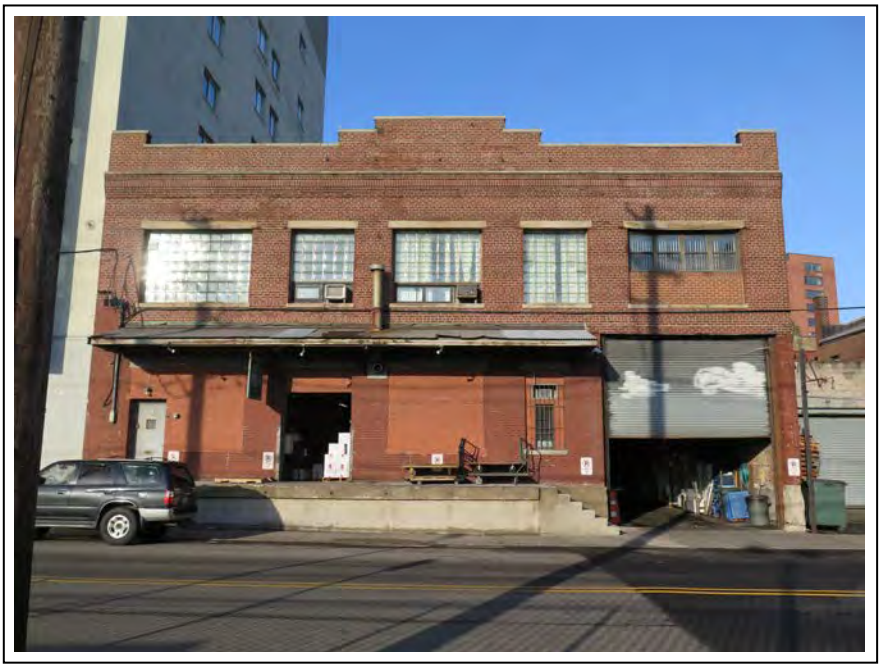
National Historic Landmark: _____ SHPO Opinion: _____

National Register: _____ Local Designation: _____

New Jersey Register: _____ Other Designation: _____

Determination of Eligibility: _____ Other Designation Date: _____

Photograph:



Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

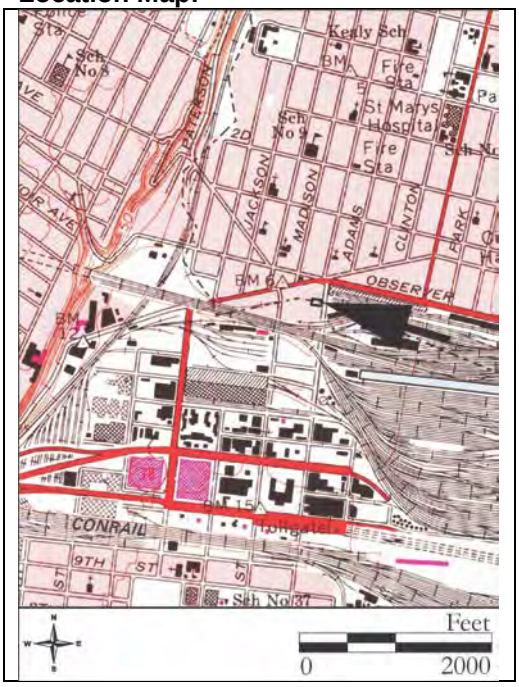
Surveyor: Kelly E. Wiles Date: June 2016

Organization: RGA, Inc.

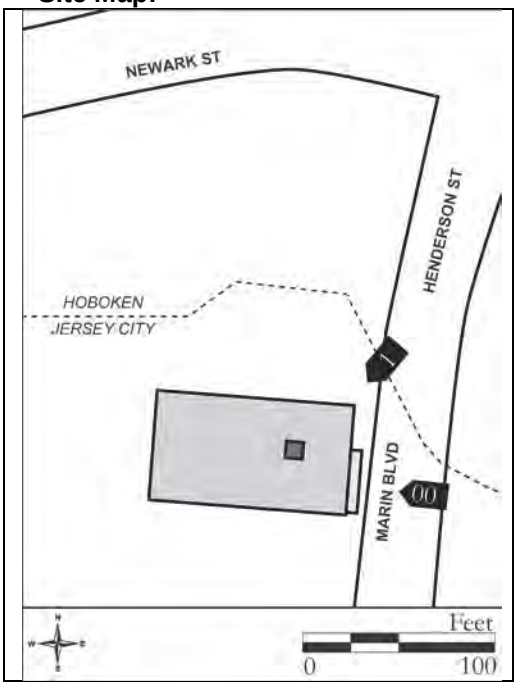
BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources:

See continuation sheet

Additional Information:

This property was included in a 2002 cultural resources survey by ARCH², Inc. for a Section 106 wireless project sponsored by Verizon Wireless. The survey recommended the building to be ineligible for the NRHP due to lack of architectural or historical significance (ARCH² 2002).

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: 1 Building _____ Landscape _____ Farm

_____ Bridge _____ Industry

Within Historic District? ☐ Yes ☒ No **Historic District Name:** _____

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Kelly E. Wiles Date: June 2016

Organization: RGA, Inc.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: Kobrick Coffee Co. Building
Historic Name: Wilson & Co. Building
Present Use: Commercial Activity
Historic Use: Industrial Activity
Construction Date: 1917 **Source:** Ice and Refrigeration Illustrated, 1917.
Alteration Date(s): **Source:**
Designer: **Physical Condition:** Good
Builder: Wilson & Company **Remaining Historic Fabric:** Medium
Style: Classical Revival
Form: Commercial/Rectangular **Stories:** 2
Type: N/A **Bays:** 5
Roof Finish Materials: Asphalt
Exterior Finish Materials Brick, English Bond

Exterior Description:

Continued from Base Survey Form

The building has flat, rolled-asphalt roof, with a corbelled brick cornice and a stepped parapet on the primary elevation. The north and west elevations have multiple original 4/4 double-hung arch-topped windows on the top story. A stacked brick chimney pierces the roof toward the central rear of the building.

Interior Description:

Not accessible

Setting:

The Kobrick Coffee Co. Building is sited on a rectangular parcel (Block 6102, Lot 6) located on the western side of Luis Marin Boulevard (formerly Henderson Street) in the City of Jersey City, Hudson County, New Jersey. The building is oriented with its primary facade facing east and is set back from the road approximately 14 feet. A public sidewalk spans along the entirety of the east elevation. The property is bounded by Luis Marin Boulevard to the east, a private condominium garden to the west, a cinderblock garage to the north and a large twenty-first-century apartment building to the south. The building is located within a dense urban setting consisting of nineteenth, twentieth and twenty-first century residential, commercial, and industrial buildings. It is situated approximately 180 feet north of the Morris and Essex Line right-of-way and directly south of the Jersey City-Hoboken division line. Today, the lot comprises approximately 0.147 acres.

ELIGIBILITY WORKSHEET

Historic Sites #:

History:
See continuation sheet

Significance:
The Kobrick Coffee Co. Building appears to be a typical and unremarkable example of a modest, early-twentieth century industrial building that serviced several companies throughout the twentieth and twenty-first centuries. It was one of many packing houses operated by Sulzberger & Sons and Wilson & Co. nationwide.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility:
The Kobrick Coffee Co. Building is recommended not eligible for the National Register of Historic Places. It is not architecturally significant, and modern alterations to the building, namely the replacement and enclosure of original windows which are a major component of its design, diminish the property's integrity of materials, design, workmanship, feeling and association. Research did not uncover that the building was associated with significant persons or events. Architecturally, the building is not a particularly good example of its type and is not representative of the work of a master. Therefore, the building is recommended as not eligible for listing in the National Register of Historic Places under Criteria A, B, or C.

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:

Narrative Boundary Description:

CONTINUATION SHEET

Historic Sites #:

History:

Constructed circa 1917 for the Wilson & Co. meat packing company, the building at 693 Luis Marin Boulevard (formally Henderson Street), is the last of several buildings in a long line of meat-production facilities that occupied the area in the nineteenth and twentieth centuries. As early as 1885, this area near the Hoboken-Jersey City boundary had a concentration of slaughter houses, tallow works and hide storage facilities, likely all associated with an iteration the firm of Schwarzchild and Sulzberger, a New York-based meat packing company (Sanborn 1885). Founded in 1853 by Joseph Schwarzchild, the company was one of the leading meat packing operations in the United States and specialized in kosher beef. After working for Schwarzchild's company for 30 years, German immigrant Ferdinand Sulzberger (1842-1915) became a partner in 1893, and the company subsequently expanded (National Provisioner [NP] 1915:17). They had multiple plants all over the country including in New York, Jersey City, Chicago, Kansas City, Oklahoma City, Los Angeles, and Buenos Aires, Argentina (Homans 1918). By 1909, their Henderson Street facility consisted of a large rectangular frame building, with the William Horre & Company coal pockets directly behind it.

In 1910, the company changed its name to Sulzberger & Sons (S&S), as it appears that Joseph Schwarzchild either died or disassociated himself with the company. Ferdinand's two sons, Germon H. and Max J., ran the company (New York Times [NYT] 1916a: 1). In 1916, a year after Ferdinand Sulzberg died, the remaining stock in the company was purchased by a group of investors, including Thomas E. Wilson of Chicago. The name changed to Wilson & Company, and the Henderson Street property served as one of the company's registered offices (NYT 1916c:23). Around the same time that Wilson, who had a broad range of business interests, bought the Ashland Manufacturing Company, which was soon renamed Wilson Sporting Goods. After the acquisition of S&S, Wilson & Company packing venture employed nearly 12,000 workers worldwide, and Thomas E. Wilson was purportedly "the highest paid employe [sic.] identified with the active management of a purely private commercial organization" with an annual salary of $250,000 (NYT 1916b: 1).

Ironically, around the same time of the merger, the S&S Henderson Street packing house was severely damaged by a fire that broke out at the adjacent William Horre & Company coal pockets. The upper story of the S&S building was destroyed (Jersey City Journal 1916:1). It appears that Wilson & Company razed the remnants of the existing building after the fire in late 1916 to build a new, more modern structure to accommodate the company's growing needs (Butchers' Advocate and Market Journal [BAMJ] 1916a:24). Plans were approved in December 1916 for a building "constructed of reinforced concrete, three stories in height," however this building was not constructed (BAMJ 1916b:24). Work continued throughout the next year, and the building officially opened in December 1917. However, this new "meat storage house and distribution station" was completed as a two-story brick building with "a provisions storage room and on second floor, a cooler for butter, cheese and eggs. The house is equipped with a 25-to refrigerating plant, installed by the Automatic Refrigerating Co. Hartford, Conn." (Ice and Refrigeration Illustrated 1917: 66).

Throughout the first half of the twentieth century, Wilson & Company continued to occupy the building with offices on the second floor, shipping on the first floor and cooler storage on both floors (Sanborn 1938, 1951). Wilson & Company moved from Jersey City in 1968 and sold the Henderson Street facilities to Penchansky Brothers Realty (Hudson County Deed [HCD] 3032:241). The Penchanskys owned the property throughout the 1970s. In 1982, New York-based coffee company Kobrick Coffee purchased the building for use as their primary coffee roasting facility (HCD 3353:568). Founded in 1920 by Samuel Kobrick, the company was headquartered in Lower Manhattan for the first 30 years, then relocated to Tribeca until their move to Jersey City (Kobrick Coffee Company 2011; Hunger 2010). At present, Kobrick Coffee continues to operate both a roasting plant and distributor.

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1916b "Pay Ex-Office Boy $250,000 Annually." New York Times, New York City, New York. 22 April 1916, p. 1.
1916c "Sulzberger & Co. Now Wilson & Co." New York Times, New York City, New York. 25 July 1916, p. 23.

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CONTINUATION SHEET

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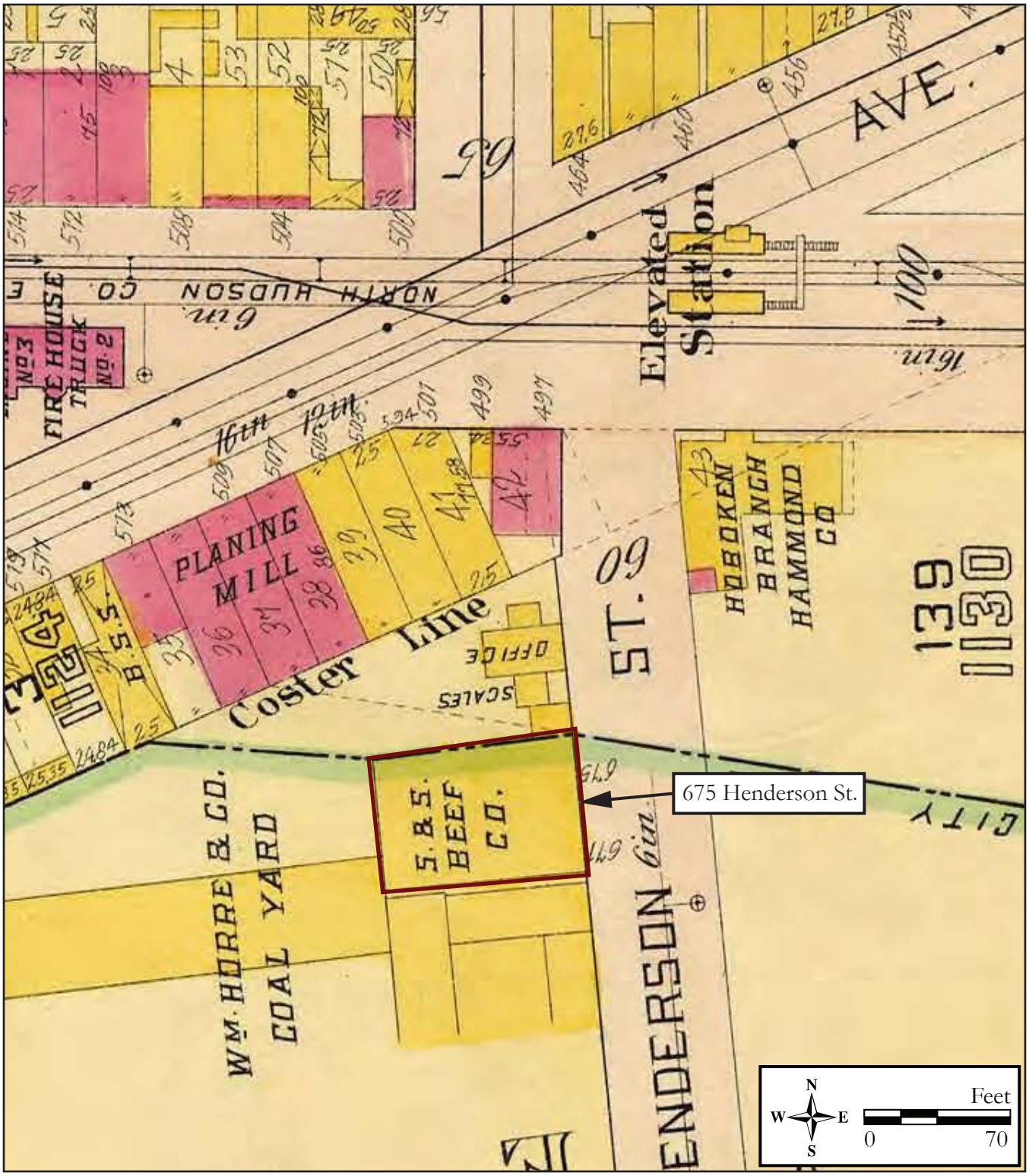


Figure 1: 1909 Atlas of Hudson County, New Jersey. Vol. 2. G.M. Hopkins & Company, Philadelphia, Pennsylvania.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Kelly E. Wiles
Date: June 2016
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

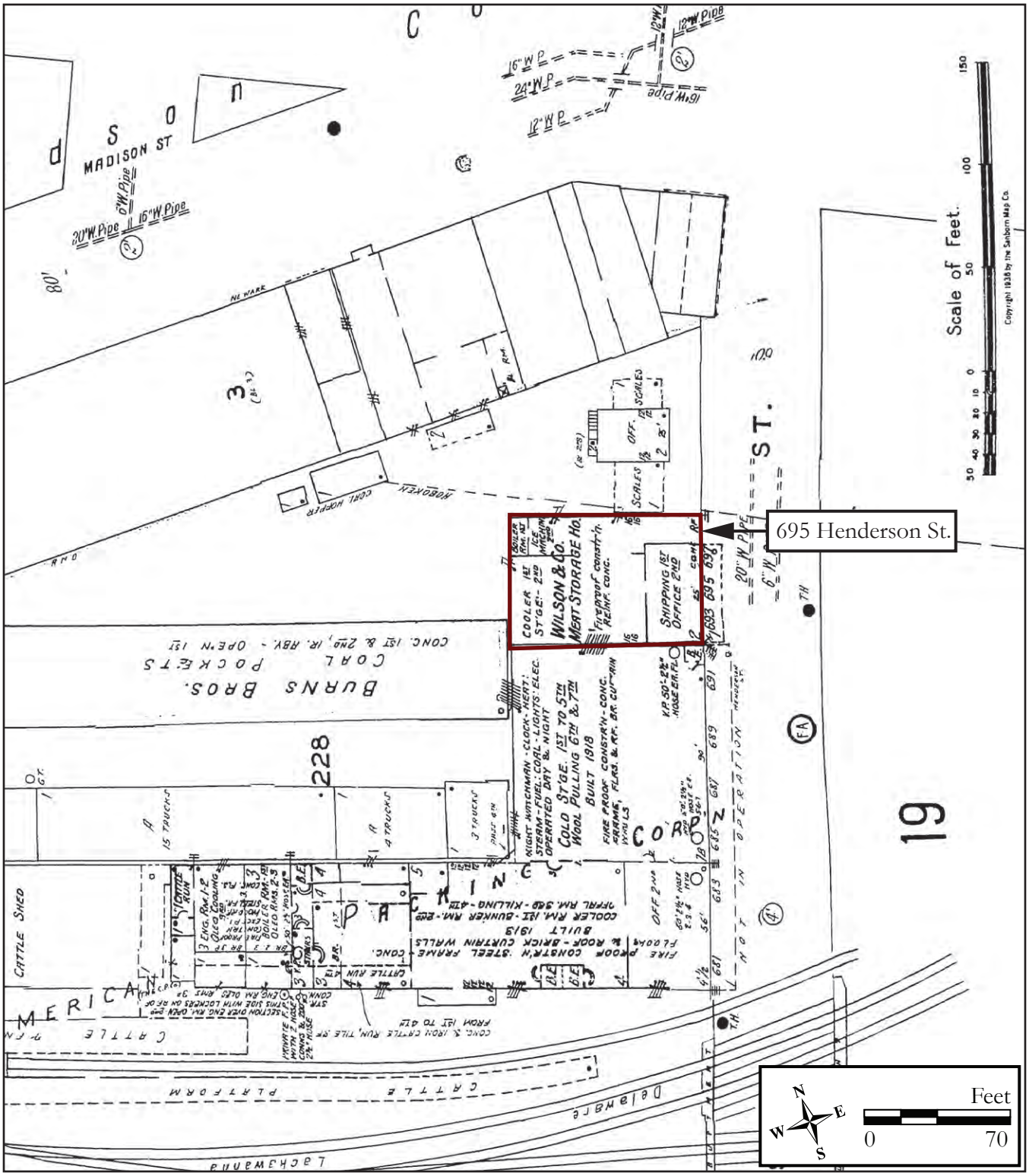


Figure 2: 1951 Insurance Map of Hoboken, New Jersey. Sanborn Map Company, New York, New York.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Kelly E. Wiles
Date: June 2016
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

Plate: 1

Photo view:
Southwest

Photographer:
Lynn Alpert

Date:
12 February 2016

East and north elevations of the Kobrick Coffee Co. building.

BASE SURVEY FORM

Historic Sites #:

Property Name: 3-5 Henderson Street

Street Address: *Street #:* 3 *(Low)* 5 *(High)* *Apartment #:* *(Low)* *(High)*

Prefix: *Street Name:* Henderson *Suffix:* *Type:* ST

County(s): Hudson **Zip Code:** 07030

Municipality(s): Hoboken **Block(s):** 139.01

Local Place Name(s): **Lot(s):** 3

Ownership: Private **USGS Quad(s):** Jersey City

Description:

This two-story, three-bay office building was constructed circa 1930. The building is of brick construction and has a rectangular footprint with the primary elevation facing east. The first floor has a central entrance capped by a semi-circular awning and a stoop with two sets of steps and a wrought iron railing. The front door likely dates from the first half of the twentieth century and is constructed of rails and stiles and a large sheet of plate glass. It appears that an earlier awning spanned the width of the primary elevation, as there are remnants of its outline still visible. It has since been removed. Two 1/1 synthetic sash windows flank the main entrance and have stone sills. This window type is used throughout the building.

See exterior description

Registration and Status Dates:

National Historic Landmark: SHPO Opinion:

National Register: Local Designation:

New Jersey Register: Other Designation:

Determination of Eligibility: Other Designation Date:

Photograph:

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

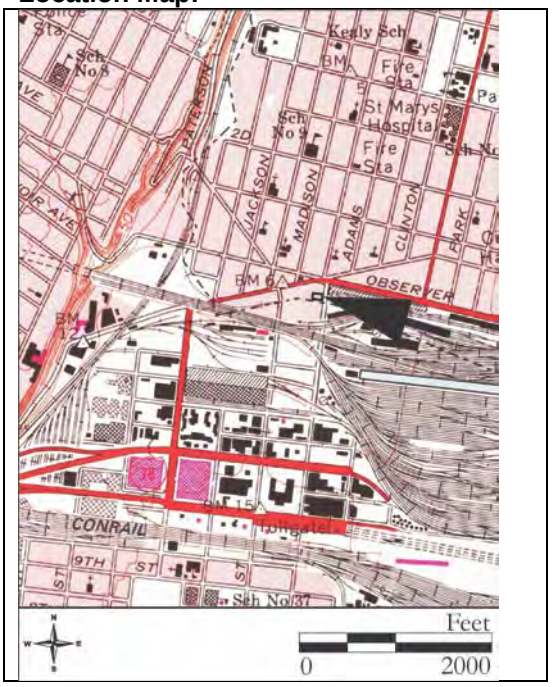
Surveyor: Kelly E. Wiles Date: June 2016

Organization: RGA, Inc.

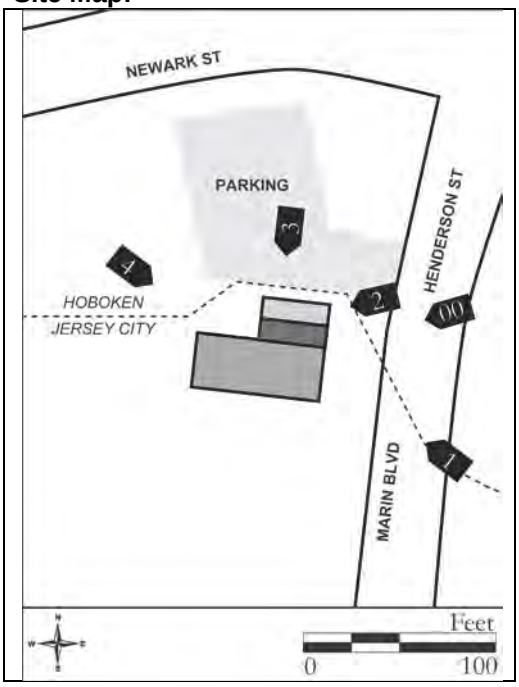
BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources:
See continuation sheet

Additional Information:
This property was included in a 2002 cultural resources survey by ARCH², Inc. for a Section 106 wireless project sponsored by Verizon Wireless. The building was identified as the Caulfield Association Building and was recommended ineligible for the NRHP due to lack of architectural or historical significance (ARCH² 2002).

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: 1 Building ____ Landscape ____ Farm ____ Bridge ____ Industry

Within Historic District? ☐ Yes ☒ No

Historic District Name: ____

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Kelly E. Wiles Date: June 2016
Organization: RGA, Inc.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: 3-5 Henderson Street

Historic Name: Burns Brothers Coal Company Office

Present Use: Commercial, Office activity – private business

Historic Use: Commercial, Office activity – private business

Construction Date: Circa 1930 **Source:** Hendrick Manufacturing Company 1931; Hopkins 1923, Sanborn 1938

Alteration Date(s): 20th Century **Source:** Visual Evidence

Designer:

Physical Condition: Good

Builder: Burns Brothers Coal Company

Remaining Historic Fabric: Low

Style: Classical Revival

Form: Commercial, Rectangular

Stories: 2

Type: N/A

Bays: 3

Roof Finish Materials: Asphalt Shingles

Exterior Finish Materials Brick, Common Bond

Exterior Description (Continued from base survey form):

On either side of the main entrance is decorative brick work at eye level in the shape of an upwards arrow. The top story has three windows identical to the windows on the first floor and evenly spaced from the center of the wall. Rectangular recessed brick panels span the length of the window fenestration above and below the windows, and the building has a gabled parapet with stone trim and a decorative brick circle in the apex. The top half of the primary elevation is constructed of a lighter hue brick than the rest of the building, suggesting alterations to the facade. The north elevation has four windows on the first floor, one of which was originally a large picture window that has since been partially bricked in to hold a double-paned sliding window. The second story has three windows evenly spaced. The west elevation has a gabled parapet and is four bays wide on the first floor with two windows on the north side and two door openings (the southernmost being sealed with cinderblocks). The top story has two bays in the center, a window on the north side and a door accompanied with remnants of an iron balcony/fire escape to the south. A stacked rectangular chimney is situated on the southwest corner of the building.

See continuation sheet

Interior Description:

Not accessible

Setting:

The building at 3-5 Henderson Street is sited on an irregularly-shaped parcel (Block 139.01, Lot 3) located on the western side of Henderson Street, near the point where Henderson Street turns into Luis Marin Boulevard in the City of Hoboken, Hudson County, New Jersey. The building is oriented with its primary facade facing east and is set back from the road approximately 20 feet. To the north of the building is an asphalt drive that leads to a large parking lot that wraps around to the rear of the building. A public sidewalk spans the entirety of the east elevation. The property is bounded by Henderson Street to the east, an asphalt parking lot to the north and west, and a commercial property to the south. It is located within a dense urban setting with nineteenth, twentieth and twenty-first century buildings and is situated approximately 280 feet north of the Morris and Essex Line right-of-way and directly north of the Jersey City-Hoboken division line. Today, the lot comprises approximately 0.258 acres.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Kelly E. Wiles Date: June 2016

Organization: RGA, Inc.

ELIGIBILITY WORKSHEET

Historic Sites #:

History:
See continuation sheet

Significance:
The building at 3-5 Henderson Street appears to be a typical and unremarkable example of a modest, early-twentieth century commercial building associated with the coal industry, a prevalent industry in this part of New Jersey. The property was one of several coal yards operated by the Burns Brothers Coal Company in the metropolitan New York area.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility:
3-5 Henderson Street is recommended not eligible for the National Register of Historic Places. It is not architecturally significant and modern alterations to the office building, as well as the demolition of associated historic industrial structures, has denigrated the property's integrity of materials, feeling and association. Research did not uncover that the building was associated with significant persons or events. Architecturally, the building is not a particularly good example of its type or representative of the work of a master. Therefore, the building is recommended as not eligible for listing in the National Register of Historic Places under Criteria A, B, or C.

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:

Narrative Boundary Description:

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Kelly E. Wiles Date: June 2016
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

Exterior Description:

Continued from building attachment

Only the top story of the south elevation is visible and is three bays wide. A cinderblock garage with a large corrugated overhead track door and one standard sized door is attached to this side of the main building. It is nearly twice the depth of the brick building. On the north elevation is a large overhead track door that nearly extends the entire height of the building and a standard sized door to the east of it. The west elevation has one door on the north side with a corrugated metal screen.

History:

3-5 Henderson Street was constructed circa 1930 as an office building for the Burns Brothers Coal Company (See Figures 1-3) (Hopkins 1909, 1923; Sanborn 1938; Hendrick Mitco Grating 1931). Founded in the early 1880s (both 1881 and 1885 are purported founding years) by Michael Francis Burns, the company was renamed Burns Brothers in 1905 (The Plain Speaker [TPS] 1937:13; Moody 1922:198, Moody's Publishing Company 1908:2142). The company was one of the premier coal retailers in New York and New Jersey and at one point supplied 70 percent of the bituminous and 60 percent of the anthracite coal in New York City, operating 25 yards and piers in Brooklyn, New York, Jersey City and Hoboken (TPS 1937:13; Moody 1922:198). In lore, the company is most notably known as the inspiration for the stage name of Nathan Birnbaum, better known as George Burns, the renowned twentieth century comedian. As a child, he and a friend would steal coal from the Burns Brothers coal yards to heat his mother's apartment, and the boys became known as the 'Burns Brothers' around their Lower East Side neighborhood (Edelstein 1996).

Throughout the first decades of the twentieth century, the Burns Brothers Coal Company acquired numerous New York and New Jersey coal companies including Curtis-Blaisdell Co. and Wm. Farrell & Son Inc. In December of 1929, the Burns Brothers Coal Company acquired the outstanding capital stock in William Horre & Company but continued operations of Horre's Henderson Street facility in Hoboken (New York Supreme Court 1930: 308). William Horre & Company was a coal company that was responsible for supplying coal to Hoboken, Jersey City and Newark, as well as "all the tug and steamboats [coal] in New York Harbor" (Hopkins 1923; Sanborn 1938; United States Investor Promoter of American Enterprise [USIPAE] 1898:556). The company was founded in the late nineteenth century by William H. Meeker, but William Horre eventually acquired the company after Meeker's death (USIPAE 1898:556). Between 1891 and 1900, Horre developed a coal yard with coal pockets, an office and scales at 679 Henderson Street in Hoboken, though the main office was at 1 Broadway in New York (Sanborn 1891, Saward 1900:397). The firm was self-described as "agents for the sale of Delaware, Lackawanna Western RR Co.'s Scranton Coal" and had additional offices and coal pockets in Newark (See Figure 4) (Saward 1900:397).

The original William Horre & Company office was a rectangular frame building with scales on either side and was situated flush with Henderson Street. The coal pockets were located to the southwest of the office building, behind the neighboring Sulzberger & Sons meat packing facility (Sanborn 1906; Hopkins 1909; Hopkins 1923). These coal pockets were connected to the Delaware, Lackawanna & Western Railroad by a small coal trestle. In 1916, a fire broke out in the coal yard and constituted nearly $20,000 of damage to the Horre facility as well as Sulzberger & Sons building. While the top stories of most of the buildings, namely the coal pockets, in the vicinity of the fire were destroyed, the office was only "slightly damaged" (Jersey City Journal 1916:1). Sulzberger & Sons ultimately rebuilt their office the following year, but William Horre & Company continued to use this early twentieth-century frame building until at least 1923 (Ice and Refrigeration Illustrated 1917:66; Hopkins 1923).

An advertisement by the Hendrick Manufacturing Company of Carbondale, Pennsylvania from 1931 showcases their Hendrick Mitco Grating in the Burns Brothers coal pockets on Henderson Street, which were constructed in 1930 (See Figure 2) (Hendrick Manufacturing Company 1931). The Burns Brothers Coal Company likely redeveloped the former Horre coal yard at this time and constructed the subject building, which is depicted on fire insurance maps by

CONTINUATION SHEET

Historic Sites #:

History (continued):

1938. Horre continued to occupy the property according to the 1938 map, even though it has been established that the Burns Brothers had operated on the property for nearly a decade by this point (Sanborn 1938). The subject building replaced the original frame building and retained the same footprint but was recessed from the street by approximately 20 feet.

One-story scales were again situated on either side of the office building and the new concrete coal pockets were located behind the former Sulzberger & Sons meat packing plant, which was then owned by Wilson & Co. The property retained this configuration until at least 1951 (See Figures 3, 5) (Sanborn 1938, 1951). At some point in the twentieth century, the primary (east) elevation of the building was subject to alteration, suggested by the use of multiple brick and mortar types throughout. By 1979, the scales and coal pockets were demolished and coal-related activities likely ceased on the property around this time (National Environmental Title Research [NETR] 1979). A year earlier, Patrick L. Caulfield, a Hoboken surveyor, purchased the property (Hudson County Clerk's Office [HCCO] 3247:1043). Between 1979 and 1987, Caulfield constructed the cinderblock garage to the south of the main building (NETR 1979, 1987). The Caulfield family still owns the property and operated their survey company out of the subject building until at least 2002 (ARCH² 2002; HCCO 7257:160).

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CONTINUATION SHEET

Historic Sites #:

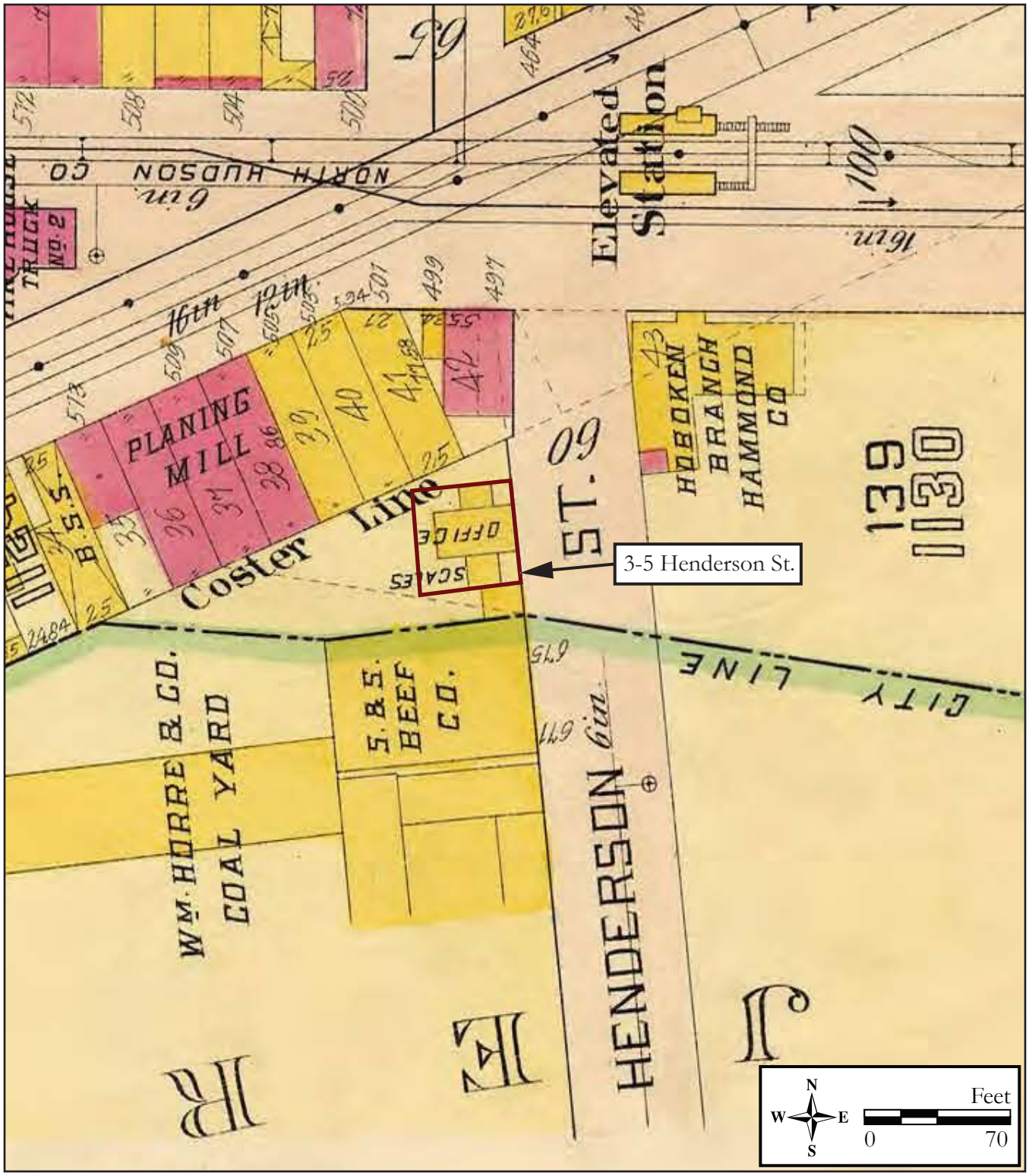


Figure 1: 1909 Atlas of Hudson County, New Jersey. Vol. 2. G.M. Hopkins & Company, Philadelphia, Pennsylvania.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Kelly E. Wiles
Organization: RGA, Inc.
Date: June 2016

Maybe You'll Never Build A Coal Pocket

. . . But You Can Take a Tip from the Engineers of The D. L. & W. Coal Co.

A NEW and modern coal pocket, one of the finest of its kind, was designed and constructed in 1930 under the supervision of the engineers of The Delaware, Lackawanna & Western Coal Co.

Located at 679 Henderson Street, Jersey City, the new coal pocket is operated by Burns Brothers. The pocket is said to be the first of its type in which grating was employed for walkways . . . . and the grating selected by the D. L. & W. engineers was Mitco. Installation was made by Ferguson-Pilo Iron Works of Jersey City.

3,600 square feet of Type C Mitco Interlocked Steel Grating with 1" rectangular openings were employed in the walkways, as shown in the illustration. Mitco Type C Driveway Grating was used in trench coverings, over which loaded trucks pass. Mitco Blue-Bite Stair Treads were installed on the stairways.

Coal pockets or central stations . . . . . warehouses or waterworks . . . . . wherever open steel flooring is required, Mitco Grating and Mitco Treads are ideal. They are high in strength and rigidity, have non-slipping and non-clogging surfaces, and provide maximum light and ventilation. May we send you a copy of the Mitco bulletin?

HENDRICK MFG. CO.

HENDRICK MITCO ARMORGRIDS

HENDRICK MITCO GRATING

The Grating With Every Advantage

STEEL—May 7, 1931

Figure 2: Hendrick Mitco Grating advertisement from 1931 showing the new coal pockets at the Burns Brothers Coal Yard.

CONTINUATION SHEET

Historic Sites #:

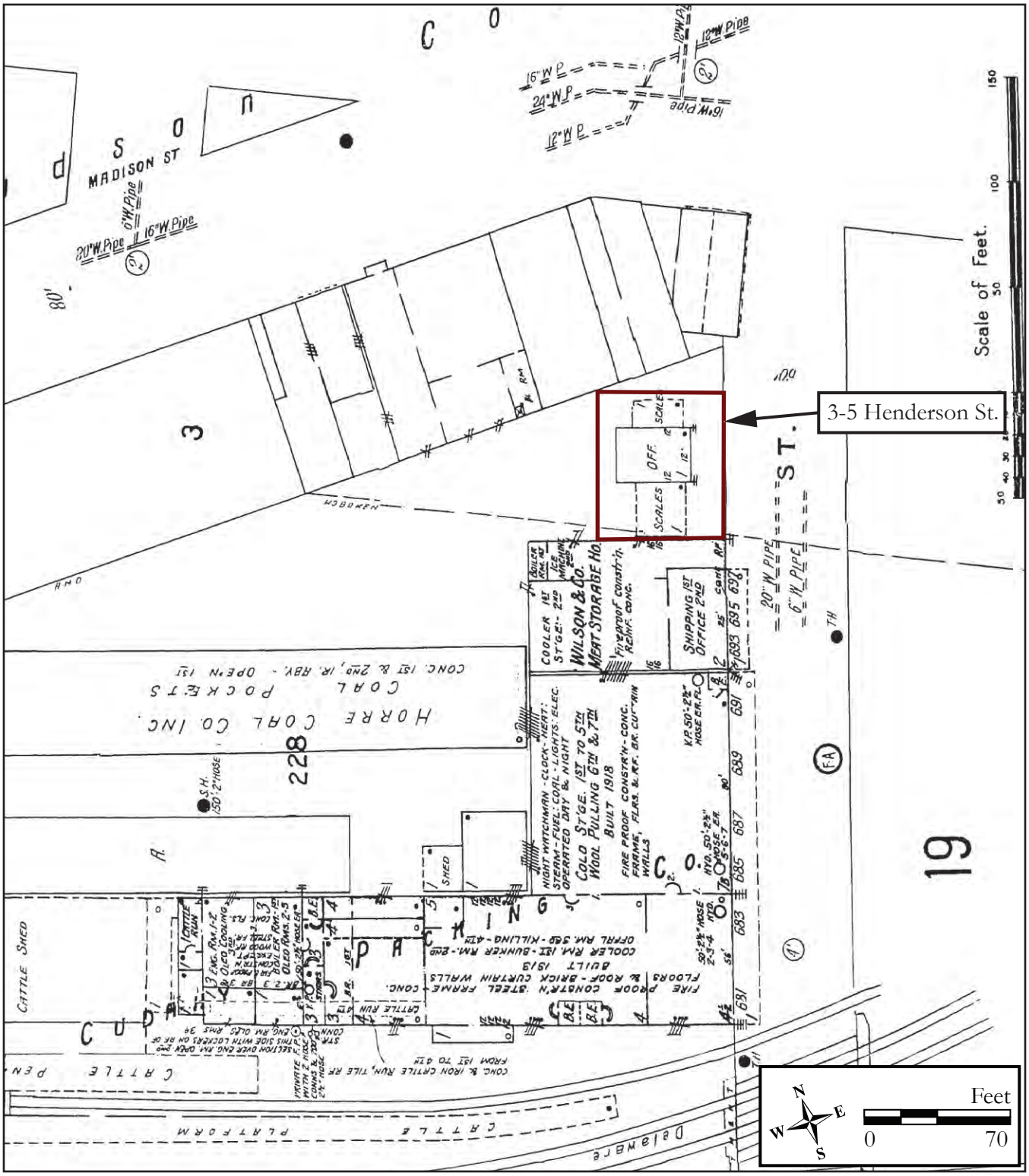


Figure 3: 1938 Insurance Map of Hoboken, New Jersey. Sanborn Map Company, New York, New York.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Kelly E. Wiles
Date: June 2016
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

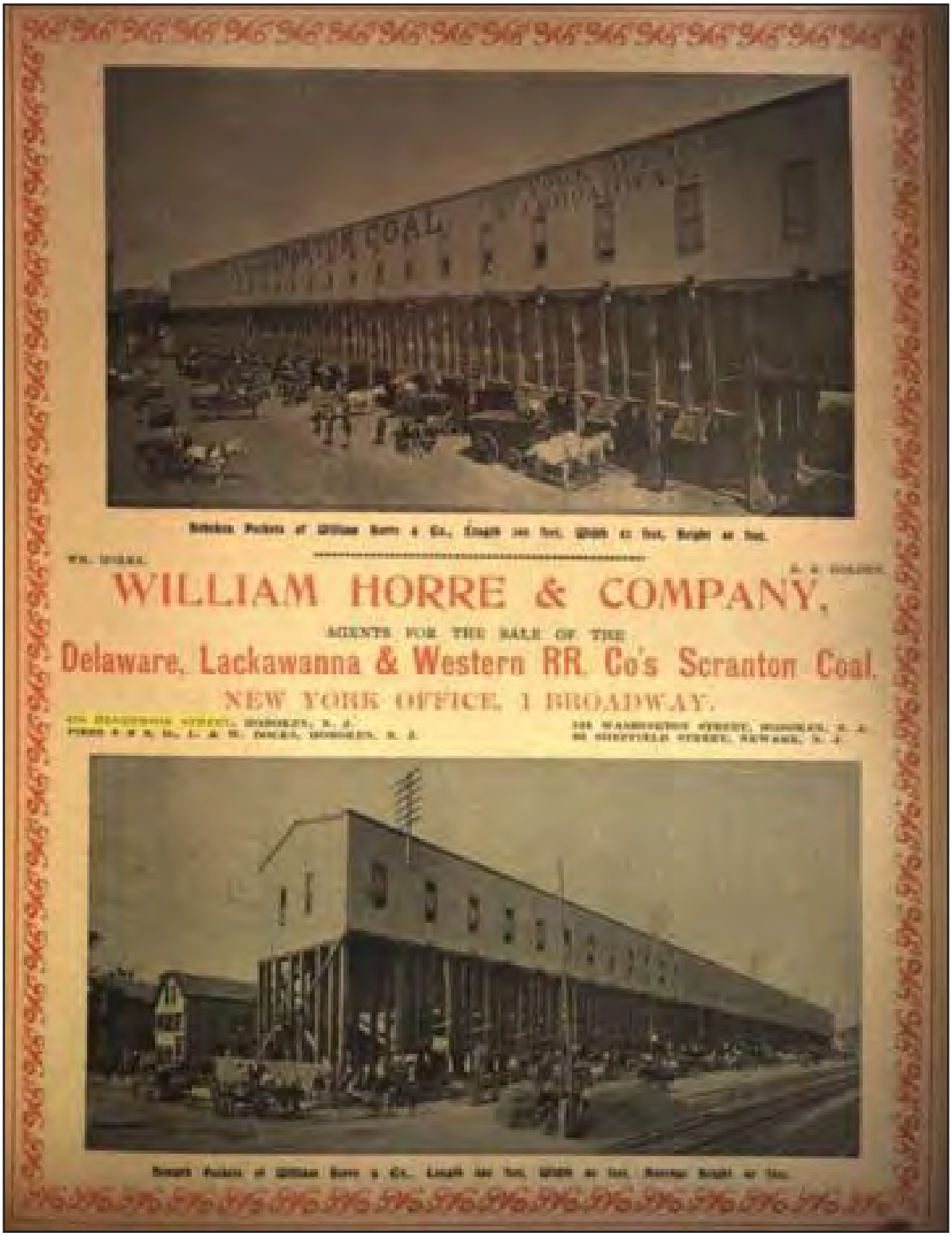


Figure 4: 1900 advertisement for William Horre & Company showing their Hoboken coal pockets (Coal and Coal Trade Journal, XXXIX, No. 26. 27 June 1900).

CONTINUATION SHEET

Historic Sites #:

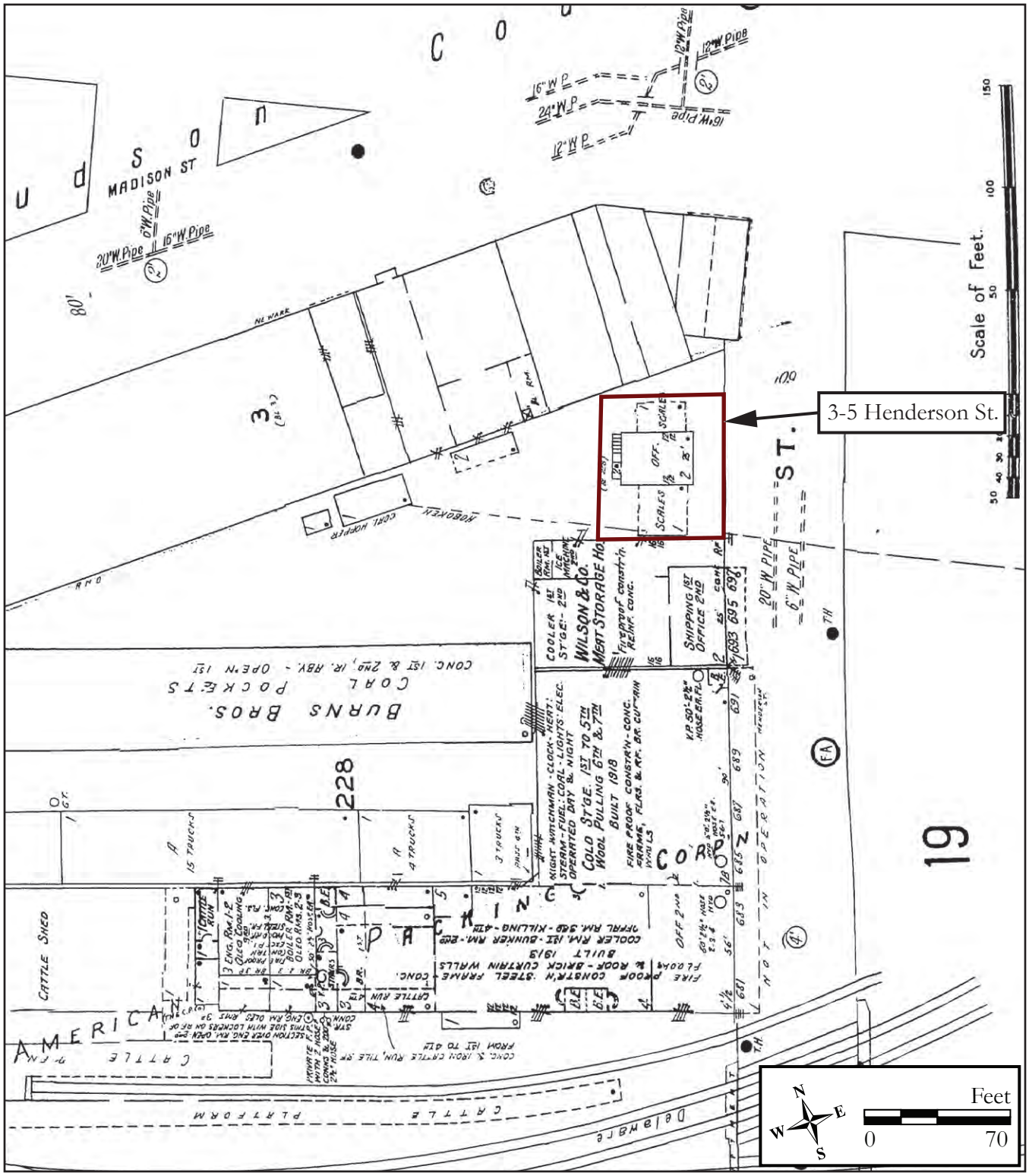


Figure 5: 1951 Insurance Map of Hoboken, New Jersey. Sanborn Map Company, New York, New York.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Kelly E. Wiles
Date: June 2016
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

Plate: 1

Photo view:
Northwest

Photographer:
Kelly E. Wiles

Date:
February 17,
2016

View northwest of the east and south elevations of 3-5 Henderson Street.

Plate: 2

Photo view:
Southwest

Photographer:
Kelly E. Wiles

Date:
February 17,
2016

View southwest of the east and north elevations of 3-5 Henderson Street.

CONTINUATION SHEET

Historic Sites #:

Plate: 3

Photo view:
South

Photographer:
Kelly E. Wiles

Date:
February 17,
2016

View south of the north elevations of 3-5 Henderson Street.

Plate: 4

Photo view:
Southeast

Photographer:
Kelly E. Wiles

Date:
February 17,
2016

View southeast of the east and north elevations of 3-5 Henderson Street.

BASE SURVEY FORM

Historic Sites #:

Property Name: Fields Development Group Building

Street Address: *Street #:* _____ (Low) _____ (High) *Apartment #:* _____ (Low) _____ (High)

Prefix: _____ *Street Name:* *See Continuation Sheet* *Suffix:* _____ *Type:* _____

County(s): Hudson **Zip Code:** 07030

Municipality(s): Hoboken **Block(s):** 139.1

Local Place Name(s): _____ **Lot(s):** 2

Ownership: Private **USGS Quad(s):** Jersey City

Description:

The Fields Development Group Building is a four-story, five-bay commercial building constructed circa 1890 and enlarged in the early twentieth century. It has a flat, rolled-asphalt roof and a trapezoidal footprint. The north and west elevations are stuccoed, while the south and east are exposed brick. The primary elevation faces north and has two entrances: one in the center with a paneled door, transom window and a set of metal steps; and a second on the west side of the building at ground level, which is capped by a half-domed awning. There are two additional entrances on the south and west sides. The building was originally three stories in height; a forth story was added at some point in the twentieth century. The two westernmost bays on the north side of the building were added between 1909 and 1923. This addition's original roofline (third story) has a pronounced dentiled cornice. A metal awning with small decorative anthemions and suspended by metal cables spans nearly the entire length of the north elevation between the first and second stories.

See building attachment

Registration and Status Dates:

National Historic Landmark: _____ SHPO Opinion: _____

National Register: _____ Local Designation: _____

New Jersey Register: _____ Other Designation: _____

Determination of Eligibility: _____ Other Designation Date: _____

Photograph:

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

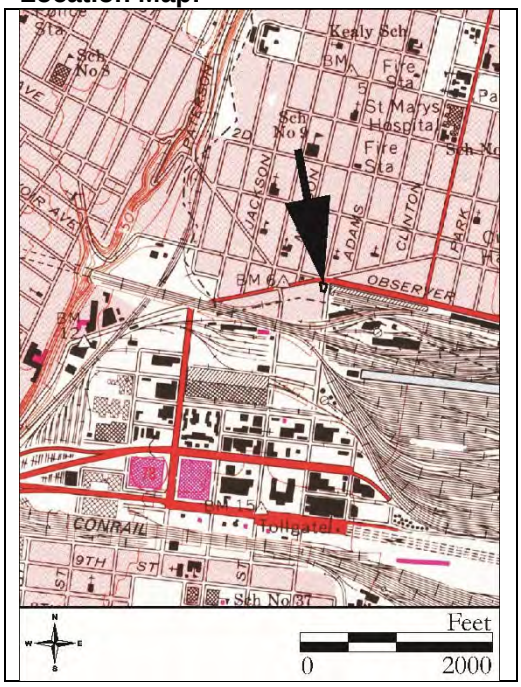
Surveyor: Kelly E. Wiles Date: June 2016

Organization: RGA, Inc.

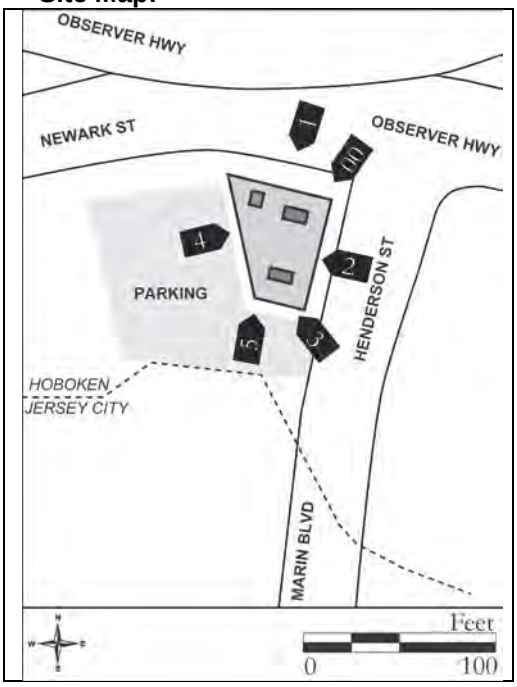
BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources:

See continuation sheet

Additional Information:

This property was included in a 2002 cultural resources survey by ARCH², Inc. for a Section 106 wireless project sponsored by Verizon Wireless. The building was identified as 497-499 Observer Highway and was recommended ineligible for the NRHP due to lack of architectural or historical significance (ARCH² 2002).

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: 1 Building _____ Landscape _____ Farm

_____ Bridge _____ Industry

Within Historic District? ☐ Yes ☒ No **Historic District Name:** _____

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Kelly E. Wiles Date: June 2016

Organization: RGA, Inc.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: Fields Development Group Building
Historic Name: 497-499 Ferry Street
Present Use: Commercial, Offices
Historic Use: Commercial, Multipurpose
Construction Date: Circa 1890 **Source:** Bailey & Ward, 1885; Sanborn 1891
Alteration Date(s): Circa 1915 **Source:** Hopkins 1909, 1923
Designer: Unknown **Physical Condition:** Good
Builder: Unknown **Remaining Historic Fabric:** Medium
Style: Italianate
Form: Irregular **Stories:** 4
Type: N/A **Bays:** 5
Roof Finish Materials: Rolled Asphalt
Exterior Finish Materials Stucco; Brick, Common Bond

Exterior Description:

Continued from Base Survey Form

The first-floor façade retains paneled metal pilasters with acanthus motifs manufactured by the George Focht Iron Works at 1st and Adams Street in Hoboken, suggesting that the now-stuccoed ground level had more of an open, storefront design originally. These pilasters are located on the north elevation and wrap around to the east elevation and bear the stamp of Focht. Given its situation on a corner lot, these two elevations were the most public and therefore exhibit most of the architectural detailing on the building, including three-story pilasters separating the bays. The second and third stories on the north side and the first and second stories on the east side (which is four bays wide) have Italianate arched-top windows with stone sills and corbelled arched lintels. Some of the original 2/2 arched top, double-hung sash windows are still present. The remaining windows are 1/1 metal sash with some of the bays being fully or partially enclosed. The top story, which was added later in the twentieth century, has smaller windows openings. The south elevation is two bays wide and has a fire escape with multiple balconies affixed to the west side of the building.

See continuation sheet

Interior Description:

Not accessible.

Setting:

497 Observer Highway is sited on an polygonal-shaped parcel (Block 139.01, Lot 3) located on the southeast corner of Observer Highway and Henderson Street, near the point where Henderson Street turns into Luis Marin Boulevard in the City of Hoboken, Hudson County, New Jersey. The building is oriented with its primary facade facing north and is set back from the road approximately 25 feet. To the south of the building is an asphalt drive that leads to a large parking lot that wraps around to the south and west sides of the building. A public sidewalk spans the entirety of the north and east elevations. The property is bounded by Henderson Street to the east, Newark Street to the north and an asphalt parking lot to the south and west. It is located within a dense urban setting with nineteenth, twentieth and twenty-first century buildings and is situated approximately 315 feet north of the Morris and Essex Line right-of-way and 100 feet north of the Jersey City-Hoboken division line. Today, the lot comprises approximately 0.063 acres.

ELIGIBILITY WORKSHEET

Historic Sites #:

History:
See continuation sheet

Significance:
497 Observer Highway is a heavily altered, mixed-use building and a typical example of a modest, late-nineteenth century building that was constructed to accommodate both the influx of population and industry in the city of Hoboken. It serviced both residents and manufacturers in Hoboken during the one of the most prosperous times in the city's history.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility:
497 Observer Highway is recommended not eligible for listing in the National Register of Historic Places. It is not architecturally significant, and modern alterations to the building in the form of stucco, additional stories, enclosures of storefronts and replacement windows diminish the building's integrity of materials, feeling and association. Research did not uncover that the building was associated with significant persons or events. Architecturally, the building is not a particularly good example of its type or representative of the work of a master. Therefore, the building is recommended as not eligible for listing in the National Register of Historic Places under Criteria A, B, or C.

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:

Narrative Boundary Description:

CONTINUATION SHEET

Historic Sites #:

Address:
501-503 Newark Street
497 Observer Highway
1 Henderson Street
*Note: the building has been identified by several different addresses since construction, and as such, all known addresses are listed here.

Exterior Description:
Continued from Building Attachment
The west elevation primarily consists of a stuccoed and brick wall, though there are a few window openings staggered throughout, most of which are on the first floor. This elevation tapers outward from the rear of the building, and the wall is slightly recessed in the center to accommodate an interior stairwell, with decorative obtuse-angled brick detailing on the northwest and central corners. The ground-level entrance is capped with a cloth awning and has a set of cement steps with an iron railing.

History:

497 Observer Highway was constructed between 1881 and 1891 (See Figure 1) (Bailey & Ward 1881; Sanborn 1891). The building appears to have served as a multi-tenant commercial, and possibly residential, building throughout the late nineteenth and twentieth centuries. In 1891, the building was three stories tall with a tin roof, shops on the ground floor, and a small one-story frame addition on the west side (Sanborn 1891). Numerous addresses have been associated with the building due to the renaming of Ferry Street to Observer Highway, the renaming of Newark Avenue to Newark Street, the interchangeable use of Hoboken Avenue and Newark Avenue in the early twentieth century, and the interchangeable usage of Newark Street and Observer Highway in this particular section of Hoboken. The inconsistencies make researching tenants difficult; however, historically it appears that 497 or 497-499 Ferry Street was the most commonly used address.

One of the occupants of the building in the 1890s was the umbrella factory of Peter Ross. The factory was presumably located on either the second or third floors of the building and was subject to slight fire damage in 1899 (Clothiers & Haberdashers Weekly 1899:24). The 1904 bird's-eye view of the City of Hoboken by Hughes and Bailey depicts the building as three stories with a front-gabled roof. The date of the fourth-story addition is unclear, though it probably happened in the second quarter of the twentieth century. The 1904 lithograph also notes that 497 Ferry Street was the headquarters of Gilch and Sons, manufacturers of Butchers' Fixtures and Ice Houses. They also had another location at 208-210 Jackson Street (See Figure 2) (Hughes & Bailey 1904). Aschenbach's Carriage Repository was also located at 497 Ferry Street around the same time (See Figure 3) (Jersey City Journal 1908:8). In the early twentieth century, portions of the building were leased by multiple food and beverage-related companies. The Ortlieb & Volmer Company, which specialized in "meats, foods and food products, hides, etc." used 497 Ferry Street as their main address when they were incorporated in 1908 (The National Provisioner 1909:24; New Jersey Secretary of State 1908: 262). The company, whose name later became Ortlieb & Co., occupied the spaced until at least 1916, when they began to lease the "store or room in the westerly portion of the brick building known as number 497 ferry street…also all of the frame building adjoining said premises on the west all of which premise are now used and occupied by [Ortlieb & Co.]" (See Figure 4) (Hudson County Clerk's Office [HCCO] 1225:137; New Berlin Bee 1916:5). In 1910, owner Catherine Hiney leased out "No 497 Ferry Street, and two buildings [for] one year with privilege of 5 more years" to the Eagle Brewing Company of Newark (HCCO 1053:515). In 1917, a portion of the building was in use as the headquarters for the Commission of Drivers, Chauffers', Stablemen and Helpers of America, an early labor union (See Figure 5) (International Brotherhood of Teamsters 1917).

CONTINUATION SHEET

Historic Sites #:

History (continued):

Jersey City directories (which include listings for Hoboken) published between 1892 and 1918, indicate that people listed 497 Ferry Street as their local addresses. Some of these residents include owners of the building, such as Catherine Hiney (1901) and Paul Mueller (1915) (Boyd Directory Company [BCD] 1901:726; Polk & Co. 1915:1813). Peter Ross, the umbrella manufacturer, is listed as residing at 497 Ferry Street in 1900 (BCD 1900:875).

Other occupants, like John Cunningham in 1901 and William Dunn in 1910, listed professions such as carpenter and laborer. They likely resided in the building and worked in one of the many nearby factories (BCD 1901:158, 1910:178). The residential use of part of the building is further confirmed by the inclusion of families like the Guinans in 1901 and Cordocks in 1915 associated with the address in the directories (BCD 1901: Polk & Co 1915:1126).

Between 1909 and 1923, the small frame addition to the west was demolished and a three story masonry addition was constructed in its place, creating the current trapezoidal footprint (See Figures 6, 7) (Hopkins 1909, 1923). The building was vacant according to a 1938 fire insurance map and was subject to seizure; it passed through various entities like the Mayor of Hoboken, the Jefferson Trust Company and the Sherriff of Hudson County throughout the middle of the twentieth century (See Figure 8) (Sanborn 1938; HCCO 1814:64, 1900:469, 1954: 334, 1969:45, 2007:123). In 1941, Edna N. Taylor purchased the building and leased it out (HCCO 2007:121). The subject building was occupied by an unnamed whole meats distributor in 1951 (See Figure 9) (Sanborn 1951). This business was likely Charles Haag Inc., which was based at 497 Observer Highway in 1957 (United States Congress House Committee on the Judiciary 1957:276). Taylor sold the property in 1980 to J.F. Caulfield, whose family owned the neighboring 3-5 Henderson Street to the south (HCCO 3307-514). The Caulfields currently own the building and have used it as the headquarters for the Caulfield Association as well as the Fields Development Group. Hoboken Auto Sales, a used car dealership, is located in the first floor.

Bibliography:

ARCH², Inc.
2002 Cultural Resources Survey for the Verizon Wireless Jersey City 16 Site 369 Observer Highway, Block 139, Lot 1.2 City of Hoboken, New Jersey for Review under Section 106 of the National Historic Preservation Act. On file, Historic Preservation Office, Trenton, New Jersey.

Bailey & Ward
1881 *Hoboken 1881 Bird's Eye View*. Bailey & Ward, New York City, New York.

Boyd Directory Company [BCD]
1900 *Boyd's Jersey City and Hoboken Directory*. The Globe Printing Company, Washington, DC.
1901 *Boyd's Jersey City and Hoboken Directory*. The Globe Printing Company, Washington, DC.
1910 *Boyd's Jersey City and Hoboken Directory*. The Globe Printing Company, Washington, DC.

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1899 "Gleanings of the Week." *Clothiers & Haberdashers Weekly*. Vol. XIV, Clothiers & Haberdashers Weekly, New York City, New York, November 17, 1899, p. 24.

G.M. Hopkins & Co.
1909 *Atlas of Hudson County, New Jersey*. Vol. 2. G.M. Hopkins & Company, Philadelphia, Pennsylvania.
1923 *Atlas of Hudson County, New Jersey*. Vol. 2. G.M. Hopkins & Company, Philadelphia, Pennsylvania.

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1904 *City of Hoboken, New Jersey*. Hughes & Bailey, New York City, New York.

CONTINUATION SHEET

Historic Sites #:

Bibliography (continued):

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1917 Local #560, Hoboken, New Jersey: Affiliated Bodies Correspondence and Reports: Local Unions Correspondence. Unpublished document, International Brotherhood of Teamsters Archive, George Washington University, Washington, DC.

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1908 "Look for the Red Horse." Jersey City Journal, Jersey City, New Jersey. 14 August 1908, p. 11.

The National Provisioner
1908 "Trade Gleanings." The National Provisioner, Vol. 40 No. 3. The Food and Trade Publishing Co, New York City, New York. 16 January 1909, p. 24.

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1908 *Corporations of New Jersey: List of Certificates*. Macrellish & Quigley, State Printers, Trenton, New Jersey.

R.L. Polk & Co.
1915 *Polk's Jersey City, Hoboken and Hudson County*. R.L. Polk & Company, New York City, New York.

Sanborn Map Company
1891 Insurance Maps of Hudson County. Vol. 7. Sanborn Map Company, New York.
1938 Insurance Maps of Hudson County. Vol. 7. Revised from 1906. Sanborn Map Company, New York.
1951 Insurance Maps of Hudson County. Vol. 3. Revised from 1910. Sanborn Map Company, New York.

South New Berlin Bee
1916 Advertisement, Ortlieb & Company. South New Berlin Bee, South New Berlin, New York. 22 January 1916, p. 5.

United States Congress House Committee on the Judiciary
1957 *Meat Packers: Joint Hearings Before the Subcommittees on the Judiciary and Committee on Interstate and Foreign Commerce*. United States Government Printing Office, Washington DC. Charles Haag Inc. 497 Observer 1957, p. 276

CONTINUATION SHEET

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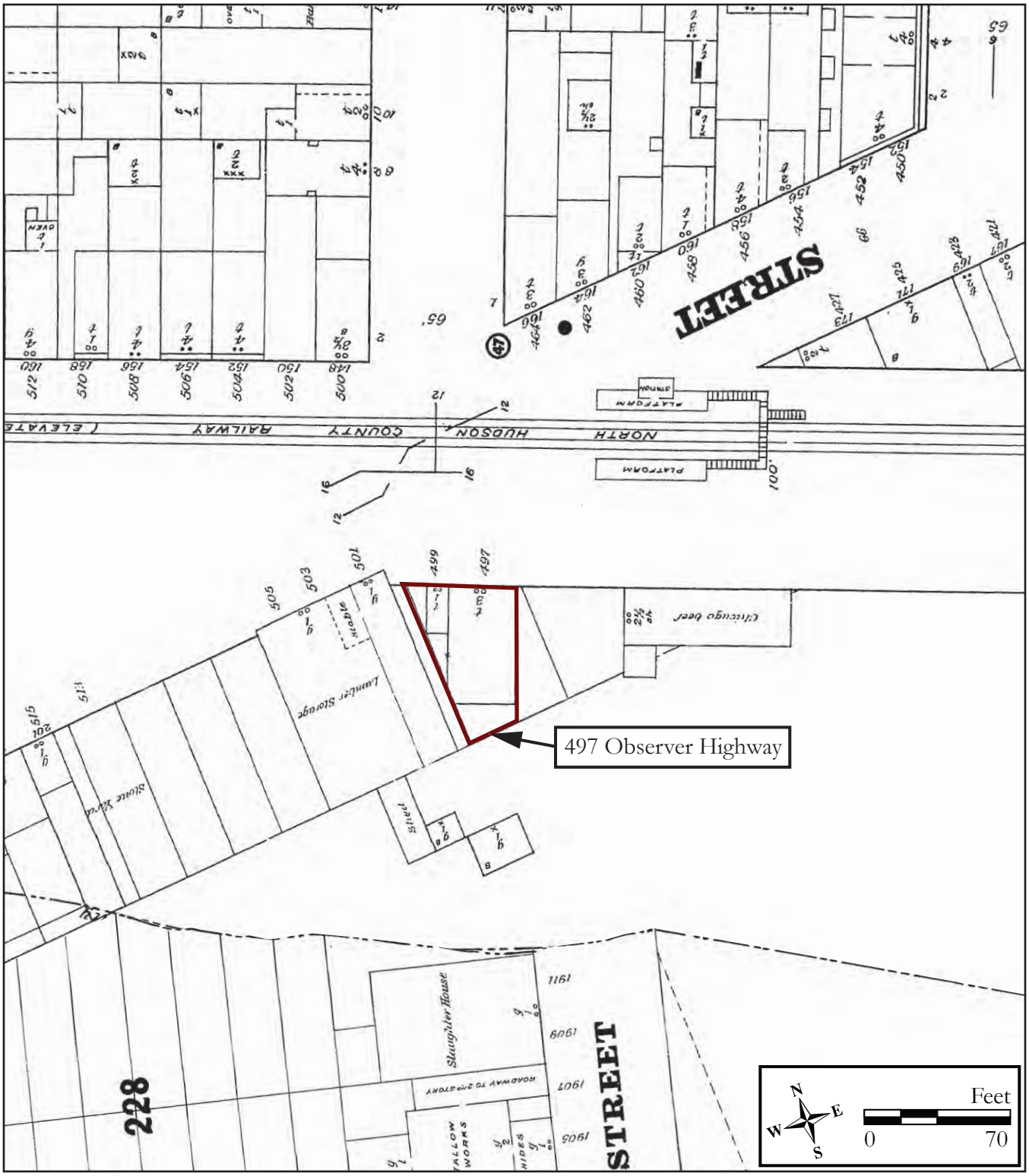


Figure 1: 1891 Insurance Map of Hoboken, New Jersey. Sanborn Map Company, New York, New York.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Kelly E. Wiles
Organization: RGA, Inc.
Date: June 2016

Figure 2: 1904 City of Hoboken, New Jersey. Hughes & Bailey, New York City, New York.

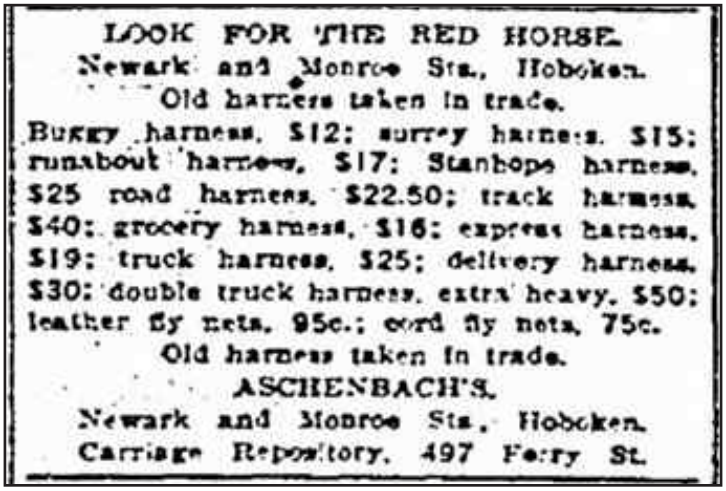
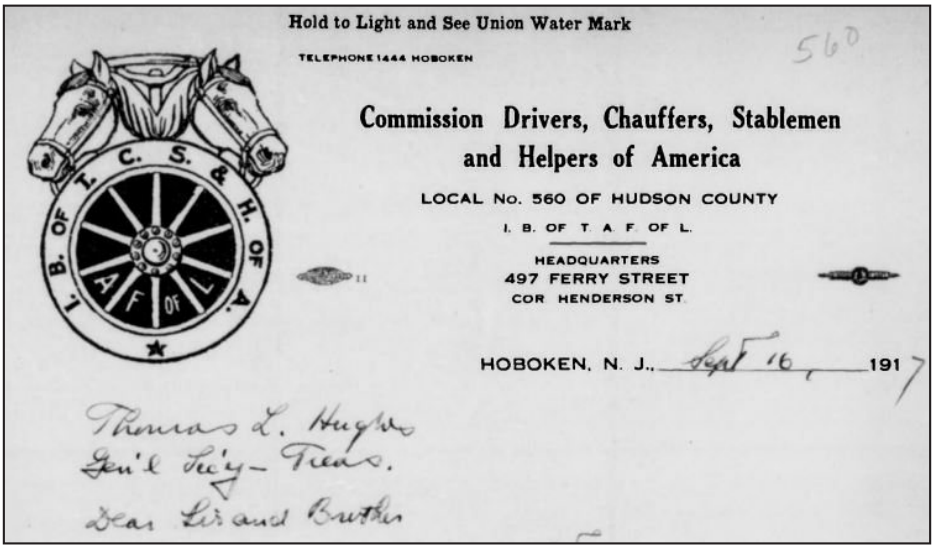

LOOK FOR THE RED HORSE.
Newark and Monroe Sts., Hoboken.
Old harness taken in trade.
Buggy harness, $12; surrey harness, $15; runabout harness, $17; Stanhope harness, $25 road harness, $22.50; track harness, $40; grocery harness, $16; express harness, $19; truck harness, $25; delivery harness, $30; double truck harness, extra heavy, $50; leather fly nets, 95c.; cord fly nets, 75c.
Old harness taken in trade.
ASCHENBACH'S,
Newark and Monroe Sts., Hoboken.
Carriage Repository, 497 Ferry St.

Figure 3: Advertisement for the Aschenbach's Carriage Repository. Jersey City Journal, Jersey City, New Jersey. 14 August 1908, p. 11.

ORTLIEB & COMPANY,
Incorporated
Wholesale Commission Merchants
In All Kinds of Country Produce.
Specialties: Calves, Lambs, Pork, Game, Poultry, Eggs, Etc.. Alive and Dressed.
References: Second National Bank, Hoboken, N. J.; J. J. Fallon, Corporation Counsel of Hoboken, N. J.; Bradstreet and Dun Commercial Agencies; Members of Hoboken Board of Trade.
Principal Office
497-499 Ferry St., Cor. Henderson St., Hoboken, N. J.

Figure 4: 1916 advertisement for Ortlieb & Company from the South New Berlin Bee based out of South New Berlin, New York.



Hold to Light and See Union Water Mark
TELEPHONE 1444 HOBOKEN
560
Commission Drivers, Chauffers, Stablemen and Helpers of America
LOCAL No. 560 OF HUDSON COUNTY
I. B. OF T. A. F. OF L.
HEADQUARTERS
497 FERRY STREET
COR HENDERSON ST.
HOBOKEN, N. J., Sept 16, 1917
Thomas L. Hughes
Gen'l Sec'y-Treas.
Dear Sir and Brother

Figure 5: Letterhead of the Commission Drivers, Chauffers', Stablemen and Helpers of America. Courtesy of the International Brotherhood of Teamsters Archive, George Washington University, Washington, DC.

CONTINUATION SHEET

Historic Sites #:

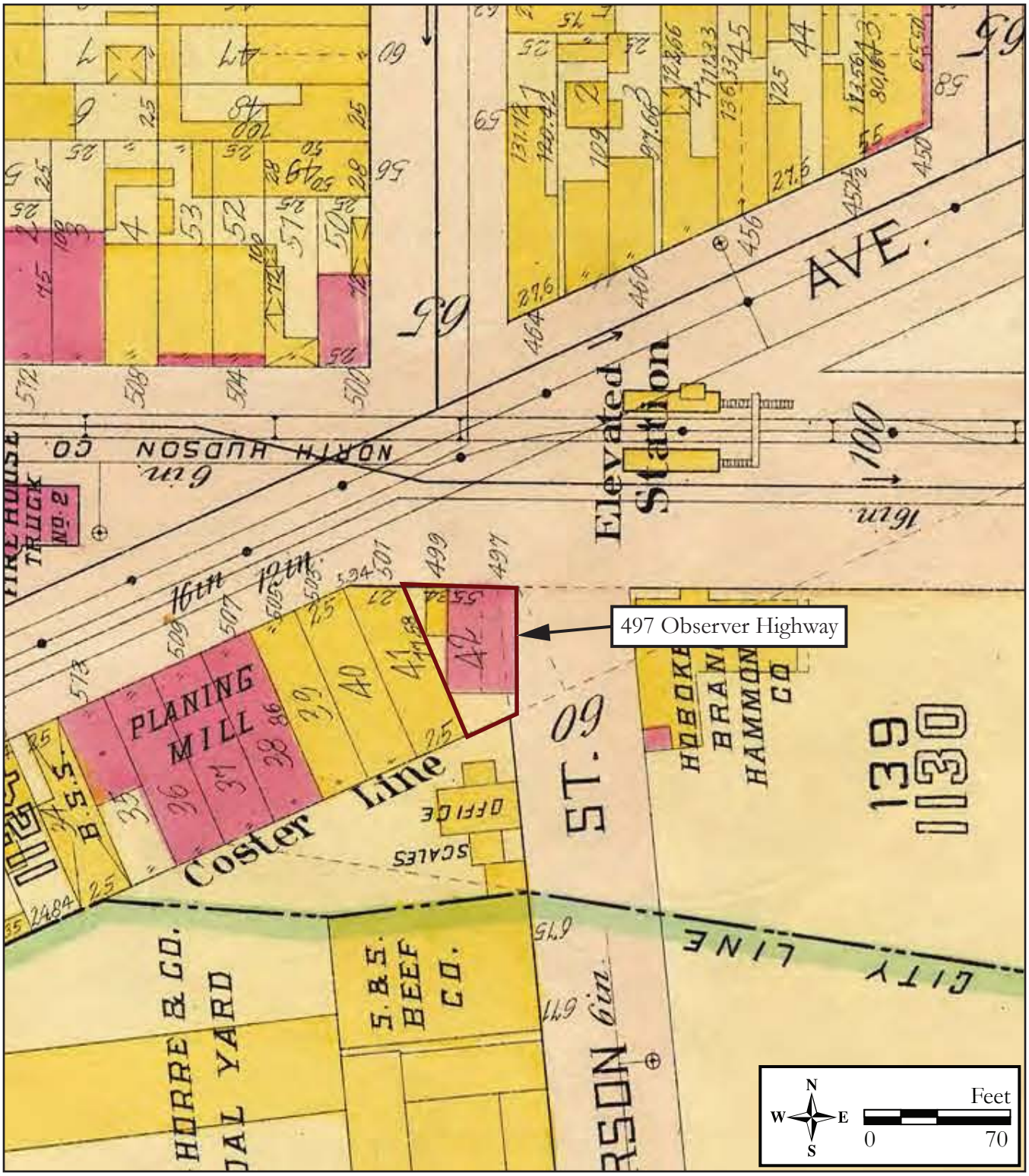


Figure 6: 1909 Atlas of Hudson County, New Jersey. Vol. 2. G.M. Hopkins & Company, Philadelphia, Pennsylvania.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Kelly E. Wiles
Date: June 2016
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

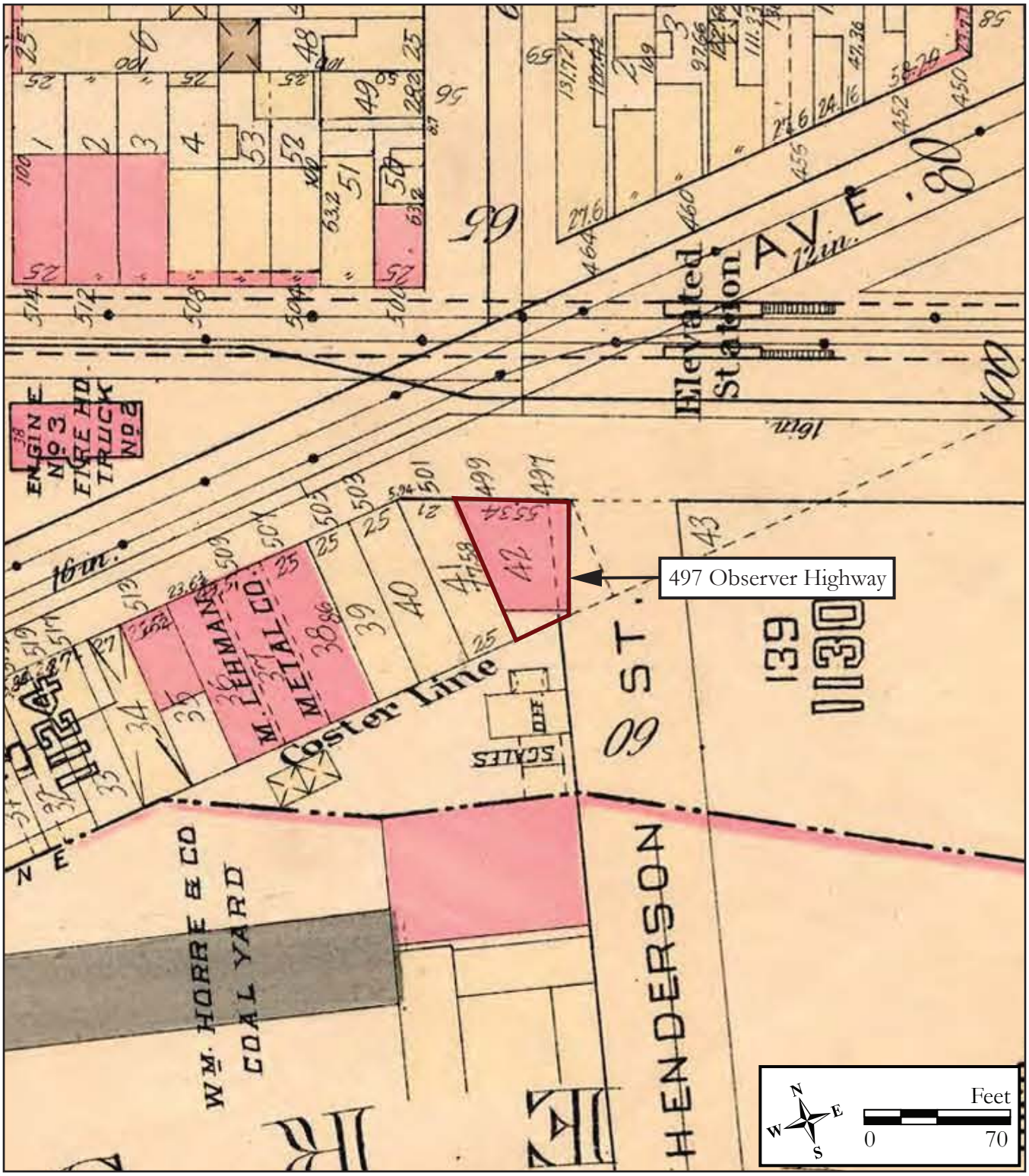


Figure 7: 1923 Atlas of Hudson County, New Jersey. Vol. 2. G.M. Hopkins & Company, Philadelphia, Pennsylvania.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Kelly E. Wiles
Organization: RGA, Inc.
Date: June 2016

CONTINUATION SHEET

Historic Sites #:

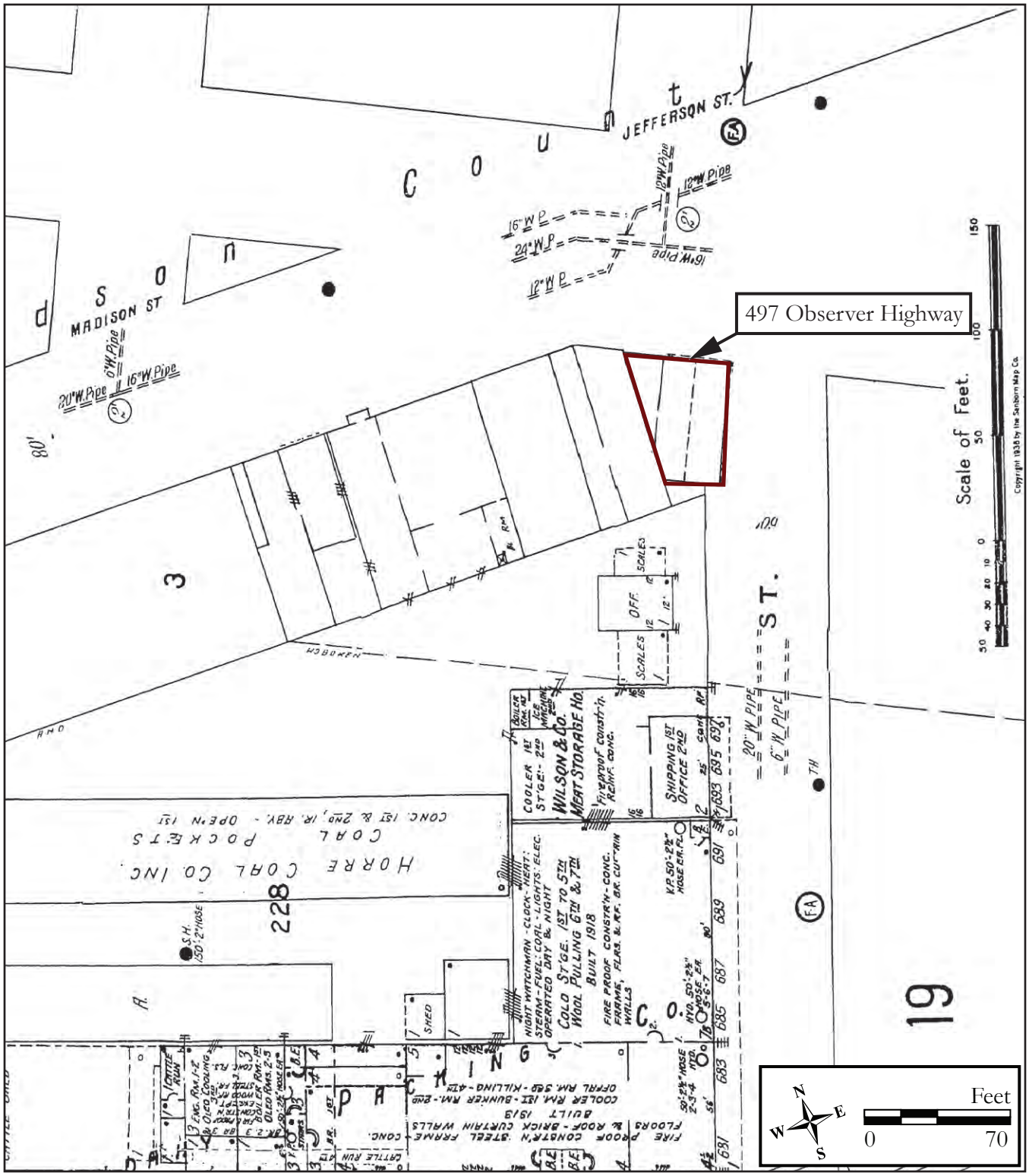


Figure 8: 1938 Insurance Map of Hoboken, New Jersey. Sanborn Map Company, New York, New York.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Kelly E. Wiles
Organization: RGA, Inc.
Date: June 2016

CONTINUATION SHEET

Historic Sites #:

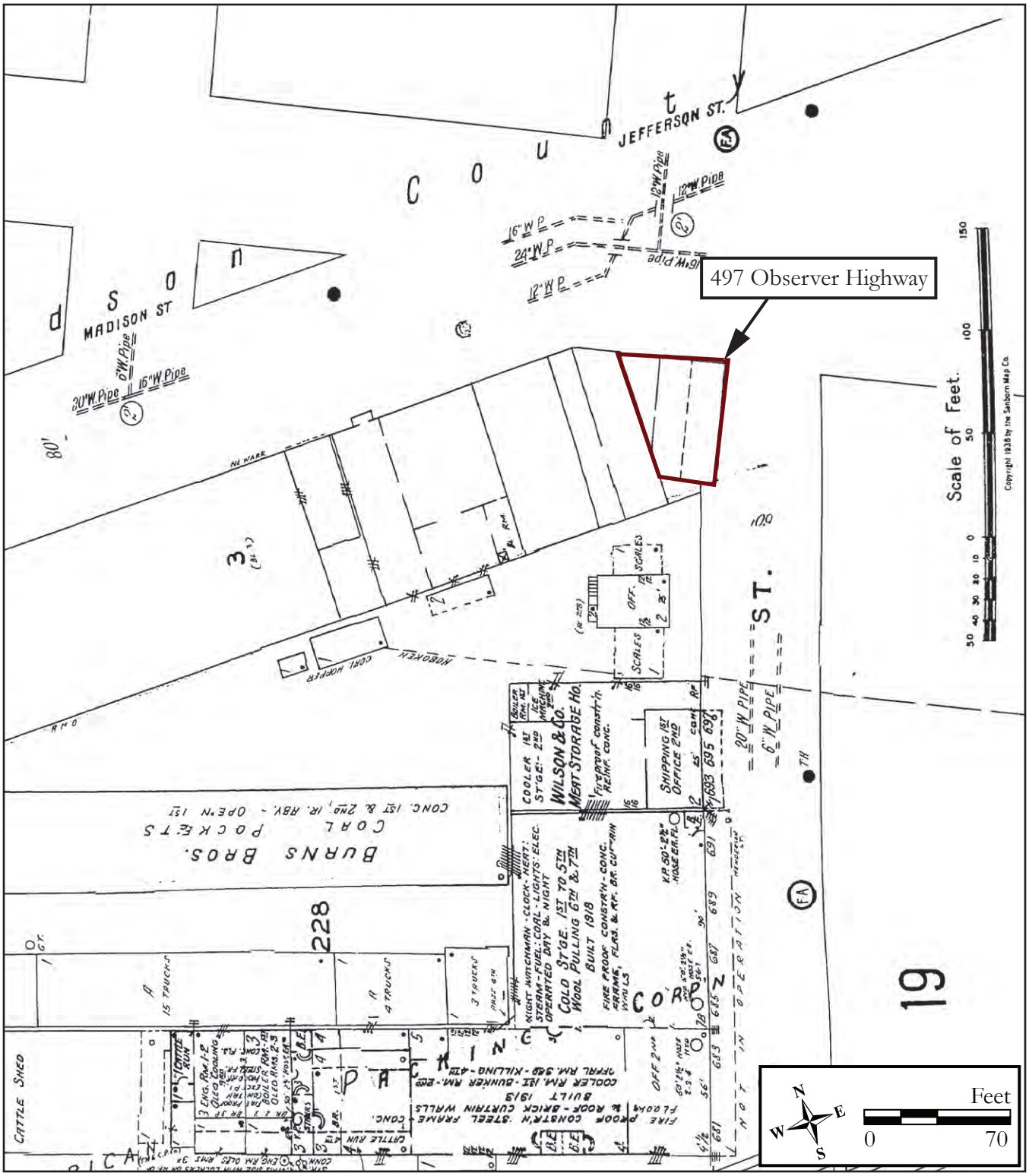


Figure 9: 1951 Insurance Map of Hoboken, New Jersey. Sanborn Map Company, New York, New York.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Kelly E. Wiles
Date: June 2016
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

Plate: 1

Photo view:
South

Photographer:
Kelly E. Wiles

Date:
February 17,
2016

North elevation of the Fields Development Group Building.

Plate: 2

Photo view:
West

Photographer:
Kelly E. Wiles

Date:
February 17,
2016

East elevation of the Fields Development Group Building.

CONTINUATION SHEET

Historic Sites #:

Plate: 3

Photo view: Northwest

Photographer: Kelly E. Wiles

Date: February 17, 2016

East and south elevations of the Fields Development Group Building.

Plate: 4

Photo view: East

Photographer: Kelly E. Wiles

Date: February 17, 2016

West elevation of the Fields Development Group Building.

CONTINUATION SHEET

Historic Sites #:

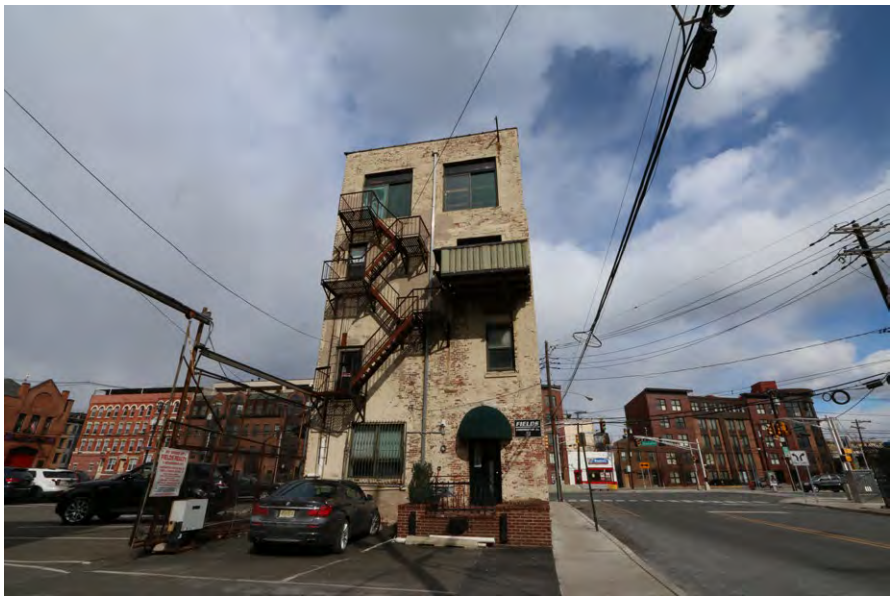


Plate: 5

Photo view:
North

Photographer:
Kelly E. Wiles

Date:
February 17, 2016

South elevation of the Fields Development Group Building.

BASE SURVEY FORM

Historic Sites #:

Property Name: R. Neumann & Co. Factory Complex

Street Address: *Street #:* 300 *(Low)* _____ *(High)* *Apartment #:* _____ *(Low)* _____ *(High)*

Prefix: _____ *Street Name:* Observer *Suffix:* _____ *Type:* HWY

County(s): Hudson **Zip Code:** 07030

Municipality(s): Hoboken **Block(s):** 2, 2.1

Local Place Name(s): _____ **Lot(s):** 13 -26, 1-4, 9, 10

Ownership: Private **USGS Quad(s):** Jersey City

Description:

Constructed circa 1885, the R. Neumann & Co. Factory complex is sited on a triangular block bounded by Newark Street, Willow Ave and Observer Highway. The interconnected industrial complex was built in several phases throughout the late nineteenth and twentieth centuries. While the structural systems and heights for the multiple additions vary, the exterior envelopes all consist of brick construction. Situated on the northwest corner of Willow Ave and Observer Highway is the oldest extant, L-plan building constructed circa 1885 (Building A). It fronts Observer Highway with its primary elevation facing southwest and the ell continuing northeast along Willow Ave. The 1900 expansion consists of two additions. The first addition extends off the western portion of the north elevation of the main building. This eastern addition extends towards Willow Ave to form a courtyard. A frame passageway connects the two buildings. Also during this period, a northern addition was built along Willow Ave, lengthening the ell of the original building (Addition B).

Continued on Industry Attachment

Registration and Status Dates:

National Historic Landmark: _____ SHPO Opinion: _____

National Register: _____ Local Designation: _____

New Jersey Register: _____ Other Designation: _____

Determination of Eligibility: _____ Other Designation Date: _____

Photograph:

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

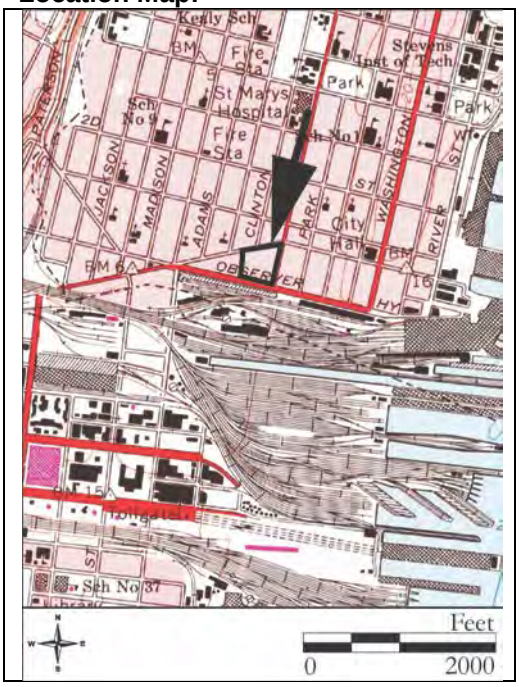
Surveyor: Lauren Szeber Date: June 2016

Organization: RGA, Inc.

BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:

See Continuation Sheet

Bibliography/Sources:
See Continuation Sheet

Additional Information:
This property was included in a 2002 cultural resources survey by ARCH², Inc. for a Section 106 wireless project sponsored by Verizon Wireless. They recommended the building to be ineligible for the NRHP due to lack of architectural or historical significance (ARCH² 2002).

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: _____ Building _____ Landscape _____ Farm
_____ Bridge 3 Industry

Within Historic District? ☐ Yes ☒ No **Historic District Name:** _____

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Lauren Szeber Date: June 2016
Organization: RGA, Inc.

INDUSTRY ATTACHMENT

Historic Sites #:

Common Name: R. Neumann & Co. Factory Complex

Historic Name: Neumann Leathers Factory

Present Use: Commercial Activity – Personal Services; Industrial Activity – Light Industrial

Historic Industry: Leather and Other Animal Skin Products Manufacture **Building ID:** Building E

Construction Date: Circa 1885 **Source:** Bailey and Ward 1881; Sanborn Insurance Map 1891

Alteration Date(s): Circa 1900, 1919, 1930, 1940 **Source:** G. M. Hopkins, 1909; Hoboken Historical Museum 1919; Sanborn Insurance Map Company 1938, 1951

Architect: Unknown **Physical Condition:** Fair

Builder: Unknown **Remaining Historic Fabric:** High

Style: N/A **Length:** N/A **Stories:** N/A

Width: N/A **Bays:** N/A

Exterior Finish Materials: Brick – Common Bond

Foundation Materials: Unknown

Structural System: Brick **Roof System:**

Roof Finish Materials: Asphalt

Equipment/Machinery: Unknown

Transportation Links: Unknown

Exterior Description:

Continued from Base Survey

In 1919, the complex expanded further west along Observer Highway with the construction of a six-story building. Around the same time, another L-shaped engine room was built on the northern elevation of the c. 1900 addition (Addition C). By 1934, the factory complex expanded even further through construction and the acquisition of nearby existing buildings. During the 1920s, the company acquired a former facility on Observer Highway, previously used as a metallic novelties factory (Building E). A storage building on the back of the property sited on Newark Ave was also acquired around this time (Building F). Multiple one-story additions were constructed to connect the buildings. By 1938, an additional parcel along Newark Street had been acquired, along with several frame extant buildings that were on the property. By 1951, R. Neumann had replaced the frame buildings with the one-story brick building that stands today.

See Continuation Sheet

Interior Description:

Not Accessible

Setting:

R. Neumann & Co. at 300 Observer Highway is sited on an approximately 3-acre triangular plot of land located on the northwest corner of Observer Highway and Willow Street. The multi-building complex is oriented with its primary façade facing southwest and is set back from the road approximately 15 feet. The complex spreads across the eastern portion of the parcel, running north along Willow Street and extending northwest to Newark Street. A paved asphalt parking lot is situated to the northwest. A public sidewalk spans the entire length of the southwest, southeast, and northwest elevations. The building is located within a dense urban setting with nineteenth, twentieth and twenty-first century buildings and is situated approximately 100 feet north of the Hoboken Terminal and Railyard.

ELIGIBILITY WORKSHEET

Historic Sites #:

History:
See Continuation Sheet

Significance:
Built in the late nineteenth century, the R. Neumann & Co. Factory is significant as a rare and well preserved extant example of some of the last vestiges of Hoboken's former industrial power. The factory is one of the few surviving intact historic industrial complexes in the city and has remained continuously active as a center of manufacturing and creative enterprises since its construction circa 1885. Architecturally, it is a strong example of late nineteenth and early twentieth century utilitarian industrial design, a pivotal building type in Hoboken's commercial and industrial history.

Eligibility for New Jersey and National Registers: ☒ Yes ☐ No **National Register Criteria:** ☒ A ☐ B ☒ C ☐ D

Level of Significance ☒ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility:
The R. Neumann & Co. Factory is recommended eligible for listing in the National Register of Historic Places under Criterion A for its association with the early industrial development of Hoboken and under Criterion C for its architecture. Constructed in the late nineteenth century, the factory was established during one of the city's most significant periods of growth, when it emerged as a burgeoning center of innovative technology and manufacturing. Over the past century, the building complex has evolved through various construction phases. These additions represent the evolution of the industry over time and contribute to the building's greater significance. The R. Neumann & Co. Factory's integrity of location, materials, design, feeling, and association are high. Many of the original characteristics have been preserved, including massing, fenestration, wood window sash and surrounds, and corbelled brick detailing, as well as the smokestack, cobbled drives, loading portals, and signage. These extant historic elements effectively fuse the City's industrial past with the present urban landscape. Having been continuously owned and operated by descendants of the Neumann Family, the building complex continues to serve as a center of the industrial arts for the community and conveys its historic importance as a manufacturing anchor of Hoboken.

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:

Narrative Boundary Description:
N/A

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Lauren Szeber Date: June 2016
Organization: RGA, Inc.

INDUSTRY ATTACHMENT

Historic Sites #:

Common Name: 350 Observer Highway
Historic Name: W. M. Schimper & Co.
Present Use: Commercial Activity – Personal Services; Industrial Activity – Light Industrial
Historic Industry: Fabricated Metal Products Manufacture **Building ID:** Building E

Construction Date: Circa 1885 **Source:** Bailey and Ward 1881; Sanborn Insurance Map 1891
Alteration Date(s): Circa 1930 **Source:** G. M. Hopkins & Co. 1923, 1934

Architect: Unknown **Physical Condition:** Fair
Builder: Unknown **Remaining Historic Fabric:** Medium
Style: N/A **Length:** 70 feet **Stories:** 6
Width: 135 feet **Bays:** 9

Exterior Finish Materials: Brick – Common Bond
Foundation Materials: Unknown
Structural System: Brick **Roof System:** Unknown
Roof Finish Materials: Asphalt
Equipment/Machinery: Unknown
Transportation Links: Unknown

Exterior Description:
Built in the late 19th century on an adjoining parcel west of the original R. Neumann & Co. Factory, the property was acquired and modified by R. Neumann and Co. during the 1930s (See Figure 4). The building stands six stories tall and is situated with the primary elevation fronting Observer Highway. The exterior envelope is clad in brick laid in Common bond. A flat, rolled asphalt roof caps the building and delineated by a stunted parapet wall with ornamental brickwork accenting the cornice line. Brick pilasters flank every third bay on the primary (southwest) elevation. The fenestration is irregular, consisting principally of replacement industrial double sliding windows. Many of the window openings have been filled in with concrete blocks; however, some of the original 4/4 and 2/2 wood sash and surrounds remain. All windows on the primary elevation possess stone sills and arched brick lintels. The first story is delineated with red paint and the words "R. NEUMANN & CO." are painted on the facade between the third and fourth stories. The fenestration differs slightly on the northwest elevation, consisting primarily of paired, double-sliding replacement windows or concrete infill. Window openings have stone sills and wood lintels. A large exterior brick chimney projects from the northwest corner, and a metal fire escape spans the height of the building. A one-and-a-half-story brick addition projects from the rear.

Interior Description:
Not Accessible

Setting:
350 Observer Highway is sited on the north side of Observer Highway. The building is attached to the industrial complex commonly known as R. Neumann & Co. Factory, which is situated on a 3-acre parcel of land on the northwest corner of Observer Highway and Willow Avenue. The primacy elevation faces southwest and is set back from the road approximately 15 feet. A paved asphalt parking lot is situated to the northwest. A public sidewalk spans the length of the southwest elevation. The building is located within a dense urban setting with nineteenth, twentieth and twenty-first century buildings and is situated approximately 100 feet north of the Hoboken Terminal and Railyard.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Lauren Szeber Date: June 2016
Organization: RGA, Inc.

INDUSTRY ATTACHMENT

Historic Sites #:

Common Name: 321 Newark Street
Historic Name: Kent Costikyan Rugs
Present Use: Commercial Activity – Personal Services; Industrial Activity – Light Industrial
Historic Industry: Other Textile Industry **Building ID:** Building F

Construction Date: Circa 1900 **Source:** Sanborn Insurance Map 1891, G. M. Hopkins & Co. 1909
Alteration Date(s): Circa 1935, 1945 **Source:** G. M. Hopkins & Co. 1934; Sanborn Insurance Map 1938, 1951

Architect: Unknown **Physical Condition:** Fair
Builder: Unknown **Remaining Historic Fabric:** High
Style: N/A **Length:** 111 feet **Stories:** N/A
Width: 56 feet **Bays:** N/A
Exterior Finish Materials: Brick – Common Bond
Foundation Materials: Concrete
Structural System: Brick **Roof System:** Concrete
Roof Finish Materials: Asphalt
Equipment/Machinery: Unknown
Transportation Links: Unknown

Exterior Description:
The building at 321 Newark St is a modified H-plan structure standing five-stories high and measuring nine bays wide. Constructed of Common-bond brick, it is capped by a flat roof terminated by a parapet wall. Windows consist primarily of the original 6/6 wood sash and surround, however, many have been replaced along the upper stories with modern vinyl, multi-pane sliding windows. All window openings have stone sills and triple rowlock arched lintels. The western-most window openings have been filled in with brick to accommodate for a metal fire escape, facilitating access to the interior on each story. The first-story windows have also been filled in with brick and painted red to match the surrounding façade. Access is gained at the street level via a garage door opening situated on the easternmost portion of the primary (northwest) elevation. An industrial metal door is located to the right. Ornamental brickwork wraps around the exterior envelope in between the fourth and fifth stories.

The mid-century addition adjoins the northeast elevation of the building at 321 Newark Street and it situated with its primary elevation facing northwest. The block building stands one-and-a-half stories tall. A flat roof caps the building, which is delineated by a shallow brick stepped parapet wall. The fenestration consists of regularly-placed, double-hung vinyl windows in sets of three. A large, central corrugated garage door dominates the façade, flanked by two modern industrial doors. The building is clad in brick laid in Common bond.

Interior Description:
Not Accessible

Setting:
321 Newark Street is sited on the south side of Newark Street. The building is attached to the industrial complex commonly known as R. Neumann & Co. Factory, which is situated on a 3-acre parcel of land on the northwest corner of Observer Highway and Willow Avenue. The primacy elevation faces northwest and is set back from the road approximately 15 feet. A paved asphalt parking lot is situated to the southwest. A public sidewalk spans the length of the primary elevation. The building is located within a dense urban setting with nineteenth, twentieth and twenty-first century buildings and is situated approximately 300 feet north of the Hoboken Terminal and Railyard.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Lauren Szeber Date: June 2016
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

Description:

Continued from Industry Attachment

R. Neumann & Co Factory (Building A): circa 1885

Initially constructed circa 1885, the oldest portion of the R. Neumann & Co. Factory is a rectangular plan with the primary façade fronting Observer Highway. Standing four stories tall and measuring six bays wide, the factory is of Common-bond brick construction and topped by a flat, asphalt rolled roof. Decorative corbelled brickwork accentuates the cornice line. Brick pilasters at the third and fourth stories flank every third bay and extend above the roofline to form a low parapet. The building features symmetrical fenestration and utilizes 4/4 and 2/2 wood sash and surrounds, with limestone sills and segmental arch brick lintels. The majority of the first story windows is enclosed by metal screens or has been filled in with cinder blocks. Access to the building is gained via various offset modern paneled doors or garage openings at the street level. The remains of the original painted words "R. NEUMANN & CO." are still visible between the third and fourth stories on the western portion of the primary elevation. The first story is distinguished with red paint. In the late 1880s, the company expanded with a four-story, two-bay addition fronting Willow Avenue. The addition complements the initial building's design and reconfigured the layout into an elongated L-plan (See Figure 1).

Addition B: circa 1900

Projecting from the north elevation of the ell along Willow Avenue, this addition is situated with its primary elevation facing southeast (See Figure 2). The building measures 12 bays in length and is capped by a flat, asphalt rolled roof. Designed to match the original building, the four -story extension's exterior envelope is composed of brick laid in Common bond with decorative corbelled brickwork running along the cornice line. Brick pilasters at the third and fourth stories flank every second bay, terminating in a stunted parapet wall. The fenestration along the front elevation is symmetrical, consisting of 8/8 wood sash and surround windows on the first story and 4/4 and 2/2 wood sash and surround windows on the second, third, and fourth stories. All windows possess stone sills and arched brick lintels, although many of the openings have been filled in with concrete blocks. The first story is delineated by a double brick spring line and has been painted red. A modern door allows access to the building from the southwest elevation. The rear of the building features a large metal smokestack and the painted words "NEUMANN LEATHERS" positioned prominently in the top left corner.

Around the same time, an L-plan addition was built off of the western section of the original building, projecting northeast to form an enclosed courtyard space. The building stands four stories tall and is clad in brick. It is currently surrounded by one- and two-story structures at the center of the complex.

Addition C: circa 1919

The 1919 addition stands adjacent to the original building with its primary façade facing southwest (See Figure 3). The six-story building measures three bays wide and is clad in Common-bond brick. The flat, rolled asphalt roof is accented by a stepped parapet wall and ornamental brickwork running along the cornice line. The building is characterized by large, metal industrial casement windows with stone sills. Later window replacements include 4/4 wood sash and surrounds set in units of three, as well as single-hung vinyl sash and surround windows filled in with concrete blocks. Band courses wrap around the exterior envelope bordering the window perimeters. The first story is demarcated with red paint and by a limestone spring line. The main entrance to the building is located on the western portion of the primary elevation, accessed by a small inset entranceway leading to a metal door with large transom window. Two garage openings punctuate the first story topped by signage. The painted words "FINE LEATHERS" are visible in between the third and fourth stories.

Addition D: circa 1930

During the 1920s and early 1930s, The R. Neumann & Co. Factory acquired 2 pre-existing brick buildings; the first to the southwest fronting Observer Highway (Building E) and the other on the northern portion of the property fronting Newark Street (Building F). During this period, one-story brick additions were constructed connecting the various buildings to form a cohesive complex.

History:

The industrial complex known as R. Neumann & Co. first appears cartographically on the *1891 Sanborn Insurance Map of Hudson County* (Sanborn Map Company 1891). The factory is not depicted on the 1873 Hudson County Atlas, suggesting that it was constructed at some point between 1873 and 1891 (Sanborn Map Company 1873, 1891). Although the building has gone through various construction phases, the original footprint has remained intact.

R. Neumann & Co. was founded in 1863 as a producer of fine leather and leather goods by German immigrant Raphael Neumann. Having settled in New York City, Raphael first ran his burgeoning business out of a small shop at 6 Bond Street and later 76 Duane Street (US City Directories 1876). The company grew quickly, and the need for a larger manufacturing facility soon became apparent. Easily accessible from the city, Hoboken was selected as the site of the new factory during the 1880s. The space at 76 Duane Street was retained for use as the company's showroom and business office, run by Neumann's nephew, Gustave Bernheim. Neumann was ambitious and saw the opportunity to embark on a multi-manufacturing endeavor. He also established the Neumann Hardware Company during this same period and built a large five-story facility on St. Francis Street in Newark, New Jersey. The company specialized in trunk hardware, frames, and trimmings for traveling bags and suitcases – products all advantageous to the luxury leather good trade (*American Trade Index* 1913).

The original four-story leather goods factory was built on the northwest corner of Willow Avenue and Observer Highway (then known as Ferry Street), and within the first few years expanded with a matching addition extending southeast along Willow Avenue (See Figures 1 and 7)(Sanborn Map Company 1891). The immediate surrounding area was predominantly industrial, consisting of saw mills and coal yards, as well as the newly built North Hudson County Elevated Railroad, which ran directly in front of the primary elevation (G.M Hopkins and Co. 1909). The construction of the building coincided with the period of rapid growth and development of the area. Following the end of the Civil War, Hoboken saw a technological evolution in almost every mode of transportation, making it widely accessible by train, steamboat, and ferry (Carmelich and Spies 2004). The town saw a 44 percent increase in business establishments between 1900 and 1905 and quickly gained the reputation as an innovative industrial community (*Hoboken Board of Trade* 1907: 69).

The company experienced a minor setback in the summer of 1897 with the explosion of a Naphtha tank in one of the annexes, injuring a worker and setting the building aflame. The resulting damage cost the company $1000 (*New York Times* 1897). Despite this minor misfortune, the first quarter of the twentieth century was marked by physical growth and prosperity for R. Neumann & Co. To accommodate this progress, a four-story, L-shaped addition was built off of the western part of the rear (northeast) elevation (See Figure 2). A partially enclosed courtyard was formed at the heart of the factory and filled in with various one-story additions. The construction phase also included an extension projecting to the northeast along Willow Avenue (G.M Hopkins and Co. 1909). In 1917, the company embarked on a second building campaign. At the time, all finished leather goods were still being relocated from the factory to the Duane Street location in New York City for sales and shipping. In order to streamline the process, management elected to build an additional facility to be used as an office space and sales room on the factory's premises. An adjoining lot was purchased from the Hoboken Land and Improvement Company (*New York Times* 1917) and two years later a new six-story, steel framed building was completed (See Figures 3 and 8). A one-story, L-plan structure was also constructed off of the rear of the 1900s addition to house a boiler and engine room.

Expansion and construction continued to be a common theme for R. Neumann & Co. throughout the 20th century. Gustave Bernheim and his sons George and Phillip had assumed ownership of the business following the death of Raphael Neumann. Under the Bernheims' direction, the company went from selling small luxury leather goods to offering a wide variety of multi-purpose leathers at an international level. Mechanization replaced much of the handwork, and the increase in production led to the gradual development of the property stretching from Ferry Street all the way to Newark Avenue. During the 1920s and early 1930s, the company acquired two additional adjoining

History, cont.:
properties to the north and northwest of the original factory (G.M. Hopkins Map 1934). These late 19th century brick buildings were incorporated into the complex for use as additional hide storage and warehouse space (See Figures 4, 5, and 9).

By the 1960s, R. Neumann & Co. was at the forefront of luxury leather, and improvements in technology allowed the company to offer innovative products never before possible. Following the 1969 landing of the first man on the moon, Neumann revealed a new textured and colored line of "Lunar" leathers, advertised to be able to "boost [your] shoe designs up from the launching pad into wide orbits of acceptance" (Hoboken Historic Museum 1963-1969). The design of the line came in celebration of the company's 100th anniversary. Neumann made the news again in the 1980s with the invention of the "tackified" glove. Initially invented to improve golfing grips, the product was adapted for football and by 1982 was being used by both college and professional football teams nationwide. The complex by this time included over a dozen buildings to support its various enterprises including a graining shop, embossing department, color house and laboratory (*Pittsburgh Press* 1988).

Leather production at the site ceased by the late 1980s; however, descendants of the original Neumann/Bernheim family maintained ownership of the property, and the three-acre complex was repurposed and leased to small businesses and local artists. The original factory and additional buildings currently house 30 small businesses, employing 200 people plus 60 resident artist and musicians.

The property became a point of controversy in 2009, when its demolition and replacement with a residential/mixed-use project was proposed before the Zoning Board of Adjustment. Tenants of the building rallied in protest and formed the Neumann Leathers Tenants Association (NLTA), arguing that the building was one of the few remaining intact factories in the city and that the complex has been successfully reused by artisans and musicians (EFB 2010: 32-33). The project was denied. In 2011, the Hoboken City Council designated the industrial facility as an "Area in Need of Rehabilitation" due to deteriorated sewers and water systems readdressed by the City Council in 2014 (Brenze 2014). In 2015, the Hoboken Planning Board proposed a massive rehabilitation project to the City in an attempt to preserve the existing historic structures and the artist community they currently house. The plan aimed to "preserve and revitalize the existing historic industrial structures and retain the character of the site" while providing a pedestrian-orientated streetscape integrated into the development with the addition of gardens and outdoor gathering spaces (Neumann Leathers Redevelopment Plan 2015). The proposal was presented to the City Council in November of 2015.

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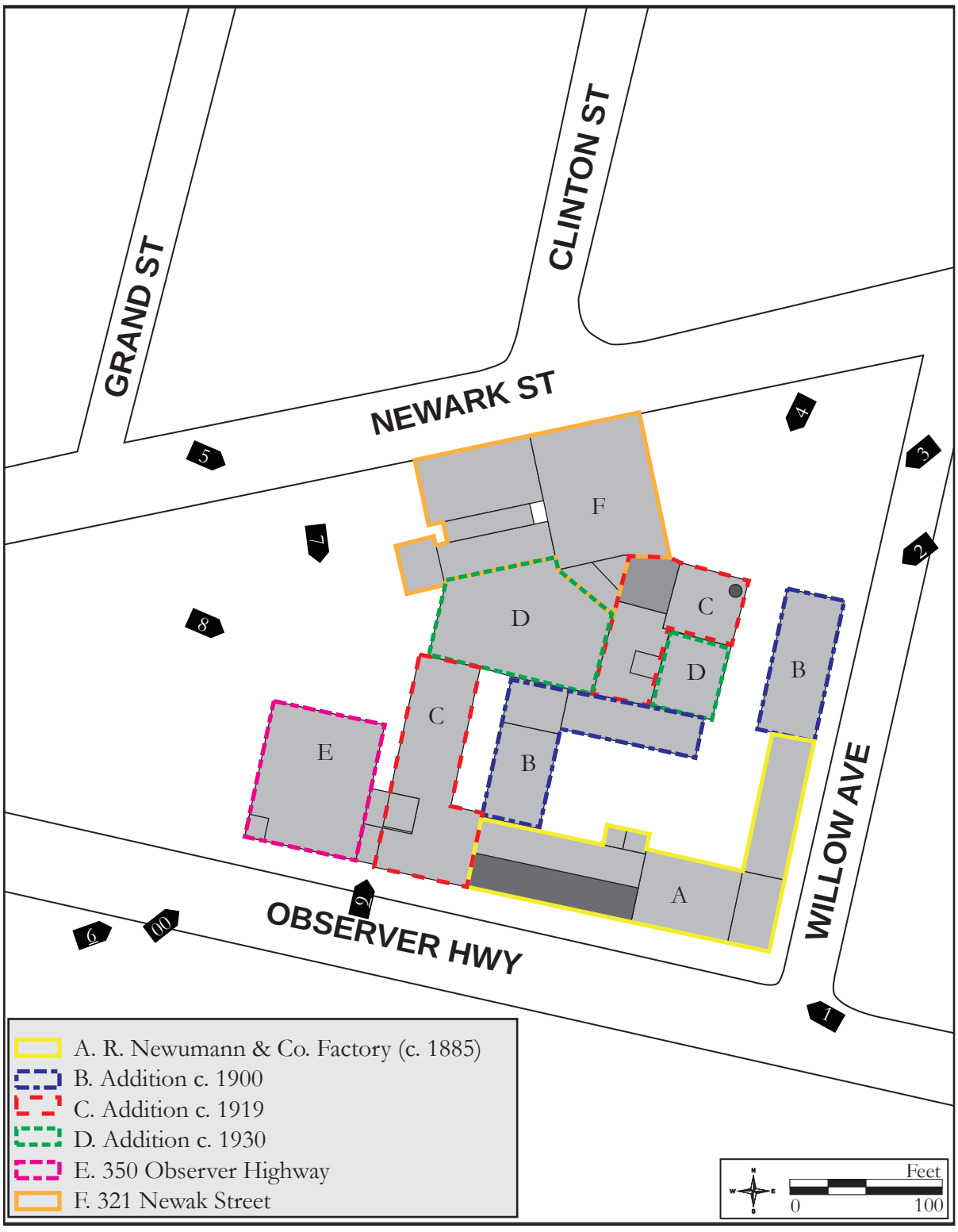

Site plan of the R. Neumann & Co. Factory Complex showing surveyed resources.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Lauren Szeber
Organization: RGA, Inc.
Date: June 2016

CONTINUATION SHEET

Historic Sites #:

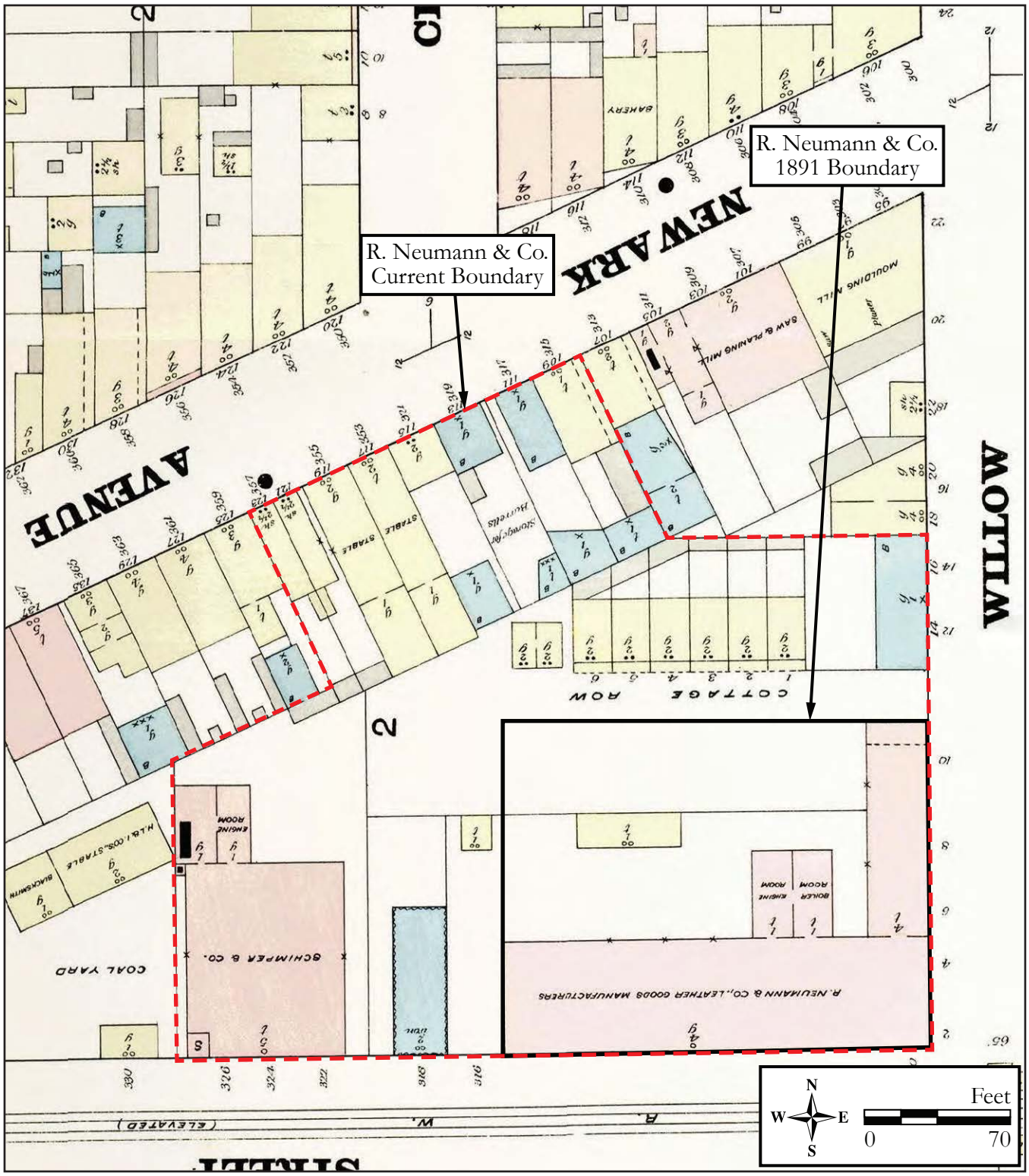

Figure 1: 1891 Sanborn Insurance Map of Hoboken (Sanborn Map 1891).

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CONTINUATION SHEET

Historic Sites #:

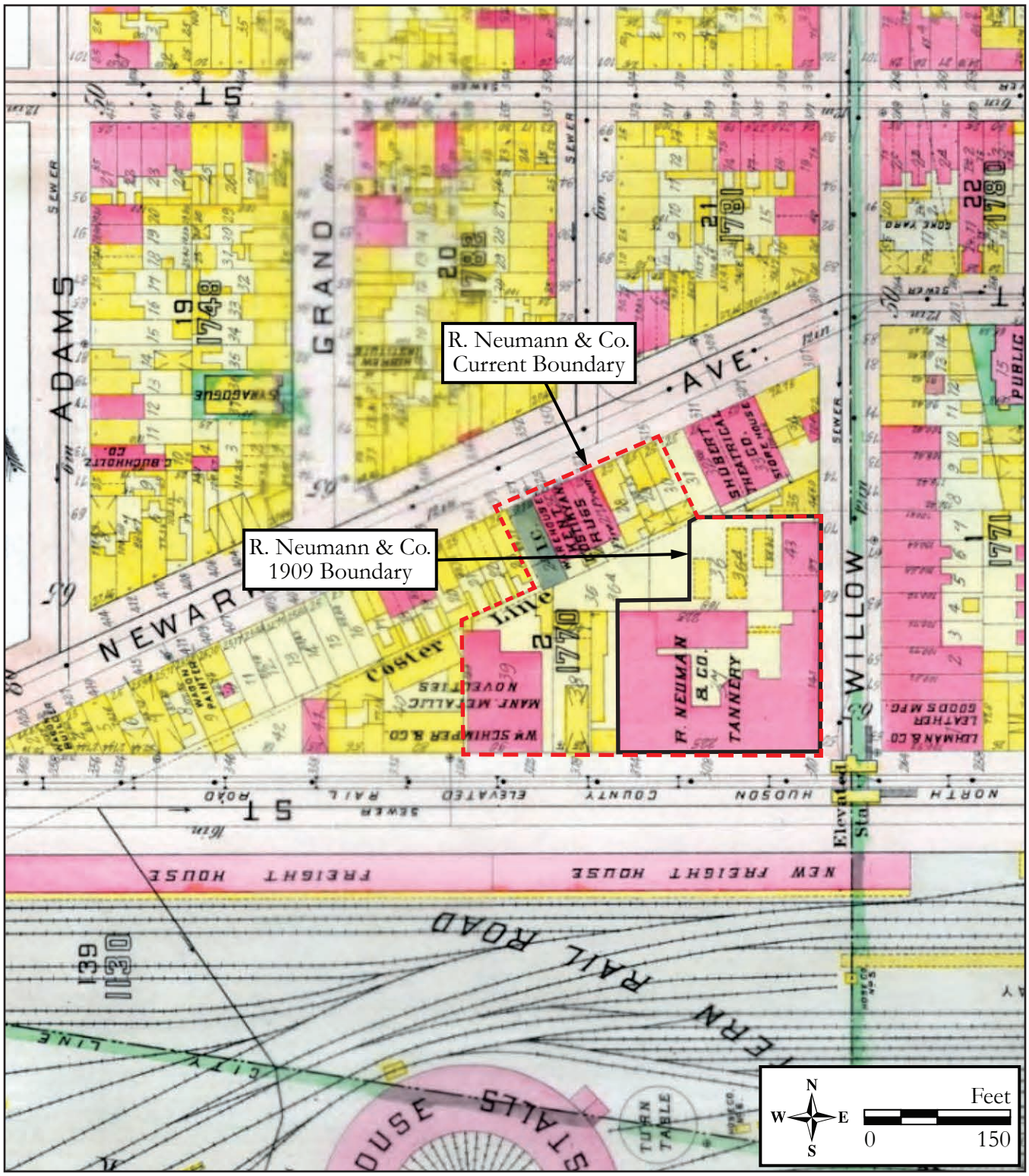

Figure 2: 1909 G.M. Hopkins Map of Hoboken (G.M. Hopkins Co. 1909).

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Organization: RGA, Inc.
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CONTINUATION SHEET

Historic Sites #:

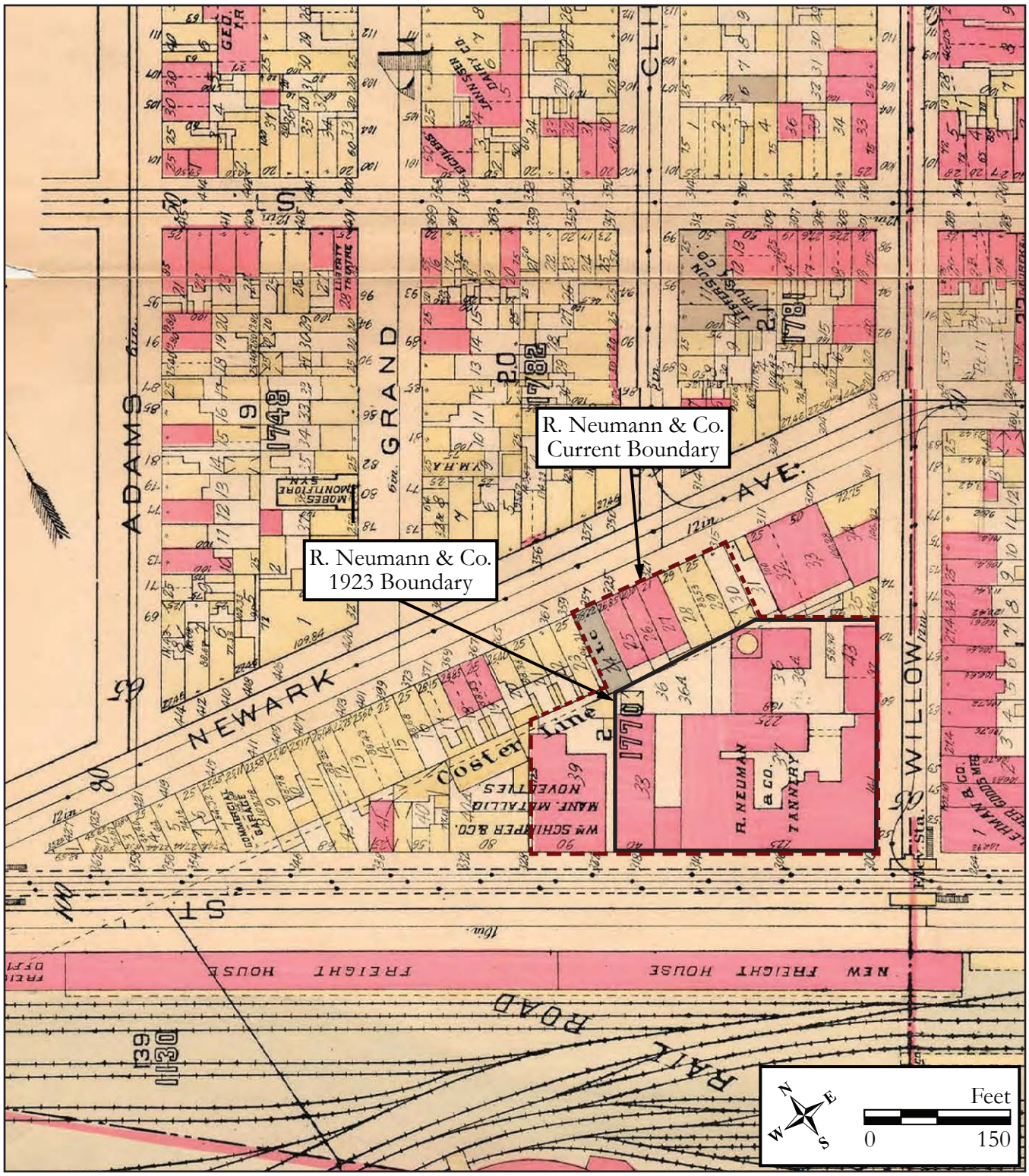

Figure 3: 1923 G.M. Hopkins Map of Hoboken (G.M. Hopkins Co. 1923).

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Surveyor: Lauren Szeber
Organization: RGA, Inc.
Date: June 2016

CONTINUATION SHEET

Historic Sites #:

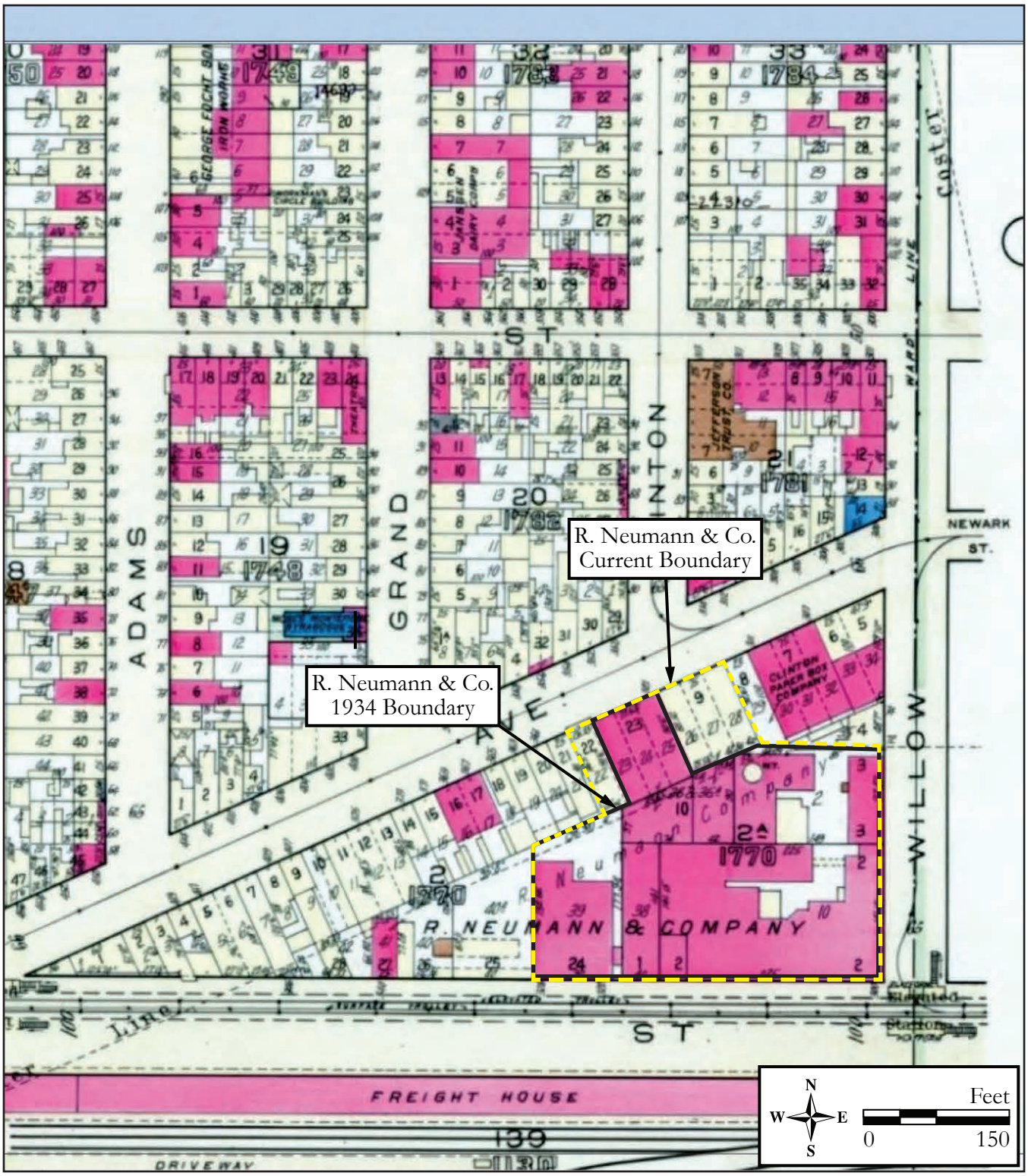


Figure 4: 1934 G.M. Hopkins Map of Hoboken (G.M. Hopkins Co. 1923).

CONTINUATION SHEET

Historic Sites #:

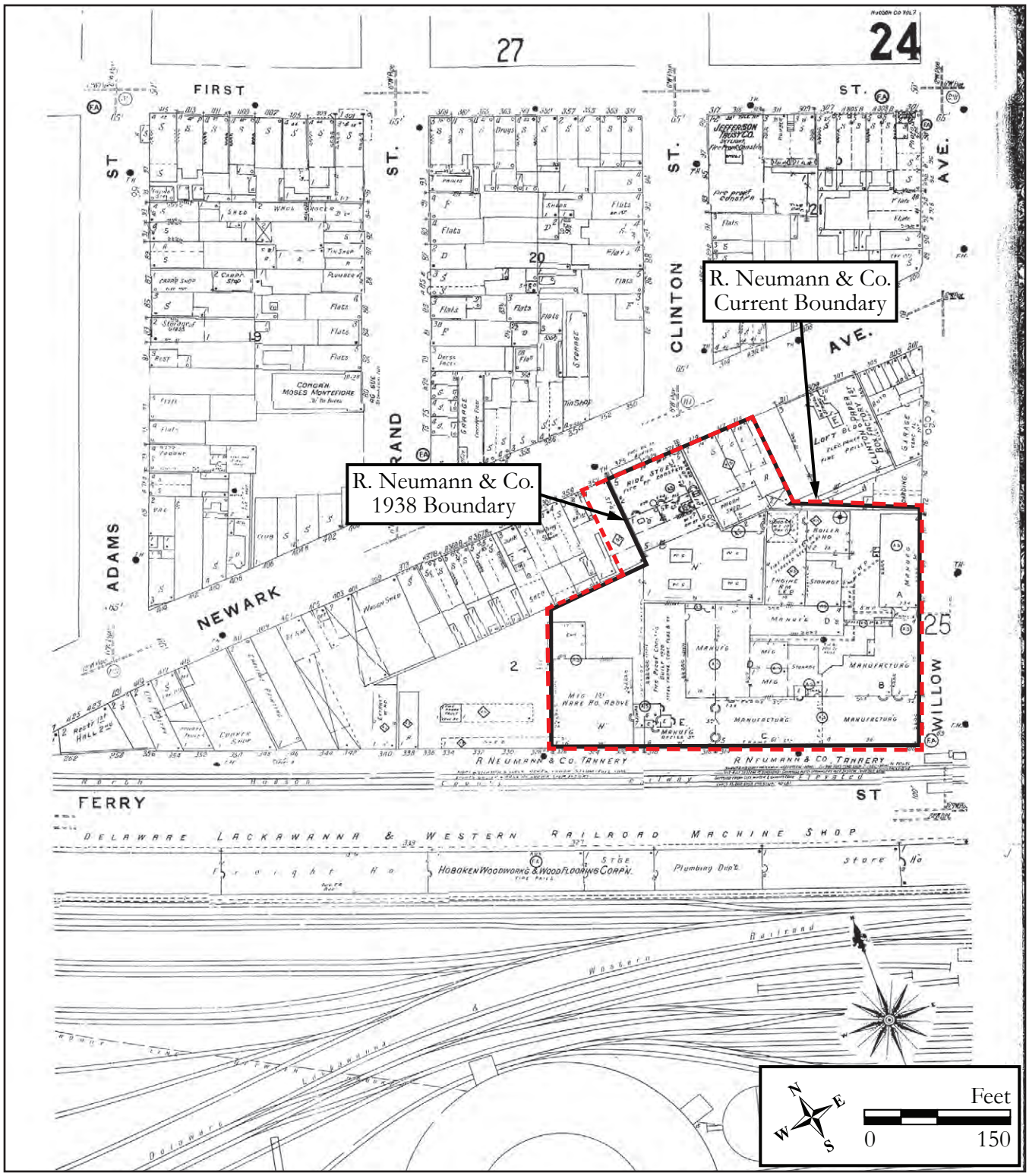


Figure 6: 1951 Sanborn Insurance Map of Hoboken (Sanborn Map 1951).

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Lauren Szeber
Organization: RGA, Inc.
Date: June 2016

CONTINUATION SHEET

Historic Sites #:

Figure 7: Circa 1885 view of the rear elevation of the oldest extant building facing southwest from Willow Avenue (Hoboken Historical Museum).

CONTINUATION SHEET

Historic Sites #:

Figure 8: Photograph of the construction of the 1919 building addition facing Observer Highway (Hoboken Historical Museum 1919).

CONTINUATION SHEET

Historic Sites #:

Figure 9: Circa 1945 view of the northwest and southwest elevations of the R. Neumann & Co. Factory Complex (Hoboken Historical Museum).

CONTINUATION SHEET

Historic Sites #:

Plate: 1

Photo view:
Northwest

Photographer:
Kelly Wiles

Date:
February 16, 2016

Northwest view of oldest extant building (Building A) on the corner of Observer Highway and Willow Avenue.

Plate: 2

Photo view:
Southwest

Photographer:
Kelly Wiles

Date:
February 16, 2016

View of the southeast elevation of Building A and Addition B.

CONTINUATION SHEET

Historic Sites #:

Plate: 3

Photo view: Southwest

Photographer: Kelly Wiles

Date: February 16, 2016

View of the southeast and rear elevation of Building A and Addition B.

Plate: 4

Photo view: Southwest

Photographer: Kelly Wiles

Date: February 16, 2016

View of the rear of the complex fronting Newark Street.

CONTINUATION SHEET

Historic Sites #:

Plate: 5

Photo view:
East

Photographer:
Kelly Wiles

Date:
February 16, 2016

Eastern view of the R. Neumann & Co. Factory Complex.

Plate: 6

Photo view:
Northeast

Photographer:
Kelly Wiles

Date:
February 16, 2016

Primary elevations of Building A, Addition C, and Building E fronting Observer Highway.

CONTINUATION SHEET

Historic Sites #:

Plate: 7

Photo view:
Southeast

Photographer:
Kelly Wiles

Date:
February 16, 2016

Rear (north) elevations of Addition C and Building E.

Plate: 8

Photo view:
East

Photographer:
Kelly Wiles

Date:
February 16, 2016

View of the north and northwest elevations of Addition C and Building E.

CONTINUATION SHEET

Historic Sites #:

Plate: 9

Photo view:
North

Photographer:
Kelly Wiles

Date:
February 16, 2016

Detail of entrance way on the primary elevation.

BASE SURVEY FORM

Historic Sites #:

Property Name: 23 West 8th Street

Street Address: *Street #:* 23 *(Low)* _____ *(High)* *Apartment #:* _____ *(Low)* _____ *(High)*

Prefix: W *Street Name:* 8th *Suffix:* _____ *Type:* ST

County(s): Hudson **Zip Code:** 07002

Municipality(s): City of Bayonne **Block(s):** 283

Local Place Name(s): Constable Hook **Lot(s):** 17

Ownership: Private **USGS Quad(s):** Elizabeth

Description:

23 West 8th Street is a three-story, two-bay commercial building constructed in 1892. The brick building has a flat roof with a bracketed cornice and a semicircular pediment. The pediment features an ornate design with garlands draped over a wreath and finials. The primary (southwest) elevation is faced with orange brick on the upper stories and rusticated stone at ground level. Bays on the first story are divided by rusticated stone pilasters and topped by a stone modillion cornice that separates the first story from the upper stories. The two openings on the ground level are spaced symmetrically from the center of the elevation and are the same scale. The second- and third-floor window surrounds have been partially bricked in and have one-over-one, vinyl-sash windows in pairs (second story) and triplets (third story); they are surrounded with brick arches with keystones supported by Corinthian pilasters on paneled bases. The rear elevation is not visible from the public right-of-way and the east and west elevations share party walls with the adjacent buildings on West 8th Street.

Registration and Status Dates:

National Historic Landmark: _____ SHPO Opinion: _____

National Register: _____ Local Designation: _____

New Jersey Register: _____ Other Designation: _____

Determination of Eligibility: _____ Other Designation Date: _____

Photograph:

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Kristen Herrick Date: February 2017

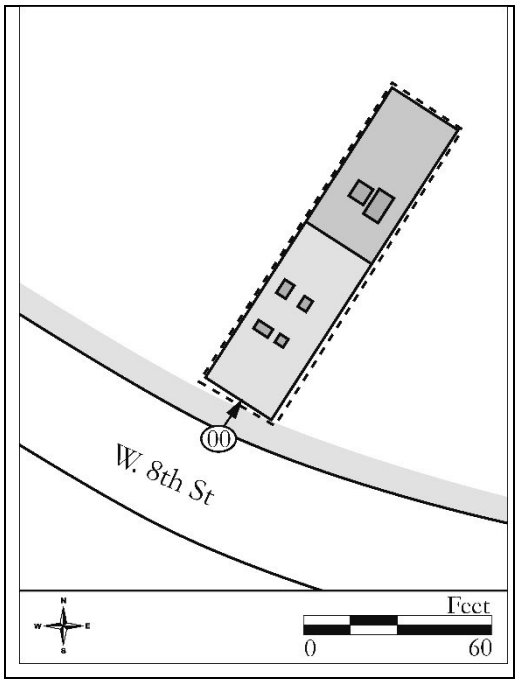
Organization: RGA, Inc.

BASE SURVEY FORM

Historic Sites #:

Location Map:

Site Map:



Bibliography/Sources:
See Continuation Sheet

Additional Information:
23 West 8th Street was identified in the Survey of Historic Sites, Structures, and Districts: City of Bayonne, completed by Cultural Resources Consulting Group in 2000 (Historic Sites #020). The building was determined to be a contributing resource to the West Eighth Street Streetscape Historic District and was also individually surveyed. The survey recommended more research on the building. 23 West 8th Street was also identified as a 'Possible Historic Resource' in the 1989 Master Plan Update for the City of Bayonne (Cultural Resources Consulting Group 2000; E. Eugene Oross Associates 1989).

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: 1 Building _____ Landscape _____ Farm
_____ Bridge _____ Industry

Within Historic District? ☐ Yes ☒ No **Historic District Name:** _____

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Kristen Herrick Date: February 2017
Organization: RGA, Inc.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: 23 West 8th Street

Historic Name: Mechanic's Trust Company Building

Present Use: Commercial Activity, Office Activity-Private Business

Historic Use: Commercial Activity, Office Activity-Private Business, Office Activity-Public, Governmental

Construction Date: 1892 **Source:** The Jersey Journal, 27 July 1892:3

Alteration Date(s): Circa 1910 **Source:** Sanborn Map Company 1912

Designer: Unknown **Physical Condition:** Good

Builder: Unknown **Remaining Historic Fabric:** Medium

Style: Classical

Form: Rectangular **Stories:** 3

Type: N/A **Bays:** 2

Roof Finish Materials: Unknown

Exterior Finish Materials Brick, Running Bond; Stone

Exterior Description:
See Base Survey Form

Interior Description:
Not accessible.

Setting:
23 West 8th Street is sited on a rectangular parcel (Block 283, Lot 17) located on the northeast side of West 8th Street in the City of Bayonne, Hudson County, New Jersey. The building is oriented with its primary elevation facing southwest and is set back from the street approximately eight feet. A public, concrete-paved sidewalk, which runs along West 8th Street, spans the entirety of the southwest elevation. 23 West 8th Street is located within a commercial block east of the 8th Street Hudson-Bergen Light Rail Station. The building is situated between a three-story masonry commercial structure and a two-story granite building.

ELIGIBILITY WORKSHEET

Historic Sites #:

History:
See Continuation Sheet

Significance:
23 West 8th Street is significant as one of the earliest bank buildings in the City of Bayonne and as one of the earliest extant buildings located in Depot Square, a transportation and business district in the Bergen Point neighborhood of Bayonne. Depot Square developed in the late nineteenth century alongside the Central Railroad of New Jersey as a transportation hub and center for commercial activity.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility:
23 West 8th Street is recommended not eligible for listing in the National Register of Historic Places (NRHP). The building has a remarkably intact and ornate cornice and pediment. However, substantial modern alterations, including the removal of the frieze on the first story, replacement of the windows and partial enclosures of the second and third story window openings, diminish the property's integrity of materials, design, workmanship, feeling, and association. Research did not uncover that the building was associated with significant persons or events. The Mechanic's Trust Company later constructed the adjacent extant bank building at 21 West 8th Street and moved the majority of their business to that address in 1901. 21 West 8th Street, which received a New Jersey Historic Preservation Office Opinion of Eligibility on 12/9/1994, is more architecturally intact and a better representation of the Mechanic's Trust Company, as the company conducted business primarily in this building. Therefore, the building at 23 West 8th Street is recommended not eligible for listing in the NRHP.

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:

Narrative Boundary Description:
N/A

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Kristen Herrick Date: February 2017
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

History:

The building at 23 West 8th Street was constructed in 1892 by the Mechanic's Trust Company (also noted as the Mechanics Trust Company and Mechanics' Trust Company in historical documents). Founded in 1886, the Mechanic's Trust Company was the first bank in Bayonne and quickly became the city's largest and most prosperous financial institution (Whitcomb 1904). The bank outgrew its original offices at 203 Avenue D (now Broadway) and announced the construction of a new building "on West Eighth Street near the depot" in July 1892 (The Jersey Journal [JJ], 27 July 1892:3). In the late nineteenth century, West 8th Street was a bustling transportation and commercial district known as Depot Square. The West 8th Street Station of the Central Railroad of New Jersey anchored the district. At the turn of the twentieth century, West 8th Street was home to a number of businesses, including the Bergen Point Beef Co. (Sanborn-Perris Map Co. 1898) (Figure 1). By 1912, the district had been further developed with new construction and more storefront properties. The block on which 23 West 8th Street stands was lined with shops, saloons, insurance offices, and civic organizations (Sanborn Map Company 1912) (Figure 2).

The Mechanic's Trust Company's main offices remained at 23 West 8th Street until 1901, when the bank commissioned a new building at 21 West 8th Street on the adjacent lot to the southeast (JJ 21 May 1903:9). Designed by local architect Arthur Curtis Longyear in the Beaux Arts style, 21 West 8th Street employs traditional Classical architectural ideals often implemented in bank architecture of the late nineteenth and early twentieth centuries. The company operated out of 21 West 8th Street until the bank closed in 1934. The Mechanic's Trust Company retained ownership of the building at 23 West 8th Street and leased it to the United States Postal Service for use as a branch office (JJ 7 November 1901:5). The 23 West 8th Street post office location was criticized as too small and lacking in amenities to properly serve the citizens of Bayonne (JJ 21 August 1925:12). These issues ultimately resulted in the United States Postal Service constructing and relocating to a new branch at 26th Street and Broadway in 1928 (JJ 13 August 1928:10).

Throughout the twentieth century, 23 West 8th Street served as commercial and office space for a number of Bayonne businesses and civic organizations. The New York and New Jersey Water Company, who supplied water to the City of Bayonne, maintained an office in the building from around 1900 to 1925 (New Jersey Legislature 1917). Several other companies, including the Bayonne Transportation Company, J.S. Packard Dredging Company, Tonopath and Tidewater Railroad Company, and Ruggles-Coles Engineering Company, had offices in the building during the first quarter of the twentieth century (New Jersey Department of State 1914). 23 West 8th Street was also used as First Ward headquarters and a gathering place for political action (JJ 22 April 1947:43).

23 West 8th Street served as residential space for working class families in the first half of the twentieth century. Four oil and factory workers and their families resided in apartments, likely on the upper floors of the building, between 1900 and 1910 (United States Bureau of the Census [US Census] 1900, 1910). Robert H. Malloy, a pipe fitter for a telephone company, lived at 23 West 8th Street from 1930 to at least 1940. Italian immigrants Philip, a laborer, and Josephine Valletti also rented an apartment in the subject building in 1940 (US Census 1930, 1940).

In 1971, Patrick D. Conaghan purchased 23 West 8th Street, then known as the Edward F. Clark building after a former mayor of Bayonne. Conaghan, a lawyer, used the building as a campaign office in an unsuccessful bid for state senate in addition to his law offices and permanent residence (JJ 30 October 1971:16). Patrick and Tonita Conaghan remain the current owners of the building. Today, the building houses a law office and residential rental properties.

CONTINUATION SHEET

Historic Sites #:

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1892 No Title. 27 July 1892:3. Jersey City, New Jersey.
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1925 Bank May Get Site for Bayonne for New Post Office Building: Federal Inspector Calls Present Structure Unfit for The Needs of Bayonne. 21 August 1925:12. Jersey City, New Jersey.
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Sanborn-Perris Map Co.
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1910 Population Schedule, City of Bayonne, Hudson County, New Jersey.
1930 Population Schedule, City of Bayonne, Hudson County, New Jersey.
1940 Population Schedule, City of Bayonne, Hudson County, New Jersey.

United States Geological Survey
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Whitcomb, Royden Page
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CONTINUATION SHEET

Historic Sites #:

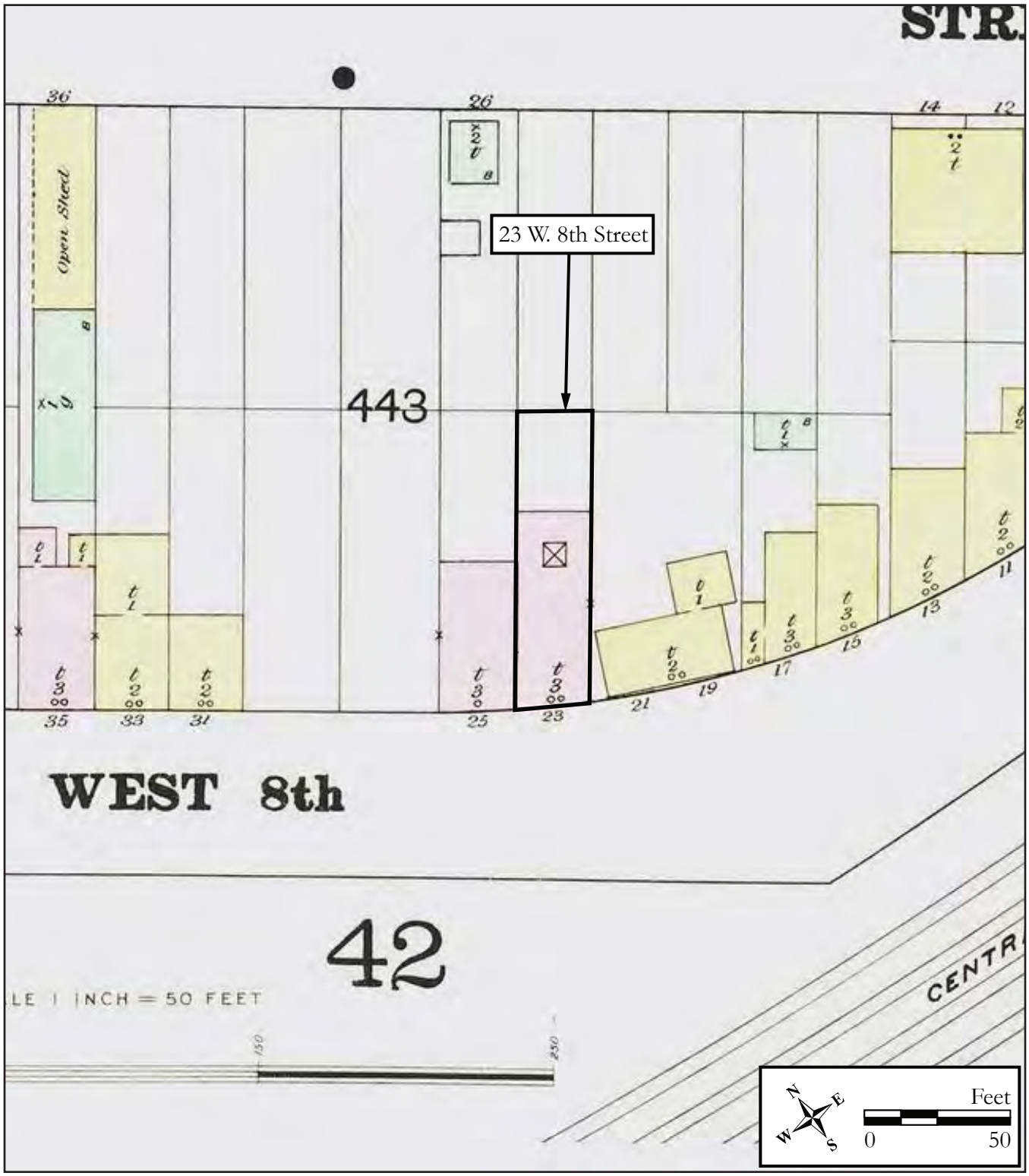


Figure 1: 1898 Sanborn-Perris Map Co., Insurance Maps of Hudson County, New Jersey.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Kristen Herrick
Organization: RGA, Inc.
Date: February 2017

CONTINUATION SHEET

Historic Sites #:

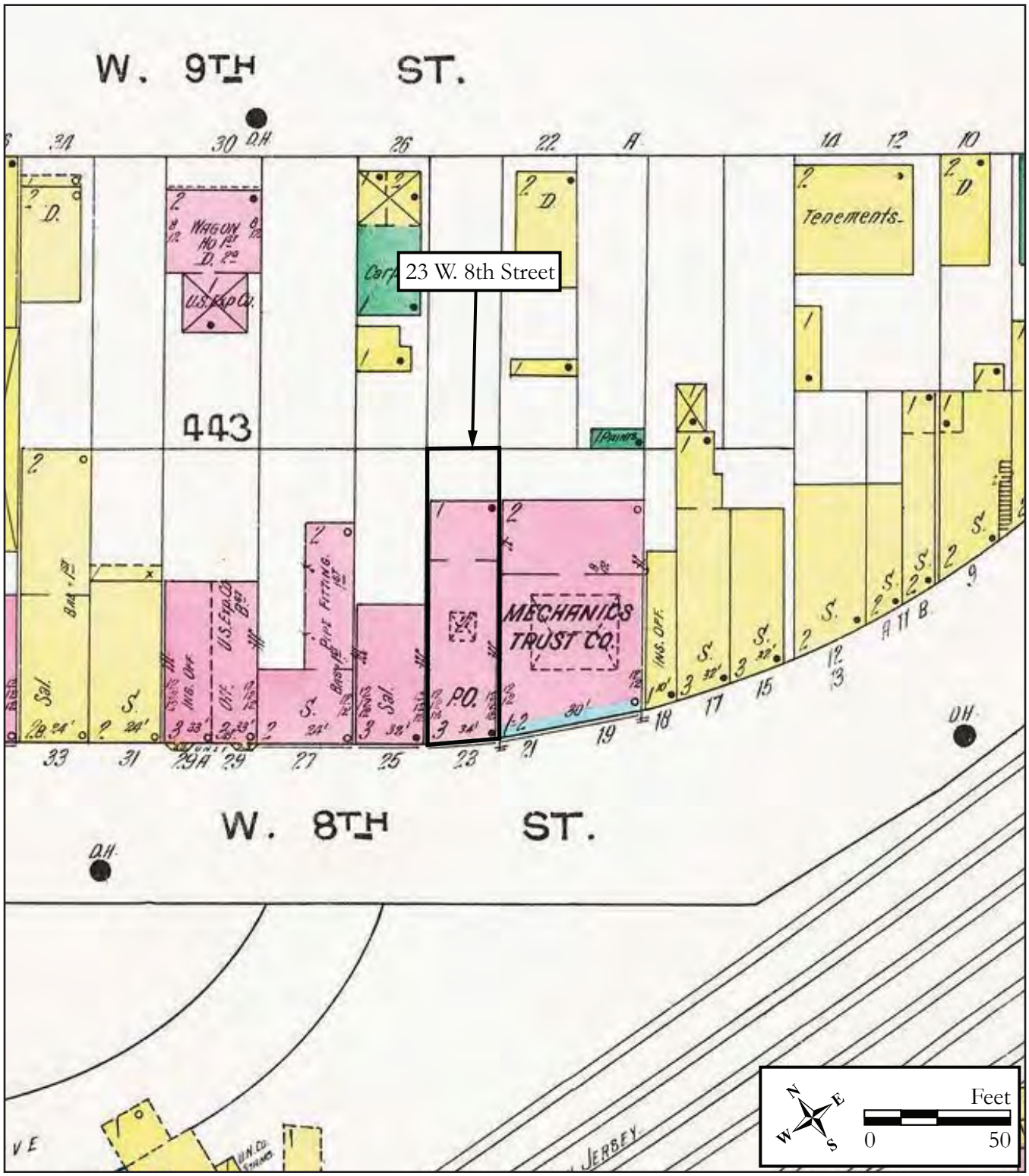


Figure 2: 1912 Sanborn Map Company, Insurance Maps of Hudson County, New Jersey.

CONTINUATION SHEET

Historic Sites #:

Figure 3: 23 West 8th Street circa 1895. Courtesy of Archives and Special Collections at the Free Public Library and Cultural Center of Bayonne.

BASE SURVEY FORM

Historic Sites #:

Property Name: 27 West 8th Street

Street Address: *Street #:* 27 *(Low)* _____ *(High)* *Apartment #:* _____ *(Low)* _____ *(High)*

Prefix: W *Street Name:* 8th *Suffix:* _____ *Type:* ST

County(s): Hudson **Zip Code:** 07002

Municipality(s): City of Bayonne **Block(s):** 283

Local Place Name(s): Constable Hook **Lot(s):** 15

Ownership: Private **USGS Quad(s):** Elizabeth

Description:

27 West 8th Street is a two-story, five-bay commercial building. The brick building has a flat roof and a modillion cornice with corner brackets, topped by a triangular pediment. The pediment features an ornate leaf design and is capped by a carved panel with a leaf flanked by scrolls. Three carved panels with a circular design rest on the façade below the cornice. The first floor on the primary (southwest) elevation consists of a storefront and a separate, single door with a semicircular fanlight and stone segmented arch surround with Ionic columns and a carved keystone with a human face. The inner door surround consists of an arch supported by Doric columns and a dentil lintel. The storefront is delineated from the rest of the façade by a painted surround with rectangular panels and a simple cornice with a wide frieze. The storefront windows consist of six-over-three, double-hung sash and a central twelve-light window with a segmented semicircular fanlight. The storefront entrance is a multi-light single door with a sidelight and transom. *See Building Attachment*

Registration and Status Dates:

National Historic Landmark: _____ SHPO Opinion: _____

National Register: _____ Local Designation: _____

New Jersey Register: _____ Other Designation: _____

Determination of Eligibility: _____ Other Designation Date: _____

Photograph:

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Kristen Herrick Date: February 2017

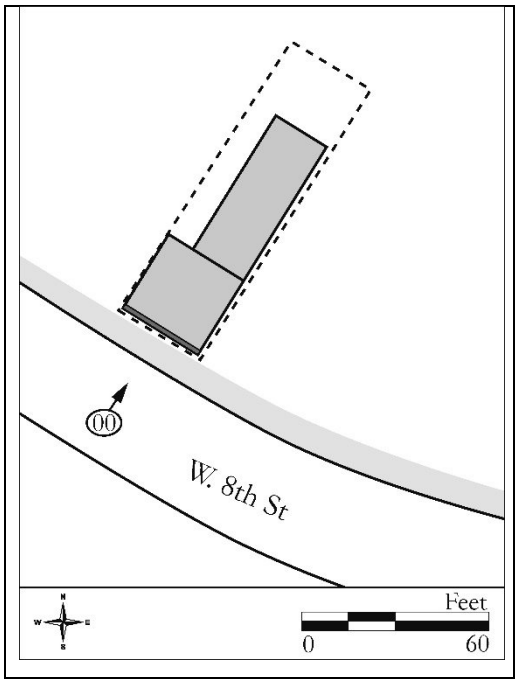
Organization: RGA, Inc.

BASE SURVEY FORM

Historic Sites #:

Location Map:

Site Map:



Bibliography/Sources:
See Continuation Sheet

Additional Information:
27 West 8th Street was identified in the Survey of Historic Sites, Structures, and Districts: City of Bayonne, completed by Cultural Resources Consulting Group in 2000 (Historic Sites #022). The building was determined to be a contributing resource to the West Eighth Street Streetscape Historic District and was individually surveyed. The survey recommended more research on the building. 27 West 8th Street was also identified as a Possible Historic Resource in the 1989 Master Plan Update for the City of Bayonne (Cultural Resources Consulting Group 2000; E. Eugene Oross Associates 1989).

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: 1 Building _____ Landscape _____ Farm
_____ Bridge _____ Industry

Within Historic District? ☐ Yes ☒ No **Historic District Name:** _____

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Kristen Herrick Date: February 2017
Organization: RGA, Inc.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: 27 West 8th Street

Historic Name: 27 West 8th Street

Present Use: Commercial Activity, Office Activity-Private Business

Historic Use: Commercial Activity, Office Activity-Private Business, Office Activity-Public, Governmental

Construction Date: Circa 1905 **Source:** The Jersey Journal 13 December 1905:7

Alteration Date(s): **Source:**

Designer: Unknown **Physical Condition:** Good

Builder: Unknown **Remaining Historic Fabric:** Medium

Style: Classical

Form: Rectangular **Stories:** 2

Type: N/A **Bays:** 5

Roof Finish Materials: Unknown

Exterior Finish Materials Brick, Running Bond

Exterior Description:

Windows in the outer bays on the second floor are double-hung sash and accented by segmented arch surrounds supported by Ionic columns and carved keystones. The central windows on the second floor are enclosed in an elaborate surround with a centrally placed segmented arch supported by Ionic columns on pedestals with a floral design and a carved keystone with a human face in high relief. Two cartouches, one semicircular and one rectangular, are located between the Ionic columns and feature an ornate design with leaves and garland in relief. The surround is flanked by Corinthian pilasters. The rear elevation is not visible from the public right-of-way and the east and west elevations share party walls with the adjacent buildings on West 8th Street.

Interior Description:

Not accessible.

Setting:

27 West 8th Street is sited on a rectangular parcel (Block 283, Lot 15) located on the northeast side of West 8th Street in the City of Bayonne, Hudson County, New Jersey. The building is oriented with its primary elevation facing southwest and is set back from the street approximately eight feet. A public, concrete-paved sidewalk, which runs along West 8th Street, spans the entirety of the southwest elevation. 27 West 8th Street is located within a commercial block east of the 8th Street Light Rail Station. The building is flanked by three-story masonry buildings.

ELIGIBILITY WORKSHEET

Historic Sites #:

History:
See Continuation Sheet

Significance:
27 West 8th Street is significant for its association with the major initial development period of Depot Square, a transportation and business district in the Bergen Point neighborhood. Depot Square developed in the late nineteenth century alongside the Central Railroad of New Jersey as a transportation hub and center for commercial activity. By the early twentieth century, the majority of Depot Square was developed with storefronts and offices. The district remained relatively unchanged until the 1980s, when several historic buildings were demolished (NETR 1980, 1987, 1995). 27 West 8th Street remains as one of a few buildings to survive the development of the district in the late twentieth century.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility:
27 West 8th Street is recommended not eligible for the National Register of Historic Places (NRHP). The building has an intact and ornate cornice and pediment. However, substantial modern alterations, including the replacement of the windows and changes to the first floor, diminish the property's integrity of materials, design, workmanship, feeling, and association. Research did not uncover that the building was associated with significant persons or events. Architecturally, the building is not a particularly well preserved example of its type and is not representative of the work of a master. Therefore, the building is recommended not eligible for listing in the NRHP.

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:

Narrative Boundary Description:
N/A

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Kristen Herrick Date: February 2017
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

History:

The building at 27 West 8th Street was constructed circa 1905. In the late nineteenth century, West 8th Street was a bustling transportation and commercial district in the Bergen Point neighborhood known as Depot Square. Bergen Point encompasses the southernmost portion of the Bayonne peninsula and was home to one of four railroad depots operated by the Central Railroad of New Jersey in the city (Sinclair 1940). When the West 8th Street Station, designed by architect Frank V. Bodine, opened in 1892, it attracted business owners to the emerging commercial corridor. There was soon a demand for more commercial and office space within the vicinity of the train station in Depot Square (Middleton 1999; The Jersey Journal [JJ], 15 April 1892:5). At the turn of the twentieth century, West 8th Street contained a number of businesses, including the Bergen Point Beef Co. (Sanborn-Perris Map Co. 1898). By 1912, the district had further developed with new construction and more storefront properties. The block on which 27 West 8th Street stands was lined with shops, saloons, insurance offices, and civic organizations. (Sanborn Map Company 1912) (Figure 1).

Throughout the twentieth century, 27 West 8th Street served as commercial and office space for a number of Bayonne businesses and civic organizations. A 1905 advertisement for the Otto Coke Company lists the subject building as one of several locations to purchase the company's product (JJ 13 December 1905:7). The building also contained the offices of the Public Service Corporation, later known as the Public Service Electric and Gas Company (PSE&G), from 1906 to at least 1920 (American Gas Light Journal, Incorporated 1907; JJ 6 December 1920:1). The 1912 Sanborn Insurance Map indicates that a pipe fitting business was located in the building's two-story rear ell. The Bayonne Building Association used the building for office space in the late 1920s (JJ 13 December 1927:24). The First Ward Donohoe League for Constructive Government, named for a former mayor of Bayonne who resided on West 8th Street, used the building as its headquarters in the mid-1930s (JJ 15 April 1935:4). The Downtown Club frequently held meetings and events in the building throughout the 1930s and 1940s (JJ 2 February 1940:6).

For most of the second half of the twentieth century, 27 West 8th Street was home to the offices of O'Donnell Real Estate and Insurance Agency (JJ 1 May 1962:24). The building also served as the campaign headquarters of John J. Conaghan, who ran for Bayonne City Council in 1970 (JJ 2 April 1970:5). In 2003, Frank O'Halloran purchased the building (Hudson County Clerk's Office 7043:25) and opened the Law Offices of O'Halloran and Vitale.

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CONTINUATION SHEET

Historic Sites #:

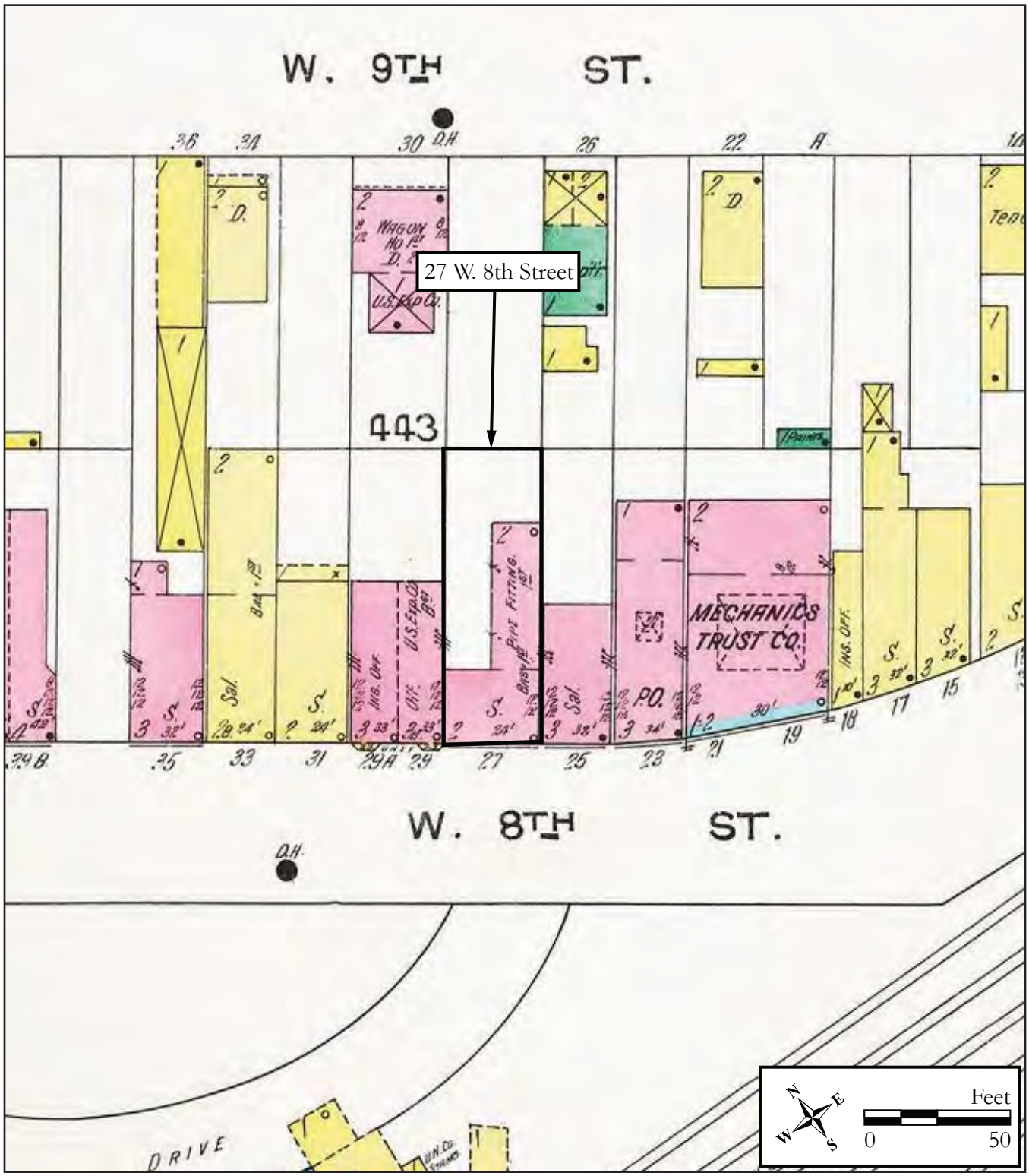


Figure 1: 1912 Sanborn Map Company, Insurance Maps of Hudson County, New Jersey.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Kristen Herrick
Organization: RGA, Inc.
Date: February 2017

BASE SURVEY FORM

Historic Sites #:

Property Name: Bergen Point Substation

Street Address: *Street #:* 17 *(Low)* 29 *(High)* *Apartment #:* *(Low)* *(High)*

Prefix: *Street Name:* Evergreen *Suffix:* *Type:* ST

County(s): Hudson **Zip Code:** 07002

Municipality(s): City of Bayonne **Block(s):** 306

Local Place Name(s): Constable Hook **Lot(s):** 1

Ownership: Private **USGS Quad(s):** Elizabeth

Description:

The Bergen Point Substation is a two-story, three-bay brick public works building with Tudor Revival details constructed circa 1927. The building has a flat roof with a brick parapet and stone coping. Evidence of a removed cornice is visible above the second story windows. The building's primary (southwest) elevation faces Evergreen Street and consists of three large square windows with stucco drip mold window crowns that extend down the façade to a stone water table that wraps around the entirety of the building. The rectangular spaces between the window sills and the water table are framed with bricks. A single door with a stone drip mold surround is located in the south corner of the building with a small casement window above at the second story. The southeast elevation consists of one large square window with a stone drip mold window crown that extends down the façade to the water table. A single door with a stone arch surround is located directly below the window, enclosed in the extended window surround. The square space between the window sill and the top of the door surround is framed with bricks. A stone medallion is located in the center of the square space. Three brick firewalls extend from the northeast elevation and shelter three electrical transformers.

Registration and Status Dates:

National Historic Landmark: SHPO Opinion:

National Register: Local Designation:

New Jersey Register: Other Designation:

Determination of Eligibility: Other Designation Date:

Photograph:

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Kristen Herrick Date: February 2017

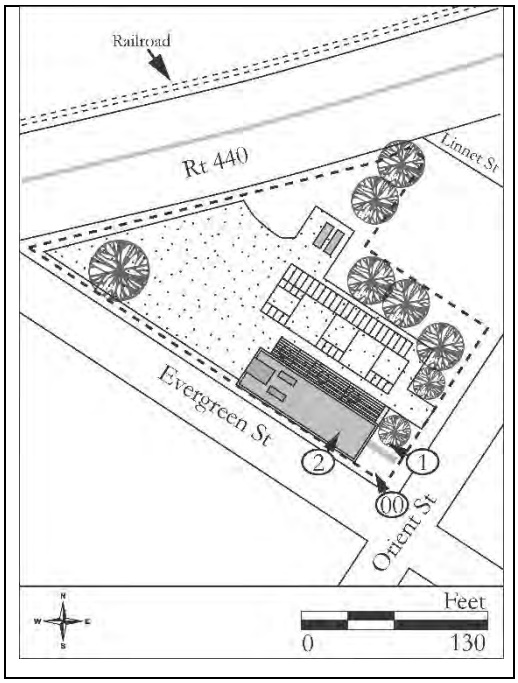
Organization: RGA, Inc.

BASE SURVEY FORM

Historic Sites #:

Location Map:

Site Map:



Bibliography/Sources:
See Continuation Sheet

Additional Information:
The Bergen Point Substation was identified in the Survey of Historic Sites, Structures, and Districts: City of Bayonne, completed by Cultural Resources Consulting Group in 2000 (Historic Sites #497). The survey made no recommendation on the building's eligibility and recommended more research (Cultural Resources Consulting Group 2000).

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: 1 Building _____ Landscape _____ Farm
_____ Bridge _____ Industry

Within Historic District? ☐ Yes ☒ No **Historic District Name:** _____

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Kristen Herrick Date: February 2017
Organization: RGA, Inc.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: Bergen Point Substation
Historic Name: Bergen Point Substation
Present Use: Institutional, Public Utilities
Historic Use: Institutional, Public Utilities
Construction Date: Circa 1927 **Source:** The Jersey Journal 13 July 1926:6
Alteration Date(s): **Source:**
Designer: Unknown **Physical Condition:** Good
Builder: Unknown **Remaining Historic Fabric:** Medium
Style: Tudor Revival
Form: Rectangular **Stories:** 2
Type: N/A **Bays:** 3
Roof Finish Materials: Asphalt
Exterior Finish Materials Brick, Running Bond

Exterior Description:
See Base Survey Form

Interior Description:
Not accessible.

Setting:
The Bergen Point Substation is sited on a triangular parcel (Block 306, Lot 1) located on the northeast side of Evergreen Street in the City of Bayonne, Hudson County, New Jersey. The building is oriented with its primary elevation facing southwest and is set back from the street approximately 11 feet. A public, concrete-paved sidewalk, which runs along Evergreen and Orient Streets, borders the building to the southeast and southwest. The parcel is enclosed by a chain link fence. The Bergen Point Substation is located within a dense residential neighborhood which dates to the mid-twentieth century with masonry and frame buildings. The substation and adjoining lot are located south of State Route 440.

ELIGIBILITY WORKSHEET

Historic Sites #:

History:
See Continuation Sheet

Significance:
The Bergen Point Substation possesses some level of historic significance for its association with the Public Services Corporation, later known as the Public Service Electric and Gas Company (PSE&G). PSE&G, the largest utility company in New Jersey, was a leader in power plant design and construction. The construction of the Bergen Point Substation coincides with an increase in the use of electrical power in New Jersey and the expansion and improvement of electrical services in the state by PSE&G.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility:
The Bergen Point Substation is recommended not eligible for the National Register of Historic Places (NRHP). It is not architecturally significant and modern alterations to the building, including the removal of the cornice and replacement of the windows, diminish the building's integrity of materials, design, workmanship, feeling, and association. Research did not uncover that the building was associated with significant persons or events. Architecturally, the building is not a particularly good example of its type. Three of the other substations built between 1926 and 1927 by PSE&G are extant. Of these three, at least two retain a higher degree of integrity of materials, design, workmanship, feeling, and association than the Bergen Point Substation. The Carteret substation, located between Pershing Avenue and Atlantic Street in Carteret, Middlesex County, New Jersey, retains its cornice and some original windows and does not have brick firewall additions. The Jersey City substation, located at the corner of Sip Avenue and Whitman Avenue in Jersey City, Hudson County, New Jersey, also retains it cornice and original windows, although it does have brick firewall additions as seen on the Bergen Point Substation. Therefore, the Bergen Point Substation is recommended not eligible for listing in the NRHP.

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:

Narrative Boundary Description:
N/A

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Kristen Herrick Date: February 2017
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

History:

The Bergen Point Substation was constructed circa 1927. An article in *The Jersey Journal* dated July 13, 1926 describes plans by the Public Service Electric and Gas Company (PSE&G) to construct five new substations throughout the state of New Jersey as part of a service expansion and improvement effort, to be completed by the end of 1927. The planned Bayonne substation was to be built "in Linnet Street near Orient Place" (The Jersey Journal [JJ], 13 July 1926:6). The four other substations planned were to be located in Jersey City, Paterson, Carteret, and Monmouth Junction. In 1928, PSE&G announced the construction of five additional substations in South Orange, Ridgewood, Rahway, Tremley (Linden), and Camden. Like the substations built in 1926-1927, these additional substations were constructed to improve electric service and accommodate the growth of New Jersey communities (JJ 3 August 1928:23).

PSE&G, the largest utility company in New Jersey, was a leader in power plant design and construction. The substations constructed between 1926 and 1927 are rectangular brick buildings that employ similar design features. These include brick parapets with stone coping; narrow bracketed cornices; second story windows with stone drip mold window crowns that extend down the façade to stone water tables; stone drip mold door surrounds; and stone medallions emblazoned with the PSE&G logo, a triangle surrounded by a circle. The substations planned in 1928 have cornices with a wide frieze band below and lack the stone Tudor Revival details of their 1926-1927 counterparts.

The construction of the Bergen Point Substation coincides with the development of electrification in New Jersey. The Public Services Corporation of New Jersey, later known as PSE&G, was formed in 1903 as a trolley line system with generating stations, power lines, and rights-of-way. Between 1900 and 1920, electrical power usage in New Jersey increased drastically. From 1911 to 1917, the Public Service Corporation expanded transmission lines from 47 to 957 total miles in length in New Jersey. The completion of the Kearny Generating Station in 1926, one year before the construction of the Bergen Point Substation, allowed PSE&G to transmit electricity anywhere in the state (Richard Grubb & Associates, Inc. 2014). The Bergen Point Substation is still in use as it was originally intended today.

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CONTINUATION SHEET

Historic Sites #:

Figure 1: 1934 G.M. Hopkins Co., Atlas of Hudson County, New Jersey.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Kristen Herrick
Date: February 2017
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

Plate: 1

Photo view:

Northwest

Photographer:

Sonja Lengel

Date:

January 26, 2017

Southeast elevation of Bergen Point Substation, brick firewalls, and yard with transformers and gantries.

Plate: 2

Photo view:

Northeast

Photographer:

Sonja Lengel

Date:

January 26, 2017

Detail of drip mold door surround on southwest elevation of Bergen Point Substation.

BASE SURVEY FORM

Historic Sites #:

Property Name: Bayonne Garden Apartments

Street Address: *Street #:* 18 *(Low)* 15 *(High)* *Apartment #:* *(Low)* *(High)*

Prefix: *Street Name:* 12th *Suffix:* *Type:* ST

County(s): Hudson **Zip Code:** 07002

Municipality(s): City of Bayonne **Block(s):** 268

Local Place Name(s): Constable Hook **Lot(s):** 2

Ownership: Private **USGS Quad(s):** Jersey City NJ-NY

Description:

Built in 1924 and designed by self-taught architect Andrew J. Thomas, the Bayonne Garden Apartments Historic District consists of five Spanish Revival-style buildings that are five stories in height and arranged around a courtyard on a trapezoidal lot. The complex is set back from the street and elevated on a modest terrace faced with a masonry retaining wall. Four of the five buildings assume an H-shaped plan and flank the courtyard on a northwest-southeast axis. The footprint of the fifth building is irregular due to the trapezoidal shape of the parcel and caps the courtyard to the southeast. Structurally, the buildings feature masonry, load-bearing walls with hollow clay tile faced with brick laid in a common bond; however, the brick walls facing the courtyard have since been parged with stucco. The masonry walls are punched with a typical fenestration pattern and include one-over-one, double-hung modern sash accented by brick sills. Several window openings have been concealed with brick. Multiple entrances pierce the buildings and are primarily marked by concrete stairs. *See Historic District Overlay*

Registration and Status Dates:

National Historic Landmark: SHPO Opinion:

National Register: Local Designation:

New Jersey Register: Other Designation:

Determination of Eligibility: Other Designation Date:

Photograph:

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

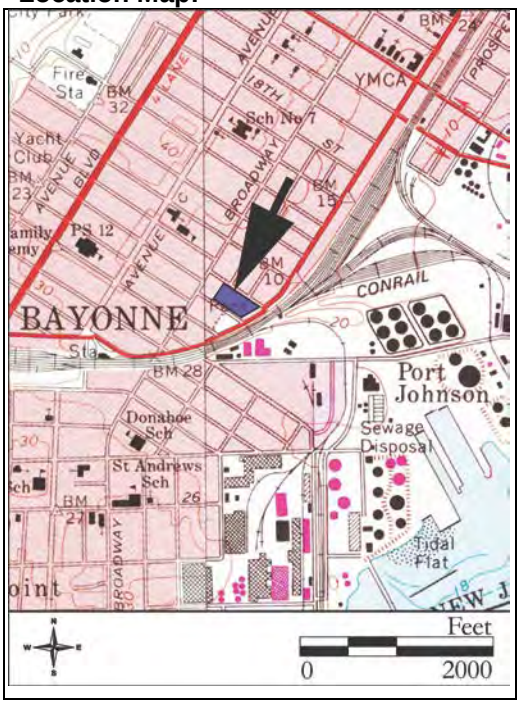
Surveyor: Sonja Lengel and Allee Davis Date: February 2017

Organization: RGA, Inc.

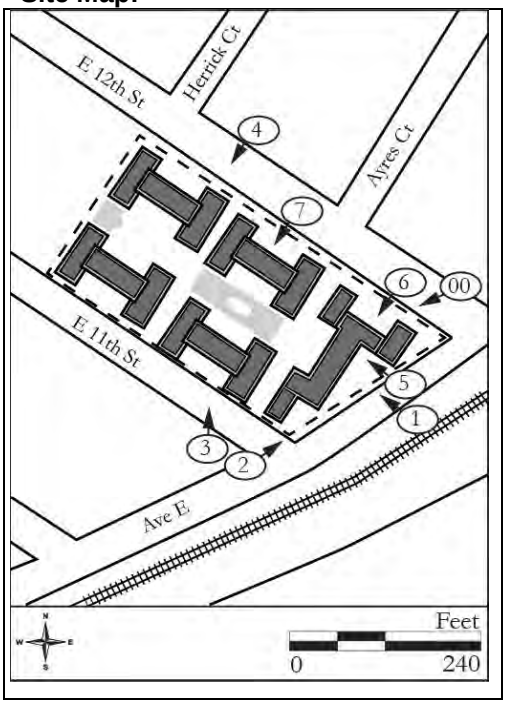
BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources:
See Continuation Sheet

Additional Information:
The Bayonne Garden Apartments was included in the City of Bayonne Historic Sites Survey conducted by Cultural Resource Consulting Group in 2000. The reconnaissance-level survey identified the Plattykill Manor Apartments (#470), otherwise known as the Bayonne Garden Apartments, as potentially eligible to be designated as a local landmark and potentially eligible for listing in the State and National Register of Historic Places. The survey recommended an intensive-level survey (Cultural Resource Consulting Group 2000).

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: _____ Building _____ Landscape _____ Farm
_____ Bridge _____ Industry

Within Historic District? ☒ Yes ☐ No **Historic District Name:** Bayonne Garden Apartments Historic District

Status: ☒ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Sonja Lengel and Allee Davis Date: February 2017
Organization: RGA, Inc.

HISTORIC DISTRICT OVERLAY

Historic Sites #:

District Name: Bayonne Garden Apartments Historic District
County(s): Hudson
District Type: Residential
Municipality(s): City of Bayonne
USGS Quad(s): Jersey City NJ-NY
Local Place Name(s): Constable Hook
Development Period: 1924 **To:** 1924 **Source:** The New York Times 16 January 1926: 17.

Physical Condition: Good
Remaining Historic Fabric: Medium

Registration and Status Dates:

National Historic Landmark:
National Register:
New Jersey Register:
Determination of Eligibility:
SHPO Opinion:
Local Designation:
Other Designation:
Other Designation Date:

Description:

Modest architectural Spanish Revival-style embellishments were incorporated throughout. In several places, the brick parapets are interrupted by stylized terra cotta arched key-holes, some of which still retain the original rounded iron screens. On the southwest and northeast elevations of the H-shaped buildings, the central, fifth-story windows are framed by a terra cotta surround which features an elaborate arched pediment supported by columns topped by ionic capitals. Prominently centered in each entablature is a shield with a griffin in relief. The entrances are framed by round-arched terra cotta surrounds with colonettes. The colonettes are adorned with partial spiral-patterned bases and topped by an inverted Scamozzi ionic capital. Doors are utilitarian metal doors crowned by replacement wood panels.

Setting:

The Bayonne Garden Apartments Historic District is located on a trapezoidal block between Avenue E, East 11th Street, and East 12th Street in the Constable Hook neighborhood of the City of Bayonne, Hudson County, New Jersey. The five buildings are set back approximately 12 feet from the surrounding streets and elevated on a modest terrace in a park-like setting. The Hudson-Bergen Light Rail right-of-way is directly adjacent to the southeast. The five apartment buildings overlook a central garden with a sunken concrete courtyard. Located southwest of the Bayonne Garden Apartments Historic District is the 11th Street Park which includes a baseball field and children's playground. Both detached and attached single-family houses, as well as late-twentieth and early-twentieth-century commercial development, surround the historic district.

ELIGIBILITY WORKSHEET

Historic Sites #:

History:
See Continuation Sheet

Significance:
The Bayonne Garden Apartments Historic District is significant for its association with the development of garden-style apartment architecture during the first quarter of the twentieth century. Constructed in 1924 and designed by self-taught architect Andrew J. Thomas, the apartment complex is one of the earliest examples of low-cost, garden-style apartment complexes to employ design principles developed by Thomas in response to the poor conditions of wage-worker, tenement housing. Several of Thomas's garden-style apartments, including the subject historic district, were financially backed by John D. Rockefeller, Jr. who briefly invested in the larger, nationwide movement to support cooperatively owned, garden-style apartments. Thomas's economical H-shaped design of each apartment building allowed for multiple windows and better ventilation in each apartment unit, which were also equipped with heat, plumbing, and other modern amenities not typically included in stand-alone, wage-worker housing such as the rowhouse. To complement the interior program of the apartment buildings, Thomas sited the buildings around a central garden with a children's playground and comfort station. Thomas designed the Bayonne Garden Apartments in the Spanish Revival style as evidenced by the modest terra cotta ornament incorporated throughout; the architecture of which, Thomas argued, beautified the environment and elevated the standard of living for residents. Thomas's governing design philosophy for garden-style apartments was largely encapsulated in a type of manifesto written by the architect in 1925 for the Bayonne Housing Corporation, titled *Industrial Housing*. Subsequent similar developments elsewhere in the United States display a degree of influence from Thomas's ideas such as the National Register-listed Laurelhurst Manor Apartments (1941) designed by Howard Gifford and located in Portland, Oregon.

Eligibility for New Jersey and National Registers: ☒ Yes ☐ No **National Register Criteria:** ☒ A ☐ B ☒ C ☐ D

Level of Significance ☒ Local ☒ State ☒ National

Justification of Eligibility/Ineligibility:
See Continuation Sheet

For Historic Districts Only:

Property Count: Key Contributing: 5 Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:

Narrative Boundary Description:
The Bayonne Garden Apartments Historic District is confined to the tax parcel of Block 268, Lot 2. The historic district is bounded by East 12th Street on the northeast, Avenue E on the southeast, East 11th Street on the southwest, and the rear lot lines of an adjacent commercial property and parking lot on the northwest.

History:

The Bayonne Garden Apartments Historic District was constructed in 1924 based on pioneering garden-style apartment design principles developed by self-taught architect Andrew J. Thomas. When built, the apartment complex served as low-cost housing for wageworkers employed with the nearby industries in the Constable Hook neighborhood of Bayonne. Impetus for the construction of these apartment buildings was borne from the city's need to provide adequate housing for workers migrating to Bayonne as several large industrial enterprises, such as the Standard Oil Company and Gulf Oil, established operations here during the late-nineteenth and early-twentieth centuries.

During the early twentieth century, the Standard Oil Company was the largest employer in Bayonne with nearly 6,000 workers. In July of 1915, nearly 1,000 employees went on strike after being denied their request for higher wages (The New York Times [NYT], 20 July 1915). The strike persisted for only a week, was rife with riots and the death of several workers, but resulted in an increase in wages (NYT, 28 July 1915:1, 4). Six years later, in 1921, another strike occurred which failed to produce an additional wage increase (NYT, 20 October 1916:7). In an attempt to assuage employee dissatisfaction, John D. Rockefeller, Jr. of the Standard Oil Company introduced a number of employee benefit programs which eventually included cooperative, wage-earner housing through the Bayonne Housing Corporation (NYT, 5 February 1924:40).

The Bayonne Housing Corporation formed as World War I was ending to manage and funnel the needed financial support for the development of more appropriate wage-earner housing in light of the recent influx of European immigrants. In addition to the Standard Oil Company and the Rockefellers, interests in the corporation included a number of companies whose plants were in Bayonne and included the Tidewater Oil Company, Vacuum Oil Company, Pacific Borax Company, Babcock & Wilcox Company, the International Nickel Company, the Bayonne Supply Company, and several prominent wealthy individuals (Thomas 1925:10). Collectively, these stockholders believed it was not only a sound investment, but also their duty to build the Bayonne Garden Apartments for the city's working class. Although a for-profit venture, they limited their return on investment to only five percent (NYT 5 February 1924:40).

The Bayonne Housing Corporation Garden Apartments

With social and civic values that aligned with the Bayonne Housing Corporation's, Andrew J. Thomas was commissioned in the early 1920s to design the Bayonne Garden Apartments. Around this time, Thomas was known for his pioneering architectural ideas on tenement reform. He advocated for the construction of garden-style apartment buildings which he argued were more economical than single-family houses and provided a higher standard of living due to its "beautiful environment of architecture, garden, and playground" (Thomas 1925:14, 37). The self-taught architect developed these design principles a few years prior when he completed a similar commission for the Queensboro Corporation in Queens, New York called Linden Court (1919-1921). This development was one of the earliest garden-style, cooperatively owned apartments designed for upper-class residents with buildings centered on a large, open garden with small garages accessed by a narrow driveway (Kojoyian 2014). In 1922, Thomas designed another low-cost, garden-style apartment complex for the Metropolitan Life Insurance Company, also in Queens, which offered rooms for working-class individuals at only $9 per room (NYT, 17 August 1922: 29).

Thomas's design for the Bayonne Garden Apartments consisted of five buildings sited on a large, modestly terraced lot on Avenue E between East 12th and East 11th streets in Bayonne (Figure 1). Four of the five buildings were designed with an H-shaped footprint and the fifth with an irregular footprint due to the trapezoidal shape of the parcel (Figure 2). Arranged in a U shape, the five buildings centered on a garden adorned with trees, a children's playground, and a Spanish Revival-styled comfort station (Thomas 1925:20, 54, 56; Figures 3-5). Based on Thomas's economy of design, the Bayonne Housing Corporation ensured that residents paid 15-percent or less of their income in rent. Apartment units rented for $10.25 a room per month on the first, second, and third floors; $9.75 a room per month on the fourth floor; and $9.00 a room per month on the fifth floor (Thomas 1925:47).

History (continued):
Structurally, each building was constructed with masonry, load-bearing walls composed of hollow clay tile faced with brick laid in a common bond. Thomas believed this construction was "more economical than solid brick walls, on account of the air spaces in the tile which do away with the necessity of forming air spaces by furring the walls" (Thomas 1925:39). Measures were taken to incorporate fireproof construction in the stairways, dumbwaiters, and first floors of each apartment building, as well as in the centers of each building by use of firewalls. Timber was used for floors, roofs, and interior walls and partitions (Thomas 1925:39).

The complex boasted accommodations for 149 families and cost one million dollars to build (NYT, 5 February 1924:40; NYT, 16 January 1926:17; Thomas 1925:49). The apartments ranged in size from four to six rooms each, and included plumbing that provided heat and hot water. Thomas described each apartment as "cheerful, sunny rooms, with two or three exposures" and the rooms arranged with bedrooms in the corners, separate from the living and dining rooms and kitchen (Thomas 1925:51; Figures 6-8).

Construction costs were further cut through use of durable, low-cost materials for the interior of the units. Oak was used for the flooring in the various living spaces and tile was used in the kitchen and bathrooms (Thomas 1925:40-42, 52). Plaster was applied directly to the masonry, damp-proof walls and all trim and walls were "heavily painted" (Thomas 1925:42). Residents were also equipped with a variety of modern amenities. Kitchens included "a sink with drainboard and swinging spout, a pair of washtrays, a dresser, a pot and broom closet, and a two-chambered refrigerator" (Thomas 1925:42). Bathrooms boasted built-in tubs and toilets with a "flushometer valve" (Thomas 1925:42). The apartment doors were "hand-surfaced oak" (Thomas 1925:42). In the common spaces, the floors were covered by a green and purple split-slate and the walls inside the stairways, entrance halls, and vestibules were protected by a "golden tapestry brick" (Thomas 1925:42). The trim in the stair halls and around the dumbwaiters was covered by Kalamein, sheet metal covered by wood for fire resistance. The fireproof stairs were made of steel with slate treads (Thomas 1925:42). Dumbwaiters carried laundry to the roof, where clothes were hung on racks to dry, eliminating the need for "ugly" draped lines of hanging laundry (Thomas 1925:42).

In 1944, the Bayonne Garden Apartments were purchased by Bernard Reswick and John Avrutis for $615,000 (The Cincinnati Enquirer, 23 January 1944:41). In 1948, supposed higher operating costs forced the new owners to increase rent by 15 percent. Tenants that refused to pay the increased amount were served eviction notices (The Courier News 3 August 1948:14). In the 1980s, the name of the apartment complex was changed to Plattykill Manor Apartments, named after the Platty Kill Creek which runs near the site and into the Kill Van Kull River. Today, the complex participates in the Section 8 program managed by the U.S. Department of Housing and Urban Development.

Andrew J. Thomas
Born in New York in 1875, Andrew J. Thomas was orphaned at the young age of 13 following the death of his mother and father. Forced to support himself, Thomas worked several odd jobs in New York and California, including a brief stint working in real estate, collecting rent, and showing apartments to prospective tenants (Rose 2008:6). Thomas was briefly lured to Alaska during the Klondike Gold Rush in 1897 before returning to New York where he would enter the building business and begin his self-made architectural career. His earlier experience in real estate was often cited by Thomas as the impetus and education for pursuing his interests in tenement reform (Rose 2008:6).

In 1919, Thomas entered a competition sponsored by New York State to rehabilitate a tenement block on the Lower East Side of Manhattan. Thomas advocated for the demolition of the current building and offered a garden-style apartment design featuring U-shaped buildings surrounding a central courtyard. His submission was rejected because his proposed plan covered only 60-percent of the lot falling short of the required 70-percent (Plunz 1990:127-137). The architectural garden-style apartment elements Thomas utilized for his submission would be further developed and implemented in his design for the apartment complexes built in Queens, New York in the early 1920s.

History (continued):
In 1923, Thomas was introduced to Charles O. Heydt, John D. Rockefeller, Jr.'s long-time real estate advisor and confidant, through Winthrop Aldrich, Rockefeller's brother-in-law (Rose 2008:7). Archival records indicate that Rockefeller and Thomas had little direct contact, but that all correspondence passed through Heydt (Rose 2008:3). Heydt, with his expertise in negotiating leases and sales and real estate savvy, assembled the properties that would become Colonial Williamsburg and Rockefeller Center. Heydt's knowledge and ambition shaped Rockefeller's views and role in housing reform. Heydt combined Rockefeller's money with Thomas' ideas to produce affordable housing that was modern, comfortable, and profitable. Together, Thomas and Heydt persuaded Rockefeller to enter into the housing field as a business experiment to prove that affordable, modern housing could return a profit of about six percent (Rose 2008:2).

Between 1923 and 1930, the partnership between Heydt, Rockefeller, and Thomas resulted in eight projects; six in the New York vicinity, one in Cleveland, Ohio, and one in Bayonne (Rose 2008:3). While some were purely commercial enterprises, other projects were used as platforms to encourage other wealthy individuals to build similar developments using Thomas's sound tenement-reform philosophies and to provide cooperative ownership opportunities for the average wage earner. The first manifestation of Thomas' garden-style apartments with Rockefeller's support was the Bayonne Garden Apartments (Rose 2008:4). Following the success of this particular apartment complex, the partnership between the three men resulted in several other similar garden-style apartment complexes. In 1925, an apartment complex was built in Manhattan to provide housing for employees of the Rockefeller Institute for Medical Research. In 1927, the Thomas Garden Apartments was a cooperatively owned complex erected in the Bronx. In Harlem, the cooperative-ownership concept was expanded through the inclusion of various social programs with the construction of the Paul Laurence Dunbar Apartments in 1928 (Rose 2008:13). By 1930, Rockefeller ended his partnership with Thomas. The apartment buildings were not the financial success for which Rockefeller had hoped, and the failed investment was likely further exacerbated by the Great Depression.

Justification of Eligibility/Ineligibility:
The Bayonne Garden Apartments Historic District is recommended eligible for listing in the National Register of Historic Places under Criteria A and C in the areas in Architecture, Community Planning and Development, and Social History. It is historically significant for its association with the development of the garden-style apartment as pioneered by self-taught architect Andrew J. Thomas in Bayonne and the greater New York City region during the first quarter of the twentieth century. Thomas's career was defined by his innovative and influential efforts to develop a successful format for low- and moderate-cost garden-style apartment complexes featuring integral parklike, courtyard spaces.

The majority of Thomas's garden-style apartment commissions survive today. Because of the quality of their construction and their desirable locations within the greater New York metropolitan area, most have been relatively well cared for and display a significant degree of architectural integrity. Many of the earliest examples of Thomas's executed garden-style apartment commissions including the majority of those executed for the Metropolitan Life Insurance Company including Linden Court (1919), The Chateau (1922), Ivy Court Garden Apartments (1924), and the Towers (1923) in Jackson Heights, New York retain an extremely high degree of historic architectural integrity. However, the Metropolitan Life Houses (1922) has had its original windows replaced with modern fixtures and all cornice ornamentation removed. Although attractive and ornate, these buildings represent the early phases of the development of Thomas' architectural program and lack the cohesiveness of design that defines his later, more developed work.

With the construction of the Bayonne Garden Apartments and the patronage of John D. Rockefeller, Jr., Thomas cemented a consistent and uniform template that represented the maturation of his concept. Although some of his complexes from this period are larger than others and some buildings were graced with more ornament, all displayed

CONTINUATION SHEET

Historic Sites #:

Justification of Eligibility/Ineligibility (continued):

the same primary character-defining features. All were red brick buildings ranging from between five and six stories in height. Each complex featured buildings sited in a U-shaped arrangement that wrapped around a landscaped courtyard that represented the single most important defining feature of Thomas' design. Each building boasted an arched primary entrance set off by two-bay wide, two-story tall, ornate, stylized surrounds. Along the roofline, above the main entrance, each building featured pediment, crest, or other architectural embellishment. Other crests, crenellations, or finials were utilized to break up the linearity of the long rooflines and to provide visual definition to the various blocks that together form the primary and secondary street facades. The courtyard elevations were more austere in their ornamentation. Originally, windows were either six-over-six or eight-over-eight, double-hung fixtures.

All of the garden-style apartment complexes designed by Thomas under the sponsorship of John D. Rockefeller, Jr. survive today. The Thomas Garden Apartments (1927) in the Bronx and the Van Tassel Apartments (1930) in North Tarrytown are exceptionally well-preserved examples that display all original character-defining features. The landscaping of their courtyard spaces has evolved and changed over the years, but the basic relationship of the apartment blocks to these integral parklike spaces remains intact.

The Milan House (1931) in Manhattan has suffered through the replacement of its original windows with one-over-one, double-hung fixtures, but otherwise remains intact and well preserved. Both the Thomas Garden Apartments (1927) and the renowned Paul Lawrence Dunbar Apartments (1928) in Harlem and his "Avenue A" building (1925) in Manhattan have suffered more substantially from losses to integrity. The most significant losses to the integrity of these buildings involve the removal of components of Thomas's character-defining cornice embellishments.

In terms of integrity, the Bayonne Garden Apartments Historic District should be grouped in the same category of the last two examples. Its original window fixtures have since been replaced with modern one-over-one, double-hung sash and some window and door openings have been infilled. Additionally, the brick surface of the courtyard walls have been parged in stucco. The buildings do, however, retain their original plan and profile. Furthermore, buildings retain most if not all of their original architectural ornamentation along their rooflines and main entry surrounds. In large part, the historic character of the historic district remains intact.

The period of significance for the Bayonne Garden Apartments Historic District begins in 1924, with the construction of the apartment complex, and ends in 1944 when the property was sold to Bernard Reswick and John Avrutis.

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CONTINUATION SHEET

Historic Sites #:

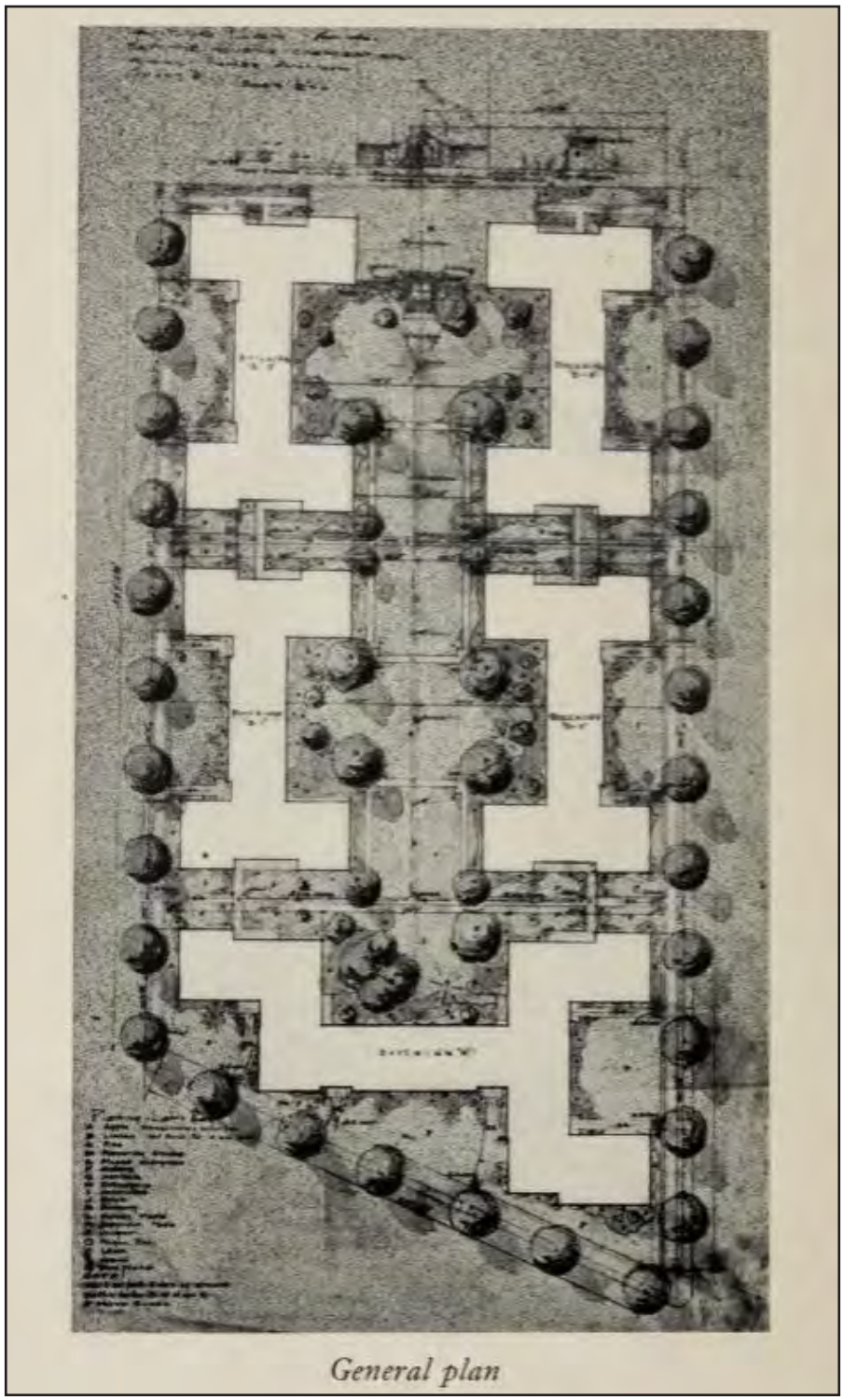
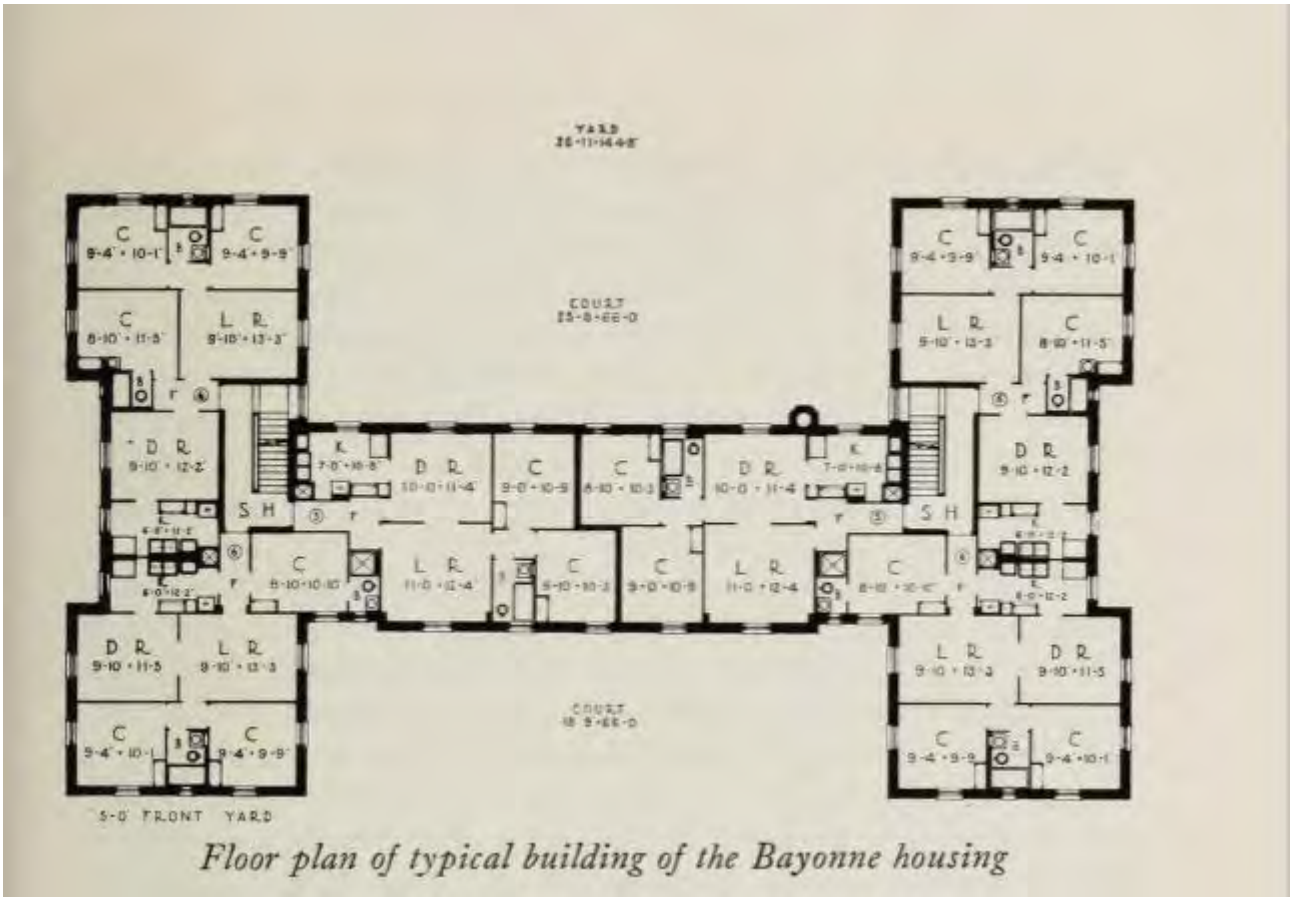


Figure 1: 1925 illustration of the general site plan of the Bayonne Garden Apartments from Andrew J. Thomas's publication Industrial Housing. Note the prominent central, landscaped garden within the complex (Thomas 1925:6).



Floor plan of typical building of the Bayonne housing

Figure 2: 1925 drawing of a typical floorplan of one of the H-shaped buildings built for the Bayonne Garden Apartments (Thomas 1925:17).

Figure 3: 1925 photograph of one of the walkways that bisects the central courtyard of the Bayonne Garden Apartments (Thomas 1925:54).

Figure 4: 1925 photograph of the children's playground built as part of the central courtyard of the Bayonne Garden Apartments (Thomas 1925:56).

Figure 5: 1925 photograph of the central garden with a view of the Spanish Revival-style comfort station built for the Bayonne Garden Apartments, but has since been demolished (Thomas 1925:20).

Figure 6: 1925 photograph of one of the street-facing elevations of the Bayonne Garden Apartments. Note the terra cotta ornament incorporated into the brick parapets (Thomas 1925:40).

Figure 7: 1925 photograph of one of the six-room apartment units in the Bayonne Garden Apartments (Thomas 1925:52). Note the interior finishes and private bathroom.

Figure 8: 1925 photograph of a typical kitchen included in the apartment units in the Bayonne Garden Apartments (Thomas 1952:38).

CONTINUATION SHEET

Historic Sites #:

Plate: 1

Photo view: West

Photographer: Sonja Lengel

Date: January 27, 2017

Perspective view of the southeast elevation of the larger, irregularly shaped apartment building that caps the southeast end of the Bayonne Garden Apartments Historic District.

Plate: 2

Photo view: North

Photographer: Sonja Lengel

Date: January 27, 2017

Partial view of the larger, irregularly shaped apartment building of the Bayonne Garden Apartments Historic District with a view of the adjacent right-of-way for the Hudson-Bergen Light Rail.

CONTINUATION SHEET

Historic Sites #:

Plate: 3

Photo view: Northwest

Photographer: Sonja Lengel

Date: January 27, 2017

View of the southwest elevations of the H-shaped buildings of the Bayonne Garden Apartments Historic District facing East 11th Street.

CONTINUATION SHEET

Historic Sites #:

Plate: 4

Photo view: Southwest

Photographer: Sonja Lengel

Date: January 27, 2017

Partial view of the northwest and northeast elevations of the Bayonne Garden Apartments Historic District. Note the parged stucco.

CONTINUATION SHEET

Historic Sites #:

Plate: 5

Photo view: Northwest

Photographer: Sonja Lengel

Date: January 27, 2017

Detail view of one of the entryways of the Bayonne Garden Apartments Historic District. Note the terra column ornament of the door surround.

CONTINUATION SHEET

Historic Sites #:

Plate: 6

Photo view: Northwest

Photographer: Sonja Lengel

Date: January 27, 2017

Detail view of one of the stylized terra cotta arched key holes. This one retains its original rounded iron screen.

Plate: 7

Photo view: South

Photographer: Sonja Lengel

Date: January 27, 2017

View of the ornamental terra cotta window surround on the northeast elevation of one of the H-shaped buildings of the Bayonne Garden Apartments Historic District.

BASE SURVEY FORM

Historic Sites #:

Property Name: 123 Prospect Avenue

Street Address: *Street #:* 123 *(Low)* _____ *(High)* *Apartment #:* _____ *(Low)* _____ *(High)*

Prefix: _____ *Street Name:* Prospect *Suffix:* _____ *Type:* AVE

County(s): Hudson **Zip Code:** 07002

Municipality(s): City of Bayonne **Block(s):** 429

Local Place Name(s): Bayonne **Lot(s):** 1

Ownership: Private **USGS Quad(s):** Elizabeth

Description:

123 Prospect Avenue is a three-story, three-bay brick building constructed circa 1915. The building has a flat roof with a bracketed and modillion cornice. Below the cornice lies a frieze with panels featuring garland ornamentation below a band of dentils. A band of vertically placed bricks lies below the cornice and extends across the southwest elevation. The primary (southeast) elevation consists of a ground-floor storefront with single pane picture windows and paired double-hung, vinyl sash windows on the upper stories. The storefront is separated from the upper stories by a pent eave above a modillion cornice with a triglyph and dentil frieze that spans the entirety of the southeast elevation and partially extends to the southwest elevation. The primary entrance defines the south corner of the building and is delineated by painted bricks. Windows on the upper stories are framed with bricks and have rusticated stone sills. *See Building Attachment*

Registration and Status Dates:

National Historic Landmark: _____ SHPO Opinion: _____

National Register: _____ Local Designation: _____

New Jersey Register: _____ Other Designation: _____

Determination of Eligibility: _____ Other Designation Date: _____

Photograph:

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

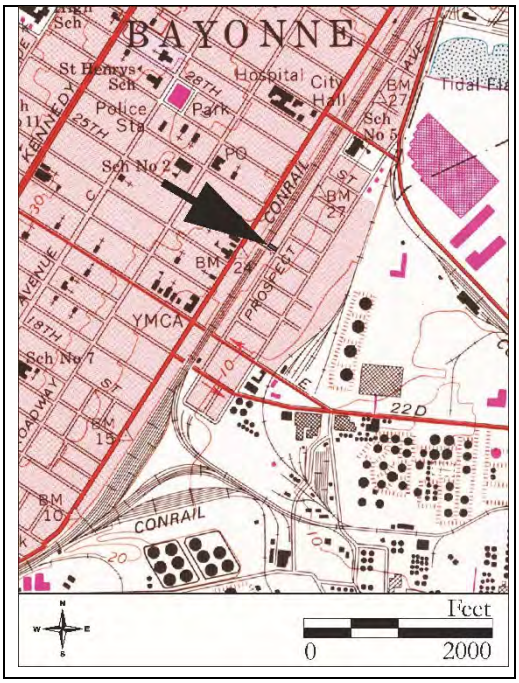
Surveyor: Kristen Herrick Date: February 2017

Organization: RGA, Inc.

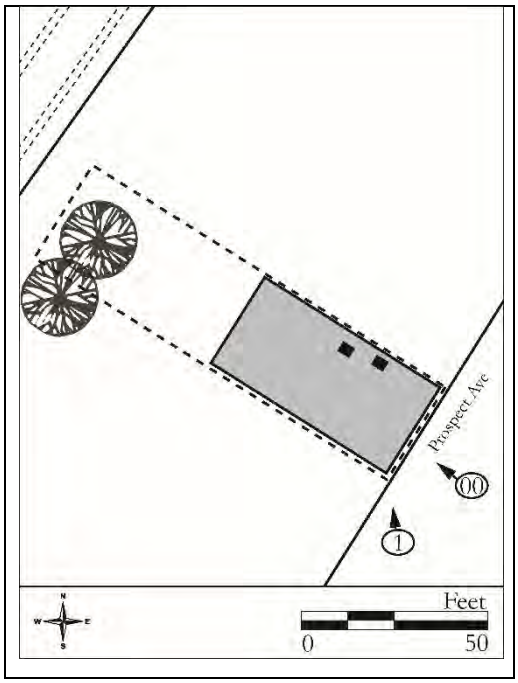
BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources:
See Continuation Sheet

Additional Information:
123 Prospect Avenue was identified in the Survey of Historic Sites, Structures, and Districts: City of Bayonne, completed by Cultural Resources Consulting Group in 2000 (Historic Sites #490). The survey made no recommendation on the building's eligibility and recommended more research (Cultural Resources Consulting Group 2000).

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: 1 Building _____ Landscape _____ Farm
_____ Bridge _____ Industry

Within Historic District? ☐ Yes ☒ No **Historic District Name:** _____

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Kristen Herrick Date: February 2017
Organization: RGA, Inc.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name:	123 Prospect Avenue		
Historic Name:	123 Prospect Avenue		
Present Use:	Residential Activity, Permanent; Commercial Activity, Office Activity-Private Business		
Historic Use:	Residential Activity, Permanent; Commercial Activity, Office Activity-Private Business		
Construction Date:	Circa 1915	**Source:**	G.M. Hopkins Co. 1919
Alteration Date(s):		**Source:**	
Designer:	Unknown	**Physical Condition:**	Good
Builder:	Unknown	**Remaining Historic Fabric:**	Medium
Style:	Classical		
Form:	Rectangular	**Stories:**	3
Type:	N/A	**Bays:**	3
Roof Finish Materials:	Asphalt		
Exterior Finish Materials	Brick, Common Bond; Brick, Running Bond		

Exterior Description:
The third floor windows feature square stone panels in the upper corners of their brick surrounds and the space between the second and third floor windows is filled in with bricks in alternating horizontal and vertical groups of three. Bricks in a diamond-shaped pattern occupy the space between the upper story bays. The southwest elevation consists of single and paired double-hung, vinyl sash windows with rusticated stone sills and similar brick surrounds and ornamentation as windows on the primary elevation. A band of vertically-laid bricks run the length of the building above the first and second floor windows. The rear (northwest) elevation is not visible from the public right-of-way and the northeast elevation shares a party wall with 125 Prospect Avenue.

Interior Description:
Not accessible.

Setting:
123 Prospect Avenue is sited on a rectangular parcel (Block 429, Lot 1), located on the northwest side of Prospect Avenue in the City of Bayonne, Hudson County, New Jersey. The building is oriented with its primary elevation facing southeast and is set back from the street approximately nine feet. A public, concrete-paved sidewalk, which runs along Prospect Avenue, spans the entirety of the southeast elevation. 123 Prospect Avenue is located on a dense residential street with some commercial and light industrial buildings to the southeast of the Hudson-Bergen Light Rail right-of-way. The building is attached to a two-story masonry building to the north. A narrow parking lot and a concrete-paved footbridge that spans the railroad tracks is located south of the building.

ELIGIBILITY WORKSHEET

Historic Sites #:

History:
See Continuation Sheet

Significance:
123 Prospect Avenue is associated with the oil industry in Bayonne. The building is located in the Centerville neighborhood near Constable Hook, an industrial area dominated by oil refineries and other associated facilities. From about 1930 to 1940, the building was home to several working class oil industry laborers and their families.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility:
The building at 123 Prospect Avenue is recommended not eligible for the National Register of Historic Places (NRHP). While the building has an intact bracketed cornice, modern alterations, including the replacement of the windows and changes to the ground-floor storefront, diminish the property's integrity of materials, design, workmanship, feeling, and association. Research did not uncover that the building was associated with significant persons or events. Therefore, the building is recommended not eligible for listing in the NRHP.

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:

Narrative Boundary Description:
N/A

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Kristen Herrick Date: February 2017
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

History:

123 Prospect Avenue was constructed circa 1915 (G.M. Hopkins Co. 1919). The building is located in the Centreville neighborhood near Constable Hook, an industrial area dominated by oil refineries and other associated facilities. The first oil refinery was established on Constable Hook in 1875 by the Prentice Refining Company. In 1877, the Standard Oil Company constructed an oil refinery on Constable Hook, joined by a Tide Water Oil Company refinery one year later. By the early twentieth century, Constable Hook was a major shipping port (Sinclair 1940).

At the time of the building's construction, Prospect Avenue contained a mix of dwellings, stores, and saloons. The street appeared much the same in 1929 (Sanborn Map Company 1929). By the 1930s, most of the residents of Prospect Avenue worked in the oil industry, likely at the Standard Oil Company and the Tide Water Oil Company refineries on Constable Hook (United States Bureau of the Census [US Census] 1930; G.M. Hopkins Co. 1934). 123 Prospect Avenue was home to several working class families with laborers in the oil industry, including Julian Demay and Samuel Korin from Czechoslovakia and John Miedowski from Poland. Joseph Mager, a Russian laborer who worked in the motor car industry, also lived in the building (US Census 1930). In 1940, a Polish factory laborer named Alex Marcinski and his family lived in the building (US Census 1940). The subject building continued to function as a multi-residential property throughout the twentieth century (The Jersey Journal [JJ], 2 November 1961:5). In 2011, Tadeusz Bieniek transferred ownership of 123 Prospect Avenue to his son, Tadeusz K. Bieniek (Hudson County Clerk's Office 8821:148). Today, the building contains residential rental properties and "The Huddle II" deli in the ground-floor storefront.

Bibliography:

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1940 Population Schedule, City of Bayonne, Hudson County, New Jersey.

United States Geological Survey
1995 U.S.G.S. 7.5' Quadrangle: Elizabeth, NJ.

CONTINUATION SHEET

Historic Sites #:

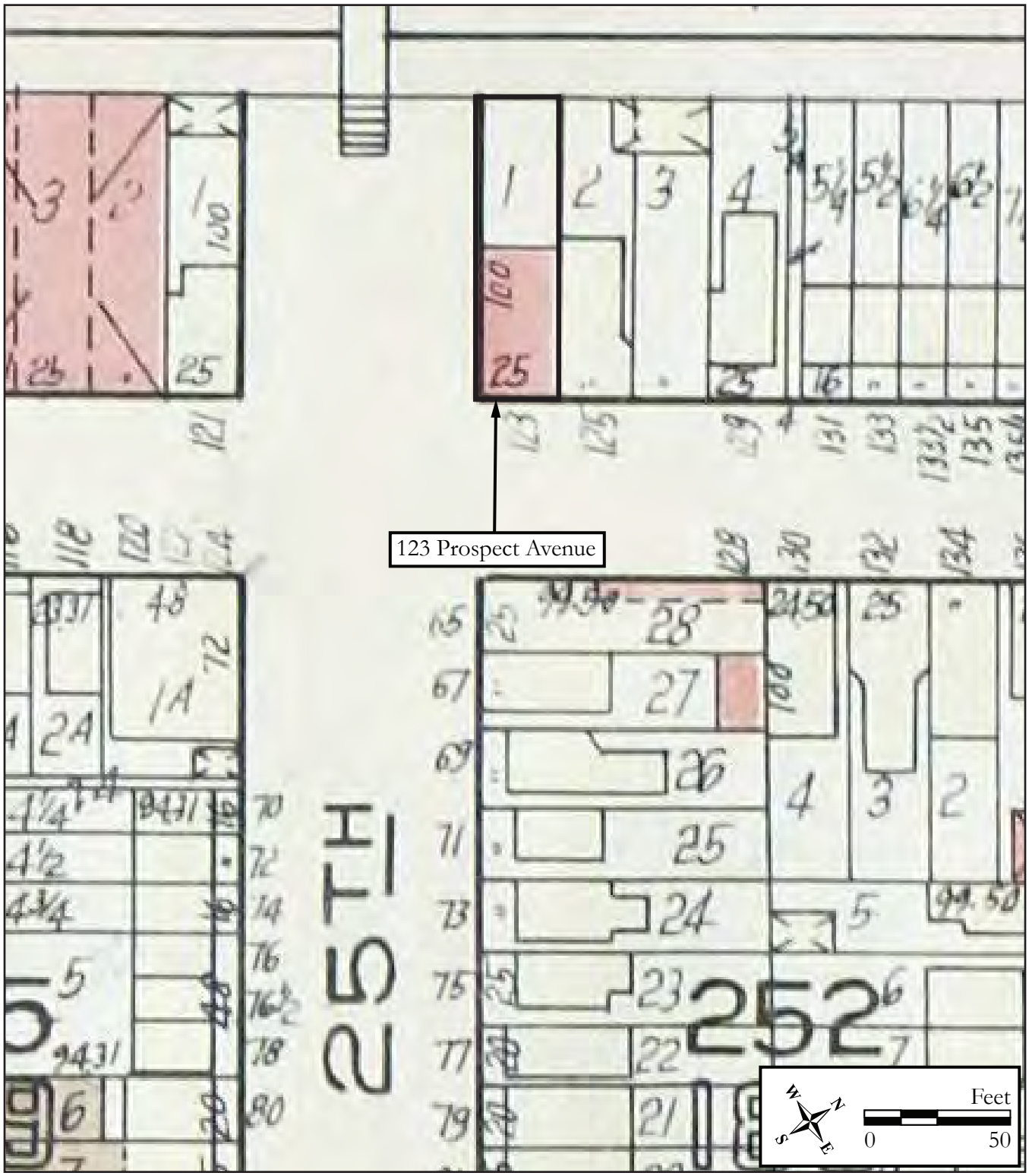


Figure 1: 1934 G.M. Hopkins Co., Atlas of Hudson County, New Jersey.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Kristen Herrick
Organization: RGA, Inc.
Date: February 2017

CONTINUATION SHEET

Historic Sites #:

Plate: 1

Photo view:

North

Photographer:

Sonja Lengel

Date:

January 26, 2017

View of southeast and southwest elevations of 123 Prospect Avenue.

BASE SURVEY FORM

Historic Sites #:

Property Name: Our Lady of Deliverance Parish

Street Address: *Street #:* 317 *(Low)* _____ *(High)* *Apartment #:* _____ *(Low)* _____ *(High)*

Prefix: _____ *Street Name:* Avenue E *Suffix:* _____ *Type:* AVE

County(s): Hudson County **Zip Code:** 07002

Municipality(s): City of Bayonne **Block(s):** 191

Local Place Name(s): Bayonne **Lot(s):** 5.02

Ownership: Private **USGS Quad(s):** Elizabeth

Description:

Our Lady of Deliverance Parish (Building A) (see Site Map) is a three-bay, Gothic Revival-style church constructed in 1908. The building is faced in limestone and capped by an asphalt-shingled, front-gabled roof. The defining exterior feature is a large central square tower defined by buttresses at each corner and terminating at a slightly crenelated parapet wall and cross. The top of the tower is perforated by double lancet windows set within limestone arches on each elevation. A rose window located in the center bay allows natural light into the nave. The building is accessed on the primary (southeast) elevation by three heavily embellished doors crowned with stained glass. *See Building/Element Attachment.*

Registration and Status Dates:

National Historic Landmark: _____ SHPO Opinion: _____

National Register: _____ Local Designation: _____

New Jersey Register: _____ Other Designation: _____

Determination of Eligibility: _____ Other Designation Date: _____

Photograph:

Survey Name: NJ TRANSIT GRID HUDSON BERGEN LIGHT RAIL

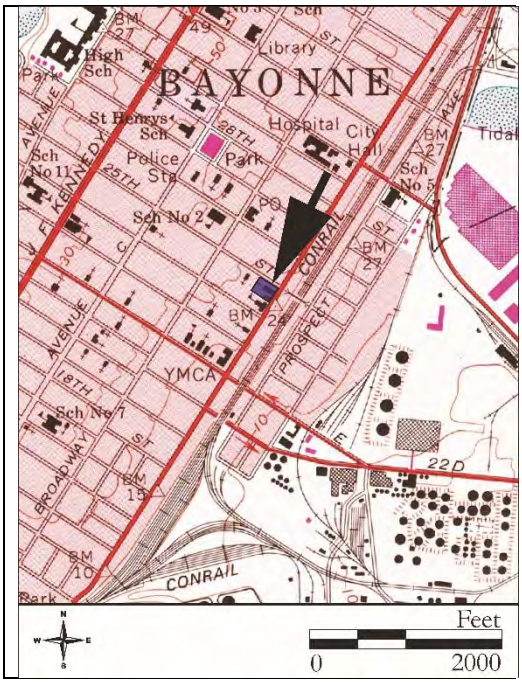
Surveyor: Lauren Szeber Date: February 2017

Organization: RGA, Inc.

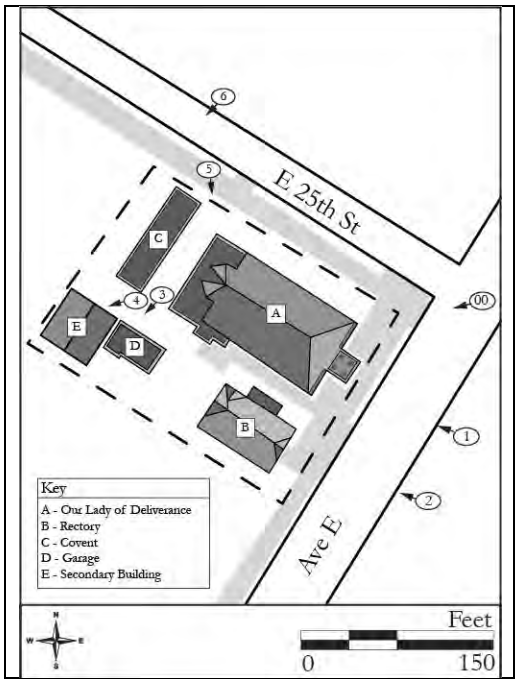
BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources:
See Continuation Sheet

Additional Information:
Our Lady of Deliverance Parish (St. Joseph's Roman Catholic Church) and the Rectory were identified in a Section 106 Survey completed by IVI International, Inc. in 2003. Both the Parish and Rectory were recommended eligible for listing in the National Register of Historic Places under Criterion C (IVI International Inc. 2003).

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: 4 Building _____ Landscape _____ Farm
_____ Bridge _____ Industry

Within Historic District? ☐ Yes ☒ No **Historic District Name:** _____

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSIT GRID HUDSON BERGEN LIGHT RAIL
Surveyor: Lauren Szeber Date: February 2017
Organization: RGA, Inc.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: Our Lady of Deliverance Parish
Historic Name: St. Joseph's Roman Catholic Church
Present Use: Religious Activity (non-residential)
Historic Use: Religious Activity (non-residential)
Construction Date: 1908 **Source:** Cornerstone
Alteration Date(s): 1952 **Source:** Cornerstone
Designer: James F. Bagnell **Physical Condition:** Excellent
Builder: Unknown **Remaining Historic Fabric:** Medium
Style: Gothic Revival
Form: Other **Stories:** 2
Type: N/A **Bays:** 3
Roof Finish Materials: Asphalt Shingle
Exterior Finish Materials Stone, Ashlar

Exterior Description:
The doors are set within three large Gothic arches that lead to the side and central aisles of the church. Situated above the aisle doors are triple lancet stained glass windows set in limestone arches. The corners of the building are reinforced with buttress towers. The northern and southern elevations are divided into eight bays by buttresses. Each bay contains Gothic arch stained glass windows representing the story of the Holy Trinity. A one-story enclosed limestone porch containing an additional entrance is located on the northeast elevation. The apse and one-story sacristy project from the rear (northwest) elevation. The water table is defined by a course of quirked limestone molding.

Interior Description:
Not accessible.

Setting:
Our Lady of Deliverance Parish is sited on a rectangular parcel (Block 191, Lot 5.02) located on the southwest corner of Avenue E and East 25th Street in the City of Bayonne, Hudson County, New Jersey. The building is oriented with its primary elevation facing southeast and is set back approximately 15 feet from the road. The church is contained within a property composed of five buildings arranged around a central paved walkway leading from Avenue E to the rear of the parcel. A public, concrete-paved sidewalk spans the entirety of the southeast and northeast elevations. Our Lady of Deliverance Parish is located in a dense residential neighborhood interspersed with commercial and institutional buildings. A large parking lot separates the Church property from the Hudson-Bergen Light Rail tracks which are situated approximately 200 feet to the southeast.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: Our Lady of Deliverance Rectory
Historic Name: St. Joseph's Rectory
Present Use: Religious Activity (non-residential)
Historic Use: Religious Activity (non-residential)
Construction Date: Circa 1920 **Source:** St. Joseph's Church 1988
Alteration Date(s): **Source:**
Designer: Unknown **Physical Condition:** Excellent
Builder: Unknown **Remaining Historic Fabric:** Medium
Style: Spanish Eclectic
Form: Other **Stories:** 2
Type: N/A **Bays:** 3
Roof Finish Materials: Asphalt shingle, Spanish tile
Exterior Finish Materials Brick – Flemish bond

Exterior Description:
The Rectory at Our Lady of Deliverance Parish (Building B) is a three-story, three-bay brick building constructed circa 1920 in the Spanish Eclectic style. The building is capped by a front-gabled, asphalt-shingled roof accented with limestone coping and decorative arched corbelling. A small bell tower projects from the northern portion of the roof. The primary (southeast) elevation features a projecting entrance portal terminating at a pedimented parapet wall crowned with a cross. The portal is characterized by its herringbone brickwork, decorative tiling, and arched opening leading to a half-panel, half-glazed front door. Concrete steps lead from the sidewalk to the front entrance. A three-story, one-bay block capped with a mansard roof extends from the southwest elevation. The roof is clad in Spanish missionary red tile. The fenestration is regular, consisting of replacement double-hung vinyl windows found singularly or in sets of two or three. The windows are accented with limestone sills. It appears that the lintels have since been filled in with brick. A small one-story addition projects from the northern elevation and features decorative brick courses and herringbone brick detailing. An additional entrance is located on the rear (northwest) elevation sheltered by a hipped roof brick porch. The building is constructed of brick laid in Flemish bond. The water table is delineated by a limestone stringcourse.

Interior Description:
Not accessible.

Setting:
The Rectory at Our Lady of Deliverance Parish is sited on a rectangular parcel (Block 191, Lot 5.02) located on the southwest corner of Avenue E and East 25th Street in the City of Bayonne, Hudson County, New Jersey. The building is oriented with its primary elevation facing southeast and is set back approximately 30 feet from the road. The rectory is situated on the southern portion of the property which is composed of five buildings arranged around a central paved walkway leading from Avenue E to the rear of the parcel. A public, concrete-paved sidewalk spans the entirety of the southeast elevation. The rectory is located in a dense residential neighborhood interspersed with commercial and institutional buildings. A large parking lot separates the church property from the Hudson-Bergen Light Rail tracks which are situated approximately 200 feet to the southeast.

Survey Name: NJ TRANSIT GRID HUDSON BERGEN LIGHT RAIL
Surveyor: Lauren Szeber Date: February 2017
Organization: RGA, Inc.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: Our Lady of Deliverance Convent
Historic Name: St. Joseph's Convent
Present Use: Religious Activity (non-residential)
Historic Use: Religious Activity (non-residential)
Construction Date: Circa 1905 **Source:** Sanborn Map Company 1898, 1912
Alteration Date(s): **Source:**
Designer: Unknown **Physical Condition:** Excellent
Builder: Unknown **Remaining Historic Fabric:** Medium
Style: Colonial Revival
Form: Other **Stories:** 2
Type: N/A **Bays:** 4
Roof Finish Materials: Rolled Asphalt
Exterior Finish Materials Brick, Running Bond

Exterior Description:
The Convent at Our Lady of Deliverance Parish (Building C) is a two-story, four-bay brick building designed in the Colonial Revival style. The building assumes a block plan and is capped by a flat, rolled-asphalt roof adorned with a simple cornice. The fenestration is regular, consisting of replacement four-pane windows with masonry sills and brick lintels, except for the third and fourth bays on the first story, which contain stained glass windows. The first two bays on the primary (northeast) elevation are sheltered by a stylized one-story porch supported on square columns and a wood railing. The porch is crowned with an entablature, simple frieze, dentil molding, and a cornice. Access to the building is gained by a half-panel, half-glazed door contained within the first bay. The foundation is concrete.

Windows on the northwest, southeast, and southwest elevations consist of replacement double-hung vinyl sash and surround units. An additional entrance is located on the southwest elevation, covered by a front-gabled, wood porch supported on brackets and embellished with a vergeboard.

Interior Description:
Not accessible.

Setting:
The Convent at Our Lady of Deliverance Parish is sited on a rectangular parcel (Block 191, Lot 5.02) located on the southwest corner of Avenue E and East 25th Street in the City of Bayonne, Hudson County, New Jersey. The building is oriented with its primary elevation facing northeast and is set back approximately 30 feet from the road. The convent is situated on the northern portion of the property which is composed of five buildings arranged around a central paved driveway leading from Avenue E to the rear of the parcel. A public, concrete-paved sidewalk spans the entirety of the northeast elevation. An additional paved driveway runs from East 25th street along the southeast elevation of the building and terminating at the rear of the property. The convent is located in a dense residential neighborhood interspersed with commercial and institutional buildings. A large parking lot separates the church property from the Hudson-Bergen Light Rail tracks which are situated approximately 200 feet to the southeast.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: Our Lady of Deliverance Garage
Historic Name: St. Joseph's Garage
Present Use: Vehicular Parking
Historic Use: Vehicular Parking
Construction Date: Circa 1920 **Source:** Sanborn Map Company 1912, NETR 1931
Alteration Date(s): **Source:**
Designer: Unknown **Physical Condition:** Excellent
Builder: Unknown **Remaining Historic Fabric:** Medium
Style: None
Form: Other **Stories:** 1
Type: Garage **Bays:** 3
Roof Finish Materials: Rolled Asphalt
Exterior Finish Materials Brick, Running Bond

Exterior Description:
The garage at Our Lady of Deliverance Parish (Building D) is a one-story, three-bay brick building constructed circa 1920. The primary (northeast) elevation features three large overhanging garage doors. The doors are sheltered by a pent eave clad in asphalt shingles. A small four-pane, fixed window is situated on the eastern portion of the primary elevation. Additional access to the garage is gained by a secondary door on the southeast elevation.

Interior Description:
Not accessible.

Setting:
The garage at Our Lady of Deliverance Parish is sited on a rectangular parcel (Block 191, Lot 5.02) located on the southwest corner of Avenue E and East 25th Street in the City of Bayonne, Hudson County, New Jersey. The building is oriented with its primary elevation facing northeast and is set back approximately 150 feet from the road. The garage is situated along the southwest perimeter of the property which is composed of five buildings arranged around a central paved driveway leading from Avenue E to the rear of the parcel. An additional paved driveway leads from the garage to East 25th street. The building is located in a dense residential neighborhood interspersed with commercial and institutional buildings. A large parking lot separates the church property from the Hudson-Bergen Light Rail tracks which are situated approximately 200 feet to the southeast.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: Secondary Building at Our Lady of Deliverance Parish
Historic Name: Secondary Building at St. Joseph's Roman Catholic Church
Present Use: Religious activity (non-residential)
Historic Use: Religious activity (non-residential)
Construction Date: Circa 1998 **Source:** NETR 1995, 2002
Alteration Date(s): **Source:**
Designer: Unknown **Physical Condition:** Excellent
Builder: Unknown **Remaining Historic Fabric:**
Style: None
Form: Other **Stories:** 1
Type: N/A **Bays:** 2
Roof Finish Materials: Asphalt Shingle
Exterior Finish Materials Vinyl Siding

Exterior Description:
The secondary building at the Our Lady of Deliverance Parish (Building E) is a one-story, block-plan building constructed circa 1998. The building is capped by a steeply pitched, front-gable roof clad in asphalt shingles. The primary (northeast) elevation features a row of five double-hung vinyl windows. Access to the building is gained by a paneled wood door on the eastern portion of the primary (northeast) façade. The foundation is concrete block. The building is clad in vinyl siding.

Interior Description:
Not accessible.

Setting:
The secondary building at the Our Lady of Deliverance Parish complex is sited on a rectangular parcel (Block 191, Lot 5.02) located on the southwest corner of Avenue E and East 25th Street in the City of Bayonne, Hudson County, New Jersey. The building is oriented with its primary elevation facing northeast and is set back approximately 140 feet from the road. The building is situated in the western corner of the property which is composed of five buildings arranged around a central paved driveway leading from Avenue E to the rear of the parcel. An additional paved driveway leads from the adjacent garage to East 25th Street. The building is located in a dense residential neighborhood interspersed with commercial and institutional buildings. A large parking lot separates the church property from the Hudson-Bergen Light Rail tracks which are situated approximately 200 feet to the southeast.

ELIGIBILITY WORKSHEET

Historic Sites #:

History:
See Continuation Sheet.

Significance:
Our Lady of Deliverance Parish is significant as a surviving turn-of-the-twentieth-century church complex established by early Slovakian immigrants in Hudson County as a communal place for worship and social activity. At its centennial, it stood as the oldest Slovak Catholic Church in New Jersey and one of the largest Roman Catholic churches in Bayonne. The church complex played a substantial role in the community of Catholic Eastern-European immigrants in Bayonne and continued to develop with the construction of a rectory, parish, and parochial school over the course of the twentieth century. After serving parishioners for more than 120 years, the church now serves the Syriac Catholic Church as the Eparchy of Our Lady of Deliverance.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility:
Due to the lack of architectural integrity, Our Lady of Deliverance Parish and is recommended not eligible for listing in the National Register of Historic Places (NRHP). Though it retains some of the original early-twentieth-century features, large-scale alterations to both the building's exterior and interior including the removal of the steeple and facing the entire building in limestone, have denigrated the building's integrity of materials, feeling, and association. Research did not uncover that the building was associated with significant persons or events. Moreover, the building was not identified as the work of a master. Therefore, the building is recommended ineligible for listing in the NRHP under Criteria A, B, or C.

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:

Narrative Boundary Description:

CONTINUATION SHEET

Historic Sites #:

History:

Our Lady of Deliverance was first constructed as Saint Josephs' Roman Catholic Church in 1908. The church got its beginnings as one of the earliest Slovak Catholic Churches to be established in the United States in 1888. Prior to its founding, the religious needs of Slovak immigrant families of Bayonne were tended to by missionaries, who, due to the nature of their Holy Vocational Order, never stayed in the area for an extended period of time. This changed under the direction of the Founder and Reverend Joseph Kosalko, who inspired the Slovak Catholic community to come together and form an official church in the name of Saint Joseph. In 1905, Father Kosalko and his followers raised enough money to submit a down payment on a property in the Constable Hook area of Bayonne for the construction of a new church building (St. Joseph's Church 1988: 4-5).

Three years later, in 1908, ground was broken for the new church which was promised to be the "most imposing of church edifices in South Hudson" (The Jersey Journal 13 April 1908:14). Local architect James F. Bagnell designed the Gothic Revival-style church of red and black brick with a towering spire rising 150 feet above the ground. The building was completed at a cost of $52,000 with another $15,000 spent on interior decorations (St. Joseph's Church 1988:8). Over 5,000 people from surrounding Slavish organizations came to the dedication, which was officiated by Bishop John J. O'Conner of the Newark Diocese, and included a lavish parade and a blessing of three bells to be hung in the steeple (Jersey Journal 29 March 1909:7). The first service held in the new church took place on Palm Sunday, April 4,1909.

The church immediately started on its next project: the initiation of a school for the children of the parish. Without any remaining funds, classrooms were organized in the church basement, thus marking the beginning of St. Joseph Parochial School under the guidance of Father Szikora and the Sisters of Saint Dominic from Newburgh, New York. In 1915, a handsome school building was constructed on 24th Street and Avenue E at the cost of $200,000 and included a large auditorium/reception hall, as well as bowling alleys and a licensed bar that was used by the various social organizations of St. Josephs. As school enrollment increased, it became necessary to provide a larger convent to house the growing number of Dominican Sisters necessary to educate the student body. In a gesture of generosity, the house and property located directly behind the church was sold to the parish and converted into the present-day convent (St. Joseph's Church 1988:11-12).

The final phase of the four-part building campaign was to erect a new rectory building. Situated to the southwest of the church, the three-story, brick building was completed in the early 1920s for $78,000. With all the physical construction of the church taking place, the parish was also growing spiritually and socially with the organization of various societies and clubs, including the organization of Holy Name Society and Lyceum for men, the Rosary Society for women, the Altar Society, and the Catholic War Veteran's Post (St. Joseph's Church 1988:13).

In 1949, St. Joseph's Roman Catholic Church celebrated its 40th birthday. By this time, the church was beginning to show signs of wear and tear and, upon examination, a major decision was reached to reinforce the entire building with an outer layer of limestone. The badly rotted wooden steeple and cross were dismantled. The interior was also refurbished with marble and masonite and a new sacristy placed behind the altars. The steep steps in front of the church were removed and replaced with a retaining wall that included iron railings, a balcony area, and steps positioned on each side. Rededication of the church took place in 1952 which was memorialized with a new cornerstone (St. Joseph's Church 1988:18).

During the time of urban renewal in the late 1960s and 1970s, the church jumped at the opportunity to purchase the property across Avenue E. The land was paved and a later converted into the present-day church parking lot. Other subsequent improvements included the removal of the baldachino which helped to restore the symmetry of the interior and allowed natural light to brighten the sanctuary. The basement was also renovated around this time with the addition of new bathrooms and a large open meeting room and kitchen. A new roof was installed on the convent and the entire wood building was faced in brick to give it a similar appearance to the rest of the complex (St. Joseph's Church 1988:20).

CONTINUATION SHEET

Historic Sites #:

History (continued):

After serving parishioners for more than 120 years, St. Joseph's merged with St. Michael's Catholic Church at 21 E. 23rd Street in 2011. The church and accompanying buildings were leased to the Syriac Catholic Diocese of the United States and Canada (Jersey Journal 2011). The complex was reestablished as Our Lady of Deliverance.

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1988 *St. Joseph's Church: 100th Anniversary 1888-1988*. Custombook. Tappan, New York.

Sanborn Map Company
1898 *Insurance Maps of Hudson County.* Sanborn Map Company. New York, New York.
1912 *Insurance Maps of Hudson County.* Sanborn Map Company. New York, New York

CONTINUATION SHEET

Historic Sites #:

Figure 1: Image of St. Joseph's Roman Catholic Church prior to the extensive alterations completed in the 1950s (St. Josephs 1988)

CONTINUATION SHEET

Historic Sites #:

Plate: 1

Photo view:

Northwest

Photographer:

Sonja Lengel

Date:

January 26, 2017

View of the primary elevation of Our Lady of Deliverance Parish.

CONTINUATION SHEET

Historic Sites #:

Plate: 2

Photo view:

Northwest

Photographer:

Lauren Szeber

Date:

February 13, 2017

View of the primary elevation of the rectory at Our Lady of Deliverance Parish.

Plate: 3

Photo view:

Southwest

Photographer:

Lauren Szeber

Date:

February 13, 2017

View of the garage at Our Lady of Deliverance Parish.

CONTINUATION SHEET

Historic Sites #:

Plate: 4

Photo view:

Southwest

Photographer:

Lauren Szeber

Date:

February 13, 2017

View of the secondary building at Our Lady of Deliverance Parish.

Plate: 5

Photo view:

Southeast

Photographer:

Lauren Szeber

Date:

February 13, 2017

View of the northeast and rear elevations of the Our Lady of Deliverance Parish.

CONTINUATION SHEET

Historic Sites #:

Plate: 6

Photo view:

Southwest

Photographer:

Lauren Szeber

Date:

February 13, 2017

View of the convent at Our Lady of Deliverance Parish.

BASE SURVEY FORM

Historic Sites #:

Property Name: 296-302 Princeton Avenue

Street Address: *Street #:* 296 *(Low)* 302 *(High)* *Apartment #:* *(Low)* *(High)*

Prefix: *Street Name:* Princeton *Suffix:* *Type:* Ave

County(s): Hudson **Zip Code:** 07305

Municipality(s): City of Jersey City **Block(s):** 1432

Local Place Name(s): Greenville **Lot(s):** W, V, U.1, T.2

Ownership: Private **USGS Quad(s):** Weehawken

Description:

296-302 Princeton Avenue consists of four attached Italianate-style rowhouses built circa 1900. The rowhouses uniformly measure three bays wide and two-and-a-half stories tall with primary elevations facing northwest. All four rowhouses are each capped by a flat roof with an overhanging eave supported by a decorative bracketed cornice with molded panels. *See Continuation Sheet*

Registration and Status Dates:

National Historic Landmark: SHPO Opinion:

National Register: Local Designation:

New Jersey Register: Other Designation:

Determination of Eligibility: Other Designation Date:

Photograph:

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

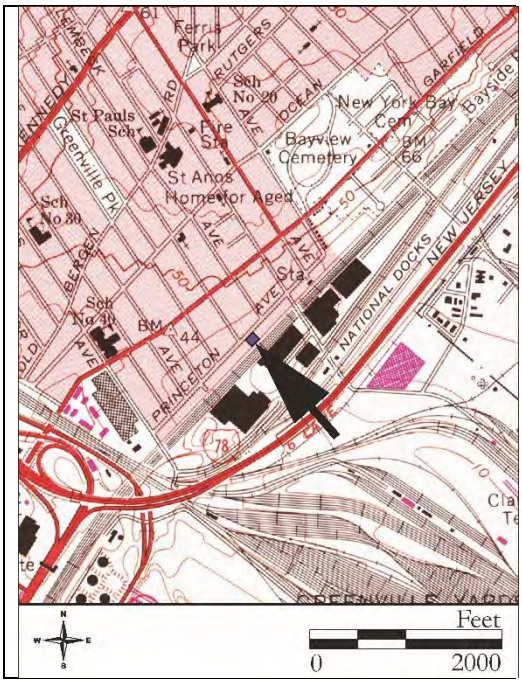
Surveyor: Elizabeth Diker Date: February 2017

Organization: RGA, Inc.

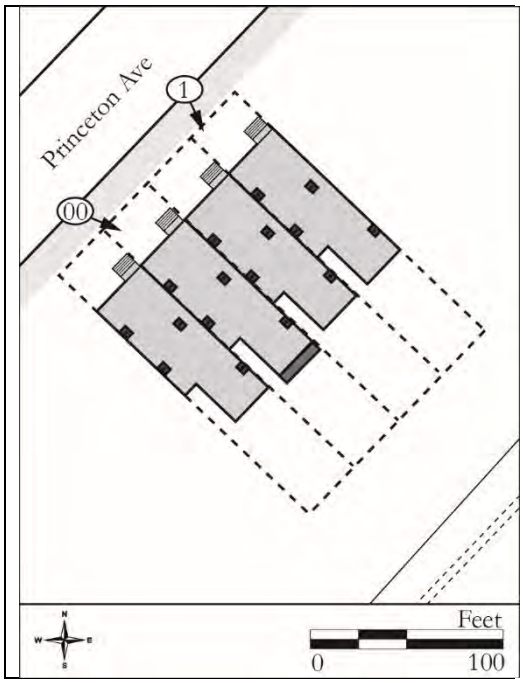
BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources:
See Continuation Sheet

Additional Information:
None.

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: _____ Building _____ Landscape _____ Farm
_____ Bridge _____ Industry

Within Historic District? ☐ Yes ☒ No **Historic District Name:** _____

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Elizabeth Diker Date: February 2017
Organization: RGA, Inc.

HISTORIC DISTRICT OVERLAY

Historic Sites #:

District Name: 296-302 Princeton Avenue
County(s): Hudson **District Type:** Residential
Municipality(s): Jersey City **USGS Quad(s):** Weehawken
Local Place Name(s): Greenville
Development Period: 1900 **To:** 1928 **Source:** Hopkins 1928

Physical Condition: Good
Remaining Historic Fabric: Medium

Registration and Status Dates:

National Historic Landmark:		**SHPO Opinion:**	
National Register:		**Local Designation:**	
New Jersey Register:		**Other Designation:**	
Determination of Eligibility:		**Other Designation Date:**	

Description (continued):
See Base Survey Form

Setting:
The attached, brick rowhouses located at 296-302 Princeton Avenue are situated in the dense residential community of Greenville in the City of Jersey City, Hudson County, New Jersey. The rowhouses take up four residential lots (Block 1432; Lots W, V, U.1, T.2) with a collective size of 0.2 acres. Princeton Avenue features concrete, paved sidewalks lined by occasional grass patches and mature hardwood trees. The rears of the buildings overlook the tracks for the Hudson-Bergen Light Rail, with the Danforth Avenue Light Rail Station located 0.2 miles east. Also 0.2 miles to the east is the Linden Avenue Extension which connects to Caven Point Road and feeds into New Jersey State Route 440. Approximately 0.2 miles south, past the large Jersey City Incinerator Authority complex, is the New Jersey Turnpike Extension Toll Road. The New Jersey Turnpike Extension Toll Road marks a transition from residential to industrial land-use leading southeast to the Upper Bay of the Hudson River.

ELIGIBILITY WORKSHEET

Historic Sites #:

History:
See Continuation Sheet

Significance:
328-334 Princeton Avenue is a development of four Italianate-style, brick rowhouses build circa 1900. Their construction and location are indicative of the early development of Greenville, a small community in Jersey City, New Jersey. They served as rental properties to immigrant families and working class laborers during the twentieth century.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility:
The buildings at 296-302 Princeton Avenue are recommended not eligible for the National Register of Historic Places (NRHP). Although the rowhouses retain some architectural details, such as decorative cornices and overhanging eaves, crowns over windows and doors, modern alterations such as the replacement of windows, doors, and stoops denigrate the buildings' integrity in terms of design, materials, and workmanship. Research did not uncover that the buildings were associated with significant persons or events. Architecturally, the buildings are not particularly good examples of their type and are not representative of the work of a master. Therefore, the buildings are recommended not eligible for listing in the NRHP.

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: 4 Non Contributing: 0

For Individual Properties Only:

List the completed attachments related to the property's significance:

Narrative Boundary Description:
The rowhouses are located on Princeton Avenue between Pearsall Avenue and Lemback Avenue with residential development in close proximity on both the east and west sides. The primary elevations face northwest towards Princeton Avenue, and the rear of the buildings back up to the tracks of the New Jersey Hudson-Bergen Light Rail 0.2 miles from the Danforth Avenue Light Rail Station. Past the train tracks to the south is the Jersey City Incinerator Authority.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Elizabeth Diker Date: February 2017
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

Description (continued):

All windows are one-over-one, vinyl-sash windows with occasional decorative upper fanlights. They are adorned by segmental-arched, stucco crowns with flared ends above and molded stucco sills supported by brackets below. The rowhouses are situated approximately 27 feet back from the street. Each house has a wide cement or gravel driveway at ground level east of the entry stairs. 298 and 300 Princeton Avenue converted the driveways into small yards surrounded by chain-link fences. 298 Princeton Avenue has a large, overgrown shrub centrally located in its yard. There is vegetation in front of 300 Princeton Avenue.

History:

The four rowhouses known as 296-302 Princeton Avenue first appear cartographically on the 1928 Hopkins atlas for Jersey City and North Bergen (1928 Hopkins; Figure 1). Greenville, a small community in Jersey City, transformed from predominantly farmland in the nineteenth century to a residential, prosperous, urban neighborhood in the early twentieth century. Real estate offerings boasted that Princeton Avenue was a "good business street near trains and trolleys" (The Jersey Journal [JJ], 16 August 1900). The occupants of these buildings were engaged citizens concerned with the welfare of their families, communities, and the political developments occurring around them. For example, the occupants of 296 and 302 Princeton Avenue were cited in the *Jersey Journal* as citizens petitioning the City Manager for removal of the mayor and board of commissioners in Jersey City in 1931 (JJ, 18 September 1931). Renters at 300 Princeton Avenue were included on a list of "One-Day-Republicans" in the *Jersey Journal*. This list described people who were connected to the political regime of controversial New Jersey Mayor Frank Hague (JJ, 15 October 1928).

Throughout the mid-twentieth century, the rowhouses built at 296-302 Princeton Avenue served as rental units to numerous families of immigrants and laborers. Inhabitants of these rowhouses worked as salesmen, chauffeurs, engineers, and private nurses (United States Bureau of the Census [US Census] 1940). Currently, the rowhouses known as 296-302 Princeton Avenue are single-family residences.

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The Jersey Journal (JJ) [Jersey City, New Jersey]
1900 Real Estate. 16 August. Jersey City, New Jersey.
1922 Jersey City Realty Transactions. 3 June. Jersey City, New Jersey.
1928 There are Many Greenville One-Day Republicans in This List; Pick Them Out. 15 October. Jersey City, New Jersey.
1931 Public Notice List of Citizens Petitioning City Manager Plan Which Means the Removal of the Mayor and Board of Commissioners of Jersey City. 18 September. Jersey City, New Jersey.
1954 Public Notice Franchise Ordinance No. K-646. 9 November. Jersey City, New Jersey.

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1940 Population Schedule, Township of Weehawken, Hudson County, New Jersey.

United States Geological Survey (U.S.G.S.)
1995 U.S.G.S. 7.5' Quadrangle: Weehawken, NJ.

CONTINUATION SHEET

Historic Sites #:

Figure 1: 1928 G.M. Hopkins & Co., Plat Book of Jersey City, Hudson Co. This map depicts 296-302 Princeton Avenue in 1928.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Elizabeth Diker
Organization: RGA, Inc.
Date: February 2017

CONTINUATION SHEET

Historic Sites #:

Plate: 1

Photo view:

Southwest

Photographer:

Kristen Herrick

Date:

January 27, 2017

Primary northern elevations of four, brick rowhouses located at 296-302 Princeton Avenue.

BASE SURVEY FORM

Historic Sites #:

Property Name: 328-334 Princeton Avenue

Street Address: *Street #:* 328 *(Low)* 334 *(High)* *Apartment #:* *(Low)* *(High)*

Prefix: *Street Name:* Princeton *Suffix:* *Type:* Ave

County(s): Hudson **Zip Code:** 07305

Municipality(s): City of Jersey City **Block(s):** 1432

Local Place Name(s): Greenville **Lot(s):** J.1, K.1, L.1, M

Ownership: Private **USGS Quad(s):** Weehawken

Description:

328-334 Princeton Avenue consists of four attached Italianate-style, brick rowhouses built circa 1900. The rowhouses measure three bays wide and two-and-a-half stories tall with primary elevations facing northwest. A flat roof with an overhanging eave accented by a decorative, molded cornice caps each rowhouse. The cornice features double brackets appearing at regular intervals and dentils. *See Continuation Sheet*

Registration and Status Dates:

National Historic Landmark: SHPO Opinion:

National Register: Local Designation:

New Jersey Register: Other Designation:

Determination of Eligibility: Other Designation Date:

Photograph:

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

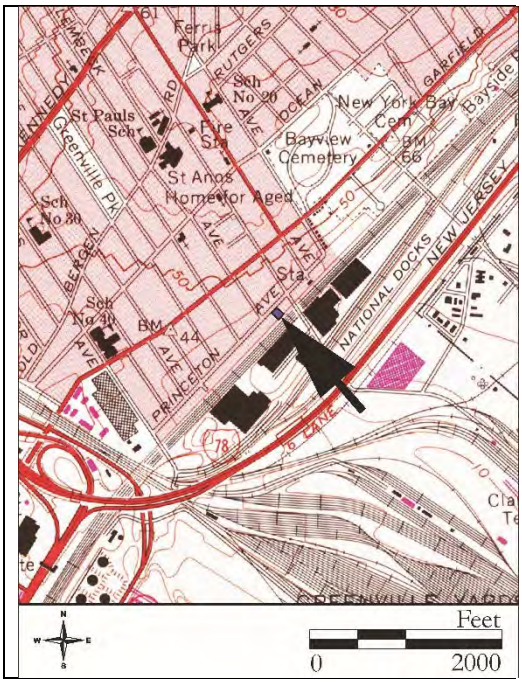
Surveyor: Elizabeth Diker Date: February 2017

Organization: RGA, Inc.

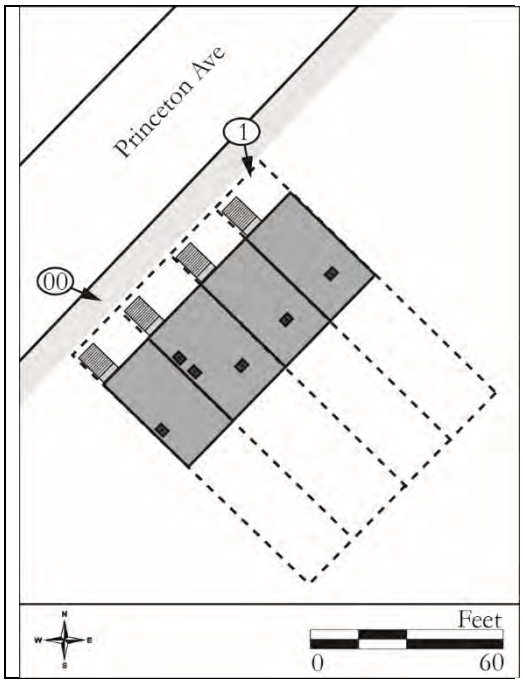
BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources:
See Continuation Sheet

Additional Information:
None.

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: _____ Building _____ Landscape _____ Farm
_____ Bridge _____ Industry

Within Historic District? ☐ Yes ☒ No **Historic District Name:** _____

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Elizabeth Diker Date: February 2017
Organization: RGA, Inc.

HISTORIC DISTRICT OVERLAY

Historic Sites #:

District Name: 328-334 Princeton Avenue

County(s): Hudson **District Type:** Residential

Municipality(s): City of Jersey City **USGS Quad(s):** Weehawken

Local Place Name(s): Greenville

Development Period: 1900 **To:** 1928 **Source:** Hopkins 1928

Physical Condition: Good

Remaining Historic Fabric: Medium

Registration and Status Dates:

National Historic Landmark: _____ **SHPO Opinion:** _____

National Register: _____ **Local Designation:** _____

New Jersey Register: _____ **Other Designation:** _____

Determination of Eligibility: _____ **Other Designation Date:** _____

Description:

See Base Survey Form

Setting:

The attached brick rowhouses known as 328-334 Princeton Avenue are located in the dense residential community of Greenville in the City of Jersey City, Hudson County, New Jersey. The rowhouses are located on four residential lots (Block 1432; Lots J.1, K.1, L.1, M) with a collective size of 0.2 acres. Princeton Avenue has paved sidewalks lined by occasional grass patches and mature hardwood trees. The rears of the buildings overlook the railroad tracks for the New Jersey Hudson-Bergen Light Rail, with the Danforth Avenue Light Rail Station located 0.1 miles to the east. Also to the east is the Linden Avenue Extension. This extension connects to Caven Point Road which feeds into New Jersey State Route 440. Approximately 0.2 miles south of the rowhouses, past the large Jersey City Incinerator Authority complex, is the New Jersey Turnpike Extension Toll Road. The New Jersey Turnpike Extension Toll Road marks a transition from residential to industrial land-use leading southeast to the Upper Bay of the Hudson River.

ELIGIBILITY WORKSHEET

Historic Sites #:

History:
See Continuation Sheet

Significance:
328-334 Princeton Avenue is a development of four Italianate-Style, brick rowhouses build circa 1900. Their construction and location are indicative of the early development of Greenville, a small community in Jersey City, New Jersey. They served as rental properties to immigrant families and working class laborers during the twentieth century.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility:
The buildings at 328-334 Princeton Avenue are recommended not eligible for the National Register of Historic Places (NRHP). Although the rowhouses retain some architectural details, such as decorative cornices and overhanging eaves, crowns over windows and doors, modern alterations such as the replacement of windows, doors, and stoops denigrate the buildings' integrity in terms of design, materials, and workmanship. Research did not uncover that the buildings were associated with significant persons or events. Additionally, the buildings are not particularly good examples of their architectural type and are not representative of the work of a master. Therefore, the buildings are recommended ineligible for listing in the NRHP.

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: 4 Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:

Narrative Boundary Description:
The primary elevations face northwest towards Princeton Avenue and the rear of the buildings back up to the railroad tracks of the New Jersey Hudson-Bergen Light Rail, 0.1 miles from the Danforth Avenue Light Rail Station. Past the train tracks to the south is the Jersey City Incinerator Authority. The rowhouses are located on Princeton Avenue between Lemback Avenue and the Linden Avenue Extension with residential development in close proximity on both the east and west sides.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Elizabeth Diker Date: February 2017
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

Description (continued):

All four rowhouses have exterior envelopes constructed of brick laid in a common bond. Entry to each rowhouse is gained by a set of cement or brick stairs that lead to the raised, first floor. Inset into the side of the entry staircase of 328 Princeton Avenue is an opening for basement access. The basements of the rowhouses are partially underground. Primary entrance doors pierce the façade above ground level and vary in style from single and double wood-paneled doors with lights, to full wood doors with exterior metal storm doors. Above the entry doors are rectangular transoms with bracketed lintels made of wood in all cases except for 332 Princeton Avenue where all door and window details are made of molded stucco and feature inscribed floral designs. Each building also features a masonry belt course separating the basement and first floors, except for 332 Princeton Avenue which retains masonry belt courses between each floor.

Fenestration for the rowhouses consists of one-over-one, vinyl-sash windows adorned by bracketed lintels that mirror those found above the doors. All windows are supported by plain sills. The buildings are situated approximately 27 feet back from the street. Each house has a wide cement or dirt driveway at ground level east of the entry and are surrounded by fences. 332 and 334 Princeton Avenue utilize this space as small yards for grass and shrubs surrounded by chain-link fences.

History:

The four rowhouses known as 328-334 Princeton Avenue first appear cartographically on the 1928 Hopkins atlas for Jersey City and North Bergen (1928 Hopkins; Figure 1). During the mid-nineteenth-century the rowhouses served as rental units to immigrants, first-generation American families, and working class laborers. Occupations of the inhabitants included clerks, city workers, and pipe layers (United States Bureau of the Census [US Census] 1940). In 1928, the renters living at 328 and 330 Princeton Avenue were cited in an article in the *Jersey Journal* in connection with incidents of voter fraud connected to Frank Hague, a divisive New Jersey Mayor (JJ, 15 October 1928). Additionally, these same occupants were included in a 1931 *Jersey Journal* list of citizens petitioning for the removal of the mayor and board of commissioners in Jersey City (JJ, 18 September 1931).

From the nineteenth century into the early twentieth century, Greenville, a small community in Jersey City transformed from farmland to a thriving urban neighborhood. During the early twentieth century, newspaper articles from Jersey City boasted that Princeton Avenue was a "good business street near trains and trolleys" (The Jersey Journal [JJ], 16 August 1900). Currently the rowhouses known as 328-334 Princeton Avenue serve as single-family residences.

Bibliography:

Hopkins, G.M., Co.
1928 *Plat Book of Jersey City, Hudson Co. N.J.* G.M. Hopkins & Co., Philadelphia, Pennsylvania.

The Jersey Journal (JJ) [Jersey City, New Jersey]
1900 Real Estate. 16 August. Jersey City, New Jersey.
1928 There are Many Greenville One-Day Republicans in This List; Pick Them Out. 15 October. Jersey City, New Jersey.
1931 Public Notice List of Citizens Petitioning City Manager Plan Which Means the Removal of the Mayor and Board of Commissioners of Jersey City. 18 September. Jersey City, New Jersey.
1954 Public Notice Franchise Ordinance No. K-646. 9 November. Jersey City, New Jersey.

United States Bureau of the Census (US Census)
1940 Population Schedule, Township of Weehawken, Hudson County, New Jersey.

United States Geological Survey (U.S.G.S.)
1995 U.S.G.S. 7.5' Quadrangle: Weehawken, NJ.

CONTINUATION SHEET

Historic Sites #:

Figure 1: 1928 G.M. Hopkins & Co., Plat Book of Jersey City, Hudson Co. This map illustrates 328-334 Princeton Avenue in 1928.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Elizabeth Diker
Organization: RGA, Inc.
Date: February 2017

CONTINUATION SHEET

Historic Sites #:

Plate: 1

Photo view:

Southeast

Photographer:

Kristen Herrick

Date:

January 27, 2017

North and west

elevations of four, brick rowhouses located at 328-334 Princeton Avenue.

BASE SURVEY FORM

Historic Sites #:

Property Name: 346 Princeton Avenue

Street Address: *Street #:* 346 *(Low)* _____ *(High)* *Apartment #:* _____ *(Low)* _____ *(High)*

Prefix: _____ *Street Name:* Princeton *Suffix:* _____ *Type:* AVE

County(s): Hudson **Zip Code:** 07305

Municipality(s): City of Jersey City **Block(s):** 28904

Local Place Name(s): Greenville **Lot(s):** 1

Ownership: Private **USGS Quad(s):** Jersey City NJ-NY

Description:

346 Princeton Avenue is an eclectic-style apartment building constructed circa 1928. The three-story U-shaped building is built of yellow brick laid in a common bond. Variations in the brick pattern include recessed headers on the first floor, diamond ornaments, a recessed diaperwork-patterned frieze, and a brick balustrade. The primary (north) elevation includes the asymmetrical primary glass entry door which is located on the north elevation and is of contemporary construction and style. All the windows are one-over-one, double-hung, vinyl replacement sash organized in a typical pattern. The first-floor windows feature vertical bricks forming a header with keystone. The central, second-floor windows are capped by a protruding brick header. Framed in brick stretchers, the outer second- and third-floor windows are separated by a recessed brick inset with an applied diamond ornament. Exterior fire escapes are located on the primary (north) elevation.

See Building/Element Attachment

Registration and Status Dates:

National Historic Landmark: _____ SHPO Opinion: _____

National Register: _____ Local Designation: _____

New Jersey Register: _____ Other Designation: _____

Determination of Eligibility: _____ Other Designation Date: _____

Photograph:

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

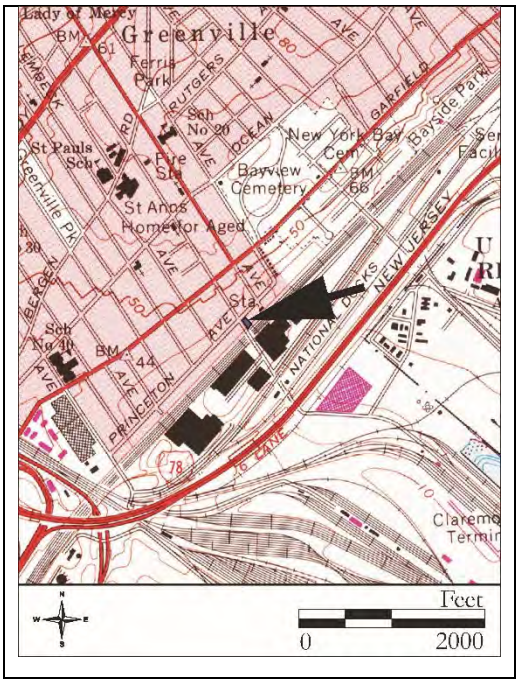
Surveyor: Sonja Lengel Date: February 2017

Organization: RGA, Inc.

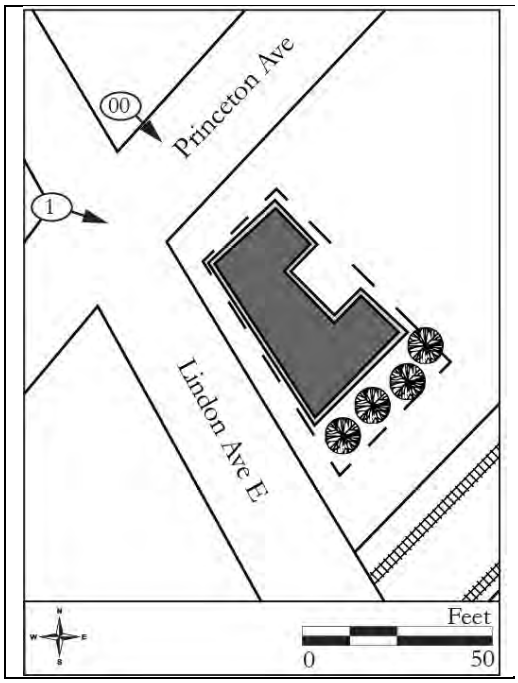
BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources:
See Continuation Sheet

Additional Information:
None.

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: 1 Building _____ Landscape _____ Farm
_____ Bridge _____ Industry

Within Historic District? ☐ Yes ☒ No **Historic District Name:** _____

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Sonja Lengel Date: February 2017
Organization: RGA, Inc.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: 346 Princeton Avenue
Historic Name: 346 Princeton Avenue
Present Use: Residential Activity, Permanent, Multi-family
Historic Use: Residential Activity, Permanent, Multi-family
Construction Date: Circa 1928 **Source:** Hopkins 1928
Alteration Date(s): **Source:**
Designer: Unknown **Physical Condition:** Good
Builder: Unknown **Remaining Historic Fabric:** Medium
Style: Other
Form: Apartment **Stories:** 3
Type: N/A **Bays:** 6
Roof Finish Materials: Unknown
Exterior Finish Materials Brick, Common Bond

Exterior Description:
The fenestration pattern continues on the west elevation and includes a central bay of three-part windows. The south elevation is parged in stucco and has an exterior fire escape. The east elevation is set back and forms a U-shape.

Interior Description:
Not accessible.

Setting:
346 Princeton Avenue is situated on the southeast corner of Linden and Princeton avenues. It is set back approximately 18 feet from Princeton Avenue and 11 feet from Linden Avenue. The Hudson-Bergen Light Rail tracks define the southern boundary. The apartment building is located near other early twentieth-century apartment buildings and single-family houses. The Danforth Avenue Light Rail Station is located approximately 270 feet east of the subject property.

ELIGIBILITY WORKSHEET

Historic Sites #:

History:
See Continuation Sheet

Significance:
346 Princeton Avenue is an eclectic-style apartment building constructed circa 1928. Patterned brickwork such as the diaperwork-patterned frieze and brickwork diamond ornaments are character-defining features. 346 Princeton Avenue is an example of circa 1928 apartment building constructed for working-class commuter families. In the late 1920s, 346 Princeton Avenue was built along with several other apartment buildings in Jersey City as working class housing situated near a railroad station.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility:
346 Princeton Avenue is recommended ineligible for listing in the National Register of Historic Places (NRHP). Although the eclectic-style building retains much of its original architectural details, namely the patterned brickwork, the replacement of original windows and doors denigrate the building's integrity in terms of design, materials, and workmanship. Research did not uncover that the building was associated with significant persons or events, or is representative of the work of a master. For these reasons, 346 Princeton Avenue is recommended ineligible for listing in the NRHP.

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:

Narrative Boundary Description:
N/A

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Sonja Lengel Date: February 2017
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

History:

In the 1860s, the Central New Jersey Railroad traversed trough Jersey City and included a station at the corner of Danforth and Avenue E, present-day Princeton Avenue (Hopkins 1873). Greenville Station gave New Yorkers easy access to the pleasure grounds of the Bay View Cemetery. Cemeteries in the nineteenth century functioned as parks and provided relief to urban residents from cramped living conditions. The establishment of the railroad also brought middle-class commuters. The area no longer served as a suburb for the wealthy, the large country estates were subdivided to build denser housing and apartment buildings (Hopkins 1873).

346 Princeton Avenue was built circa 1928 as an apartment building for working-class families. In the early twentieth century, Jersey City's population increased dramatically. Eastern European immigrants flocked to the city, working in manufacturing jobs at the sugar refineries, glass works, machine shops, and foundries (Rider 1916:453-454). The blocks surrounding the Greenville Station were an ideal site for apartment buildings to house the growing population. Developers built multi-story apartment buildings such as the Linden Arms at 56-58 Linden Avenue and the Danforth located at 65-67 Danforth Avenue. The large Park Lane apartment building was located at 72-80 Danforth Avenue. 346 Princeton (Avenue E) Avenue was among these apartment buildings built close to the Greenville Station. It was also conveniently located adjacent to the Linden Avenue Bridge which led to the shipyards and docks of Jersey City. This three-story brick U-shaped apartment building extended to the boundaries of the lot (Hopkins 1928; Figure 1).

According to the United States Population Schedule of 1930, early residents were predominantly young families who were born in the United States. Their occupations included painter, boatman, beautician, produce clerk, maid, driver, dressmaker, salesman, carpenter, and barrel maker. Close proximity to Greenville Rail Station enabled residents to easily commute to their places of work (United States Bureau of the Census 1930).

In the 1990s, the Hudson-Bergen Light Rail took over the Greenville Station, renaming it the Danforth Avenue Light Rail Station (NJ Transit 2006).

Bibliography:

Hopkins, G.M.
1873 *Combined Atlas of the State of New Jersey and the late Township of Greenville now part of Jersey City.* G.M. Hopkins & Co., Philadelphia, Pennsylvania.
1928 *Plat Book of Jersey City, Hudson Co. N.J.* G.M. Hopkins & Co., Philadelphia, Pennsylvania.

NJ Transit
2006 Hudson-Bergen Light Rail, electronic document, http://www.njtransit.com/tm/tm_servlet.srv?hdnPageAction=Project001To, accessed February 22, 2017.

Rider, Arthur Fremont
1916 *Rider's New York City and Vicinity.* H. Holt and Co., New York, New York.

United States Bureau of the Census [US Census]
1930 Population Schedule, Jersey City, Hudson County, New Jersey.

United States Geological Survey
1995 U.S.G.S. 7.5' Quadrangle: Jersey City, NJ-NY.

CONTINUATION SHEET

Historic Sites #:

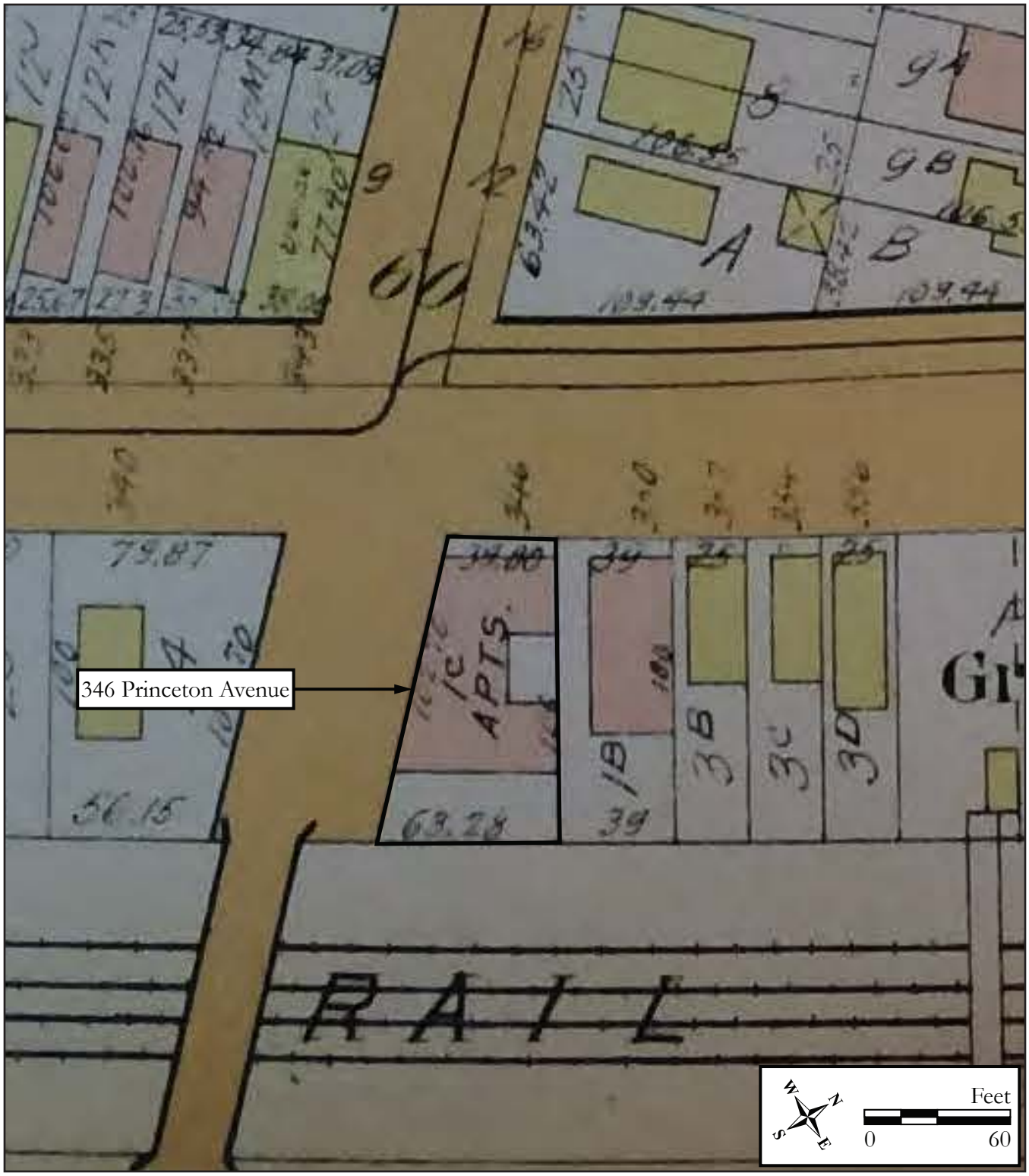


Figure 1: 1928 G.M. Hopkins & Co., Plat Book of Jersey City, Hudson Co. This map illustrates the brick apartment building known 346 Princeton Avenue.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Sonja Lengel
Organization: RGA, Inc.
Date: February 2017

CONTINUATION SHEET

Historic Sites #:

Plate: 1

Photo view:

Southeast

Photographer:

Kristen Herrick

Date:

January 27, 2017

Corner view of 346 Princeton Avenue.

BASE SURVEY FORM

Historic Sites #:

Property Name: The Bayview-New York Bay Cemetery

Street Address: *Street #:* 321 *(Low)* _____ *(High)* *Apartment #:* _____ *(Low)* _____ *(High)*

Prefix: _____ *Street Name:* Garfield *Suffix:* _____ *Type:* AVE

County(s): Hudson County **Zip Code:** 07305

Municipality(s): City of Jersey City **Block(s):** 27301; 27302; 27303

Local Place Name(s): Jersey City **Lot(s):** 1; 1; 1

Ownership: Private **USGS Quad(s):** Jersey City

Description:

The Bayview-New York Bay Cemetery is a garden cemetery containing approximately 50.5 acres in the City of Jersey City, Hudson County, New Jersey. The cemetery is bounded by Ocean Avenue to the northwest, Eastern Parkway and Bayside Park to the northeast, the Hudson-Bergen Light Rail (HBLR) tracks to the southeast, and Cator Avenue to the southwest. The property is divided into four distinct quadrants by the perpendicular crossing of Chapel Avenue and Garfield Avenue at the center of the cemetery. The formal entrance, composed of a Romanesque Revival triple stone arched gate, allows access to the cemetery at the intersection of Ocean and Chapel avenues. A secondary entrance is located at the corner of Garfield Avenue and Cator Avenue and is marked by a circa-1960 office building. A combination of iron and chain-link fencing encloses the property. The cemetery slopes down from Ocean Avenue, with an undulating landscape. A retaining wall separates the cemetery from the HBLR right-of-way at the southeast property boundary. A large, circa-1970 brick block garage is located along the southwest property line of the cemetery, at the east end of the access drive.

Registration and Status Dates:

National Historic Landmark: _____ SHPO Opinion: _____

National Register: _____ Local Designation: _____

New Jersey Register: _____ Other Designation: _____

Determination of Eligibility: _____ Other Designation Date: _____

Photograph:

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

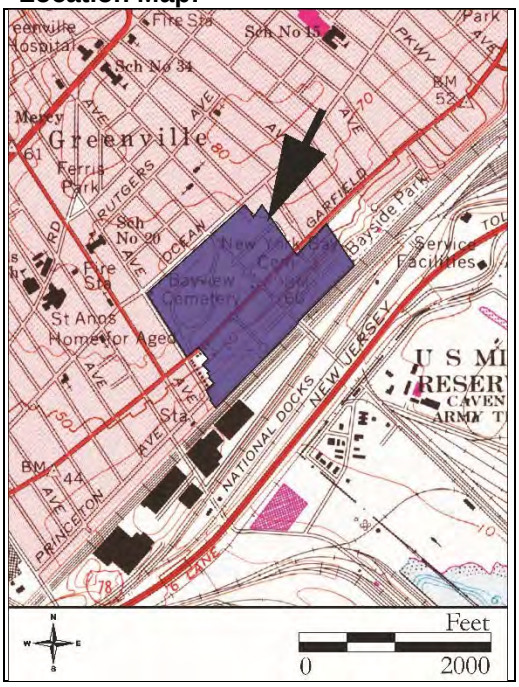
Surveyor: Lauren Szeber Date: January 2017

Organization: RGA, Inc.

BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:

See Continuation Sheet

Bibliography/Sources:

See Continuation Sheet

Additional Information:

The 1902 stone entrance to the cemetery along Ocean Avenue was included in the 1986 Historic Sites Inventory conducted by Architectural Preservation Consultants for the Jersey City Department of Housing and Development, Division of Urban Research and Design. The entrance was recommended eligible for individual listing in the National Register of Historic Places (NRHP) under Criterion C and significant as one of the few architecturally distinctive, intact cemetery gates in Jersey City (Dierickx 1986).

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: 2 Building 1 Landscape _____ Farm
_____ Bridge _____ Industry

Within Historic District? ☐ Yes ☒ No **Historic District Name:** _____

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No
(Known or potential Sites – if yes, please describe briefly)

.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Lauren Szeber Date: January 2017
Organization: RGA, Inc.

LANDSCAPE ATTACHMENT

Historic Sites #:

Common Name: Bayview-New York Bay Cemetery
Historic Name: Greenville Cemetery, the New York Bay Cemetery
Present Use: Unclassifiable Activity (Burial Ground)
Historic Use: Unclassifiable Activity (Burial Ground)
Construction Date: 1850; 1884 **Source:** Date stone
Alteration Date(s): **Source:**
Primary Landscape Architect/Designer: Unknown
Type: Church yards and cemeteries **Physical Condition:** Good
Style: Urban Park **Remaining Historic Fabric:** Medium
Acreage: 50.5

Hardscape: Driveways, Asphalt; Walkways, Cast Concrete
Plantings: Mature Hardwoods; Other
Other Features: Fences, Iron; Retaining Walls, Sculpture

Description:
The Bayview-New York Bay Cemetery is situated along Ocean Avenue and is bounded by the HBLR to the southeast, Cator Avenue to the southwest, and residential properties, as well as Bayview Park to the northeast. The cemetery is separated into four sections by the perpendicular crossing of Chapel and Garfield avenues. The formal entrance gate to the cemetery is located along Ocean Avenue and is discernible by a triple stone arch entrance gate constructed in 1902. An additional entrance is located to the west at the corner of Garfield and Cator avenues and is marked by the presence of a mid-twentieth century building that currently serves as the office. The eastern, and earliest, part of the cemetery is largely laid out in a regularly gridded landscape lined with mature trees and with lot markers throughout. The later-established western section of the cemetery is more pastoral in nature, arranged around circular winding roadways. At the northwest corner of Chapel and Garfield avenues there is a large, two-story block storage garage. The property is enclosed by an iron fence except at the southwest corner where it was replaced with a chain-link fence. *See Continuation Sheet.*

Setting:
The Bayview-New York Bay Cemetery is sited on several parcels (Block 27301, Lot 1; Block 27302, Lot 1; Block 27303, Lot 1) located southeast of Ocean Avenue in the southern part of the City of Jersey City, Hudson County, New Jersey. The cemetery is bounded by Eastern Parkway and Bayside Park to the northeast, the HBLR tracks to the southeast, and Cator Avenue to the southwest. Residences along Eastern Parkway and Ocean Avenue form the northern portion of the northeast boundary. The cemetery is divided into four distinct sections by the perpendicular crossing of Chapel and Garfield avenues at the center of the property. There are multiple points of entry, including a triple stone arched entrance at Ocean Avenue and an access way located next to the office at the corner of Cator and Garfield avenues. The surrounding area is composed of late-nineteenth- and twentieth-century residential and commercial properties. The HBLR runs to the southeast, separating the cemetery from nearby commercial properties and the New Jersey Turnpike.

CONTINUATION SHEET

Historic Sites #:

Description (continued):

Graves in the Bayview-New York Bay Cemetery range in date from the 1850s to the present. The designs of the gravestones are marked by a predominance of late-nineteenth and twentieth-century styles. Upright stones make up the greatest portion of the cemetery. Stones dating to the late-nineteenth and early-twentieth centuries are often sculptural, depicting angels and crosses. Obelisks, broken columns, pedestal tombs, and granite monuments indicate the Romantic nature of the graves. Headstones dating to the mid- to late-twentieth century are located primarily in the southern and western sections of the cemetery and are characterized by mass-produced stones, with generic religious designs. Lawn-style monuments are common throughout, occasionally memorializing war veterans or different prominent organizations. The western and northern sections of the cemetery are marked by numerous obelisks, pedestal tombs, and other stylized grave markers. Ornate mausoleums dating to the late nineteenth century line the circular roadways of the cemetery's western-most quadrant. Fountains in this portion of the cemetery add to the garden setting.

The eastern-most quadrant of the cemetery is less ornate and primarily consists of more sparsely arranged, simpler smaller gravestones. The land slopes down sharply towards the HBLR tracks with the graves facing southeast. Most notable to this portion of the cemetery is the receiving vault constructed in 1894. The granite vault is designed in the Richardsonian Romanesque-style with two heavily arched doors. One of the doors has since been filled with cement.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: Cemetery Office
Historic Name: Cemetery Office
Present Use: Commercial activity-Office
Historic Use: Commercial activity-Office
Construction Date: Circa 1960 **Source:** NETR 1954; 1966
Alteration Date(s): **Source:**
Designer: Unknown **Physical Condition:** Good
Builder: Unknown **Remaining Historic Fabric:** High
Style: Modernistic
Form: Other **Stories:** 1
Type: Other **Bays:** 3
Roof Finish Materials: Slate
Exterior Finish Materials Brick, Common Bond

Exterior Description:
The Cemetery Office is a one-story building with an L-shaped footprint designed in the Modern style. The northern block is capped by a steeply pitched front-gable roof clad in slate shingles with exaggerated overhanging eaves. An exterior brick chimney projects from the rear elevation. The primary (southeastern) elevation is dominated by a large triple-pane glazed window that extends the height of the gable. A flat-roofed block with wide overhanging eaves projects from the southwest elevation. The front entrance, consisting of a wood-paneled door, is located at the corner where the two blocks meet and is oriented towards Garfield Avenue. The fenestration is regular and consists of four-pane ribbon windows protected by metal security bars. The building is constructed of brick laid in a common bond. An additional entrance is located on the rear elevation.

Interior Description:
Not accessible.

Setting:
The Cemetery Office is located at the entrance to the Bayview-New York Bay Cemetery at the northeast corner of Garfield and Cator avenues. The building is sited on a large polygonal parcel (Block 27301, Lot 1) in the City of Jersey City, Hudson County, New Jersey. The building is orientated with its primary elevation facing southeast and is set back approximately 10 feet from the road. An entrance drive runs from Garfield Avenue along the office's southwestern elevation. An iron gate runs the length of the primary elevation. The surrounding area is composed of late-nineteenth and early-twentieth century residential buildings.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: Cemetery Storage and Garage
Historic Name: Cemetery Storage and Garage
Present Use: Transportation and Movement Activity
Historic Use: Transportation and Movement Activity
Construction Date: Circa 1970 **Source:** NETR 1966, 1979
Alteration Date(s): **Source:**
Designer: Unknown **Physical Condition:** Excellent
Builder: Unknown **Remaining Historic Fabric:** High
Style: N/A
Form: Other **Stories:** 2
Type: Garage **Bays:** 7
Roof Finish Materials: Rolled Asphalt
Exterior Finish Materials Brick, Running Bond

Exterior Description:
The Cemetery Storage and Garage is a two-story brick building constructed circa 1970. The building assumes a block plan and is capped by a deck roof with wide overhanging eaves. The primary (southwest) elevation features a row of five overhanging garage doors. Two metal doors on the southern section of the elevation allow additional access to the building. The fenestration is regular, consisting of double-sliding windows protected by metal security bars on the second story.

Interior Description:
Not accessible.

Setting:
The Cemetery Storage and Garage is located at the northwest corner of Chapel and Garfield avenues in the Bayview-New York Bay Cemetery. The building is sited on the southeast border of a large polygonal parcel (Block 27301, Lot 1) in the City of Jersey City, Hudson County, New Jersey. The building is orientated with its primary elevation facing southeast and is set back approximately 10 feet from the road. An iron gate runs the length of the primary elevation. The surrounding area is composed of late-nineteenth and early-twentieth century residential buildings.

ELIGIBILITY WORKSHEET

Historic Sites #:

History:
See Continuation Sheet

Significance:
See Continuation Sheet

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility:
The Bayview-New York Bay Cemetery is recommended not eligible for listing in the National Register of Historic Places (NRHP). Founded at a time of general burial reform in America, the cemetery illustrates the manner in which overcrowding and impermanence of church graveyards was remedied in the nineteenth century and reflects changing attitudes regarding religion, domestic life, and the role of mourning and memory in everyday life. However, the Bayview-New York Bay Cemetery is neither the first nor an exceptional example of its type. The Jersey City and Harsimus Cemetery, located approximately two-and-a-half miles to the north, was established 20 years prior as the first corporate burying ground in the state of New Jersey. By the mid-nineteenth century, almost every large urban area of New Jersey had developed a rural cemetery, including the Mount Pleasant Cemetery in Newark (1843), the Orange Cemetery in South Orange (1841), and Evergreen Cemetery in Camden (1848). While the Bayview-New York Bay Cemetery has retained its sense of location and setting, modifications to the original layout and the loss of the nineteenth-century gatehouse have diminished its integrity of workmanship and materials. The cemetery illustrates a design, funerary monuments, and their associated artworks which were common for the period and not outstanding examples of a stylistic type or representative of the work of a master. The cemetery's design is unremarkable and typical in its demonstration of the philosophies associated with the rural cemetery movement and, therefore, not architecturally significant. The cemetery does not contain individuals of outstanding historical importance. For these reasons, the Bayview-New York Bay Cemetery is recommended not eligible for listing in the NRHP under Criteria A, B, C, or D.

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:

Narrative Boundary Description:

CONTINUATION SHEET

Historic Sites #:

History:

The Bayview-New York Bay Cemetery was originally established as the New York Bay Cemetery in 1850 by a group of proprietors who sought to create a municipal cemetery company that offered a democratic space in which citizens of all backgrounds could lay their deceased to rest. Founded during a period of social reform, an advertisement in the *New York Tribune* shines a light into the movement that was sweeping the nation, transforming overcrowded unsightly burial grounds into bucolic garden cemeteries to be enjoyed by both the rich and poor:

> It is a subject of interest to the philanthropist, that the Poor as well as the rich should possess burial places, which they would delight to visit – grounds which even their slender means might embellish, if not with costly marble monuments, at least with trees and flowers, among which they could wander and sooth the sorrow of their hearts (New York Tribune 1851:7).

Protestant America experienced a period of burial reform beginning in the early nineteenth century (Snyder 1988: 241-242). Changing views regarding religion, domestic life, and the role of mourning and memory emerged among a predominantly white, Christian, non-Catholic, urban, northern middle-class (Snyder 1988: 241; Ames 1981; Pike and Armstrong 1980). Subsequently, those who died were seen not as deceased, but as departed and sleeping eternally, assured of salvation in the afterlife (Snyder 1988: 242). The relationship between the living and the dead changed at the same time, with a greater emphasis on grief and remembrance. New rituals developed to accommodate the journey from death-bed to final resting place. Rural cemeteries were established in growing numbers as places of dignified repose for the dead and contemplative leisure for the living (Snyder 1988:255). They were in stark contrast to the older urban church yards, which had grown overcrowded, disorderly, and unkempt. Parallel concerns over sanitation and public health also fueled the shift toward new burial practices.

Reform was first demonstrated in New Jersey 20 years prior with the establishment of the Jersey City and Harsimus Cemetery. Located two-and-a-half miles north of the Bayview-New York Bay Cemetery, the Jersey City and Harsimus Cemetery was one of the first of its type in the state to legally form as a company. The cemetery was not tied to a church, but instead governed by a board of trustees who were elected by the lot holders to manage it according to its bylaws (Veit and Nonestied 2008:79). This concept would become the norm in the development of new cemetery design over the course of the next century.

New cemeteries favored individually owned plots arranged in neatly ordered grids amidst wide pathways and tidy stone or iron fence enclosures. Each plot could hold the owner's immediate family, marked by a central monument. Such an arrangement mirrored Victorian ideals of the domestic sphere, in which the burial plot assumed the role of the family dwelling (Snyder 1988:263). These "private" spaces became appropriate settings for "public" mourning and were meant to be visited by the relatives of the deceased. In addition to family plots, chamber tombs became increasingly popular, providing another level of personal privacy in an otherwise highly communal setting (Rodgers 2001: 336). Situated two-and-a-half miles south of Jersey City, the cemetery was located on the outskirts of the city limits when it was originally founded in the late 1840s. Its grid arrangement and thoughtful landscaping embodied the rural cemetery movement philosophy by creating an attractive, organized, and sanitary natural environment in which to lay the deceased to rest.

The symbolism found in markers in the New York Bay Cemetery mirrored those found in other cemeteries, which characterized death as a state of sleep or rest, or contained allegorical imagery of Christian faith or of life cut short. Stylistically, they reflected the fashions of the day. Greek, Roman, Italian, and Egyptian motifs conjured images of permanence and immortality and were well-suited to cemeteries of the time. Obelisks, used in past cultures to mark the achievements of leaders, were co-opted to serve as grave markers (Rodgers 2001:335). As tastes changed to more naturalistic forms, markers took on rustic qualities with rough stone finishes. Plantings soon augmented the landscape so that the dearly departed were laid to rest in proper, carefully landscaped surroundings.

History (continued):

During the nineteenth century, the New York Bay Cemetery was initially established in response to the large influx of immigrants entering the United States, specifically the New York area. Among the earliest burials in the cemetery were Jersey City residents of the Jewish faith. Supervised by New York fraternal organizations including the Sol Benjamin Society and the United Order of the Sons of David, a small portion of the eastern section of the cemetery contained 40 to 50 graves of those who died in the 1870s and 1880s. Despite its proximity to New York City, Jews are not known to have settled in Hudson County until the middle of the nineteenth century. The first synagogue, Congregation Ephraim, was founded in 1872 in Jersey City, where the first documented Jewish family arrived in 1858 (www.jewishviruallibrary.org). The current oldest legible grave marker is for "Moses Hirsch" who died in 1857, making the New York Bay Cemetery one of the earliest Jewish burial grounds in Jersey City (Karnoutsos 2007).

The original boundary of the New York Bay Cemetery followed a "Z" pattern, located between Ocean Avenue and tracks of the former New Jersey Central Railroad to the southeast with Washington Avenue (later renamed Garfield Avenue) separating the property into two sections (G.M. Hopkins & Co. 1873; Figure 1). A year after the cemetery opened in 1851, the company made plans to construct a grand gatehouse at the intersection of Ocean and Chapel avenues. Designed in the popular Gothic Revival style, the two-story, frame building was among the more elaborate gatehouses in New Jersey, featuring dormers, spires, and high gothic wooden detailing. Carriages entered through an arched opening flanked by two wings which were presumably an office and a chapel (Figure 2). The 1870 Jersey City Directory printed an advertisement for the cemetery which claimed purchases of burial lots would be provided with "lithographic views of the chapel, buildings for superintendents, observatory, [and] gate-way" (Veit and Nonestied 2008:106). The gatehouse was lost to a fire during the 1970s.

In 1894, the cemetery trustees constructed a handsome receiving vault at the eastern end of the property. Designed to temporarily store coffins, receiving vaults were particularly useful during the cold winter months when the ground was frozen and it was impossible to dig graves by hand. The receiving vault became a standard structure within the nineteenth-century garden cemetery, its expense borne by the cemetery association, which outlined its use in rules and regulations. The New York Bay Company charged its customers ten dollars for adults and eight dollars for children under 10 for a three-month time period (Rules and Regulations of the New York Bay Cemetery 1889). Other structures graced the grounds of the cemetery, including an "observatory" where visitors could enjoy the picturesque views of New York City, as well as both the bay and the ocean (Veit and Nonestied 2008:110).

After the Civil War, the New York Bay Cemetery became the burial ground of choice for Jersey City residents (Nonestied 2011). Even as one of the area's largest cemeteries, by the 1880s it was clear that the land could no longer accommodate the rapidly growing population within its current boundaries. In 1884, the Greenville Cemetery, later renamed Bayview Cemetery, was established by the New York Bay Cemetery Company on the parcels directly adjacent to the west, across Chapel Avenue. Created as a lawn cemetery, Greenville marked a change in cemetery design that aimed at offering a more pastoral aspect, reflecting the growing Victorian proclivity towards parks which were beginning to replace the garden cemetery as a popular place of reprieve. New plans optimized open space by dispersing trees and plantings and by limiting the style and size of grave markers. Narrow paths were replaced with wider curving roadways as illustrated in the winding circular road system that meandered through the landscape (Veit and Nonestied 2008:98). The cemetery was comprised of 17.5 acres and organized in four sections known as the Bayview, Edgewood, Morningside, or Cedar Lawn (Figure 3) (Leonard 1901:13).

Both cemeteries flourished jointly under the New York Bay Cemetery's management throughout the remainder of the century. In 1896, the Trustees of the New York Bay Cemetery inspected several plans for the erection of a new gateway to be constructed at the Ocean Avenue entrance. The gateway was designed of stone with a large entrance for vehicles and two entrances for pedestrians of which would be inscribed with the names of both institutions. Plans also included the laying of asphalt along Chapel Avenue (Jersey Journal 29 August 1896:8). The new entrance was completed in 1902. By this time, the New York Bay Cemetery had acquired additional land to the southwest and over 50,000 bodies had been interred with an average annual burial rate of 800. A single lot, 2.6 feet by 7 feet, could be

History (continued):
purchased for 20 to 25 dollars depending on the location. Lots measuring 8 feet by 10 feet ranged from $100 to $150 and could admit four graves (Leonard 1901:64). The surrounding area also continued to develop with the construction of residences, halls, various industrial buildings including a machine shop and marble works, and the Bayside Park (Sanborn Map Company 1898; 1912).

Many prominent citizens of Hudson County were buried in the joint cemeteries, including New Jersey governors, New Jersey and United States senators, several Congressional Medal of Honor awardees, as well as distinguished members of the Jersey City business community and the first Jersey City Firefighter to die in the line of duty. The Cunard Line, the British shipping company and leading operator of transatlantic steamships, purchased several enclosed plots for its employees that lived in the Jersey City community. Approximately 100 Cunard workers were buried in the cemetery, marked by a granite monument that reads: "Erected by the crews of the Cunard steamships in memory of their dear shipmates" (Karnoutsos 2007). The earliest listing of the deceased marks the death of Hugh McPherson in 1857.

Several buildings were added to the cemeteries during the mid-twentieth century, including a modern office building at the corner of Cator and Garfield avenues, and a two-story storage and garage building at the intersection of Chapel and Garfield avenues (NETR 1954, 1966, 1979). The cemeteries merged under one name, the Bayview-New York Bay Cemetery in 1972. The cemetery is still currently in operation.

Significance:
The Bayview-New York Bay Cemetery is significant as a large corporate non-denominational cemetery association governed by a board of trustees and their bylaws. Established in 1848 as a cemetery for citizens of all financial standings and ethnic backgrounds, the cemetery contributes in the area of social history to the understanding of evolving burial practices in New Jersey by embodying the reform movement that transitioned the crowded urban churchyards of the eighteenth century to the rural or garden cemeteries of the nineteenth century. This transition included changing attitudes regarding religion, domestic life, and the role of mourning and memory in everyday life. The cemetery opened a year before the New Jersey Legislature enacted a general law governing procedures for the establishment of cemetery corporations in March of 1851.

Used consistently for 170 years, the cemetery includes numerous burials of prominent individuals, including former New Jersey Governors and Mayors, New Jersey and United States Senators, as well as distinguished members of the Jersey City business community and the first Jersey City Firefighter to die in the line of duty. The Jewish burial ground in the older New York Bay portion of the cemetery holds some of the oldest Jewish burials in Jersey City, dating to the 1850s. The cemetery's artistic, architectural, and landscape features derive from evolving tastes and attitudes towards burial practices, funerary art, and general cemetery design. Although there is no known map indicating the layout of the first burial plots, the cemetery has retained a pattern of orderliness and collection of family and fraternal plots, individual graves, and memorials that convey the essence of nineteenth-century burial reforms in New Jersey. The cemetery continues to be well-maintained.

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CONTINUATION SHEET

Historic Sites #:

Site Map.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Lauren Szeber
Organization: RGA, Inc.
Date: February 2017

CONTINUATION SHEET

Historic Sites #:

Figure 1: Map of the original boundaries of the New York Bay Cemetery in 1873 (G.M. Hopkins & Co. 1873).

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Lauren Szeber
Organization: RGA, Inc.
Date: February 2017

CONTINUATION SHEET

Historic Sites #:

Figure 2: The elaborate gatehouse that once stood at the intersection of Garfield Avenue and Chapel Avenue. The building was lost to a fire in the 1970s. (Nonestied 2011)

CONTINUATION SHEET

Historic Sites #:

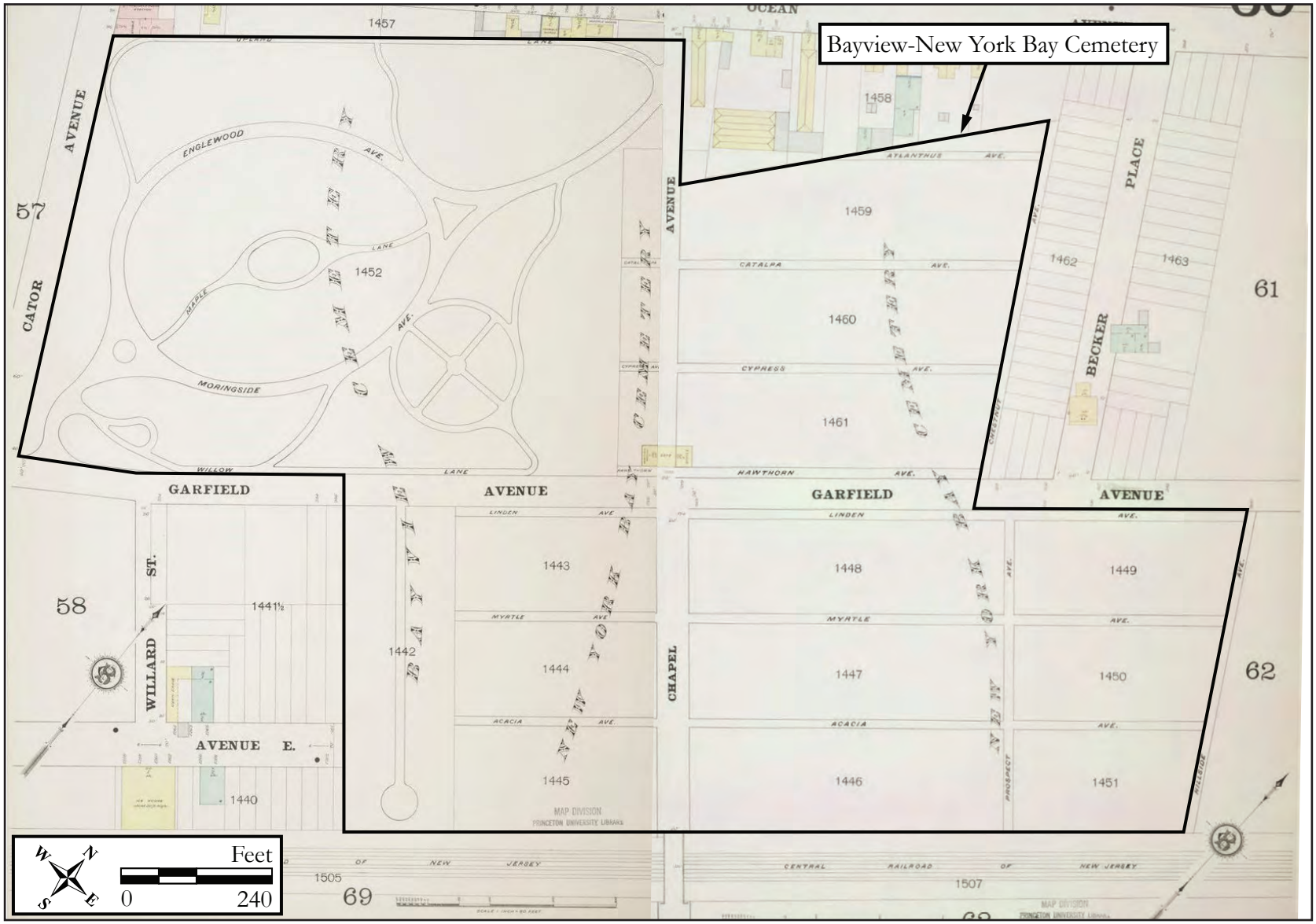


Figure 3: The Bayview-New York Bay Cemetery in 1898. Note the earlier New York Bay Cemetery section on the right and the Bayview Cemetery on the left (Sanborn Map Company 1898).

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Lauren Szeber
Organization: RGA, Inc.
Date: February 2017

CONTINUATION SHEET

Historic Sites #:

Plate: 1

Photo view:

Southeast

Photographer:

Lauren Szeber

Date:

February 13, 2017

Entrance gate to the Bayview-New York Bay Cemetery.

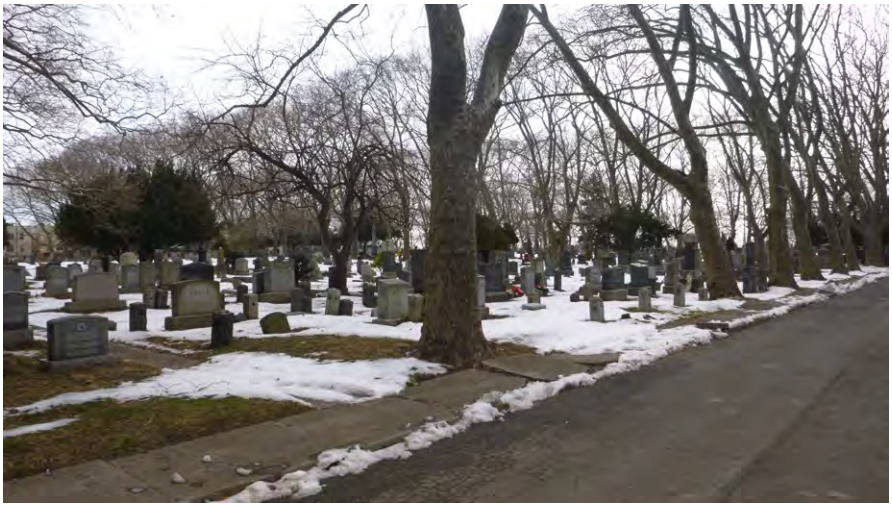


Plate: 2

Photo view:

Southeast

Photographer:

Lauren Szeber

Date:

February 13, 2017

View of the northern portion of the Bayview-New York Bay Cemetery from Chapel Avenue facing southeast.

CONTINUATION SHEET

Historic Sites #:

Plate: 3

Photo view:

Southwest

Photographer:

Lauren Szeber

Date:

February 3, 2017

Overview of the northern section of the Bayview-New York Bay Cemetery facing southwest.

Plate: 4

Photo view:

West

Photographer:

Lauren Szeber

Date:

February 3, 2017

View of the Storage building and garage.

CONTINUATION SHEET

Historic Sites #:

Plate: 5

Photo view:

North

Photographer:

Lauren Szeber

Date:

February 13, 2017

View of the eastern section of the Bayview-New York Bay Cemetery.

Plate: 6

Photo view:

Northwest

Photographer:

Lauren Szeber

Date:

February 13, 2017

View of the Receiving Vault at the Bayview-New York Bay Cemetery

CONTINUATION SHEET

Historic Sites #:

Plate: 7

Photo view:

West

Photographer:

Lauren Szeber

Date:

February 13, 2017

View of the primary elevation of the Office building at the Bayview-New York Bay Cemetery.

Plate: 8

Photo view:

North

Photographer:

Lauren Szeber

Date:

February 13, 2017

Overview of the western section of the Bayview-New York Bay Cemetery.

CONTINUATION SHEET

Historic Sites #:

Plate: 9

Photo view:

Southwest

Photographer:

Lauren Szeber

Date:

February 13, 2017

View of the mausoleums that line the drives in the western section of the Bayview-New York Bay Cemetery.

BASE SURVEY FORM

Historic Sites #:

Property Name: The Risonian

Street Address: *Street #:* 500 *(Low)* _____ *(High)* *Apartment #:* _____ *(Low)* _____ *(High)*

Prefix: _____ *Street Name:* Garfield *Suffix:* _____ *Type:* AVE

County(s): Hudson **Zip Code:** 07305

Municipality(s): City of Jersey City **Block(s):** 26001

Local Place Name(s): Greenville **Lot(s):** 1

Ownership: Private **USGS Quad(s):** Jersey City NJ-NY

Description:

The Risonian is a four-story Tudor Revival-style apartment building built circa 1926. The building is roughly T-shaped with the primary elevation facing southwest. The exterior is primarily constructed of red brick laid in a common bond, interspersed with rough-cut stone. The primary elevation includes three projecting bays which are all clad in stucco and capped by gabled-front copper lined parapets with brackets and topped by finials. The largest bay, located on the southern side of the primary elevation, measures two bays wide and includes two columns of paired windows. On the stucco, a trace outline of the former decorative half-timbering remains. The centered main glazed double-door pierces the primary (southwest) elevation and the door's glazing is framed by wrought iron rondels.

See Building/Element Attachment

Registration and Status Dates:

National Historic Landmark: _____ SHPO Opinion: _____

National Register: _____ Local Designation: _____

New Jersey Register: _____ Other Designation: _____

Determination of Eligibility: _____ Other Designation Date: _____

Photograph:

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

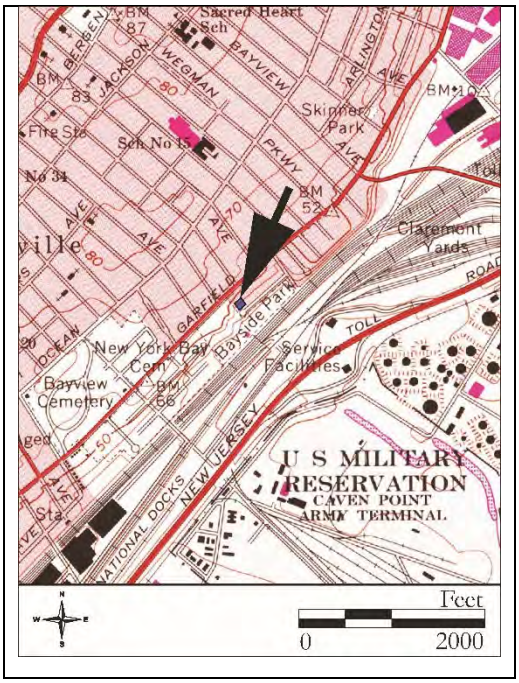
Surveyor: Sonja Lengel Date: February 2017

Organization: RGA, Inc.

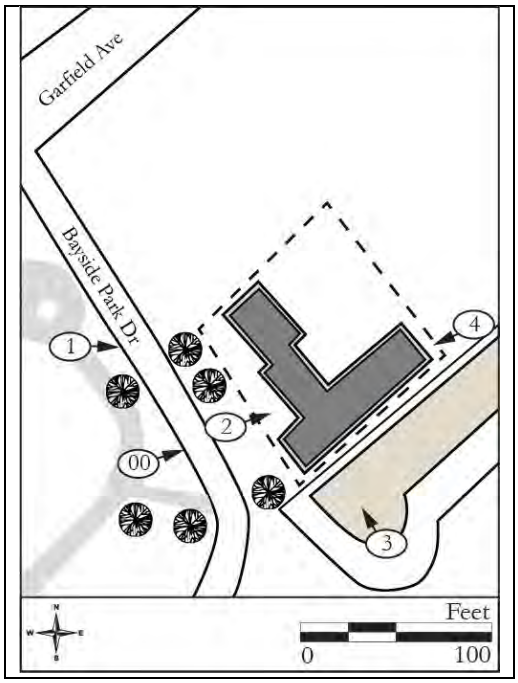
BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources:
See Continuation Sheet

Additional Information:
500 Garfield Avenue was included in the 1986 Jersey City Cultural Resource Survey (0906-A7 BAYPK-1). The building was recommended eligible for listing in the National Register of Historic Places under Criterion C. The survey said, "The apartment with its landscaped grounds and rugged site is one of the best examples of the English Tudor style in Jersey City" (Mary B. Dierickx Architectural Preservation Consultants 1986).

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: 1 Building _____ Landscape _____ Farm
_____ Bridge _____ Industry

Within Historic District? ☐ Yes ☒ No **Historic District Name:** _____

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Sonja Lengel Date: February 2017
Organization: RGA, Inc.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: The Risonian
Historic Name: The Risonian
Present Use: Residential Activity, Permanent, Multi-family
Historic Use: Residential Activity, Permanent, Multi-family
Construction Date: Circa 1926 **Source:** Brooklyn Daily Eagle 1926
Alteration Date(s): **Source:**
Designer: Robert B. Morrison **Physical Condition:** Fair
Builder: Unknown **Remaining Historic Fabric:** Medium
Style: Tudor Revival
Form: Apartment **Stories:** 4
Type: N/A **Bays:** 6
Roof Finish Materials: Unknown
Exterior Finish Materials Stone, Rubble; Brick, Common Bond

Exterior Description (Continued from Base Survey Form):
This door is flanked by glass sidelights and topped by small wrought-iron Tudor arches. The Tudor arch-style transom features a row of wrought iron rondels and corner scrolls, and is topped by a Tudor arch with stone voussoirs. Fenestration consists of double-hung, one-over-one vinyl and aluminum sash replacement windows with brick sills. The southeast elevation has a replacement side entry door; parged stucco over the brick; and two gable-front copper lined parapets with the original decorative half-timbering. The Risonian has a rolled-asphalt flat roof, with a wide stucco cornice which reveals the outline of former decorative half-timbering. The roof is pierced by several corbelled brick chimneys with chimney pots. Modern additions to the roof include antennas surrounded by a screen.

Interior Description:
Not accessible.

Setting:
The Risonian faces southwest and is situated on a high ridge overlooking the Upper Bay and New York City. Bayside Park, a city park with a playground, walkways, and tennis courts is located directly to the south. The main entry faces Bayside Park, however, a side entry door connects the building to a street called Bayside Terrace. Several concrete steps framed by a stone wall lead from the park to the main entry door. Garfield Avenue, a main thoroughfare, is located north of the subject property. The Risonian is surrounded by dense residential development consisting of detached and attached residential and apartment buildings.

ELIGIBILITY WORKSHEET

Historic Sites #:

History:
See Continuation Sheet

Significance:
The Risonian is a Tudor-Revival-style apartment building constructed circa 1926. Defining features of the building include the gabled-front bays each capped by a copper parapet with a slate roof, the stone base, several corbelled chimneys with chimney pots, and the remnants of decorative half-timbering. This building was designed by Robert B. Morrison, principal architect of the firm of the Dodge and Morrison, whose body of work included churches, residences, and vaudeville theaters extending from Chicago to New York. They are best known for the 1920 renovation of the Milbank Mansion in New York's Upper East side.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility:
The Risonian is recommended ineligible for listing in the National Register of Historic Places (NRHP). Even though the building was architect-designed, Robert B. Morrison was not particularly distinguished. Although the Tudor Revival-style building retains much of its original architectural details, the removal of the half-timbering, and replacement of windows denigrate the dwelling's integrity in terms of design, materials, and workmanship. For these reasons, the Risonian is recommended ineligible for listing in the NRHP

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:

Narrative Boundary Description:
N/A

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Sonja Lengel Date: February 2017
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

History:

The Risonian is a Tudor Revival apartment building constructed circa 1926. It was targeted to middle- and upper-class New Yorkers who sought to move to Jersey City after the immigration and industrialization boom of the early twentieth century. The former large country estates of Greenville, a section of southern Jersey City, were subdivided to build dense rowhouses for the increasing middle-class population of the rapidly-urbanizing Jersey City (Hopkins 1928) (see Figure 1). The apartment building was strategically constructed to be in close proximity to Bayside Park, a turn-of-the-century recreational park which was an integral feature to the Greenville neighborhood. This park had its own railroad station and would eventually include a playground and tennis courts (Sanborn-Perris 1900; Hopkins 1928). This "suburban apartment" took advantage of the view of New York, Brooklyn, Staten Island and the Bay. Conveniently located within walking distance of the Van Nostrand Place Station, the building would have been attractive to commuters. The two-to three- room units could be converted to three- to four-room units with a bath, costing between $50 to $90 a month (The Brooklyn Daily Eagle, 3 January 1926:4) (see Figures 2 and 3).

The Risonian was developed and designed by Robert B. Morrison, principal architect of the Manhattan-based firm of Dodge and Morrison (United States Bureau of the Census [US Census] 1910; American Institute of Architects 1907). In 1906, the firm had an office at 82 Wall Street. At the time of the design of the Risonian, the firm was working out of an office at 168 Pearl Street, since demolished. Active for over 40 years, the firm produced a wide gamut of building types; residences, churches, vaudeville and later movie theaters, apartment buildings, municipal buildings, and factories. In 1906, Morrison purchased three-and-a-half acres, east of Garfield Avenue and designed his own "Elizabethan style" three-story residence completed by 1910 (US Census 1910; American Institute of Architects 1907). This house, since demolished, was located in close proximity to the Risonian. Dodge and Morrison designed a number of other buildings in the Greater New York area including Grace Evangelical Lutheran Church located at present day 1255 Bushwick Avenue in Brooklyn, New York and at least two vaudeville theaters (American Institute of Architects 1907; Brooklyn Public Library 2009; Enlow 2017)(see Figures 3,4,5). Dodge and Morrison were best known for the 1920 renovation of the Jeremiah Milbank Mansion located at 14-16 East 67th Street in Manhattan's fashionable Upper East Side. Milbank purchased two neighboring rowhouses and hired Dodge and Morrison to merge the two together to create a 48-foot-wide mansion. They designed the mansion in the current eighteenth century French style with a rusticated limestone façade, deep overhanging cornice, and mansard roof (Miller 2011) (see Figure 6).

Though the Risonian was originally built to target upper class Manhattanites seeking to leave the city, residents of the apartment building in the first decades of its existence were white collar, working class families and young, single professionals. Both male and female residents held office positions such as proprietors, stenographers, typewriters, draftsmen, bookkeepers and accountants at local offices and manufactories, while others had more trade-based professional positions including nurses, operators, brokers, lawyers and engineers (US Census 1930).

The Risonian continues to function as an apartment building to the present day. In 2015, fire damaged two first floor apartments at the southeast corner of the Risonian. The upper level residents fled utilizing the original deteriorating metal fire escapes (Conte 2015).

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CONTINUATION SHEET

Historic Sites #:

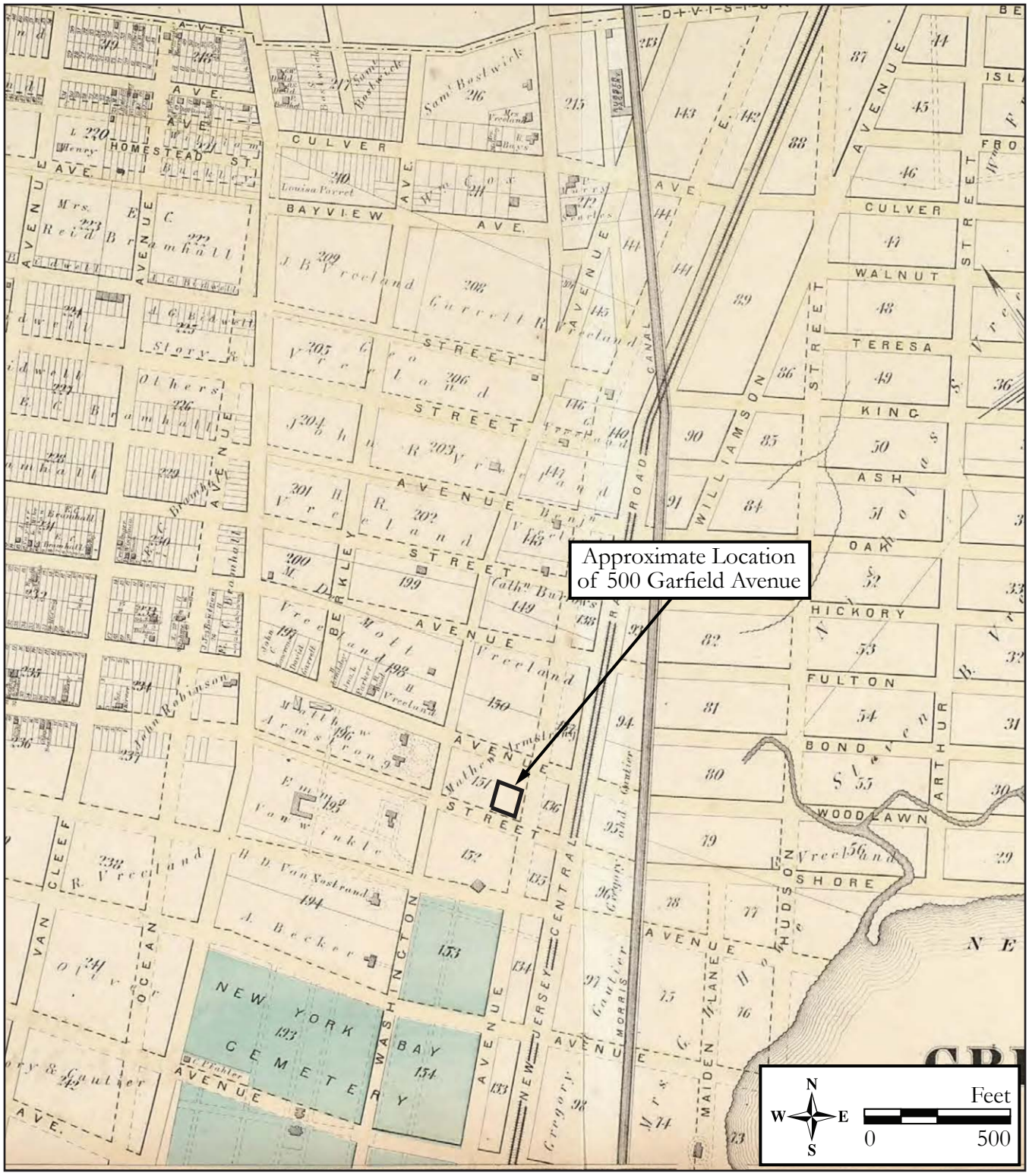

Figure 1: 1928 G.M. Hopkins & Co., Plat Book of Jersey City, Hudson Co. This map illustrates the Risonian located adjacent to Bayside Park.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Sonja Lengel
Organization: RGA, Inc.
Date: February 2017

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Send for booklet, rental plan and rents. Or ask your own agent.

ROBERT B. MORRISON, Owner

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500 Garfield Ave., Jersey City Tel. Bergen 3631

Figure 2: 1926 The Brooklyn Daily Eagle, Advertisement for the Risonian. A newspaper advertisement with a rendering of the Risonian. Note the decorative half-timbering.

Figure 3: Circa 1907 The Brooklyn Public Library Brooklyn Collection, Grace Evangelical Lutheran Church. Later called the Prince of Peace Church, this photograph shows the church's Tudor Revival-style façade.

CONTINUATION SHEET

Historic Sites #:

Figure 4: Circa 1901 The Folly. This demolished theater featured a 95-foot tower and was the first theater in the New York area to be built according to new safety standards.

CONTINUATION SHEET

Historic Sites #:

Figure 5: Circa 1909 Brighton Theatre. Originally call the New Brighton Theatre, this Italian Renaissance style theater initially showed stage shows, vaudeville, and then movies.

Figure 6: Circa 2011 The Jeremiah Milbank Mansion. This photograph depicts the limestone façade designed by Dodge and Morrison.

CONTINUATION SHEET

Historic Sites #:

Plate: 1
Photo view:
Northeast
Photographer:
Kristen Herrick
Date:
January 27, 2017

Southwest elevation of the Risonian.

Plate: 2
Photo view:
Northeast
Photographer:
Kristen Herrick
Date:
January 27, 2017

The front entry door. Note the wrought iron rondels.

CONTINUATION SHEET

Historic Sites #:

Plate: 3

Photo view:

North

Photographer:

Kelly E. Wiles

Date:

February 13, 2017

View of the south elevation. Note the decorative half-timbering under the gable roof.

Plate: 4

Photo view:

West

Photographer:

Kelly E. Wiles

Date:

February 13, 2017

The partial view of the east elevation.

BASE SURVEY FORM

Historic Sites #:

Property Name: A.B. See Electric Elevator Company-Westinghouse Electric Elevator Company

Street Address: *Street #:* 150 *(Low)* _____ *(High)* *Apartment #:* _____ *(Low)* _____ *(High)*

Prefix: _____ *Street Name:* Pacific *Suffix:* _____ *Type:* AVE

County(s): Hudson **Zip Code:** 07305

Municipality(s): City of Jersey City **Block(s):** 21503

Local Place Name(s): Communipaw **Lot(s):** 27

Ownership: Private **USGS Quad(s):** Jersey City NJ-NY

Description:

The A.B. See Electric Elevator Company-Westinghouse Electric Elevator Company is a small complex of early twentieth-century industrial buildings constructed in multiple phases on one large lot. The complex is located in the Communipaw-Lafayette section of Jersey City near other industrial buildings (see Plates 1 to 5).

See Building/Element Attachments

Registration and Status Dates:

National Historic Landmark: _____ SHPO Opinion: _____

National Register: _____ Local Designation: _____

New Jersey Register: _____ Other Designation: _____

Determination of Eligibility: _____ Other Designation Date: _____

Photograph:

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

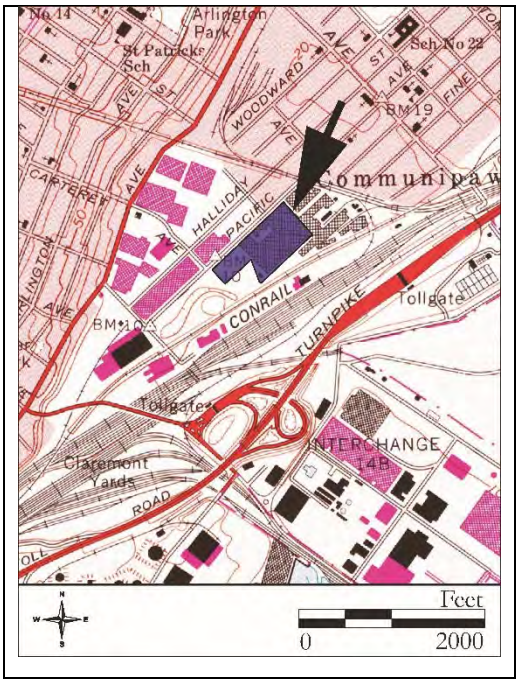
Surveyor: Sonja Lengel Date: February 2017

Organization: RGA, Inc.

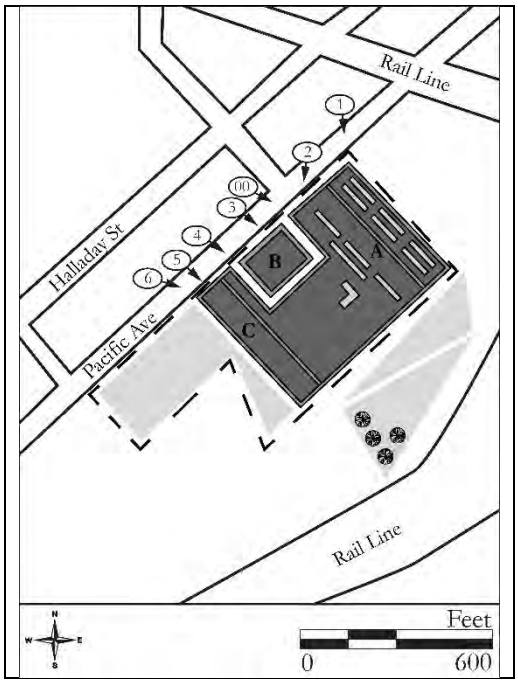
BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources:
See Continuation Sheet

Additional Information:
None.

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: 3 Building _____ Landscape _____ Farm
_____ Bridge _____ Industry

Within Historic District? ☐ Yes ☒ No **Historic District Name:** _____

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Sonja Lengel Date: February 2017
Organization: RGA, Inc.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: A.B. See Electric Elevator Company Manufacturing Building (A)
Historic Name: A.B. See Electric Elevator Company/Westinghouse Electric Elevator Company
Present Use: Industrial Activity, Light Industrial
Historic Use: Industrial Activity, Light Industrial
Construction Date: 1904, 1951 **Source:** David Williams Company 1904
Alteration Date(s): Circa 1928, 1951 **Source:** G.M. Hopkins Co. 1928, Sanborn Insurance Map 1951
Designer: John T. Rowland, Jr. **Physical Condition:** Good
Builder: Unknown **Remaining Historic Fabric:** Low
Style: Other
Form: Other **Stories:** 1.5
Type: N/A **Bays:** 15
Roof Finish Materials: Rolled Asphalt
Exterior Finish Materials Brick, Common Bond

Exterior Description:
Built in 1904, the A.B. See Electric Elevator Company Manufacturing Building (A) is a one-and-a-half story, fifteen-bay wide brick industrial building, framed by steel, and capped by a flat roof. There is a central half-story clad in metal siding. The exterior envelope is clad in common bond brick with brick corbelling above the arches. A low parapet wall with a clay-tile coping defines the primary (northwest) elevation. The fenestration has been largely altered and parged with stucco. Former recessed window openings are topped by a segmental brick arch and parged in stucco. Several metal vents pierce these former window openings. The southeast elevation repeats the northwest elevation and is connected on the northwest elevation to the Westinghouse Electric Elevator Manufacturing Building (C).

Interior Description:
Not accessible.

Setting:
The A.B. See Electric Elevator Company Manufacturing Building (A) is situated on a large lot and set back approximately 20 feet from Pacific Avenue. The primary elevation faces northwest. A tree is located in front (northwest elevation) of the 1904 building. A large parking lot enclosed by a chain-link fence is southwest of the industrial buildings. The Central Railroad tracks form the southern border of the property. Surrounding the subject property are other early twentieth century industrial buildings, a medical center, and a few residences.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: Westinghouse Electric Elevator Company Engineering Building (B)
Historic Name: A.B. See Electric Elevator Company/Westinghouse Electric Elevator Company
Present Use: Industrial Activity, Light Industrial
Historic Use: Industrial Activity, Light Industrial
Construction Date: Circa 1951 **Source:** Sanborn Map Company 1951
Alteration Date(s): Circa 2013 **Source:** Google Map 2013
Designer: Unknown **Physical Condition:** Good
Builder: Unknown **Remaining Historic Fabric:** Low
Style: Other
Form: Other **Stories:** 3
Type: N/A **Bays:** 17
Roof Finish Materials: Rolled Asphalt
Exterior Finish Materials Brick, Running Bond

Exterior Description:
Built circa 1951 and located adjacent to the southwest of the A.B. See Electric Elevator Company Manufacturing Building (A), the Westinghouse Electric Elevator Company Engineering Building (B) is a three-story, brick office building sited with its primary elevation facing northwest. The exterior envelope is constructed of brick laid in a running bond pattern. The building fronts Pacific Avenue, measures 17 bays wide, and assumes a rectangular footprint. The building has a flat roof sheathed in rolled asphalt with a centrally located third story. Located at the south corner, a rear appendage with two loading docks connects the Westinghouse Electric Elevator Engineering Building (B) to the Westinghouse Electric Elevator Manufacturing Building (C). Between 2015 and 2017, new window openings and windows were added. Arranged in a typical fenestration pattern, windows consist of fixed glazing with faux muntins. Access is granted by a solid double-entry door and a garage door located on the primary (northwest) elevation. Both doors are framed by a wide stucco trim.

Interior Description:
Not accessible.

Setting:
The Westinghouse Electric Elevator Company Engineering Building (B) is situated on a large lot and set back approximately 20 feet from Pacific Avenue. The primary elevation faces northwest. South of the subject property are the Central Railroad tracks, forming the southern boundary of the property. The Westinghouse Electric Elevator Company Engineering Building is surrounded by other industrial buildings, a medical center, and a few residences.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: Westinghouse Electric Elevator Company Manufacturing Building (C)
Historic Name: A.B. See Electric Elevator Company/Westinghouse Electric Elevator Company
Present Use: Industrial Activity, Light Industrial
Historic Use: Industrial Activity, Light Industrial
Construction Date: Circa 1951 **Source:** Sanborn Map Company 1951
Alteration Date(s): Circa 2013 **Source:** Google Map 2013
Designer: Unknown **Physical Condition:** Good
Builder: Unknown **Remaining Historic Fabric:** Low
Style: Other
Form: Other **Stories:** 3
Type: N/A **Bays:** 17
Roof Finish Materials: Rolled Asphalt
Exterior Finish Materials Brick, Common Bond

Exterior Description:
The A. B. See Electric Elevator Company-Westinghouse Electric Elevator Company expanded over time. Originally the Westinghouse Electric Elevator Company Manufacturing Building (C) was constructed as a stand-alone building in 1951 and located southwest of the aforementioned buildings. The Westinghouse Electric Elevator Company Manufacturing Building (C) is a one-and-a-half story common-bond brick building that measures six bays wide. The building is capped by a flat roof and has a central half-story bay. A parapet with concrete coping delineates the roofline. The primary (northwest) elevation faces Pacific Avenue. The former window openings have been filled in and parged with stucco. Vents pierce the northwest elevation in several places. Access is gained by two modern, metal garage doors. The southwest and northeast elevations are clad in corrugated metal siding. The southeast elevation repeats the northwest elevation and is connected on the northwest elevation to the original A.B. See Electric Elevator Company Manufacturing Building (A).

Interior Description:
Not accessible.

Setting:
Situated on a large lot, the Westinghouse Electric Elevator Company Manufacturing Building (C) is set back approximately 20 feet from Pacific Avenue and the primary elevation faces northwest. This building is located adjacent (southwest) to the Westinghouse Electric Elevator Company Engineering Building. A large parking lot enclosed by a chain-link fence is southwest of the subject property. Surrounding the subject property are other industrial buildings, a medical center, and a few residences, while the Central Railroad tracks form the southern border of the property.

ELIGIBILITY WORKSHEET

Historic Sites #:

History:
See Continuation Sheet

Significance:
The A.B. See Electric Elevator Company is a typical example of an early twentieth-century industrial building that housed the A.B. See Electric Elevator Company manufacturing operations from 1904 to 1937. The company developed many patents for various elevator components. When the company was sold to Westinghouse in 1937, the A.B. See Electric Elevator Company was the third largest elevator manufacturing in the country. The subject property was the second manufacturing facility for the A.B. See Electric Elevator Company and designed by John T. Rowland in 1904. The original design included an 85-foot elevator testing tower and clerestory windows. Rowland was a prolific Jersey City architect best known for his educational and hospital buildings. Defining architectural features include the brick segmental arches and parapet.

In 1937, the Westinghouse Electric Elevator Company purchased the A.B. See Electric Elevator Company and operated its elevator division at the subject property until 1988. The company built two additional buildings including the engineering building, which was topped by an elevator testing tower, possibly the same A.B. See testing tower. The second building functioned as a manufacturing building and was built brick.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility:
The A.B. See Electric Elevator Company-Westinghouse Electric Elevator Company is recommended ineligible for listing in the National Register of Historic Places (NRHP). Even though the property was designed and associated with John T. Rowland, a prolific Jersey City architect, the A.B. See Electric Elevator Company is not a distinguished example of his work. The removal of the elevator testing tower, electric Westinghouse sign, and enclosure of the original windows have denigrated the design, materials, setting, and overall feeling of the site. For these reasons, the A.B. See Electric Elevator Company-Westinghouse Electric Elevator Company is recommended ineligible for listing in the NRHP.

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:
The A.B. See Electric Elevator Manufacturing Building (A)
The Westinghouse Electric Elevator Engineering Building (B)
The Westinghouse Electric Elevator Manufacturing Building (C)

Narrative Boundary Description:
N/A

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Sonja Lengel Date: February 2017
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

History:

Alonzo Bertram See, or A.B. See, was born in 1848 in Yonkers, New York. According to family tradition, he was the Sunday School teacher of the Otis brothers, the famous inventors of the passenger elevator in 1852. A.B. See had a photographic memory which impressed the Otis brothers enough to hire him to work for their company. After A.B. See left the Otis Company, he established the A.B. See Electric Elevator Company with co-owner Walter L. Tyler in Brooklyn, New York in 1883. See's company grew rapidly during the skyscraper age in New York from 1910 to 1930 (Spellen 2013a).

The A.B. See Electric Elevator Company manufactured various types of elevators using either a direct or alternating electric current. The company also built freight elevators, dumbwaiters, and sidewalk elevators (A.B. See Electric Elevator Co. 1901). See's elevators were installed in residences and office buildings like the Colonial Trust Building in Philadelphia, the Rhode Island Hospital Trust Building in Providence, Rhode Island, and the Madison Avenue Offices in New York (Sweets Architectural Catalogue 1920). The company received many patents including one in 1894 for a controlling device used to start an electric elevator and control its speed and direction (United States Patent and Trademark Office [US Patent] 1894: 531,071). In 1901, the company received patents for a pneumatic power-cylinder (US Patent: 1901 671,559) and modifications to high-speed elevators (US Patent 1901: 673,169). In 1904, Nils O. Lindstrom invented for the A.B. See Electric Elevator Company a push button elevator system which, once pressed, could not be interfered with by another pressed button. This sans-attendant system enabled the car to complete its journey safely without interruption (US Patent: 1905 784,869). See would eventually win a lawsuit against the Otis company over patents and for unfair suppression of competition (Spellen 2013a). The company was prosperous enabling A.B. See to purchase for himself a mansion at 373 Clinton Avenue in Brooklyn, home to many rich industrialists around the turn of the twentieth century (Spellen 2013a).

In the early twentieth century, the A.B. See Electric Elevator Company experienced tremendous growth and success. By 1901, A.B. See Electric Elevator Company's main office was located at 220 Broadway in New York City and the manufacturing facilities were located in Brooklyn (A.B. See Elevator Co. 1901). A few years later, in 1904, the company relocated its manufacturing operations to Jersey City at the subject property. The building was designed by John T. Rowland, Jr. and cost $200,000 (David Williams Company 1904). John T. Rowland (1871-1945) was a prolific Jersey City architect and best known for designing the Jersey City High School, now the William L. Dickinson High School, and the Jersey City Medical Center. He served as the architect for the Jersey City Board of Education for 44 years and was responsible designing 25 public and seven parochial schools (National Register of Historic Places 1982). Rowland's design for the A.B. See Electric Elevator's main building consisted of a 250-foot by 460-foot building along with an 85-foot testing tower and a brick powerhouse with a 125-foot, brick smoke stack. The structural steel work was primed with Dixon's silica graphite paint in a natural color and the finishing coat used Dixon's olive green (David Williams Company 1904). By 1905, A.B. See's company had grown to include offices in Philadelphia, Baltimore, and Boston (New York Daily Tribune 1905:10; Figure 1).

As illustrated on the 1911 Sanborn Map Company's insurance map for Hudson County, the rectangular brick building had 18-inch clerestory windows to bring additional natural light into the facility. On the south elevation were several small appendages which housed the Receiving and Shipping Department, the Engineering and Dynamo Room, and the Boiler Room. Two frame dwellings were also located on the south side of the parcel (Sanborn Map 1911; Figure 2). By 1928, several small brick additions were added to the south elevation and the frame dwellings were demolished. A small, rectangular building located on Pacific Avenue included a second-story, steel-framed connection to the main building (Hopkins 1928; Figure 3).

In 1922, A.B. See would receive national attention when Adelphi College sent a letter to him requesting a $1,000 donation for the women's college. His response lambasted women's colleges in which he declared, "I would burn all the women's colleges in the country" (New York Times 1922:1). He objected to women smoking cigarettes, using slang, and dressing indecently. He further decried, "…college for women is the worst…they have their brains twisted

History (continued):

by studying psychology, logic and philosophy…" (New York Times 1922:1). See's letter was displayed on the front page of the *New York Times*, with his permission, and republished across the nation. Educators of women denounced and ridiculed his remarks, but See remained committed to his views, granting interviews and writing a book called *Schools* in 1928. He blamed the Nineteenth Amendment, when women received the right to vote, for the increase in women's "brazen behavior" (Spellen 2013a). See enjoyed the spotlight and continued to write letters to newspapers and accept interviews. In 1936, his opinions apparently changed at a dinner party at his Clinton Avenue residence. See invited to his house 15 prominent women who each excelled in business and work outside the home, and renounced his former opinions (Spellen 2013b).

In 1937, the A.B. See Elevator Company shareholders and family members voted in favor of selling the company to Westinghouse Electric and Manufacturing Company. A.B. See died in 1941 at 94 years old and was buried in Green-Wood Cemetery in New York City (Spellen 2013b). Westinghouse Electric was founded by George Westinghouse in Pittsburgh, Pennsylvania in 1886. The company developed electric infrastructure throughout the United States. By the early twentieth century, Westinghouse diversified the company by acquiring other electric technology companies such as the Electric Stove Company in 1914 and the Pittsburgh High Voltage Insulator Company in 1921. In 1928, the company expanded into the electric elevator business establishing the Westinghouse Electric Elevator Company (History of George Westinghouse- Innovation Changing the World 2017).

After purchasing the A.B. See Electric Elevator Company, Westinghouse built several buildings on the subject property. It is unclear if Westinghouse built a new elevator testing tower or reused A.B. See's tower. Nevertheless, based on a historic photograph from the late 1930s, the elevator testing tower was located southwest of the original 1904 building (Hull 1940; Gray 2010; Figure 4). This soaring concrete tower rose seven stories above a three-story brick building and fronted Pacific Avenue (Gray 2010; Figure 4). By 1951, engineering offices constructed of brick were built around its base. The tower had three hoist ways for elevator testing and was topped by a large electric Westinghouse sign (Gray 2010). Another large brick building with a central half-story was built on the property by 1951 (Sanborn Map Company 1951; Figure 5). In 1988, Westinghouse sold its elevator division to Schindler Holdings A.G., a Swiss-based elevator company (The Pantagraph 1988: 39).

The A.B. See Electric Elevator Company has been subjected to several phases of alterations between 1951 and the present day. On the two large buildings, the large window openings were enclosed and parged in stucco. Sometime between 1980 and 2013, the elevator testing tower was demolished (NETR 1979; Google Maps 2013). Prior to 2013, the engineering building's original windows were removed and replaced with narrow tall windows. By 2017, the façade changed again by the removal of the small narrow windows that were replaced by larger fixed windows and the removal of the exterior stucco (Google Maps 2013).

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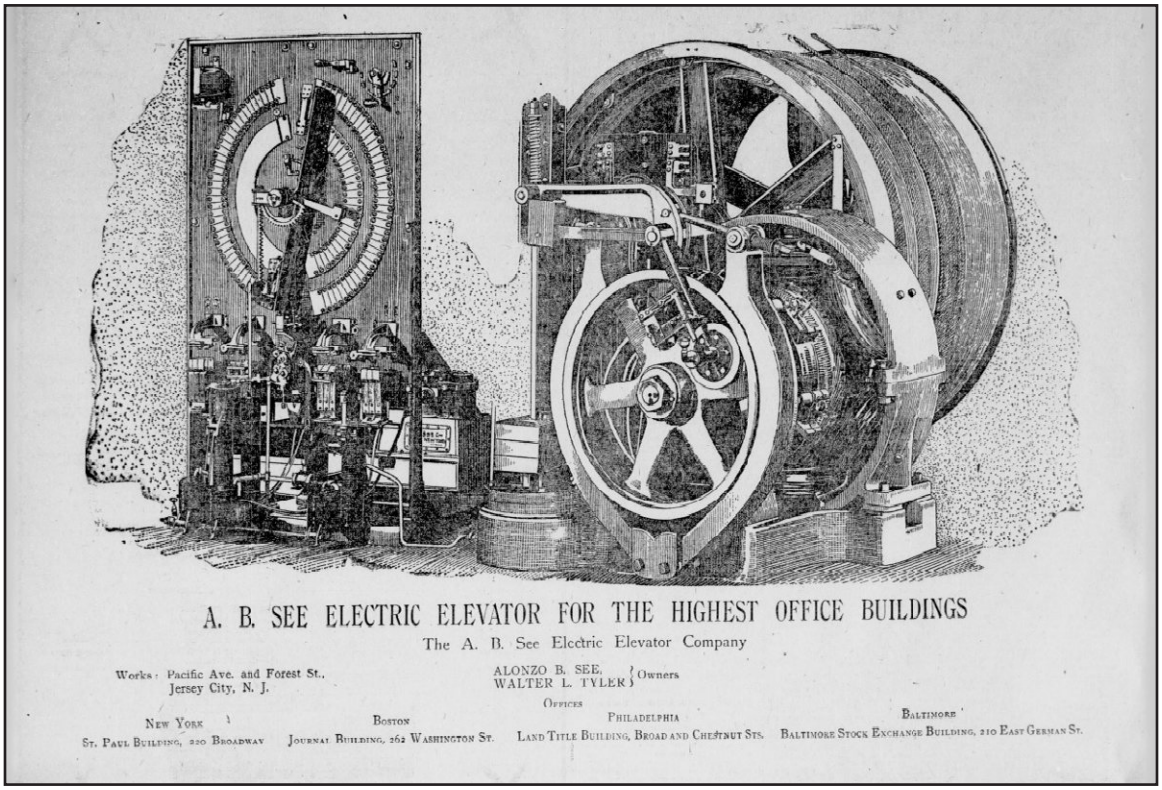

Figure 1: 1905 New York Daily Tribune. A.B. See Electric Elevator for the Highest Office Buildings. This advertisement illustrates an elevator motor and cites the factory location in Jersey City.

CONTINUATION SHEET

Historic Sites #:

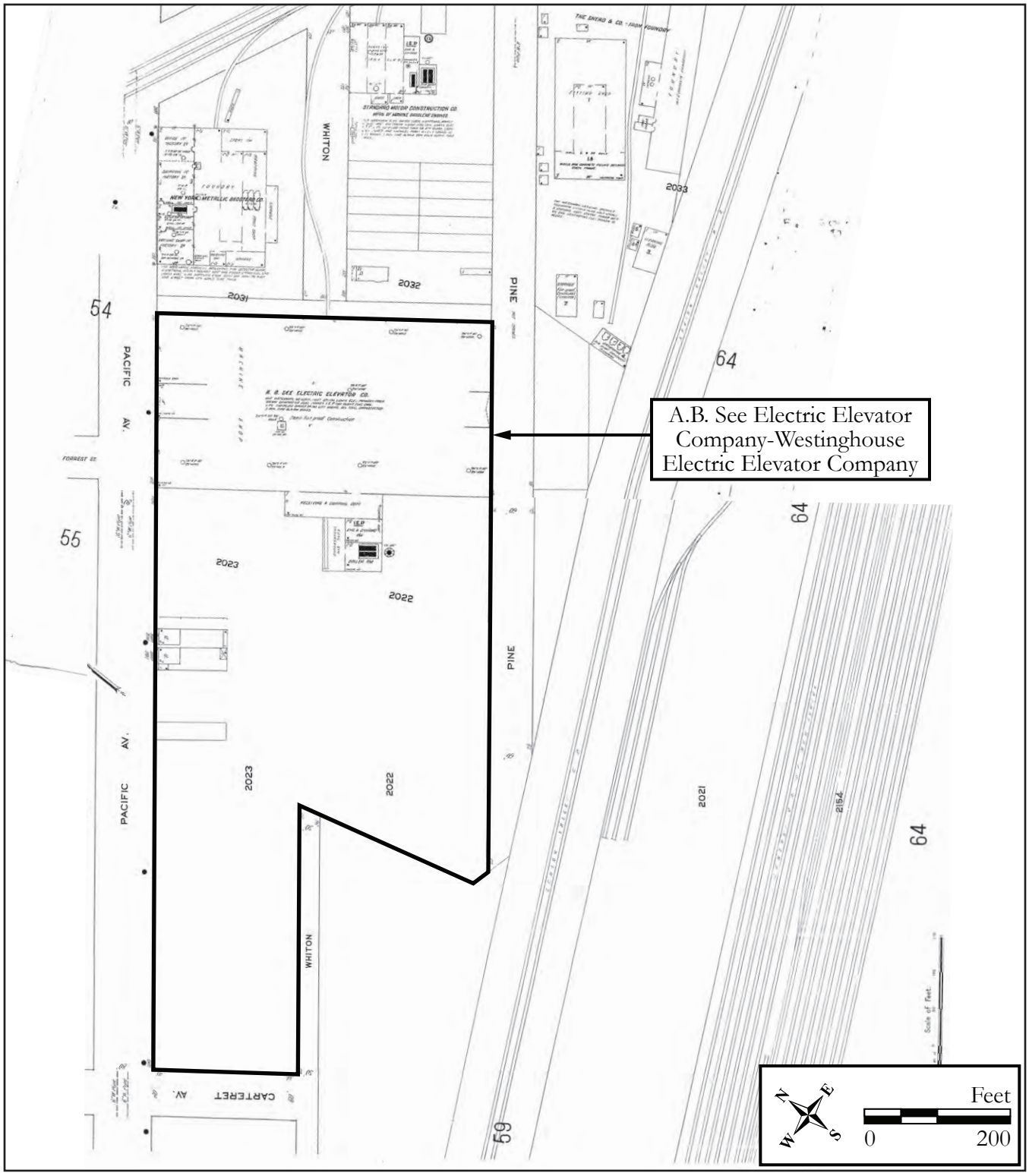

Figure 2: 1911 Sanborn Map Company. Insurance Maps of Hudson County, Jersey City. This map depicts the A.B. See Electric Elevator Company's factory.

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Date: February 2017
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

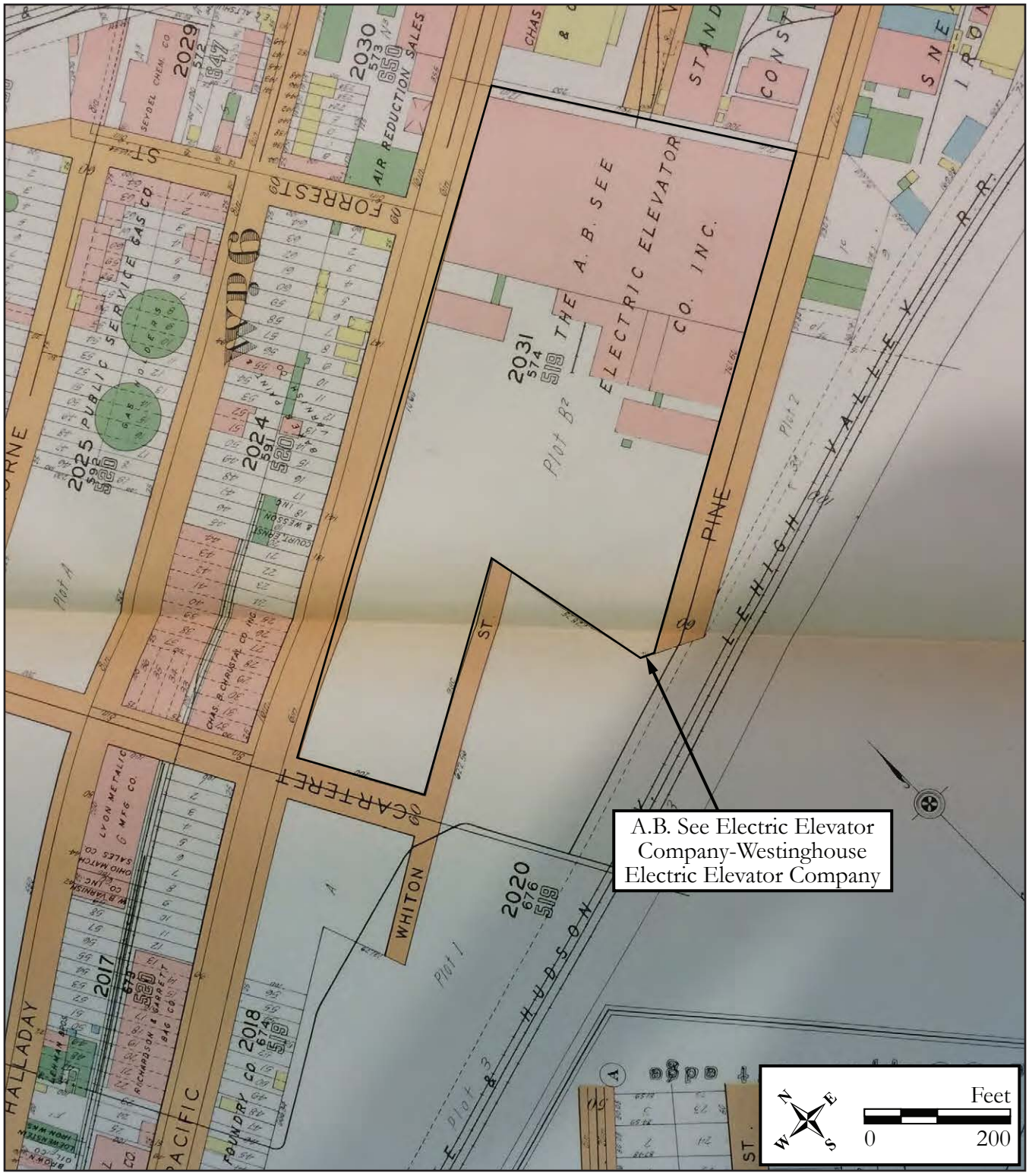

Figure 3: 1928 G.M. Hopkins & Co., Plat Book of Jersey City, Hudson Co. This map illustrates the brick additions to the main factory building.

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CONTINUATION SHEET

Historic Sites #:

Figure 4: Date unknown. Elevator World, The Westinghouse Test Tower. This historic aerial depicts the elevator testing tower and Westinghouse sign.

CONTINUATION SHEET

Historic Sites #:

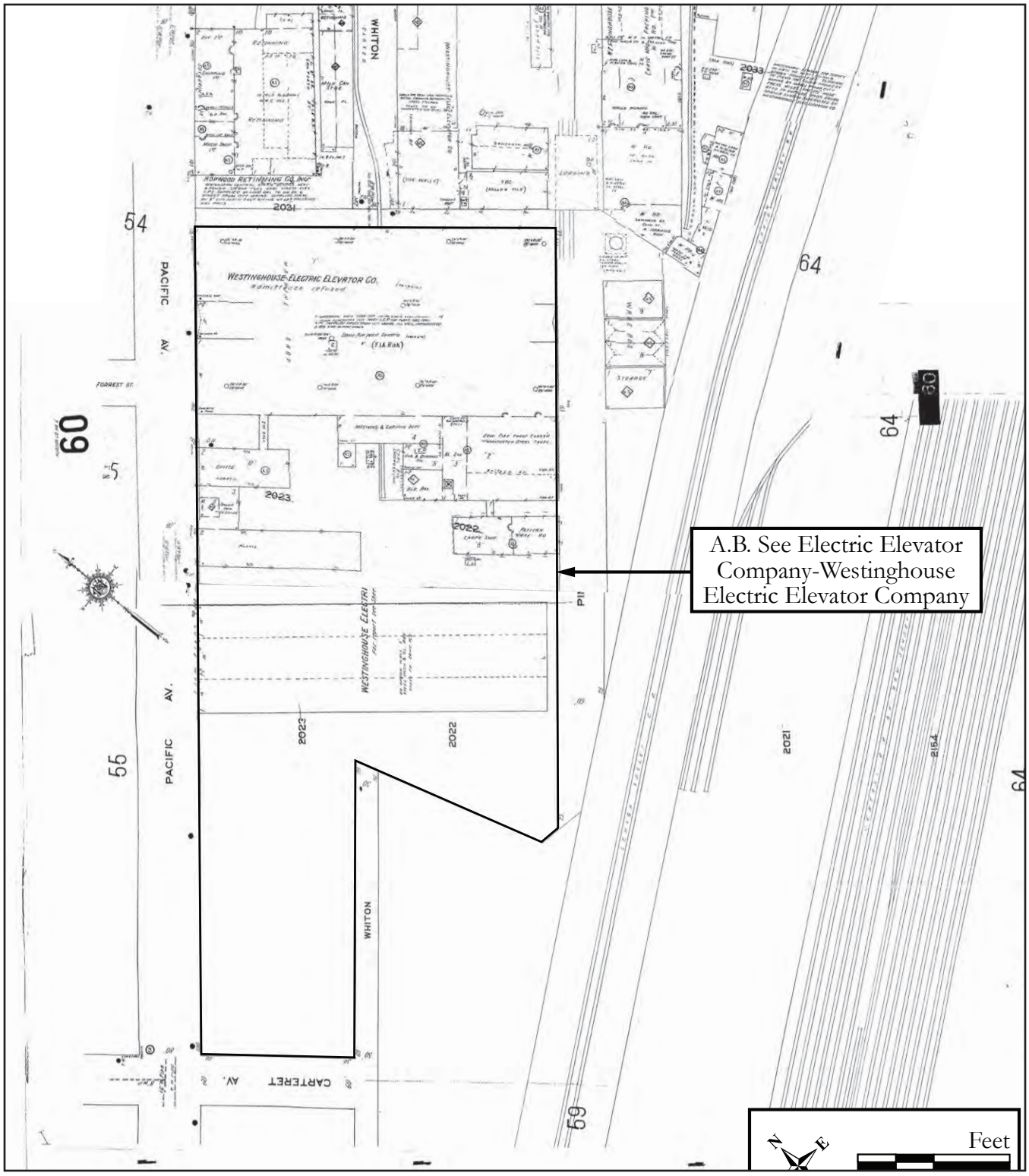

Figure 5: 1951 Sanborn Map Company, Insurance Maps of Hudson County, Jersey City. This map depicts the change in ownership to Westinghouse Electric Elevator Company and the new buildings and tower.

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Date: February 2017
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

Plate: 1

Photo view:

Southwest

Photographer:

Kelly E. Wiles

Date:

February 13, 2017

View of the 1904 John T. Rowland-designed A.B. Electric Elevator Company factory building.

Plate: 2

Photo view:

Southwest

Photographer:

Kelly E. Wiles

Date:

February 13, 2017

Close up view of the 1904 John T. Rowland-designed A.B. Electric Elevator Company factory building. Note the brick corbelling and arches.

CONTINUATION SHEET

Historic Sites #:

Plate: 3

Photo view:

Southwest

Photographer:

Kelly E. Wiles

Date:

February 13, 2017

View of the Westinghouse Electric Elevator Company engineering offices. The Westinghouse elevator testing tower was attached to the top of this building.

Plate: 4

Photo view:

East

Photographer:

Kelly E. Wiles

Date:

February 13, 2017

View of the Westinghouse Electric Elevator Company engineering offices.

CONTINUATION SHEET

Historic Sites #:

Plate: 5

Photo view:

Southeast

Photographer:

Kelly E. Wiles

Date:

February 13, 2017

Primary Elevation view of the Westinghouse Electric Elevator Company addition.

Plate: 6

Photo view:

East

Photographer:

Kelly E. Wiles

Date:

February 13, 2017

View of all three buildings with the Westinghouse Electric Elevator Company addition in the foreground.

BASE SURVEY FORM

Historic Sites #:

Property Name: 252-262 Suydam Avenue

Street Address: *Street #:* 252 *(Low)* 262 *(High)* *Apartment #:* *(Low)* *(High)*

Prefix: *Street Name:* Suydam *Suffix:* *Type:* AVE

County(s): Hudson **Zip Code:** 07305

Municipality(s): Jersey City **Block(s):** 20303

Local Place Name(s): Communipaw **Lot(s):** 11,12,13,14,15,16

Ownership: Private **USGS Quad(s):** Jersey City NJ-NY

Description:

252-262 Suydam Avenue is comprised of six attached Italianate rowhouses constructed circa 1870 situated on the east side of Suydam Avenue. The stuccoed buildings were constructed identically in terms of style and form. Measuring four stories tall (inclusive of the ground level) and three bays wide, each building has an entry door located on the northeastern side of the façade (see Plates 1 and 2). Steep, nearly one-story tall, stoops provide access to the primary entrances on the first principal floor; ground-level entry doors are located underneath these stairs. Each property has a paved concrete front patio area situated next to the stoops. These areas are enclosed by a wrought iron fence or concrete wall (see Plate 3).

See Historic District Overlay

Registration and Status Dates:

National Historic Landmark: SHPO Opinion:

National Register: Local Designation:

New Jersey Register: Other Designation:

Determination of Eligibility: Other Designation Date:

Photograph:

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

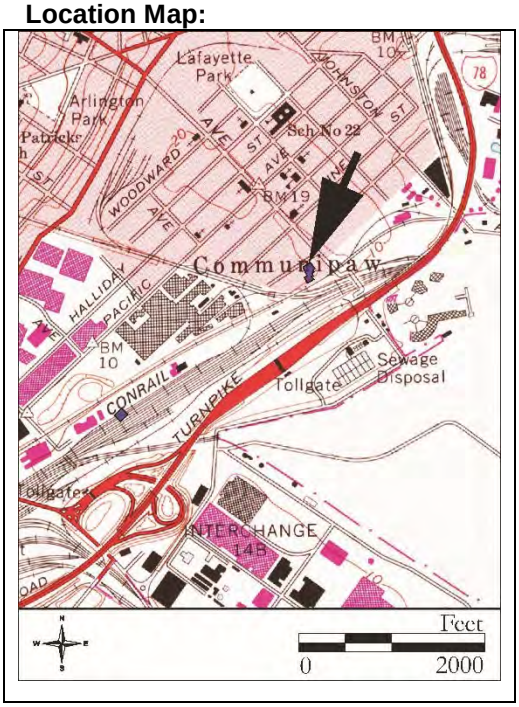
Surveyor: Sonja Lengel Date: February 2017

Organization: RGA, Inc.

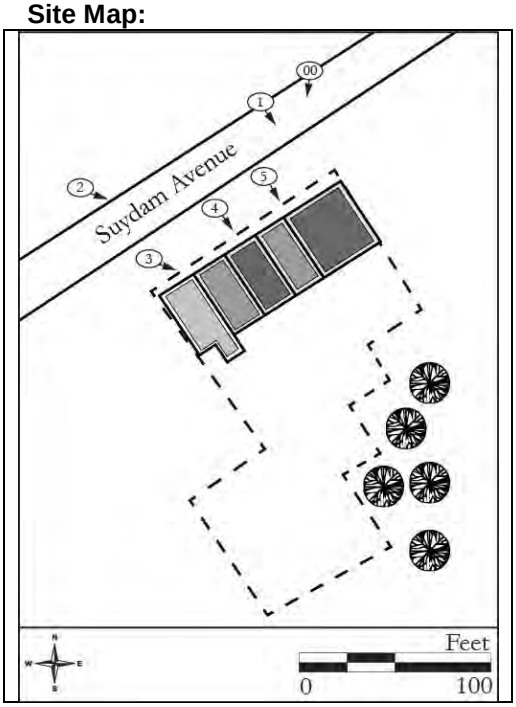
BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources:
See Continuation Sheet

Additional Information:
N/A

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: 1 Building _____ Landscape _____ Farm
_____ Bridge _____ Industry

Within Historic District? ☐ Yes ☒ No **Historic District Name:** _____

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Sonja Lengel Date: February 2017
Organization: RGA, Inc.

HISTORIC DISTRICT OVERLAY

Historic Sites #:

District Name: 252-262 Suydam Avenue
County(s): Hudson **District Type:** Residential
Municipality(s): Jersey City **USGS Quad(s):** Jersey City, NJ-NY
Local Place Name(s): Communipaw
Development Period: Circa 1870 **To:** **Source:** US Census 1870; 1873 Hopkins; Stylistic Evidence

Physical Condition: Good
Remaining Historic Fabric: Medium

Registration and Status Dates:
National Historic Landmark:
National Register:
New Jersey Register:
Determination of Eligibility:
SHPO Opinion:
Local Designation:
Other Designation:
Other Designation Date:

Description (continued from Base Survey Form):
The Italianate rowhouses at 252-262 Suydam Avenue are each capped by flat roofs with a deep overhanging bracketed eave. The alternating large and small brackets feature acanthus leaf and fluted detailing interspersed with paneling and a decorative arch detailing. The brick buildings are parged in stucco and scribed to imitate stone blocks, though the ground floor of 258 Suydam Avenue is clad with synthetic stone. The houses measure three bays wide and the fenestration consists of tall, narrow double-hung, one-over-one or nine-over-nine sash windows of various materials. A character-defining feature of the row is the carved-stone, segmental-arch cap situated above each window in the top three stories. The caps have an astragal profile and flared ends. The doors have similar, more ornate caps, featuring scrolled stone ancons, paneling, and carved rondels. The ground floor windows feature a floriated keystone. Thin belt courses separate each stories and align with the bracketed stone window sills. The original stoops for each building have been replaced with concrete steps accompanied by either modern wrought-iron railings, concrete-faced spandrels or a synthetic baluster. One stoop, located at 252 Suydam Avenue, appears to have a portion of the original wrought-iron rail and original bull nose top step (see Plate 3). Three of the houses in the row include the original glazed and paneled paired doors with divided arched transom windows. The paneling on the lower half of the doors features bull's eye detailing and bolection molding which follows the contours of the bull's eye. Some original door handles situated on the right door are still intact (see Plate 4). Replacement doors found in the row include modern synthetic single doors. The door at 258 Suydam Avenue is original, however the glazing has been replaced by wood paneling which mimics the paneling on the bottom half of the door (see Plate 5).

Setting:
The houses at 252-262 Suydam Avenue are located on the east side of Suydam Avenue and situated approximately 400 feet southeast of the Communipaw-Lafayette Historic District and located approximately 500 feet north of the former Lehigh Valley and Central Railroad lines (now the Hudson-Bergen Light Rail) in the City of Jersey City, Hudson Count. The buildings are set back approximately 35 feet from the street. Suydam Avenue runs northeast and is a single block long (670 feet) It intersects with Communipaw Avenue at the northeast end and converges with the railroad tracks at the southwest end. These six rowhouses on Suydam Avenue are surrounded by other single family dwellings and industrial buildings from the late nineteenth century.

ELIGIBILITY WORKSHEET

Historic Sites #:

History:
See Continuation Sheet

Significance:
252-262 Suydam Avenue is an example of a development of refined Italianate-style rowhouses built circa 1870. These residences were among the earliest speculative rowhouses in Communipaw and the only extant buildings of William Keeney's early development. These speculative houses were built for wealthy working professionals in a prime residential location, within walking distance of the Central Railroad of New Jersey Communipaw Station which transported commuters to downtown Jersey City.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility:
252-262 Suydam Avenue is recommended ineligible for listing in the National Register of Historic Places (NRHP). Even though the row is associated William Keeney, an important figure in this area's history, a more representative extant example of Keeney's associations with the neighborhood exist in his former residence at 287 Communipaw Avenue. Although the Italianate-style rowhouses retain some original architectural details, such as decorative cornices and deep overhanging eaves and crowns over windows and doors, modern alterations such as the replacement of windows, doors, and stoops denigrate the buildings' integrity in terms of design, materials, and workmanship. Additionally, the buildings are not representative of the work of a master and better representations of intact examples of late nineteenth-century speculative development exist in the Communipaw-Lafayette Historic District. For these reasons, 252-262 Suydam Avenue is recommended ineligible for listing in the NRHP.

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: 0

For Individual Properties Only:

List the completed attachments related to the property's significance:

Narrative Boundary Description:

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Sonja Lengel Date: February 2017
Organization: RGA, Inc.

History:

The houses at 252-262 Suydam Avenue were constructed circa 1870 as a speculative residential development. William Keeney, a wealthy developer originally from Connecticut, and John R. Halladay laid out the streets of the neighborhood known as Communipaw in 1856 after purchasing land from Henry Brinkerhoff, a nineteenth century Hudson County land owner who had expansive ancestral holdings in the area (L.F. Douglas 1841; MacLean 1895:74; see Figure 1). Keeney lived at 283-285 Communipaw Avenue (present-day 287 Communipaw Avenue), from circa 1870 to 1888, and owned a substantial amount of land in Communipaw valued at $200,000 in 1870 (Hopkins 1873; United States Bureau of the Census [US Census] 1870 and 1880) (see Figure 2). Though it is not confirmed that Keeney and Halladay developed the Suydam Avenue row, Keeney owned two discontinuous houses at 252 and 262 Suydam Avenue, suggesting that he once owned the entire row and had not yet sold off some of the properties. Nonetheless, the Suydam Avenue row was strategically developed and constructed to be within walking distance to the Central Railroad of New Jersey Communipaw Station, which provided access to downtown Jersey City and various other locations in Hudson County (Hopkins 1873) (see Figure 2).

The early owners of 252-262 Suydam Avenue were upper-class working professionals. John and Jane Davey, the earliest residents of the row, lived at 260 Suydam Avenue in 1870, and were a railroad employee and housewife, respectively (US Census 1870). George H. Field, a printer, lived at 256 Suydam Avenue and Margaret E. Craig, a music teacher, lived at 258 Suydam Avenue and also owned two additional houses on the block, but not in the 252-262 row (Gopsill 1873, 1874; Hopkins 1873) (see Figure 2).

By 1896, Suydam Avenue became more densely populated as other single-family rowhouses and a pottery factory adjacent to the Newark and New York Railroad were constructed on the block (Sanborn-Perris 1896) (see Figure 3). Other industries moved to Suydam Avenue by 1911, taking advantage of the nearby rail and shipping transportation. The William T. Baker Corporation, which manufactured varnishes, paints, and oils, moved into the former pottery factory and added several reinforced concrete buildings to their property. Additional housing and a commercial building which houses a drug manufacturer were built on the west side of Suydam Avenue by the early twentieth century (Sanborn 1911) (see Figure 4).

As the twentieth century progressed, Suydam Avenue became a mix of both middle-class professionals and working-class laborers. Residents held both white-collar professions such as a shop keeper, printing company manager, a railroad clerk, and stenographer, and more industry-based positions including butcher, molder, and driver (US Census 1910). This pattern continued throughout the 1920s and 1930s. Aside from the additions of one-story rear porches to 260 and 262 Suydam Avenue, the row remained relatively unaltered throughout the twentieth century, retaining the original parged-stucco exteriors and tin roofs (Sanborn-Perris 1896; Sanborn 1911) (see Figures 3-4).

By 1940, the block was predominantly owner occupied, containing both natural born and immigrant laborers, working in the various industries of Jersey City including the railroad, shipyard, airbrush company, manufacturing, and restaurant industry. Many of the houses on the block, aside from 260 Suydam Avenue, had multi-family occupancy with the owners still living at the property but accommodating boarders (US Census 1940). Throughout the twentieth century, the residences were converted into apartments while some remained single family houses.

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1896 *Insurance Maps of Hudson County,* Vol. 6. *New Jersey.* Sanborn-Perris Map Co., Ltd, New York, New York.

United States Bureau of the Census (US Census)
1870 Population Schedule, Jersey City, Hudson County, New Jersey.
1910 Population Schedule, Jersey City, Hudson County, New Jersey.
1940 Population Schedule, Jersey City, Hudson County, New Jersey.

United States Geological Survey (U.S.G.S.)
1995 U.S.G.S. 7.5' Quadrangle: Jersey City, NJ-NY.

CONTINUATION SHEET

Historic Sites #:

Figure 1: 1841 L.F. Douglas. Jersey City, Hoboken. This map depicts the farms of Communipaw and the approximate location of 252-262 Suydam Avenue. Note Henry Brinkerhoff's land.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Sonja Lengel
Organization: RGA, Inc.
Date: February 2017

CONTINUATION SHEET

Historic Sites #:

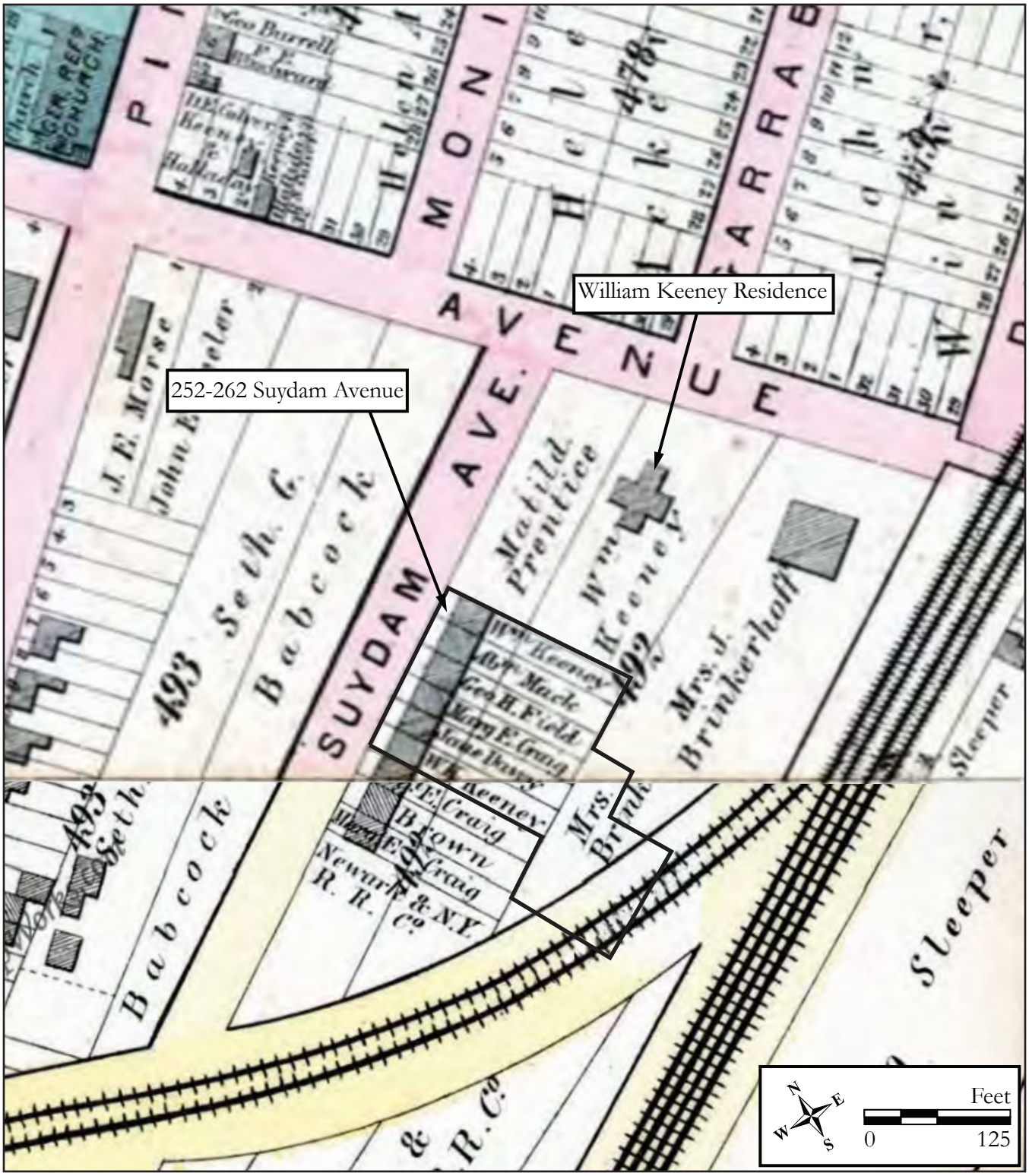


Figure 2: 1873 G.M. Hopkins & Co. Combined Atlas of the State of New Jersey and the County of Hudson. Jersey City Plate M. This map illustrates 252-262 Suydam Avenue and building owners. Note the William Keeney residence on Communipaw Avenue.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Sonja Lengel
Date: February 2017
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

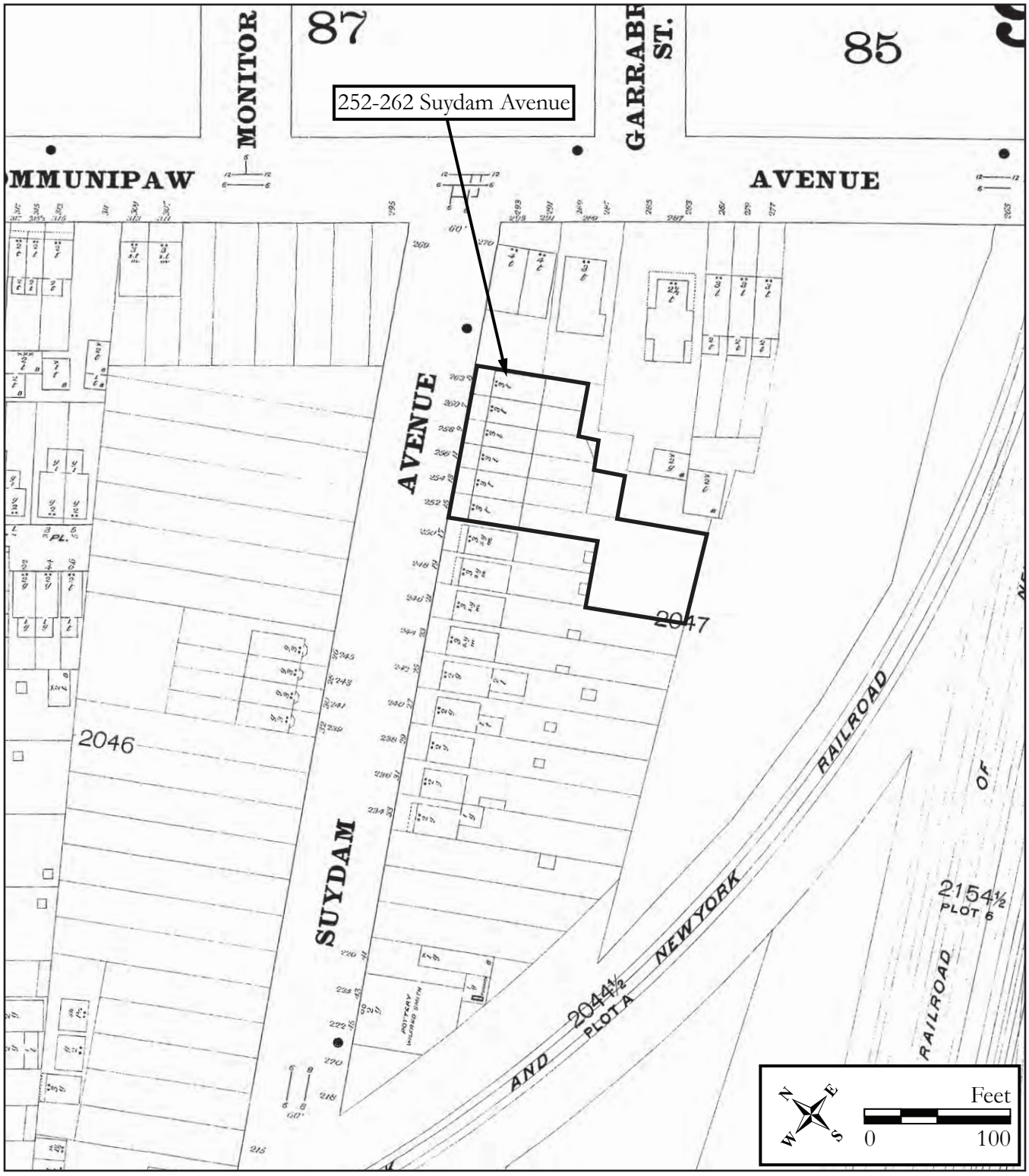


Figure 3: 1896 Sanborn-Perris Map Co. Insurance Maps of Hudson County, New Jersey. This map depicts the building's brick construction and tin roof. Note the pottery factory owned by Willard Smith.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Sonja Lengel
Date: February 2017
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

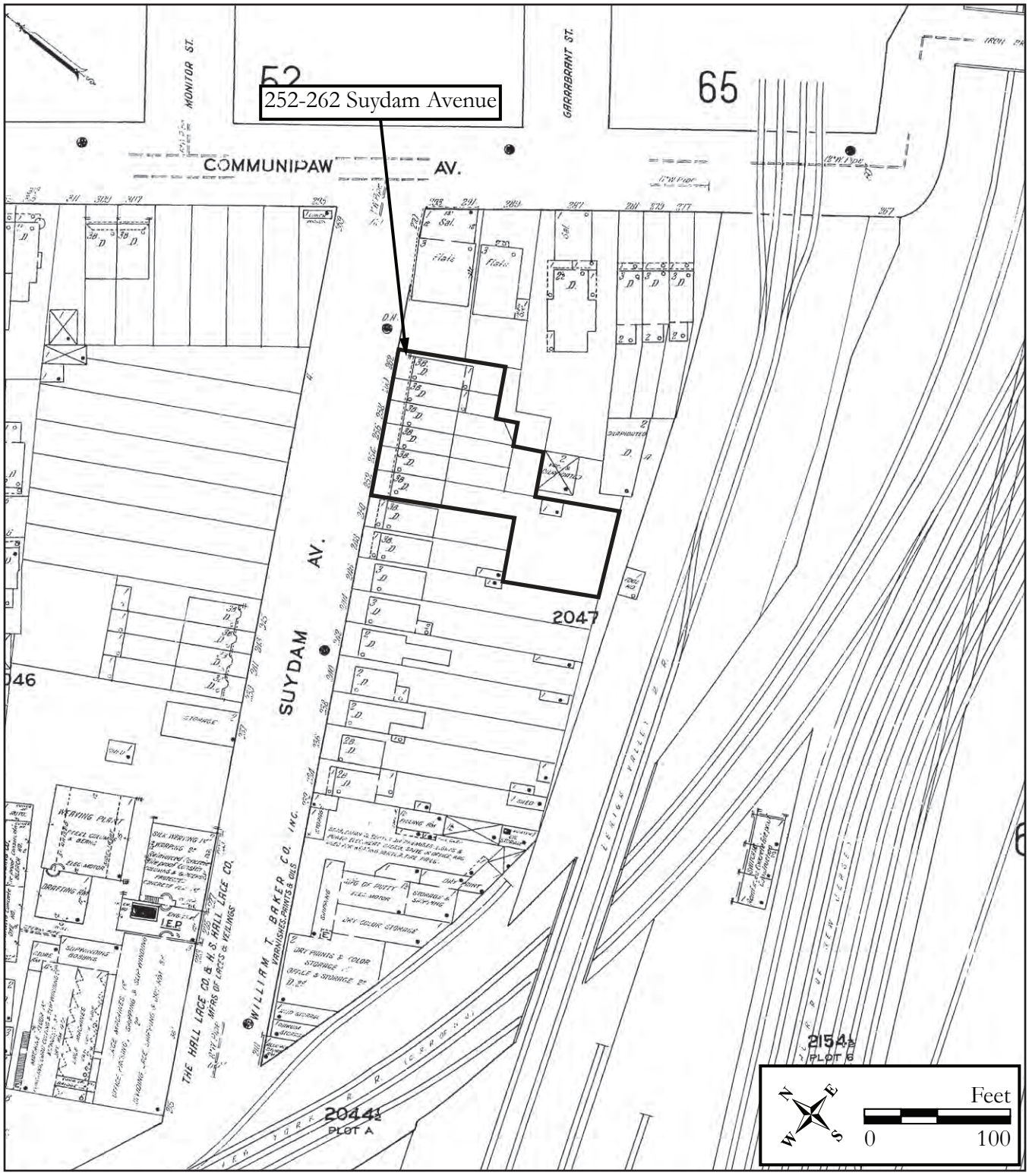


Figure 4: 1911 Sanborn Map Company. Insurance Maps of Hudson County, New Jersey. This map illustrates additional residential and industrial development.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Sonja Lengel
Organization: RGA, Inc.
Date: February 2017

CONTINUATION SHEET

Historic Sites #:

Plate: 1

Photo view:

South

Photographer:

Kelly E. Wiles

Date:

February 13, 2017

North elevation of 252-262 Suydam Avenue.

Plate: 2

Photo view:

South

Photographer:

Kelly E. Wiles

Date:

February 13, 2017

North elevation of the 252-262 Suydam Avenue.

CONTINUATION SHEET

Historic Sites #:

Plate: 3

Photo view:

East

Photographer:

Kelly E. Wiles

Date:

February 13, 2017

Stoop view of 252 Suydam Avenue.

CONTINUATION SHEET

Historic Sites #:

Plate: 4

Photo view:

South

Photographer:

Kelly E. Wiles

Date:

February 13, 2017

View of the door of 256 Suydam Avenue.

CONTINUATION SHEET

Historic Sites #:

Plate: 5

Photo view:

South

Photographer:

Kelly E. Wiles

Date:

February 13, 2017

View of the door of 258 Suydam Avenue.

BASE SURVEY FORM

Historic Sites #:

Property Name: L.O. Koven & Bro. Inc. Machine Shop

Street Address: *Street #:* 33 *(Low)* _____ *(High)* *Apartment #:* _____ *(Low)* _____ *(High)*

Prefix: _____ *Street Name:* Hope *Suffix:* _____ *Type:* ST.

County(s): Hudson **Zip Code:** 07307

Municipality(s): City of Jersey City **Block(s):** 5103

Local Place Name(s): _____ **Lot(s):** 13

Ownership: Private **USGS Quad(s):** Jersey City, NJ-NY,

Description:

Constructed in 1908, the L.O. Koven & Bro. Inc. Machine Shop was built in the industrial vernacular style. The building stands five stories high and has a trapezoidal footprint with an elongated southern elevation. The east (primary) elevation measures nine bays wide and the west elevation measures 11 bays wide. The north and south elevations each measure one bay wide. The building exterior is built of brick laid in a common bond with decorative corbelled brickwork accenting the cornice line. The low-pitch gable roof is sheathed with corrugated metal. Colossal brick piers run the full height of the building and define each bay. Metal stars appear between stories on both the east and west elevations. The first and second bays at the southwest corner of the east elevation are topped by stepped, rectangular brick projections that function to provide roof access and ventilation. *See Continuation Sheet*

Registration and Status Dates:

National Historic Landmark: _____ SHPO Opinion: _____

National Register: _____ Local Designation: _____

New Jersey Register: _____ Other Designation: _____

Determination of Eligibility: _____ Other Designation Date: _____

Photograph:

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

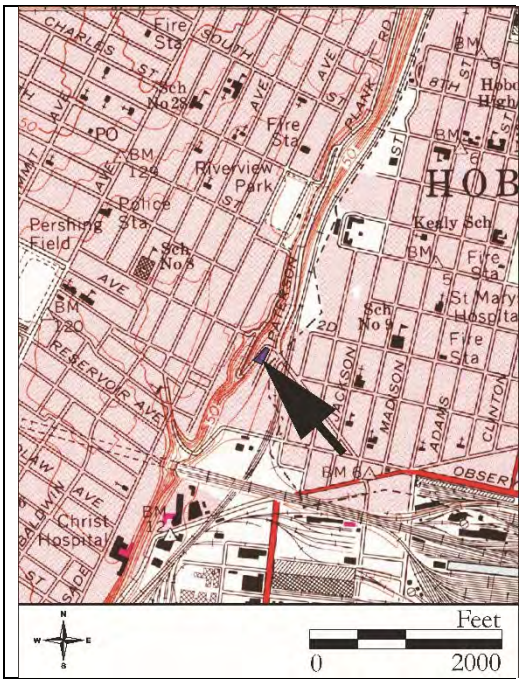
Surveyor: Elizabeth Diker Date: February 2017

Organization: RGA, Inc.

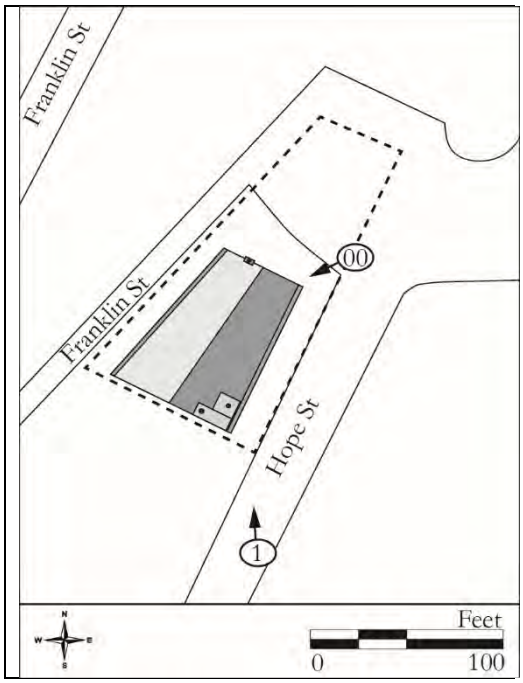
BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources:
See Continuation Sheet

Additional Information:
The L.O. Koven & Bro. Inc. Machine Shop was included in a 1985, Phase 2 Survey of Ward E in Jersey City conducted by Mary B. Dierickx Architectural Preservation Consultants. This survey recommended four brick, industrial buildings associated with L.O. Koven & Bro. Inc. eligible for listing in the National Register of Historic Places under Criterion C as an integrated and well-preserved group of industrial buildings dating from 1890-1915.

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: _____ Building _____ Landscape _____ Farm
_____ Bridge 1 Industry

Within Historic District? ☐ Yes ☒ No **Historic District Name:** _____

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Elizabeth Diker Date: February 2017
Organization: RGA, Inc.

INDUSTRY ATTACHMENT

Historic Sites #:

Common Name: Tribeca Grain

Historic Name: L.O. Koven & Bro. Inc. Machine Shop

Present Use: Commercial Activity- Office Activity- Private Business; Industrial Activity- Light Industrial

Historic Industry: Industrial Activity- Heavy Industrial; Industrial Activity- Heavy Goods Handling and Processing

Building ID: Machine Shop

Construction Date: Circa 1908 **Source:** Bailey 1924

Alteration Date(s): **Source:**

Architect: Fred Meystre **Physical Condition:** Fair

Builder: John T. Rowland & Son **Remaining Historic Fabric:** High

Style: N/A **Length:** N/A **Stories:** 5

Width: N/A **Bays:** 10

Exterior Finish Materials: Brick, Common Bond

Foundation Materials: Concrete

Structural System: Brick **Roof System:** Unknown

Roof Finish Materials: Corrugated Metal

Equipment/Machinery: Unknown

Transportation Links: New Jersey Junction Railroad; West Shore Railroad

Exterior Description:
See Base Survey Form

Interior Description:
Not accessible.

Setting:
The L.O. Koven & Bro. Inc. Machine Shop is located in an industrial area of the City of Jersey City, Hudson County, New Jersey. The building is located on a triangular parcel (Block 1501, Lot 13) which contains approximately 0.2 acres. The building is located 38 feet back from Hope Street and is separated from Paterson Plank Road by an asphalt parking lot used for industrial activity. Abutting the south elevation of the building is a one-story, brick garage. A public sidewalk spans the entire length of the north and west elevations.

ELIGIBILITY WORKSHEET

Historic Sites #:

History:
See Continuation Sheet

Significance:
The L.O. Koven & Bro. Inc. Machine Shop is historically significant as an example of Jersey City's former industrial power. L.O. Koven & Bro. Inc. was a national manufacturer of ship tanks and fulfilled contracts for both military and private clients, such as General Motors, during it's over 100 years of operation. Their extensive facilities and creative manufacturing processes utilized electricity, allowing them to streamline the manufacturing of specialized industrial equipment.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility:
The L.O. Koven & Bro. Inc. Machine Shop is recommended not eligible for listing on the National Register of Historic Places. Some original architectural elements survive on the building, such as the colossal brick piers, structural steel framing as indicated by the metal stars on the building's exterior, and segmental brick arches above windows. However, modern modifications, such as the removal of original windows, doors, and specialized interior machinery denigrates the building's integrity. Additionally, the Machine Shop functioned as an auxiliary building in the L.O. Koven & Bro. Inc. industrial complex and was not integral in the creation of their major products. The demolition and drastic renovation of other buildings connected to the L.O. Koven & Bro. Inc. plant further diminishes the building's integrity.

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:

Narrative Boundary Description:
N/A

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Elizabeth Diker Date: February 2017
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

Description (continued):

The primary (east) elevation faces Paterson Plank Road and overlooks a large, industrial lot. The primary metal entrance door pierces the east elevation at the southwest corner and is accented by a partially missing drip mold with high relief metal rosettes. Other entry points on the primary (east) elevation include two raised sets of wooden barn doors with matching metal drip molding and decorative rosettes. The barn door at the southeast corner of the east elevation is accessed by a raised cement block. The central barn door has no exterior access and is located above a large garage opening with a rolling metal door. Extending from the central barn door is a large metal beam attached by a truss to another metal beam hung flush to the building between the fourth and fifth floors.

Fenestration on the east and west elevations include rounded-arch windows crowned by segmental brick lintels and cement sills. Some windows are fully or partially shielded by wood, cement, or iron bars. All windows on the west elevation facing Mountain Road are concealed by wood. There is a metal door at the southwest corner of the west elevation that is topped by a covered transom adorned by a segmental brick arch. Additionally, on the west elevation, a metal fire escape extends across the first four bays of the northeast corner.

The north and south elevations each feature a single bay of central windows. The windows are two-over-six, fixed windows enclosed by wood. Windows are accented by metal drip moldings and wood sills. Piercing the roof on the north elevation is an exterior gable-end chimney.

History:

Established in 1881 under the name Hope, Koven Company in New York by partners William Koven and Theodore Hope, L.O. Koven & Bro. Inc. was a chief early manufacturer of steel tanks, boilers, furnaces, and sheet iron and steel products. Soon after forming the business, the manufacturing processes required more space to build specialized facilities and to provide better access to transportation via rail and sea. Due to high prices and limited inventory of real estate in New York, the company opted to move the business to New Jersey. There, the business was able to expand by several acres and a handful of buildings, amassing a total floor space of more than 150,000 square feet (Bailey 1924). In 1897, the founding partners retired and Koven's sons, Ludolph Koven and Gustav Koven, succeeded him in running the business. Under the management of Ludolph and Gustav, the company gained national acclaim for their efficient and reliable production of specialized iron and steel plate equipment using electrical power. Their success led to lucrative contracts from the government during World War II and from General Motors during the mid-twentieth century (Bailey 1924).

In 1908, the Machine Shop was added when the firm began receiving an increased number of specialized orders from chemical plants (Hopkins 1928; Figure 1). It was designed by local Hoboken architect Fred Meystre of Louis Meystre & Sons, who in 1893 received a degree in Mechanical Engineering from the Stevens Institute of Technology. Building contractor John T. Rowland of John T. Rowland & Sons was credited as the builder of the Machine Shop, not to be mistaken for supervising architect for the New Jersey Board of Education in the early twentieth century, also named John T. Rowland. Concrete foundation walls were built under the direct supervision of Theodore Koven and are unique in their thickness, nine feet at the base, due to the western foundation walls doubling as retaining walls. All concrete, including the ground floor of the building, was laid by William Peter of Hoboken (Engineering Review 1908).

The Machine Shop was built using mill construction, meaning that heavy masonry walls, timbers, and plank floors were used to protect against fires. A 1908 publication describes the Machine Shop as a trapezoidal building covering 21,000 square feet with four working floors with high ceilings ranging from 13 to 16 feet tall. The first floor served as the machine shop, proper. Second and third floors were used for lathe work, toilets, lockers, tool rooms, time recorders, and wash troughs supplied with hot and cold water. The fourth floor housed offices and drafting rooms (Sanitary and Heating Age 1908). On February 8, 1908, the Machine Shop was officially dedicated and tours of the new facility were given to all employees.

CONTINUATION SHEET

Historic Sites #:

History (continued):

In 1908, immediately after completion of the building, a hot water heating system was added to serve the Machine Shop (Sanitary and Heating Age 1908). This was unique because other buildings in the L.O. Koven & Bro. Inc. complex were aided instead by exhaust steam and fan systems. An independent hot water heating system was selected, in part, to assure that the building and equipment were heated to a good temperature in the morning to reduce the amount of time workers had to wait for the machines to warm up. While the hot water system was used to heat the overall structure, electricity from the company's power plant was harnessed to supply power for the lights and the machines. The hot water heating equipment, including the boiler, piping mains, and storage for raw materials, were housed in the basement of the Machine Shop (Sanitary and Heating Age 1908). In 1912, the business was listed in the New Jersey Industrial Directory as producing three major products and, in 1915, this number increased to 10. Additionally, in 1915, the company employed 275 workers which increased to 330 by 1918 (The Industrial Directory of New Jersey 1912, 1915, 1918).

In 1923, Ludolph passed away and the company was renamed L.O. Koven & Bro. Inc. in his memory. Gustave served as president of the company and Ludolph's sons, Ludolph, Jr. and Theodore, served as vice president and master mechanic, respectively (Bailey 1924). In 1929, total assets for the company were valued at $1,600,000, which today would be approximately $22,722,000 (The Jersey Journal [JJ], 27 March 1929). The success of L.O. Koven & Bro. Inc. was well documented in publications from the mid-twentieth century, illustrated by this quote from a New York-based boating magazine: "The story of how the Koven plant has grown and prospered under the present management is typical of modern American business history- a story of steady and sometimes rapid progress, of honest products honestly built, of improved equipment for economical production of everything in the line of heavy sheet metal work" (Bailey 1924).

Throughout the twentieth century, L.O. Koven & Bro. Inc. enjoyed success and prosperity as industry leaders in galvanized sheet metal fabrication, as a result of their efficient and creative manufacturing processes (Plumbers' Handbook 1943; Figure 2). Their facilities utilized power machinery to minimize labor costs and improve product quality and uniformity of workmanship. As a testament to their extensive resources, it was said about the company that "[t]he machine shop is a five story brick building, which is as completely equipped as though machine work were the principal product instead of merely incidental to the manufacture of other products" (Bailey 1924). Their extensive facilities were all connected by telephone lines in order to allow engineers, drafters, and laborers to collaborate on complicated projects more efficiently. The industrial complex that L.O. Koven & Bro. Inc. created was so expansive that, at any given time, they had space to spare (JJ, 15 May 1930).

Success was not without its setbacks. In 1941, over 400 production employees staged a strike that lasted weeks and tied up over $1,000,000 in government defense contracts. Negotiations between upper management and representatives from the International Brotherhood of Boilermakers focused on wage increases, which were ultimately granted. Strikes occurred sporadically throughout the operational history of the company, but were all resolved on positive terms (JJ, 14 August 1941). L.O. Koven & Bro. Inc. was cited in a 1955 article in the *Jersey Journal* as being a contributor to Hoboken's "phenomenal industrial success" (The JJ, 25 March 1955). During the 1950s, the company is said to have had 60 employees, a marked decrease from the early 1900s. This downsizing did not take away from the company's prestige considering they received contracts from Lipton Tea, Keuffel and Edder, and the Lackawanna Railroad. (The JJ, 25 March 1955).

The downsizing of the company continued from the latter half of the twentieth century through the present. In 1959, L.O. Koven & Bro. Inc. sold their Jersey City plant to the industrial division of George J. Wolf Realty Company and moved remaining operations to Dover, New Jersey. The sale included five buildings with a cumulative total of 148,000 square feet of space (The New York Times, 16 December 1961). In 1962, the Machine Shop was sold to the Josmar Company and space was leased to Barnett foods, Inc., and Major Lamination, Inc., manufacturers and packers of spices and paper products, respectively (JJ, 12 January 1962). The building is currently owned by Joseph Curado who converted the space into an artist gallery and workshop called Tribeca Grain.

CONTINUATION SHEET

Historic Sites #:

Bibliography:

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1924 A Million Dollar Tank Factory: Where Boat Tanks Are Turned Out by Hundreds with all the Economy of Quantity Production. *Motor Boating* 33(5): 47-50.

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1908 Dedication of the New Machine Shop of L.O. Koven & Brothers. *Engineering Review* 18: 32.

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The Jersey Journal (JJ) [Jersey City, New Jersey]
1906 Kovens' New Factory and Power House. 11 October. Jersey City, New Jersey.
1929 Kovens Battle Over Control of Business. 27 March. Jersey City, New Jersey
1930 Oil Co. Leases Koven Building. 15 May. Jersey City, New Jersey.
1941 Plan Plane Trip to Wyoming to Settle Koven Plant Strike. 14 August. Jersey City, New Jersey.
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1961 Jersey City Plant is Sold in Parcels; Deals Made for 5 Buildings on Koven's Former Site. 16 December. New York, New York.

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Sanitary and Heating Age Publishing
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1912 "L.O. Koven & Brothers, Inc." The Industrial Directory of New Jersey for 1912. Camden, New Jersey.
1915 "L.O. Koven & Brothers, Inc." The Industrial Directory of New Jersey for 1915. Camden, New Jersey.
1918 "L.O. Koven & Brothers, Inc." The Industrial Directory of New Jersey for 1918. Camden, New Jersey.

CONTINUATION SHEET

Historic Sites #:

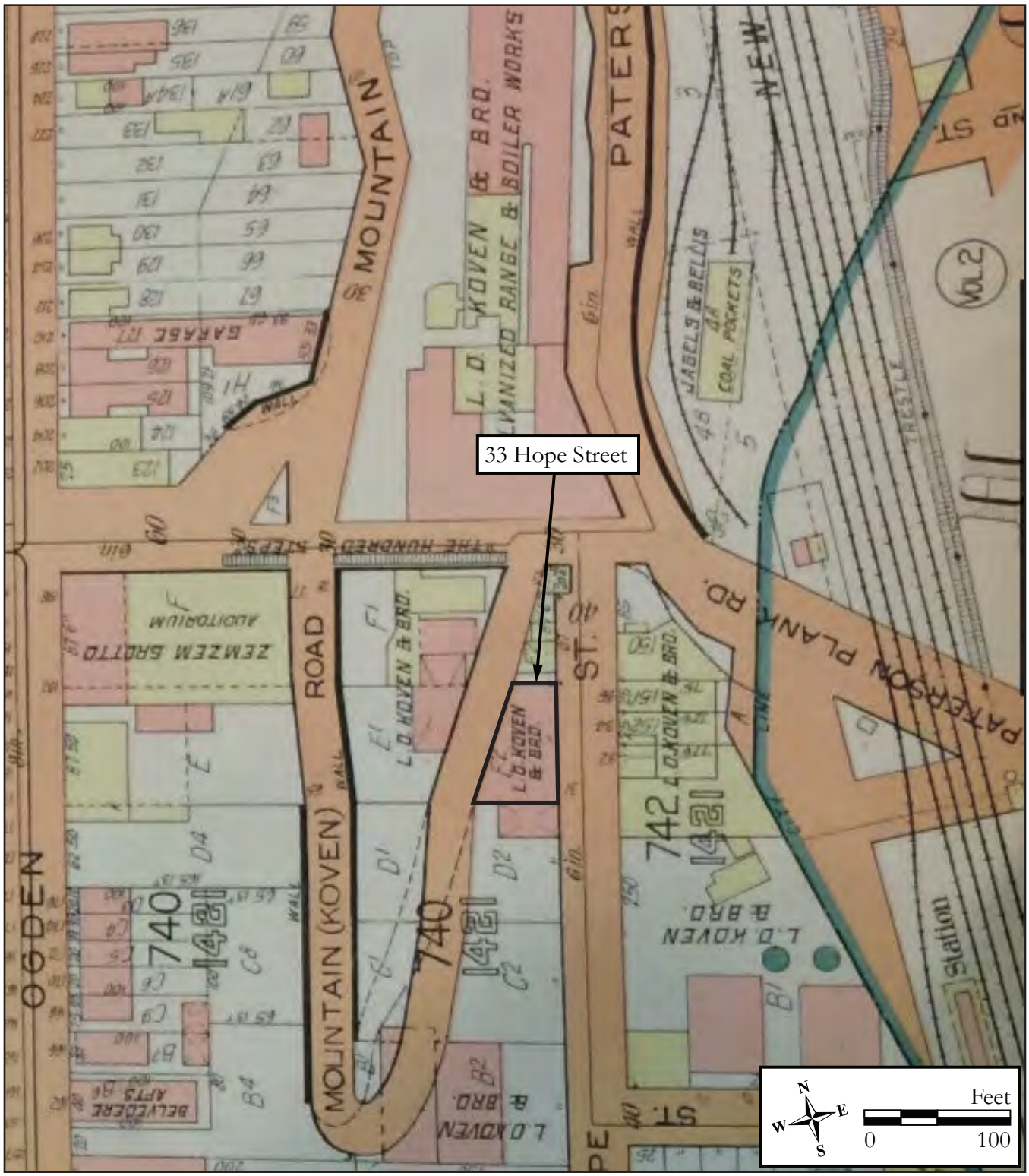


Figure 1: 1928 G.M. Hopkins & Co., Plat Book of Jersey City, Hudson Co. This map depicts the L.O. Koven & Bro. Inc. Machine Shop located at 33 Hope Street in 1928.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Elizabeth Diker
Organization: RGA, Inc.
Date: February 2017

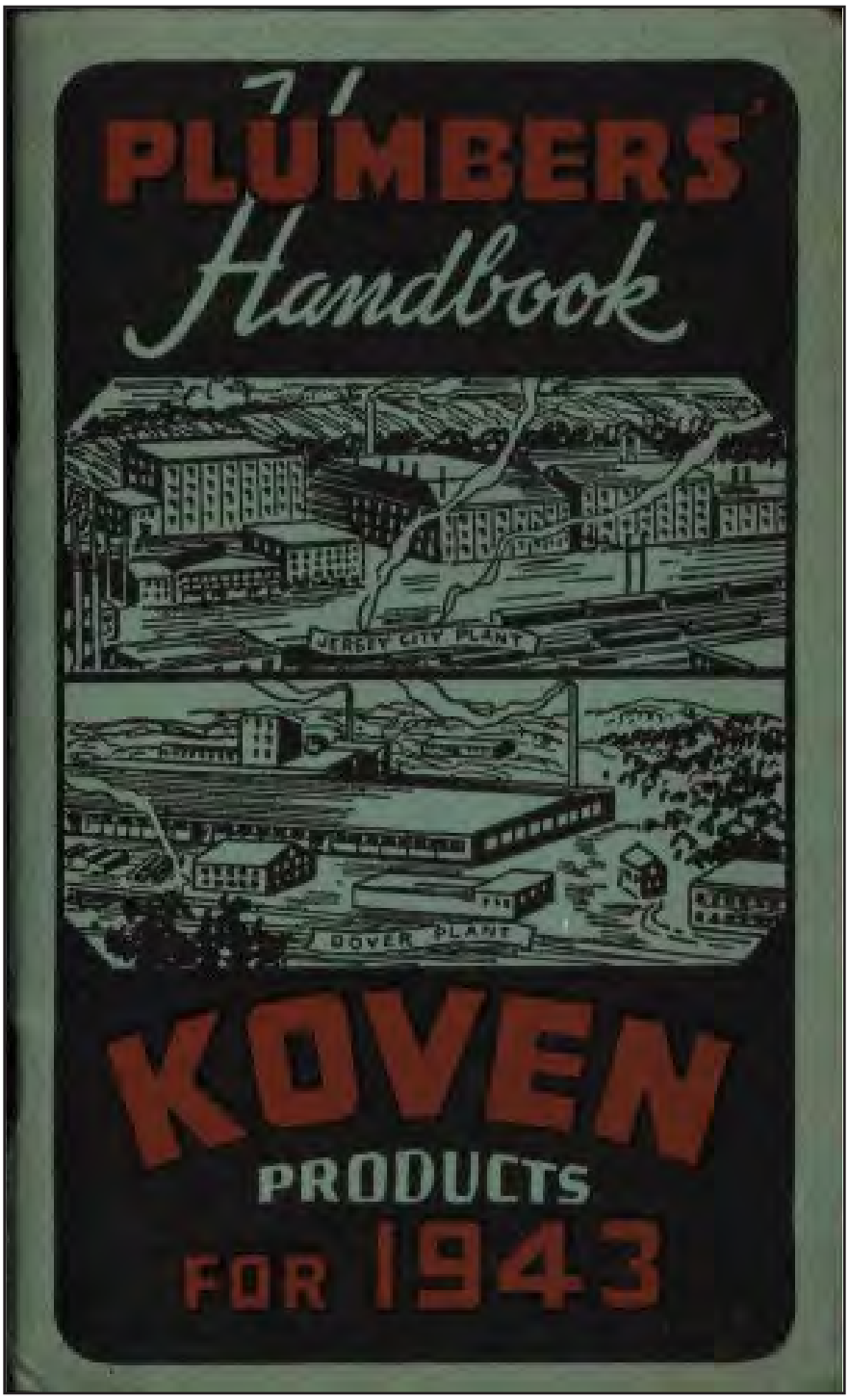


Figure 2: Plumber's Handbook: Koven Products for 1943. Collections object in The Building Technology Heritage Library of the Association for Preservation Technology International.

CONTINUATION SHEET

Historic Sites #:

Plate: 1

Photo view:

Southeast

Photographer:

Elizabeth Diker

Date:

January 27, 2017

North side of 33 Hope Street, historically known as the L.O. Koven & Bro. Inc. Machine Shop and currently functioning as an artists' gallery and workshop called Tribeca Grain.

BASE SURVEY FORM

Historic Sites #:

Property Name: 1132 46th Street

Street Address: *Street #:* 1132 *(Low)* _____ *(High)* *Apartment #:* _____ *(Low)* _____ *(High)*

Prefix: _____ *Street Name:* 46th *Suffix:* _____ *Type:* ST

County(s): Hudson **Zip Code:** 07047

Municipality(s): North Bergen Township **Block(s):** 158

Local Place Name(s): North Bergen **Lot(s):** 37, 34.01

Ownership: Private **USGS Quad(s):** Weehawken

Description:

The Grove Church Cemetery is a rectangular plot of land measuring 340 by 1,310 feet (Plates 1-8). The cemetery is bounded by John F. Kennedy Boulevard to the southeast, 46th Street to the southwest, and wooded slopes leading to the railroad tracks owned by the NJ Transit Hudson-Bergen Light Rail to the northeast. The entrance to the cemetery is from John F. Kennedy Boulevard, marked by a set of tall, iron gates that read the cemetery's name. An iron fence is located along the southeast property line, separating the cemetery from John F. Kennedy Boulevard. The cemetery slopes down from John F. Kennedy Boulevard, with an undulating landscape.

Registration and Status Dates:

National Historic Landmark: _____ SHPO Opinion: _____

National Register: _____ Local Designation: _____

New Jersey Register: _____ Other Designation: _____

Determination of Eligibility: _____ Other Designation Date: _____

Photograph:

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

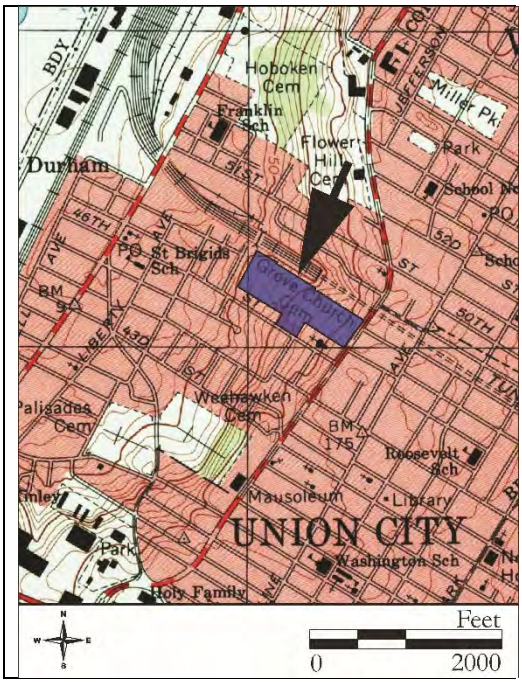
Surveyor: Elizabeth Diker Date: February 2017

Organization: RGA, Inc.

BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:

See Continuation Sheet

Bibliography/Sources:
See Continuation Sheet

Additional Information:
None.

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: 1 Building 1 Landscape _____ Farm
_____ Bridge _____ Industry

Within Historic District? ☐ Yes ☒ No **Historic District Name:** _____

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Elizabeth Diker Date: February 2017
Organization: RGA, Inc.

LANDSCAPE ATTACHMENT

Historic Sites #:

Common Name: Grove Church Cemetery
Historic Name: Grove Church Cemetery
Present Use: Unclassifiable Activity (Burial Ground)
Historic Use: Unclassifiable Activity (Burial Ground)
Construction Date: 1847 **Source:** National Board of Health 1879
Alteration Date(s): **Source:**
Primary Landscape Architect/Designer: Unknown
Type: Church yards and cemeteries **Physical Condition:** Fair
Style: Other **Remaining Historic Fabric:** High
Acreage: 8.00

Hardscape: Driveways, Gravel, Earth, Asphalt
Plantings: Mature Hardwoods; Planted Beds; Shrubbery; Other
Other Features: Sculpture; Other

Description:
See Continuation Sheet

Setting:
The Grove Church Cemetery is located northwest of John F. Kennedy Boulevard on the west slope of the Hudson Palisades in North Bergen Township, Hudson County, New Jersey. The property is bounded by John F. Kennedy Boulevard to the southeast and 46th Street to the southwest. A chain-link fence separates the cemetery from the wooded slopes and railroad tracks owned by the NJ Transit Hudson-Bergen Light Rail to the northeast. The cemetery entrance is located along John F. Kennedy Boulevard. The land surrounding the cemetery is marked by mid-twentieth-century residential and commercial development.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: Caretaker's Dwelling
Historic Name: Caretakers Dwelling
Present Use: Residential-Permanent; Commercial activity- Office
Historic Use: Residential-Permanent; Commercial activity- Office
Construction Date: Circa 1960 **Source:** NETR 1966
Alteration Date(s): **Source:**
Designer: Unknown **Physical Condition:** Fair
Builder: Unknown **Remaining Historic Fabric:** Medium
Style: Colonial Revival
Form: Gable Front **Stories:** 1.5
Type: N/A **Bays:** 3
Roof Finish Materials: Asphalt Shingle
Exterior Finish Materials Vinyl Siding

Exterior Description:
The Caretaker's Dwelling is a one-and-a-half story, three-bay wide Colonial Revival-style dwelling clad in vinyl siding and capped with a front gable, asphalt-shingle roof. The entrance is located on the southeast elevation of the building, oriented towards John F. Kennedy Boulevard. The southeast elevation is pierced by a wood entrance door, two windows on the first story, and an elongated window with closed, paneled wood shutters on the second story. Windows consist of single-pane, fixed windows shielded by iron bars. Two wood, paneled garage doors puncture the southwest elevation. The northeast elevation faces the Grove Church Cemetery and consists of a ground floor window and an exterior brick chimney. Attached to the northwest elevation are two, one-story, flat roof additions.

Interior Description:
Not accessible.

Setting:
The Caretaker's Dwelling is located along the southern property line of the Grove Church Cemetery in the southeast portion of the cemetery (Block 158, Lots 34.01, 37, 38). Its primary elevation faces northeast, overlooking the cemetery. It is adjacent to the Grove Reformed Church and associated buildings to the southeast. The rear of the building faces southwest and abuts the parking lot of the Grove Reformed Church.

ELIGIBILITY WORKSHEET

Historic Sites #:

History:
See Continuation Sheet

Significance:
Grove Church Cemetery is significant on a local level for its association with community development in North Bergen during the nineteenth century. Used consistently for over 160 years, the cemetery includes numerous burials, but none represent individuals of transcendent significance in the past. The artistic, architectural, and landscape features of the cemetery reflect evolving taste and attitudes towards burial practice, funerary art, and general cemetery design, but these practices are not clearly differentiated in the cemetery's current condition. There is no known map indicating the layout of the first burial plots, and subsequent changes in the late-nineteenth- and twentieth-centuries have obscured the original design. Most of the monuments, while representative of known styles and forms, lack artistic distinction and are undistinguished, plain, and mass-produced products used throughout the country.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☐ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility:
Grove Church Cemetery is recommended not eligible for listing on the National Register of Historic Places (NRHP) because it does not meet Criteria Consideration D, which mandates that cemeteries must derive their primary significance from the graves of important people, age, design, or association with significant events. While there are notable interments at Grove Church Cemetery, including 31 American Civil War soldiers, an English painter from the mid-nineteenth century, and a Civil War Major, their accomplishments are not significant enough to merit NRHP consideration. Furthermore, Grove Church Cemetery is not architecturally distinguished. Graves often feature common, mass-produced styles and motifs, and do not reveal the work of a noted craftsman. For these reasons, Grove Church Cemetery is recommended ineligible for listing in the NRHP.

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:
Building/ Element Attachment- Caretaker's Dwelling

Narrative Boundary Description:
N/A

CONTINUATION SHEET

Historic Sites #:

Description (continued):

The Grove Church Cemetery is a rectangular plot of land containing approximately eight acres in the City of Jersey City, Hudson County, New Jersey. It is situated along John F. Kennedy Boulevard and is bounded by the NJ Transit Hudson-Bergen Light Rail to the northeast and residential properties to the south and southwest. The formal entrance to the cemetery is located on John F. Kennedy Boulevard and consists of as set of iron gates.

An asphalt path with two elongated loops, oriented on a north-south axis, bisects the cemetery, extending from the entrance gate on John F. Kennedy Boulevard. The path terminates in a rectangle in the rear (northwest) portion of the cemetery. The cemetery is further traversed by narrow, paved, gravel, and dirt paths. A small, circa-1960 masonry dwelling that functioned as the Caretaker's Dwelling is located along the southwest property line of the cemetery. The southwest part of the cemetery is largely laid out in a regularly gridded landscape, with lot markers throughout. The northeast and southeast sections of the cemetery are more irregular with gravestones appearing at varying intervals.

Graves in the Grove Church Cemetery range in date from the 1840s to the present. The oldest, legible grave in the cemetery is that of Reverend Henry Allen, who died on December 25, 1867. Allen's gravestone is located in the northeastern section of the cemetery. The design of the gravestones in the Grove Church Cemetery is marked by a predominance of nineteenth-century styles. The majority of headstones are simple in form and constructed of concrete with upright stone headstones. Common material types for headstones located in the cemetery include grey, white, pink, and tan granite, limestone, marble, and copper. Multiple combined family stones and family plots are found within the cemetery. Headstones dating from the late-nineteenth and early-twentieth centuries include sculptural elements depicting books, crosses, and angels. Other notable decorative motifs found on headstones in the cemetery include applied portrait photos, broken columns, and tree trunks.

Many headstones in the older, northeastern section of the cemetery are dislodged, resulting in the loss of original grave locations. Neglect in recent years has resulted in vandalism and natural decay. Numerous obelisks, pedestal tombs, and other stylized grave markers are located in the northeastern section of the cemetery, particularly along walking paths. Located near the main entrance to the cemetery on John F. Kennedy Boulevard are multiple receiving vaults and chamber tombs built along the sides of the main access road leading from the entrance gate on John F. Kennedy Boulevard. Vaults and tombs feature Greek- and Roman Revival-style architecture.

History:

The Grove Church Cemetery is located on John F. Kennedy Boulevard, previously known as Bergenwood Road (Hopkins 1873; Figure 1). It is a non-denominational cemetery, although its interments do reflect common Christian burial practices. Accessible records pertaining to the early history and evolution of the cemetery are few. In 1847, James Brown, a member of the New York Presbyterian Church, purchased an approximately four-acre parcel of land that became the Grove Reformed Church and the Grove Church Cemetery. During the late nineteenth century, wealthy congregants such as J.R. Gardner and W.V.V. Mabon, longtime pastor for the Grove Reformed Church, donated adjoining tracts of land for use as a cemetery. Within 10 years of its creation, the Grove Reformed Church had 50 member families. At the time, the population of North Bergen was sparse, numbering only 123 persons within 100 acres of land (Benjamin 1857).

Grove Church Cemetery is one of several religious and non-sectarian burial sites located on the western slope of the Hudson Palisades, including Machpelah Cemetery, Hoboken Cemetery, Flower Hill Cemetery, and Weehawken Cemetery. These cemeteries form a string of open space to the west of John F. Kennedy Boulevard. All of the aforementioned cemeteries opened during the mid-twentieth century at a time when American ideas about death were changing dramatically. Rural cemeteries grew in popularity as places of picturesque retreat and quiet repose. Growing concerns over sanitation and public health further fueled this shift towards new burial practices.

CONTINUATION SHEET

Historic Sites #:

History (continued):

According to the National Board of Health's 1879 annual publication "Cemeteries and Burials," the Grove Church Cemetery was first used for burials in 1847. By the time of the publication in 1879, there were two vaults on the grounds in the northeast corner, including one of brick and one of stone (National Board of Health 1879). Average burial depths were five feet and the soil was categorized as dry. According to the "Fairchild Cemetery Manual: A Reliable Guide to the Cemeteries of Greater New York and Vicinity," published in 1910, the Grove Church Cemetery could be accessed by the West Shore Railroad or via trolleys from Weehawken. A deposit of $15 was required for 30 days' use of the receiving vault, after which time the charge was $1 a month. The fee to open a private vault was $8 and 24 hours' notice and deed of ownership was required for the caretaker to open the cemetery. Base fees for the graves of adults and children were $22 and $12, respectively. Finally, plots that measured eight-feet by 10-feet were $90, eight-feet by 16-feet were $125, and 16- feet by 16-feet were $250. These prices were average in comparison to other cemeteries in the area (Fairchild 1910).

The Gardners, long-term congregants of the Grove Reformed Church, had large granite vaults erected near the main entrance to the cemetery on John F. Kennedy Boulevard. In 1890, the *New York Sun* reported that many vaults at the Grove Cemetery were vandalized, including the Gardner vaults. Grave robbers broke the lock, destroyed the iron railing, and Robert Gardner's metal coffin was found disturbed from its shelf and left ajar. Then superintendent of the grounds, Edwin B. Young, investigated the incident but found no clear motive (The United Stated Cremation Company 1892).

Routine use of the cemetery continued throughout the twentieth century. In the 1960s, a Caretaker's Dwelling was added that currently functions as office and storage space. In the 1970s, the original church on the grounds was severely damaged by a fire and was subsequently rebuilt (NETR 1966). In the late twentieth century, the Grove Reformed Church turned care of the Grove Church Cemetery over to a private cemetery maintenance company. In 2007, it became the site of a large immigration scandal when upwards of 130 men of South and Central American descent were found living inside the cemetery grounds. After a series of related crimes, such as theft and sexual assault, local North Bergen police prioritized monitoring the cemetery to help prevent similar crimes in the future. Garbage and clutter from this period of occupation by the homeless is still present in the cemetery today (The Hudson Reporter, 2 September 2007; 25 September 2007).

Bibliography:

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1910 Fairchild Cemetery Manual: A Reliable Guide to the Cemeteries of the Greater New York and Vicinity. Fairchild Sons Publishing, New York

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1873 *Atlas of the State of New Jersey and the County of Hudson.* G.M. Hopkins & Co. Philadelphia, PA.

The Hudson Reporter [Hudson County, New Jersey]
2007 Dozens of Immigrants Hiding in Cemetery: Vagrants Say They Have Nowhere to Live Besides North Bergen Graveyard. 2 September. Hudson County, New Jersey.
2007 Chasing Them Away: Police Conduct Sweeps of Vagrants Living in Cemetery. 25 September. Hudson County, New Jersey.

National Board of Health
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Historic Sites #:

Bibliography (continued):

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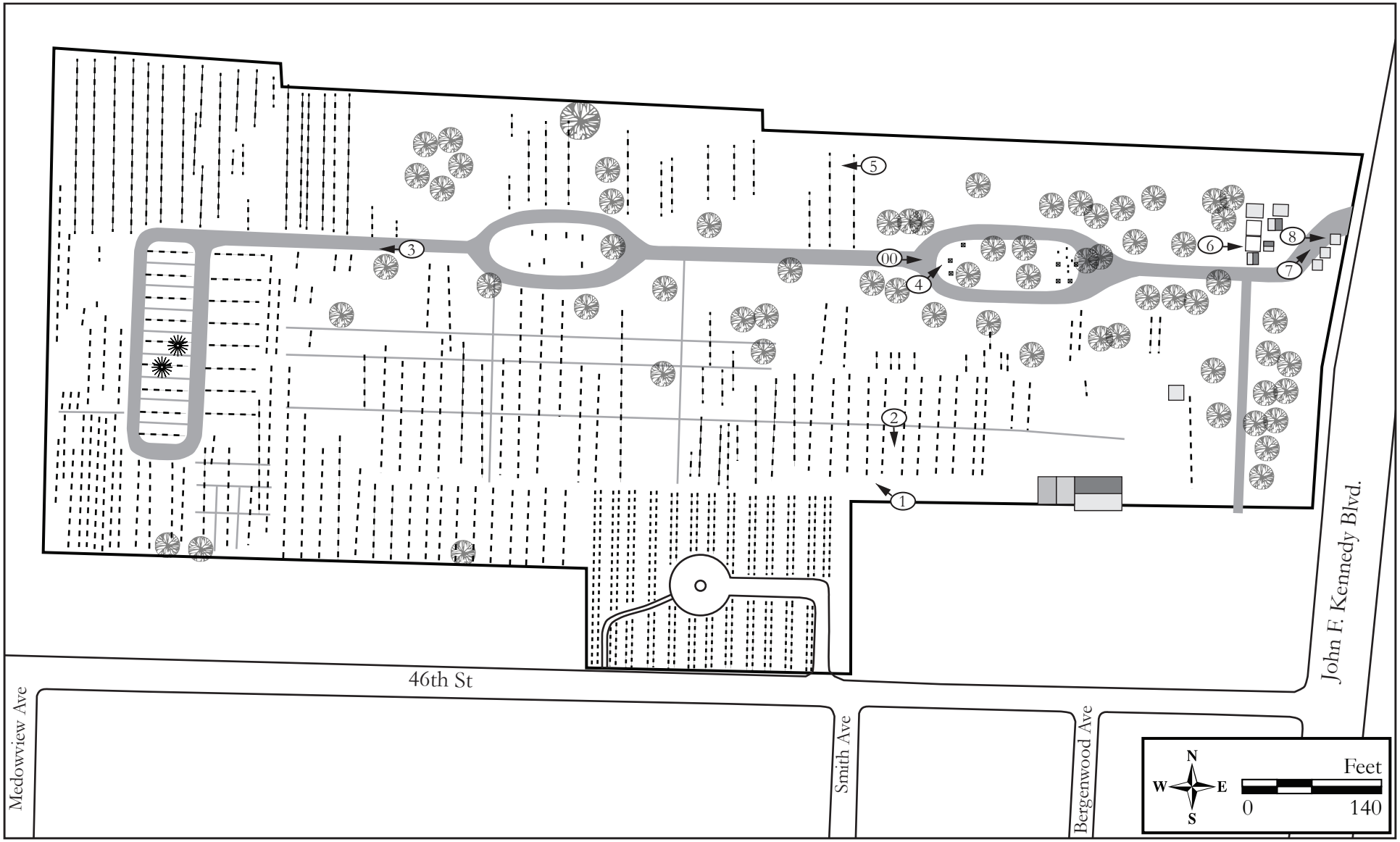
1892 *The Urn*. Louis Lange Publishing, New York.

Winfield, Charles H.
1874 History of the Country of Hudson, New Jersey: From its Earliest Settlement to the Present Time. Kennard & Hay Stationary M'fg and Print, New York.

CONTINUATION SHEET

Historic Sites #:



Site Map.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

Surveyor: Elizabeth Diker

Organization: RGA, Inc.

Date: February 2017

CONTINUATION SHEET

Historic Sites #:

Figure 1: 1873 G.M. Hopkins & Co., Atlas of the State of New Jersey and the County of Hudson. This map depicts the Grove Church Cemetery in 1873.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Elizabeth Diker
Date: February 2017
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

Plate: 1

Photo view:

Northwest

Photographer:

Kelly Wiles

Date:

January 26, 2017

View of the southeast elevation of the Caretaker's Dwelling in the Grove Church Cemetery.

Plate: 2

Photo view:

Southwest

Photographer:

Kelly Wiles

Date:

January 26, 2017

View of the northwest elevation of the Caretaker's Dwelling in the Grove Church Cemetery.

CONTINUATION SHEET

Historic Sites #:

Plate: 3

Photo view:

Northwest

Photographer:

Kelly Wiles

Date:

January 26, 2017

Overview of the southern half of the Grove Church Cemetery with a view of the central, paved road.

Plate: 4

Photo view:

Northeast

Photographer:

Kelly Wiles

Date:

January 26, 2017

Overview of the northeast portion of the Grove Church Cemetery.

CONTINUATION SHEET

Historic Sites #:

Plate: 5

Photo view:

West

Photographer:

Kelly Wiles

Date:

January 26, 2017

View of the northeast portion of the Grove Church Cemetery.

Plate: 6

Photo view:

Northeast

Photographer:

Kelly Wiles

Date:

January 26, 2017

View of receiving vaults located in the northeast portion of the Grove Church Cemetery.

CONTINUATION SHEET

Historic Sites #:

Plate: 7

Photo view:

Northeast

Photographer:

Kelly Wiles

Date:

January 26, 2017

View of the main entrance of the Grove Church Cemetery located on John F. Kennedy Boulevard.

Plate: 8

Photo view:

East

Photographer:

Kelly Wiles

Date:

January 26, 2017

Detail of the Greek Revival style funerary monument of Robert Simon located in the northeast corner of the Grove Church Cemetery near the entrance to John F. Kennedy Boulevard.

ATTACHMENT E: DOCUMENTATION FOR REEVALUATED ELIGIBLE AND LISTED RESOURCES – PROJECT COMPONENT G

BASE SURVEY FORM

Historic Sites #:

Property Name: L.O. Koven & Bro. Inc. Sheet Iron and Plate Steel Works

Street Address: *Street #:* 100 *(Low)* _____ *(High)* *Apartment #:* _____ *(Low)* _____ *(High)*

Prefix: _____ *Street Name:* Paterson Plank *Suffix:* _____ *Type:* RD

County(s): Hudson **Zip Code:** 07307

Municipality(s): City of Jersey City **Block(s):** 751

Local Place Name(s): _____ **Lot(s):** G

Ownership: Private **USGS Quad(s):** Jersey City, NJ-NY

Description:

The L.O. Koven & Bro. Inc. Sheet Iron and Plate Steel Works building was constructed in 1906 as three attached, steel- and wood-framed buildings that ranged in height from two to three stories. In 2007, the buildings were extensively rebuilt and converted into residential units, which included the addition of three upper floors, a new roof, and the replacement of all original window sashes and doors. The modern L-shaped building is sited on a triangular lot with its primary elevation facing south towards the base of Mountain Road. There is an interior courtyard located adjacent to the west elevation. The renovated building now stands five stories high and has an exterior brick envelop laid in a common bond which was resurfaced during the 2007 renovations. The flat roof is sheathed in corrugated metal and is crowded by satellite dishes and other similar modern equipment. The roof is accented by a plain, steel cornice. *See Continuation Sheet*

Registration and Status Dates:

National Historic Landmark: _____ SHPO Opinion: 2/28/1991

National Register: _____ Local Designation: _____

New Jersey Register: _____ Other Designation: _____

Determination of Eligibility: _____ Other Designation Date: _____

Photograph:

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM

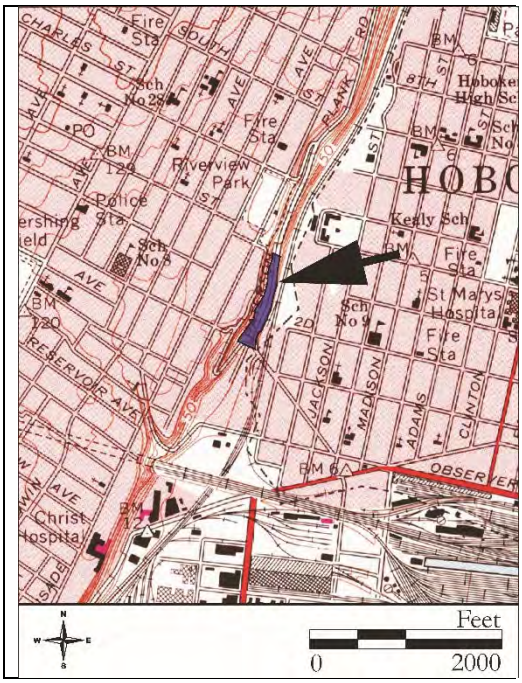
Surveyor: Elizabeth Diker Date: February 2017

Organization: RGA, Inc.

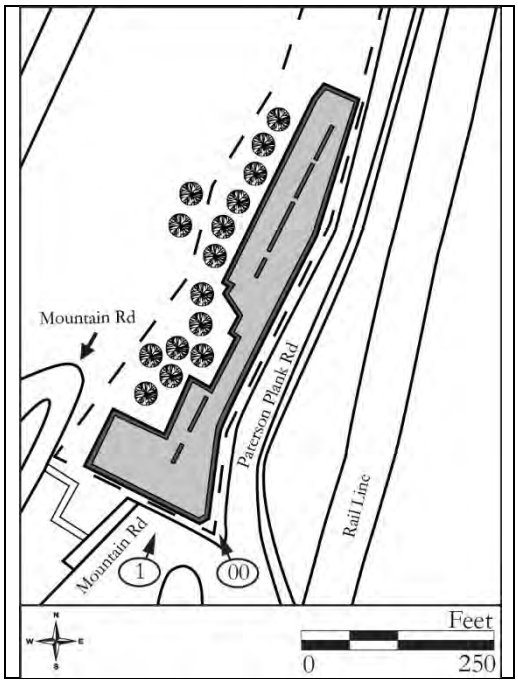
BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources:
See Continuation Sheet

Additional Information:
The L.O. Koven & Bro. Inc. Sheet Iron and Plate Steel Works, located at 100 Paterson Plank Road, was included in a 1985, Phase 2 Survey of Ward E in Jersey City conducted by Mary B. Dierickx Architectural Preservation Consultants. It received a New Jersey Historic Preservation Office Opinion of Eligibility on 2/28/1991 for its significance as an excellent example of the industrial vernacular style (Criterion C).

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: _____ Building _____ Landscape _____ Farm
_____ Bridge 1 Industry

Within Historic District? ☐ Yes ☒ No **Historic District Name:** _____

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No
(Known or potential Sites – if yes, please describe briefly)

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Elizabeth Diker Date: February 2017
Organization: RGA, Inc.

INDUSTRY ATTACHMENT

Historic Sites #:

Common Name: The Cliffs

Historic Name: L.O. Koven & Bro. Inc. Sheet Iron and Plate Steel Works

Present Use: Commercial Activity- Office Activity- Private Business; Industrial Activity- Light Industrial

Historic Industry: Industrial Activity- Heavy Industrial; Industrial Activity- Heavy Goods Handling and Processing

Building ID: L.O. Koven & Bro. Inc. Sheet Iron and Plate Steel Works

Construction Date: Circa 1906 **Source:** Plumbers Trade Journal 1907

Alteration Date(s): 2007 **Source:** MacAllen 2006

Architect: Unknown **Physical Condition:** Fair

Builder: Unknown **Remaining Historic Fabric:** High

Style: Industrial Vernacular **Length:** N/A **Stories:** 5

Width: N/A **Bays:** N/A

Exterior Finish Materials: Brick, Common Bond

Foundation Materials: Unknown

Structural System: Brick **Roof System:**

Roof Finish Materials: Corrugated Metal

Equipment/Machinery: Unknown

Transportation Links: New Jersey Junction Railroad; West Shore Railroad

Exterior Description:
See Base Survey Form

Interior Description:
Not accessible.

Setting:
The L.O. Koven & Bro. Inc. Sheet Iron and Plate Steel Works at 100 Paterson Plank Road is an L-shaped building located in an industrial area of the City of Jersey City, Hudson County, New Jersey. The building is sited on a triangular lot (Block751, Lot G) with its primary elevation facing Mountain Road to the south. Paterson Plank Road bounds the parcel to the east, and the southern end of the Palisade escarpment lies to the west. The NJ Transit Hudson-Bergen Light Rail tracks stemming from the 2nd Street Light Rail Station are located across Paterson Plank Road to the east.

ELIGIBILITY WORKSHEET

Historic Sites #:

History:
See Continuation Sheet

Significance:
The L.O. Koven & Bro. Inc. Sheet Iron and Plate Steel Works is historically significant as an early twentieth century industrial-style building. The Sheet Iron and Plate Steel Works was originally part of a larger complex of industrial buildings built by L.O. Koven & Bro. Inc. dating from 1890 to 1915. L.O. Koven & Bro. Inc. received prestigious military defense contracts during World War II and private contracts from General Motors, among others, during the mid-twentieth century to produce specialized industrial equipment. Their innovative production methods utilized electricity to power machines in order to quickly produce large quantities of goods.

Eligibility for New Jersey and National Registers: ☐ Yes ☒ No **National Register Criteria:** ☐ A ☐ B ☐ C ☐ D

Level of Significance ☒ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility:
See Continuation Sheet

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:

Narrative Boundary Description:
N/A

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Elizabeth Diker Date: February 2017
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

Description (continued):

The south elevation measures 20 bays wide as defined by brick piers with plain stone capitals. The brick piers are original architectural elements retained during the 2007 renovations; however, the original plain stone capitals were replaced in-kind with similar plain capitals using concrete. The fenestration at ground level differs from that of the upper four stories due to the presence of three uncovered modern garage door bays sheltered by grids of steel beams, functioning as awnings, secured to the building by metal trusses. Windows on the south elevation include six-over-six and eight-over-eight arched brick sash windows with cement lintels and sills. The original multi-paned casement windows located on the south elevation were removed when the building was renovated in 2007. A corbelled belt course runs between the second and third floors of the south elevation and partially extends to the east elevation.

The southeast corner of the L-shaped building was entirely removed and rebuilt in 2007. Originally, this corner was pierced by an entry door, but now consists of a single, corner bay of double, four-over-four sash windows separated between floors by white plaster blocks. The uppermost window is accented by a rounded, segmental brick arch. On the roof above the corner bay at the southeast corner extends a small, shed-roof addition that serves to provide roof access. Also at this central, corner bay is a dedication stone that reads the name of the residential complex and significant dates related to the building.

The elongated east elevation is separated into two, distinct sections based on the curvature of the building's footprint and is further evidenced by the changing materials and fenestration pattern. When built in 1906, the east elevation originally consisted of three buildings which were attached to each other but were combined into one building footprint during the building's renovation in 2007. An advertising panel for "The Cliffs," the building's new name, is located on the third bay from the southeast corner on the ground floor of the east elevation. The advertisement is accented by a metal lintel with carved floral accents, an original architectural element from the building's 1906 construction.

The fenestration on the southern portion of the east elevation is similar to the fenestration described on the south elevation of the building for the second, third, fourth, and fifth floors. Ground floor windows have been left open to the air for ventilation and are covered by metal grates. Additionally, the ground floor fenestration is interrupted by the presence of four large, square openings shielded by metal grates and accented by metal lintels. These openings covered by grates function to provide ventilation for the first-floor parking garage. The corbeled belt course present between the second and third floors of the south elevation continues on this portion of the east elevation. Metal stars are located on several piers at the level of the second floor on the east elevation.

The fenestration of the north section of the east elevation differs from that of the south section. Each bay contains four ribbon windows separated by brick piers topped with stone capitals. This portion of the building reduces in size to four stories as a result of an increase in grade of Paterson Plank Road. The parking garage transitions to being underground in this portion of the building, as evidenced by six small ventilation openings that taper off to form the new, slightly elevated ground floor. The first bay of this portion of the building is irregular, with two bays of single windows on the first and second floors and single bays of four ribbon windows on the third through fifth floors. The first bay of the northern section of the east elevation is capped by a raised square, flat metal roof. The remaining 13 bays on this portion of the elevation are identical, with four two-over-two sash windows in each bay which are separated horizontally between floors by metal spandrels. Bays continue to be separated by original brick piers capped with modern stone capitals. A masonry belt course wraps around the second and third floors of the east elevation and a cement belt course is present at the level of the third floor. Additionally, metal sconces with glass globes dotting the entire east elevation between the first and second floor were installed during the 2007 renovation.

CONTINUATION SHEET

Historic Sites #:

Description (continued):

The northeastern corner of the east elevation features a corner unit on the fourth and fifth floors where all brick has been replaced by metal panels. Each of the four bays included in this unit have sets of three, two-over-two sash ribbon windows. The roof of this corner unit is capped by a raised metal square with truncated windows and an overhanging metal eave.

The fenestration of the north elevation continues from the north side of the east elevation. Also on the north elevation are a metal door and three small ventilation openings. There is a small, paved parking lot located adjacent to the north elevation of the building. The parking lot is separated from Paterson Plank Road by an iron fence with incremental brick piers that serve as bases to streetlights with glass globes. Landscaping is minimal for this recently converted industrial building, with only a few young trees and shrubs located along the eastern elevation. A metal guard rail that protects the building from traffic on Paterson Plank Road runs along the east elevation of the building.

History:

Hope, Koven Company was established in 1881 by partners William Koven and Theodore Hope. The company began in New York but in the early twentieth century moved its operations to New Jersey in search of more space and better access to transportation routes. The Koven product line began with galvanized range boilers and expanded into sheet iron and steel work. In the early twentieth century, the firm began taking work contracts with ship builders which lead to multiple defense contracts with the U.S. Government during World War II to produce ship tanks. In 1912, the business is listed as producing three major products and, in 1915, this number increased to 10. Additionally, in 1915, the company employed 275 workers which increased to 330 by 1918 (The Industrial Directory of New Jersey 1912., 1915, 1918).

In 1897, the original partners retired and William Koven bought out his partner's interests to allow his sons, Ludolph Koven and Gustav Koven, to succeed him in running the business. Under the management of Ludolph and Gustav, the company gained national acclaim for their efficient and reliable production of specialized equipment using electrical power. In order to produce such specialized equipment, engineers consulted with clients to collect data and create measured drawings (Plumbers Trade Journal 1907). In the mid-twentieth century, the company formed lucrative contracts with General Motors. (Bailey 1924).

The L.O. Koven & Bro. Inc. Sheet Iron and Plate Steel Works originally consisted of multiple buildings ranging in height from two to three stories, as illustrated on the Hopkins 1928 Map of Jersey City (Hopkins 1928; Figure 1). This map shows the complex consisting of two brick and three frame building fronting Mountain Road and Paterson Plank Road (Block 751; Lot G). Overall, this complex is listed on the 1928 Hopkins Map as the L.O. Koven & Bro. Galvanized Range and Boiler Works. Another depiction of this multi-building complex is a line drawing on the cover of company's 1943 Plumbers Handbook of Koven Products (1943 Plumbers' Handbook; Figure 2).

One building located in the L.O. Koven & Bros. Galvanized Range and Boiler Works, also known as the Sheet Iron and Plate Steel Works, was the Boiler Works. In 1906, an article in the *Jersey Journal* describes the building as a two-story, brick building measuring 55 feet by 87 feet and fronting Paterson Plank Road. It was made of fireproof mill construction in accordance with the Board of Fire Underwriters, which afforded the firm certain tax deductions. This meant that the building had heavy masonry walls, timbers, and plank floors. The Boiler Works was powered by electricity, including multiple state-of-the-art elevators. All L.O. Koven & Bro. buildings, including the Boiler Works, were equipped with telephone lines to connect the shipping and drafting departments. The roof of the building was set with large, glass lights to allow the workers to work with natural light, especially useful for drafting. Additional

CONTINUATION SHEET

Historic Sites #:

History (continued):

accommodations of the building included hot water, heat, and wash rooms with modern appliances. In 1909, L.O. Koven & Bro. Inc. received a large permit to add a two-story brick addition to the Boiler Works on Paterson Plank Road at the cost of $28,000 (Plumbers Trade Journal 1907). The industrial complex that L.O. Koven & Brother Inc. created was so expansive that they were able to lease space to other companies, such as the Caspar Oil Corporation (The Jersey Journal [JJ], 15 May 1930).

The mid-twentieth century was marked by strikes and downsizing for L.O. Koven & Bro. Inc. In 1941, over 400 production employees staged a strike that lasted weeks and tied up over $1,000,000 in government defense contracts. Negotiations between union representatives from the International Brotherhood of Boilermakers and management met multiple times and ultimately a wage increase was granted (JJ, 14 August 1941). L.O. Koven & Bro. Inc. was cited in a 1955 article in the *Jersey Journal* as being a major reason for Hoboken's "phenomenal industrial success" (JJ, 25 March 1955). The same article also notes that the company had only 60 workers in its employ at that time. This workforce reduction did not stop lucrative contracts with companies such as Lipton Tea, Keuffel and Edder, and the Lackawanna Railroad from coming in (JJ, 25 March 1955).

In 1959, management of L.O. Koven & Bro. Inc. sold their Jersey City plant and moved remaining operations to Dover, New Jersey. The company sold five buildings with a cumulative total of 148,000 square feet of space to the industrial division of the George J. Wolf Realty Company (The New York Times, 16 December 1961). In 1962, a one-story reinforced concrete, brick, and steel structure at the northwest corner of Franklin Street and Paterson Plank Road was sold to Franklin Associated Properties, Inc. and subsequently leased to plastic manufacturing company Fiber Flex Co., Inc. (JJ, 12 January 1962).

The L.O. Koven & Bro. Inc. Sheet Iron and Plank Steel Works, located at 100 Paterson Plank Road, was converted into luxury residential units called The Cliffs after being purchased by Brass Works Urban Renewal, LLC in 2007. Based on photographs of the building during construction the only original historic fabric that remains is the brick façade of the first and second floors, metal stars located on brick piers, a metal lintel, and cement window sills. Three stories were added on top of the historic, brick lower stories and all windows were replaced (MacAllen 2007).

Justification of Eligibility/ Ineligibility:

The L.O. Koven & Bro. Inc. Sheet Iron and Plate Steel Works received a New Jersey Historic Preservation Office Opinion of Eligibility (NJHPO Opinion) on February 28, 1991 for listing on the National Register of Historic Places (NRHP) under Criterion C for its significance in the area of architecture. The NJHPO Opinion cited the building as being both an excellent example of the industrial vernacular style and as part of an integrated and well-preserved group of industrial buildings dating from the period 1890 to 1915, and which are associated with L.O. Koven & Bro. Inc. In 2007, the L.O. Koven & Bro. Inc. Sheet Iron and Plate Steel Works was extensively renovated and converted for use as a multi-unit residential development. The 2007 renovations resulted in the demolition of most of the L.O. Koven & Bro. Inc. Sheet Iron and Plate Steel Works. The only remaining original architectural elements include partial masonry walls fronting Hope Street and Paterson Plank Road (MacAllen 2006; Figure 3). The substantial insensitive modifications made during the building's 2007 conversion denigrate the building's overall integrity in terms of design, workmanship, materials, setting, and feeling. For these reasons, the L.O. Koven & Bro. Inc. Sheet Iron and Plate Steel Works no longer retains the integrity necessary to qualify it for listing in the NRHP under Criterion C.

CONTINUATION SHEET

Historic Sites #:

Bibliography:

Bailey, Walter F.
1924 A Million Dollar Tank Factory: Where Boat Tanks Are Turned Out by Hundreds with all the Economy of Quantity Production. *Motor Boating* 33(5): 47-50.

Hopkins, G.M., Co.
1928 *Plat Book of Jersey City and Bayonne, Hudson County, New Jersey*. G.M. Hopkins Co., Philadelphia, New Jersey.

Ian MacAllen
2006 New Yorks Sixth. Electronic document, http://www.newyorkssixth.com/newyorkssixthphotoblog/labels/The%2520Cliffs.html, accessed February 13, 2017.

The Jersey Journal (JJ) [Jersey City, New Jersey]
1906 Kovens' New Factory and Power House. 11 October. Jersey City, New Jersey.
1909 Large Permits. 3 December. Jersey City, New Jersey.
1929 Kovens Battle Over Control of Business. 27 March. Jersey City, New Jersey.
1930 Oil Co. Leases Koven Building. 15 May. Jersey City, New Jersey.
1941 Plan Plane Trip to Wyoming to Settle Koven Plant Strike. 14 August. Jersey City, New Jersey.
1955 Koven Helped City's Growth. 25 March. Jersey City, New Jersey.
1962 Wolf Industrial Branch Reports Sales in J.C. 12 January 1962. Jersey City, New Jersey.

The New York Times [New York, New York]
1961 Jersey City Plant is Sold in Parcels; Deals Made for 5 Buildings on Koven's Former Site. 16 December. New York, New York.

Pennsylvania Business Corporation
2016 L.O. Koven & Brothers, Inc. Company Information. Electronic document, https://www.bizapedia.com/pa/l-o-koven-brothers-inc.html, accessed February 8, 2017

Plumbers' Trade Journal Publishing Company
1907 A Prominent New York Supply House. *The Plumbers' Trade Journal* 41: 86.

U.S. Industrial Directories
1912 "L.O. Koven & Brothers, Inc." The Industrial Directory of New Jersey for 1912. Camden, New Jersey.
1915 "L.O. Koven & Brothers, Inc." The Industrial Directory of New Jersey for 1915. Camden, New Jersey.
1918 "L.O. Koven & Brothers, Inc." The Industrial Directory of New Jersey for 1918. Camden, New Jersey.

CONTINUATION SHEET

Historic Sites #:

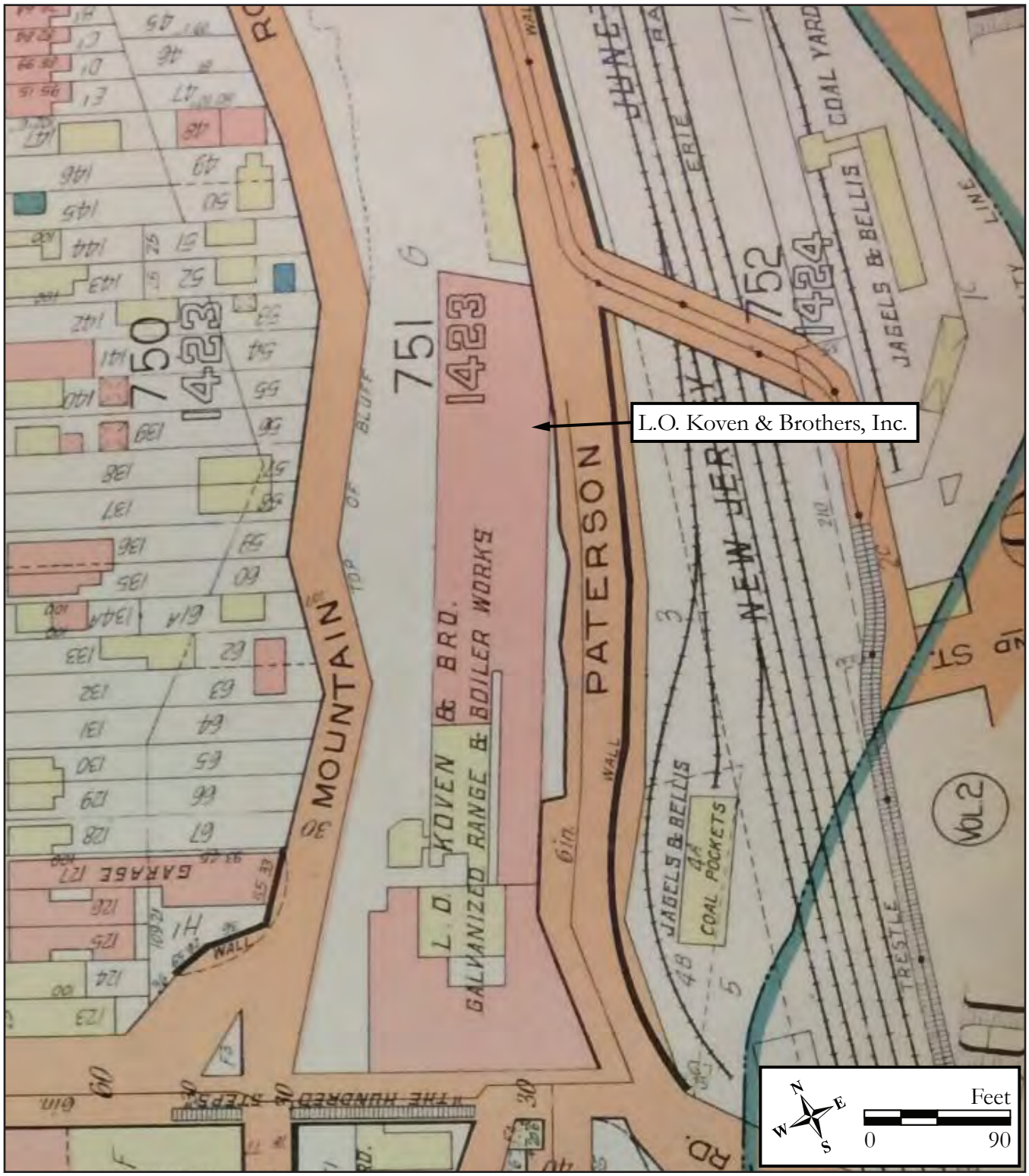


Figure 1: 1928 G.M. Hopkins & Co., Plat Book of Jersey City, Hudson Co. This map illustrates the L.O. Koven & Bros. Galvanized Range and Boiler Works, also known as the Sheet Iron and Plate Steel Works.

Survey Name: NJ TRANSITGRID TRACTION POWER SYSTEM
Surveyor: Elizabeth Diker
Organization: RGA, Inc.
Date: February 2017

CONTINUATION SHEET

Historic Sites #:

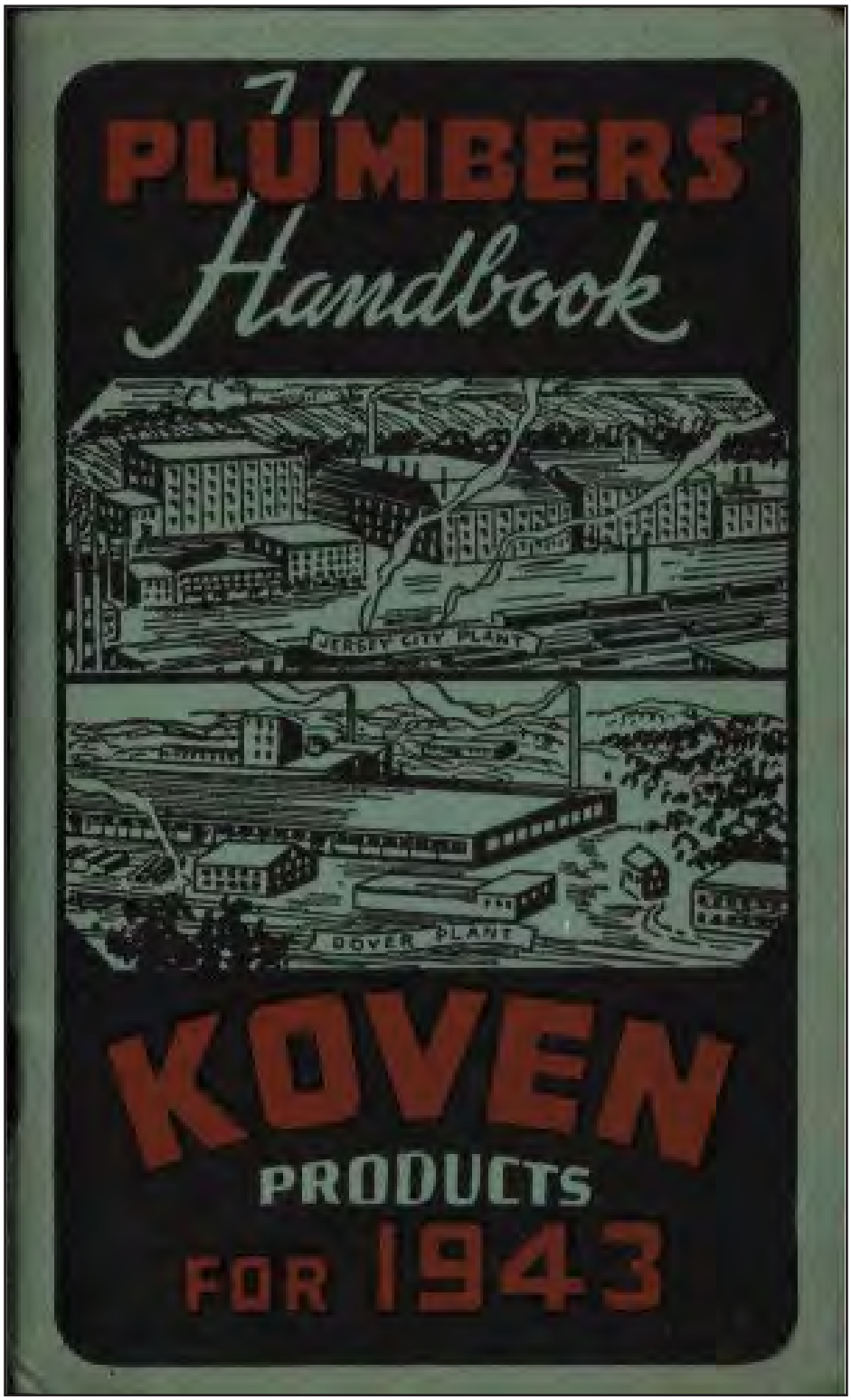


Figure 2: Plumber's Handbook: Koven Products for 1943. Collections object in The Building Technology Heritage Library of the Association for Preservation Technology International.

CONTINUATION SHEET

Historic Sites #:

Figure 3: Photograph of 100 Paterson Plank Road during 2007 renovations from the online blog of Ian MacAllen titled "New Yorks Sixth."

CONTINUATION SHEET

Historic Sites #:

Plate: 1

Photo view:

North

Photographer:

Elizabeth Diker

Date:

January 27, 2017

View of the south elevation of 100 Paterson Plank Road, historically known as the L.O. Koven & Bro. Inc. Sheet Iron and Plate Steel Works and currently functioning as residential apartment units called The Cliffs.

ATTACHMENT F: NJHPO OPINIONS FOR PREVIOUSLY KNOWN RESOURCES – PROJECT COMPONENT G

F.1

State of New Jersey

Christine Todd Whitman
Governor

Department of Environmental Protection
DIVISION OF PARKS AND FORESTRY
HISTORIC PRESERVATION OFFICE
CN-404
TRENTON, N.J. 08625-0404
TEL: (609) 292-2023
FAX: (609) 984-0578

Robert C. Shinn, Jr.
Commissioner

December 9, 1994
HPO-L94-27

Mr. David Koenig
Historic Preservation Specialist
NJTransit
One Penn Plaza East
Newark, NJ 07105-2246

Dear Mr. Koenig:

As Deputy State Historic Preservation Officer for New Jersey, in accordance with 36 CFR Part 800: Protection of Historic Properties, as published in the Federal Register on 2 September 1986 (51 FR 31115-31125), I am providing **Consultation Comments** for the following proposed undertaking:

Hudson County, Bayonne City
Hudson River Waterfront Corridor Light Rail Transit
Bayonne Extension

These comments are in reply to your letter of October 28, 1994, requesting Historic Preservation (HPO) review and comments on the architectural report for this project. It is understood that consultation regarding the identification of archaeological resources and project effects on historic properties will be initiated in the future. The reviewed report is:

"Bayonne Cultural Resource Survey, The Bayonne Extension, The Hudson River Waterfront Light Rail Transit, Bayonne, Hudson County, New Jersey," by Lynn Drobbin & Associates (October 28, 1994), plus two addenda by the same consultant.

800.4 Identifying Historic Properties

As stated in the report the Central Railroad of New Jersey Mainline Historic District was previously found eligible for listing in the National Register of Historic Places by my opinion of June 6, 1991. This opinion was further explicated in my March 9, 1994 letter to you.

As Deputy State Historic Preservation Officer, I concur with the recommendations of the report that the following eight properties are eligible for listing in the National Register of Historic Places:

1. Gates Avenue Bridge: eligible under Criterion C as on of the few remaining intact examples of a through Warren truss railroad bridge which survives with few alterations and therefore retains excellent integrity.
2. Bergoff Building, 473 Broadway: eligible under Criterion C for its decorative use of terra cotta.
3. Wigdor's Jewelers, 446 Broadway: eligible under Criterion C as an excellent and rare example of Art Moderne style storefront architecture.
4. East 19th Street Streetscape: eligible under Criterion C as a rare example of early twentieth century vernacular Mission Revival style domestic architecture as applied to an urban setting and materials.
5. East 17th Street Apartment Buildings, 21-31 East 17th Street: eligible under Criterion C. These Italianate apartment houses are an excellent example of turn of the century residential buildings constructed during the peak of Bayonne's industrial development. 25-27 East 27th Street has been previously identified as eligible for listing in the National Register of Historic Places as the George Goldman Apartment Building by my opinion of September 30, 1991.
6. Maidenform Brassiere Company Factory Building: eligible under Criterion A for its significance as the location where Ida Rosenthal's brassiere was perfected, mass-produced and - partially as a result of the daring 'I Dreamed' advertising campaign begun in 1949 - ultimately evolved into a company which is one of the largest manufacturers of brassieres in the world.
7. Bayonne Trust Company, 231 Broadway: eligible under Criterion C as an excellent example of Beaux Arts Classicism.
8. Mechanics Trust Company Building, 21 West 8th Street: eligible under Criterion C as an excellent example of Beaux Arts Classicism.

I concur with the report's recommendation that the following properties are not eligible for inclusion in the National Register of Historic Places:

1. West 8th Street Residential Historic District, 91-106 West 8th Street: these buildings do not retain the integrity necessary for eligibility.

2. Avenue A Bridge, milepost 7.08: although this bridge is part of the Central Railroad of New Jersey Mainline, recent alterations have compromised its integrity to the point that it can no longer be considered a contributing resource to the historic district.

3. HY Signal Tower: this structure no longer retains the integrity necessary for eligibility.

4. Bergen Point Brass Foundry, 155 Avenue A: does not satisfy any of the criteria for listing.

I must most respectfully disagree with the consultant's opinion that the Model Drugs Neon Sign at 361 Broadway is individually eligible for listing in the National Register of Historic Places. It is not eligible as a structure. The term 'structure' normally refers to large non-sheltering but functional constructions, such as: bridges, canals, dams, highways, kilns, and silos. As a sign attached to a building, it is not eligible as an object. Small objects not designed for a specific location are normally not eligible. Such works include transportable sculpture, furniture and other decorative arts. Therefore it must be considered in conjunction with the building to which it is attached. Based on the fact that the consultant, using professional judgement, did not choose to include the entire building in the recommendation for eligibility I must conclude that it was considered ineligible. If this assumption is incorrect, please submit information on the building for my consideration.

I cannot offer an opinion on the National Register eligibility of the ELCO boatworks at this time. It is unclear what the consultant is recommending as eligible. Please add a map that clearly delineates the boundaries of the eligible property. Please also add a clear discussion of the entire complex, followed by a clear rationale for its boundaries (i.e. why are portions of the complex eligible while others are not?).

Report Comments

In order to be accepted in final form, the following comments should be addressed:

1. Eligibility statements are cursory and insufficient; they need to be more complete. They should clearly relate the specific resource to the applied eligibility criteria. (My conclusions above were interpreted from the report's descriptions - in the interest of expediting this review).

2. Page 1 of the report is missing/blank.

3. Please clarify the boundaries of the study area. Does it extend 500 ft from the center of the alignment or its outer edge? Mapping the boundaries of the project area would be

illustrative. Please map on a USGS Quad map (or portion thereof). Please label the map with the quad name.

4. The pages in the appendix should be numbered for easy reference.

5. The street numbers cited for the East 19th Street Streetscape are inconsistent. Please resolve.

6. The report should have a conclusion.

If you have any further questions regarding this project please contact Andrea Tingey (architecture) or Mike Gregg (archaeology) of my staff at (609-292-2023). Thank you.

Sincerely,

James F. Hall
Deputy State Historic
Preservation Officer

JH:AT
C:\wpwin\95-268

F.2

HS-J75-04

STATE OF NEW JERSEY
DEPARTMENT OF ENVIRONMENTAL PROTECTION
DAVID J. BARDIN, COMMISSIONER
P.O. BOX 1390
TRENTON, N.J. 08625
609-292-2885

signed
10/1/75

Mr. Maurice Arnold
Regional Director
Bureau of Outdoor Recreation
Northeast Regional Office
Federal Office Building, Room 9510
600 Arch Street
Philadelphia, Pennsylvania 19106

Dear Mr. Arnold:

As State Historic Preservation Officer for New Jersey, in accordance with procedure for the protection of properties on the National Register of Historic Places as outlined in the Federal Register, Tuesday, February 4, 1975 (Vol. 40, No.24), I am attaching additional consultation comments for the Liberty Park Land Acquisition, Jersey City, Hudson County, New Jersey.

If you have any questions after reviewing the attached comment sheets, please feel free to contact the historic sites staff in this department at (609) 292-2023.

Faithfully,

ORIGINAL SIGNED BY
DAVID J. BARDIN
COMMISSIONER OF ENVIRONMENTAL PROTECTION

David J. Bardin
State Historic Preservation Officer

Enclosures

cc: Advisory Council
Office of Environmental Review, DEP
Col. McCabe
R. Geddes

100% Recycled

NEW JERSEY STATE HISTORIC PRESERVATION OFFICE

David J. Bardin, Commissioner
Department of Environmental Protection
Box 1390
Trenton, New Jersey 08625

ADVISORY COUNCIL ON HISTORIC PRESERVATION

Section 106: SHPO Consultation and Comments (36 CFR 800)

Project Title: Liberty Park Land Acquisition
Jersey City
Hudson County, New Jersey

Federal Agency: Mr. Maurice Arnold
Regional Director, Bureau of Outdoor Recreation
Northeast Regional Office, Federal Office Building, Room 9510
600 Arch Street
Philadelphia, Pennsylvania 19106

I. 800.4 (a)

Architectural/Historical:

SHPO and staff in consultation with the Office of Environmental Review have identified six (6) historic properties on the National Register or eligible for inclusion on the Register within the area of the undertaking's potential environmental impact.

The Morris Canal basin, at the northern terminus of the development, is on the State and National Registers of Historic Places.

In addition, the Jersey City Central Railroad Terminal is within the proposed park complex. The railroad station and attached ferry buildings were just recently entered into the National Register of Historic Places.

Other historic sites in the immediate area are the Statue of Liberty National Monument (including Ellis Island), which is a National Historic Landmark property owned by the National Park Service and the Black Tom area at the southern end of the proposed park.

The Black Tom site was a large powder depot during WW I which exploded near the end of the war. While most of the powder depot was destroyed by the WW I detonation, buildings related to the factory may be extant and sections of the site may be eligible for the National Register.

The final eligible site is located at the base of the New Jersey Turnpike at Phillip Street and was the roundhouse for the Central Railroad of New Jersey, built circa 1910.

Archeological:

We have checked our files and found that a systematic survey of archeological resources in the proposed Liberty Park area has never been done. SHPO cannot give an opinion on archeological resources potentially eligible for inclusion in the National Register until such a survey has been done.

II. 800.4 (b)

Architectural/Historical:

SHPO is of the opinion that the acquisition will have no effect upon the cultural resources in Liberty Park. (Morris Canal, Central Railroad Terminal and the Black Tom site.)

The SHPO also feel that acquisition will have no effect on the Statue of Liberty National Monument or the roundhouse of the Central Railroad of New Jersey (outside of the proposed Liberty Park Development).

Archeological:

SHPO cannot give an opinion - see 800.4 (a) - Archeological - above.

III. 800.4 (c-e)

Architectural/Historical:

N/A

Archeological:

SHPO cannot comment at this time - see 800.4 (a) above.

Additional Comments:

While acquisition of the Liberty Park property will have no direct impact on cultural resources -- i.e. architectural, historical or archeological -- the proposed development may.

The preliminary park development proposals indicate that there may be an effect on the aforementioned cultural resources.

The Morris Canal Basin and the Central Railroad Terminal will be professionally restored and a careful documentary and physical study will be conducted relative to the Black Tom Powder Depot which will maintain existing segments of the site.

The roundhouse, currently privately owned will not be adversely by the proposals. Its survival, however, is in doubt due to other factors.

The effect on the Statue of Liberty National Monument will not be adverse. Conversely, it will be beneficial as the urban park most likely will increase visitation to the Statue of Liberty, improve the harbor aesthetically and perhaps encourage National Park Service to rehabilitate Ellis Island.

F.3

State of New Jersey
Department of Environmental Protection and Energy
Natural and Historic Resources
Division of Parks and Forestry
Office of New Jersey Heritage
CN 404
Trenton, NJ 08625-0404
Tel. # 609-292-2023
Fax. # 609-292-8115

Scott A. Weiner
Commissioner

James F. Hall
Assistant Commissioner

ONJH-L91-4
February 28, 1991

Ms. Chitra R. Radin
Project Manager
New Jersey Transit
Hudson River Waterfront Transportation
2 Journal Square Plaza, 8th Floor
Jersey City, New Jersey 07306

Dear Ms. Radin:

The Office of New Jersey Heritage (ONJH) has received the November draft of Chapters 3 and 5 of the Draft Environmental Impact Statement (DEIS) prepared for the proposed Hudson River Waterfront Alternatives Analysis. I understand that these comments will be incorporated into the final version of the EIS. Therefore, as Deputy State Historic Preservation Officer for New Jersey, in accordance with 36 C.F.R. Part 800: Protection of Historic Properties, as published in the Federal Register 2 September 1986 (51, 169, 31115-31125), I am providing preliminary Consultation Comments for the project:

Counties of Hudson and Bergen
Hudson River Waterfront Corridor
Alternatives Analysis Draft EIS
New Jersey Transit
Urban Mass Transportation Administration

800.4 Identifying Historic Properties

Architecture

I have reviewed the draft EIS chapters mentioned above and a report, Hudson River Waterfront AA/DEIS, Historic Architectural Resources Background Study, Draft 10/14, by Sullebarger Associates.

The following properties listed on the National Register of Historic Places are within the project's immediate impact

ea, as noted in Table 1 (p.vii) of the Background Study and
Section 3.8.4 (a), (p.3-157) of the DEIS:

Erie-Lackawanna Railroad and Ferry Terminal	One Observer Highway, Hoboken
Jersey City (William Dickinson) High School	Two Palisade Avenue, Jersey City
Paulus Hook Historic District and Extension	Jersey City
Van Vorst Park Historic District and Extension	Jersey City

Based on the information and conclusions of the Background Study, I am of the opinion, as Deputy State Historic Preservation Officer, that the following properties are eligible for the National Register and are within the project's immediate impact area, as noted in Table 1 (pp. vii to ix) of the Background Study and Section 3.8.4(b), (pp.3-157 to 3-166) of the DEIS:

West Shore Railroad Tunnel	Weehawken/North Bergen
Lincoln Tunnel Entrance and Ventilation Buildings	Weehawken
Former Elevator Supply and Repair Company	Hoboken
Central Hoboken Historic District	Hoboken
Stevens Historic District	Hoboken
Southern Hoboken Historic District	Hoboken
L.O. Koven and Brothers Sheet Iron and Plate Steel Works	Paterson Plank Road, Jersey City
Holbrook Manufacturing Co.	319 Coles Street, Jersey City
American Railway Express Building	262 Brunswick Street, Jersey City
Public School No.5	182-196 Merseles Street, Jersey City

Warehouse Historic District	Jersey City
PATH Train Repair Shed	Marin Boulevard, Jersey City
PATH Exchange Place Station Entrance (2)	14-16 Exchange Place, Jersey City
One Exchange Place (Bank Building)	Jersey City
Former Candy Factory	374-378 Westside/ 346-370 Clarvemont St., Jersey City
Public School No.5	Avenue F & 30th Street, Bayonne
Mount Carmel Historic District	22nd Street, Bayonne

Based on the information and evaluation contained in the Background Study, I am of the opinion as Deputy State Historic Preservation Officer, that the Central Railroad bridge over Communipaw Avenue is eligible for the National Register of Historic Places under Criteria A and C. It is visually prominent, is one of the most significant, contributing structures along the Central Railroad corridor, and has a strong visual and historical association with the Central Railroad Terminal and yards.

As Deputy State Historic Preservation Officer, I am of the opinion that the properties listed below are also eligible for the National Register of Historic Places and may be within the project's area of impact. My opinion is based on the descriptions and comparative evaluations of significance found in the applicable Phase 2 Ward Surveys of Jersey City, done in 1985 and 1986, and referenced in the Background Study. These properties are identified as "not eligible" in the Background Study (p.52) on the basis of a simple assertion repeated for each property: "lack of individual significance". Unfortunately no facts, points of discussion, or arguments are adduced for the above assertions. On the other hand, the Background Study's recent photographs, combined with the thoughtful analyses found in the Phase 2 surveys, provide sufficient evidence and justification for my findings of eligibility. The additional eligible properties are:

269-71 Ogden Avenue	Jersey City
268-72 Ogden Avenue	Jersey City

153 Ogden Avenue	Jersey City
108-110 Ogden Avenue	Jersey City
104-110 Palisade Avenue	Jersey City
74 Palisade Avenue	Jersey City

I also request that your architectural historian re-evaluate the eligibility of 287 Communipaw Avenue, Jersey City, with regard to whether the alterations (synthetic panning on roof eaves and porch valences) have permanently damaged or destroyed significant, original details, such as roof brackets, or have just covered over such features, in which case eligibility would still be likely.

Archaeological Resources

The Morris Canal Historic District, listed on the National Register of Historic Places in 1974, is within the project area. A discussion of the listed and identified eligible historic archaeological resources that are not associated with above ground historic districts should be included in Chapters 3 and 5 of the EIS where appropriate.

The identification of other eligible archaeological resources in the project area will be conducted at later stages of the proposed project. Chapter 3 (rather than Chapter 5) of the EIS should include a discussion of methodology to be employed in the identification of these resources, including the use of deep test trenches where appropriate.

800.5 Assessing Effects

Architecture

As Deputy State Historic Preservation Officer I concur with the findings of adverse effect summarized in Section 5. 9. 4(a), as follows:

- Erie-Lackawanna (Hoboken) Terminal -- Alternatives III, IV, VII, and VIII (effects on the design and setting of the terminal, and particularly on the terminal's train sheds; demolition of the Records Building, a contributing element, for all alternatives except Alternative VII; possible effects from vibration during construction).

- Southern Hoboken Historic District -- Alternatives III, IV, VII, and VIII (effects resulting from the effects on the Erie-Lackawanna Terminal, a major element within the district).

- L.O. Koven and Brothers Works -- Alternatives III through VIII (possible effects from vibration during construction).

- Holbrook Manufacturing Company -- Alternatives V and VI (possible effects from vibration during construction).

- Warehouse Historic District -- Alternatives III through VII (possible effects from vibration during construction).

- PATH Train Repair Shed -- Alternatives III through VIII (acquisition and transfer of property from the site for additional right-of-way).

- PATH Exchange Place Station Entrance -- Alternative VIII (visual, audible, and atmospheric effects during construction and operations).

- One Exchange Place -- Alternative VIII (visual, audible and atmospheric effects during construction and operations).

- Central Railroad, Parker-Truss Bridge at Communipaw Avenue -- All alternatives (demolition of the bridge).

I am especially concerned about the adverse effects on the Erie-Lackawanna Terminal and the Communipaw Avenue Bridge.

I request that your architectural historican assess the potential for effects and adverse effects on the additional properties (including 287 Communipaw Avenue) that I identified as eligible earlier in the letter.

Archaeological Resources

The effects of the project on archaeological resources will be assessed when the identification of eligible archaeological resources is completed. Please include "preservation in place" as an explicit mitigation measure within Chapter 5.

Additional Comments

Please ensure that there is a full evaluation of effects on all of the above-mentioned eligible properties in your pending analysis of the newly proposed Alternate IX. Since this alternative is being considered a "more optimal solution", I would expect that the relative impact on historic properties be given equal weight among all other considered factors.

If there are any questions or if you wish to discuss the above comments, please do not hesitate to contact C. Terry Pfoutz (architecture) or Pam Stephenson (archaeology) of my staff at (609) 984-0140.

Sincerely,

James F. Hall
Deputy State Historic
Preservation Officer

JFH:vs

c: David Koenig, NJTransit
Larry Schmidt, DEPE
UMTA, Region II

Disk#4A:\92176, 92362

F.4

State of New Jersey

Christine Todd Whitman
Governor

Department of Environmental Protection
DIVISION OF PARKS AND FORESTRY
HISTORIC PRESERVATION OFFICE
CN-404
TRENTON, N.J. 08625-0404
TEL: (609) 292-2023
FAX: (609) 984-0578

Robert C. Shinn, Jr.
Commissioner

February 17, 1995
HPO-B95-50

Mr. David Koenig
Historic Preservation Specialist
NJ Transit
One Penn Plaza East
Newark, NJ 07105-2246

Dear Mr. Koenig:

As Deputy State Historic Preservation Officer for New Jersey, in accordance with 36 CFR Part 800: Protection of Historic Properties, as published in the Federal Register on 2 September 1986 (51 FR 31115-31125), I am providing **Consultation Comments** for the following proposed undertaking:

Bergen and Hudson Counties, Ridgefield Borough, North Bergen Township, West New York Town, Union City, Weehawken Township, Hoboken City, Jersey City, Bayonne City Hudson River Waterfront Corridor Light Rail Transit

These comments are in reply to your letter of January 6, 1995, requesting Historic Preservation (HPO) review and comments on the architectural report for this project. It is understood that consultation regarding the identification of archaeological resources and project effects on historic properties will be initiated in the future. The reviewed report is:

"NJ Transit, Hudson River Waterfront Corridor Light Rail Transit, Final Environmental Impact Statement, Historic Architectural Resources Background Study," by Lynn Drobbin & Associates (January 6, 1995), plus two addenda by the same consultant.

The above report refers to a previously submitted report which was also consulted. That report is:

"New Jersey Transit, Hudson River Waterfront AA/DEIS, Historic Architectural Resources Background Study," by Sullebarger Associates (October 14, 1991).

800.4 Identifying Historic Properties

As Deputy State Historic Preservation Officer for New Jersey, it is my opinion that the following properties are **eligible** for listing in the National Register of Historic Places:

(1) Lower Bergenline/Broadway Historic District, (including portions of Bergenline, Palisade, Hudson, and 54th Streets), North Bergen Township, Hudson County: This historic district is eligible under Criterion C as an excellent and basically intact representative of an early twentieth century urban neighborhood. My opinion is based on the 1992 municipal survey and the report. My boundaries are in accordance with the revised boundaries delineated in the reviewed report.

(2) Bergenline Avenue Commercial Historic District, Bergenline Avenue from 47th Street to 32nd Street, Union City, Hudson County: This historic district is eligible under Criteria A and C for its associations with and its physical representation of the evolution of Union City's commercial development.

(3) Masonic Temple, 4613 Cottage Street, Union City, Hudson County: This building is eligible under Criterion C as an excellent example of the Neo-Classic style dating from Union City's heyday.

(4) NJ 495 Viaduct over Baldwin Avenue and Conrail (Structure 3800031), Weehawken Township, Hudson County: This structure is eligible under Criterion C as an innovative engineering solution to building a highway with limited access and through a congested area. It is an original element of the major transportation artery, commonly know as the Helix, built 1938-1939 to serve as a main approach to the Lincoln Tunnel.

(5) King's Bluff Historic District, (King Avenue, Hamilton Avenue, Bellevue Street, Kingswood Road and King's Bluff Road), Weehawken Township, Hudson County: This historic district is eligible under Criterion C as an intact example of an early twentieth century residential neighborhood. It contains examples of the Colonial Revival, Tudor Revival and Arts and Crafts styles.

(6) Gregory-Highpoint Historic District, (Gregory Avenue, Highpoint Avenue, Lincoln Place, Zerman Place), Weehawken Township, Hudson County: This historic district, characterized by brick Renaissance Revival rowhouses, is eligible under Criterion C as an example of an early twentieth century residential neighborhood.

(7) Public School #5, Clinton and Second Streets, Hoboken City, Hudson County: This school building is eligible under Criterion C for its architectural style. This building exhibits elements of both the Romanesque Revival and Second Empire styles. My opinion is based on the reviewed report as well as the previously submitted 1991 draft architectural survey.

(8) Public School #7, 80 Park Avenue, Hoboken City, Hudson County: This school building is eligible under Criterion C as an excellent example of the Italian Renaissance Revival style. My opinion is based on the reviewed report as well as the previously reviewed 1991 draft architectural survey.

(9) The Commercial Trust Company Bank, 15 Exchange Place, Jersey City, Hudson County: This building is eligible under Criterion A for its associations with the peak of the city's commercial waterfront development, and under Criterion C as an excellent example of an early twentieth century skyscraper.

(10) Ocean Avenue over Conrail Bridge (Structure 0950163), Jersey City, Hudson County: This wrought iron, open web, deck girder bridge is eligible under Criterion C as an intact example of a once common bridge type, few of which survive today.

(11) Bergen Avenue over Conrail Bridge (Structure 0900011), Jersey City, Hudson County: This wrought iron, open web, deck girder bridge is eligible under Criterion C as an intact example of a once common bridge type, few of which survive today.

(12) Lackawanna Warehouse and Viaduct, 16th Street Between Jersey Avenue and Grove Street, Jersey City, Hudson County: Eligible under Criteria A, B, and C as an excellent example of an intact railroad terminal warehouse and an associated viaduct representative of the major role that railroads played in the development of the Jersey City waterfront, and for its association with Jersey City powerbroker Mayor Hague.

(13) Engine Company #1, 155 Morgan Street, Jersey City, Hudson County: This building is eligible under Criterion C as an excellent intact example of a late nineteenth century firehouse executed in the Second Renaissance Revival Style.

(14) Rogers-Pyatt Shellac Company/S.A. Wald Marine Cargo Salvors Warehouse, 39-41 Essex Street, Jersey City, Hudson County: This early twentieth century warehouse is eligible under Criterion C as an excellent example of the building type. The large and blocky massing, the use of brick and concrete

materials, and the multi-paned casement windows are typical features of early twentieth century utilitarian industrial buildings.

(15) Communipaw-Lafayette Historic District, (Lafayette, Bramhall, Pacific, Halladay, and Pine Streets), Jersey City, Hudson County: This historic district is eligible under Criterion C as an intact example of a late nineteenth century working class neighborhood. My opinion is in concurrence with 1985 municipal survey as well as the reviewed report.

(16) South Bergen Reformed First Congregational Church, 383-387 Bergen Avenue, Jersey City, Hudson County: This Romanesque Revival church designed by A.F. Leicht in 1892 is eligible under Criterion C as an excellent intact example of its style.

(17) Our Lady of Victories Parochial School, 238 Ege Avenue, Jersey City, Hudson County: This building is eligible under Criterion C as an excellent example of an Art Deco school building. The style is most noticeably expressed by the projecting brick pilasters.

(18) Firehouse #12, 140 Morris Street, Jersey City, Hudson County: I concur with the opinion of the reviewed report that this c. 1870 Italianate firehouse is eligible under Criterion C as part of a thematic nomination of firehouses in Jersey City.

(19) Conrail Bridge 2.77 (Former Lehigh Valley Railroad) Over former CNJ RR Mainline, Jersey City, Hudson County: This structure is eligible under Criterion C as an intact example of a once common bridge type (riveted truss railroad bridge), few of which survive today.

(20) Schavione-Bonomo Corporation, One Aetna Street at Jersey Avenue, Jersey City, Hudson County: This building is eligible under Criterion C as an excellent and intact example of an Art Moderne industrial building. It style is expressed through aluminum detailing, including: sconces, doors, and lettering.

(21) Electro Dynamic Motor Company (ELCO) Historic District, North Avenue and Avenue A on the Newark Bay, Bayonne City, Hudson County: This historic district is comprised of the following elements: Building 21, the dockside crane, the woodworking building and the sawdust vacuum, and the marina. It is eligible under Criterion A for its associations with the construction of patrol torpedo (PT) boats. These vessels were instrumental in the Allied Victory of World War II. The ELCO Historic District is also eligible under Criterion C as a state-of-the-art WWII era marine industrial complex.

As Deputy State Historic Preservation Officer for New Jersey, it is my opinion that the boundaries for the eligible Central Railroad of New Jersey Mainline Historic District should be amended. The updated boundary will include the right-of-way from Phillipsburg to Elizabeth at Newark Bay, and all associated features such as stations, bridges, etc. The portion from Newark Bay to Bayonne does not retain sufficient integrity to be eligible for listing in the National Register of Historic Places. This opinion is based on information in the reviewed report.

As Deputy State Historic Preservation Officer for New Jersey, it is my opinion that the boundaries for the eligible West Shore Railroad Tunnel should be revised. This structure was previously identified as eligible by a SHPO Opinion on February 28, 1991. The boundary should include the entrance and exit portals, as well as the underground portions, and any associated features such as ventilation towers. According to this definition the resource lies with the following Hudson County municipalities: Weehawken Township, West New York Town, Union City and North Bergen Township.

As Deputy State Historic Preservation Officer for New Jersey, it is my opinion that the following properties are **not eligible** for listing in the National Register of Historic Places:

(1) Edgewater Branch Bridge over Private Road at m.p. 10.25, Ridgefield Borough, Bergen County

(2) Edgewater Branch Bridge at m.p. 10.44, Ridgefield Borough, Bergen County

(3) US 1&9 (Tonnelle Avenue) Bridge, North Bergen Township, Hudson County

(4) Edgewater Branch Bridge, North Bergen Township, Hudson County

(5) Conrail River Line Bridge 3.30 over 83rd Street and Northern Branch, North Bergen Township, Hudson County: this structure is not individually eligible but should be re-evaluated in the context of the West Shore Railroad.

(6) Pershing Road Bridge over Conrail River Line, Weehawken Township, Hudson County: This structure is not individually eligible for listing in the National Register of Historic Places, but should be evaluated in the context of the West Shore Railroad.

(7) Morristown Line MP .57/Hoboken terminal Yard Railroad Bridge over Henderson Street (Marin Boulevard), Hoboken City, Hudson County

(8) Morristown line MP .66/Hoboken Terminal Yard Railroad bridge over Grove Street (Manila Boulevard), Hoboken City, Hudson County

(9) Arlington Avenue over Conrail Bridge (Structure 0900003), Jersey City, Hudson County: demolished.

(10) Rowhouses, 361-371 Bergen Avenue, Jersey City, Hudson County: I must respectfully disagree with the reviewed report. The setting of these rowhouses has been disturbed to an extent which precludes their eligibility.

(11) Path Train Repair Shed,Jersey City, Hudson County: demolished.

(12) Path Exchange Place Station Entrance, Jersey City, Hudson County: demolished.

(13) Communipaw Avenue Bridge, Jersey City, Hudson County: demolished.

(14) Pennsylvania Railroad Train Shed, Jersey City, Hudson County: demolished.

(15) Colgate Historic District, Jersey City, Hudson County: demolished.

(16) Erie Station/PATH Pavonia Station, Jersey City, Hudson County: demolished.

(17) Linden Avenue over former CNJ Mainline (Structure 0962155), Jersey City, Hudson County

(18) Chapel Avenue over Conrail (CNJ) Bayonne Branch (Structure 0962154), Jersey City, Hudson County

(19) Clerk Street over Conrail (Newark and NY Branch, CNJ RR), Jersey City, Hudson County

(20) MLK Boulevard (Jackson Avenue over Conrail (Newark and NY Branch, CNJ RR), Jersey City, Hudson County

(21) Central Railroad of New Jersey over Mill Creek, Jersey City, Hudson County

(22) Old Centerville/White's Hotel, behind Wigdor's Jewelry Store, 446 Broadway, Bayonne City, Hudson County

(23) Bergen Point Iron Works, Bayonne City, Hudson County

More information is requested to ascertain the eligibility of the following historic resources:

(1) The West Shore Railroad, Ridgefield Borough, Bergen County: please submit a brief discussion of the history of the line, the integrity of the line, and the integrity of the line in the project area. Associated structures include:

Conrail River Line Bridge 3.30 over 83rd Street and the Northern Branch, North Bergen Township, Hudson County

West Shore Railroad Tunnel, Weehawken Township, West New York Town, Union City and North Bergen Township, Hudson County

Pershing Road over Conrail River Line, Weehawken, Hudson County

(2) The Peoples Palace, 376-382 Bergen Avenue, Jersey City, Hudson County: This building is not eligible under Criterion C. However, it may be eligible under Criterion A depending on its social history. In order to determine this, more information is needed about the social groups who used the building.

Report Comments

In the future, please make pagination continuous throughout the entire report. In other words, please number illustrations and supporting documents continuously with the text.

In the future, when a property is recommended as ineligible due to alterations, please specify the alterations and the impact that they have had on the integrity of the property. This should be done in one clear summary statement.

Municipal summary tables should include resources evaluated as not eligible.

Direct quotations in the text should be footnoted or otherwise attributed (parenthetical reference, or endnote).

On page 58, please list all of the SHPO Opinions together, regardless of the opinion date.

Additional Comments

Please submit information regarding the circumstances of the demolition of the Arlington Street Bridge. Was there any Federal involvement? Although listed in the not eligible section of this letter, the bridge was considered potentially eligible prior to its demolition. It is our understanding that NJ Transit is considering the demolition of Bridge 2.77, listed above as eligible, with State funds.

I wish to make note of the possible relevance of Section 4012(3) of the National Historic Preservation Act as amended in 1992. This section addresses 'Anticipatory Demolition'. Federal agencies will not grant a loan, loan guarantee, permit, license or other assistance to an applicant who, with intent to avoid Section 106, has intentionally demolished an historic property to which the grant relates.

If you have any further questions regarding this project please contact Andrea Tingey (architecture) or Mike Gregg (archaeology) of my staff at (609-292-2023). Thank you.

Sincerely,

James F. Hall
Deputy State Historic
Preservation Officer

cc Chitra Radin, Project Manager, NJ Transit (fax)
Lynn Drobbin, Lynn Drobbin Associates (fax)

JH:AT
C:\wpwin\95-587

F.5

STATE OF NEW JERSEY
DEPARTMENT OF ENVIRONMENTAL PROTECTION
OFFICE OF THE COMMISSIONER
P. O. BOX 1390
TRENTON, N. J. 08625
609-292-2885

June 12, 1980

Mr. John Corrigan
Regional Director
Economic Development Administration
600 Arch Street
Philadelphia, Pennsylvania 19106

Dear Mr. Corrigan:

As Deputy State Historic Preservation Officer for New Jersey, in accordance with 36 C.F.R. Part 800: Protection of Historic and Cultural Properties, as published in the Federal Register, January 30, 1979 (Vol. 44, No. 21, pp. 6072-6081), I am attaching Consultation Comments for the following project:

Energy Conservation Measures - Public Buildings
(17 firehouses, Municipal Court Building,
Public Works Complex)
Jersey City, Hudson County
U.S. Department of Commerce
EDA PWIP Weatherization Program

If you have any questions after reviewing the attached document, please feel free to contact the Office of Cultural and Environmental Services at (609)292-2662.

Sincerely,

Betty Wilson

Betty Wilson
Deputy State Historic
Preservation Officer

BW:cg
Enclosure

cc: Jordan Tannenbaum, Advisory Council on Historic Preservation
John Marshall, Economic Development Administration
Paul J. Bryne, Director of Economic Development, Jersey City
Thomas A. Kelley, Jersey City
William F. Poole, Architect

100% RECYCLED

NEW JERSEY STATE HISTORIC PRESERVATION OFFICE

Deputy State Historic Preservation Officer
Betty Wilson
Deputy Commissioner
Department of Environmental Protection

ADVISORY COUNCIL ON HISTORIC PRESERVATION

SECTION 106: SHPO Consultation and Comments (36 CFR Part 800)

PROJECT TITLE: Energy Conservation Measures - Public Buildings
(17 firehouses, Municipal Court Building, Public Works Complex)
Jersey City, Hudson County
Economic Development Administration
PWIP Weatherization Program

FEDERAL AGENCY: U.S. Department of Commerce
Economic Development Administration
600 Arch Street
Philadelphia, Pennsylvania 19106

Attention: Mr. John Corrigan
Regional Director

I. 800.4 (a) Identification of Cultural Resources

It is the opinion of the Deputy State Historic Preservation Officer that the following firehouses which are located in the City of Jersey City and which are included within the scope of the proposed weatherization project, are eligible for inclusion in the National Register of Historic Places in accordance with 36 C.F.R. Part 60.6 (a) - that are associated with events that have made a significant contribution to the broad patterns of our history, and (c) - that embody the distinctive characteristics of a type, period, or method of construction. The eleven firehouses in this list were selected from the thirteen firehouses which are fifty years old or older.

1. Engine Company #2, 160 Grand Street, c. 1850
2. Engine Company #7, 666 Summit Avenue, c. 1840
3. Engine Company #8, 25 Ege Avenue, c. 1920-30
4. Engine Company #10, 283 Halliday Street, c. 1880
5. Engine Company #11, 152 Lincoln Street, c. 1905
6. Engine Company #13, 152 Linden Avenue, c. 1910
7. Engine Company #14, 46 Irving Street, c. 1905
8. Engine Company #15, 200 Sip Avenue, c. 1910
9. Engine Company #17, 110 Boyd Avenue, c. 1905
10. Engine Company #18, 218 Central, c. 1896
11. Engine Company #19, 2 Bergen Avenue, c. 1910

This list of historic firehouses represents a variety of architectural styles prevalent in the late-nineteenth and early-twentieth centuries, and which were reinterpreted to serve the needs of Jersey City's fire companies. They are eligible either on an individual basis, or as elements of a thematic grouping of Historic Firehouses of Jersey City.

II. 800.4 (b) Determination of Effect

It is the opinion of the Deputy State Historic Preservation Officer that the proposed energy conservation measures will have an effect upon the cultural resources listed above.

III. 800.4 (c-e) Determination of Adverse Effect

It is the opinion of the Deputy SHPO that the effect of the proposed energy conservation measures will not be adverse with conditions as noted under Additional Comments.

Additional Comments:

1. When specifying custom window replacements, the Architect will indicate that these replacements will duplicate the original windows as closely as possible. (Please refer to The Secretary of the Interior's Standards for Historic Preservation Projects.) In particular:

   a. Engine Company #2 - Curved upper sash will be duplicated at the second floor. 2/2 windows will be specified for both floors.

   b. Engine Company #7 - Curved upper sash will be duplicated at the second floor. The original sash configuration (i.e. 6/6, 2/2) will be determined from historic photographs and duplicated. A photocopy of this historical documentation will be forwarded to the SHPO.

   c. Engine Company #8 - Rectangular transoms over doors and windows will be retained or duplicated.

   d. Engine Company #10 - Curved upper sash will be restored to all second floor windows. 2/2 sash configuration will be duplicated.

   e. Engine Company #11 - Curved upper sash and rectangular transoms will be duplicated at the second floor.

   f. Engine Company #13 - Four-pane transoms above first floor doors will be retained or duplicated.

g. Engine Company #14 - Tri-partite center window on second floor with multi-paned transom above will be retained or duplicated.

h. Engine Company #15 - Multi-paned rectangular transoms on the second floor facade and side elevation will be retained or duplicated. Curved transoms of second floor side elevation windows will be retained or duplicated.

i. Engine Company #17 - Curved multi-paned sash at the second floor will be retained or duplicated. Rectangular transoms on the first floor will be retained or duplicated.

j. Engine Company #18 - Curved upper sash will be duplicated for all second floor windows. The second floor center window on the facade should be designed to duplicate the three existing vertical subdivisions.

k. Engine Company #19 - The upper sash of the second floor windows will duplicate the star-like mullion configuration of the original windows. (It may be preferable to retain the original windows and cover them with an unobtrusive storm sash.)

2. Upon completion of window replacement, the City of Jersey City will submit a black and white photograph of each firehouse which has been determined eligible to the SHPO.

3. We would like to remind you that the project which has been reviewed through this document must also be submitted to the Advisory Council on Historic Preservation for their review and concurrence with the comments of the SHPO, or for their corrections and/or additional comments. This step in the Section 106 process follows the final Determination of Eligibility which is made by the Keeper of the National Register of Historic Places. If this Determination of Eligibility has not been requested to date (refer to 36 C.F.R. Part 63), we urge you to complete this step as soon as possible.

4. The comments above are based upon information submitted to the SHPO on April 30, 1980 and May 23, 1980. This information included the project description and photographs of structures which are fifty years old or older. Conversation with the Architect, William F. Poole and OCES staff indicated the Architect's commitment to retaining the original appearance of the windows of the historic firehouses.

F.6

State of New Jersey

Christine Todd Whitman
Governor

Department of Environmental Protection
Division of Parks & Forestry
Historic Preservation Office
PO Box 404
Trenton, N.J. 08625-0404
TEL: (609)292-2023
FAX: (609)984-0578

Robert C. Shinn, Jr.
Commissioner

October 16, 1998
HPO-J98-74

Ms. Chitra Radin
Project Manager
NJ Transit
One Penn Plaza East
12th floor
Newark, NJ 07105-2246

Dear Ms. Radin:

As Deputy State Historic Preservation Officer for New Jersey, in accordance with 36 CFR Part 800: Protection of Historic Properties, as published in the Federal Register on September 2, 1986 (51, FR, 31115-31125), I am providing **Continuing Consultation Comments** for the following project:

Hudson and Bergen Counties, Multiple Municipalities
Hudson-Bergen Light Rail Transit System (HBLRTS)
Federal Transit Administration (FTA)

This consultation is pursuant to Stipulation 10 (affecting a previously unidentified or known historic property in an unanticipated manner) and Stipulation 13 (changes in project plans may alter effects to historic properties) of the Memorandum of Agreement (MOA).

This letter is in response to NJ Transit's request for comments on the following reports and telephone discussions that you have had with HPO staff Charles Scott and Brian Geissler:

NJ Transit, HBLRTS, West Side Alignment, Historic Architectural Resources Background Study and Effects Assessment, by Lynn Drobbin & Associates for PBQD, August 1998 (HPO accession no. HUD Z 21h);

IA Background Research, Hoboken West Side Alignment, Hudson-Bergen Light Rail Transit System (HBLRTS), Jersey City-Hoboken, Hudson County, New Jersey,. by Joan H. Geismar, Ph.D., August 1998 (HPO accession no. HUD Z 21g).

800.4 Identifying Historic Properties

The following historic properties have previously been identified as listed in or eligible for listing in the National Register of Historic Places:

Erie-Lackawanna Railroad & Ferry Terminal SR 6/13/73 NR 7/24/73

Southern Hoboken Historic District DOE 4/25/80

L.O. Koven and Brothers Sheet Iron and Plate Steel Works SHPO 2/28/91

Holbrook Manufacturing Company SHPO 2/28/91

Old Main Delaware, Lackawanna & Western Railroad Historic District (OMDLWRHD) SHPO 9/24/96

It is my Opinion as Deputy State Historic Preservation Officer that the following resources are eligible for listing in the National Register of Historic Places:

Ferguson Bros. Manufacturing Company, 720-732 Monroe Street, Hoboken, Hudson County. This resource consists of two five story industrial buildings. 732 Monroe Street, constructed in 1900, is brick with casement windows and brick piers demarcating each bay. 720 Monroe Street contains six story tower ends and exhibits some Art Deco detailing in the form of decorative stepped concrete elements at the top of each bay. These two buildings are eligible under criterion C as excellent and intact examples of early 20th century industrial buildings.

14th Street Viaduct, 14th Street over the Conrail River Line, Hoboken, Hudson County. This 31-span steel deck girder and Warren deck truss bridge carries a 4 lane roadway from Hoboken up Bergen Hill to Jersey City Heights over the Conrail River Line and a small industrial neighborhood. It is eligible under criterion C for engineering and as the first major roadway to scale Bergen Hill.

Within the **OMDLWRHD** the following structures and buildings are eligible as contributing resources:

Morristown Line Railroad Bridge over Grove Street (Manila Boulevard), NJ Transit Morristown Line Milepost 0.66, Jersey City, Hudson County. This single span, through girder and floor beam bridge carries seven tracks of the Morristown Line over Grove Street. It is eligible as a contributing resource to the OMDLWRHD.

Morristown Line Railroad Bridge over Hoboken Avenue, NJ Transit Morristown Line Milepost 0.80, Jersey City, Hudson County. This three span, through, girder and floor beam bridge carries four tracks of the Morristown Line over Hoboken Avenue. It is eligible as a contributing resource to the OMDLWRHD.

Morristown Line Railroad Bridge over the Conrail River Line, NJ Transit Morristown Line Milepost 0.91, Jersey City, Hudson County. This single span, through, girder and floor beam bridge, with open deck, carries four main line tracks and one storage track over Conrail's River Line. It is eligible as a contributing resource to the OMDLWRHD.

Grove Street Tie Station NJ Transit Morristown Line, Jersey City, Hudson County. This building is one of six tie stations that were constructed as part of the DLW's northern New Jersey electrification of the Morris & Essex Lines in the early 1930's. This utilitarian and unadorned brick building is significant as an excellent, intact representative of the classic OMDLWR vernacular structure and is eligible as a contributing resource to the OMDLWRHD.

Morristown Line Railroad Bridge over Henderson Street (Marin Boulevard), NJ Transit Morristown Line Milepost .57, Jersey City, Hudson County. This through plate girder bridge, built 1900, is eligible for listing as a contributing resource to the OMDLWRHD.

In the initial National Historic Preservation Act, Section 106, evaluation of historic properties, concluded by the Memorandum of Agreement (MOA) executed on August 5, 1996, the Henderson Street Bridge (MP .57) was not evaluated as an individually eligible resource or a contributing property to a historic district. As a result of a September 26, 1996 SHPO opinion, (copy attached), the Henderson Street Bridge was recognized as a contributing resource to the National Register of Historic Places eligible OMDLWRHD. Recognizing that the August 5, 1998 MOA did not include a stipulation involving the alteration or replacement of the Henderson Street Bridge, the HPO is not assessing the effect of the proposed replacement of this bridge as an adverse effect. The introduction of a new structure across Henderson Street will have an effect upon the OMDLWRHD that must be assessed based upon the compatibility of the proposed new structure with the historic character of the affected historic district.

Horre Coal Company Trestle and Coal Pockets, NJ Transit Morristown Line Milepost 0.66, Jersey City, New Jersey. These structures are all that remain of a former industrial siding that was owned by the Horre Coal Company. Despite the deteriorated state of preservation of the coal pockets, the Horre Coal Company Trestle and Coal Pockets are intact and, overall, this collection of structures continues to convey its historic function as a coal freight siding for the OMDLWRHD. Additionally, rail freight facilities associated with the shipment and delivery of coal by railroad handling are increasingly rare.

I also agree with the report findings that the following resources are not eligible for listing in the National Register:

Hotopp & Company Varnish Manufacturers, 106-112 Marshall Street, Hoboken, Hudson County. Consisting of a c.1862 building that was heavily altered in the 1920's, this building does not possess qualities that would qualify it for listing in the National Register.

Alco-Gravure Company Building, 900 Monroe Street Hoboken, Hudson County. Unsympathetic alterations and a resulting lack of integrity has rendered this building ineligible.

Willow Avenue Viaduct over Conrail River Line, Hoboken, Hudson County. This 22 span viaduct is composed of three spans of thru girders with floorbeams and 19 spans of short enclosed stringer approaches supported on rolled section columns with encased bases. This bridge is not historically or technologically significant and, therefore, not eligible.

No NR listed or eligible archaeological properties have been previously identified within the Area of Potential Effects (APE). I agree with the assessment that it is possible Native American sites may have survived land reclamation and railroad construction in the zone of former marsh land that separated Jersey City Heights from Hoboken. It is also possible that evidence of a wooden trestle associated with the 1894 Homestead trolley might remain on the southern part of the proposed Second Street Station site. I concur with the recommendation to conduct field investigations to identify and document remains of this wooden incline trolley trestle. I also concur with the recommendation to conduct Phase IB archaeological survey work in the form of soil boring and analysis of sediments from soil borings at the sites of the proposed Jersey Avenue Bridge, Eighteenth Street Extension, Second Street Station, and Ninth Street Station. Marsh sediments that may be recovered should be analyzed by radiocarbon dating and other methods in order to positively determine the ecological conditions of the APE prior to 19th and 20th century

urbanization. Any recommendations for additional field investigations should be based on positive results from the recommended Phase IB survey work.

800.5 Assessing Effects

The HBLRTS will have **no effect** on the following resource:

14th Street Viaduct.

The HBLRTS will have **no adverse effect** on the following resources provided that all design documents and construction plans and specifications for the HBLRTS Hoboken Terminal Station, 2nd Street Station, and 9th Street Station are submitted to the HPO for review and approval as per Stipulation 6 of the MOA:

Erie Lackawanna Railroad and Ferry Terminal
Southern Hoboken Historic District
L.O. Koven Bros. Sheet Iron and Plate Steel Works
Ferguson Bros. Manufacturing Company.

As currently described, the revised (West Side) alignment of the HBLRTS will have physical and visual **adverse effects** on the OMDLWRHD, including contributing resources, resulting from physical destruction or alteration of historic fabric, alteration of the character of the historic property's setting, and the introduction of visual elements that alter the setting of the historic property. Specifically, these adverse effects involve the introduction of a timber trestle across the eastern end of the currently navigable Long Slip Canal, the physical destruction (removal) and alteration of surviving historic railroad infrastructure, and the introduction of fill, embankments, and new structures, including bridges, within and along the southern boundary of the OMDLWRHD.

The project as currently described will have the following effects upon individual contributing resources:

The project will have **no adverse effect** upon the Grove Street Tie Station or the Horre Coal Company Trestle with the condition that construction plans confirm no construction activity involving these two resources.

The project will have **no adverse effect** upon the Grove Street Bridge with the condition that the proposed rehabilitation of this structure is "in kind" and in accordance with the *Secretary of the Interior's Standards for the Treatment of Historic Properties* and that design and construction plans and specifications are submitted to the HPO for review prior to construction.

The project will have **no adverse effect** upon the Morristown Line over Conrail River Line provided that catenary protection for this bridge will not damage the historic fabric of the structure and that design and construction plans and specifications are submitted to the HPO for review prior to construction.

No archaeological historic properties were identified by the Phase IA background investigation, therefore an effects assessment is not needed at this time. If archaeological historic properties are identified by the recommended Phase IB survey work, then effects on those properties should be assessed.

Additional Comments

The submitted report concludes that the widening of Paterson Avenue from Harrison Street to the railroad grade crossing in Hoboken, the widening of Paterson Plank Road in Jersey City from the grade crossing to the alignment of Second Street, the extension of Cole's Street to Hoboken Avenue, the closing of Hoboken Avenue between Jersey Avenue and the new Cole's Street Extension, and the realignment and expansion to four lanes of the current western terminus of 18th Street will have no adverse effect on historic properties. Concurrence with this assessment requires the submission of, and HPO review and comment on, these proposed roadway construction plans.

The submitted report should have included an assessment of the significance and integrity of the currently identified Conrail River Line, the historic Erie Railroad / West Shore Railroad / New Jersey Junction Railroad right of way. Based upon a review of the written and photographic documentation available in the HPO files, it is my opinion that the Conrail River Line, within the current project APE (from 18th Street in Jersey City to 18th Street in Hoboken), does not possess the integrity required for consideration for the National Register of Historic Places. Outside of the current project APE, the River Line may have historic significance and integrity and, if effected by other elements of the HBLRTS, should be evaluated.

The **Erie-Lackawanna Railroad and Ferry Terminal** is listed on the New Jersey Register of Historic Places. Design documents and construction plans and specifications for the Hoboken Terminal Station that are submitted to the HPO for Section 106 review should be accompanied by an Application for Project Authorization Under the New Jersey Register of Historic Places Act.

Report Review Comments

The archaeological report provides a thorough assessment of the archaeological potential of the APE, while contributing significantly to our understanding of the history of Hoboken's built environment. The reviewed report meets HPO archaeological survey reporting guidelines. No suggestions are offered for corrections or additions.

I thank you for your participation in the Section 106 and New Jersey Register of Historic Places Act review processes. The Historic Preservation Office looks forward to continuing consultation to avoid, minimize, and mitigate adverse effects to historic properties.

Should you have any questions please contact Mike Gregg (archaeology) at (609) 633-2395 or Brian Geissler (architecture) at (609) 777-4473.

Sincerely,

Dorothy P. Guzzo
Deputy State Historic
Preservation Officer

DG/bg981814
c. Anthony Carr, FTA
Mary Ann Naber, ACHP

STATE OF NEW JERSEY
DEPARTMENT OF ENVIRONMENTAL PROTECTION
HELEN C. FENSKE, ASST. COMMISSIONER
CN 402
TRENTON, N.J. 08625
609 - 292 - 3541

November 23, 1983

Mr. Mark Munley, Director
Department of Housing & Economic
Development
26 Journal Square
Jersey City, NJ 07306

Dear Mr. Munley:

I am writing in reference to the Newport City Development Project, Jersey, Hudson County. As this project involves federal Urban Development Action Grant funds, this letter constitutes my official comments under Section 106 of the National Historic Preservation Act of 1966, as amended.

It is my opinion as Deputy State Historic Preservation Officer (SHPO) that the following resources are not eligible for inclusion in the National Register of Historic Places:

#1, Pennsylvania Railroad Yardmaster's Office, 159 Sixth Street

#2, 448 Henderson Street

#3, 152 Sixth Street

#4, Elk Warehouse, 150 Sixth Street

#5, American Universal Plastics, Foot of Seventh Street

#6, Warehouse, Old Jersey City Stock Yards Pier

#7, McAllister Brothers Tug Yard Pier

#8, Dry Ice Building, Provost and Seventh Streets

#9, 154 and 156 7th Street

#10, 150 7th Street

#11, 127-242 Provost Street

#12, 478 Henderson Street

continued -

#13, American Rubber Products, 150 to 160 Eighth Street

#14, 140 8th Street

#15, New Jersey Ice Company Building, 149 Provost Street

#16, 129 Pavonia Avenue

#17, 141 Pavonia Avenue

#18, 145 and 147 Pavonia Avenue

#19, 149 Pavonia Avenue

#20, 158 and 160 Pavonia Avenue

#21, 156 Pavonia Avenue

#22, 142, 144 and 146 Pavonia Avenue

#23, Motor Repair Building, Foot of 10th Street

#24, Warehouse, Pavonia Avenue

#25, The Mid-Hudson Warehouse, 29 Pavonia Avenue

#26, Erie Lackawanna Warehouse and Pier

#27, American President Line Warehouse and Pier

#28, 147 Ninth Street

#29, Wagon Works, 171-173 Provost Street

#30, The Swift and Company/Sioux Pork Complex

#31, Union Terminal Cold Storage Company Complex

#32, Harbor Iron and Steel Corporation Building, Provost and 13th Streets,

#33, Union Carbide Company Complex, 574 to 588 Henderson Street

#34, 259 Provost Street

#35, 262 Provost Street

continued

#36, Hudson Refrigeration Company Complex

#37A, Erie Lackawanna Railroad & Ferry Yard, Two Railroad Bridges

#37B, Erie Lackawanna Railroad & Ferry Yard, Yardmasters Structure

#37C, Erie Lackawanna Railroad & Ferry Yard, Roundhouse

#37D, Erie Lackawanna Railroad & Ferry Yard, D,L&W Railroad Distribution Pier

#37E-H, Erie Lackawanna Railroad & Ferry Yard, D,L&W Distribution Piers

#37K-M, Erie Lackawanna Railroad & Ferry Yard Shop/Boiler; Shop/Office; Pier

#37N, Erie Lackawanna Railroad & Ferry Yard Double Pier, and Associated Building

Based on the additional information provided in the cultural resource report, I am reversing the earlier (9/1/78) SHPO opinion of eligibility for the Jersey City section of the Erie-Lackawanna Railroad and Ferry Terminal Yard Complex. It is my opinion that the site does not have sufficient integrity to meet the criteria for inclusion in the National Register of Historic Places.

As 97 percent of the project area is comprised of lands made in the second half of the 19th century by the filling of Harsimus Cove and occupied historically by the Jersey City yards of the Delaware, Lackawanna and Western Railroad and Erie Railroad, it is my opinion that these areas do not contain archaeological resources that are eligible for listing on the National Register.

The remaining section of the project area, based upon an analysis of soil cores, seems to contain no archaeological remains which are intact. It is my opinion that this area also contains no resources that are eligible for listing on the National Register.

It is my opinion that the following resources are eligible for inclusion in the National Register of Historic Places:

#37I, Erie Lackawanna Railroad and Ferry Yard D, L&W Railroad Grain Trestle Associated with Pier 6, and #37J, Erie Lackawanna Railroad and Ferry Yard Hoisting Engine House and Steam Engines. The timber truss pier and its machinery meet National Register criterion D- "that have yielded, or may be likely to yield, information important in prehistory or history".

Erie Station/Path Pavonia Station, criterion A- "that are associated with events that have made a significant contribution to the broad pattern of our history."

The removal of resources #37I and 37J will constitute an adverse effect. However, it is my opinion that the adverse effect can be mitigated if the City

continued - page #4

attempts to find a museum in which to house the extant machinery and undertakes the documentation in accordance with NAER standards and the proposal for "Documenting Erie Lackawanna Railroad Ferry Yard Hoisting Engine House and Steam Engines."

The proposed project will have an effect on the Erie Station/Path Pavonia Station as it will alter its setting. However, as the original setting has already been greatly altered, the effect will not be adverse.

Thank you for your compliance with Section 106 of the National Historic Preservation Act. If you have any questions, please contact the Office of New Jersey Heritage at (609) 292-2028.

Sincerely,

Helen C. Fenske, Deputy
State Historic Preservation Officer

HCF:NLZ:ijh

c: Walter J. Johnson, HUD
Don Klima, Advisory Council on H.P.
Thomas J. Leane

aristine Todd Whitman
overnor

State of New Jersey
Department of Environmental Protection
DIVISION OF PARKS AND FORESTRY
HISTORIC PRESERVATION OFFICE
CN-404
TRENTON, N.J. 08625-0404
TEL: (609) 292-2023
FAX: (609) 984-0578

Robert C. Shinn, Jr.
Commissioner

October 18, 1995
HPO-J95-113

Mr. David Spatz, AICP, P.P.
Community Housing & Planning Associates Inc.
185 Bridge Plaza North, Suite 305A
Fort Lee, New Jersey 07024

RE: Hudson County, City of Union City
Community Development Block Grant- Program Year 1995
U.S. Department of Housing and Urban Development

Dear Mr. Spatz:

I am writing in response to your letter of September 5, 1995 advising my office about the City of Union City's CDBG Programs for FY 95. Through this letter I am providing **Consultation Comments** pursuant to Section 106 of the National Historic Preservation Act and in accordance with the regulations of the Advisory Council on Historic Preservation (36 CFR Part 800). This letter proposes a simple, limited agreement for handling the review of the FY 95 rehabilitation projects. I have attached two sample Programattic Agreements that would comprehensively provide an alternative, streamlined review process for five years. The first includes the provision of a preservation professional that would enable almost all reviews to remain at the local level. We currently have such an Agreement with Gloucester County. The second type of Agreement would simply enable a municipality to use its cultural resource survey to screen the projects that are sent to the HPO for review.

800.4 Identification

The Summit Avenue Commercial District is associated with the Union City's Historic Context B. It is eligible for listing in the New Jersey and National Registers under Criteria A.

The Union City City Hall (3709-15 Palisade Avenue) is significant as the historical center of municipal government for Union Hill, and after 1925, Union City. It is eligible for the New Jersey and National Registers under Criteria A and C.

The Doric Temple (906 Palisade Avenue) is significant as one of two masonic temples within Union City and is associated with Union City's Historic Contexts B and C. It is eligible for the New Jersey and National Registers under Criteria A and C.

This information is based upon Union City's, New Jersey Cultural Resources Survey of September 1992.

800.5 Assessing Effects

I agree that the CDBG FY95 street improvements, clearance and demolition, neighborhood facilities, single and multi-unit residential rehabs. programs will have **no adverse effect** on historic properties. My **no adverse effect** determination is conditional on the following:

1. **All** projects funded under this program will be submitted for review and approval to the Historic Preservation Office prior to project implementation. Requests for Section 106 review must include a map with the project location clearly marked, photographs showing the project site, a copy of the Cultural Resource Survey listing for the property or street, and a work write-up for each project.

2. Plans and specifications for all rehabilitation work to be funded on properties that have been identified as or are determined to be eligible for listing on the National Register of Historic Places such as; Summit Avenue Commercial District, City Hall and the Doric Temple, shall be developed in accordance with the Secretary of the Interior's Standards for Rehabilitation.

3. If the City determines that it cannot make the changes required by the Historic Preservation Office in order to bring a project into compliance with the Standards, the City must initiate consultation with the Advisory Council on Historic Preservation pursuant to 36 CFR Part 800.5(e).

The other programs listed in your letter, the Youth Employment Program, Fire Victim Assistance , Subrecipient Activities, and all other service programs and general administration will have **no effect** on historic properties and do not require any further review.

If the City agrees to conditions 1 through 3 above, an official representative should sign at the bottom of this letter, send the original back to the Historic Preservation Office and a copy to the Advisory Council along with summary documentation (per 36 CFR Part 800.8) and a letter requesting their acceptance of the **no adverse effect** finding pursuant to 36 CFR Part 800.5(d). If the Council does not object to your **no adverse effect** finding within 30 days, those projects affecting properties eligible for inclusion on the National Register of Historic Places will not have to undergo further individual review by the Advisory Council except where an **adverse effect** has been determined.

Additional Comments

A signed Programmatic Agreement for the City of Union City's 1995 Program Year Community Development Block Grant Program would supersede this letter whenever it is finalized. Either type of Agreement would reduce the review time considerably for CDBG projects, in particular the one providing for a local preservation professional.

I look forward to working with you and the City of Union City Community Development Office. If you should have any questions or would like to discuss the Agreement further, please do not hesitate to contact Lyssa Papazian of my staff at (609) 292-2023.

Sincerely,

Dorothy P. Guzzo
Deputy State Historic
Preservation Officer

DPG\LP:95-2160
enclosure
c: John Mielo, Director, CDA
c: Charlene Dwin-Vaughn, ACHP
U.S. HUD, Newark Office

I agree with the conditions set forth in this letter.

Name Title Date

Address for ACHP: Advisory Council on Historic Preservation
Old Post Office Building
1100 Pennsylvania Avenue, NW
Suite 803
Washington, DC, 20004
Attn: Charlene Dwin-Vaughn

F.9

BAYONNE YMCA

State of New Jersey
Department of Environmental Protection and Energy
Natural and Historic Resources
Division of Parks and Forestry
Office of New Jersey Heritage
CN 404
Trenton, NJ 08625-0404
Tel. # 609-292-2023
Fax. # 609-292-8115

Scott A. Weiner
Commissioner

James F. Hall
Assistant Commissioner

ONJH-K91-36
November 12, 1991

Mr. Daniel R. Wall
Office of Community Development
630 Avenue C
Bayonne, N.J. 07002

Dear Mr. Wall:

As Deputy State Historic Preservation Officer for New Jersey, in accordance with 36 CFR Part 800: Protection of Historic Properties, as published in the Federal Register 2 September 1986 (51, 169, 31115-31125), I am providing **Consultation Comments** for the following project:

Hudson County, Bayonne City
Bayonne YMCA Building - Barrier-Free Access
Avenue E & East 23rd Street
Community Development Block Grant
U.S. Dept. of Housing and Urban Development

800.4 Identifying Historic Properties

It is my opinion, as Deputy State Historic Preservation Officer, that the Bayonne YMCA building at Avenue E and East 23rd Street is eligible for listing in the National Register of Historic Places as a part of the Mount Carmel Church Historic District. This district was identified in "A Stage IA Cultural Resource Survey for the Hudson County Sewerage Authority 201 Wastewater Facility Plan, District II, Bayonne City, Hudson County, New Jersey," dated June 1978. Other buildings in the district include Mount Carmel Church, a school and auditorium, and late nineteenth-century two and three-story residential structures (see attached map). The buildings in the historic district were built during the time of Bayonne's industrial development, which created a great influx of immigrants into the city. The YMCA building originally served as worker's housing. Eligibility of the district is based on Criterion A and C.

800.5 Assessing Effects

Because the proposed barrier-free ramp will access an existing below-grade entrance, the visual impact on the building will be minimal. As proposed, the barrier-free ramp will have no adverse effect.

Should there be any questions, please contact Heather Rudge of my staff at (609) 292-2023.

Sincerely,

James F. Hall
Deputy State Historic
Preservation Officer

JFH/HR/LC92-93
BayYMCA

Attachment

State of New Jersey

James E. McGreevey
Governor

Department of Environmental Protection
Natural and Historic Resources, Historic Preservation Office
PO Box 404, Trenton, NJ 08625
TEL: (609) 292-2023 FAX: (609) 984-0578
www.state.nj.us/dep/hpo

Bradley M. Campbell
Commissioner

April 27, 2004
HPO-D2004-205 PROD
03-0835-4, -5

Geoffrey M. Goll, P.E., Vice President
Princeton Hydro, LLC
1108 Old York Road, Suite 1
P.O. Box 720
Ringoes, New Jersey 08551

Dear Mr. Goll:

As Deputy State Historic Preservation Officer for New Jersey, in accordance with 36 CFR 800: Protection of Historic Properties, as published in the *Federal Register* 12 December 2000 (65 FR 77725-77739) I am providing **Consultation Comments** for the following undertaking:

City of Phillipsburg, Warren County
Harry S. Pursel Dam and Fish Passage Project
Breaching of the Dam and Bottom Reconfiguration
1127 South Main Street Block 2805 Lot 13
U.S. Fish and Wildlife Service
National Resources Conservation Service

Summary:
The Vermeule/Pursel Mill Morris Canal Closure Dam is eligible for listing on the National Register of Historic Places under Criteria A, C and D. The Pursel Gristmill complex is eligible for listing on the National Register of Historic Places under Criteria A, C, and D. These are two **new SHPO opinions** of eligibility. The proposed project will have **an adverse effect** on the Vermeule/Pursel Mill Morris Canal Closure Dam.

800.4 Identification of Historic Properties

The Morris Canal Historic District was listed in the National Register of Historic Places on October 1, 1974. The period of significance established in the Morris Canal Historic District Nomination covers the years (1836 to the turn of the century). The Dam at the Harry S. Pursel property was constructed as part of the closure of the Morris Canal in the 1920's. Because it

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postdates the period of significance established for the Morris Canal Historic District Nomination (1836 to the turn of the century) it is not a contributing element to the Morris Canal Historic District as the District was originally listed. However, it is my opinion, as Deputy State Historic Preservation Officer, that the Vermeule/Pursel Mill Morris Canal Closure Dam is eligible for listing on the National Register under Criteria A and C as part of an expanded period of significance (extending to 1930 when the closure was complete and improvements to Lake Musconetcong finished) of the Morris Canal Historic District to encompass the closure of the Canal. The movement to abandon the Morris Canal was initiated by the Canal Abandonment Act of 1884. However, it was not until the 1922 Agreement between the New Jersey State Canal Abandonment Commission and the Lehigh Valley Railroad Company, Lessee, and the Morris Canal and Banking Company under authority of Chapter 212, Public Laws of 1922, that the canal was finally closed in 1924.

The concrete dam at Pursel's Mill was constructed across the Lopatcong Creek to maintain the water level to power Pursel Milling Company's waterpower raceway system. This occurred during the period of canal dismantlement when Lock 10 West was filled in and Lopatcong Creek was returned to an open channel. Lopatcong Creek had served the canal system as the lock bypass channel during the years of canal operation. Modification also included grading and installation of a concrete retaining wall.

Documents and drawings associated with canal dismantlement and closure including those for construction of the Pursel Milling Company dam are archived at the New Jersey State Museum. One of the photographs in the New Jersey State Archives Morris Canal photograph collection is of "Lopatcong Spillway" in 1928. Although the collection was compiled by Henry B. Kümmel, then Director of the New Jersey Department of Conservation and Development and State Geologist, several of the views came from Cornelius. C. Vermeule Jr's. negatives. In 1929 C.C. Vermeule, Jr. produced a document entitled "*Final Report of the Consultant and Directing Engineer, June 29, 1929; The dismantlement and reconstruction work on the Morris Canal, its accomplishments and costs together with a history of the Canal*". Part to the significance of this spillway, in addition to association with the "event" of canal closure, is its association with C. C. Vermeule Jr., Consulting and Directing Engineer for the canal's dismantlement.

Pursel Gristmill (aka Uhler or Stametz and Pursel Gristmill) is also eligible for National Register inclusion as a contributing component of the Morris Canal Historic District. The property includes the spillway, the raceway system, the springhouse, and the mill complex. This site was occupied by a waterpowered mill as early as 1828, and a mill has existed on the site since that time. The mill still retains its turbine. The raceway system is largely intact; it was likely lined with concrete at the time of canal closure. One interesting aspect of the property is that, owing to its relatively unique history, it incorporates the bed of Lopatcong Creek. More detail documenting this component of the Morris Canal Historic District may be found on The Historic Preservation Office's Historic Sites Inventory Form No. 2119 WMC 170.

800.5 Assessment of Adverse Effects

The proposed project, which involves breaching the eligible Vermeule/Pursel Mills Morris Canal Closure Dam will, by definition, have **an adverse effect** on the Dam and the Morris Canal. The breaching of the Dam will also preclude the possibility of reconstructing the Morris Canal in this area. This section of the Morris Canal is one of the rare portions of the Canal that still holds water. The breach of the dam will result in a significant loss of potential in a rare watered section of the Morris Canal.

It is the federal agency's responsibility to notify the Advisory Council on Historic Preservation (Council) of the Adverse Effect determination so that the Council may determine whether it wants to participate in further Section 106 consultation to avoid, reduce, or mitigate the adverse effect..

Additional Comments

Lopatcong Creek is classified as a Category One (C1) stream. The C1 designation is the highest form of water quality protection afforded by the State of New Jersey, preventing any measurable deterioration in existing water quality, and limiting development impacts and discharges to streams.

In the case of an adverse effect, it is the federal agency(s) responsibility to find ways to avoid, minimize, or mitigate the adverse effect (in that order of preference.) It is our understanding that in this case the federal agency specifically desires the permanent breaching of the dam as a means of extending the existing C1 trout stream. From an environmental and species restoration standpoint, the breaching of the dam (which causes the adverse effect) is the project's goal.

The dam is classified by NJDEP's Dam Safety Section as a Class II structure. The dam, as defined by current Dam Safety standards, includes the concrete structure designed by Vermeule and also the earthen embankment from the spillway of the dam to its intersection with South Main Street. (The portion of the embankment which is considered a dam is approximately 400 feet long.) As a result of a Dam Safety required visual inspection, the dam has been determined to constitute a hazard according to current Dam Safety standards. This has necessitated examining a series of options including rehabilitation of the structure and various breach options. Princeton Hydro, the project engineers, indicate that rehabilitation to meet current dam safety standards would necessitate armoring the 400' foot embankment from the dam upstream to South Main Street as well as rehabilitation of the dam itself. The estimate for rehabilitation is $250,000 to $350,000 plus $70,000 in engineering fees. The cost of breaching the dam is estimated to be $80,000.

Breaching the spillway would result in its deregulation relative to Dam Safety standards. The majority of the funds to allow the breach would be provided by American Rivers, US Fish and Wildlife Service and USDA National Resources Conservation Service and Trout Unlimited. The following design modifications and project actions have been proposed for the breach alternative:

1) The breach would result in removal of 35 feet of the 85 foot spillway. The remaining portions of the structure would remain, including the chute area and gate control valve penstock. The voids in the existing concrete structure would be stabilized with lean concrete.
2) A purchase commitment has been obtained from Warren County to allow public access from South Main Street.
3) An interpretive sign is proposed for installation on the embankment discussing the historical and environmental significance of the site.
4) Proposed bottom disturbance has been reduced from 400 feet to 250 feet upstream of the spillway.
5) Concrete would be removed to an off-site location.
6) The bottom of the spillway chute would be filled with c. 12" rip rap approximately 24 inches in depth to prevent undermining during stream diversion; the upstream end of the mill raceway would be plugged with concrete at the end of the project to limit further deterioration.
7) Fill at the downstream side of the concrete spillway has been eliminated from the plan; excess soil and debris would be taken off-site.

Alternatives to the breach

It is HPO's understanding that Mr. Donald Pursel, the owner, does not wish to sell the dam and waterway because it will create non-conforming-use zoning issues for elements of the property resulting from sale of the waterway. Given the cost of rehabilitation and maintenance, it appears that a public entity would need to acquire the structure and adjacent embankment and be willing to re-create a safe impoundment and embankment in accordance with the *Standards*. Otherwise, a feasible alternative to the currently proposed project is not apparent.

At this time it is necessary to hear formally from the federal agencies or their appointed representative regarding this finding of eligibility, effect, and means to avoid, minimize and/or mitigate adverse effects to the Morris Canal Historic District. With this letter, HPO is also soliciting comment from interested public.

Thank you for providing this opportunity for review and comment and for your efforts to provide information about the project. If you have any questions, please do not hesitate to contact Deborah Fimbel (609-984-6019) or Dan Saunders (609-633-2397), staff reviewers for this project.

Sincerely,

Dorothy P. Guzzo
Deputy State Historic
Preservation Officer

DPG:DRF:DS

C: Diane Dow, Land Use Regulation Program, NJDEP
Jill Neall, Land Use Regulation Program, NJDEP
Clint Oman, Dam Safety, NJDEP
Cynthia Savino, Dam Safety, NJDEP

Robert H. Barth
President
Canal Society of New Jersey
214 North Bridge Street
Somerville, New Jersey 08876-1637

Dennis Bertland
Warren County Morris Canal Committee
P.O. Box 11
Port Murray, NJ 07865

Brett Bragin
One DeKorte Park Plaza
Lyndhurst, NJ 07071

Patricia L. Hamilton
Principal Fisheries Biologist
NJ Division of Fish and Wildlife
Bureau of Freshwater Fisheries
P.O. Box 394
Lebanon, New Jersey 08833

Michael King
Phillispburg Riverview Organization
68 South Main Street
Phillipsburg, New Jersey 08865

Harry S. Pursel
1127 South Main Street
Phillipsburg, New Jersey 08865

Gregory A. Sipple, Senior Planner
Warren County Planning Department and
Warren County Morris Canal Committee
Suite 111
165 County Road, Route 519, South
Belvidere, New Jersey 07823-1949

Sara Nicholas
Associate Director of Dam Programs
Mid-Atlantic Field Office
American Rivers
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Harrisburg, PA 17101

Tim Dunne
Resource Conservationist Biologist
Natural Resource Conservation Service
USDA
54 Old Highway 22, Suite 201
Clinton, NJ 08809-1389

Eric Schrading
Private Lands Coordinator
U.S. Fish and Wildlife Service
New Jersey Field Office
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Heritage Square, Building D
Pleasantville, New Jersey 08232

Robert Resker, Director
Warren County Department of Land Preservation
500 Mt. Pisgah Ave.
PO Box 179
Oxford, NJ 07863

David K. Dech
Planning Director
Warren County Planning Department
Wayne Dumont, Jr. Administration Building
165 County Route 519 South, Belvidere, NJ 07823-1949

Grace Messinger
North Jersey Resource Conservation and Development Council
54 Old Highway 22, Suite 201
Clinton, NJ 08809-1389

F.11

L.V.

Port. Reading RR
Lehigh Valley RR HD
See RGA 9841

State of New Jersey

Department of Environmental Protection

Division of Parks & Forestry, Historic Preservation Office
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James E. McGreevey
Governor

Bradley M. Campbell
Commissioner

March 15, 2002
HPO-C2002-151 PROD
Log #02-1100

Mr. Andras Fekete
Manager
Bureau of Environmental Services
New Jersey Department of Transportation
1035 Parkway Avenue
P.O. Box 600
Trenton, New Jersey 08625-0600

Dear Mr. Fekete:

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

Helen Street Extension Project
Borough of South Plainfield, Middlesex County.

These comments are in response to your submission of the following documents, received at the Historic Preservation Office (HPO) on February 15, 2002:

Cultural Resources Investigation, Helen Street Extension Project, prepared by Nancy L. Zerbe Historic Preservation Consulting, Inc. and Richard Grubb and Associates, Inc. and dated April 1999;

Phase IB Archaeological Investigation, Helen Street Extension Project, prepared by Richard Grubb and Associates, Inc. and dated July 2001; and

Effects Assessment Report for Historic Architectural Resources, Helen Street Extension Project, prepared by ARCH2, Inc. (Nancy Zerbe) and dated August 2001.

<u>Summary:</u> Two (2) new historic properties have been identified. The currently proposed project will have **no adverse effect** on historic properties if conditions described in this letter are fulfilled.

800.4 Identification of Historic Properties

Adequate effort to identify archaeological historic properties has been undertaken and the archaeological survey report (MID F 578a) is acceptable as submitted. No further archaeological survey is recommended for this project as currently proposed.

I concur with the submitted cultural resources report that both the **Lehigh Valley Railroad** and the **Port Reading Railroad** are eligible for inclusion in the National Register of Historic Places (NRHP) as linear historic districts under Criteria A and C. Both NRHP eligible resources extend beyond the Area of Potential Effects of the proposed Helen Street Extension Project.

The **Lehigh Valley Railroad** follows a route from Phillipsburg (Warren County) New Jersey east across the state to Jersey City in Hudson County. At South Plainfield, the original main line right of way, now partially active and partially out of service, continues to Perth Amboy.

The **Lehigh Valley Railroad** is eligible for the NRHP at the state level of significance for its role in providing access to New York markets (and the Port of New York and New Jersey) for the Lehigh Valley Railroad, a major inter-state carrier of anthracite coal. The Lehigh Valley Railroad is also eligible for the NRHP at the local level of significance for its contribution to the industrial development of South Plainfield and other Middlesex County communities such as Perth Amboy. The report indicates that the Lehigh Valley Railroad "consists of several components within South Plainfield including portions of the original main line which ran between Phillipsburg and Perth Amboy, portions of the 1888 line which connected the main line in South Plainfield with the Central Railroad of New Jersey in Roselle, the interlocking tracks between these two lines, the South Plainfield freight and coal yard, and numerous industrial sidings." Previous HPO comments for another project identified the Lehigh Valley Oak Island Yard Historic District in the City of Newark, Essex County as a historic property eligible for the NRHP. This historic property would also contribute to and be a part of the Lehigh Valley Railroad Historic District.

The **Port Reading Railroad** is approximately twenty (20) miles long. Historically, the railroad began in Bound Brook (Somerset County) and terminated at Port Reading (Woodbridge Township) where the railroad constructed and maintained substantial facilities on the Arthur Kill.

The **Port Reading Railroad** is eligible for the NRHP at the state and local levels of significance. The construction and operation of the Port Reading Railroad represents the aggressive efforts of railroads, in this case the Reading Railroad, to obtain access to New York markets and the Port of New York and New Jersey. The Port Reading Railroad provided the parent Reading Railroad, another major inter-state carrier of anthracite coal, with access to New York Harbor and was an instrument of railroad expansion, acquisition, and consolidation during the late 19th and early 20th centuries.

Previous HPO comments for other projects have identified the Port Reading Railroad Terminal (Township of Woodbridge) and the Route 27 Bridge over the Port Reading Railroad (Borough of Metuchen) as historic properties individually eligible for the NRHP. These properties would also contribute to the Port Reading Railroad Historic District.

800.5 Assessment of Adverse Effects

I concur with the submitted effects assessment that the proposed project, the construction of an extension of Helen Street on the preferred alignment (H-3.3) will have **no adverse effect** on historic properties if the design and construction of the roadway extension avoids alterations to the physical and visual integrity of the railroad historic districts and if plans and specifications for the project, especially the proposed railroad grade crossings, are submitted to the HPO for review and comment prior to the finalization of design or the solicitation of project construction bids.

If you have any questions regarding these comments or require additional assistance, please contact Steve Hardegen at (609) 984-0141 or Michael Gregg (regarding archaeology) at (609) 633-2395.

Sincerely,

Dorothy P. Guzzo
Deputy State Historic
Preservation Officer

C: Amy Fox, FHWA
Lauralee Rappleye-Marsett, NJDOT
ACHP
Consulting Parties List

DG/CS C:\NJDOTC2002-151

State of New Jersey

Richard J. Codey
Acting Governor

Department of Environmental Protection
Natural and Historic Resources, Historic Preservation Office
PO Box 404, Trenton, NJ 08625
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www.state.nj.us/dep/hpo

Bradley M. Campbell
Commissioner

MEMORANDUM

HPO-D2005-144 PROD
Log # 05-1020-1 and 2

TO: William McLaughlin, Land Use Regulation Program

FROM: Dorothy P. Guzzo, Historic Preservation Office (HPO)

SUBJECT: Conrail North Jersey Terminal [Oak Island and "Chemical Coast"] Capacity Improvement Infrastructure Project

DATE: April 22, 2005

SUMMARY: One (1) **newly identified** historic property, the **Pennsylvania Railroad (PRR) New York Bay Branch Historic District** and four (4) previously identified historic properties are within the delineated Area of Potential Effects (APE) of the project. I concur with the conclusion that the project, as currently proposed, will have **no adverse effect** upon historic properties, if implemented in accordance with **three (3) conditions** delineated below.

These comments are in response to your request to review Land Use Regulation Program (LURP) permit application 0714-04-0001.2 and an accompanying cultural resources report ***Conrail North Jersey Terminal Capacity Improvement Infrastructure Project*** prepared by Richard Grubb and Associates, Inc. and dated March 2005. The cultural resources survey report and the comments that follow include all four Conrail projects and project areas (Area 1 Port to Bay, Area 2 PN to Pike, Area 3 Bay Line Yard, and Area 4 Valley to Stock). These comments and the requested permit conditions are consistent with previous consultation between you and Historic Preservation Office (HPO) staff.

The submitted report correctly acknowledges that four (4) previously identified historic properties are within the APE of the proposed project: the **Central Railroad of New Jersey (CRRNJ) Main Line Corridor Historic District, CRRNJ Newark and Elizabeth Branch Historic District** (including the 1938 bridge over the abandoned access road and the Newark Branch wye bridge over Dowd Avenue), **Lehigh Valley Railroad Historic District** (including the Flood Light Tower and the individually eligible **Oak Island Yard Historic District** and **Vertical Lift Bridge** over Newark Bay).

As Deputy State Historic Preservation Officer, I concur with the conclusion of the submitted cultural resources report that the **Pennsylvania Railroad (PRR) New York Bay Branch Historic District** (including both the Greenville Line and the Passaic Bridge Line and, within the project area, the former PRR Bay Line and Garden Yards, the timber box culvert over Pierson's Creek, and the surviving overhead catenary system (OCS) poles) is eligible for inclusion in the National Register of Historic Places under Criterion A and Criterion C. As described in the submitted cultural resources report, the **Pennsylvania Railroad (PRR) New York Bay Branch Historic District** covers 12.94 miles and extends in two directions from a common connection with the **Pennsylvania Railroad New York to Philadelphia Historic District** at a point known as Waverly in the City of Newark. From this junction, the Greenville Line proceeds east across the Newark Meadows and Newark Bay to Greenville Yard and Greenville Piers in Jersey City and includes the Newark Bay Bridge (shared with the Lehigh Valley Railroad), Greenville Yard Historic District (SHPO Opinion 8/21/1998), Greenville Yard and [Car Float] Piers (Determination of Eligibility 9/8/1981), and, within the project area, the former PRR Bay Line and Garden Yards (Old and New), the timber box culvert over Pierson's Creek, and the surviving overhead catenary system (OCS) poles. The Passaic Bridge Line travels northeast to a railroad swing bridge across the Passaic River and a connection with the former Hudson and Manhattan Railroad (now Port Authority Trans-Hudson (PATH)) and the former PRR Meadows railroad yard at Kearney and includes bridges over Bay Avenue, Avenue I, Wilson Street, Niagara Street, Magazine Street, Saint Charles Street, Berlin Street, CRRNJ Newark and Elizabeth Branch, Roanoke Avenue, Foundry Street, Raymond Boulevard, and the Passaic River and the surviving overhead catenary system (OCS) poles. The catenary system was installed as part of the PRR's massive 1934-1935 East Coast electrification program and is highly visible from many parts of Newark, the Newark Meadows, and intersecting roadways.

According to the submitted report, the New York Bay Branch Railroad is significant:

> as part of the PRR's massive and comprehensive program to reach the Port of New York, the New York Bay Branch allowed the PRR to become one of the leading contributors to the state's industrial, commercial, and urban expansion. The railroad became the critical link in both local and regional railroad systems and constitutes the second half of the PRR's better known and equally important program to bring passenger service into Manhattan, enabling the company to secure a dominant place in the nation's busiest port and establishing itself as the country's largest railroad during the 20th century.

I concur that the period of significance extends from 1889 to 1945 when the Pennsylvania Railroad and the Lehigh Valley Railroad completed the last car float bridge at the Greenville Piers.

The project, as currently proposed, does not involve the construction, demolition, removal or alteration of any buildings, structures (bridges) or objects (flood light tower and overhead catenary system poles) listed on or eligible for inclusion in the New Jersey

and National Registers of Historic Places and, therefore, will have no adverse effect on historic properties if implemented in accordance with the following three (3) conditions that the HPO requests be included in the permit:

1 Should project plans be altered, the permitee shall consult with the Historic Preservation Office regarding effects upon historic properties and, if adverse effects are identified, shall consult with the Historic Preservation Office regarding the actions needed to avoid, minimize, and mitigate such adverse effects.

2 If during the work authorized, structural remains, ruins or archaeological deposits are unearthed that have not been listed or determined eligible for listing in the New Jersey or National Registers of Historic Places, but which may be eligible for listing, the permitee shall immediately notify the Department and proceed as directed by the Department regarding avoiding, minimizing, and/or mitigating adverse effects to eligible resources, pursuant to N.J.A.C. 7:7A-4.3(b)(5) for general permits and 7:7A-7.2(b)(9) for individual permits.

3 The permitee shall, at the conclusion of the project, provide the Historic Preservation Office with written confirmation (supported by photographs) that the former Lehigh Valley flood light tower, the former PRR New York Bay Branch timber box culvert over Pierson's Creek and surviving overhead catenary system poles, and the former CRRNJ Newark and Elizabeth Branch bridge over the abandoned access road and Newark Branch wye bridge over Dowd Avenue (and especially the distinctive CRRNJ handrails on both bridges) have been retained intact and neither removed nor altered.

Additional Comments

The cultural resources report included a well-researched history of the affected railroad resources, numerous historic maps, photographs of current conditions throughout the project area, and copies of construction plans that identified and delineated cultural resource features. The scope and quality of the report substantially assisted the HPO review of this permit application.

If you have any questions concerning this project review, please call HPO transportation review coordinator Charles Scott at 609-633-2396.

Federal Emergency Management Agency
FEMA-State Disaster Field Office
80 Centre Street, 3rd Floor
New York, NY 10013
FEMA-1391-DR-NY

February 27, 2002

Ms. Dorothy Guzzo
State Historic Preservation Officer
New Jersey Department of Environmental Protection
Historic Preservation Office
P.O. Box 404
Trenton, New Jersey 08625-0404

RE: Proposed Restoration of PATH Service to
World Trade Center Site
Borough of Manhattan, City of New York, New York

Dear Ms. Guzzo:

As you are aware, the September 11, 2002 Terrorist Attacks on the World Trade Center (WTC) resulted in the partial destruction of the transit lines and station that served the WTC. Pursuant to Section 106 of the National Historic Preservation Act of 1966, the Federal Emergency Management Agency (FEMA) is seeking the comments of the New Jersey State Historic Preservation Office about the Port Authority of New York and New Jersey's proposed restoration of Port Authority Trans-Hudson (PATH) service to the area surrounding the site, located in the Borough of Manhattan, New York City, New York.

Before it may begin the proposed restoration of service to Lower Manhattan via Tunnels E and F, the Port Authority will need to begin work to remove all existing construction inside the tunnels including the railway track, ballast, concrete-encased duct banks, fiber optic cables, signal equipment, light fixtures, and all electrical, mechanical, and communication systems supporting operations within the tunnels. However, the concrete invert and drainage trough at the base of the tunnel and the original steel tunnel walls will be retained and repaired where necessary. To initially restore service to Lower Manhattan via PATH, the Port Authority currently proposes to construct a temporary station in the vicinity of the destroyed WTC station. At this time, the Port Authority proposes to utilize a remaining escalator system and construct a new walkway to provide access from Church Street to the temporary station. As a long-term solution, there is a dialogue currently taking place about integrating the abandoned 1909 Hudson (or Courtlandt Street) Station into the final transportation system plans; however no formal proposal has been brought forth at this time.

Based upon our studies, we have learned that the Hudson & Manhattan (H & M) Railroad constructed the Hudson Station and passenger service began in 1909, which was linked to the southernmost of two tunnels built below the surface of the Hudson River. Known as the Hudson Tubes, these tunnels not only provided an important transportation link between Jersey City and New York, they were also completed using a highly innovative construction technique known as the Greathead Shield method that had been utilized to build the subway system in London during the 1860s, but had not been previously used in the U.S. Of utmost significance, the Greathead Shield method was perfected in

constructing the H & M, and the perfected method became the prototype for subsequent tunnel projects. The pair of tunnels also presaged the Holland and Lincoln tunnels that were built later in the twentieth century to serve automobile traffic in New York City. Finally, the transit system built by the Hudson & Manhattan (which includes the Hudson River Tubes, the system of underground tunnels built on both sides of the river, and the passenger stations) would have even greater value when the H & M system was joined with New York's original subway, the Interborough Rapid Transit (IRT) system.

Two other significant points worth mentioning include the following:

- The H & M tunnel predates the Penn Station train tunnel; and
- The H & M was originally conceived to connect with the 6th and 9th Avenue elevated trains, which were eventually replaced by the IRT transit system.

For the above-listed justifications, we believe that the 1908-09 H & M transit system should be considered eligible for listing in the National Register of Historic Places under Criterion A for the system's historic associations with early 20th century urban and commercial development in New York and Jersey City; under Criterion B for its associations with H & M President William Gibbs McAdoo, who spearheaded the construction of the tunnel and later served as Secretary of the Treasury under President Woodrow Wilson; and under Criterion C for the system's significance as an ambitious engineering accomplishment in the early 20th-century. However, we believe that the 1971 WTC station and the changes made to the 1908-09 H & M system in order to begin passenger service to the new station should **not** be considered contributing resources to the earlier transit system. Moreover, because we believe that the 1971 changes have not achieved historic significance in their own right, FEMA has determined that these later additions to the system fail to meet Criteria Consideration G, "Exceptional Significance" of Properties less than 50 years of age. For these reasons, we believe that the proposed demolition work that is a preliminary step necessary to restore service to Lower Manhattan will have no effect to historic properties.

So that the Port Authority may begin demolition work on March 1, 2002, we seek your concurrence with our finding of effect. If your office concurs with this finding of effect, please sign on the line below and return the original copy of this letter to the address above. Should you have questions about this project, please contact me at (212) 416-0348 or Jeffrey Durbin, FEMA TAC Architectural Historian, at (212) 693-7406.

Sincerely,

Robert Tranter
for Regional Environmental Officer

RT:jld
Enclosure

I concur with the above finding that the Hudson & Manhattan Transit System should be considered eligible for listing in the National Register of Historic Places, but that the project to restore PATH service to Lower Manhattan will have no effect to historic properties:

Name: DSHP Title: 3/4/02

State of New Jersey

Christine Todd Whitman
Governor

Department of Environmental Protection
DIVISION OF PARKS AND FORESTRY
HISTORIC PRESERVATION OFFICE
CN-404
TRENTON, N.J. 08625-0404
TEL: (609) 292-2023
FAX: (609) 984-0578

Robert C. Shinn, Jr.
Commissioner

September 24, 1996
HPO-I96-131

Andras Fekete, Manager
Bureau of Environmental Services
New Jersey Department of Transportation
1035 Parkway Avenue
CN 600
Trenton, NJ 08625-0600

Dear Mr. Fekete:

As Deputy State Historic Preservation Officer for New Jersey, in accordance with 36 CFR Part 800: Protection of Historic Properties, as published in the Federal Register on September 2, 1986 (51, 169, 31115-31125), I am providing Consultation Comments for the following project:

Morris County, Randolph and Rockaway Townships
Rockaway Road Bridge over NJ Transit Morristown Line
Str. #1464154

These comments are in response to your letter of July 23, 1996 requesting Historic Preservation Office (HPO) consultation comments and an effect assessment. My comments are based on the following reviewed report:

"Rockaway Road Bridge Replacement, Stage I Cultural Resource Investigation for Level of Action Assessment, Rockaway Road Bridge over New Jersey Transit Morristown Line, Structure Number 1464-154, Rockaway and Randolph Townships, Morris County, New Jersey" by Louis Berger & Associates, Inc. (June 1996).

My comments are also based on additional research by my staff.

SUMMARY: Two historic properties were identified in the APE -- the Morris Canal and the Old Main DL&W Railroad Historic District. The project as proposed will have an Adverse Effect on historic properties.

800.4 Identifying Historic Properties

The Morris Canal was listed in the National Register of Historic Places on 10/1/74.

I concur that there are no eligible archaeological historic properties within the APE. Shovel tests and surface inspection in the area of the former Dover Car Shops were negative.

It is my opinion as Deputy State Historic Preservation Officer for New Jersey that the Old Main DL&W Railroad Historic District is eligible to be listed in the National Register of Historic Places under Criteria A & C. For a more thorough discussion of the significance of this resource please see Attachment A. The Rockaway Road Bridge (Str. #1464154) is a contributing resource in the Old Main DL&W Railroad Historic District.

The Old Main DL&W Railroad Historic District extends from its eastern terminus at Hoboken Terminal (historically Erie-Lackawanna Railroad and Ferry Terminal) along NJ Transit's Morristown Line (historically the Morris & Essex Railroad, and later the DL&W Main Line) through Newark, Summit, Morristown, Denville, and Dover; it continues through Wharton, Hopatcong Junction, and Netcong to Washington; at Washington it departs from the historic route of the Morris and Essex to follow the historic route of the Warren Railroad, traveling north through Buttzville, Manunka Chunk, and Delaware to its western terminus, the Delaware River. Please see attached map for details on the boundaries of this historic district. Significant features along this historic district range in date from the mid-1850s to circa 1930.

800.5 Assessing Effects

The project as currently proposed, demolition and replacement of a contributing resource in a historic district, will have an adverse effect on historic resources.

Report Comments

We applaud the consultant's efforts to consult with the Canal Society of New Jersey.

Archaeological potentials related to the former Dover Car Shops should have been considered in the background investigations.

Should you have any questions, please contact Charles Scott or Andrea Tingey at (609) 292-2028.

Sincerely,

Dorothy P. Guzzo
Deputy State Historic
Preservation Officer

cc: Eric DeLony, HAER
Jim Musser, President, Roebling Chapter, SIA
Janet Fittipaldi, NJDOT, BES

Helene Cook, FHWA
Victoria Martinez, FHWA
ACHP
David Koenig, NJ Transit
Marion Harris, Morris County Trust for Historic Preservation
George Warne, Warren County Cultural and Heritage Commission

State of New Jersey

Christine Todd Whitman
Governor

Department of Environmental Protection
Division of Parks & Forestry
Historic Preservation Office
PO Box 404
Trenton, N.J. 08625-0404
TEL: (609)292-2023
FAX: (609)984-0578

Robert C. Shinn, Jr.
Commissioner

January 20, 1999
HPO-A99-53

Mr. David Koenig
Historic Preservation Specialist
New Jersey Transit
One Penn Plaza East
Newark, New Jersey 07105-2246

Summary: The HPO concurs with the identification of listed, individually eligible, and contributing properties within the boundaries of the Old Main DL&W Historic District located on NJ Transit's operating Morristown Line. This letter also notes the existence of additional properties, and offers comments on the Phase II report.

Dear Mr. Koenig:

As Deputy State Historic Preservation Officer for New Jersey, in accordance with 36 CFR Part 800: Protection of Historic Properties, as published in the Federal Register 2 September 1986 (51 FR 31115-31125), I am providing continuing **Consultation Comments** for the following project:

Multiple Counties, New Jersey
Morris and Essex (M&E) Lines Station Rehabilitation Master Planning and Conceptual Design Project
Historic Corridor Analysis, Phase II
Federal Transit Administration, NJ Transit

I am writing in response to your request for HPO review and comment on the report: **Historic Corridor Analysis: Morristown Line and Montclair Branch, Phase II**, by Lynn Drobbin and Associates and LS Transit Systems, Inc., October 1998. The Phase II report addresses the eligibility of Morristown Line sub-stations, control towers, and bridges with regard to the Old Main Delaware Lackawanna and Western Railroad Historic District (Old Main DL&W HD), identified as eligible on September 24, 1996 (Report Appendix A). Similar features of the Montclair Branch were not evaluated in this report, and these comments do not address any eligibility issues for properties on the Montclair Branch. Previous comments on the Phase I report concurred with the identification of contributing and individually eligible stations on both the Morristown Line and the Montclair Branch (HPO-C98-129, March 25, 1998).

The area covered by the Phase I and II reports includes the operating Morristown Line, from its origin in Hoboken City, Hudson County, out to approximately Milepost 38.69 in Dover Town, Morris County, which may be considered the Area of Potential Effects (APE) for this project. However, as noted on page 1-1 of the Phase I Report, the eligible property extends beyond the APE.

I commend NJT and its consultants for taking a comprehensive approach to the identification and evaluation of historic properties along this historically significant rail corridor. The documentation provides a useful collection of information that can serve the immediate and long term planning goals for NJ Transit's management of historic properties.

800.4 Identifying Historic Properties

I appreciate the inclusion of the Hoboken Terminal and Rail Yard buildings in the report. As noted in section 4.2, recent consultation (included as Report Appendix B) regarding the *Hoboken Terminal and Yard Preservation Plan* has delineated the contributing and non-contributing features of the yard. However, the building referred to as the Crew Quarters in the report was not specifically identified in either the *Preservation Plan* or the HPO's comments, although it does appear in the 1930's era yard development diagram (Chapter II, Drawing 8) of the *Preservation Plan.* The text in Section 4.8 of this Phase II report does not indicate a date for this building, however, based on its appearance, it is my opinion that this building is a **contributing feature** of the Old Main DL&W HD.

Additionally, the West End Sub-Station has been previously identified as a contributing feature of the Old Main DL&W HD (Report Appendix C).

<u>National Register Listed Properties</u>

I concur with the recommendation of the report that the following properties, **listed in the National Register of Historic Places, are contributing features** of the Old Main DL&W HD:

Freight Stations and Railway Express Buildings

1. **Madison Railway Express Building**, Madison Station, Milepost 25.66, NJ Transit Morristown Line, Madison Township, Morris County. This building is listed as part of the thematic nomination for Madison Station (NR 6/22/84, SR 3/17/84).
2. **Morristown Railway Express Building**, Lafayette Avenue, Milepost 29.86, NJ Transit Morristown Line, Morristown Town, Morris County. This building is listed as part of the Morristown Historic District Extension (NR 11/13/86, SR 9/11/86).

Bridges

3. **East Orange Station Viaduct**, Milepost 10.05, NJ Transit Morristown Line, East Orange City, Essex County. This viaduct is listed as part of the thematic nomination for East Orange Station (NR 6/22/84, SR 3/17/84)
4. **Brick Church Station Viaduct**, Milepost 10.60, NJ Transit Morristown Line, East Orange City, Essex County. This viaduct is listed as part of the thematic nomination for Brick Church Station (NR 6/22/84, SR 3/17/84)
5. **Montrose Avenue Bridge**, Milepost 13.08, NJ Transit Morristown Line, South Orange Village Township, Essex County. This bridge is listed as part of the thematic nomination for Mountain Station (NR 9/29/84, SR 3/17/84).

6. **South Orange Station Viaduct**, Milepost 13.82, NJ Transit Morristown Line, South Orange Village Township, Essex County. This viaduct is listed as part of the thematic nomination for South Orange Station (NR 6/22/84, SR 3/17/84).

Individually Eligible Properties

The following properties, **previously identified as individually eligible** through Section 106 consultation, are **contributing features** of the Old Main DL&W HD:

Bridges

1. **Bergen Tunnels**, Milepost 1.46, NJ Transit Morristown Line, Jersey City, Hudson County (SHPO Opinion 05/08/98).
2. **West End Through Truss Bridges**, Milepost 1.89, NJ Transit Morristown Line, Jersey City, Hudson County (SHPO Opinion 03/31/97).
3. **Lower Hack Draw Bridge**, Milepost 2.52-2.64, NJ Transit Morristown Line, Jersey City and Kearny Town, Hudson County; (SHPO Opinion 09/18/96) This bridge includes the Duffield Avenue Crossing.
4. **Broad Street Railroad Bridge**, Milepost 7.72, NJ Transit Morristown Line, Newark City, Essex County; (SHPO Opinion 03/19/96)
5. **University Avenue Railroad Bridge**, Milepost 7.74, NJ Transit Morristown Line, Newark City, Essex County; (SHPO Opinion 03/19/96)

The following bridges were also evaluated as individually eligible in the New Jersey Transit Historic Bridge Survey, the findings of which have been reviewed and accepted by the Historic Preservation Office. Therefore, **it is my opinion that they are individually eligible for inclusion in the National Register of Historic Places and are contributing features of the Old Main DL&W HD**:

6. **Grove Street Bridge**, Milepost 0.66, NJ Transit Morristown Line, Jersey City, Hudson County
7. **Newark Drawbridge**, Milepost 7.48, NJ Transit Morristown Line, Newark City, Essex County. This bridge also contributes to the eligible Newark Grade Crossing Elimination District (SHPO Opinion 03/19/96, Revised 9/14/98).
8. **Maple Avenue Footbridge**, Milepost 9.72, NJ Transit Morristown Line, East Orange City, Essex County
9. **Parkway Arches**, Milepost 9.88, NJ Transit Morristown Line, East Orange City, Essex County
10. **Essex Avenue Bridge**, Milepost 11.38, NJ Transit Morristown Line, Orange City, Essex County
11. **Lincoln Avenue Bridge**, Milepost 11.51, NJ Transit Morristown Line, Orange City, Essex County
12. **Glebe Street Bridge**, Milepost 11.75, NJ Transit Morristown Line, Orange City, Essex County
13. **Cary Street Bridge**, Milepost 11.81, NJ Transit Morristown Line, Orange City, Essex County
14. **Joyce Street Bridge**, Milepost 11.92, NJ Transit Morristown Line, Orange City, Essex County
15. **Central Avenue Bridge**, Milepost 11.98, NJ Transit Morristown Line, Orange City, Essex County
16. **Mitchell Avenue Bridge**, Milepost 12.07, NJ Transit Morristown Line, Orange City, Essex County
17. **Stetson Avenue Bridge**, Milepost 12.13, NJ Transit Morristown Line, Orange City, Essex County

18. **Freeman Street Bridge**, Milepost 12.23, NJ Transit Morristown Line, Orange City, Essex County
19. **Main Street Bridge**, Milepost 17.01, NJ Transit Morristown Line, Millburn Township, Essex County
20. **Passaic River Bridge**, Milepost 22.31, NJ Transit Morristown Line, Chatham Township, Morris County and Summit City, Union County
21. **Lafayette Avenue Bridge**, Milepost 23.85, NJ Transit Morristown Line, Chatham Township, Morris County
22. **Union Avenue Bridge**, Milepost 24.39, NJ Transit Morristown Line, Madison Borough, Morris County
23. **Samson Avenue Bridge**, Milepost 24.96, NJ Transit Morristown Line, Madison Borough, Morris County
24. **Ridgedale Avenue Footbridge**., Milepost 25.9, NJ Transit Morristown Line, Madison Borough, Morris County
25. **Estling Lake Bridge**, Milepost 34.58, NJ Transit Morristown Line, Denville Township, Morris County

I concur with the recommendation of the report that **the following properties are individually eligible for inclusion in the National Register of Historic Places and are contributing features** of the Old Main DL&W HD:

Interlocking Towers

26. **Orange Railway Express Building and Interlocking Tower**, Lincoln Avenue, Milepost 11.56, NJ Transit Morristown Line, Orange City, Essex County. This property includes the tower, inbound platform and canopy, express building and viaduct garage bays.
27. **Summit Interlocking Tower**, Summit Avenue and Union Place, Milepost 20.00, NJ Transit Morristown Line, Summit City, Union County.
28. **Denville Interlocking Tower**, Estling Lake Road, Milepost 37.30, NJ Transit Morristown Line, Denville Township, Morris County.
29. I concur that **West End Interlocking Tower**, East of West End Avenue, Milepost 2.10, NJ Transit Morristown Line, Jersey City, Hudson County **contributes** to the Old Main DL&W HD, however, it is my opinion that **this interlocking tower is also individually eligible** for inclusion in the National Register of Historic Places. The addition has not significantly altered the unique architectural qualities of this tower, which embodies the DL&W's early use of concrete.

Contributing Properties

I concur with the recommendation of the report that **the following properties are contributing features** of the Old Main DL&W HD:

Sub-Stations

1. **Roseville Avenue Sub-Station**, Between 11th and 13th Streets, Milepost 9.18, NJ Transit Morristown Line, Newark City, Essex County.
2. **Summit Sub-Station**, East of Passaic Avenue, Milepost 21.40, NJ Transit Morristown Line, Summit City, Union County.
3. **Denville Sub-Station**, Estling Lake Road, Milepost 36.40, NJ Transit Morristown Line, Denville Township, Morris County.

4. **Grove Street Tie-Station**, West of Grove Street, Milepost 0.70, NJ Transit Morristown Line, Jersey City, Hudson County.
5. **South Orange Tie-Station**, West of Valley Road at Roland Avenue, Milepost 14.40, NJ Transit Morristown Line, South Orange Village Township, Essex County.
6. **Morristown Tie-Station**, East of George and King Streets, Milepost 30.54, NJ Transit Morristown Line, Morristown Town, Morris County.
7. **Dover Tie-Station**, South of Blackwell Street at Union Street, Milepost 38.00, NJ Transit Morristown Line, Dover Town, Morris County.

Freight Stations and Railway Express Buildings

8. **Orange Freight Station**, Lincoln Avenue, Milepost 11.56, NJ Transit Morristown Line, Orange City, Essex County.
9. **Dover Freight Station**, Prospect Street at Blackwell Street, Milepost 40.50, NJ Transit Morristown Line, Dover Town, Morris County.

Bridges

10. **Henderson Street Bridge**, Milepost 0.57, NJ Transit Morristown Line, Jersey City, Hudson County
11. **Hoboken Avenue Bridge**, Milepost 0.8, NJ Transit Morristown Line, Jersey City, Hudson County
12. **Bridge over Conrail River Line**, Milepost 0.91, NJ Transit Morristown Line, Jersey City, Hudson County
13. **Bridge over Conrail PSE&G Siding**, Milepost 2.13, NJ Transit Morristown Line, Jersey City, Hudson County
14. **Bridge over Conrail**, Milepost 2.16, NJ Transit Morristown Line, Jersey City, Hudson County
15. **Bridge over Conrail**, Milepost 2.17, NJ Transit Morristown Line, Jersey City, Hudson County
16. **West Side Avenue Bridge**, Milepost 2.19, NJ Transit Morristown Line, Jersey City, Hudson County
17. duplicate deleted
18. **James Avenue Bridge**, Milepost 2.3, NJ Transit Morristown Line, Jersey City, Hudson County
19. **Koppers Road Bridge**, Milepost 2.88, NJ Transit Morristown Line, Kearny Town, Hudson County (Not in NJ Transit Historic Bridge Survey)
20. **Cedar Creek Bridge** Milepost 5.16, NJ Transit Morristown Line, Kearny Town, Hudson County (Not in NJ Transit Historic Bridge Survey)
21. **Amtrak Overhead Bridge**, Milepost 5.22, NJ Transit Morristown Line, Kearny Town, Hudson County (Not in NJ Transit Historic Bridge Survey)
22. **Franks Creek Bridge**, Milepost 5.81, NJ Transit Morristown Line, Kearny Town, Hudson County (Not in NJ Transit Historic Bridge Survey)
23. **5th Street Bridge**, Milepost 6.72, NJ Transit Morristown Line, Harrison Town, Hudson County
24. **4th Street Bridge**, Milepost 6.83, NJ Transit Morristown Line, Harrison Town, Hudson County
25. **Bergen Street Bridge**, Milepost 6.93, NJ Transit Morristown Line, Harrison Town, Hudson County
26. **Sussex Street Bridge**, Milepost 7, NJ Transit Morristown Line, Harrison Town, Hudson County
27. **Warren Street Bridge**, Milepost 7.07, NJ Transit Morristown Line, Harrison Town, Hudson County
28. **James Avenue Subway**, Milepost 7.15, NJ Transit Morristown Line, Harrison Town, Hudson County.
29. **Harrison Avenue Bridge**, Milepost 7.19, NJ Transit Morristown Line, Harrison Town, Hudson County
30. **Cleveland Avenue Bridge**, Milepost 7.25, NJ Transit Morristown Line, Harrison Town, Hudson County
31. **Hamilton Street Bridge**, Milepost 7.32, NJ Transit Morristown Line, Harrison Town, Hudson County
32. **Passaic Avenue Bridge**, Milepost 7.41, NJ Transit Morristown Line, Harrison Town, Hudson County
33. **Viaduct to Newark Draw**, Milepost 7.42, NJ Transit Morristown Line, Harrison Town, Hudson County
34. **Viaduct to Route 21**, Milepost 7.53, NJ Transit Morristown Line, Newark City, Essex County
35. **Route 21 Bridge**, Milepost 7.56, NJ Transit Morristown Line, Newark City, Essex County
36. **Viaduct to Concrete Arches**, Milepost 7.59, NJ Transit Morristown Line, Newark City, Essex County

37. **Concrete Arches**, Milepost 7.65, NJ Transit Morristown Line, Newark City, Essex County
38. **King Boulevard Bridge**, Milepost 7.89, NJ Transit Morristown Line, Newark City, Essex County
39. **Footbridge**, Milepost 8.05, NJ Transit Morristown Line, Newark City, Essex County (Not in NJ Transit Historic Bridge Survey)
40. **Nesbitt Street Bridge**, Milepost 8.22, NJ Transit Morristown Line, Newark City, Essex County
41. **Clifton Avenue Bridge**, Milepost 8.27, NJ Transit Morristown Line, Newark City, Essex County
42. **1st Street Bridge**, Milepost 8.57, NJ Transit Morristown Line, Newark City, Essex County
43. **2nd Street Bridge**, Milepost 8.62, NJ Transit Morristown Line, Newark City, Essex County
44. **3rd Street Bridge**, Milepost 8.67, NJ Transit Morristown Line, Newark City, Essex County
45. **4th Street Bridge**, Milepost 8.72, NJ Transit Morristown Line, Newark City, Essex County (Not in NJ Transit Historic Bridge Survey)
46. **5th Street Bridge**, Milepost 8.77, NJ Transit Morristown Line, Newark City, Essex County
47. **6th Street Bridge**, Milepost 8.82, NJ Transit Morristown Line, Newark City, Essex County
48. **7th Street Bridge**, Milepost 8.88, NJ Transit Morristown Line, Newark City, Essex County (Not in NJ Transit Historic Bridge Survey)
49. **Roseville Avenue Bridge**, Milepost 8.94, NJ Transit Morristown Line, Newark City, Essex County
50. **Bathgate Place Bridge**, Milepost 9.02, NJ Transit Morristown Line, Newark City, Essex County
51. **Gray Street Footbridge**, Milepost 9.07, NJ Transit Morristown Line, Newark City, Essex County
52. **11th Street Footbridge**, Milepost 9.12, NJ Transit Morristown Line, Newark City, Essex County
53. **13th Street Bridge**, Milepost 9.18, NJ Transit Morristown Line, Newark City, Essex County
54. **14th Street Footbridge**, Milepost 9.24, NJ Transit Morristown Line, Newark City, Essex County
55. **15th Street Subway**, Milepost 9.29, NJ Transit Morristown Line, Newark City, Essex County
56. **16th Street Bridge**, Milepost 9.35, NJ Transit Morristown Line, Newark City, Essex County
57. **Greenwood Avenue Bridge**, Milepost 9.49, NJ Transit Morristown Line, East Orange City, Essex County
58. **Grove Street Bridge**, Milepost 9.65, NJ Transit Morristown Line, East Orange City, Essex County
59. **Walnut Street Bridge**, Milepost 10.24, NJ Transit Morristown Line, East Orange City, Essex County
60. **Burnet Street Bridge**, Milepost 10.31, NJ Transit Morristown Line, East Orange City, Essex County
61. **Clinton Street Bridge**, Milepost 10.38, NJ Transit Morristown Line, East Orange City, Essex County
62. **Oakwood Avenue Bridge**, Milepost 10.87, NJ Transit Morristown Line, Orange City, Essex County
63. **Hickory Street Bridge**, Milepost 11.03, NJ Transit Morristown Line, Orange City, Essex County
64. **Center Street Bridge**, Milepost 11.22, NJ Transit Morristown Line, Orange City, Essex County
65. **Day Street Bridge**, Milepost 11.3, NJ Transit Morristown Line, Orange City, Essex County
66. **Forest Street Bridge**, Milepost 12.33, NJ Transit Morristown Line, Orange City, Essex County
67. **Nassau Street Bridge**, Milepost 12.4, NJ Transit Morristown Line, Orange City, Essex County
68. **McChesney Street Bridge**, Milepost 12.49, NJ Transit Morristown Line, Orange City, Essex County
69. **Christopher Street Bridge**, Milepost 12.53, NJ Transit Morristown Line, Orange City, Essex County
70. **Tremont Avenue Bridge**, Milepost 12.61, NJ Transit Morristown Line, Orange City, Essex County
71. **Beach Street Bridge**, Milepost 12.68, NJ Transit Morristown Line, Orange City, Essex County
72. **Chestnut Street Bridge**, Milepost 12.72, NJ Transit Morristown Line, Orange City, Essex County
73. **Morris Street Bridge**, Milepost 12.78, NJ Transit Morristown Line, Orange City, Essex County
74. **Argyle Avenue Bridge**, Milepost 12.85, NJ Transit Morristown Line, Orange City, Essex County
75. **Mead Street Bridge**, Milepost 13.57, NJ Transit Morristown Line, South Orange Village Township, Essex County
76. **Third Street Bridge**, Milepost 14, NJ Transit Morristown Line, South Orange Village Township, Essex County
77. **Rahway River Bridge**, Milepost 14.56, NJ Transit Morristown Line, South Orange Village Township, Essex County
78. **West Parker Avenue Bridge**, Milepost 14.65, NJ Transit Morristown Line, Maplewood Township, Essex County

79. **Jefferson Avenue Bridge**, Milepost 14.78, NJ Transit Morristown Line, Maplewood Township, Essex County
80. **Baker Street Bridge**, Milepost 15.3, NJ Transit Morristown Line, Maplewood Township, Essex County
81. **Ridgewood Road Bridge**, Milepost 15.85, NJ Transit Morristown Line, Millburn Township, Essex County
82. **Bridge over Waterway**, Milepost 15.92, NJ Transit Morristown Line, Millburn Township, Essex County (Not in NJ Transit Historic Bridge Survey)
83. **Cypress Street Bridge**, Milepost 15.94, NJ Transit Morristown Line, Millburn Township, Essex County
84. **Wyoming Avenue Bridge**, Milepost 16.38, NJ Transit Morristown Line, Millburn Township, Essex County
85. **Lackawanna Place Bridge**, Milepost 16.87, NJ Transit Morristown Line, Millburn Township, Essex County
86. **Rahway River Bridge**, Milepost 16.96, NJ Transit Morristown Line, Millburn Township, Essex County
87. **Bridge over Waterway**, Milepost 17.46, NJ Transit Morristown Line, Millburn Township, Essex County (Not in NJ Transit Historic Bridge Survey)
88. **Pine Terrace Bridge**, Milepost 17.6, NJ Transit Morristown Line, Millburn Township, Essex County
89. **Short Hills Avenue Bridge**, Milepost 17.76, NJ Transit Morristown Line, Millburn Township, Essex County (Not in NJ Transit Historic Bridge Survey)
90. **Forest Drive Bridge**, Milepost 18.12, NJ Transit Morristown Line, Millburn Township, Essex County
91. **Taylor Road Bridge**, Milepost 18.26, NJ Transit Morristown Line, Millburn Township, Essex County
92. **Morris Avenue Bridge**, Milepost 18.72, NJ Transit Morristown Line, Millburn Township, Essex County
93. **Springfield Avenue Bridge**, Milepost 19.27, NJ Transit Morristown Line, Summit City, Union County (Not in NJ Transit Historic Bridge Survey)
94. **Springfield Avenue Bridge**, Milepost 20.34, NJ Transit Morristown Line, Summit City, Union County
95. **Morris Avenue Bridge**, Milepost 20.51, NJ Transit Morristown Line, Summit City, Union County
96. **High Street Bridge**, Milepost 20.88, NJ Transit Morristown Line, Summit City, Union County (Not in NJ Transit Historic Bridge Survey)
97. **Passaic Avenue Bridge**, Milepost 21.51, NJ Transit Morristown Line, Summit City, Union County
98. **Bridge over Waterway**, Milepost 21.55, NJ Transit Morristown Line, Summit City, Union County (Not in NJ Transit Historic Bridge Survey)
99. **New Providence Avenue Bridge**, Milepost 21.77, NJ Transit Morristown Line, Summit City, Union County
100. **Mount Vernon Avenue Bridge**, Milepost 21.89, NJ Transit Morristown Line, Summit City, Union County
101. **River Road Bridge**, Milepost 22.35, NJ Transit Morristown Line, Chatham Township, Morris County
102. **Watchung Avenue Bridge**, Milepost 22.74, NJ Transit Morristown Line, Chatham Township, Morris County
103. **Pedestrian Subway at Red Road**, Milepost 23.09, NJ Transit Morristown Line, Chatham Township, Morris County (Not in NJ Transit Historic Bridge Survey)
104. **Hillside Avenue Bridge**, Milepost 23.24, NJ Transit Morristown Line, Chatham Township, Morris County
105. **Passaic Avenue Bridge**, Milepost 23.39, NJ Transit Morristown Line, Chatham Township, Morris County
106. **Fairmount Avenue Bridge**, Milepost 23.46, NJ Transit Morristown Line, Chatham Township, Morris County
107. **Washington Avenue Bridge**, Milepost 23.68, NJ Transit Morristown Line, Chatham Township, Morris County
108. **Bridge over Waterway**, Milepost 23.84, NJ Transit Morristown Line, Chatham Township, Morris County (Not in NJ Transit Historic Bridge Survey)
109. **Kings Road Bridge**, Milepost 25.27, NJ Transit Morristown Line, Madison Borough, Morris County
110. **Prospect Street Bridge**, Milepost 25.47, NJ Transit Morristown Line, Madison Borough, Morris County
111. **Waverly Place Bridge**, Milepost 25.61, NJ Transit Morristown Line, Madison Borough, Morris County
112. **Green Village Road Bridge**, Milepost 25.71, NJ Transit Morristown Line, Madison Borough, Morris County

113. **Route 24 (Madison Ave.) Bridge**, Milepost 25.85, NJ Transit Morristown Line, Madison Borough, Morris County
114. **Elm Street Bridge**, Milepost 26.17, NJ Transit Morristown Line, Madison Borough, Morris County
115. **Twomblys Arch**, 27.28, NJ Transit Morristown Line, Morris Township, Morris County
116. **Punch Bowl Road Bridge**, Milepost 28.06, NJ Transit Morristown Line, Morris Township, Morris County
117. **Normandy Parkway Bridge**, Milepost 28.69, NJ Transit Morristown Line, Morris Township, Morris County
118. **Bridge over Waterway**, Milepost 29.30, NJ Transit Morristown Line, Morris Township, Morris County (Not in NJ Transit Historic Bridge Survey)
119. **Ford Avenue Bridge**, Milepost 29.43, NJ Transit Morristown Line, Morristown Town, Morris County
120. **Morris Street Bridge**, Milepost 29.72, NJ Transit Morristown Line, Morristown Town, Morris County
121. **Lafayette Avenue Bridge**, Milepost 29.84, NJ Transit Morristown Line, Morristown Town, Morris County
122. **Whippany River Bridge**, Milepost 29.97, NJ Transit Morristown Line, Morristown Town, Morris County
123. **Martin Luther King Avenue Bridge**, Milepost 30.12, NJ Transit Morristown Line, Morristown Town, Morris County
124. **Cory Road Bridge**, Milepost 30.83, NJ Transit Morristown Line, Morris Township, Morris County
125. **Hanover Avenue Bridge**, Milepost 31.48, NJ Transit Morristown Line, Morris Plains Borough, Morris County
126. **Route 202 (Littleton Rd.) Bridge**, Milepost 32.06, NJ Transit Morristown Line, Morris Plains Borough, Morris County
127. **Bridge over Waterway**, Milepost 32.57, NJ Transit Morristown Line, Morris Plains Borough, Morris County (Not in NJ Transit Historic Bridge Survey)
128. **Bridge over Waterway**, Milepost 33.07, NJ Transit Morristown Line, Morris Plains Borough, Morris County (Not in NJ Transit Historic Bridge Survey). Identified on 1902 plan as "Cattle Pass for Homer Davenport Farm."
129. **Bridge over Waterway**, Milepost 33.34, NJ Transit Morristown Line, Morris Plains Borough, Morris County (Not in NJ Transit Historic Bridge Survey)
130. **Bridge over Waterway**, Milepost 33.7, NJ Transit Morristown Line, Morris Plains Borough, Morris County (Not in NJ Transit Historic Bridge Survey)
131. **Route 10 Bridge**, Milepost 33.74, NJ Transit Morristown Line, Morris Plains Borough, Morris County (Not in NJ Transit Historic Bridge Survey)
132. **Culvert at Powder Mill Pond Dam**, Milepost 34.83, NJ Transit Morristown Line, Morris Plains Borough, Morris County (Not in NJ Transit Historic Bridge Survey)
133. **Franklin Road Bridge**, Milepost 35.28, NJ Transit Morristown Line, Denville Township, Morris County (Not in NJ Transit Historic Bridge Survey)
134. **Bridge over Waterway**, Milepost 36.41, NJ Transit Morristown Line, Randolph Township, Morris County (Not in NJ Transit Historic Bridge Survey)
135. **Bridge over Waterway**, Milepost 36.68, NJ Transit Morristown Line, Randolph Township, Morris County (Not in NJ Transit Historic Bridge Survey)
136. **Rockaway Road Bridge**, Milepost 36.86, NJ Transit Morristown Line, Dover Town, Morris County (Not in NJ Transit Historic Bridge Survey)
137. **Bridge over Waterway**, Milepost 36.87, NJ Transit Morristown Line, Dover Town, Morris County (Not in NJ Transit Historic Bridge Survey)
138. **Salem Street Bridge**, Milepost 37.54, NJ Transit Morristown Line, Dover Town, Morris County
139. **Prospect Street Bridge**, Milepost 38.45, NJ Transit Morristown Line, Dover Town, Morris County
140. **Rockaway River Bridge**, Milepost 38.61, NJ Transit Morristown Line, Dover Town, Morris County
141. **Route 46 Bridge**, Milepost 38.69, NJ Transit Morristown Line, Dover Town, Morris County (Not in NJ Transit Historic Bridge Survey)

Please note that bridges between Milepost 7.15 - 9.18 also contribute to the eligible Newark Grade Crossing Elimination District (SHPO Opinion 03/19/96, Revised 9/14/98).

Ineligible Properties

While I agree that the **Newark Interlocking Tower**, East of Broad Street, Milepost 7.50, NJ Transit Morristown Line, Newark City, Essex County, has stylistic and functional similarity with other DL&W interlocking towers, the period of significance for the Old Main DL&W HD extends only to the mid 1930's. Because Newark Tower was constructed in 1953, well beyond the period of significance, it is my opinion that this tower **does not contribute** to the Old Main DL&W HD. Further, although interlocking towers are generally considered an endangered property type, this tower is not yet fifty years of age and is therefore **not considered individually eligible** at this time.

Report Comments

The report did not address other resources such as engineering infrastructure (cuts, fills, yards, etc.), operational infrastructure (signal bridges, catenary structure, etc.) or other property types (pedestrian subways, culverts, etc.) that relate to the significance and eligibility of the Old Main DL&W HD. Based on the nature of the proposed undertaking, such additional identification is not necessary at this time, however, please be aware that future projects may require additional assessment to account for these property types.

It would be helpful if the report included a geographic index by county and municipality to the numerous properties addressed in the report. Such a list should include county, full municipality name, rail milepost number, and the property name.

Please note that Appendix A is missing page two of the HPO letter. We have added this page to the HPO library copy; NJT should be sure to add the page to its copy.

The report notes on page 1-10 that the list of surveyed bridges was reviewed by NJT's Engineering Department to determine if any bridges have been replaced or substantially altered since the bridge survey was completed. Any such bridges that were identified by the Engineering Department should be listed in the report and noted as "non-contributing" to the Old Main DL&W HD. Please note that a number of bridges listed as "contributing" on pages 5 – 8 of this letter were identified by reviewing the 1997 *NJ Transit Rail Operations List of All Structures with 5 Foot Span and Greater.*

Additional Comments

Please inform us as to how effects for this project will be assessed. I anticipate that funding and implementation of the master plans and conceptual design will be handled as individual construction projects. Will the conceptual designs, and ultimately final design, be submitted for assessment on a case by case basis, or as a full system design package? The HPO would welcome the opportunity to participate in design discussions, and will aid NJ Transit in any way possible during the design phase.

Thank you for the opportunity to comment on this substantial report and identification effort. The HPO looks forward to continued consultation as design progresses. Please call Kinney Clark of this office should you have any questions (609-292-2023).

Yours Truly,

Dorothy P. Guzzo

Dorothy P. Guzzo
Deputy State Historic
Preservation Officer

DG/kc99-0272
c. Ralston Cox, ACHP
Letitia Thompson, FTA
Roz Diamond, NJT
Victoria Martinez, FHWA
Lauralee Rapleyee Marsett, NJDOT
Andy Fekete, NJDOT
C. Scott, HPO

State of New Jersey

Christine Todd Whitman
Governor

Department of Environmental Protection
Division of Parks & Forestry
Historic Preservation Office
PO Box 404
Trenton, N.J. 08625-0404
TEL: (609)292-2023
FAX: (609)984-0578

Robert C. Shinn, Jr.
Commissioner

HPO-E99-116
May 21, 1999

Mr. Robin Schroeder
Federal Highway Administration
840 Bear Tavern Road, Suite 310
West Trenton, New Jersey 08628

Dear Mr. Schroeder:

As Deputy State Historic Preservation Officer for New Jersey, in accordance with 36 CFR Part 800: Protection of Historic Properties, as published in the Federal Register on 2 September 1986 (51 FR 31115-31125), I am providing consultation comments under Section 106 Review of the National Historic Preservation Act (NHPA) of 1966 as amended for the following project:

Yardley Stairs (Hillside Terrace Pedestrian Walkway)
Transportation Equity Act for the 21st Century (TEA-21)
Transportation Enhancement (TE) Funded Project
City of Union City, Hudson County

SUMMARY: The project as currently designed will have **no adverse effect** on **one (1) historic architectural property** identified within the area of potential effects (APE), with the condition that construction documents be submitted to the HPO for staff review and concurrence prior to the bidding process. This project review has resulted in **one (1) new SHPO Opinion**. (Please see **800.4 Identifying Historic Properties** and **800.5 Assessing Effects** below.)

These comments are in response to the letter dated **April 15, 1999**, with project documentation attached, received at this office **April 22, 1999**, submitted by Ralph J. Tango, Jr., PE, PP, Senior Vice President, Schoor Depalma Inc., Engineering and Design Professionals, 160 Littleton Road, P.O. Box 5245, Parsippany, New Jersey, 07054-6245, requesting Section 106 Review of the NHPA, for this **TEA-21, TE Funded Yardley Stairs Rehabilitation Project**. Mr. Tango also submitted historic research documentation with cover letter dated **March 25, 1999**, received at this office **March 30, 1999**.

800.4 Identifying Historic Properties

The historic research documentation submitted by the project consultant was adequate to identify one (1) historic architectural property eligible to be listed in the National Register of Historic Places (NRHP) within the APE. As Deputy State Historic Preservation Officer for New Jersey, it is my opinion that **Old Hillside Road Trolley Horseshoe Curve**, which scales the face of the Palisades from Fourteenth (14th) Street in Hoboken City, up to Palisades Avenue at the intersection of Sixth (6th) Street in Union City, Hudson County, is eligible to be listed in the NRHP under NRHP Evaluation Criterion A, because it was a critical transportation link between Union City (formerly West Hoboken) and Hoboken which facilitated the development of Union City at the top of the Palisades, and Criterion C, because it is a rare surviving local architectural engineering structure which made it possible for motorized trolleys to negotiate the acutely abrupt rise in elevation from the banks of the Hudson River to the top of the Palisades.

> The trolley system as it developed in Union City (formerly West Hoboken and Union Hill) provided a critical link between Hoboken's ferry system and the nascent local industries that sought to distribute their products. The trolley system was begun in 1860 by John H. Bunn, Jacob Schwertzer, and Nicolas Goelz, who named their organization the Hoboken and Weehawken Horse Car Railway. By 1862, the West Hoboken line numbered eight (8) cars and five and eight tenths (5.8) miles of track, which ran along commercial streets such as Bergenline Avenue. A new trolley line was opened on November 19, 1893, between Hoboken and Union City, which became know as "Hillside Road", and served trolley cars that ran from the Fourteenth (14th) Street Hoboken ferry up the Palisades to Union City.

Yardley Stairs (Hillside Terrace Pedestrian Walkway) appears to have been constructed along the Hillside Road alignment as part of the 1906-1912 Manhattan Viaduct building campaign to provide pedestrian access from Palisades Avenue at the intersection of Sixth (6th) Street in Union City, down the Palisades to the viaduct, and subsequently to Hoboken. The stairs are visible physical vestiges of the original viaduct which was reconstructed ca. 1991-1992.

800.5 Assessing Effects

Based on the project documentation submitted to the HPO for staff review and concurrence, HPO staff have determined that that project as currently designed will have no adverse effect on **Old Hillside Road Trolley Horseshoe Curve** with the condition that project construction specifications including construction drawings in plan and elevation with details and specifications, and project specifications bid manual, be submitted to the HPO, prior to the bidding process, for staff review and concurrence that the project is in compliance with the

Secretary of the Interior's Standards for Rehabilitation and Illustrated Guidelines for Rehabilitating Historic Buildings.

I look forward to continuing consultation for this TEA-21, TE funded project when construction documents are finalized and submitted to the HPO. If you have questions concerning this project review, please call HPO staff Carl Nittinger at 609-984-0141.

Sincerely,

Dorothy P. Guzzo
Deputy State Historic
Preservation Officer

DPG/cn
Log #99-1246
c:\My documents\TEA-21, TE\99\HPO-E99.116
c. V. Martinez, FHWA
A. Fekete, BES, NJDOT
L. Rappleye-Marsett, NJDOT
P. Varrelman, NJDOT, Local Aid Region 2
R. Tango, Schoor Depalma, Inc.
G. Kaufman, City of Union City, Office of Public Relations

State of New Jersey
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James E. McGreevey
Governor

Bradley M. Campbell
Commissioner

HPO-J2002-6
October 2, 2002
Log # 02-2934

Mr. Jack McQuillan
Manager
Bureau of Environmental Services
New Jersey Department of Transportation
1035 Parkway Avenue
Post Office Box 600
Trenton, New Jersey 08625-0600

Dear Mr. McQuillan:

The Historic Preservation Office (HPO) appreciates having the opportunity to provide guidance regarding the evaluation of historic architectural resources as part of the *Penns Neck Area Environmental Impact Statement (EIS)*. These comments are in response to your request for technical review comments on the submitted *Historic Architectural Survey Revised Draft Report* (2 volumes) dated August 2002. This draft report examines architectural historic properties in West Windsor Township, Mercer County and Plainsboro Township, Middlesex County. Volume I includes the research design and historical overview along with individual evaluations of 19 newly surveyed historic architectural resources. Volume II reproduces the previous historic architectural survey reports.

The technical review comments that follow involve four (4) newly surveyed architectural properties, two (2) previously surveyed architectural properties, and one (1) property outside of the currently delineated Area of Potential Effects (APE):

12 Washington Road (David S. Voorhees Farmhouse)
45 Station Drive (Princeton Junction Hotel)
Nassau Interlocking Tower (Pennsylvania Railroad)
536 Alexander Road (Scott Berrien House)
258 Washington Road
3740 Brunswick Pike (David Sarnoff Research Center)
137 Washington Road.

Newly Surveyed Properties

The HPO commends the staffs of the New Jersey Department of Transportation (NJDOT) Bureau of Environmental Services (BES) and the cultural resources consultant, John Milner Associates, for providing an informative and very well organized survey of historic architectural properties. The inclusion of an APE map with each individual survey form materially assists the reviewer in understanding the location of the individual property within the study area. The delineation on the large format APE map of known historic properties, as well as newly and previously surveyed properties, is equally helpful. The HPO suggests that the following issues or concerns be addressed in the preparation of the final *Penns Neck Area EIS Historic Architectural Survey*.

12 Washington Road.

The Mercer County historic sites survey of 1988 identified a historic house at 14 Washington Road that appears to match the description of the house at 12 Washington Road. The survey form concluded that "It is one of the best preserved nineteenth century houses in Princeton Junction and is now adaptively used." A copy of the survey form is attached to this letter. The relation of the 12 and 14 Washington Road evaluations should be resolved and the significance and integrity of this property should be reconsidered.

45 Station Drive

This property is identified as 28 Station Drive in the Mercer County historic sites survey of 1988 (survey form 1113-L-71 included with Volume 1 of the current draft report). The survey form identifies the building as a part of the nineteenth century community of Princeton Junction. Although the building is in an advanced state of disrepair, additional information regarding the history and significance of the property as it relates to Princeton Junction and the Pennsylvania Railroad station should be presented. The final revised survey form should confirm the appropriate address and municipal block and lot number.

Nassau Interlocking Tower

Previous HPO correspondence to the NJDOT regarding the Alexander Road Bridge replacement project noted a potentially eligible railroad historic district within that project's APE. The Pennsylvania Historical and Museum Commission (Pennsylvania State Historic Preservation Office) identified the National Register of Historic Places (NRHP) eligible Pennsylvania Railroad New York to Philadelphia Historic District in an August 11, 1994 consultation letter to the Federal Highway Administration. The opinion of eligibility originated with the *Bucks and Philadelphia County I-95 Intermodal Mobility Project* and this railroad historic district is acknowledged as a NRHP eligible and Section 4F property in the *Pennsylvania Turnpike*

Interstate 95 Interchange Project Environmental Impact Statement and Section 4F Evaluation prepared and issued by the U.S. Department of Transportation, Federal Highway Administration (Pennsylvania Division). Because the railroad is significant for connecting New York and Philadelphia and providing an elevated (or grade separated) and electrified right of way between these two major cities, its significance, integrity, and character defining features within New Jersey should be considered comparable. Additionally, the *Camden and Amboy Railroad Historic Districts Study* (Volumes I and II, July 2001), prepared for the New Jersey Department of Transportation, also concluded that the Trenton to New Brunswick segment of the Northeast Corridor Line (former Pennsylvania Railroad) possesses historic significance and integrity.

The elements that should be considered contributing to, or part of the character and setting of, a Pennsylvania Railroad (New York to Philadelphia) Historic District include surviving historic interlocking towers, overhead and undergrade bridges, catenary and electrical system structures, and railroad stations, facilities, and branch or side tracks. The submitted draft report appropriately notes that interlocking towers are a "rare and important building type." Although the interior operating machinery has apparently been removed, the building retains its original exterior character and details. As one of only seven Pennsylvania Railroad (New York to Philadelphia) mainline interlocking towers remaining in New Jersey, Nassau interlocking tower should be considered contributing to the integrity, character, and setting of a potentially NRHP eligible Pennsylvania Railroad (New York to Philadelphia) Historic District. Information confirming the date of construction of Nassau interlocking tower should be included in the final report. The relationship of the County Route 571 Bridge (structure # 1117150) over the railroad to the potentially eligible Pennsylvania Railroad (New York to Philadelphia) Historic District should also be examined in the final report.

536 Alexander Road (Scott Berrien House)

The Historic Preservation Office has received a preliminary National Register of Historic Places nomination for Berrien City, a potential historic district located about 1,200 feet outside of the delineated APE. The relationship between the 536 Alexander Road home of Scott Berrien and the development of Berrien City should be investigated.

Previously Surveyed Properties

Previous HPO consultation did not offer specific or overt comments on the evaluations of 258 Washington Road and 3740 Brunswick Pike (David Sarnoff Research Center). The formal consultation comments contained in HPO-H98-1 (August 5, 1998) expressed the belief that the evaluation of historic properties required soliciting and considering comments from individuals and organizations with an interest in or a knowledge of historic properties. With the understanding that the Penns Neck Area EIS is actively seeking review agency and public comments on all previously and newly surveyed properties, the HPO recommends that the evaluations of 3740 Brunswick Pike

(David Sarnoff Research Center) and 258 Washington Road consider the comments of consulting parties and the public, as well as the information available on Internet sites focusing on radio, television, and electrical engineering history.

3740 Brunswick Pike (David Sarnoff Research Center)

The evaluation of the historic significance and integrity of this property requires additional consulting party and public review and discussion. Information readily available on the Internet sites of the Sarnoff Corporation, Institute of Electrical and Electronics Engineers (IEEE), New Jersey Institute of Technology (Inventors Hall of Fame), and American Memory Collection of the Library of Congress highlights the significance of the facility. A copy of some of the easily accessible information is enclosed. The New Jersey State Library also possesses a copy of a Radio Corporation of America publication entitled "1942-1967, Twenty-Five Years at RCA Laboratories," authored by the Radio Corporation of America and cataloged in the Jerseyana collection as J607.2 R129.

258 Washington Road

The Mercer County historic sites survey of 1988 identified this house as "...a good intricate example of its type. Although several small charming bungalows survive in West Windsor, primarily in this expanded Penns Neck area and in the 1920s Berrien City development, it is rather unusual to find a large bungalow in this region." A copy of the survey form for this property is enclosed for inclusion in any subsequent documentation regarding 258 Washington Road.

Property Outside of the Currently Delineated APE

137 Washington Road

Although currently outside of the APE of the cultural resources study, please note that the Mercer County survey of 1988 identified this house as "one of the most distinctive houses in the Washington Road/Penns Neck vicinity..." A copy of the survey form for this property is enclosed for inclusion in any subsequent documentation for this property.

Additional Comments

The HPO looks forward to participating in public and consulting party discussions and consultation regarding the evaluation of historic properties within the Penns Neck Area EIS study area. The final revised cultural resources report should acknowledge, in accordance with the public involvement plan, the comments and/or information provided by consulting parties and individuals and organizations with a knowledge of or an interest

in historic properties within the project APE. The documentation of public participation in the evaluation of historic resources and project effects will substantially enhance the quality and timeliness of the Section 106 consultation.

Should you need any further assistance in identifying or evaluating potential architectural historic resources or if you have any questions regarding these comments, please contact Charles Scott at (609) 633-2396 or Steve Hardegen at (609) 984-0141.

Sincerely,

Dorothy P. Guzzo
Deputy State Historic
Preservation Officer

Attachments / Enclosures (8)
C: Marc Matsil, NJDEP
Art Silber, NJDOT
Tony Sabidussi, NJDOT
Lauralee Rappleye-Marsett, NJDOT
Environmental Coordinator, FHWA
Young Kim, Area Engineer, FHWA
Consulting / Interested Parties
Leslie Roche, DMJM+Harris
Jon Carnegie, Rutgers

CS/C/NJDOTJ2002-6PennsNeck

State of New Jersey

Christine Todd Whitman
Governor

Department of Environmental Protection
Division of Parks & Forestry
Historic Preservation Office
PO Box 404
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TEL: (609)292-2023
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Robert C. Shinn, Jr.
Commissioner

November 12, 1998
HPO-K98-29

Mr. Paul McGinley
McGinley Hart & Associates LLP
77 North Washington Street
Boston, MA 02114

Dear Mr. McGinley:

As Deputy State Historic Preservation Officer for New Jersey, in accordance with 36 CFR Part 800: Protection of Historic Properties, as published in the Federal Register 2 September 1986 (51 FR 31115-31125), I am providing continuing **Consultation Comments** for the following project:

New Jersey, Multiple Counties
Amtrak Signal Towers and Vent Shafts - Consolidation and Life Safety Improvements
(North (Hudson) River Tunnels - Life Safety and Vent Shaft Improvements)
Federal Railroad Administration

I am writing in response to your submission of plans for the vent shaft components of the above referenced project, which involve replacement of existing vent shaft structures to improve ventilation and emergency smoke evacuation, as well as improve emergency egress. Previous consultation comments (HPO-B97-16, 2/6/97) responded to your submittal of the report, *Report on Historical Considerations, Selected Amtrak Sites, New York & New Jersey*, by DeLeuw, Cather & Company, July 31 - August 1, 1996 (Report).

800.4 Identifying Historic Properties

In the above referenced comments, the HPO identified as eligible the Pennsylvania Railroad New York Extension Historic District. Upon further review, and in light of prior cultural resource evaluations that found this district ineligible, with which the HPO concurred, it is my revised opinion that the district does not survive with sufficient integrity to be considered an eligible historic district.

It is also my revised opinion that the **North (Hudson) River Tunnels, Milepost 3.0, Bergen Portal, to 10th Avenue Portal, Amtrak NEC, Hudson County, ~~Jersey City~~ and Weehawken** Union City North Bergen **Township to New York City, New York, are themselves eligible** under Criterion C as intact and significant early 20th century railroad engineering structures which combined advances in tunneling technology with advances in railroad electrification to form the first major direct railroad connection between New York and New Jersey. The tunnels were associated with the Pennsylvania Railroad's New York Extension representing the continued expansion of the railroad and were planned as part of overall improvements in the New York metropolitan corridor (Criterion A).

My opinions for the other historic properties identified in our previous comments remain unchanged, and will be addressed in future consultation regarding signal tower consolidation.

800.5 Assessing Affects

I concur with your finding that the project will have **no adverse effect** on identified historic properties provided that, prior to demolition, the photographic and descriptive documentation outlined in Section C (page 8) of the Report is completed, and will be incorporated into future overall documentation as described in Section B (page 7).

Thank you for your participation in the Section 106 process. I look forward to continued consultation as design progresses on additional phases of the project. Please call Kinney Clark of this office should you have any questions (609-292-2023).

Yours truly,

Dorothy P. Guzzo
Deputy State Historic
Preservation Officer

DG/kc99-0119
c Alex Chavrid, Office of Railroad Development
Julian W. Adams, NY HPO
C. Scott, NJ HPO

State of New Jersey
Department of Environmental Protection

Christine Todd Whitman
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PO Box 404
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HPO-K99-95
November 17, 1999

Mr. Steve Hochman
Environmental Team Leader
Division of Project Management
New Jersey Department of Transportation
P O Box 600
1035 Parkway Ave
Trenton NJ 08625-0600

Dear Mr. Hochman:

As Deputy State Historic Preservation Officer (SHPO) for New Jersey, in accordance with 36 CFR Part 800: Protection of Historic Properties, as published in the *Federal Register* on 18 May 1999 (64 FR 27073-27084), I am providing continuing consultation comments for the following proposed undertaking:

Replacement of US Route 1&9 and NJ Route 3 over Amtrak
Roadway Improvements US Route 1&9 and NJ Route 3
North Bergen Township, Hudson County

Summary: Previous consultation concluded that the project will have no adverse effect upon Pennsylvania Railroad Substation Number 3 and no effect upon North River [Pennsylvania Railroad] Tunnel West Portal. Additional historic properties, Structure 0917150, the **Route 3 [I-495] Viaduct over US Route 1&9 and Conrail**, and the **Route 3 [I-495] Highway Approach to Lincoln Tunnel Historic District**, are eligible for listing in the National Register of Historic Places. **This is a new SHPO Opinion.** Neither of these two newly identified historic properties or any archaeological historic properties will be affected by the project.

800.4 Identifying Historic Properties

These comments are in response to your letter dated **October 15, 1999**, received at this office **October 18, 1999**, with a revised cultural resources report prepared by Hunter Research, Trenton, New Jersey, August 1999 (Revised October 1999) accessioned in the Historic Preservation Office (HPO) library as **HUD F 296c**. Previous consultation

800.4 (d) Results of Identification and Evaluation

Previous consultation (HPO-D96-108, April 23, 1996) concluded that the project will have no adverse effect upon Pennsylvania Railroad Substation Number 3 and no effect upon North River [Pennsylvania Railroad] Tunnel West Portal. I concur with the submitted documentation that the project will also have no effect upon either the **Route 3 [I-495] Highway Approach to Lincoln Tunnel Historic District** or the **Route 3 [I-495] Viaduct over US Route 1&9 and Conrail**. I also concur with the conclusion that no archaeological historic properties have been identified within the APE of the proposed project. Translated into the current language of 36 CFR Part 800, Protection of Historic Properties, **no historic properties will be affected** by the project.

If you have any questions regarding these comments, please contact HPO staff Michael Gregg for archaeology (633-2395) and Charles Scott for architecture (633-2396).

Sincerely,

Dorothy P. Guzzo
Deputy State Historic
Preservation Officer

DPG:/CS
c:/ C/K99-95
Log # 99-2178
R. Prescott, FHWA
A. Fekete, NJDOT, BES
I. Sypko, NJDOT

Federal Emergency Management Agency
WTC Federal Recovery Office Annex
80 Centre Street, 3rd Floor
New York, NY 10013
FEMA-1391-DR-NY

February 21, 2003

03-1097-1
HPO-B2003-169 PROD

Ms. Dorothy Guzzo
State Historic Preservation Officer
New Jersey Department of Environmental Protection
Historic Preservation Office
Trenton, New Jersey 08625-0404

RE: Proposed Transportation Security Measures,
Lincoln Tunnel, Weehawken, Hudson County,
New Jersey
1391-0007

Dear Ms. Guzzo:

The Federal Emergency Management Agency (FEMA) is reviewing applications for funding through its Hazard Mitigation Grant Program (HMGP). Among these applications is the May 15, 2002 proposal from the Port Authority of New York and New Jersey. Pursuant to Section 106 of the National Historic Preservation Act of 1966, FEMA is seeking the comments of the New Jersey State Historic Preservation Office (SHPO) about the above-referenced HMGP project.

It is our understanding that specific components of the Lincoln Tunnel have been previously determined eligible by the New York and New Jersey SHPO's including the north ventilator at the foot of 39th Street in Manhattan and the ventilation building and the entrance to the tunnel in New Jersey. This information is found in the New York Building Structure Inventory Form completed in September 1989 for site #26101-1352, and in a letter from the New Jersey Deputy Historic Preservation Officer, James F. Hall, to Ms. Chitra R. Radin of New Jersey Transit, dated February 28, 1991.

After the Holland Tunnel, the Lincoln Tunnel was the second tunnel constructed by the Port Authority of New York connecting Manhattan with New Jersey. The Lincoln Tunnel, located between 29th Street in Manhattan and Weehawken, New Jersey, consists of three separate tubes: the center tube, completed in 1937, the north tube, completed in 1945, and the south tube, completed in 1957. The three tubes provide great flexibility in handling forty million vehicles a year, making it the busiest tunnel in the world.

The overall lengths of the tubes (between portals) are 7,482 feet for the north tube, 8,216 feet for the center tube, and 8,006 feet for the south tube. Contributing features of the Lincoln

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Tunnel include the entrance portals, the tubes, and the above-ground ventilation structures. The maximum depth of the tunnel, mean high water mark to the roadway, is 97 feet. The tubes are of cast iron construction with the exterior diameter of 31 feet. The interior walls are lined with glazed tile.

The Lincoln Tunnel was designed by Architect Aymar Embury II (1880-1966) and its construction was supervised by civil engineer Othmar H. Ammann (1879-1965). Embury was an avowed traditionalist who studied architecture and engineering. During the 1930's, Embury was associated with Robert Moses and became the architect in charge of a large number of public work projects. Besides the Lincoln Tunnel, these include the Triborough and the Bronx-Whitestone Bridges, the Central Park Zoo, the Prospect Park Zoo, and a number of swimming pools in New York City parks. On several of these projects, Embury worked in association with Ammann, the chief engineer of the Port of New York Authority and the Triborough Bridge and Tunnel Authority. Ammann was one of America's leading engineers and was responsible for many of New York City's great bridges and tunnels, including the George Washington Bridge, Triborough, Bronx-Whitestone, Throgs Neck, and Verrazano-Narrows Bridges.

As discussed during our meeting with representatives of the New York SHPO and the New Jersey SHPO on February 12, 2003, FEMA considers the Lincoln Tunnel eligible for listing in the National Register of Historic Places under Criterion C in the area of engineering and under Criterion A in the areas of automobile transportation and regional planning. The tunnel's period of significance is 1937-1957. Furthermore, as discussed during our meeting with the New York and New Jersey SHPO representatives, we believe that the proposed improvements will have No Adverse Effect to historic properties if the following condition is met:

1. All approach signage will be freestanding and placed so as not to obscure the views of the tunnel portals.

In the interest of expediting the review of this project, we seek your concurrence with our finding of effect for the above-referenced HMGP Application. If your office concurs with this finding of effect, please sign on the line below and return the original copy of this letter to the address above. Should you have questions about this project, please contact me at (212) 680-3628, or Jeffrey Durbin, FEMA TAC Architectural Historian, at (212) 693-7450.

Sincerely,

Robert Tranter
Regional Environmental Officer

RT:jld

Based on our review of the proposed scope of work for this undertaking, I concur with the above determination that the Lincoln Tunnel is eligible for listing in the National Register

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of Historic Places, but that the undertaking will have No Adverse Effect to historic properties if the above-described condition is followed:

Dorothy Grezlo — Deputy State Historic Pres. Officer

Name: **Title:**

2/25/03

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ATTACHMENT G: ADDITIONAL DOCUMENTATION FOR PREVIOUSLY KNOWN RESOURCES – PROJECT COMPONENT G

G.1

a 2. 8th Street Passenger Depot

Basic measurements, photographs, and visual observation were made of this structure. It is a masonry building 73 feet long (with a bay window for tickets progecting 3½ feet at the east end and 28½ feet wide, under a shed roof 96 feet by 38½ feet which was originally supported by a dozen columns and four large pillars. The tower, which is about 10 feet square, reaches a maximum height of about 36 feet, with an additional 10 feet of aerial. A gable roof crests at 24 feet, but there is no upper floor space in use. A cellar underlies most of the building.

In 1906 [1] an addition was made to the shelter roof at the east end. This extended from 25 to 40 feet southeast at an angle, supported by eight additional columns and covers a news kiosk and two sets of stairs which lead to a pedestrian underpass to a shelter which used to stand opposite the depot across the set of tracts. This underpass has recently been boarded over, to prevent juvenile misuse of the tunnel. [2]

---

1. Dated in the cement.

2. Interview of 9 July, 1975, with Mr. Walter Zjawin Freight Manager, CRRNJ Bayonne Passenger Depot.

is bacisically intact, except for a redesigned front (south) entrance, which was part of the 1948 rennovation. The slate roof and masonry are sound, although some gutters should be replaced. The wooden office, which is discordant with the rest of the building os badly weathered.

A number of pleasing details of design, such as the rustic masonry with tooled edges on the arches, and quatrefoil rosettes, are shown in photographs. This depot design uses the "tower motif" which is best marked on the Central Railroad of New Jersey Depot in Elizabeth, and became a trademark of the Railroad. As such, and in view of the good structural condition, the aesthetic balance of the design, and the way it represents the H.H. Richardson era of American architecture, this station should be preserved.

Location : Map Coordinates. N 663,680

(tower) E 2,149,230

and alter its setting, and will;

(e) contribute to neglect of the property resulting in its deterioration.

Avoidance : The effects could be at least mitigated, if not avoided by design of Route 169 so that it is (A) at or below the present surface of the railbeds and depot, and (B) is as far away from (south of) the Depot as possible. The building could be moved, but presumably the cost of relocating a masonry structure is great, and masonry does not lend itself easily to such treatment. The depot should be preserved in its present location, in its present surroundings as far as possible, and should also be measured to record its features. Preservation Priority Rating A.

Passenger Depot at Somerville, N. J., on the line of the Central Railroad of New Jersey. The passenger depot of the Central Railroad of New Jersey at Somerville, N. J., shown in Figs. 558 to 560, designed by ~~Mr. Frank V. Bodine, Architect, Asbury Park, N. J.,~~ and built under the direction of ~~Mr. Wm. H. Paddle, Superintendent, C. R. R. of N. J.,~~ is a stone building, with slate roof, the main portion of the building being only one story high. The ground-plan shows a general waiting-room, 21 ft. × 32 ft.; a ladies' waiting-room, 15 ft. × 16 ft., with toilet-room attached; a smoking-room, 12 ft. × 15 ft., with gentlemen's toilet-room attached; a baggage-room, 12 ft. × 17 ft.; and a ticket and telegraph office. The rooms on the upper floor are utilized for offices. The stone used in the building is light-

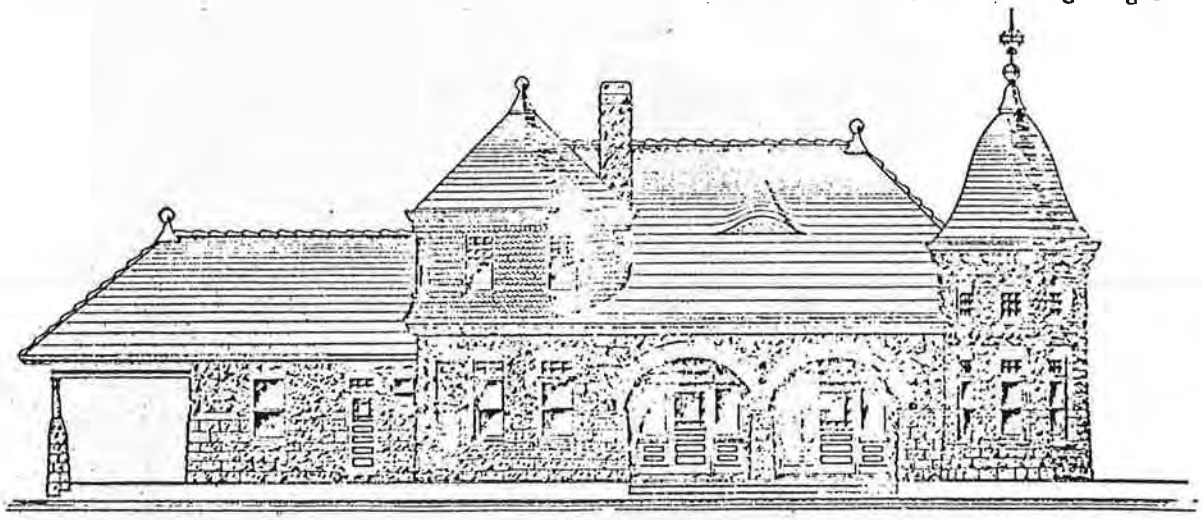


FIG. 558.—FRONT ELEVATION.

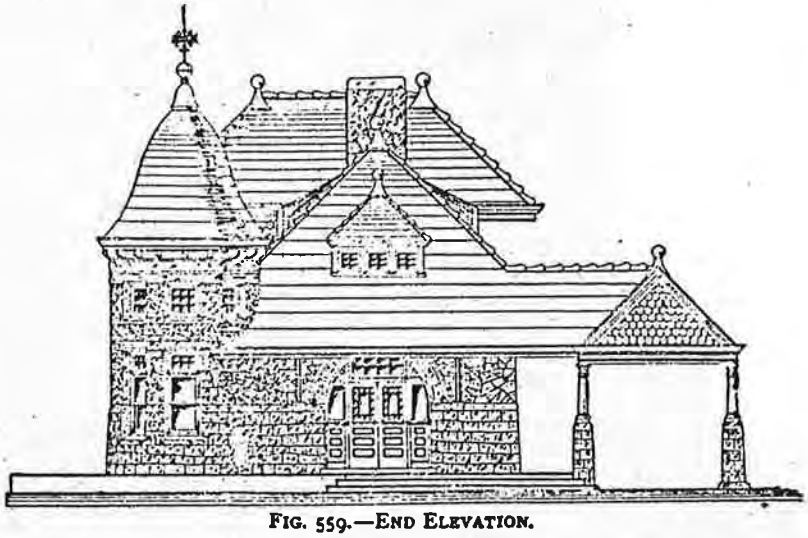


FIG. 559.—END ELEVATION.

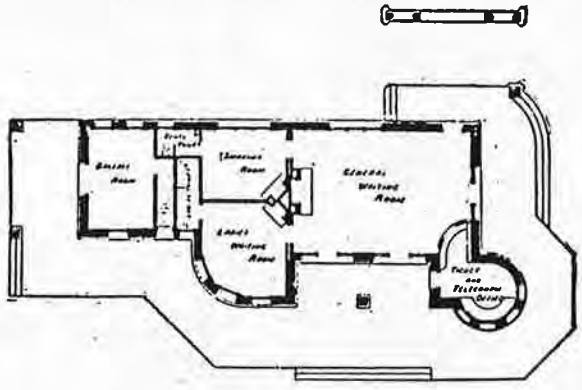
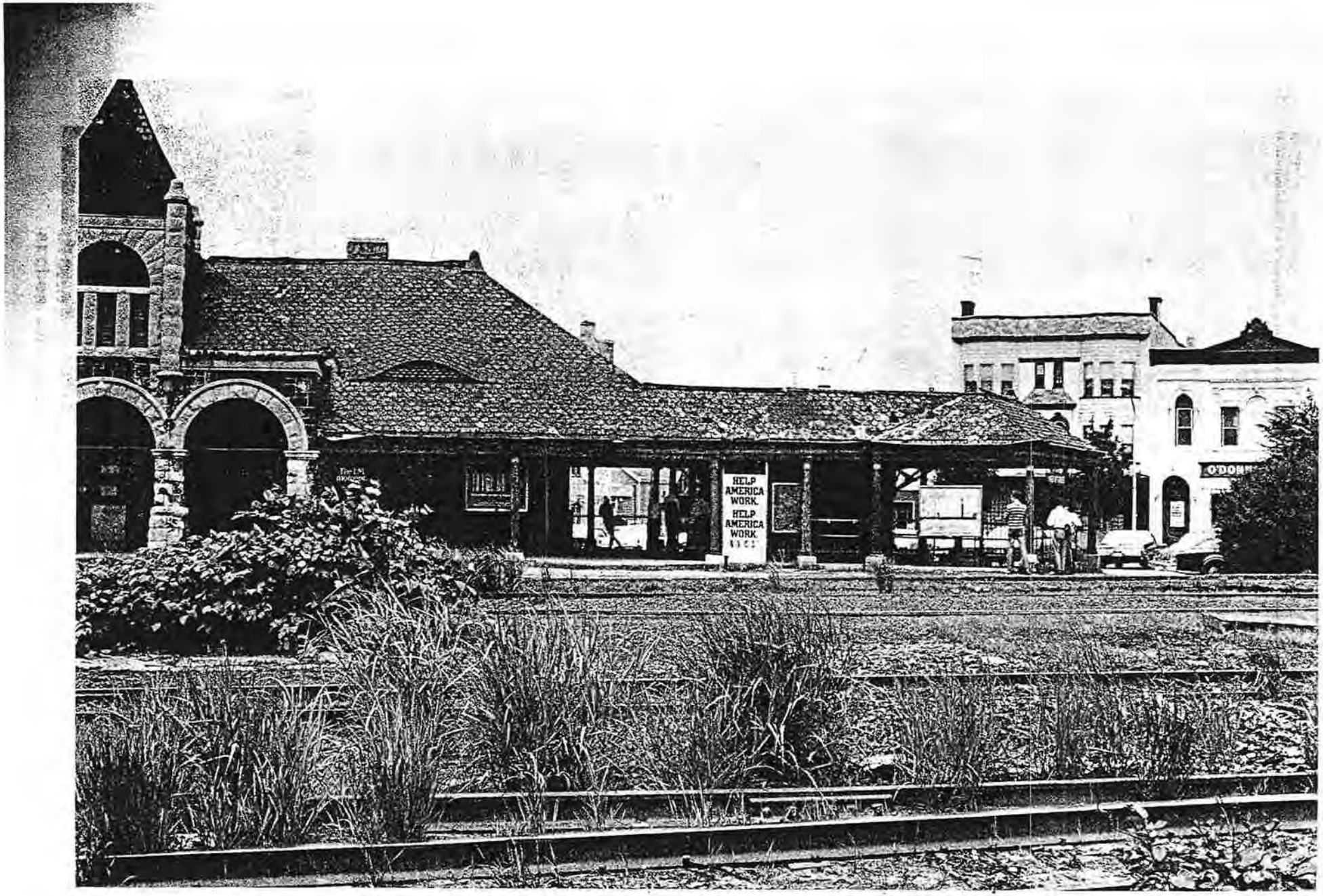


FIG. 560.—GROUND-PLAN.

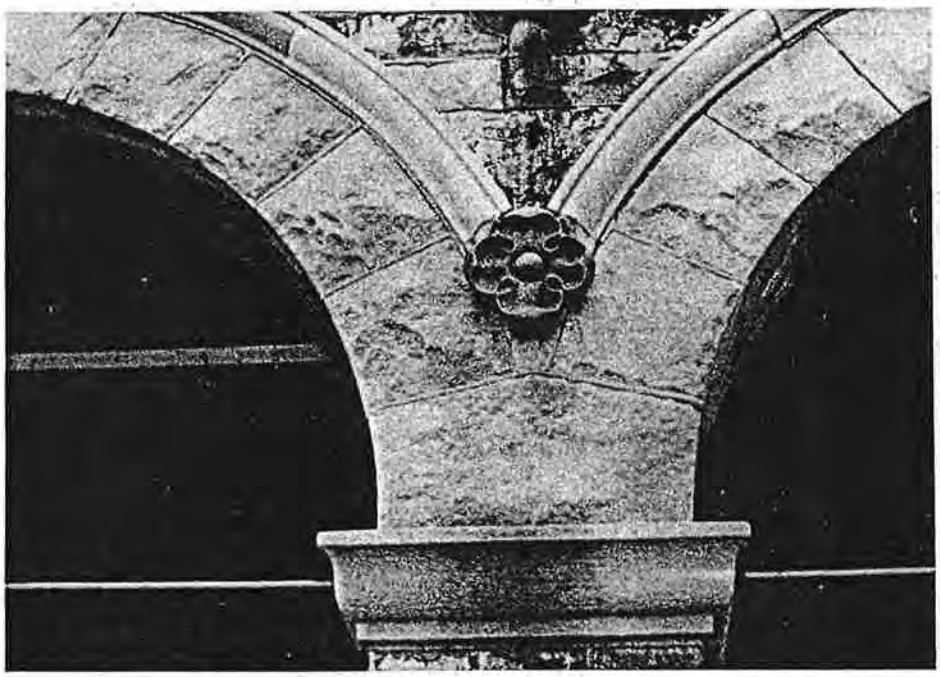
colored Jersey sandstone. The interior is finished in wood. The building is lighted by electricity and heated by steam. There is a *porte cochère* at one corner of the building.

C.R.R.N.J. passenger Depot at Somerville, showing arches and spire on tower like those on 8th St. depot.



View of the east end of the 8th Street Depot, showing 1906 addition which covers News Stand, and Stairs (by three standing figures).

Detail of roof and front arch of West face.



Detail of cut stone window arch, and remaining glass panes on south side of station.

G.2

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL ANALYSIS

A.G. LICHTENSTEIN
& ASSOCIATES, INC.

NEW JERSEY HISTORIC BRIDGE SURVEY

STRUCTURE #: 0962156 **COUNTY:** HUDSON **OWNER:** STATE AGENCY **ROUTE:** 4009

MILEPOINT: 000000 **TOWNSHIP:** JERSEY CITY

FACILITY CARRIED: GATES AVE

NAME/FEATURE INTERSECTED: GATES AVE OVER CONRAIL BAYONNE BRANCH

TYPE: THRU TRUSS **DESIGN:** WARREN

MATERIAL: STEEL **# SPANS:** 002 **LENGTH:** 000183 **WIDTH:** 0178

DATE OF CONSTRUCTION: 1906 ALTERATION: **SOURCE:** NJDOT

DESIGNER/PATENT: CNJ RR OFFICE OF ENGINEER **BUILDER:** UNKNOWN

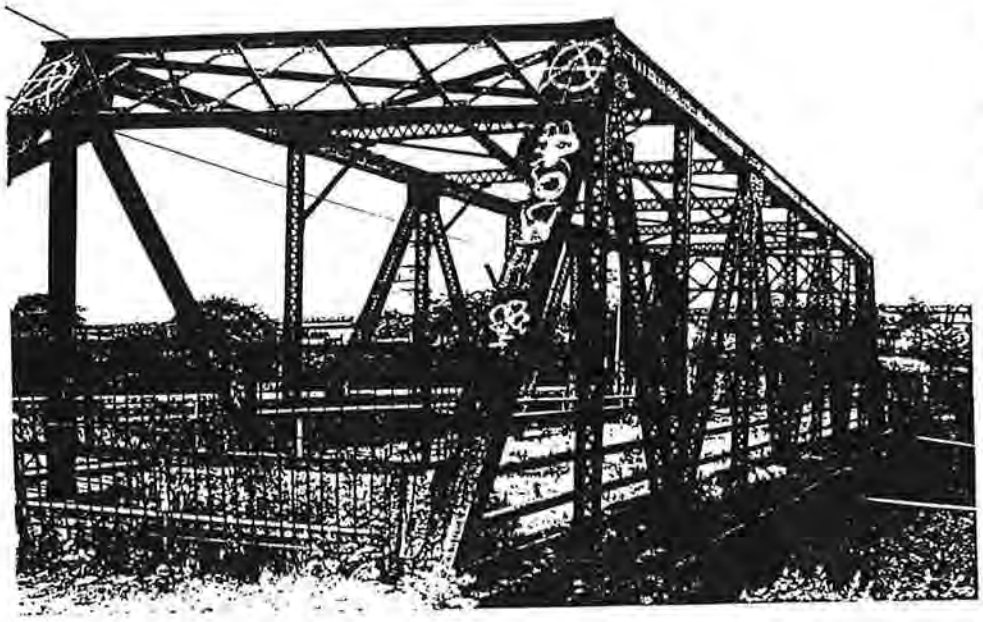
SETTING/CONTEXT: The bridge carried a city street over the multitracked main line of the CNJ railroad. It is now closed, and the railroad is reduced to a Conrail freight branch. The span is located on the east edge of an undistinguished urban residential area of late-19th and early-20th century rowhouses, all remodeled. To the east is vacant land formerly used for railroad purposes, and a busy highway (NJ 440).

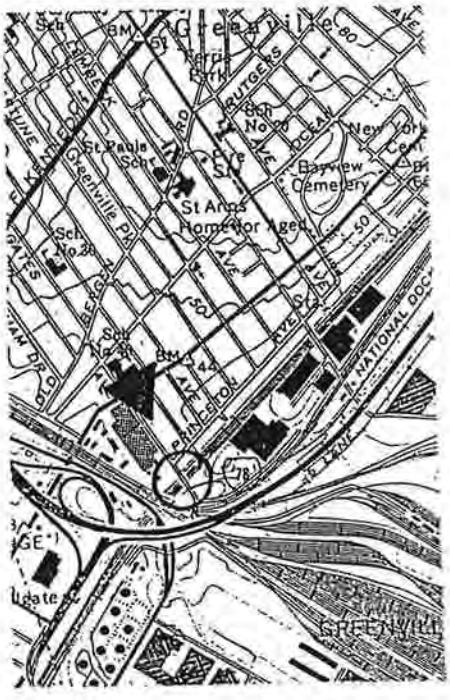
CURRENT NATIONAL REGISTER STATUS: Not Previously Evaluated

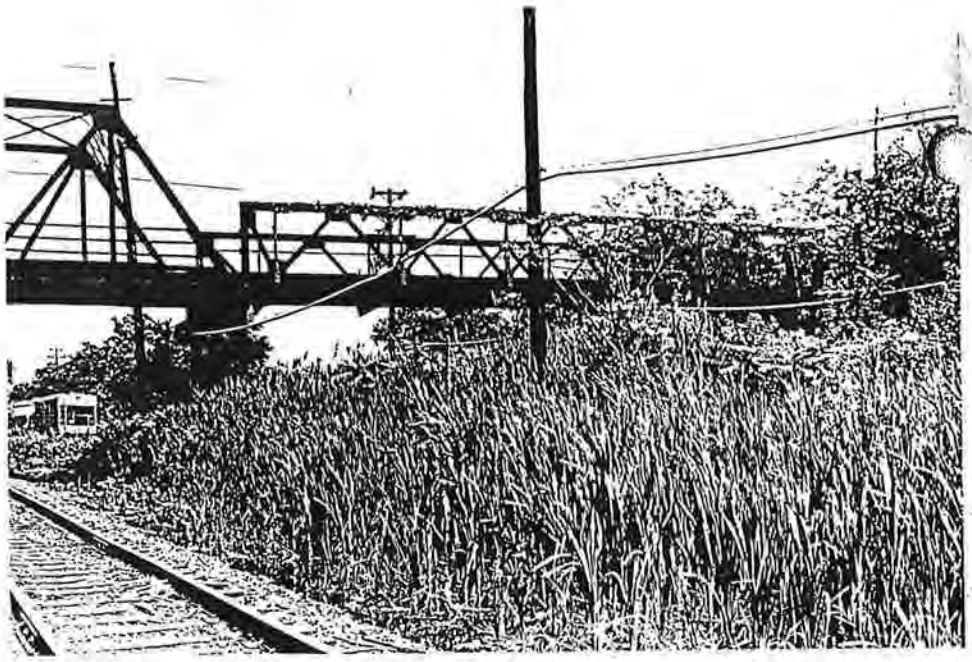
NATIONAL REGISTER RECOMMENDATION: Not Eligible

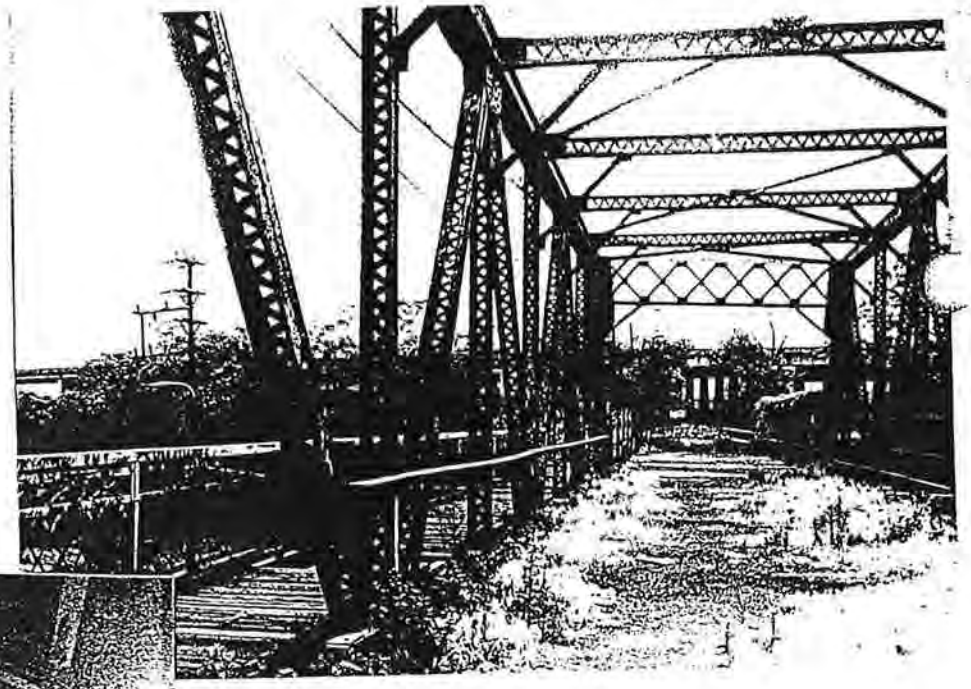
SUMMARY: The 2-span rivet-connected bridge is composed of a Warren thru truss and a Warren pony truss supported on a stone abutment on the south and a concrete abutment on the north. Neither span exhibits unusual design details, but they are good, unaltered examples of their type and are thus technologically distinguished. The bridge is one of three thru trusses built in the vicinity by the CNJ RR between 1901 and 1910. Similar bridges built for the CNJ are in Union County.

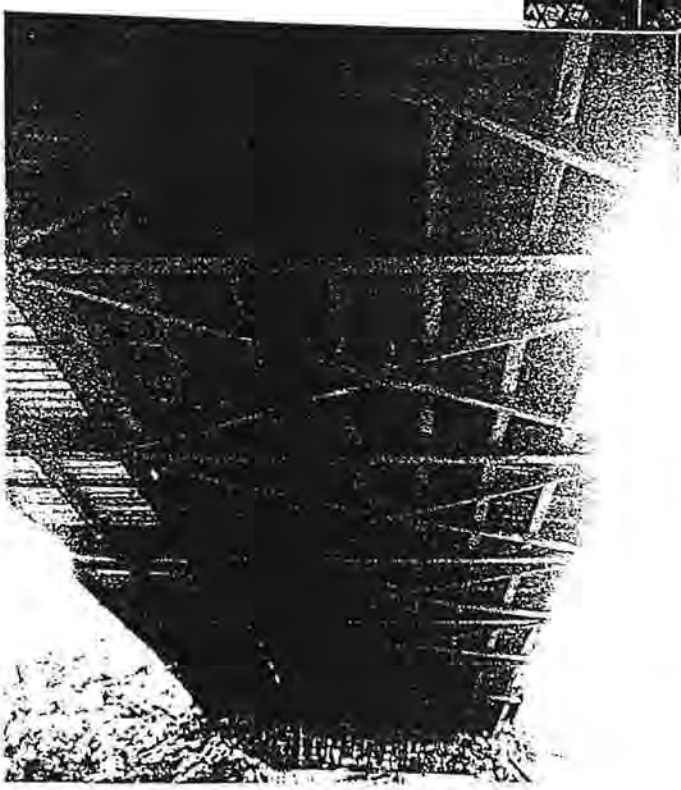
PHOTO:201:28-31 REVIEWED BY: TF/AGL DATE: 06/07/19 QUAD: Jersey City











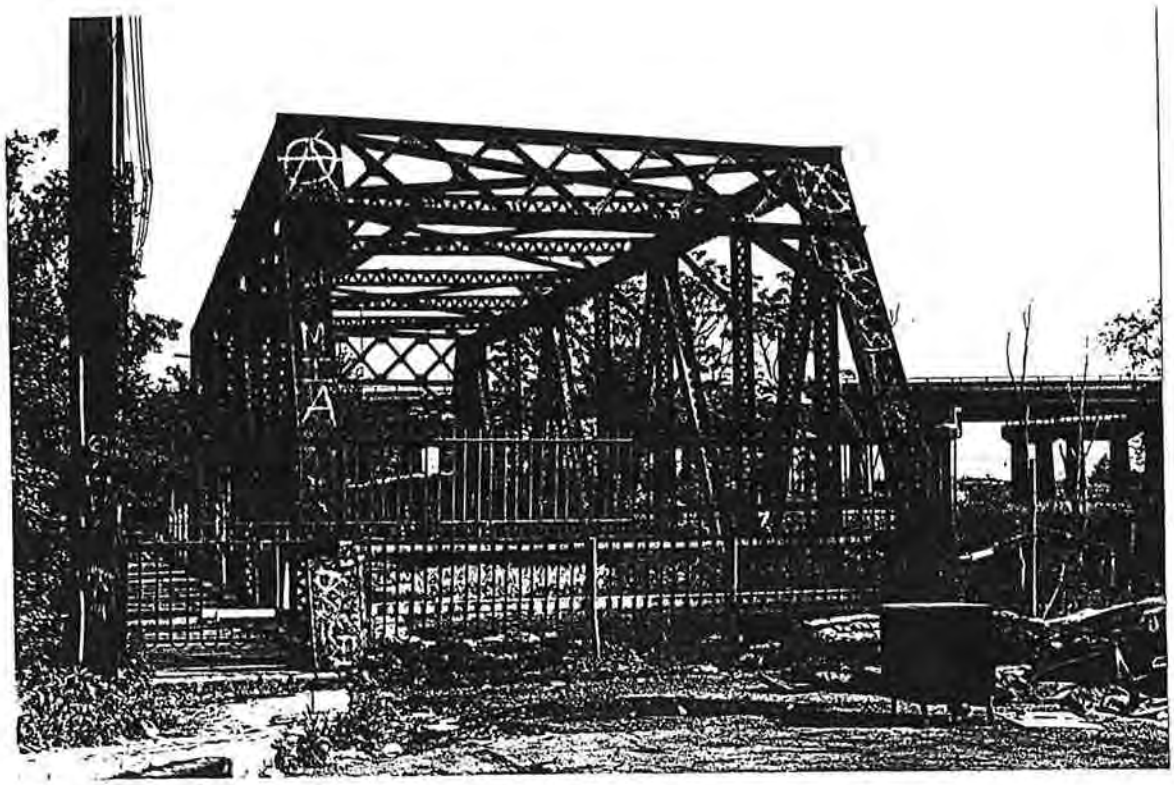
0962156

Bibliography: Anderson, Elaine. The Central Railroad of New Jersey's First 100 Years. Center for Canal History and Technology. 1984.

Physical Description: The slightly skewed 2-span bridge is composed of one 5-panel rivet-connected Warren thru truss span and a Warren pony truss approach span. The pony truss is unusual in that the end posts are not inclined. The southern abutment is stone while the one on the northern end is concrete. A built-up steel bent supports the middle portion. The verticals and diagonals of the thru truss are composed of laced back-to-back angles while the inclined end posts and top chord are built-up box sections. The portal braces are lattice, and the lateral braces are laced. The cantilevered sidewalk on one side only is enclosed with the original lattice railing. The bridge is closed to all traffic, but it appears to be in unaltered condition. Its details are not distinctive and are typical of the early 20th century.

Historical and Technological Significance: The 1906 two-span bridge is a representative example of common bridge types; the Warren thru truss and the Warren pony truss. Neither span exhibits any distinctive construction details. They are both typical of the type and details used by the CNJ throughout both Hudson and Union counties.

Historically the bridge chronicles Hudson County's important position in the transportation history of the greater metropolitan area, as do the four other metal trusses bridges the line built that survive in the county (0900003, 0962152, 0962154, 0962155). The county is rich in major rail corridors because of its location opposite New York City. The Central Railroad of New Jersey was chartered in 1847, after which it developed its route from Elizabeth to Jersey City and west to the anthracite coal region of eastern Pennsylvania. The route to Jersey City was completed in 1864. The bridge carries a city street over the former CNJ main line to an industrial area containing primarily the CNJ's locomotive facilities, once said to be the largest in the U.S. The yard, begun in the 1860s, was developed on filled land to handle passenger as well as freight trains. All elements of that facility were destroyed in the creation of Liberty State Park. This is one of four thru truss bridges the CNJ built in the area between 1901 and 1910. 0962152 (Communipaw Avenue bridge built in 1908) was evaluated as significant. That bridge was demolished by the railroad in 1992. CNJ thru truss bridges of similar age, type, and design are also extant in Union County.



Gates Avenue Bridge -Gates Avenue over the Bayonne Branch. The Gates Avenue Bridge is an open hearth steel through riveted skew truss bridge. The bridge was built in 1906 by the Central Railroad of New Jersey and is located at milepost 3.65 of the Bayonne Branch. The bridge is constructed of plate girder floor beams, I - beam stringers and a timber planking deck. A cantilevered timber plank 6 foot 6 inch wide sidewalk with the original lattice railing remains intact. A Lehigh Valley span formerly joined this bridge at the south end making it a continuous bridge. Although in poor condition, the bridge appears to be relatively unaltered. The bridge is closed to both pedestrian and vehicular traffic. This area is currently used by local buses as an unofficial turn around and waiting area.

Truss bridges were the cheapest and most efficient method of spanning distances of more than 100 feet. Developed by two Englishmen in 1848, the Warren truss was a simpler and more economical metal truss than the earlier and more commonly used Pratt truss.

There are few steel truss railroad bridges that remain intact in the State of New Jersey. NJ TRANSIT's 1991 Historic Bridge Survey found only nine through truss bridges remaining on the currently operating system.

In accordance with the National Register criteria for eligibility for railroad bridges developed by NJ TRANSIT and the New Jersey Historic Preservation Office, Gates Avenue Bridge is eligible for the National Register under Criterion C, as one of the few remaining intact examples of an through Warren truss with very few alterations. The Gates Avenue Bridge is endangered as an abandoned structure.

G.3

PROPERTY:

p. Conrail Bridge 2.32 over Pacific Avenue (SHPO Opinion: 10/26/95)
Conrail Bridge 2.32 over Pacific Avenue is eligible for listing on the National Register under Criterion C as an excellent and intact example of a Pratt riveted through truss railroad bridge. The bridge is also a contributing structure to the Morris Canal Historic District.

Its character defining features are:

1. Cut stone abutments
2. Riveted through trusses
3. Its setting over Pacific Avenue and the former Morris Canal alignment

PROJECT

The LRT with its trackway, vehicle, catenary wires and poles will travel approximately 400 feet south of Conrail Bridge 2.32.

EFFECTS ASSESSMENT

APPLICATION OF CRITERIA OF EFFECT (36 CFR 800.9 (a))

The introduction of the LRT will not alter the characteristics of the property that may qualify it for the National Register. The introduction of the LRT will not alter features of the property's setting or use that contribute to its significance.

Due to the distance from this resource, the LRT will have no effect on the Conrail Bridge 2.32 over Pacific Avenue.

PROPERTY:

q. Conrail Bridge 2.77 (SHPO Opinion: 2/17/95)
Conrail Bridge 2.77 is eligible for the National Register under Criterion C as an intact example of a riveted truss railroad bridge - a once common bridge type, few of which survive today. Its character defining characteristics are:

1. The two span riveted steel through truss bridge members
2. The severe skew
3. Its setting over the former CNJ Communipaw Avenue Railroad and Ferry Terminal approach tracks (now filled)

Conrail Bridge 2.77
(Lehigh Valley Railroad over the Central Railroad of New Jersey)
Bridge 2.77 is located west of the Turnpike Viaduct, east of Conrail's National Docks Line, and north of Communipaw Avenue near Johnston Street in Jersey City. The bridge is a two span riveted through truss bridge constructed of open hearth steel. The west span measures 159 feet 9 inches long and the east span measures 136 feet 3 inches long.

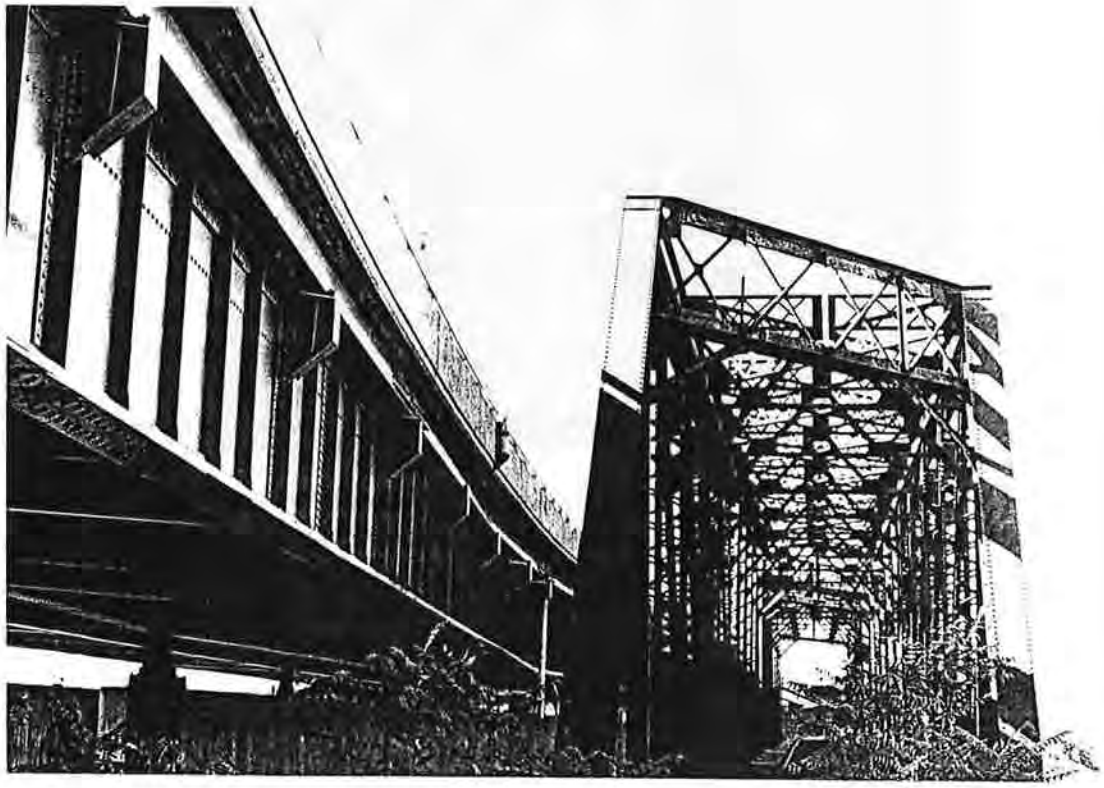
Conrail Bridge 2.77 was constructed in 1908 by the Lehigh Valley Railroad and fabricated by the American Bridge Company. The bridge formerly carried a single track of the Lehigh Valley Railroad (LVRR) over the multiple tracks of the CNJ as they approached the CNJ passenger terminal on the Hudson River waterfront. The current 1908 bridge replaced a pin connected truss bridge built in 1882 by Cofrede and Saylor, Engineers and Bridge Builders in Philadelphia. The two spans remain intact but the bridge is currently not in use as all tracks have been removed.

Bridge 2.77 has been altered substantially since its original construction to include repairs to the truss, new rivets and bolts in 1931 by the LVRR and in 1981-82, Conrail repaired the bridge with new welding, replaced rusted rivets with bolts, reinforced columns and reinforced the stone abutments with concrete. Tracks have been removed, crossties are missing and the steel is corroded.

Despite these alterations and the deteriorated condition of this structure, this is a rare and basically intact example of a riveted through truss railroad bridge. Bridge 2.77 is recommended as eligible for listing in the National Register under Criterion C as an older surviving example of a riveted through truss railroad bridge.

1. Conrail Bridge 2.77
Facing Northeast
January 1994

2. Conrail Bridge 2.77
Facing Northeast
January 1994



3. Conrail Bridge 2.77
Facing Southwest
January 1994

G.4

Schiavone-Bonomo Corporation, One Aetna Street at Jersey Avenue

The Schiavone-Bonomo Corporation Building is a two story brick building in the Art Moderne style. The front entrance bay which projects from the main building plane, is characterized by triplet doors and a transom of aluminum. Art Moderne style aluminum sconces flank either side of the front entrance. A flag pole is mounted on the roof above the front entrance bay. Window bays are demarcated by brick pilasters that are capped with concrete. The cornice, base course and window trim are also of concrete. Windows are paired four light steel casement type. Projecting from the west is a two story addition with four single four light windows and a continuous band of concrete trim above the first and second story windows. A concrete datestone on the addition is etched with "1938". The lettering on the building is of aluminum in an Art Deco style font.

The Schiavone-Bonomo Corporation Building is an highly decorative and intact Art Moderne industrial building. This building was built in an unusually decorative style especially in consideration of its remote location at the current terminus of Jersey Avenue near Mill Creek along the former alignment of the now defunct CNJ RR (no tracks remain). The aluminum detailed front entrance bay is remarkably intact, even the doors and the sconces are original. The addition is clearly not part of the original structure but is compatible and does not detract greatly from the overall integrity of the building.

The Schiavone-Bonomo Corporation Building is eligible for the National Register under Criterion C as an excellent and intact example of the Art Moderne style as applied to an industrial building.

G.5

PHASE 2 SURVEY OF WARD E, JERSEY CITY

RECOMMENDED LIST OF PROPERTIES AND DISTRICTS ELIGIBLE FOR THE NATIONAL REGISTER

0906-E132A
FIRE HOUSE #12
140 MORRIS STREET
BLOCK 132 LOT W

Fire House #12 is eligible for listing on the National Register as an individual building or as part of a firehouse theme nomination. It meets Criterion C of the National Register's standards for evaluation. This later nineteenth century building represents the distinct characteristics of a Victorian Gothic firehouse, including the proportions (height and width), the traditional large middle door flanked by a window and a smaller door, the lively combination of brick and stone, the exuberant, slightly angular ornament and the wooden cornice. The building is relatively intact.

The primary alteration is the painted brick and stone, which temporarily robs the building of its polychromy. Other alterations include windows and ornament lost through deterioration. The building is in poor condition, the rear might have been burned out and the interior detail has probably not survived. Judging from the style, it dates approximately from the 1870's. This high style is uncommon for the period and is not reflected in any other firehouses in Jersey City. It deserves recognition despite the poor condition.

G.6

PHASE 2 SURVEY OF WARD E, JERSEY CITY

RECOMMENDED LIST OF PROPERTIES AND DISTRICTS ELIGIBLE FOR THE NATIONAL REGISTER

0906-E62
39-41 ESSEX STREET
BLOCK 33 LOT M

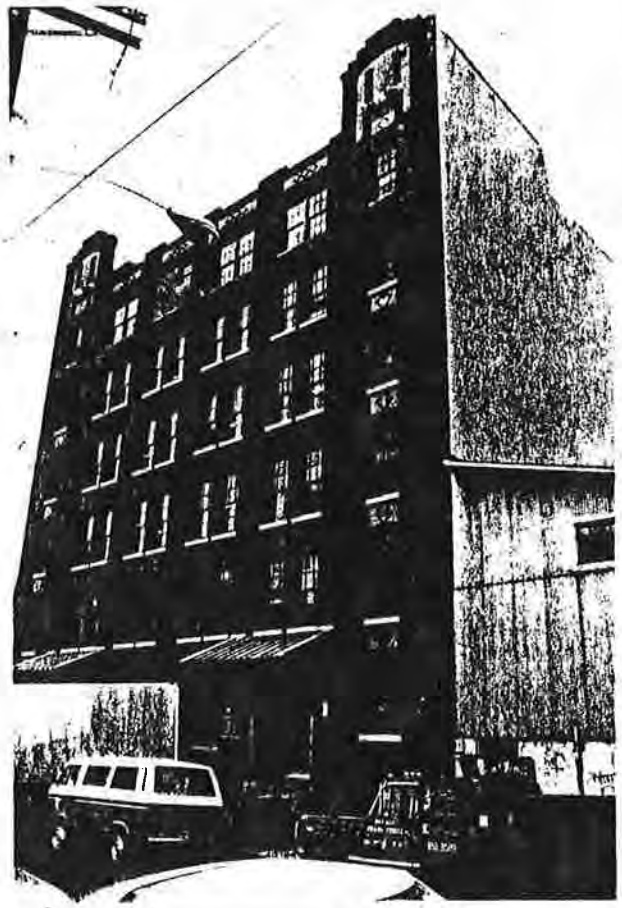
39-41 ESSEX STREET is eligible to be included in a National Register theme nomination of waterfront commercial/industrial buildings from 1910 to 1930, meeting Criteria B and C of the National Register standards for evaluation. Built in about 1909, the large, blocky, brick and concrete structure, with its multi-paned casement windows, has the characteristics of the early twentieth century utilitarian industrial structures which define the architectural landscape of the Jersey City waterfront. It is a very simple building, basically intact, which is nevertheless a good representative of the type.

These industrial/commercial structures were built in a utilitarian style. The main design features are the very large, horizontally-oriented band of multi-paned casement windows and the extremely simple, stark facades. The proportions are very blocky and square. The earliest of these structures, after about 1910, have classical elements such as pilasters and dentillation. These warehouses were much larger - taller and wider - than their nineteenth century predecessors. The earlier twentieth century structures were built of brick or brick and concrete, while the later structures, approximately after 1915, were constructed of concrete. There was a great deal of overlap, however. The building type probably grew out of the commercial classical style of the early twentieth century. They are an imposing element of the industrial landscape of Jersey City and of such other cities on the New Jersey waterfront as Hoboken.

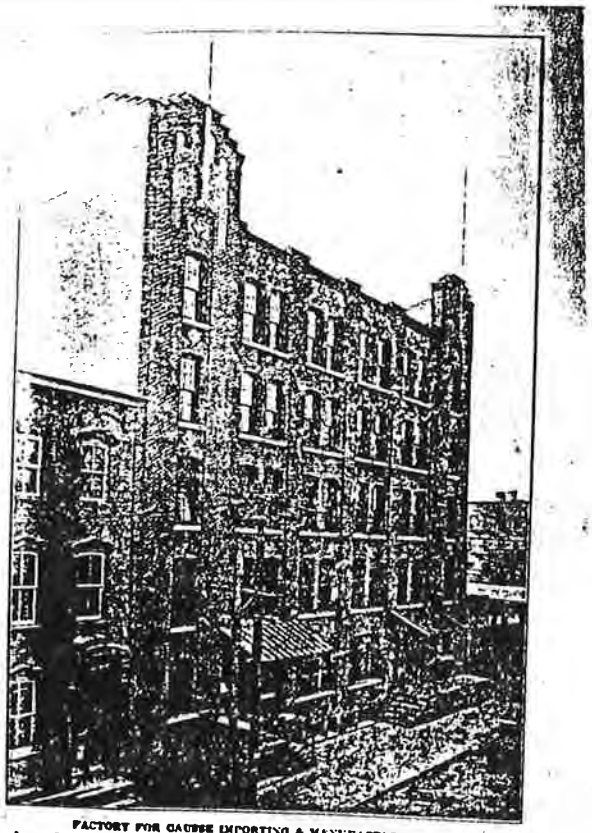
The railroads, in particular the tubes to Manhattan, were a major force in Downtown Jersey City's development in the early twentieth century. Large warehouses and factories were built on and near the waterfront and the railroad terminals during the boom periods before and after World War I. Located near the waterfront in downtown Jersey City, 39-41 Essex Street is associated with one of the most significant periods in the development of Jersey City as an important port and terminal region by virtue of its industrial building type, its waterfront (or canal-front) location and its 1909 date, which is early for the type.

CONTINUATION SHEET
Photographs of Site No.: 0906-E62
NJHSI: Jersey City. 7/81

41 Essex Street
S.A. Wald Marine Cargo Salvors
(formerly: Causse Import)
Hill & Stout, architects
built 1909



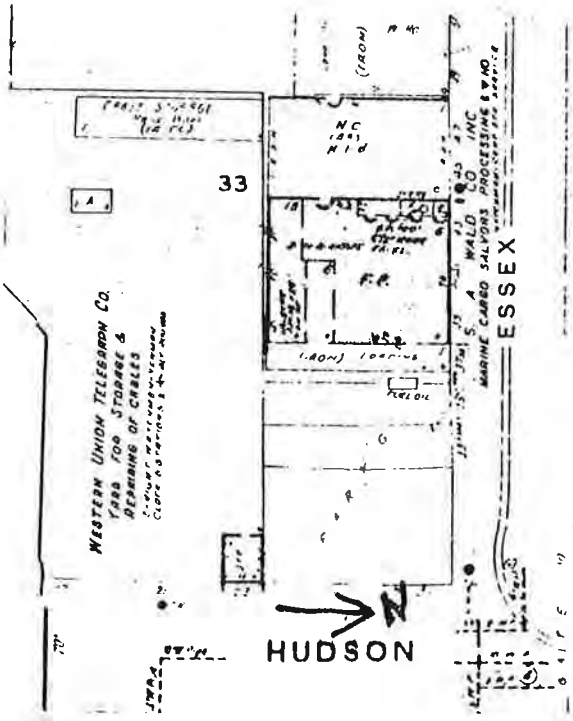
Neg.: contact 75/28 (1981)
N-W corner



FACTORY FOR CAUSSE IMPORTING & MANUFACTURING CO.
Jersey City, N. J. Hill & Stout, Architects.

Neg: contact 81A/33

Architects + Builders Mag.
Feb. 1909, p. 220
N-E corner



NEW JERSEY OFFICE OF CULTURAL AND ENVIRONMENTAL SERVICES
HISTORIC PRESERVATION SECTION
INDIVIDUAL STRUCTURE SURVEY FORM

Paulus Hook neighborhood
city code 2b
HISTORIC SITES INVENTORY NO. 0906-E62

HISTORIC NAME: Rogers-Pyatt Shellac Co(1919) COMMON NAME: S.A. Wald Marine Cargo Salvors
LOCATION: 41 Essex St(1909= causse importing mfg) BLOCK/LOT 33/M

MUNICIPALITY: Jersey City COUNTY: Hudson
USGS QUAD: JC UTM REFERENCES:
OWNER/ADDRESS: Zone/Northing/Easting

DESCRIPTION

Construction Date: ca.1909 Source of Date: Architects & Builders, May 1909

Architect: Hill and Stout Builder:

Style: early 20th century industrial with "modern" details. Form/Plan Type: rectangular with 2 front entrances

Number of Stories: 6b, 6 bays

Foundation: brick

Exterior Wall Fabric: brick, stuco panels meet with colored tiles.

Fenestration: single windows

Roof/Chimneys: end bays wide with single windows inner bays, 2nd-6th story, double windows with brick mullions; 1st-5th stories, all openings, segmental arched

Additional Architectural Description: 2-6 stories all windows 6/6 wood double hung. Inner bays 1st story. Large arched truck dock with early wood doors and large, arched wood windows.

Parapet above building and bays raised to create corner towers; between windows in end bays and along parapet; stucco panels decorated with inset bricks and colored tiles; curved iron brackets support copper awnings over truck docks; wall buttresses between bays capped by red tiles.

PHOTO X Negative File No. Map (Indicate North)

contact
75/28 see continuation sheet

81A/33

HISTORIC PRESERVATION SECTION, 109 WEST STATE ... REET, TRENTON, NEW JERSEY ...

SITING, BOUNDARY DESCRIPTION, AND RELATED STRUCTURES:

Building is situated at foot of Essex St. and the Morris Canal Basin, it's flanked by low corregated steel sheds, otherwise, no neighboring building; overgrown yard to south

SURROUNDING ENVIRONMENT: Urban [X] Suburban [ ] Scattered Buildings [ ]
Open Space [X] Woodland [ ] Residential [X] Agricultural [ ] Village [ ]
Industrial [X] Downtown Commerical [ ] Highway Commercial [ ] Other [X] water basin

SIGNIFICANCE:

This building is the only remaining industrial building an this once-busy block; its significance is in-creased by the early design of its windows entries and awnings.

ORIGINAL USE: industrial PRESENT USE: same
PHYSICAL CONDITION: Excellent [ ] Good [X] Fair [ ] Poor [ ]
REGISTER ELIGIBILITY: Yes [ ] Possible [ ] No [ ] Part of District [X] (extension of Paulus Hook
THREATS TO SITE: Roads [ ] Development [ ] Zoning [ ] Deterioration [X]
No Threat [ ] Other [ ]

COMMENTS:

woodwork and brickwork need repair

REFERENCES:

(1909) Architects & Builders Magazine, NS 10,O.S. 41,Ne5, p.220

Hopkings, Plat Book of Jersey City, 1919

RECORDED BY: J. Brooks,(O.Hadley) DATE: 8/81
ORGANIZATION:
Urban Research & Design

G.7

In 1909 the H & M opened a tunnel providing rail service from Jersey City to its huge new Hudson Terminal building on Church Street. The first passengers travelled from Exchange Place to Cortland Street on July 19, 1909. "Pictures taken in Jersey City on that day show every house decorated with flags. The streets were crisscrossed with flying flags and bunting." (Herman Rudolph, History of Jersey City from the Earliest Times to the Present, n.d. Files, J.C. Public Library).

It was this line that became the essential one as it led from the Pennsylvania Railroad terminal to New York's nucleus of economic activity, the blocks below Chambers Street in lower Manhattan. It would have done more to aid in Jersey City's growth, but the Pennsylvania Railroad dug its own tunnel and built its own famous 34th Street Station by 1910. After Penn Station was built, Jersey City no longer functioned as a turnstile controlling access to Manhattan but it flourished as a commuter and industrial suburb.

Architecturally, the structure has been altered, but the dentillated metal cornice, rusticated stone basement and original small, squarish proportions have survived. These features combine to embody the distinctive characteristics of the last original tube station in Jersey City. The station serves as a visual reminder of the exciting periods in the nineteenth and early twentieth century when rapidly developing new modes of transportation had a significant impact on peoples' lives. This entrance is significant for its rarity and for its historical importance.

G.8

The Station

The Pavonia Station (originally called the Erie Terminal Station), constructed in 1909, was one of the original Hudson and Manhattan Railroad Company stops on the Hoboken to Exchange Place line (New York Times 1908a; Electric Railroaders Association 1960).

The above-ground station or head house (trains being below grade) is a two story, five-sided building constructed of five-course common bond brick with segmentally arched windows and a stone water table and foundation. The dominant feature of the south facade is a pair of large tripartite windows, originally 9/9 with incorporated multi-paned transoms (Figure 6). Brick quoins and three symmetrically arranged brick pilasters topped with stone capitals organize the building's facade (Hudson & Manhattan Railroad Company 1909a).

Two entrances, each with three metal doors, are covered with a curved iron canopies. The canopies are supported on brackets and hung from chains attached to wall plates decorated with an "M&E," for Manhattan & Hudson Railroad Company (Figure 7). Three raised metal rectangular panels embellish the spandrels between the windows and entrance canopies. A slightly raised concrete platform on the sidewalk extends across the entire facade.

The east elevation has one window, originally 9/9, on the second floor. The rear or north wall has three second floor windows, also originally 9/9, and a double wooden freight door, since removed. The first floor has one window, and a sliding double wooden freight door, which has also been removed. The west elevation contains one window on the second floor, similar to all others on the secondary elevations, and two small arched windows, toward the north, on the first floor. The narrow (approximately 10') southwest elevation is windowless. It should be noted that all windows are now sealed. The building's five-sided configuration probably results from the position of the train tubes relative to the street.

The first floor of the head house contained bathrooms, two elevators, and a staircase which led to the trains below. The second floor of the structure was used for housing the elevator mechanisms and for storage (Figure 5).

Although the head house is the structure under consideration, it should be noted that this is only one segment of a larger transportation network, and that to fully understand the above ground components of this system, the underground element must be examined as well.

Below grade is an arcaded concourse level with cast iron columns that have decorative floral patterns with an "E", for Erie

Station, on each side of the capitals (Figure 8). Underneath this level are the two train tubes, with a central platform for boarding. Around 1911, a brick passageway was built on the concourse level to connect the station to the Erie Train and Ferry Terminal (Figure 9) further east, on Pavonia Avenue on the bank of the Hudson River (Hudson & Manhattan Railroad Company 1908a & b; Electric Railroaders Association 1960).

Between 1912 and 1924 a second concourse level was added above the original level. Like the first, it was arcaded, with staircases linking both platforms. The date for this construction is somewhat vague because of conflicting documentation. The Electric Railroaders Association, Inc. guess the date as 1912. However, a plan produced in 1912 (Figure 10) by the Hudson and Manhattan Railroad Company shows the two concourses with the planned level crossed out and the words "not constructed" written across only the second concourse drawing. A 1924 drawing by the railroad shows the concourse built (Figure 11). The Electric Railroaders also mentioned additional passageways built in 1924. These probably connected far ends of the station to the concourse and to the connecting tunnel to the Erie Railroad Terminal. A 1942 drawing shows few changes made to the head house through the years.

In 1954 a "Speedwalk," or human conveyor belt, similar to those found in airports today, was built in the tunnel to the Erie Terminal. Because of mechanical difficulties, it was abandoned within a few years (Jack Storm, Personal Communication, 27 October 1983).

Much of this infra-structure remains today. The current Pavonia Station entrance, built ca. 1955, is just east of the original head house which was abandoned and sealed in the same year. The later station is a corrugated metal shed with a staircase decending to the tunnel that connected the Erie Terminal to the original station. The tunnel has been redesigned to provide access to the PATH trains. The original concourses were sealed ca. 1963 (Jack Storm, Personal Communication, 27 October 1983).

G.9

f) 14th Street Viaduct

14th Street over the Conrail River Line
Hoboken, Hudson County

Description

The 14th Street Viaduct is a 31-span steel deck girder and Warren deck truss bridge that carries a four-lane street from Hoboken up to Bergen Hill in Jersey City Heights (Photo 21). The viaduct carries the roadway over the Conrail Line and a small industrial neighborhood. See the *New Jersey Historic Bridge Survey* form for additional description and history.

History

The 31-span viaduct was originally built in 1910 and forms an important route from Hoboken to Bergen Hill. Rehabilitations conducted in 1938, 1983, and 1987 were in keeping with the original design. See the *New Jersey Historic Bridge Survey* form for additional history.

Significance

The 14th Street Viaduct is eligible for listing on the National Register under Criterion C as an impressive engineering solution to a difficult problem of providing vehicular access from Bergen Hill down to Hoboken. The viaduct is also significant for its historic associations as the first major roadway that scaled the Bergen Hill.

NEW JERSEY HISTORIC BRIDGE SURVEY

STRUCTURE #: 0900016 **COUNTY:** HUDSON **OWNER:** COUNTY **ROUTE:** 9009

MILEPOINT: 000000 **TOWNSHIP:** HOBOKEN CITY

FACILITY CARRIED: 14TH STREET

NAME/FEATURE INTERSECTED: 14TH STREET VIADUCT OVER CONRAIL

TYPE: DECK GIRDER & DECK TRUSS **DESIGN:** WARREN

MATERIAL: STEEL **# SPANS:** 031 **LENGTH:** 001460 **WIDTH:** 0410

DATE OF CONSTRUCTION: 1910 ALTERATION:1938,1987 **SOURCE:** NJDOT

DESIGNER/PATENT: WADDELL & HARDESTY (1938) **BUILDER:** UNKNOWN

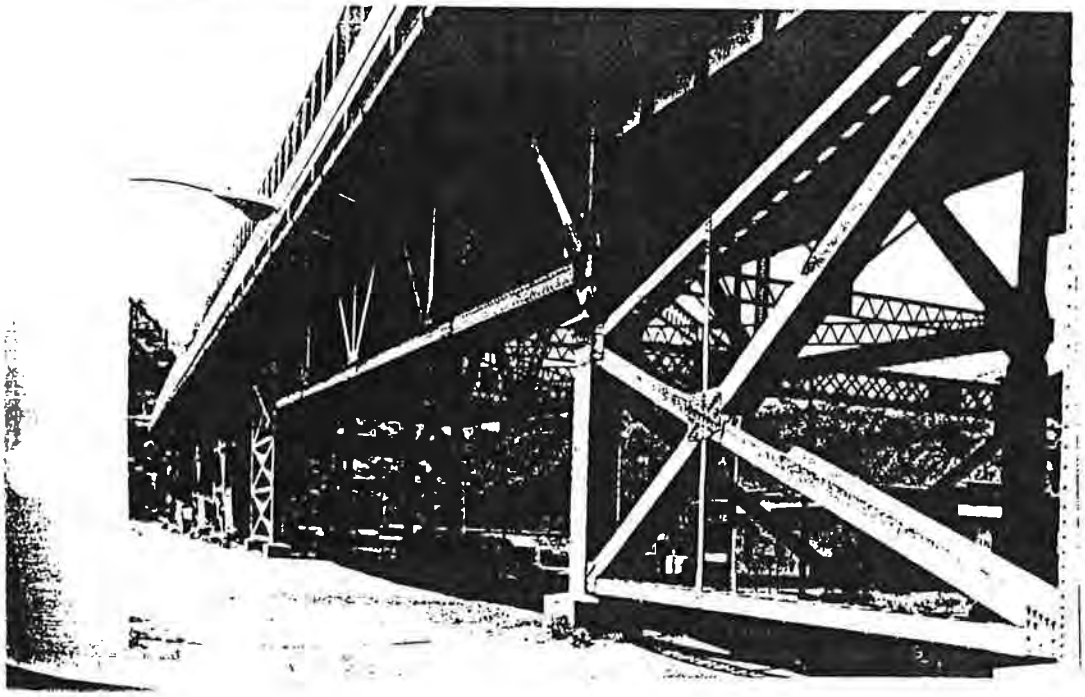
SETTING/CONTEXT: The viaduct carries a four-lane street from the low-lying land of Hoboken up the side of Bergen Hill (also known as the Palisades) to the Jersey City Heights neighborhood. Under the viaduct are parking lots and undistinguished 20th-century industrial structures, as well as Conrail's River Line. At its foot, at the east end, is a group of 19th-century commercial structures with historic district potential.

CURRENT NATIONAL REGISTER STATUS: Not Previously Evaluated

NATIONAL REGISTER RECOMMENDATION: Eligible

SUMMARY: The long, 31-span bridge consists of 2 Warren deck truss spans, 27 deck girder spans, and 2 stringer spans supported on steel bents that were strenghtened in 1938 and concrete abutments. The truss bearings and footings were also upgraded in 1938. While the spans themselves are not technolocially innovative, the structure as a whole is impressive given its size, date of construction, and state of preservation. It was rehabilitated again in 1987, the year the raodway was widened.

PHOTO:26:8-12,15,30-3 REVIEWED BY: TF/AGL DATE: 05/17/19 QUAD: Weehawken



0900016

Bibliography: Hudson County Engineer Office: Bridge File.

Physical Description: The viaduct consists of 31 span; 2 are Warren deck trusses, 27 are built-up deck girders, and 2 are steel stringers. It is supported on steel bents, some on concrete plinths, and concrete piers and abutments. The trusses have hinged bearings. Most of the bents are composed of four built-up steel columns with heavy lateral bracing. One bent that was rehabilitated in 1983 has only two columns that rest on heavy steel girders that distribute the load. In 1938 the viaduct was rehabilitated and strengthened by the addition of new floor beams, heavier bents and new footings, and lateral bracing. That rehab was done after plans prepared by Waddell & Hardesty. In 1987 A. G. Lichtenstein prepared plans for another rehabilitation that included changing the way the previously canted bearings work and conversion of one sidewalk to part of the roadway. Both rehabilitations were sensitive to the original design of the structure.

Historical and Technological Significance: The 31-span viaduct was originally built in 1910, and it forms an important route from Hoboken up the Bergen Hill to Jersey City. Bergen Hill, also called the Palisades, is a mile-wide ridge that runs parallel to the Hudson River for many miles. The approximately mile-square town of Hoboken lies between the ridge and the river. Because the east side of the hill is a steep cliff about 100' high, access from Hoboken to Jersey City was limited. At the south end of Hoboken there are old roads that scale the hill, but at the north end, there were none until the 14th Street viaduct was completed in 1910. Thus, in addition to its local historical significance, the viaduct is an impressive engineering solution to a difficult transportation problem, and it utilizes a variety of bridge types in that solution. It is technologically significant. The 1938 strengthening and rehabilitation was designed by the noted consulting engineer firm of Waddell & Hardesty which was formed after 1927.

Boundary Description & Justification: The bridge is evaluated as individually significant. The boundary is limited to the substructure and superstructure of the bridge itself.

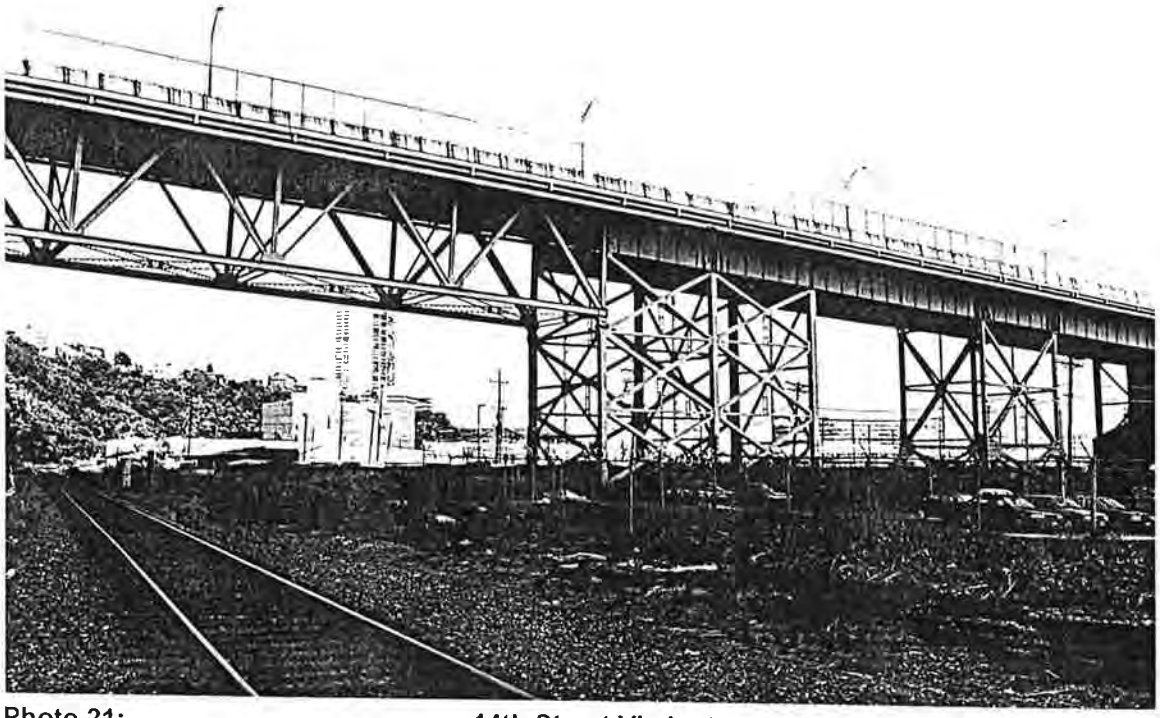


Photo 21: **14th Street Viaduct**
Facing North, 09/97

G.10

NEW JERSEY DEPARTMENT OF ENVIRONMENTAL PROTECTION
OFFICE OF NEW JERSEY HERITAGE
INDIVIDUAL STRUCTURE SURVEY FORM
HISTORIC SITES INVENTORY NO. 0910-2088

HISTORIC NAME: Doric Temple
COMMON NAME: Doric Temple
LOCATION: 906 Palisade Avenue
MUNICIPALITY: Union City
USGS QUAD:
OWNER/ADDRESS:

BLOCK/LOT: Block 186
COUNTY: Hudson
UTM REFERENCES:

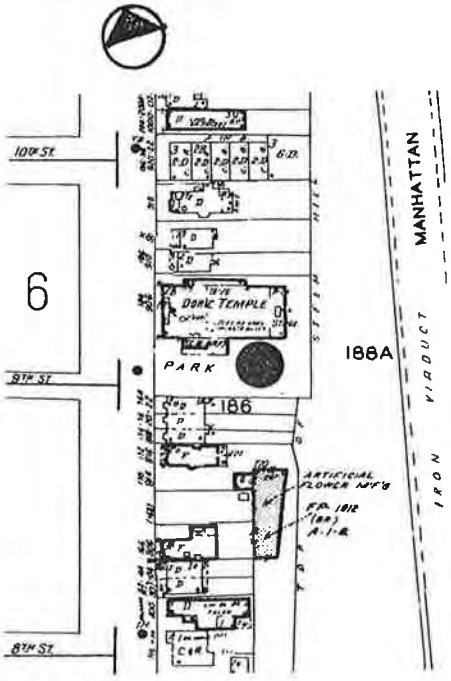
DESCRIPTION

Construction Date: 1921
Architect:
Style: Neoclassical
Number of Stories: 2
Foundation:
Exterior Wall Fabric: red brick
Fenestration: 1/1 wood sash at side elevations
Roof/Chimneys: flat roof

Source of Date:
Builder:
Form/Plan Type: rectangular

Additional Architectural Description:
The Doric Temple is a red brick structure with a flat roof and cast stone coping. The central entrance is flanked by paired colossal cast stone columns in antis supporting a simple entablature. A bracketed, cast stone lintel above the steel entry doors reads "Doric Temple" and Masonic symbols are carved in the parapet at the end bays. The south elevation features a 1-story shed-roofed addition.

PHOTO Negative File No. 2-2 Map (Indicate North)



SITING, BOUNDARY DESCRIPTION, AND RELATED STRUCTURES:
The Doric Temple faces west toward Palisade Avenue.

SURROUNDING ENVIRONMENT: Urban: x Suburban: Scattered Buildings:
Open Space: Woodland: Residential: x Agricultural: Village:
Industrial: Downtown Commercial: Highway Commercial: Other:
The Doric Temple is located within a residential neighborhood of 2-story wood-frame dwellings.

SIGNIFICANCE:

The Doric Temple is significant as one of two masonic temples within Union City. The land upon which the Doric Temple stands had been divided into lots by the time of the 1909 Hopkins Atlas. By 1923, the Temple and the surrounding wood frame buildings had already been erected on Barclay (9th street) and Fulton (10th Street).

In addition to meetings of the Masonic order, the Doric Temple has accommodated other groups including the Doric Fellowcraft Club and the Doric Lodge No. 86, a group that originally held its meetings in the First Baptist Church.

The Doric Temple is a brick building with steel frame and has remained unaltered since its construction.

ORIGINAL USE: Civic PRESENT USE: Civic
PHYSICAL CONDITION: Excellent: Good: x Fair: Poor:
REGISTER ELIGIBILITY: Yes: x Possible: No: Part of District:
THREATS TO SITE: Roads: Development: Zoning: Deterioration:
No Threat: x Other:
COMMENTS: The Doric Temple is associated with Union City's Historic Contexts B and C. Within the context of Masonic lodges in New Jersey, it is an excellent example of this building type. It is eligible for the New Jersey and National Registers under Criteria A and C.

REFERENCES:

Shaw, William H., History of Essex and Hudson Counties, New Jersey, v. 2, Philadelphia, Everts and Peck, 1884, p. 1308.

Hopkins, G.M., Atlas of Hudson County, New Jersey, v.2., Philadelphia, 1909.

Hopkins, G.M., Plat Book of Hudson County, v. 2, 1923.

RECORDED BY: Maria Mistral DATE: September 1992
ORGANIZATION: Sullebarger Associates

Address: 818 Palisade Avenue
Inventory #: 0910-2085
Neg. File #: 1-34
Style: Altered/Queen Anne
Date: c. 1890
Description: 2 stories plus basement; attached rowhouse; aluminum siding; square projecting bay on right w/false gable; alum.-clad cornice; 1/1 alum. sash; entry on left w/alum. awning.
Inclusion in Intensive-Level Survey: no
References:

Address: 820 Palisade Avenue
Inventory #: 0910-2086
Neg. File #: 1-35
Style: Altered/Queen Anne
Date: c. 1890
Description: 2 stories plus basement; attached rowhouse; permastone facade; square projecting bay on left with stuccoed pediment; cornice and brackets stuccoed; entry on right w/alum. awning; iron fence w/stone piers.
Inclusion in Intensive-Level Survey: no
References:

Address: 822 Palisade Avenue
Inventory #: 0910-2087
Neg. File #: 1-36
Style: Altered/Queen Anne
Date: c. 1890
Description: 2 stories plus basement; attached rowhouse; asbestos siding; square projecting bay on right w/false gable; cornice and brackets stuccoed; steel casement picture window at 1st story, 1/1 alum. sash at 2nd; iron fence w/stone piers.
Inclusion in Intensive-Level Survey: no
References:

Address: 906 Palisade Avenue, "Doric Temple"
Inventory #: 0910-2088
Neg. File #: 2-2
Style: Neoclassical
Date: 1921
Description: Red brick; flat roof with cast stone coping; central entrance flanked by paired colossal cast stone columns in antis and entablature; steel entry doors with cast stone bracketed lintel reading "Doric Temple." Masonic symbols at parapet in end bays; 1-story brick, shed-roofed addition and park on S. side.
Inclusion in Intensive-Level Survey: yes
References:

G.11

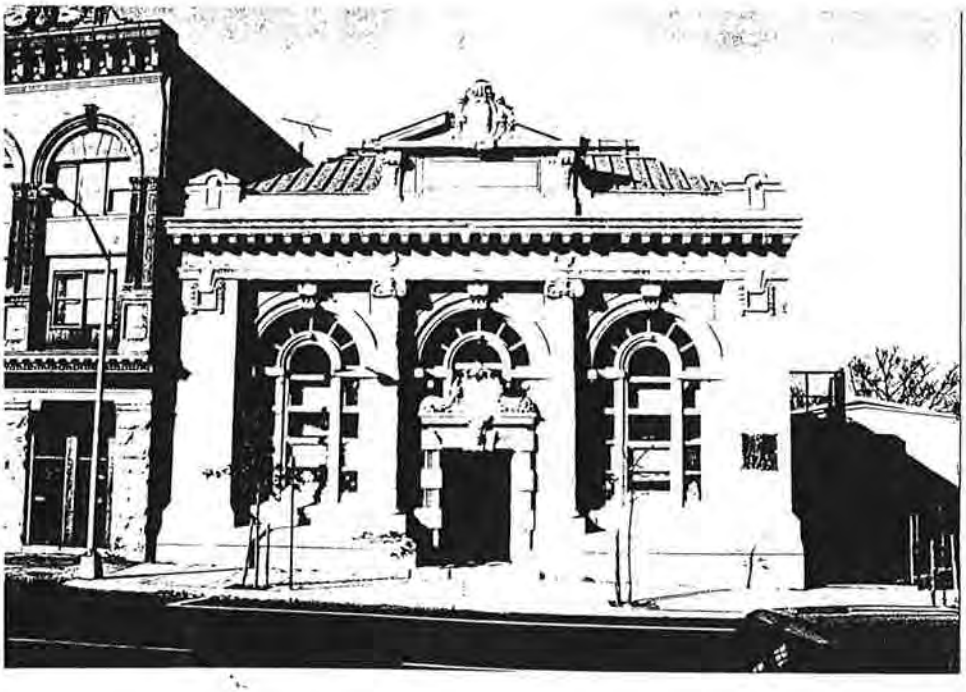
Mechanics Trust Company Building (Bayonne Head Start) -This structure, located at 21 West Eighth Street is a two story bank building of granite with a truncated hip roof of seamed metal. It is of rectangular plan and three bays wide on the main facade which faces West Eighth Street.

The impressive main facade is composed of three bays each with a large semi-circular arched window with a keystone. The main entrance is located within an elaborate door surround surmounted with a large medallion and cornucopias and flanked by smooth-shafted two story high columns of the Ionic Order. The robust Classical detailing includes a modillioned cornice, and a large centrally located broken pedimented parapet with voluted buttresses and a sculpted medallion.

The Mechanics Trust Company Building was designed in the Beaux Arts style by Arthur Curtis Longyear, a prominent Bayonne architect. Constructed in 1886, it was the first bank building in Bayonne. The Bank was chartered in 1872 and its original incorporators included many prominent early citizens of Bayonne such as Henry Meigs, Jr, the first Mayor of Bayonne (who served for five terms); Rufus Story and Jacob Schuyler, members of the first Common Council; and Col. Hiram Van Buskirk, the first Street Commissioner.

The Bank was one of a entire block of elegant commercial buildings that comprised Depot Square, one of the most important business districts of the community of Bergen Point. The Eighth Street Depot formerly stood across from Depot Square. The Building survives as the only architecturally intact building of the former Depot Square. It is currently used as offices for Bayonne Head Start.

The Mechanics Trust Bank Building is in excellent condition and, as evidenced by historic photographs, has virtually no alteration to the original facade. The Building is significant as an excellent and intact representative of the Beaux Arts Classicism, for its historical associations with an early banking institution of Bayonne, and as the best remaining structure in the former Depot Square commercial district of Bergen Point. The Mechanics Trust Company Building is eligible for the National Register under Criterion A and C.



G.12

HPO-A2002-217PROD

State of New Jersey

James E. McGreevey
Governor

Department of Environmental Protection

Bradley M. Campbell
Acting Commissioner

Division of Parks & Forestry, Historic Preservation Office
PO Box 404, Trenton, NJ 08625
TEL: (609) 292-2023 FAX: (609) 984-0578
www.state.nj.us/dep/hpo

January 30, 2002

CERTIFICATION of ELIGIBILITY

Neil P. Barmann
Finance Department
City of Bayonne
639 Avenue C
Bayonne, NJ 07002-3898

Dear Mr. Barmann:

This letter is in response to your request for a formal certification of eligibility Bayonne Trust Company Bank Building, 229 Broadway, Bayonne, Hudson County, for inclusion in the New Jersey and National Registers of Historic Places.

Based on a review of the submitted documentation and other information already on file, it is my opinion, as Deputy State Historic Preservation Officer, that Bayonne Trust Company Bank Building was issued a State Historic Preservation Officer Opinion of Eligibility on December 9, 1994. Further, it is my opinion as Deputy State Historic Preservation Officer that the structure is eligible for listing in the New Jersey and National Registers of Historic Places under Criterion C, as an example of Beaux Arts in a financial institution. The building may also be eligible under Criterion A for its associations with early banking institutions in Bayonne, however, more information would be needed to make that determination.

A two-story, rusticated granite building, the Bayonne Trust Company Bank was designed by Lansing C. Holden, Sr. and constructed in 1912. The Bank portrays a fine example of the Beaux Arts style with its roofline balustrade, dentils, paired Ionic columns and decorated wall surfaces.

If you have further questions, please contact Sara André of my staff, at (609) 292-0032.

Sincerely,

Dorothy P. Guzzo
Deputy State Historic
Preservation Officer

Cc: New Jersey Historic Trust
DPG/sa

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PRELIMINARY APPLICATION QUESTIONNAIRE

(Please type or print)

Name of Property: Bayonne Trust Company Building

Location of Property: Northwest corner of Broadway and West Ninth Street

Street Address: 229-231 Broadway

Municipality: Bayonne County: Hudson

Your Name: Neil P. Barmann Daytime Telephone Number: 201-858-6357

Address: 630 Avenue C, Bayonne NJ 07002-3898

WHICH OF THE FOLLOWING CLOSELY DESCRIBES YOUR REASON FOR PURSUING REGISTRATION FOR THIS PROPERTY

(Check all the reasons that apply)

☒ To seek public recognition of its historical, architectural, engineering, industrial, or archaeological value.

☐ To seek protection for this property from a harmful federal, state, county, or municipal project or undertaking. (Describe the undertaking in the section below)

☒ To apply for restoration or rehabilitation grant funds from the New Jersey Historic Trust.

☐ To apply for an investment tax credit for the rehabilitation of an income-producing historic building.

☒ To get relief from the strict interpretation of building codes by demonstrating that this property is an historic building, and therefore subject to the historic building provisions of the New Jersey Rehabilitation Subcode.

☐ Other – Explain: _____

OWNERSHIP:

(Note: Applicants do not have to be the owners of the properties they seek to register, but if the owner of a privately-owned individual property objects to the listing, the property will not be listed in the National Register.)

Do you own the property? yes (Yes/No) If not, give the name, address, and telephone number of the owner.

Name of owner: (pending transfer) Daytime Telephone Number: _____

Address: _____

THREATS: IS THE PROPERTY THREATENED IN ANY WAY? DESCRIBE HOW OR FROM WHAT SOURCE THE PROPERTY IS THREATENED

Describe Threat (attach sheets if necessary): _____

G.13

The Bayonne Trust Company

The Bayonne Trust Company Building is a two story granite clad structure of rectangular plan. It is located at 231 Broadway at the northwest corner of Broadway and Ninth Street. The facades at Broadway and Ninth Street are characterized by paired, fluted Ionic columns and large segmentally arched windows of multiple lights. The entrance to the bank is located on Broadway in a pedimented portico. Original bronze entrance doors remain intact. The building has a flat roof with a balustraded parapet wall and cornice with modillions and dentils. Signage located at the frieze originally etched into the stone has been modified to read "United Jersey Bank". Original bronze entry lanterns remain intact as do original bronze grilles covering the window openings on the Ninth Street facade.

This two story granite-clad bank building was built in 1912 (source: datestone) by the Bayonne Trust Company, one of the earliest banking organizations in Bayonne having been incorporated in 1902. The building, an excellent and intact example of refined Beaux Arts Classicism, serves as a landmark on lower Broadway among other period structures that have been heavily modified. The Bank now houses the United Jersey Bank.

The Bayonne Trust Company Building is eligible for the National Register under Criterion C as rare example of an intact institutional building in Bayonne and as an excellent example of Beaux Arts Classicism. It is also eligible under Criterion A for its historical associations with an early banking institution of the early industrial community of Bayonne.

East 17th Street Apartment Buildings Streetscape - This streetscape on East 17th Street consists of three three story buff brick apartment buildings; 21- 23 E. 17th Street, 25-27 East 17th Street and 29-31 East 17th Street. One building in the streetscape, 25 - 27 East 17th Street, the George Goldman Apartment Building, has previously been determined eligible for listing on the National Register.

The 17th Street apartment buildings are each three stories high with a raised basement and flat roofs with modillioned and bracketed metal cornices with a garland motif on the frieze. The buff brick street facades are distinguished with red brick quoins and string courses. All window and door openings are segmentally arched and have red brick voussoirs and door surrounds. Transom panels of the arched windows are embellished with decorative detail in a floral motif. Decorative wrought iron fire escape/balconies are located at the center bays of each building.

The corner property, 21 - 23 East 17th Street, is distinguished by a decorative metal cornice with a swag and garland motif. This building originally had storefronts on the first story. The formerly glazed openings of the storefronts have been enclosed with brick and windows have been added. The original storefront entrance located on a diagonal has also been enclosed with a light-colored brick. Red brick quoins demarcate its original location. Despite the enclosure of the original storefronts, the modifications do not detract from the overall appearance of this group of buildings significantly to omit the building from this cohesive group.

Constructed circa 1880, these Italianate rowhouses display a level of craftsmanship, decoration and architectural integrity that is unusual for rowhousing in Bayonne. This group of apartment buildings, with a few minor alterations, remains essentially intact and survives as an excellent example of turn of the century residential buildings constructed during the peak of Bayonne's industrial development. The 17th Street Streetscape is eligible for National Register listing under Criterion C.

East 17th Street Streetscape
21-27 East 17th Street

G.15

Maidenform Brassiere Company Factory Building - The Maidenform Brassiere Company Factory Building is located at Avenue E and West 17th Street. The structure covers over three and one-half acres and is situated west of the tracks of the Central Railroad of New Jersey.

The factory building is a large four story brick industrial structure with two five story wings at north and south ends added in 1909. The building is a utilitarian style building with a minimal ornamentation. End wings are characterized with brick pilasters that extend the full height of the building and are accented with tie rods. Windows have limestone sills. The roof parapet at the end wings is stepped with terra cotta coping. Alterations include the enclosure of original segmentally arched window openings to accommodate new windows, an incompatible first floor entrance vestibule that projects from the Avenue E facade, and a small single story brick and stucco two car garage at the south end of the complex. This industrial style structure, originally constructed for Underwood Typewriter, was occupied by the Schwarzenbach Huber Company Silk Mills in 1902 and, since 1930, the Maidenform Brassiere Company.

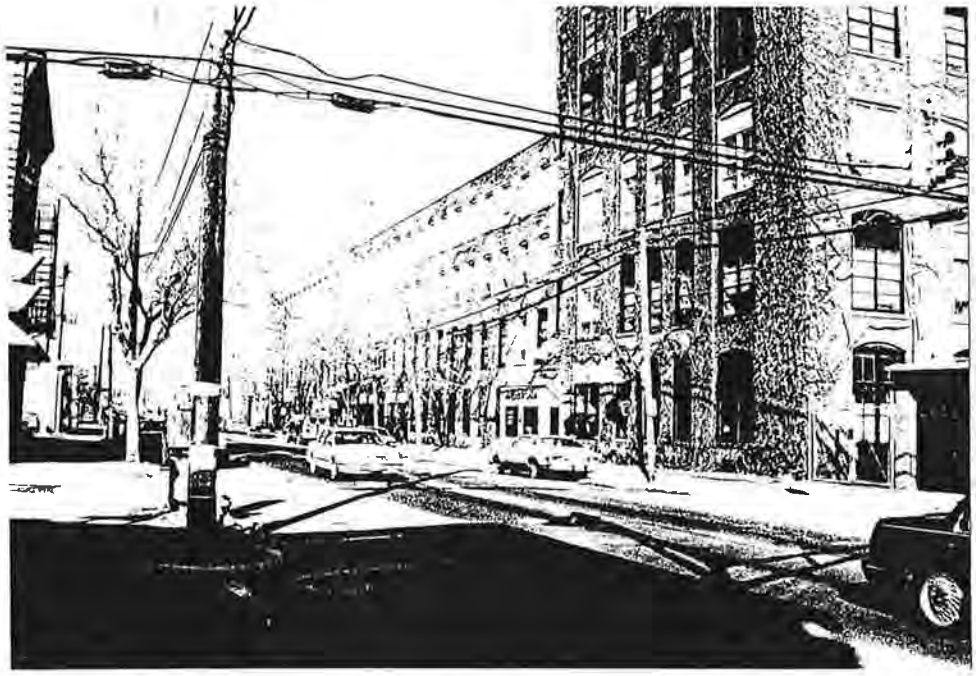
The Maidenform Brassiere Company, one of the largest bra companies in the world, is famous for the invention of the brassiere uplift in 1922. Maidenform began as the Enid Manufacturing Company in 1922 and consisted of a small dress shop on East 57th Street, New York. Mrs. Ida Rosenthal, a seamstress of custom-made dresses invented a bra with form and uplift to make dresses fit better. The shop was soon swamped with orders for brassieres and Mrs. Rosenthal, with her husband, formed the Maidenform Brassiere Company. Three years after its initial founding, sales production increased and the company moved their manufacturing operations to Bayonne. In 1930, the company moved into to the current facility. The first branch plant was opened in Perth Amboy in 1941.

In the 1940s, Maidenform contributed to the war effort by manufacturing mosquito bars and bush jackets in addition to bras. One of the most important products of the factory during the war were "pigeon vests". Pigeon vests were bra-like security vests worn by each pigeon and were attached to the paratroopers. Vests were of specially treated porous fabric so that the birds could breathe and were adjustable to fit all sizes of birds.

In 1949, Maidenform launched its now famous " I Dreamed" advertising campaign in over 100 countries. The ads featured women who dream that they do everything from shopping to being a toreador - while wearing their Maidenform Bras. It proved to be one of the most successful advertising campaigns in Madison Avenue history.

The Maidenform Brassiere Company Factory Building is significant for its associations with the Maidenform Brassiere Company - the inventor of the uplift brassiere. The company has been a major employer in Bayonne for over half a century and is one of the largest brassiere manufacturers in the world.

The Maidenform Brassiere Company Factory is eligible for the National Register under Criterion A for its association with events that have made a significant contribution to the broad patterns of our history.



Maidenform Brassiere Company
Avenue E and West 17th Street

East 19th Street Streetscape - This streetscape consists of two vernacular Mission Revival style apartment buildings at 33-35 East 19th Street. Each building has three stories on a raised basement, a flat-roof and is clad, at the front facade only, in buff brick. The buildings are distinguished by red brick door and window surrounds, red brick string courses, and stepped parapets outlined with red brick. Windows are paired and have concrete sills. Doorways are arched with keystones. Concrete diamond panels embellish the cornices of both buildings.

31 East 19th is two bays wide with an offset entryway and 35 East 19th Street is three bays wide with a centrally located entryway. Otherwise, these two structures are alike and present a unified appearance on East 19th Street.

The East 19th Street Streetscape is an excellent example of early twentieth century domestic architecture that characterized Bayonne. Both structures have retained their architectural integrity and are good stylistic representations of vernacular Mission Revival architecture as applied to an urban setting and materials. The East 19th Street Streetscape is eligible for the National Register under Criterion C.

G.17

Mount Carmel Church Historic District

Bayonne, NJ

The Mount Carmel Church Historic District occupies the eastern end of the block bounded by Avenue E, East 22nd Street, Broadway, and East 23rd Street, in a predominantly Polish neighborhood. (See Figure 7.3.) The district comprises four major buildings, the most dominant of which is the Romanesque Revival Mount Carmel Church. (See Plates 7.1 and 7.2.) All four buildings have witnessed little alteration, in sharp contrast with the surrounding area. The district meets Criteria A and C of the National Register.

The Mount Carmel parish was founded in 1898 by several hundred Polish Catholic families.[48] The parish purchased farmland on 22nd Street for the erection of a church, and in 1899 the first church was built. This original church included a parochial school on the upper floor. The building was replaced in 1909 with the church that exists today. (See Figure 7.4.) The church is a red brick Romanesque Revival building with twin, spired towers and a triple portal entry. Terra cotta and corbelled brick ornament the principal facade, while colored tile work can be found at the rear of the building.

To the west of the church is the Romanesque Revival School of Our Lady of Mount Carmel, built in 1921 to house the parish school and convent. Its ornament is similar to that of the church, but executed in stone rather than terra cotta and featuring small gargoyles at the window surrounds.

To the east of the church is the parish Rectory, constructed in 1930. Eclectic in style, it is a three-story, three-bay, red-brick building with projecting one-story bays flanking the entry, a Romanesque portal with prominent keystone. A limestone Venetian Gothic frieze tops the building, and narrow limestone pilasters divide the bays.

To the east of the Rectory, facing Avenue E, is the YMCA, built c. 1920. The large, rectangular, red-brick building is Collegiate Gothic in style, with projecting 2nd and 10th bays. Ornamentation includes limestone quoins and window surrounds. A one-story projecting limestone pavilion emphasizes the building's entrance; the words "Young Men's Christian Association, United Industries Branch" are inscribed above the entry. The building has functioned as a YMCA since the 1930s; however, local residents report that the building was originally built by John D. Rockefeller as housing for Standard Oil Workers.

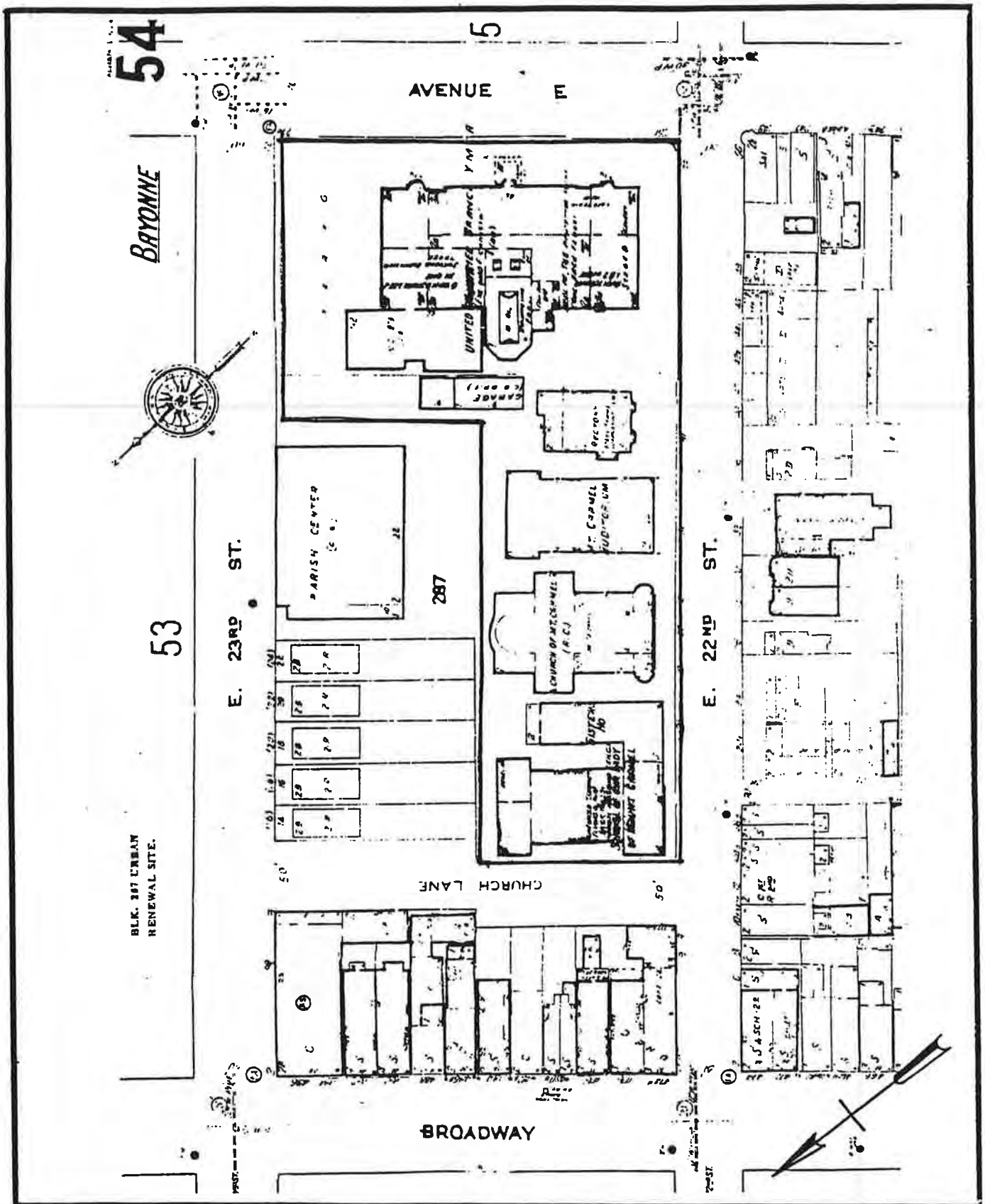


Fig. 7.3 Mount Carmel Historic District, Bayonne

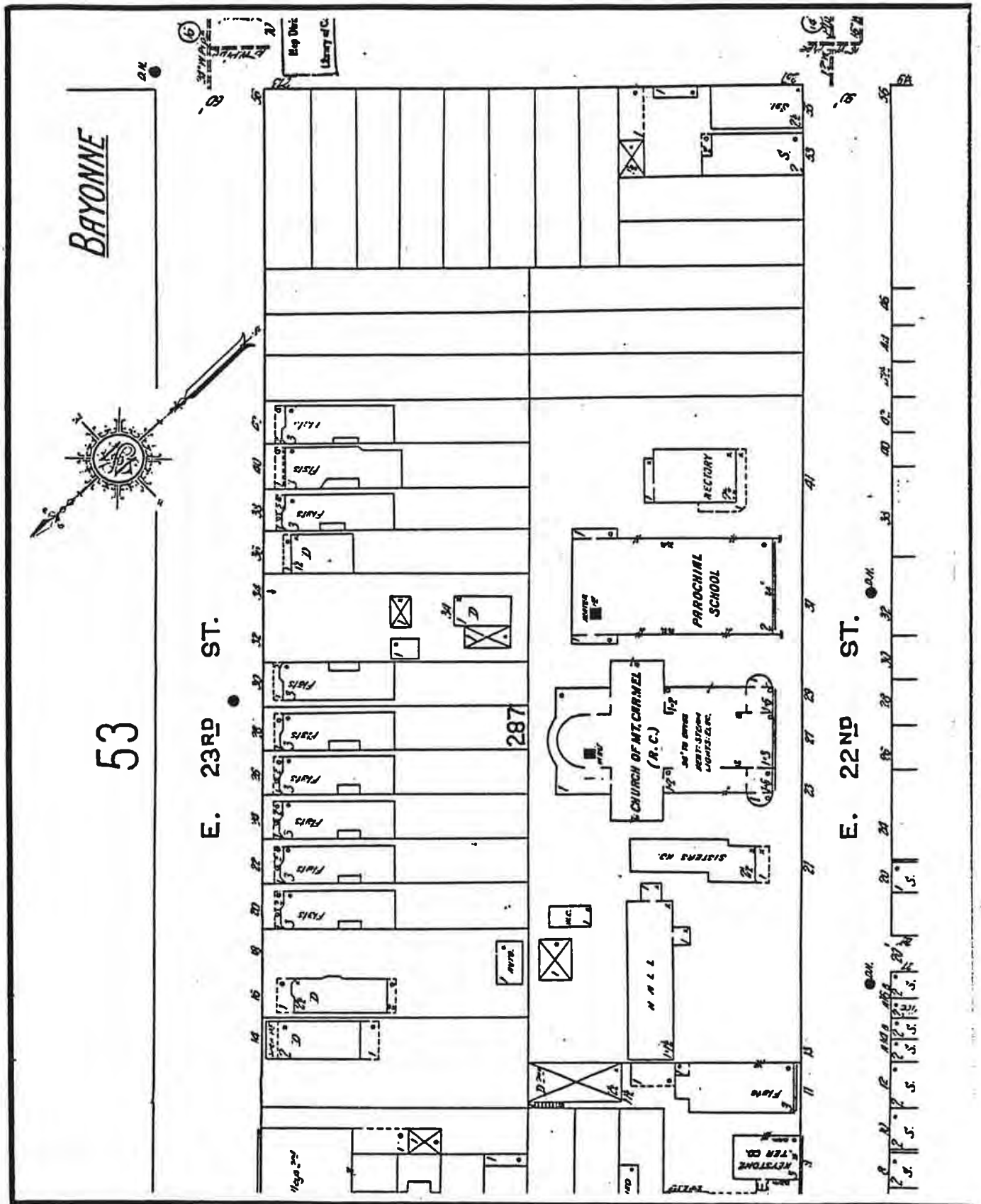


Fig. 7.4 Detail of map of Bayonne, Atlas of Hudson County, v. 10, pl. 54, Sanborn Map Co., 1912.

CULTURAL RESOURCE SURVEY INVENTORY
HUDSON COUNTY SEWERAGE AUTHORITY
201 WASTEWATER FACILITY PLAN
PLANNING AREA II---BAYONNE

Base Map Reference	II*

Page 1 of 1 pages

Name: Mount Carmel Church District

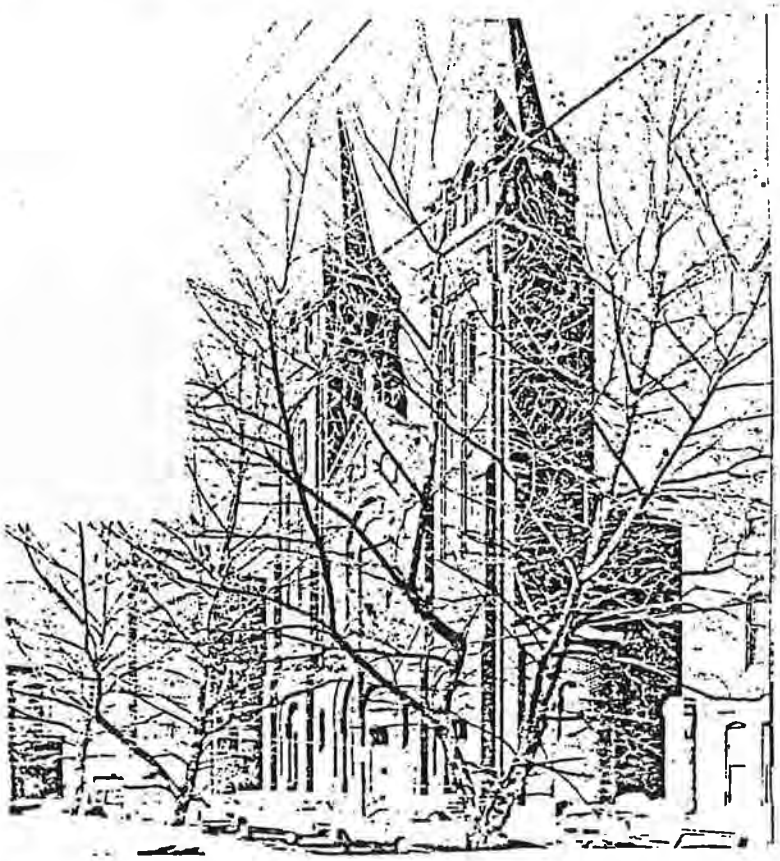
Location: East 22nd Street west of Avenue E

Type of Resource: Turn of the 20th century district

Historic Designation: Potential NRHP district

Description: Most of the buildings in the Mt. Carmel district were constructed between 1890 and 1910, during which time Bayonne's population almost tripled (from 19,033 to 55,545). Mt. Carmel Church, a magnificent brick, somewhat Romanesque, edifice is the focus of the district. A large semi-circular arched portal is surmounted by a similarly shaped window (rather than a circular rose window). Two towers with spires flank the entrance. Small one-story apsidial-type appendages to the towers and the arched and corbelled brick work give the building its Romanesque character.

Adjacent to the church are later church buildings, a school and an auditorium. The residential structures are late 19th-century two- and three-story buildings. The late 19th-century industrial and shipping activity caused a great immigrant influx in Bayonne, as it did in all of Hudson County and elsewhere. Many of the Bayonne immigrants were Catholic, and the construction of the church was an answer to their needs.

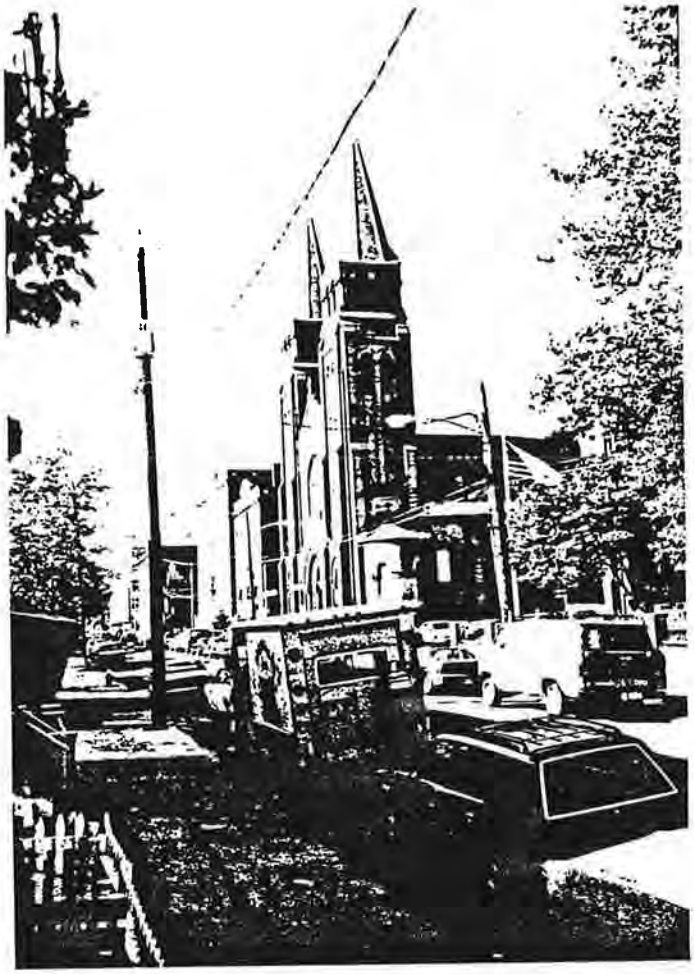


Mt. Carmel Church (David Abramson, photographer).

Researcher: DA

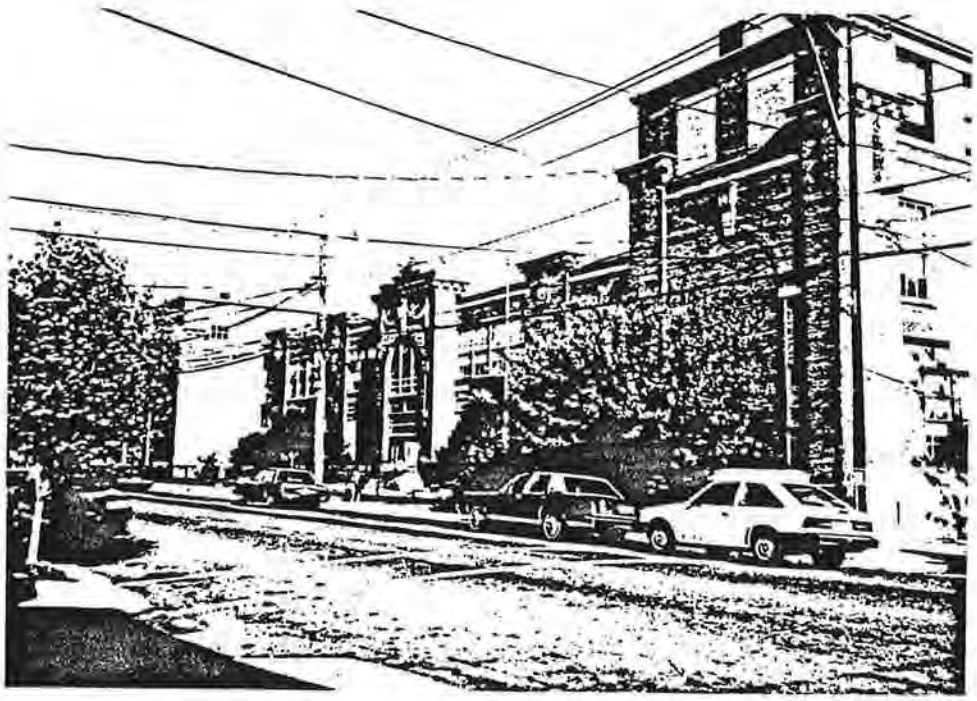
Date: Mar. 1978

HISTORIC CONSERVATION & INTERPRETATION, INC.
Box 111, RD 3
Newton, N.J. 07860



Pl. 7.1 Mount Carmel Historic District,
Our Lady of Mount Carmel Church and School
(above), Rectory (below)

Pl. 7.2 Mount Carmel Historic District,
United Industries Branch YMCA (above),
School #5 (Lincoln Commmunity School)(below)



BC
06.

State of New Jersey

Christine Todd Whitman
Governor

Department of Environmental Protection

Robert C. Shinn, Jr.
Commissioner

Division of Parks and Forestry
Historic Preservation Office
CN-404
Trenton, N.J. 08625-0404
TEL: (609)292-2023
FAX: (609)984-0578

May 5, 1997
HPO-E97-73

CERTIFICATION OF ELIGIBILITY

Mr. Kristian Eshelman, Editor
Cultural Resource Consulting Group
54 Woodbridge Avenue
Highland Park, NJ 08904

Dear Mr. Eshelman:

This letter is written in response to your request for a certification of eligibility for the Bayonne YMCA, 259 Avenue E, City of Bayonne, Hudson County.

Based on a review of the submitted documentation, it is my opinion, as Deputy State Historic Preservation Officer, that the Bayonne YMCA is a contributing resource in the Mount Carmel Church Historic District and that the Bayonne YMCA is individually eligible for listing on the National Register of Historic Places.

Formally established in 1912, the Bayonne YMCA was created to serve the recreational, educational, and spiritual needs of the male youth employed in the industrial areas of Bayonne. To enrich the lives of their employees who used the YMCA facilities, local corporations funded the construction of the largest industrial YMCA building at 259 Avenue E. Most notable among these contributors was John D. Rockefeller, president of Standard Oil, who expressed his belief in joining corporate interests with employee concerns at the opening ceremonies. The academic YMCA building with Gothic Revival detailing was erected according to the designs of Shattuck & Hussey (Chicago) between 1919-1921, with Frederick Frost serving as Supervising Architect. The Bayonne YMCA is therefore significant under Criterion A (Industrial YMCA in urban centers, welfare work philosophy), Criterion B (John D. Rockefeller), and Criterion C (academic block with Gothic Revival detailing).

If you have any further questions, please contact Robert Craig of my staff at (609) 292-2023.

Sincerely,

Dorothy P. Guzzo
Administrator

DPG/mh
C:/WP5.1/BAYYMCA

CRCG

THE CULTURAL RESOURCE CONSULTING GROUP

54 Woodbridge Avenue, Highland Park, N.J. 08904
(908) 985-4380 Fax (908) 985-5989

1942 Brandywine Street, Philadelphia, PA 19130
(215) 977-8091 Fax (215) 977-8753

PLEASE REPLY TO: HIGHLAND PARK

RECEIVED
APR 1 1997
HISTORIC PRESERVATION OFFICE

Ms Dorothy Guzzo
New Jersey State Historic Preservation Office
Trenton, New Jersey

Re: Certification of Eligibility
Bayonne YMCA

March 26, 1997

Dear Ms Guzzo,

The YMCA of Bayonne is anticipating restoration of their building in the near future, and is considering the New Jersey Historic Trust Fund as a source of funding. Please accept the attached report as an application for a certificate of eligibility.

Thank you for your consideration. We would be happy to provide additional information upon request.

Sincerely,

Kristian Eshelman
Editor
Cultural Resource Consulting Group

cc. Jackie Glock
John Graziano

G.19

School #5 (Lincoln Community School)

Prospect Avenue and East 30th Street

Bayonne, NJ

School #5 (Lincoln Community School) was built between 1919 and 1921. Designed by architect Donald G. Anderson, the building replaced an earlier School #5 which had been located on East 22nd Street about one mile east of Avenue E, razed to make room for oil tanks. Bayonne's original school buildings, which numbered five, were built beginning in the late 1870s. Within ten years, the enrollment had doubled, and the city began constructing additional schools, beginning in 1888. A total of twelve schools were completed by 1912. As the older school buildings ceased to be functional or torn down, they were replaced with new buildings. Lincoln Community School was such a replacement, one of four new elementary schools constructed in the city during the years 1919-1920.

H-shaped in plan, as was the typical style for Bayonne schools, the orange-brick building features a two-story central block flanked by three-story projecting corner pavilions. (See Plate 7.2.) Windows grouped in bands provide a strong horizontal emphasis. The window bays are divided by colossal projecting brick piers, which are ornamented with terra-cotta shields carrying the Roman numeral V. The center bay is defined by an colossal arched entry surmounted by a giant terra cotta keystone and swags.

The building meets Criterion C of the National Register, as it is an outstanding example of formal school design with a strong Beaux-Arts influence.

G.20

NEW JERSEY DEPT. OF ENVIRONMENTAL PROTECTION
HISTORIC PRESERVATION OFFICE
HISTORIC DISTRICT SURVEY FORM HISTORIC SITES INVENTORY NO. 47

DISTRICT NAME: Lehigh Valley Railroad Line
MUNICIPALITY: South Plainfield
COUNTY: Middlesex
TYPE OF DISTRICT: Railroad corridor
USGS QUAD: Plainfield

UTM REFERENCES: Zone/Northing/Easting
A
B
C
D

DESCRIPTION: (General description of district as a whole and boundaries)

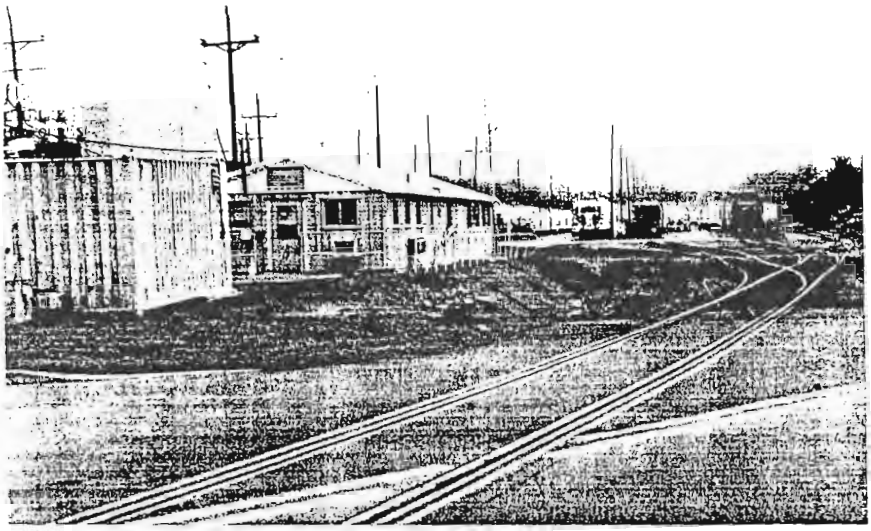
The Lehigh Valley Railroad Line consists of several components within South Plainfield, including: portions of the original main line which ran between Phillipsburg, New Jersey and Perth Amboy, New Jersey; portions of the 1888 line which connected the main line in South Plainfield with the Central Railroad of New Jersey in Roselle; the interlocking tracks between these two lines; the South Plainfield freight and coal yard (located at the intersections of Metuchen Road and Kentile Road near the juncture of the two lines); and numerous industrial sidings. The Lehigh Valley's lines through South Plainfield are indicated on the attached 1958 County road map.

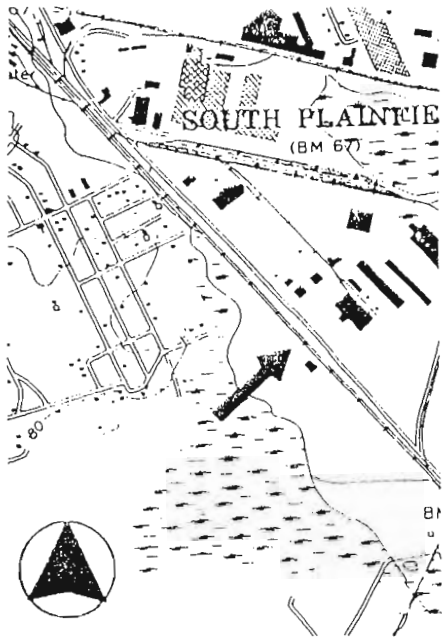
The freight yard, running parallel to Kentile Road, is still in use by Conrail. The only structure on the site is a modern metal clad structure with a gable roof (see photograph).

The coal storage yard, which ran east from the freight yard for about a mile (see attached map), was abandoned in 1933. The circular pattern of the coal storage area can be seen in early twentieth century aerial photographs.

Character defining features include:

- numerous at grade crossings throughout the APE
- industrial sidings
- multi-track yard





APPROXIMATE NUMBER OF BUILDINGS: 1
PHYSICAL CONDITION OF STRUCTURES: Excellent ___% Good ___% Fair 100 % Poor ___%
REGISTER ELIGIBILITY: Yes [X] Possible [ ] No [ ]
THREATS TO DISTRICT/LOCAL ATTITUDES:

COMMENTS:

SIGNIFICANCE:

The Lehigh Valley Railroad is eligible for inclusion in the National Register of Historic Places under National Register Criterion A for its statewide signficance in transporting coal from the Pennsylvania coal fields to the New York market and for its local signficance in leading to the industrial development of both Perth Amboy and South Plainfield.

The Lehigh Valley Railroad Company was incorporated April 21, 1846 by a Special Act of the Legislature of Pennsylvania as the Delaware Lehigh Schuylkill and Susquehanna Railroad, began constructing its line in 1852, and ran its first coal train in 1855. Its line ran as far east as Phillipsburg, New Jersey where it connected with three other rail lines: the Central Railroad of New Jersey, the Bel-Del, and later the Morris and Essex.

However, the December 31, 1868 merger of the Delaware Lackawanna and Western and the Morris and Essex Railroads alarmed both the rivaling Central Railroad and the Lehigh Valley Railroads. Asa Packer, president of the Lehigh Valley Railroad, quickly initiated steps to develop his own line to the New York port. In the 1871 Annual Report of the Board of Directors, Packer reported that "Our Coal Trade has suffered for some years from the want of an independent outlet to tide water."

To remedy this problem, the Lehigh Valley leased the Morris Canal, attempted to buy the New Jersey West Line Railroad, acquired the unbuilt Bound Brook & Perth Amboy charter, and obtained a new charter for the Easton-to-Bound Brook line. The company's 1876 annual report indicated that on May 28, 1875, the Lehigh Valley Railroad made its first shipment of 125 cars of coal from Phillipsburg to Perth Amboy over its new line, and that on June 28, the line was formally opened for traffic and travel as the New Jersey Division. The report also indicated that to date they had shipped to the New Jersey Division 397,371 tons of coal, of which 348,992 tons went to Amboy for shipment. Only a year later, the Company's annual report (dated January 6,1877) reported that they had shipped 881,459 tons of anthracite coal and that they had completed double tracking the line, and building sidings, station-houses etc., "furnished for the proper working of the line."

The Company's annual reports continued to reflect their prominent role in transporting Pennsylvania coal to the New York market. In January, 1878, the Company reported that their business had greatly increased and that it had "equaled our most sanguine expectations - 1,405,508 tons of coal having been carried over that road last year, being a gain of 524,049 tons, or about 59.5 per cent over 1876." Ten years later, the coal tonnage reports show another significant increase: 6,824,321 tons of anthracite coal and 59,636 tons of bituminous coal for a total of 6,883,957 tons. Within another four years, the numbers had again significantly increased: 10,332,954 tons of anthracite coal; 265,847 tons of bituminous coal; and 5,230,913 tons of miscellaneous freight.

SEE ATTACHED CONTINUATION SHEET

REFERENCES: (Include representation in existing surveys)

- Lehigh Valley Railroad Company minutes and records, Hagley Library, Greenville, DE, and Alexander Library, Rutgers Un.
- Archer, Robert F. The History of the Lehigh Valley Railroad, "The Route of the Black Diamond", 1977.
- Baird, D.G. "A Narrative of Some of the Events Connected with the Building by the Lehigh Valley Railroad Company of its Railroad Lines to, and its Terminal at, New York Harbor", 1915.
- DeLeuw, Cather and Company. Coordination and Consolidation of Freight Services in the Northern New Jersey Area for New Jersey Department of Transportation, Volume I, Preliminary Report, July, 1973.
- Greenberg, William T., Jr. and Robert F. Fischer. The Lehigh Valley East of Mauch Chunk, 1997.
- Mead, Charles A. New Jersey's Relation to the Port of New York. Fourth Preliminary Report of the New Jersey Harbor Commission, February, 1914.
- Middlesex County Industrial Department. "Middlesex County", 1941.
- 1930/32, 1940, 1951, 1954, and 1962 aerial photography
- Middlesex County road map, 1958

ATTACHMENTS: (Indicate number)

MAPS: 2 PHOTOS: 1 SLIDES: _____

OTHER: (Specify)

RECORDED BY: Nancy L. Zerbe
ORGANIZATION: Nancy L. Zerbe Historic Preservation Consulting, Inc.

DATE: August, 1998 / revised July, 2001

As the line through South Plainfield grew, so did South Plainfield's role. In 1876, the Company built "a small passenger station at South Plainfield." Within 13 years of building the main line to Perth Amboy, the Lehigh Valley reported that "in order to reduce the distance by our line between the Delaware River and Jersey City, and to carry traffic a larger part of the distance on our own rails, we have promoted the construction of a new line, under the charter of the Roselle and South Plainfield Railroad Company, the capital stock of which is controlled by this Company." The new line would run 10 miles between South Plainfield on the Easton & Amboy Railroad to Roselle on the Central Railroad of New Jersey, and then the Lehigh Valley would use the Central to Jersey City under a "traffic contract" with the Central. In January, 1889, the Company reported that the new line was open to freight traffic as of December 17, 1888.

In 1887, the Company reported that "a new station building, comprising passenger waiting-room, freight house, and dwelling, has been erected, at South Plainfield." This station building was replaced by a new structure in 1895. But, the most significant step in terms of South Plainfield's role in the Lehigh Valley Railroad came in 1891 when the Board of Directors reported that "Owing to the value of lands and cost of storage facilities at tide shipping points a large tract of land has been procured at South Plainfield, New Jersey, adjacent to our tracks, at the junction of the Easton and Amboy line leading to Perth Amboy with our new line leading to New York Harbor."

A major change in the administration of the rail line occurred in 1892. The 1/17/1893 annual report of the Lehigh Valley Railroad Company indicated that "On February 11,1892, the railroads, public works, transportation lines, and appurtenances of this company were leased and transferred to the Philadelphia and Reading Railroad Company for the full period of 999 years from the first day of December, 1891." The Philadelphia and Reading reported that acquisition of the Lehigh Valley "enables the Reading Company to compete with other trunk lines for the large volume of west-bound traffic from the eastern centres of trade and industry."

The Lehigh Valley Railroad Company's January, 1897 Annual Report listed "the coal yards and stocking grounds owned and controlled by our railroad and coal companies, together with their respective tonnage capacities". Of the 25 yards listed, only four had a tonnage capacity of 100,000 tons or more: South Plainfield (310,000); Perth Amboy (200,000); Buffalo, Cheektowaga Trestle (163,000); and West Superior Dock (100,000).

In 1927, the Lehigh Valley constructed additional tracks to facilitate efficient handling of business installed at numerous locations, including South Plainfield. The Lehigh Valley Railroad Company was reported to have "barely survived the depression. Increased revenues brought on by World War II only put off the inevitable. In 1960, passenger service was ended and in the 1970s, the Lehigh Valley became one of the six bankrupt railroads joined together to form the Conrail system."

The Lehigh Valley Railroad was instrumental in the industrial development of both Perth Amboy and South Plainfield. Wall and Pickersgill's county history stated that "The real industrial life of Perth Amboy began with the decision of the Lehigh Valley Railroad Company to make the city its tidewater terminus. Coal wharves were erected, and in 1876 the shipment of anthracite coal to eastern and foreign ports was commenced. After a few years the shipments of coal aggregated more than 2 million tons annually, and for a long time the total amount handled has been in excess of that amount. The coming and going of coal carriers brought other industries to the awakened city."

The Lehigh Valley Railroad's impact on South Plainfield was even more prominent. Local histories generally acknowledge the dramatic impact that the railroads had on developing South Plainfield.

Larry Randolph wrote "...if anything has left its mark upon this town, it is the railroad. Because of the railroad, South Plainfield is what it is today." (Randolph, 1981). A 1951 Courier News article on South Plainfield's industries stated "To the Lehigh Valley Railroad has been given much credit for aiding industrial development and job opportunities. In the beginning the railroad itself provided jobs. Later its main line brought materials to be fabricated, and it carried away the finished product. Along its right-of-way, the railroad acquired desirable parcels of land which later were sold to manufacturing companies and home developers. South Plainfield became an important stop for freight and express." (Courier News, 1951).

In 1912, the Spicer Manufacturing Company moved from Plainfield to South Plainfield, attracted by the proximity of the Lehigh Valley Railroad. Other industries which followed include the Rock Wool Corporation and Harris Steel (South Plainfield Jaycee-ettes, 1977, p.5). Throughout the twentieth century, areas in South Plainfield located near the Lehigh Valley Railroad (along Hamilton Boulevard, Metuchen Road, Kentile Road, and Park Avenue) continued to experience industrial development. A 1941 publication by the Middlesex County Industrial Department described South Plainfield as "Among its industrial advantages are an unlimited water supply, rapid rail facilities, labor of all types in large numbers and consistently low tax and insurance rates." A 1963 article in the Courier-News described the continued industrial development in South Plainfield in an article entitled "South Plainfield Big Contributor to Middlesex Development." (Courier-News, 1963). The new and/or expanded industries were in close proximity to the Lehigh Valley Railroad, along S. Clinton Avenue, Oak Tree Avenue, Kentile Road, Metuchen Road, Teeple Street, and Hamilton Boulevard.

In a 1973 freight study, South Plainfield Yard is described as "a receiving yard for traffic bound for Perth Amboy as well as industries on the Main Line between Read Valley and Clark...Crews also switch 15 local industries within yard limits." (DeLeuw, Cather)

In summary, the Lehigh Valley Railroad is eligible for inclusion in the National Register of Historic Places under Criterion A for its statewide significance in transporting coal from the Pennsylvania coal fields to the New York market and for its local significance in leading to the industrial development of both Perth Amboy and South Plainfield. The line's period of significance runs from 1875 when the first shipment was sent to Perth Amboy to 1951. Although the line was in service beyond 1951, its use past that time does not meet the test for "exceptional significance" for resources less than fifty years old.

State of New Jersey
DEPARTMENT OF ENVIRONMENTAL PROTECTION
Natural and Historic Resources, Historic Preservation Office
PO Box 404, Trenton, NJ 08625
TEL: (609) 292-2023 FAX: (609) 984-0578
www.state.nj.us/dep/hpo

)N S. CORZINE
Governor

LISA P. JACKSON
Commissioner

HPO-E06-58 **PROD**
HPO Log# 05-2335

May 18, 2006

CERTIFICATION OF ELIGIBILITY

Ms. Mary Dierickx
125 Cedar Street, Suite 11S
NewYork, NY 10006

Dear Mary:

This letter is in response to your request for a formal certification of eligibility for the Hanover National Bank Repository building, in Jersey City, Hudson County, for inclusion in the New Jersey and National Registers of Historic Places.

Based on a review of the current preliminary application, it is my opinion, as Deputy State Historic Preservation Officer, that the Hanover National Bank Depository building is eligible for listing in the New Jersey and National Registers of Historic Places under National Register criteria A and C, for local significance in the areas of commerce, economics, and architecture. This is an early example of a bank depository building, a secure, offsite location for important records of a major, New York City bank, the Hanover National Bank. The impressive, fireproof construction of this building, combined with its anonymous appearance, provided the needed security for long-term document storage at a fraction of the cost of a comparable New York location. This is a rather early example of this building type.

If you have further questions, please contact Mr. Robert Craig of my staff, at (609) 984-0541, or by email at bob.craig@dep.state.nj.us

Sincerely,

Dorothy P. Guzzo
Deputy State Historic
Preservation Officer

DPG|BC: ..\e58

BUILDING ATTACHMENT

Historic Sites #:

Property Name: Hanover National Bank Repository

Street Address: *Street #:* 17 (Low) 19 (High) *Apartment #:* (Low) (High)

Prefix: *Street Name:* Winfield *Suffix:* *Type:* St

County(s): Hudson **Zip Code:**

Municipality(s): Jersey City **Block(s):** 1431

Local Place Name(s): Greenville **Lot(s):** M

Ownership:: Private **USGS Quad(s)** Jersey City

Description:

This is a 3-story, 4-bay c1902 masonry commercial building with a 2-story, 4-bay matching c1925 addition. It was used at least by 1908 as back-office space for the NYC-based Hanover National Bank as a records storage building, probably one of the first back-office space uses in Jersey City.

Registration and Status Dates:

National Historic Landmark:
SHPO Opinion:
National Register:
Local Designation:
New Jersey Register:
Other Designation:
Determination of Eligibility:
Other Designation Date:

Photograph:

Survey Name: Hanover National Bank Storage Building Date: March 8, 2006

Surveyor: **Carla Cielo, Mary Dierickx**

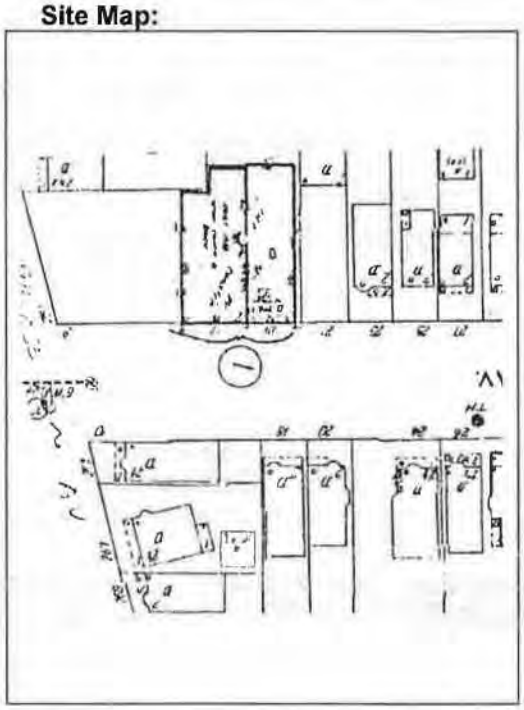
Organization: **Mary B. Dierickx Architectural Preservation Consultants**

BUILDING ATTACHMENT

Historic Sites #:

Location Map:

Site Map:



Bibliography/Sources: See attached.

Additional Information: See attached.

More Research Needed? ☐ Yes ☐ No

INTENSIVE LEVEL USE ONLY

Attachments Included: ☐ Building ☐ Structure ☐ Object ☐ Bridge ☐ Landscape ☐ Industry

Within Historic District? ☐ Yes ☐ No

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes
(Known or potential Sites – if yes, please describe briefly)

BUILDING ATTACHMENT

Historic Sites #:

Common Name: Hanover National Bank Repository
Historic Name: Hanover National Bank Repository
Present Use: Commercial
Historic Use: Commercial
Construction Date: c1902 **Source:** Tax department/ historic maps
Alteration Date(s): c1925 **Source:** Sanborn map
Designer: **Physical Condition:** good
Builder: **Remaining Historic Fabric:** good
Style: Classical Revival
Form: Commercial **Stories:** 3 and 2
Type: fire proof **Bays:** 4 and 4
Roof Finish Materials: asphalt
Exterior Finish Materials brick, terra cotta, sandstone

Exterior Description:
The Hanover National Bank Storage Building is a Classical Revival style three-story light-orange brick building with sandstone trim, and a two-story yellow brick addition on the east side. The original c1902 building has four bays, and a flat roof. The ground floor has an arched vehicular entry, an arched doorway, and an elliptical window between the entries. The ground floor arches have sandstone keystones; the entryways have quoined sandstone corners. The second floor windows have flat arch lintels; the third floor windows have arched lintels with projecting sandstone keystones. The cornice has terra cotta dental and egg-and-dart ornamentation beneath a copper crown and large sandstone console brackets at both ends. The window sash is non historic.
The 1925 addition is also four bays with the same orange brick facade. Repeating the pattern of the earlier part of the building, the first floor windows have flat arch lintels and the second floor widows have arched windows with brick keystones. A garage entrance has been added on the ground floor and the windows have been blocked by plywood sheets. The cornice matches the appearance of the original cornice and has terra cotta dental and egg-and-dart ornamentation beneath a copper crown. The east side elevation reveals the addition's poured concrete floor construction in a geometric delineation with red brick infill.

Interior Description:
The main building has a rectangular plan with stairs with decorative iron rail at the right side and an elevator at the rear. The interior is largely open in plan, with some later partitions. Characteristic of its commercial use, there are exposed brick walls, concrete floors, and concrete arched and beamed ceilings. There is a suite of wood-paneled offices on the 2nd floor and There are two walk-in safes, on the 2nd floor of the main building and the 1st floor of the addition. The addition has a rectangular plan and is similar in style, with brick walls and concrete floors and ceilings.

Setting:
Nineteen Winfield Street is located in southeastern Jersey City, near the Hudson River as well as coastal railroad lines. It is in a residential neighborhood consisting of masonry and wood-frame, single-family houses dating mainly from the later 19th to the mid-20th century. The detached houses are set back from the street with front and rear yards. There are also pockets of later 19th century masonry and wood attached row houses built to the building line. Winfield Avenue is a tree-lined residential street.

ELIGIBILTY WORKSHEET

Historic Sites #:

History:

See continuation Sheet

Significance:

See continuation Sheet

Eligibility for New Jersey and National Registers: ☒Yes ☐ No **National Register Criteria:** ☒ A ☐ B ☒ C ☐ D

Level of Significance ☒ Local ☐ State ☐ National

Justification of Eligibility/Ineligibility:

The Hanover National Bank Repository is significant under National Register Criteria A and C. It is significant for its building type, a records storage building, and for its embodiment of the commercial Classical Revival style. Jersey City in the later 20th and the 21st century is the home of back-office space for corporations operating in New York City. This includes both offices and storage. This early 20th century building is the only know example of this type of back-office space use from this period. It is a largely intact example of the Classical Revival style, with its light-colored brick, use of such classically-inspired elements as the dentilled copper and brick cornice, keystone-arched windows, and alternating rectangular and arched openings, including an original arched garage door entrance. The building is significant for its association with the Hanover National Bank of New York City, a nationally important banking institution of the 19th and 20th centuries. Hanover Bank was founded in 1851 at the corner of Pearl Street and Hanover Square in Lower Manhattan. It is one of the earliest banks in the United States and has continued up to today as part of one of the largest banks, Chemical Bank.

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:

Narrative Boundary Description:

The property is enclosed in the boundaries of the entire building lot, Block 1431, Lot M. This is the historic building lot.

History & Significance

The Hanover National Bank Repository is significant under National Register Criteria A and C. It is significant as a good example of the commercial Classical Revival style and as an early example of a back-office records storage building. Jersey City in the later 20th and the 21st century is the home of back-office space for corporations operating in New York City. This includes both offices and storage. This early 20th century building is the only known example of this type of back-office space use from this period. It embodies the Classical Revival style, with its light-orange-colored brick, use of such classically-inspired elements as the dentilled copper and brick cornice, keystone-arched windows, and alternating rectangular and arched openings, including an original arched garage door entrance. The brick color is typical of early 20th century commercial and residential Classical Revival style buildings in New York City, but less common in Jersey City.

The inside embodies the characteristics of a repository, with walk-in safes on the 2nd floor of the main building and on the 1st floor of the addition. The handsome 2nd floor paneled offices in the main building were built for the staff. The open plan and commercial finishes of bare brick and concrete are visible reminders of the original and continued commercial use of the building.

Bank Repositories

Bank Repositories played an important role in the commercial banking business, where a central storage facility for legal documents was essential. The Hanover National Bank headquarters was in densely built and expensive Lower Manhattan, and the bank conducted business throughout the United States from the headquarters. There were no neighborhood branches, as they exist today, in the early years of banking. Nineteen Winfield is a rare example in Jersey City of this commercial warehouse use in the early 20th century.

The building is largely intact. It is a handsome building with superb exterior detailing. The floor plan represents its function during the Hanover National Bank period of use. The presence of an original vehicular entry indicates the security of driving into the building to unload documents. There is a safe and warehouse space in both the original section and the addition. Within the original building is a finished office, with paneled woodwork, a fireplace and wood floors. Both the addition and the original structure are noted as being of fireproof construction, suggesting the importance of the stored documents. The addition has a reinforced concrete skeletal system of columns, beams and girders, with infill brick.

Hanover National Bank

The building is significant for its association with the Hanover National Bank of New York City, a nationally important banking institution of the 19th and 20th centuries. Hanover Bank was founded in 1851 at the corner of Pearl Street and Hanover Square in Lower Manhattan. At that time, Hanover Square was a busy center for wholesale trade, supporting the merchants of the nearby South Street Seaport.[1] Hanover Bank, which derived its name from the square, achieved initial success, and within two years erected its headquarters at 1 Hanover Square. This building is today recognized as the only surviving Italianate style bank building in lower Manhattan.[2] The bank quickly outgrew these facilities and moved to Nassau Street, and later the corner of Pine and Nassau Streets, where, in 1903, constructed a 22-story office tower with banking rooms and main offices. This building was designed by Rowe and Baker in the Neo-Renaissance style and was architecturally significant, but was demolished in recent years.[3]

Hanover's success came in part, from its commercial banking business. It grew from loans and investments for the reconstruction of southern states after the Civil war, and from westward development. It maintained a large cash reserve, and dealt in foreign exchange. In 1912, Hanover National Bank acquired Gallatin National bank, and became noted as one of the country's largest banking institutions.[4] In 1961, Manufacturers Trust and the Hanover Bank merged and became Manufactures Hanover Bank. Delinquent international loans led to its eventual decline. In 1992 Manufacturers Hanover merged with Chemical Bank.[5]

History of the Building

Nineteen Winfield was constructed in c1902 as a private storage building for legal documents, most likely for the Hanover National Bank. Frank Wheeler bought the property from William and Mary Darling in 1902 and leased it to Hanover Bank as their storage facility at least by 1908.[6] The bank bought the building from Frank Wheeler in 1922. The bank built an addition nearly matching the original building in 1925. The bank, in its various incarnations, owned the building until 1967. The building was used by Hanover National Bank as a records storage facility at least through the 1950s.[7] Two large, built-in safes with the name "Hanover National Bank" remain on the premises.

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[1] NY Times, April 26, 1912 p. 16
[2] Dolkart, Andrew S. 1990 p. 68
[3] www.emporis.com Hanover National Bank Building
[4] NY Times, April 26, 1912 p. 16
[5] Jackson, 1991 p. 726
[6] The Jersey City Tax department files.
[7] The 1912 Sanborn map with updates to 1956, indicates that the building was storage house for legal documents.

In the 1970s, the addition was used as a warehouse for Bergen Storage, and Duke Brothers Moving and Storage. Two new garage doors were added. The main building was used by Bradko Inc., Kordulak Brothers Inc. and the Winston Chemical Company.[8] The addition continued to be used as a warehouse for Bergen Storage in the 1980s, but the main building changed occupants, and was leased by Winfield Trading company.

Neighborhood history

The township of Greenville was chartered in 1863, and was annexed into Jersey City in 1873. Despite a city street grid which was laid out in 1865, Greenville remained largely agriculturally oriented and rural, supplying the populous of Manhattan after the Civil War. In 1865, there were only about 1000 people residing within its 3 square miles.

The development of Greenville occurred swiftly throughout the first decade of the 20th century. Between 1905 and 1910, "more houses were built in Greenville then in all the rest of the city combined." Bergen Street emerged as the shopping street, and some industries sprang up throughout Greenville, but Greenville was mainly developed with single-family, detached, suburban-style housing.[9]

The Hanover National Bank Storage building was the first building constructed on its site. It was built at the onset of Greenville's building boom. The site is a corner lot at Winfield and Princeton Avenues. Princeton Avenue is the eastern most residential street in Greenville, and bordered a Central Railroad line. The storage building was also located within a few miles of the Central Railroad ferry terminal in Jersey City. In 1902 there were 13 banks in Jersey City. Hanover National bank did not have a branch in Jersey City.[10]

[8] Hudson County reverse phonebook, February 1974
[9] Brooks, 1982 p. 111-124
[10] Boyd 1902-03

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Unpublished

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Dolkart, Andrew S. *Forging a Metropolis Walking tours of Lower Manhattan Architecture.* 1990 Whitney Museum of American Art

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Shalhoub, Patrick B. *Images of American Jersey City*

Newspapers

New York Times "Hanover Absorbs Gallatin National" April 26, 1912 p. 16.

Internet sites

www.emporis.com Hanover National Bank Building

Maps

Fowler/ Bromley, *Atlas of Jersey City* 1887

Hopkins, *Atlas of Hudson County* 1908, Volume 1, plate 24

Hopkins *Atlas of Hudson County* 1928 plate 44

Sanborn Map Co. *Atlas of Hudson County,* 1898

Sanborn Map Co. *Atlas of Hudson County* 1912 updated to 1956

G.23

PHASE 2 SURVEY OF WARD F, JERSEY CITY

RECOMMENDED LIST OF PROPERTIES AND DISTRICTS ELIGIBLE FOR THE NATIONAL REGISTER

0906-F
COMMUNIPAW LAFAYETTE HISTORIC DISTRICT
INCLUDING INVENTORY NUMBERS:

0906-F6BRAM	0906-F6PAC
0906-F6CPW	0906-F6PI
0906-F6HAL	0906-F6WH
0906-F6LAF	

The proposed Communipaw Lafayette Historic District is eligible for inclusion on the National Register on the basis of Criteria C and D.

The northern edge of the District runs along the south side of Lafayette Street from the southwest corner of Pine Street to the southeast corner of Lafayette and Halladay Streets. The area lying immediately to the north has been excluded as being, by and large, in too deteriorated a condition for inclusion. The District's western edge extends along the east side of Halladay Street, from the southeast corner of Lafayette and Halladay Streets to the northeast corner of Halladay Street and Bramhall Avenue. The properties to the west of Halladay are largely in too deteriorated a condition to warrant inclusion. The District's southern edge runs in a series of jogs from the northeast corner of Halladay Street and Bramhall Avenue to the southeast corner of No. 149 Pine Street. There are no properties of architectural significance south of this boundary. The District's eastern edge runs along the western side of Pine Street from No. 149, to the southwest corner of Pine and Lafayette Streets. The properties to the east on Pine are again largely in too deteriorated a condition to be considered eligible for inclusion in the District.

Dutch Communipaw, the earliest settlement in the area, lay to the east of present day Lafayette, at approximately the intersection of Communipaw Avenue and Phillip Street. The site of the village was first surveyed and building lots laid out, in 1660, on a circular piece of upland at the mouth of Mill Creek,

survived. The character of the neighborhood's quick growth, however, was far more dependent on the realities of the nearness of the yards of the New Jersey Central Railroad, the Morris Canal, the Bay and above all the river front, with its continually expanding number of factories, than on the hopes of the original developers.

By way of example of early industrial development in an area just south of Lafayette in the late 1860's, notice should be taken of the building of, "The Great Abattoirs of Communipaw (no longer extant)," described in Frank Leslie's Illustrated Newspaper (November 17, 1866), where, "...the marshes of Communipaw, below Jersey City, and fronting on Staten Island Sound and the Upper Bay, literally worthless for any other purpose except this and "docking out" to meet the wishes of the New Jersey Central Railroad Company,..." Communipaw Avenue, between Woodward and Garfield was already beginning to form into an industrial strip by the early 1870's; with its products being fed into the nearby systems of transportation. Industrial growth brought increasing numbers of immigrant laborers into downtown Jersey City and it was this population that contributed most significantly, in the long terms, to the growth of Lafayette. It must be emphasized though, that the neighborhood did not become a place populated exclusively by the unskilled or semi-skilled. The homes and workplaces of the middle class were also to be found here. Like other late 19th and early 20th century neighborhoods in Jersey City, Lafayette was a heterogeneous place.

The Communipaw Lafayette Historic District was, and still is, largely residential, with of course a certain number of churches and institutional structures bonded into the community, e.g. All Saints's Roman Catholic Church, (now The Cornerstone Church of Christ), at the corner of Communipaw and Pacific Avenues, built in 1908, and All Saints School & Lyceum on Lafayette,

NJ TRANSIT

HUDSON-BERGEN
LIGHT RAIL TRANSIT SYSTEM

REQUEST FOR
A DETERMINATION OF EFFECT

Hudson and Bergen Counties
New Jersey

P66 GJS

Prepared By:
Lynn Drobbin & Associates
for ICF Kaiser, Engineers, Inc.

December 18, 1995

E142

Plate G.5 70-88 Essex Street
Paulus Hook Historic District. Facing Northwest. 5/95

Plate G.6 Communipaw-Lafayette Historic District
Pacific Avenue, Facing Northeast. 12/94

NEW JERSEY HISTORIC BRIDGE SURVEY

STRUCTURE #: 0950163 **COUNTY:** HUDSON **OWNER:** **ROUTE:** 6109

MILEPOINT: 002210 **TOWNSHIP:** JERSEY CITY

FACILITY CARRIED: OCEAN AVE

NAME/FEATURE INTERSECTED: OCEAN AVE OVER CONRAIL (CENTRAL RR OF NJ)

TYPE: DECK GIRDER **DESIGN:** OPEN WEB

MATERIAL: WROUGHT IRON **# SPANS:** 001 **LENGTH:** 000050 **WIDTH:** 0400

DATE OF CONSTRUCTION: 1890ca. ALTERATION:1913 **SOURCE:** PLANS

DESIGNER/PATENT: CNJRR OFF OF CHIEF ENGINEER **BUILDER:** UNKNOWN

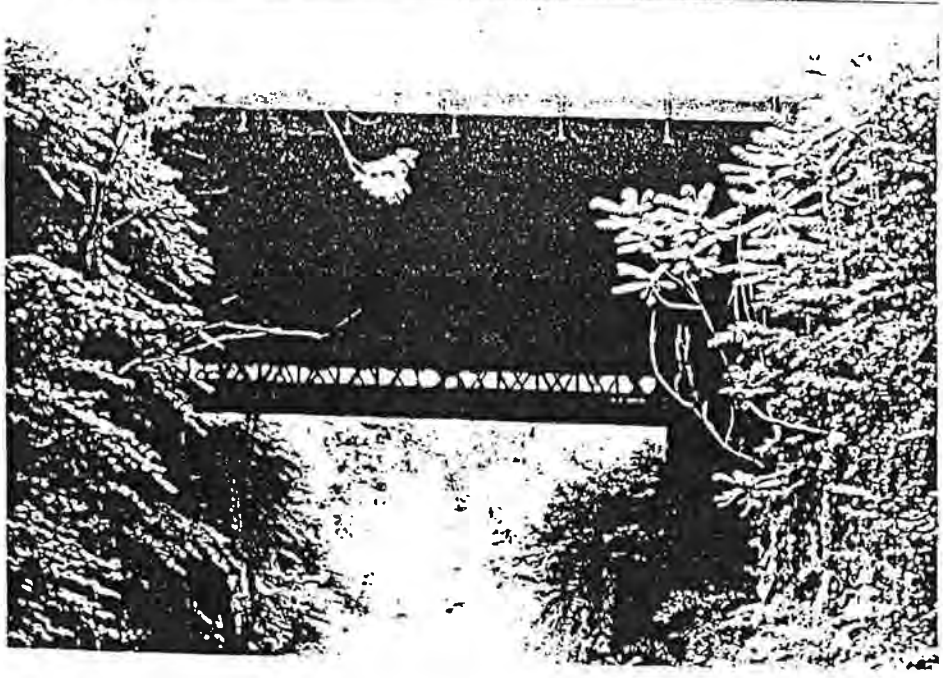
SETTING/CONTEXT: The setting consists of modernized single family homes and some 20th c aparment houses and small stores. The bridge crosses a deep cut through the city built in 1 the former Central RR of NJ as its Newark & New York Branch. Ths bridge is not the original over the cut. The railroad is now abandoned and the cut is overgrown with brush and tree

CURRENT NATIONAL REGISTER STATUS: Not Previously Evaluated

NATIONAL REGISTER RECOMMENDATION: Eligible

SUMMARY: The bridge is composed of six rivet-connected open web deck girders supp ashlar abutments with concrete caps. The outermost girders have verticals while the inside not. The diagonals are composed of wrought iron T sections. The railings date to 1913 as flooring system and concrete abutment caps. The girders were in place in 1913, and 1 stylistically to ca. 1890. They represent a rare and complete example of an early railroad bridge type.

PHOTO:29:12,23-27 REVIEWED BY: TF/AGL DATE: 05/31/19 QUAD: Jersey City



0950163

Bibliography: Schmidt, W.H.: "Costliest Railroad Now Half Abandoned." Trains Magazine. November 1948, p. 52. Schreiber, Mike: "Hudson County Trolley Lines" in Branford Electric Railway Journal. Vol. 26, (March-April 1980), p.8.

Physical Description: Rusticated ashlar abutments with concrete caps added in 1913 support six ca. 1890 rivet-connected wrought iron Howe truss open web deck girders, each composed of a top and bottom flange joined with riveted connections by diagonal cast or rolled T-section members. The fascia girders have verticals, built up with an unusual spacer in the center, while the inside girders do not. The flooring system of rolled floor beams and a concrete deck were part of the 1913 reconditioning of the span. The cantilevered sidewalks with iron fence-like railings were also added in 1913. A trolley line ran across the bridge until about 1938 (Schreiber, p. 8). The bridge and ashlar abutments are well preserved.

Historical and Technological Significance: When the rare wrought iron lattice deck girder bridge was constructed is not known, but it was in place in 1913, the year the structure was "reconditioned" by the Central Railroad of New Jersey (NJ). The flooring system, sidewalks, and railings were added that year as were the concrete abutment caps. The girders themselves were in place in 1913. They date stylistically to ca. 1890, and they represent a rare remaining example of a 19th-century bridge type. Another lattice or open web deck girder bridge is located at Bergen Avenue (0900011), also built over the same line. The Ocean Ave. span is technologically and historically significant as a rare example of a once-frequent bridge type (Criterion C). Approximately six of the open-web deck girders, all thought to be wrought iron, have been identified in the state, and all but one are railroad related. Other examples are located in Warren, Hunterdon, and Middlesex counties. Only three still function as deck girders.

The bridge carries a four-lane city street over a mile-long double track cut built in 1869 for the Newark & New York RR, a subsidiary of the CNJ, through Bergen Hill, a long rock ridge separating the waterfront of Hudson County from the land to the west. The Newark & New York RR was built to give the shortest, fastest route between Newark and the CNJ ferry terminal at Communipaw. In the 1920s, 38 local passenger trains traversed this route each way every weekday, stopping at four stations in the single mile of this cut in Jersey City. Passenger service ended in 1948 and the line was single tracked and used for freight only (Trains, p. 52). When Conrail took over the NJ's property in 1976, the line became the West Side Avenue Branch, but was abandoned by the mid-1980s. Track has been removed, and the right-of-way is now overgrown.

Boundary Description and Justification: The bridge is evaluated as individually significant. The railroad line was not evaluated for its historic district potential. The boundary is limited to the bridge itself.

G.25

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL ANALYSIS

A.G. LICHTENSTEIN
& ASSOCIATES, INC.

NEW JERSEY HISTORIC BRIDGE SURVEY

STRUCTURE #: 0900011 **COUNTY:** HUDSON **OWNER:** COUNTY **ROUTE:** 9109

MILEPOINT: 000000 **TOWNSHIP:** JERSEY CITY

FACILITY CARRIED: BERGEN AVENUE

NAME/FEATURE INTERSECTED: BERGEN AVENUE OVER CONRAIL (EX-CENTRAL RR OF NJ)

TYPE: DECK GIRDER **DESIGN:** OPEN WEB

MATERIAL: WROUGHT IRON **# SPANS:** 001 **LENGTH:** 000054 **WIDTH:** 0360

DATE OF CONSTRUCTION: 1890ca. ALTERATION: **SOURCE:** STYLE

DESIGNER/PATENT: **BUILDER:** UNKNOWN

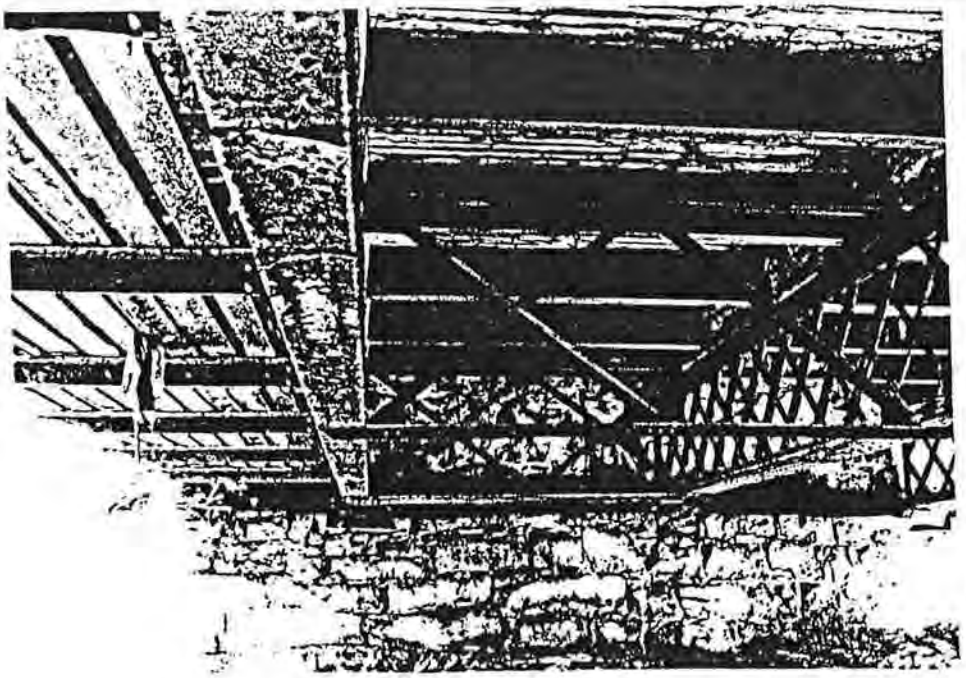
SETTING/CONTEXT: The bridge is in an undistinguished late 19th-century urban residential neighborhood. It carries a wide city street over now-abandoned 1869 cut built for the CNJ RR's Newark & New York Branch (later Conrail's West Side Avenue Branch). The railroad right-of-way is not maintained.

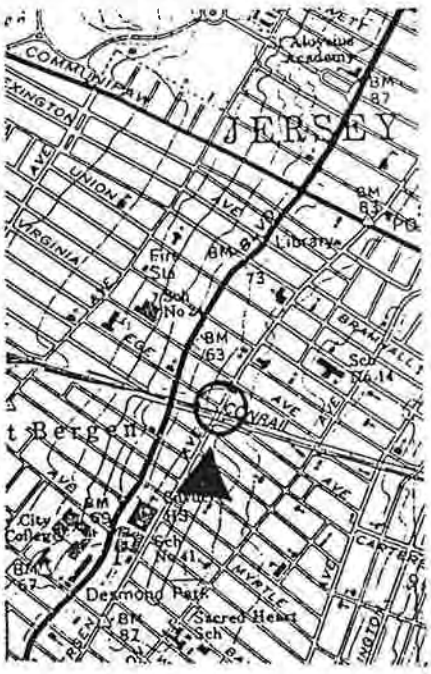
CURRENT NATIONAL REGISTER STATUS: Not Previously Evaluated

NATIONAL REGISTER RECOMMENDATION: Eligible

SUMMARY: The bridge consists of 4 open web, triple-intersection deck girders with lateral bracing supported on ashlar abutments that probably predate this span. The flooring system with a concrete deck on rolled transverse beams is not original. The cantilevered sidewalks have metal picket railings. Information on when and by whom the bridge was constructed was not located, but stylistically its appears to be ca. 1890. A rare example of an early open web girder span, it is technologically significant.

PHOTO:28:4-6;29:3-6;3 REVIEWED BY: TF/AGL DATE: 05/31/19 QUAD: Jersey City





0900011

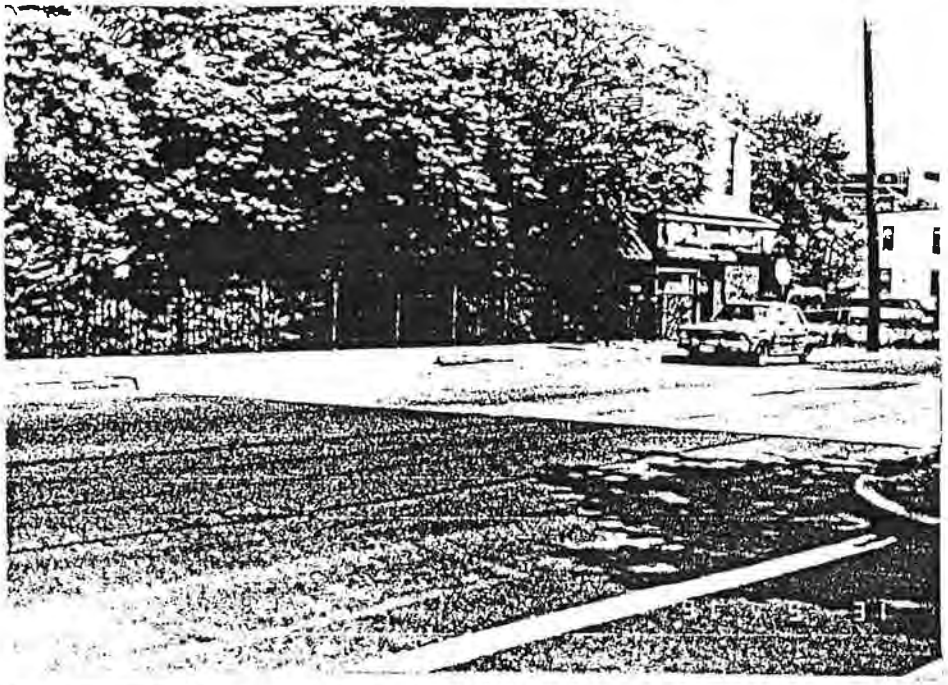
Bibliography: Schmidt, W.H. "Costliest Railroad Now Half Abandoned." Trains Magazine. November, 1948. NJDOT. Plan File.

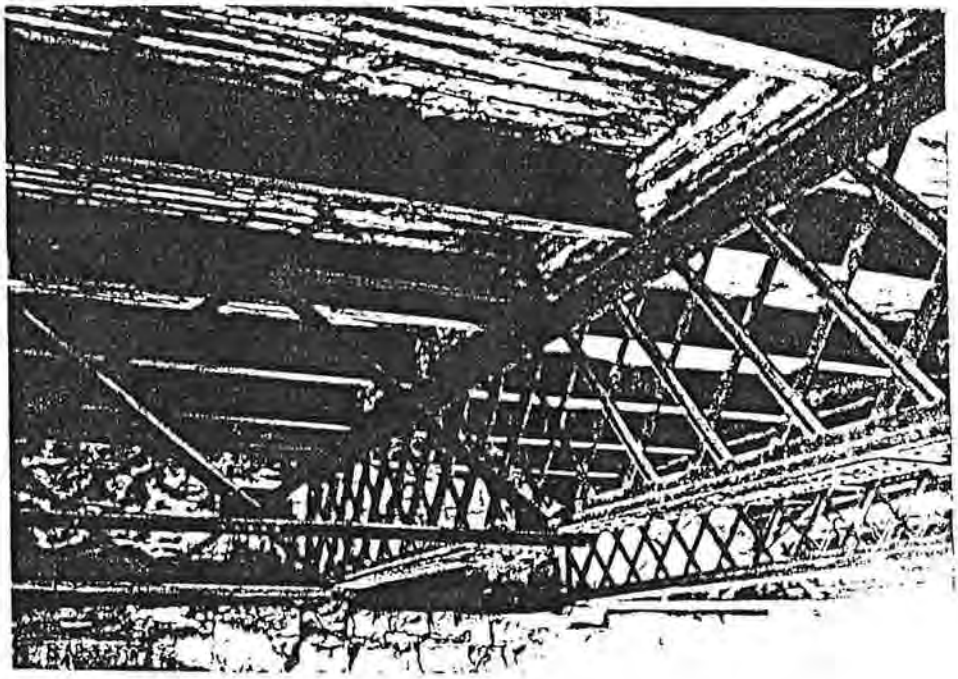
Physical Description: The deck girder bridge consists of four triple-intersection or lattice open web girders supported on low masonry abutments resting on the solid rock walls of the railroad cut. The web diagonals are cast or rolled wrought-iron T-sections set back-to-back. The flanges are built up with plate and angles. The present flooring system is replacement, and it consists of rolled transverse beams and a concrete deck. The lateral braces set between the girders are angles, and they may also be an addition. The bridge has a cantilevered sidewalk enclosed by a metal railing that appears to date stylistically to 1913. The date attribution is based on stylistic similarities with the Ocean Avenue bridge (0950163).

Historical and Technological Significance: When the wrought-iron lattice-web deck girder bridge was fabricated has not been verified (no plans are on file with NJDOT, and the SI&A sheet indicates that no plans are available from Conrail), but stylistically it dates to at least ca. 1890. It is very similar to a lattice-web bridge over the same rail line at Ocean Avenue in Jersey City (0950163). The date of construction of the Ocean Avenue bridge is also unknown. This span is technologically significant as because it is a rare and well-preserved survivor of an early overpass bridge type, and it has the unusual T-section members. Several other examples of the T-section have been identified on late-19th century railroad bridges in the northern half of the state as well as on the Ocean Avenue span, but the detail is so rare and so early, that all spans with it have been evaluated as technologically significant.

The Bergen Avenue bridge carries a city street over a mile-long double-track cut built in 1869 for the Newark & New York Railroad through Bergen Hill, a long ridge separating the waterfront of Hudson County from the land to the west. The Newark & New York Railroad was built to give the shortest, fastest route between Newark and the Central Railroad of New Jersey (CNJ) ferry terminal at Communipaw. The line was built for and operated by the CNJ. In the 1920s, 38 daily local passenger trains traversed this route, which serviced four passenger stations in its mile-long roadway through Jersey City. Passenger service ended in 1948, and the line was single-tracked and used for freight only (Trains, p. 52). When Conrail took over the CNJ's property in 1967, the line became known as the West Side Avenue Branch. It was abandoned by Conrail in the mid-1980s.

Boundary Description & Justification: The bridge is evaluated as individually significant. The railroad route was not evaluated for its historic district potential. The boundary is limited to the bridge itself.





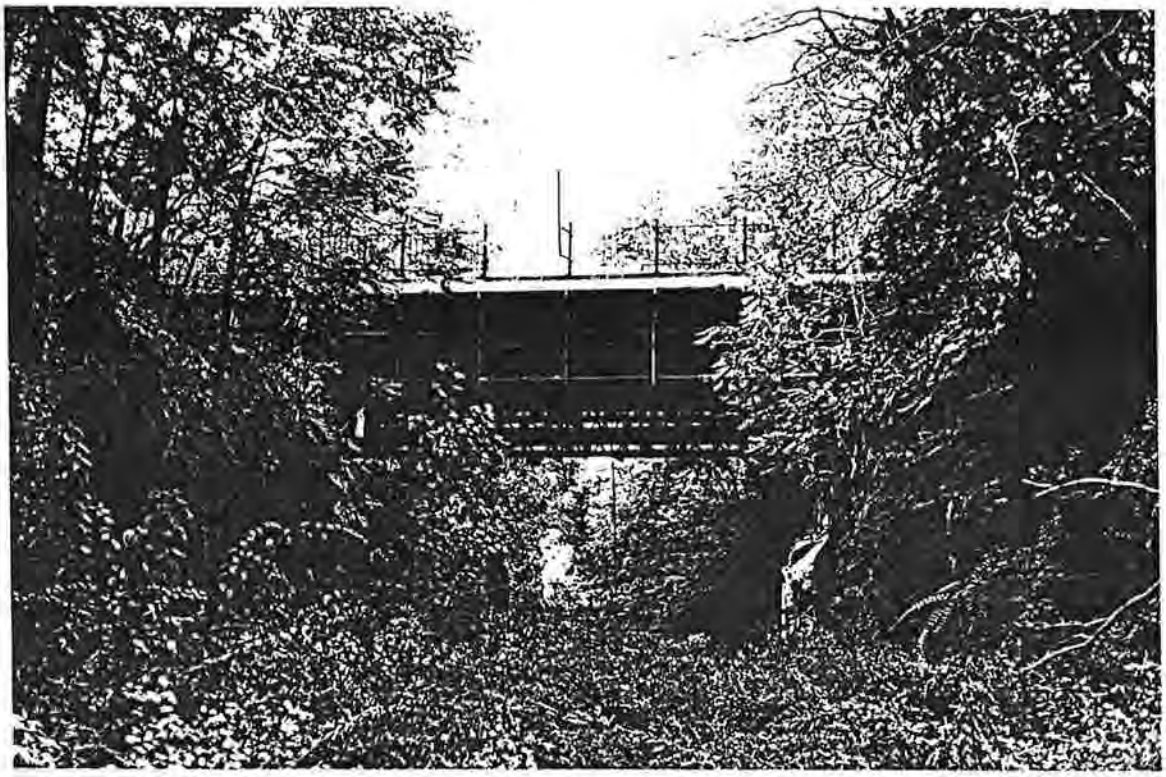


Plate 7.5 Bergen Avenue Bridge
Former CNJ RR Newark and New York Branch
Facing West, January 1994

Plate 7.6 Bergen Avenue Bridge
Former CNJ RR Newark and New York Branch
Facing East, January 1994

PHASE 2 SURVEY OF WARD B, JERSEY CITY

RECOMMENDED LIST OF SITES ELIGIBLE FOR THE NATIONAL REGISTER

0906-B4 WS1
374-378 WEST SIDE AVENUE
346-370 CLAREMONT AVENUE
BLOCK 1787

The brick factory complex bounded by the Newark and New York Railroad tracks on the north, Halstead on the east, Claremont on the south and West Side Avenue on the west, is eligible for individual listing on the National Register meeting Criterion C of the standards of evaluation. The complex varies in date with the earliest part, the three-story, twelve-bay 346 - 352 Claremont, dating from about 1905; and enlarged in approximately 1919. The later eight-story factory structure, located at 374-378 West Side Avenue was erected about 1920.

Number 346-370 Claremont is a good example of early Twentieth century utilitarian design with retarditaire C19th massing and brick ornament. Originally the Greek American Confectionary company, the building was subsequently enlarged in 1919 and incorporated as The Novelty Candy Company. Of particular note is the use of brick ornament at the segmentally-arched bay openings and the continuous ornamental brick courses located at the spandrel level between each window opening. The cornice level is ornamented with brick soldier courses. Although several of the original six-over-six windows have been blocked with brick infill or changed to a one-over-one configuration, the alterations do not jeopardize the eligibility of this utilitarian structure. Number 371-378 West Side Avenue is an excellent example of early 1920's factory design with the use of large expanses of horizontal windows carried within narrow bands of brick piers which terminate in suppressed segmental arches at the cornice level of this eight-story structure. The multi-paned casement windows are recessed, and devoid of ornament with the exception of the use of projecting concrete lintels which add to the horizontality of the factory structure. The roofline is marked by various brick mechanical system projections and a smoke stack that rises to approximately twenty stories in height. Although the original entrance has been altered, the complex overall is in remarkable repair and is currently occupied by the Lightolier Company.

NJHSI: 1985

#0906-B4ws

Map No. 1

374-378 West Side

Block 1781

Neg. Contact

225/10 after 1896

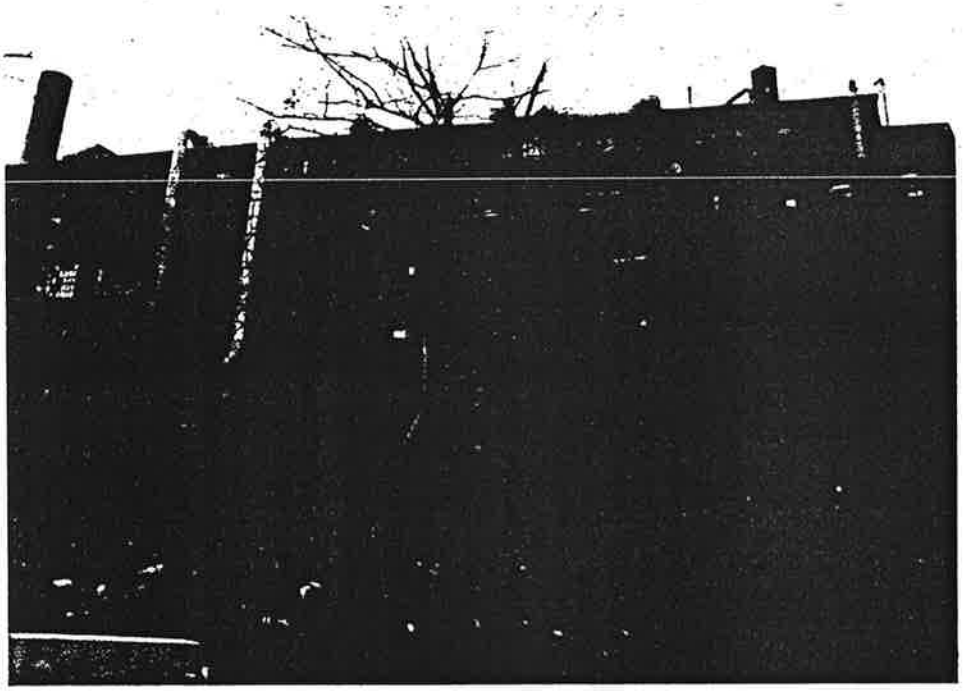
1928: (says) Lightolier Co.
Corona Corpn.

Map No. 1

374-378 West Side
(view of 346-370 Claremont)
Block 1781

Neg. Contact

224/13

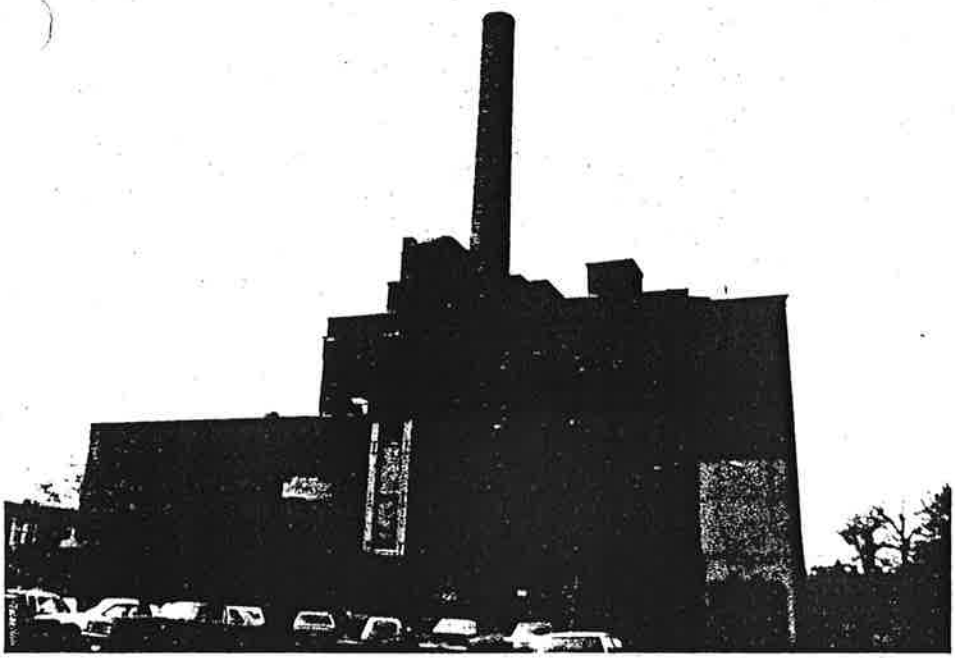


Map No. 1

374-378 West Side
(north facade)
Block 1781

Neg. Contact

225/15



Map No. 1

374-378 West Side
(1-11 Halstead)
Block 1781

Neg. Contact

224/11

G.27

PHASE 2 SURVEY OF WARD E, JERSEY CITY

RECOMMENDED LIST OF PROPERTIES AND DISTRICTS ELIGIBLE FOR THE NATIONAL REGISTER

0906-E215B
1 EXCHANGE PLACE
BLOCK 007 LOT 1-7

This 1920 classical commercial building is eligible for individual listing on the National Register. It meets Criterion C of the National Register's standards for evaluation. Designed by the architectural firm of Alfred & Bossom, it is an excellent, somewhat late, but intact example of the commercial classical style which immediately followed the much more elaborate Beaux Arts Style. It embodies the characteristics of this familiar commercial style: the 10-12 story height, the use of light brick and stone, austere classical details, including columns, dentillation, a rusticated stone basement and an imposing, modillioned cornice.

This style was a relatively common one in the first quarter of the twentieth century, and defined the architectural landscape of the period. Because of this impact on the turn-of-the century landscape, it should be considered a significant building type; well-designed, intact examples should be protected. Jersey City has a number of these structures, in particular in the Journal Square area. This is the only good intact example in the Downtown area and it compares favorably with the other early twentieth century commercial classical structures in the city.

G.28

HPO-J99-20

State of New Jersey

Department of Environmental Protection

Division of Parks & Forestry
Historic Preservation Office
PO Box 404
Trenton, NJ 08625-0404
TEL: (609)292-2023
FAX: (609)984-0578

Christine Todd Whitman
Governor

Robert C. Shinn, Jr.
Commissioner

October 7, 1999

CERTIFICATION of ELIGIBILITY

Mr. John Gomez
P.O. Box 68
Jersey City, NJ 07303-0068

Dear Mr. Gomez:

This letter is in response to your request for a formal certification of eligibility for the Hudson & Manhattan Railroad Powerhouse, 70-90 Bay Street, Jersey City, Hudson County, for inclusion in the New Jersey and National Registers of Historic Places.

Based on a review of the submitted documentation and other information already on file, it is my opinion, as Deputy State Historic Preservation Officer, that the Hudson & Manhattan Railroad Powerhouse is eligible for listing in the New Jersey and National Registers of Historic Places under Criterion A for its importance in electrical engineering history and transportation history. The completion of the Hudson & Manhattan Railroad tunnels (now the PATH tubes) was a major transportation and engineering event both for New Jersey and for the New York City metropolitan region. It is also my opinion that the building is eligible under Criterion C for its bold architectural expression, which befits the size and power that the powerhouse embodied, as one of the most impressive examples of the urban industrial system powerhouse as a building type whose survival is becoming increasingly rare.

A National Register nomination packet is enclosed. If you have questions about how to prepare a nomination, please contact Mr. Robert Craig of my staff, at (609) 984-0541.

Sincerely,

Dorothy P. Guzzo
Administrator

DPG/BC|..\j20

G.29

HUDSON & MANHATTAN RAILROAD POWERHOUSE
Washington Avenue, e/s, between Bay and First Streets
0906-E1

This was the powerhouse for the Hudson & Manhattan Railroad. Built in about 1908, this is an excellent and intact example of an early twentieth century classical, almost Beaux Arts, monumental structure. The large, three story arched window is typical of the Beaux Arts Style, the light-colored, ornamental brickwork and the classical cornice are typical of the classical style of the period. The lavish architectural embellishments include battered basement walls.

BUTLER BROTHERS WAREHOUSE
99-121 Bay Street
0906-E5

This large, impressive and intact brick warehouse was built in 1905. The intricate decorative brickwork emphasizes the horizontal planes of the building, making it look even more massive. It does not readily fall into a style category, but is an excellent and eccentric early twentieth century commercial structure. It was designed by Jarvis Hunt, the Chicago architect who was the nephew of Richard M. Hunt. He also designed the Newark Museum.

P. LORRILARD CIGAR FACTORY ; LORRILARD WAREHOUSE
First Street, s/s & n/s, bet. Washington and Warren Sts.
0906-E5; 0906-E87-8

Both of these buildings were built at about the time P. Lorrilard moved to the Warehouse District in 1875. Lorrilard was one of the first companies to move into the district after the Pennsylvania Railroad filled in the area. They are typical of the industrial buildings of the period: large, horizontal red brick structures with long rows of small, multi-paned windows, like New England mills. They are excellent, relatively rare and intact examples of nineteenth century vernacular industrial structures.

PHASE 2 SURVEY OF WARD E, JERSEY CITY

RECOMMENDED LIST OF PROPERTIES AND DISTRICTS ELIGIBLE FOR THE NATIONAL REGISTER

0906-E DISTRICT 6
WAREHOUSE HISTORIC DISTRICT
INCLUDING INVENTORY NUMBERS:

0906-E1	0906-E89
0906-E5	0906-E283
0906-E6	0906-E284
0906-E7	0906-E285
0906-E8	0906-E346
0906-E87-8	0906-E347

The Warehouse District has all of the characteristics of a historic district: there is a significant concentration of excellent examples of industrial and commercial architecture grouped around a specific period (1875 to 1930); and it exhibits a distinct sense of place. It meets Criteria B and C of the National Register's standards for evaluation.

The whole area is surrounded by meadows and railroad yards, forming an industrial enclave. The historic district represents the best of the architecture of the entire warehouse area, which is twice as large as the district. Nearly every one of the buildings within this district is a fine, intact example of a nineteenth or early twentieth century warehouse. On the north, at Second Street, and on the east, at Greene Street, the district clearly ends at large expanses of railroad tracks. These boundaries are the same as those of the National Register nomination form prepared by Charles Wyatt Associates ~~and submitted by~~ for Jersey City in 1984.

M.D. 5.21.85

The other boundaries are slightly different; the Phase 2 Survey historic district is a little smaller. On the south, the Phase 2 Survey boundary is Morgan Street from Provost Street to Washington and Bay Street from Washington to Greene Street. Most of the south side of Morgan contains architecturally undistinguished and altered industrial or

commercial structures. It is more usual to include both sides of a street in a district, since this is how it is actually experienced in person. Unlike residential neighborhoods, where the buildings on both sides of the street relate to one another, the buildings in this warehouse district, like the Butler Brothers Warehouse, are large and do not especially relate to the street. It is therefore possible to end this type of district on one side of the street, excluding the undistinguished architecture on the other side. The 1984 National Register nomination takes in 135-41 Morgan Street, a circa 1910 warehouse which does not appear to be intact or distinguished enough to warrant extending the natural boundary of the district to the south.

On the south east, the Phase 2 Survey district excludes the block bound by Bay, Morgan, Greene and Streets because the distinguished buildings, such as 89 Bay Street, have lost their architectural integrity through unsympathetic alterations, while the other buildings are not distinguished or intact enough to be included. On the west, the Phase 2 Survey excludes the undistinguished one story, circa 1915, A & P garage which was included in the 1984 National Register nomination.

The Warehouse District is one of the earliest industrial areas in Jersey City. The marshy land was filled in and developed by the Pennsylvania Railroad in 1872-4. It has been in continuous use as a warehouse district since that time. The following is a list of the most noteworthy buildings.

HUDSON & MANHATTAN RAILROAD POWERHOUSE
Washington Avenue, e/s, between Bay and First Streets
0906-E1

This was the powerhouse for the Hudson & Manhattan Railroad. Built in about 1908, this is an excellent and intact example of an early twentieth century classical, almost Beaux Arts, monumental structure. The large, three story arched window is typical of the Beaux Arts Style, the light-colored, ornamental brickwork and the classical cornice are typical of the classical style of the period. The lavish architectural embellishments include battered basement walls.

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P. LORRILARD CIGAR FACTORY ; LORRILARD WAREHOUSE
First Street, s/s & n/s, bet. Washington and Warren Sts.
0906-E5; 0906-E87-8

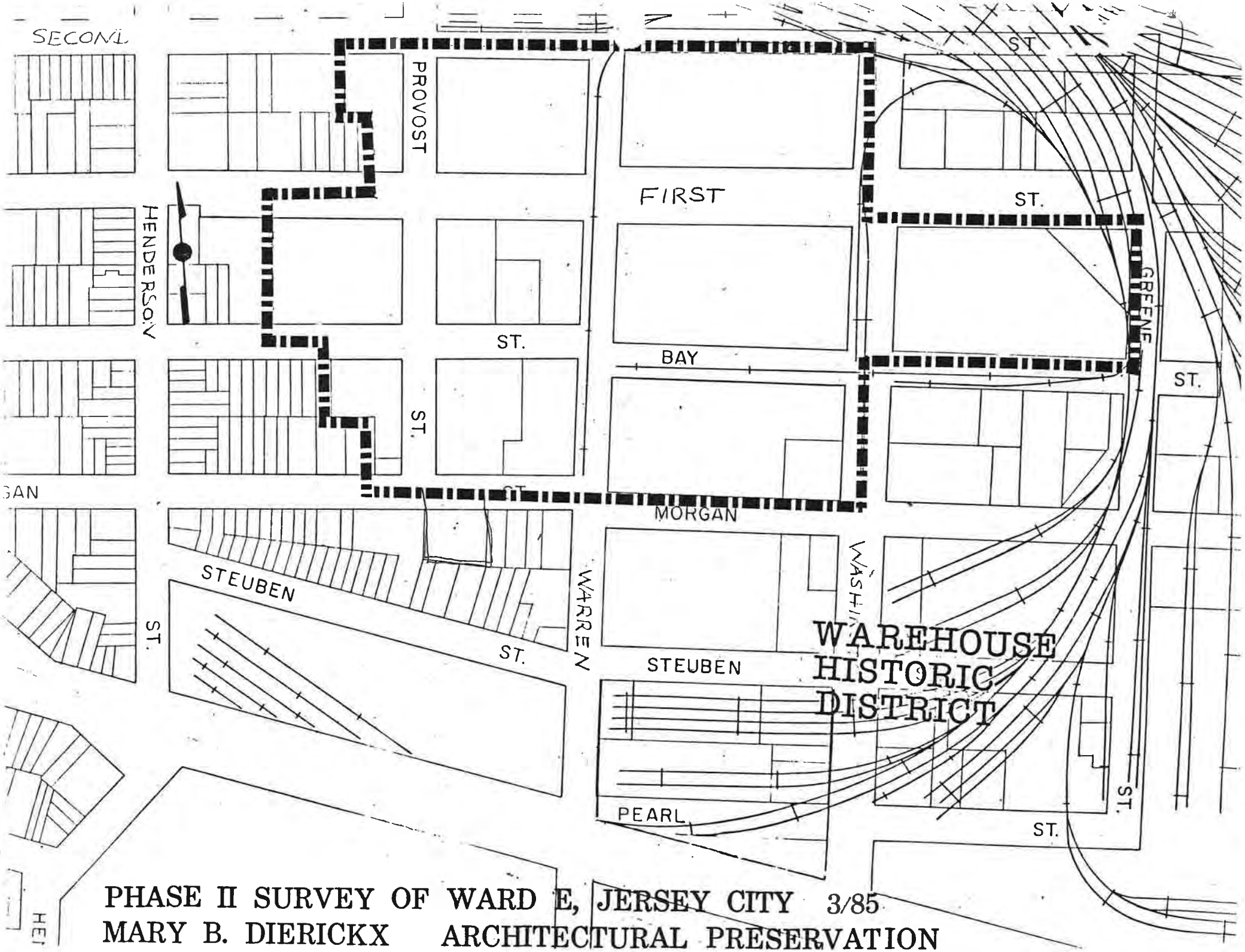
Both of these buildings were built at about the time P. Lorrilard moved to the Warehouse District in 1875. Lorrilard was one of the first companies to move into the district after the Pennsylvania Railroad filled in the area. They are typical of the industrial buildings of the period: large, horizontal red brick structures with long rows of small, multi-paned windows, like New England mills. They are excellent, relatively rare and intact examples of nineteenth century vernacular industrial structures.

31 PROVOST STREET
0906-E285

This structure was a machine shop, built by Juan Ribon & Partner. It dates from 1873 and 1887 and is a good example of a nineteenth century industrial building. It was one of the first buildings to be built in the area after the Pennsylvania Railroad filled in the land. The typical red brick facade was covered with cement, probably in the twentieth century. The building has handily retained the characteristics of its period and style, however, including the long rows of smallish sash windows and its distinctive shape, with the gable end of the roof facing the street.

There are several good, relatively intact examples of early twentieth century warehouses with large, horizontal windows and brick or concrete piers. They are: 126-34 Morgan Street (0906-E346); 18-30 Provost Street between Bay and First(0906-E8); 131-4 Bay Street (0906-E7) and 3-15 Provost Street(0906-E283).

The Merchant's Refrigerating Company at 142-4 First Street is included in the district because it is between two of the excellent, nineteenth century structures and would function as part of the district whether it was in or not. This building, built around 1912, is of the same age, proportion and style as the rest of the district. It has been altered so much, however, that it is no longer a good example of this type of structure. It was covered with concrete, stripping any facade ornament, the windows were bricked up and covered with concrete and only the corbelled brick cornice has survived.



PHASE II SURVEY OF WARD E, JERSEY CITY 3/85
MARY B. DIERICKX ARCHITECTURAL PRESERVATION

PHASE 2 SURVEY OF WARD E, JERSEY CITY

RECOMMENDED LIST OF PROPERTIES AND DISTRICTS ELIGIBLE FOR THE NATIONAL REGISTER

0906-E157
LACKAWANNA WAREHOUSE
16TH STREET BETWEEN JERSEY AND GROVE STREETS
BLOCK 292 LOT A-APL

The huge Lackawanna Warehouse, built in 1929-30, was one of the three projects sponsored by Mayor Hague in an unsuccessful attempt to spur Jersey City's development. It is a brick building, situated right next to the railroad tracks, and one of the major terminal warehouses in the city. It is typical of the warehouses of that period, with large, horizontally-oriented multi-paned windows and massive, blocky proportions. Vertical brick piers and stone string courses make it slightly more decorative than some of the more stark warehouses of the period, such as Harborside Terminal, another of Mayor Hague's development projects. As a major, intact terminal warehouse it meets Criteria B & C of the National Register's standards for evaluation.

The railroads were the prime force in Jersey City's development in the early twentieth century. Large warehouses and factories were built on and near the waterfront and the railroad terminals during the boom periods before World War I until the Depression. As one of the monumental development projects sponsored by Mayor Hague, and as one of the last large terminal warehouses to survive, the Lackawanna Warehouse is associated with significant events in Jersey City's history.

Plate 7.9 Lackawanna Warehouse and Viaduct
16th Street Between Jersey Avenue and Grove Street
Facing Northwest, December 1994

Plate 7.10 Lackawanna Warehouse and Viaduct
16th Street Between Jersey Avenue and Grove Street
Facing North on Grove Street, December 1994

G.32

7.2.4 POTENTIALLY ELIGIBLE RESOURCES

10 resources in the APE were evaluated for their potential for listing on the National Register of Historic Places. Of these 10 resources, 6 were considered potentially eligible for listing. Resources that were evaluated as potentially eligible are described below.

a) Morristown Line Railroad Bridge over Grove Street (Manila Boulevard)
NJ TRANSIT Morristown Line Milepost 0.66
Jersey City, Hudson County

Description
The bridge is actually two independent structures a few inches apart. The northern bridge consists of five through plate girders with open decks and has four track bays. The southern unit has four through plate girders with a ballasted concrete deck on steel floor beams; the bridge has three track bays. This pair of bridges carries seven tracks of the Morristown Line over Grove Street (Photo 11). Abutments under the four northern tracks are stone, abutments to the south are concrete (Photo 12). The original four track section of the Morristown Line Railroad Bridge over Grove Street (all tracks currently active) was built by the DL&W Railroad Engineering Department in 1896. The bridge was altered in 1930 by the addition of the southern three-bay unit with new concrete abutments; only one track bay of the 1930 unit is currently active.

Significance
The Morristown Line Grove Street Railroad Bridge, while not eligible for individual listing, is eligible for listing as a contributing resource to the DL&W Historic District. For additional information, see the Structure Inventory Form from the *NJ TRANSIT Historic Railroad Bridge Survey, Newark, NJ DeLeuw Cather and Company August 1991.*

b) Morristown Line Railroad Bridge over Hoboken Avenue
NJ TRANSIT Morristown Line Milepost 0.80
Jersey City, Hudson County

Description
The Morristown Line Railroad Bridge over Hoboken Avenue is actually three independent bridges side by side. The northern pair of bridges are three-span, through plate girder bridges with open decks built in 1905 by the DL&W Engineering Department and fabricated by the

LOCATION

NJ TRANSIT Line	Morristown	Milepost	0.66
Town/City	Jersey City	Feature Crossed	Grove Street
County	Hudson	Common Name	(2) Grove Street
USGS Quad	Jersey City	UTM Ref.	18.580980.4509620

PHYSICAL SUMMARY

Structure Type	Through plate girder	Deck Type	Open
Overall Length	72'	Width	61'
Spans	1	Span Length	72'
Material(s)	Steel	Design Loading	
Skew	81	Tracks	7
Inspection Report	Yes	Condition	Poor
Bridge Typology Code	1 2 3 13		

HISTORICAL SUMMARY

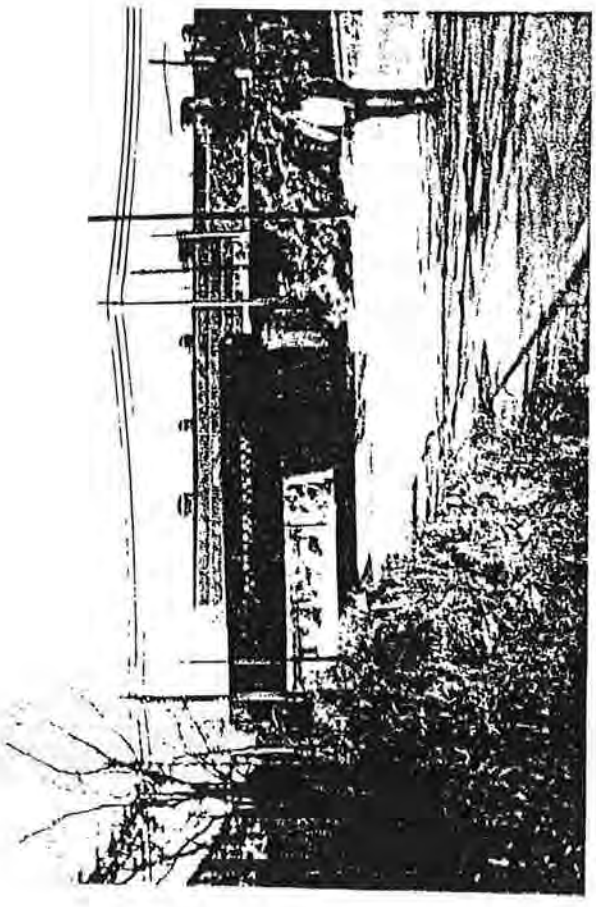
Date	1896	Date(s) Rebuilt	1930
Designer	D.L.& W. Engineering	Fabricator	Passaic Rolling Mil.
Patent		Historic Rail Line	D.L.& W., Morris & Essex Division

CULTURAL RESOURCE EVALUATIONS

National Register Status
State Register Status
Local Landmark Designation
HAER Doc. #
Type and Date of HAER documentation

National Register Date
State Register Date

GRAPHICS



PHYSICAL DESCRIPTION OF BRIDGE AND SETTING

This single span, through girder and floorbeam bridge carries seven tracks of the Morristown Line over Grove Street. The abutments under the four northern tracks are stone masonry; the ones to the south are concrete. The four northern tracks have open decks; the three southern ones are ballasted. The bridge forms part of the Hoboken Terminal Yard.

STATEMENT OF TECHNOLOGICAL MERIT AND HISTORICAL SIGNIFICANCE

The first bridge on this site was a truss bridge, built on filled marshland when the Old Bergen Tunnel was constructed in 1877. New concrete abutments were added to the masonry from the earlier bridge in 1930, when three additional tracks were added. The girders for the new bridge were fabricated by the American Bridge Company.

This bridge is not historically or technogically significant. It is one of many steel, through plate girders on the line. Plate girders, which were more rigid than trusses and more economical for spans under 100' were used frequently by the railroads in the 19th century. The Grove Street Bridge is the only surviving example on the Morristown Line predating 1899, when William Haynes Truesdale became President of the D.L. & W. and embarked on an extensive rebuilding campaign.

RECOMMENDATION OF ELIGIBILITY TO NATIONAL REGISTER OF HISTORIC PLACES

Not eligible

PRIMARY AND SECONDARY SOURCES

See New Jersey Transit Historic Bridge Survey, Phase II Report bibliography.

Survey Team	M. Harper, B. Patel	Reviewer	A.C.	Photographs	P1/6-9
Survey Date	10/31/90	Review Date	01/12/91	Slides	S1/6

The railroads, in particular the tubes to Manhattan, were a major force in Downtown Jersey City's development in the early twentieth century. Large warehouses and factories were built on and near the waterfront and the railroad terminals during the boom periods before and after World War I. Located near the waterfront in an industrial tier in downtown Jersey City, surrounded by railroad tracks, 391 Coles Street is associated with one of the most significant periods in the development of Jersey City as an important port and terminal region by virtue of its industrial building type, its waterfront-railroad location and its 1920-26 date.

G.34

PHASE 2 SURVEY OF WARD E, JERSEY CITY

RECOMMENDED LIST OF PROPERTIES AND DISTRICTS ELIGIBLE FOR THE NATIONAL REGISTER

0906-E35
L.O. KOVEN COMPLEX
100 PATTERSON PLANK ROAD & 31-5 HOPE STREET
BLOCK 740, 742

The L.O. Koven Complex is an integrated and well-preserved group of four industrial buildings dating from about 1890 to 1915. It is eligible for the National Register under Criterion C of the standards for evaluation.

The four red brick industrial buildings range from two to five stories in height. Three of the buildings are attached to each other, in a row fronting Patterson Plank Road. The fourth is on the other side of a small street. They are all intact and, individually and as a group, embody the characteristics of a late nineteenth-early twentieth century industrial complex. They are dramatically sited on the ridge along Patterson Plank Road and also, practically, across the street from the railroad tracks.

Two of the buildings are in a late nineteenth-early twentieth century industrial vernacular style, with rows of typical arched brick sash windows and little ornamental detail. The other building in the row is also industrial vernacular, but with overtones of the early twentieth century Classical Revival Style. The main characteristics of this style are the brick piers with plain stone capitals and the large, multi-paned arched casement windows. The fourth building is taller, five stories and was built later, perhaps in about 1915. It shares the same red brick, industrial vernacular tradition.

G.35

PHASE 2 SURVEY OF WARD D, JERSEY CITY

RECOMMENDED LIST OF SITES ELIGIBLE FOR THE NATIONAL REGISTER

0906-D6 OG28
269-71 OGDEN AVENUE
BLOCK 749

These row of two identical Italianate style residences are eligible for listing on the National Register, meeting Criterion C of the standards for evaluation. Built before 1873, and probably around 1860, these three-story, three-bay brick houses are good examples of the ornate, late Italianate style.

The cast iron ornament on the facade is particularly handsome and rare. The heavy, foliated, bracketed cast iron cornice and door lintels embody the late Italianate style. The segmentally-arched window lintels are equally fine. The buildings are largely intact. The most glaring and unsympathetic alteration is the addition of an aluminum porch hood over #269. The doors and windows have been replaced. There are Italianate row houses like these in Downtown Jersey City, but not that many with cast iron ornament. The row is significant for its age, relative intactness and Italianate cast iron ornament.

MAP #	ADDRESS/LOCATION : PROPERTY NAME	DATE	Significance to D/S	Condition	USE	DESCRIPTION: Style, Ext. Wall Fabric, Fenestration, Form, Roof, Major Features, Alterations, Stories, etc.	NEGATIVE FILE #
	268-272 Ogden Avenue Block: 750 (Contact: 244/8,9)	Between 1908-1919	P Dist.	E	R^2	3 matching Italianate Variant houses, 2 stories, brick, each with 2 entries and rectangular plan. #268-270 is a double house. GROUND STORY: Porch with ornate frieze set on brick piers extends across entire story; each house with 2 windows set into slightly curving bay. 2nd STORY: Each house with 3 windows with cornice heads; 2 windows set into slightly curving bay which is offset from that of ground story; bracketed cornice with dentils and swag and wreath decorated frieze. All windows rectangular with 1/1 sash and stone sills. #272 is identical to #268.	Contact: 244/8,9
	269-271 Ogden Avenue Block: 749 (Contact: 10/22)	Before 1873	P Dist. (#271 HDC-1978)	E	R2	Twin Italianate rowhouses, 3 stories, brick; each with 3 bays, 1 main entry, and rectangular plan. Entries with transom and decorative, bracketed, segmentally arched stone head with ornate keystone; rectangular windows with 1/1 sash, stone sills, and decorative, segmentally arched stone heads; stone water tables; continuous cornice. Modern metal awning obscures portal head of #269. The cornice of #269 retains its brackets; they have been removed on #271. Property listed on 1873 map as belonging to J. Appold.	Contact: 10/22

Ogden Avenue in Washington Village Neighborhood of Survey Area (Ward D6) NJHSI # 0906-D6 og, Jersey City, Hudson Co.
Page 17 of 25 photo pages.

Site No. 0906-D6 og
269-271 Ogden Ave.
Jersey City, N.J.
Photo Neg. No. 10/22
Map No. 28
(before 1873)

Site No. 0906-D6 og
277-279 Ogden Ave.
Jersey City, N.J.
Photo Neg. No. 244/6
Map No. 29
(bet. 1919-1928)

Ogden Avenue in Washington Village Neighborhood of Survey Area (Ward D6) NJHSI # 0906-D6 og, Jersey City, Hudson Co.
Page 16 of 25 photo pages.

Site No. 0906-D6 og
268-272 Ogden Ave.
Jersey City, N.J.
Photo Neg. No. 244/8
Map No. 27
(bet. 1908-1919)

268-270 Ogden Ave.
Photo Neg. No. 244/9
Map No. 27 (Detail)

PHASE 2 SURVEY OF WARD D, JERSEY CITY

RECOMMENDED LIST OF SITES ELIGIBLE FOR THE NATIONAL REGISTER

0906-D6 OG27
268-72 OGDEN AVENUE
BLOCK 750

These three Renaissance Revival style residences are eligible for listing on the National Register, meeting Criterion C of the standards for evaluation. The identical row consists of one detached house next to two attached houses.

The two-story brick houses have one-story porches with ornate sheet metal cornices supported by brick posts. The foliate frieze matches that of the elaborate, bracketed cornice at the roofline. The houses embody the early 20th century academic classical style. The cornices, pedimented window lintels, and light brown, highly decorative brickwork are all characteristics of the style. Many of these early 20th century classical residences were built in Jersey City, but most have been altered, in particular those with porches. The houses at 268-272 Ogden Avenue are significant for having survived in a row, which highlights their design, and for their architectural integrity.

NEW JERSEY OFFICE OF CULTURAL AND ENVIRONMENTAL SERVICES — N.J. HISTORIC SITES INVENTORY — Date 8/83

HISTORIC PRESERVATION SECTION

DISTRICT/STREETSCAPE CONTINUATION SHEET — District/Streetscape Continuation Page # 14. — Inventory # 0906-D6 og

MAP #	ADDRESS/LOCATION : PROPERTY NAME	DATE	Significance to D/S	Condition	USE	DESCRIPTION: Style, Ext. Wall Fabric, Fenestration, Form, Roof, Major Features, Alterations, Stories, etc.	NEGATIVE FILE #
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8.	269-271 Ogden Avenue Block: 749 (Contact: 10/22)	Before 1873	P Dist. (#271 HDC-1978)	E	R2	Twin Italianate rowhouses, 3 stories, brick; each with 3 bays, 1 main entry, and rectangular plan. Entries with transom and decorative, bracketed, segmentally arched stone head with ornate keystone; rectangular windows with 1/1 sash, stone sills, and decorative, segmentally arched stone heads; stone water tables; continuous cornice. Modern metal awning obscures portal head of #269. The cornice of #269 retains its brackets; they have been removed on #271. Property listed on 1873 map as belonging to J. Appold.	Contact: 10/22

Site No. 0906-D6 og
268-272 Ogden Ave.
Jersey City, N.J.
Photo Neg. No. 244/8
Map No. 27
(bet. 1908-1919)

268-270 Ogden Ave.
Photo Neg. No. 244/9
Map No. 27 (Detail)

Ogden Avenue in Washington Village Neighborhood of Survey Area (Ward D6) NJHSI # 0906-D6 og, Jersey City, Hudson Co.
Page 17 of 25 photo pages.

Site No. 0906-D6 og
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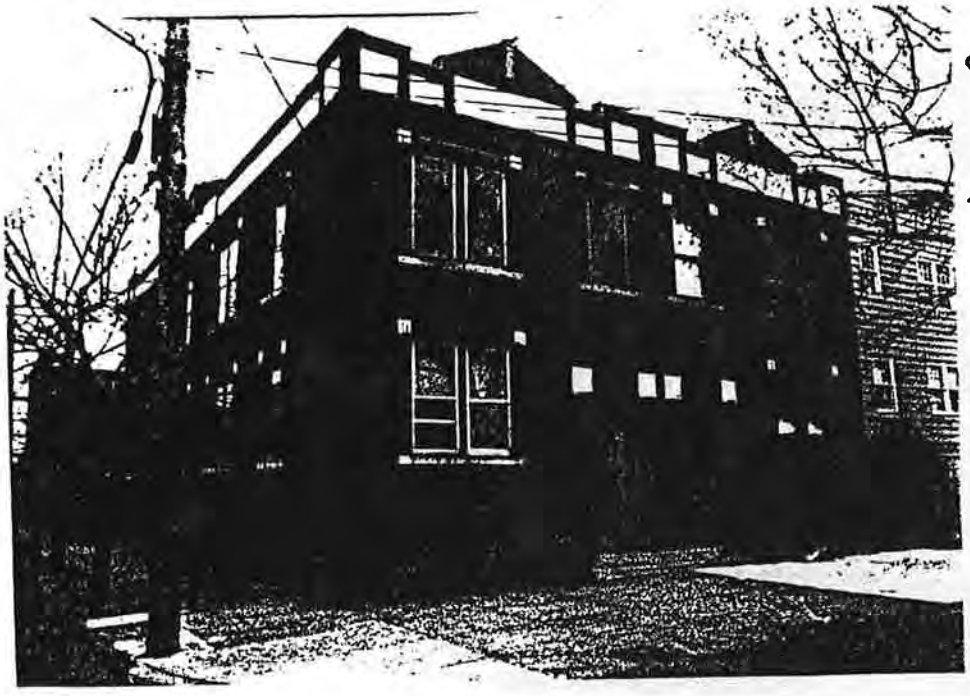
Jersey City, N.J.
Photo Neg. No. 10/22
Map No. 28
(before 1873)



Site No. 0906-D6 og
277-279 Ogden Ave.
Jersey City, N.J.
Photo Neg. No. 244/6
Map No. 29
(bet. 1919-1928)

G.37

e) Ferguson Bros. Manufacturing Company
720 - 732 Monroe Street
Hoboken, Hudson County

Description

Ferguson Bros. Manufacturing Company consists of two five-story factory buildings. The building at 732 Monroe was constructed in 1900 and is brick with casement windows (Photo 19). Brick piers demarcate each bay. The building at 720 Monroe is concrete with casement windows and brick piers that demarcate each bay but differs from the 1900 structure as it exhibits an Art Deco style with corner piers that extend six stories and decorative stepped concrete elements at each pier at the parapet (Photo 20). Both structures are relatively intact with few modifications.

History

Ferguson Bros. Manufacturing Company was founded in New York City in 1898 and moved to a large factory at Eighth and Jackson Streets in Hoboken, New Jersey in 1900. Ferguson Bros. manufactured their Knickerbocker furniture, a line of gift type furniture including game tables, card tables and chairs, tabourets, folding screens, cedar chests, fabric-covered boxes, mahogany chests, small cigarette tables, lamps pyro-etched (burnt wood) novelties, framed tapestries and other furniture novelties and accessories (Figures 2 and 3). A full-page advertisement from the June 1903 edition of "*The Decorative Furnisher*" describes Knickerbocker Furniture as "quaint pieces for the den, library, hall and dining room."

By 1904, advertisements and articles in trade magazines such as "*The Decorative Furnisher*" and "*The Upholstery Dealer*" indicated that Ferguson Bros. had a showroom at 31 East 17th Street in New York City and 1319 Michigan Avenue in Chicago. Ferguson Bros. grew to be one of the most important industrial concerns of the City of Hoboken; by the 1920s they had constructed another factory building and by 1938 employed 515 people. In 1953, Ferguson Bros. was bought out by Sun-Glo Industries who subsequently moved to West Virginia.

Ferguson Bros. Manufacturing Company was one of the many firms in the early twentieth century that produced "Mission" or "Craftsman" style furniture. Associated with the Arts and Crafts movement in England and America, the Craftsman style was originated by William Morris in England and Gustav Stickley in the United States. Stickley, who had factories in New York City and in Syracuse, helped popularize this style through the publication of his magazine *The Craftsman*. As the popularity of the Mission style grew, a host of other furniture

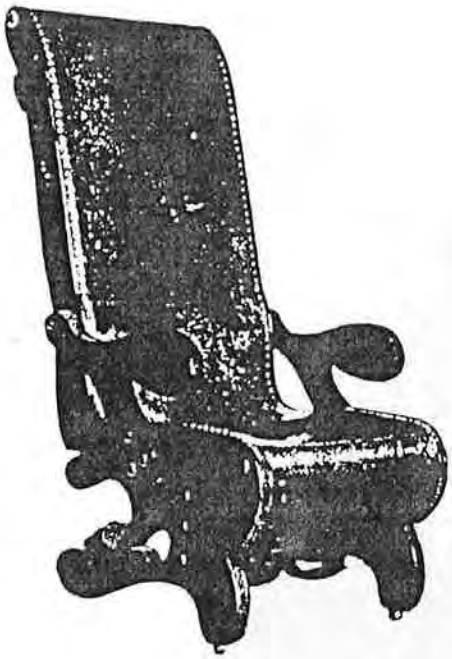
manufacturers such as Grand Rapids, Lifetime, Quaint, Roycroft, Lifetime, and Michigan Chair Company also produced the Craftsman style furnishings and accessories that were characterized by clean, simple lines and rustic hand-hammered hardware. Currently, the popularity of the style has been revived and original Mission or Craftsman style furnishings are highly valued as collectibles with many present day furniture manufacturers producing reproductions.

Significance

Ferguson Bros. Manufacturing Company is eligible under Criterion C as excellent and intact examples of early twentieth century industrial buildings and under Criterion A for historic associations with Fergusons Bros. Manufacturing Company, designer and manufacturer of furniture in the Craftsman style.

Photo 19: **Ferguson Bros. Manufacturing Company**
Facing Southwest, 09/97

Photo 20: **Ferguson Bros. Manufacturing Company**
Facing Northwest, 09/97

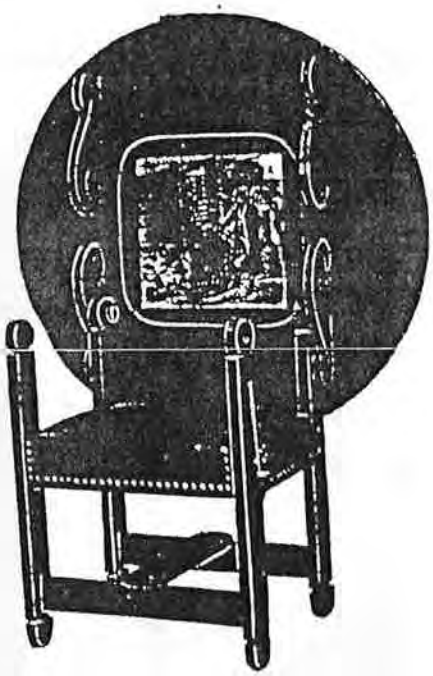


THE CAXTON LIBRARY CHAIR.

THE "HOYLE" TABLE CHAIR AS A CHAIR

FERGUSON BRO., MFG. CO.

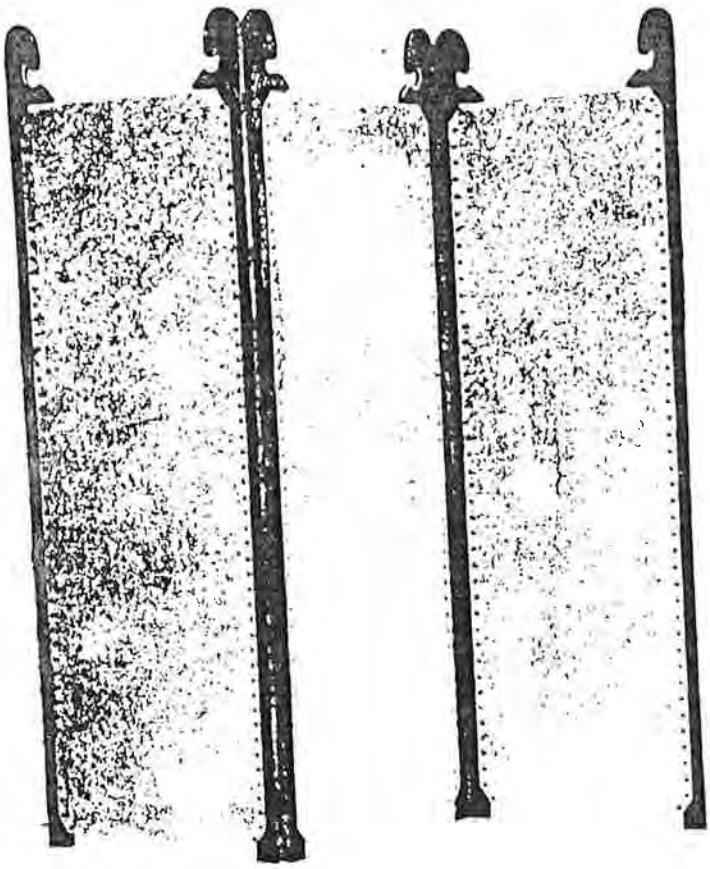
THE "HOYLE" TABLE CHAIR AS A TABLE.



THE SOMERVILLE CARD-TABLE CHAIR.

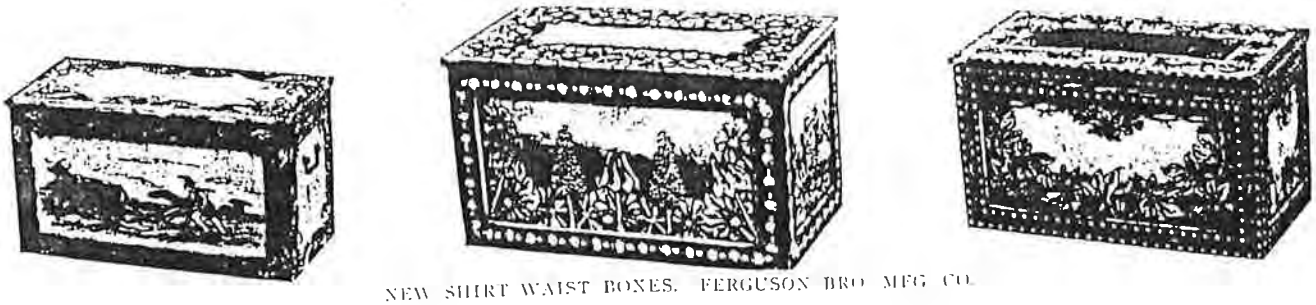
FIGURE 2:

EXAMPLES OF FURNITURE PRODUCED BY FERGUSON BROS. MANUFACTURING COMPANY, HOBOKEN, NEW JERSEY
Source: *The Decorative Furnisher, 1903*



A FERGUSON SCREEN, FRAME FINISHED IN WEATHERED ASH, PANELS OF SELECTED JAPANESE RAW-HIDE; WROUGHT IRON NAILS.

LAMP AND STAND. FERGUSON BRO. MFG. CO



NEW SHIRT WAIST BOXES. FERGUSON BRO. MFG. CO.

FIGURE 3:

EXAMPLES OF FURNITURE PRODUCED BY FERGUSON BROS. MANUFACTURING COMPANY, HOBOKEN, NEW JERSEY
Source: *The Decorative Furnisher, 1903*

G.38

NEW JERSEY DEPARTMENT OF ENVIRONMENTAL PROTECTION
OFFICE OF NEW JERSEY HERITAGE
INDIVIDUAL STRUCTURE SURVEY FORM

HISTORIC SITES INVENTORY NO. 0910-2369

HISTORIC NAME: Hillside Road
COMMON NAME: (Manhattan Avenue Viaduct)
LOCATION: Palisades
BLOCK/LOT:
MUNICIPALITY: Union City
COUNTY: Hudson
USGS QUAD:
UTM REFERENCES:
OWNER/ADDRESS:

DESCRIPTION

Construction Date: 1893
Source of Date: see references
Architect:
Builder:
Style:
Form/Plan Type:
Number of Stories:
Foundation:
Exterior Wall Fabric:
Fenestration:
Roof/Chimneys:

Additional Architectural Description:

* Access to this site was extremely limited during the survey, as a result of ongoing construction along the Manhattan Avenue Viaduct. The remaining parts of Hillside Road, parts of which were obscured by the Viaduct when it was constructed in 1906-1912, are difficult to locate due to heavy brush. According to 1991 surveys by the New Jersey Department of Transportation and the Hudson County Engineer, remaining features include stone retaining walls at switchbacks. Current (1991) Sanborn maps indicate that the outline of a Hillside Road extending east from Palisade Avenue remains, as does a set of steps leading from Palisade Avenue (at its junction with 6th Street) along Hillside Road to the Viaduct.

PHOTO Negative File No. Map (Indicate North)

See attachments.

SITING, BOUNDARY DESCRIPTION, AND RELATED STRUCTURES:
See below.

SURROUNDING ENVIRONMENT: Urban: x Suburban: Scattered Buildings:
Open Space: Woodland: Residential: x Agricultural: Village:
Industrial: x Downtown Commercial: Highway Commercial: Other:

SIGNIFICANCE:

The trolley system as it developed in Union City (then West Hoboken and Union Hill) provided a critical link between Hoboken's ferry system and the nascent local industries that sought to distribute their products. The trolley system was begun in 1860 by John H. Bonn, Jacob Schwertzer, and Nicholas Goelz, who named their organization the Hoboken and Weehawken Horse Car Railway. By 1862, the West Hoboken line numbered 8 cars and 5.8 miles of track, which ran along commercial streets such as Bergenline Avenue.

A new trolley line between Hoboken and West Hoboken was opened on November 19, 1893. This new line, which became known as "Hillside Road," served the trolley cars that ran from the 14th Street (Hoboken) ferry up the Palisades. Beginning at 15th Street in Hoboken, the line crossed branches of the New York Central and Erie Railroad on a steel bridge. The line continued up the Palisades until it reached the existing system at Palisade Avenue and 6th Street. During the course of its ascent, it followed the contours of the hill; at its steepest point the road reached a grade of only 5 1/2 percent. Because it took a sharp turn at one point, it was often referred to by locals as the "Horseshoe." Power for the line was supplied by the Hudson Electric Light Company power station at 15th and Bloomfield Streets in Hoboken.

(see continuation sheet)

ORIGINAL USE: Transportation PRESENT USE: Vacant/Not in Use
PHYSICAL CONDITION: Excellent: Good: Fair: Poor:
REGISTER ELIGIBILITY: Yes: Possible: x No: Part of District:
THREATS TO SITE: Roads: Development: x Zoning: Deterioration: x
No Threat: Other:

COMMENTS:

The Hillside Road trolley line is associated with Union City's Historic Context B. Further physical investigation of the site is necessary to determine the extent and conditions of the remains of this once-critical transportation route. Current repair work at the Manhattan Viaduct is not expected to disturb any of the remains of the site, although future development and deterioration of existing remains are ongoing threats to the site.

REFERENCES:

Francis, Edward T. and George W. Walrath, "The North Hudson County Railway," The Marker (National Railway Historical Society), vol. 5, No. 2, September 1946.

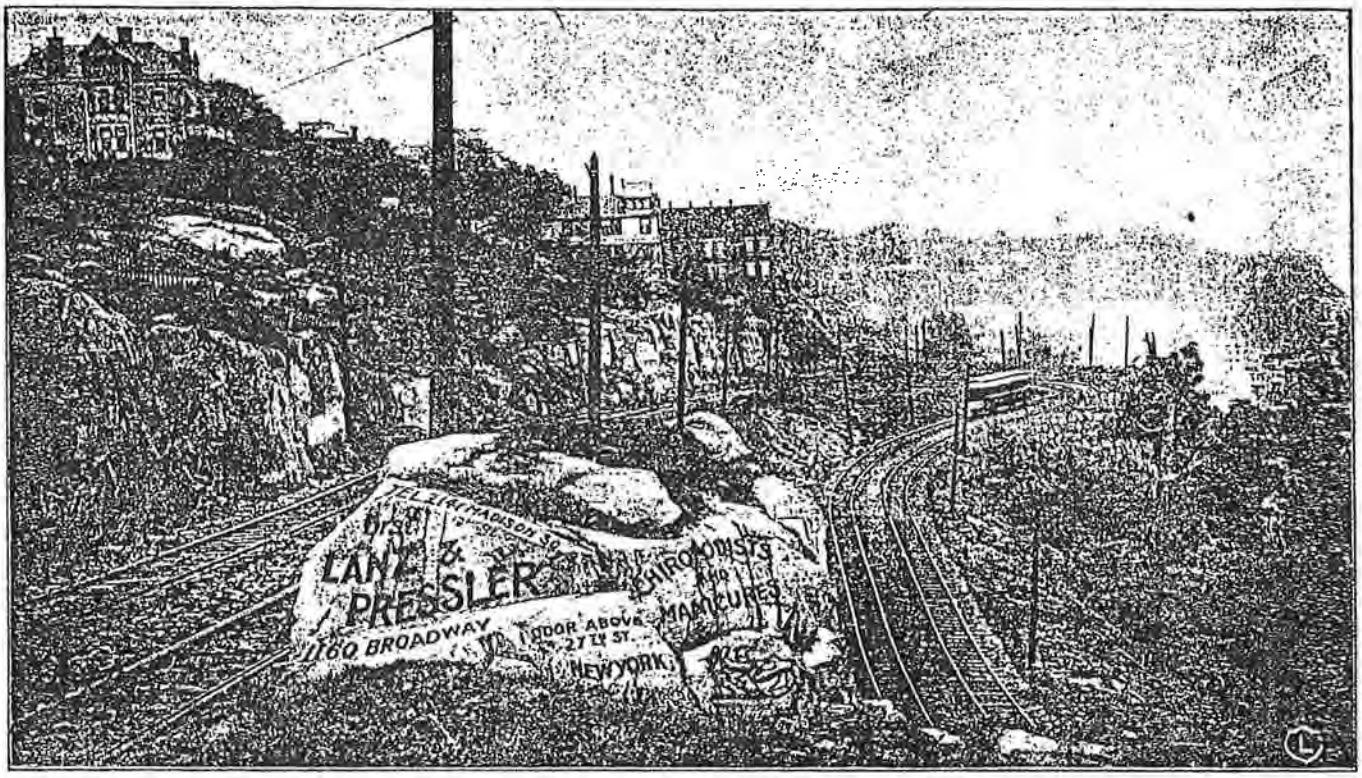
Manhattan Avenue Viaduct, Project # BNM-7893 (103), Section 106 file, Office of New Jersey Heritage, Trenton, New Jersey.

RECORDED BY: Meredith Arms Bzdak DATE: September 1992
ORGANIZATION: Sullebarger Associates

Historic Sites Inventory No. 0910-2369
Continuation Sheet

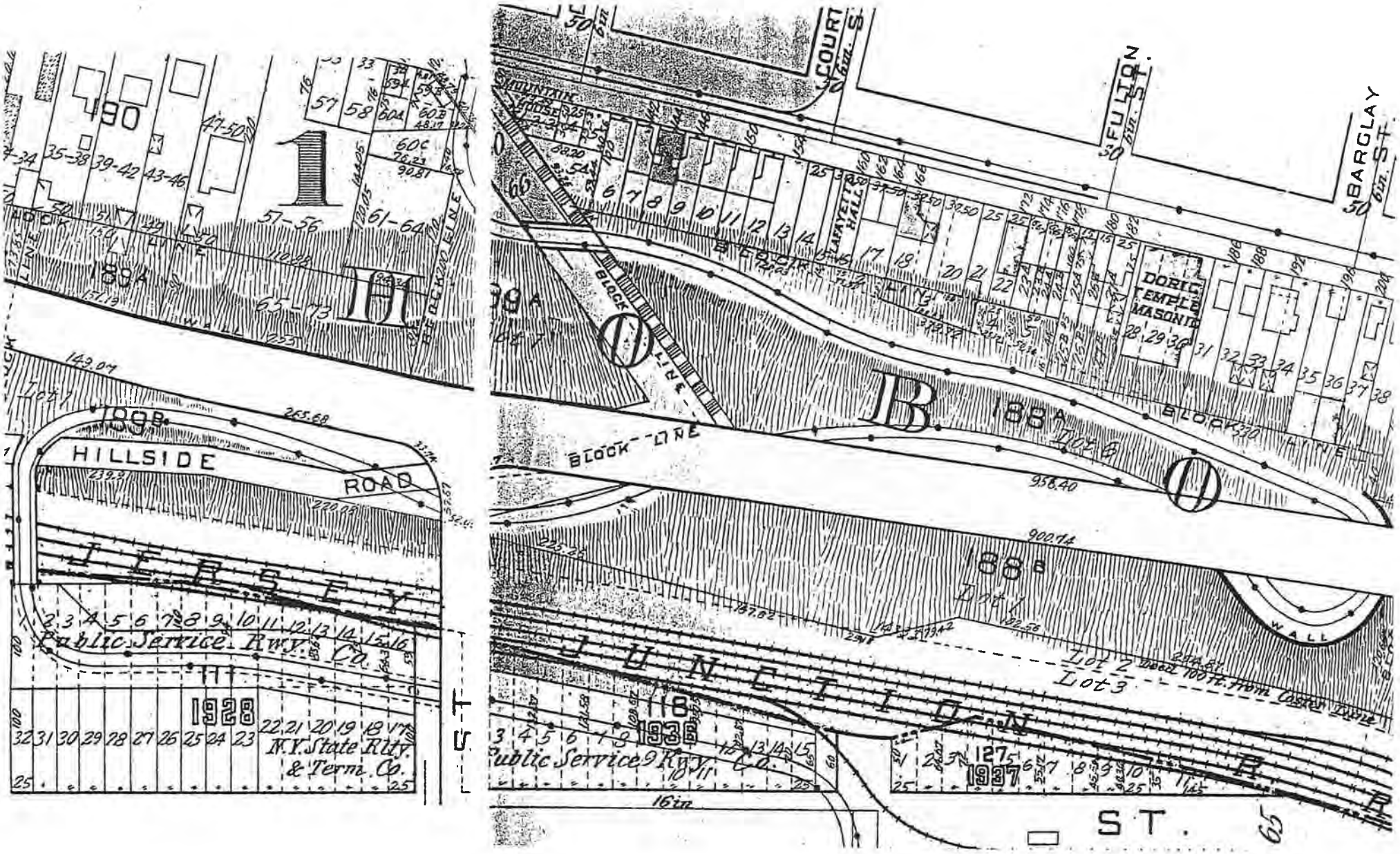
Construction of the Manhattan Avenue Viaduct (also known as the 14th Street Viaduct) from c. 1906 to 1912 visually obscured portions of Hillside Road. The new Viaduct was intended to provide better access to the Hoboken waterfront from the top of the Palisades. The 1923 Hopkins Atlas shows the Viaduct as it passes over the Hillside Road trolley line ("Public Service Rwy. Co."), which did not cease operation until 1928 (see attachment).

Current (1991) Sanborn maps do not show the remains of any trolley lines. They do show a "Hillside Road" (now inaccessible from Palisade Avenue in Union City) passing underneath the Manhattan Avenue Viaduct.

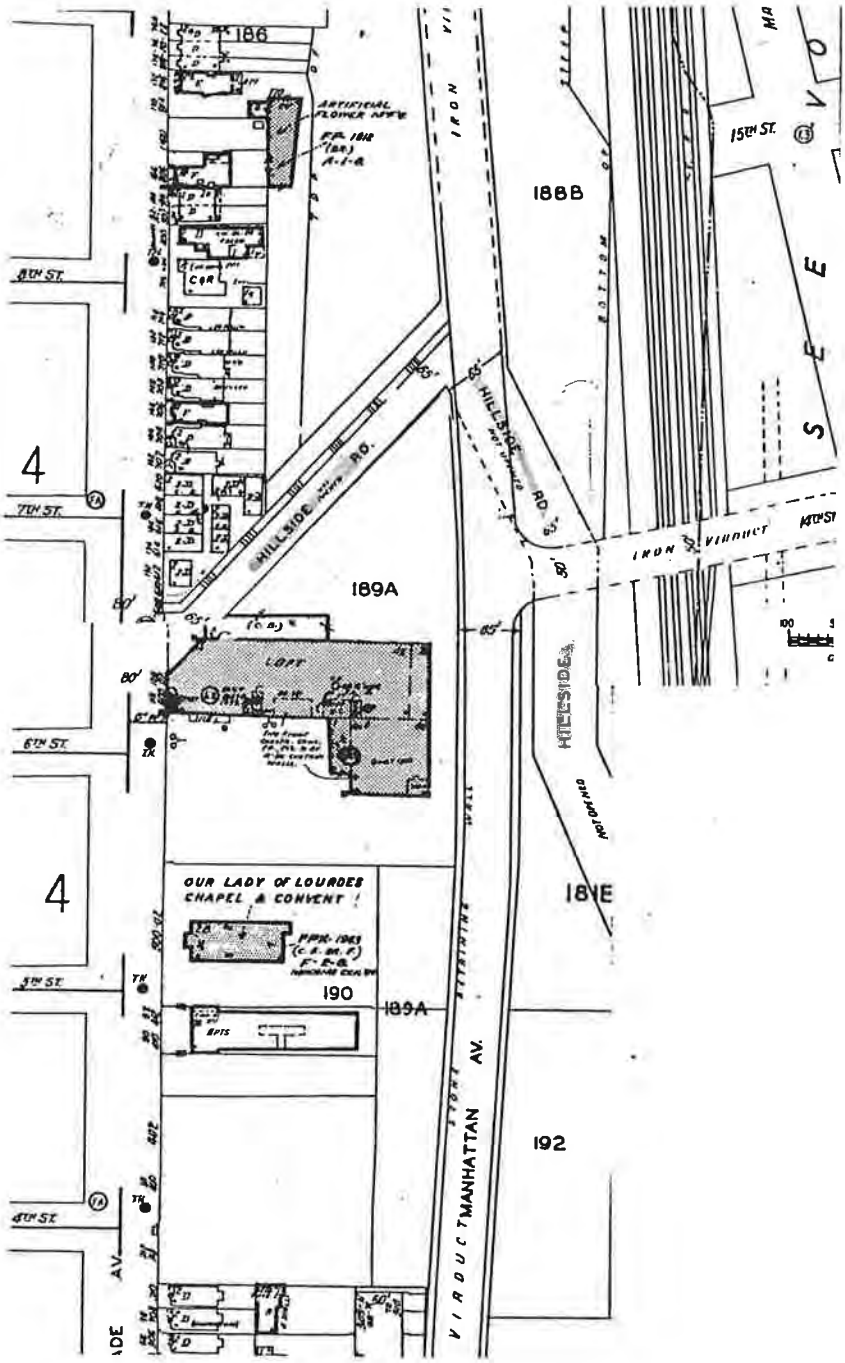


HORSESHOE CURVE ON HILLSIDE ROAD.

Detail, Hillside Road, from Drescher, History of West Hoboken, NJ 1609-1903, Lehne & Drescher Publishers, 1903.



Detail. Hillside Road and 14th Street Viaduct. G.M. Hopkins. Plat Book of Hudson



Detail, Hillside Road and 14th Street Viaduct, Sanborn Map Co., Union City, v. 8, New York, 1991.

G.39

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL ANALYSIS

A.G. LICHTENSTEIN & ASSOCIATES, INC.

NEW JERSEY HISTORIC BRIDGE SURVEY

STRUCTURE #: 0917150 **COUNTY:** HUDSON **OWNER:** NJDOT **ROUTE:** 495

MILEPOINT: 000900 **TOWNSHIP:** NORTH BERGEN TOWNSHIP

FACILITY CARRIED: NJ 495

NAME/FEATURE INTERSECTED: NJ 495 OVER US 1&9 (TONNELE AVENUE) AND CONRAIL

DRAFT

TYPE: DECK GIRDER **DESIGN:**

MATERIAL: STEEL **# SPANS:** 009 **LENGTH:** 001152 **WIDTH:** 0925

DATE OF CONSTRUCTION: 1939 ALTERATION:1956 **SOURCE:** NJDOT

DESIGNER/PATENT: PORT OF NEW YORK AUTHORITY **BUILDER:** AMERICAN BRIDGE CO.

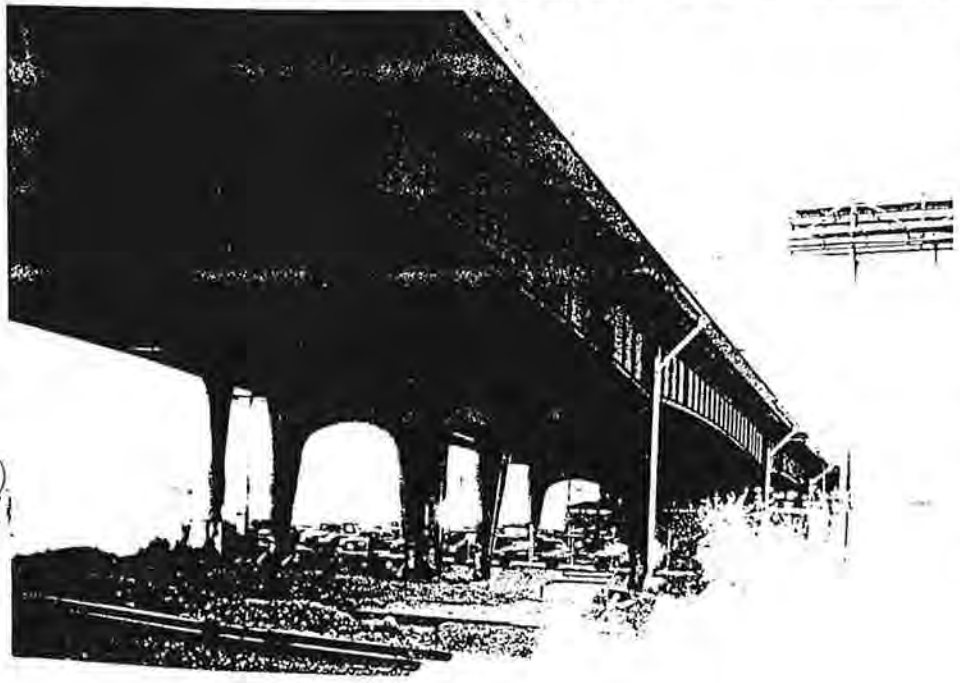
SETTING/CONTEXT: The bridge is at the edge of the Hackensack Meadows that is crisscrossed with interconnecting highways. It carries the approach from the west toward the Lincoln Tunnel, taking traffic from the Meadows level up to a cut through Bergen Hill. This viaduct is an integral part of the Lincoln Tunnel approach route built in the late 1930s, a historic and vital artery in the region's highway transportation network.

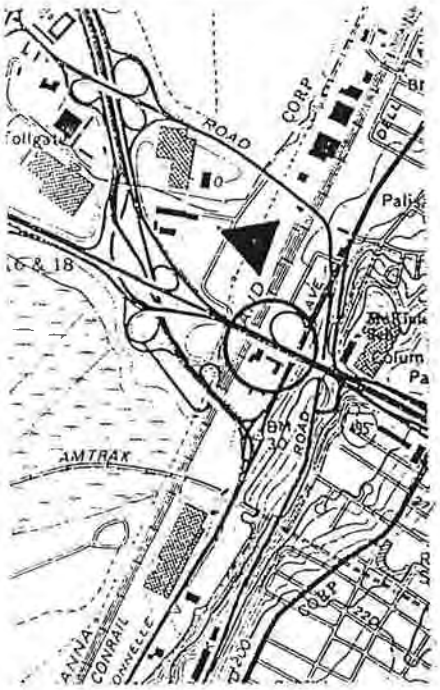
CURRENT NATIONAL REGISTER STATUS: Not Previously Evaluated

NATIONAL REGISTER RECOMMENDATION: Eligible

SUMMARY: The bridge consists of nine deck plate girder spans, two of which include cantilevered sections. The longer spans have haunched griders. The bents are rigid frame steel arches. The structure was widened in 1956, but the original design is well preserved, and it is an eligible resource as an innovative design to the problem of carrying an important traffic artery from one general level (the Hackensack Meadows) to another (the surface of Bergen Hill, also known as the Palisades).

PHOTO:24:4-12,19;25:8 REVIEWED BY: TF/AGL DATE: 05/03/19 QUAD: Weehawken





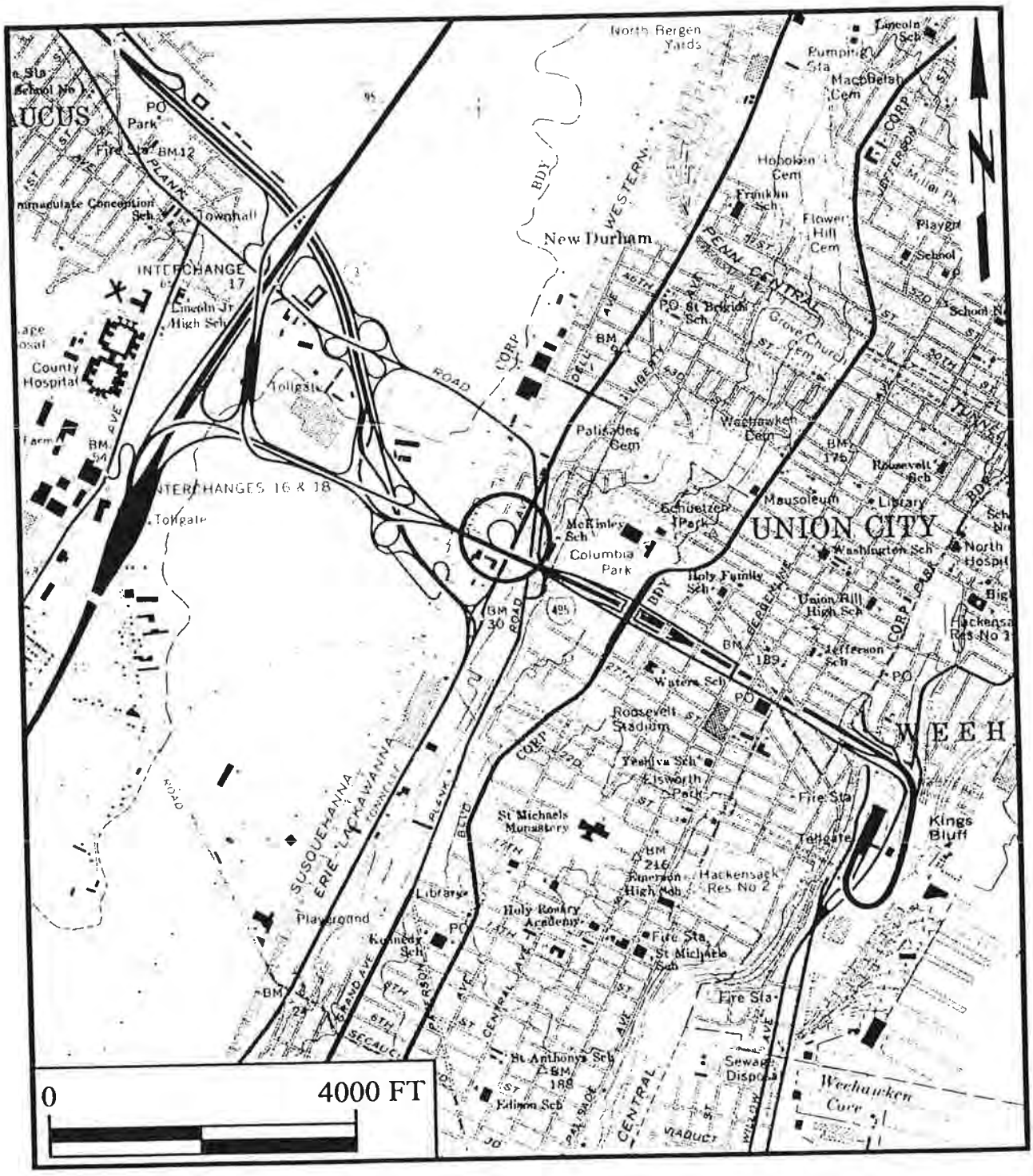


Figure 1.2. Detailed Location of Project Area (circled). Source: USGS 7.5' Topographic Series, Weehawken, NJ Quadrangle (1967 [Photorevised 1981]).

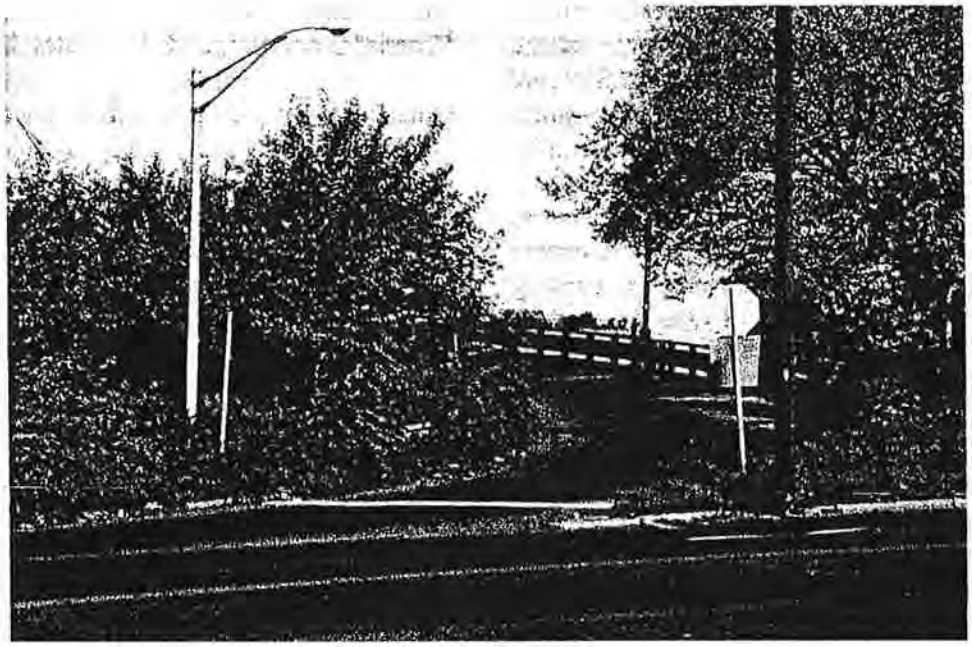


Plate 1.3. View looking west showing Route I-495 bridge off-ramp. U.S. Route 1 and 9 visible in foreground. (Photographer: Damon Tvaryanas, October 1999) [HRI Neg. #99020/7:4].

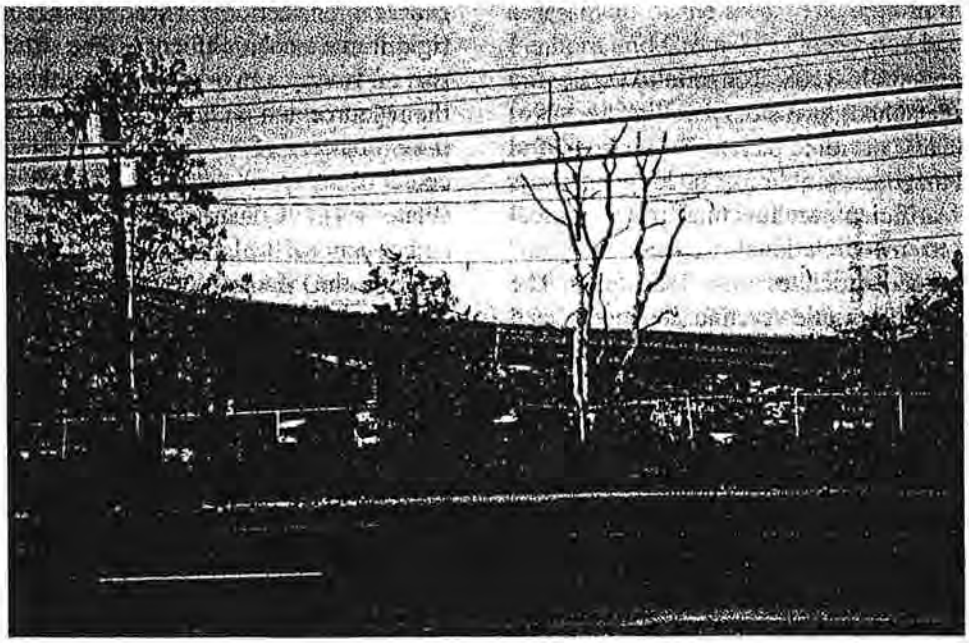


Plate 1.4. Detail view looking west showing terminus of Route I-495 over U.S. Route 1 and 9 bridge off-ramp. (Photographer: Damon Tvaryanas, October 1999) [HRI Neg. #99020/].

NJ 495 Viaduct over Baldwin Avenue and Conrail (The Helix)
Known as the Helix, this long curving viaduct is an original element of an approximately 2.8 mile long transportation artery built in 1938-1939 to serve as the main approach to the first tube of the Lincoln Tunnel (Plates 5.1 and 5.2). The helix is significant as an innovative engineering solution to building a highway with limited access and through a congested area. The Helix is eligible for the National Register under Criterion C for its technological significance. A survey form from the *Draft New Jersey Historic Bridge Survey, New Jersey Department of Transportation, Bureau of Environmental Analysis. A.G. Lichtenstein & Associates, Inc. 1993* for this resource is on the following page.

The other resource, the Pershing Road Bridge over the Conrail River Line, was evaluated in the field and in the *Draft New Jersey Historic Bridge Survey, New Jersey Department of Transportation, Bureau of Environmental Analysis. A.G. Lichtenstein & Associates, Inc. 1993* and identified as not eligible for listing on the National Register. The survey form for this resource is attached.

Two other resources were identified in the *Hudson River Waterfront AA/DEIS, Draft Historic Architectural Resources Background Study, Sullebarger Associates. October 14, 199,1 Revised March 16, 1992* as potentially eligible for the National Register but were not in the area of immediate impact and were not reviewed by the SHPO as to their eligibility. These are:

The Kings Bluff Historic District
The Kings Bluff Historic District identified as potentially eligible for the National Register under Criterion A and C as an early twentieth century upper middle class subdivision that reflects the stylistic influences of that period. Additional information on this resource may be found in the *Hudson River Waterfront AA/DEIS, Draft Historic Architectural Resources Background Study, Sullebarger Associates. October 14, 1991 Revised March 16, 1992* Chapter IV. page 22.

The Gregory Highpoint Historic District
The Gregory Highpoint Historic District was identified as eligible for the National Register under Criterion A and C as an excellent and intact example of a rowhouse neighborhood constructed in the first decade of the twentieth century. Additional information on this resource may be found in the *Hudson River Waterfront AA/DEIS Draft Historic Architectural Resources Background Study, Sullebarger Associates, October 14, 1991, Revised March 16, 1992,* Chapter IV. page 26.

Lincoln Tunnel Entrance and Ventilation Buildings

Weehawken, NJ

The Lincoln Tunnel was built in three phases: The South Tube was begun in May, 1934; the North Tube was begun in February 1937; and a third tube was initiated in May 1957. The Lincoln Tunnel, in addition to the existing Holland Tunnel and the George Washington Bridge, became a crucial transportation link between New Jersey and New York City, conveying millions of vehicles each year. Although construction of the Tunnel was phased, its design is unified; it is an excellent example of the Art Moderne style. (See Plates 4.11 and 4.12.) The Lincoln Tunnel Entrance and Ventilation Buildings are eligible for the National Register under Criteria A and C.

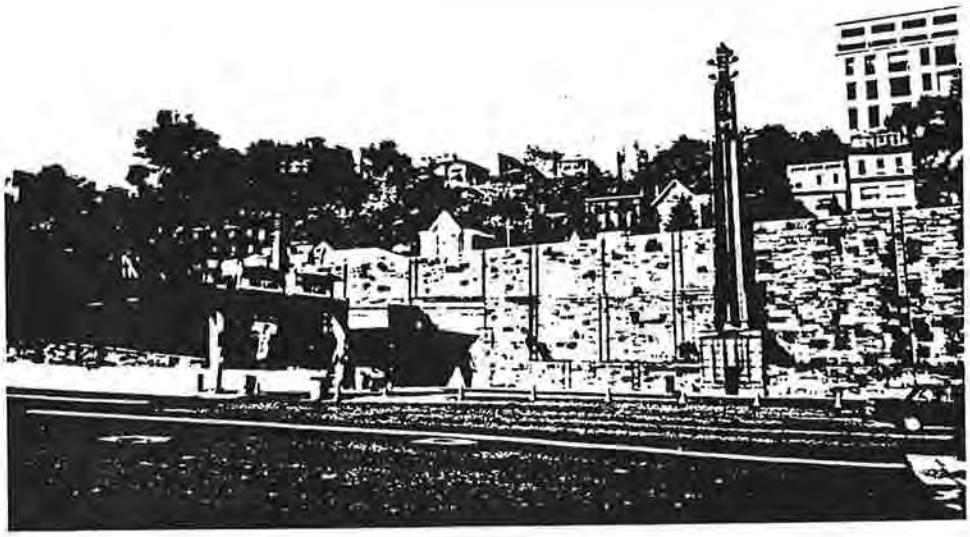
•

While construction on the first tube (the South Tube) proceeded accordingly following the groundbreaking, construction on the North Tube was delayed for three years after its initiation due to insufficient traffic. Once the North Tube was opened, on February 1, 1945, the South Tube was converted to a one-way, two-lane eastbound road, while the North Tube handled the westbound traffic. Construction of the North Tube was in part necessitated as well as expedited by World War II, for the War Production Board recognized the need for a roadway to facilitate rapid transport of military personnel and material between New York City and New Jersey. Following the war, the Lincoln Tunnel accommodated increased civilian traffic. The 1945 Annual Report of the Port of New York Authority notes that in 1944, the South Tube was used by approximately 5,700,000 military vehicles, trucks, buses, and passenger cars.[8]

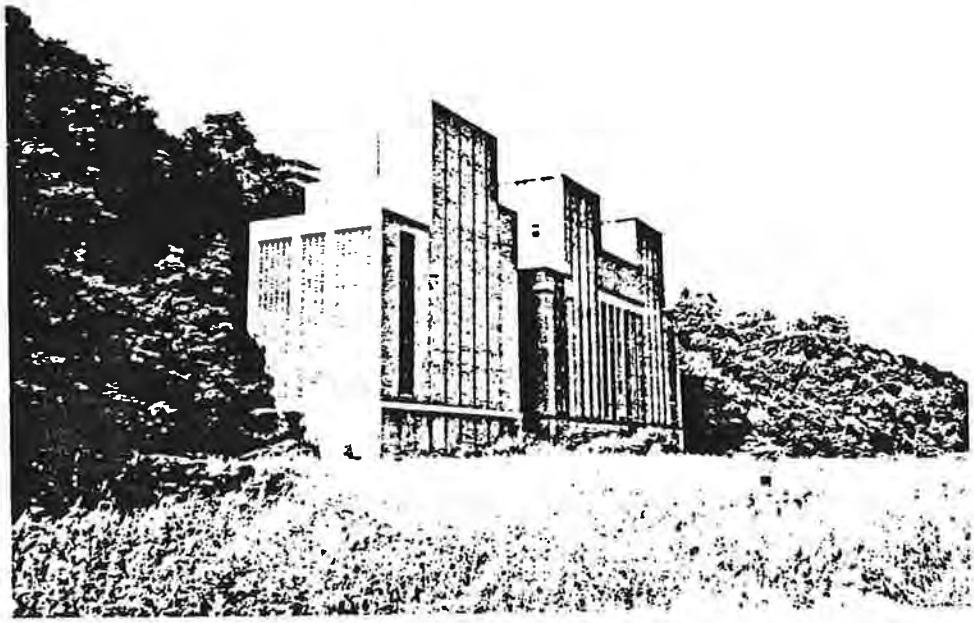
The third tube of the Lincoln Tunnel cost $95,000,000 and was opened on May 25, 1957, making the tunnel the only three-tube underwater tunnel in existence.[9] Its construction, which took four years and eight months, increased the tunnel capacity by 50 percent. In conjunction with construction of the third tube, the New Jersey approach to the tunnel was widened as well as the North Bergen Viaduct. In addition, the tunnel plaza was expanded and new ramps to and from local streets were added.

The tunnel's two ventilation buildings, located northeast of the tunnel portal at the foot of the Palisades, change the air in all three tubes every ninety seconds. The first tower was built in 1936-7, and the second was probably built during the 1950s in conjunction with the third tube. Both towers are steel-framed structures with orange brick curtain walls and concrete slab floors. Their blocky massing is alleviated by vertical grilles and recessed banding. Like the other tunnel structures, the ventilation buildings are handsome examples of utilitarian architecture.

The Lincoln Tunnel entrance was designed in the Moderne style popular in the 1930s and 40s. A style which was an attempt to address man's reliance on the functional machine, it was wholly appropriate for utilitarian and industrial buildings. Materials used include random ashlar masonry for the walls and concrete for the arched openings to the tubes. The original steel lighting standards not only harmonize stylistically, but are also significant for the way in which they draw attention to the Tunnel, announcing its presence within the surrounding landscape.



Pl. 4.12 Lincoln Tunnel Entrance (above) and Ventilation Buildings (below)



West Shore Railroad Tunnel

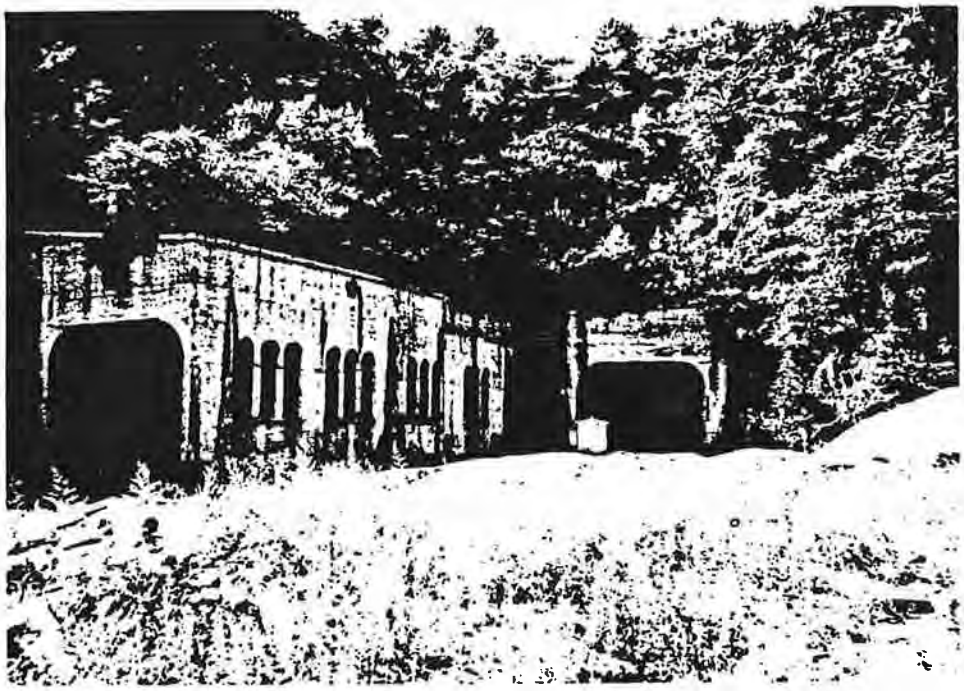
Weehawken, NJ

Extending under 48th Street, with its western portal in North Bergen and its eastern portal in Weehawken, this tunnel was constructed in 1881-1883 as a joint venture of the New York, West Shore, and Buffalo and the New York, Ontario, and Western railroad companies. Although competition for access to the riverfront was fierce, railroad companies made numerous deals which enabled them to share facilities and to lease tracks and equipment. Eager for its own piece of the Hudson County waterfront, the New York Central Railroad leased the West Shore line for a 475-year period beginning in 1886. Subsequently the tunnel was taken over by the Pennsylvania Railroad.

The tunnel is 4,000 feet long. The eastern portal (Plate 4.1) is constructed of reinforced concrete and pierced with triple arched openings. This portal was refaced in 1909.

The West Shore Railroad Tunnel is eligible for the National Register under Criterion A because of its critical importance to transportation access to the Hudson river waterfront at Weehawken.

(Additional information is provided on this resource in the archeological report.)



Pl. 4.1 West Shore Railroad Tunnel

ATTACHMENT H: RECORD OF PUBLIC CONSULTATION

Agencies and individuals with an identified interest in history or historic preservation were contacted as part of this work. Information was requested regarding opinions as to the significance of properties within the APE, project compatibility/incompatibility with existing historic resources, project effect(s) on eligible resources, and other thoughts and concerns relevant to the review process for the project. As a result, the following persons and/or organizations were contacted requesting information on and possible impacts to historic resources.

On October 19, 2016, RGA received a response from James P. Bruno, Esq., attorney for the Town of Kearny, stating that Kearny would like to be a consulting party for the purposes of Section 106 review and that Mr. Bruno would act as the designated representative for the Town. On November 4, 2016, FTA received a response from Susan Bachor, Historic Preservation Representative for the Delaware Tribe, stating that the Tribe wishes to enter consultation, as the APE is within an area of high probability for buried historic resources of significance to the Tribe. No other responses have been received to date.

Identified Consulting Parties:

Federal Transit Administration (Lead Agency)
New Jersey Transit Corporation (Applicant)

Robert Cotter, Director
Jersey City Historic Preservation Commission
30 Montgomery Street, 14th Floor
Jersey City, NJ 07302

Dennis English, Chairperson
Hoboken Historic Preservation Commission
Hoboken City Hall
94 Washington Street
Hoboken, NJ 07030

Mayor Alberto Santos
Town of Kearny
402 Kearny Avenue
Kearny, NJ 07030

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

Bayonne Historic Preservation Commission
City of Bayonne
630 Avenue C
Bayonne, NJ 07002

Mayor Brian P. Stack
City of Union City
3715 Palisade Avenue
Union City, NJ 07087

Mayor Nicholas J. Sacco
Township of North Bergen
4233 Kennedy Boulevard
North Bergen, NJ 07047

Weehawken Historical Commission
Weehawken Town Hall
400 Park Avenue
Weehawken, NJ 07086

Identified Tribal Consulting Parties:

Ms. Neckole Alligood
Tribal Historic Preservation Officer
Delaware Nation
ATTN: Cultural Preservation Department
P.O. Box 825
31064 State Highway 281
Anadarko, OK 73005

Blair Fink
Delaware Tribe Historic Preservation Office
Temple University, Department of Anthropology
Gladfelter Hall, Room 207
1115 W. Polett Walk
Philadelphia, PA 19122

Ms. Robin Dushane
Tribal Historic Preservation Officer
Eastern Shawnee Tribe of Oklahoma
70555 East 128 Road
Wyandotte, OK 74370

Kim Jumper
Tribal Historic Preservation Officer
Shawnee Tribe of Oklahoma
P.O. Box 189
29 South Highway 69A
Miami, OK 74355

Identified Interested Parties:
Justin Frohwirth, President
City of Jersey City Landmarks Conservancy
P.O. Box 68
Jersey City, NJ 07303-0068

Robert Foster, Director
Hoboken Historical Museum
P.O. Box 3296
Hoboken, NJ 07030

Identified Tribal Consulting Parties, cont.:

William LaRosa
Director
Hudson County Office of Cultural Affairs & Tourism
Justice Brennan Court House
583 Newark Avenue
Jersey City, NJ 07306

Mr. Richard Wilson, President
Jersey Central Chapter
National Railway Historical Society
P.O. Box 700
Clark, NJ 07066

Jim Mackin, President
Roebling Chapter
Society for Industrial Archeology
370 Riverside Drive, Apt. 2B
New York, NY 10025

Dr. Ilene Grossman-Bailey, President
Archaeological Society of New Jersey
36 E. Palmer Street
Morrisville, PA 19067

Gerard Karabin, City Historian
Union City Museum of History
420 15th Street
Union City, NJ 07087

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)

October 6, 2016

Neckole Alligood
Tribal Historic Preservation Officer
Delaware Nation
Attn: Cultural Preservation Department
PO Box 825
31064 State Hwy. 281
Anadarko, OK 73005

RE: Request for Identification of Properties of Religious and Cultural Significance and Invitation to Consult Pursuant to Section 106 of the National Historic Preservation Act
NJ TRANSITGRID Traction Power System Project
Town of Kearny, City of Jersey City, and City of Hoboken, Hudson County, New Jersey

Dear Ms. Alligood,

The Federal Transit Administration (FTA) and New Jersey Transit Corporation (NJ TRANSIT) propose to construct a microgrid within the Koppers Coke Peninsula Redevelopment Area in the Town of Kearny. The proposed microgrid will consist of an approximately 104 megawatt (MW) natural gas fired electric power generating plant and associated infrastructure to 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 NJ TRANSIT and the National Railroad Passenger Corporation (Amtrak) systems.

The proposed 104 MW generating plant will be sited on a 20-acre parcel in the Koppers Coke Redevelopment Area. The site will include five 150-foot-tall ventilation stacks near the center of the parcel; project-related substations, transformers, and frequency converters; a ring road; and an interconnection with an existing high pressure natural gas line on a six-acre parcel to the southeast of the power generation site. A new traction power substation (the Kearny Substation) will be built to the west of and replace Amtrak's existing Substation 41 (Sub 41) and will require the construction of a fill pad in Cedar Creek Marsh. Several transmission lines will be installed between the Main Facility site and the NJ TRANSIT Mason, Kearny, West End, and Henderson substations. Three installation methods are being considered: the use of existing transmission line towers and poles; the installation of duct banks and submarine cables; and the installation of monopoles. Where the transmission line travels east from John F. Kennedy Boulevard in Jersey City, it will take one of two routes to the east end of the Bergen Tunnels at the foot of the Palisades: either straight along the existing railroad right-of-way (ROW) through the Bergen Tunnels; or southeast through the Bergen Archways ROW and north along the Palisades (see attached project location map).

In advance of the referenced project, archaeological and visual effects assessments will be completed in compliance with Section 106 of the National Historic Preservation Act and amendments (36 CFR Part 800: Protection of Historic Properties). As such, archaeological and architectural resources

eligible for listing on the National Register of Historic Places must be identified in order to determine if the project will affect such resources. If such resources will be adversely affected by the project, the FTA and NJ TRANSIT must seek ways to avoid, minimize, or mitigate such effects, in consultation with the New Jersey Historic Preservation Officer, as appropriate, tribes attaching cultural or religious significance to the resources, and other consulting parties. The FTA is the lead agency for compliance with Section 106, in accordance with 36 CFR 800.2(a)(2).

If you are aware of any historic properties that may be affected by the project to which your tribe attaches cultural or religious significance, we respectfully request that you reply within 30 days of receipt of this letter so that the FTA can consult with you regarding the proposed project. If possible, the FTA respectfully requests that you contact us via e-mail or phone to ensure timely receipt of your comments and interest in the project.

Please contact Ms. Nina Chung of my staff as follows:

Mail:
U.S. Department of Transportation
Federal Transit Administration, Region 2
One Bowling Green, Room 429
New York, NY 10004-1415

Phone: 212-668-2180

Email: Nina.Chung@dot.gov

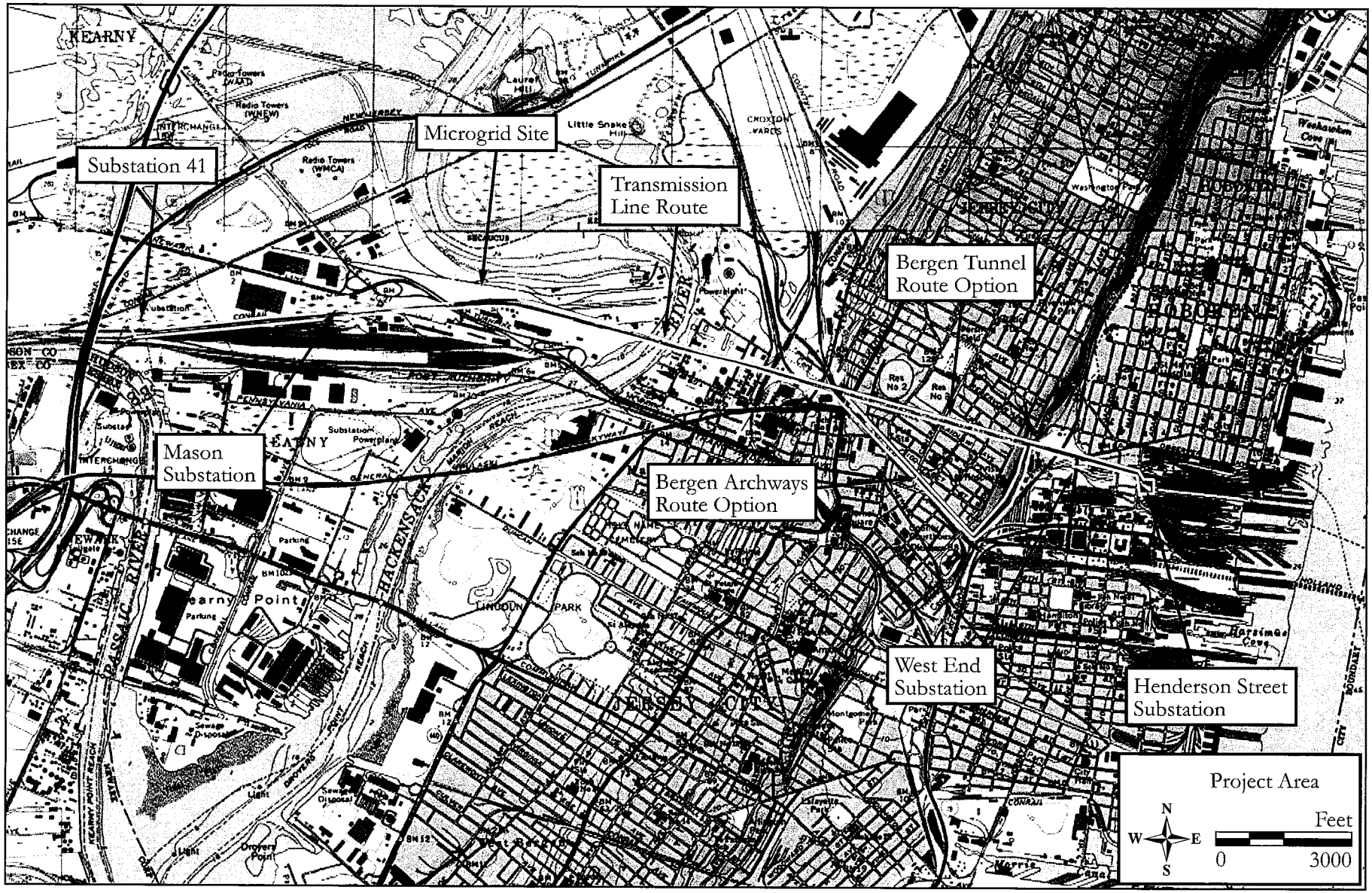
The FTA looks forward to consulting with you should you have any concerns that the proposed project may affect resources of significance to your tribe. Thank you for your assistance in this matter.

Sincerely,

Henrika Buchanan
Acting Regional Administrator

cc: Dr. Katherine Marcopul, NJDEP – Historic Preservation Office
Dara Callender, Manager, Environmental Compliance, NJ TRANSIT
Harold Olarte, Program Manager, BEM Systems, Inc.
Damon Tvaryanas, Principal Senior Historian, RGA, Inc.

Enc: Project location map



Project Location Map
(1995 U.S.G.S. 7.5' Quadrangles: 1995 Weehawken, NJ-NY and 1967 Jersey City, NJ-NY [photorevised 1981]).

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)

October 6, 2016

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

RE: Request for Identification of Properties of Religious and Cultural Significance and Invitation to Consult Pursuant to Section 106 of the National Historic Preservation Act
NJ TRANSITGRID Traction Power System Project
Town of Kearny, City of Jersey City, and City of Hoboken, Hudson County, New Jersey

Dear Ms. Bachor,

The Federal Transit Administration (FTA) and New Jersey Transit Corporation (NJ TRANSIT) propose to construct a microgrid within the Koppers Coke Peninsula Redevelopment Area in the Town of Kearny. The proposed microgrid will consist of an approximately 104 megawatt (MW) natural gas fired electric power generating plant and associated infrastructure to 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 NJ TRANSIT and the National Railroad Passenger Corporation (Amtrak) systems.

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In advance of the referenced project, archaeological and visual effects assessments will be completed in compliance with Section 106 of the National Historic Preservation Act and amendments (36 CFR Part 800: Protection of Historic Properties). As such, archaeological and architectural resources eligible for listing on the National Register of Historic Places must be identified in order to determine if the project will affect such resources. If such resources will be adversely affected by the project, the FTA and NJ TRANSIT must seek ways to avoid, minimize, or mitigate such effects, in

consultation with the New Jersey Historic Preservation Officer, as appropriate, tribes attaching cultural or religious significance to the resources, and other consulting parties. The FTA is the lead agency for compliance with Section 106, in accordance with 36 CFR 800.2(a)(2).

If you are aware of any historic properties that may be affected by the project to which your tribe attaches cultural or religious significance, we respectfully request that you reply within 30 days of receipt of this letter so that the FTA can consult with you regarding the proposed project. If possible, the FTA respectfully requests that you contact us via e-mail or phone to ensure timely receipt of your comments and interest in the project.

Please contact Ms. Nina Chung of my staff as follows:

Mail:
U.S. Department of Transportation
Federal Transit Administration, Region 2
One Bowling Green, Room 429
New York, NY 10004-1415

Phone: 212-668-2180

Email: Nina.Chung@dot.gov

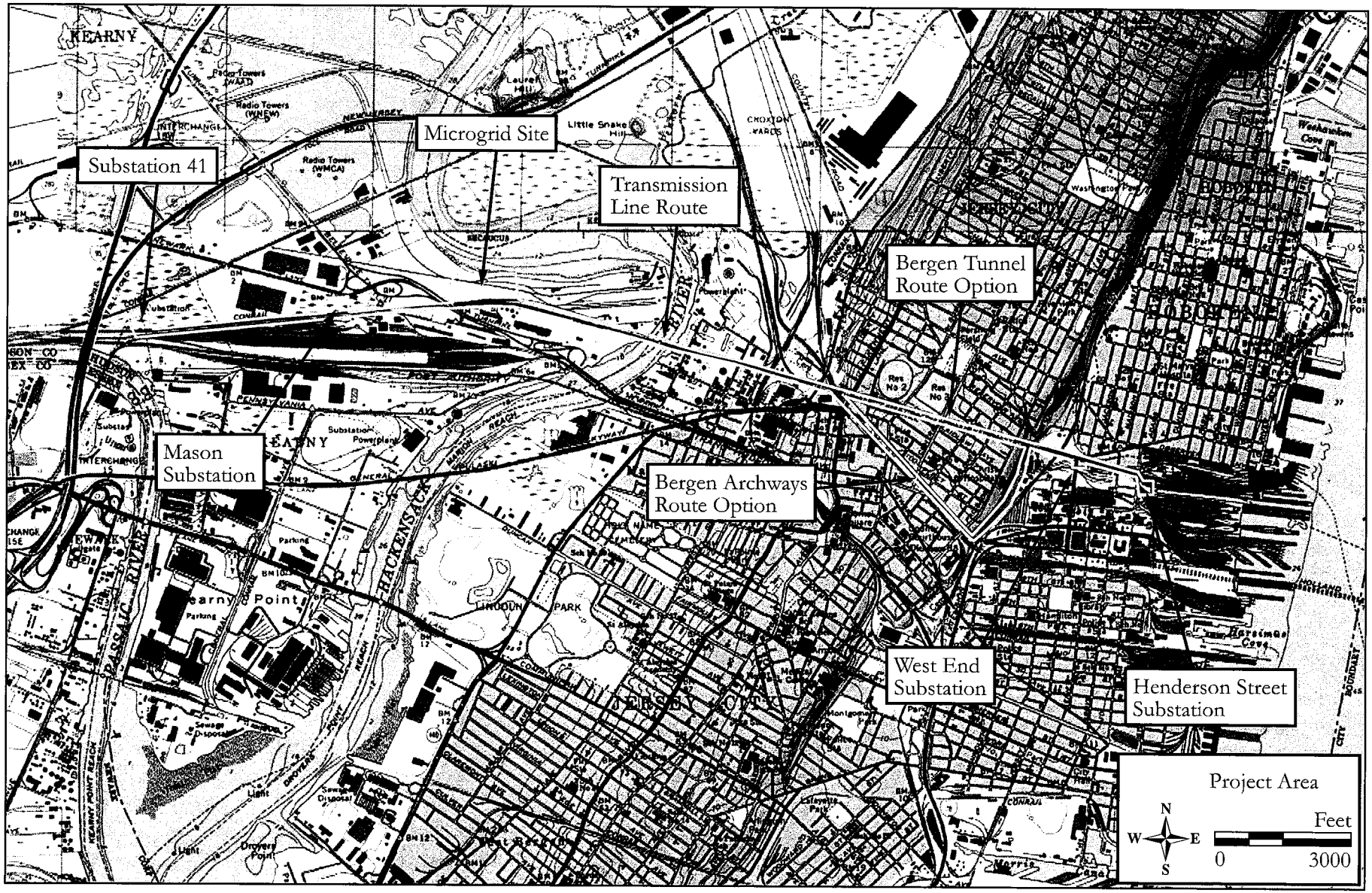
The FTA looks forward to consulting with you should you have any concerns that the proposed project may affect resources of significance to your tribe. Thank you for your assistance in this matter.

Sincerely,

/s/
Henrika Buchanan
Acting Regional Administrator

cc: Dr. Katherine Marcopul, NJDEP – Historic Preservation Office
Dara Callender, Manager, Environmental Compliance, NJ TRANSIT
Harold Olarte, Program Manager, BEM Systems, Inc.
Damon Tvaryanas, Principal Senior Historian, RGA, Inc.

Enc: Project location map



Project Location Map
(1995 U.S.G.S. 7.5' Quadrangles: 1995 Weehawken, NJ-NY and 1967 Jersey City, NJ-NY [photorevised 1981]).

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)

October 6, 2016

Robin Dushane
Tribal Historic Preservation Officer
Eastern Shawnee Tribe of Oklahoma
70500 East 128 Road
Wyandotte, OK 74370

RE: Request for Identification of Properties of Religious and Cultural Significance and Invitation to Consult Pursuant to Section 106 of the National Historic Preservation Act
NJ TRANSITGRID Traction Power System Project
Town of Kearny, City of Jersey City, and City of Hoboken, Hudson County, New Jersey

Dear Ms. Dushane,

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Sincerely,

for Henrika Buchanan
Acting Regional Administrator

cc: Dr. Katherine Marcopul, NJDEP – Historic Preservation Office
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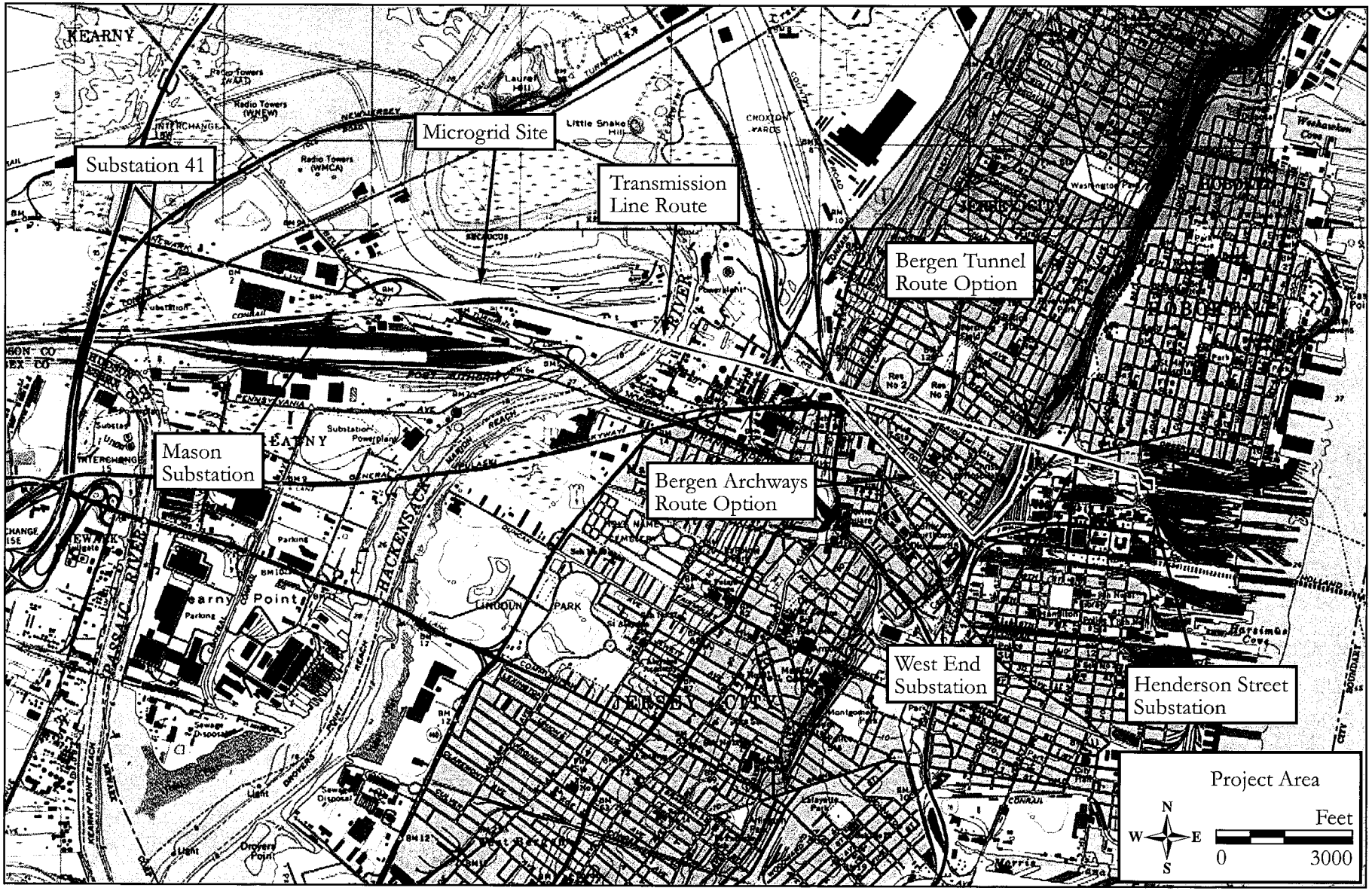

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U.S. Department
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Federal Transit
Administration

Region II
New York
New Jersey

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

October 6, 2016

Kim Jumper
Tribal Historic Preservation Officer
Shawnee Tribe of Oklahoma
PO Box 189
29 South Highway 69A
Miami, OK 74355

RE: Request for Identification of Properties of Religious and Cultural Significance and Invitation to Consult Pursuant to Section 106 of the National Historic Preservation Act
NJ TRANSITGRID Traction Power System Project
Town of Kearny, City of Jersey City, and City of Hoboken, Hudson County, New Jersey

Dear Ms. Jumper,

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for Henrika Buchanan
Acting Regional Administrator

cc: Dr. Katherine Marcopul, NJDEP – Historic Preservation Office
Dara Callender, Manager, Environmental Compliance, NJ TRANSIT
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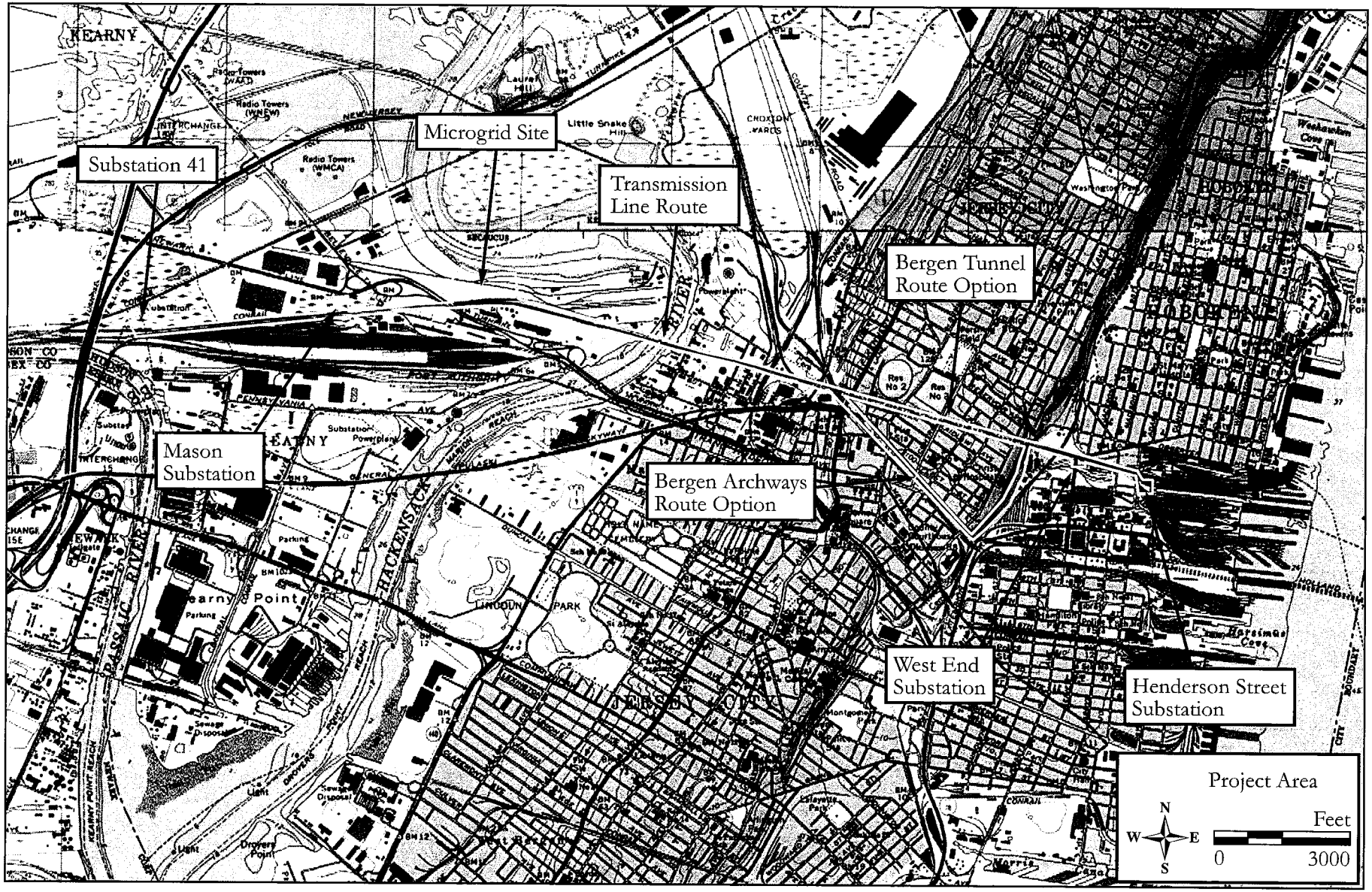

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Chris Christie, Governor
Kim Guadagno, Lieutenant Governor
Richard T. Hammer, Commissioner
Dennis J. Martin, Interim Executive Director

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

October 4, 2016

Dennis English, Chairperson
Hoboken Historic Preservation Commission
Hoboken City Hall
94 Washington Street
Hoboken, NJ 07030

Re: Invitation to Consult Pursuant to Section 106 of the National Historic Preservation Act
NJ TRANSITGRID Traction Power System Project
Town of Kearny, City of Jersey City, and City of Hoboken, Hudson County, New Jersey

Dear Mr. English:

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Please send responses 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

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Sincerely,

Dara Callender

Dara Callender
Manager, Environmental Compliance

cc: Dr. Katherine Marcopul, NJDEP – Historic Preservation Office
John Leon, NJ TRANSIT
John Geitner, NJ TRANSIT
Nick Marton, NJ TRANSIT
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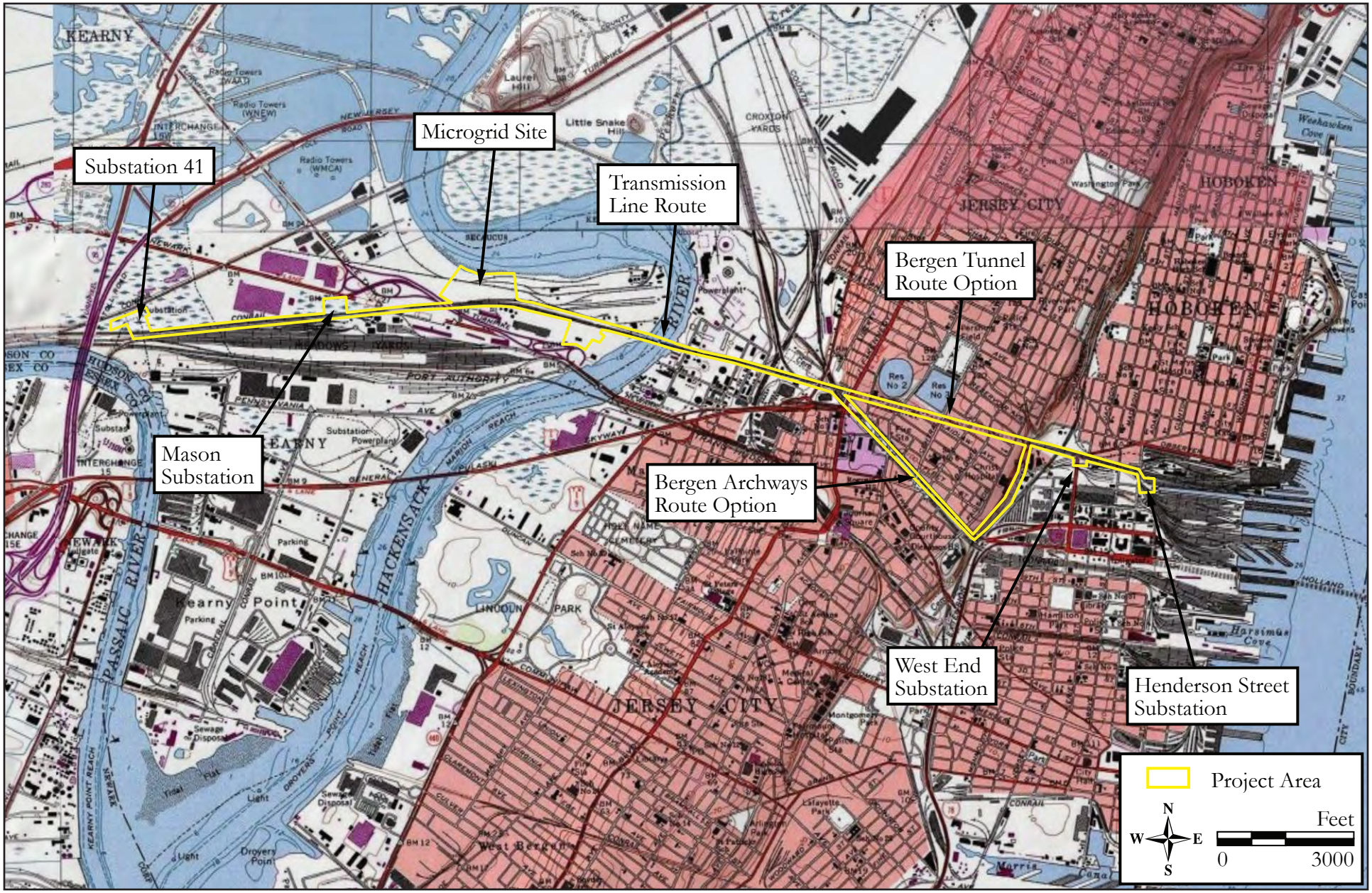
Enc: Project location map



Project Location Map
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Chris Christie, Governor
Kim Guadagno, Lieutenant Governor
Richard T. Hammer, Commissioner
Dennis J. Martin, Interim Executive Director

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

October 4, 2016

Robert Cotter, Director
Jersey City Historic Preservation Commission
30 Montgomery Street, 14th Floor
Jersey City, NJ 07302

Re: Invitation to Consult Pursuant to Section 106 of the National Historic Preservation Act
NJ TRANSITGRID Traction Power System Project
Town of Kearny, City of Jersey City, and City of Hoboken, Hudson County, New Jersey

Dear Mr. Cotter:

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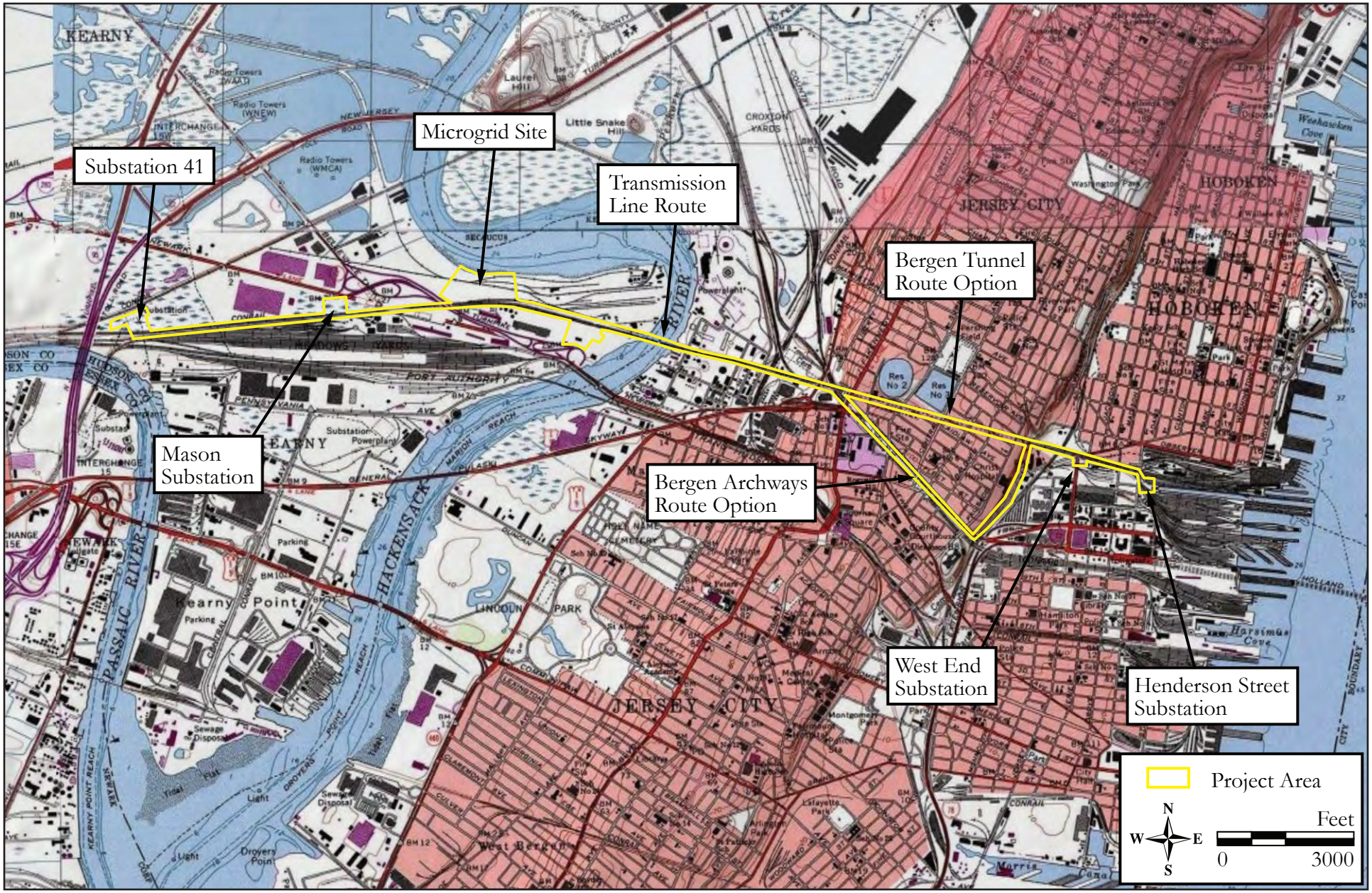
Enc: Project location map



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Richard T. Hammer, Commissioner
Dennis J. Martin, Interim Executive Director

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

October 4, 2016

Mayor Alberto Santos
Town of Kearny
402 Kearny Avenue
Kearny, NJ 07030

Re: Invitation to Consult Pursuant to Section 106 of the National Historic Preservation Act
NJ TRANSITGRID Traction Power System Project
Town of Kearny, City of Jersey City, and City of Hoboken, Hudson County, New Jersey

Dear Mayor Santos:

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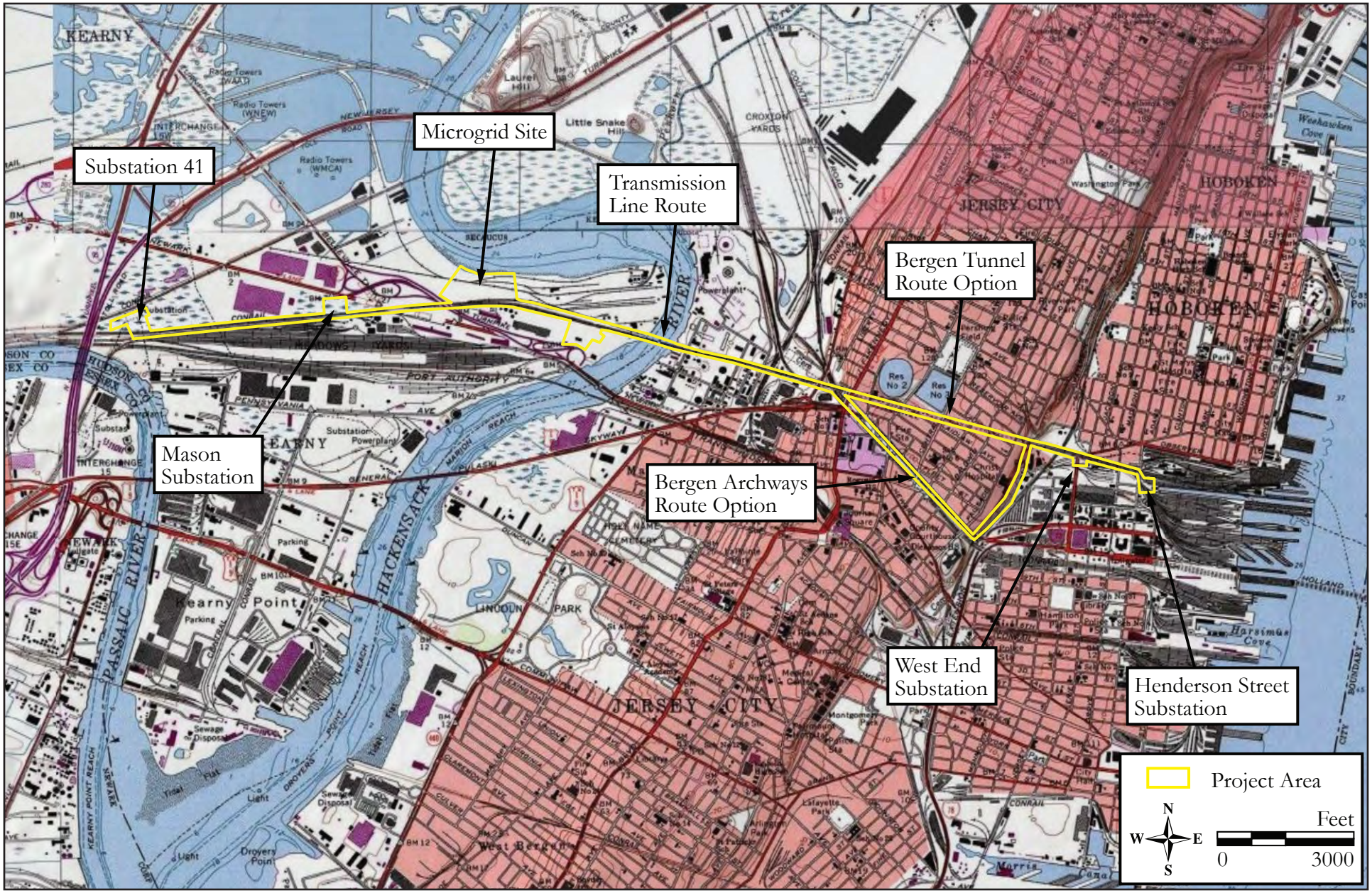

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Kim Guadagno, Lieutenant Governor
Richard T. Hammer, Commissioner
Steven H. Santoro, Executive Director

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

March 31, 2017

Dr. Ilene Grossman-Bailey, President
Archaeological Society of New Jersey
36 E. Palmer Street
Morrisville, PA 19067

RE: Invitation to Consult Pursuant to Section 106 of the National Historic Preservation Act
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

Dear Dr. Grossman-Bailey,

The Federal Transit Administration (FTA) and New Jersey Transit Corporation (NJ TRANSIT) plan to construct a microgrid within the Koppers Coke Redevelopment Area. 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).

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In advance of project implementation, NJ TRANSIT, on behalf of the FTA, will complete archaeological and visual effects assessments in compliance with Section 106 of the National Historic Preservation Act and amendments (36 CFR Part 800: Protection of Historic Properties). As such, archaeological and architectural resources eligible for listing on the National Register of Historic Places must be identified in order to determine if the project will affect such resources. If such resources will be adversely affected by the project, the FTA must seek ways to avoid, minimize, or mitigate such effects, in consultation with the New Jersey State Historic Preservation Officer, as appropriate, tribes attaching cultural or religious significance to the resources, and other consulting parties. The FTA is the lead agency for compliance with Section 106, in accordance with 36 CFR 800.2(a)(2).

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259 Prospect Plains Road Building D
Cranbury, New Jersey -8512

Phone: 609-655-0692 x. 319

Email: lalpert@rgaincorporated.com

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Sincerely,

Dara Callender

Dara Callender
Manager, Environmental Compliance

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John Leon, NJ TRANSIT
John Geitner, NJ TRANSIT
Nick Marton, NJ TRANSIT
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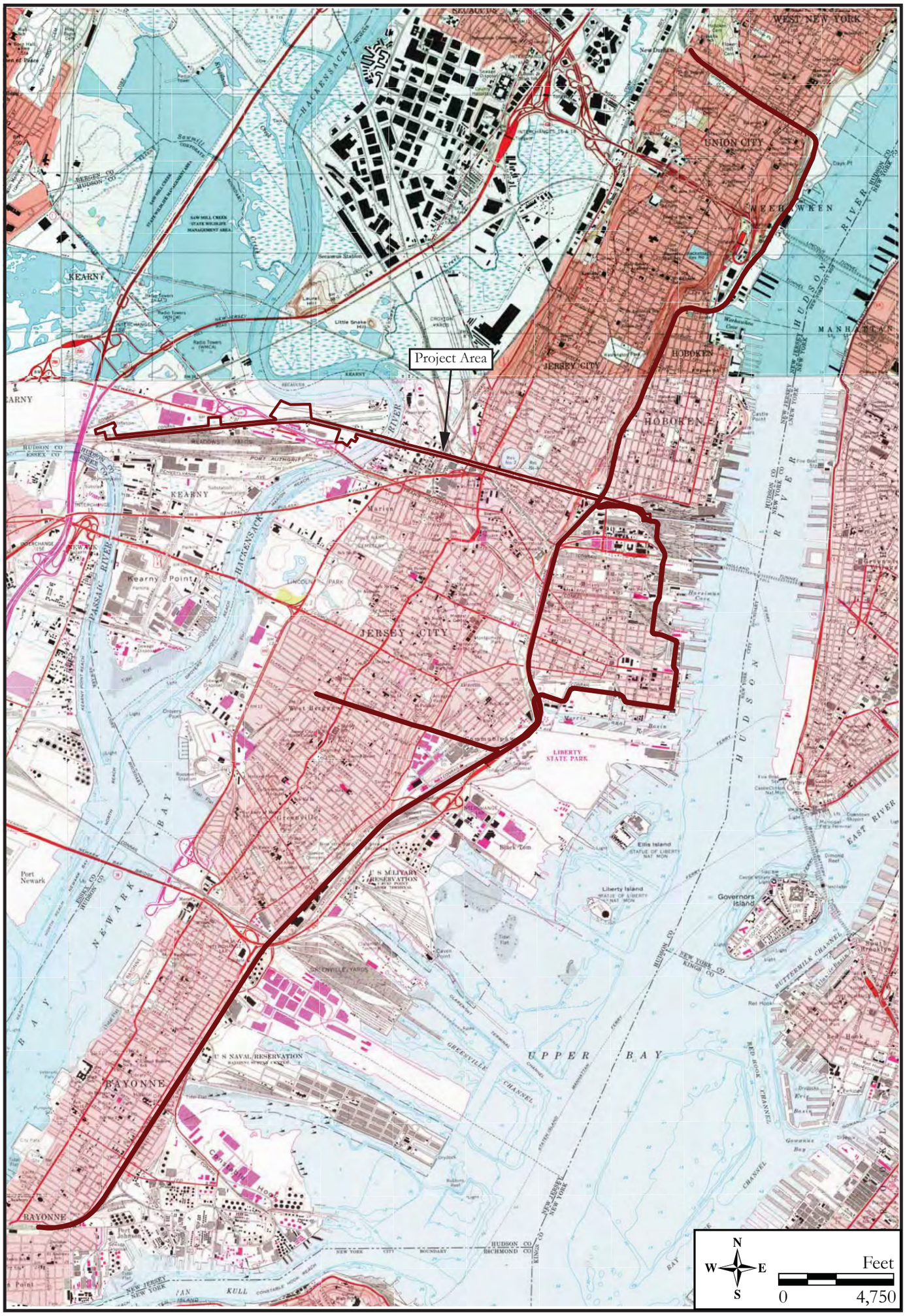
Enc: Project area map



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

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

March 31, 2017

Robert Foster, Director
Hoboken Historical Museum
P.O. Box 3296
Hoboken, NJ 07030

RE: Invitation to Consult Pursuant to Section 106 of the National Historic Preservation Act
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

Dear Mr. Foster,

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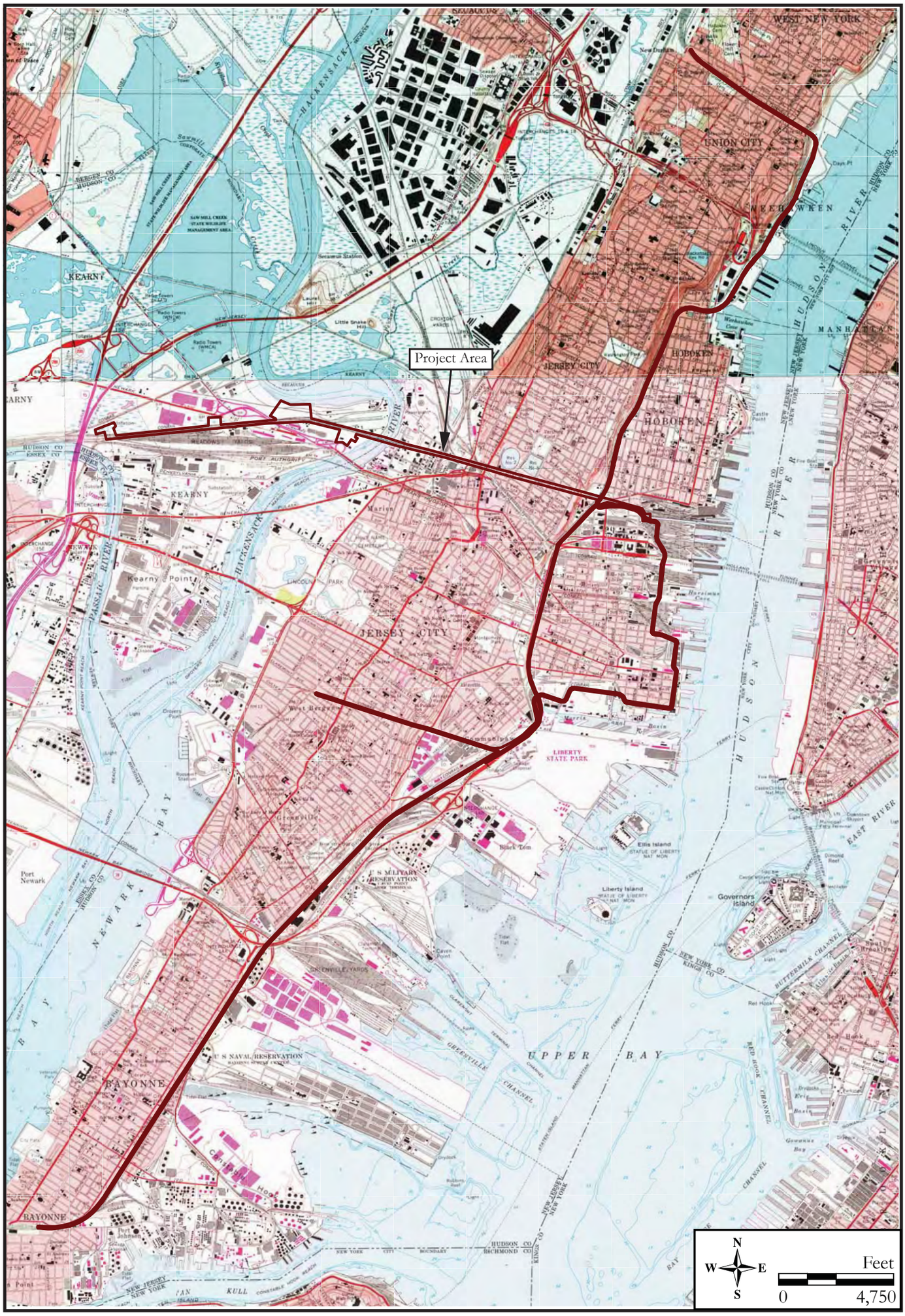
Enc: Project area map



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

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

March 31, 2017

William LaRosa, Director
Hudson County Office of Cultural Affairs and Tourism
Justice Brennan Court House
583 Newark Avenue
Jersey City, NJ 07306

RE: Invitation to Consult Pursuant to Section 106 of the National Historic Preservation Act
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

Dear Mr. LaRosa,

The Federal Transit Administration (FTA) and New Jersey Transit Corporation (NJ TRANSIT) plan to construct a microgrid within the Koppers Coke Redevelopment Area. 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).

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Sincerely,

Dara Callender

Dara Callender
Manager, Environmental Compliance

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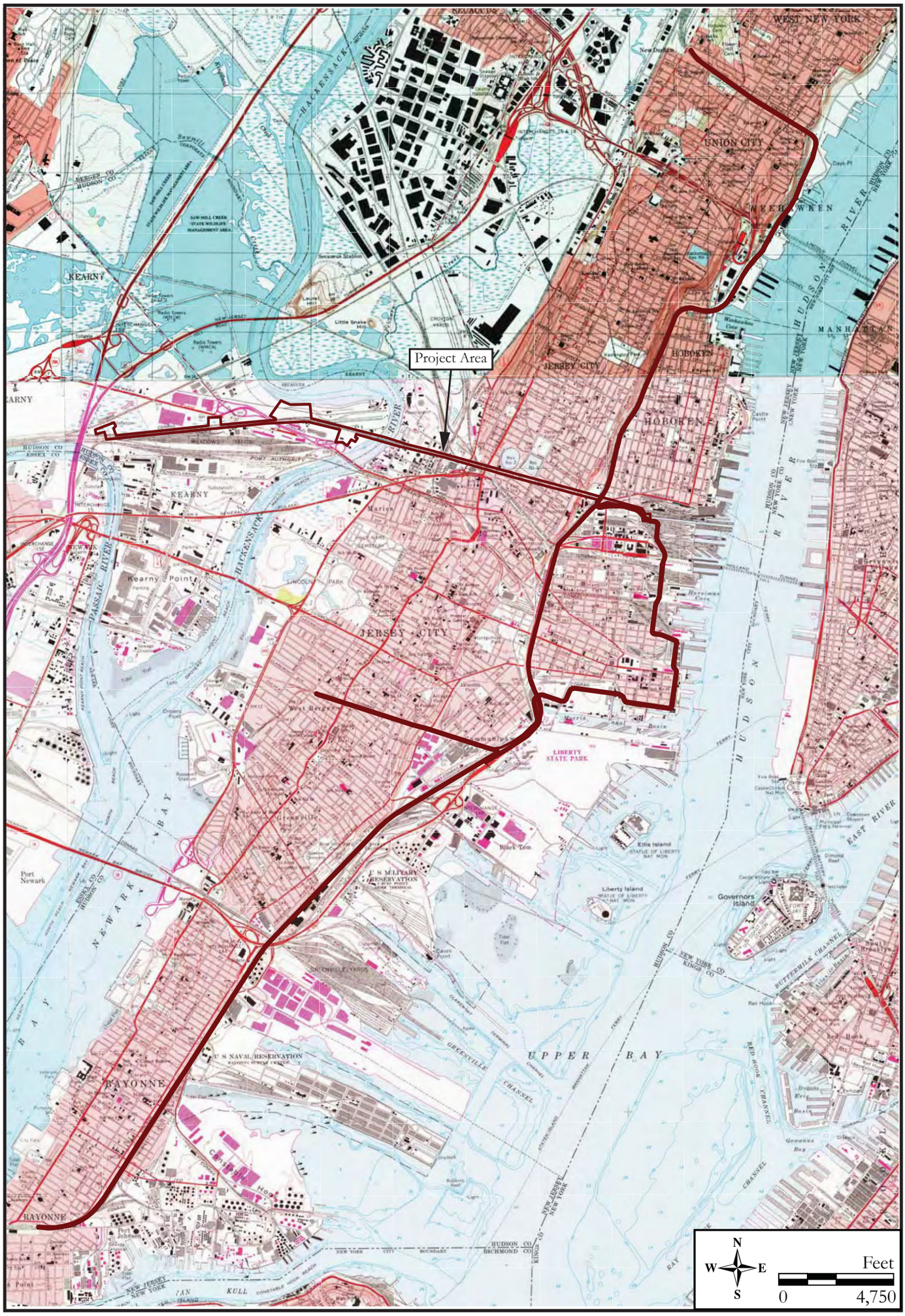

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Richard T. Hammer, Commissioner
Steven H. Santoro, Executive Director

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

March 31, 2017

Justin Frohwirth, President
City of Jersey City Landmarks Conservancy
P.O. Box 68
Jersey City, NJ 07303-0068

RE: Invitation to Consult Pursuant to Section 106 of the National Historic Preservation Act
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

Dear Mr. Frohwirth,

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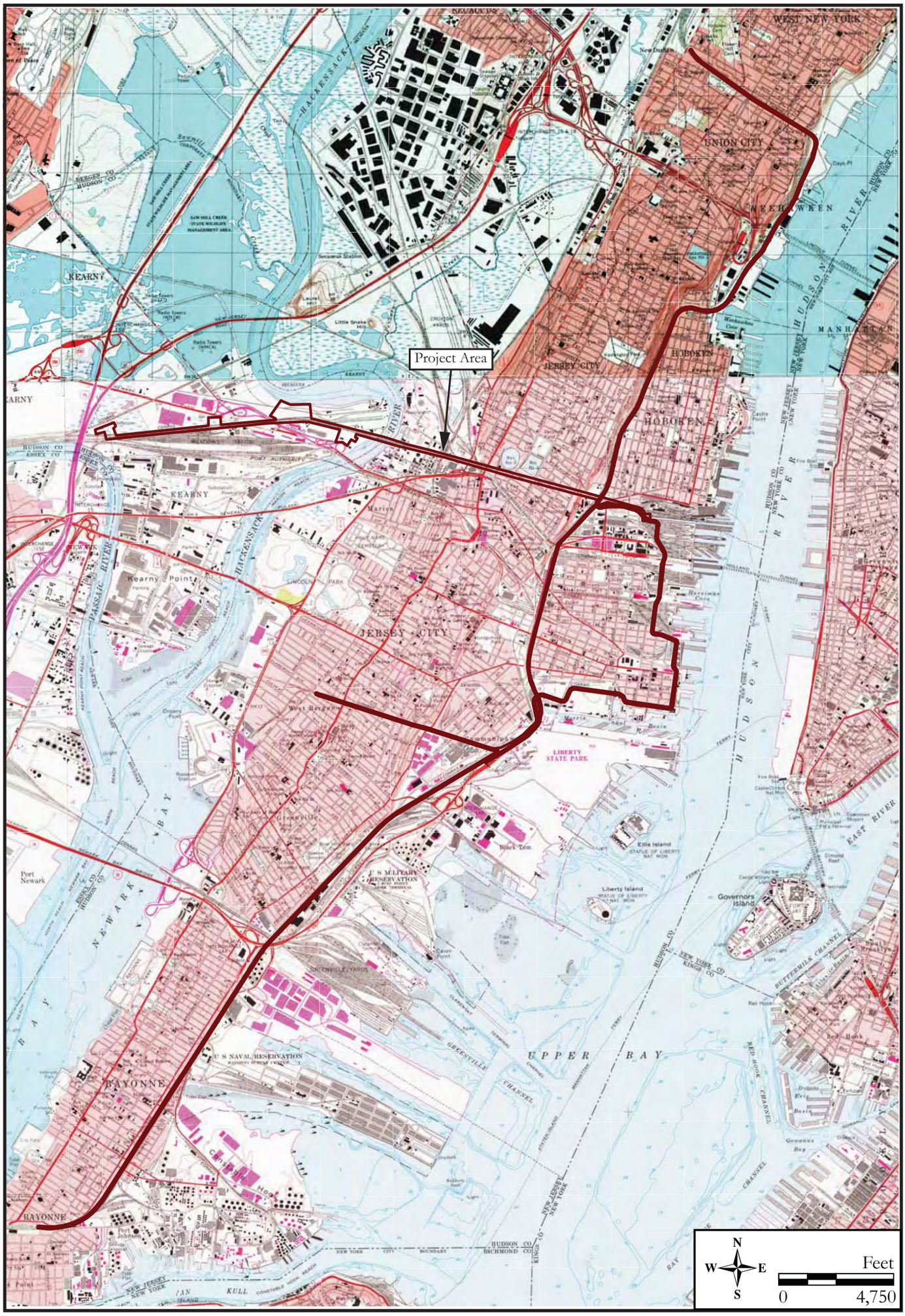

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NJTRANSIT
One Penn Plaza East
Newark, NJ 07105-2246
973-491-7000

March 31, 2017

Richard Wilson, President
Jersey Central Chapter
National Railway Historical Society
P.O. Box 700
Clark, NJ 07066

RE: Invitation to Consult Pursuant to Section 106 of the National Historic Preservation Act
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

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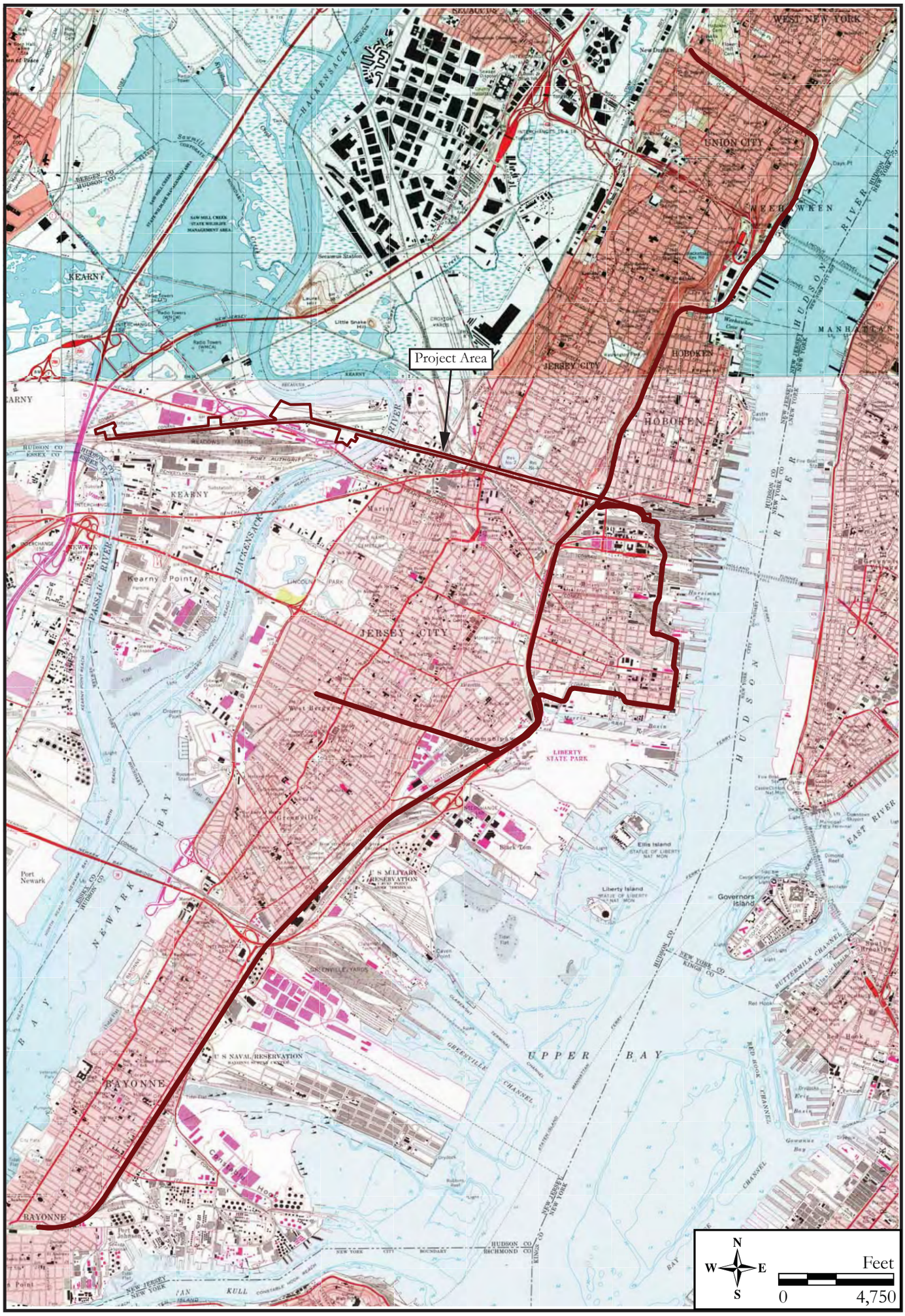

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NJTRANSIT
One Penn Plaza East
Newark, NJ 07105-2246
973-491-7000

March 31, 2017

Jim Mackin, President
Roebling Chapter
Society for Industrial Archeology
370 Riverside Drive, Apt. 2B
New York, NY 10025

RE: Invitation to Consult Pursuant to Section 106 of the National Historic Preservation Act
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

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The proposed 190MW generating plant will be sited on a 20-acre parcel in the Koppers Coke Redevelopment Area. The site will include five 150-foot-tall ventilation stacks near the center of the parcel; project-related substations, transformers, and frequency converters; and an interconnection with an existing high pressure natural gas line on a six-acre parcel to the southeast of the power generation site. A new traction power substation (the new Kearny Substation) will be built to replace Amtrak's existing Substation No. 41. The new Kearny Substation will be located within Amtrak property west of Substation No. 41 and will require the construction of a fill pad in Cedar Creek Marsh to support the new equipment, with an elevation above the anticipated 500-year flood elevation. A new NJ TRANSITGRID Hoboken East Substation will be constructed on NJ TRANSIT property between the Morris & Essex Line, the HBLR, and Jersey Avenue to serve the Henderson Street Substation. The new NJ TRANSITGRID Hoboken East Substation will be constructed on a 60-foot by 100-foot pad resting on fill that will be contained with a retaining wall to be constructed to raise the elevation of the substation site. Several electrical lines of varying sizes will also be constructed between the Main Facility site and the NJ TRANSIT Mason, new Kearny, and Henderson Street substations (see attached project area map). To provide service along NJ TRANSIT's HBLR, power would be distributed to the individual traction power substations along the HBLR right-of-way. The HBLR is approximately 15 miles in length and extends from Tonnelle Avenue in North Bergen to 8th Street in Bayonne, including one spur through West Bergen to West Avenue Station. From the new NJ TRANSITGRID Hoboken East Substation to the HBLR, power would be conveyed through electrical lines. The existing traction power substations along the HBLR line would require switchgear revisions to allow for incoming power from the microgrid feeders. Upgrades required for this power distribution would occur within existing transportation rights-of-way. The electrical lines along HBLR may be installed on new utility poles (up to 39 feet high) and/or within duct banks.

In advance of project implementation, NJ TRANSIT, on behalf of the FTA, will complete archaeological and visual effects assessments in compliance with Section 106 of the National Historic Preservation Act and amendments (36 CFR Part 800: Protection of Historic Properties). As such, archaeological and architectural resources eligible for listing on the National Register of Historic Places must be identified in order to determine if the project will affect such resources. If such resources will be adversely affected by the project, the FTA must seek ways to avoid, minimize, or mitigate such effects, in consultation with the New Jersey State Historic Preservation Officer, as appropriate, tribes attaching cultural or religious significance to the resources, and other consulting parties. The FTA is the lead agency for compliance with Section 106, in accordance with 36 CFR 800.2(a)(2).

If you are aware of any significant prehistoric or historic archaeological resources or historic properties that may be affected by the project, or have any information regarding the project site, please respond within 10 days of receipt of this letter. If possible, NJ TRANSIT requests that you contact us via e-mail or phone to ensure timely receipt of your comments and acknowledgment of your interest in this project. The project team will compile comments received and give them consideration as the project proceeds through design. Please note that the Section 106 process is concerned solely with the effects of the proposed project on historic properties.

Please send responses to the project cultural resources consultant as follows:

Mail:
Lynn Alpert
RGA, Inc.
259 Prospect Plains Road Building D
Cranbury, New Jersey -8512

Phone: 609-655-0692 x. 319

Email: lalpert@rgaincorporated.com

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

Sincerely,

Dara Callender

Dara Callender
Manager, Environmental Compliance

cc: Dr. Katherine Marcopul, NJDEP – Historic Preservation Office
John Leon, NJ TRANSIT
John Geitner, NJ TRANSIT
Nick Marton, NJ TRANSIT
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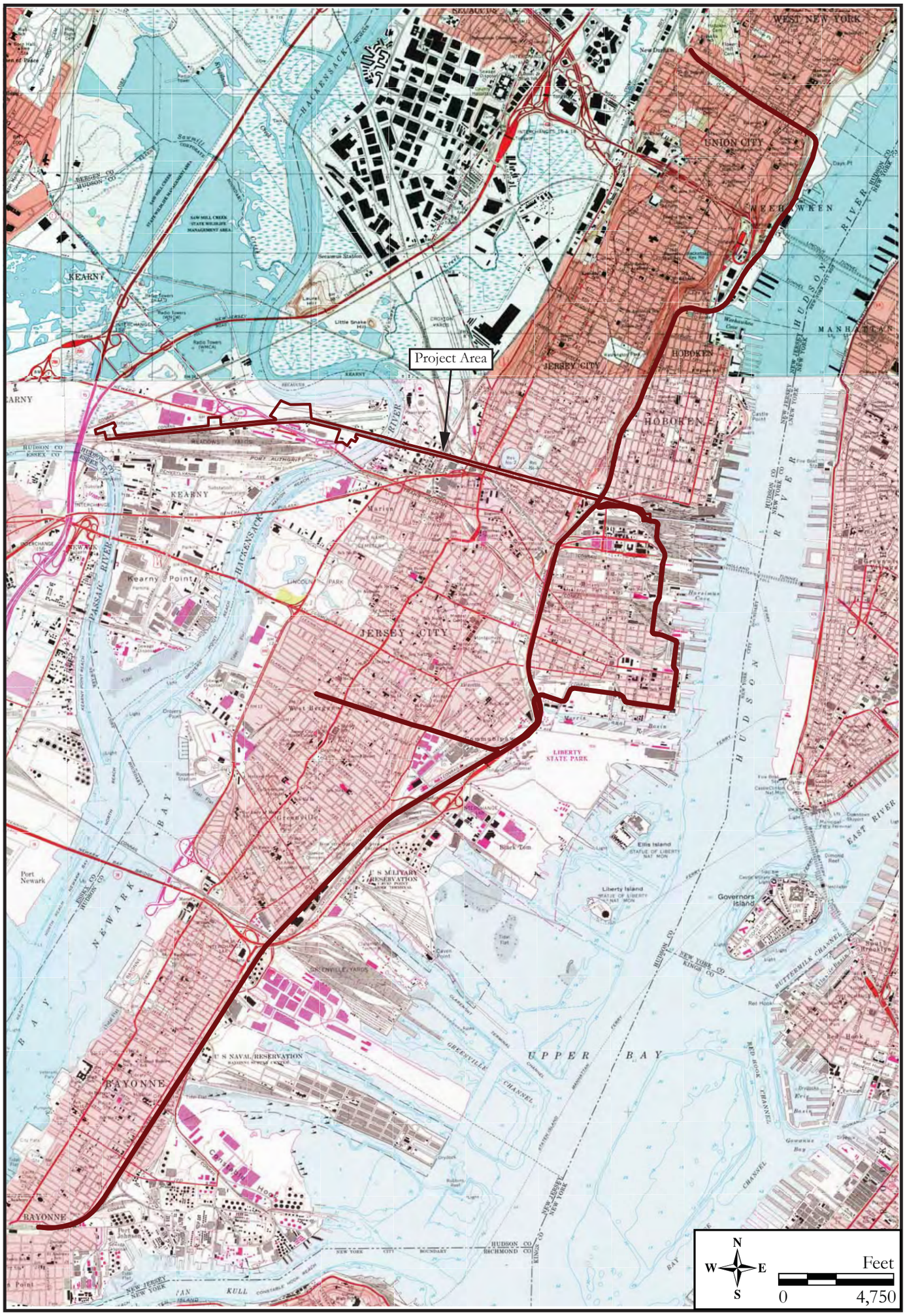
Enc: Project area map



Project Area Map
(from 1995 U.S.G.S. 7.5' Quadrangles: 1995 Weehawken, NJ-NY and 1967 Jersey City, NJ-NY [photo revised 1981]).

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

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

May 8, 2017

Bayonne Historic Preservation Commission
City of Bayonne
630 Avenue C
Bayonne, NJ 07002

RE: Invitation to Consult Pursuant to Section 106 of the National Historic Preservation Act
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

Dear Bayonne Historic Preservation Commission,

The Federal Transit Administration (FTA) and New Jersey Transit Corporation (NJ TRANSIT) plan to construct a microgrid within the Koppers Coke Redevelopment Area. 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 proposed generating plant will be sited on a 20-acre parcel in the Koppers Coke Redevelopment Area. The site will include five 150-foot-tall ventilation stacks near the center of the parcel; project-related substations, transformers, and frequency converters; and an interconnection with an existing high pressure natural gas line on a six-acre parcel to the southeast of the power generation site. A new traction power substation (the new Kearny Substation) will be built to replace Amtrak's existing Substation No. 41. The new Kearny Substation will be located within Amtrak property west of Substation No. 41 and will require the construction of a fill pad in Cedar Creek Marsh to support the new equipment, with an elevation above the anticipated 500-year flood elevation. A new NJ TRANSITGRID Hoboken East Substation will be constructed on NJ TRANSIT property between the Morris & Essex Line, the HBLR, and Jersey Avenue to serve the Henderson Street Substation. The new NJ TRANSITGRID Hoboken East Substation will be constructed on a 60-foot by 100-foot pad resting on fill that will be contained with a retaining wall to be constructed to raise the elevation of the substation site. Several electrical lines of varying sizes will also be constructed between the Main Facility site and the NJ TRANSIT Mason, new Kearny, and Henderson Street substations (see attached project area map). To provide service along NJ TRANSIT's HBLR, power would be distributed to the individual traction power substations along the HBLR right-of-way. The HBLR is approximately 15 miles in length and extends from Tonnelle Avenue in North Bergen to 8th Street in Bayonne, including one spur through West Bergen to West Avenue Station. From the new NJ TRANSITGRID Hoboken East Substation to the HBLR, power would be conveyed through electrical lines. The existing traction power substations along the HBLR line would require switchgear revisions to allow for incoming power from the microgrid feeders. Upgrades required for this power distribution would occur within existing transportation rights-of-way. The electrical lines along HBLR may be installed on new utility poles (up to 39 feet high) and/or within duct banks.

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Dara Callender

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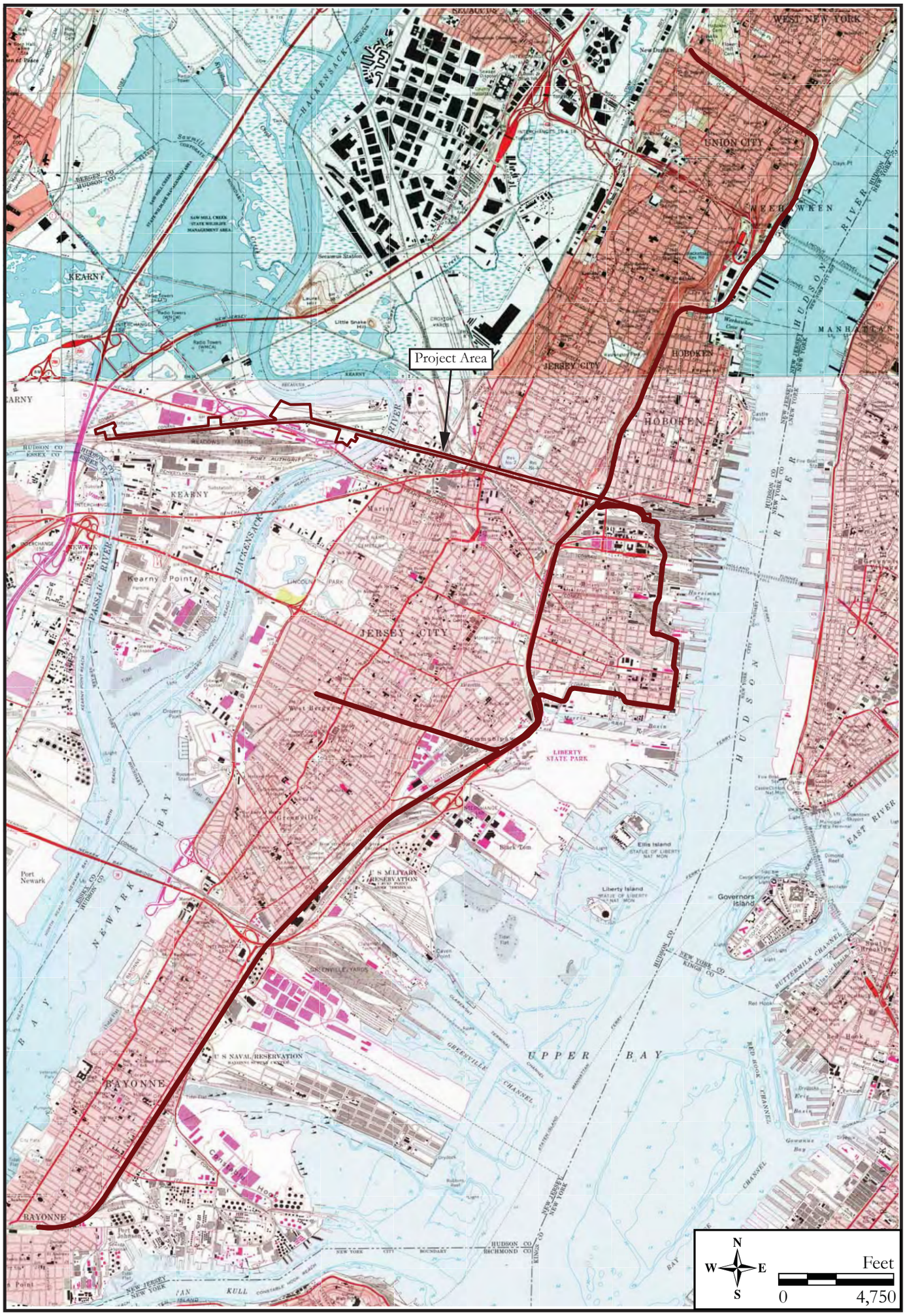
Enc: Project area map



Project Area Map
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Richard T. Hammer, Commissioner
Steven H. Santoro, Executive Director

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

May 8, 2017

Mayor Nicholas J. Sacco
Township of North Bergen
4233 Kennedy Boulevard
North Bergen, NJ 07047

RE: Invitation to Consult Pursuant to Section 106 of the National Historic Preservation Act
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

Dear Mayor Sacco,

The Federal Transit Administration (FTA) and New Jersey Transit Corporation (NJ TRANSIT) plan to construct a microgrid within the Koppers Coke Redevelopment Area. 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).

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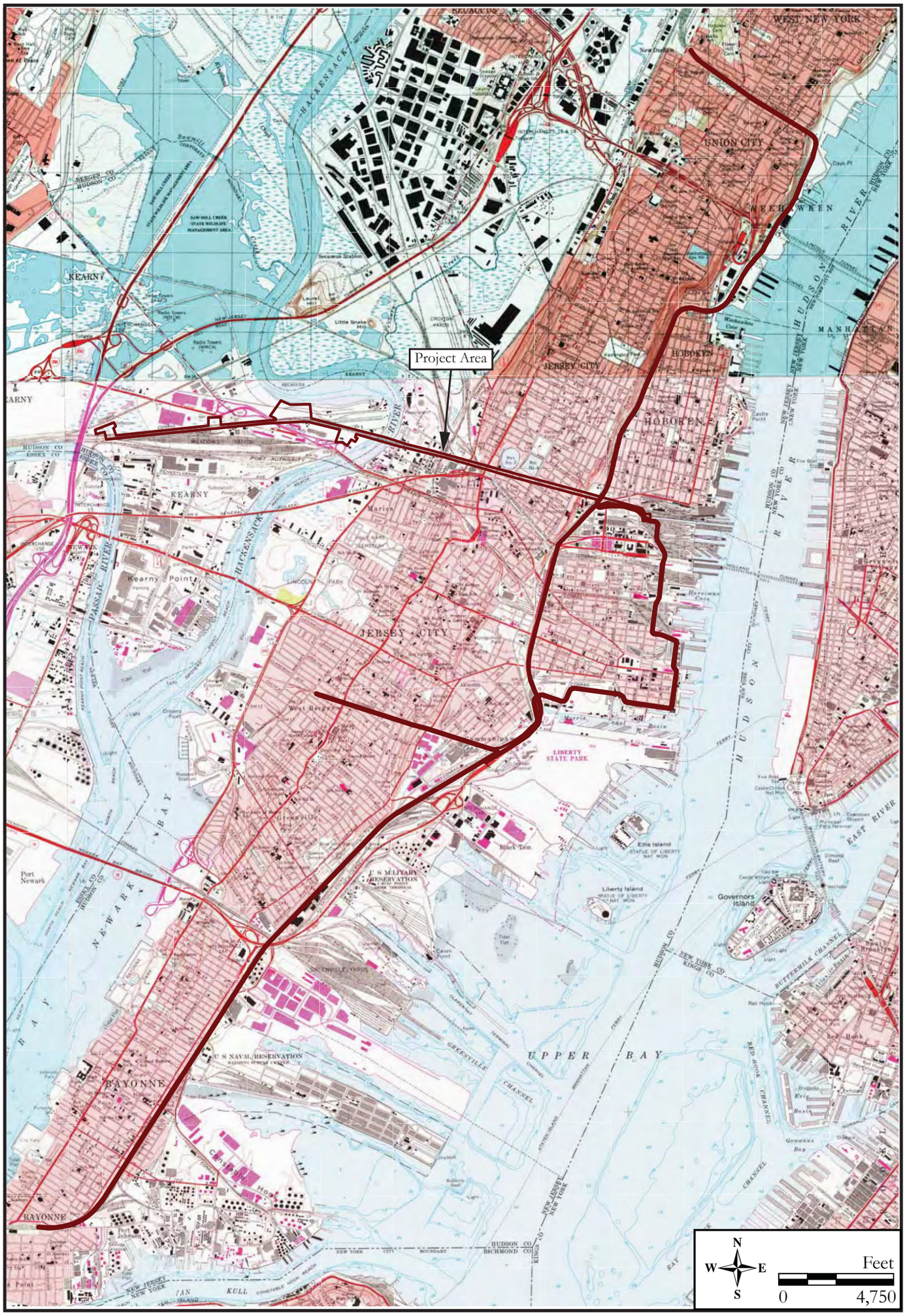
Enc: Project area map



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

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

May 8, 2017

Mayor Brian P. Stack
City of Union City
3715 Palisade Avenue
Union City, NJ 07087

RE: Invitation to Consult Pursuant to Section 106 of the National Historic Preservation Act
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

Dear Mayor Stack,

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Dara Callender

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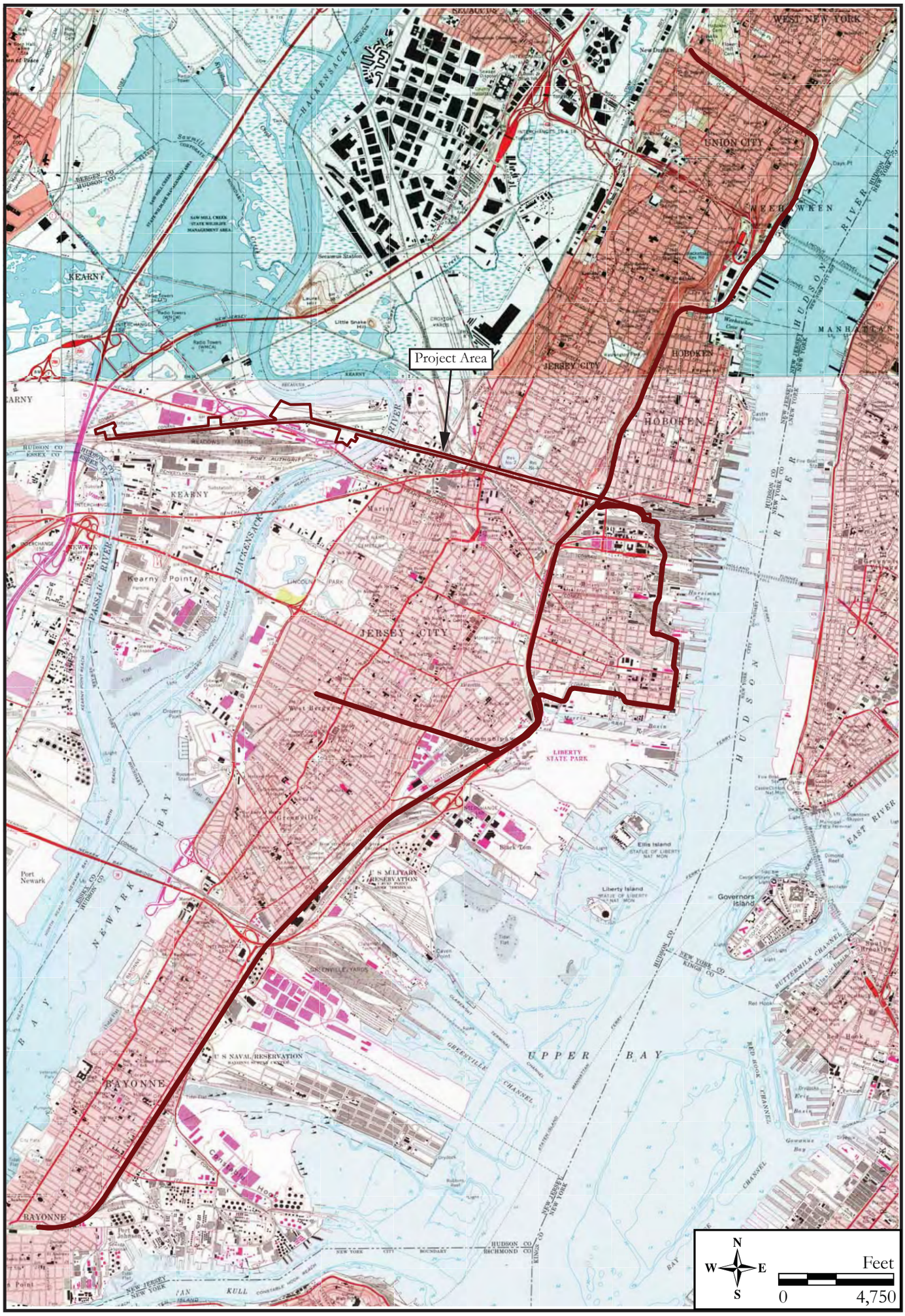
Enc: Project area map



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Steven H. Santoro, Executive Director

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

May 8, 2017

Weehawken Historical Commission
Weehawken Town Hall
400 Park Avenue
Weehawken, NJ 07086

RE: Invitation to Consult Pursuant to Section 106 of the National Historic Preservation Act
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

Dear Weehawken Historical Commission,

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Dara Callender

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Manager, Environmental Compliance

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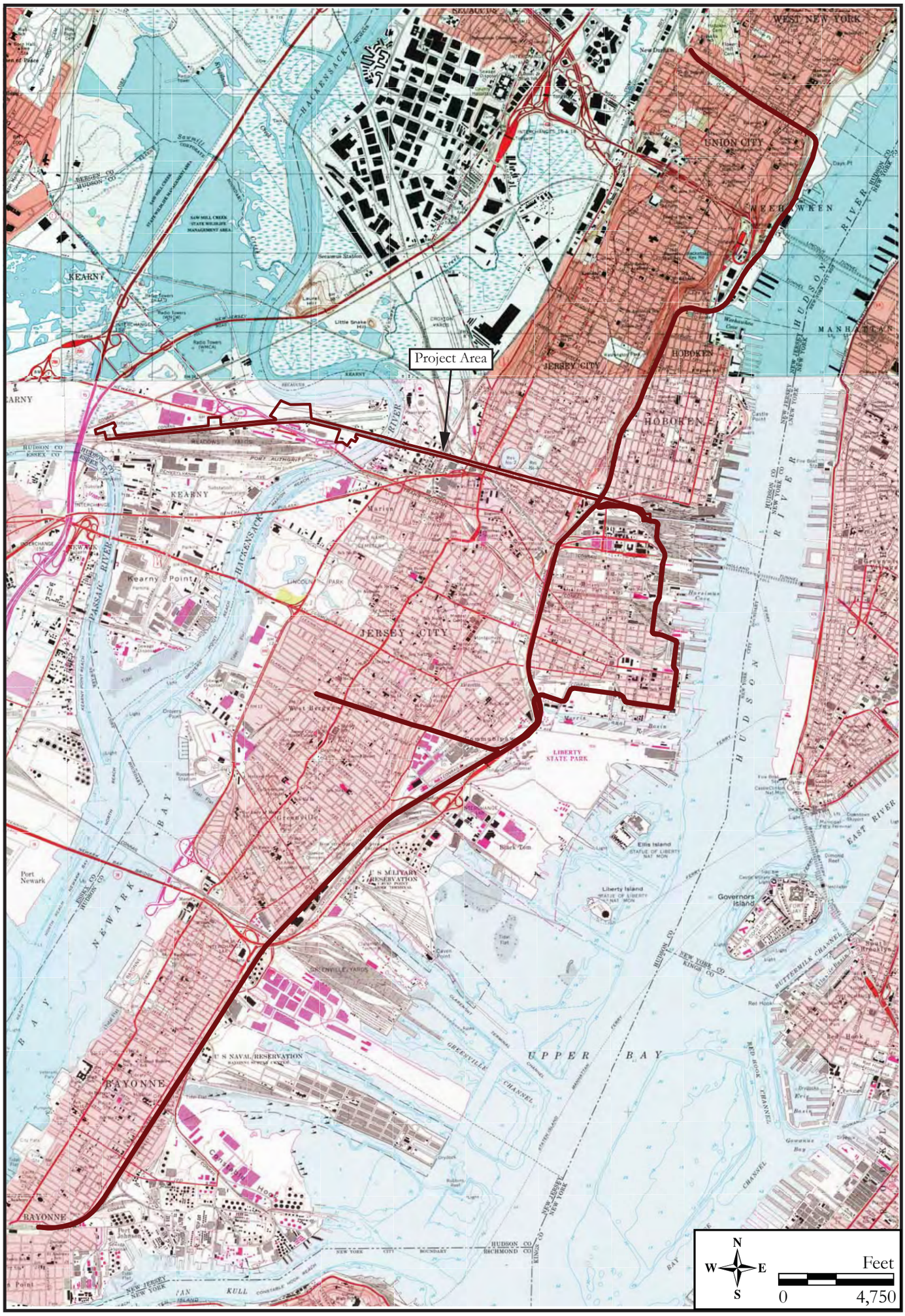

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NJTRANSIT
One Penn Plaza East
Newark, NJ 07105-2246
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May 8, 2017

Gerard Karabin, City Historian
Union City Museum of History
420 15th Street
Union City, NJ 07087

RE: Invitation to Consult Pursuant to Section 106 of the National Historic Preservation Act
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

Dear Mr. Karabin,

The Federal Transit Administration (FTA) and New Jersey Transit Corporation (NJ TRANSIT) plan to construct a microgrid within the Koppers Coke Redevelopment Area. 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 proposed generating plant will be sited on a 20-acre parcel in the Koppers Coke Redevelopment Area. The site will include five 150-foot-tall ventilation stacks near the center of the parcel; project-related substations, transformers, and frequency converters; and an interconnection with an existing high pressure natural gas line on a six-acre parcel to the southeast of the power generation site. A new traction power substation (the new Kearny Substation) will be built to replace Amtrak's existing Substation No. 41. The new Kearny Substation will be located within Amtrak property west of Substation No. 41 and will require the construction of a fill pad in Cedar Creek Marsh to support the new equipment, with an elevation above the anticipated 500-year flood elevation. A new NJ TRANSITGRID Hoboken East Substation will be constructed on NJ TRANSIT property between the Morris & Essex Line, the HBLR, and Jersey Avenue to serve the Henderson Street Substation. The new NJ TRANSITGRID Hoboken East Substation will be constructed on a 60-foot by 100-foot pad resting on fill that will be contained with a retaining wall to be constructed to raise the elevation of the substation site. Several electrical lines of varying sizes will also be constructed between the Main Facility site and the NJ TRANSIT Mason, new Kearny, and Henderson Street substations (see attached project area map). To provide service along NJ TRANSIT's HBLR, power would be distributed to the individual traction power substations along the HBLR right-of-way. The HBLR is approximately 15 miles in length and extends from Tonnelle Avenue in North Bergen to 8th Street in Bayonne, including one spur through West Bergen to West Avenue Station. From the new NJ TRANSITGRID Hoboken East Substation to the HBLR, power would be conveyed through electrical lines. The existing traction power substations along the HBLR line would require switchgear revisions to allow for incoming power from the microgrid feeders. Upgrades required for this power distribution would occur within existing transportation rights-of-way. The electrical lines along HBLR may be installed on new utility poles (up to 39 feet high) and/or within duct banks.

In advance of project implementation, NJ TRANSIT, on behalf of the FTA, will complete archaeological and visual effects assessments in compliance with Section 106 of the National Historic Preservation Act and amendments (36 CFR Part 800: Protection of Historic Properties). As such, archaeological and architectural resources eligible for listing on the National Register of Historic Places must be identified in order to determine if the project will affect such resources. If such resources will be adversely affected by the project, the FTA must seek ways to avoid, minimize, or mitigate such effects, in consultation with the New Jersey State Historic Preservation Officer, as appropriate, tribes attaching cultural or religious significance to the resources, and other consulting parties. The FTA is the lead agency for compliance with Section 106, in accordance with 36 CFR 800.2(a)(2).

If you are aware of any significant prehistoric or historic archaeological resources or historic properties that may be affected by the project, or have any information regarding the project site, please respond within 10 days of receipt of this letter. If possible, NJ TRANSIT requests that you contact us via e-mail or phone to ensure timely receipt of your comments and acknowledgment of your interest in this project. The project team will compile comments received and give them consideration as the project proceeds through design. Please note that the Section 106 process is concerned solely with the effects of the proposed project on historic properties.

Please send responses to the project cultural resources consultant as follows:

Mail:
Lynn Alpert
RGA, Inc.
259 Prospect Plains Road Building D
Cranbury, New Jersey -8512

Phone: 609-655-0692 x. 319

Email: lalpert@rgaincorporated.com

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

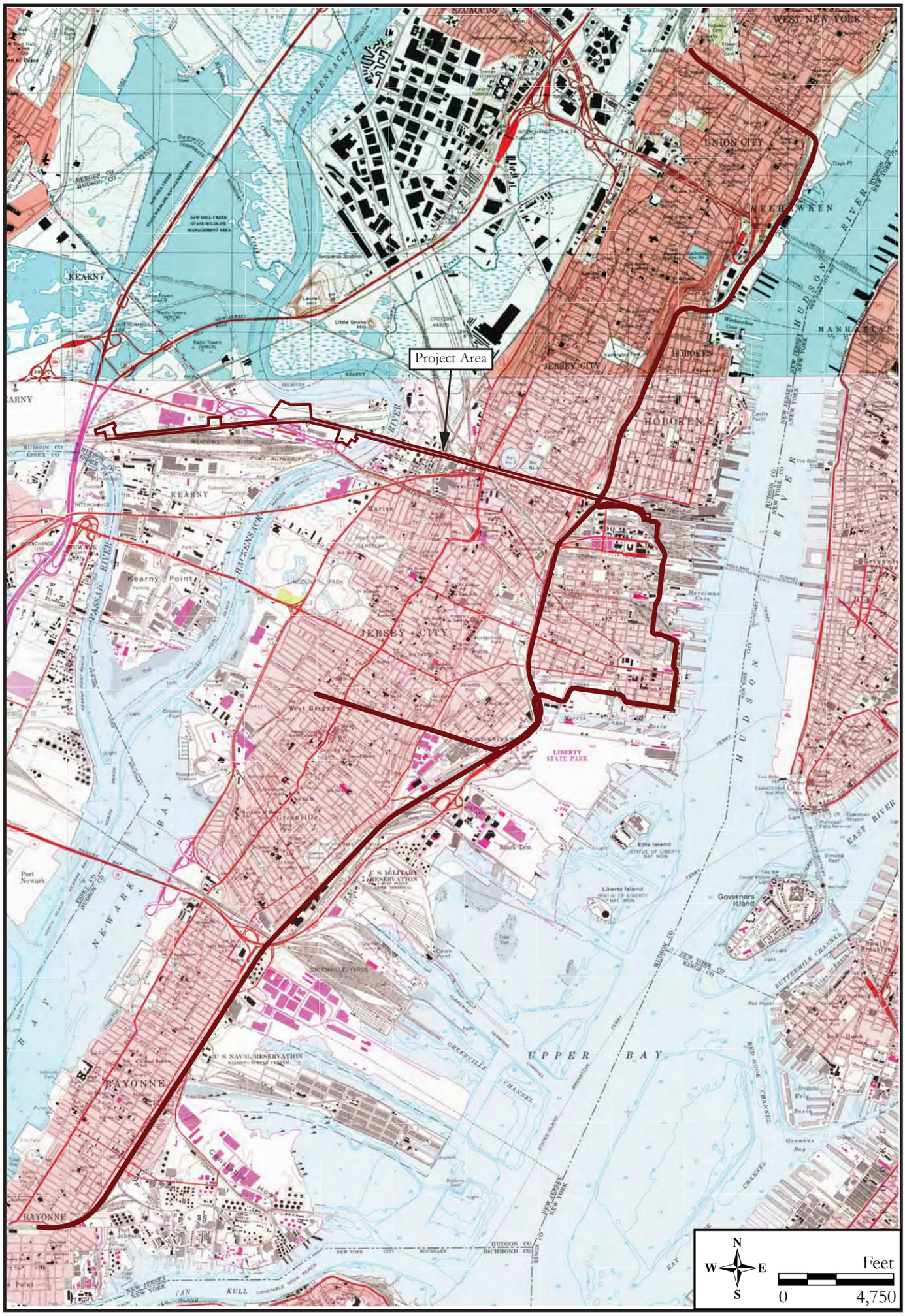
Sincerely,

Dara Callender

Dara Callender
Manager, Environmental Compliance

cc: Dr. Katherine Marcopul, NJDEP – Historic Preservation Office
John Leon, NJ TRANSIT
John Geitner, NJ TRANSIT
Nick Marton, NJ TRANSIT
Harold Olarte, BEM Systems, Inc.

Enc: Project area map



Project Area Map
(from 1995 U.S.G.S. 7.5' Quadrangles: 1995 Weehawken, NJ-NY and 1967 Jersey City, NJ-NY [photo revised 1981]).

Lynn Alpert

From: James P. Bruno [jbruno@cq-law.com]
Sent: Wednesday, October 19, 2016 10:04 AM
To: Lynn Alpert
Cc: Mayor Alberto Santos (mayor@kearnynj.org); Martello, Michael; Gregory Castano Sr.; Michael J. Neglia (mneglia@negliaengineering.com); Time Matters
Subject: Invitation to the Town of Kearny to Consult-NJ TRANSIT GRID
Attachments: 20161019094320205.pdf

Lynn:

Our firm represents the Town of Kearny and, in response to the attached invitation, wants to participate as a consulting party in connection with the NJ TransitGrid project. Pursuant to the direction of Town officials, I will be the designated representative of the Town. My contact information appears below.

James P. Bruno, Esq.
Castano Quigley LLC
155 Passaic Avenue, Suite 340
Fairfield, NJ 07004
Direct Phone No. 973-287-4982
Phone: 973-808-1234 Fax: 973-808-8480
JBruno@cq-law.com

Confidentiality Note: *The information contained in this transmittal and any documents accompanying the transmittal contain information from the Law Firm of Castano Quigley, LLC, which is confidential and/or legally privileged. The information is intended only for the use of the individual or entity named above. If you are not the intended recipient, or the employee or agent responsible for delivery to the intended recipient, or you received this transmittal in error, you are hereby notified that any disclosure, copying, distribution, dissemination or the taking of any action in reliance upon the contents of this transmittal is prohibited. Please notify us by telephoning immediately so that we can arrange for the return of the original documents at no cost to you.*

Delaware Tribe Historic Preservation Representatives
P.O. Box 64
Pocono Lake, PA 18347
temple@delawaretribe.org

November 4, 2016

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

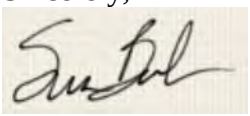
Re: Section 106 Consultation for NJ TRANSITGRID Traction Power System Project, Kearny, NJ

Ms. Buchanan:

Thank you for informing the Delaware Tribe of the above referenced project. The Delaware Tribe is committed to protecting historic sites important to our tribal heritage, culture and religion. We do wish to enter consultation and look forward to receiving the archaeological reports for this project. The project APE is within an area of high probability for buried historic resources.

We appreciate your cooperation and look forward to working together on our shared interests in preserving Delaware cultural heritage. If you have any questions, feel free to contact this office by phone at (610) 761-7452 or by e-mail at temple@delawaretribe.org.

Sincerely,



Susan Bachor
Delaware Tribe Historic Preservation Representative

ATTACHMENT I: INTENTIONALLY NOT INCLUDED

ATTACHMENT J: ANNOTATED BIBLIOGRAPHY

Author:	Allee Davis and Lynn Alpert
Title:	Historic Architectural Resources Background Study (HARBS) and Effects Assessment (EA) Report, NJ TRANSITGRID TRACTION POWER SYSTEM project, 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
Date:	June 2017
RGA Database Title:	NJ TRANSITGRID Revisions
RGA Project No:	2017-021
State:	New Jersey
County:	Hudson
Municipality:	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
U.S.G.S. Quad:	Jersey City, NJ-NY, Weehawken, NJ-NY, and Elizabeth, NJ-NY
Drainage Basin:	Hackensack River, Newark Bay, Kill Van Kull, New York Bay, Atlantic Ocean; Hudson River, Upper New York Bay, Lower New York Bay, Atlantic Ocean
Regulation:	Section 106; New Jersey Register of Historic Places Act
Project Type:	Transportation: Mass Transit Improvements
Project Sponsor:	New Jersey TRANSIT
Client:	BEM Systems, Inc.
Level of Survey:	Historic Architectural Resources Background Study and Effects Assessment
Cultural Resources:	Old Main Delaware, Lackawanna and Western Railroad Historic District (NJHPO Opinion: 9/24/1996); Pennsylvania Railroad New York to Philadelphia Historic District (NJHPO Opinion: 10/2/2002); Pennsylvania Railroad New York Bay Branch Historic District (NJHPO Opinion: 4/22/2005); Essex Generating Station Historic District (NJHPO Opinion: 3/23/2015); Public Service Electric and Gas Company (PSE&G) Kearny-Essex-Marion Interconnection Historic District (NJHPO Opinion: 12/31/2013); Hackensack River Lift Bridges Historic District (NJHPO Opinion: 5/3/2002); People's Gas Light Company/ PSE&G Marion Office Historic District (NJHPO Opinion: 3/10/1999); Jersey City Water Works Historic District (NJHPO Opinion: 1/20/2003); Delaware, Lackawanna and Western Railroad Boonton Line Historic District (NJHPO Opinion: 9/18/2008); US Route 1 Extension [Pulaski Skyway] Historic District (NJR: 6/13/2005; NR: 8/12/2005); US Routes 1 & 9 Historic District (NJHPO Opinion: 3/8/1996); New Jersey Midland Railway / New York, Susquehanna and Western Railroad Historic District (NJHPO Opinion: 4/25/2006 and 1/30/2015); Erie Railroad Main Line Historic District (NJHPO Opinion: 2/20/2003); Erie Railroad Bergen Archways Historic District (NJHPO Opinion: 4/27/2000); Substation 4 (NJHPO Opinion: 9/12/1994); Edison Battery Company Property (NJHPO Opinion: 4/8/2008); Jersey City Water Works Pipeline (NJHPO Opinion: 5/7/1999); PSE&G Kearny Generating Station (NJHPO Opinion: 5/3/2002); Lower Hack Draw Bridge (NJHPO Opinion: 9/18/1996); Wittpenn Bridge [SI&A #0909150] (NJHPO Opinion: 2/7/2001); Pennsylvania Railroad Harsimus Branch (Conrail/ CSX) Bridge over the Hackensack River (NJHPO Opinion: 5/3/2002); Pennsylvania Railroad (PATH) Bridge over Hackensack River (NJHPO Opinion: 5/3/2002); St. Peter's Cemetery (NJHPO Opinion: 6/18/1996); West End Interlocking Tower (NJHPO Opinion: 1/20/1999); West-End Through Truss Bridges (NJHPO Opinion: 3/31/1997); Old and New Bergen Tunnels (NJHPO Opinion: 5/8/1998); JFK Boulevard Bridge [SI&A # 0951170] (NJHPO Opinion: 4/27/2000); Erie Railroad Bergen Hill Tunnel [aka Long Dock Tunnel (NJHPO Opinion: 4/27/2000); Palisade Avenue Bridge [SI&A # 0951165] (NJHPO Opinion: 4/27/2000); Jersey

City High School [William Dickinson High School] (NJR: 12/31/1981; NR: 6/1/1982); Southern Hoboken Historic District (NJHPO Opinion: 1/30/80 and 2/28/1991 [extension]); the Hudson and Manhattan Railroad Transit System (PATH) Historic District (NJHPO Opinion: 3/4/2002); the Erie-Lackawanna Terminal (NJR: 12/7/2004; NR: 2/17/2005); the Grove Street Bridge (NJHPO Opinion: 1/20/1999); the Lackawanna Warehouse and Viaduct (NJHPO Opinion: 5/16/1995); the Holbrook Manufacturing Company (NJHPO Opinion: 2/28/1991); Engine Company #3, Truck #2 Firehouse (NJR: 2/9/1984; NR: 3/30/1984); the Continental Can Company Complex (NJHPO Opinion: 5/30/1997); Mechanic's Trust Company (NJHPO Opinion: 12/9/1994); Bayonne Trust Company (NJHPO Opinion: 12/9/1994; NR: 8/8/2006; NJR: 4/20/2006; COE: 1/30/2002); East 17th Street Apartment Buildings Streetscape (NJHPO Opinion: 12/9/1994); Maidenform Brassiere Company (NJHPO Opinion: 12/9/1994); East 19th Street Streetscape (NJHPO Opinion: 12/9/1994); Mount Carmel Historic District (NJHPO Opinion: 2/28/1991); YMCA of Bayonne (NJHPO Opinion: 5/5/1997); Public School Number 5 (NJHPO Opinion: 2/28/1991); Morris Canal (NR: 10/1/1974; NJR: 11/26/1973; NJHPO Opinion: 5/27/2004); Lehigh Valley Railroad Historic District (NJHPO Opinion:: 3/15/2002); Pennsylvania Railroad New York Bay Branch Historic District (NJHPO Opinion: 9/10/2014); Hanover National Bank Repository (COE: 5/18/2006); Communipaw-Lafayette Historic District (NJHPO Opinion: 2/17/1995); Ocean Avenue Bridge (SI&A #0950163) (NJHPO Opinion: 5/16/1995); Bergen Avenue Bridge (SI&A #0900011) (NJHPO Opinion: 5/16/1995); Former Candy Factory (NJHPO Opinion: 2/28/1991); Paulus Hook Historic District (NR: 6/21/1982; NJR: 8/7/1981); Van Vorst Park Historic District (NR: 10/11/1984; NJR: 8/21/1984); One Exchange Place (Bank Building) (NJHPO Opinion: 2/28/1991); Commercial Trust Company Bank (NJHPO Opinion: 5/16/1995); Hudson and Manhattan Railroad Powerhouse (NR: 11/23/2001; COE: 10/7/1999); Warehouse Historic District (NJHPO Opinion: 2/28/1991); Great Atlantic and Pacific Tea Company Warehouse (NHL 6/2/1978; NR: 6/2/1978; NJR: 6/2/1978); Butler Brothers Warehouse (NJR: 10/26/2015; NJHPO Opinion: 9/5/2013); Holland Tunnel (NHL 11/3/1993; NR: 11/4/1993; NJR: 10/13/1995); L.O. Koven & Brothers Sheet Iron and Plate Steel Works (NJHPO Opinion: 2/28/1991); Pohlmann's Hall (NR: 9/5/1985; NJR: 7/5/1985); 269-271 Ogden Avenue (NJHPO Opinion: 2/28/1991); 268-272 Ogden Avenue (NJHPO Opinion: 2/28/1991); Ferguson Brothers Manufacturing Company (NJHPO Opinion: 10/16/1998); Old Hillside Road Trolley Horseshoe Curve (NJHPO Opinion: 5/21/1999); North (Hudson) River Tunnels (NJHPO Opinion: 11/12/1998); NJ Route 3 (NJ 495) Highway Approach to Lincoln Tunnel Historic District (NJHPO Opinion: 11/17/1999); NJ Route 495 Viaduct (SI&A 3800031) (NJHPO Opinion: 5/16/1995); Lincoln Tunnel Entrance and Ventilation Buildings (NJHPO Opinion: 2/28/1991); Lincoln Tunnel (NJHPO Opinion: 2/25/2003); King's Bluff Historic District (NJHPO Opinion: 5/16/1995); West Shore Railroad Tunnel (NJHPO Opinion: 2/28/1991)

PHASE IA ARCHAEOLOGICAL SURVEY

NJ TRANSITGRID TRACTION POWER SYSTEM

Town of Kearny, Cities of Jersey City, Hoboken, Bayonne, and Union, and Townships of North Bergen and Weehawken, Hudson County, New Jersey

PREPARED FOR:

BEM Systems, Inc.
100 Passaic Avenue
Chatham, New Jersey 07928

June 2017

RGA
CULTURAL RESOURCE CONSULTANTS

PHASE IA ARCHAEOLOGICAL SURVEY

NJ TRANSITGRID TRACTION POWER SYSTEM

Town of Kearny, Cities of Jersey City, Hoboken, Bayonne, and Union, and Townships of North Bergen and Weehawken, Hudson County, New Jersey

Principal Investigator:

Sharon D. White, Ph.D., RPA
Teresa Bulger, Ph.D.

Prepared by:

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

Prepared for:

BEM Systems, Inc.
100 Passaic Avenue
Chatham, New Jersey 07928

Date:

June 16, 2017

EXECUTIVE SUMMARY

RGA, Inc. completed a Phase IA archaeological survey for the proposed NJ TRANSITGRID TRACTION POWER SYSTEM project to be constructed in the Town of Kearny, Cities of Jersey City, Hoboken, Bayonne, and Union, and Townships of North Bergen and Weehawken, in Hudson County, New Jersey. The purpose of the Phase IA archaeological survey was to determine if documented prehistoric and historic archaeological resources are present within the Area of Potential Effects (APE) and to assess the potential for the APE to contain undocumented, significant archaeological resources.

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). This work requires the completion of cultural resources studies in compliance with Section 106 of the National Historic Preservation Act, as amended, the National Environmental Policy Act, and state regulations. The work was completed on behalf of NJ TRANSIT and its consultant, BEM Systems, Inc.

The impacts associated with the proposed project consist of the construction of a microgrid (hereafter the Main Facility) that will consist of a power generation plant that will range in output from 104 megawatt (MW) to 190MW on a 20-acre parcel in the Koppers Koke Site. The Main Facility and associated infrastructure will enable trains to operate during widespread power failures. Project-related substations, transformers, and frequency converters will also be built on the Main Facility site to accommodate the different power needs of Amtrak's Northeast Corridor and NJ TRANSIT's commuter and light rail services. NJ TRANSIT will connect to an existing high pressure natural gas line on a six-acre parcel to the southeast of the power generation site. A new traction power substation (the new Kearny Substation) will be built to replace Amtrak's existing Substation No. 41. The new Kearny Substation will be located within Amtrak property west of Substation No. 41 and will require the construction of a fill pad in Cedar Creek Marsh to support the new equipment, with an elevation above the anticipated 500-year flood elevation. A new NJ TRANSITGRID Hoboken East Substation will be constructed on NJ TRANSIT property between the Morris & Essex Line, the HBLR, and Jersey Avenue to serve the Henderson Street Substation. The new NJ TRANSITGRID Hoboken East Substation will be constructed on a 60-foot by 100-foot pad resting on fill that will be contained with a retaining wall to be constructed to raise the elevation of the substation site. Several electrical lines of varying sizes will also be constructed between the Main Facility site and the NJ TRANSIT Mason, new Kearny, and Henderson substations. From the new NJ TRANSITGRID Hoboken East Substation, the circuit would be divided with feeder lines running north and south to HBLR substations. Electrical lines along HBLR may be installed on new utility poles or within duct banks.

The Phase IA archaeological survey was completed in compliance with Section 106 of the National Historic Preservation Act of 1966, as amended and the National Environmental Policy Act of 1969. The Phase IA archaeological survey complies with the New Jersey Register of Historic Places Act Rules (N.J.A.C. 7:4) as enacted in 2008, and the New Jersey Department of Environmental Protection's Historic Preservation Office's (NJHPO) Guidelines for Phase I Archaeological Investigations and Guidelines for Preparing Cultural Resources Management Archaeological Reports (New Jersey Historic Preservation Office 1994, 1996, 2003).

The Phase IA archaeological survey determined that the APE has low to high sensitivity for prehistoric archaeological resources and low to high sensitivity for historic archaeological resources. Portions of the APE located where extensive ground disturbance has occurred have low sensitivity for prehistoric and historic archaeological resources. Proposed construction at the Main Facility site (Project Component A) and related natural gas pipeline and sanitary sewer connections may directly impact the State and

National Registers of Historic Places (NRHP) eligible Jersey City Water Works Pipeline, Jersey City Water Works Historic District, and Standard Chlorine Chemical Company Site, or undocumented prehistoric and historic archaeological resources, if any, within the APE. Project Component A has high sensitivity for prehistoric archaeological resources, due its proximity to the Standard Chlorine Chemical Company Site, and moderate sensitivity for historic archaeological resources related to the late nineteenth to early twentieth century drainage infrastructure construction of the Bergen and Hudson County Mosquito Commissions. Locations where new substations and a natural gas pipeline interconnection (Project Component B) are proposed have low prehistoric and historic archaeological sensitivity.

The proposed electrical line routes (Project Components C through G) have low to high sensitivity for prehistoric and historic archaeological resources. Portions of Project Components C through G located where extensive ground disturbance has occurred have low sensitivity for prehistoric and historic archaeological resources. No areas of archaeological sensitivity were identified in Project Component F. Known archaeological resources are located along Project Component E, and have archaeological sensitivity. Areas of Project Component E where prehistoric archaeological resources or deeply buried prehistoric land surfaces have been reported, and where limited ground disturbance has occurred, have moderate to high sensitivity for prehistoric archaeological resources. Areas along Project Component E proximate to documented historic archaeological resources, including the Covert/Larch Historic District, the New York, Susquehanna, and Western Railroad Engine Repair Site, the Morris Canal, St. Peter's Cemetery, and locations along Project Component G where archaeological resources exist associated with the Morris Canal, the Central Railroad of New Jersey (CRRNJ), and nineteenth century landfilling have moderate to high sensitivity for historic archaeological resources. Locations where Project Component G intersects the former route of the Morris Canal have high sensitivity for historic archaeological resources. In Bayonne and Weehawken, portions of Project Component G where geoarchaeological borings identified stable buried land surfaces are assessed with historic archaeological sensitivity. Locations in the Jersey City portion of Project Component G assessed with historic archaeological sensitivity during previous surveys not subjected to further investigation retain historic archaeological sensitivity. The installation of at-grade duct banks located along the length of the proposed electrical line would have no effect on archaeological resources within the APE.

Avoidance of direct impacts is recommended for areas of moderate to high prehistoric and/or historic archaeological sensitivity. Proposed direct impacts related to archaeological resources, if any, within the APE include the construction of underground duct banks, a natural gas pipeline, monopole foundations, and pile-driven structure foundations within Project Component A and the proposed new Kearny Substation. Installation of pile-driven foundations would have no adverse effect on the Standard Chlorine Chemical Company Site or undocumented prehistoric or historic archaeological resources, if any, within the APE, since no soil removal via excavation would result from the installation. Deeply buried Early to Middle Holocene upland landform soils associated with a documented prehistoric archaeological resource may extend into the new Kearny Substation portion of the APE based on available geotechnical data from previous studies of the Koppers Koke Site. Installation of pile-driven foundations would have no adverse effect on any archaeological resources that may be present in the deeply buried upland soils since no soil removal would result from the installation. No further archaeological survey is recommended in areas within the APE where pile-driven foundations are proposed. Proposed construction at Project Component A and related natural gas pipeline and sanitary sewer connections within the utility easement may directly impact the previously identified Jersey City Water Works Pipeline and Jersey City Water Works Historic District. Project Components C and D bisect the Jersey City Waterworks Pipeline at Route 7. Project Component E runs parallel to the Jersey City Waterworks Historic District from east of Route 7 to the Bergen Tunnel West Portal.

Avoidance of the Jersey City Water Works Pipeline and Jersey City Water Works Historic District could be achieved if no ground disturbing activities, including trenching and shaft drilling, are undertaken in the mapped route of the Jersey City Water Works Pipeline and the Jersey City Water Works Historic District. Construction plans would depict the location of the Jersey City Water Works Pipeline and Jersey City Water Works Historic District within Project Components A, C, D, and E and stipulate

that no excavation or drilling occur within 25 feet of those locations. Underground duct banks or monopole foundations have the potential to adversely affect the Jersey City Water Works Pipeline and Jersey City Water Works Historic District. Duct banks located at grade would have no adverse effect on archaeological resources within Project Components C, D, and E.

The installation of underground duct banks or construction of foundations for new monopoles in areas of archaeological sensitivity in Project Components E and G would have direct impacts on prehistoric and historic archaeological resources, if any exist in the APE. Avoidance of direct impacts in these Project Components may include alterations to monopole placement, selection of installation options that involve shallow, rather than deep, ground disturbance, and the installation of at-grade duct banks. The installation of at-grade duct banks located along the length of the proposed electrical line routes would have no adverse effect on archaeological resources, if any, within the APE since no disturbance of subsurface soil strata would occur. The placement of monopoles or underground duct banks outside the archaeological sensitivity areas would minimize the likelihood that archaeological resources, if any, would be directly impacted by the proposed construction. Where sensitivity areas cannot be avoided through project design, selection of a construction option that will minimize ground disturbance that damages or destroys archaeological resources, if any, within the APE is recommended. Where archaeological resources may be deeply buried beneath thick historic and/or modern fill deposits, the installation of duct banks with shallow subsurface ground disturbance (i.e. no more than five feet below the existing ground surface) would conserve archaeological resources, if any, in deeply buried contexts. Recommendations for specific archaeological sensitivity zones within the APE address each of these avoidance options. An area of prehistoric archaeological sensitivity extends from east of Project Component A to near the western limit of Project Component B along the northern boundary of Project Component E. A potential for deeply buried upland soils exists in this sensitivity area. Installation of monopole foundations along the north side of Project Component E have the potential to adversely affect any prehistoric archaeological resources that may exist in this prehistoric archaeological sensitivity zone. Shallow underground duct banks no deeper than five feet below existing ground surface would have no adverse effect on archaeological resources within the APE since construction activities would not disturb deeply buried natural soils. Areas of Project Component E proximate to documented historic archaeological resources, including the Covert/Larch Historic District, the New York, Susquehanna, and Western Railroad Engine Repair Site, and St. Peter's Cemetery, have moderate sensitivity for historic archaeological resources. Installation of monopole foundations along the south side of Project Component E has the potential to adversely affect any historic archaeological resources related to the Covert/Larch Historic District and the New York, Susquehanna, and Western Railroad Engine Repair Site that may exist in this historic archaeological sensitivity zone. Installation of monopole foundations along the north side of Project Component E proximate to St. Peter's Cemetery has the potential to adversely affect any historic archaeological resources that may exist in this portion of the historic archaeological sensitivity zone. Installation of shallow underground duct banks no deeper than five feet below existing ground surface would have no adverse effect on archaeological resources within the APE provided that ground disturbing activities do not disturb natural soils underlying surficial fill layers. Duct banks installed at grade would have no adverse effect on archaeological resources within the APE.

Due to the depth of the culturally sensitive strata beneath historic and modern fill layers up to 25 feet thick and the limited nature of the construction impacts, few prudent and feasible approaches are available for archaeological identification and evaluation surveys. Conventional archaeological identification approaches, such as shovel test pits and remote sensing, are unlikely to fully penetrate fill deposits and provide adequate characterization of the APE. Monitoring and/or assessment of geotechnical borings by a qualified geoarchaeologist/archaeologist would be completed in archaeologically sensitive areas proximate to locations where monopole installations are proposed. Depending on the results of the geotechnical borings, archaeological monitoring and sampling during construction would be considered a prudent and feasible approach to archaeological survey where trench excavations deeper than five feet below ground surface are proposed or where drilled shafts will penetrate fill layers so that soil stratigraphy in the drilled shaft may be inspected by the archaeologist. For drilled shafts, where natural soils are deeply buried beneath fill layers, archaeological monitoring is unlikely to

result in significant recovery of archaeological data. If archaeological resources are identified during monitoring, additional archaeological site investigation would be necessary to evaluate the potential eligibility of the resource for NRHP listing.

As project plans develop and the locations, nature, and extent of direct project impacts are refined, locations where further archaeological survey is warranted can be identified through continued consultation. In order to satisfy the FTA's Section 106 responsibilities, a Programmatic Agreement (PA) will be developed between the NJHPO, NJ TRANSIT, FTA and the Advisory Council on Historic Preservation in order to provide for the identification, evaluation, and appropriate treatment of historic properties. Stipulations can include the following tasks: Archaeological Monitoring; Phase II Archaeological Investigations; Effects Assessment; Mitigation; Curation; and Reporting. The stipulations within the PA will outline in detail all of the potential actions necessary to carry out the requirements of the Section 106 process as project plans develop and are finalized.

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1.0 INTRODUCTION

RGA, Inc. (RGA) completed a Phase IA archaeological survey for the proposed NJ TRANSITGRID TRACTION POWER SYSTEM project that will include electrical line improvements, the construction of a new substation, and the construction of an electric power generating plant on a 20-acre parcel of land within the Koppers Koke Site located in the Town of Kearny and the construction of a new substation and electrical lines in the Cities of Jersey City, Hoboken, Bayonne, and Union, and Townships of North Bergen and Weehawken, Hudson County, New Jersey (see Section 1.2; Figures 1.1a – 1.1c and 1.2a – 1.2c). The purpose of the Phase IA archaeological survey was to determine if documented prehistoric and historic archaeological resources are present within the Area of Potential Effects (APE) and to assess the potential for the APE to contain undocumented, significant archaeological resources.

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). This work requires the completion of cultural resources studies in compliance with Section 106 of the National Historic Preservation Act, as amended, the National Environmental Policy Act, and state regulations. The work was completed on behalf of NJ TRANSIT and its consultant, BEM Systems, Inc.

The impacts associated with the proposed project consist of the construction of a microgrid (hereafter the Main Facility) that will consist of a power generation plant that will range in output from 104MW to 190MW on a 20-acre parcel in the Koppers Koke Site. The Main Facility and associated infrastructure will enable trains to operate during widespread power failures. Project-related substations, transformers, and frequency converters will also be built on the Main Facility site to accommodate the different power needs of Amtrak's Northeast Corridor and NJ TRANSIT's commuter and light rail services. NJ TRANSIT will connect to an existing high pressure natural gas line on a six-acre parcel to the southeast of the power generation site. A new traction power substation (the new Kearny Substation) will be built to replace Amtrak's existing Substation No. 41. The new Kearny Substation will be located within Amtrak property west of Substation No. 41 and will require the construction of a fill pad in Cedar Creek Marsh to support the new equipment, with an elevation above the anticipated 500-year flood elevation. A new NJ TRANSITGRID Hoboken East Substation will be constructed on NJ TRANSIT property between the Morris & Essex Line, the HBLR, and Jersey Avenue to serve the Henderson Street Substation. The new NJ TRANSITGRID Hoboken East Substation will be constructed on a 60-foot by 100-foot pad resting on fill that will be contained with a retaining wall to be constructed to raise the elevation of the substation site. Several electrical lines of varying sizes will also be constructed between the Main Facility site and the NJ TRANSIT Mason, new Kearny, and Henderson substations. From the new NJ TRANSITGRID Hoboken East Substation, the circuit would be divided with feeder lines running north and south to HBLR substations. Electrical lines along HBLR may be installed on new utility poles or within duct banks.

Sharon D. White and Teresa Bulger were the Principal Investigators and authored this report. Project geomorphologist John Stiteler conducted research and analysis of geotechnical data for the Main Facility. Allison Gall and Tabitha Hilliard conducted background research in July 2015 and November 2016. David Strohmeier and Patricia McEachen produced report graphics. Paul McEachen, Mary Lynne Rainey, and Richard Grubb edited the report. Catherine Smyrski edited and formatted this report. Copies of this report are on file at RGA headquarters in Cranbury, New Jersey.

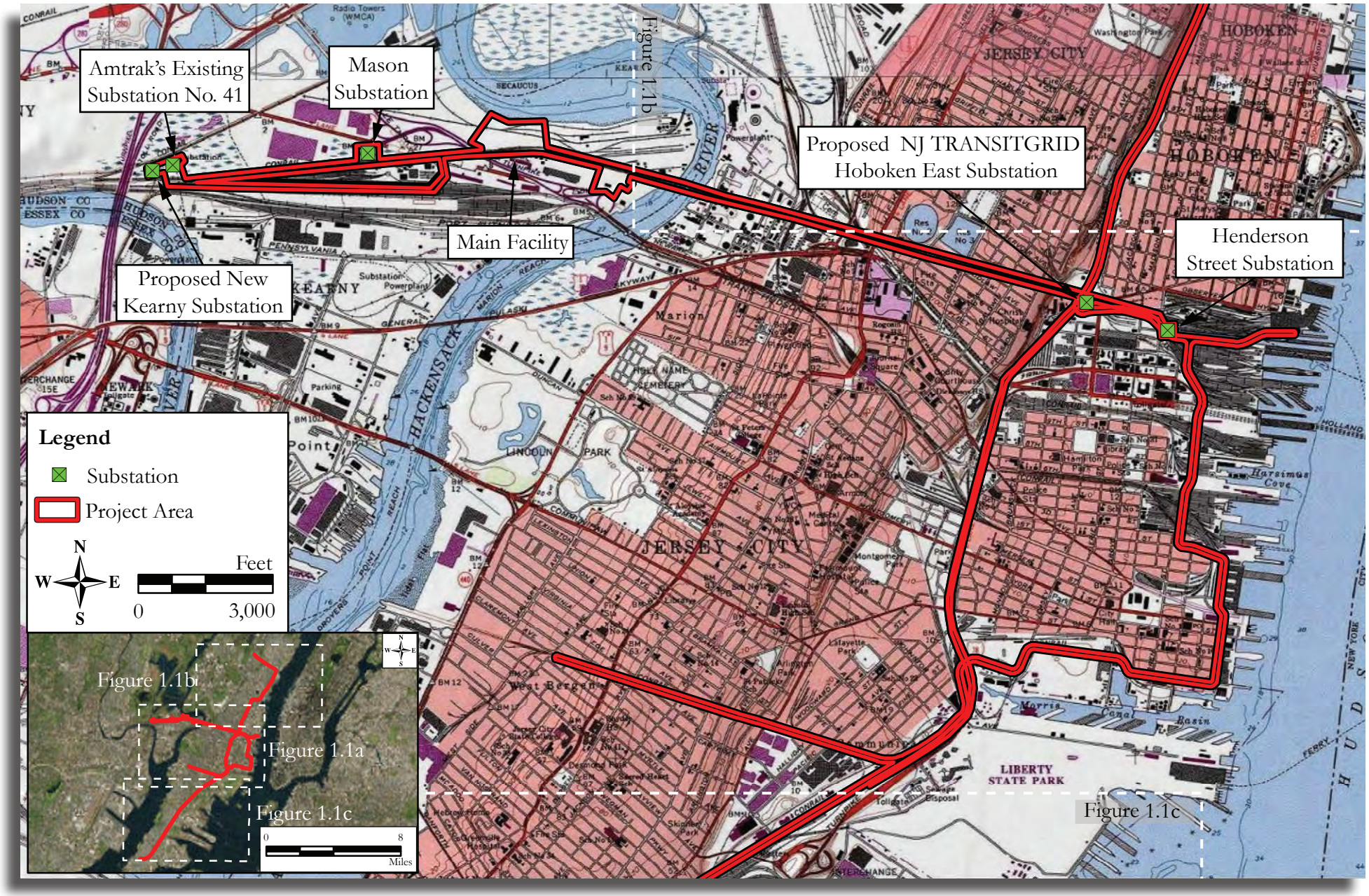


Figure 1.1a: U.S.G.S. Map
(from U.S.G.S. 7.5' Quadrangles: 1967 Jersey City, NJ [photorevised 1981]; 1995 Weehawken, NJ-NY).

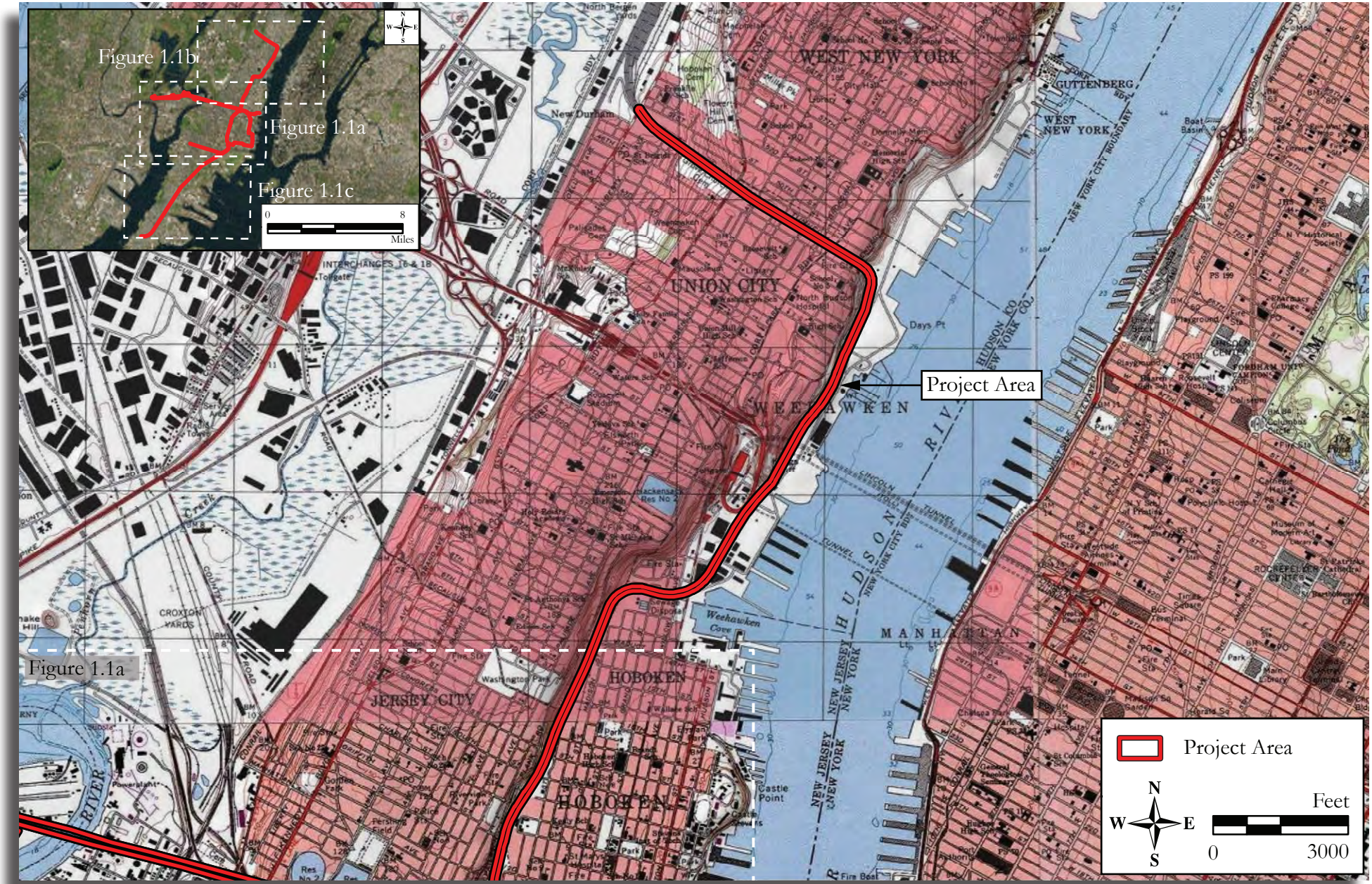


Figure 1.1b: U.S.G.S. Map
(from U.S.G.S. 7.5' Quadrangles: 1967 Jersey City, NJ [photorevised 1981]; 1995 Weehawken, NJ-NY).

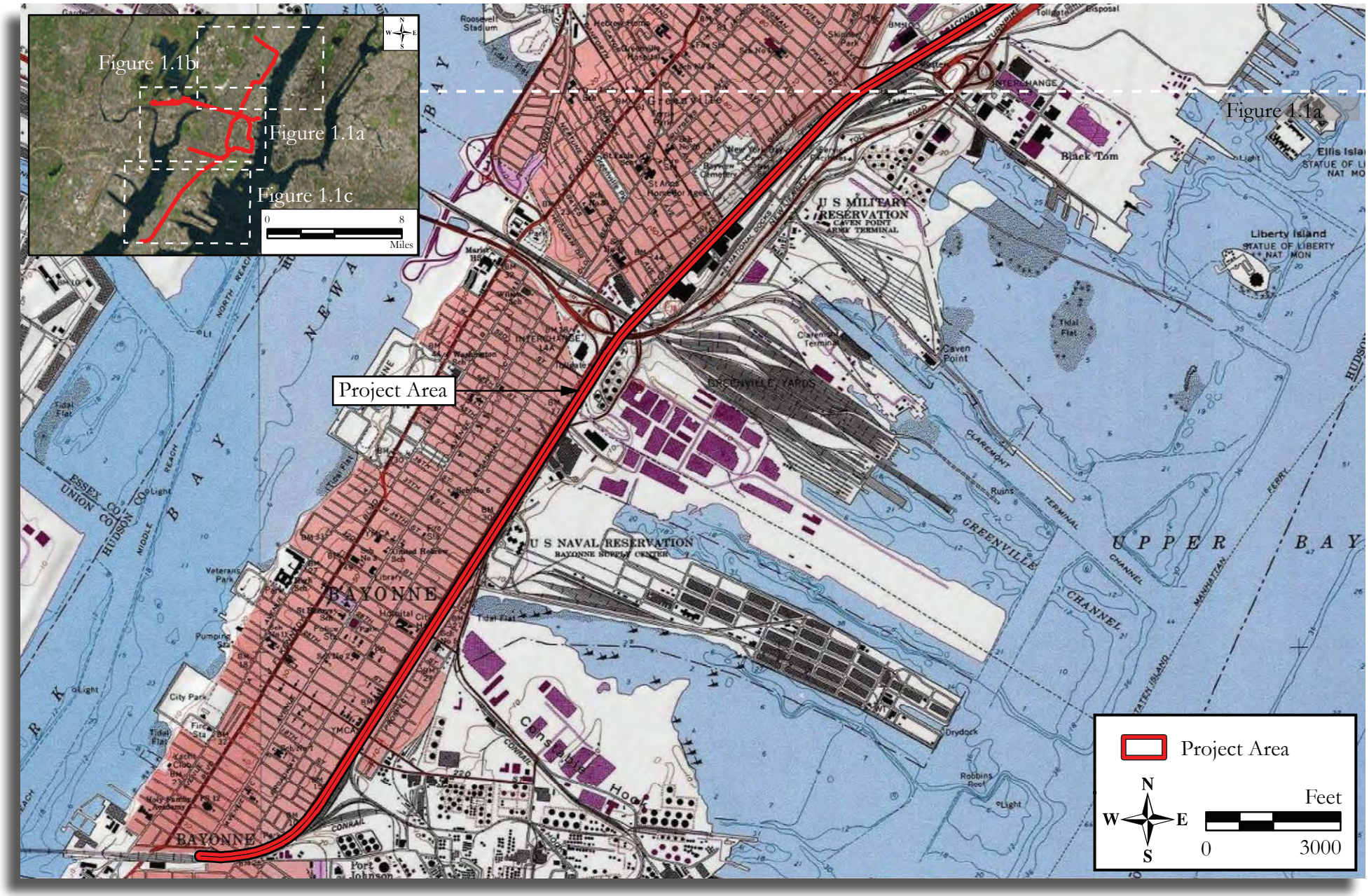
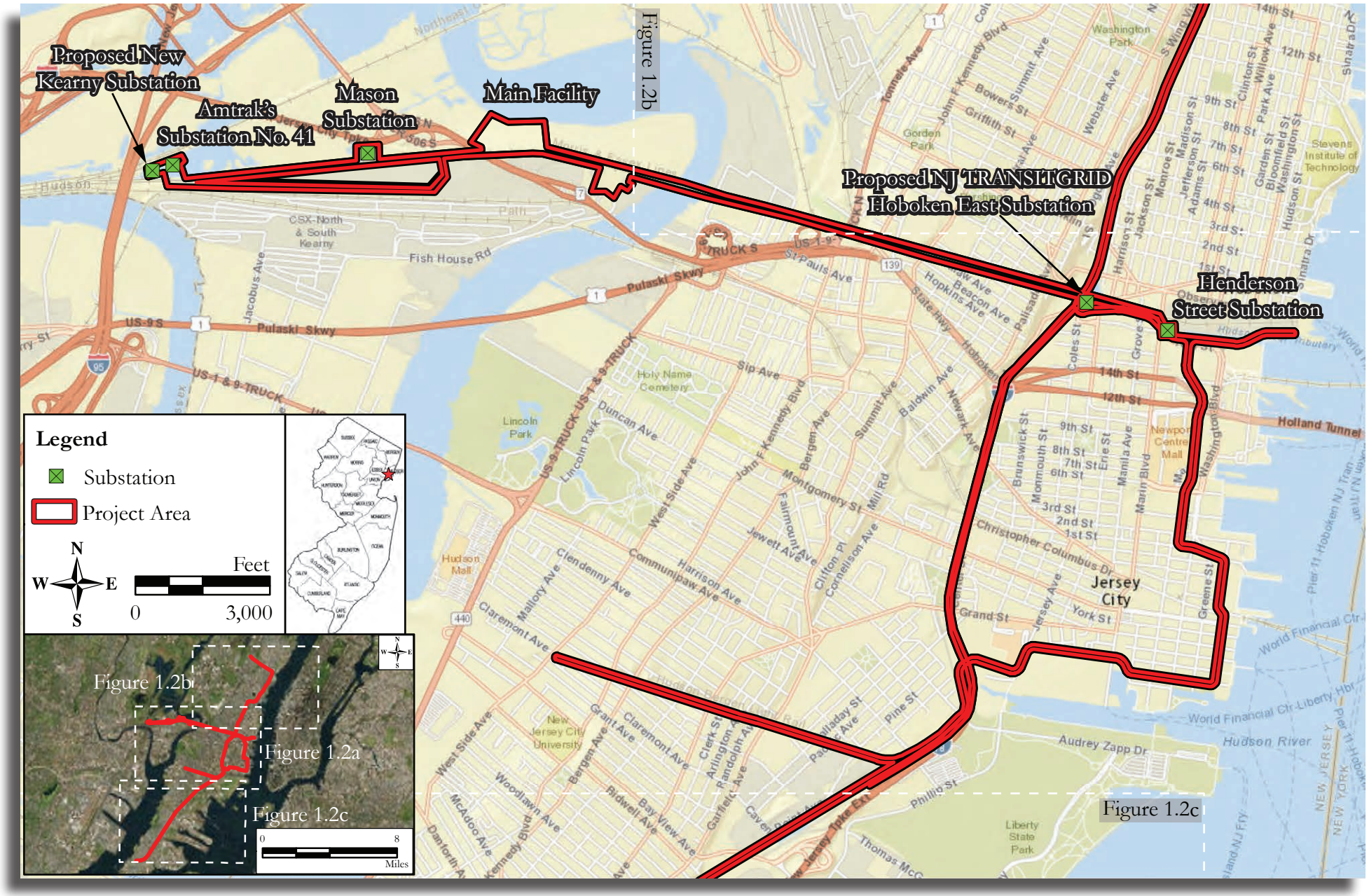


Figure 1.1c: U.S.G.S. Map
(from U.S.G.S. 7.5' Quadrangles: 1967 Jersey City, NJ [photorevised 1981]; 1995 Weehawken, NJ-NY).



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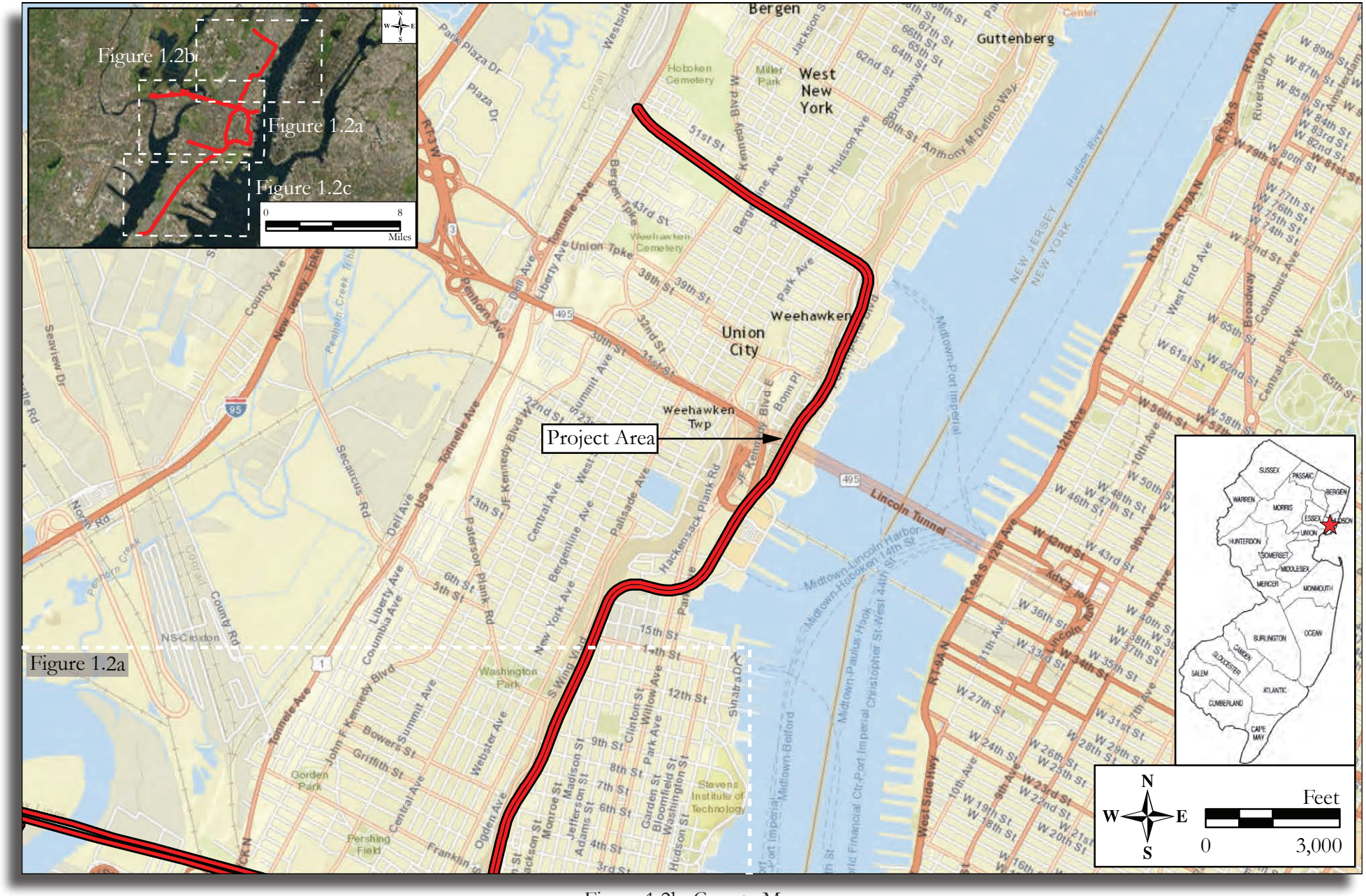

Figure 1.2b: County Map
(World Street Map, ESRI 2014).

Figure 1.2c: County Map
(World Street Map, ESRI 2014).

1.1 Regulatory Context

This Phase IA archaeological survey was performed in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended; the Protection of Historic Properties, as revised in 2004 (36 CFR 800); Procedures for Determining Site Eligibility for the National Register of Historic Places (NRHP) (36 CFR 60 and 63); Executive Order 11593, Protection and Enhancement of the Cultural Environment; the Archaeological and Historic Preservation Act of 1974; the National Environmental Policy Act of 1969; and the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation (48 FR 44716). Under the requirements of these federal laws, regulations and guidelines, archaeological and historical resources eligible for listing on the NRHP must be identified in order to determine if the project, which is a federal undertaking, will affect such resources. The lead federal agency for this project is the FTA, and the main state-level review agency is the New Jersey Department of Environmental Protection (NJDEP) – Historic Preservation Office (NJHPO). This Phase IA archaeological survey complies with NJDEP's Guidelines for Phase I Archaeological Investigations and Guidelines for Preparing Cultural Resources Management Archaeological Reports (NJHPO 1994, 1996, 2003). The Principal Investigators exceed the professional qualifications standards of 36 CFR 61 set forth by the National Park Service (see Attachment A).

1.2 Project Description

The FTA and NJ TRANSIT plan to construct the NJ TRANSITGRID TRACTION POWER SYSTEM, which will be composed of the Main Facility, interconnections to existing high-pressure natural gas pipelines and a new metering station to be installed within an adjacent six-acre parcel, a new traction power substation (the new Kearny Substation), a new NJ TRANSIT substation (new NJ TRANSITGRID Hoboken East Substation), and several electrical lines (see Attachment B).

The Main Facility will consist of an approximately 190-megawatt (MW) natural gas fired electric power generating plant on a 20-acre parcel in the Koppers Koke Site in Kearny. The Main Facility will consist of bays for five turbines and six reciprocating engines, and associated equipment such as pumps, and switchgear. The site would also include a maintenance shop, locker room, laboratory, control room, office facilities, and other general-use spaces. Up to five stacks for the ventilation of natural gas by products (e.g., carbon dioxide, methane, and nitrous oxide) from the gas turbines will be located near the center of the parcel. The stacks will be approximately 150 feet high and 10 feet in diameter. Project-related substations, transformers, and frequency converters will also be built on the Main Facility site to accommodate the different power needs of Amtrak's Northeast Corridor and NJ TRANSIT's commuter and light rail services. The Main Facility may be built on a foundation of 24-inch diameter closed end pipe piles that will be driven to rock approximately 75 feet below the existing ground surface.

During a regional or local power outage condition, the Main Facility would disconnect from the PSE&G commercial grid and become the primary source of power to support the following services, subject to further design and concept verification:

- Limited commuter rail service on Amtrak's Northeast Corridor between New York Penn Station and County Yard/Jersey Avenue Station in New Brunswick via connection to a new Kearny Substation;
- Limited NJ TRANSIT commuter rail service between Hoboken and Newark's Broad Street Station on the Morris & Essex Line, via connection to the Mason Substation;
- Service on NJ TRANSIT's HBLR between Tonnelle Avenue in North Bergen and 8th Street in Bayonne, via connections to the individual traction power substations along the HBLR right-of-way (ROW).

In addition to providing traction power, the Main Facility would be designed to support the following non-traction loads, to the extent technically feasible:

- NJ TRANSIT Hoboken Terminal and Yard through input to Henderson Substation;
- The majority of NJ TRANSIT HBLR station loads, supported through the connections to the traction power substations mentioned above;
- Northeast Corridor signal power, tunnel ventilation, pumping, and lighting loads for the sections of operable track;
- NJ TRANSIT Main Line's operating segment signal power.

Interconnections will be built to existing high pressure natural gas pipelines on a six-acre parcel to the southeast of the Main Facility in Kearny. The approximately 0.5-mile long gas line interconnection will extend eastward along the southern border of the Redevelopment Area, run beneath the Morris & Essex Line, and southward within the six-acre parcel to connect to one or two of the existing pipelines (see Attachment B). The gas line interconnection will be installed in a trench two to three feet in width and five feet deep. A gas metering station enclosed in a small structure, security fencing, and other security improvements would be installed on the six-acre parcel. Water and sewer connections are to be tied into any sanitary sewer and water main extensions that may be brought to the Main Facility site by other developers. If no extensions have been constructed, the project would include the installation of a 12-inch-diameter gravity sewer between the Main Facility site and one of the Kearny Municipal Utilities Authority pump stations south of the Morris & Essex Line and CSX South Kearny Yard. One possible pump station is at the intersection of 2nd Street and Central Avenue and the other pump station is at the intersection of Jacobus Avenue and Pennsylvania Avenue.

The new Kearny Substation will be built to replace Amtrak's existing Substation No. 41 (see Attachment B). The new Kearny Substation will be located within Amtrak property west of Substation No. 41 and will require the construction of a fill pad in Cedar Creek Marsh to support the new equipment. This new fill area will need a final ground surface elevation extending above the anticipated 500-year flood elevation to meet NJ TRANSIT's Flood Design Criteria. The new Kearny Substation will be built on a foundation of piles that will be driven to rock.

The new NJ TRANSITGRID Hoboken East Substation will be constructed on NJ TRANSIT property between the Morris & Essex Line, HBLR, and Jersey Avenue to serve the new Henderson Street Substation (by others). The new NJ TRANSITGRID Hoboken East Substation will be constructed on a 60-foot by 100-foot pad resting on fill that will be contained by a retaining wall to be constructed to raise the elevation of the substation site. No disturbance of the existing ground surface is anticipated by foundation construction.

Several electrical lines of varying sizes will be constructed between the Main Facility site and the NJ TRANSIT Mason Substation to supply power to the Morris & Essex Line; between the Main Facility site and new Kearny Substation to supply power to the Northeast Corridor; and between the Main Facility site and new NJ TRANSITGRID Hoboken East and Henderson substations. Electrical lines between the Main Facility site and the new NJ TRANSITGRID Hoboken East and Henderson substations will be routed within the Morris & Essex Line ROW (see Attachment B). Electrical line route segments on the Morris & Essex Line include:

- Main Facility to Mason Substation, approximately 0.7 miles in length
- Main Facility to new Kearny Substation, approximately 1.75 miles in length
- Main Facility to Henderson Street Substation & NJ TRANSITGRID Hoboken East Substation, approximately 2.9 miles in length

At the Hackensack River, the Morris & Essex electrical line will include the installation of a submarine cable along the river bottom. A segment of the Morris & Essex electrical line will travel through the 0.8-mile Bergen Tunnels.

From the new NJ TRANSITGRID Hoboken East Substation, the circuit would be divided with a feeder headed north on the HBLR easement to feed the HBLR north substations, a feeder headed east to feed Hoboken Yard and a small section of HBLR just south of Hoboken Yard , and a feeder headed south to NJ TRANSIT's Caven Point facility. This route for the south feeder would use a NJ TRANSIT easement (parallel to Hoboken Avenue), continue along NJ Turnpike (I-78) ROW to the Caven Point facility, and continue service to HBLR. Monopoles would be installed between the new NJ TRANSITGRID Hoboken East Substation and the NJ Turnpike, where the line would continue south attached directly to the NJ Turnpike structure. NJ TRANSIT is coordinating with the NJ Turnpike Authority regarding this electrical line route. In the event the NJ Turnpike route is not viable, the electrical line route will proceed from the new NJ TRANSITGRID Hoboken East Substation through Jersey City along the HBLR ROW.

The proposed electrical lines will be installed on new monopoles of varying heights wherever feasible. Between the Main Facility site and the New Henderson Substation, monopoles of similar characteristics to existing infrastructure will be installed in proximity to the existing electrical lines along the Morris & Essex Line's ROW at intervals of 1,200 to 1,500 feet. In the industrial area in Kearny, new monopoles could stand up to 240 feet in height and would be located at a spacing of approximately 1,000 feet along the Morris & Essex Line tracks to feed the Mason and new Kearny Substations. Within Cedar Creek Marsh South, two existing lattice towers would be removed and replaced with one monopole up to 240 feet in height. Electrical lines along the HBLR will be installed on new monopoles up to 39 feet high. Monopole foundations varying in diameter between two and 12 feet will be constructed in auger-drilled shafts with permanent steel casing and may extend to 20 to 95 feet below ground surface.

Use of underground cables in duct banks and submarine cables will be considered in locations where overhead construction is not practical. Duct banks would be located within the railroad ROW and designed to protect the electrical cables from water damage and physical stress. Submarine cables may be used to cross the Hackensack River to feed the HBLR and Hoboken Yard. If submarine cables are not used in this location, the electrical line will be attached directly to the Lower Hack Draw Bridge. The lines would be attached internally to existing tunnel walls where they pass through the Bergen Tunnel in Jersey City and between John F. Kennedy Boulevard in Weehawken Township and John F. Kennedy Boulevard in North Bergen Township, where the HBLR runs underground below 48th Street. Underground duct banks will be installed in trenches three to five feet in width and three to five feet deep.

1.3 Area of Potential Effects

The APE is defined in 36 CFR 800.16(d) as "the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects cause[d] by the undertaking."

The APE for the project includes locations that may potentially be impacted by construction, or that may experience effects once construction is completed. For example, the APE includes all locations where an undertaking may result in disturbance of the ground and where the activity may result in changes in land use. Project effects can include physical destruction, demolition, damage, or the alteration of an historic resource. The APE includes all locations of potential ground disturbance for 1) the Main Facility (Project Component A), 2) the natural gas pipeline interconnection (Project Component B), 3) the Morris & Essex electrical lines (Project Components C, D, and E), 4) new Kearny Substation (part of Project Component D), 5) new NJ TRANSITGRID Hoboken East Substation (part of Project Component E), and 6) the HBLR north and south electrical lines (Project Component G) (Figures 1.3a – 1.3c; Attachment B).

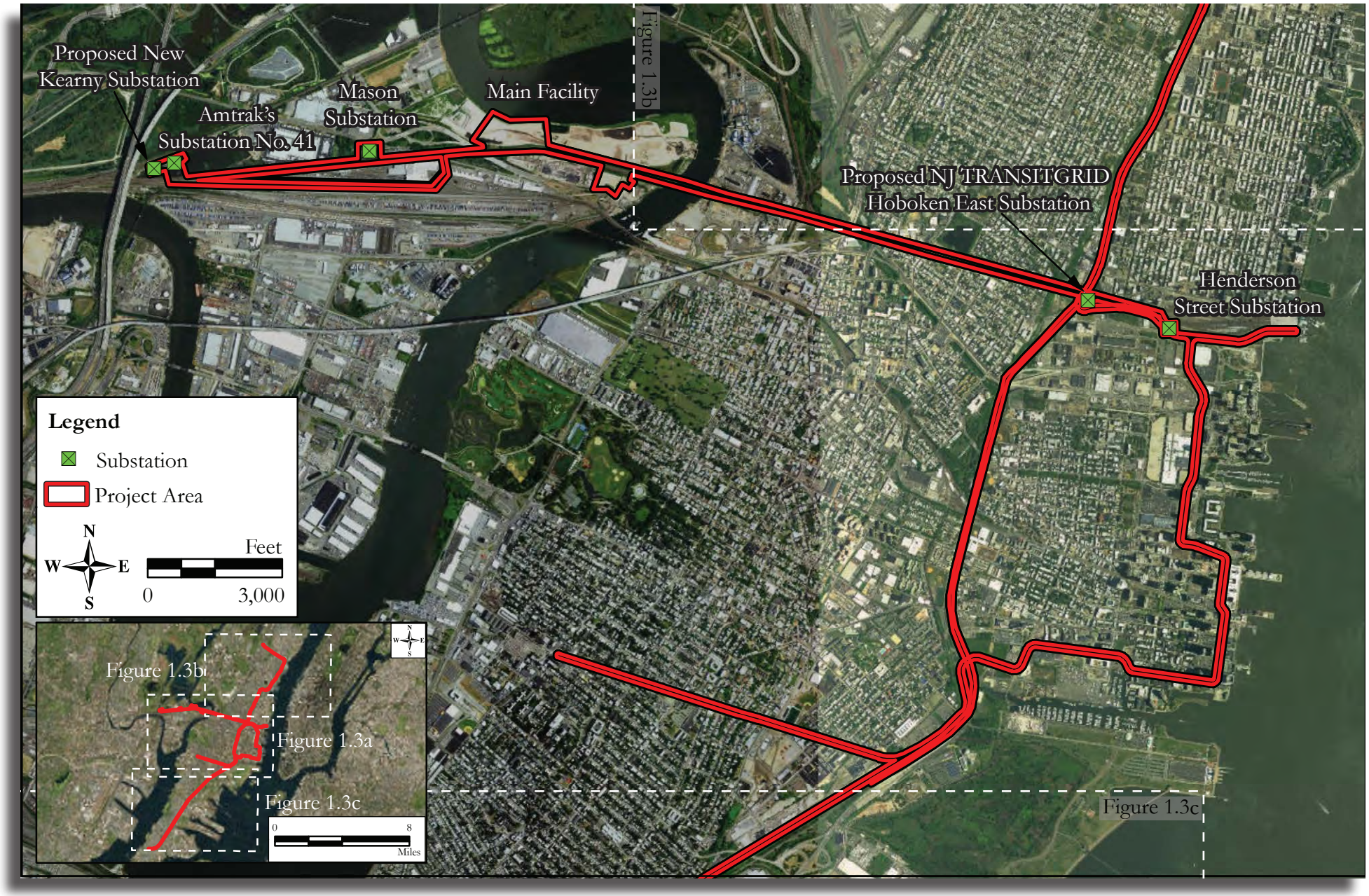

Figure 1.3a: Aerial photograph showing the APE (World Imagery, ESRI 2014).

Figure 1.3b: Aerial photograph showing the APE (World Imagery, ESRI 2014).

Figure 1.3c: Aerial photograph showing the APE (World Imagery, ESRI 2014).

2.0 RESEARCH GOALS AND DESIGN

The goals of the Phase IA archaeological survey were to determine if documented prehistoric and historic archaeological resources are present within the APE and to assess the potential for the APE to contain undocumented, significant archaeological resources. Determinations of significance or potential significance are based on the National Register Criteria of historic and/or archaeological significance.

2.1 National and New Jersey Registers of Historic Places Criteria

Section 106 of the National Historic Preservation Act of 1966, as implemented by federal regulations appearing at 36 Code of Federal Regulations (CFR) Part 800, requires federal agencies to consider the effects of their actions on any properties listed in or determined eligible for listing in the NRHP. Federal agency preservation officials, in consultation with the New Jersey State Historic Preservation Office (NJHPO), must determine whether a proposed action would have any effects on the characteristics of an historic property that qualifies it for the State and/or National Register. If no historic properties are affected or adversely affected then the Section 106 process is complete. If historic properties are adversely affected then consultation continues, and a Memorandum of Agreement or a Programmatic Agreement is executed to mitigate or minimize the adverse effect.

Significant historic properties include districts, structures, objects, or sites that are at least 50 years of age and meet at least one National Register criterion (National Park Service 1995). Criteria used in the evaluation process are specified in the Code of Federal Regulations, Title 36, Part 60, National Register of Historic Places (36 CFR 60.4). To be eligible for inclusion in the National Register of Historic Places, a historic property(s) must possess:

> the quality of significance in American History, architecture, archaeology, engineering, and culture [that] is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and:

a) that are associated with events that have made a significant contribution to the broad patterns of our history, or

b) that are associated with the lives of persons significant in our past, or

c) that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components lack individual distinction, or

d) that have yielded, or may be likely to yield, information important in prehistory or history (36 CFR 60.4).

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

a) a religious property deriving primary significance from architectural or artistic distinction or historical importance, or

b) a building or structure removed from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event, or

c) a birthplace or grave of a historical figure of outstanding importance if there is no other appropriate site or building directly associated with his/her productive life, or

d) a cemetery which derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events, or

e) a reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived, or

f) a property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own historic significance, or

g) a property achieving significance within the past 50 years if it is of exceptional importance. (36 CFR 60.4)

When conducting National Register evaluations, the physical characteristics and historic significance of the overall property are examined. While a property in its entirety may be considered eligible based on Criteria A, B, C, and/or D, specific data is also required for individual components therein based on date, function, history, and physical characteristics, and other information. Resources that do not relate in a significant way to the overall property may contribute if they independently meet the National Register criteria.

A contributing building, site, structure, or object adds to the historic architectural qualities, historic associations, or archeological values for which a property is significant because a) it was present during the period of significance, and possesses historic integrity reflecting its character at that time or is capable of yielding important information about the period, or b) it independently meets the National Register criteria. A non-contributing building, site, structure, or object does not add to the historic architectural qualities, historic associations, or archeological values for which a property is significant because a) it was not present during the period of significance, b) due to alterations, disturbances, additions, or other changes, it no longer possesses historic integrity reflecting its character at that time or is incapable of yielding important information about the period, or c) it does not independently meet the National Register criteria.

Archaeological sites are frequently eligible for inclusion on the National Register under Criterion D. The application of Criterion D to archaeological sites is based on a researcher's assessment of a particular site's significance and whether a particular site is likely to yield important information for the reconstruction of past lifeways (Glassow 1977; Talmage and Chesler 1977; Raab and Klinger 1977; Moratto and Kelly 1978; Raab 1981; Tainter and Lucas 1983; Shott 1987).

Raab and Klinger (1977) have argued that significance should be measured in terms of a site's potential to provide information on specific research issues that are carefully formulated based on prior research studies. Glassow (1977) and Tainter and Lucas (1983) have argued that significance should be judged on the theory neutral dimensions of variety, quantity, clarity, integrity, and environmental context. An archaeological site is evaluated as significant when it possesses the potential to address important research issues and the integrity to convey this significance.

The empirical dimensions of a site, including the presence of sufficient data sets to address significant research issues, must be considered to determine integrity. Only sites possessing both the potential to address specific research questions coupled with integrity are considered significant (King 1998:77; Little 1997:179-180; Little et al. 2000; National Park Service 1995:44-46).

2.2 Criteria of Adverse Effect

Whenever a historic property may be affected by a proposed undertaking, Federal agency officials must assess whether the project constitutes an adverse effect on the historic property by applying the criteria of adverse effect. According to the Advisory Council on Historic Preservation, the criteria of adverse effect (36 CFR 800.5), is as follows:

1) An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that would qualify it for inclusion in the National Register, in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation for the property's eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or cumulative.

2) Adverse effects on historic properties include, but are not limited to (36 CFR 800.5(a)(2)):

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

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

    iii) Removal of the property from its historic location;

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

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

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

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

A finding of adverse effect or no adverse effect could occur based on the extent of alteration to a historic property, and the proposed treatment measures to mitigate the effects of a proposed undertaking. According to 36 CFR 800.5(3)(b):

> The agency official, in consultation with the NJHPO/THPO, may propose a finding of no adverse effect when the undertaking's effects do not meet the criteria of § 800.5(a)(1) or the undertaking is modified or conditions are imposed, such as the subsequent review of plans for rehabilitation by the NJHPO/THPO to ensure consistency with the Secretary's Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines, to avoid adverse effects.

3.0 ENVIRONMENTAL CONTEXT

The APE is located within the Piedmont Lowlands physiographic province bounded on the west by the Delaware River and on the east by the Hudson River and Upper New York Bay (Wolfe 1977; Figure 3.1). The Piedmont consists of lowlands and low, gently rounded hills with elevations of 200 to 400 feet above sea level as well as higher areas of volcanic basaltic ridges, such as the Sourland Mountains and Watchung Mountains (Wolfe 1977). The APE is situated adjacent to the eastern boundary of the Piedmont. Elevations within the APE vary from three feet to 180 feet above mean sea level.

3.1 Ecology and Hydrology

The APE is situated in an area of New Jersey that is classified as Mixed Oak Forest, Northern Phase (Collins and Anderson 1994). Historically, low-lying areas near the Hackensack River were covered by "a mosaic of Atlantic white cedar swamps, floodplain forests, and cattail marshes" (Collins and Anderson 1994: 145). Human alterations to the landscape slowly altered these vegetation communities and facilitated the development of a tidal marsh along the lower reaches of the Hackensack River and Newark Bay (Collins and Anderson 1994; Robichaud and Buell 1973). The natural vegetation in tidal marsh consists of saline-tolerant marsh grasses (including cordgrass, salt-meadow grass, black marsh grass and spike grass) and plants and shrubs such as goldenrod, sea myrtle and marsh elder found toward the inner zones of the tidal marsh (Robichaud and Buell 1973:123). Natural vegetation in upland areas was dominated by red, white, and black oaks with a few chestnut oaks and sugar maples. Understory plant species in upland areas consisted of red maple, white ash, black birch, sour gum, flowering dogwood, maple-leaved viburnum, sassafras, and hop hornbeam (Collins and Anderson 1994: 114). Modern urban development has resulted in the removal of most of the natural vegetation. Colonizing species such as phragmites, cattails, cordgrass, and three-square cover marshy areas within the APE. Mixed herbaceous weeds, shrubs, and secondary growth deciduous trees are found along the railroad corridor margins within the APE.

The western portion of the APE is located within the Hackensack Meadowlands, which is drained by the Passaic and Hackensack rivers. The Passaic and Hackensack rivers flow south into Newark Bay, which drains into Kill Van Kull, New York Bay, and ultimately the Atlantic Ocean. The eastern portion of the APE is drained by the Hudson River, which flows south into Upper New York Bay, New York Bay, and ultimately the Atlantic Ocean. Historically, tidal marshes extended along the margins of the lower Hackensack River, Newark Bay, and Upper New York Bay. Extensive areas of tidal marsh were filled between the late nineteenth and mid-twentieth centuries to support the urban development of the New York City metropolitan area.

3.2 Geology

The geology of the Piedmont is dominated by the Newark Basin, which consists of three lower formations of Late Triassic age, the Stockton, Lockatong, and Passaic Formations, and volcanic intrusions of Jurassic age, including the Palisades Sill. The Palisades Sill extends along the western side of the Hudson River from Nyack, New York south to Jersey City, New Jersey as cliffs and forested talus slopes with elevations from 300 feet to more than 600 feet above the Hudson River. The Palisades Sill diminishes in elevation southward from Jersey City, extends beneath the Inner Harbor, and reappears on Staten Island. The Palisades Sill is an eroded cross-section of diabase that intrudes through the Late Triassic sedimentary red bank rocks of the Lockatong and Stockton Formations forming an unconformity near the base of the Stockton Formation. The Hudson River follows the trace of this underlying unconformity. During periods of low sea level, the Hudson River preferentially followed this unconformity (U.S.G.S. 2016).

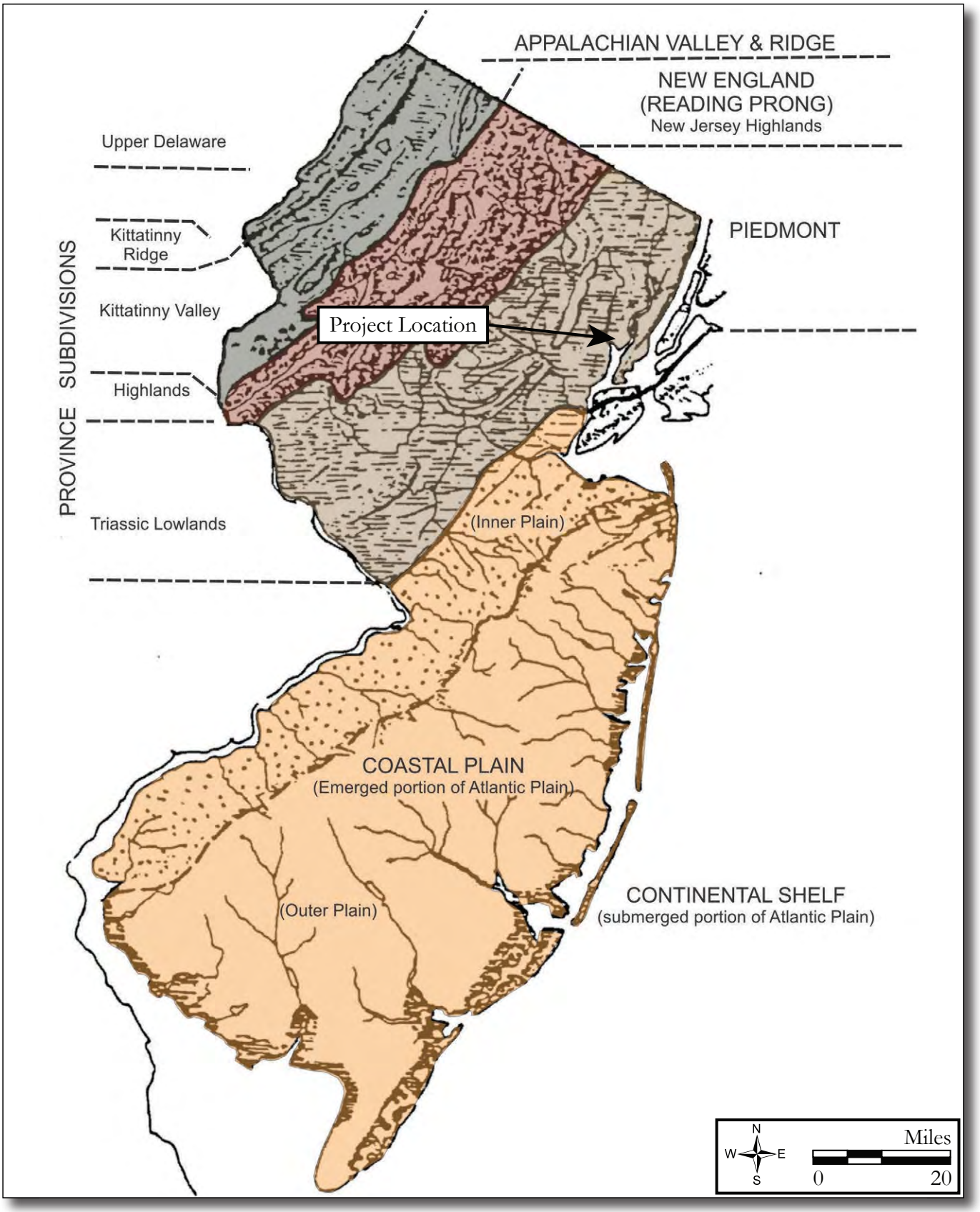

Figure 3.1: Physiographic Provinces Map
(adapted from Wolfe 1977).

The bedrock geology of the APE includes the Jurassic period Diabase that forms the Palisades as well as four members of the Brunswick Group, Newark Supergroup: Lower Jurassic and Upper Triassic period siltstone and shale of the Passaic Formation; Upper Triassic period dolomitic or silty argillite, mudstone, siltstone, and limestone of the Lockatong Formation; arkosic sandstone and hornfels of the Lockatong Formation, Arkosic Sandstone Facies, and Upper Triassic period sandstone, mudstone, argillaceous siltstone, and shale of the Stockton Formation. Cambrian and Late Proterozoic Serpentinite also occurs within the APE along the Hudson Waterfront in Hoboken (Drake et al. 1996; Lyttle and Epstein 1987). The surficial geology of the APE is mapped as Holocene epoch Salt-Marsh and Estuarine Deposits, composed of silt, sand, peat, clay, and pebble gravel, Late Wisconsinan Glacial Delta Deposits of sand, pebble and cobble gravel, and silt, and Late Wisconsinan Rahway Till, composed of clayey silt, sandy silt, pebbles, cobbles, and boulders (Stone et. al. 2002).

3.3 Soils and Geomorphology

Soils within the APE are mapped as Laguardia artifactual coarse sandy loam, 0 to 3 percent slopes (LagA), Rock outcrop-Holyoke complex, 15 to 45 percent slopes (RNHE), Secaucus artifactual fine sandy loam, 0 to 3 percent slopes (SecA), Secaucus artifactual fine sandy loam, 3 to 8 percent slopes (SecB), Westbrook mucky peat (WectA), Urban Land, wet substratum, 0 to 8 percent slopes (URWETB), and Urban land, till substratum, 0 to 8 percent slopes (URTILB) (Figures 3.2a – 3.2c; Natural Resources Conservation Service [NRCS] 2014a). Laguardia artifactual coarse sandy loam is composed of historic fills that contain construction debris. Within the APE, Laguardia coarse sandy loam is found in lowland and upland areas filled in the late nineteenth and early twentieth century. Rock outcrop-Holyoke complex is characterized as a steeply sloping soil composed of loamy till derived from basalt and diabase and is found on hills. Bedrock outcrops punctuate the terrain. The Holyoke component of this soil type is classified as well drained with very low water movement. Rock outcrop-Holyoke complex has a low shrink-swell potential, a low potential for frost action, and a moderate susceptibility to whole soil erosion (NRCS 2014b). Secaucus artifactual fine sandy loam is composed of historic fills that contain construction debris. Within the APE, Secaucus fine sandy loam is found in marshy areas filled in the late nineteenth and early twentieth century. Westbrook mucky peat is characterized as nearly level to gently sloping soil composed of herbaceous organic material over loamy drift and/or marine deposits found on tidal salt marshes. Westbrook mucky peat is classified as very poorly drained, frequently ponded and very frequently flooded. Westbrook mucky peat has a high potential for frost action, and a low susceptibility to whole soil erosion (NRCS 2014b). Urban Land, wet substratum and Urban Land, till substratum are miscellaneous areas defined as asphalt over human-transported sediments, composed of very artifactual coarse sandy loam deposits (NRCS 2014b).

Land classified as Historic Fill is mapped across the entire Koppers Coke Peninsula Redevelopment Area in Kearny, as a band along the east bank of the Hackensack River in Jersey City, and as a band along the west bank of the Hudson River (NJGeoWeb 2017). In Hudson County, the extent of Historic Fill generally correlates with surficial geology mapped as Salt-Marsh and Estuarine Deposits. The Main Facility site of the APE is situated on land where Historic Fill is mapped. Historic Fill also is mapped within the APE along the Morris & Essex Line from the new Kearny Substation to approximately 2,000 feet east of the Hackensack River near Westside Avenue in Jersey City. Areas of Historic Fill are mapped in Bayonne along the HBLR corridor between 23rd Street and 12th Street, between Linnet Street and Avenue C, between Newman Avenue and Avenue A. Historic Fill is mapped along the Hudson River in Jersey City from north of Chapel Avenue to Forrest Street, and from Wilson Street in Jersey City north along the base of the Palisades to 48th Street in Weehawken.

The Koppers Seaboard Coke and Byproducts Company facility in Kearny was demolished in 1979 and an analysis of on-site contamination from oil, pitches, and coal tar wastes was initiated (Geraghty & Miller, Inc. et al. 1981). A hydrogeologic investigation completed as part of site rehabilitation planning indicated that 20 feet of unconsolidated fill materials composed of sediments and construction debris overlay five feet of peat, silt, and clayey sand underlain by up to 100 feet of unconsolidated clayey

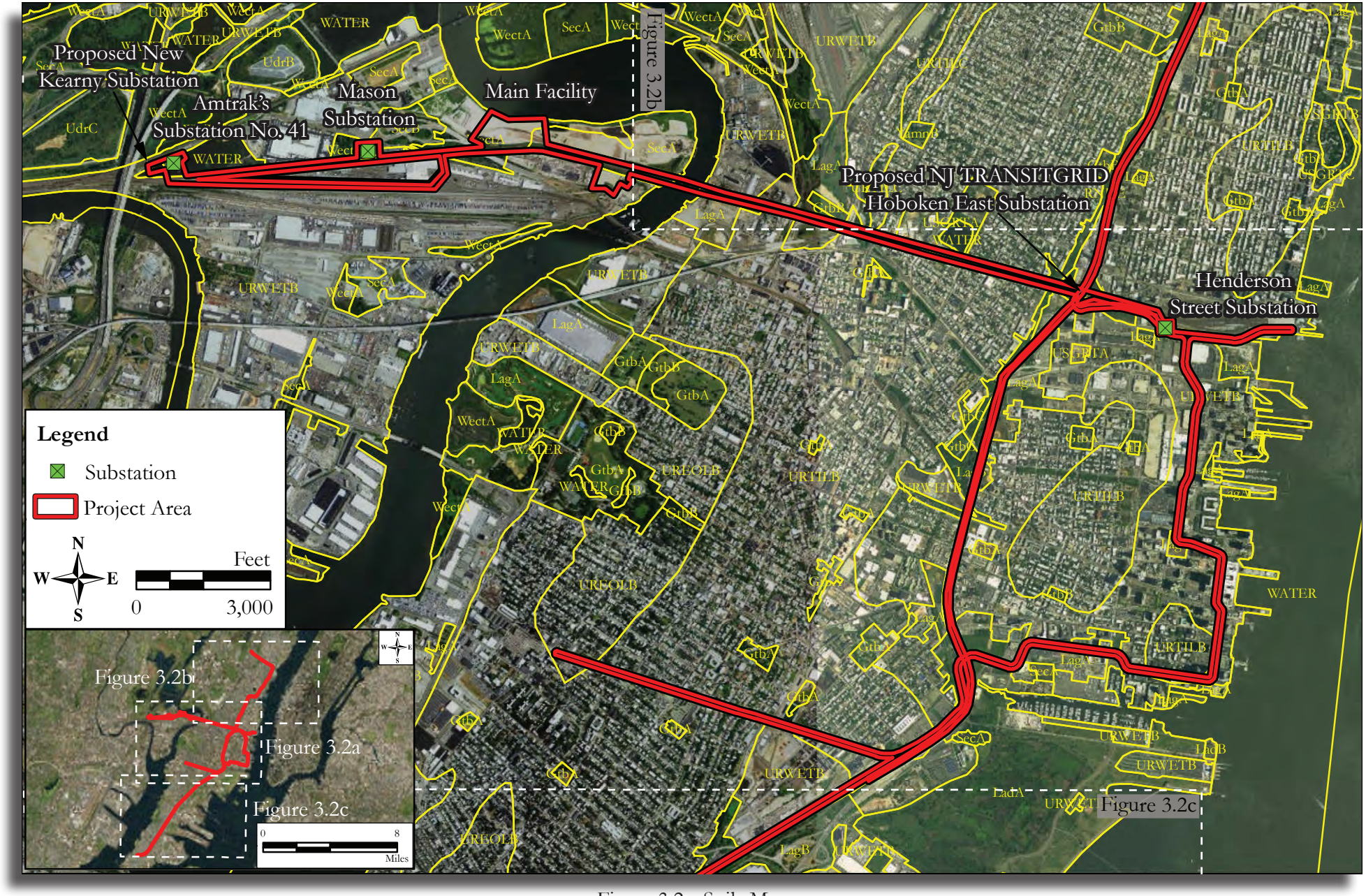

Figure 3.2a: Soils Map
(from 2014a Soil Survey Staff, Natural Resources Conservation Service, United States Department of Agriculture. Soil Survey Geographic [SSURGO]).

Figure 3.2b: Soils Map
(from 2014a Soil Survey Staff, Natural Resources Conservation Service, United States Department of Agriculture. Soil Survey Geographic [SSURGO]).

Figure 3.2c: Soils Map
(from 2014a Soil Survey Staff, Natural Resources Conservation Service, United States Department of Agriculture. Soil Survey Geographic [SSURGO]).

silts (Geraghty & Miller, Inc. et al. 1981: 2). Geochemical testing identified several contaminants above nonresidential direct-contact, soil cleanup criteria on the Koppers Company property and the site was listed on the NJDEP Known Contaminated Sites List in 1986 (New Jersey Meadowlands Commission 2012:13). Remediation of the Koppers Company site began in 1997, which included construction of a barrier system and the capping of the site with approximately 10 meters (33 feet) of processed dredge materials (PDM) (Hornsby and Sawchuck 1999: 89). The remediation cap proposed to re-use approximately 3,440,000 m3 of PDM and raise the ground surface elevation above the 100-year floodplain (Hornsby and Sawchuck 1999: 88-89). Various geotechnical studies have been completed within the former Koppers Company property and adjacent parcels as part of planning for the redevelopment of Kearny Peninsula (the Koppers Koke Site). The Phase IA archaeological survey included a review of existing geotechnical information for the Koppers Koke Site in comparison to data from adjacent parcels where a deeply buried, NRHP-eligible prehistoric archaeological resource (the Standard Chlorine Chemical Company Site [28-Hd-44]) is located (see Attachment C).

Previous geotechnical borings completed in the Koppers Koke Site include three locations within and adjacent to Project Component A (see Figure 1.3a; Attachment B). Soil stratigraphy recorded in these borings indicate that the deeply buried stable land surface on which 28-Hd-44 is located extends into the western and central portions of Project Component A (see Attachment C). Soil borings completed 1,000 feet west of and within the southwestern portion of Project Component A were described as fill deposits 11 to 19 feet thick overlying one to five feet of peat or marsh mat deposits and three to 4.5 feet of sandy alluvium interpreted as a deeply buried Holocene land surface (see Attachment C: 10). A similar stratigraphic profile was recorded in a series of borings (KYSPB03 - KYSPB05, MW-KY3D) completed over a distance of approximately 1,100 feet along the north side of the Morris & Essex Line from approximately 300 feet from the east boundary of Project Component A (see Attachment C: 15). Soil boring data was not available for the northern portion of the APE in Kearny (see Attachment C: 17). Soil borings in the eastern section of the Kearny Peninsula recorded soil profiles as disturbed or flood scoured prior to land filling activities and lacked the sandy alluvium interpreted as a deeply buried Holocene land surface (see Attachment C: 18).

4.0 BACKGROUND RESEARCH

Background research was conducted to determine if previously identified archaeological resources are within the APE and to evaluate the potential for unidentified cultural resources within an appropriate historic context. Research was conducted at the NJHPO in Trenton to identify any archaeological resources located within the APE that are listed in or eligible for the State and NRHP, and to review previously conducted cultural resources survey reports. Site files at the New Jersey State Museum (NJSM) in Trenton were examined to identify the locations of registered archaeological sites. A review of historic maps, local and county histories, and selected primary research documents was conducted at the New Jersey State Library and the New Jersey State Archives in Trenton and various digital data repositories administered by the New York Public Library, the Library of Congress, the United States Geologic Survey, the New Jersey Department of Environmental Protection, and Princeton University.

4.1 Prehistoric Context

Archaeologists organize chronological and cultural information about the prehistoric occupants of New Jersey and the Middle Atlantic into three broad time periods: Paleo-Indian +/-9500B.C.-8000 B.C., Archaic 8000-1000 B.C., and Woodland 1000 B.C.-A.D. 1600 (Table 4.1; Chesler 1982; Custer 1996; Grossman-Bailey 2001; Kraft 1986, 2001; Mounier 2003; Ritchie 1980). These periods act as a framework in order to study the approximately 12,000 years of human occupation in the region. The Archaic and Woodland periods are subsequently subdivided into Early, Middle, and Late sub-periods. The prehistoric era is considered to have ended approximately 1550 to 1600 A.D., during the time of initial contact between Native groups and Old World populations, and is followed by a period of extensive colonization by the Dutch, Swedish, and English. More localized settlement pattern studies have helped to refine this Middle Atlantic prehistory with reference to subsistence strategies and occupational patterns in New Jersey (Fitting 1979; Mounier 1978; Pagoulatos 1998; Ritchie 1980). A brief summary is presented below.

The prehistoric era begins with the Paleo-Indian period, which represents the earliest period of human occupation of the Americas. Early sites are relatively rare for several reasons: low populations, highly mobile lifestyles, rising sea levels and changing coastlines with concomitant changes in land forms, and lack of preserved sites. In New Jersey, most evidence for Paleo-Indian occupation comes from sporadic surface finds of fluted points (Marshall 1982). Large spears tipped with well-made chipped stone lance-shaped points characterized by the removal of a large channel flake, or flute, are temporal markers of the Paleo-Indian period. Areas with high probability for Paleo-Indian sites include ancient shorelines of the Delaware River, the shores of the glacial lakes Passaic and Hackensack, periglacial features in the Coastal Plain, upland bluff terraces, low-lying river terraces, the tops of cuestas, and the continental shelf (Grumet 1990; Kraft 1986). An early study (Mason 1959) noted that over 50 percent of all uncontrolled Paleo-Indian projectile point finds came from within ten miles of the Delaware River, and an additional 25 percent from along its principal tributaries. Marshall's (1982) literature review also underlines the preponderance of sites located on high terraces overlooking river or stream valleys. Additionally, Gardner (1978, in Custer 1984, 1989) has suggested that Paleo-Indian settlement patterning is closely linked to the availability of high-quality lithic raw materials. Some of the most important Paleo-Indian sites in the region include the Port Mobil site on Staten Island, the Plenge site on the Musconetcong River, the Shawnee-Minisink site north of the Delaware Water Gap, and the Zierdt site in Sussex County (Custer and Stewart 1990; Dent 1991; Kinsey 1972; Kraft 1986, 2001; Marshall 1982).

The Early Archaic period (circa 8000 B.C. to 6500 B.C.) may have been very similar to the preceding period in terms of mobile lifestyle and generalized hunting/gathering subsistence; the main differences are reflected in a change to small-stemmed and notched projectile point styles such as Kirk and Palmer types, which may signify a change in hunting technology

Table 4.1: Northern New Jersey prehistory

Time Frame	Period	Characteristics
1350-1600 A.D.	Minisink (Late Woodland)	- Unfortified hamlets, camps - Round-ended long houses - Foraging with agriculture - Petroglyphs - High collared, decorated ceramic vessels
1000-1350 A.D.	Pahaquarra (Late Woodland)	- Occupation of unfortified hamlets, camps - Long houses - Foraging with limited agriculture - Flexed burials - Collarless, cord-decorated ceramic vessels - Predominant use of triangular projectile points - Introduction of bow and arrow projectile technology
A.D. 0 to A.D. 900	Middle Woodland	- Hunter-gatherers, seasonal fission/fusion of social groups - Large and small camps - More kinds of ceramics - Mortuary ceremonialism - Large scale exploitation of seasonal resources
1000 B.C. to A.D. 0	Early Woodland	- Band level society with first evidence of community identity - Mortuary ceremonialism - Extensive trade networks for exotic raw materials - Shellfish exploitation - Experimentation and early use of ceramics - Climate: cool and wet
1000 B.C. to 3000 B.C.	Late Archaic	- Broadspear, narrow-stemmed, fishtail points - Mortuary ceremonialism - Extensive trade networks for exotic raw materials - Intensive use of local materials - Social differentiation - Increased sedentism - Change in vessel technology- soapstone bowls - Climate: warmer & dryer than present, sea level rise slows
3000 B.C. to 6500 B.C.	Middle Archaic	- Bifurcate points, stemmed points - Hunter-gatherers with increasing intensification of resource use - Use of shell fish documented in the region - Use of more varied lithic materials and tool categories - Large and small camps, stratified riverine settlement system - Band level society - Climate: warm and wet
6500 B.C. to 8000 B.C.	Early Archaic	- Corner-notched and stemmed point types - Spear- thrower technology - Use of more types of stone for tools - Exploitation of more kinds of food resources? - Very similar to Paleo-Indian period - Climate: cold and drier than present, rapid sea level rise
8000 B.C. to 9500 B.C.	Paleo-Indian	- Highly mobile - Large game hunting followed by generalized foraging patterns - Fluted projectile points usually made of jasper or chert - Band level society - Climate: cold and wet, mosaic of mixed grasslands, extremely rapid sea level rise

(e.g., Gardner 1989). The Broad Spectrum Revolution began during the Early Archaic and, with an expansion of the food base, plant gathering and processing played an increasingly important role in the subsistence system. Archaic populations likely consisted of small, mobile hunting and gathering bands that shifted their camps seasonally to exploit a wide variety of game and natural resources.

Sites are located primarily on floodplains of rivers, low- and high-order streams, and around former marsh lands. A three-tier settlement system is considered to have emerged during the Archaic period composed of macro-band base camps, micro-band base camps, and ephemeral camps designated as either "procurement sites" or "transient camps." Bands, likely extended family groups, moved between these different levels of sites on a seasonal basis, dividing up to utilize resources in many different environments—both up- and downstream of major drainages—and coming together in larger groups to conduct trade and marriages (Custer 1984:67, 1989:131, 278; Fitting 1979; Grossman-Bailey 2001; Kraft and Mounier 1982a; Mounier and Martin 1992). The transition to the Middle Archaic period is marked by the use of bifurcate base points and a variety of stemmed and notched points. Chipped and ground stone axes, adzes, and other woodworking and grinding tools came into use during the Middle Archaic suggesting greater exploitation of forest resources (Custer 1996; Kraft 2001). Some of the important sites in New Jersey pertaining to the Early and Middle Archaic period include Rockelein, Twombly Landing, West Creek, Harry's Farm, Logan, Turkey Swamp, and Shawnee-Minisink (Cavallo 1981; Cross 1941; Kraft 2001; Kraft and Mounier 1982a:66-67; Mounier 1975; Stanzeski 1996).

Site sizes and site numbers increase at the beginning of the Late Archaic period, around 4000 B.C. Subsistence-settlement pattern changes occurred at the beginning of the Late Archaic, which led to the exploitation of a greater variety of ecological settings. Environmental change to a warmer, drier climate may have played a key role in increasing the population by increasing the available food supply (Custer 1996; Dent 1995). The establishment of a deciduous broadleaf forest environment resulted in the availability and exploitation of new food sources such as small game, shellfish, nuts, and seeds. The diversification of food resources may have signaled population expansion. Groundstone axes, adzes, pestles, and other tools are interpreted as wood-working or seed and nut-grinding implements. Projectile points initially became much broader and thinner than their predecessors, followed by a narrower style with a fishtail-like base. Large, heavy, flat-bottomed containers were made of soapstone or steatite and may have been used as ceremonial feasting bowls. The use of stone vessels, the beginnings of experimentation with ceramics, and evidence for more permanent housing indicated by circular patterns of posts (e.g., Kraft 2001:132) may indicate a more sedentary lifestyle (Griffin 1978:231; Kraft 2001; Tuck 1978:38). A notable change in lithic materials also is considered a hallmark of the Late Archaic (Kinsey 1972:339). In New Jersey, this includes the increased use of argillite and locally available quartzite, as well as exotic materials, which suggests the existence of complex exchange and interaction networks.

Continuity in subsistence and settlement exists between the Late Archaic and succeeding Early and Middle Woodland periods (e.g., Custer 1984, 1996, Kraft 2001:151) with some key differences in technology and artifact types appearing in the Early and Middle Woodland. Regional models for settlement systems suggest that seasonal fission/fusion of social groups occurred as people occupied different types of sites throughout the year. Large base camps where smaller extended family groups came together are often found in rich environments at mid- to upper tributary stream confluences. Smaller procurement camps and specialized work camps are found in many settings at shorelines, headwaters, and marshes (e.g., Custer 1996; Grossman-Bailey 2001; Mounier 1978). Like the preceding period, the Early and Middle Woodland periods are marked by rapid and extensive social and political change. The presence of numerous cultural complexes, such as Meadowood and Middlesex, signified by differing artifact styles and burial ceremonialism, suggests an influx of people or interaction between contemporaneous groups in the northeast and the Ohio Valley (see Bello et al. 1997). The relationship between these intrusive cultural manifestations and probable indigenous Early Woodland populations has yet to be determined. During the Middle Woodland period, burial ceremonialism intensified and exotic grave goods found in select interments may indicate the beginning of some type of social stratification. The use of ceramic vessels became widespread and increased in size and quality of manufacture during the ensuing periods. Tools made of Ohio Valley and New York raw materials became more popular, as did the use of native copper, possibly from the Lake Superior area (Kraft 1986:103-104). Settlement systems include large base camps, fishing stations, shellfish middens, hunting/gathering camps, and mortuary sites.

The Late Woodland period is distinguished from earlier periods largely due to the inception of maize horticulture, which originated in Central America and began to be practiced in the Middle Atlantic circa A.D. 900 and perhaps earlier. The growing of maize, and a suite of plants that included beans, pumpkins, squash, and tobacco, had significant implications for Native Americans. Horticultural activities were supplemented by hunting and gathering of food staples such as large game, freshwater mussels, and berries. This period also marks the occupation of long houses, consisting of 18- to 60-foot structures, in small unfortified hamlets by extended family groups (Kraft and Mounier 1982b). Tools include small triangular arrow heads and various implements such as bone awls, scrapers, celts, and ceramic pipes, some with effigies. Distinctive collarless, cord-impressed ceramics are characteristic of the early Late Woodland, while collared vessels become commonplace by around A.D. 1350. The occupants of northern New Jersey at this time were related to the Munsee-speaking Delaware groups met by the European explorers in the late sixteenth century (Kraft and Mounier 1982b). Algonquian-speaking people who occupied northern New Jersey likely interacted with Iroquoian-speaking groups who inhabited New York State and central Pennsylvania based on the distribution of ceramics and other artifacts (Custer 1996:269).

The prehistoric era ends at the arbitrary date of A.D. 1600, about the time of first contact between Native groups and Old World populations, and the period of extensive colonization by the Dutch, English and French. This period of initial contact and colonization is poorly known in much of New Jersey. The first Europeans to arrive in what is now New Jersey encountered indigenous inhabitants collectively known today as the Lenni-Lenape. In the seventeenth century, the Lenape were village horticulturalists whose settlements did not exceed several hundred individuals each (Goddard 1978:213). They maintained a restricted wandering settlement pattern at this time, moving their principal winter villages short distances every dozen years or so as the fertility of nearby land diminished (Weslager 1972:58-9; Williams and Kardas 1982:192). Seasonal dispersion of the population was also the norm, with families or small groups splitting off to hunt and gather during the summer and early fall months (Goddard 1978:218-19). During the period of early relations with the Dutch, there is evidence of warfare and encroachment onto Lenni-Lenape lands by the Susquehannocks from the west and Mohawks from the north (Weslager 1972:98-103). The historic depth of this warfare is not known; greater access to Dutch trade near the coast may have been an economic incentive for this encroachment.

4.2 Historic Context

Settlement of the Hudson River's western shore began shortly after the Dutch West India Company established a trading post at New Amsterdam in 1624. Dutch, and then English, colonists established settlements during the seventeenth and eighteenth centuries throughout what ultimately became Hudson County. Nineteenth century industrialization in Hudson County provided the impetus for population growth, which transformed the Hudson River's western shore into the densely populated urban landscape of today. The APE is located within Kearny, Jersey City, Hoboken, Bayonne, Union City, Weehawken, and North Bergen, municipalities that experienced dramatic changes in land use and settlement patterns as a result of industrial growth and urbanization.

In 1629, the Dutch West India Company granted land between present-day Jersey City and Bayonne, known as the Patroonship of Pavonia, to Michael Pauw, a Hollander. Although Pauw may not have settled on his land, other Hollanders, induced to settle by the patroonship system that granted free land to those bringing other settlers with them, established plantations near the Hudson River. Early settlers included Maryn Andriasen, who was granted a patent at "Awiehaken" (Weehawken) in 1647 (Winfield 1872: 36). In the 1640s and 1650s, a series of conflicts with local Native American tribes resulted in bloodshed, during which every plantation on the western banks of the Hudson was destroyed (Eaton 1899). In 1660, the Dutch Colonial government in New Amsterdam granted permission to resettle the west side of the Hudson River, and repurchased the land south of Weehawken between the Hudson and Hackensack rivers. The settlements were grouped together in fortified villages for safety. Bergen, on the Palisades Ridge (1660), and then Communipaw, south of Paulus Hook on Communipaw Bay

(1661), were surveyed and opened for settlement. Bergen was laid out as an 800-foot square tract surrounded by log palisades and rectilinear streets, still evident in today's Bergen Square. The village is generally acknowledged to be New Jersey's first permanently occupied settlement (Wacker 1975: 123). Beyond the stockaded village were long narrow outlots, each with water frontage and averaging six to 10 acres (Wacker 1975: 242). The transition into English rule in 1664 passed smoothly in Bergen, as residents signed an oath of allegiance to the crown and were allowed to establish a Dutch Reformed Congregation, the first church in New Jersey (Federal Writer's Project 1939: 273). Small hamlets developed south and north of Bergen, including the lowlands in present-day Weehawken near the Lincoln Tunnel helix (Sherman and Gaulkin 2009: 7). Bergen became part of a larger territory called Bergen Township when Bergen County was established in 1683 (Snyder 1969: 145).

Eighteenth century Bergen Township extended from Bergen Point along the Kill Van Kull north to near Bellman's Creek. Bergen Township encompassed the Hackensack Meadowlands, a cedar swamp and salt meadows between the Passaic and Hackensack Rivers, the level uplands and salt meadows of Bergen Neck, the fortified village of Bergen, and the dense woods of the Palisades, which extended north from the village of Bergen. Settlement and development within the APE was heavily influenced by these varied landscapes.

Present-day Kearny was part of a 30,000-acre grant obtained in 1668 by Major William Sandford and named "New Barbadoes Neck" that encompassed most of the Meadowlands (Winfield 1872: 357-363). Following Sandford's death in 1708, Major Nathaniel Kingsland acquired the upper western tract of New Barbadoes Neck, which he sold in 1710 to Captain Arent Schuyler, whose discovery of copper within the grant developed into one of Kearny's earliest commercial enterprises. The peninsula that became Kearny is shown on John Hills 1781 Sketch of the Northern Parts of New Jersey as a cedar swamp surrounded by salt meadow bisected by the road from Schuyler's plantation to Bergen Neck (Figure 4.1; Hills 1781).

Bergen Neck, the peninsular landform upon which Jersey City and Bayonne were built, was considerably narrower during the eighteenth century than it is today. Eighteenth century maps (Hills 1781; Ratzer 1767) depict Bergen Neck as approximately one mile in width with coves and tidal islands along its eastern shore (see Figure 4.1). Several patents granted on Bergen Neck in the mid- to late seventeenth century induced Dutch settlers to establish farmsteads between Bergen and Bergen Point (Winfiled 1874). Bergen Hill ran north along the spine of Bergen Neck rising to become the Palisades Ridge in the northern portion of the APE. East of Bergen, Paulus Hook and Hoebuck (present-day Hoboken) are depicted as islands separated from the Palisades Ridge by salt meadows (see Figure 4.1). Scattered houses and farm fields are mapped along the road to Paulus Hook and on the island that became Hoboken. Initially, the lands surrounding the village of Bergen were used as community grazing and crop lands (Miller 1910). Allotments of these lands were partitioned and set out to the inhabitants beginning in 1764 (Winfield 1872: 29). Land near Bergen Point was purchased by a group of 15 men who purchased long lots along Kill Van Kull and Newark Bay in present-day Bayonne (Sherman and Gaulkin 2009: 8; Winfield 1872: 136 - 138).

Bergen Township became a major crossroads and agricultural center, providing produce for sale in New York City. Roads radiating out from Bergen Town connected it to settlements at Communipaw, Harsimus, and Bergen Point, as well as to the ferries operating over the Hudson River, the Hackensack River, the Kill Van Kull, and Newark Bay (Hills 1781; Winfield 1874: 357-363). The three most important early roads in the vicinity of the APE included the King's Highway (a.k.a. Bergen Avenue) running between Bergen Town and Bergen Point, the road to Newark, a cartway comprising present-day West Side Avenue, and the Hackensack Plank Road, which ran from Weehawken over the Palisades cliffs into the Bergen Woods. The road that became West Side Avenue existed by the 1760s and was referenced in various deeds of the period (Winfield 1872: 231-232). The King's Highway served as the principal north-south route and was used in combination with ferry service for stage traffic running between Philadelphia and New York (Winfield 1874: 359-360). The road to Newark, established by act of the colonial legislature in 1765, created the principal east-west connection between Paulus Hook and Newark. This road corresponded roughly with the later Newark plank road (a.k.a. Lincoln

Figure 4.1: 1781 J. Hills, Sketch of the Northern Parts of New Jersey.

Highway; U.S. Routes 1 & 9) (see Figure 4.1). Ferries provided the connections across the Passaic and Hackensack rivers (Winfield 1874: 360-361). Along the Hudson River, the Weehawken Ferry was established in 1717 and the Hoboken Ferry in 1754 (Rutsch and Leo 1979: 12; Lane 1939: 25-44; Marshall 1981: 23-25).

Hoboken was originally part of Michael Pauw's "Pavonia" patent, and subsequently granted to Nicholas Varleth, the brother-in-law of Peter Stuyvesant. In 1711 the land passed to Samuel Bayard, Varleth's stepson, who farmed it and planted orchards (Windfield 1872, 1874). The development of Hoboken was initiated by John Stevens, Jr., who purchased Hoboken in 1784 and contracted with Charles Loss to map his property and lay out streets and building lots. The land was originally a peninsula sloping down from Castle Point to the Hudson River in the east and to the marshes that separated Hoboken from Bergen Heights and Weehawken. Hoboken Kill ran north through the marshes to Weehawken Cove (Kraft 1978a). North of Weehawken Cove, the Bergen Woods extended along the Palisades Ridge and was a sparsely populated section of Bergen Township.

Early nineteenth century maps depict the growing communities of Bergen, Jersey City, Hoboken, and West Hoboken, serviced by a developing railroad network that included the New Jersey Railroad (NJRR) and the Paterson and Hudson River Railroad (PHR) (Figure 4.2; Gordon 1833; U.S. Coast Survey 1837a, 1837b; Hassler 1844). Jersey City's development was sparked by speculators from New York who purchased lands at Paulus Hook in 1804 and announced the sale of property lots. The new settlement, called Jersey Town, expanded rapidly utilizing a grid street system for laying out roads and building lots. The grid system would govern the subdivision of other parts of the growing city as tracts were gradually consolidated and opened for development. In 1820, when Jersey City was formed, the population was listed at 300; by 1845 it reached 4,000 (Trust Company of New Jersey 1921). The industrial development of Jersey City began on a large scale in the 1820s with the opening of the Dummer Glass Works and the Jersey City Pottery Company (Van Winkle 1924). The PHR was established in 1833 to link Paterson to Jersey City via a junction with the NJRR at Marion on the west side of Bergen Hill (Treese 2006:110-111). The NJRR began service in 1834 between Newark and Jersey City (Treese 2006:111). Both railroads linked production and agricultural centers in northern New Jersey to Hudson River ports and spurred the development of Bergen Township and its communities. As early nineteenth century settlement in the township developed along the Hudson and Hackensack rivers, Bergen Township was subdivided into Jersey City (formed in 1820), Van Vorst Township (set off in 1841), and North Bergen Township (set off in 1843) (Snyder 1969: 145-147).

The development of Hoboken was initiated by Colonel John Stevens, who laid out lots near the Hudson River and built Hoboken's first wharves in 1804 as part of a planned residential and commercial development for Hoboken. In the early nineteenth century, Hoboken was a resort for the people of New York City known especially for its Elysian Fields, the gardens and groves laid out in 1814 north of Castle Point, the home of Colonel John Stevens (Gordon 1834; Barber and Howe 1844:234). The western margins of Hoboken comprised low-lying marsh that impeded the expansion of the town. In 1814, Samuel and Robert Swartout purchased the marsh for vegetable gardening and a failed attempt at land reclamation and development. The Hudson River was kept out of the meadows by tidal gates and street embankments, which caused the surface of the meadow to sink up to two feet. In 1829 the property was foreclosed and not until 1860 was it finally broken into lots (Hoboken Board of Trade 1907).

Maps published in the 1830s (Gordon 1833; U.S. Coast Survey 1837a, 1837b) depict a dispersed settlement pattern in most of the APE with small crossroads villages and towns linked by a developing road network along which small farmsteads had been established. Present-day Kearny is shown as a vast salt meadow, undeveloped except for the road to Bergen and the NJRR (see Figure 4.2; Gordon 1833). Bergen was a town of 20 to 30 dwellings by 1834 located approximately three miles west of Jersey City, which had grown to a town of approximately 1,500 people (Gordon 1834:102, 163; see Figure 4.2). In 1834 Jersey City contained approximately 200 houses, 20 stores, five taverns, two churches, two schools, an academy, a delftware pottery, a flint glass manufactory, and the Morris Canal

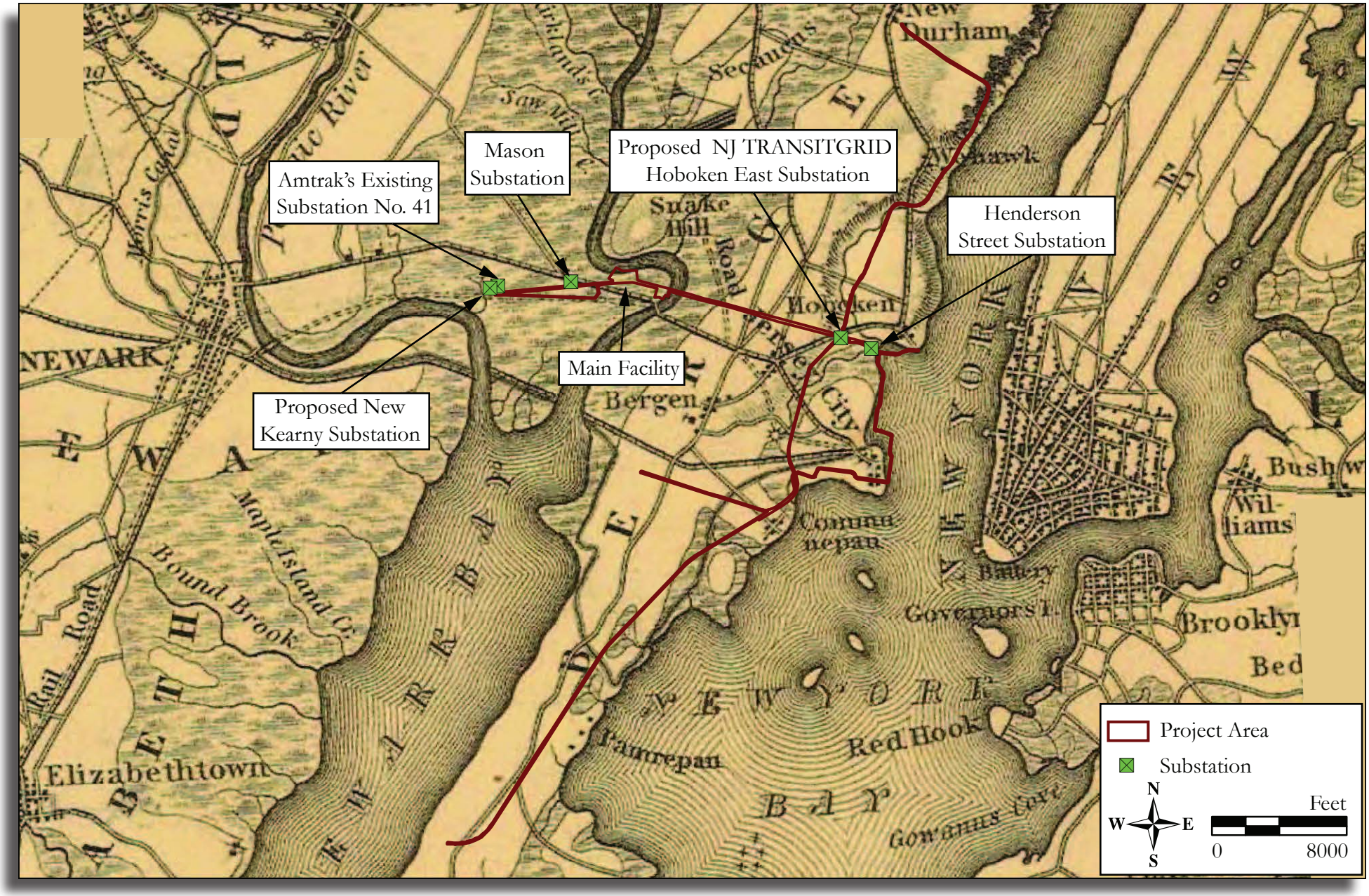

Figure 4.2: 1833, T. Gordon, A Map of the State of New Jersey with Parts of the Adjoining States.

Banking Company (Gordon 1834:163-164). Two turnpikes, the PHR, the NJRR, and the Morris Canal carried people and commodities to and from Jersey City (see Figure 4.2).

In 1834, Hoboken was described as "built chiefly on one street," with around 100 dwellings, 700 inhabitants and five stores (Gordon 1834:158). An 1837 Topographic Survey of the New Jersey Coast depicts Hoboken extending along Washington Street between Stevens Point and the Road to Newark, beyond which lay undeveloped land (Figure 4.3a; U.S. Coast Survey 1837a). Upon Stevens' death in 1838, the unsold lots passed to the Hoboken Land and Improvement Company. North of Hoboken, the Hudson River waterfront was sparsely occupied except for a ferry at "Wehawk" (Weehawken) where the Hackensack Plank Road ascended the Palisades and ran through the Bergen Woods northwest toward "New Derham" (New Durham) (see Figure 4.3a). A small crossroads village occupied the Palisades Ridge northwest of Hoboken, which would develop into West Hoboken by mid-century. Few settlers resided along the Bergen Road leading north through Bergen Woods into what would become North Bergen Township (see Figure 4.3a).

South of Jersey City, the villages of Communepau (Communipaw), Pamrepau, and Centreville developed on Bergen Neck (Figure 4.3b; U.S. Coast Survey 1837b). Communipaw is depicted as a cluster of dwellings along Upper New York Bay on an island bounded on the north and south by tidal marsh (see Figure 4.3b). Pamrepau developed along the road to Bergen north of the Morris Canal's crossing of Bergen Neck, while Centreville developed at the crossroads of the road to Bergen and the road to Constable's Hook in what would eventually become Bayonne (see Figure 4.3b). Most notable on 1830's maps is the developing transportation network that linked New Jersey's cities to the Hudson River waterfront through railroad and canal routes.

In 1834, the NJRR, the third railroad incorporated in the state, became the first to reach Bergen Neck. By 1836, the NJRR had reached Bergen Hill and by 1838 had opened the Bergen Cut, a 40-foot deep channel excavated through the traprock of Bergen Hill, to arrive at the Hudson River waterfront (Lane 1939: 312; Messer and Roberts 2002: 117). In 1836, as the rail tracks were being laid, the Morris Canal reached Jersey City (U.S. Coast Survey 1837). Initiated in 1825, construction of the Morris Canal was intended to connect the coalfields near Easton, Pennsylvania with the iron furnaces of northern New Jersey and markets in Newark. Jersey City's manufacturing increased with the extension of the Morris Canal from Newark to the banks of the Hudson River (Winfield 1874: 366). This extension crossed the Hackensack River near the old road to Newark at the foot of Brown's Ferry Road, turned south through the tidal meadows along the east bank of Newark Bay, and then southeast to skirt the bottom of Bergen Hill near the Bayonne border, a turn called the "Fiddler's Elbow". Finally, the canal returned northward along the bank of the New York Bay to its outfall at Paulus Hook (see Figures 4.2 and 4.3b; Gordon 1833; U.S. Coast Survey 1837b). An 1836 map showing New York City and its surrounding area depicts the developed portions of Jersey City between present-day Christopher Columbus Drive and the former Morris Canal Basin (Colton 1836). Harsimus Cove extended from present-day Montgomery Street north to Hoboken (Colton 1836). The Morris Canal turned east as it crossed the road to Communipaw and cut through the salt meadows that fringed Paulus Hook to a basin on the Jersey City waterfront (Colton 1836). The Morris Canal, and eventually the railroads, became the catalyst for industrial and residential growth and came to dominate Jersey City physically, economically, and politically (Cunningham 1997: 250-265).

Hudson County, comprising Bergen Township, Jersey City, and Harrison Township, split from Bergen County in 1840 (Snyder 1969: 145, 147). Following its formation, the county was divided between the heavily settled areas near the Hudson River shoreline and the more sparsely settled areas in the highlands and the Hackensack Meadowlands. Hudson County's economy benefitted from its topography, since Manhattan lacked the shoreline and space to accommodate shipping operations. While Manhattan became the passenger ship hub of New York and Brooklyn attracted freight shipping, Hudson County's location on the continental side of the most important harbor in the country drew shipping and industry (Lovero 1999: 65-66; Kelly et al. 1960: 50). Population increased almost 150 percent from 1850 to 1860, a time that also saw new railroads, warehouses, stockyards, classification yards (sorting freight cars), grain elevators, and rail terminals.

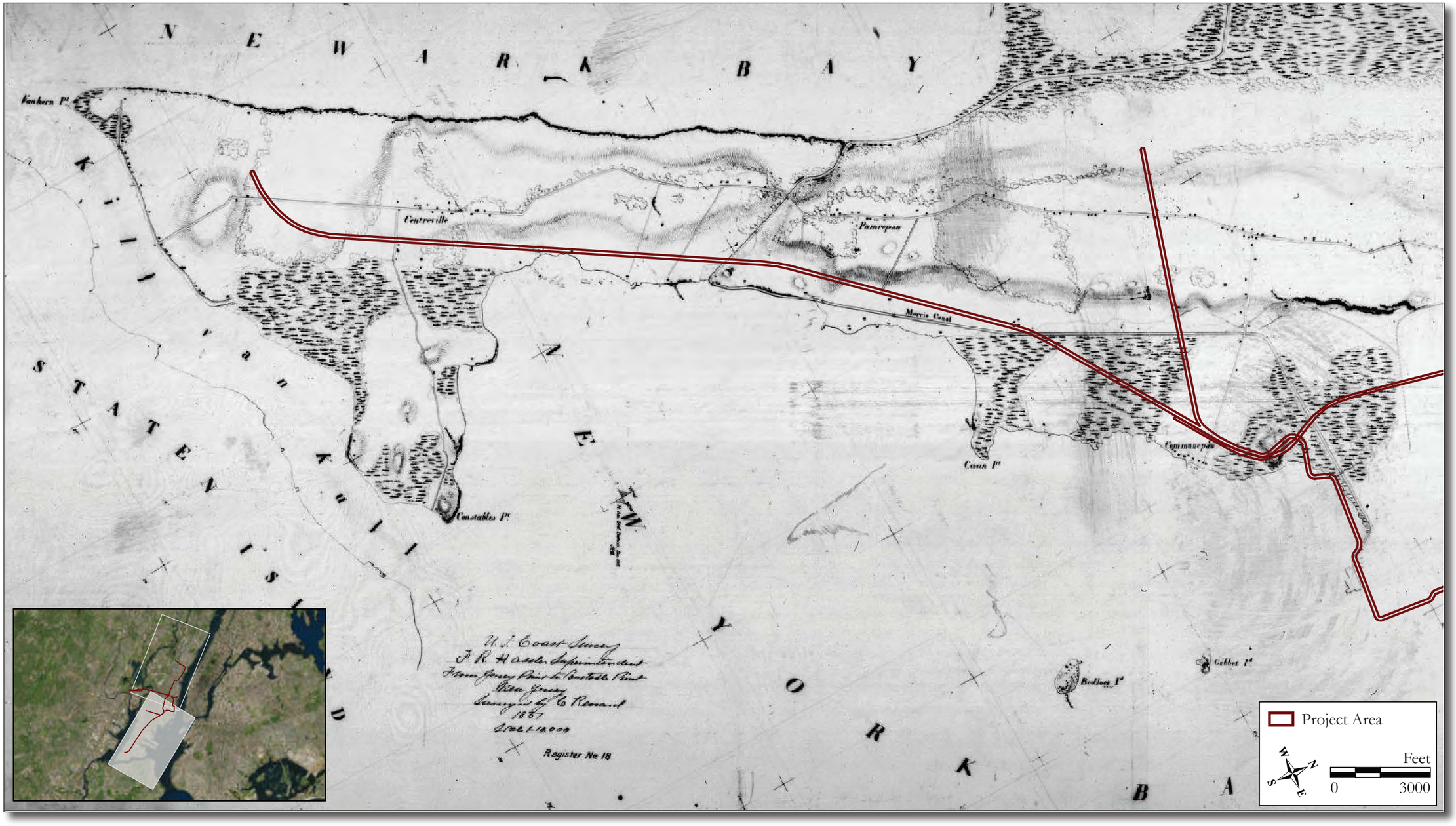

Figure 4.3a: 1837 United States Coast and Geodetic Survey, Topographic Survey of the New Jersey Coast, Sheet T-17.

Figure 4.3b: 1837 United States Coast and Geodetic Survey, Topographic Survey of the New Jersey Coast, Sheet T-18.

In the mid-nineteenth century, Kearny was encompassed by Harrison Township. The Hackensack Meadowlands extended south through the eastern portion of Harrison Township and was the focus of land reclamation schemes from the early nineteenth through the early twentieth centuries. Attempts to reclaim land for agricultural uses by draining the marsh began in the 1820s when Robert Swartout and his brothers constructed earthen dikes and tidal gates in a portion of the Meadowlands (Marshall 2004:10). Southeast Kearny is shown on the 1844 Map of New-York Bay and Harbor and the Environs as unaltered, except for a block of drained fields that extended south from the road to Newark and from the Passaic River on the west to the Hackensack River to the east (Figure 4.4a; Hassler 1844). Roads from Belleville and Newark, as well as the NJRR, crossed the Hackensack Meadowlands by the 1840s (Douglass 1841; Hassler 1844).

Maps from the 1840s depict a series of towns on Bergen Hill surrounded by agricultural land that extends to lowlands covered in forest or salt meadows (see Figure 4.4a; Hassler 1844; Douglass 1841; Sidney 1849). The villages of South Bergen, Bergen, and Cross Roads (which developed into Hudson City) are shown along the road to Bergen west of Communipaw, and the expanding towns of Jersey City and Hoboken are depicted along the Hudson River waterfront (see Figure 4.4a). The 1841 Douglass Topographical Map of Jersey City, Hoboken, and the Adjacent Country shows the western limits of present-day Jersey City as a series of long lots extending from the road to Bergen (present-day Tonnelle Avenue) west to the Hackensack River. The meandering channel of Bridge Creek is shown flowing through these lots to a confluence with the Hackensack River (Douglass 1841). The 1844 Map of New-York Bay and Harbor and the Environs provides additional details on the natural terrain and the settlement pattern of Bergen Neck and the Palisades. In 1844, the land in present-day Jersey City that the M&E Railroad would eventually traverse is depicted as marsh land between the Hackensack River and the PHR on west side of Bergen Hill and between the east side of Bergen Hill and the Hudson River (see Figure 4.4). The present-day HBLR line traverses portions of Bergen Neck depicted as farmsteads and marsh in 1844 (see Figures 4.4a and 4.4b; Hassler 1844). In present-day Bayonne, two dwellings are depicted proximate to the 22nd Street Station, east of the HBLR line, which may correspond to the dwellings labeled "C. Vreeland" and "J. Gaberty" on Sidney's 1849 map. One dwelling is depicted east of the HBLR line between present-day 30th and 31st streets, which may be the "A. Wood" dwelling on the 1849 map. One dwelling is depicted east of the HBLR line at 52nd Street, which may be the "J. Carias" dwelling on the 1849 map (see Figure 4.4b; Hassler 1844; Sidney 1849). Two dwellings are depicted proximate to the HBLR line south of Caven's Point east of present-day Princeton Avenue between Linden and Lembeck Avenues. Between present-day Chapel and Fulton Avenues, the HBLR line is proximate to the former west bank of the Morris Canal, then crosses the mapped course of the Morris Canal farther north between present-day Woodlawn Avenue and Richard Street (see Figure 4.4b). The HBLR headquarters is located south of the former road to Communipaw, as depicted in 1844, and one dwelling is depicted where an HBLR stockyard now exists (see Figure 4.4b). The HBLR crosses the mapped course of the Morris Canal again at present-day Garfield Avenue south of its intersection with present-day Union Street (see Figure 4.4a). In Paulus Hook, the HBLR crosses the former course of the Morris Canal at two locations: present-day Morris Boulevard proximate to the current Boys & Girls Club building and west of the HBLR's Marin Avenue Station (see Figure 4.4a). Essex Street Station is located where the Jersey City waterfront is depicted in 1844, and all Jersey City and Hoboken stations north of this are situated at locations depicted as either shallow open water or marsh land (see Figure 4.4a). The 1844 Map of New-York Bay and Harbor and the Environs records the shallow waters of the Hudson River and Upper New York Bay as three to six feet in depth to approximately 1.8 miles from its western shore (see Figure 4.4a). The 1841 Douglass map shows a street grid for Hoboken that extends west to the Palisades ridge and overlies salt marsh cut through by Hoboken Creek, which suggests that the western streets were so-called "paper roads" (Douglas 1841).

Land north of Hoboken was set off in 1843 as North Bergen Township (Snyder 1969: 147; Van Winkle 1924: 436). North Bergen Township was located on the west side of the Bergen Ridge and originally comprised wooded common lands, farms, and scattered settlements, including Weehawken and West Hoboken (see Figure 4.4a; Hassler 1844; Sidney 1849; Van Winkle 1924:124-7; Barber and Howe 1844). North Bergen's farms produced vegetables for the New York market (New Jersey Department

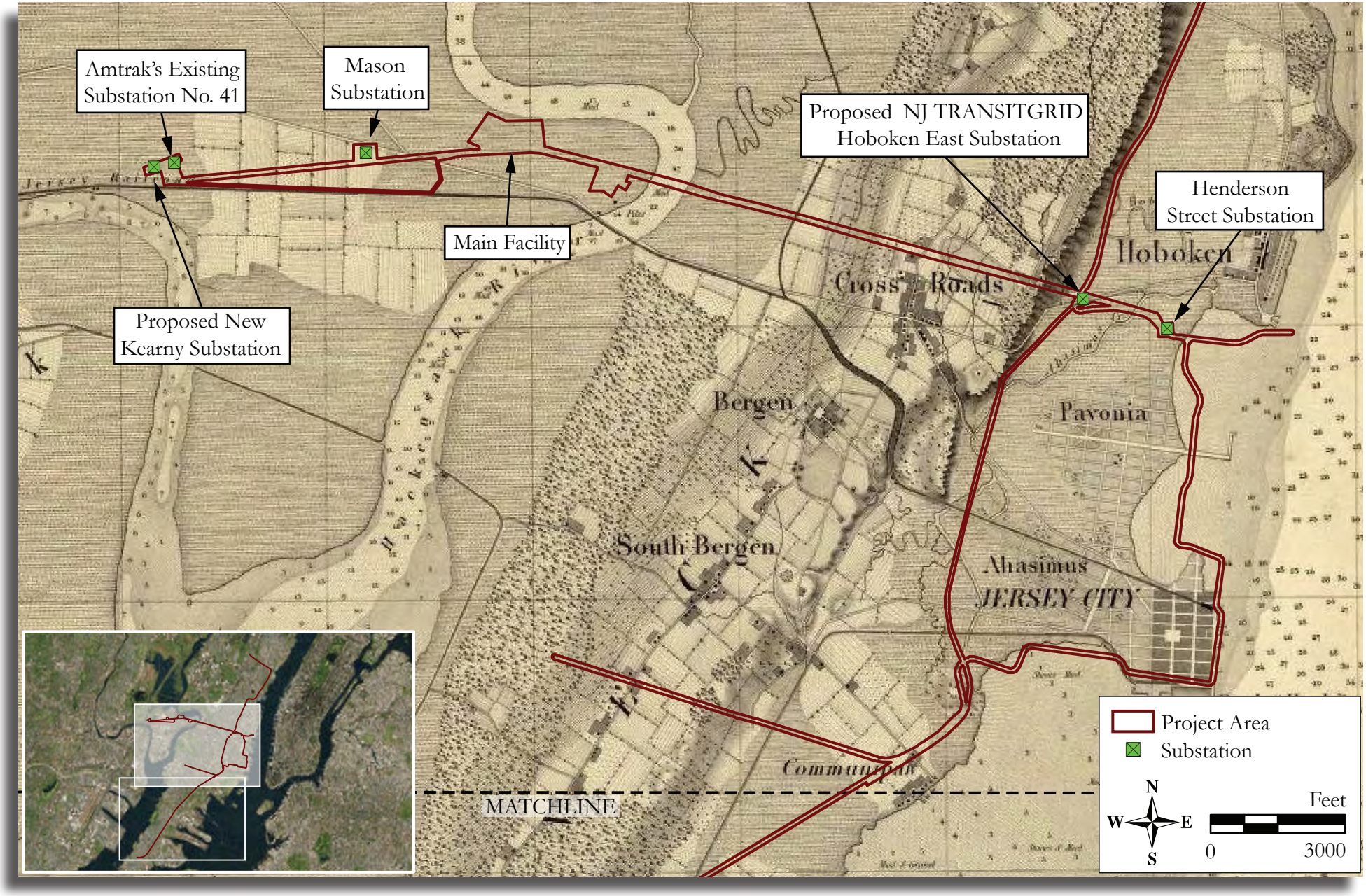

Figure 4.4a: 1844 F.R. Hassler, Map of New-York Bay and Harbor and the Environs.

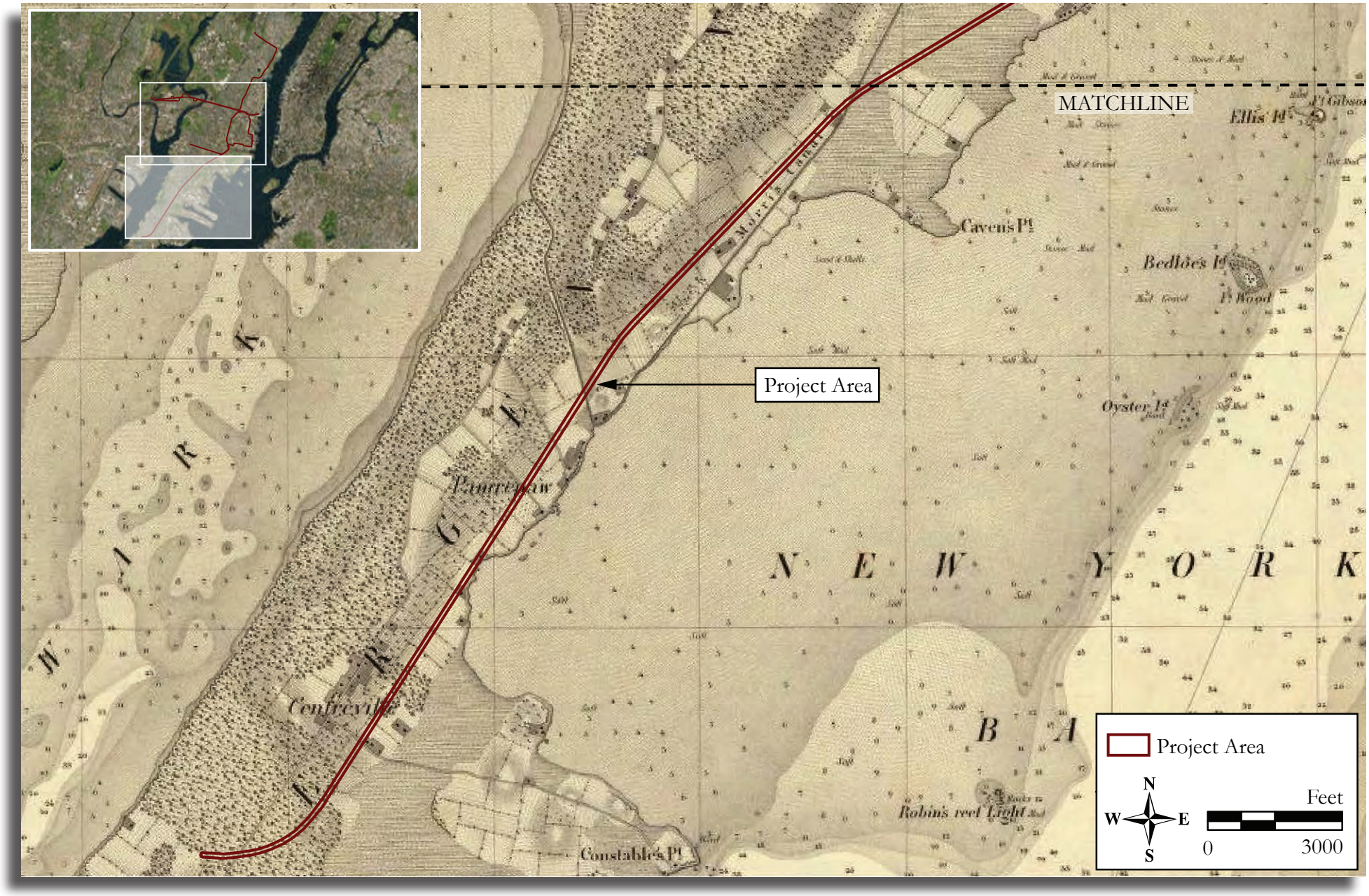

Figure 4.4b: 1844 F.R. Hassler, Map of New-York Bay and Harbor and the Environs.

of Transportation-Bureau of Environmental Analysis 1980:21). In 1844, the Hudson River shoreline north of Hoboken diminished to a narrow salt marsh cut with small coves and bounded by the Palisades Ridge (see Figure 4.4a; Hassler 1844). Portions of present-day Park Avenue cross land created by the infilling of these small coves, as does the eastern half of the Lincoln Tunnel helix.

Bergen Township experienced significant changes in settlement pattern, transportation infrastructure, and political organization during the mid-nineteenth century. Bergen Neck's crossroads villages developed steadily during this period influenced by commercial growth serviced by an expanding railroad network. The communities of Bergen Point, Centreville, Saltersville, and Greenville, as well as proposed street grids for their expansion and the development of Constable Hook, are depicted on Walling's 1860 Map of the City of New York and its Environs. The route of the HBLR crosses through a developed part of Saltersville immediately south of the Morris Canal approximately between present-day 43rd and 48th streets (Walling 1860). Bayonne was formed from Bergen Township in 1861 as a township that extended from south of the Morris Canal to Bergen Point and encompassed Saltersville, Centreville, Constable Hook and Bergen Point (Snyder 1969: 145).

Population growth in the northern portion of Bergen Township led to the formation of Hudson City in 1855 and annexd by Jersey City in 1870 (Snyder 1969: 146). Greenville, Communipaw, Claremont, Bergen, and the smaller communities of Woodrow, Sherwood, and Lafayette, remained part of Bergen Township in 1860 (Walling 1860). Topographically, Bergen Township comprised marsh land drained by Bridge Creek along the east shore of the Hackensack River and uplands from present-day Tonnelle Avenue to Palisades Avenue (Wood 1855). Concerns for sufficient potable water to supply these expanding communities led to the development of a regional water system. The Jersey City Aqueduct was constructed through the Hackensack Meadowlands during the mid-nineteenth century, running parallel with the former Belleville Turnpike. By 1854, two cast iron pipes, 20 inches in diameter, were activated supplying an abundant source of clean water to Jersey City (RBA Group 1999, 2007). The New York and New Jersey Water Company maintained a pipeline within an eight-foot ROW. Infrastructure improvements to Jersey City mirrored transportation developments that facilitated its commercial and residential growth. In 1857, the Morris & Essex (M&E) Railroad began construction to extend the railroad from Newark, reaching Hoboken in 1862 (Treese 2006:112). The M&E Railroad, the predecessor to the Delaware, Lackawanna & Western Railroad (DL&WRR), began service in 1836 and was instrumental in linking Morristown and points west with the greater New York area. The M&E Railroad was leased by the DL&WRR in 1868 and became the Morris & Essex Division (Treese 2006:105-106). The DL&WRR, which had formed from the consolidation of two Pennsylvania and New York railroads and the New Jersey-based Warren Railroad, operated the M&E Railroad until the two railroads merged in 1945 (Treese 2006:112).

In 1849 the Township of Hoboken was set off from North Bergen (Snyder 1969: 146). By 1851, development had increased in the southeast corner of Hoboken with nearly built-out blocks on the north side of Newark Street between Hudson and Garden streets, rowhouses on the north side of Ferry Street (now Observer Highway) between Washington Street and Hudson Street, and a cluster of buildings on the south side of Ferry Street between Washington Street and the Hudson River (Clerk and Bacot 1851). In 1855 Hoboken was reincorporated as the City of Hoboken (Snyder 1969: 146). In 1857, construction began to extend the M & E Railroad to the Hoboken Ferry and to build a terminal on the Hudson River waterfront (Treese 2006: 112). The expansion of Hoboken was facilitated by land reclamation projects designed to drain salt marsh on the eastern and western margins of the city. Hoboken's dry land measured less than one-half mile wide from the shore of the Hudson to the edge of the meadows and comprised about 270 acres (Shaw 1884: 1211). In the mid-nineteenth century, Hoboken's waterfront was located at present-day Marin Boulevard (formerly Henderson Street) along the edge of Harsimus Cove, a shallow tidal bay (Douglass 1841; Clerk 1848).

The salt meadows on the western margins of Hoboken were developed on paper long before they were filled in and built on. The 1841 Douglass map depicts Grand Avenue, Washington Avenue, Adams Avenue, Jefferson Avenue, Madison Avenue, Monroe Avenue, Jackson Avenue, and Marshall Avenue with a salt marsh overlay, which suggests they were proposed rather than constructed roads.

By the 1860s Hoboken's dry land was fully developed and unable to accommodate the burgeoning population. An 1863 "Act to confirm the laying out of the westerly part of the city of Hoboken," dictated that the roads in the meadows had to "correspond with the streets and avenues running through and across the eastern portion of the city." The 1863 law also ordered that any meadow roads in existence prior to the 1860 plan be vacated (New Jersey State Legislature 1863: 49).

Despite early legislative attempts to direct development in the tidal marsh areas of Hoboken, the land remained unimproved in 1865 (Bache 1865). In 1866 the State of New Jersey addressed the drainage issue, passing an act to "provide for the drainage of certain lowlands lying in the city of Hoboken and the Township of Weehawken" through the use of "dykes, dams, tide banks, ditches, drains, sluices, sluice gates, engine pumps, and all others works structures and machinery necessary…" (New Jersey State Legislature 1866: 941). Drainage proposals depicted on maps made by Robert C. Bacot of Jersey City, and Levi V. Post of Hudson City called for the construction of sewers running "east and west along Ferry Street, First Street, Third Street, Tenth Street, and Fifteenth Street" that discharged into the Hudson River at low tide (New Jersey State Legislature 1866: 941; Van Winkle 1924: 296). In 1869, William Hexamer, a water commissioner, noted that "about three miles of box sewers and ditches had been built, principally in Ferry and First Streets" according to the plan laid out by Bacot and Post (Van Winkle 1924: 296; Shaw 1884: 1211). Another box sewer was constructed along Third Street, and extended "from the Hudson River to Adams Street," and received "the drainage of sewers in Garden Street, Park Avenue, Willow Avenue, Clinton Street, Grand, and Adams Streets" (Van Winkle 1924: 296). Just four years after the completion of some of these sewers, the New York Times noted that the meadows, which at that time extended by "from Adams Street for a half-mile westward, to the foot of the Hudson City Hills," continued to be "flooded with stagnant pools and health-destroying offal" (New York Times 1873: 8).

Land reclamation schemes also targeted the Hackensack Meadowlands for development. In 1867 Spencer B. Driggs and Samuel Pike attempted to reclaim land in the Meadows by the construction of a system of earthen dikes reinforced by iron plates, tidal gates, and pumps (Marshall 2004:10). The Driggs and Pike project was abandoned in 1873. Nevertheless, population growth on the uplands west of the Meadowlands led to the formation of Kearny Township in 1867 from Harrison Township (Snyder 1969: 147). General N. M. Halsted, a prominent resident, campaigned for the creation of an independent township that could more easily administer local affairs.

East of the Meadowlands municipal development was driven by commercial interests, including the railroad companies' desire to link Pennsylvania coal fields to New York City markets. All railroads into Jersey City were forced to use the NJRR tracks through the Bergen Cut or to transfer passengers onto NJRR trains to reach the Hudson River by rail, giving the NJRR a virtual monopoly over access to the Port of New York. In 1858 the NJRR built a terminal at Exchange Place near the former location of Fulton's ferry. In 1856 the Erie Railroad (henceforth the Erie), which absorbed the PHR in 1853, began construction of the Long Dock Tunnel to connect its line to the Hoboken Terminal, at the former site of Steven's ferry terminal, and bypass the Bergen Cut. The Long Dock Tunnel opened for service in 1861 and carried Erie and M&E trains until the M&E's successor, the DL&WRR, constructed the North Bergen Tunnel in 1876 and 1877. While the Long Dock Tunnel was under construction, the Erie built a new terminal at Hudson Street in the Pavonia section of Jersey City. The DL&WRR continued to use the Hoboken Terminal (Winfield 1874; Lane 1939; Treese 2006).

The Central Railroad of New Jersey (CRRNJ) circumvented the NJRR by successfully bridging lower Newark Bay and extending their own mainline from Elizabethport to a terminal it constructed at Communipaw in 1864 (Winfield 1874: 369; Treese 2006:50). This allowed the railroad to deliver passengers over its own tracks to a new Hudson River terminal. On March 1, 1866, interests of the CRRNJ chartered the Newark & New York Railroad to compete directly with the NJRR for Newark passenger, commuter, and freight traffic. The new railroad opened officially for passenger service on July 23, 1869. Travel time took just 17 minutes (New York Times 1869). On June 6, 1871, the CRRNJ leased the Newark & New York Railroad outright, thereby formalizing the relationship between the two companies (New Jersey Secretary of State 1871). From that point forward it was known as the

Newark & New York Branch of the CRRNJ. A clear benefit of the CRNNJ route was to open lands along its route to development. Even before its completion, one reporter from the New York Times noted that "along its lines new villages will spring up. The path of progress in this latter day is the path of the cars" (New York Times 1867). Until the mid-nineteenth century, Bergen Neck comprised dispersed farmsteads, open fields, and undeveloped marsh land, except for the construction of the Morris Canal (Douglass 1841; Wood 1855). By the time George Hopkins published his atlas of Jersey City in 1873, the area surrounding the canal had been mapped out for new city streets and subdivided into numerous house lots (Hopkins 1873).

The subdivision of North Bergen Township into smaller municipalities during the mid-nineteenth century reflects the rapid and disproportionate population growth that occurred along the Hackensack and Hudson Rivers. The townships bordering the Hudson River developed rapidly, established separate identities and divided from North Bergen (Van Winkle 1924: 124-7). Union Township and West Hoboken Township split from North Bergen in 1861. As North Bergen Township's population density increased, agricultural production tended to specialize, but without the degree of urbanization and industrialization that had occurred along the banks of the Hudson River. The West Shore Hudson River Railroad (WSRR) incorporated in 1867 and operated as part of the New York Central Railroad. The WSRR built a line through North Bergen Township along the east side of the former New Jersey Midland Railroad (later part of the New York, Susquehanna and Western Railway) and began service between Jersey City and Newburgh, New York in 1883. Part of the route necessitated a tunnel that extended 4,000 feet through the Palisades to the WSRR terminal Weehawken, which was completed in 1884 and operated until 1959 (Treese 2006:103). The route of the WSRR provided communities on the Palisades Ridge, including West Hoboken and Union Hill, with access to New York City markets and improved transportation between North Bergen and Jersey City. Weehawken Township was set off from North Bergen in 1859, followed by Union Township and West Hoboken Township in 1861 (Snyder 1969:148). Union Town was created from Union Township in 1864 (Snyder 1969:148). Walling's (1860) Map of the City of New York and its Environs illustrates the proposed expansions of West Hoboken and Union Hill west from Palisades Avenue. The smaller communities of Weavertown, Bonnsville, and North Hoboken extended along Bergen Road. Weehawken, in the 1860s, comprised a series of large estates extending along the west bank of the Hudson River from the Elysian Fields on the northeastern boundary of Hoboken to north of Day's Point (Walling 1860; Dripps 1863). Palisades Avenue and Bulls Ferry Road marked the western boundary of Weehawken. Maps of the 1860s record water depths of two to six feet along the Hudson River shoreline, marked by a bulkhead line that would eventually contain fill used to expand the Weehawken waterfront (Walling 1860; Dripps 1863). Portions of the HBLR traverse made land between Castle Point and Port Imperial, north of Day's Point (Walling 1860; Dripps 1863). The WSRR Tunnel was constructed through the circa mid-nineteenth century estate of James Brown and along the northern periphery of North Hoboken at present-day 49th Street in North Bergen Township (Dripps 1863; Hopkins 1873). The Grove Church Cemetery is depicted at the intersection of the roads that became John F. Kennedy Boulevard and 49th Street and is labeled as a "grave yard" (Dripps 1863). An 1873 map of North Bergen Township depicts the proposed route of the WSRR Tunnel north of the Grove Church Cemetery (Hopkins 1873).

Once the Long Dock Tunnel was completed, land for a new railroad station in Jersey City was made by filling Harsimus Cove using a combination of dredge, garbage, and spoils from various construction projects. The new land spanned the boundary between Hoboken and Jersey City and became the location of a large rail yard servicing the DL&WRR in Hoboken and the Erie Railroad in Jersey City (Taber 1977: 78). The 1873 Hopkins Atlas of the State of New Jersey and the County of Hudson depicts the Erie's freight depots along the north side of Harsimus Cove (Hopkins 1873: Plate B). Morris Canal structures are depicted south of Harsimus Cove at the intersection of Essex and Van Vorst Streets on the west side of the canal, and rowhouses are shown along both sides of Essex Street between Van Vorst and Warren streets proximate to the location of the HBLR Marin Boulevard Station (Hopkins 1873: Plate C). Further east along Essex Street, buildings associated with the Mathiesson & Wiechers Sugar Refinery, the J.J. Gautier & Co. Fire Brick Manufactory, Thomas & Haley, and John Cahill are depicted between Warren and Hudson Streets (Hopkins 1873: Plate A).

Buildings along the east side of Hudson Street, near the Paulus Hook waterfront, included Took & Seurs, the Wm. C. Hutton Boiler Works, the First National Bank, and several buildings owned by the Jersey City Associates (Hopkins 1873: Plate A). The HBLR route is proximate to all of these late nineteenth century properties. Between Montgomery and Steuben streets, the HBLR route passes through the former NJRR depot and railyard (Hopkins 1873: Plate A). The filling of Harsimus Cove facilitated the further expansion of this industrial district. In 1874, further improvements along the Hudson River waterfront included the dredging and construction of a 100-foot-wide canal called the "Long Slip" to increase the railroad's overall wharf frontage and allow for the direct exchange of freight between rail cars and sea-going vessels without the use of lighters (Taber 1977: 86). Related improvements included elevated passenger and freight tracks and new railroad bridges with stone abutments built in 1876 over Marin Boulevard (formerly Henderson Street) and other public roadways (Interstate Commerce Commission 1925).

The opening of the DL&WRR's North Bergen Tunnel in 1877 precipitated a reconfiguration of the rail lines and improved freight facilities that included nine piers (Bromley & Bromley 1887). Along Marin Boulevard (formerly Henderson Street), between the branching track stems leading to the passenger and freight terminals, several buildings (no longer standing) served both the railroad and local businesses. The private residences formerly located along the east side of the street were replaced by a grouping of three buildings attributed to the New York & New Jersey Produce Company, including an office, an ice house, and several other outbuildings. Structures on the west side of Henderson Street featured a yard office and an interlocking tower (Bromley & Bromley 1887; Hughes and Bailey 1904; New Jersey State Board of Assessors 1910; Sanborn Map Company 1912). At the head of the Long Slip, the railroad company maintained a frame store house for cement, a material used extensively on the line (New Jersey State Board of Assessors 1910: 40-41). The 1880 Spielmann & Brush Sanitary Map of Hudson County, New Jersey shows the simplified rail lines in place as well as the former extent of Harsimus Cove and the marsh lands (Figure 4.5a). Upon exiting the North Bergen Tunnel, the rails divide east of Newark Road, with trains proceeding either left to the DL&WRR terminal or right to the Erie Terminal (see Figure 4.5a). The 1880 Spielmann and Brush map depicts extensive areas of made, reclaimed or cut land (symbolized by stippling and shading) at Paulus Hook and Harsimus Cove (see Figure 4.5a).

While the land reclamation was underway on the eastern margins of Jersey City and Hoboken, construction of buildings on the western margin of Hoboken was sparse through the 1870s (Loudan 1876). Sections of Hoboken west of Willow Street are still depicted as marsh land on the 1880 Spielmann and Brush map, even though the southern portions of the meadows were well supplied with sewers (see Figure 4.5a). In western Jersey City, the 1880 Spielmann & Brush map indicates that land west of James Street (present-day James Avenue) was marsh land (see Figure 4.5a). Kearny in 1880 also remained marsh land bisected by railroads, turnpikes, and the Jersey City Waterworks pipelines (see Figure 4.5a). North of Hoboken, reclaimed land is not indicated on the 1880 Spielmann & Brush map except for limited areas surrounding existing docks (see Figure 4.5c). South of Jersey City, development was concentrated on the spine of Bergen Neck and uplands at Communipaw and Constable Hook. The 1873 Hopkins Atlas shows both existing and proposed streets in the Greenville section of Jersey City and in Bayonne, as well as the routes of the Morris Canal and the CRRNJ (Hopkins 1873). In Bayonne, no buildings are depicted proximate to the CRRNJ except for rail stations. Near the Morris Canal, between Centre and Grand Streets and east of Avenue E, dwellings are depicted along the west side of the CRRNJ tracks (Hopkins 1873). The CRRNJ brought both industrial development and tourism to Bayonne, which became a boating and yachting center during the late nineteenth century. In the 1880s the construction of paint, zinc, and chemical factories on Constable Hook and petroleum plants and tank farms in southern Bayonne spurred population growth. Between 1880 and 1890, Bayonne's population increased from 800 to 5,500 (Richard Grubb & Associates, Inc. 1998: 22). In the Greenville section of Jersey City, land surrounding the CRRNJ is depicted as undeveloped in 1873 (Hopkins 1873). The CRRNJ is depicted crossing the Morris Canal's Fiddler's Elbow on the Bayonne/Greenville boundary (Hopkins 1873). In 1889 the CRRNJ built a new terminal at Communipaw to replace its existing terminal. Several buildings are depicted in 1873

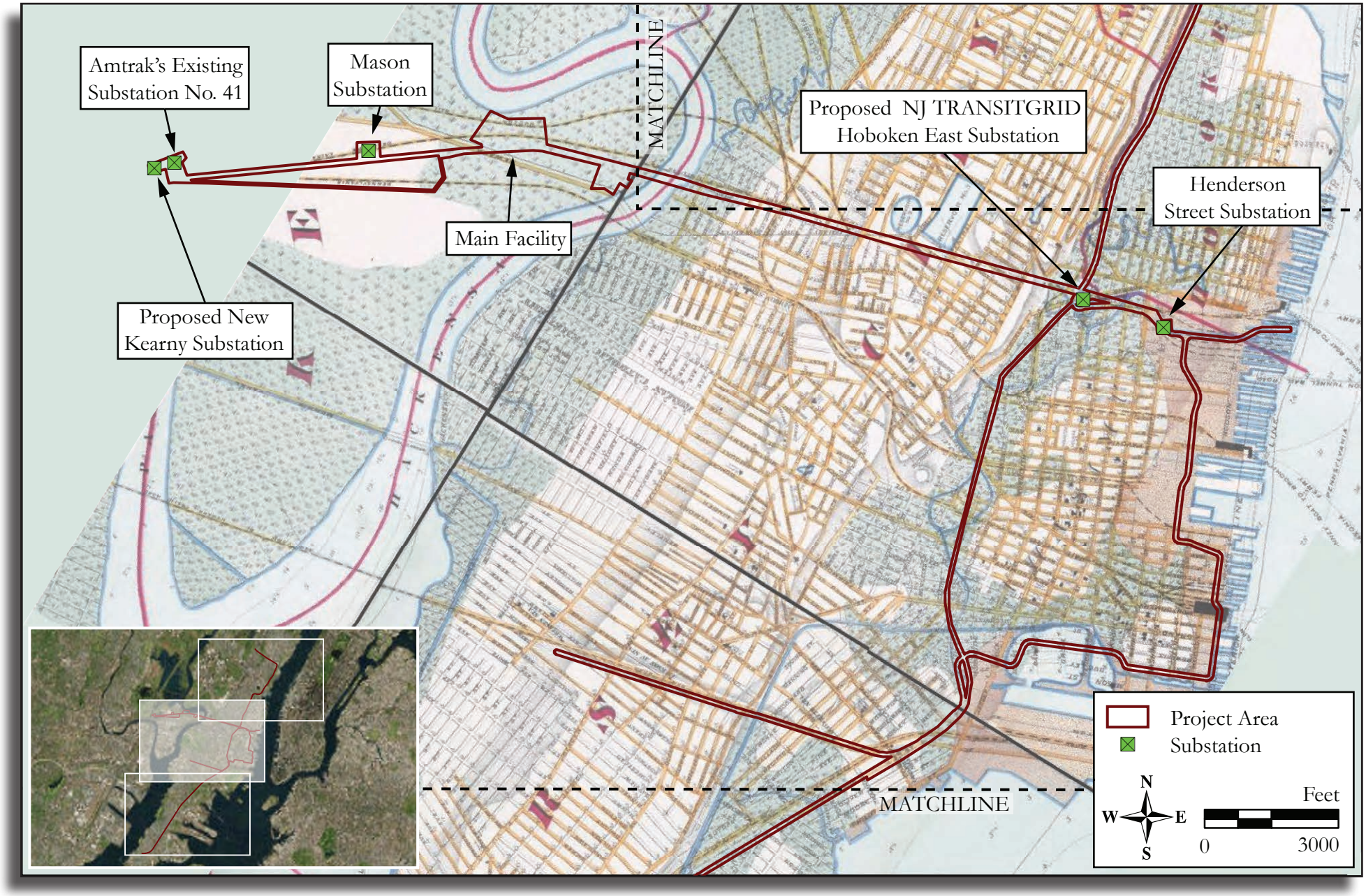

Figure 4.5a: 1880 Spielman and Brush, Sanitary and Topographical Map of Hudson County, New Jersey.

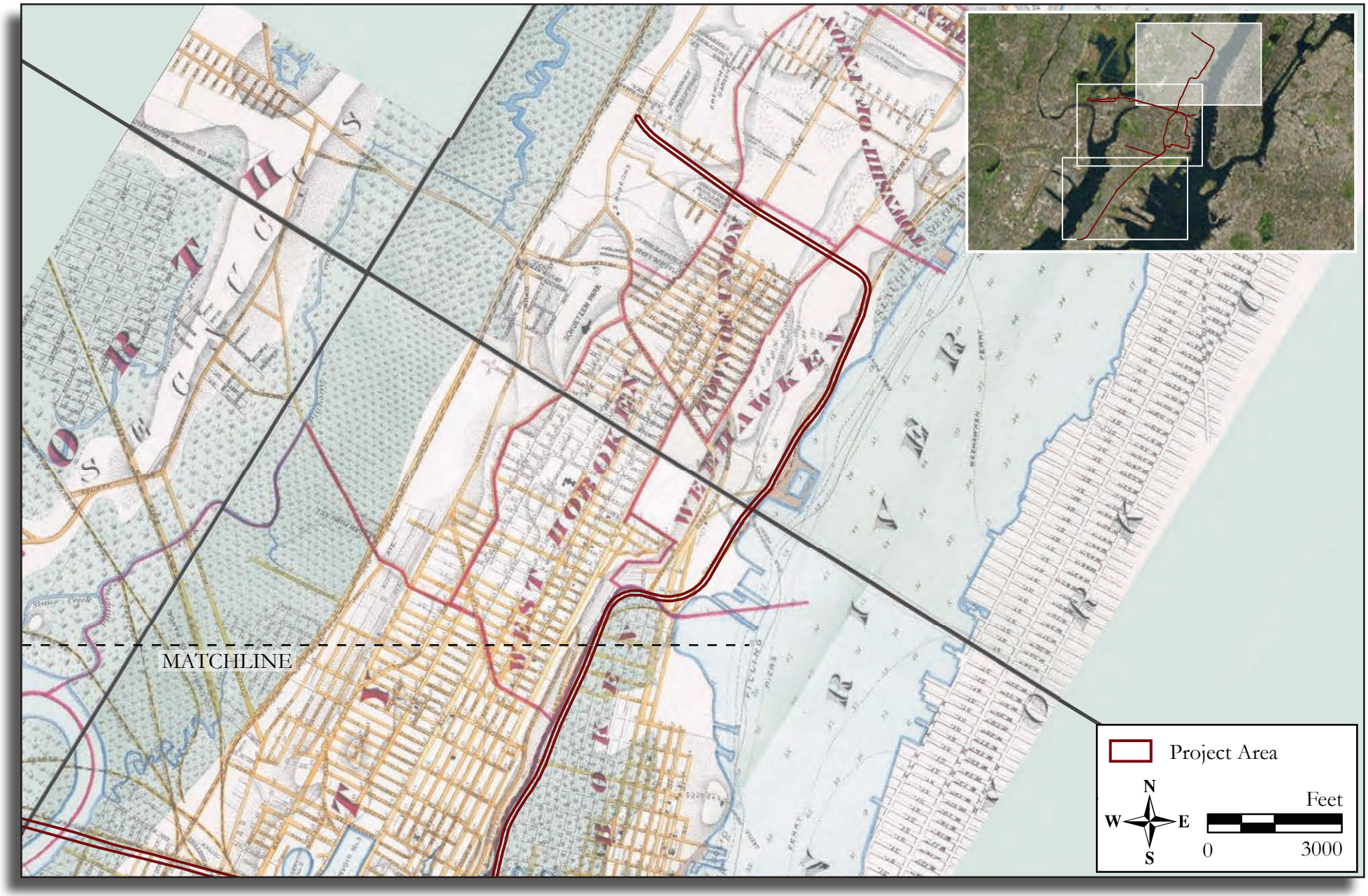

Figure 4.5b: 1880 Spielman and Brush, Sanitary and Topographical Map of Hudson County, New Jersey.

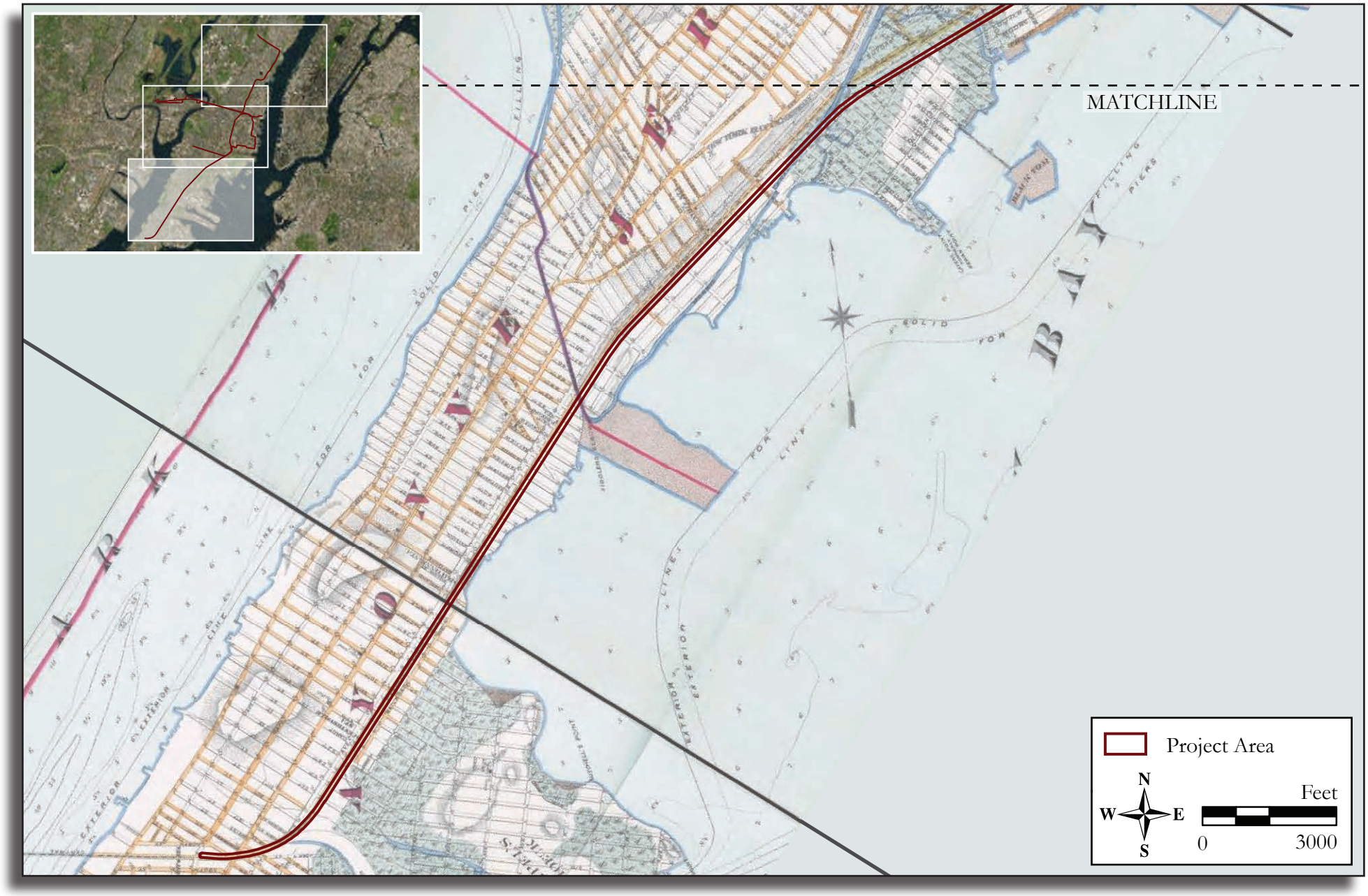

Figure 4.5c: 1880 Spielman and Brush, Sanitary and Topographical Map of Hudson County, New Jersey.

west of the terminal on the east side of the CRRNJ tracks at the intersection of Communipaw Avenue and Dudley Street (Hopkins 1873: Plate M).

With advances in rail transport, the Morris Canal eventually became obsolete, and by 1871 its ROW was acquired by the Lehigh Valley Railroad (LVRR). Through this acquisition, the LVRR, secured the Morris Canal's valuable terminal properties on the Hudson River at Paulus Hook. While the LVRR acquired the charters of the Perth Amboy and Bound Brook and the Bound Brook and Easton railroads and began construction of its New Jersey Division, it considered ways to maximize the productivity of the canal's ROW (Greenberg and Fischer 1997: 66-67). Initially, the railroad envisioned filling in the canal, erecting bridges over the Passaic and Hackensack Rivers, and running tracks into Jersey City on the old canal ROW (New York Times 1886: 2). Such a plan, however, required the abandonment of the waterway, for which state sanction was not forthcoming. In 1881 it allowed the installation of the Standard Oil Company of New Jersey's Olean-Bayonne Oil Pipeline. The LVRR also worked to develop the canal's water assets. The LVRR secured contracts with Newark, Bayonne, and other communities to deliver drinking water to local distribution systems (McAneny, Jr. 1891: 659). The LVRR conveyed its contracts to the East Jersey Water Company, established specifically to construct the necessary aqueducts (McAneny 1891: 656, 658-659). For the Bayonne contract, an East Jersey Water Company subsidiary called the New York & New Jersey Water Company imbedded a 30-inch pipeline into the Morris Canal towpath in 1896 (McAneny 1891: 658; New York Times 1896). In 1889, the LVRR built a terminal in Jersey City adjacent to the CRRNJ terminal.

The growth of Jersey City prompted improvements to its infrastructure, including the construction of a new network of stormwater and sewer lines under the city streets, together with sewer outfalls into the Hackensack River (Hopkins 1908). Among proposals for the development of Jersey City was an extensive land reclamation plan for marsh land along Newark Bay (Muirhead 1910). Public health concerns in the late nineteenth and early twentieth centuries resulted in an extensive drainage infrastructure constructed in the Meadowlands tidal marsh by the Bergen and Hudson County Mosquito Commissions. The drainage system included the excavation of a network of ditches and the installation of tide gates at the confluences of creeks or ditches emptying into the Hackensack River (Hunter Research, Inc. 2009: 5-52). Early twentieth century viewpoints on the Meadowlands focused on land reclamation through filling and land making methods designed to raise the land above the high-tide level (Marshall 2004:10). River dredging programs begun in the late nineteenth century by the U.S. Army Corps of Engineers provided some material for in-filling of marsh lands; municipal garbage, construction debris, and excavation spoils provided other material (Marshall 2004:10). These efforts resulted in the creation of made land in eastern Bergen and western Hudson counties along the lower Hackensack and lower Passaic rivers. Portions of the Kearny Peninsula were reclaimed as a result of these efforts. In the late nineteenth century, the Paterson & Newark Railroad, the DL&WRR, and the Pennsylvania Railroad crossed the Kearny Peninsula en route to Jersey City; however, most of the reclaimed land remained undeveloped (Figure 4.6; Hopkins 1909).

Along the Hudson River waterfront, improvements of the DL&WRR terminal were underway when two fires destroyed the southern third of the freight yard and the passenger terminal in 1904 and 1905, respectively. The disasters gave the railroad the opportunity to rebuild and reconfigure both the freight and passenger yards (Taber and Taber 1981: 436). The Long Slip bulkheads were repaired and reconstructed using the railroad's signature material of concrete. The south side of the canal was equipped with Mac Miler moving cranes used for shifting large bulk machinery and freight (particularly lumber products) from rail cars to ships or lighters for distribution around the Port of New York (Taber and Taber 1981: 425). The new passenger terminal opened on February 25, 1907, and the rebuilding of the yard facilities was substantially completed by 1912 (Taber and Taber 1980: 29: 29). Later relevant changes to the facility included construction of a new electric power generating plant on the site of the old cement storage house at the head of the Long Slip (Sanborn Map Company 1927; Lynn Drobbin and Associates 1997: 22). The old produce company buildings located along Henderson Street were taken over, demolished, and replaced with facilities and offices for the Pullman Company's fleet of luxury rail cars, including a set of concrete bumper blocks at the ends of the yard stub tracks (Sanborn Map Company 1927). This section of the terminal retains the name "Pullman

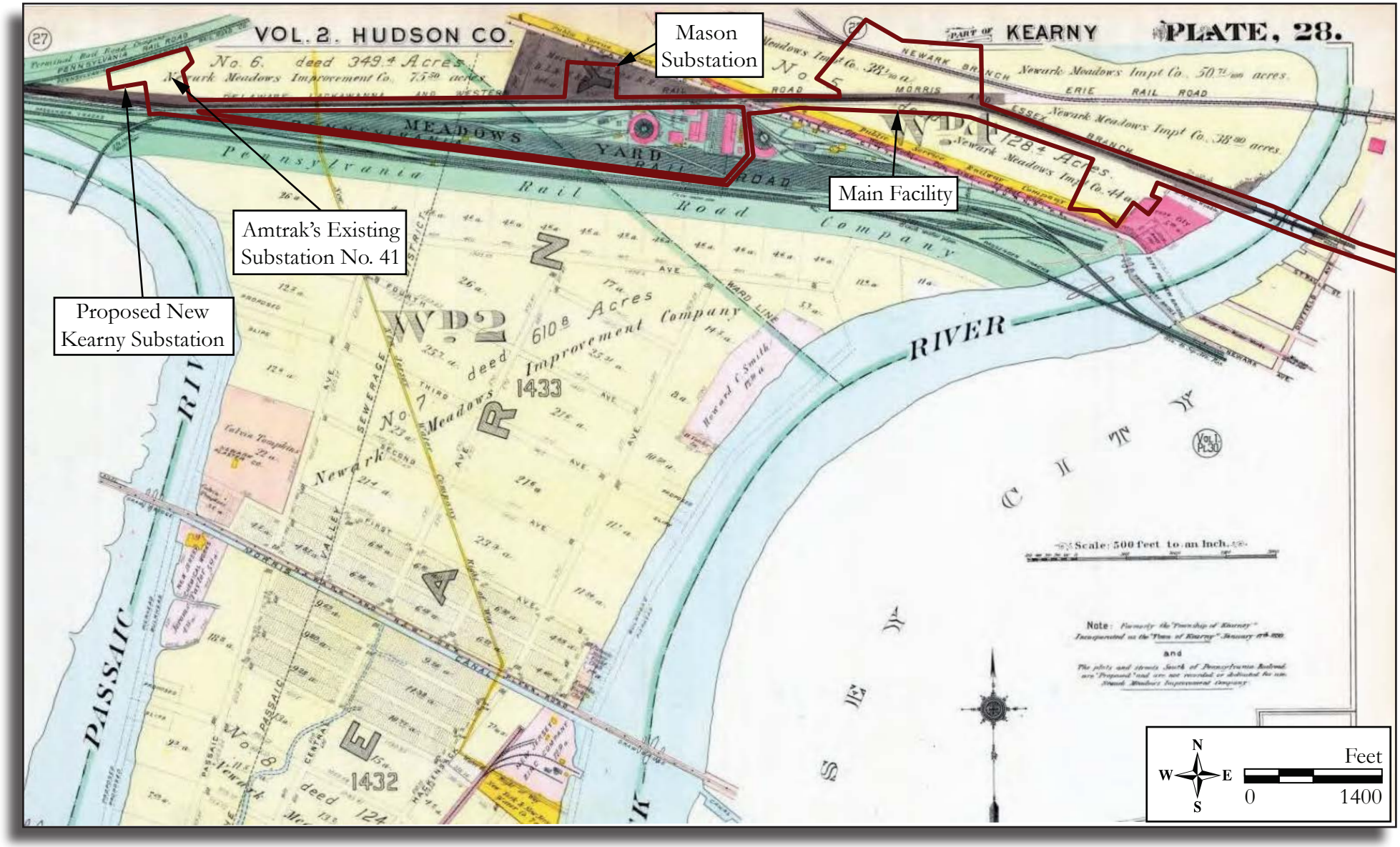

Figure 4.6: 1909 G. M. Hopkins Co., Atlas of Hudson County, New Jersey.

Yard." By 1908, a new ferry terminal was constructed; now owned by the DL&WRR (Hopkins 1909). The former terminal burned in 1905 (Richard Grubb & Associates, Inc. 1996) and was replaced by a several ferry concourses and a new train concourse.

Development of the tidal marsh areas in western Hoboken continued through the early 1890s, as additional areas of the meadows were filled in and railroad development projects were completed. An 1891 map of the region depicts land created by draining portions of the marsh (Bien 1891). As late as the 1890s northern Hudson County and southern Bergen County remained primarily rural, with woodlots covering the northeastern half of Fairview Borough and northeastern North Bergen Township (Beers 1891; Bien and Vermeule 1891; U.S.G.S. 1888, 1898; Vermeule 1889). Subdivisions had been planned but not yet constructed during the late nineteenth century (Richard Grubb & Associates, Inc. 1995:6-10). In the 1900s, while the DL&WRR was improving and rebuilding its terminal facilities, the Hudson & Manhattan Railroad (H&MRR) was busy boring a tube beneath the Long Slip and adjoining rail yards for an underground connection between the Hoboken and Erie railroad terminals. This section of the H&MRR (present-day Port Authority Trans-Hudson Corporation [PATH]) tubes opened in February 1908 (New York Times 1909: 3), providing rapid transit links between the various Jersey City passenger rail stations and Manhattan.

Industrial and commercial development of the northeastern portion of the Kearny Peninsula began in the early 1900s with the construction of the Koppers Seaboard Coke and Byproducts Company. The Koppers facility operated from 1917 to 1974 and conducted coke production, by-product recovery, and gas cleaning/conditioning (Figures 4.7a, 4.8; Hopkins 1934; NETR 1953, 1954, 1966, 1979; NJDEP 1930; Leir 2012; Hornsby and Sawchuck 1999). The post-World War I commercial, residential, and industrial development in Kearny and Jersey City was influenced by rapidly expanding automotive transportation. The opening of the Holland Tunnel in 1927 marked the beginning of a complex road network in and around Jersey City to provide access to New York City. Anticipated completion of the Holland Tunnel required construction of new routes to feed the tunnel, such as U.S. Routes 1 & 9 and the Pulaski Skyway. The Lincoln Tunnel opened in 1937 providing a direct route between Weehakwen and Manhattan. Following a short period of improved business conditions brought about by World War II, the DL&WRR experienced increasing financial losses during the 1950s (Taber and Taber 1981: 425). A deepening economic recession in 1957 and 1958 was especially hard, eroding freight revenues for all eastern carriers (Baer, et al 1994: 368). In April 1959, the DL&WRR petitioned the New Jersey Board of Public Utilities to stop passenger service on all but its Boonton Branch (Grow 1979: 83). Management also approved a merger with the rival Erie Railroad in 1959. The consolidation of the two lines took effect on October 17, 1960, forming the Erie-Lackawanna Railroad (E-LRR).

In 1952, the New Jersey Turnpike was constructed through northeastern New Jersey. Construction of the New Jersey Turnpike through the marshes of the New Jersey Meadowlands progressed slowly. Low-lying and inundated areas that ranged in depth from five to 250 feet had to be filled and the roadway constructed above the water table. The contemporary landscape of Kearny and Jersey City reflects the continued impacts of highway construction, mass transit systems including the HBLR, and expansion in the New York City metropolitan area.

4.3 Summary of Prior Cultural Resources Investigations

Registered Archaeological Sites

A review of site files at the NJSM and standard references (Skinner and Schrabisch 1913; Cross 1941) indicated that nine registered archaeological sites (28-Hd-1, 28-Hd-15, 28-Hd-17, 28-Hd-18, 28-Hd-19, 28-Hd-44, 28-Hd-47, 28-Hd-49, and 28-Hd-53) are located within or adjacent to the APE (see Table 4.2). The Constable Hook site (28-Hd-1) is a camp site for which limited information is available (Skinner and Schrabisch 1913:42; Spier 1913). Sites 28-Hd-15, 28-Hd-17, and 28-Hd-18 are undated prehistoric sites recorded by the Indian Site Survey (ISS) of New Jersey during the 1930s for which very little information is available. The Standard Chlorine Chemical Company Site (28-Hd-44) is a deeply buried prehistoric site identified during archaeological monitoring conducted as part of a

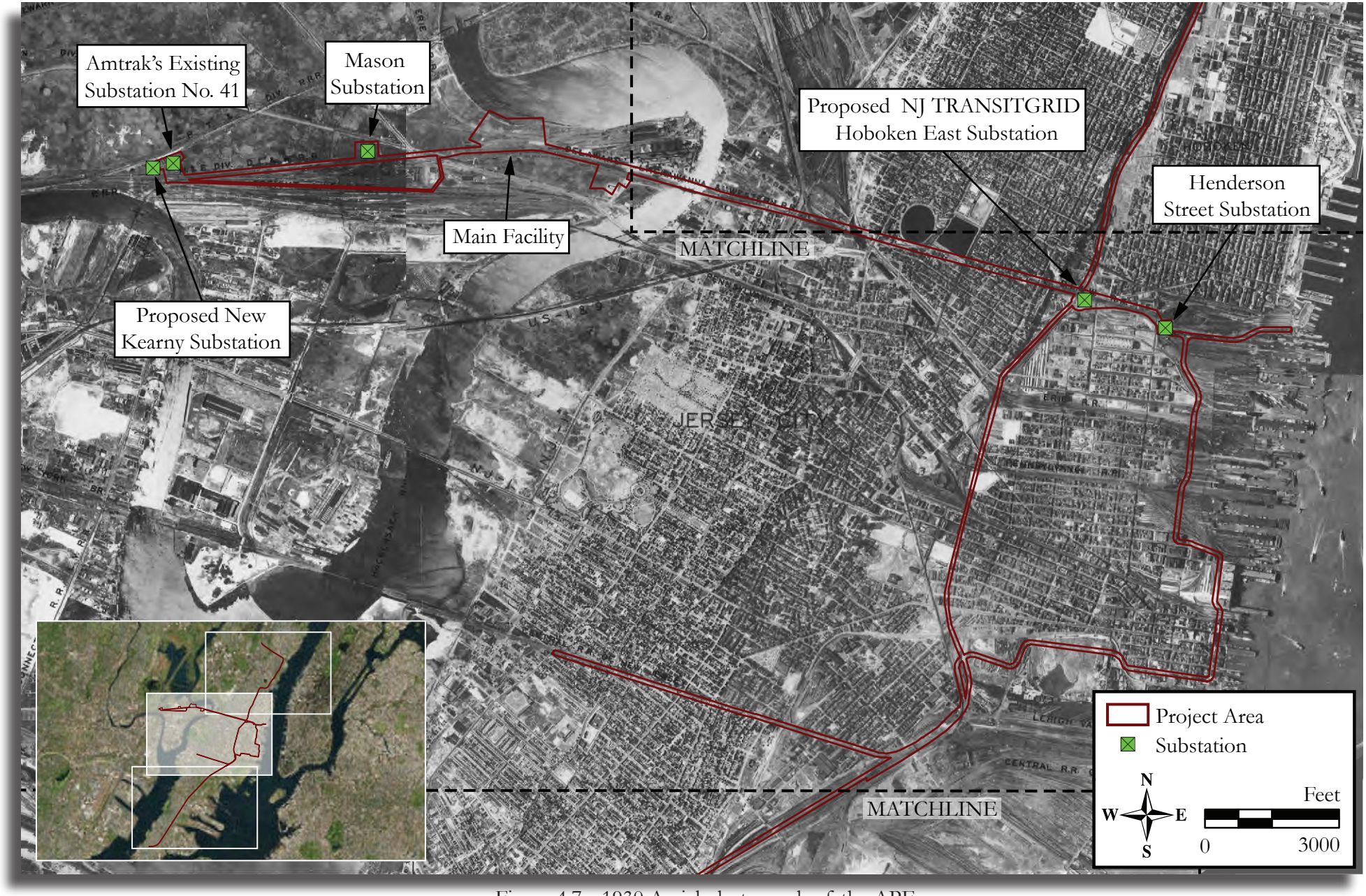

Figure 4.7a: 1930 Aerial photograph of the APE.

Figure 4.7b: 1930 Aerial photograph of the APE.

Figure 4.7c: 1930 Aerial photograph of the APE.

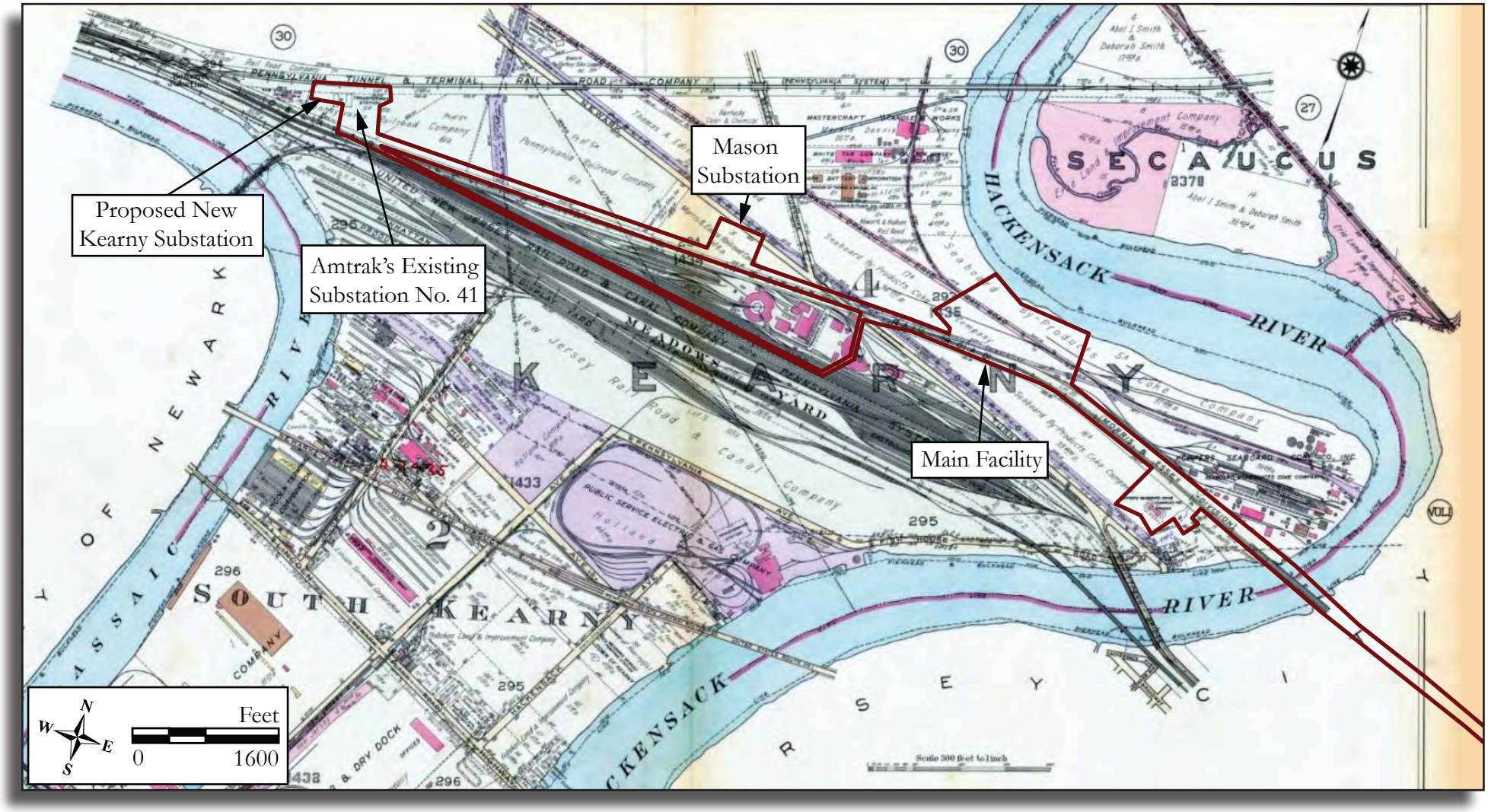

Figure 4.8: 1934 G.M. Hopkins Co., Atlas of Hudson County, New Jersey.

Table 4.2: Archaeological sites in or within one-half mile of the APE.

Site Number	Site Name	Period	Type	Reference
28-Hd-1	Constable Hook	Prehistoric	Unknown	Spier 1913; Skinner and Schrabisch 1913:42; ISS:6
28-Hd-3	Greenville	Woodland	Unknown	Skinner and Schrabisch 1913:42; ISS:6
28-Hd-5	Bayonne	Prehistoric	Unknown	Skinner and Schrabisch 1913:42; ISS:6
28-Hd-8	Jersey City	Prehistoric	Unknown	ISS:6
28-Hd-9	Jersey City, Western Shore (Site #3)	Prehistoric	Unknown	ISS:6
28-Hd-10	Jersey City, Western Shore (Site #4)	Prehistoric	Unknown	ISS:6
28-Hd-12	Jersey City, Western Shore (Site #5a)	Prehistoric	Unknown	ISS:6
28-Hd-13	Jersey City, Interior Points (Site #6)	Prehistoric	Unknown	ISS:6
28-Hd-15	Jersey City, Interior Points (Site #8)	Prehistoric	Unknown	ISS:6
28-Hd-16	Jersey City, Eastern Shore (Site #9)	Prehistoric	Unknown	ISS:6
28-Hd-17	Jersey City, Eastern Shore (Site #10)	Prehistoric	Unknown	ISS:6
28-Hd-18	Jersey City, Eastern Shore (Site #11)	Prehistoric	Unknown	ISS:6
28-Hd-19	Exchange Place Landfill	1845 – 1890	Landfill	Kardas and Larrabee 1979
28-Hd-20	73/75 Larch Avenue	Mid- to late 19th c.	Residence	RBA Group 2000
28-Hd-21	77 Larch Avenue	Mid- to late 19th c.	Residence	RBA Group 2000
28-Hd-22	79 Larch Avenue	Mid- to late 19th c.	Residence	RBA Group 2000
28-Hd-23	85 Larch Avenue	Mid- to late 19th c.	Residence	RBA Group 2000
28-Hd-24	23 Seaman	Mid- to late 19th c.	Residence	RBA Group 2000
28-Hd-25	25 Seaman	Mid- to late 19th c.	Residence	RBA Group 2000
28-Hd-26	Constable Hook 1	Prehistoric	Unknown	ISS:6
28-Hd-30	Hudson County Potter's Field Burial Ground	Late 19th to mid-20th c.	Cemetery	NJSM
28-Hd-31	Whitlock Mills	Mid-19th – early 20th c.	Zinc Processing Plant & Hemp Cordage Mill	Cultural Resource Consulting Group 2005
28-Hd-32	HBLR: Smith Family House	Early – late 19th c.	Domestic	Geismar 1995a
28-Hd-33	Radcliff/Oechel/Bauer House	Mid- to late 19th c.	Residence	RBA Group 2000
28-Hd-34	Walter/Sauter House	Mid- to late 19th c.	Residence	RBA Group 2000
28-Hd-35	Lipfert House	Mid- to late 19th c.	Residence	RBA Group 2000
28-Hd-36	Radcliff/Stewart House	Mid- to late 19th c.	Residence	RBA Group 2000
28-Hd-37	Apple Tree House	18th – 19th c.	Residence	NJSM
28-Hd-39	Croxton Yard Engine Maintenance Facility Complex Archaeological Site	1910 – 1950	Railroad roundhouse and terminal	RBA Group 2003, 2007
28-Hd-41	Hoersch Tenant House	Mid- to late 19th c.	Residence	RBA Group 2000
28-Hd-42	Rebhan/Jaeger House/Store	Mid-19th to early 20th c.	Residence	RBA Group 2000
28-Hd-43	Covert Street Lots	Mid-19th to early 20th c.	Residential	RBA Group 2000
28-Hd-44	Standard Chlorine Chemical Company Site	Prehistoric	Unknown	Langan Engineering Services, Inc. 2012
28-Hd-45	Jersey Eagle	Woodland, 18th - 20th c.	Multicomponent	Public Archaeology Laboratory, Inc. (PAL) 2010, 2011a, 2013a

Table 4.2; cont.

Site Number	Site Name	Period	Type	Reference
28-Hd-47	Morris Canal Fiddler's Elbow Segment Archaeological Site	1920 - 1940	Morris Canal prism	Dewberry Engineers, Inc. 2011
28-Hd-48	New York, Susquehanna and Western RR Engine Repair Site	Late 19th to early 20th c.	Industrial	RBA Group 2015
28-Hd-49	Jersey Central Railroad Roundhouse North	1914 – 1950	Railroad roundhouse and terminal	Public Archaeology Laboratory, Inc. 2010, 2012a
28-Hd-50	Liberty State Park Historic Vessel 01	19th c.	Wooden shop	Dewberry Engineers, Inc. 2013
28-Hd-51	Mill Creek Retaining Wall	Mid-19th c.	Retaining Wall	RGA, Inc. 2015
28-Hd-52	Mill Creek Plank Board	Ca. 1880 – early 20th c.	Possible bridge	RGA, Inc. 2015
28-Hd-53	Fulton's Landing	Historic	Canal cribbing	Geismar 2004a

ISS – Indian Site Survey
NJSM - New Jersey State Museum

mitigation program for the Standard Chlorine Chemical Company. Located approximately 900 feet west of the proposed Main Facility site, the Standard Chlorine Chemical Company Site was located in a sandy alluvial layer approximately nine to 17 feet below ground surface (Langan Environmental Services, Inc. 2012). Fill deposits and compressed marsh mat deposits overlie the sandy alluvium. The Standard Chlorine Chemical Company Site was determined eligible for NRHP listing under Criterion D for its potential to provide important information on Woodland period Native American exploitation of the Hackensack River (NJHPO Opinion 5/22/12).

The Exchange Place Landfill (28-Hd-19) is a nineteenth century site that contains secondary context deposits used to extend the Jersey City waterfront at Paulus Hook into the western margins of the Hudson River during the mid- to late nineteenth century (Kardas and Larrabee 1979). Two Morris Canal-related sites, the Morris Canal Fiddler's Elbow Segment Archaeological Site (28-Hd-47) and Fulton's Landing (28-Hd-53), represent locations where a section of the canal prism and the canal cribbing were identified in Jersey City (Geismar 2004; Dewberry Engineers, Inc. 2011). The Jersey Central Railroad Roundhouse North site (28-Hd-49) contains archaeological components related to an early twentieth century railroad roundhouse and terminal documented in 1981 (Historic Conservation and Interpretation, Inc. 1981; Public Archaeology Laboratory, Inc. 2013).

In addition, 32 previously registered prehistoric or historic archaeological sites are located within one-half mile of the APE (see Table 4.2). Nine of these are registered prehistoric archaeological sites identified in the early twentieth century for which very little information is available. One multicomponent site (28-Hd-45) that contains both prehistoric and historic cultural material is located within one-half mile of the APE. The remaining 22 registered archaeological sites are historic sites occupied between the eighteenth and late twentieth centuries and represent domestic/residential, industrial, and transportation related archaeological resources. Historic archaeological resources registered within one-half mile of the APE include a group of domestic sites occupied in the second half of the nineteenth century and part of the Covert/Larch Historic District (see discussion below), a late nineteenth to mid-twentieth century burial ground, and a late nineteenth to early twentieth century industrial site related to the New York, Susquehanna and Western (NYS&W) Railroad (see Table 4.2).

Historic narratives documented Native American habitations on the west shore of the Hudson River during the Contact period, which have not been identified archaeologically. Castle Point, a hill adjacent to the Hudson River, is located east of the APE on what is now the campus of the Stevens Institute of Technology. Historically, this was the site of a Late Woodland-Early Historic period Native American settlement (perhaps with an Archaic component) known as Hobokan or Hobakan-hackingh. Described

as a trading location, trails led inland from this location toward the mountain regions north and west, and towards Sapohanikan, a cove on the Manhattan side of the Hudson River (now known as Greenwich Village), where goods were exchanged between the island and the New Jersey mainland (Historic Sites Research 1980:9, 20). An 1874 description of Hobokan-hackingh included the local tradition that the name translated as "the land of the tobacco pipe" because Native Americans came to this location to collect stone from which they carved their pipes. This stone was likely serpentine, located in an outcrop in Hoboken (Winfield 1874 in Historic Sites Research 1980:20). A native village known as Harsimus or Ahasimus is recorded in historic documents between Hoboken and Paulus Hook. This village is also recorded as H'shim-muck, translated as "the place where there is a spring of drinking water" (Bolton 1922: 293 in Historic Sites Research 1980: 21).

National/State Register of Historic Places

Eight historic properties with archaeological components that are listed on or determined eligible for listing on the State and NRHP are located within the APE. In addition, eight previously identified historic properties or historic districts within 1,000 feet of the APE have archaeological components (Table 4.3).

Cultural Resources Surveys

More than 200 previous cultural resources surveys have been completed within 1,000 feet of the APE. Of these, 28 cultural resources surveys included archaeological assessments within or adjacent to Project Components A – E of the APE (Cultural Resource Management Services [CRMS] 1978a;

Table 4.3: Previously identified historic properties or historic districts in or within 1,000 feet of the APE.

Property Name/Address	Municipality	NRHP Current Status
Old Main Delaware, Lackawanna and Western Railroad Historic District	Multiple	Eligible (NJHPO Opinion: 9/24/1996)
Pennsylvania Railroad New York to Philadelphia Historic District	Multiple	Eligible (NJHPO Opinion: 10/2/2002)
Jersey City Water Works Historic District	Multiple	Eligible (NJHPO Opinion: 1/20/2003)
Delaware, Lackawanna and Western Railroad Boonton Line Historic District	Multiple	Eligible (NJHPO Opinion: 9/18/2008)
Erie Railroad Main Line Historic District	Multiple	Eligible (NJHPO Opinion: 2/20/2003)
Morris Canal	Multiple	NR: 10/1/1974; SR: 11/26/1973
Pennsylvania Railroad New York Bay Branch Historic District	Multiple	Eligible (NJHPO Opinion: 4/22/2005)
Lehigh Valley Railroad Historic District	Multiple	Eligible (NJHPO Opinion: 3/15/2002)
Jersey City Water Works Pipeline	City of Jersey City	Eligible (NJHPO Opinion: 5/7/1999)
St. Peter's Cemetery	City of Jersey City	Eligible (NJHPO Opinion: 6/18/1996)
Old and New Bergen Tunnels	City of Jersey City	Eligible (NJHPO Opinion: 5/8/1998)
Erie Railroad Bergen Hill Tunnel [aka Long Dock Tunnel]	City of Jersey City	Eligible (NJHPO Opinion: 4/27/2000)
Covert/Larch Historic District	City of Jersey City	Eligible (NJHPO Opinion: 3/10/1999)
Jersey City Reservoir 2 and 3 Complex	City of Jersey City	NR: 8/27/2012; SR: 4/10/2012; Eligible (NJHPO Opinion: 10/15/1991)
New York, Susquehanna and Western Railroad Engine Repair Site (28-Hd-48)	City of Jersey City	Eligible (NJHPO Opinion: 1/30/2015)
Standard Chlorine Chemical Company Site (28-Hd-44)	Kearny Town	Eligible (NJHPO Opinion: 5/22/2012)

NRHP - National Register of Historic Places
NJHPO - State Historic Preservation Officer
SR - State Register of Historic Places

Federal Transit Authority [FTA] 2008; Geismar 1992, 1998a; Historic Conservation & Interpretation, Inc. [HCI] 1978a; Hunter Research, Inc. 1986, 1998a, 1998b, 2009; Hunter Research, Inc. et al. 2006; Kardas and Larrabee 1975, 1980, 1982; Langan Engineering and Environmental Services, Inc. 2009, 2010a, 2010b, 2012; New Jersey Department of Transportation-Bureau of Environmental Analysis [NJDOT-BEA] 1980a; New Jersey Turnpike Authority 1986; RBA Group, Inc. 2000, 2001, 2007, 2015; Richard Grubb & Associates, Inc. 2002a, 2008, 2010a, 2012; Transit Link Consultants 2008).

In 1986, the New Jersey Turnpike Authority (NJTA) conducted a technical study of two New Jersey Turnpike segments - Interchange 8A to Interchange 9 and Interchange 11 to Route 46 - in advance of proposed turnpike expansion. This technical study assessed the portion of the Exits 15E and 15W segment of the proposed turnpike expansion proximate to the APE with low prehistoric and historic archaeological sensitivity (NJTA 1986: Figure 24e). No further archaeological survey was recommended in this area.

Langan Engineering and Environmental Services, Inc. (2009, 2010a, 2010b) completed a series of archaeological and geomorphological surveys west of the APE in Kearny as part of the remediation of the Standard Chlorine Chemical Company Site. A Phase IA archaeological survey (Langan Engineering and Environmental Services, Inc. 2009) considered the Standard Chlorine Chemical Company project area to have low to moderate sensitivity for prehistoric archaeological resources and low sensitivity for historic archaeological resources. The report highlighted the potential for deeply buried prehistoric archaeological resources. A geomorphological assessment (Langan Engineering and Environmental Services, Inc. 2010a) of geotechnical borings for the proposed remediation measures subsequently was completed. The geomorphological assessment determined that three to eight feet of sandy alluvial deposits existed at a depth of nine to 18 feet below ground surface beneath an approximately six- to 10-foot thick mantle of historic fill underlain by approximately three to seven feet of compressed estuarine marsh deposits (Langan Engineering and Environmental Services, Inc. 2010a:12-13). These alluvial deposits were interpreted as an Early to Middle Holocene in age and were considered to have a "potential to contain in-situ, possibly stratified, cultural materials" (Langan Engineering and Environmental Services, Inc. 2010a:19). A peat layer overlying the sandy upland was radiocarbon dated to AD 1160 to AD 1260. The Standard Chlorine Chemical Company project area was interpreted as a former terrestrial peninsula surrounded by developing marsh during the Early to Middle Holocene that was vegetated by sedges, grasses, and birch trees (Langan Engineering and Environmental Services, Inc. 2010a:20). A program of archaeological monitoring during construction activities was recommended.

In 2010, Langan Engineering and Environmental Services, Inc. (2010b) completed a Phase IB archaeological survey to determine if features related to nineteenth century schemes to drain the Meadowlands would be impacted by the proposed construction of a slurry wall. Three areas where late nineteenth to early twentieth century gates and dikes were documented within the Standard Chlorine Chemical Company remediation project area were investigated through a series of five backhoe trenches (Langan Engineering and Environmental Services, Inc. 2010b:6). No historic artifacts or cultural materials related to nineteenth century drainage structures were identified and no further archaeological survey was recommended. Archaeological monitoring of the slurry wall construction was conducted in 2010 and early 2011 to sample the sandy alluvium within the Standard Chlorine Chemical Company slurry wall trenches (Langan Engineering and Environmental Services, Inc. 2012). Prehistoric artifacts, composed of diabase, quartz, quartzite, and chert debitage and one core fragment, were recovered at eight of the 21, 500-foot and 250-foot interval sample stations, all of which were located in the western (Route 7) and eastern (Hackensack River) segments of the slurry wall trench (Langan Engineering and Environmental Services, Inc. 2012:24-33). A majority (84 percent) of the prehistoric artifacts were recovered in samples in the eastern segment of the slurry wall trench (Langan Engineering and Environmental Services, Inc. 2012:44). No prehistoric cultural material was recovered in the southern segment of the slurry wall trench in the western periphery of the Koppers Company property (Langan Engineering and Environmental Services, Inc. 2012:44). The archaeological site was registered with the NJSM as the Standard Chlorine Chemical Company Site (28-Hd-48) and recommended eligible for listing on the NRHP under Criterion D for its potential

to add important information on Woodland period Native American exploitation of the Hackensack River drainage.

Two cultural resources surveys (Hunter Research, Inc. 2009; Hunter Research et al. 2006) were completed for the Hackensack Meadowlands Restoration project. A cultural resources investigation (Hunter Research, Inc. et al. 2006) and subsequent historic context development (Hunter Research, Inc. 2009) summarized the environmental and land use history of the Meadowlands and provided recommendations for further research. These surveys highlighted the potential for buried land surfaces and historic land reclamation structures to exist within the Meadowlands. All of the 2006 survey's study areas were located north and northwest of the APE (Hunter Research et al. 2006). The 2009 historic context studied an extensive drainage infrastructure constructed in the Meadowlands tidal marsh in the late nineteenth and early twentieth centuries by the Bergen and Hudson County Mosquito Commissions. Construction included the installation of tide gates at the confluences of creeks or ditches emptying into the Hackensack River (Hunter Research, Inc. 2009: 5-52). The study identified drainage features constructed between 1850 and 1912 west and east of the proposed Main Facility site within the Koppers Koke Site (Hunter Research, Inc. 2009: Figure 5.9).

A Phase IA archaeological survey was conducted in Jersey City for the Roseland to Marion overhead transmission line project (Richard Grubb & Associates, Inc. 2012). No areas of the transmission line ROW in Jersey City were assessed as having a high sensitivity for archaeological resources (see Richard Grubb & Associates, Inc. 2012: Figure 5.1d). A cultural assessment along U.S. Routes 1 & 9/ Tonnelle Avenue was conducted in association with proposed widening of the roadway in Hudson and Bergen counties (NJDOT-BEA 1980a). The survey was reconnaissance level and identified areas of prehistoric and historic sensitivity. Areas of prehistoric sensitivity were broadly defined as locations that were "relatively undisturbed," such as backyards, fields, wooded areas, and cemeteries (NJDOT-BEA 1980a:31). The only area of historic sensitivity identified by the survey near the APE was the Erie-Lackawanna Railroad corridor (NJDOT-BEA 1980a:32).

Kardas and Larrabee (1982) completed a cultural resources reconnaissance of the Hackensack River tidal barrier in Kearny Town and Jersey City, Hudson County for the U.S. Army Corps of Engineers. This study assessed the project area's sensitivity for archaeological resources as low based on the documented presence of marsh soils and industrial landfill. The Koppers Coke Peninsula Redevelopment Area area was categorized as a "heavy industrial landfill" area that contained mixed fill deposits emplaced behind a 15-foot high dike in which brick and concrete masonry fragments, pieces of wood, and sections of pavement were observed. The study noted that the area had been "artificially raised to about 10 feet above the river with material like that in the dike" (Kardas and Larrabee 1982:44). Two subsurface tests (Tests 4 and 5) excavated in the Koppers Coke Peninsula Redevelopment Area area, east of the APE, documented fill deposits that contained architectural debris (Kardas and Larrabee 1982:46).

A Phase IA cultural resources survey was completed for Wittpenn Bridge (Route 7 Section 2) over the Hackensack River in Kearny Town, Hudson County (Richard Grubb & Associates, Inc. 2002a). This survey included an assessment of archaeological sensitivity. The sensitivity for prehistoric archaeological resources was considered low due to extensive disturbance from previous construction and industrial activities. Portions of the National Register-eligible Jersey City Water Works Pipeline were identified within the project area, and these areas were considered sensitive for historic archaeological resources.

An assessment level (Stage IA) survey was conducted within the impact area for a proposed Secaucus Interchange for the New Jersey Turnpike (Geismar 1992). This survey abuts the APE for the current project where it crosses Tonnelle Avenue near Utica Street. St. Peter's Roman Catholic Cemetery, which dates to the mid-nineteenth century, is proximate to the APE along Utica Street and was located within the impact area for the proposed interchange project, and additional archaeological survey was recommended. Additional archaeological survey was also recommended in the northwestern part of the interchange project area, where a Potter's Field was documented, and along the banks of Penhorn

Creek, which was determined to be sensitive for prehistoric and/or early historic remains. The Potter's Field and Penhorn Creek are not located near the APE for the current project.

Kardas and Larrabee (1975) completed a Phase I historic survey for the U.S. Routes 1 & 9 Freeway project. This survey included a surface reconnaissance of the project area and background research. The survey identified several areas with potential for prehistoric and historic archaeological resources; however, none of these archaeologically sensitive areas is located within or near the APE for the current project. The southern portion of the proposed freeway, where it crosses the APE, was determined to have low prehistoric archaeological sensitivity.

Hunter Research, Inc. conducted a survey for proposed improvements to Tonnelle Avenue (U.S. Routes 1 & 9), which included a portion of the APE for the current project (Hunter Research, Inc. 1986). Geotechnical borings completed within the project area documented fill deposits near St. Peter's Cemetery up to 19 feet below ground surface (Hunter Research, Inc. 1986:6-2). Pedestrian reconnaissance in the vicinity of St. Peter's Cemetery observed extensive cutting and filling related to railroad and highway construction. As a result, the area in the vicinity of St. Peter's Cemetery was considered to have low archaeological sensitivity, and no further archaeological survey was recommended.

In 2000, the RBA Group, Inc. completed a Phase I/II archaeological survey for proposed improvements to U.S. Routes 1 & 9 Truck that included a bridge replacement, construction of a new alignment, approach roadways and ramps in the Marion area of Jersey City, immediately south of the APE for the current project (RBA Group, Inc. 2000:1–5). The survey identified three archaeological resources near the APE that are considered NRHP eligible: the St. Peter's Cemetery, the Jersey City Water Works Pipeline, and the Covert/Larch Historic District (RBA Group, Inc. 2000:6). Six archaeological sites contribute to the Covert/Larch Historic District: the Beck/Thorpe/Altvatter House Sites (28-Hd-20), the Gavenesch/Balbo House/Store Site (28-Hd-21), the Gavenesch/D'Amato House/Saloon Site (28-Hd-22), the Gavanesch/Sarno House Site (28-Hd-23), the Radcliffe/Hoersch House Site (28-Hd-24), and the Moore/Bukowski House Site (28-Hd-25). The Covert/Larch Historic District was determined eligible for NRHP listing under Criterion D for its potential to yield important information regarding late nineteenth century working class community behaviors. Archaeological data recovery was recommended for the six contributing archaeological sites within the Covert/Larch Historic District to mitigate adverse effects from the proposed project (RBA Group, Inc. 2000: 120). A Phase II archaeological survey was recommended for the Jersey City Water Works Pipeline if project impacts would entail the excavation or removal of sections of the pipeline (RBA Group, Inc. 2000: 119). No adverse effects were identified for the St. Peter's Cemetery. In 2001, a cultural resources survey was completed for the Jersey City Water Works Pipeline in the U.S. Routes 1 & 9 Truck Improvements project area that included archaeological monitoring of test trenches (RBA Group, Inc. 2001). The 2001 survey located and documented a section of 20-inch cast iron pipe installed during the initial period of pipeline construction in 1852 (RBA Group, Inc. 2001: 12). The survey included a detailed documentary study of the Jersey City Water Works Pipeline's construction, operation, and maintenance from 1851 to 1873, which mitigated adverse effects to the 20-inch pipeline. A more comprehensive documentary study and historic architectural survey of the Jersey City Water Works Historic District was completed in 2007 that reconstructed the history of the Jersey City Water Works from its inception through to the present-day (RBA Group, Inc. 2007). The 2007 documentary study stated that archaeological monitoring related to the U.S. Routes 1 & 9 Truck Improvements project would be undertaken when the circa 1861 to 1863, 36-inch iron pipeline that parallels the 20-inch pipeline is exposed and relocated (RBA Group, Inc. 2007:61). The 2007 documentary study recommended archaeological investigation of the circa 1871-1872 cement-encased 36-inch pipeline between Belleville and Jersey City as well as Reservoir #2 and Reservoir #3, both of which are north of the APE for the current project (RBA Group, Inc. 2007:61). The Jersey City Water Works Pipeline is individually eligible for listing in the NRHP for its potential to yield important information regarding mid-nineteenth century public works engineering and construction. The pipeline consists of a 20-inch pipe built in 1854 and a 36-inch pipe built in 1863 from the Passaic River to Jersey City, both of which are original components of the NRHP-eligible Jersey City Water Works Historic District. The

Jersey City Water Works Historic District, which includes Reservoir #2 and Reservoir #3 in Jersey City, was determined eligible for NRHP listing under Criteria A, C and D for its associations with the early twentieth century urban reform movement, its engineering significance, and its potential to yield important historical information on nineteenth century civil engineering technology and construction. The Jersey City Water Works Pipeline bisects Components C and D where the Morris & Essex Line crosses underneath the Newark-Jersey City Turnpike (Route 7). The Jersey City Water Works Historic District enters Project Component A near the Route 7 off ramp and runs east-southeast toward the Morris & Essex Line then follows a nearly parallel route along the northern boundary of Project Component E to the Jersey City Reservoir 2 and 3 Complex in Jersey City.

A cultural resources survey completed for the U.S. Routes 1 & 9 Truck Improvements, St. Paul's Avenue to Secaucus Road project identified two areas of historic archaeological sensitivity, one of which (the NYS&W Railroad Engine Repair Facility and Yard) is located proximate to the APE for the current project (RBA Group, Inc. 2015). The NYS&W Railroad Engine Repair Facility and Yard is documented on maps dating between the early 1880s and 1913 at the northeast corner of St. Paul's Avenue and West Side Avenue south the of the Old Main Delaware, Lackawanna and Western Railroad Historic District (RBA Group, Inc. 2015: 47-48). Three backhoe trenches were excavated in this area to identify cultural material and features associated with an engine repair house, a turntable, and related structures. Test Trenches 1 and 2 identified structural remains of the engine repair building (RBA Group, Inc. 2015:58). Test Trench 3 was excavated approximately 100 feet south of the APE to identify the southern perimeter of the turntable (RBA Group, Inc. 2015:58). While structural remains of the turntable were not recovered, stratified fill deposits documented in the northern section of Test Trench 3 were interpreted as "correspond[ing] to the location of the turntable's southern rim" (RBA Group, Inc. 2015:63). The New York Susquehanna and Western RR Engine Repair Site was registered as 28-Hd-48, and recommended NRHP eligible (RBA Group, Inc. 2015:97). Additional archaeological investigation of inaccessible portions of the site and mitigation was recommended for the New York Susquehanna and Western RR Engine Repair Site (28-Hd-48) (RBA Group, Inc. 2015:97).

An archaeological survey conducted for the Erie-Lackawanna Improvements Project determined that cultural resources could be impacted by proposed improvements at the site of the Hoboken train yards, which were part of a historic district being nominated to the NRHP (CRMS 1978). The remains of a nineteenth century roundhouse and a nearby structure were known to exist at the site where the improvements were proposed, and a Phase II survey was recommended to assess the archaeological integrity of these resources and to determine if they were an integral part of the historic district (CRMS 1978:120). The locations of proposed substations and a signal power control house in Jersey City and Kearny were assessed as very intensively disturbed by prior railroad construction and heavy industry use. No further survey was recommended at these locations (CRMS 1978).

In 1980, Kardas and Larrabee completed a cultural resources survey for a proposed four-lane service road, a portion of which was located in Jersey City east of Palisade Avenue (Kardas and Larrabee 1980). The 1980 survey summarized prehistoric and historic land uses within the proposed service road project area and mapped the approximate locations of Contact period Native American settlements. Kardas and Larrabee emphasized the extensive filling and land modification within the project area, which was defined as traversing former salt marsh within the Jersey City segment of the proposed service road alignment. Favorable locations for prehistoric habitation on the west side of the Hudson River were defined as locations near streams and "elevations of land above tidal marsh" (Kardas and Larrabee 1980:23). Limited subsurface testing was completed within the proposed service road project area, which documented primarily historic fills.

In 2008, Richard Grubb & Associates conducted a cultural resources investigation associated with improvements to Conrail's Bergen Tunnel/Waldo Tunnel in Jersey City (Richard Grubb & Associates, Inc. 2008). Based upon the results of background research and environmental setting, the Bergen Tunnel/Waldo Tunnel project area was assessed with low prehistoric sensitivity; however, the historic sensitivity of the project area was considered moderate to high in an area west of the Erie Bergen Hill Tunnel where a late nineteenth century Erie Railroad roundhouse and turntable was once located.

Archaeological monitoring during clearing and grading was recommended at this location to document and record remnants of the roundhouse and turntable, if present, that could potentially contribute to the significance of the Erie Railroad Main Line Historic District. Subsequent archaeological monitoring of clearing and grading activities did not identify artifacts, features or structures associated with the Erie Railroad roundhouse and turntable (Richard Grubb & Associates, Inc. 2010: 4-1).

In 1998, Hunter Research, Inc. completed Phase I historic archaeological surveys for proposed modifications to the Twelfth and Fourteenth Street Viaducts on Route 139 (Hunter Research, Inc. 1998a). The Twelfth and Fourteenth Street Viaducts project area was assessed with low archaeological sensitivity due to large-scale land modifications related to the urbanization of Jersey City beginning in the mid-nineteenth century. Background research and a pedestrian reconnaissance on the north side of the Fourteenth Street Viaduct indicated that below ground cultural resources would retain very little integrity due to railroad and highway construction (Hunter Research, Inc. 1998a: 5-9). No further archaeological survey was recommended on the north side of the Fourteenth Street Viaduct. A Phase I archaeological survey was also completed for proposed modifications to the Contrail and Hoboken Viaducts on Route 139 (Hunter Research, Inc. 1998b). Background research indicated that potential prehistoric archaeological resources would be "very unlikely to retain integrity" due to large-scale land modifications related to the urbanization of Jersey City since the mid-nineteenth century (Hunter Research, Inc. 1998b). No potentially significant prehistoric or historic archaeological resources were identified as a result of the Phase I survey, and no further survey was recommended (Hunter Research, Inc. 1998b: 6-1).

Transit Link Consultants (2008) conducted a Phase IA archaeological survey as part of an Environmental Impact Statement for New Jersey Transit's Access to the Region's Core (ARC) project. This survey identified several areas of high sensitivity for historic archaeological resources; however, none of these areas is located within the APE for the current project. The survey assessed the potential for prehistoric archaeological resources throughout the New Jersey portion of the ARC project area as low. A Final Environmental Impact Statement for New Jersey Transit's issued for the ARC project agreed with these assessments (FTA 2008).

A Stage IA cultural resources survey was completed as part of a facilities report for the Hudson County Sewerage Authority 201 Wastewater Facilities Plan (Historic Conservation & Interpretation, Inc. [HCI] 1978). This study developed a social and physical context for the project and identified areas of sensitivity where archaeological testing was recommended. The survey concluded that Penhorn Creek and a portion of Kearny on the opposite side of the Penhorn Creek/Hackensack River confluence had low sensitivity for archaeological resources over the last 4,000 years due to the development of the Hackensack Meadowlands (HCI 1978a).

Another 62 cultural resources surveys included archaeological assessments within or adjacent to Project Components F and G of the APE, of which 30 were Phase IA surveys (Amy S. Greene Environmental Consultants 1995; CRMS 1978b; DeLeuw, Cathers/Parsons 1979; Dewberry 2011; Dresdner Associates, Inc. 1986; Geismar 1995a, 1995b, 1998b, 1998c; HCI 1978a, 1978b, 1978c; Historic Sites Research 1978; Hunter Research, Inc. 2012; Kraft 1978, 1979; Louis Berger Associates, Inc. 2001; NJDOT-BEA 1980b; NJDEP 1990; PAL 2010, 2011b, 2011c, 2011d; Raber Associates 1986, 1988; Richard Grubb & Associates, Inc. 1996, 1999, 2004; Trans-Hudson Express [THE] Partnership 2009; URS Corporation 2014). The remaining 32 surveys included subsurface excavations (Cultural Resources Consulting Group [CRCG] 2001; Dewberry Engineers, Inc. 2013; Federal Highway Administration and the New Jersey Department of Transportation 1976; Geismar 1995c, 1997, 2002a, 2002b, 2004a, 2004b, 2004c, 2004d, 2006a, 2006b; HCI 1979, 1980; Historic Sites Research 1979; Hunter Research, Inc. 1991, 2001, 2014; Kardas and Larrabee 1979; Louis Berger Associates, Inc. 1992; Parsons Brinckerhoff 1992; PAL 2011a, 2011e, 2011f, 2012, 2014a, 2014b; Richard Grubb & Associates, Inc. 2002b, 2010b; THE Partnership 2010; U.S. Army Corps of Engineers [USACE] 1995).

Previous HBLR Surveys

Fifteen IA and IB surveys and related investigations were completed for the construction of the HBLR and related facilities (Geismar 1995a, 1995b, 1998a, 1998b, 1995c, 2002a, 2002b, 2004b, 2004c, 2004d,

2006a, 2006b; Hunter Research, Inc. 1991; Louis Berger Associates, Inc. 1992; Parsons Brinckerhoff 1992).

A 1992 historical and archaeological investigation for the proposed Gateway Transit Hub identified two partly superimposed structures related to the CRRNJ terminal built in Communipaw in 1865 (Louis Berger Associates, Inc. 1992). Structural remains of an 1865 engine house built on filled land approximately 300 feet northeast of historic Communipaw Avenue were uncovered in mechanically excavated tests pits. Structural remains of a second engine house, built in 1900 were identified in fill deposits overlying the 1865 structural remains (Louis Berger Associates, Inc. 1992: 16). The circa 1865 and circa 1900 archaeological features were sampled, documented, and assessed with low to moderate archaeological integrity. No further archaeological investigations were recommended.

Hunter Research, Inc. undertook an archaeological sensitivity study in 1991 for New Jersey Transit's Hudson River Waterfront Transportation Project (HRWTP) in the area of Jersey City, Hoboken, and Weehawken (Hunter Research, Inc. 1991). The HRWTP project area represented a wide set of improvements, including much of the present the HBLR alignment. Multiple zones of prehistoric sensitivity and potential archaeological sites were highlighted in this study, though not all sites are documented at the NJSM. In 1992, Parsons Brinckeroff integrated this research into an Environmental Impact Statement for the Hudson River Waterfront Transportation Alternatives (Parsons Brinckerhoff 1992). In early 1995, this research project was refined as part of the archaeological studies for the Hudson-Bergen Light Rail System (HBLR) (Geismar 1995a, 1995b). The Phase IA reports for the Jersey City to the Vince Lombardi Park-Ride section of the HBLR (Geismar 1995b and the Bayonne Extension of the HBLR (Geismar 1995a) collectively identified 15 areas of potential prehistoric sensitivity and 19 historic sites.

Later in 1995, a Phase IB survey was undertaken to address potential archaeological sensitivity as identified in both the Phase IA survey of the Jersey City to the Vince Lombardi Park-Ride and the Phase IA survey for the Bayonne Extension of the HBLR (Geismar 1995c). The Phase IB survey largely consisted of soil borings along the 21 linear miles of the project alignment, as well as at 13 Park-and-Ride locations and five stations. The soil borings were largely coordinated with construction-related testing, with only five drilled solely to address archaeological sensitivity. Machine-assisted field testing was also undertaken at four locations in addition to limited shovel testing. Two sites recommended for boring and machine-assisted testing were eliminated from the testing plans as the locations were no longer part of the project alignment. The only National Register resource which was known to cross the HBLR alignment was the Morris Canal, which crossed at four locations and could be potentially infringed upon in two additional locations.

Geismar's findings indicated that in many areas of potential prehistoric sensitivity, a layer of fill was present which was underlain by "natural soils where original ground surfaces had previously been destroyed by construction or grading activities" (Geismar 1995c:16). The depth of the fill varied, extending between 2 and 25 feet below ground surface. Borings relevant to the Morris Canal documented fill layers as well. The depths of the canal bed beneath these crossings were as shallow as 7.3 feet below ground surface (bgs) (in the case of Richard Street Station) and as deep as 19 feet bgs in the area of Marin Boulevard and Van Vorst Street in Jersey City. The depth of the canal bed was not encountered in one of the bores (Newark & New York Railroad Embankment, Jersey City) which was terminated at 18 feet bgs due to contamination.

Geismar made recommendations for testing, monitoring, or mitigation at 18 locations along the HBLR alignment (Geismar 1995c: 43). Of these, six were locations where the Morris Canal crossed project components or was in proximity to those components. Geismar recommended that at these six sites, disturbance to the resource be avoided through redesign. Details of the testing at these sites were summarized in Geismar 2002a (see below). Eight additional prehistoric and historic areas of archaeological concern were identified. Specific recommendations for testing or monitoring were made with reference to each sensitive area (Geismar 1995c: 44).

The three locations potentially sensitive for prehistoric resources included:

- 440 Park-Ride Access, Jersey City. Sensitive for prehistoric resources along original west side shoreline and the historic Morris Canal. Recommended testing through borings (see Geismar 1995b: 182-192).

- Aetna Street Alignment, Jersey City. Sensitive for prehistoric resources at the mouth of Harsimus Creek. Recommended testing through borings;

- Bellman's Creek Bridge, North Bergen. Sensitive for environmental reconstruction data. Recommended testing through borings.

Six locations, outside of crossings with the Morris Canal, were highlighted as potentially sensitive for historic resources. These include:

- 440 Park-Ride Access, Jersey City. Sensitive for prehistoric resources along original west side shoreline and the historic Morris Canal. Recommended testing through borings (see Geismar 1995b: 182-192).

- 35 Hudson Street, Jersey City. Sensitive for historic backyard feature (privy), Recommended mitigation through excavation if impacted by construction;

- 435 Bergenline Ave., North Bergen. Sensitive for historic backyard features (1900-1901). Recommended for testing through excavation;

- Tonnelle Ave. Park-Ride, North Bergen. Sensitive for historic resources (1841 residence or earlier). Recommended testing through excavation;

- Stevens Steam-Battery Dry-Dock, Hoboken. Sensitive for historic resources. Recommended monitoring or excavation;

- Section of the Edgewater Branch of the New York and Susquehanna & Western Railroad line west of Bellman's Creek, North Bergen. Sensitive for historic railroad resources. Recommended monitoring.

During fieldwork, several soil bores were "moved out of potentially sensitive areas to accommodate road work or underground utilities," thus rendering them archaeologically invalid (Geismar 1995c: 34). At these four locations soil bore testing was recommended when they become accessible to address sensitivity for prehistoric resources and evidence of the original shoreline. These locations include two soil borings along Observer Highway in Hoboken (Observer Highway at Henderson Street and Observer Highway at Park Street), one at Hudson & Essex Street in Jersey City, and one at Hudson and Grand Street in Jersey City.

Between 1996 and 1998, further testing was undertaken at several of the locations identified in the 1995 HBLR Phase IB report. In 2002, Geismar compiled three letter reports on this testing in a "Compendium of Evaluations of MOA Archaeological Items" for Segment 1 of the Minimum Operating System (MOS) of the HBLR (Geismar 2002a).

In a March 2002 letter report, Geismar described 1996 soil bore testing at the Aetna Street Alignment (Geismar 2002a). This testing identified evidence of late nineteenth century disturbance on a hill just west of the HBLR alignment, which would have destroyed both historic and prehistoric deposits at that site (Geismar 2002a). The HBLR alignment in this area was historically part of a marsh; however, in prehistoric times lower sea levels may have been associated with fast land in this area. Five soil borings were conducted and all showed evidence that the area was prehistorically an established marsh with no evidence of fast land. No further archaeological work at the Aetna Street Alignment was recommended. The 2002 letter report also noted that the 440 Station and Park and Ride in

Jersey City, which had also been assessed as having potential for prehistoric resources and the historic Morris Canal was excluded from testing as it was not part of the Minimum Operating System (MOS) segments under consideration at that time (Geismar 2002a).

A second letter report from March 2002 described testing at the 35 Hudson Street house lot (Geismar 2002a). The privy's location was identified during the 1995 Phase IB survey when a grab sample of the privy was recovered and a cistern was excavated in its entirety. The 1998 testing plan at the house lot was initially directed at data recovery of the privy. However, the relocation of the Essex Street HBLR platform resulted in the avoidance of the privy feature. No further testing was undertaken and the artifacts recovered during the Phase IB survey were analyzed and are curated by the Jersey City Museum (Geismar 2002a). No further archaeological work was recommended at the site for the HBLR project.

A third March 2002 letter report on the implementation of the MOA for the HBLR project detailed testing at the six locations of the Morris Canal crossing the project alignment (Geismar 2002a). Geismar reported on the soil borings taken during the Phase IB testing, an additional bore at the Main Track Alignment near 52nd Street, and mechanical trenching at the Marin and Van Vorst Street crossing in Jersey City. At two sites, the Richard Street Park-Ride and the Main track alignment at Bidwell Avenue, no evidence of the canal prism was detected during the 1995 soil bores and the canal appeared to have utilized natural waterways or swamp. No testing was undertaken at the 440 Park-Ride in Jersey City, as it was beyond the scope of the project. The canal at Garfield Avenue was subject to borings during 1995 Phase IB testing and did not detect the canal prism, but were terminated at a depth of 18 feet bgs due to contamination. Testing at the Main Track Alignment near 52nd Street was undertaken after the Phase IB testing was completed, and while it revealed no evidence of the canal prism at a depth of 18 feet bgs, testing went well below the water table and the expected depth of the canal. Finally, testing between Marin Boulevard and Van Vorst Street in Jersey City was the only site to reveal definitive evidence of the canal prism. This testing occurred during both the 1995 Phase IB and follow-up mechanical trenching in 1998. Excavations in two east-west test trenches approximately 85 - 90 feet north of the intersection of Essex and Van Vorst Street identified elements of the Morris Canal. Wood planking, part of the canal's cribbing, was detected in two trenches, at a depth of approximately 7 feet bgs and 6.75 feet bgs respectively. No further archaeological work at the Marin Boulevard and Van Vorst Street site was recommended due to the shallow depth of planned disturbance for that project.

In 2002, an archaeological monitoring program was undertaken for portions of the HBLR Minimum Operating System (MOS) in Jersey City as part of the implementation of the Memorandum of Agreement resulting from the Final Environmental Impact Statement (FEIS) for the HBLR project (Geismar 2002b). This monitoring program focused on excavations for utilities in two recognized historical areas of Jersey City: Essex Street between Washington and Greene streets in the Paulus Hook Historic District; and Jersey Avenue and Canal Street near the Morris Canal. Additional locations were monitored associated with the Paulus Hook Historic District. Research focused on the Morris Canal trestle at Jersey Avenue, Essex Street Sidewalk Vaults, and the Essex Street Sewer, the first of its kind in the nation. After documenting the trestle, sidewalk vaults, and sewers, the authors recommended that no further archaeological work was warranted in this segment of the light rail (an east-west section from Jersey Ave in the west to Hudson Avenue in the east).

In 2004, archaeological monitoring of construction took place at HBLR MOS-2 Outfall 5, located near Port Imperial Boulevard, south of Weehawken Tunnel, in Weehawken, New Jersey (Geismar 2004c). This area had been identified as having potential for prehistoric resources related to the former shoreline of the Hudson River in the original Phase IA study for the project (Geismar 1995b) and was subject to soil bore testing during the Phase IB study (Geismar 1995c). The 1995 analysis of a soil bore test revealed no signs of an original submerged shoreline. The geological profile was interpreted as evidence that the shoreline was located farther west of the HBLR alignment and no further testing was recommended. However, a subsequent letter in 1998 indicated that Geismar had determined the area needed archaeological monitoring (Geismar 2004c). Monitoring the construction trench revealed

that both the A and B soil horizons had been destroyed or disturbed and no trace of an original land surface was preserved. Based on the disturbed nature of the location, no further archaeological work was recommended.

In 2004, testing was undertaken at the HBLR Tonnelle Avenue Park-Ride, as recommended in the 1995 Phase IB survey and subsequent 1999 MOA for the HBLR project (Geismar 2006b). The investigation focused on proposed ground disturbance associated with a temporary driveway and parking and the historical location of backyard features at the Baker-Smith house. Mechanical testing did not locate a privy feature, though a historical drawing of the circa 1841-house had shown a small wooden structure in the yard. Archaeological evidence indicated that the wooden structure was a well house and the well was filled in the 1920s. No further work at the site was recommended.

No further testing reports are available for the balance of the recommended testing proposed by Geismar in the HBLR Phase IB for Jersey City to the Vince Lombardi Park-Ride and the Bayonne Extension (Geismar 1995c). The archaeological items for which no further information is available include: recommended soil bore tests to identify the original shoreline along Observer Highway and along Hudson Street in Jersey City; excavations or monitoring recommended to test for historic resources at 435 Bergenline Avenue, North Bergen; bore tests recommended to recover environmental data at Bellman's Creek Bridge, North Bergen; monitoring or excavation at Stevens Steam-Battery Dry-Dock, Hoboken; and monitoring of construction work in a section of the Edgewater Branch of the New York and Susquehanna & Western Railroad line west of Bellman's Creek, North Bergen. Two of these locations are proximate to the current APE: the corner of Hudson Street and Essex Street, Jersey City (soil bore testing recommended) and the corner of Hudson Street and Grand Street, Jersey City (see Geismar 1995c: 13,43). Also notably, the area between Marin Boulevard and Van Vorst Street, just north of Essex Street in Jersey City identified evidence of the Morris Canal prism at 7 feet bgs (Geismar 2002a). Sensitivity remains for those deposits at a depth of 6.75 feet or greater.

In February 1998, alignment modifications to the HBLR Project, for the New Boulevard and Long Slip alignments, were addressed in a Phase IA study in accordance with the project MOA (Geismar 1998b). The New Boulevard Alignment was proposed to run just east of Greene Street (along present-day Hudson Street), between Christopher Columbus Drive and First Street, in Jersey City. As the New Boulevard Alignment represented the site of late nineteenth century landfill which had been subject to intensive railroad development, no prehistoric or historical archaeological sensitivity was assessed for this alignment. The Long Slip Alignment was proposed to run east from Washington Boulevard in Jersey City along the northern line of Eighteenth Street, into the NJ TRANSIT Terminal Yard, and southeastward across the Long Slip ship canal. The Long Slip Alignment was determined to be a part of the Eire Lackawanna Railroad and Ferry Terminal and Yard and contributing resource to the Old Main Delaware, Lackawanna, and Western Railroad Historic District (SHPO 1997). Geismar recommended comprehensive documentation of Long Slip canal as a mitigation measure through documentary research and analysis of fill samples (Geismar 1998: 35).

In 2004, a testing program was undertaken at the Long Slip alignment to address recommendations made during a 1998 Phase IA assessment (Geismar 2004b). This testing involved documenting the landfill, analyzing selected landfill structures used to create Long Slip in the late nineteenth century, and a comparison of these findings with existing archaeological data from other local landfills. Log cribbing and fill material for the canal was identified, documented, and compared to other slips and wharves, including several in Manhattan. Geismar concluded that the design of the cribbing reflected the function it served - that of creating a rail yard and canal - whereas more substantive cribbing and piles would be expected in areas where dockage and future dense development was anticipated. The fill identified in the study was made up of relatively clean (low amount of organic matter) fill which had been brought in to create land. This finding is in contrast to the thesis that New Jersey's waterfront served as a repository for New York's garbage (Geismar 2004a: 11; Rutsch et al. 1977:51). No further archaeological work was recommended for the Long Slip Alignment.

In August 1998, further changes to the HBLR alignment were proposed. To address these changes, a Phase IA study of the Hoboken West Side Alignment of the HBLR (Geismar 1998a) was undertaken which served as an addendum to the Phase IA report prepared for the project's FEIS (Geismar 1995a, 1995b). The Hoboken West Side Alignment project area began south of the Hoboken railroad terminal, extended west to a wye junction, then further west to the base of the Bergen Ridge and north along the west side of Hoboken (Geismar 1998a: 1). As the portion of the alignment west of the wye is coincident with or adjacent to long-established active rail for much of its length, that portion of the alignment was considered to have low potential for significant archaeological resources. In order to confirm this, soil borings were recommended in four locations: the Jersey Avenue Bridge, the Eighteenth Street Extension, The Second Street Station, and the Ninth Street Station (Geismar 1998a: 27). In addition to these areas, Geismar also recommended in-ground testing at the south end of the Second Street Station site to locate evidence of the 1894 Homestead Line's wooden incline trolley trestle at Second Street. Finally, Geismar reiterated the recommendations for the Hoboken east side alignment which called for soil borings along Observer Highway (Geismar 1995a) and preconstruction excavation or monitoring in the vicinity of the R.L. Stevens Dry-Dock and Steam Battery site (Geismar 1998a: 26).

In 2004, Phase IB testing was undertaken at the Second Street station of the West Side Alignment in Hoboken, New Jersey (Geismar 2004d). This testing was directed at locating evidence of the foundations of a nineteenth-century trolley trestle. Two structural elements were located, one of which could have been a cement-faced foundation pier for the trestle. No soil boring was undertaken as part of this study. No additional information was recovered and no further archaeological work was recommended.

In 2006, a Phase IB survey was undertaken at the Jersey Avenue Viaduct in Jersey City, as recommended in the Phase IA assessment of the West Side Alignment of the HBLR (Geismar 2006a). This testing consisted of a single bore, taken for specifically archaeological purposes. The soil bore took continuous two-foot soil cores and was analyzed to assess the nature and age of the deposits, which included both a geoarchaeological analysis and radio-carbon dating four samples from the single bore. This analysis revealed near-surface deposits which suggest the historical use of the area as a possible railroad siding. Analysis undertaken by Geoarchaeology Research Associates revealed that between 13-15 feet bgs, a layer of grey silt and organics was present. At a depth of 40-42 feet, a layer of grey silt with shell fragments which was "commonly found on oozy, warm, mud flats" was present (Geismar 2006b: 2). At 60-62 feet bgs, a layer of peat was identified, which was underlain by glacial gravel at 70 feet bgs. The analysis also found that deeper deposits confirmed that the area had formerly been a swamp between 9,100 and 1,100 years ago and therefore had low archaeological potential (Geismar 2006b: 3). Notably, this analysis provided key information on the development of the estuarine environments in the area during the Early Holocene.

No further testing reports are available for the balance of the recommended testing proposed by Geismar in the HBLR Phase IB for the Hoboken West Site Alignment (Geismar 1998a). The archaeological items for which no further information is available include: recommended soil bore tests to identify the original shoreline along Observer Highway in Jersey City; monitoring or preconstruction testing at Stevens Steam-Battery Dry-Dock, Hoboken; and soil borings at the Eighteenth Street Extension, the Second Street Station, and the Ninth Street Station in Jersey City and Hoboken. Three locations fall within the present APE: the Eighteenth Street Extension, Jersey City; Second Street Station, Hoboken; and Ninth Street Station, Hoboken.

Two surveys were completed for Amtrak's Northeast Corridor that identified areas of prehistoric and historic sensitivity along the project ROW (CRMS 1978b; DeLeuw, Cathers/Parsons 1979). Three surveys associated with planning for the Access to the Region's Core (ARC) Trans-Hudson Express (THE) tunnel were completed in 2009 and 2010 along 18th Street in Hoboken (THE Partnership 2009, 2010; Richard Grubb & Associates, Inc. 2010). Geotechnical borings associated with the ARC project encountered concrete and asphalt at depths of 14 to 17 feet below grade, suggesting prior disturbance and twentieth-century filling activities to these depths. A red clayey silt was encountered

at depths of 15 to 17 feet below grade (THE Partnership 2009). A 2010 archaeological field screening included soil borings that identified a potential for structural features associated with the early twentieth century Pierson & Goodrich Iron Works and the mid-twentieth century Detroit Steel Products Co. to exist approximately two feet below ground surface. Coal pockets associated with the Detroit Steel Products Co. were also identified (THE Partnership 2010). Subsequent field testing did not identify intact structural features in four mechanically excavated trenches. No additional archaeological survey was recommended (THE Partnership 2010; Richard Grubb & Associates, Inc. 2010).

Eleven surveys were completed for wastewater facility planning (HCI 1978a, 1978b, 1978c, 1979, 1980; Kraft 1978, 1979; and sewage systems (Richard Grubb & Associates, Inc. 1996, 1999, 2002b, 2004) in Hudson County. A series of Stage IA and IB surveys for combined sewer overflow (CSO) systems assessed CSO locations along the Hudson River as filled land created in the late nineteenth century as part of waterfront development (Richard Grubb & Associates, Inc. 1996, 1999, 2002b, 2004). Two mechanically excavated trenches at one CSO location in Weehawken contained multiple layers of mixed fill sediments that contained late nineteenth through twentieth century cultural material and were underlain by fine alluvial soils (Richard Grubb & Associates, Inc. 2002b: 1-6).

Six surveys were completed in support of road and highway improvements (Amy S. Greene Environmental Consultants 1995; Dewberry Engineers, Inc. 2011, 2013; Federal Highway Administration and the New Jersey Department of Transportation 1976; Hunter Research, Inc. 2001; NJDOT-BEA 1980b; NJDEP 1990). Phase IA and Phase IB surveys in support of proposed improvements to NJ Turnpike Exit 14A identified early to mid-twentieth century fill deposits in test trenches completed within a segment of the former Morris Canal. The early to mid-twentieth century fill deposits were registered as the Morris Canal Fiddler's Elbow Segment Archaeological Site (28-Hd-47) (Dewberry Engineers, Inc. 2011, 2013).

Sixteen surveys were completed for private development projects, public works projects, freight yard improvements, pipeline installation, facilities management, watershed management (CRCG 2001; Dresdner Associates, Inc. 1986; Geismar 1997, 1998c, 2004a; HCI 1981; Historic Sites Research 1978, 1979; Hunter Research, Inc. 2012, 2014; Kardas and Larrabee 1979; Louis Berger Associates, Inc. 2001; Raber Associates 1986, 1988; U.S. Army Corps of Engineers 1995; URS Corporation 2014). A 1979 cultural resources survey investigated mid-nineteenth century landfilling practices at the former locations of the Exchange Place and Pavonia Avenue ferries (Kardas and Larrabee 1979). A series of mechanically excavated trenches at Exchange Place contained fill layers that contained cultural material contemporaneous with land fill operations rather than older material that could be interpreted as household or commercial garbage and considered a potentially significant archaeological resource registered as the Exchange Place Landfill (28-Hd-19) (Kardas and Larrabee 1979: 32-33). Trench profiles at Pavonia Avenue contained gravel, cinder, or clinker fill interpreted as railroad ballast and was not considered a potentially significant archaeological resource (Kardas and Larrabee 1979: 31).

Phase IA cultural resources assessments for the proposed redevelopment of Lincoln Harbor in Weehawken identified areas of potential prehistoric and historic archaeological sensitivity proximate to the HBLR (Raber Associates 1986, 1988). Soil boring data indicated two to 16 feet of late nineteenth through early twentieth century miscellaneous fill deposits mixed with demolition debris overlying the Lincoln Harbor project area beneath which were gradually to steeply sloping fluvial and glacial outwash soils underlain by lacustrine sediments (Raber Associates 1986: 2-5). Marsh and fast land documented on historic maps, as well as an approximately 100-foot fringe of nearshore riverbed, were identified as areas of prehistoric archaeological sensitivity (Raber Associates 1986: 5). The southern portion of the Lincoln Harbor project area, near 19th Street, was identified as an area where prehistoric archaeological resources may be present beneath approximately two to four feet of fill (Raber Associates 1986: 13). The northern portion of the Lincoln Harbor project area, east of the Lincoln Tunnel helix, was identified as an area where historic archaeological resources associated with the circa 1740 to 1775 Weehawken Ferry may be present beneath late nineteenth century fill emplaced during construction of the Erie Railroad terminal (Raber Associates 1986: 13).

A Phase IA survey and program of archaeological monitoring completed in 2012 for the development of Berry Lane Park documented late twentieth century fill deposits overlying a portion of the former CRRNJ railyard between Garfield Avenue and Woodward Street in Jersey City (Hunter Research, Inc. 2012, 2014). Deep, layered fill interpreted as nineteenth century deposits emplaced over marsh land extended to approximately 15 feet below ground surface and were profiled as part of archaeological monitoring for soil remediation work completed within a segment of the Morris Canal that bisected the western side of Berry Lane Park (Hunter Research, Inc. 2012, 2014).

An archaeological assessment was completed for the installation of an underground pipeline in a segment of the Morris Canal proximate to the Bayonne and Jersey City municipal boundary (Geismar 1997). Located approximately 600 feet east of the former CRRNJ ROW, this segment of the Morris Canal contained utility-related disturbance from the installation of a circa 1937, 12-inch water pipeline and a circa 1964, 54-inch storm sewer pipeline (Geismar 1997: 3-4). The assessment noted that "other active utility lines comprising cables and ducts" could exist within that section of the Morris Canal (Geismar 1997: 4). Two map-documented late nineteenth century railroad bridges and one pipeline-related metal truss bridge spanned this segment of the Morris Canal. Photographic documentation of structural remains related to one railroad bridge and the pipeline bridge was recommended. In addition, archaeological monitoring during installation was recommended to identify buried canal components and artifacts, if any, related to the Morris Canal (Geismar 1997: 4).

Archaeological monitoring completed in 2001 for proposed walkway construction identified timber cribbing associated with the Little Morris Canal Basin along Washington Street in the Paulus Hook section of Jersey City (CRCG 2001). Seven piling locations were monitored and recorded 10-inch diameter rounded and squared stacked logs at 2.5 feet below ground surface that were tied with logs set perpendicular to the wall at 15-foot intervals. A plank floor was encountered between three and four feet below ground surface (CRCG 2001: 12). The structural remains were interpreted as part of the canal cribbing constructed in 1838 for the Morris Canal's basin.

A series of archaeological investigations was completed between 1998 and 2004 for proposed residential development construction in the Paulus Hook section of Jersey City (Geismar 1998c, 2004a). Located along Essex Street between Van Vorst and Dudley streets, the project area was adjacent to the Morris Canal basin. Background research indicated that the Essex Street segment of the Morris Canal was approximately 12 feet deep when it was filled in the 1920s. Approximately six feet of fill was deposited over the Morris Canal's former route (Geismar 1998c: 29). Test trenches identified vertical plank cribbing supported by log cross pieces and piles along the south bank of the canal, nine feet beyond which were deposits of boulder rip-rap and a strip of boulder-free fill interpreted as the former towpath. Test trenches indicated that the canal's north bank was supported by 20-inch diameter cut log cribbing (Geismar 1998c: 20). Additional test trenching completed in 1999 identified a 40-foot section of the north bank's log cribbing and collected samples of historic artifacts incorporated into the canal fill as secondary deposits (Geismar 2004a). The recovered artifact assemblage contained predominately kiln furniture and pottery wasters interpreted as refuse from the nearby Jersey City Pottery, which operated until 1892 (Geismar 2004a: 14). Trenching in the northeast portion of the project area documented approximately 6.4 feet of fill interpreted as a deposit emplaced on the margins of Communipaw Cove during construction of the Morris Canal (Geismar 2004a: 22).

Ten Phase IA, IB, and II surveys were completed adjacent to the APE for the expansion of an interstate natural gas pipeline system (PAL 2010, 2011a, 2011b, 2011c, 2011d, 2011e, 2011f, 2012, 2014a, 2014b). A series of archaeological overview surveys for the proposed pipeline identified several areas of prehistoric and/or historic archaeological sensitivity east of the HBLR ROW and recommended Phase IB archaeological surveys for these areas (PAL 2010, 2011b, 2011c, 2011d). Subsequently, geoarchaeological borings were completed for the proposed pipeline, which included locations proximate to the HBLR ROW in the Communipaw section of Jersey City and in Bayonne (PAL 2011a, 2011e, 2011f, 2012). A series of geoarchaeological borings completed proximate to the HBLR ROW between 41st and 45th streets in Bayonne identified a buried land surface between 0.6 feet and two feet below ground surface. One boring in this series contained soil stratigraphy similar

in composition and inclusions to shell midden deposits observed northeast of the HBLR ROW and described as a 1.4-foot thick buried A horizon that contained clam and oyster shell fragments underlain by a 1.3-foot thick reddish brown to dark gray sand subsoil and a 4.4-foot thick stratum identified as glacial till (PAL 2011a: 12). A second series of geoarchaeological borings located east of the HBLR and State Route 440 identified a buried land surface along the former upland margins of the Bayonne shoreline between 32nd and 38th streets. Four borings in this series documented a 1.6- to 2.1-foot thick buried A horizon beneath 8.4 to 12.3 feet of modern fill. Two of these borings documented a 2.0- to 3.3-foot thick subsoil between the buried A horizon and basal deposits of glacial till (PAL 2011a: 10-11). The buried A horizon and subsoil were interpreted as Holocene period soils and assessed with high historic and/or prehistoric archaeological sensitivity (PAL 2011a: 10). A third series of geoarchaeological borings located east of the HBLR and State Route 440 identified a buried land surface along the former Bayonne shoreline between 37th and 42nd streets. Two borings in this series documented a 0.6- to 0.7-foot thick buried A horizon beneath 4.8 to 7.4 feet of modern fill. The series of borings documented gravelly sand beach deposits beneath buried A horizon or fill deposits between 4.8 and 8.2 feet below ground surface that transitioned to a 0.8- to 5.7-foot thick organic-rich silt to sandy loam stratum interpreted as a possible prehistoric estuary deposit (PAL 2011a: 20). The buried A horizon and subsoil strata were interpreted as Holocene period soils and assessed with high historic and/or prehistoric archaeological sensitivity (PAL 2011a: 11). A geoarchaeological boring completed proximate to Wilson Street recorded 12.5 feet of stacked fill deposits underlain by salt marsh and peat deposits interpreted as a Late Holocene depositional sequence that was dated from circa 2500 to 800 B.P. (PAL 2011f). A geoarchaeological boring completed proximate to Johnston Avenue recorded 5.9 feet of fill deposits underlain by a two-stage succession of Pleistocene deposits considered to lack a potential for prehistoric cultural material (PAL 2011f). In 2012, three geoarchaeological borings were completed near the intersection of Wilson Street and Jersey City Boulevard in the Communipaw section of Jersey City due to its potential for intact archaeological remains associated with the CRRNJ roundhouse, an NRHP-eligible resource that was constructed in 1914 (PAL 2012). The geoarchaeological borings identified a stratigraphic profile described as 7.8 to 14.5 feet of fill underlain by an intact peat sequence dated between 4260 and 750 B.P. (PAL 2012: 8). Possible foundation or girder remains associated with the CRRNJ roundhouse were identified in the borings at depths of eight to 10 feet below ground surface (PAL 2012: 8). Further archaeological investigation was recommended to locate, expose, and document archaeological structural remains associated with the CRRNJ roundhouse (PAL 2012: 9). In 2013, mechanically excavated trenches completed within the proposed pipeline project area identified foundation remains, 16 inspection pits, concrete floor sections, concrete roof column support footings, wood posts/pilings, and ceramic and cast iron pipes associated with the 1914 CRRNJ northern roundhouse (PAL 2014a, 2014b).

5.0 ASSESSMENT OF ARCHAEOLOGICAL SENSITIVITY

The assessment of archaeological sensitivity considers the presence of environmental correlates within the APE identified in regional settlement models in order to identify locations likely to contain prehistoric and historic archaeological sites. In areas where no sites are documented, the sensitivity assessment for prehistoric resources is based primarily on environmental setting: topography, proximity to water, availability of resources, and soil permeability. Geotechnical and geomorphological data provide information on paleoenvironmental setting. The sensitivity of an area for historic resources is usually determined through analysis of historic documents and cartographic materials. The presence of structures and roads on historic maps near the APE increases the potential for historic archaeological sites to be discovered. A visual reconnaissance of the APE was completed in 2016 and 2017 to assess the environmental setting and assess existing land use of Project Components A-G (see Figures 5.1a-5.1c; Plates 5.1-5.30).

Prehistoric Archaeological Sensitivity

Previous archaeological investigations and regional settlement pattern studies indicate that in New Jersey, and elsewhere in the Middle Atlantic region, areas of well-drained soils in proximity to a perennial water source are highly favored locations for prehistoric sites (Chesler 1982; Cavallo and Mounier 1982; Grossman-Bailey 2001: 136; Kinsey 1972; Kraft 1986, 2001; Ranere and Hansell 1985, 1987; Wall et al. 1996; Walwer and Pagoulatos 1990). Areas closest to wetlands are considered zones of highest sensitivity for the location of prehistoric archaeological resources (Hasenstab 1991). Other possible zones of sensitivity for prehistoric occupation include locations with well-drained soils, level topography, historic trails, and a good vantage point, particularly on drainage divides, and upland areas farther from water that may contain key exploitable technological or subsistence resources (Cavallo and Mounier 1982; Pagoulatos and Walwer 1991).

The greater Piedmont Region contains archaeological evidence for human habitation from the Paleo-Indian period to the present (Chesler 1982). The majority of prehistoric sites in this region consist of open-air campsites in proximity to wetlands or watercourses (Hasenstab 1991). Prehistoric sites often lie within 500 feet of water and wetlands (Hasenstab 1991; Ranere and Hansell 1987). Site locations beyond 500 feet of water typically fall on drainage divides and upland areas, but represent significantly less than those near watercourses.

The APE is located within the tidal marsh floodplain of the Hackensack River. Soils mapped in this area consist of very poorly drained, very frequently flooded mucky peat and human-transported fill sediments overlying marshy soils. Nine known prehistoric archaeological sites are within or adjacent to the APE. In addition, 10 registered prehistoric or multicomponent archaeological sites are located within one-half mile of the APE. The most intensively studied of these sites is the Standard Chlorine Chemical Company Site (28-Hd-44), which is a deeply buried prehistoric site located approximately 900 feet west of Project Component A. The Standard Chlorine Chemical Company Site was identified during archaeological monitoring in a sandy alluvial layer approximately nine to 17 feet below ground surface, capped by fill deposits and compressed marsh mat deposits (Langan Environmental Services, Inc. 2012). Based on stratigraphic position, the sandy alluvium was interpreted as Early to Middle Holocene in age. The Standard Chlorine Chemical Company Site was determined eligible for NRHP listing under Criterion D for its potential to add important information on Woodland period Native American exploitation of the Hackensack River (NJHPO Opinion 5/22/2012). While previous cultural resources surveys offer conflicting opinions on the potential for prehistoric archaeological resources in tidal marsh land bordering the Hackensack and Hudson rivers, investigation of the Standard Chlorine Chemical Company Site demonstrates that upland landforms may survive intact beneath Late Holocene estuarine deposits and historic and modern fills. As such, marsh land within portions of the APE should be considered archaeologically sensitive for deeply buried Early to Middle Holocene sites. A review of previous geotechnical borings completed in the Koppers Koke Site indicates that the deeply

buried stable land surface on which the Standard Chlorine Chemical Company Site is located extends into the western and central portions of Project Component A (see Attachment C). Fill deposits 11 to 19 feet thick overly one to five feet of peat or marsh mat deposits and three to 4.5 feet of sandy alluvium at the sample locations (see Attachment C: 10). How far this landform extends into the eastern section of Project Component A is unknown due to the lack of deep soil bores available for study. A similar stratigraphic profile was recorded in a series of borings completed over a distance of approximately 1,100 feet along the north side of the Morris & Essex Line beginning approximately 300 feet from the east boundary of Project Component A (see Attachment C: 15). This segment of Project Component E is assessed with moderate prehistoric archaeological sensitivity due to its distance from the Hackensack River.

Marsh land in Jersey City crossed by Project Components E and F is assessed with low to moderate sensitivity for prehistoric archaeological resources. Paleoenvironmental reconstructions of the east bank of the Hackensack River suggest that intact Early to Middle Holocene land surfaces may not be preserved beneath Late Holocene peat/marsh deposits (see Attachment C). Limited geotechnical and archaeological data from previous surveys proximate to the Morris & Essex Line suggest that historic fills as thick as 19 feet may exist (Hunter Research, Inc. 1986: 6-2). East of Bergen Hill, Project Component E crosses land extensively modified by construction of the Morris Canal and its basins and land created by landfilling in the mid- to late nineteenth century.

In Project Component G, previous research identified areas of prehistoric sensitivity in Bayonne and Weehawken. Data from geotechnical borings completed in support of natural gas pipeline construction in Bayonne identified a zone of high prehistoric archaeological sensitivity between 32nd and 45th streets (PAL 2011a). A buried land surface capped by historic and modern fills was recorded between 0.6 and 12.3 feet below ground surface and assessed as Holocene soil with high sensitivity for historic and/or prehistoric archaeological resources.

In Weehawken, previous research provides conflicting assessments of geomorphology with and proximate to the APE and the potential for intact prehistoric archaeological resources. Soil borings conducted at Lincoln Harbor in Weehawken recorded stratigraphy that suggests that marsh and fast land documented on historic maps, as well as an approximately 100-foot fringe of nearshore riverbed, have prehistoric archaeological sensitivity (Raber Associates 1986: 5). In the southern portion of the Lincoln Harbor project area, near 19th Street, soil profiles recorded two to four feet of fill overlying natural soils. This area of Lincoln Harbor was noted as a location where prehistoric archaeological resources may be present (Raber Associates 1986: 13). Surveys associated with construction of the HBLR recorded soil boring data and archaeological monitoring data that indicate that the prehistoric shoreline does not exist as an intact land surface in this part of Weehawken (Geismar 1995c; 2004c). One soil boring completed in 1995 did not identify the original shoreline, which was interpreted to be west of the HBLR (Geismar 1995c). Two mechanically excavated construction trenches contained extensively disturbed soil stratigraphy that lacked A and B horizons (Geismar 2004c). Based on the conflicting geotechnical data available, this segment of the APE is assessed with moderate archaeological sensitivity.

The APE has low to high sensitivity for prehistoric resources (see Figures 5.1a-5.1c). Portions of the APE where extensive ground disturbance has occurred have low sensitivity for prehistoric archaeological resources. Portions of the APE located within 500 feet of a perennial water source, on terrain documented historically as uplands or where a potential for deeply buried uplands exists, and where limited ground disturbance has occurred have high sensitivity for prehistoric archaeological resources. In particular, the western and central portions of Project Component A have high sensitivity for prehistoric archaeological resources based on the presence of a deeply buried Early to Middle Holocene upland landform that contains an NRHP-eligible prehistoric archaeological resource (see Sections 3 and 4.3; Attachment C; Langan Engineering Services, Inc. 2012).

Historic Archaeological Sensitivity

Historic site probabilities, which are based on Colonial, Federal, and Early Industrial period land uses, are ranked as high near documented historic occupation and as low in areas with little record of

historic land development. The presence of standing historic structures indicates a high probability for associated historic archaeological sites. Information obtained from cartographic evidence also contributes to assessments of historic site probability. While early historic maps do not depict historic structures with accuracy, nineteenth-century maps often record details of settlement pattern, ownership and occupation. From an environmental perspective, the factors contributing to prehistoric sensitivity often apply to early historic sensitivity as well.

Late eighteenth and early nineteenth century maps show the APE as sparsely developed land composed of islands of uplands surrounded by marsh (see Figures 4.1 – 4.3; Hills 1781; Hassler 1844; U.S. Coast Survey 1837). The Hackensack Meadowlands is depicted in 1844 as unaltered, except for a block of drained fields that extended south from the road to Newark and from the Passaic River east to the Hackensack River (see Figure 4.3; Hassler 1844). An extensive drainage infrastructure was constructed in the Meadowlands' tidal marshes between the late nineteenth and early twentieth centuries by the Bergen and Hudson County Mosquito Commissions. Drainage ditches and tide gates constructed as part of this effort were located west and east of the APE in the Koppers Koke Site (Hunter Research, Inc. 2009: 5-52).

The 1844 map shows the villages of Bergen and Cross Roads (which developed into Hudson City) as developing communities on Bergen Hill, and Hoboken as an expanding settlement fronting the Hudson River (see Figure 4.3). In present-day Bayonne, east of the HBLR line, structures depicted in 1844 include two dwellings proximate to the 22nd Street Station, one dwelling between present-day 30th and 31st streets, one dwelling at 52nd Street, and two dwellings south of Caven's Point east of present-day Princeton Avenue between Linden and Lembeck avenues (see Figure 4.4b; Hassler 1844). Between present-day Chapel and Fulton avenues, the HBLR line is proximate to the former west bank of the Morris Canal, then crosses the mapped course of the Morris Canal farther north between present-day Woodlawn Avenue and Richard Street (see Figure 4.4b). The HBLR headquarters is located south of the former road to Communipaw, as depicted in 1844, and one dwelling is depicted where an HBLR stockyard now exists (see Figure 4.4b). The HBLR crosses the mapped course of the Morris Canal again at present-day Garfield Avenue south of its intersection with present-day Union Street (see Figure 4.4a). In Paulus Hook, the HBLR crosses the former course of the Morris Canal at two locations: present-day Morris Boulevard proximate to the current Boys & Girls Club building and west of the HBLR's Marin Avenue Station (see Figure 4.4a). Essex Street Station is located where the Jersey City waterfront is depicted in 1844, and all Jersey City and Hoboken stations north of this are situated at locations depicted as either shallow open water or marsh land (see Figure 4.4a).

The southern Hoboken and northern Jersey City waterfront was dramatically altered in the 1860s, when Harsimus Cove, along with portions of the marshy meadow between Hoboken and the Palisades, were filled for the construction of a large rail yard servicing the DL&WRR in Hoboken and the Erie Railroad in Jersey City. The 1873 Hopkins Atlas of the State of New Jersey and the County of Hudson depicts the Erie's freight depots along the north side of Harsimus Cove (Hopkins 1873: Plate B). Morris Canal structures are depicted south of Harsimus Cove at the intersection of Essex and Van Vorst Streets on the west side of the canal and rowhouses are shown along both sides of Essex Street between Van Vorst and Warren Streets proximate to the location of the HBLR Marin Boulevard Station (Hopkins 1873: Plate C). Further east along Essex Street, buildings associated with the Mathiesson & Wiechers Sugar Refinery, the J.J. Gautier & Co. Fire Brick Manufactory, Thomas & Haley, and John Cahill are depicted between Warren and Hudson streets (Hopkins 1873: Plate A). Buildings along the east side of Hudson Street, near the Paulus Hook waterfront, included Took & Seurs, the Wm. C. Hutton Boiler Works, the First National Bank, and several buildings owned by the Jersey City Associates (Hopkins 1873: Plate A). The HBLR route is proximate to all of these late nineteenth century properties. Between Montgomery and Steuben streets, the HBLR route passes through the former NJRR depot and railyard (Hopkins 1873: Plate A). In Bayonne, near the former route of the Morris Canal, between Centre and Grand streets and east of Avenue E, dwellings are depicted along the west side of the CRRNJ tracks (Hopkins 1873). In the Greenville section of Jersey City, land surrounding the CRRNJ is depicted as undeveloped in 1873 (Hopkins 1873). The CRRNJ is depicted crossing the Morris Canal's Fiddler's Elbow on the Bayonne/Greenville boundary (Hopkins

1873). In 1889, the CRRNJ built a new terminal at Communipaw to replace its existing terminal. Several buildings are depicted in 1873 west of the terminal on the east side of the CRRNJ tracks at the intersection of Communipaw Avenue and Dudley Street (Hopkins 1873: Plate M).

Early twentieth century viewpoints on the Meadowlands focused on land reclamation through filling and land making methods designed to raise the land above the high-tide level (Marshall 2004:10). River dredging programs begun in the late nineteenth century by the U.S. Army Corps of Engineers provided some material for in-filling of marsh lands; municipal garbage, construction debris and excavation spoils provided other material (Marshall 2004:10). These efforts resulted in the creation of made land in eastern Bergen County and western Hudson County along the lower Hackensack and lower Passaic rivers. Industrial and commercial development of the northeastern portion of Kearny Peninsula began in the early 1900s with the construction of the Koppers Seaboard Coke and Byproducts Company (see Figures 4.6 – 4.7; Hopkins 1934; NETR 1953, 1954, 1966, 1979; NJDEP 1930). Extensive areas of filled marsh land are located within the APE. In addition, construction of the DL&WRR resulted in extensive ground disturbance in upland areas that could have been utilized during the early nineteenth century. Historic archaeological deposits within the APE pre-dating the construction of the railroad are likely to have compromised integrity.

The results of background research and a field reconnaissance indicate that the APE contains uplands and in-filled marsh land that were undeveloped until the mid-nineteenth to early twentieth century. While extensive land modifications have occurred as a result of the urbanization of Jersey City, previous archaeological surveys have identified intact historic archaeological sites near the APE. In 2001, a cultural resources survey was completed for the Jersey City Water Works Pipeline in the U.S. Routes 1 & 9 Truck Improvements project area that located and documented a section of 20-inch cast iron pipe installed during the initial period of pipeline construction in 1852 (RBA Group, Inc. 2001: 12). Six archaeological sites that contribute to the Larch/Covert Historic District (the Beck/Thorpe/Altvatter House Sites [28-Hd-20], the Gavenesch/Balbo House/Store Site [28-Hd-21], the Gavenesch/D'Amato House/Saloon Site [28-Hd-22], the Gavanesch/Sarno House Site [28-Hd-23], the Radcliffe/Hoersch House Site [28-Hd-24], and the Moore/Bukowski House Site [28-Hd-25]) are located proximate to the APE in the Marion section of Jersey City (RBA Group, Inc. 2000). These archaeological sites contained intact features that retained a high degree of integrity despite ground disturbance from later land use proximate to the Covert/Larch Historic District. The NRHP-eligible New York Susquehanna and Western RR Engine Repair Site (28-Hd-48) is located nearby, south of the APE (RBA Group, Inc. 2015:97). Investigation of Site 28-Hd-48 identified the disturbed southern perimeter of a turntable, which once extended into the APE (RBA Group, Inc. 2015). Additional archaeological investigation of inaccessible portions of the site and mitigation was recommended for the New York Susquehanna and Western RR Engine Repair Site (28-Hd-48) (RBA Group, Inc. 2015:97).

Intact Morris Canal-related features and temporally discrete fill deposits related to its closure have been identified at several locations. Recent subsurface testing in northern Bayonne identified early to mid-twentieth century fill deposits in trenches completed within a segment of the former Morris Canal. The early to mid-twentieth century fill deposits were registered as the Morris Canal Fiddler's Elbow Segment Archaeological Site (28-Hd-47) (Dewberry Engineers, Inc. 2011, 2013). Archaeological monitoring completed in 2001 for proposed walkway construction identified timber cribbing associated with the Little Morris Canal Basin along Washington Street in the Paulus Hook section of Jersey City (CRCG 2001). Seven piling locations were monitored and recorded 10-inch diameter rounded and squared stacked logs at 2.5 feet below ground surface that were tied with logs set perpendicular to the wall at 15-foot intervals. A plank floor was encountered between three and four feet below ground surface (CRCG 2001: 12). The structural remains were interpreted as part of the canal cribbing constructed in 1838 for the Morris Canal's basin. Test trenches completed in 1998 identified vertical plank cribbing supported by log cross pieces and piles along the south bank of the canal at Essex Street, nine feet beyond which were deposits of boulder rip-rap and a strip of boulder-free fill interpreted as the former towpath. Test trenches indicated that the canal's north bank was supported by 20-inch diameter cut log cribbing (Geismar 1998c: 20). Subsurface testing

completed in 1995 for the construction of the HBLR identified the Morris Canal prism near the Richard Street Station and Marin Boulevard and Van Vorst Street (Geismar 1995c). Subsurface testing between Marin Boulevard and Van Vorst Street, just north of Essex Street in Jersey City, identified evidence of the Morris Canal prism at seven feet below ground surface (Geismar 2002a). A series of mechanically excavated trenches at Exchange Place contained fill layers that contained cultural material contemporaneous with land fill operations rather than older material that could be interpreted as household or commercial garbage and considered a potentially significant archaeological resource (Exchange Place Landfill [28-Hd-19]) (Kardas and Larrabee 1979: 32-33). A 1992 historical and archaeological investigation for the proposed Gateway transit hub identified two partly superimposed structures related to the CRRNJ terminal built in Communipaw in 1865 (Louis Berger Associates, Inc. 1992). Structural remains of an 1865 engine house built on filled land approximately 300 feet northeast of historic Communipaw Avenue were uncovered in mechanically excavated tests pits. Structural remains of a second engine house, built in 1900 were identified in fill deposits overlying the 1865 structural remains (Louis Berger Associates, Inc. 1992: 16). The circa 1865 and circa 1900 archaeological features were sampled, documented and assessed with low to moderate archaeological integrity. In 2012, three geoarchaeological borings were completed near the intersection of Wilson Street and Jersey City Boulevard in the Communipaw section of Jersey City due to its potential for intact archaeological remains associated with the CRRNJ roundhouse, an NRHP-eligible resource that was constructed in 1914 (PAL 2012). Possible foundation or girder remains associated with the CRRNJ roundhouse were identified in the borings at depths of eight to 10 feet below ground surface (PAL 2012: 8). In 2013, mechanically excavated trenches completed within the proposed pipeline project area identified foundation remains, 16 inspection pits, concrete floor sections, concrete roof column support footings, wood posts/pilings, and ceramic and cast iron pipes associated with the 1914 CRRNJ northern roundhouse and registered as the Jersey Central Railroad Roundhouse North (28-Hd-49) (PAL 2014a, 2014b).

Areas of historic archaeological sensitivity that may warrant further investigation also were identified as a result of previous research. Two locations assessed with historic archaeological sensitivity during surveys related to HBLR planning and construction do not appear to have been further investigated: the corner of Hudson Street and Essex Street, Jersey City (soil bore testing recommended) and the corner of Hudson Street and Grand Street, Jersey City (see Geismar 1995c: 13,43). A series of geoarchaeological borings completed proximate to the HBLR ROW between 32nd and 45th streets in Bayonne identified a buried A horizon that transitioned to a subsoil that were interpreted as Holocene period soils and assessed with high historic and/or prehistoric archaeological sensitivity (PAL 2011a). The northern portion of the Lincoln Harbor project area, east of the Lincoln Tunnel helix, was identified as an area where historic archaeological resources associated with the circa 1740 to 1775 Weehawken Ferry may be present beneath late nineteenth century fill emplaced during construction of the Erie Railroad terminal (Raber Associates 1986: 13).

The APE has low to high sensitivity for historic archaeological resources (see Figures 5.1a-5.1c). Portions of the APE located where extensive ground disturbance has occurred have low sensitivity for historic archaeological resources. Portions of the APE where limited ground disturbance has occurred have moderate sensitivity for historic archaeological resources. In addition, portions of the APE located in Project Component A have moderate sensitivity for historic archaeological resources related to dikes and tide gates associated with late nineteenth through early twentieth century land development and mosquito control initiatives. Locations within and adjacent to the APE where mapped documented historic structures or historic archaeological sites have been identified has high sensitivity for historic archaeological resources.

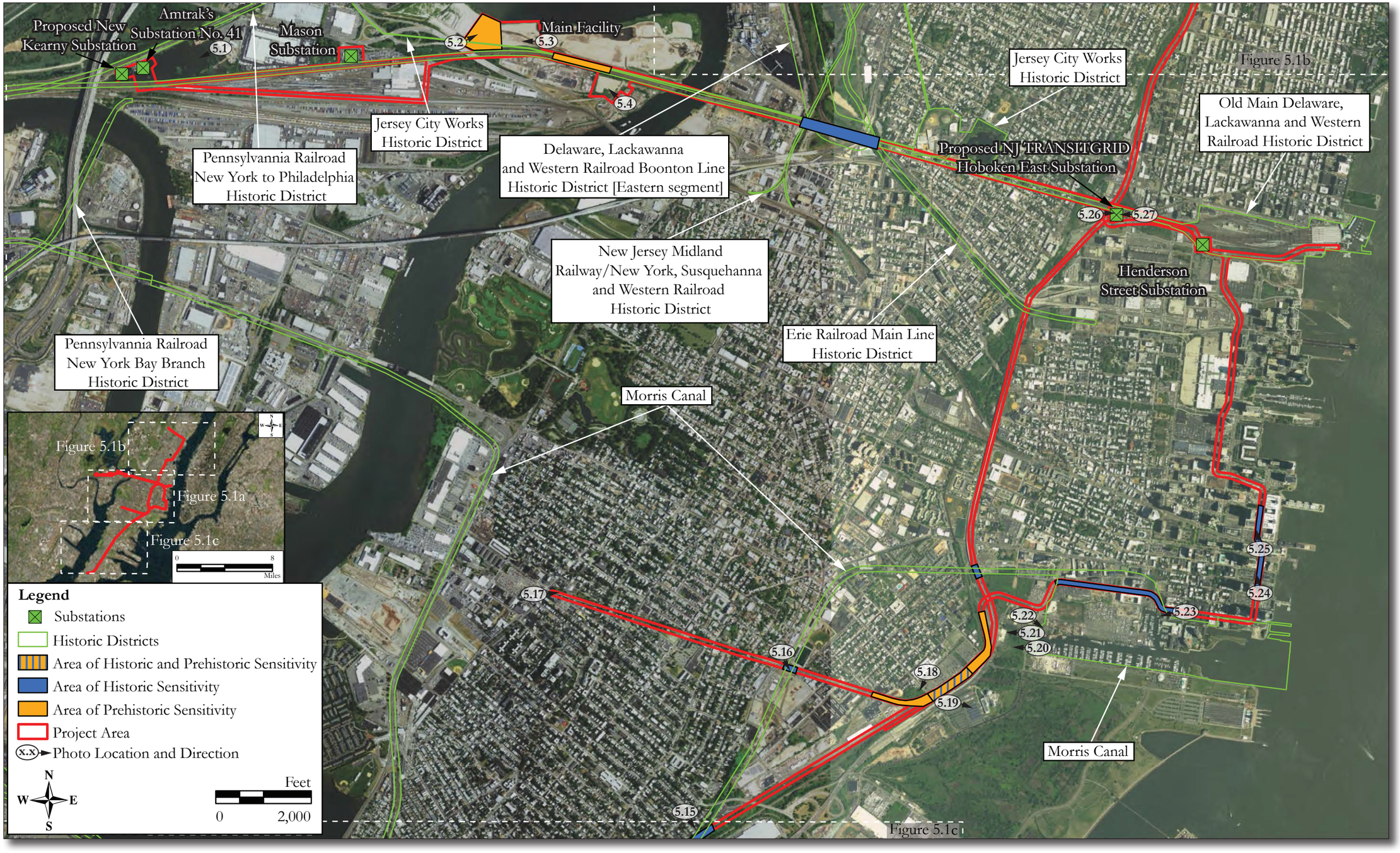

Figure 5.1a: Aerial photograph showing the APE, areas of archaeological sensitivity, and photograph locations and directions (World Imagery, ESRI 2014).

Figure 5.1b: Aerial photograph showing the APE, areas of archaeological sensitivity, and photograph locations and directions (World Imagery, ESRI 2014).

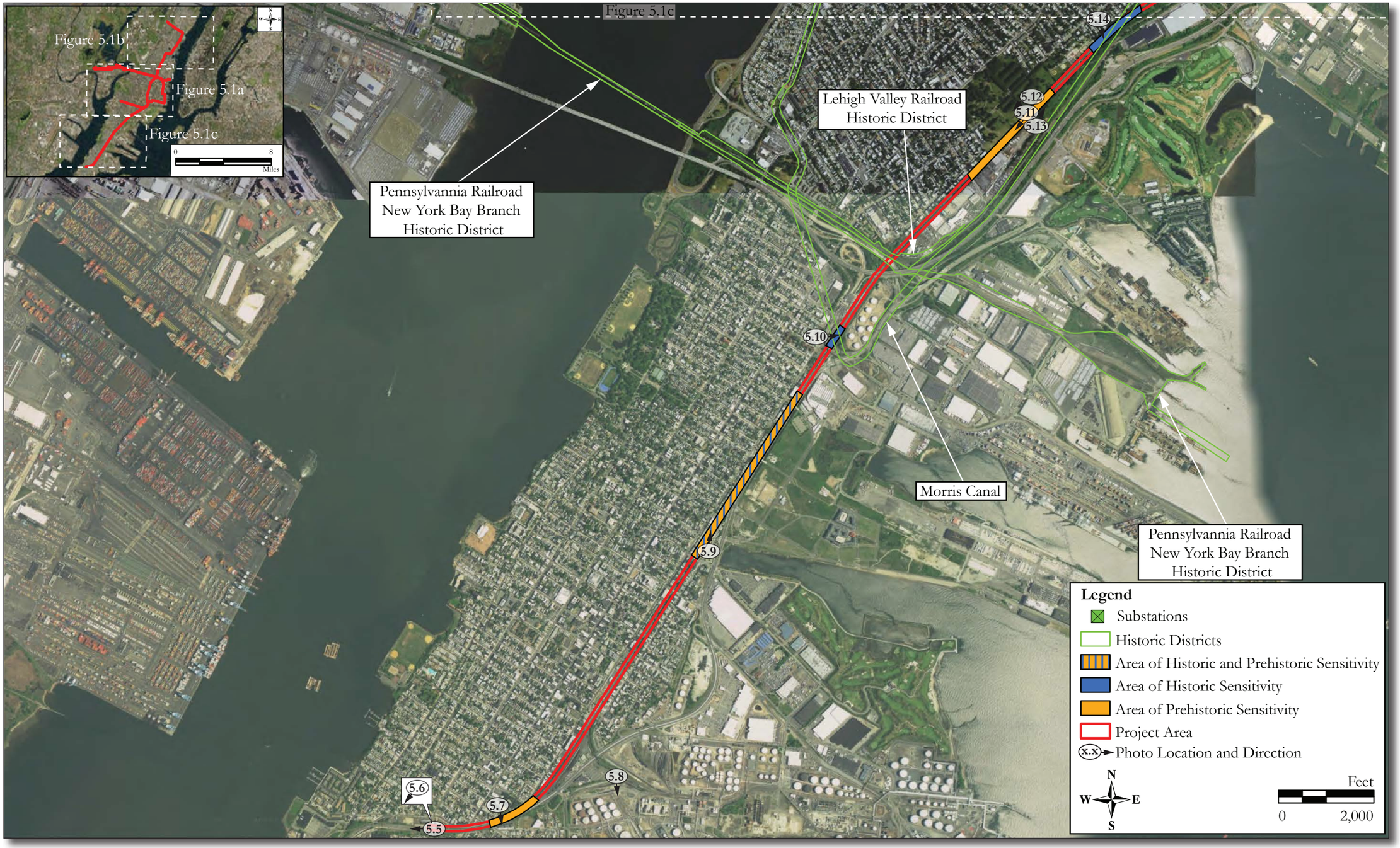

Figure 5.1c: Aerial photograph showing the APE and areas of archaeological sensitivity (World Imagery, ESRI 2014).

Plate 5.1: Overview, Town of Kearny, looking across Cedar Creek Marsh toward the Old Main DL&WRR Historic District, now the Morris & Essex line, with the Passaic River, the PRR New York Bay Branch Historic District, the US Route 1 Extension Historic District, the US Route 1&9 Historic District, and the PSE&G Kearny-Essex-Marion Interconnection Historic District in the background.

Photo view: Southwest

Photographer: Allee Davis

Date: October 15, 2015

Plate 5.2: Overview, Town of Kearny, looking across the Koppers Coke Peninsula Redevelopment Area and the proposed Main Facility Site toward the Hackensack River.

The Old Main DL&WRR Historic District, where the proposed transmission line will travel east to Jersey City is visible at right. The Jersey City Water Works Historic District and Jersey City Water Works Pipeline are located below ground at the center of the image. Numerous historic properties are visible in the background, including the Hackensack River Lift Bridges Historic District and the PSE&G Kearny-Essex-Marion Interconnection Historic District. The Manhattan skyline is visible in the distance.

Photo view: South

Photographer: Lynn Alpert

Date: June 23, 2016

Plate 5.3: Overview of Main Facility Electric Yard.

Photo view: West

Photographer: Jennifer B. Leynes

Date: April 14, 2014

Plate 5.4: Overview of Project Component B.

Note the Morris & Essex Line in background

Photo view: Northwest

Photographer: Jennifer B. Leynes

Date: April 14, 2014

Plate 5.5: Overview of Eighth Street Station Platform, the southern terminus of the HBLR, City of Bayonne.

Photo view: West

Photographer: Teresa D. Bulger

Date: February 22, 2017

Plate 5.6: Overview of the ground surface at Eighth Street Station, the southern terminus of the HBLR, City of Bayonne.

Photo view: Southwest

Photographer: Teresa D. Bulger

Date: February 22, 2017

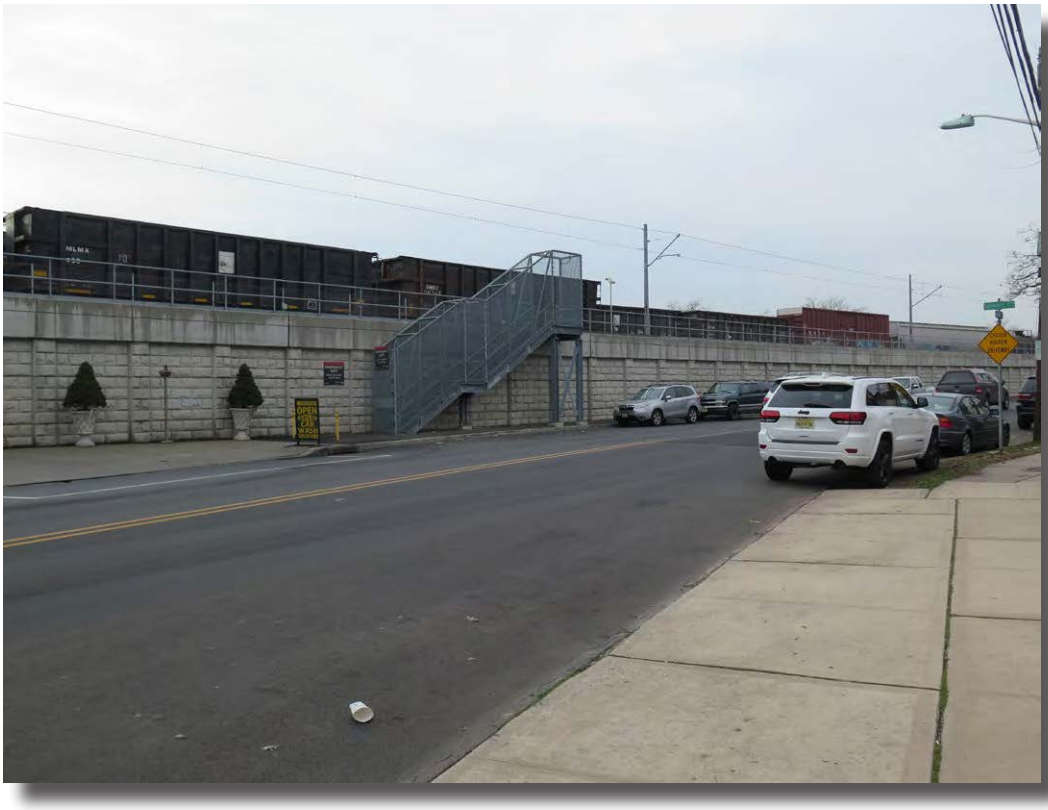

Plate 5.7: View of HBLR from the intersection of Avenue E and East 14th Street, City of Bayonne. Taken from the approximate location of Site 28-Hd-1.

Photo view: South

Photographer: Teresa D. Bulger

Date: February 22, 2017

Plate 5.8: Existing conditions at approximate location of Site 28-Hd-26, City of Bayonne.

Photo view: South

Photographer: Teresa D. Bulger

Date: February 22, 2017

Plate 5.9: Overview of HBLR tracks at Thirty-fourth Street Station, City of Bayonne.

Photo view: North

Photographer: Teresa D. Bulger

Date: February 22, 2017

Plate 5.10: Overview of HBLR and approximate location of Site 28-Hd-47 and the site of the historic Morris Canal where it crosses the HBLR at Fifty-Second Street, City of Bayonne.

Embankment for HBLR visible on the middle-distance on left side of photo. Taken from the foot of East Fifty-First Street, City of Bayonne.

Photo view: Northeast

Photographer: Teresa D. Bulger

Date: February 22, 2017

Plate 5.11: Overview of zone of prehistoric sensitivity in approximate area of Site 28-HD-17, Chapel Avenue, City of Jersey City.

Photo view: South

Photographer: Teresa D. Bulger

Date: February 22, 2017

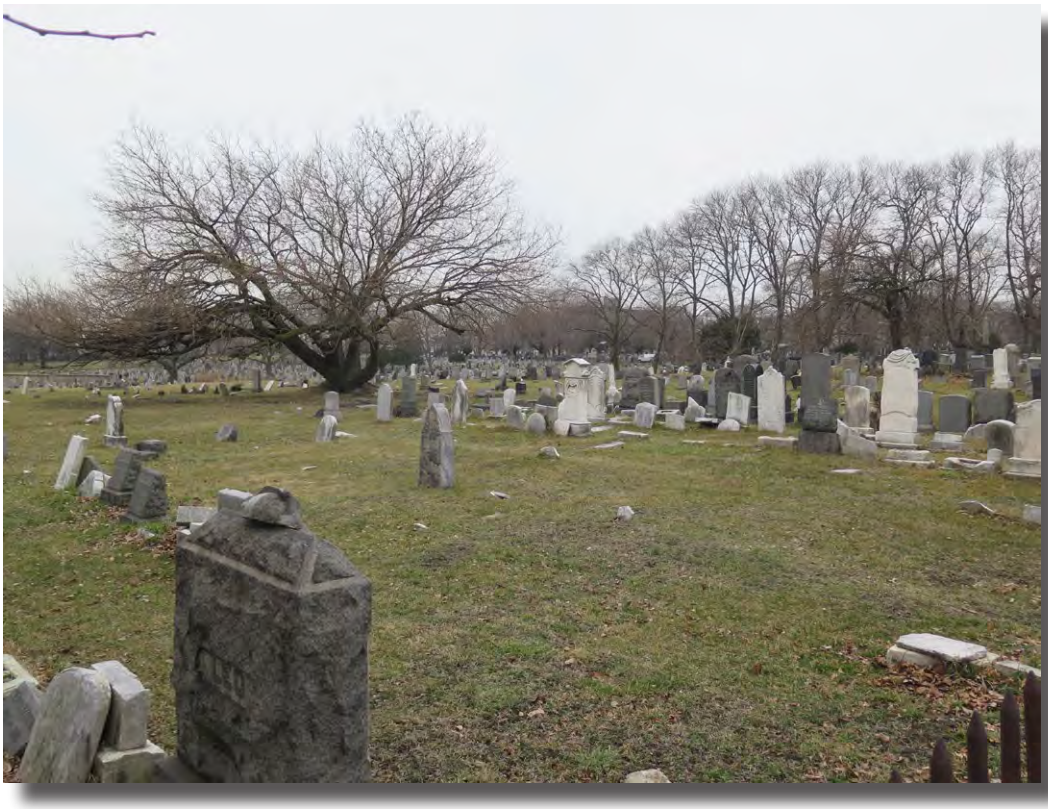

Plate 5.12: Overview of Bayview Cemetery, approximate location of Site 28-Hd-17, City of Jersey.

Photo view: Southwest

Photographer: Teresa D. Bulger

Date: February 22, 2017

Plate 5.13: View of approximate location of the Morris Canal at its crossing with the HBLR near Chapel Avenue, City of Jersey City.

Photo view: North

Photographer: Teresa D. Bulger

Date: February 22, 2017

Plate 5.14: View of approximate location of the Morris Canal at its crossing with the HBLR near Richard Street Station, City of Jersey City.

Photo view: Southeast

Photographer: Teresa D. Bulger

Date: February 22, 2017

Plate 5.15: View of approximate location of the Morris Canal at its crossing with the HBLR near foot of East Bidwell Avenue, City of Jersey City.

Photo view: Southeast

Photographer: Teresa D. Bulger

Date: February 22, 2017

Plate 5.16: View of approximate location of the Morris Canal at its crossing with the HBLR near the intersection of Union Street and Garfield Avenue, City of Jersey City.

Photo view: Southeast

Photographer: Teresa D. Bulger

Date: February 22, 2017

Plate 5.17: Overview of West Side Station, the western terminus of the Jersey City Extension of the HBLR, City of Jersey City.

Photo view: Northeast

Photographer: Teresa D. Bulger

Date: February 22, 2017

Plate 5.18: View of HBLR from the foot of Communipaw Avenue at the Liberty State Park Station, City of Jersey City.

Taken from the approximate location of Site 28-Hd-15.

Photo view: Southwest

Photographer: Teresa D. Bulger

Date: February 22, 2017

Plate 5.19: Existing conditions at approximate location of Site 28-Hd-49, City of Jersey City.

Photo view: East

Photographer: Teresa D. Bulger

Date: February 22, 2017

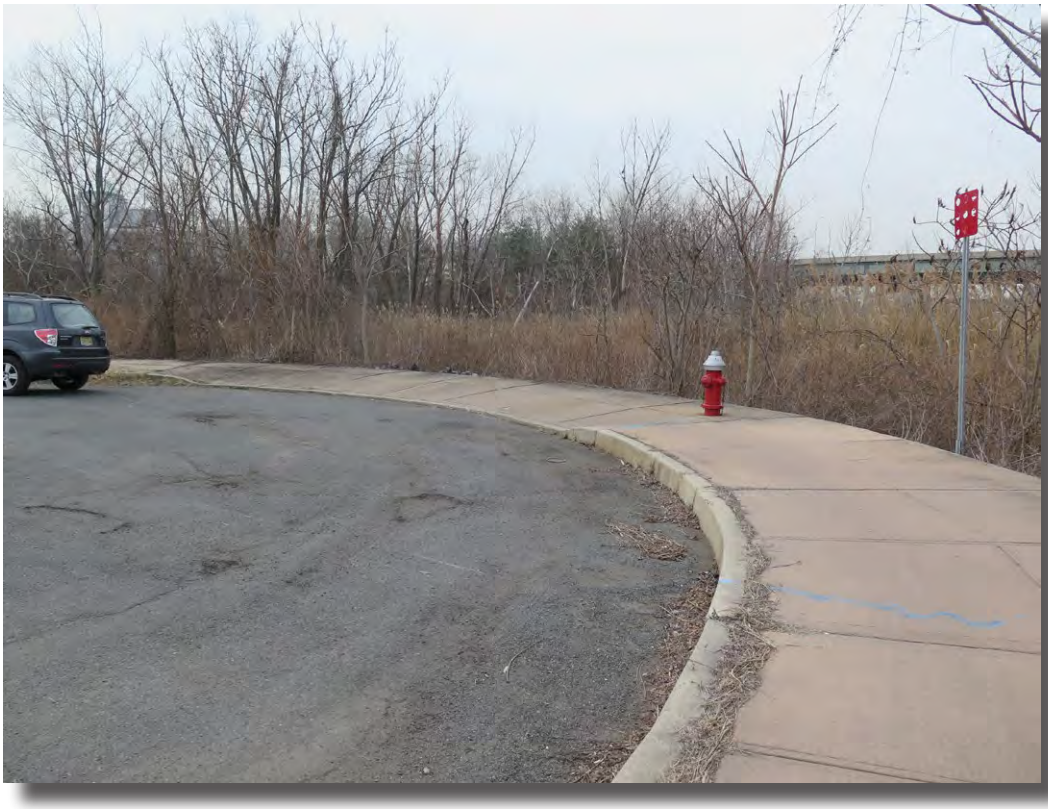

Plate 5.20: View toward HBLR and Interstate 78 from the approximate location of Site 28-Hd-18, City of Jersey City.

Photo view: West

Photographer: Teresa D. Bulger

Date: February 22, 2017

Plate 5.21: View toward HBLR and Interstate 78 from the approximate location of Site 28-Hd-52, City of Jersey City.

Photo view: West

Photographer: Teresa D. Bulger

Date: February 22, 2017

Plate 5.22: Existing conditions at approximate location of Site 28-Hd-51, City of Jersey City.

Photo view: East

Photographer: Teresa D. Bulger

Date: February 22, 2017

Plate 5.23: Existing conditions at approximate location of Site 28-Hd-53, Corner of Warren Street and Essex Street, City of Jersey City.

Photo view: Southeast

Photographer: Teresa D. Bulger

Date: February 22, 2017

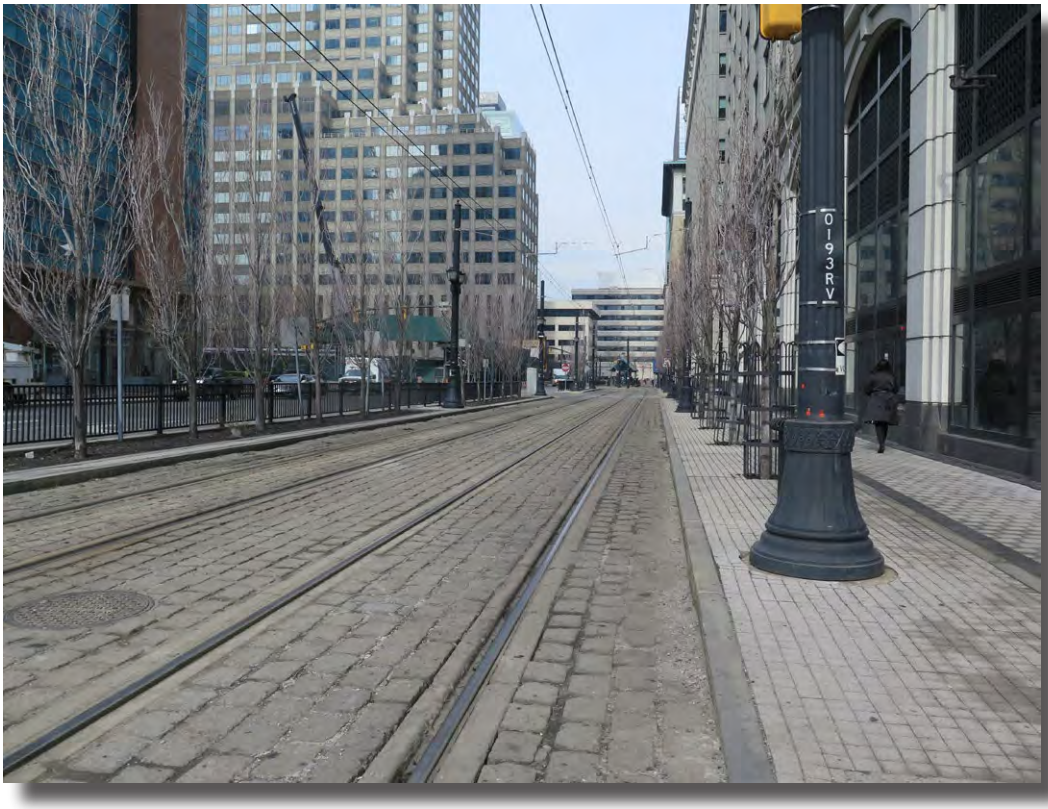

Plate 5.24: Overview of zone of historic sensitivity in approximate area of Site 28-HD-19, corner of Sussex Street and Hudson Street, City of Jersey City.

Photo view: North

Photographer: Teresa D. Bulger

Date: February 22, 2017

Plate 5.25: Overview of zone of historic sensitivity in approximate area of Site 28-HD-19, corner of Christopher Columbus Drive and Hudson Street, City of Jersey City.

Photo view: Northwest

Photographer: Teresa D. Bulger

Date: February 22, 2017

Plate 5.26: Overview of Eighteenth Street Extension of HBLR, City of Jersey City.

Photo view: East

Photographer: Teresa D. Bulger

Date: February 22, 2017

Plate 5.27: Overview of proposed site of Hoboken East Substation, City of Hoboken.

Photo view: West

Photographer: Lynn Alpert

Date: February 16, 2016

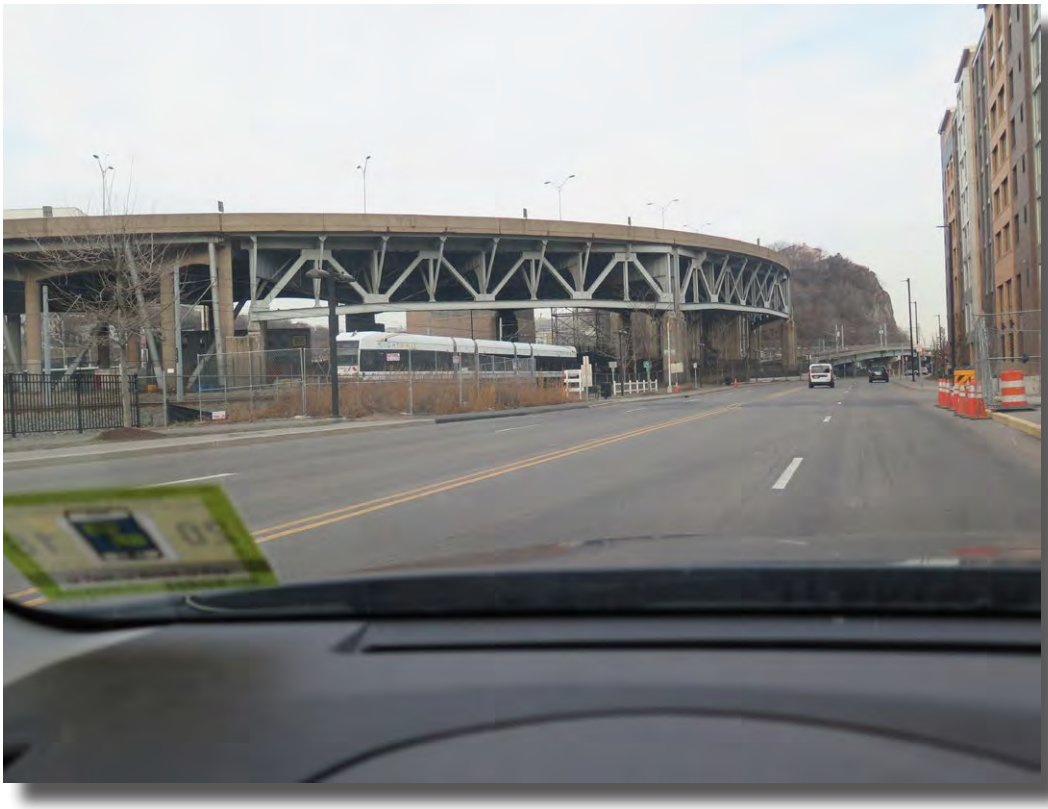

Plate 5.28: Overview of the HBLR near the Lincoln Harbor Station.

Taken at the intersection of Waterfront Terrace and Riverview Drive, Township of Weehawken.

Photo view: North

Photographer: Teresa D. Bulger

Date: February 22, 2017

Plate 5.29: View of eastern end to the HBLR's West Shore Tunnel.

Photo view: West

Photographer: Teresa D. Bulger

Date: February 22, 2017

Plate 5.30: Overview of the ground surface at Tonnelle Avenue Station, the northern terminus of the HBLR, Township of North Bergen.

Photo view: Northwest

Photographer: Teresa D. Bulger

Date: February 22, 2017

6.0 CONCLUSIONS AND RECOMMENDATIONS

RGA, Inc. completed a Phase IA archaeological survey for the proposed NJ TRANSITGRID TRACTION POWER SYSTEM project to be constructed in the Town of Kearny, Cities of Jersey City, Hoboken, Bayonne, and Union, and Townships of North Bergen and Weehawken, Hudson County, New Jersey. The Federal Transit Administration (FTA) and New Jersey Transit Corporation (NJ TRANSIT) plan to construct a natural gas fired electric power generating plant, a natural gas line connection, electrical line improvements, and two new substations. Supporting electrical lines will run within the existing route of the Morris & Essex Line and the Hudson-Bergen Light Rail (HBLR) line and may be hung on existing poles in NJ TRANSIT's right-of-way (ROW), on new poles to be constructed within the ROW, and/or installed in at-grade or underground duct banks.

The Phase IA archaeological survey determined that the Area of Potential Effects (APE) has low to high sensitivity for prehistoric archaeological resources and low to moderate sensitivity for historic archaeological resources. Portions of the APE located where extensive ground disturbance has occurred have low sensitivity for prehistoric and historic archaeological resources. Proposed construction at the Main Facility site (Project Component A) and related natural gas pipeline and sanitary sewer connections may directly impact the previously identified Jersey City Water Works Pipeline, Jersey City Water Works Historic District, and Standard Chlorine Chemical Company Site, or undocumented prehistoric or historic archaeological resources, if any, within the APE. Project Component A has high sensitivity for prehistoric archaeological resources, due its proximity to the Standard Chlorine Chemical Company Site, and moderate sensitivity for historic archaeological resources related to the late nineteenth to early twentieth century drainage infrastructure construction of the Bergen and Hudson County Mosquito Commissions. Locations where new substations and a natural gas pipeline interconnection (Project Component B) are proposed have low prehistoric and historic archaeological sensitivity.

The proposed electrical line routes (Project Components C through G) have low to high sensitivity for prehistoric and historic archaeological resources. Portions of Project Components C through G located where extensive ground disturbance has occurred have low sensitivity for prehistoric and historic archaeological resources. No areas of archaeological sensitivity were identified in Project Component F. Known archaeological resources are located along Project Component E, and have archaeological sensitivity. Areas of Project Component E where prehistoric archaeological resources or deeply buried prehistoric land surfaces have been reported, and where limited ground disturbance has occurred, have moderate to high sensitivity for prehistoric archaeological resources. Areas along Project Component E proximate to documented historic archaeological resources, including the Covert/Larch Historic District, the New York, Susquehanna, and Western Railroad Engine Repair Site, the Morris Canal, St. Peter's Cemetery, and locations along Project Component G where archaeological resources exist associated with the Morris Canal, the Central Railroad of New Jersey (CRRNJ), and nineteenth century landfilling have moderate to high sensitivity for historic archaeological resources. Locations where Project Component G intersects the former route of the Morris Canal have high sensitivity for historic archaeological resources. In Bayonne and Weehawken, portions of Project Component G where geoarchaeological borings identified stable buried land surfaces are assessed with historic archaeological sensitivity. Locations in the Jersey City portion of Project Component G assessed with historic archaeological sensitivity during previous surveys not subjected to further investigation retain historic archaeological sensitivity. The installation of at-grade duct banks located along the length of the proposed electrical line would have no effect on archaeological resources within the APE.

Avoidance of direct impacts is recommended for areas of moderate to high prehistoric and/or historic archaeological sensitivity as described in Section 5 of this report. Proposed direct impacts related to archaeological resources, if any, within the APE include the construction of underground duct banks, a natural gas pipeline, monopole foundations, and pile-driven structure

foundations within Project Component A and the proposed new Kearny Substation. Installation of pile-driven foundations would have no adverse effect on the Standard Chlorine Chemical Company Site or undocumented prehistoric or historic archaeological resources, if any, within the APE, since no soil removal via excavation would result from the installation. Deeply buried Early to Middle Holocene upland landform soils associated with a documented prehistoric archaeological resource may extend into the new Kearny Substation portion of the APE based on available geotechnical data from previous studies of the Koppers Koke Site. Installation of pile-driven foundations would have no adverse effect on any archaeological resources that may be present in the deeply buried upland soils since no soil removal would result from the installation. No further archaeological survey is recommended in areas within the APE where pile-driven foundations are proposed. Proposed construction at Project Component A and related natural gas pipeline and sanitary sewer connections within the utility easement may directly impact the previously identified Jersey City Water Works Pipeline and Jersey City Water Works Historic District. Project Components C and D bisect the Jersey City Waterworks Pipeline at Route 7. Project Component E runs parallel to the Jersey City Waterworks Historic District from east of Route 7 to the Bergen Tunnel West Portal.

Avoidance of the Jersey City Water Works Pipeline and Jersey City Water Works Historic District could be achieved if no ground disturbing activities, including trenching and shaft drilling, are undertaken in the mapped route of the Jersey City Water Works Pipeline and the Jersey City Water Works Historic District. Construction plans would depict the location of the Jersey City Water Works Pipeline and Jersey City Water Works Historic District within Project Components A, C, D, and E and stipulate that no excavation or drilling occur within 25 feet of those locations. Underground duct banks or monopole foundations have the potential to adversely affect the Jersey City Water Works Pipeline and Jersey City Water Works Historic District. Duct banks located at grade would have no adverse effect on archaeological resources within Project Components C, D, and E.

The installation of underground duct banks or construction of foundations for new monopoles in areas of archaeological sensitivity in Project Components E and G would have direct impacts on prehistoric and historic archaeological resources, if any exist in the APE. Avoidance of direct impacts in these Project Components may include alterations to monopole placement, selection of installation options that involve shallow, rather than deep, ground disturbance, and the installation of at-grade duct banks. The installation of at-grade duct banks located along the length of the proposed electrical line routes would have no adverse effect on archaeological resources, if any, within the APE since no disturbance of subsurface soil strata would occur. The placement of monopoles or underground duct banks outside the archaeological sensitivity areas would minimize the likelihood that archaeological resources, if any, would be directly impacted by the proposed construction. Where sensitivity areas cannot be avoided through project design, selection of a construction option that will minimize ground disturbance that damages or destroys archaeological resources, if any, within the APE is recommended. Where archaeological resources may be deeply buried beneath thick historic and/or modern fill deposits, the installation of duct banks with shallow subsurface ground disturbance (i.e. no more than five feet below the existing ground surface) would conserve archaeological resources, if any, in deeply buried contexts. Recommendations for specific archaeological sensitivity zones within the APE address each of these avoidance options. An area of prehistoric archaeological sensitivity extends from east of Project Component A to near the western limit of Project Component B along the northern boundary of Project Component E. A potential for deeply buried upland soils exists in this sensitivity area. Installation of monopole foundations along the north side of Project Component E have the potential to adversely affect any prehistoric archaeological resources that may exist in this prehistoric archaeological sensitivity zone. Shallow underground duct banks no deeper than five feet below existing ground surface would have no adverse effect on archaeological resources within the APE since construction activities would not disturb deeply buried natural soils. Areas of Project Component E proximate to documented historic archaeological resources, including the Covert/Larch Historic District, the New York, Susquehanna, and Western Railroad Engine Repair Site, and St. Peter's Cemetery, have moderate sensitivity for historic archaeological resources. Installation of monopole foundations along the south side of Project Component E has the potential to adversely affect any historic archaeological resources related to the Covert/Larch Historic District and the New York,

Susquehanna, and Western Railroad Engine Repair Site that may exist in this historic archaeological sensitivity zone. Installation of monopole foundations along the north side of Project Component E proximate to St. Peter's Cemetery has the potential to adversely affect any historic archaeological resources that may exist in this portion of the historic archaeological sensitivity zone. Installation of shallow underground duct banks no deeper than five feet below existing ground surface would have no adverse effect on archaeological resources within the APE provided that ground disturbing activities do not disturb natural soils underlying surficial fill layers. Duct banks installed at grade would have no adverse effect on archaeological resources within the APE.

Where areas of archaeological sensitivity cannot be avoided through project design, archaeological monitoring may be warranted to identify archaeological resources at locations where subsurface ground disturbance will penetrate secondary fill deposits and reach depths at which archaeological resources have been reported proximate to the APE. Due to the depth of the culturally sensitive strata beneath historic and modern fill layers up to 25 feet thick and the limited nature of the construction impacts, few prudent and feasible approaches are available for archaeological identification and evaluation surveys. Conventional archaeological identification approaches, such as shovel test pits and remote sensing, are unlikely to fully penetrate fill deposits and provide adequate characterization of the APE. Monitoring and/or assessment of geotechnical borings by a qualified geoarchaeologist/archaeologist would be completed in archaeologically sensitive areas proximate to locations where monopole installations are proposed. Depending on the results of the geotechnical borings, archaeological monitoring and sampling during construction would be considered a prudent and feasible approach to archaeological survey where trench excavations deeper than five feet below ground surface are proposed or where drilled shafts will penetrate fill layers so that soil stratigraphy in the drilled shaft may be inspected by the archaeologist. For drilled shafts, where natural soils are deeply buried beneath fill layers, archaeological monitoring is unlikely to result in significant recovery of archaeological data.

As project plans develop and the locations, nature, and extent of direct project impacts are refined, locations where further archaeological survey is warranted can be identified through continued consultation. In order to satisfy the FTA's Section 106 responsibilities, a Programmatic Agreement (PA) will be developed between the NJHPO, NJ TRANSIT, FTA and the Advisory Council on Historic Preservation in order to provide for the identification, evaluation, and appropriate treatment of historic properties. Stipulations can include the following tasks: Archaeological Monitoring; Phase II Archaeological Investigations; Effects Assessment; Mitigation; Curation; and Reporting. The stipulations within the PA will outline in detail all of the potential actions necessary to carry out the requirements of the Section 106 process as project plans develop and are finalized.

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ATTACHMENT A: QUALIFICATIONS OF THE PRINCIPAL INVESTIGATOR

CULTURAL RESOURCE CONSULTANTS

SHARON D. WHITE
SENIOR ARCHAEOLOGIST (36 CFR 61)

YEARS OF EXPERIENCE:
With this firm:
2009-Present
With other firms: 8

EDUCATION:
Ph.D. 2001
The Pennsylvania State University Anthropology

MA 1994
The Pennsylvania State University Anthropology

BA 1992
The Pennsylvania State University Anthropology

PROFESSIONAL TRAINING:
CRM Essentials: Restoring Your Skills, Trenton, NJ, October 2007

Section 106 Workshop, Washington, DC, May 2007

40-Hour Health and Safety Training for Hazardous Waste Operations and Emergency Response (OSHA 29 CFR 1910.120), August 2015; 8-Hour HAZWOPER Refresher, August 2015

PROFESSIONAL REGISTRATION:
Register of Professional Archaeologists

Professional Experience Summary:

Sharon D. White, Ph.D. is a Senior Archaeologist at RGA and provides project design, supervision and analysis for archaeological investigations. Dr. White has served as a Principal Investigator on a variety of archaeological investigations, including Phase IA, I, II, and III archaeological investigations and archaeological monitoring, and specializes in prehistoric archaeology. She has prepared and directed cultural resources surveys in accordance with Section 106 of the National Historic Preservation Act, NEPA, and other relevant state and municipal laws. Dr. White exceeds the qualifications set forth in the Secretary of Interior's Standards for Archaeologists [36 CFR 61].

Representative Project Experience:

Heritage Village at Duffy Manor, Florence Township, Burlington County, NJ (Sponsor: United States Department of Housing and Urban Development) Principal Investigator, Senior Archaeologist for cultural resources investigation for a proposed apartment building containing 66 age-restricted residential units on the site of the former Florence Public School No. 1 (a.k.a. Marcella L. Duffy School [hereafter Duffy School] located at 208 West Second Street (Block 45, Lot 8; formerly known as Lots 8, 13, 14, and 15), in Florence Township. The results of background research and a visual inspection of the APE-Archaeology indicated that portions within the footprint of the existing Duffy School have a low potential to contain prehistoric or historic archaeological sites due to extensive prior disturbance. The eastern and western portions of the APE-Archaeology retained a moderate potential for prehistoric or historic archaeological sites.

Bordentown Waterfront Community, Bordentown and Mansfield Townships and Borough of Fieldsboro, Burlington County, NJ (Sponsor: Princewood Properties) Principal Investigator, Senior Archaeologist for a Phase IB/II archaeological survey for the proposed Bordentown Waterfront Community high density residential development in Bordentown and Mansfield Townships and the Borough of Fieldsboro. During the Phase IB archaeological survey, two potentially significant prehistoric sites, designated the Hilltop House site (28-Bu-733) and the Hilltop Bluff site (28-Bu-734) were identified. Due to the extensive previous disturbance, the lack of discrete, intact cultural deposits, and the absence of diagnostic materials and cultural features, the Hilltop House site (28-Bu-733) and the Hilltop Bluff site (28-Bu-734) were considered not eligible for listing on the National Register of Historic Places.

Mill Creek Solar, Block 123, Lot 5, Burlington Township, Burlington County, NJ (Sponsor: PSE&G) Principal Investigator, Senior Archaeologist for a Phase IA historical and archaeological survey for a proposed a solar energy generation facility in Burlington Township, Burlington County. The results of background research and a visual inspection indicated a high potential for the APE to contain significant prehistoric and historic archaeological resources. The New Jersey Department of Environmental Protection (NJDEP) requested completion of a Phase I archaeological survey.

ATTACHMENT B: PROJECT PLANS

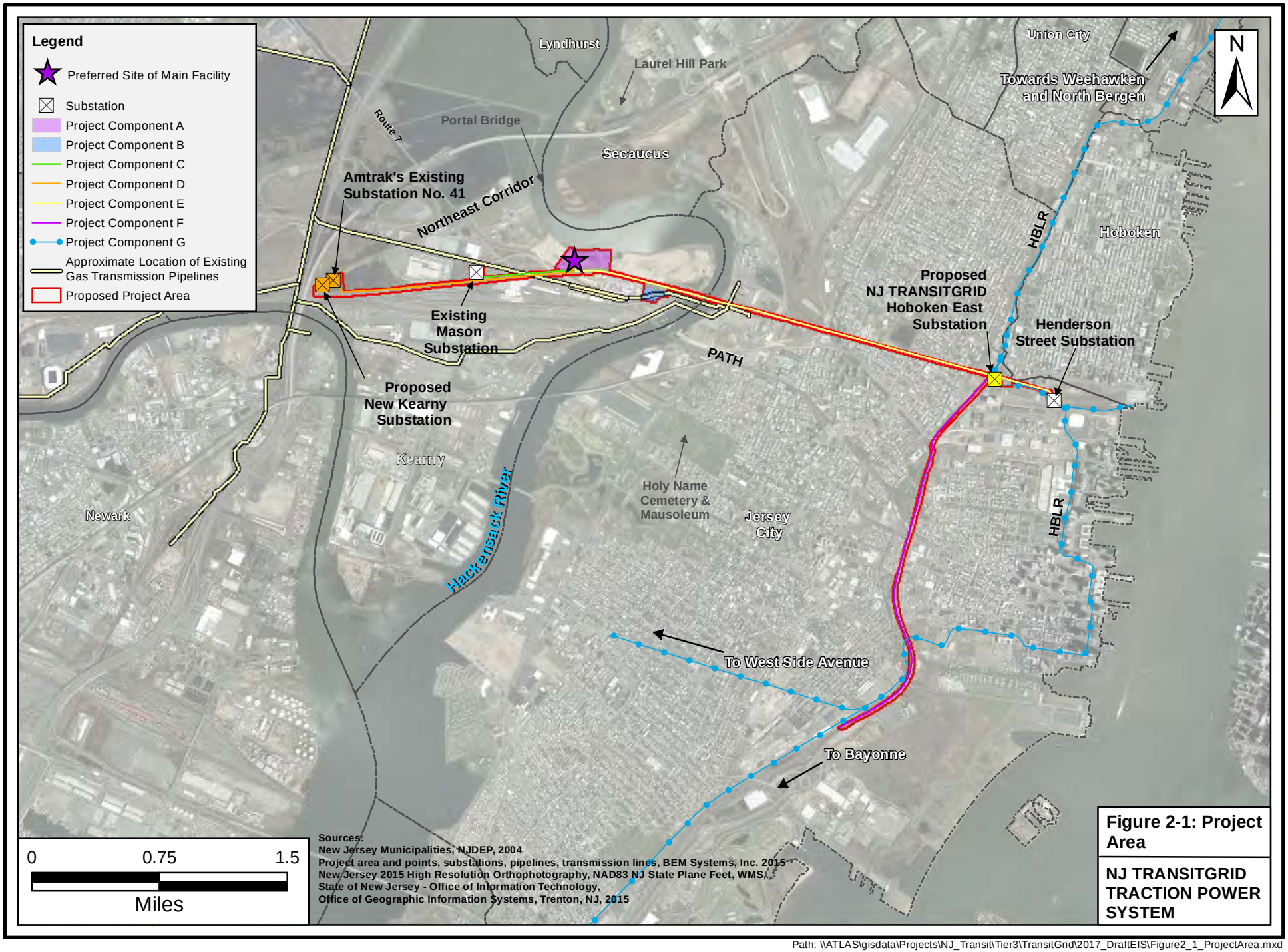

Figure 2-1: Project Area

NJ TRANSITGRID TRACTION POWER SYSTEM

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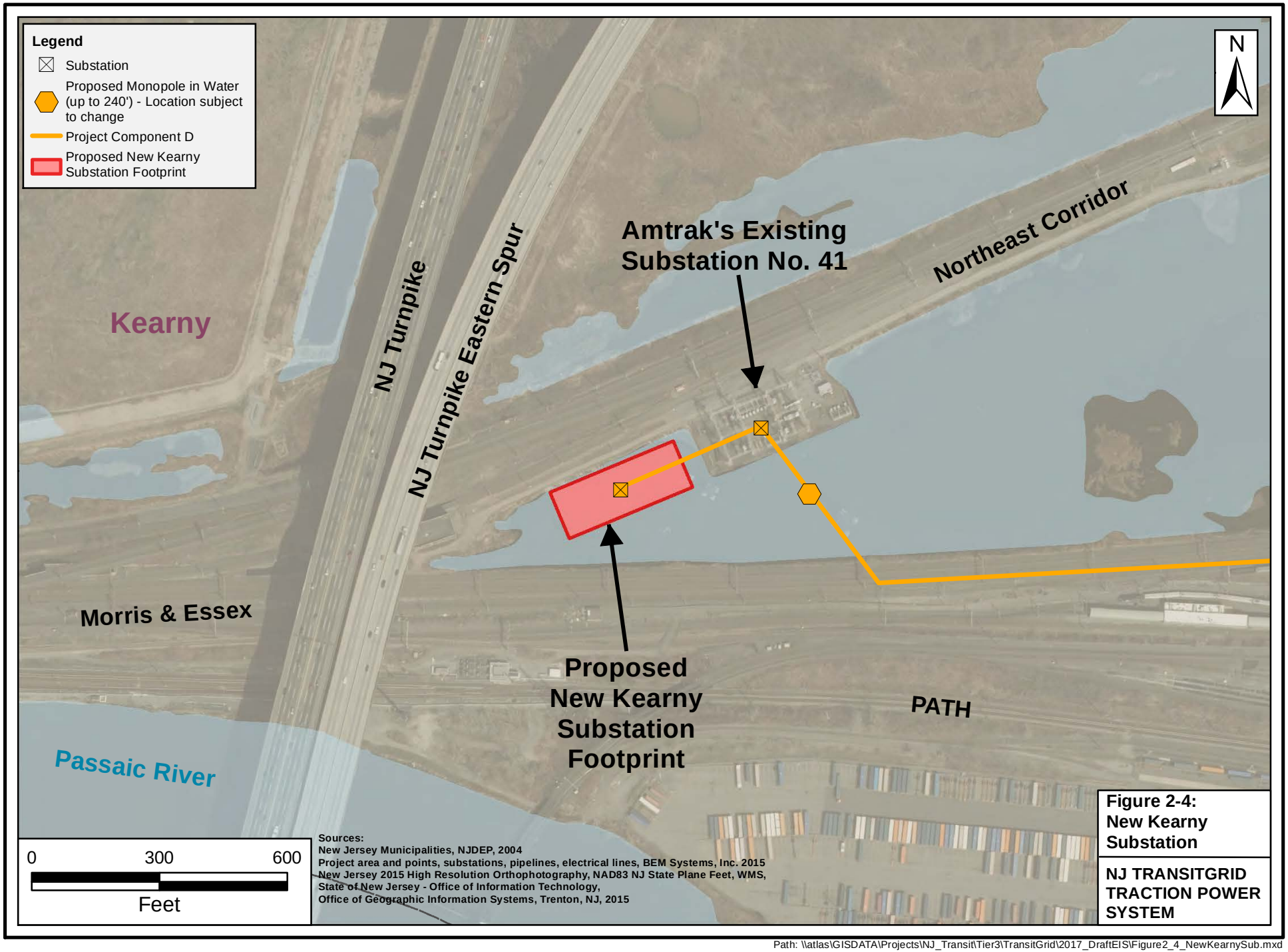

Figure 2-4: New Kearny Substation

NJ TRANSITGRID TRACTION POWER SYSTEM

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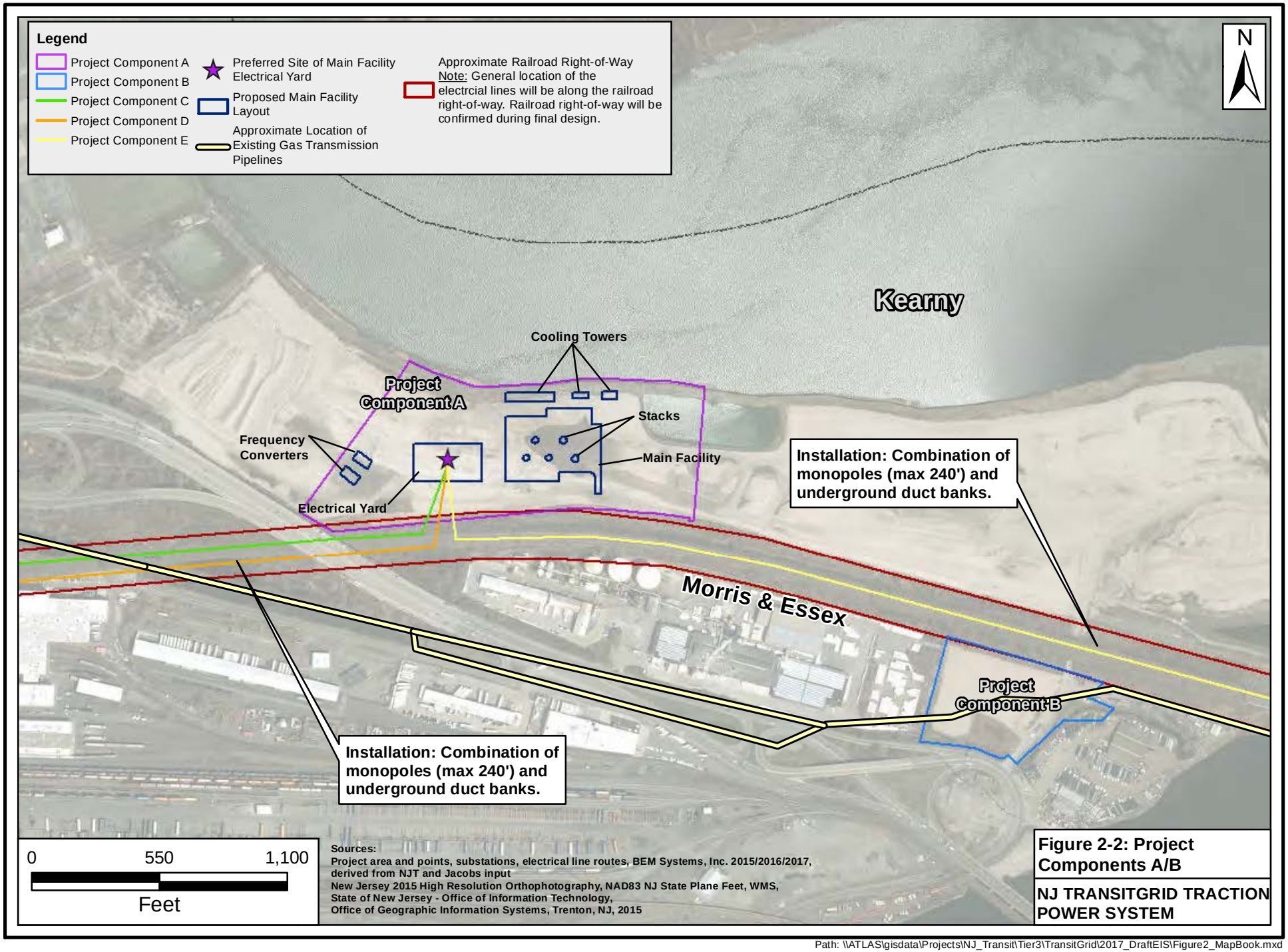

Figure 2-2: Project Components A/B

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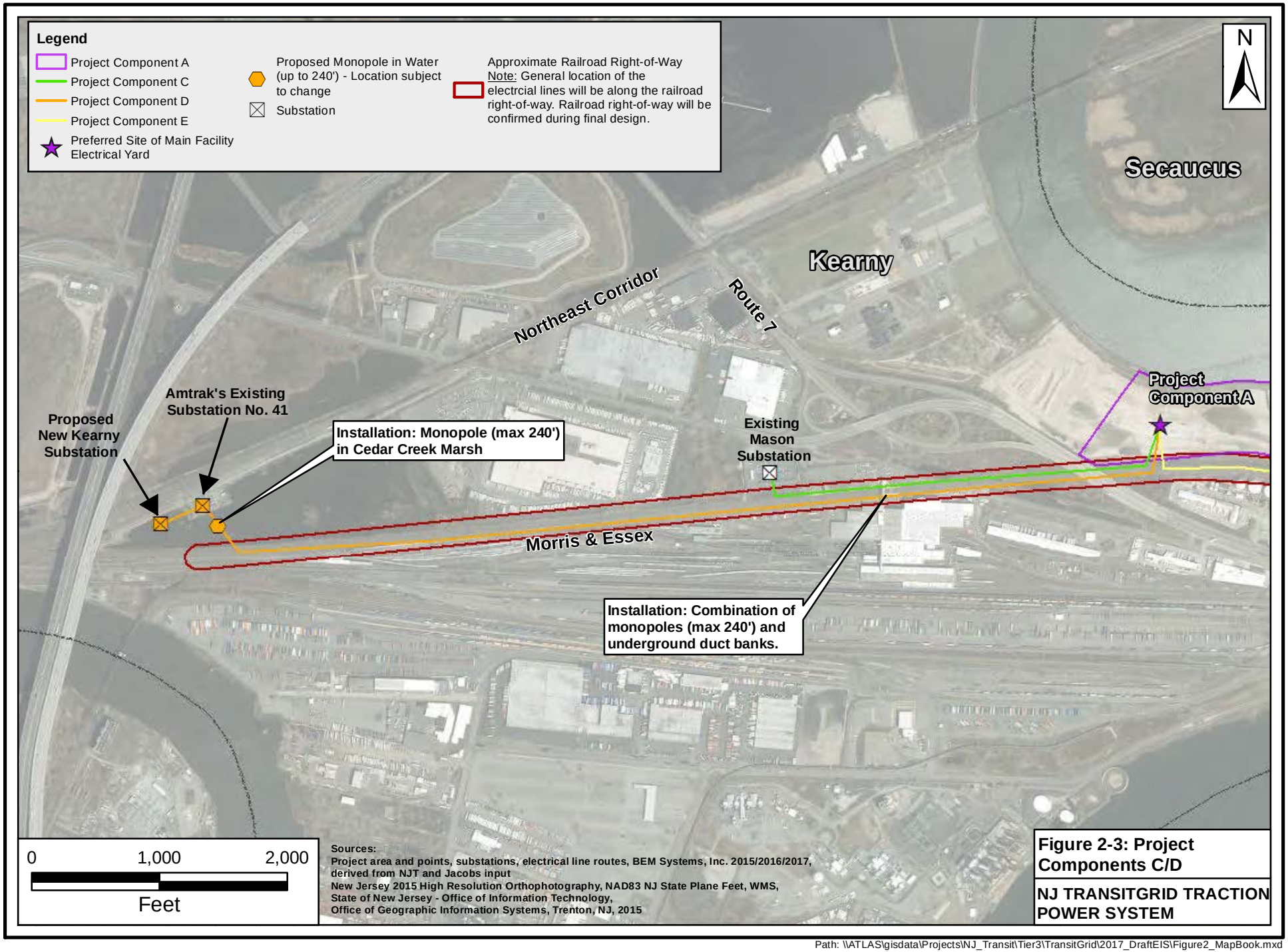

Figure 2-3: Project Components C/D

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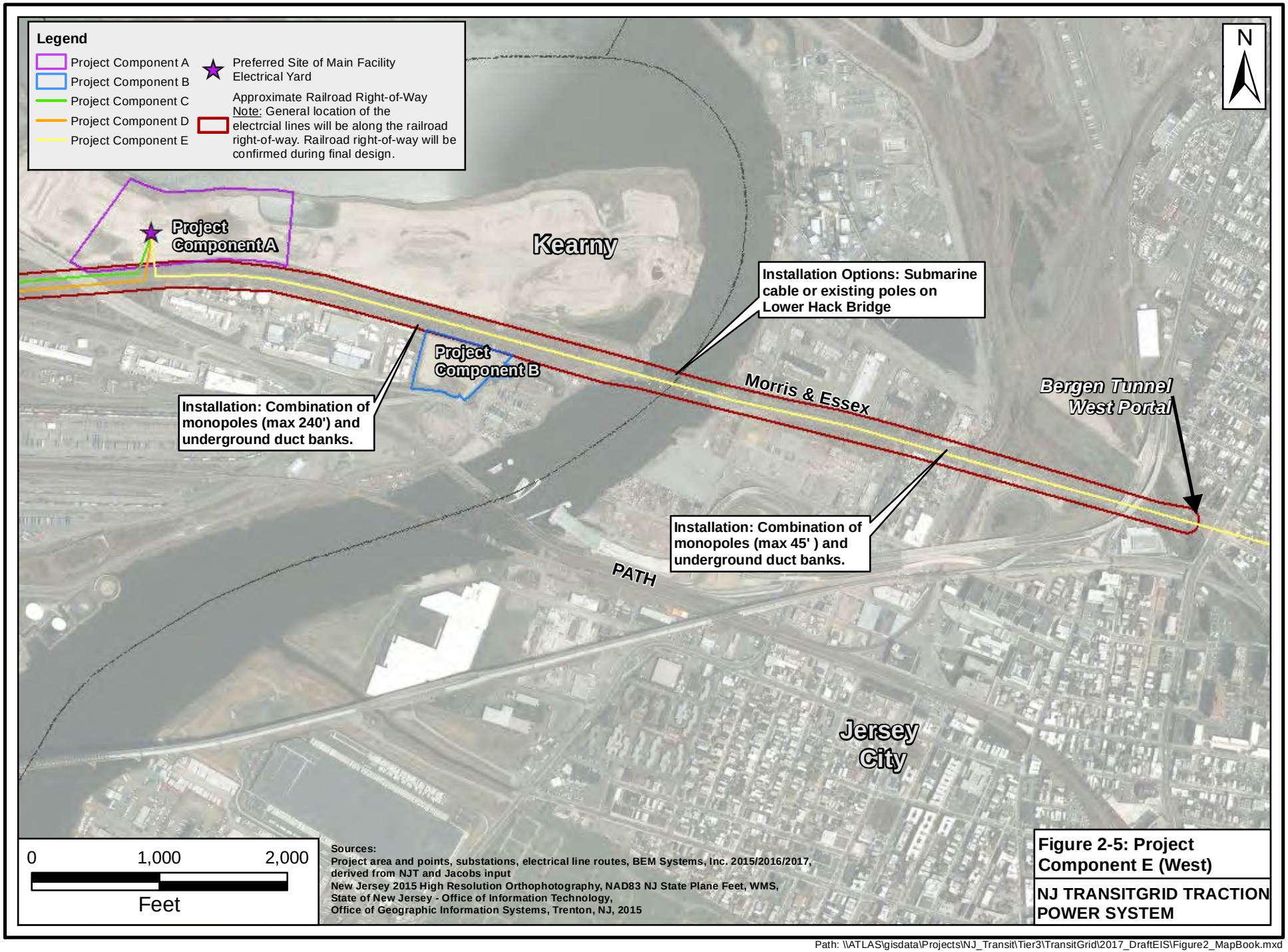

Figure 2-5: Project Component E (West)

NJ TRANSITGRID TRACTION POWER SYSTEM

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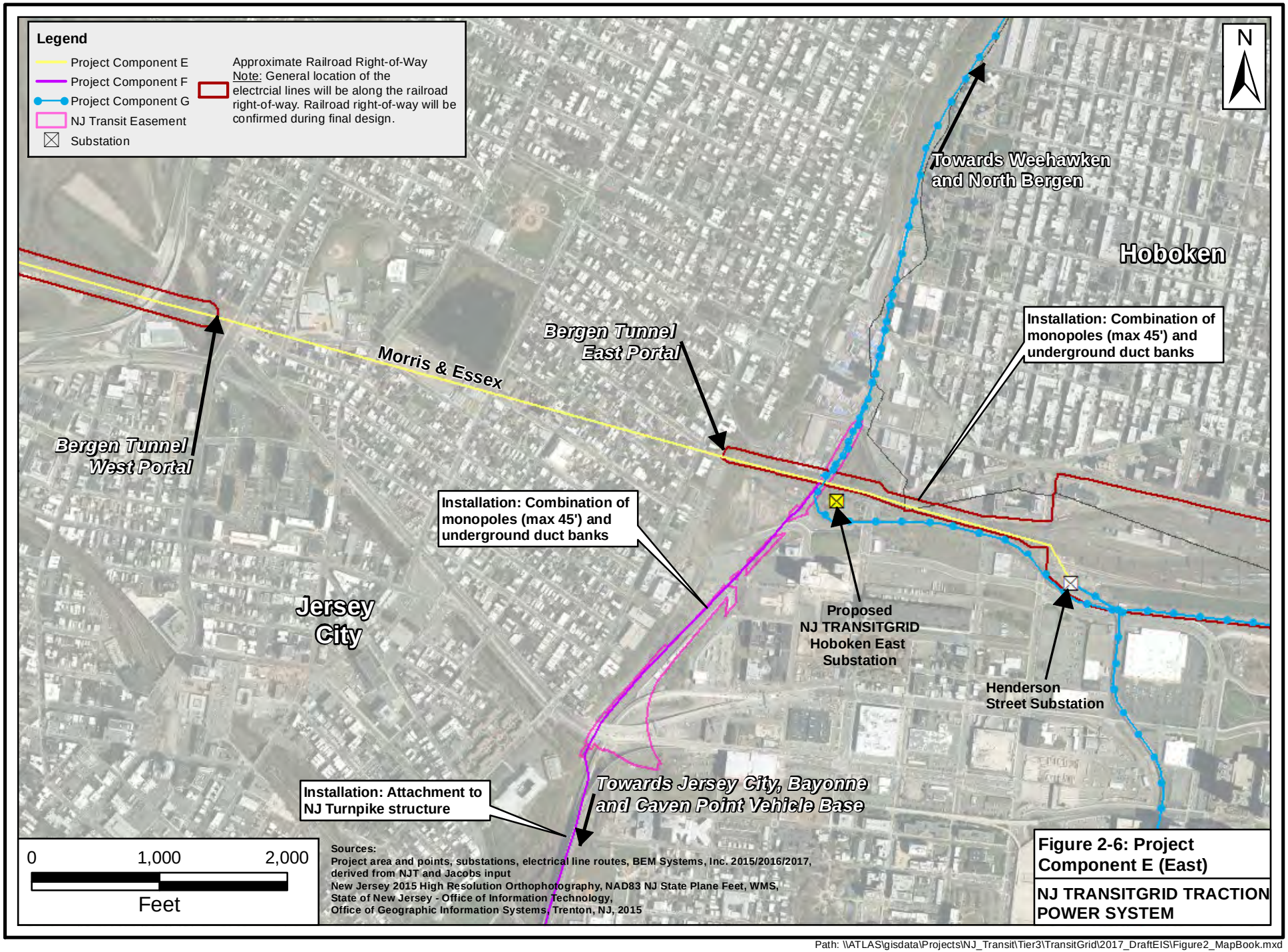

Figure 2-6: Project Component E (East)

NJ TRANSITGRID TRACTION POWER SYSTEM

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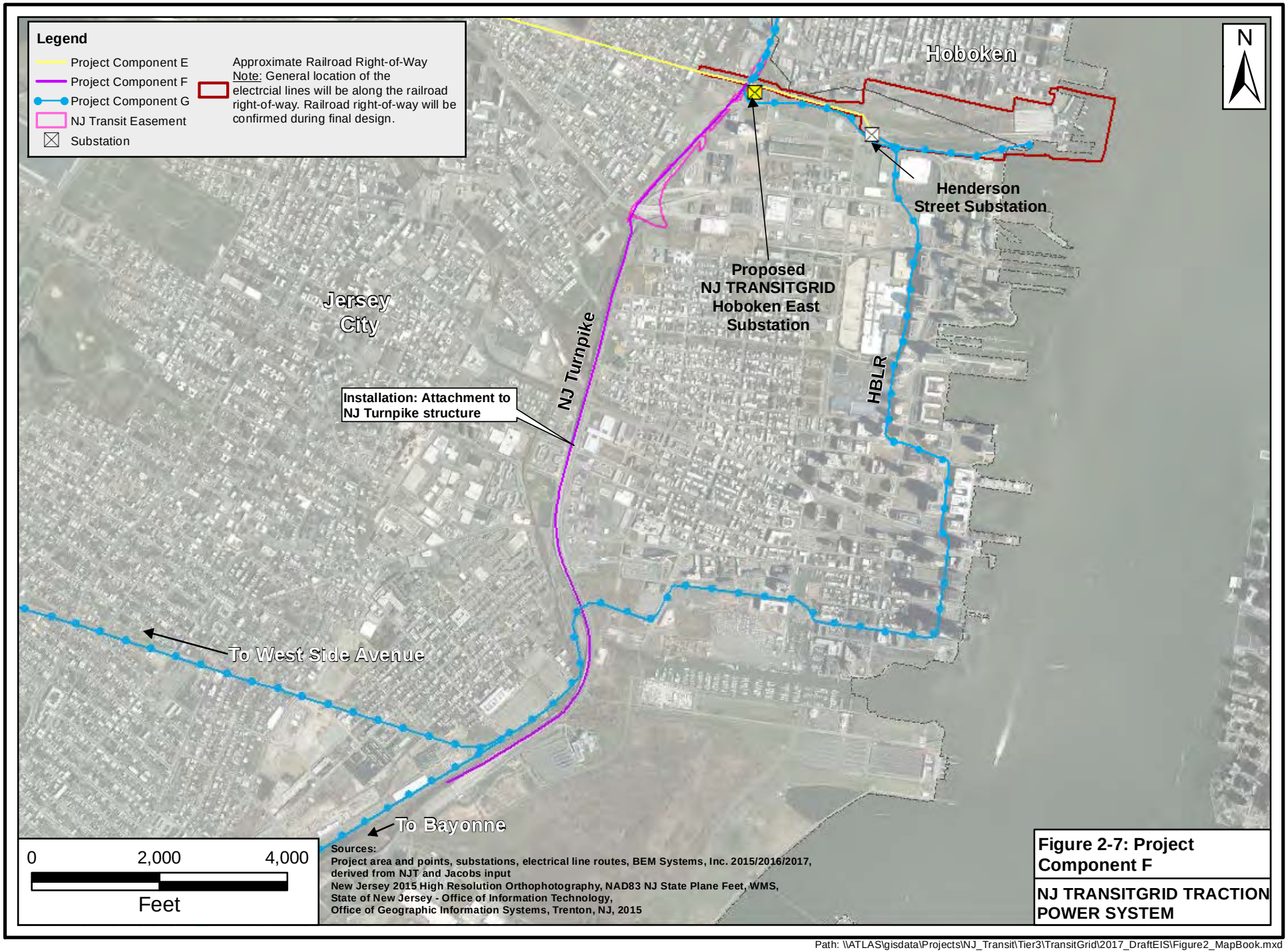

Figure 2-7: Project Component F

NJ TRANSITGRID TRACTION POWER SYSTEM

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ATTACHMENT C: GEOTECHNICAL STUDY

Introduction

At the behest of Richard Grubb Associates (RGA) a study was conducted of the soils and geomorphology at the site of a proposed NJ TRANSIT development project (NJ TRANSITGRID TRACTION POWER SYSTEM) in the Town of Kearny, Hudson County, New Jersey. The area which is the focus of this study – slated as the location of a proposed power plant and lying between Proposed Buildings 3 and 4 – constitutes one portion of the overall proposed project area; this sub-area is referred to in this report as the APE (Area of Potential Effect). The overall proposed project area and nearby environs are referred to as the study area. The setting of the study area is a former industrial district on the right bank of the Hackensack River within the southern part of the Hackensack Meadowlands.

This study was conducted through analysis of 35 logs of previously conducted soil borings; no fieldwork was conducted as a part of the study.

Setting

The study area is located in the southern part of the Hackensack Meadowlands, an extensive area of brackish marshland and tidal estuary on the eastern and western banks of the Hackensack River in northern New Jersey. The setting of the APE is the right bank of the Hackensack River at the point of inception of the upstream reach of a large meander bend. The setting also lies a short distance downstream from the apex of an adjacent large meander bend. South and east of the APE, a large, narrow meander bend point bar extends for several thousand feet to the east.

The Meadowlands, bounded to the south by Newark Bay, comprise approximately 3360 hectares of very low relief landscape on the floor of the Hackensack River valley and is vegetated largely by phragmites. The Meadowlands is drained by the Hackensack River and its tributaries such as Mill, Bellmans, and Penhorn creeks, supplemented by excavated drainage channels of Historic age. The Passaic River enters the Hackensack River valley 2.5 miles west of the study area and joins the Hackensack River 2 miles downstream from the study area, at the head of Newark Bay.

The Hackensack Meadowlands lies within the Newark Basin portion of the Piedmont physiographic province of New Jersey. The Newark Basin is a northeast-trending Late Triassic-Early Jurassic rift basin filled with a thick sequence of Late Triassic sedimentary and Early

Jurassic intrusive igneous formations, each of which underlies the two major geographic features of the region, the Hackensack River valley and the Bergen Ridge. The Newark group of sedimentary deposits includes relatively soft, reddish brown shales and fine-grained sandstones that have eroded to form low-lying areas such as the Hackensack River valley and adjacent lowlands. More resistant diabase and basaltic sills and lava flows provide some topographic relief to the landscape, the largest of which includes the Palisades. The Bergen Ridge, a diabase outcrop which forms the lower southern end of the Palisades Sill, is a significant geologic feature within the county, as are Little Snake Hill and Laurel Hill. All three of these topographic features consist of a dark gray to black, fine- to coarse-grained diabase. The project area is located just southwest of Laurel Hill and Little Snake Hill and 2 miles west of the Bergen Ridge.

Quaternary History of the Meadowlands Region

Based on the known limits of Pleistocene glaciation to the west, the area now occupied by the Hackensack Meadowlands has been near or within the furthest extent of continental glacial ice three times over the last 2.4 million years. The most recent glacial advance to reach the area was that of the Late Wisconsinan (Woodfordian Stage), which reached its maximum extent at Perth Amboy, just south of the study area, between 20,000 and 22,5000 years BP. It is noted here that researchers are not in agreement on the exact timing, sequence, and mechanics of the events at the last glacial maximum and in the early stages of ice recession. Views on the timing of events such as release of water from glacial lakes may differ by thousands of years and there may be disagreement as to whether events such as certain glacial re-advances did in fact occur. The reconstruction given below attempts to integrate differing views but is by no means comprehensive.

The effects of continental glaciation go far beyond even the vast surface manifestations of erosion and deposition. Because immense volumes of global water were temporarily contained in world-wide continental ice masses at the last glacial maximum, eustatic sea level fell by as much as 410 feet (125 m) (Fairbanks 1989) and the exposed coastal plain in the area of New York City and northern New Jersey extended as much as 60 miles east of the present shoreline.

In the latter phase of the Wisconsinan glaciation, advancing glacial ice scoured the relatively soft sedimentary Newark Group rock from the ancestral Hackensack and Passaic River

valleys and the Stockton Group from the lower Hudson River valley, while overriding and rounding the more resistant diabase of the Bergen Ridge, Laurel Hill, and Little Snake Hill. The scouring incised the Passaic River valley to as much as 100 feet below modern sea level (Stanford 1993) and the west side of the Hackensack River valley to as much as 300 feet below modern sea level (Stanford and Harper 1991). The resulting over-deepened trough of the Hackensack River valley in the vicinity of the current study area is bounded to the east by the diabase of the Bergen Hills and to the west by resistant sandstone and conglomerate of the upper Passaic Formation which forms the low, linear ridge on which the towns of Harrison, Kearny, and North Arlington are located.

A broad, high, continuous terminal moraine formed at the ice limit, a product of on-going delivery of sediment-laden ice to the wasting ice front. In the general vicinity of the current study area, the disparate remnants of the moraine make up an axial ridge on Staten Island, the long, high ridge of the Harbor Hill Moraine on Long Island, and are visible as prominent landforms in Perth Amboy and Metuchen. Recession of the ice margin from the Perth Amboy area commenced at around 20,000 BP (Stanford and Harper 1991). The resulting meltwater was confined between the terminal moraine and the receding ice front and formed a series of transient proglacial lakes which filled the scoured troughs of the Passaic, Hackensack, and Hudson River valleys. As the ice mass continued to recede to the north, low points in the ridges separating the parallel troughs were exposed and served as spillways, allowing water to move from one lake to another and ultimately to flow through eroded breaches in the moraine. The transitioning boundaries and water levels of the proglacial lakes over time is reflected in the names applied to the lakes.

The initial lake, which occupied the Arthur Kill, Newark Bay, and the upper New York Bay lowlands, has been designated Lake Bayonne. Waters of Lake Bayonne overtopped the moraine and created an outlet to the coastal plain at what is now the Richmond Valley on Staten Island and later near Perth Amboy in the position of what is now the Arthur Kill (Stanford and Harper 1991). Ongoing erosion of the outlet at Perth Amboy allowed creation of an outlet channel within what is now the Arthur Kill. At Tremley Point, the channel downcut through till, outwash, and recently deposited lake sediments until it encountered the diabase sill that forms the Bergen Hills and the Palisades. Downcutting of the outlet was effectively stopped at that level and the lake level stabilized upstream in the Hackensack trough, including the current study

area. The proglacial lake which subsequently occupied the trough is referred to as Lake Hackensack.

Subsequent exposure of an outlet at Hell Gate allowed lowering of the lake level in the Hudson River valley, differentiating the meltwater body there as Lake Hudson. The water level in Lake Hudson was about 40 feet lower than that in Lake Hackensack and over time a spillway was eroded between the two bodies along the present course of Kill Van Kull, allowing some drainage from Lake Hackensack to Lake Hudson.

Throughout this period, silts and clays flushed from the glacial sediments within and under the ice were carried in suspension into the body of the lake while the coarser sediments – fine, medium, and coarse sand and rock fragments varying in size from gravel to boulders – formed deltas along the ice margin and at points where water drained in from smaller neighboring glacial lakes. The suspended silts and clays settled to the lake bottom in a near constant rain, forming varves. The classic varve consists of a couplet of thin to very thin light and dark strata with the light, slightly coarser-textured layer usually deposited in summer during accelerated ice melt. During winter months, when sediment input is reduced, fine clay-size sediment drops from suspension, forming the dark colored layers. In addition to seasonal variation of sedimentary processes and deposition, varve formation requires the absence of bioturbation and a relatively still depositional environment.

Eventually, ice recession northward up the Hackensack trough exposed a water gap at Sparkill, 21 miles north of the current study area, allowing relatively complete drainage of Lake Hackensack into the lower Hudson Valley (Stanford and Harper 1991). Averill et al. state that drainage took place both through the lowlands near Jersey City and through the Sparkill Gap, though they note that because of the isostatic tilt to the north most of the drainage was through the gap (Averill et al. 1980). Precise timing of the opening of the Sparkill Gap is uncertain but Stanford and Harper place it at or somewhat earlier than 17,000 radiocarbon years BP. This chronology in turn indicates that Lake Hackensack persisted for between 2000 and 3000 years, slowly expanding northward as the ice front receded. This range of age is supported by the counts of varves exposed in early 20th century clay pits at Little Ferry (Antevs 1928) and New Durham (Reeds 1933). Following drainage of Lake Hackensack, a smaller postglacial lake or set of lakes persisted on the lowest parts of the lake floor (Averill et al. 1980; Stanford and Harper 1991). Averill et al. describe a dynamic sequence of events including a minor readvance of

glacial ice into the north end of the Hackensack Valley (following an interstade of approximately 1000 years), with the combined effects of moraine formation, meltwater production and isostatic tilt producing several smaller lakes. These smaller post-glacial lakes shallowed and tapered out to the south in the area of the base level dam formed by the isostatically elevated surface; south of Moonachie, 6 miles north of the current study area, the Lake Hackensack bed was exposed sub-aerially and subject to desiccation in the period following lake drainage (Stanford and Harper1991).

The presence of the enormous weight of a continental ice mass causes the surface of the Earth's crust to deform and warp downward, forcing the fluid mantle material to flow away from the loaded region. As the load is removed by ablation of the ice mass, the removal of the weight from the depressed land allows uplift or rebound of the surface (isostatic rebound) and the return flow of mantle material back under the deglaciated area. Due to the extreme viscosity of the mantle, it takes many thousands of years for the land to reach isostatic equilibrium, returning to more or less its pre-glacial state. Because of its position near the ice margin, the current study area was subject to crustal depression while the area to the south, beyond the glacial margin, was not and in fact may have experienced some uplift due to a forebulge effect.

The result of the crustal depression in northern New Jersey was that surface drainage in the Hackensack and Passaic valleys following exposure of the Lake Hackensack bed was temporarily reversed from its pre-glacial form. The smaller, shallow post-glacial lakes on the former lake bed drained to the north and through the Sparkill Gap (Averill et al. 1980; Stanford and Harper 1991), as did streams formed by runoff from the flanking uplands, all incising channels into the lake-bed silts and clays. The upstream reaches of the post-glacial Passaic River flowed east from the Garfield area to the Hackensack area, then followed the Hackensack Valley north to the same gap (Stanford 1993). Sandy post-glacial alluvium was deposited over the lake bottom sediments within and along these north- and northeast-flowing streams, including the Hackensack River. This sandy deposit laid down adjacent to the channels during the period of drainage toward the Sparkill Gap has been designated the Oradell terrace (Stanford and Harper 1991).

Drainage reverted to its pre-glacial north-south pattern as isostatic rebound slowly raised the north end of the basin, commencing by around 13,000 BP (Averill et al. 1980; Stanford and Harper 1991; Stanford 1993, 1996). Averill et al. set the earliest possible date for establishment

of through-flowing southward drainage in the Hackensack River system at 11,000 years BP but note that it possibly occurred several millennia later than that (Averill et al., p 181). The initial stage of drainage reversal would have resulted in a renewed period of ponding on the low-relief former lake bed, producing freshwater swamp deposits overlying the desiccated surface clays in parts of the south-central and southern end of the Hackensack drainage (Stanford 1993; 1996). As reversal proceeded and the south-flowing drainage system became more well-established, sandy near-channel overbank deposits formed an alluvial terrace system similar to the Oradell terrace and consisted in part of material reworked from the Oradell terrace; these deposits are designated the Moonachie terraces in the Hackensack River system and the Lower Passaic terrace in the Passaic River drainage (Stanford and Harper 1991; Stanford 1993). Stanford and Harper (1991) reference a section described by Salisbury in a clay pit at Little Ferry that consisted of 8 feet of stream terrace sand over 2 to 3 feet of organic silt, sand, and clay with fragments of leaves and stems, in turn overlying laminated clay (Salisbury 1902). Stanford and Harper interpret this profile to reflect deposition of the Moonachie terrace sands over freshwater swamp deposits produced by ponding associated with the drainage reversal, all overlying the silts and clays of the Lake Hackensack bed.

By the Late Holocene ongoing post-glacial sea level rise slowly inundated the Hackensack River valley, including the current study area. The result was a transition over roughly a 3000 year period from a terrestrial environment to fresh-water swamp to an estuarine setting and finally to tidal marsh, particularly at the southern end. Radiocarbon dating of basal peats has generally put the inception of this process at around 3000 years ago, though a mid-Holocene date for the base of the peat column has been reported from North Arlington (Thieme and Schuldenrein 1996).

Previous Research within the Hackensack Meadowlands

A number of archaeological compliance projects as well as geoarchaeological, palynological, and geomorphological research projects have been carried out in the Hackensack Meadowlands. The synthesis below touches on some of the results of this research but is by no means intended to be comprehensive.

Some of the first work related to reconstruction of the Holocene environment was the investigation of a former cedar bog near Secaucus (Heusser 1949). Heusser's study employed

macrofossil analysis on a column of peat to track plant (particularly tree) species succession from the onset of bog formation. In a follow-up study reported in 1963, Heusser sampled the Secaucus bog and two additional locations and obtained a radiocarbon date of 2025+/-300 yr BP from the base of a 3.3 m core at the Secaucus site (Heusser 1963). The cores from the 1963 study were subjected to both macrofossil and pollen analysis, employing the pollen zone system based on Deevey (1939, 1943, and 1958). Heusser's 1949 work showed that black ash was common at the base of the core, giving way to larch and spruce in the middle and white cedar – including whole tree trunks – in the upper portion. This succession was primarily attributed to rising water levels and increasing salinity over the last two millennia. Plants adapted to brackish water first appeared at a depth of six feet, within the larch and spruce forest. Pollen analysis in the 1963 study showed that alder and birch pollen were dominant in the lowest levels of the peat but that the fibrous mass of the basal peat was dominated by sedge. In the overlying cooler zone C3b, spruce was more common, confirming observations in the 1949 study. A presumably milder, late Holocene interval (C3b1) was identified during which white cedar invaded the area. Based on the radiocarbon date and 3.3 m thickness of the peat overlying lake clays, Heusser posited a 3 m rise in sea level over the last 2000 years.

Subsequently, Carmichael conducted pollen, spore, macrofossil, and foraminifera analysis on a 3.8 m core of peat from a sampling location 20 m west of the Hackensack River channel near the New Jersey Route 3 crossing of the Hackensack River, 6 mi north of the current study area. In addition to palynological information, the core yielded a radiocarbon date reported as 2610+/-130 yr BP from the contact with gray basal clay at the base – closely correlating with the date at Heusser's Secaucus site, 1.2 mi to the southeast – and a date of 2060+/-120 yr BP from a depth of about 2.8 m bs (Carmichael 1980). Birch was again prominent in the earliest peat. Subsequent changes (reflected by seven different plant assemblages) were ascribed to oscillating tidal influence, which became steadily more significant after about 1800 BP.

An east-west transect of borings was conducted in 1982 almost directly across the Hackensack River from the current study area, on the inside of a large meander bend (Historic Sites Research 1982, reported in Hunter Research, Inc. et al 2006, pp 1-5, 1-6). The transect extended from the east bank of Penhorn Creek to the Hackensack River and revealed profiles of up to 10 feet of peat and silt overlying clay. The upper 15 feet of peat, silt, and clay was interpreted to have accumulated over the last 2000 years while "(d)eeper clay deposits, down to

26 feet may be up to 5000 years old and reflect earlier deposition in this lower portion of the drainage"

In 1991-1992 Grossman and Associates, Inc. produced two map-based studies of prehistoric and historic archaeological sensitivity for the Meadowlands (Grossman 1991, Grossman and Associates, Inc. 1992a). The reports included a series of overlay maps incorporating a range of data from historic maps and other sources. The sources included a Civil War era map record of mud depths which suggested that the pre-marsh topography of the Meadowlands was not flat, but in fact varied in elevation with a range of as much as 30 feet near the Hackensack River channel. Using 19th-century topographic data, Grossman georeferenced the 19th-century mud-depth bathymetric readings and plotted the known depth of marsh deposits over the entire Meadowlands for the first time (Grossman and Associates, Inc. 1994: Figure 5b). The base of the marsh deposits was taken as marking the ground surface prior to inundation in the last few millennia. By relating this data to currently understood levels of sea level rise, Grossman and Associates delineated shifting shoreline levels through time as the sea level rose.

Geoarchaeological studies were conducted in the Meadowlands by Geoarcheology Research Associates in the early 1990s (Schuldenrein 1995; Thieme and Schuldenrein 1996). Schuldenrein 1995 describes the detailed stratigraphy from a boring adjacent to Bellman's Creek (NC-04) near Carlstadt. One meter of fluviatile sand encountered beneath approximately 2 m of peat or meadow mat was interpreted as localized deposition perhaps related to higher-energy inundations at the Bellmans Creek/Hackensack River confluence (Schuldenrein 1995) prior to inception of marsh formation. The fluviatile sands were underlain by limnic and organic clays. A date of 930+/-50 BP was obtained from a depth of 1.1 m bmsl within the meadow mat near Bellman's Creek (Schuldenrein 1995). A "very tentative assignment of an Early Holocene date" was assigned to the fluviatile sands "predicated on the stratigraphic ordering of the unit between the [underlying] lacustrine unconformity and the earliest dated peats at North Arlington at ca. 5500 BP" (Schuldenrein 1995).

The mid-Holocene date on the basal peat at North Arlington referred to in Schuldenrein 1995 is reported in Thieme and Schuldenrein 1996. In this study, conducted along the western boundary of the Hackensack Meadowlands, a date of 5030+/-160 yr BP was obtained from a depth of 3.0-3.7 m in an area where the transition from peaty material to varved clays occurs at 3.7 to 5.2 m (Thieme and Schuldenrein 1996).

Numerous authors (e.g., Heusser 1963; Carmichael 1980; Thieme and Schuldenrein 1996; Thieme 2003) make reference to a problematic gap in the sediment record of the Hackensack Meadowlands. Although sandy or silty deposits have been reported overlying the lake-bed clays (e.g., Heusser 1949; Schuldenrein 1995; Rue and Traverse 1997) these appear to be limited in lateral extent and thickness. In many cores obtained throughout the area, organic-rich estuarine marsh deposits directly overlie the varved clays of the Lake Hackensack bed. The marsh deposits – saturated, decomposed organic material containing varying amounts of silt and clay and described variously as meadow mat, peat, or organic muck – have yielded numerous radiocarbon dates, most pointing to formation over the last 2000-3000 years. Carmichael reported a date of 2610+/-130 yr BP from the contact with gray basal clay at the base of a 3.8 m core of peat and a date of 2060+/-120 yr BP from a depth of about 2.8 m bs (Carmichael 1980). Carmichael's sampling location was 20 m west of the Hackensack River channel near the New Jersey Route 3 crossing of the Hackensack River, 6 miles north of the current study area. Heusser had earlier obtained a date of 2025+/-300 yr BP from the base of the peat at a depth of 3.3 m (Heusser 1963) in a former cedar bog near Secaucus, 1.2 miles ESE of Carmichael's sampling site. As noted above, a date of 930+/-50 BP has been reported from a depth of 1.1 m bmsl from within the meadow mat near Bellmans Creek at Carlstadt (Schuldenrein 1995) and a date of 5030+/-160 yr BP was reported for the base of the peat deposit at a depth of 3.0-3.7 m bmsl at North Arlington, 2.4 miles northwest of the current study area (Thieme and Schuldenrein 1996).

Several hypotheses have been advanced to explain the relative lack of early and middle Holocene sediments in the Meadowlands. Heusser posited a mid-Holocene marine transgression that eroded any previously-emplaced alluvium and was followed by a regression that allowed the development of freshwater swamps and bogs before the late Holocene development of estuarine conditions (Heusser 1949, 1963). Carmichael supports the idea of erosion by a marine transgression but also puts forth the possibility of fluvial erosion of the surface by broad, south-flowing channels formed in the lake clays, noting that "this fluvial erosion must have necessarily encompassed large areas, for previous studies indicate the presence of clay (blue mud) under peat at depths comparable to this site" (Carmichael 1980). Averill et al., in describing the reestablishment of south flowing drainage in the Hackensack River system following isostatic rebound, state that in that period erosion dominated throughout the valley (Averill et al. 1980).

They place the reestablishment of the through-flowing south drainage at a maximum date of 11,000 years BP but note that it possibly occurred several millennia later (Averill et al. 1980).

Previous Research In and Near the Current Study Area

A geomorphological assessment of a broader study area adjacent to the APE was conducted in 2010 and was carried out to reconstruct the geomorphic history and, insofar as possible, environmental history of the study area. That assessment entailed examination of 60 boring logs recording the stratigraphy of borings previously conducted on the Standard Chlorine (SCCC), Diamond, and Seaboard sites, all located just north of the APE. Those boring logs revealed a generalized site-wide profile consisting of four stratigraphic units: 1) 6 to 10 feet of man-made placed fill; 2) 3 to 7 feet of estuarine marsh deposits (meadow mat or peat); 3) 3 to 8 feet of sand-dominated alluvium and; 4) varved glacial lake bed sediments. The profiles were subsequently compared to those reported in local well logs and archaeological, palynological, and geoarchaeological studies conducted in the Meadowlands over the last seven decades. The comparison allowed the study area stratigraphy to be placed within a wider context and allowed radiocarbon and palynological data from the other study sites to be extrapolated to the current study area.

The assessment found that the laterally expansive sandy alluvium underlying the SCCC and Diamond sites and nearby environs is not characteristic of the Meadowlands in general. The presence of the sandy alluvium layer in the borings indicates that the study area was a depositional setting during a period in the Early to Middle Holocene. As noted previously, other studies have found that the Meadowlands was generally subject to erosion and was a non-depositional setting in this period. The sandy alluvial layer found in the current study area indicates that this area was a depositional setting. The small amount of additional surface elevation resulting from this deposition, along with the enhanced drainage resulting from the presence of the sandy alluvium, may have produced an attractive habitation setting. The desirability of the setting as a habitation site would have increased in the Late Holocene as much of the surrounding area began to be inundated by sea level rise. If this is the case, the area would have constituted a terrestrial peninsula – perhaps vegetated in sedge, grass, and birch – projecting east from the southern end of the higher Harrison-Kearny-North Arlington ridge and surrounded on the north, south, and east by the developing marsh. If this is the case, this area – near the

confluence of two major local drainages and providing access to estuarine resources – would seem to have been an attractive habitation setting. Therefore, the geomorphological assessment concluded that the potential for the presence of in-situ prehistoric cultural material existed throughout the 3 to 8 feet of sandy alluvium in the study area.

Following the data-based 2010 geomorphological study, archaeological monitoring was conducted during the excavation and construction of a slurry wall at the former SCCC and Diamond sites. The monitoring consisted of archaeological sampling of the sandy alluvial stratum and resulted in recovery of lithic debitage at several locations, with most artifacts recovered in proximity to the Hackensack River channel.

Despite the proximity of the SCCC and Diamond study area to the Hackensack River, Stiteler (2010) proposed that the packet of sand-dominated sediments beneath the meadow mat was predominantly a product of deposition by the Passaic River, with lesser inputs of alluvium from the Hackensack River. The Passaic River drainage basin comprises 935 square miles and much of the headwaters area is characterized by rocky outcrops of shale, sandstone, and igneous rock or regions of thin glacial soils that together result in poor drainage and locally impervious areas (Weisberg and Marchisin 1980), resulting in high runoff. The river and its tributaries have gradients as high as 1:3 to 1:100 in the northwest half of the watershed (Weisberg and Marchisin 1980) and even in the much flatter reaches of the lower watershed, just upstream from the study area, the main stem falls 25 feet over 15 river miles from Riverside to Harrison. The Hackensack River by contrast, has a low relief drainage basin comprising 202 square miles and falls less than 10 feet over 15 river miles from just below the Oradell Reservoir to the meander bend at the study area. The Passaic River thus carries much larger volumes of water, has a great propensity for flooding (Weisberg and Marchisin 1980), and has a greater competency to transport sand. The drainage basin contains a ready supply of sand and gravel in Lake Bayonne deltas which the trunk stream and its tributaries incise. Over much of its course, the channel of the Passaic River is relatively confined laterally. In the reaches just upstream from the study area it is confined by the Lake Bayonne deltas to the west and the sandstone and conglomerate ridge occupied by Lyndhurst, North Arlington, and Kearny on the east. Immediately west of the study area, the river swings 90 degrees to the east and passes between Newark and Harrison through Lake Bayonne delta and post-glacial Lower Passaic terrace deposits which also serve to confine the channel. At that point the channel enters the unconfined Hackensack lowlands and

during high flow events prior to the inception of late Holocene sea level rises would have been able to spread across the former bed of Lake Hackensack, depositing its sediment load.

A Passaic River rather than the Hackensack River source for the sand-dominated sediments is supported by the distribution of the sands. Logs of wells and borings from NJGS OFM13 and NJGS OFM20 indicate that the sands are confined to the area between the Passaic and Hackensack River channels and do not extend to the east side of the Hackensack River. Logs 162, 163, 164, and 165 of NJGS OFM13, from borings on the Hackensack River meander bend point bar opposite the current study area, depict profiles consisting of almost entirely of clay from the base of estuarine muds at 8 to 13 feet bgs to gravel or shale bedrock at 50-60 feet bgs.

An east-west sampling transect across the point bar from Penhorn Creek to the Hackensack River opposite the study area revealed profiles of up to 10' of peat and silt overlying clay (Historic Sites Research 1982, reported in Hunter Research, Inc. et al 2006, pp 1-5, 1-6). Absence of sand in what would typically be a depositional setting on the inside of the meander bend at the study area appears to support the premise that there is a relative dearth of sand in the sediment load of the Hackensack River or that the river is incapable of moving sand out of its channel. Sediment transported across the combined Passaic River/Hackensack River floodplain by overbanking flows of the Passaic River would be intercepted by the Hackensack River channel and transported downstream and thus would not appear in the sediment profiles on the east side of the Hackensack River opposite the study area.

Results of the Current Study

Numerous borings have been conducted in the overall NJ TRANSITGRID TRACTION POWER SYSTEM project area, though relatively few are located within the boundaries of the APE itself. The majority of the borings were conducted under the supervision of BEM Systems, Inc.; the remainder were conducted under the supervision of THEP (THE Partnership). The logs themselves and the figures showing their precise locations are proprietary material and are not reproduced here.

Logs of 77 borings conducted within the overall project area were initially examined for this study. Of these, 35 logs were found to contain information relevant to the study. Logs of the remaining 42 borings were dismissed, as the borings were deemed too shallow for the data to

be of use. Many of these shallow wells were installed for the purposes of contaminant sampling and shallow groundwater monitoring. These borings and wells did not penetrate to the depth at which the sandy stratum might be encountered.

Logs supplying data used for this study include: B-KYWW1 through B-KYWW5, along with B-KYWW7 through B-KYWW9; B-KYEW1 through B-KYEW7, B-KYEW9, B-KYEW10B, and B-KYEW14B; MWKY1D, MWKY3D through MW-KY6D, MW-KY9D and MW-KY10D; KYSPB03 through KYSPB05; and PE 230KY through PE 233KY and PE 235KY through PE 237KY.

Those borings and wells deemed too shallow to be pertinent to the study were BEM borings KYCTDE01 through KYCTDE06; KYC03 through KYC18; B-KYEW8A, B-KYEW11 through B-KYEW13, and B-KYEW15; MWKY2D and MW-KY8D and monitoring wells MW-KY1S through MW-KY13S.

To the extent possible, the following discussion describes the logs of borings beginning at the western end of the overall NJ TRANSITGRID TRACTION POWER SYSTEM project area and progressing east.

Among the most instructive and pertinent logs are those of seven borings and wells that form a transect approximately along the western edge of the overall project area (Western Barrier Wall transect). This transect lies 1000 feet northwest of and parallel to the western boundary of the APE. The transect runs northeast to southwest from the edge of the Hackensack River channel to the distal edge of the overall proposed project area and comprises borings B-KYWW1 through B-KYWW5 along with a deep well, MW-KY-6D. These logs closely resemble profiles recorded in borings throughout the study area landform (those previously examined for the SCCC/Diamond study) and consistently record the presence of 3 to 4.5 feet of sandy alluvium across the 1000 foot length of the transect. The upper boundary of the sandy alluvium along the transect lies at a general elevation of 16 to 17 feet below the modern surface; the lower boundary, overlying varved lake clays, lies at 20 to 21 feet below surface. Over the length of the transect the sandy alluvium is directly overlain by 4 to 5 feet of peat and organic-rich silty estuarine deposits and 11 to 12 feet of fill.

Borings B-KYWW7 and B-KYWW8 were located 100 and 200 feet, respectively, east of the Western Barrier Wall transect, 800-900 feet west of the APE, and 800 feet from the Hackensack River channel. The logs of these borings reflected the general pattern described

above. In each, approximately four feet of sandy alluvium was overlain by four feet of peat and eight feet of fill. The log of THEP boring PE 230KY, located near B-KYWW7, recorded 8 feet of fill and 3 feet of peat, overlying 5 feet of sandy alluvium from 11 to 16 feet below surface.

Boring B-KYWW9 was located 100 feet east of the western wall transect and approximately halfway between the Hackensack channel and the distal edge of the overall project area. The profile was as previously described – four feet of sandy alluvium at 15 to 19 feet below surface, overlain by 5 feet of peat and 10 feet of fill.

A deep well, MW-KY5D, was located approximately 800 feet east of boring B-KYWW7 and falls within the southwest corner of the current APE. The setting is approximately 650 feet from the Hackensack River channel. The profile was closely similar to those previously described, with a few minor variations not related to the presence or integrity of the sandy alluvial stratum. Topographic contours depicted on engineering maps and the opening elevation of the well boring suggest that the fill surface is somewhat mounded in this area and extends to approximately 19 feet below surface. The peat layer as recorded in the log is thinner than that in most other borings in the study area (<1 foot). This may reflect truncation of the meadow mat before the deposition of fill or compression of the organic material by the thicker fill cap. A layer of sandy alluvium was present from 20 to 24 feet below surface, overlying varved lake clays. THEP boring PE 231KY was located a short distance west of MW-KY5D and appears to fall within the boundaries of the APE. The log does not identify a peat layer, although the presence of wood and organics is noted in the lower few feet of a 15 foot thick layer of fill. The fill is depicted as directly overlying 3 feet of sandy alluvium from 15 to 18 feet below surface. According to opening elevations recorded on the boring logs, the surface of fill at MW-KY5D rises 6 feet above that at THEP boring PE 230KY, suggesting that the sandy alluvium lies at roughly the same absolute elevation at the two boring locations.

THEP boring PE 232KY was located in the eastern end of the APE. The log appears to depict the presence of fill to 15 feet below surface, directly overlying sand which extends to 20 feet below surface. The presence of peat immediately above the 5 foot-thick sand stratum is not recorded in the log; however three 2-foot advances of the spoon, from 6 to 12 feet below surface, were accomplished using only the weight of the hammer and recovered no sample. The advance from 12 to 14 feet was also accomplished by weight of hammer and recovered material that

appears to have slumped from the fill above. Given the ease with which the spoon was advanced, peat may have been present but not retrieved by the spoon.

Well borings MW-KY4D and MW-KY9D were located 300-400 feet east of the southeastern and northeastern corners, respectively, of the current APE. The log of MW-KY9D, located on the right bank of the Hackensack River, recorded a profile much like that seen throughout much of the broader study area: 12 feet of fill overlaid 5 feet of peat and approximately 6 feet of sandy alluvium. Varved lake clays were recorded at around 23 feet below surface.

The log of MW-KY4D, outside the southeast corner of the APE, records the presence of fill to around 19 feet below surface; glass and brick were recorded between 17 and 19 feet below surface. Beneath the fill was a truncated layer of sand (5-6 inches) overlying lake clays. No peat was recorded in the log. According to a draft site plan included in a Phase IA archaeological survey report prepared by RGA (RGA 2016, Appendix B), this boring is in proximity to a buried medium pressure gas line. Removal of the peat and truncation of the sand layer may be related to trenching for this line.

Borings KYSPB03, KYSPB04, and KYSPB05 formed an east-west transect running east of MW-KY4D, spanning around 800 feet. The profiles depicted in the logs are typical of the study area landform, consisting of a fill/peat/sand/lake clay sequence. Thickness of the fill was generally 14 to 15 feet; thickness of the peat was generally 4 to 5 feet. The sandy stratum was consistently 4 feet thick, as seen throughout much of the study area.

The log of well boring MW-KY3D, extends this transect another 300 feet to the east and records an “intact” profile as seen elsewhere on the landform, consisting of 13 feet of fill over 2.5 feet of peat and 4 feet of sandy alluvium, all overlying varved lake clays. The log of well boring MW-KY1D, 500-600 feet south of MW-KY3D, records a similar intact fill/peat/sand/lake clay profile.

Borings KYEW-1 through KYEW-15 formed a transect running roughly north-south at along the eastern boundary of the overall NJ TRANSITGRID TRACTION POWER SYSTEM project area (East Barrier Wall transect). The transect lies approximately 1000 feet east of the current APE. Of these well borings, the points of termination in KYEW-8A, 11, 12, 13, and 15 were considered too shallow to add to this study. Logs of the remaining borings in the transect (KYEW-1, 2, 3, 4, 5, 6, 7, 9, 10B, and 14B) appear to depict a large area of subsurface that was

subjected either to engineering disturbance or to scouring by channelized overbank flows prior to the introduction of fill. The stratum of sandy alluvium recorded throughout much of the study area landform is absent from these logs. The general pattern of the logs consists of fill ranging in thickness from 16 to 23 feet, overlying mixed peat, sand, silt, and clay directly overlying varved lake clays. The mixed zone generally extends to depths of 22 to 26 feet below surface but in the case of KYEW-2 extends to 33 feet below surface. Presence of a small amount of fine to medium gravel in some of the mixed zones suggests flood scouring rather than mechanical disturbance in this area. Well boring MW-KY10D, near the mid-point of this transect, also records deep fill (to 25 feet below surface), overlying mixed matrix to 28 feet and varved lake clays at 28 feet below surface. Well boring MW-KY3D was located approximately 100 feet west of the south end of this barrier wall transect and, as previously noted, records an intact fill/peat/sand/lake clay sequence.

THEP borings PE 235KY, PE 236KY, and PE 237KY were located between the East Barrier Wall transect and the eastern end of the APE. Topographic contours of engineering diagrams indicate that the fill surface is mounded in much of this area. None of the three logs record the presence of peat or the 3 to 6 foot thick sand stratum seen in other parts of the landform. The log of PE 235KY, 475 feet west of the barrier wall transect, records 18 feet of fill overlying mixed sand, silt, and gravel to 30 feet below surface. Lake clays were encountered at 30 feet below surface. In PE 237KY, 500 feet west of PE 235KY, fill extended to 20 feet below surface and directly overlaid lake clays. The log of PE 236KY, 425 feet west of PE 237KY and 450 feet east of the APE, records that fill extended to 28 feet below surface and overlaid mixed sand, silt, and gravel to 40 feet below surface.

Discussion and Interpretation

Previous research of the northern half of the study area landform (the Diamond and SCCC sites) has shown the subsurface stratigraphy to consist of (in descending order): Historic to recent fill; Late Holocene organic material (peat or “meadow mat”); sandy alluvium; and glaciolacustrine silty clay, much of which exhibits intact seasonal varves (Stiteler 2010). The sandy alluvium has been interpreted to be largely a product of deposition by the Passaic River – with smaller inputs by the Hackensack River in the areas immediately proximal to its channel – and to be of Early through late Middle Holocene age (Stiteler 2010). The stratum of sandy

alluvium ranges in thickness from 3 to 8 feet; the upper boundary of the sandy alluvium lies at a general elevation of 10 to 16 feet below surface. Lithic debitage was recovered from within the sandy alluvium at several locations in the combined SCCC and Diamond sites, with most artifacts recovered in proximity to the Hackensack River channel.

Logs of 35 borings from throughout the proposed NJ TRANSITGRID TRACTION POWER SYSTEM project area were reviewed for this study. Relatively few boring logs from the APE itself were available for review; most of the logs which were examined bracket the APE to the east and west. Review of the boring logs indicated that the stratigraphic sequence described above extends into the western and central portion of the proposed NJ TRANSITGRID TRACTION POWER SYSTEM project area, including at least part of the APE. The boring logs indicate that the stratum of sandy alluvium with the potential to contain prehistoric cultural material is present in the western end of the overall project area, including at least part of the APE. Logs of borings along and just east of the Western Barrier Wall transect at the west end of the project area all record the fill/peat/sand/lake clay stratigraphy seen in the SCCC and Diamond sites just to the northwest.

Logs of borings that fall within the southwest and southeast parts of the APE (MW-KY5D, PE 231KY, PE 232KY) all record the presence of the intact sand stratum; in all of these profiles the peat layer appears to be present but truncated. No logs depicting the stratigraphy of the northern half of the APE were available for review and no conclusions can be drawn about the presence or absence of the sandy alluvial stratum in that area.

The results of borings east of the APE suggest that this area, extending to the eastern end of the overall project area, was disturbed or scoured prior to the introduction of fill. The stratum of well-sorted sandy alluvium and the stratum of peat is absent in this area. Throughout this zone, fill directly overlies mixed sand, silt, and clay, with some inclusions of peat and fine gravel. In at least one instance (PE 235KY) fill directly overlies varved lake clays. Near the southeast corner of the APE, the log of MW-KY4D records an absence of peat and a highly truncated sand stratum.

A possible explanation for the anomalous stratigraphy of the eastern project area is scouring and reworking by flow in a chute cutoff before fill was deposited over the point bar surface. Chute cutoffs occur during high flows on rivers when overbanking floodwater forms a temporary channel flowing across a point bar surface, essentially a “short-cut” for floodwater

moving downstream. If this is the source of the stratigraphic disturbance, the mixed sand, silt, clay, peat, and gravel recorded in the logs may be channel fill deposited in the waning stage of the event or events and may be a mixture of material carried by the Hackensack River at flood stage and reworked material from the upper stratigraphy of the point bar. No logs of wells or borings in the northeast quadrant of the APE were available for examination. However, the log of well boring MW-KY9D, near the Hackensack River channel at a point 300 feet east of the northeast corner, appears to record intact stratigraphy. This suggests the possibility that – if in fact the disturbed nature of the eastern stratigraphy is the result of scouring by a chute cutoff – the point of origin of the chute may be along the channel edge in the eastern half of the APE, with the erosive water moving east-southeast across the point bar toward a point just downstream from the apex of the meander bend. Intact profiles in MW-KY3D, in the southeast corner of the overall project area, and in MW-KY1D, 500-600 feet to the south, suggest that whatever the source of the disturbance it was confined roughly to the eastern end of the project area and does not extend south of it.

Conclusions

Stratigraphy of the landform on which the NJ TRANSITGRID TRACTION POWER SYSTEM project area is located has been shown previously to consist of a sequence of fill, peat (meadow mat), sandy alluvium, and glaciolacustrine silty clays. The sandy stratum, with a general thickness of 3 to 8 feet, has been demonstrated to contain prehistoric cultural material a short distance north of the NJ TRANSITGRID TRACTION POWER SYSTEM project area in the SCCC site. Profiles of borings and wells examined for this study indicate that the sandy alluvium underlies roughly the western half of the NJ TRANSITGRID TRACTION POWER SYSTEM project area, including at least the southern half of the APE which was the focus of this study. Where it was identified in the APE, the sandy stratum is 3 to 5 feet thick; the upper boundary lies at depths ranging from 15 to 20 feet below surface, with the depth largely dependent on the thickness of the overlying fill. No data were available which might be used to assess the presence or absence of the sandy stratum in the northern half of the APE. Numerous boring logs indicate that the potentially artifact-bearing sandy stratum is not present in the project area east of the APE.

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ATTACHMENT D: ANNOTATED BIBLIOGRAPHY

Author:	Sharon D. White, Ph.D., RPA
Title:	Phase IA Archaeological Survey, NJ TRANSITGRID TRACTION POWER SYSTEM, Town of Kearny, Cities of Jersey City, Hoboken, Bayonne, and Union, and Townships of North Bergen and Weehawken, Hudson County, New Jersey
Date:	June 2017
RGA Database Title:	NJ TRANSITGRID Revisions
RGA Project No:	2015-136; 2016-026; 2017-021
State:	New Jersey
County:	Hudson
Municipality:	Town of Kearny; City of Jersey City, City of Hoboken; City of Bayonne, City of Union City; Township of North Bergen; Township of Weehawken
U.S.G.S. Quad:	Jersey City, NJ; Weehawken, NJ
Drainage Basin:	Hackensack River, Newark Bay, Kill Van Kull, New York Bay, Atlantic Ocean; Hudson River, Upper New York Bay, Lower New York Bay, Atlantic Ocean
Regulation:	Section 106; New Jersey Register of Historic Places Act
Project Type:	Energy: Generation Station
Project Sponsor:	New Jersey TRANSIT; Federal Transit Administration
Client:	BEM Systems, Inc.
Level of Survey:	Phase IA archaeological survey
Cultural Resources:	Old Main Delaware, Lackawanna and Western Railroad Historic District (NJHPO Opinion: 9/24/1996); Pennsylvania Railroad New York to Philadelphia Historic District (NJHPO Opinion: 10/2/2002); Pennsylvania Railroad New York Bay Branch Historic District (NJHPO Opinion: 4/22/2005); Lehigh Valley Railroad Historic District (NJHPO Opinion: 3/15/2002); Jersey City Water Works Historic District (NJHPO Opinion: 1/20/2003); Delaware, Lackawanna and Western Railroad Boonton Line Historic District (NJHPO Opinion: 9/18/2008); Erie Railroad Main Line Historic District (NJHPO Opinion: 2/20/2003); Jersey City Water Works Pipeline (NJHPO Opinion: 5/7/1999); St. Peter's Cemetery (NJHPO Opinion: 6/18/1996); Old and New Bergen Tunnels (NJHPO Opinion: 5/8/1998); Erie Railroad Bergen Hill Tunnel [aka Long Dock Tunnel (NJHPO Opinion: 4/27/2000); Covert/Larch Historic District (NJHPO Opinion: 3/10/1999); Jersey City Reservoir 2 and 3 Complex (NR: 8/27/2012; SR: 4/10/2012; NJHPO Opinion: 10/15/1991); New York, Susquehanna and Western Railroad Engine Repair Site (28-Hd-48) (NJHPO Opinion: 1/30/2015); Standard Chlorine Chemical Company Site (28-Hd-44) (NJHPO Opinion: 5/22/2012); Morris Canal (NR: 10/1/1974; SR: 11/26/1973); Exchange Place Landfill (28-Hd-19); Fulton's Landing (28-Hd-53)

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January 26, 2018

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Deputy State Historic Preservation Officer
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RE: Supplemental Information for the Historic Architectural Resource Background Study and Effects Assessment (EA) Report and Supplemental Information for the Phase IA Archaeological Survey (Phase IA) for the NJ TRANSITGRID TRACTION POWER SYSTEM
HPO Project # 14-1685

Dear Dr. Marcopul:

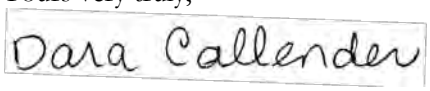
Enclosed for your review please find the Supplemental Information for the Historic Architectural Resource Background Study (HARBS) and Effects Assessment (EA) Report and Supplemental Information for the Phase IA Archaeological Survey (Phase IA) for the NJ TRANSITGRID TRACTION POWER SYSTEM project in Hudson County, New Jersey (Phase IA). These reports are provided in response to requests for additional information by the New Jersey Historic Preservation Office (NJHPO) during that office's review of the HARBS/EA and the Phase IA reports for the aforementioned project.

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, provided for your review and comment, have been prepared by RGA, Inc., cultural resources consultants, in compliance with Section 106 of the National Historic Preservation Act of 1966, as amended, the National Environmental Policy Act, and state regulations. NJ TRANSIT requests your concurrence with the identification of historic resources within the project Areas of Potential Effects and with the anticipated determination of effects.

If you have any questions or comments, please contact me at 973-491-7205 or DCallender@njtransit.com.

Yours very truly,



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Damon Tvaryanas, RGA (w/o enclosures)

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

HPO Project # 14-1685

PREPARED FOR:

BEM Systems, Inc.
100 Passaic Avenue
Chatham, New Jersey 07928

December 2017

RGA
CULTURAL
RESOURCE
CONSULTANTS

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

HPO Project # 14-1685

Principal Investigators:

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December 21, 2017

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1.0 INTRODUCTION

RGA, Inc. (RGA) prepared a Phase IA Archaeological Survey (Phase IA) in the Area of Potential Effects (APE) for the proposed NJ TRANSITGRID TRACTION POWER SYSTEM project in the 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. During New Jersey Historic Preservation Office's (NJSHPO) review of the Phase IA report for the aforementioned project, requests for additional information were provided in a series of informal comments which, in turn, contributed to the format of this supplemental report. Each of NJHPO's comments is included below, and each is followed by a response which supplies the requested additional information. Following the short responses to each comment, a full narrative discussing the supplemental information requested is supplied under the heading "Supplemental Archaeological Sensitivity Narrative." The additional information contained within this supplemental report includes archaeological recommendations within the Area of Potential Effects (APE), organized by Project Component with accompanying graphics depicting Project Components, additional photographic documentation of the project alignment to illustrate existing conditions along each Project Component, additional information regarding sensitivity of each Project Component, and a table outlining areas of archaeological sensitivity and recommendations.

Notably, since NJHPO's initial review, additional information has become available with regards to ground disturbance. Project Component E (PC-E), in the area of the Lower Hack Draw Bridge, would cross the Hackensack River either via two monopoles no taller than 220 feet, drilled to a maximum depth of 95 feet below ground surface (bgs), via a submarine cable installed on the river bed, or via a subterranean cable installed using directional drilling. The portion of PC-E in Jersey City and Hoboken would be constructed using a combination of steel monopoles (65 feet high, 6 feet diameter, 70 feet deep) and underground duct banks (maximum depth of 5 feet deep).

Project Component F Section 1(PC-F_S1) would consist of a circuit feeder that would head south approximately 1.2 miles from the Proposed NJ TRANSITGRID East Hoboken Substation until intersecting with the Hudson Bergen Light Rail (HBLR) ROW, just north of the HBLR Liberty Park Station. The route for this south feeder would utilize an existing NJ TRANSIT easement (parallel to Hoboken Avenue), proceed along the NJ Turnpike/ Interstate 78 (I-78) Right-of-Way (ROW) to the intersection with HBLR, where it would connect to HBLR (see Figure 1). New poles with a maximum height of 65 feet would be installed along the easement. The electrical lines would be routed along I-78 either through attachment to the NJ Turnpike elevated structure or through a combination of underground duct banks and monopoles, all within NJ Turnpike's ROW. Monopoles would be required to cross a PATH Yard located near Merseles and First streets in Jersey City. These monopoles would not exceed the height of the I-78 viaduct, at a maximum of 150 feet tall. NJ TRANSIT is coordinating with the New Jersey Turnpike Authority regarding this electrical line route and the preferred option of attaching the lines to the I-78 structure.

In the event the NJ Turnpike route is not viable, a nanogrid would be installed on NJ TRANSIT-owned property at the HBLR Headquarters on Caven Point Avenue in Jersey City. The HBLR Headquarters at Caven Point Avenue represents Project Component F, Section 2 (PC-F_S2). The nanogrid would consist of natural gas-powered emergency generators capable of producing the necessary power for the HBLR south loads. Some measure of stored energy is also anticipated in the form of batteries or flywheels to help smooth out the instantaneous load profile of the HBLR traction loads. These emergency generators and storage modules would be installed on an elevated platform estimated at 7 feet above ground surface to comply with NJ TRANSIT's Design Flood Elevation (DFE). The conceptual platform would be approximately 20,000 square feet and the emergency generators would be 10-14 feet tall, bringing the tallest point of the nanogrid less than 25 feet above nominal ground surface. Natural gas connections are already in place at the HBLR Headquarters facility. A combination of aerial and underground electrical lines on new monopoles less than 40 feet tall or duct banks within the NJ TRANSIT-owned property would connect the emergency generators to HBLR. If the nanogrid

becomes the selected option for powering the southern segments of the HBLR during emergency conditions, new monopoles along HBLR south (Project Component G) of the nanogrid would still be installed, but the segment along the NJ TRANSIT easement and NJ Turnpike would be eliminated.

Ground disturbance within PC-F_S2 would include duct banks associated with gas connections excavated to a maximum of five feet bgs, monopoles drilled to a maximum depth of 20 feet bgs (39 feet tall, 4 feet diameter, 20 feet bgs), and the platform for the nanogrid generators. This platform would be supported by one of two foundation systems: either a foundation of piles driven to refusal or the excavation of a shallow mat to a maximum depth of 5 feet bgs.

The installation of monopoles and utilities/duct banks will be undertaken using different construction techniques. In the case of 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. In areas of archaeological sensitivity, the auger will bring up coils of earth which will then be observed by an archaeological monitor for cultural material. At a minimum, a sample of dirt is screened though ¼" mesh screen to detect the presence or absence of artifacts and will aid in identifying potentially significant archaeological resources.

For the installation of utilities and duct banks, ground disturbance would include the mechanical excavation of trenches using equipment such as a backhoe. Utilities and duct banks will be excavated to a maximum depth of five feet bgs. In areas of archaeological sensitivity, a backhoe equipped with a flat-bladed excavator bucket would allow subsurface deposits to be observed by an archaeological monitor in real-time during excavation. An archaeological monitor will observe this excavation process in order to detect cultural features such as privies, post-holes, or trash pits. Cultural resources, if present, may be subject to Phase II archaeological work to evaluate their potential eligibility for the National Register of Historic Places.

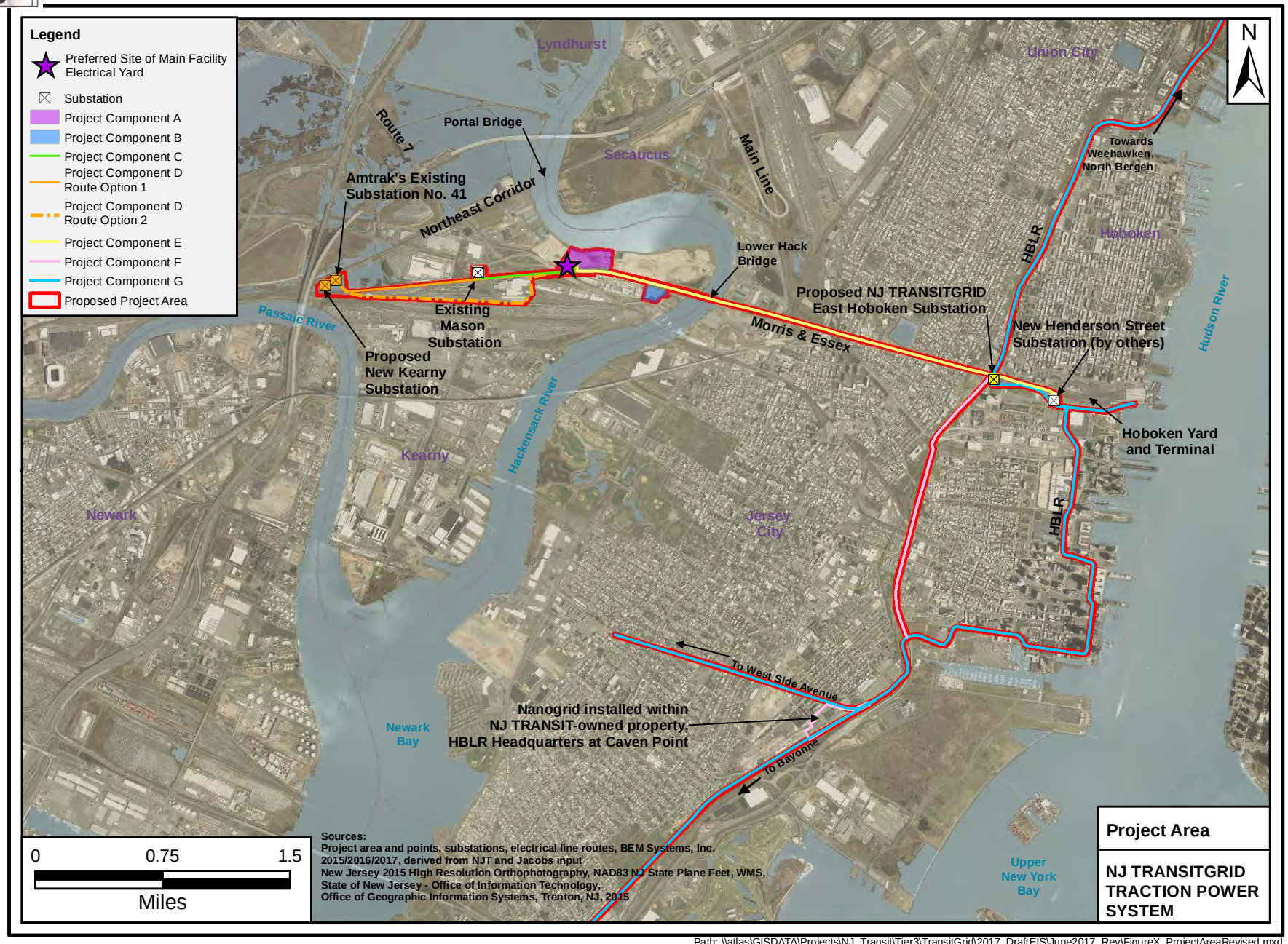

Figure 1: Project Area Map for the NJ TRANSITGRID TRACTION POWER SYSTEM, depicting each specific Project Component (provided by BEM Systems, Inc. on December 4, 2017).

2.0 NJHPO COMMENTS AND RESPONSES

2.1 Comment on Depiction of Project Components

> NJHPO Comment: The report provides archaeological recommendations by line segment (Component A, B, etc.), but the lines are never illustrated in the graphics to understand their locations and report recommendations.

Figures depicting Project Components A-G are provided below to illustrate the location of each Project Component with respect to historic landscape features and potential historic resources. The maps provided illustrating this information include the following: Gordon's 1833 Map of the State of New Jersey with Parts of the Adjoining States (Figures 2.1–2.3); the U.S. Coast Survey 1837 T-Sheets (Figures 3.1–3.7); Hassler's 1844 Map of New-York Bay and Harbor and the Environs (Figures 4.1–4.5); Spielman and Brush's 1880 Sanitary and Topographical Map of Hudson County, New Jersey (Figures 5.1–5.7); the 1891 U.S.G.S. 15' Staten Island Topographic Map (Figure 6.1–6.4); and a 1930 NJDEP Aerial Photograph (Figures 7.1–7.3).

Project Components are also depicted on the Archaeological Sensitivity Map (Figures 8.1–8.7).

2.2 Comment on Additional Documentation of Archaeological Sensitivity

> NJHPO Comment: Figures 5.1a through 5.1c [in the Phase IA report (RGA, Inc. 2017a)] provide recommended areas of archaeological sensitivity but there is no photo or other documentation evidence for how this assessment was made, but more specifically, for the areas recommended with no sensitivity. In addition, the report states that all the lines are sensitive for historic period archaeological resources which seem to contradict these graphics. Finally, a table with recommendations would be helpful here to guide further consultations and milestones.

A Supplemental Archaeological Sensitivity Narrative, including additional photos along each portion of the project alignment, a description of previous research and known disturbance, and an archaeological sensitivity table is presented in Section 3.0, below (Table 1). The Supplemental Archaeological Sensitivity Narrative represents both a refinement and a detailed explanation of the original sensitivity recommendations presented in the Phase IA report (RGA, Inc. 2017a) and additions or changes to those recommendations based on changes to project plans, new information regarding ground disturbance, and additional information received from soil scientist John Stiteler. The Supplemental Archaeological Sensitivity Narrative is broken down into sections based on Project Component in order to facilitate review.

2.3 Comment on Report Recommendations

> NJHPO Comment: Difficult at this time to agree with the report recommendations for archaeological monitoring (only) in areas of archaeological sensitivity and ground disturbance as project plans are not fully developed to understand all project impacts and locations.

Since the time of the initial Phase IA, additional engineering design has been performed and more details regarding the locations and depths of project impacts have been incorporated into this Supplemental Phase IA Report (see Table 1). A Programmatic Agreement is appropriate for fulfilling Section 106 requirements because subsurface archaeological testing is not prudent at the vast majority of locations. This is largely due to the close proximity of active rail lines (within 15 feet) to many ground disturbance locations, making a Phase IB excavation impossible without interfering with rail use. Within 15 feet of active rail lines, archaeological monitoring of project disturbance is the recommended measure. Additionally, Phase IB-level shovel tests and augering can only detect resources to a depth of approximately five feet bgs. The depth of several potential resources is greater than five feet bgs,

making Phase IB testing for these resources impractical. A partial Phase IB, one that addresses only those areas not proximal to rail lines, would not be sufficient to complete the identification effort for the project on a whole and an agreement document will still be necessary. We recommend that for drilling sites within areas of moderate or high archaeological sensitivity, an archaeological monitor be present during construction activities to determine if there are any artifacts in the vicinity for future reference. Any excavations planned for utilities and duct banks will be shallow, to an average depth of five feet bgs. Therefore, we recommend monitoring of excavations associated with utilities and duct bank excavations which are within areas of moderate or high archaeological sensitivity at depths of 0-5 feet bgs, as we do not anticipate disturbing any artifacts that may be at lower depth. Archaeological work under a Programmatic Agreement, which would lay out a comprehensive strategy for further identification and potential testing efforts, is recommended.

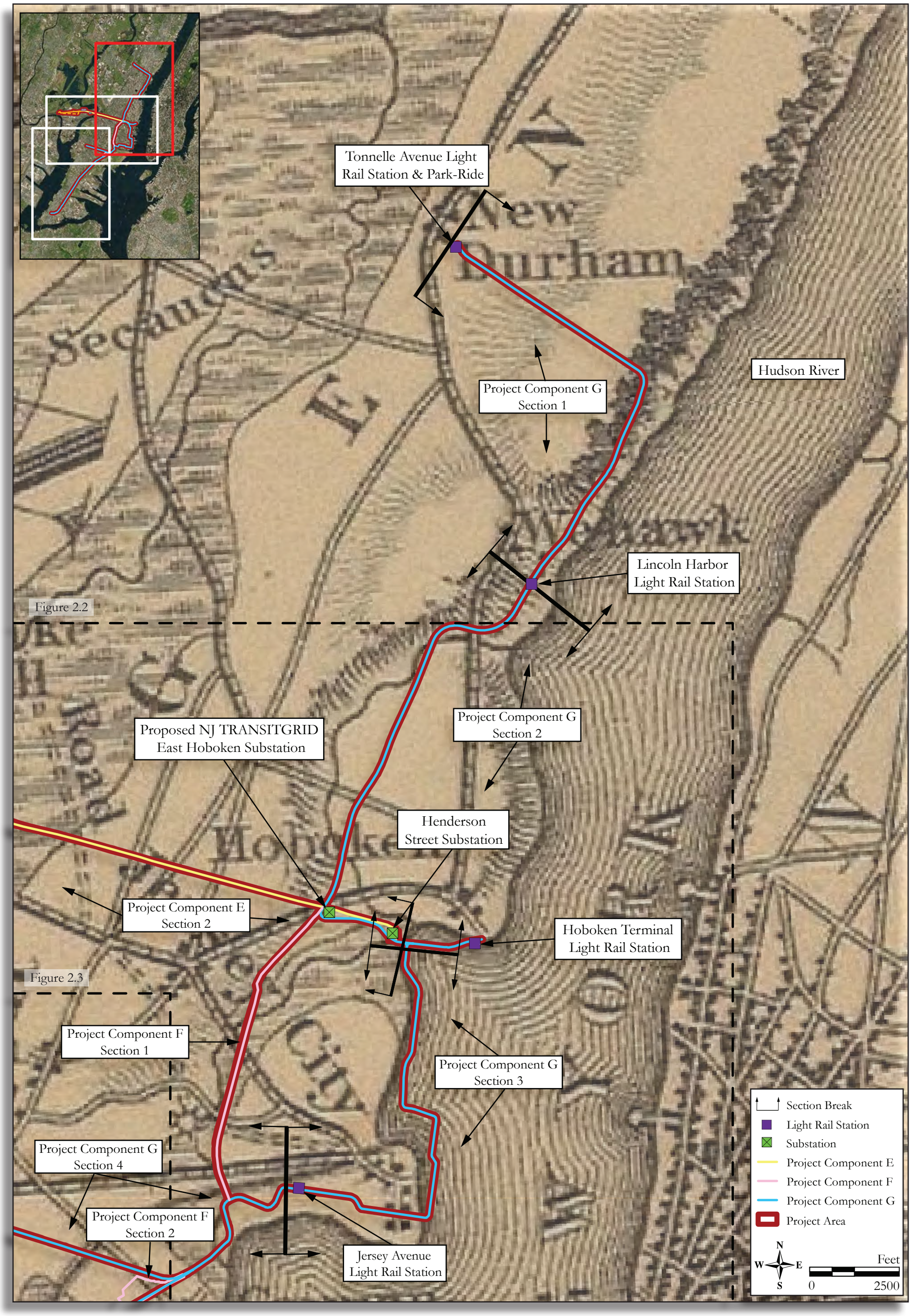

Figure 2.1: 1833, T. Gordon, *A Map of the State of New Jersey with Parts of the Adjoining States*, depicting portions of Project Component G and Project Component E.

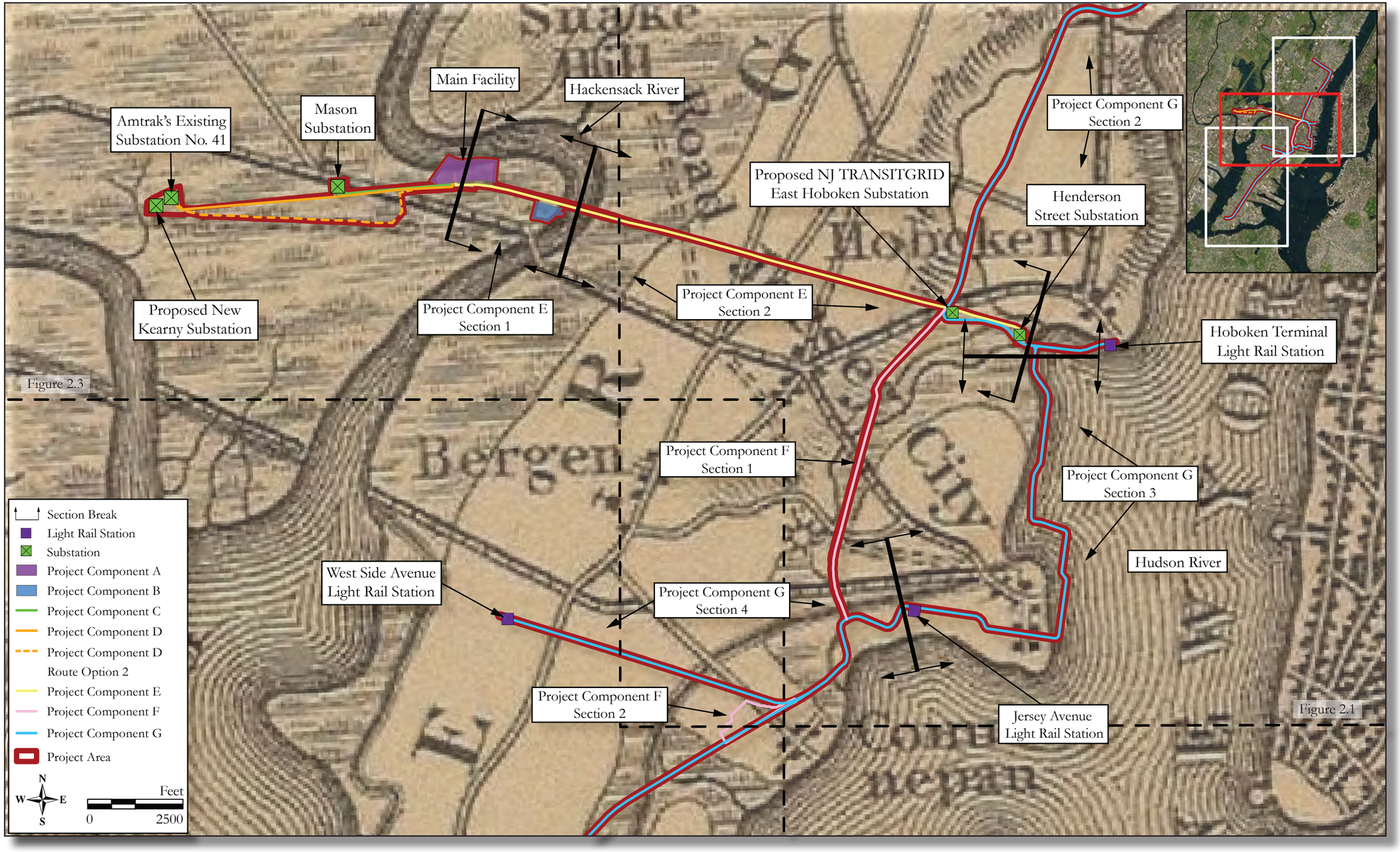

Figure 2.2: 1833, T. Gordon, *A Map of the State of New Jersey with Parts of the Adjoining States*, depicting project Components A, B, C, D, E, F and portions of Project Component G.

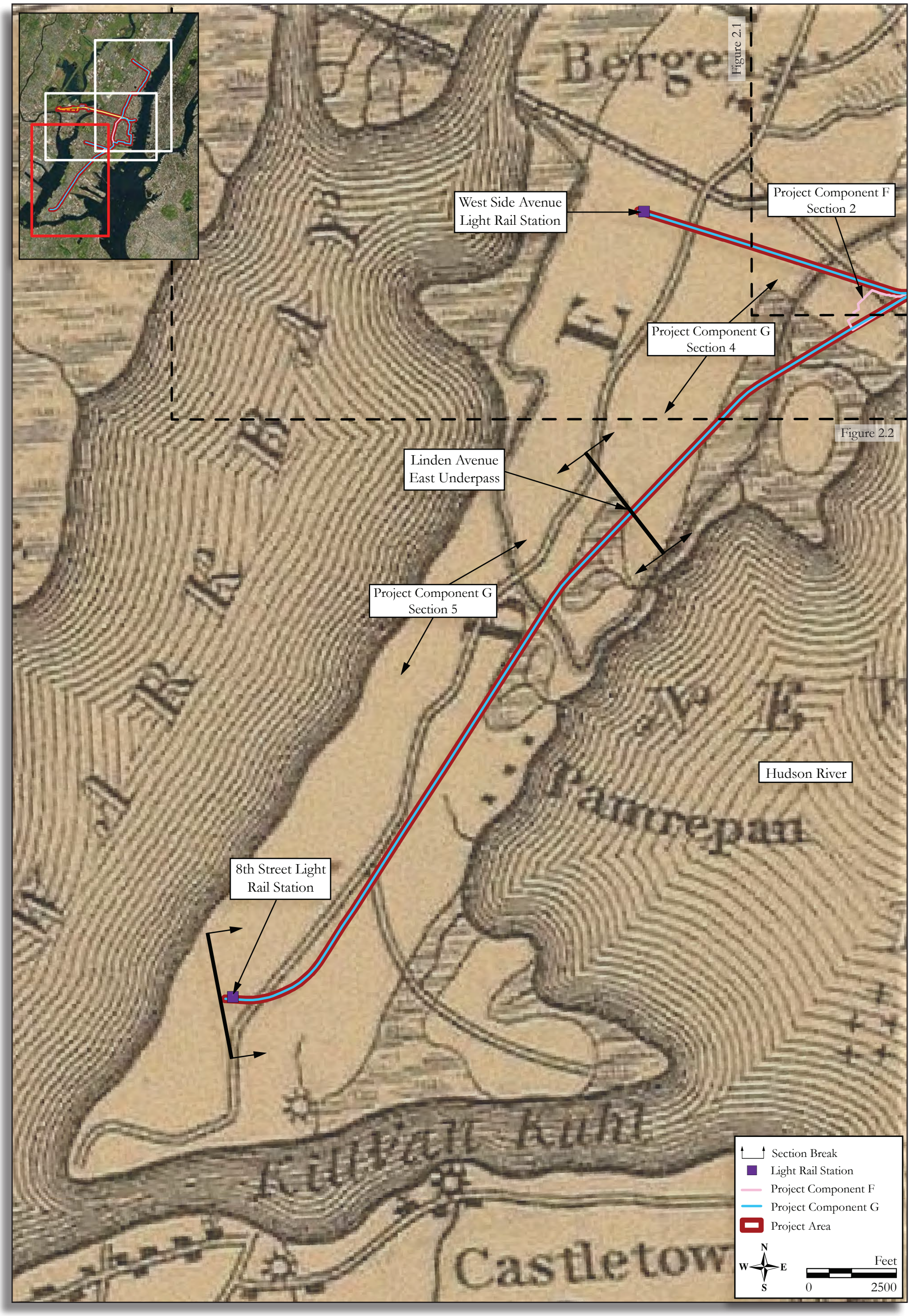

Figure 2.3: 1833, T. Gordon, *A Map of the State of New Jersey with Parts of the Adjoining States*, depicting portions of Project Components F and G.

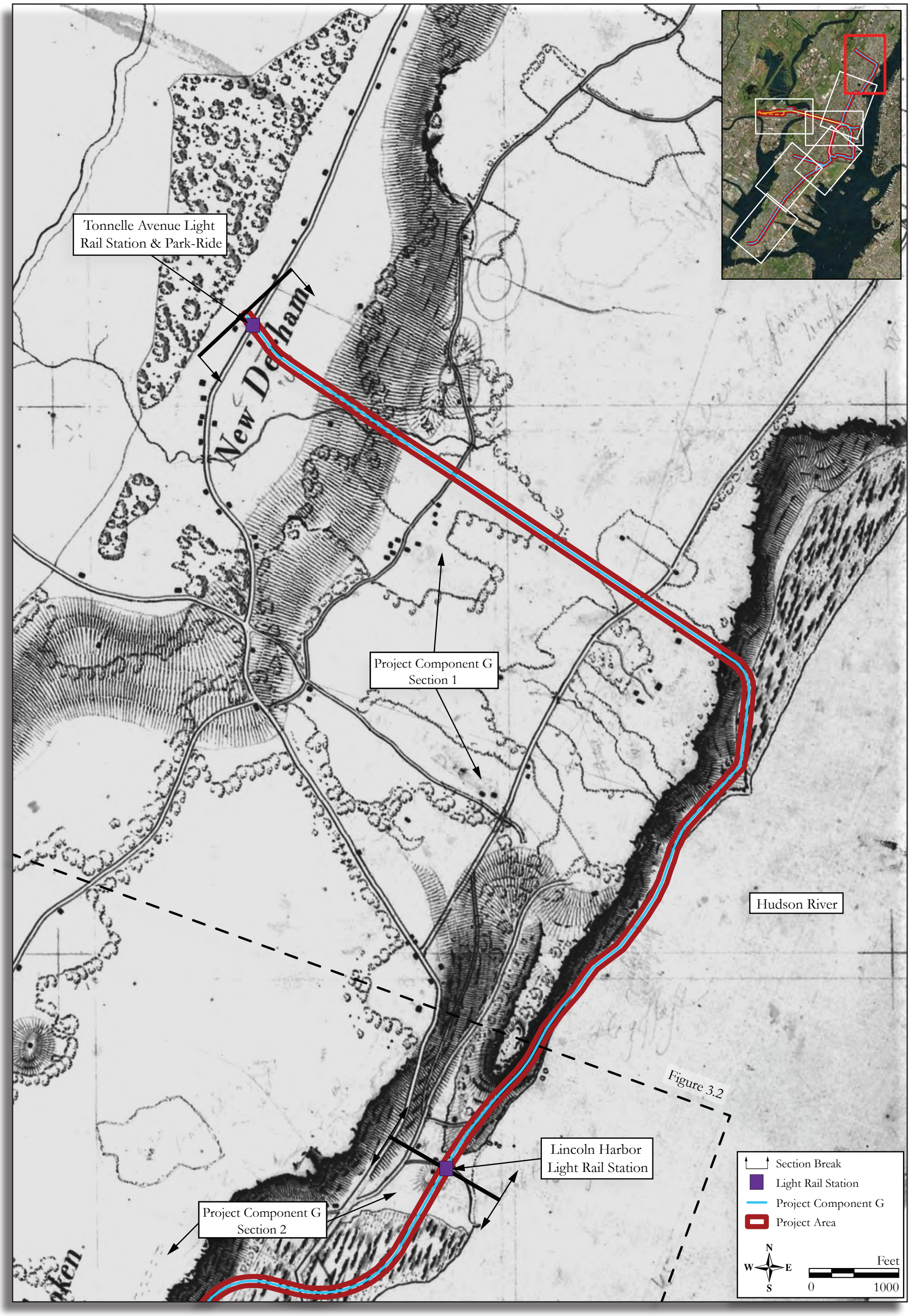

Figure 3.1: 1837 United States Coast and Geodetic Survey, Topographic Survey of the New Jersey Coast, Sheet T-17. Depicting Project Component G, Section 1 and a portion of Project Component G, Section 2.

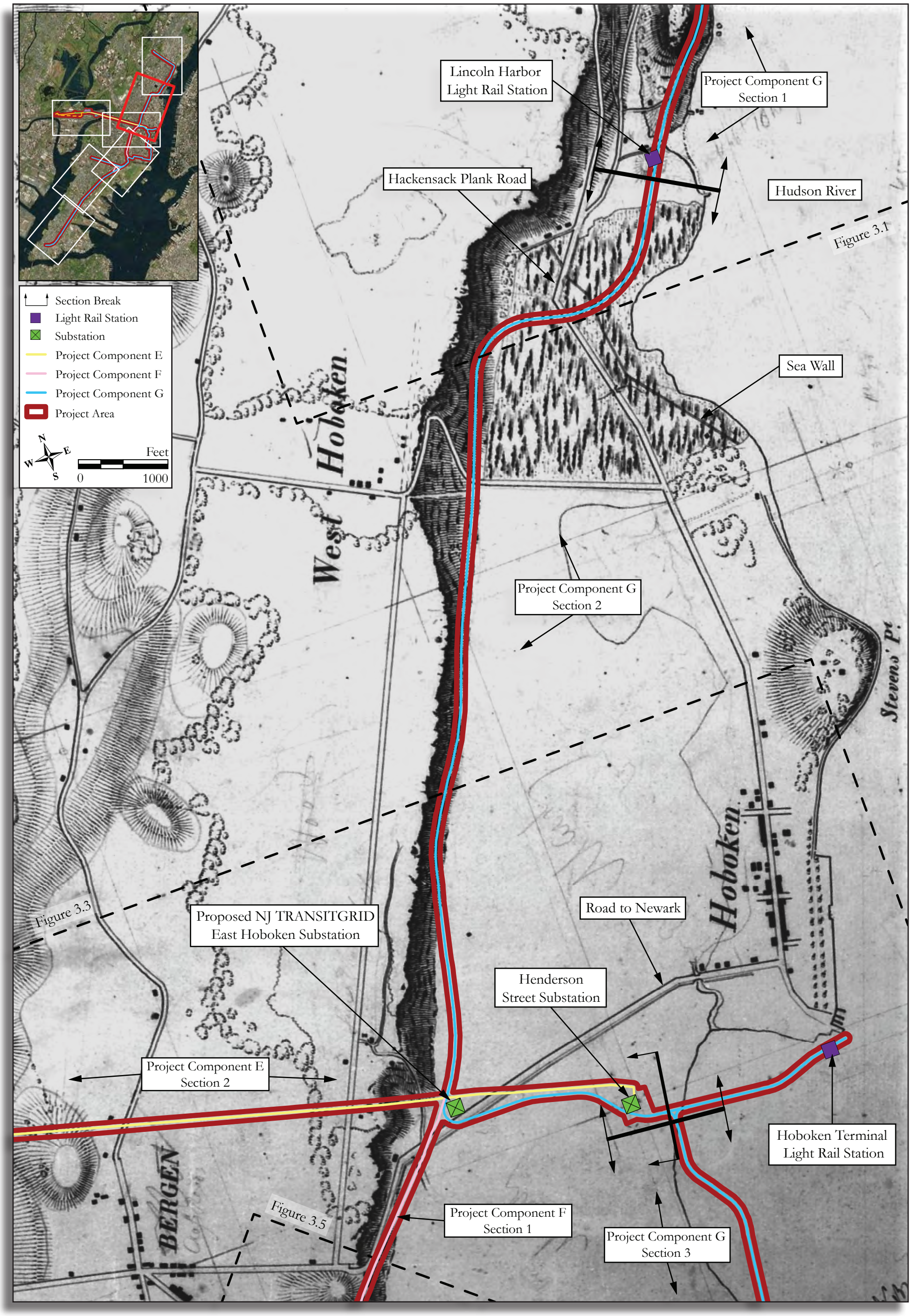

Figure 3.2: 1837 United States Coast and Geodetic Survey, Topographic Survey of the New Jersey Coast, Sheet T-17. Depicting Project Component G, Section 1 and a portion of Project Component G, Section 2 and Project Component F, Section 1.

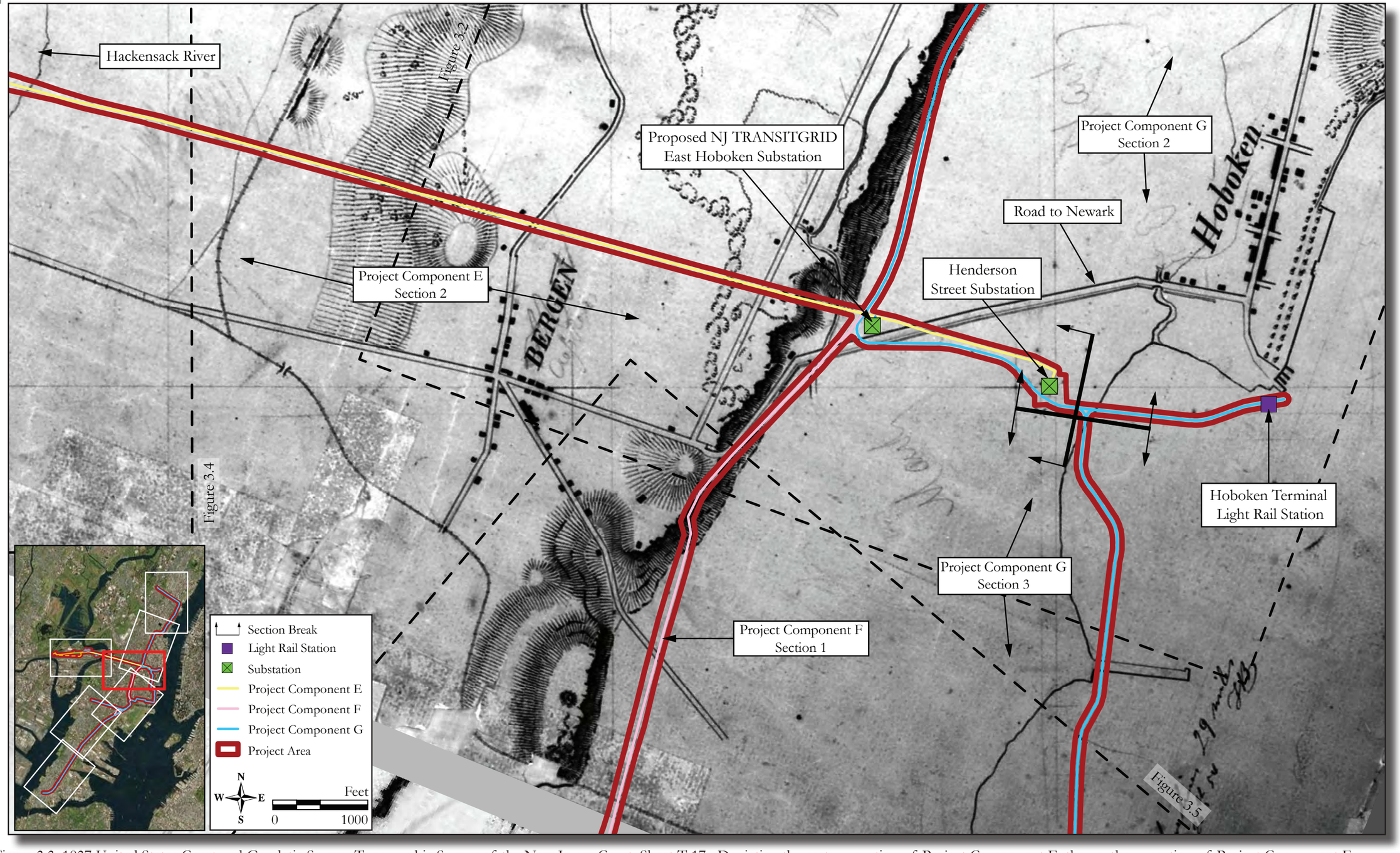

Figure 3.3: 1837 United States Coast and Geodetic Survey, Topographic Survey of the New Jersey Coast, Sheet T-17. Depicting the eastern portion of Project Component E, the northern portion of Project Component F, Section 1, Project Component G, Section 2, and portions of Project Component G, Sections 1 and 3.

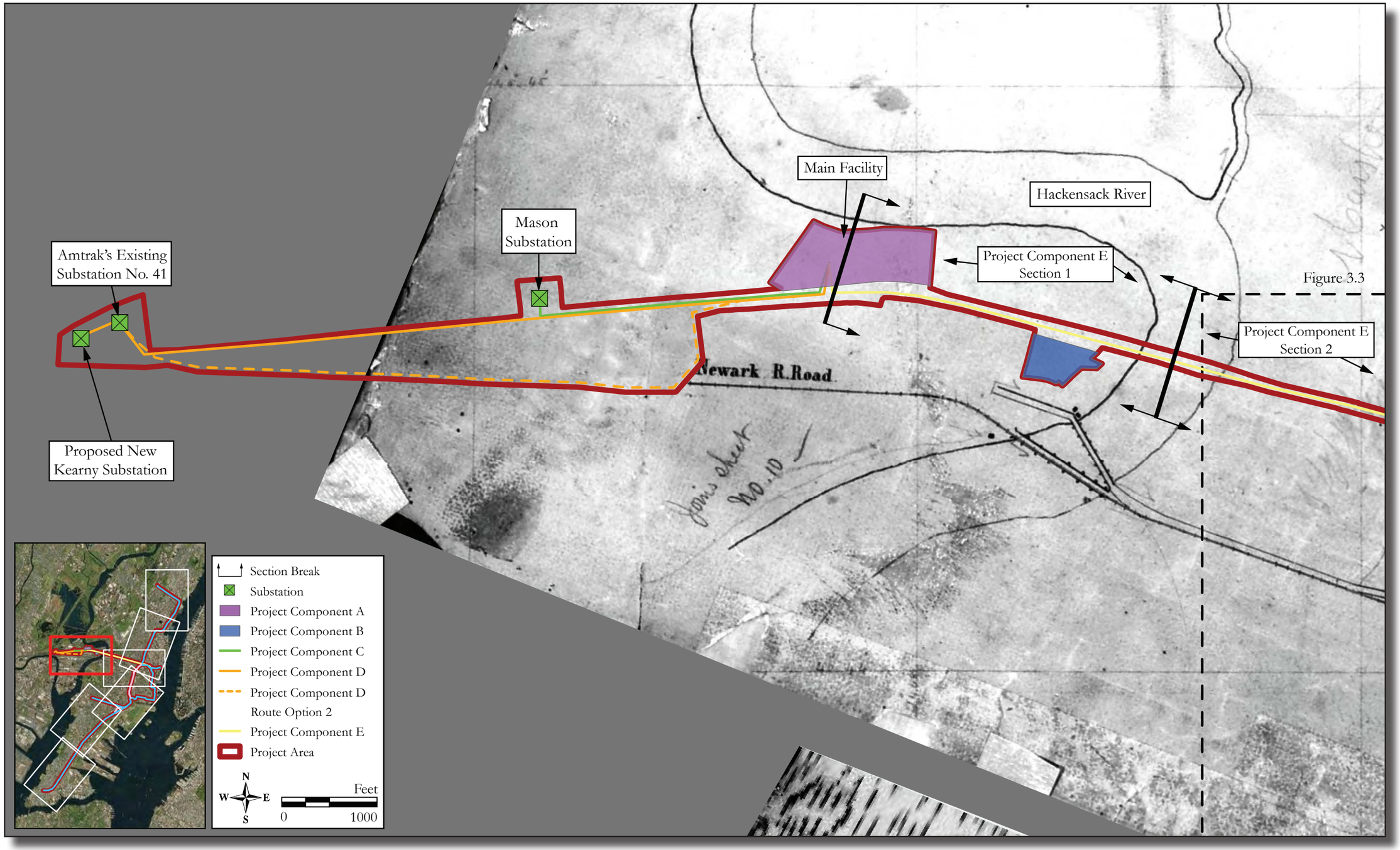

Figure 3.4: 1837 United States Coast and Geodetic Survey, Topographic Survey of the New Jersey Coast, Sheet T-17. Depicting Project Components A, B, C, D, and a portion of Project Component E.

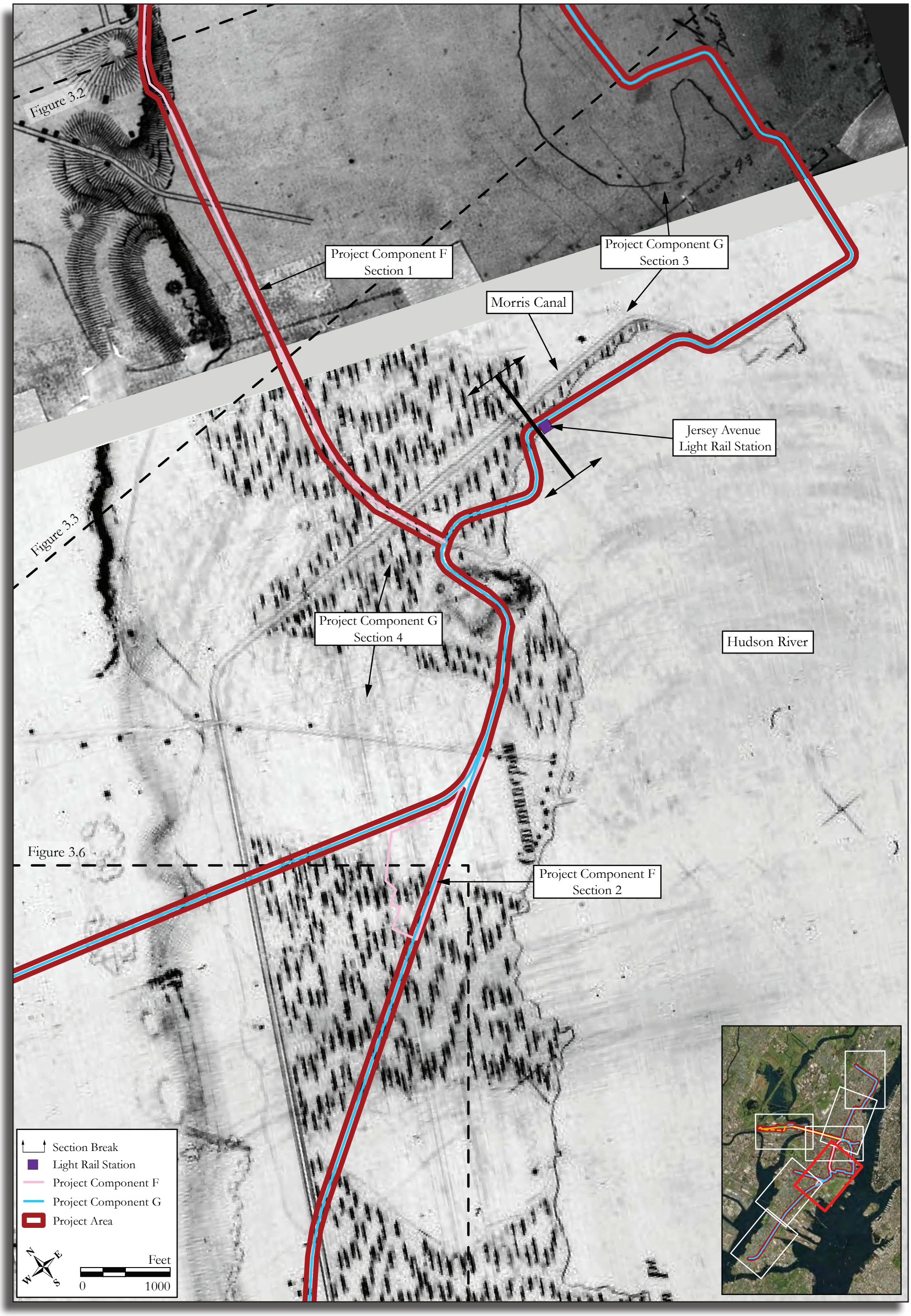

Figure 3.5: 1837 United States Coast and Geodetic Survey, Topographic Survey of the New Jersey Coast, Sheet T-17 and T-18. Depicting the southern portion of Project Component F, Section 1 and 2 and portions of Project Component G, Sections 3 and 4.

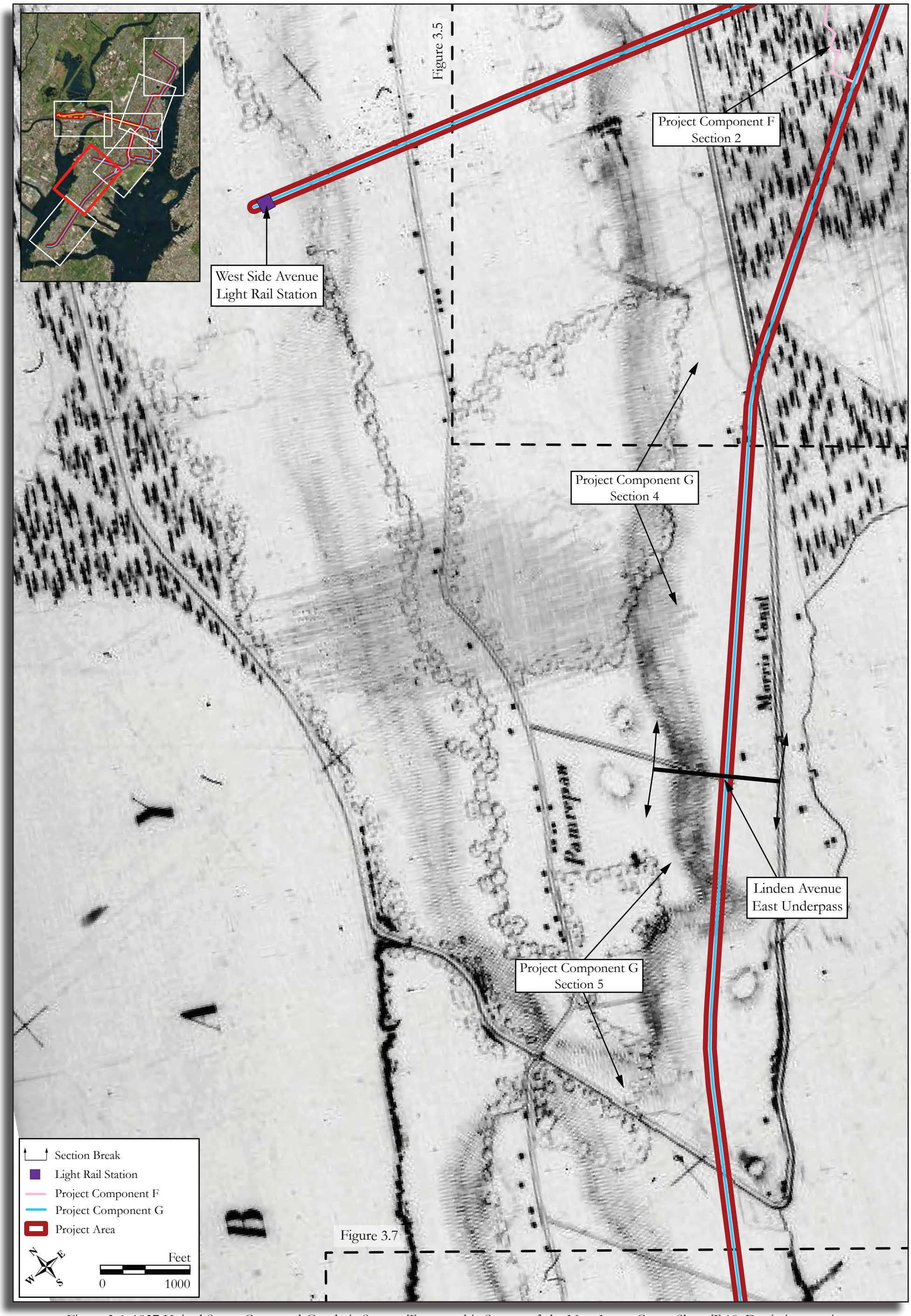

Figure 3.6: 1837 United States Coast and Geodetic Survey, Topographic Survey of the New Jersey Coast, Sheet T-18. Depicting portions of Project Component F, Section 2 and Project Component G, Sections 4 and 5 (United States Coast and Geodetic Survey, Topographic Survey of the New Jersey Coast, Sheet T-18, 1837).

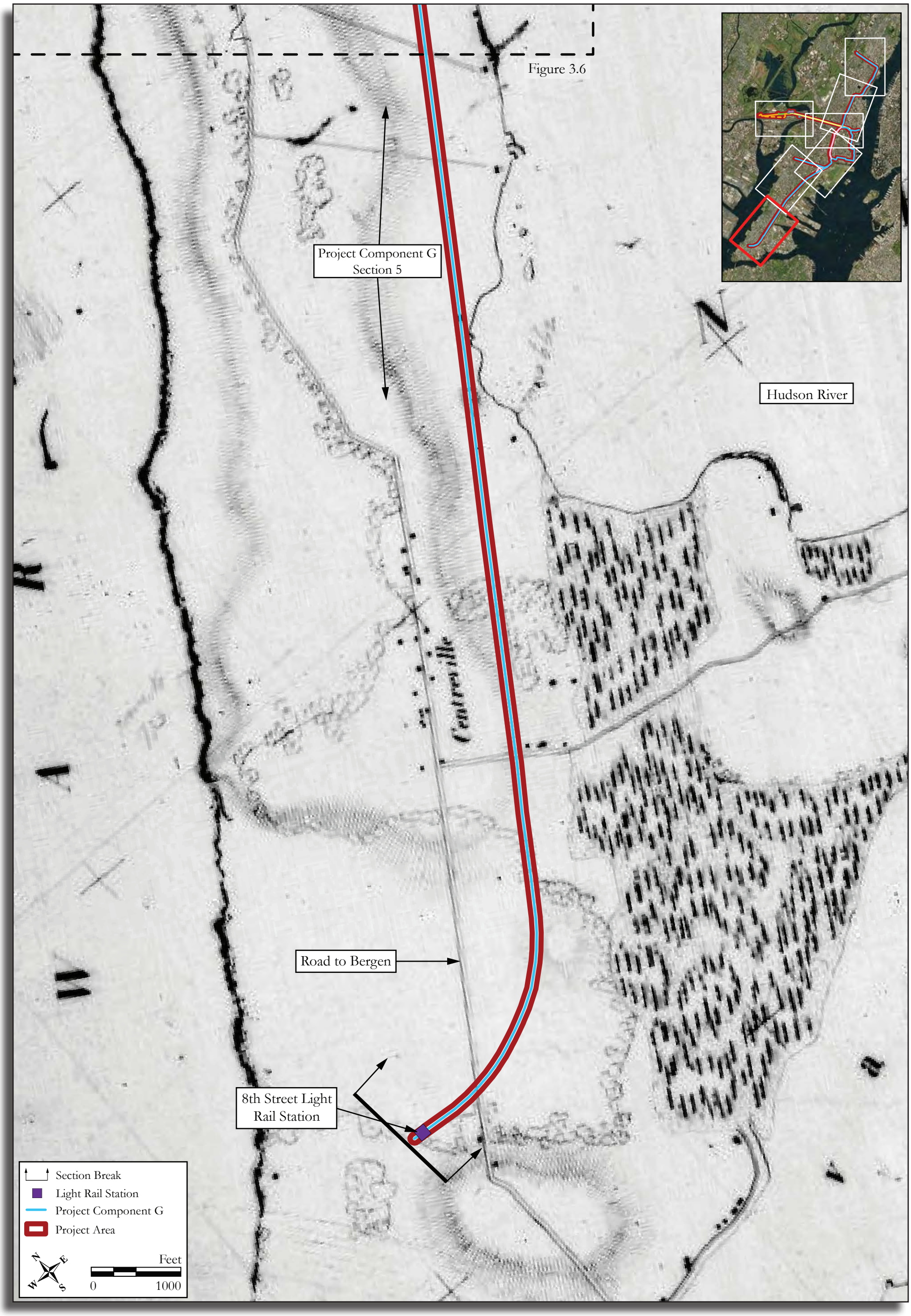

Figure 3.7: 1837 United States Coast and Geodetic Survey, Topographic Survey of the New Jersey Coast, Sheet T-18. Depicting the southern portion of Project Component G, Section 5.

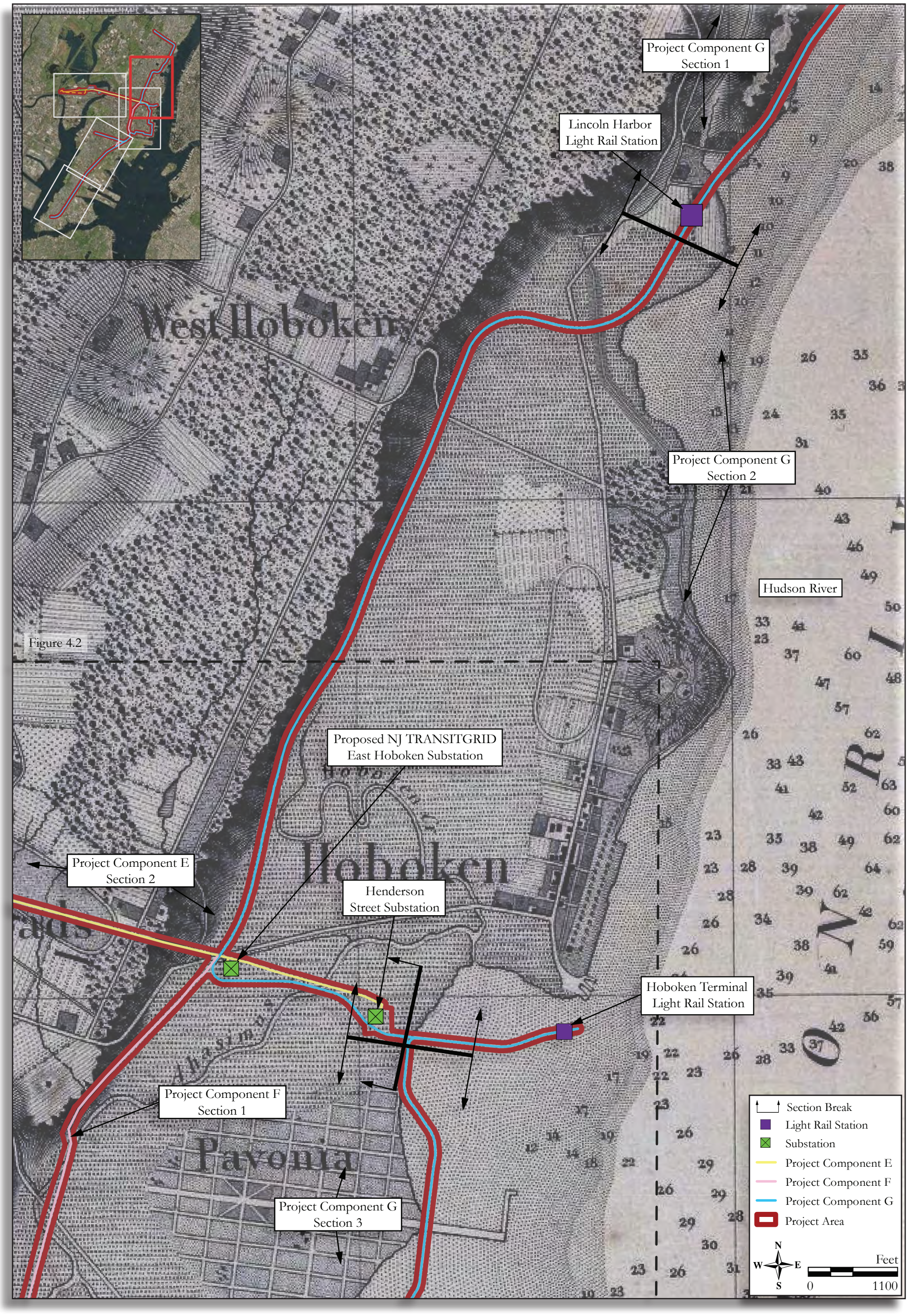

Figure 4.1: 1844, F.R. Hassler, *Map of New-York Bay and Harbor and the Environs*. Depicting the eastern portion of Project Component E, the northern portion of Project Components F, Section 1, and portions of Project Component G, Sections 1, 2 and 3.

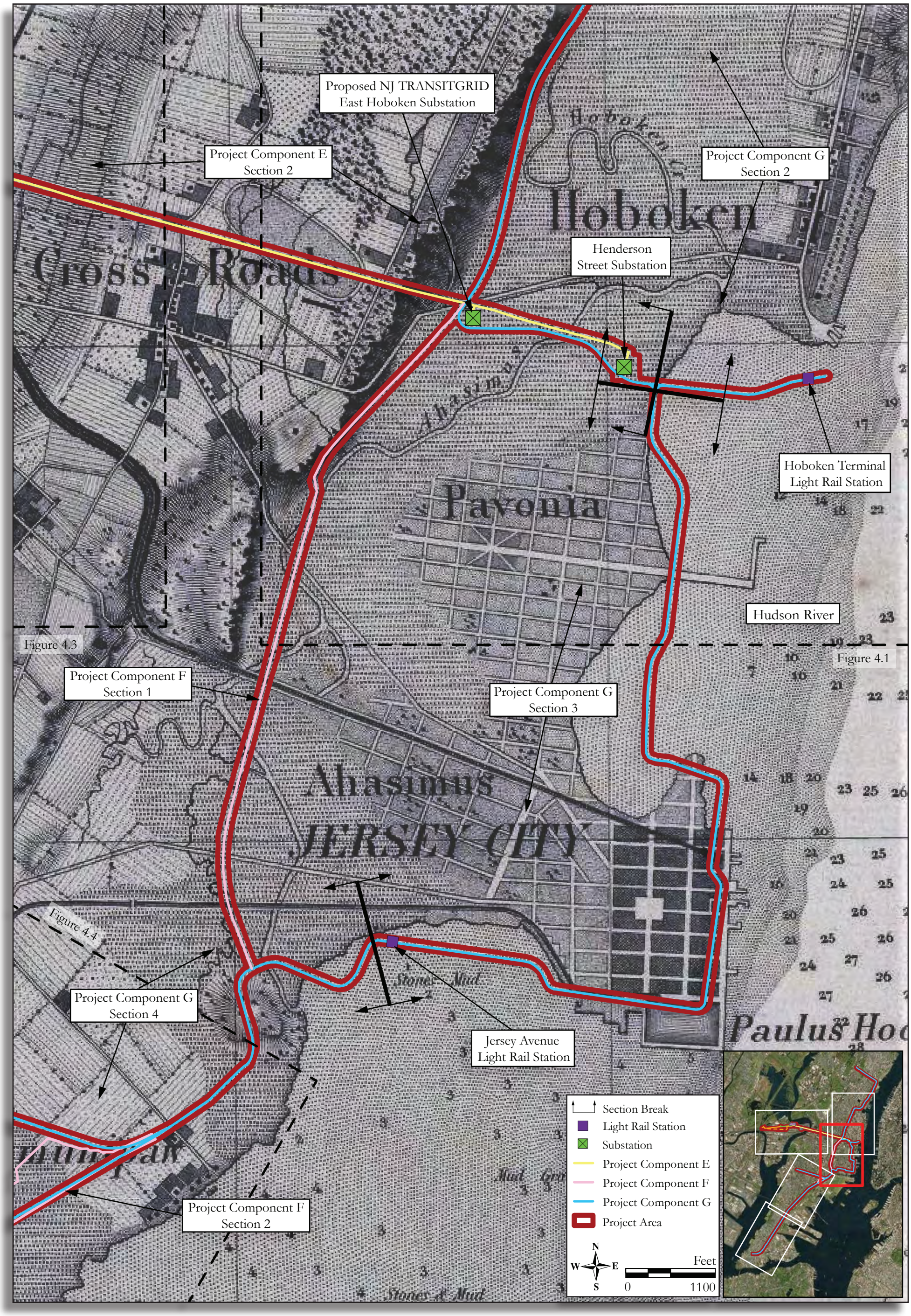

Figure 4.2: 1844, F.R. Hassler, *Map of New-York Bay and Harbor and the Environs*. Depicting the eastern portion of Project of Project Component E, Project Component F, and portions of Project Component G Sections 2, 3, and 4.

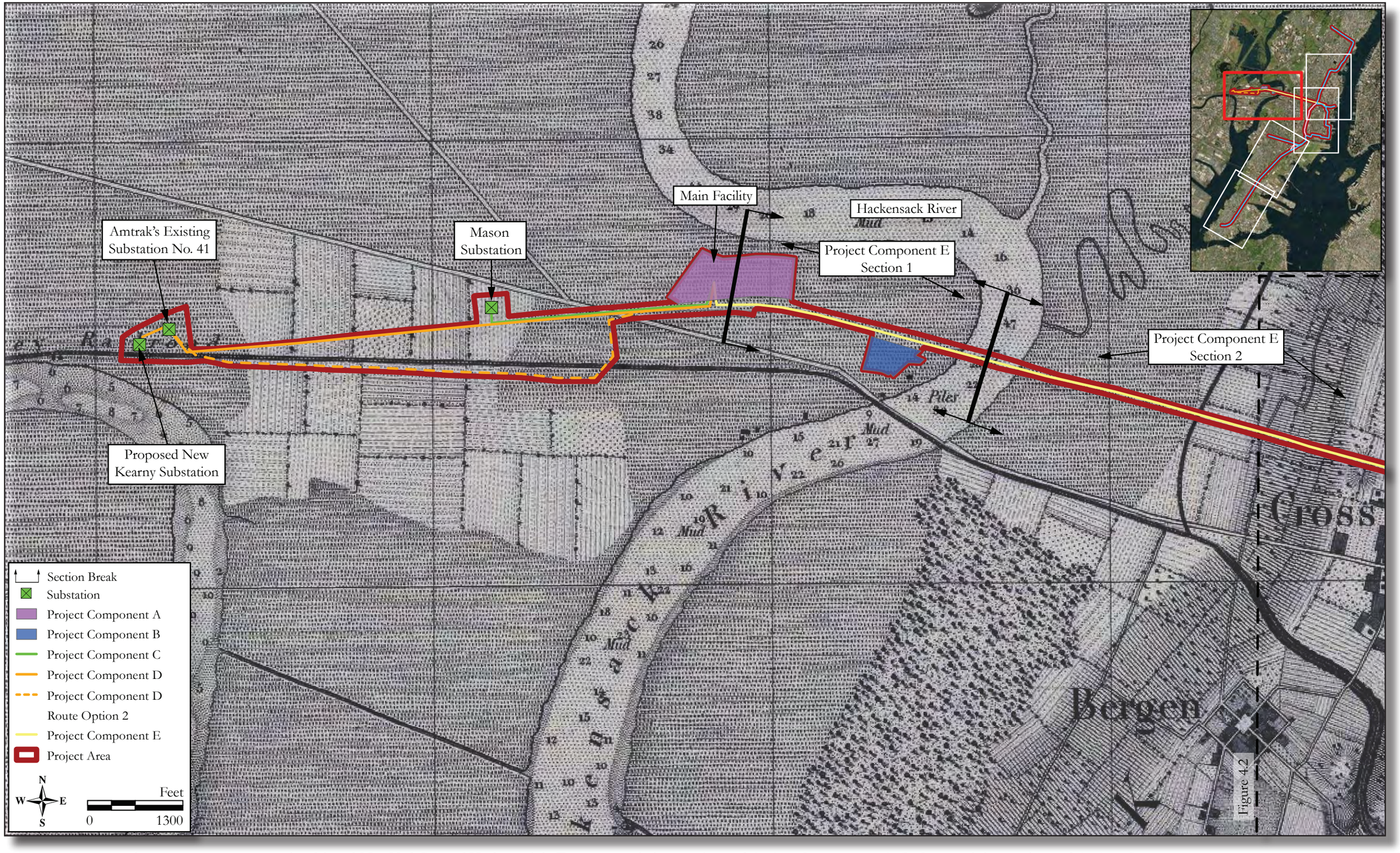

Figure 4.3: 1844, F.R. Hassler, *Map of New-York Bay and Harbor and the Environs.* Depicting portions of Project Components A, B, C, D, and the portions of Project Component E.

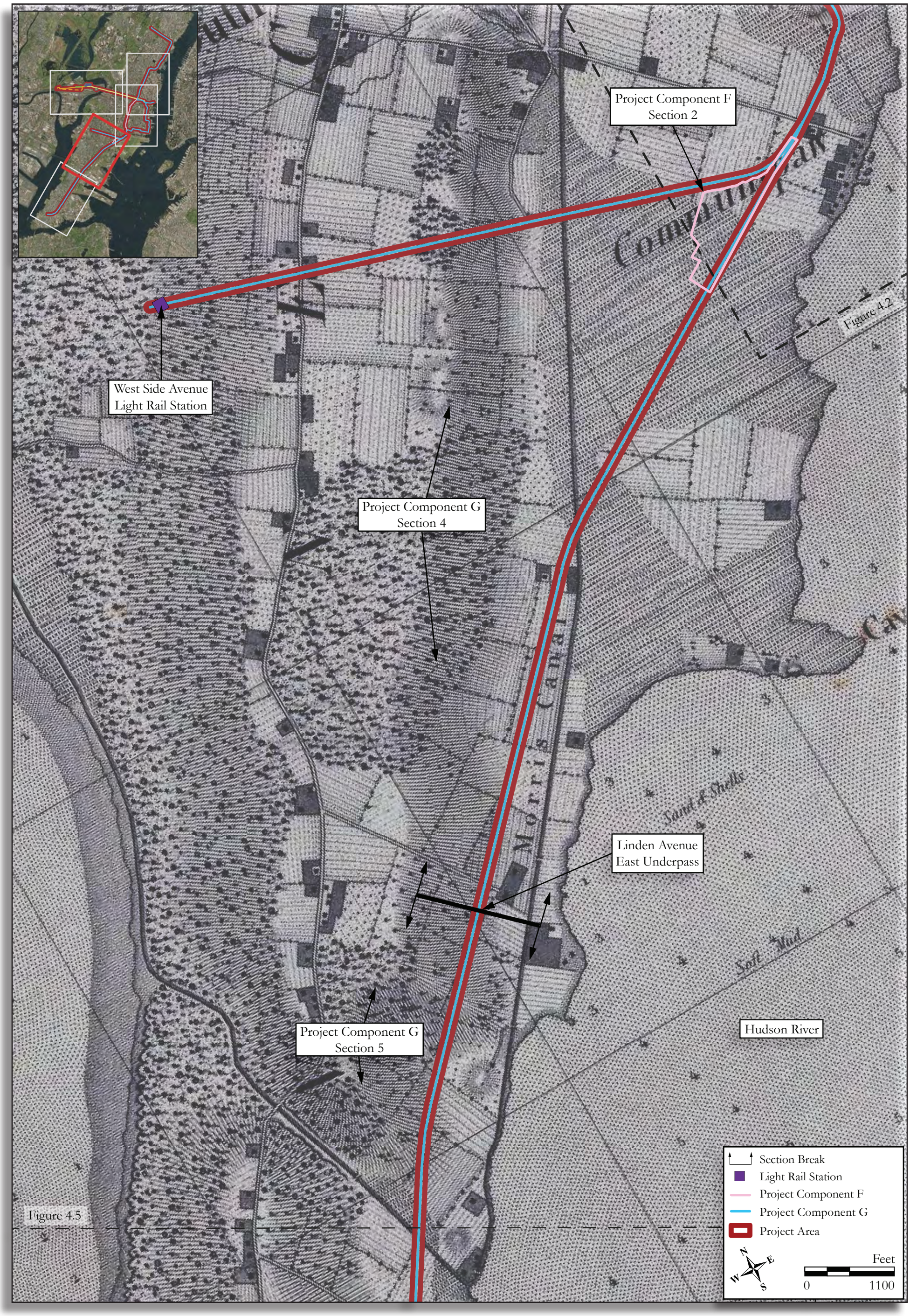

Figure 4.4: 1844, F.R. Hassler, *Map of New-York Bay and Harbor and the Environs*. Depicting Project Component F, Section 2 and portions of Project Component G, Sections 4 and 5.

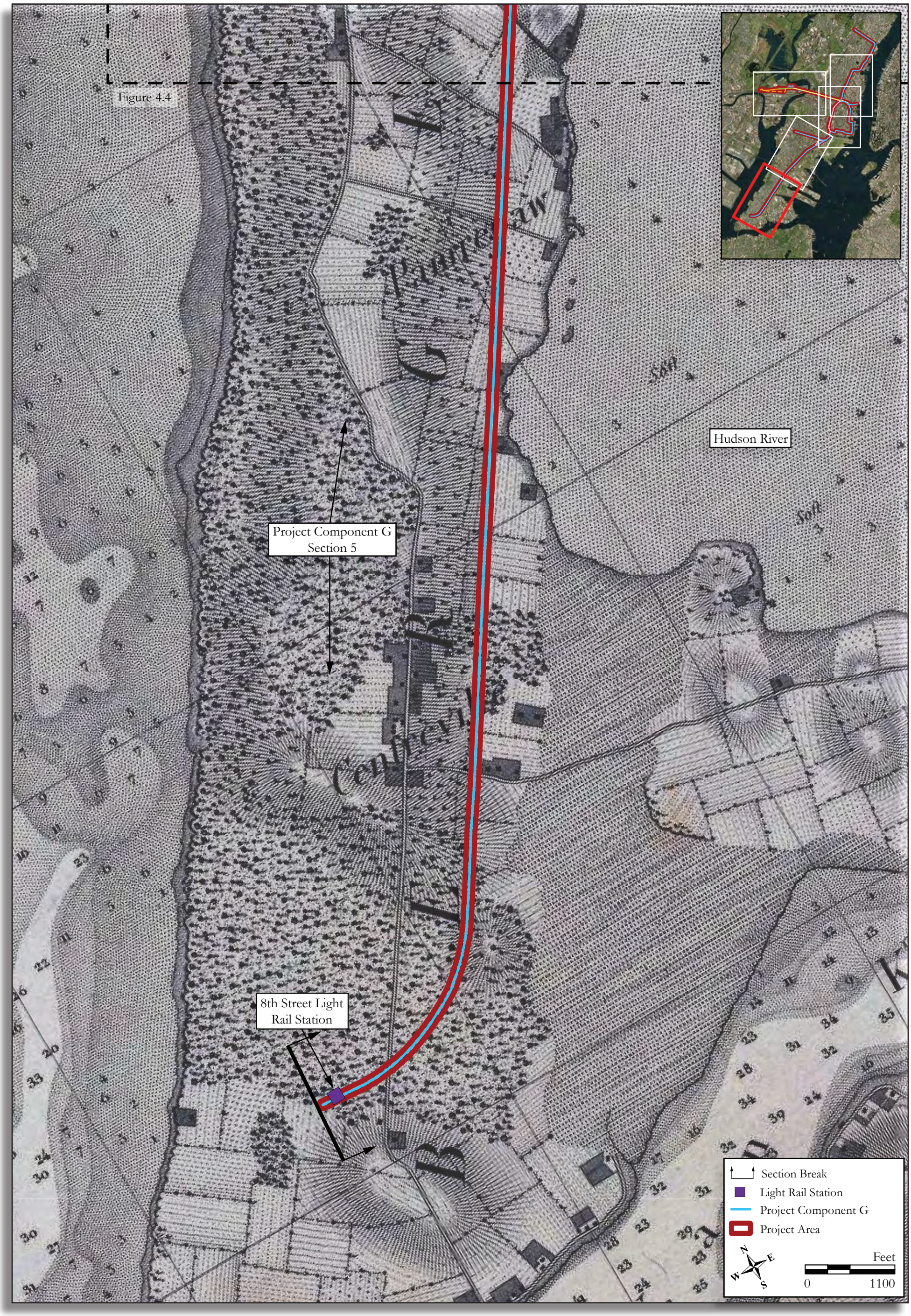

Figure 4.5: 1844, F.R. Hassler, *Map of New-York Bay and Harbor and the Environs*. Depicting a portion of Project Component G, Section 5.

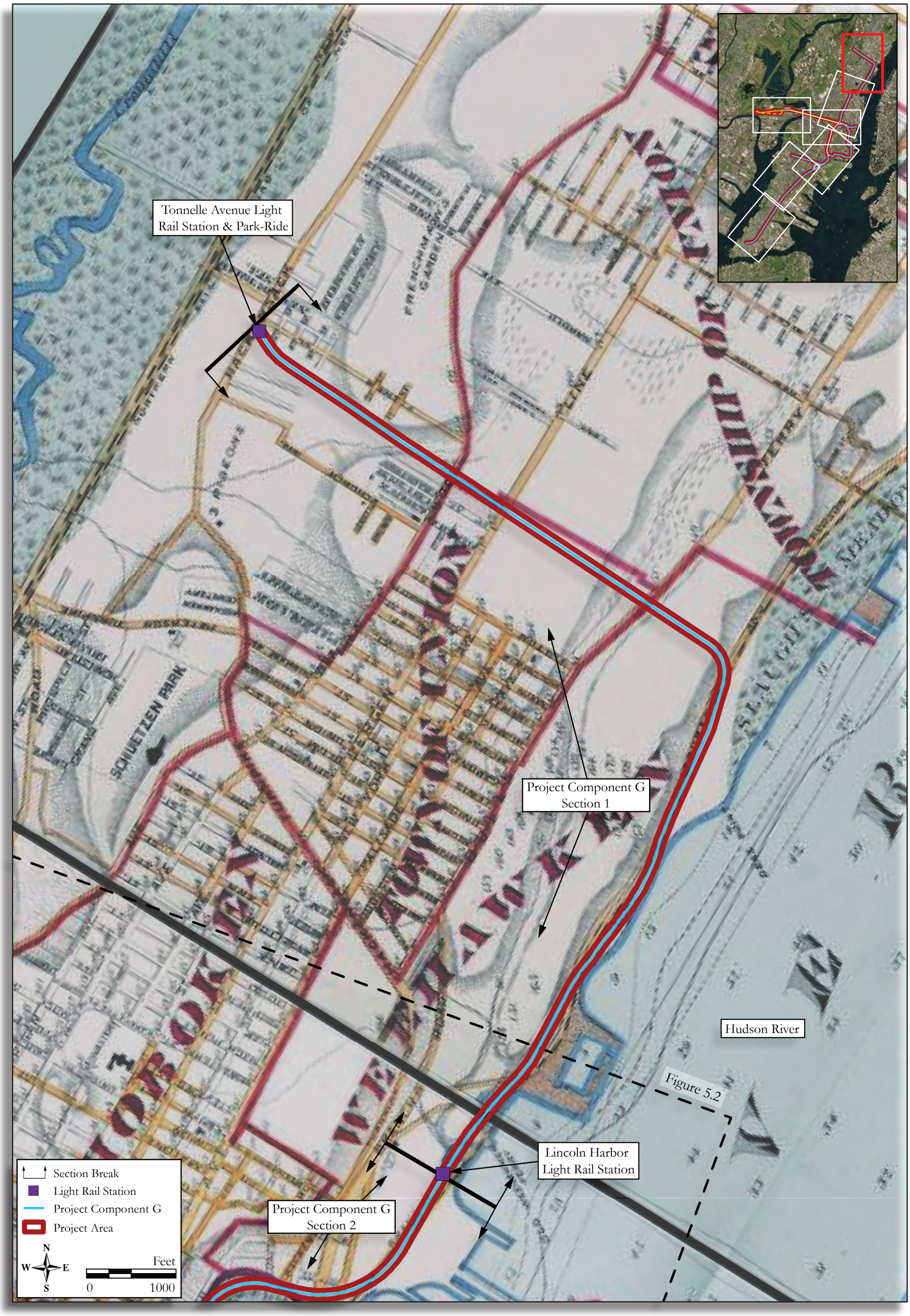

Figure 5.1: 1880 Spielman and Brush, *Sanitary and Topographical Map of Hudson County, New Jersey*. Depicting portions of Project Component G, Sections 1 and 2.

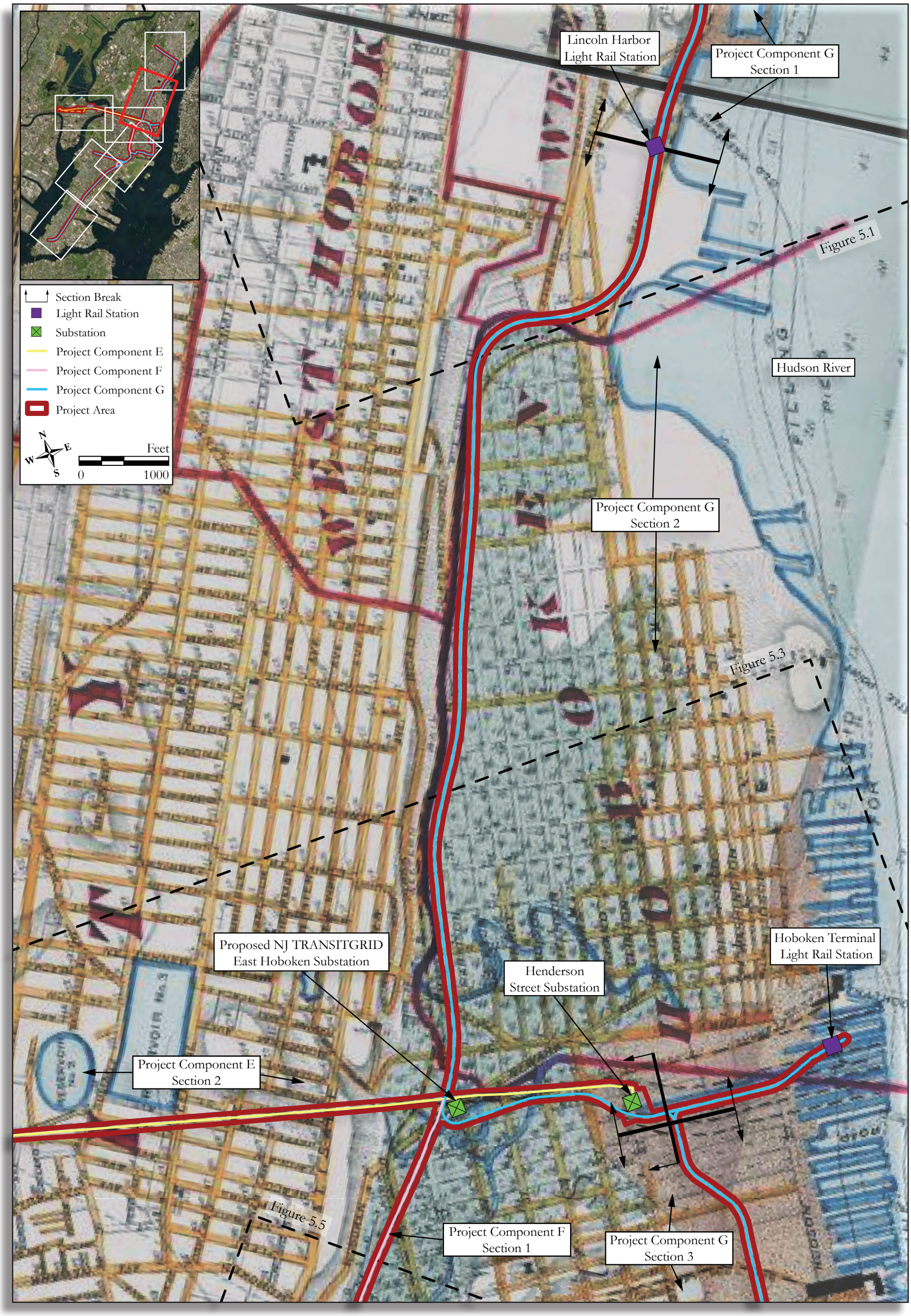

Figure 5.2: 1880 Spielman and Brush, *Sanitary and Topographical Map of Hudson County, New Jersey*. Depicting the eastern portion of Project Component E, the northern portion of Project Component F, Section 1 and portions of Project Component G, Sections 1, 2 and 3.

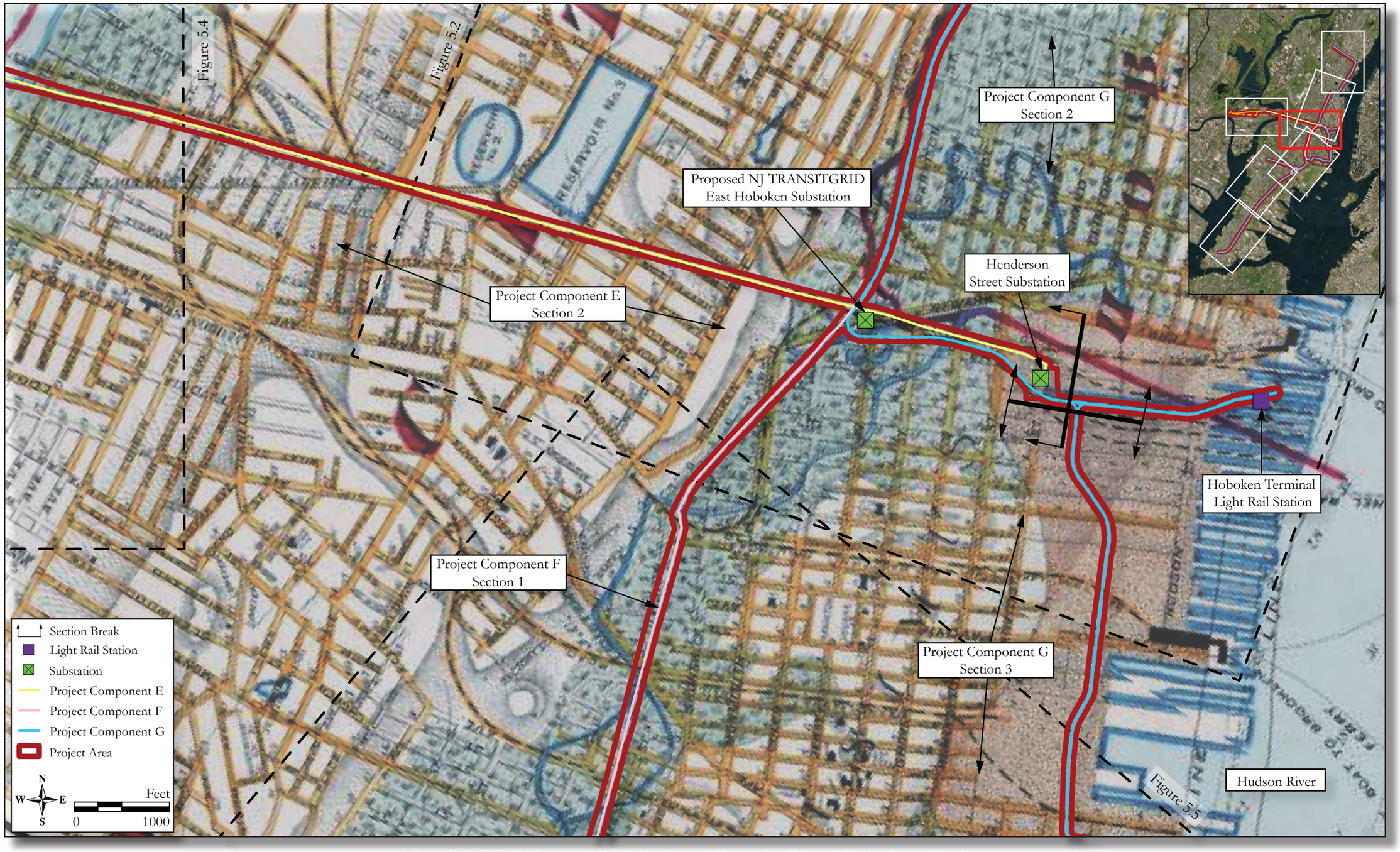

Figure 5.3: 1880 Spielman and Brush, *Sanitary and Topographical Map of Hudson County, New Jersey*.
Depicting the eastern portion of Project Component E, the northern portion of Project Component F, Section 1 and portions of Project Component G, Sections 2 and 3.

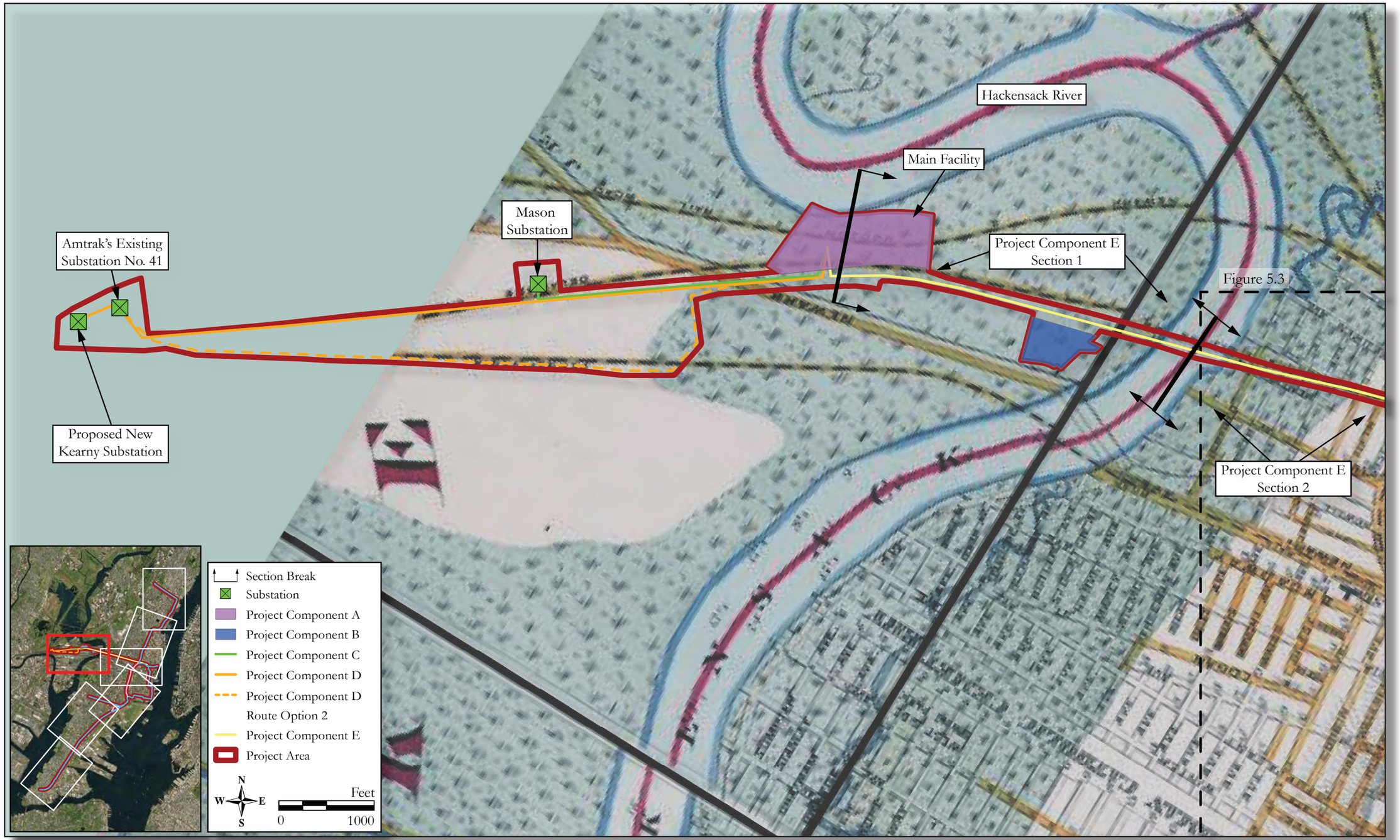

Figure 5.4: 1880 Spielman and Brush, *Sanitary and Topographical Map of Hudson County, New Jersey.* Depicting Project Components A, B, C, D, and portions of Project Component E.

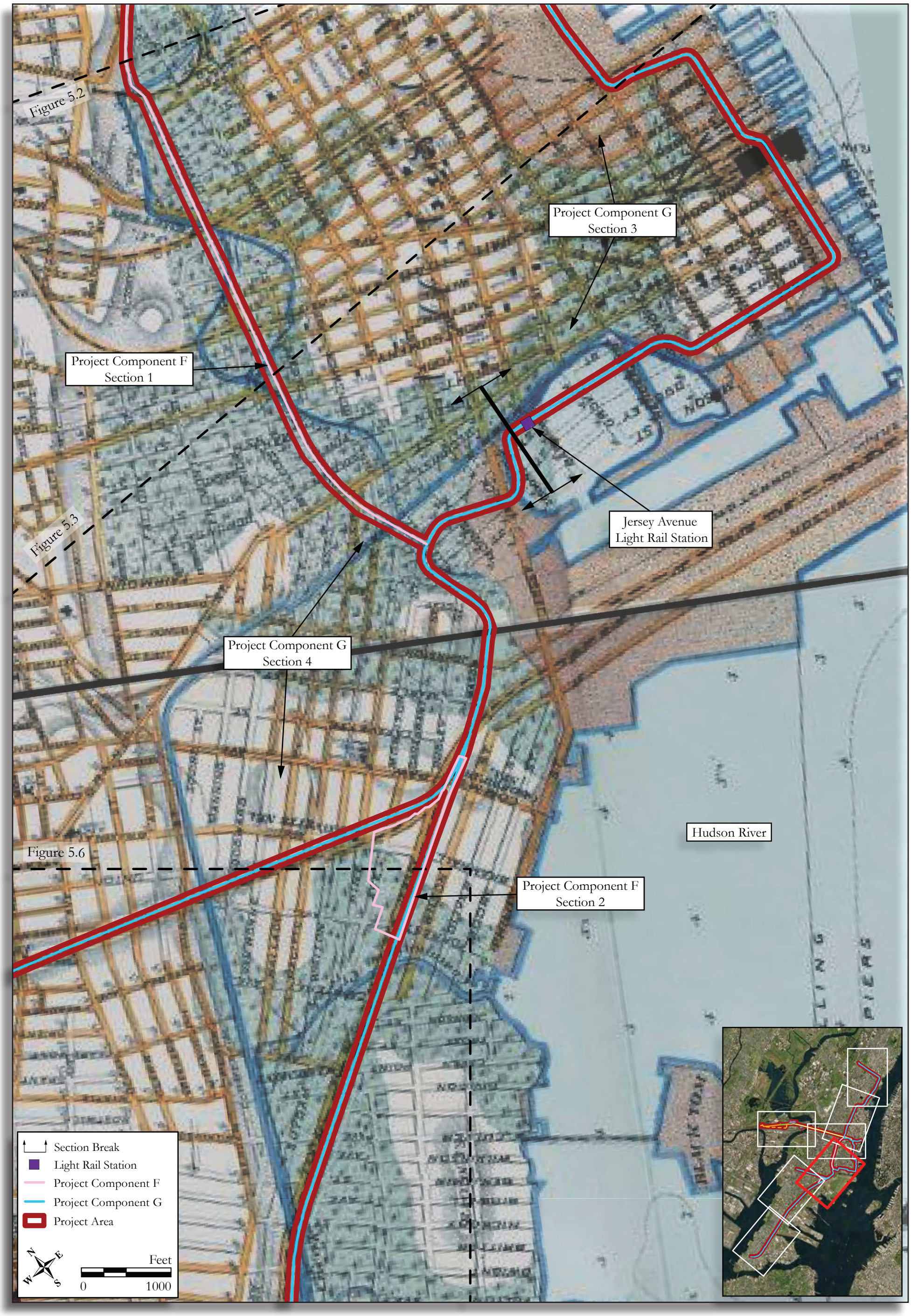

Figure 5.5: 1880 Spielman and Brush, *Sanitary and Topographical Map of Hudson County, New Jersey*. Depicting the southern portion of Project Component F and portions of Project Component G, Sections 3 and 4.

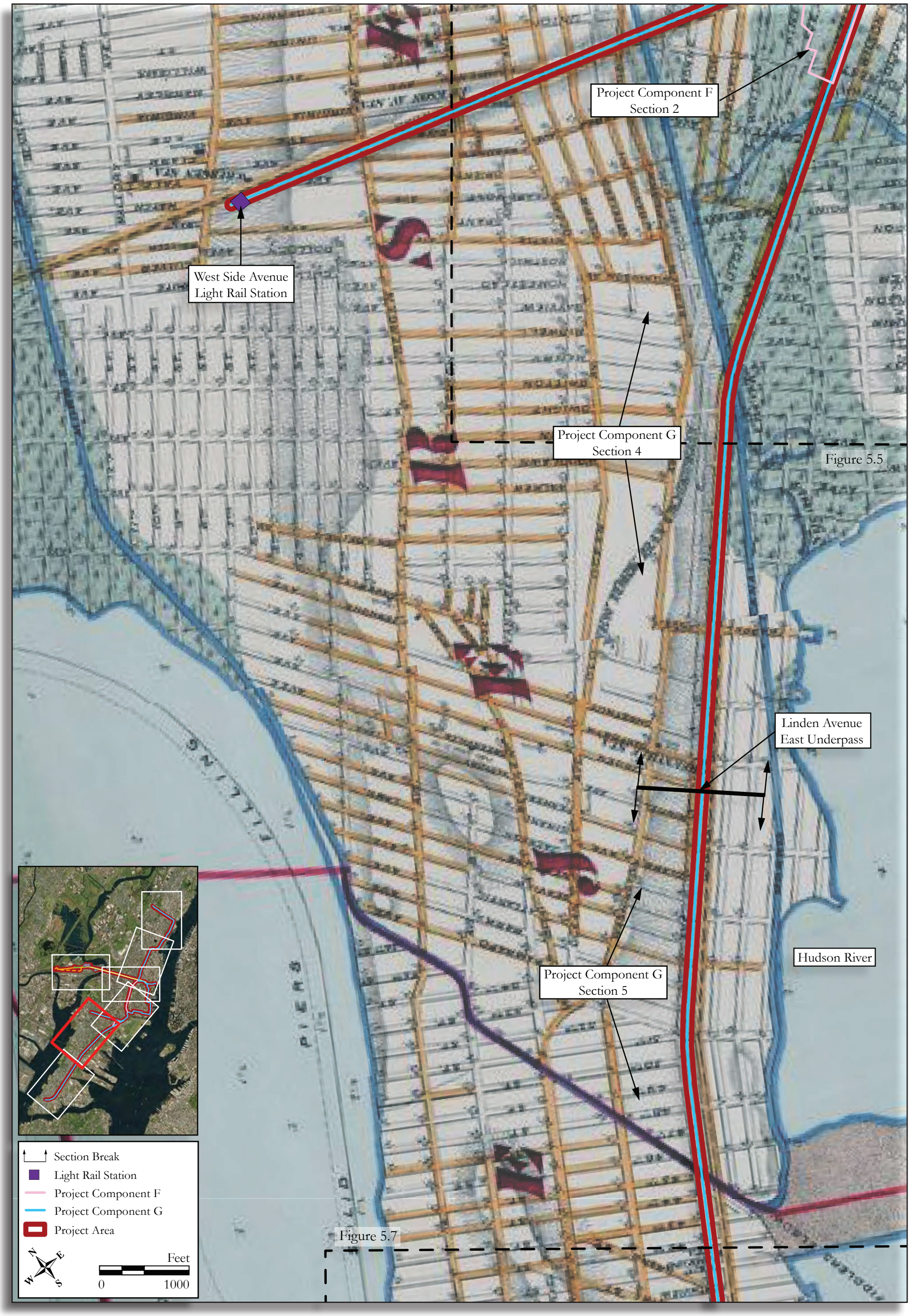

Figure 5.6: 1880 Spielman and Brush, *Sanitary and Topographical Map of Hudson County, New Jersey*. Depicting portions of Project Component F, Section 1 and Project Component G, Sections 4 and 5.

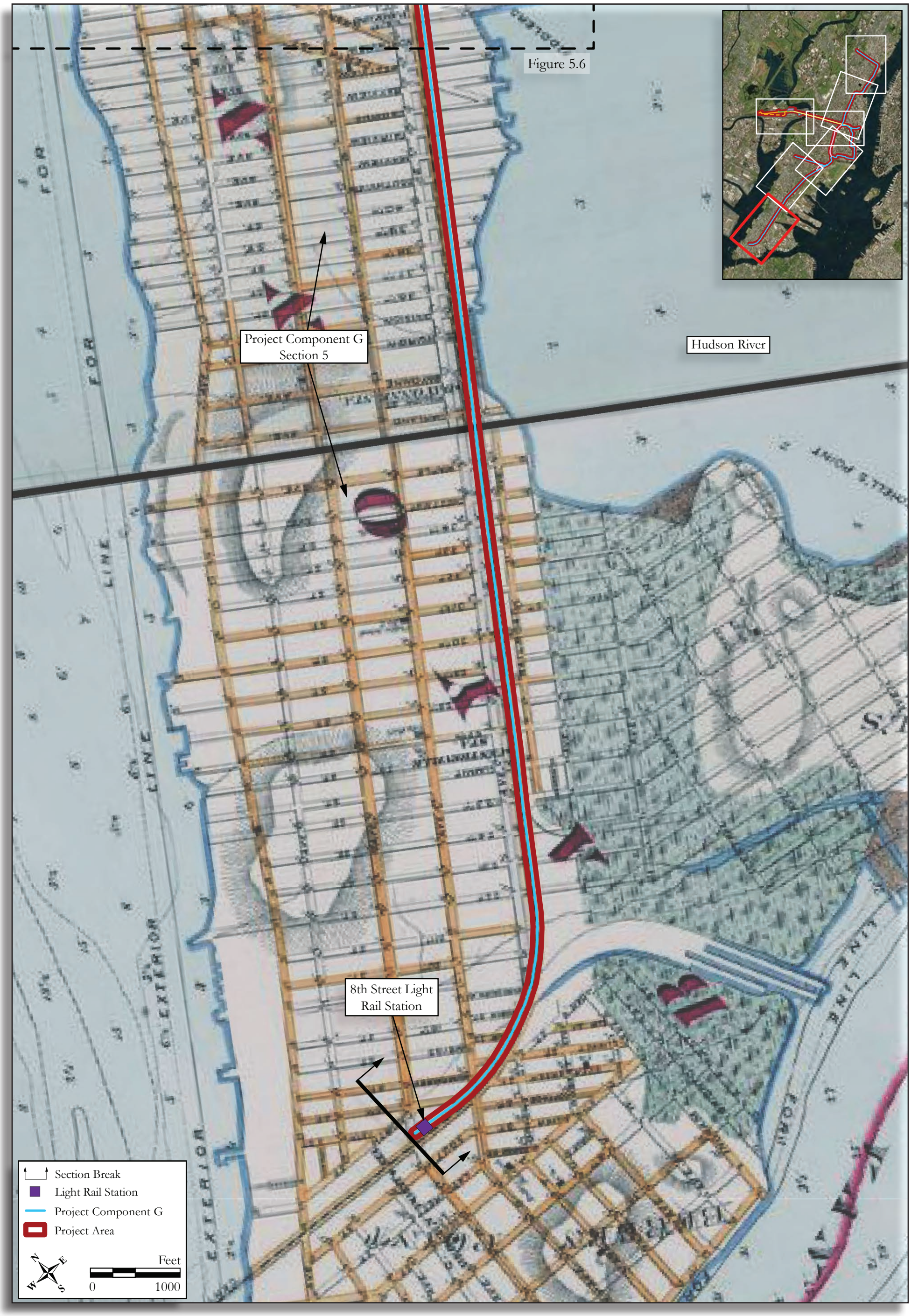

Figure 5.7: 1880 Spielman and Brush, *Sanitary and Topographical Map of Hudson County, New Jersey*. Depicting a portion of Project Component G, Section 5.

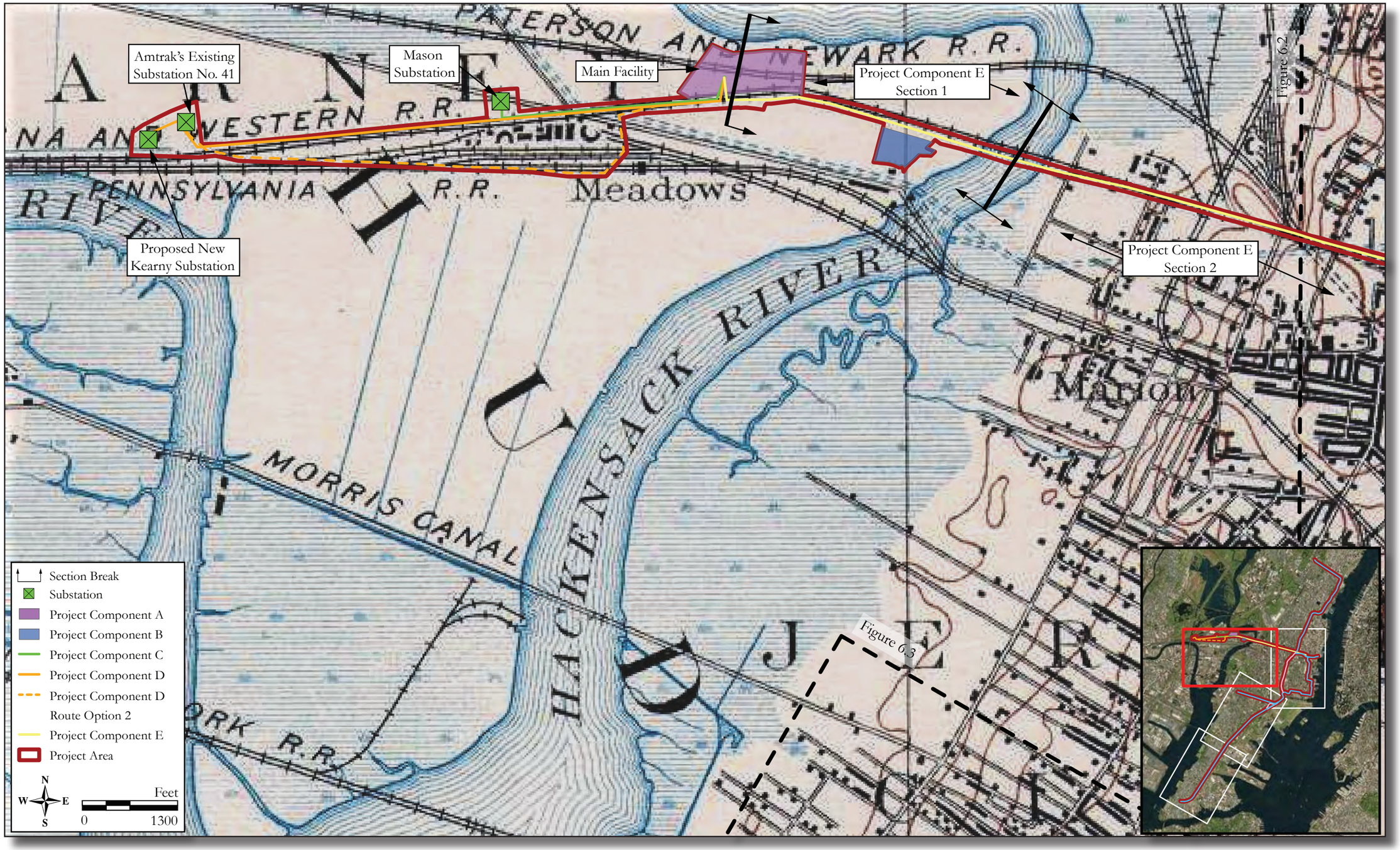

Figure 6.1: 1891 15' Topographic Quadrangle, Staten Island, New York, United States Geological Survey. Depicting portions of Project Components A, B, C, D, and E.

Figure 6.2: 1891 15' Topographic Quadrangle, Staten Island, New York, United States Geological Survey. Depicting the eastern portion of Project Component E, Project Component F Sections 1, and portions of Project Component F, Section 2 and Project Component G, Sections 2, 3, and 4.

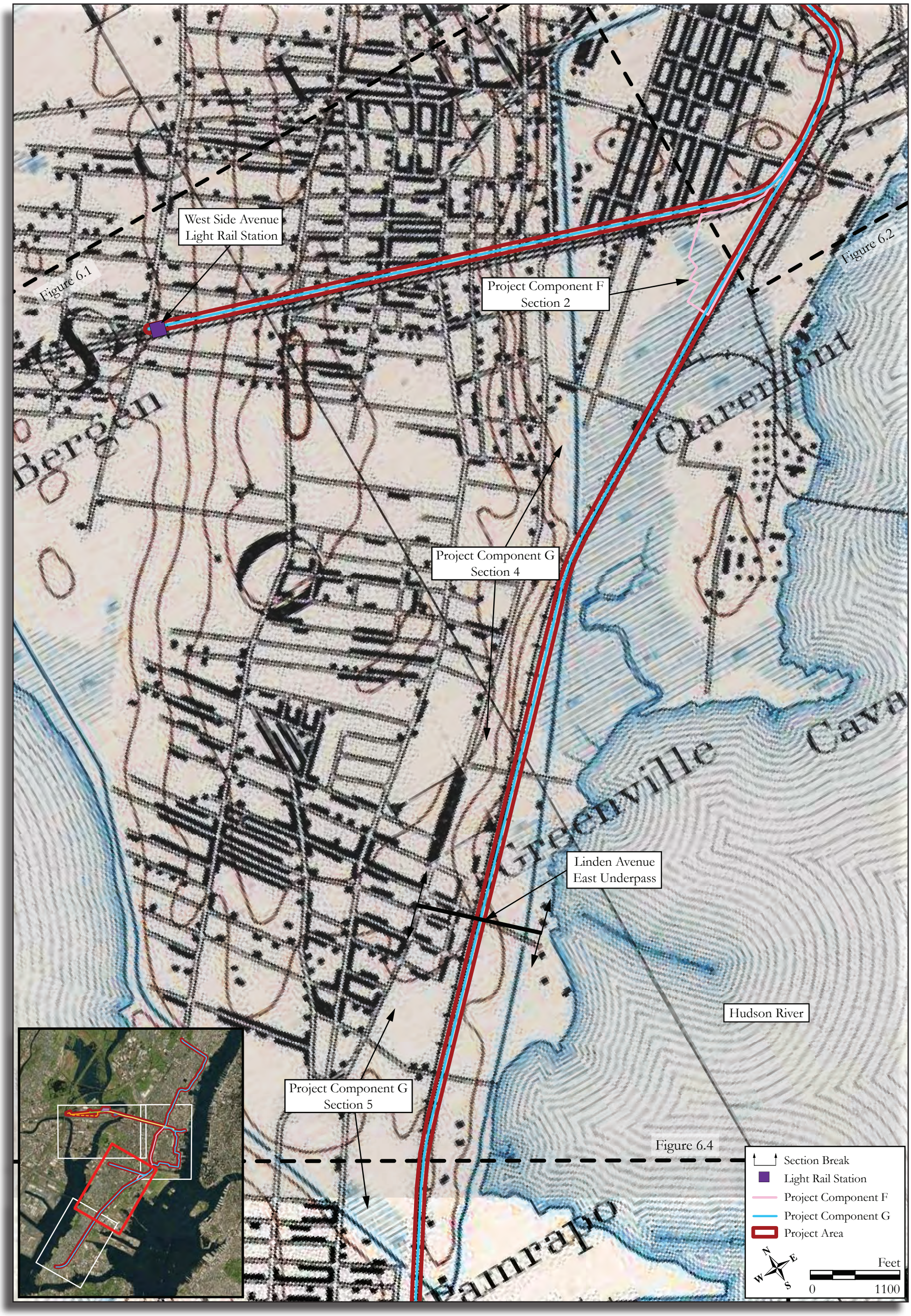

Figure 6.3: 1891 15' Topographic Quadrangle, Staten Island, New York, United States Geological Survey. Depicting Project Component F, Section 2 and portions of Project Component G, Sections 4 and 5.

Figure 6.4: 1891 15' Topographic Quadrangle, Staten Island, New York, United States Geological Survey. Depicting portions of Project Component G, Section 5.

Figure 7.1: 1930 NJDEP Aerial photograph. Depicting portions of Project Components G, Sections 1 and 2 and a portion of Project Component E.

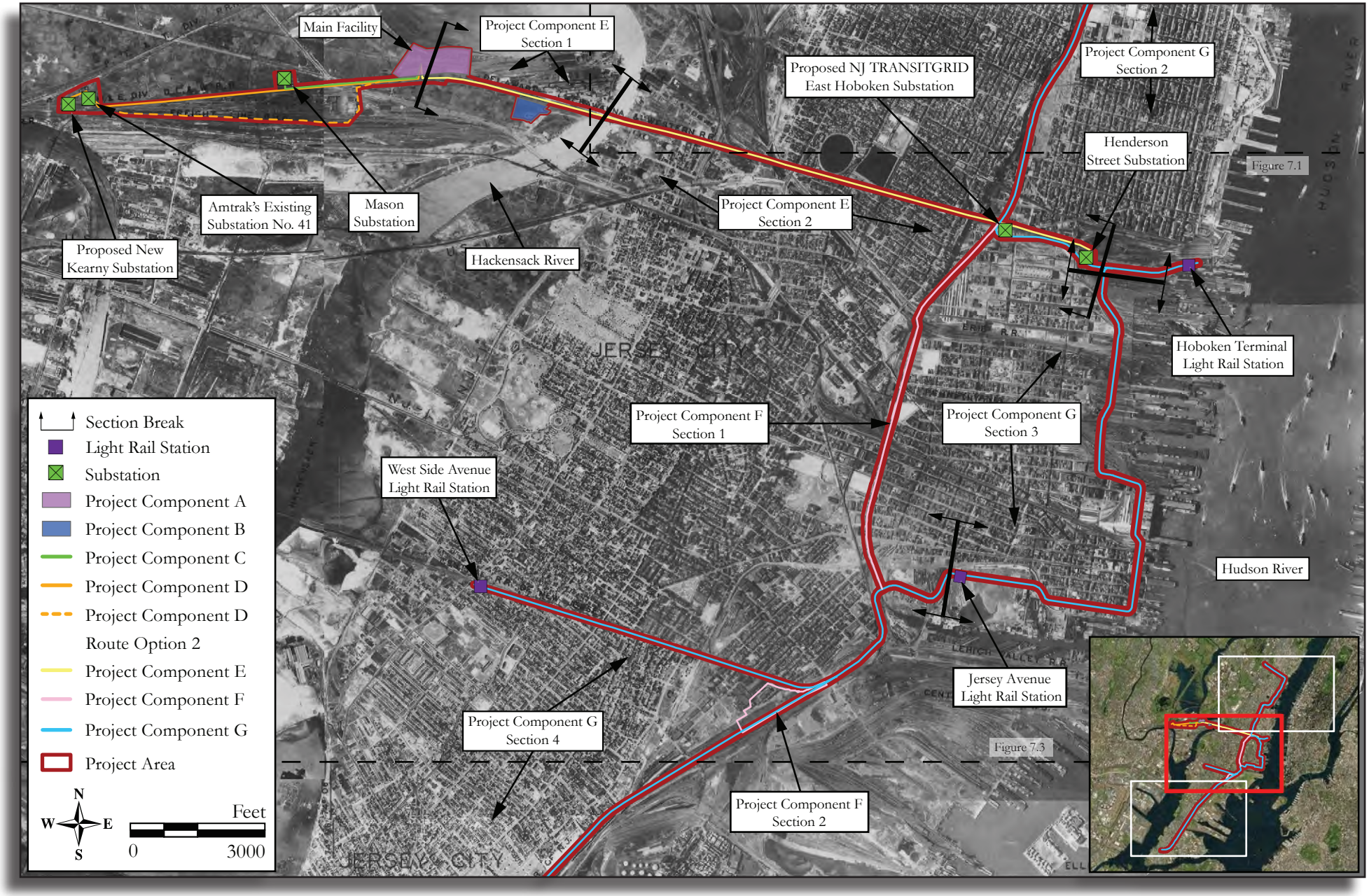

Figure 7.2: 1930 NJDEP Aerial photograph. Depicting Project Components A, B, C, D, E, F, and portions of Project Component G, Sections 2, 3, and 4.

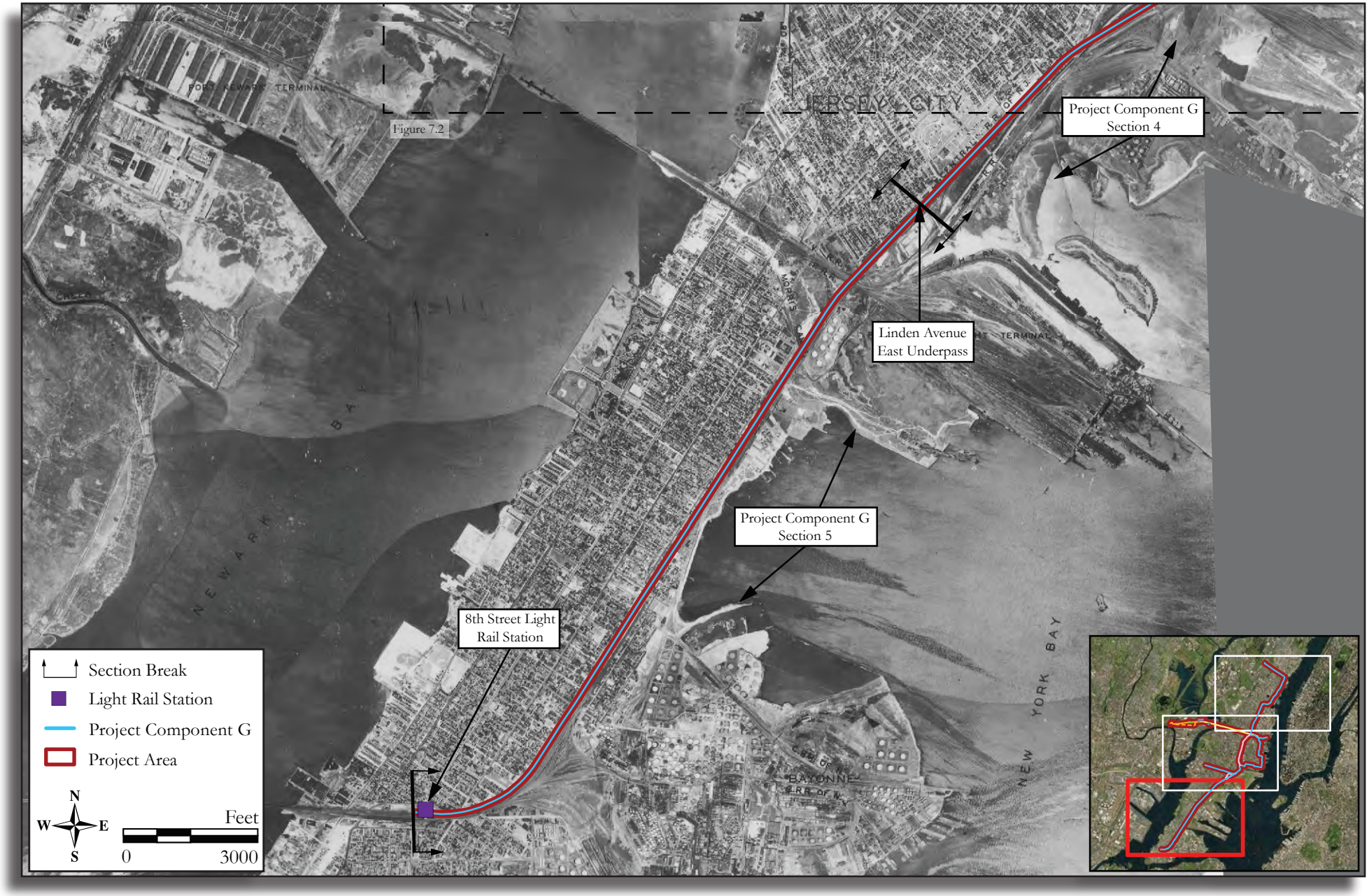

Figure 7.3: 1930 NJDEP Aerial photograph. Depicting Project Component G, Section 5 and a portion of Project Component G, Section 4.

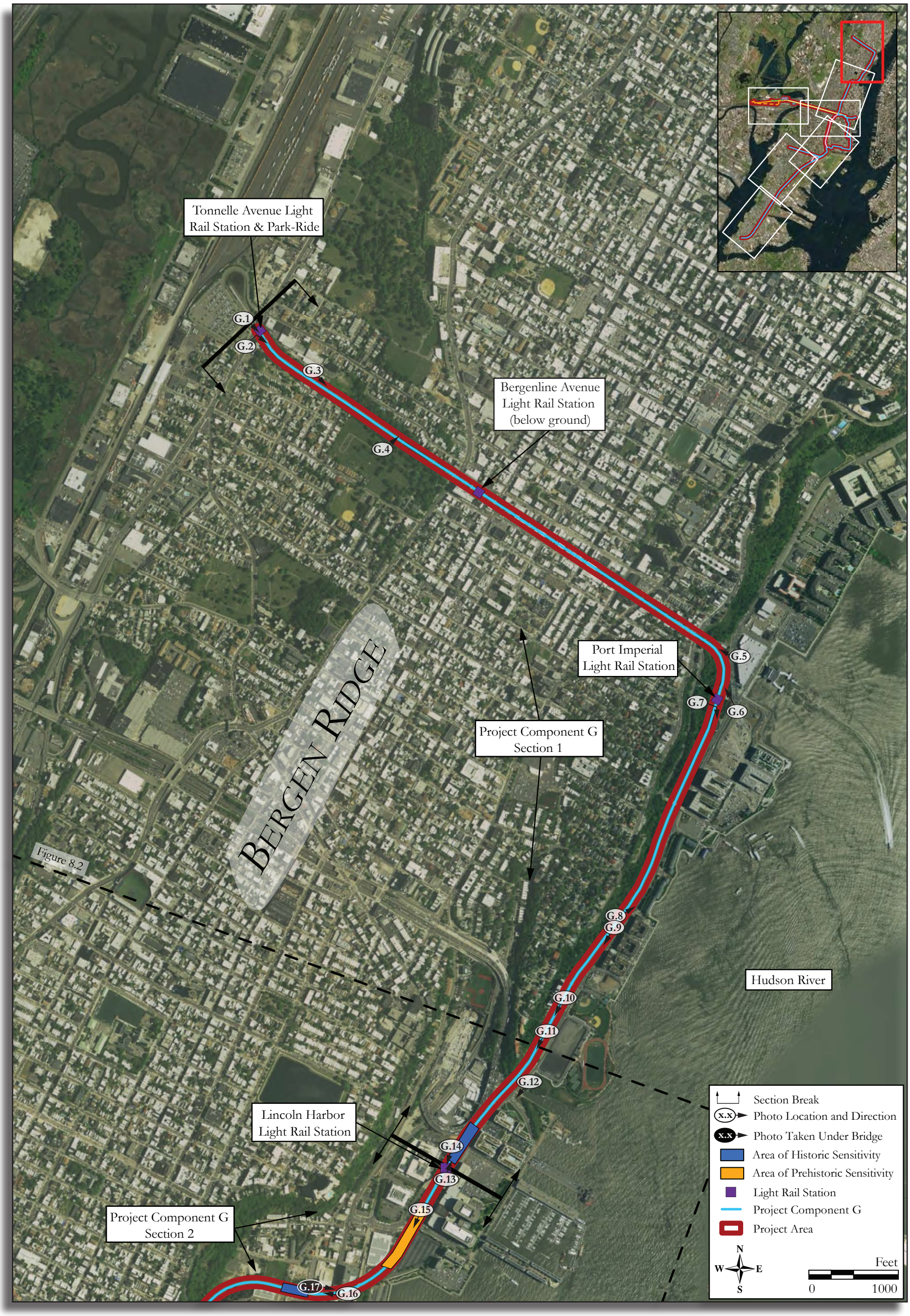

Figure 8.1: Aerial photograph showing the APE and areas of archaeological sensitivity within Project Component G, Section 1 and a portion of Project Component G, Section 2 (World Imagery, ESRI 2014).

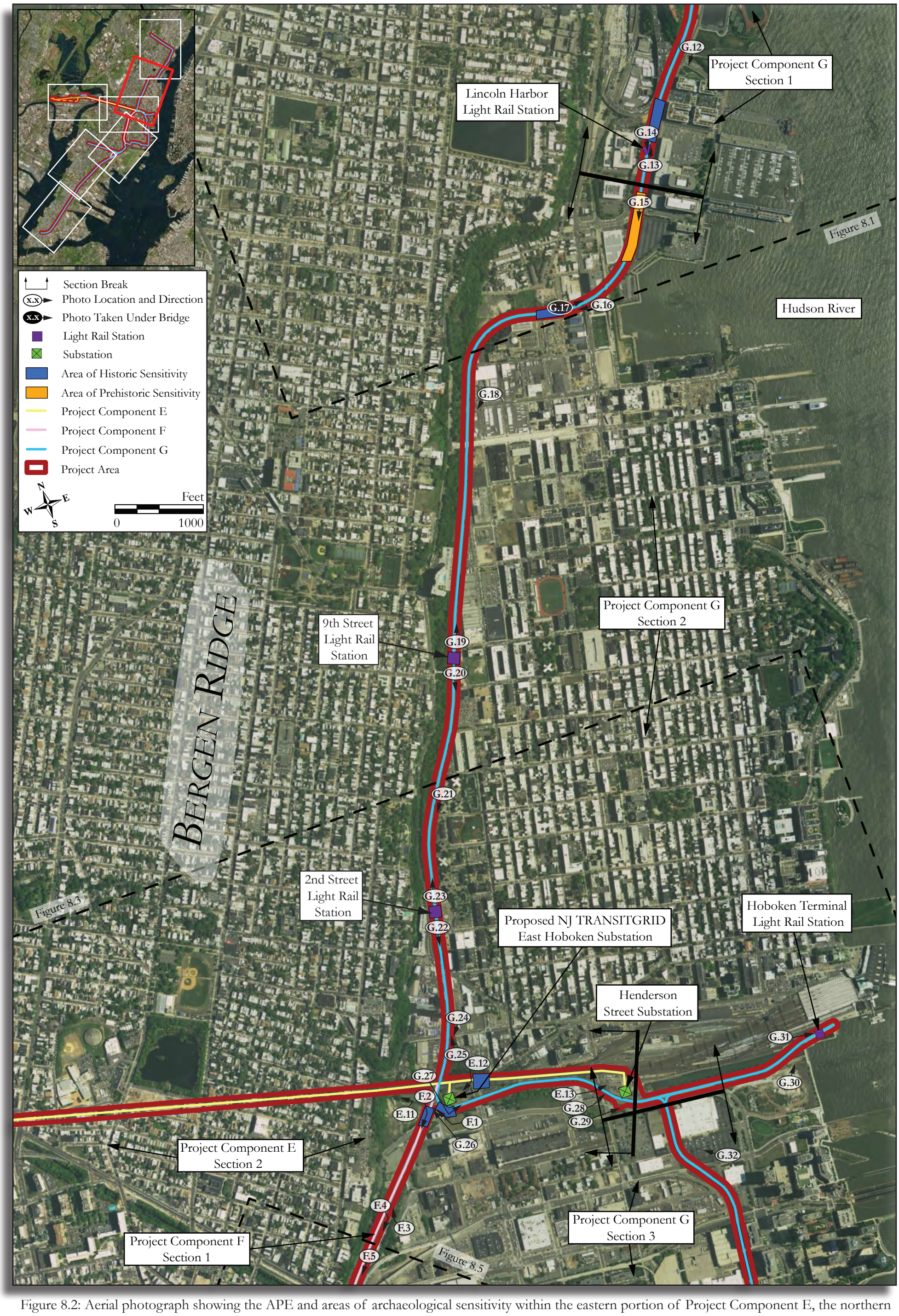

Figure 8.2: Aerial photograph showing the APE and areas of archaeological sensitivity within the eastern portion of Project Component E, the northern portion of Project Component F, Section 1 and portions of Project Component G, Sections 1, 2 and 3 (World Imagery, ESRI 2014).

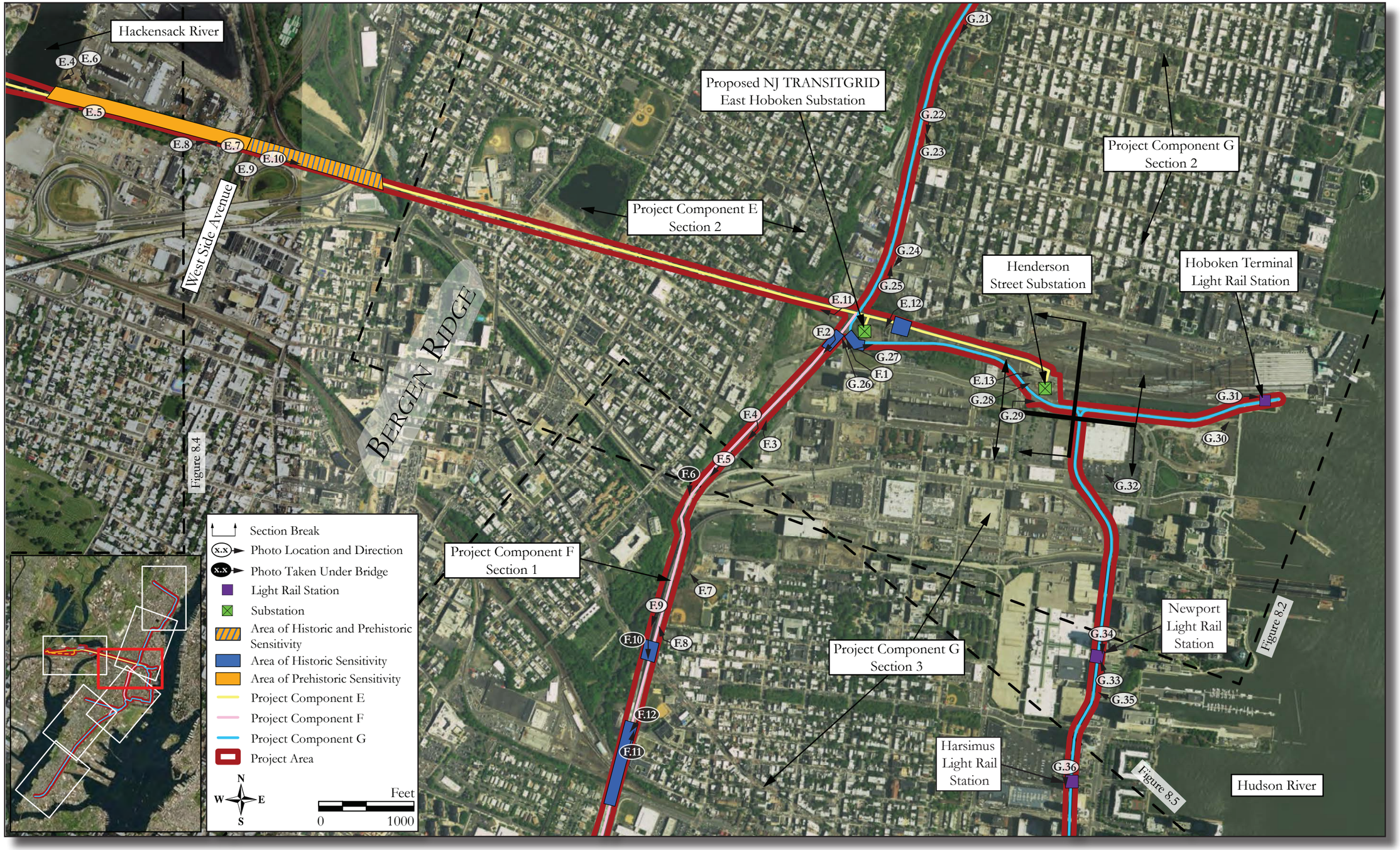

Figure 8.3: Aerial photograph showing the APE and areas of archaeological sensitivity within the eastern portion of Project Component E, the northern portion of Project Component F, Section 1 and portions of Project Component G, Sections 2 and 3 (World Imagery, ESRI 2014).

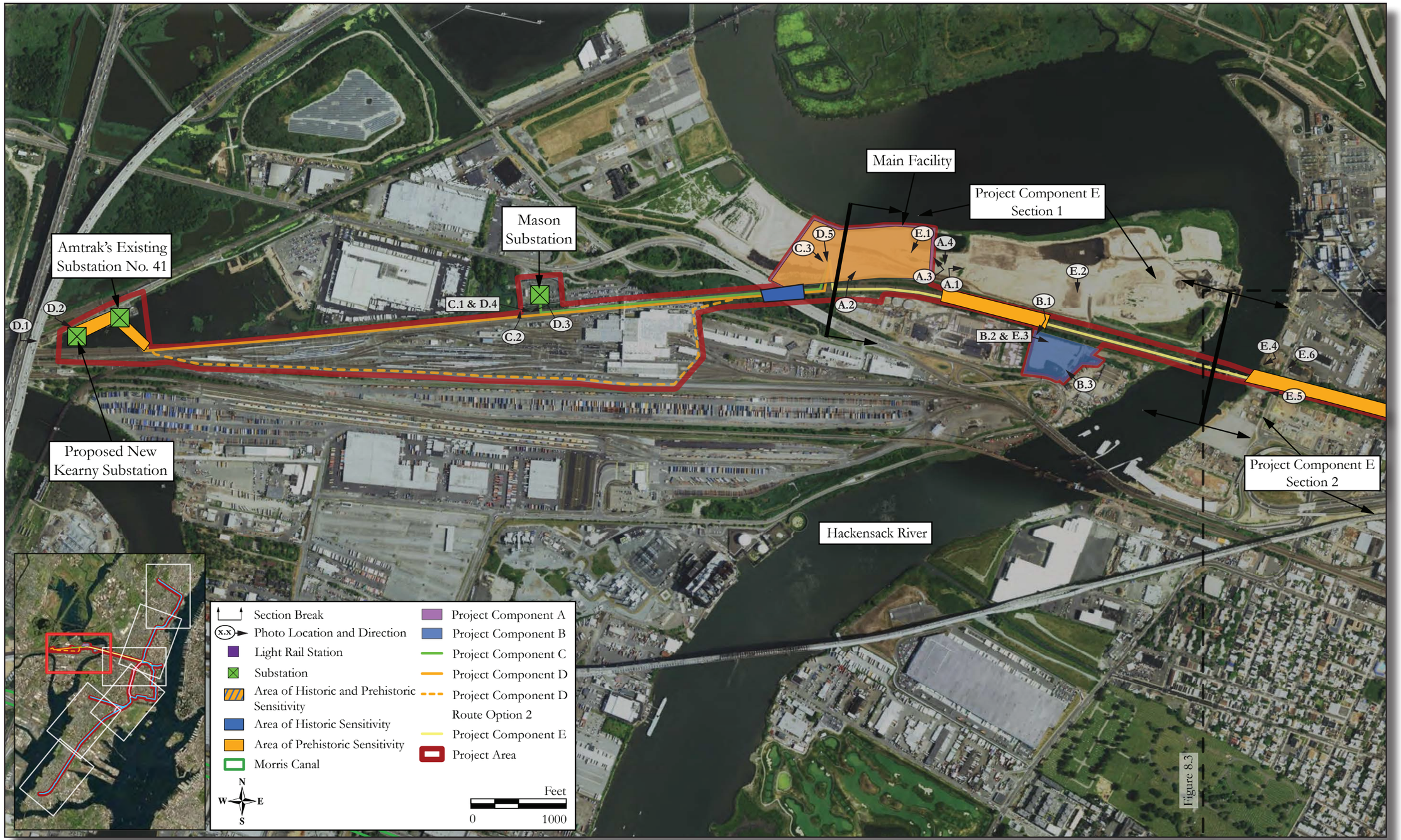

Figure 8.4: Aerial photograph showing the APE and areas of archaeological sensitivity within Project Components A, B, C, D, and a portion of Project Component E (World Imagery, ESRI 2014).

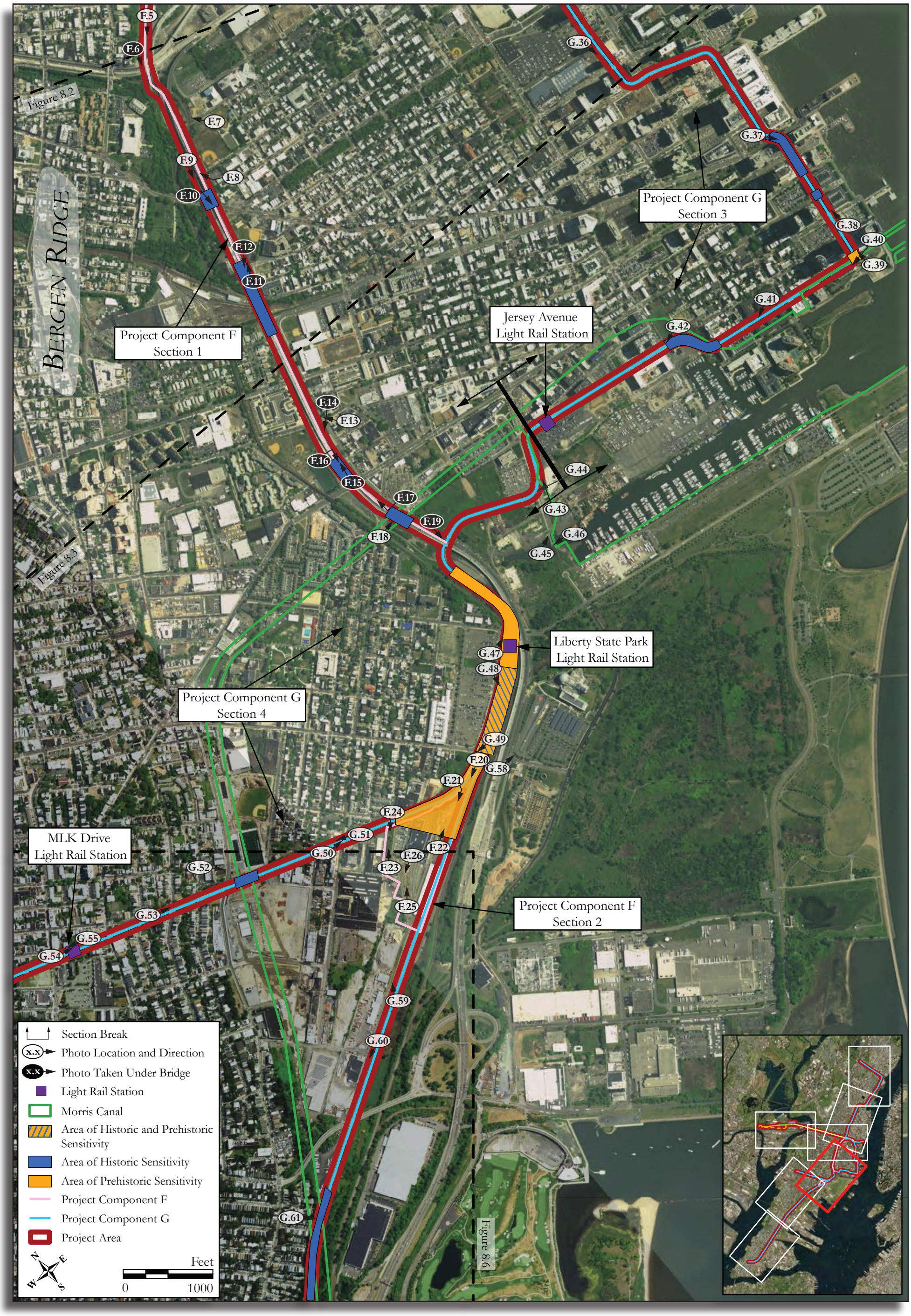

Figure 8.5: Aerial photograph showing the APE and areas of archaeological sensitivity within the Project Component F, Section 2, and portions of Project Component F, Section 1 and Project Component G, Sections 3 and 4 (World Imagery, ESRI 2014).

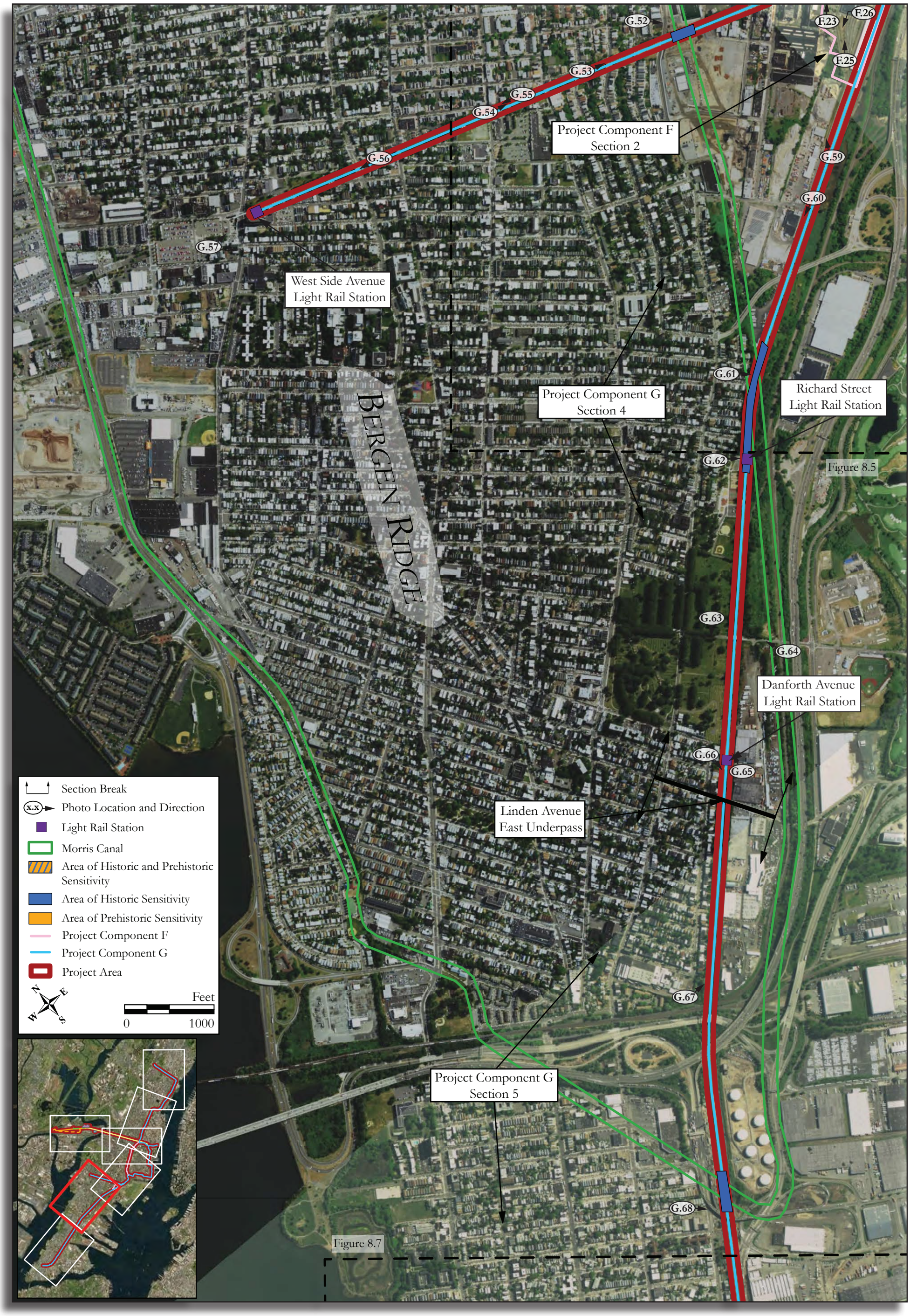

Figure 8.6: Aerial photograph showing the APE and areas of archaeological sensitivity within portions of Project Component F Section 2 and Project Component G, Sections 4 and 5 (World Imagery, ESRI 2014).

Figure 8.6

Figure 8.7: Aerial photograph showing the APE and areas of archaeological sensitivity within a portion of Project Component G, Section 5 (World Imagery, ESRI 2014).

Table 1: Supplemental Phase IA Archaeological Sensitivity Table for the NJ TRANSITGRID TRACTION POWER SYSTEM.

Potential Archaeological Resource	Sensitivity*	Project Component (PC) Impact	Types of Potential Project Disturbance	Recommendations
Prehistoric Resources	High, at approx. depth of 15-20 ft bgs	PC-A, PC-C, PC-D and PC-E, Section 1: Main Facility and connections with other project components, Kearny Peninsula	Building Foundation (Pile Driving); Concrete Pads, Underground Duct Banks (excavated to average 5 ft bgs); Gas Pipeline (excavated max. 5 ft deep), Sanitary Sewer and Water Supply Connections (excavated max. 5 ft deep)	No Phase IB archaeological survey recommended due to shallow (i.e., 5 feet bgs) excavations and greater depth of natural soils. Archaeological monitoring only prudent approach to resource identification (if required by NJHPO).
	High, at approx. depth of 15-20 ft bgs	PC-E, Section 1, Kearny Peninsula	Monopoles (drilled to 95 ft bgs) and Duct Banks (excavated to average 5 ft bgs)	No Phase IB archaeological survey for duct banks recommended due to shallow (i.e., 5 ft bgs) excavations and greater depth of natural soils. No Phase IB archaeological survey for monopoles recommended since traditional archaeological testing techniques (i.e., test pits to 5 ft bgs) are unable to reach the depth of natural soils and due to close proximity of planned monopole ground disturbance to active rail line (within 15 ft). Archaeological monitoring only prudent approach to resource identification.
	Moderate, at approx. depth of 15-20 ft bgs	PC-D, Proposed New Kearny Substation & Existing Amtrak Substation 41, Kearny Peninsula	Foundation System (Pile Driving); Monopoles (drilled to 95 ft bgs) and Duct Banks (excavated to average 5 ft bgs)	No Phase IB archaeological survey for duct banks recommended due to shallow (i.e., 5 ft bgs) excavations and greater depth of natural soils. No Phase IB archaeological survey for monopoles recommended since traditional archaeological testing techniques (i.e., test pits to 5 ft bgs) are unable to reach the depth of natural soils and due to close proximity of planned monopole ground disturbance to active rail line (within 15 ft). Archaeological monitoring only prudent approach to resource identification.
	High, at approx. depth of 15-20 ft bgs	PC-E Section 2: East side of Hackensack River lowlands between river and West Side Avenue, Jersey City	Single monopole (drilled to 95 ft) carrying line across the Hackensack River and; Monopoles (drilled to 70 ft bgs)	No Phase IB archaeological survey for monopoles recommended since traditional archaeological testing techniques (i.e., test pits to 5 ft bgs) are unable to reach the depth of natural soils and due to close proximity of planned monopole ground disturbance to active rail line (within 15 ft). Archaeological monitoring only prudent approach to resource identification.
	High, unknown depth	PC-E Section 2: East side of Hackensack River uplands between West Side Avenue and Bergen Tunnel, Jersey City	Monopoles (drilled to 70 ft bgs) and Duct Banks (excavated to average 5 ft bgs)	No Phase IB archaeological survey recommended for monopoles due to close proximity of planned ground disturbance to active rail line (within 15 ft). Archaeological monitoring of drilling of monopoles is recommended. No Phase IB recommended for duct banks as existing substation reduces the possibility for survival of archaeological historic properties within the shallow depths of planned disturbance.

Table 1: continued.

Potential Archaeological Resource	Sensitivity*	Project Component (PC) Impact	Types of Potential Project Disturbance	Recommendations
Prehistoric Resources (continued)	Moderate, at depths greater than 5.9 ft bgs	PC-F Section 2, HBLR Headquarters, Jersey City	Monopoles (drilled to 20 ft bgs), Duct Banks (excavated to average 5 ft bgs), Nanogrid foundation system (piles driven to refusal or mat foundation excavated to 5 ft bgs)	No Phase IB archaeological survey recommended for duct banks due to shallow (i.e., 5 ft bgs) excavations and greater depth of natural soils. No Phase IB archaeological survey recommended for monopoles since traditional archaeological testing techniques (i.e., test pits to 5 ft bgs) are unable to reach the depth of natural soils and due to close proximity of planned monopole ground disturbance to active rail line (within 15 ft). No Phase IB archaeological survey recommended for an excavated nanogrid foundation mat due to shallow depth of planned excavations (i.e., 5 ft bgs). No Phase IB archaeological survey recommended for a pile driven foundation system due to the type of construction method, which does not bring dirt to the surface. Archaeological monitoring only prudent approach to resource identification.
	Moderate, beneath historic fill, at depths greater than 5 ft bgs	PC-G Section 2: Lincoln Harbor Area, Weehawken [South of Lincoln Harbor HBLR Station to edge of pre-industrial marsh]	Monopoles (drilled to 20 ft bgs) and Duct Banks (excavated to average 5 ft bgs)	No Phase IB archaeological survey recommended for duct banks due to shallow (i.e., 5 ft bgs) excavations and greater depth of natural soils. No Phase IB archaeological survey recommended for monopoles since traditional archaeological testing techniques (i.e., test pits to 5 ft bgs) are unable to reach the depth of natural soils and due to close proximity of planned monopole ground disturbance to active rail line (within 15 ft). Archaeological monitoring only prudent approach to resource identification.
	Moderate, at depths greater than 5.9 ft bgs	PC-G Section 4: Pacific Avenue at Distillery Drive to historic alignment of Mill Creek, Jersey City	Monopoles (drilled to 20 ft bgs) and Duct Banks (excavated to average 5 ft bgs)	No Phase IB archaeological survey recommended for duct banks due to shallow (i.e., 5 ft bgs) excavations and greater depth of natural soils. No Phase IB archaeological survey recommended for monopoles since traditional archaeological testing techniques (i.e., test pits to 5 ft bgs) are unable to reach the depth of natural soils and due to close proximity of planned monopole ground disturbance to active rail line (within 15 ft). Archaeological monitoring only prudent approach to resource identification.
	Moderate, at depths 0.5 ft- 5 ft bgs	PC-G Section 5: 32nd to 45th Street, Bayonne	Monopoles (drilled to 20 ft bgs) and Duct Banks (excavated to average 5 ft bgs)	No Phase IB archaeological survey recommended for monopoles due to close proximity of planned monopole ground disturbance to active rail line (within 15 ft). Archaeological monitoring of drilling of monopoles is recommended. No Phase IB archaeological survey recommended for duct banks as existing substation reduces the possibility for survival of archaeological historic properties within the shallow depths of planned disturbance.
	Moderate, unknown depth	PC-G Section 5: Linnet Street to 14th Street, Bayonne	Monopoles (drilled to 20 ft bgs)	No Phase IB archaeological survey recommended for monopoles due to close proximity of planned monopole ground disturbance to active rail line (within 15 ft). Archaeological monitoring of drilling of monopoles is recommended.

Table 1: continued.

Potential Archaeological Resource	Sensitivity*	Project Component (PC) Impact	Types of Potential Project Disturbance	Recommendations
Original Shoreline	Moderate, unknown depth	PC-G Section 3: Essex Street at Hudson Street, Jersey City	No ground disturbance planned at this time.	No Phase IB archaeological survey recommended as no ground disturbance is presently planned for this area. Should project plans change to include ground disturbance within this area, archaeological work under a PA or other agreement document is recommended.
Jersey City Water Works Pipeline and Jersey City Water Works Historic District	Moderate, unknown depth	PC-A, PC-C, PC-D, PC-E, Section 1: east of intersection of Morris & Essex Line and NJ Rt. 7, follows north side of Morris & Essex rail line, Kearny Peninsula	Monopoles (drilled to 95 ft bgs) and Duct Banks (excavated to average 5 ft bgs) and Water Supply Connections (excavated to max. 5 ft bgs).	No Phase IB archaeological survey recommended for duct banks and those monopoles in close proximity of planned ground disturbance to active rail line (within 15 ft). Archaeological monitoring of drilling of monopoles and excavation of duct banks is recommended. No Phase IB archaeological survey recommended for Water Supply Connection to PC-A, or single monopole not within 15 ft. of rail line, at this time. Subsurface archaeological testing is not prudent at the vast majority of locations due to the close proximity of active rail lines. A Partial Phase IB would not be sufficient to complete the identification effort. Archaeological work under a PA or other agreement document is recommended.
Covert/Larch Street Historic District & St. Peters Cemetery	Moderate, unknown depth	PC-E Section 2: East side of Hackensack River between West Side Avenue and Bergen Tunnel, Jersey City	Monopoles (drilled to 70 ft bgs) and Duct Banks (excavated to average 5 ft bgs)	No Phase IB archaeological survey recommended for monopoles due to close proximity of planned monopole ground disturbance to active rail line (within 15 ft). Archaeological monitoring of drilling of monopoles is recommended. No Phase IB recommended for duct banks as existing substation reduces the possibility for survival of archaeological historic properties within the shallow depths of planned disturbance.
Late-19th century dwellings	Moderate, unknown depth	PC-F: Intersection of 7th Avenue and Newark Avenue, Jersey City	Duct Banks (excavated to average 5 ft bgs)	No Phase IB archaeological survey recommended at this time. Subsurface archaeological testing is not prudent at the vast majority of locations due to the close proximity of active rail lines (within 15 ft). A Partial Phase IB would not be sufficient to complete the identification effort. Archaeological work under a PA or other agreement document is recommended.
Late-19th century dwellings	Moderate, unknown depth	PC-F: Merseles Street between Third Street and Wayne Avenue, Jersey City	Monopoles over PATH Yard (drilled to 95 ft bgs) and Duct Banks (excavated to average 5 ft bgs)	No Phase IB archaeological survey recommended at this time. Subsurface archaeological testing is not prudent at the vast majority of locations due to the close proximity of active rail lines (within 15 ft). A Partial Phase IB would not be sufficient to complete the identification effort. Archaeological work under a PA or other agreement document is recommended.
Late 19th century industrial buildings	Moderate, unknown depth	PC-F: Between north side of Colden Street and Grand Street, Jersey City	Duct Banks (excavated to average 5 ft bgs)	No Phase IB archaeological survey recommended at this time. Subsurface archaeological testing is not prudent at the vast majority of locations due to the close proximity of active rail lines (within 15 ft). A Partial Phase IB would not be sufficient to complete the identification effort. Archaeological work under a PA or other agreement document is recommended.

Table 1: continued.

Potential Archaeological Resource	Sensitivity*	Project Component (PC) Impact	Types of Potential Project Disturbance	Recommendations
Hackensack Plank Road	Moderate to high at depths of 14 to 17 feet bgs	PC- G Section 2: Border of Hoboken and Weehawken, NJ	Monopoles (drilled to 20 ft bgs)	No Phase IB archaeological survey recommended for monopoles since traditional archaeological testing techniques (i.e., test pits to 5 ft bgs) are unable to reach the depth of natural soils and due to close proximity of planned monopole ground disturbance to active rail line (within 15 ft). Archaeological monitoring only prudent approach to resource identification.
Sea Wall	Moderate to high, at depths of 10 to 15 feet bgs	PC- G Section 2: Border of Hoboken and Weehawken, NJ	Monopoles (drilled to 20 ft bgs)	No Phase IB archaeological survey recommended for monopoles since traditional archaeological testing techniques (i.e., test pits to 5 ft bgs) are unable to reach the depth of natural soils and due to close proximity of planned monopole ground disturbance to active rail line (within 15 ft). Archaeological monitoring only prudent approach to resource identification.
Newark Plank Road	Moderate, depth of resource unknown	PC-F, PC-G Section 2, and PC-E Section 2: Border of Hoboken and Jersey City	Monopoles along PC-G (drilled to 20 ft bgs) Monopoles along PC-E Section 2 (drilled to 70 ft bgs) and Duct Banks (excavated to average 5 ft bgs)	No Phase IB archaeological survey recommended for monopole sites due to paved surface of Coles Street and close proximity to rail lines (within 15 feet). No Phase IB archaeological survey recommended for duct banks in Coles Street due to paved surface of active street. Archaeological monitoring is recommended. No Phase IB archaeological survey recommended for duct banks in the area of the Proposed NJ TRANSITGRID East Hoboken Substation at this time. Subsurface archaeological testing is not prudent at the vast majority of locations due to the close proximity of active rail lines (within 15 ft). A Partial Phase IB would not be sufficient to complete the identification effort. Archaeological work under a PA or other agreement document is recommended.
Weehawken Ferry	Moderate, at depths greater than 5 ft bgs	PC-G Section 1: Lincoln Harbor Light Rail Station, Weehawken	Monopoles (drilled to 20 ft bgs) and Duct Banks (excavated to average 5 ft bgs)	No Phase IB archaeological survey recommended for duct banks due to shallow (i.e., 5 ft bgs) excavation and greater depth of natural soils. No Phase IB archaeological survey recommended for monopoles since traditional archaeological testing techniques (i.e., test pits to 5 ft bgs) are unable to reach the depth of natural soils and due to close proximity of planned monopole ground disturbance to active rail line (within 15 ft). Archaeological monitoring only prudent approach to resource identification.
Jersey City Landfill History	Moderate, unknown depth	PC-G, Section 3: Grand Street at Hudson Street, Jersey City	No ground disturbance planned at this time.	No Phase IB archaeological survey recommended as no ground disturbance is presently planned for this area. Should project plans change to include ground disturbance within this area, archaeological work under a PA or other agreement document is recommended.
Exchange Place Landfill	High, unknown depth	PC-G Section 3: Christopher Columbus Drive to York Street, Jersey City	No ground disturbance planned at this time.	No Phase IB archaeological survey recommended as no ground disturbance is presently planned for this area. Should project plans change to include ground disturbance within this area, archaeological work under a PA or other agreement document is recommended.

Table 1: continued.

Potential Archaeological Resource	Sensitivity*	Project Component (PC) Impact	Types of Potential Project Disturbance	Recommendations
Morris Canal	High, at depths greater than 6.5 ft bgs	PC- G, Section 3: Marin Boulevard to Van Vorst Street, Jersey City	No ground disturbance planned at this time.	No Phase IB archaeological survey recommended as no ground disturbance is presently planned for this area. Should project plans change to include ground disturbance within this area, archaeological work under a PA or other agreement document is recommended.
	High, unknown depth	PC-F: South of Pacific Avenue, Jersey City	Duct Banks (excavated to average 5 ft bgs)	No Phase IB archaeological survey recommended at this time for duct banks. Subsurface archaeological testing is not prudent at the vast majority of locations due to the close proximity of active rail lines (within 15 ft). A Partial Phase IB would not be sufficient to complete the identification effort. Archaeological work under a PA or other agreement document is recommended.
	High, unknown depth	PC-G Section 4: Garfield Avenue along West Side Industrial Track, Jersey City	Monopoles (drilled to 20 ft bgs)	No Phase IB archaeological survey recommended due to close proximity of planned monopole ground disturbance to active rail line (within 15 ft). Archaeological monitoring of drilling of monopoles is recommended.
	High, unknown depth	PC-G Section 4: Bayview Avenue to Richard Street Light Rail Station, Jersey City	Monopoles (drilled to 20 ft bgs)	No Phase IB archaeological survey recommended due to close proximity of planned monopole ground disturbance to active rail line (within 15 ft). Archaeological monitoring of drilling of monopoles is recommended.
	High, unknown depth	PC-G Section 5: 52nd Street, Bayonne	Monopoles (drilled to 20 ft bgs)	No Phase IB archaeological survey recommended due to close proximity of planned monopole ground disturbance to active rail line (within 15 ft). Archaeological monitoring of drilling of monopoles is recommended.
Central Railroad of New Jersey Railroad Features	Moderate, unknown depth	PC-G Section 4: Communipaw Avenue to Johnston Avenue, Jersey City	Monopoles (drilled to 20 ft bgs)	No Phase IB archaeological survey recommended due to close proximity of planned monopole ground disturbance to active rail line (within 15 ft). Archaeological monitoring of drilling of monopoles is recommended.
Early Pamrapo/ Salterville Community	Moderate at depths greater than 0.5 ft bgs	PC-G Section 5: 45th Street to 32nd Street, Bayonne	Monopoles (drilled to 20 ft bgs) and Duct Banks (excavated to average 5 ft bgs)	No Phase IB archeological survey recommended for monopoles due to close proximity of planned monopole ground disturbance to active rail line (within 15 ft). Archaeological monitoring of drilling of monopoles is recommended. No Phase IB recommended for duct banks as existing substation reduces the possibility for survival of archaeological historic properties within the shallow depths of planned disturbance.

* Likelihood of the Survival of Intact Archaeological Resources
PA – Programmatic Agreement
NJHPO – New Jersey State Historic Preservation Office
bgs – below ground surface
ft - feet

3.0 SUPPLEMENTAL ARCHAEOLOGICAL SENSITIVITY NARRATIVE

3.1 Project Components West of the Hackensack River

West of the Hackensack River, the APE consists of the following five Project Components located in the industrial section of Kearny, New Jersey: Project Component A (Main Facility), Project Component B (natural gas pipeline interconnection), Project Component C (electrical lines to Mason Substation), Project Component D (electrical lines for the New Kearny Substation), Project Component E – Section 1 (electrical lines). As these Project Components are concentrated on the Kearny Peninsula and some components overlap, the archaeological sensitivity associated with Project Components A, B, C, D, & E-Section 1 will be discussed collectively. The archaeological sensitivity of the Project Components on the west side of the Hackensack River is depicted on Figure 8.4.

Project Component A (PC-A) is an approximately 20-acre tract within the Koppers Koke site, located in the Marion Reach section of the Kearny Peninsula. PC-A is bounded to the east and west by industrial properties, to the north by the Hackensack River, and to the south by Morris & Essex Line of NJ TRANSIT (Plates A.1–A.4). Ground disturbance associated with PC-A includes limited site grading, the construction of a building foundation (via pile driving), construction of concrete pads, the excavation of underground duct backs for utility cables and feeders (maximum of five feet bgs), natural gas pipeline (maximum of five feet bgs), and sanitary and sewer supply connections (via cut and cover excavation, maximum of five feet bgs).

Project Component B (PC-B) represents the location of the Natural Gas Pipeline Connection, located in the industrial section of Kearny, New Jersey (Plates B.1–B.3). PC-B is an approximately six-acre parcel where a metering station, a gas supply pipeline, and other above-ground infrastructure would be installed. Ground disturbance associated with PC-B would include a natural gas pipeline (maximum of five feet bgs).

Project Component C (PC-C) represents electrical lines to Mason Substation, located in industrial Kearny, New Jersey. PC-C would follow the Morris & Essex Line between the Main Facility and Mason Substation (Plates C.1–C.3). Ground disturbance associated with PC-C would include the installation of steel monopoles (220 feet tall, 12 feet in diameter, and 95 feet deep) and underground duct banks with an average depth of five feet bgs.

Project Component D (PC-D) represents electrical lines for the New Kearny Substation. PC-D would follow the Morris & Essex Line between the Main Facility and New Kearny Substation (Plates D.1-D.5). Ground disturbance associated with PC-D would include the installation of steel monopoles (220 feet tall, 12 feet in diameter, and 95 feet deep), an elevated substation foundation system supported by piles driven to refusal, and underground duct banks with an average depth of five feet bgs.

Project Component E (PC-E) represents electrical lines and the Proposed NJ TRANSITGRID East Hoboken Substation. PC-E would follow the Morris & Essex Line between the Main Facility in Kearny to the Henderson Street Substation, via the Proposed NJ TRANSITGRID East Hoboken Substation in Jersey City, New Jersey. Ground disturbance associated with Section 1 of PC-E (PC-E_S1) is located in Kearny, New Jersey (Plates E.1-E.3). Ground disturbance associated with PC-E_S1 would include the installation of steel monopoles (220 feet tall, 12 feet in diameter, and 95 feet deep) and underground duct banks with an average depth of five feet bgs. Ground disturbance in the area of the Lower Hack Bridge would include one of three types of ground disturbance: a steel monopole (maximum of 220-feet tall, 12 feet in diameter, and 95 feet deep) on the west bank of the Hackensack River; directional drilling of the electrical line and its associated drill pit (to an unknown depth) on the west bank of the Hackensack River; or the installation of a submarine cable installed on the Hackensack River bottom at the location of the Lower Hack Draw Bridge. Section 2 of PC-E is located on the east side of the Hackensack River in Jersey City and will be discussed separately, below.

Plate A.1: Photograph showing the Main Facility Site, Town of Kearny. Hudson Generating Station, City of Jersey City, in the Background.

Photo view: East

Photographer: Sandra Peterson, BEM Systems

Date: August 17, 2017

Plate A.2: Photograph showing the Main Facility Site. NJ Turnpike East Spur over the Hackensack River in the Background, Town of Kearny.

Photo view: Northeast

Photographer: Sandra Peterson, BEM Systems

Date: August 17, 2017

Plate A.3: Photograph showing the Main Facility Site. NJ Turnpike East Spur over the Hackensack River in the Background, Town of Kearny.

Photo view: Northwest

Photographer: Sandra Peterson, BEM Systems

Date: August 17, 2017

Plate A.4: Photograph showing the Main Facility Site. The Morris & Essex Line along which Project Component E, Section 1 will run, is in the background, Town of Kearny. Image is of the same area depicted in Plate E.1.

Photo view: South

Photographer: Sandra Peterson, BEM Systems

Date: August 17, 2017

Plate B.1: Overview of Project Component B, showing the Morris & Essex Line to the left (north) and the Lower Hack Draw Bridge in the distance, Town of Kearny.

Photo view: Southeast

Photographer: Albert Yanarelli, NJ TRANSIT

Date: July 20, 2017

Plate B.2: Photograph depicting the elevated Morris & Essex Line, Town of Kearny. Photograph depicts the same area showing in Plate E.3.

Photo view: Southeast

Photographer: Albert Yanarelli, NJ TRANSIT

Date: July 20, 2017

Plate B.3: Overview of Project Component B, Town of Kearny. Note the Morris & Essex Line in background.

Photo view: Northwest

Photographer: Jennifer B. Leynes

Date: April 14, 2014

Plate C.1: View from the existing Mason Substation, Town of Kearny.

Photo view: East

Photographer: Albert Yanarelli, NJ TRANSIT

Date: July 20, 2017

Plate C.2: View of the existing Mason Substation, Town of Kearny.

Photo view: North

Photographer: Sandra Peterson, BEM Systems

Date: August 17, 2017

Plate C.3: View south from the site of Project Component A (Main Facility) of the Morris & Essex Line along which Project Component D will run, Town of Kearny. Photograph depicts the same area showing in Plate D.5.

Photo view: Southeast

Photographer: Ilene Grossman-Bailey

Date: August 17, 2017

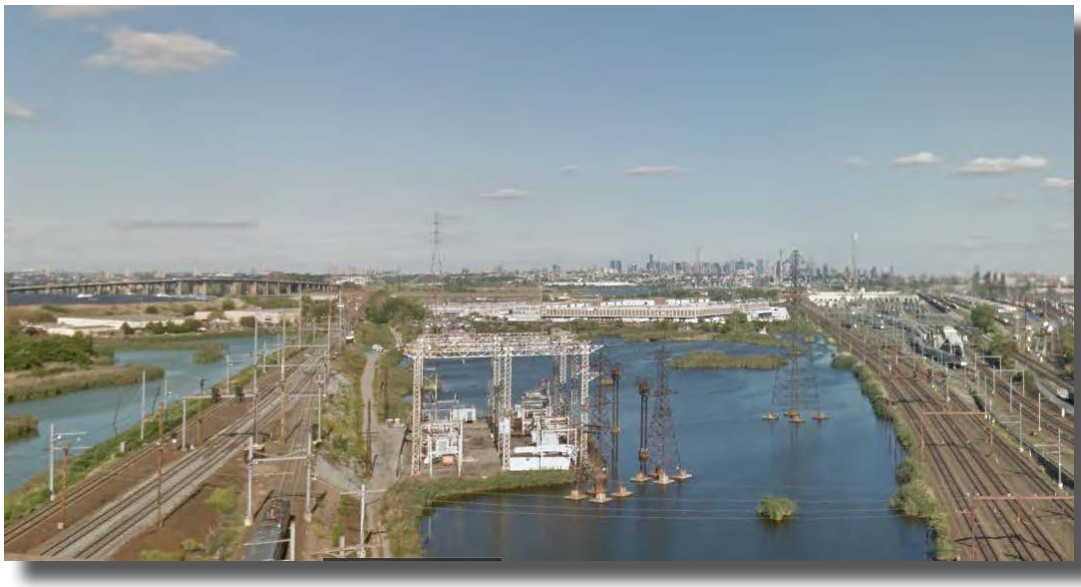

Plate D.1: Overview of Project Component D, showing the site of the proposed Kearny Substation in the foreground, Amtrak Northeast Corridor tracks on the left, and the Morris & Essex Line to the right, Town of Kearny.

Photo view: East

Photographer: Google Street View

Date: September 2015

Plate D.2: Site of the proposed new Kearny Substation, also showing Amtrak's Substation 41 to the left (east) of the new substation site, Town of Kearny.

Photo view: Southeast

Photographer: Sandra Peterson, BEM Systems

Date: August 17, 2017

Plate D.3: Photograph showing the right-of-way of the Morris & Essex Line, along which Project Component D will run, south of the Newark-Jersey City Turnpike, Town of Kearny.

Photo view: West

Photographer: Sandra Peterson, BEM Systems

Date: August 17, 2017

Plate D.4: View of the Morris & Essex Line from the existing Mason Substation, Town of Kearny.

Photo view: East

Photographer: Sandra Peterson, BEM Systems

Date: August 27, 2017

Plate D.5: View south from the site of Project Component A (Main Facility) of the Morris & Essex Line along which Project Component D will run, Town of Kearny. Photograph depicts the same area showing in Plate C.3.

Photo view: Southeast

Photographer: Ilene Grossman-Bailey

Date: August, 17, 2017

Plate E.1: Overview of the Morris & Essex Line, along which Project Component E will run, at the proposed site for Project Component A (Main Facility), Town of Kearny. Photograph depicts the same area as Plate A.4.

Photo view: Southwest

Photographer: Sandra Peterson, BEM Systems

Date: August 17, 2017

Plate E.2: Overview of the Morris & Essex Line, along which Project Component E will run, Town of Kearny.

Photo view: South

Photographer: Albert Yanarelli, NJ TRANSIT

Date: July 20, 2017

Plate E.3: Photograph depicting the elevated Morris & Essex Line, along which Project Component E will run, Town of Kearny. Photograph depicts the same area as Plate B.2.

Photo view: Southeast

Photographer: Albert Yanarelli, NJ TRANSIT

Date: July 20, 2017

Plate E.4: View of the Lower Hack Draw Bridge where the electrical line for Project Component E will be routed across the Hackensack River, City of Jersey City.

Photo view: Southwest

Photographer: Teresa D. Bulger

Date: August 23, 2017

Plate E.5: View of the Lower Hack Draw Bridge abutments from the south side of the bridge, City of Jersey City.

Photo view: West

Photographer: Teresa D. Bulger

Date: August 23, 2017

Plate E.6: View of the elevation of the Morris & Essex Line, along which Project Component E will run, at Duffield Avenue, City of Jersey City.

Photo view: Southwest

Photographer: Teresa D. Bulger

Date: August 23, 2017

Plate E.7: View of the Morris & Essex Line, along which Project Component E will run, from Lewis Avenue, east of the rail line's intersection with Duffield Avenue, City of Jersey City.

Photo view: West

Photographer: Teresa D. Bulger

Date: August 23, 2017

Plate E.8: View of the Morris & Essex line, along which Project Component E will run, from Lewis Avenue, north of its intersection with Duffield Avenue, City of Jersey City.

Photo view: East

Photographer: Teresa D. Bulger

Date: August 23, 2017

Plate E.9: View of the location of the demolished Covert/Larch Historic District, City of Jersey City. Photo taken from an access road located east of West Side Avenue.

Photo view: South

Photographer: Teresa D. Bulger

Date: August 23, 2017

Plate E.10: Overview of the Morris & Essex Line, along which Project Component E will run, located south of Saint Peters Cemetery, City of Jersey City. The west end of the Bergen Tunnel, through which Project Component E will be routed, is in the distance.

Photo view: East

Photographer: Teresa D. Bulger

Date: August 23, 2017

Plate E.11: Photograph depicting the east end of the Bergen Tunnel, through which Project Component E will be routed, City of Jersey City.

Photo view: Northwest

Photographer: Sandra Peterson, BEM Systems

Date: August 17, 2017

Plate E.12: View of the ground at the proposed site of the Proposed NJ TRANSITGRID East Hoboken Substation, City of Jersey City.

Photo view: Southwest

Photographer: Bryn Haines, PE, Burns Engineering

Date: August 27, 2017

Plate E.13: Photograph depicting the existing Henderson Street Substation, the eastern terminus of Project Component E, taken from a point on Marin Boulevard, north of its intersection with Eighteenth Street, City of Jersey City.

Photo view: East

Photographer: Teresa D. Bulger

Date: August 23, 2017

Prehistoric Sensitivity

Historically, the Kearny Peninsula was tidal marsh within the Hackensack Meadowlands. While marshy conditions reduce the likelihood of historic occupation, the presence of marsh in the seventeenth and eighteenth centuries does not rule out the potential for prior, Early and Middle Archaic period occupation.

One registered archaeological site within or adjacent to the PC-A, PC-B, PC-C, PC-D, and PC-E_S1 has been identified (Table 2). The Standard Chlorine Chemical Company (SCCC) Site (28-Hd-44) is a deeply buried prehistoric site located approximately 900 feet west of PC-A, within the Koppers Koke property. Site 28-Hd-44 is a National Register of Historic Places- (NR-) eligible site with evidence of prehistoric occupation which was identified in deep (between 9–17 feet bgs) sandy alluvial soils underneath marsh deposits.

Table 2: Known archaeological sites within 1,000 feet of Project Components A, B, C, D, and E-Section 1.

Site Number	Site Name	Period	Type	Reference
28-Hd-44	Standard Chlorine Chemical Company Site	Prehistoric	Unknown	Langan Engineering Services, Inc. 2012

Geotechnical borings undertaken at the Koppers Koke Site indicate the presence of a deeply buried stable land surface on which the SCCC Site is located. Soil stratigraphy recorded in these borings indicates that the deeply buried stable land surface on which 28-Hd-44 is located extends into PC-A (Figure 9).

A geomorphological analysis was completed by soil scientist John Stiteler in order to address the sensitivity of PC-A for deeply buried prehistoric resources. Stiteler compared the site stratigraphy at the NR-eligible SCCC Site with soil bore data from the PC-A site and neighboring areas (Stiteler 2017; Langan Engineering Services, Inc. 2012; see RGA 2017a: Attachment C). SCCC Site soil borings completed 1,000 feet west of and borings taken within the southwestern portion of PC-A were described as fill deposits 11 to 19 feet thick overlying one to five feet of peat or marsh mat deposits and three to 4.5 feet of sandy alluvium interpreted as a deeply buried Holocene land surface (Stiteler 2017: 10). Soil boring data was not available for the northern portion of the PC-A in Kearny; however, based on "boring logs for areas east and west of PC-A suggest that the northern half of the APE possesses archaeological potential" (Stiteler 2017; see Figure 9). Based on this analysis, PC-A and those portions of PC-C, PC-D, and PC-E_S1 which overlap with PC-A are assessed with high sensitivity for deeply buried prehistoric resources (see Figure 8.4; see Plates A.2, A.3, C.3, D.5, E.1).

A similar stratigraphic profile was recorded in a series of borings (KYSPB03 - KYSPB05, MW-KY3D) completed over a distance of approximately 1,100 feet along the north side of PC-E_S1 and the Morris & Essex Line from approximately 300 feet from the east boundary of PC-A. Based on the similarities in the stratigraphy between bores along the Morris & Essex Line and those identified at the SCCC Site, high sensitivity for archaeological resources is assessed along the segment of PC-E_S1 with evidence for intact deeply buried land surfaces (see Figure 8.4).

Soil borings in the eastern section of the Kearny Peninsula recorded soil profiles as disturbed or flood scoured prior to land filling activities and they lacked the sandy alluvium interpreted as a deeply buried Holocene land surface (Stiteler 2017: 18). Based on this geomorphological data, PC-B and the portion of PC-E_S2 east of the sensitive zone along the Morris & Essex Line, detailed above, are assessed with low sensitivity for prehistoric resources (see Figure 8.4; Plates B.2/E.3 and E.2).

The PC-C, PC-D, and PC-E_S1 portion of the APE along the Morris & Essex Line, west of PC-A, was one of the first sections of the Kearny Peninsula to be historically reclaimed (Figure 4.3; Hassler 1844). This land was likely drained and gained value in the early to mid-nineteenth century due to its close proximity to both the New Jersey Railroad (NJRR) and the Newark-Jersey City Turnpike. The historically reclaimed land sits further inland than PC-A and would have been naturally higher in elevation than the surrounding marshes. While Early and Middle Archaic period populations may have occupied this relative upland, any archaeological deposits associated with their occupation would have been present in near-surface deposits which were likely disturbed by the heavy development which took place in the late nineteenth and early twentieth centuries associated

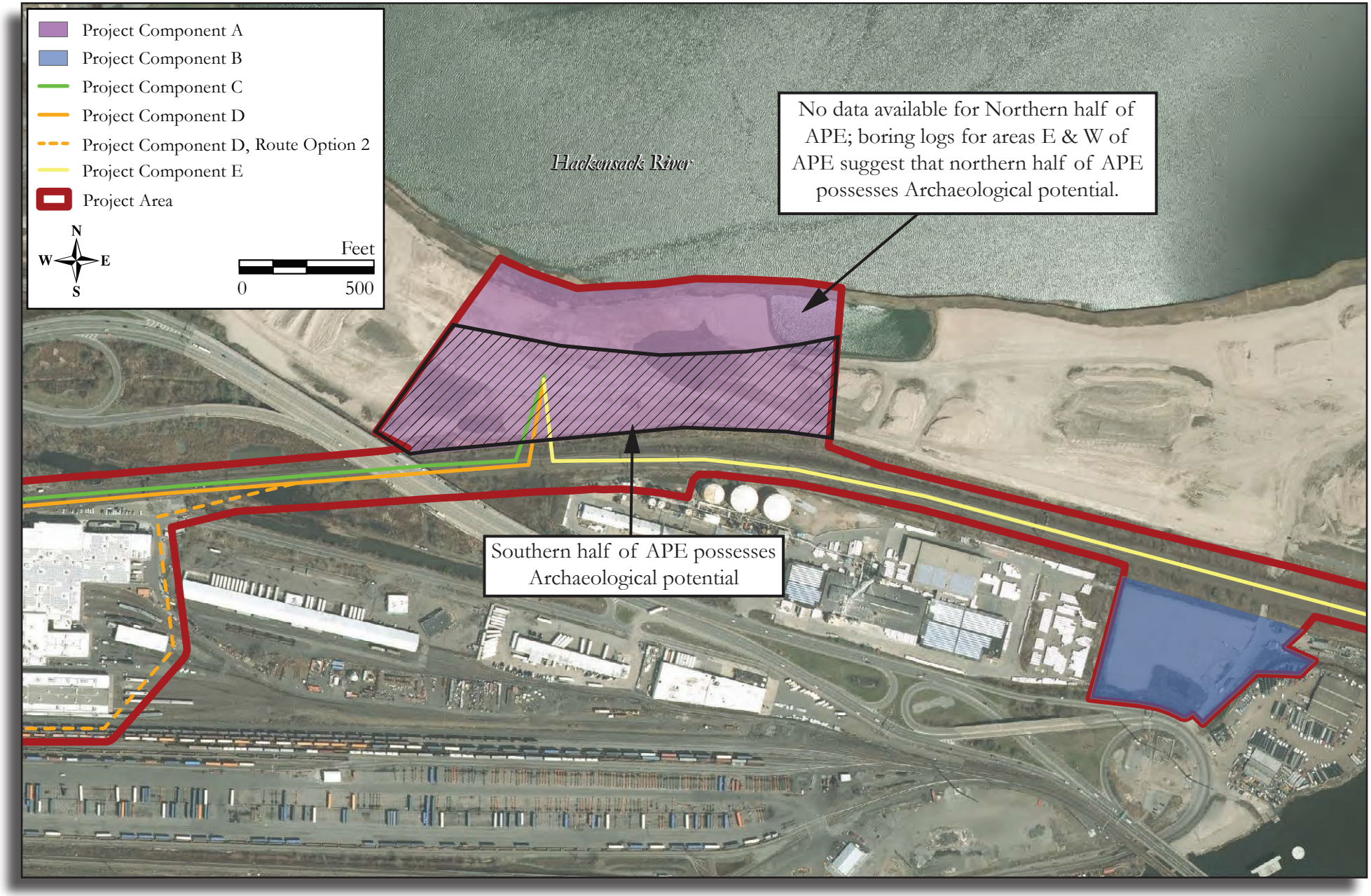

Figure 9: Areas of high archaeological sensitivity within Project Component A (Main Facility) as highlighted by geoarchaeologist John Stiteler (pers. comm. August 2017; Stiteler 2017).

with the railroad industry and water management projects. Based on the land-use history of PC-C, PC-D, and PC-E_S1, those areas which were historically drained in the nineteenth century and depicted as upland by 1844 (Hassler 1844), and were subsequently subject to alterations associated with railroad development, are assessed with low potential for prehistoric resources (see Figure 8.4).

In the western portion of PC-D, the location of Amtrak's Existing Substation 41 and the Proposed New Kearny Substation, topographic conditions similar to those found in PC-A were identified on historic maps (Figures 2.2 and 4.3; Gordon 1833; Hassler 1844). Located in the marshy lowlands bordering the Passaic River, this portion of PC-D remained undeveloped into the mid-nineteenth century even as neighboring parcels were drained and reclaimed (see Figure 4.3). Extensive filling rather than draining campaigns are likely to have brought the site of the Proposed New Kearny Substation up to the present grade. Thus, if prehistoric resources were present, they would have been capped by fill in much the same way as the deeply buried prehistoric site at the SCCC Site was capped by historic fill. While geomorphological data are not available for the Proposed New Kearny Substation, this portion of PC-D is assessed with moderate sensitivity for deeply buried prehistoric archaeological resources based on the similar topographic and developmental history between this location and PC-A (see Figure 8.4; see Plates D.1 and D.2).

Historic Sensitivity

Historically, the locations of PC-A, PC-B, PC-D, and PC-E_S1 on the Kearny Peninsula were part of the Hackensack Meadowlands. By 1765, a road had been established through the project area and a ferry was incorporated to cross the Hackensack River (Brydon 1974: 185). The Newark-Jersey City Turnpike Bridge across the Hackensack was constructed by 1795, reducing ferry traffic and improving the flow of goods through the area. The NJRR built a bridge adjacent to the Newark-Jersey City Turnpike Bridge for their rail line in the 1830s, eventually building an independent structure in the 1840s. Early nineteenth-century maps depict the Newark-Jersey City Turnpike crossing the project area, NJRR's railroad bridge crossing the Hackensack south of the project area, and the turnpike and railroad continuing eastward toward the Hudson River waterfront (Figure 2.2, 3.4, 4.3; Gordon 1833; Hassler 1844; U.S. Coast Survey 1837). The NJRR's tracks appear to overlap with a portion of PC-D (Route Option 2) in the western part of the project area (Figure 4.3; Hassler 1844).

The historical drainage of land within the Kearny Peninsula is evidenced on nineteenth-century maps. By 1844, land reclamation projects had created a significant amount of dry land on the southeastern Kearny Peninsula adjacent to the road to Newark. This block of drained fields overlaps with the APE, including portions of PC-C, PC-D, and PC-E_S1 in the area of the Mason Substation (Figure 4.3; Hassler 1844). Land reclamation projects would continue into the 1860s and 1870s as the property on the Kearny Peninsula became increasingly valuable for transportation and industrial concerns. An extensive drainage infrastructure was constructed in the Meadowlands' tidal marshes between the late nineteenth and early twentieth centuries by the Bergen and Hudson County Mosquito Commissions. Drainage ditches and tide gates constructed as part of this effort were located west and east of the APE in the Koppers Koke Site (Hunter Research, Inc. 2009: 5-52).

River dredging programs begun in the late nineteenth century by the U.S. Army Corps of Engineers provided some material for in-filling of marshlands; municipal garbage, construction debris, and excavation spoils provided other material (Marshall 2004:10). Portions of the Kearny Peninsula were reclaimed as a result of these efforts. In the late nineteenth century, the Paterson & Newark Railroad, the Delaware, Lackawanna and Western Railroad's (DL&WRR) Morris & Essex Line, and the Pennsylvania Railroad (PRR) crossed the Kearny Peninsula en route to Jersey City; however, most of the reclaimed land remained undeveloped (Figures 5.4 and 6.1; Spielman and Brush 1880; U.S.G.S. 1891). By 1891, roundhouses and railyards associated with PRR's Meadow Yards facility had already been constructed just south of PC-C, PC-D, and PC-E_S1 (Figure 6.1; U.S.G.S. 1891). The area would become increasingly developed as the PRR expanded its Meadow Yards freight facility and the DL&WRR established a railyard in the approximate location of the Mason Substation in the late nineteenth and early twentieth centuries (Figure 7.2; NJDEP 1930; Hopkins 1909).

A desire to stabilize the Meadowlands and make them productive in the early twentieth century resulted in extensive land reclamation through filling and land-making methods designed to raise the ground above the high-tide level (Marshall 2004:10). These efforts resulted in the creation of made land in eastern Bergen County and western Hudson County along the lower Hackensack and lower Passaic rivers. Industrial and commercial development of the northeastern portion of the Kearny Peninsula began in the early 1900s with the construction

of the Koppers Seaboard Coke and Byproducts Company, which operated from 1917 to 1974 (see Figure 7.2; Hopkins 1934; NETR 1953, 1954, 1966, 1979; NJDEP 1930). Extensive areas of filled marshland are located within the project area west of the Hackensack River. In addition, construction of the DL&WRR resulted in extensive ground disturbance in upland areas that could have been utilized during the early nineteenth century. Historic archaeological deposits within the APE pre-dating the construction of the railroad are likely to have compromised integrity.

The Jersey City Water Work's Pipeline crosses PC-A near the Route 7 off-ramp and continues southeasterly, crossing the Hackensack River well south of the Lower Hack Draw Bridge as it travels eastward. The Jersey City Water Work's Historic District enters PC-A at the same point as the pipeline, near the Route 7 off-ramp, though this resource runs east-southeast toward the Morris & Essex Line then follows a nearly parallel route along the northern boundary of PC-E as it extends eastward. Proposed construction related to water connections and monopole construction may directly impact the New Jersey and NR-eligible Jersey City Water Works Pipeline or the Jersey City Water Works Historic District.

Based on the topographic and land-use history of PC-A, PC-B, PC-C, PC-D, and PC-E_S1, including extensive development associated almost exclusively with railroad projects, it is highly unlikely that historic archaeological resources survive intact in this portion of the project area. The majority of PC-A, PC-B, PC-C, PC-D, and PC-E_S1 are therefore assessed with low sensitivity for historic archaeological resources. Where water connections and monopole construction are anticipated to cross the Jersey City Water Works Pipeline and the Jersey City Water Works Historic District, moderate sensitivity for historic resources is assessed (see Figure 8.4; Plates E.1 and E.2).

3.2 Project Component E, Section 2

Project Component E, Section 2 (PC-E_S2) represents the electrical lines from the PC-A (Main Facility) to the Henderson Street Substation via the Proposed NJ TRANSITGRID East Hoboken Substation, Jersey City, New Jersey. PC-E_S2 is bounded on its west side by the Hackensack River and on its east side by the Henderson Street Substation in Jersey City (Plates E.4–E.13). Ground disturbance within the majority of PC-E_S2 would include a combination of steel monopoles (maximum 65 feet tall, 6 feet in diameter, and 70 feet deep) and duct banks excavated to a maximum of five feet bgs. Ground disturbance in the area of the Lower Hack Bridge would include one of three types of ground disturbance: a steel monopole (maximum of 220-feet tall, 12 feet in diameter, and 95 feet deep) on the east bank of the Hackensack River; directional drilling of the electrical line and its associated drill pit (to an unknown depth) on the east bank of the Hackensack River; or the installation of a submarine cable installed on the Hackensack River bottom at the location of the Lower Hack Draw Bridge. Archaeological sensitivity for PC-E_S2 is represented on Figure 8.3.

Prehistoric Sensitivity – West of Bergen Ridge[1]

West of the Bergen Ridge, PC-E_S2 begins on the eastern shore of the Hackensack River (Plates E.4–E.5) and crosses the Marion section of Jersey City (Plates E.6 – E.9) until it reaches the west portal of the Bergen Tunnel (Plate E.10). The eastern shore of the Hackensack River was located within tidal marsh until significant infilling took place in the late nineteenth-century (Figures 2.2, 3.3, 4.3 & 5.3; Gordon 1833; U.S. Coast Survey 1837; Hassler 1844; Spielman and Brush 1880). Beginning at West Side Avenue and continuing eastward, PC-E_S2 was located within the uplands and would have thus been a more desirable location for prehistoric settlement (Plates E.7-E.10). While the lowland portion of PC-E_S2 was historically marshland, the presence of marsh in the seventeenth and eighteenth centuries does not rule out the potential for prior, Early and Middle Archaic period occupation. The SCCC Site (28-Hd-44) is located approximately 2,000 feet to the northwest of the Lower Hack Draw Bridge, where significant ground disturbance is anticipated on both the east and west sides of the bridge. Site 28-Hd-44 is a NR-eligible site with evidence of prehistoric occupation which was identified

1 The term "Bergen Ridge" (sometimes "Bergen Hill") refers to a landform more formally known as the Lower Hudson Palisades. The Bergen Ridge represents the uplands between the Hackensack River/Newark Bay and the Hudson River beginning approximately at Hoboken in the north, and continuing southward to Bergen Point. This ridge forms one component of the larger Palisades Sill, a geological formation which dates to the Triassic Period. This historical label appears on early maps, usually simply as "Bergen" (see Figure 2.1, 2.2, 2.3).

during archaeological monitoring in a sandy alluvial layer approximately nine to 17 feet bgs, underneath marsh deposits. Based on the land history of this area, and the close proximity to a known NR-eligible prehistoric site, the portion of PC-E_S2 between the Hackensack River and West Side Avenue is considered to have a high potential for deeply buried prehistoric resources (15–20 feet bgs) (see Figure 8.3; See Plates E.4-E.8). The portion of PC-E_S2 between West Side Avenue and the Bergen Tunnel is considered to have a high potential for prehistoric resources at an unknown depth (see Figure 8.3; see Plate E.10).

Historic Sensitivity – West of Bergen Ridge
Historic settlement on the western side of the Bergen Ridge began as early as the 1830s when the Paterson and Hudson River Railroad was constructed across the APE along the alignment of the present-day New Jersey Midland Railway/New York Susquehanna and Western Railroad Historic District (SHPO Opinion: 7/18/16; Figure 3.3; U.S. Coast Survey 1837). To the east, atop the Bergen Ridge, the village of Cross Roads was well established as early as the 1830s. By the 1890s, historic topographic maps show that the marshy lowlands had been filled in and a few buildings were present along the alignment of PC-E_S2, including at the line's intersection with Duffield Avenue, James Ave, Lewis Ave, and West Side Avenue (Figure 6.1; U.S.G.S. 1891).

Previous research undertaken by RBA Group in 2000 identified 14 historic archaeological sites associated with mid- to late nineteenth century European settlement west of the Bergen Tunnel during research associated with proposed improvements to U.S. 1 & 9 (Table 3; Sites 28-Hd-21; 28-Hd-22; 28-Hd-23; 28-Hd-24; 28-Hd-25; 28-Hd-33; 28-Hd-34; 28-Hd-35; 28-Hd-36; 28-Hd-41; 28-Hd-42; 28-Hd-43). Six of these sites contribute to the Covert/Larch Historic District which was determined eligible for the NR under Criteria A, C, and D (SHPO Opinion: 3/10/1999); Sites 28-Hd-21; 28-Hd-22; 28-Hd-23; 28-Hd-24; 28-Hd-25). The Covert/Larch Historic District has been demolished (see Plate E.9). Work undertaken by RBA Group in 2015 identified archaeological remains for the New York, Susquehanna and Western RR Engine Repair Site (28-Hd-48) near the intersection of West Side Avenue and Saint Paul's Avenue (RBA Group 2015). The NRHP-eligible New York Susquehanna and Western RR Engine Repair Site (28-Hd-48) is located just south of the PC-E_S2 at West Side Avenue (RBA Group, Inc. 2015:97). Investigation of Site 28-Hd-48 identified the disturbed southern perimeter of a turntable, which once was located on West Side Avenue (RBA Group, Inc. 2015). Additional archaeological investigation of inaccessible portions of the site and mitigation was recommended for the New York Susquehanna and Western RR Engine Repair Site (28-Hd-48) (RBA Group, Inc. 2015:97).

Other historic resources nearby include the Jersey City Water Works Pipeline (SHPO Opinion: 5/7/1999; Historic District 1/20/2003), located to the south of PC-E_S2, St. Peter's Roman Catholic Cemetery, located along Utica Street, the Erie Railroad Main Line Historic District (SHPO Opinion: 2/20/2003), the Delaware, Lackawanna, and Western Railroad Boonton Line Historic District (NJHPO Opinion: 9/18/2008), and the Old Main Delaware, Lackawanna and Western Railroad Historic District (SHPO Opinion: 9/24/1996).

Based on the historic occupation of the area, and the APE's close proximity to known historic archaeological resources, the portion of PC-E_S2 west of the Bergen Ridge and east of West Side Avenue, which is in close proximity to multiple known historic archaeological sites and historic resources, is assessed as having moderate sensitivity for historic archaeological resources at an unknown depth (see Plate E.10). That portion of PC-E_S2 located west of West Side Avenue, on land which was historically marshland, is assessed with low sensitivity for historic archaeological resources (see Figure 8.3; see Plate E.4 –E.8).

Prehistoric Sensitivity – East of Bergen Ridge
East of the Bergen Ridge, PC-E_S2 emerges from the East Portal of Bergen Tunnel (Plate E.11), travels through the location of the Proposed NJ TRANSITGRID East Hoboken Substation (Plate E.12) and terminates at the extant Henderson Street Substation (Plate E.13).

PC-E_S2 east of the Bergen Ridge is located within a heavily developed urban and industrial area. In the late eighteenth and early nineteenth centuries this area was characterized by a narrow strip of land at the foot of the Bergen Ridge, bordering the marshy lowlands where Hoboken Creek and Harsimus Creek emptied into the Hudson River (Figures 2.2, 3.3, & 4.2; Gordon 1833; U.S. Coast Survey 1837; Hassler 1844). Although there is a possibility of prehistoric occupation in this portion of the APE during the Paeloindian and Middle Archaic periods during an era of lower sea levels when the area could have been drier, other more favorable locations such

Table 3: Known archaeological sites within 1,000 feet of Project Component E- Section 2.

Site Number	Site Name	Period	Type	Reference
28-Hd-20	Beck/Thorpe/Altvatter House Sites- 73/75 Larch Avenue	Mid- to late 19th c.	Residence	RBA Group 2000
28-Hd-21	Gavenesch/Balbo House Site- 77 Larch Avenue	Mid- to late 19th c.	Residence	RBA Group 2000
28-Hd-22	Gavenesch/D'Amato House/Saloon Site- 79 Larch Avenue	Mid- to late 19th c.	Residence	RBA Group 2000
28-Hd-23	Gavenesch/Sarno House Site- 85 Larch Avenue	Mid- to late 19th c.	Residence	RBA Group 2000
28-Hd-24	Radcliffe/Hoersch House Site- 23 Seaman	Mid- to late 19th c.	Residence	RBA Group 2000
28-Hd-25	Moor/Bukowski House Site- 25 Seaman	Mid- to late 19th c.	Residence	RBA Group 2000
28-Hd-33	Radcliff/Oechel/Bauer House	Mid- to late 19th c.	Residence	RBA Group 2000
28-Hd-34	Walter/Sauter House	Mid- to late 19th c.	Residence	RBA Group 2000
28-Hd-35	Lipfert House	Mid- to late 19th c.	Residence	RBA Group 2000
28-Hd-36	Radcliff/Stewart House	Mid- to late 19th c.	Residence	RBA Group 2000
28-Hd-41	Hoersch Tenant House	Mid- to late 19th c.	Residence	RBA Group 2000
28-Hd-42	Rebhan/Jaeger House/Store	Mid-19th to early 20th c.	Residence	RBA Group 2000
28-Hd-43	Covert Street Lots	Mid-19th to early 20th c.	Residential	RBA Group 2000
28-Hd-48	New York, Susquehanna and Western RR Engine Repair Site	Late 19th to Early 20th c	Industrial	RBA Group 2015
28-Hd-54	North Hudson County Elevated Railway Footings	19th to 20th c.	Railroad	Archaeology and Historic Resources Services, LLC. 2016

as Hoboken Island/Steven's Point would have been located nearby. The combination of unstable topography and the availability of nearby uplands would have made the portion of PC-E_S2 between the eastern portal of the Bergen Tunnel and Hoboken Light Rail Station an unlikely choice for prehistoric inhabitants of the area.

In addition to the low likelihood of prehistoric settlement within this portion of the APE, historic land projects in the area, including extensive filling and drainage operations in the mid- to late- nineteenth century, would have likely disturbed archaeological sites at the foot of Bergen Ridge. No prehistoric era archaeological sites have been identified within or adjacent to the PC-E_S2 portion of the project APE. Previous cultural resources surveys have similarly assessed this area of Hoboken as having a low potential for prehistoric archaeological resources (Geismar 1998:5; Kardas and Larrabee 1980). Based on this research and the land-use history of the vicinity, PC-E_S2 east of the Bergen Ridge is assessed with low potential for prehistoric archaeological resources (see Figure 8.3; see Plates E.11 – E.13).

Historic Sensitivity – East of Bergen Ridge

Historic settlement on the eastern side of the Bergen Ridge began as early as the 1830s when a road was constructed across the APE connecting Newark, the village of Cross Roads, and Hoboken (Figure 3.3; U.S. Coast Survey 1837). To the west, atop the Bergen Ridge, the village of Cross Roads was well established as early as the 1830s. Improvements to transportation across this portion of PC-E_S2 came throughout the nineteenth century. The road to Newark was paved with wood planks and became the Newark Plank Road in 1849. By the 1890s, historic topographic maps show that the marshy lowlands at the foot of Bergen Ridge persisted, though the area was crisscrossed by tracks of the DL&WRR and the New York and Fort Lee Rail Road (later New York, Lake Erie and Western Railroad) (Figure 6.2; U.S.G.S. 1891). To the east of PC-E_S2, the terminals

for the DL&WRR occupied much of the shore at the south end of Hoboken by the 1890s. This portion of PC-E_S2 was within the railroad alignment associated with the DL&WRR in the early twentieth century. An aerial photograph of this portion of the project alignment from 1930 depicts PC-E_S2 along an existing railroad alignment (Figure 7.2; NJDEP 1930).

No registered historic archaeological resources are located within or adjacent to PC-E_S2. The Jersey City Water Work's Historic District runs parallel to the north side of the Morris & Essex rail line, where no project impacts are currently planned. Previous Phase IA research undertaken by Geismar (1998) in advance of the construction of the West Side Alignment for the HBLR identified no historic resources within the PC-E_S2 portion of the APE. Based on previous research in the vicinity and the area's topographic and land-use history, the portion of PC-E_S2 east of the Bergen Ridge is assessed with low sensitivity for historic resources (see Plates E.11 and E.13), with one exception. Moderate sensitivity for historic infrastructure resources, at an unknown depth, is assessed for that portion of PC-E_S2 which crosses the Newark Plank Road (see Plate E. 12).

3.3 Project Component F, Section 1

Project Component F, Section 1 (PC-F_S1) is a circuit feeder that would begin at the Proposed NJ TRANSITGRID East Hoboken Substation (Plate F.1), travel south along an existing NJ TRANSIT easement parallel to Hoboken Avenue (Plates F.2–F.6), continue along the NJ Turnpike (I-78) ROW (Plates F.7–F.18), until intersecting with the HBLR ROW north of the Liberty State Park Light Rail Station (Plate F.19). The option to attach the electrical line to the NJ Turnpike/I-78 structure is still being negotiated with the NJ Turnpike Authority. Should attachment to the structure be deemed infeasible due to planned improvement projects for this section of NJ Turnpike/I-78, ground disturbance in this area would consist of a combination of underground duct banks and monopoles. The installation of duct banks would involve disturbance to an average depth of five feet bgs. The portion of PC-F which crosses the PATH train yard near Merseles Street and First Street in Jersey City would be suspended on monopoles with a maximum height of 150 feet, drilled to a maximum depth of 95 feet bgs, with 12-foot diameter foundations. Archaeological sensitivity for PC-F_S1 is depicted on Figures 8.3 and 8.5. In the event the NJ Turnpike route is not viable, a nanogrid would be installed on NJ TRANSIT-owned property at the HBLR Headquarters on Caven Point Avenue in Jersey City. The nanogrid at the HBLR Headquarters represents Project Component F, Section 2 (see below).

Prehistoric Sensitivity
Historically the landscape of PC-F_S1 was part of the tidal marsh between the uplands of Paulus Hook in Jersey City and the Bergen Ridge (Figure 2.2, 3.3, 3.5, 4.2; Gordon 1833; U.S. Coast Survey 1837 Hassler 1844). Although there is a possibility of prehistoric occupation in this portion of the APE during the Paleoindian and Middle Archaic periods during a time of lower sea levels when the area could have been drier, other more favorable and higher elevation locations such as Hoboken Island/Steven's Point, Paulus Hook, or Communipaw would have been located nearby. No registered prehistoric or historic archaeological sites have been previously identified within or adjacent to PC-F_S1.

Previous research along the APE of PC-F_S1 includes a Phase IA archaeological survey for the "Hudson River Route," a four-lane service road which was proposed in 1980 to run along the NJ Turnpike and other roads (Historic Sites Research 1980a, 1980b). The Hudson River Route was planned along the base of the Bergen Ridge directly adjacent to the current APE for PC-F_S1. The researchers found that while the post-glacial ecological environment of the area would have made some areas at high elevations along the Hudson River attractive to Native Americans, this was not the case along the Hudson River Route service road. Archaeological testing revealed thick layers of fill and "no prehistoric impacts were identified" (Historic Sites Research 1980a: 156). In the recent past, the area was marshland, with filling episodes beginning in the mid-nineteenth century. Archaeological testing and soil bore analysis was used to reconstruct the soil profile of the Hudson River Route study corridor. Deep historic "cinder fill" ranging from 10 to 20 feet deep along the project alignment was identified just east of PC-F_S1 (Historic Sites Research 1980b). Notably, an area of shallower fill, to a depth of only six feet bgs was identified in the area of Sixth Street in Jersey City. Below the historic fill, layers of marshy

Plate F.1: Overview of the location of the Proposed NJ TRANSITGRID East Hoboken Substation, the northern terminus of Project Component F, Section 1. Coles Street and 18th Street, City of Jersey City. This plate depicts the same location as Plate G.26.

Photo view: North

Photographer: Teresa D. Bulger

Date: August 23, 2017

Plate F.2: Overview of the NJ TRANSIT Access Road at the Coles Street entrance, located east of the intersection of Coles Street and Monmouth Street, City of Jersey City.

Photo view: Southwest

Photographer: Bryn Haines, PE, Burns Engineering

Date: August 27, 2017

Plate F.3: Photograph depicting the ground taken from a point on the NJ TRANSIT Access Road portion of Project Component F, Section 1 located northwest of the intersection of Coles Street and 15th Street, City of Jersey City.

Photo view: Northeast

Photographer: Bryn Haines, PE, Burns Engineering

Date: August 27, 2017

Plate F.4: View of the NJ TRANSIT Access Road portion of Project Component F, Section 1 located northwest of the intersection of Coles Street and 15th Street, City of Jersey City.

Photo view: Southwest

Photographer: Bryn Haines, PE, Burns Engineering

Date: August 27, 2017

Plate F.5: View of the NJ TRANSIT Access Road portion of Project Component F, Section 1 located north of the NJ Turnpike (I-78) ROW, City of Jersey City.

Photo view: Southwest

Photographer: Bryn Haines, PE, Burns Engineering

Date: August 27, 2017

Plate F.6: View of NJ TRANSIT Access Road portion of Project Component F, Section 1 under the NJ Route 139 ROW, City of Jersey City.

Photo view: Southeast

Photographer: Bryn Haines, PE, Burns Engineering

Date: August 27, 2017

Plate F.7: View of the proposed location of Project Component F, Section 1 under the NJ Turnpike (I-78) ROW at Ninth Street, City of Jersey City.

Photo view: Northwest

Photographer: Teresa D. Bulger

Date: August 23, 2017

Plate F.8: View of the proposed location of Project Component F, Section 1 under the NJ Turnpike (I-78) ROW at Eighth Street, City of Jersey City.

Photo view: Northwest

Photographer: Teresa D. Bulger

Date: August 23, 2017

Plate F.9: View of the proposed location of Project Component F, Section 1 under the NJ Turnpike (I-78) ROW at Eighth Street, City of Jersey City.

Photo view: Southwest

Photographer: Teresa D. Bulger

Date: August 23, 2017

Plate F.10: View of the proposed location of Project Component F, Section 1 under the NJ Turnpike (I-78) ROW at the Seventh Street and Newark Avenue, City of Jersey City. Seventh Street is in the foreground and Newark Avenue is in the background.

Photo view: South

Photographer: Teresa D. Bulger

Date: August 23, 2017

Plate F.11: View of the proposed location of Project Component F, Section 1 under the NJ Turnpike (I-78) ROW at Third Street, City of Jersey City.

Photo view: Northwest

Photographer: Teresa D. Bulger

Date: August 23, 2017

Plate F.12: View of the proposed location of Project Component F, Section 1 under the NJ Turnpike (I-78) ROW at Third Street, City of Jersey City.

Photo view: South

Photographer: Teresa D. Bulger

Date: August 23, 2017

Plate F.13: View of the proposed location of Project Component F, Section 1 under the NJ Turnpike (I-78) ROW at Bates Street, City of Jersey City.

Photo view: Northwest

Photographer: Teresa D. Bulger

Date: August 23, 2017

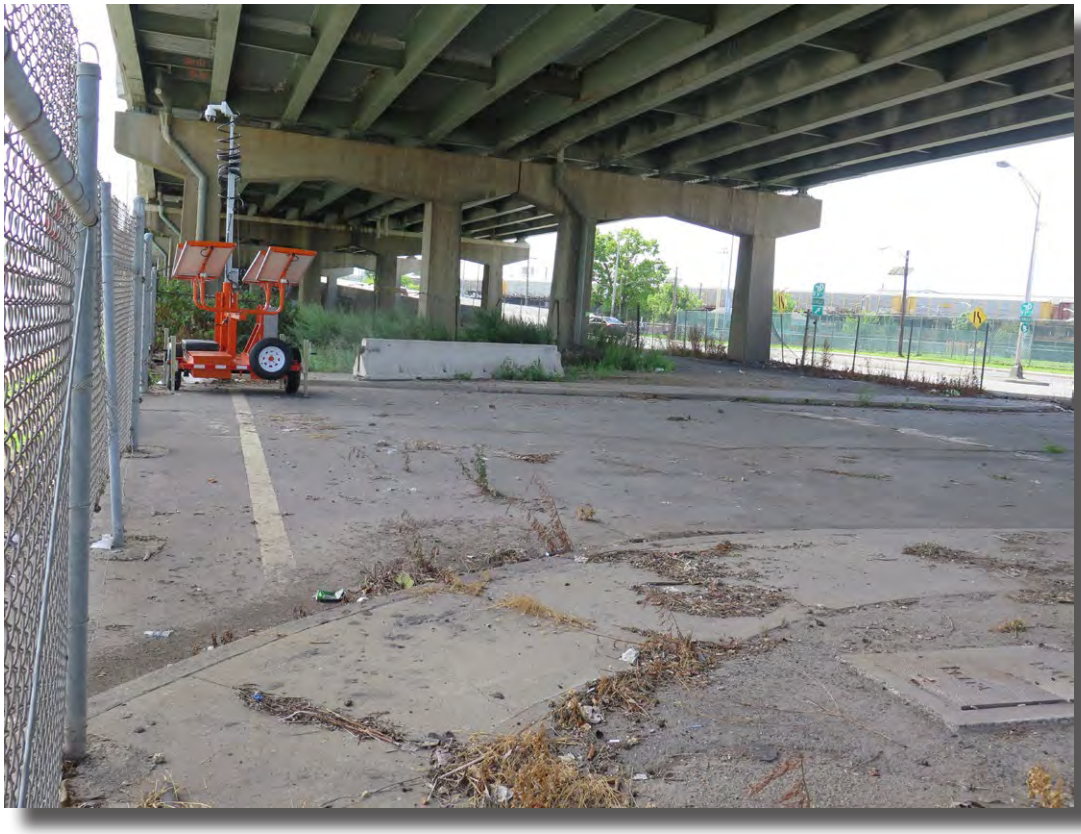

Plate F.14: View of the proposed location of Project Component F, Section 1 under the NJ Turnpike (I-78) ROW at Bates Street, City of Jersey City.

Photo view: Southwest

Photographer: Teresa D. Bulger

Date: August 23, 2017

Plate F.15: View of the proposed location of Project Component F, Section 1 under the NJ Turnpike (I-78) ROW at Colden Street, City of Jersey City.

Photo view: North

Photographer: Teresa D. Bulger

Date: August 23, 2017

Plate F.16: View of the proposed location of Project Component F, Section 1 under the NJ Turnpike (I-78) ROW at Colden Street, City of Jersey City.

Photo view: South

Photographer: Teresa D. Bulger

Date: August 23, 2017

Plate F.17: View of the proposed location of Project Component F, Section 1 under the NJ Turnpike (I-78) ROW where it passes over Pacific Avenue, City of Jersey City.

Photo view: North

Photographer: Teresa D. Bulger

Date: August 23, 2017

Plate F.18: View of approximate location where Project Component F, Section 1 crosses the former location of the Morris Canal near the intersection of Pacific Avenue and the NJ Turnpike (I-78) ROW, City of Jersey City.

Photo view: East

Photographer: Teresa D. Bulger

Date: August 23, 2017

Plate F.19: View of the proposed location of Project Component F, Section 1 under the NJ Turnpike (I-78) ROW located northeast of the intersection of Monitor Street and Johnston Avenue, showing the terminus of Project Component F, Section 1, City of Jersey City.

Photo view: Southeast

Photographer: Teresa D. Bulger

Date: August 23, 2017

soils with high amounts of vegetation ("meadow mat"), sand, and silt were present throughout the alignment overlying bedrock. Based on the topographic and land use history of PC-F_S1, as well as the subsurface testing undertaken by previous investigators (Historic Sites Research 1980a, 1980b), PC-F_S1 is assessed with low sensitivity for prehistoric archaeological resources (see Figure 8.3 and 8.5; see Plates F.1–F.19).

Historic Sensitivity

Historical map data inform the project alignment's sensitivity for archaeological resources associated with the recent past. During the early nineteenth century, the majority of the alignment of PC-F_S1 was located within marshland at the foot of Bergen Ridge, where Harsimus and Mill creeks drained toward the Hudson River (Figure 2.2, 3.3, 3.5, 4.2; Gordon 1833; U.S. Coast Survey 1837; Hassler 1844). In 1844, the alignment crossed several historic transportation features, including the Newark Plank Road at the north end of PC-F_S1, the Paterson and Hudson Railroad emerging from the Bergen Cut in central Jersey City, the Morris Canal near the southern terminus of PC-F_S1, and several smaller plank roads across the marshes throughout the alignment (Figure 4.2; Hassler 1844). The unstable nature of the land along PC-F_S1 persisted into the late nineteenth century. Spielman and Brush's 1880 Sanitary and Topographic Map of Hudson County shows the persistence of the marshland at the foot of the Bergen Ridge, despite the grid of "paper streets" which is projected over the area (Figure 5.3 and 5.5; Spielman and Brush 1880).

Filling campaigns in the late nineteenth century resulted in development along the alignment of PC-F_S1 by at least the mid-1880s, when the area is first depicted as developed on Sanborn Fire Insurance Maps. Three sections of PC-F_S1 were developed by this time. First, Sanborn maps from 1885 show a cluster of residential structures at the intersection of Seventh Avenue and Newark Avenue in Jersey City, overlapping the PC-F_S1 alignment (see Plate F.10) (Sanborn Fire Insurance Company 1885, Volume 2, Sheet 35). Further south, the project alignment crosses the former location of two sets of railroad tracks associated with the Pennsylvania Railroad where they converged at Railroad Avenue, today's Christopher Columbus Drive, and traveled southeastward toward the waterfront. Clustered around Railroad Avenue, a neighborhood of row-house tenements had developed where there had been only been marsh a few years before (Sanborn Fire Insurance Company 1885 Volume 1, Sheet 29 and Volume 2, Sheet 34).). The alignment of PC-F_S1 passes through part of this neighborhood, overlapping with dwellings along Merseles Street between Third Street and Wayne Avenue (see Plates F.11 and F.12). Further southward, the project alignment crosses a third area of late-nineteenth century development in western Jersey City. Between the north side of Colden Street and Grand Street, a mixture of industrial properties such as paint and varnish factories and a lumber yard were situated close to the Morris Canal by 1896 (see Plates F.16–F.19) (Sanborn Fire Insurance Company 1885, Volume 2, Sheet 38).

The neighborhoods intersecting with PC-F_S1 continued to develop in the last decades of the nineteenth century and into the twentieth century (Figures 6.2 and 7.2; U.S.G.S. 1891; NJDEP 1930). The northernmost section of PC-F_S1, today a NJ TRANSIT access road, was part of the railroad alignment for the New Jersey Junction Railroad beginning in 1886. While much of PC-F_S1 remained undeveloped during this period, especially in marshy areas near Mill Creek, and some areas were designated for recreation, many buildings continued to be present along PC-F_S1 up until the NJ Turnpike (I-78) was constructed in the early 1950s (NETR 1947, 1958). The historic buildings depicted on early Sanborn Maps along PC-F_S1 are no longer extant; however, the degree of disturbance associated with the construction of the piers supporting the elevated highway is not known. It is possible that between the support piers of the NJ Turnpike (I-78), remnants of the structures and outbuildings associated with the late-nineteenth and early-twentieth century development of the neighborhood remain intact below ground.

No registered historic archaeological sites are located within or adjacent to PC-F_S1. The Phase I cultural resource assessment undertaken by Historic Sites Research for the Hudson River Route identified only one historic site with potential archaeological impacts: the NR-listed Morris Canal (SHPO Opinion 4/27/2004) (Historic Sites Research 1980a, 1980b). The original alignment of the Morris Canal crossed PC-F_S1 just south of Pacific Avenue (Plate F.18; Figure 8.3 and 8.5). Several soil bores also identified historic-era artifacts along the Hudson River Route; however, no archaeological sites were identified. Researchers recommended that the project avoid the Morris Canal or "recover data by salvage excavation for the prism during construction" (Historic Sites Research 1980a: 157).

Based on a review of historical map data, ground disturbance, and the findings of previous researchers, PC-F_S1 is assessed with moderate sensitivity for remnants of the Newark Plank Road near Coles Street, Jersey City and high sensitivity for historic resources where PC-F_S1 crosses the Morris Canal, south of Pacific Avenue. Within the three areas outlined above where late-nineteenth century neighborhood buildings once stood within the project alignment, some disturbance from piers and utilities associated with the NJ Turnpike is expected. Based on historical map data, previous ground disturbance, and the findings of the previous researcher, PC-F_S1 within the three areas of historical occupation detailed above is assessed with moderate sensitivity for historic-era archaeological resources (see Figure 8.5). The remainder of PC-F_S1 is assessed with low sensitivity for historic-era archaeological resources (see Plates F.1–F.9 and F.13–F.14).

3.4 Project Component F, Section 2

Project Component F, Section 2 (PC-F_S2) is a nanogrid which would be installed on NJ TRANSIT-owned property at the HBLR Headquarters at Caven Point Avenue. This nanogrid would only be constructed in the event that the NJ Turnpike route for the electrical line is not viable. The nanogrid would consist of natural gas-powered emergency generators capable of producing the necessary power for the HBLR south loads. Some measure of stored energy is also anticipated in the form of batteries or flywheels to help smooth out the instantaneous load profile of the HBLR traction loads. These emergency generators and storage modules would be installed on an elevated platform estimated at 7 feet above ground surface to comply with NJ TRANSIT's DFE. The conceptual platform would be approximately 20,000 square feet and the emergency generators would be 10–14 feet tall, bringing the tallest point of the nanogrid to less than 25 feet above nominal ground surface. Natural gas connections are already in place at the HBLR Headquarters facility. A combination of aerial and underground electrical lines on new monopoles less than 40 feet tall or duct banks within the NJ TRANSIT-owned property would connect the emergency generators to HBLR. If the nanogrid becomes the selected option for powering the southern segments of the HBLR during emergency conditions, new monopoles along HBLR south (Project Component G, Section 4) of the nanogrid would still be installed, but the segment along the NJ TRANSIT easement and NJ Turnpike (Project Component F, Section 1) would be eliminated.

PC-F_S2 is a parcel occupied by the headquarters of the HBLR, at Caven Point Avenue, in Jersey City, New Jersey. The ground surface within PC-F_S2 is occupied by a mix of buildings, paved areas, rail lines, open air storage, and grass. While the location of the proposed nanogrid within the HBLR Headquarters property has not been finalized, it would be built in one of four locations: the open-air storage yard at the northeast end of the property (Plate F.20), the container yard (Plates F.21 and F.22), open space to the northwest of the HBLR Headquarters parking lot (Plates F.23 and F.24), and open space to the west of the HBLR headquarters (Plates F. 25 and F. 26).

Ground disturbance within PC-F_S2 would include duct banks associated with gas connections excavated to a maximum of five feet bgs, monopoles drilled to a maximum depth of 20 feet bgs (less than 40 feet tall, 4 feet diameter, 20 feet bgs), and the platform for the nanogrid generators. This platform would be supported by one of two foundation systems: either a foundation of piles driven to refusal or the excavation of a shallow mat to a maximum depth of five feet bgs. Archaeological impacts associated with these changes are summarized below. Archaeological sensitivity for PC-F_S2, the HBLR Headquarters, is represented on Figures 8.5 and 8.6.

PC-F_S2 was analyzed in 1992 as part of the Phase IA analysis for Gateway Transit Hub Project (Louis Berger and Associates 1992) and in 1995 as part of the Phase IA for the Bayonne Extension of the HBLR system (Geismar 1995a).

Prehistoric Sensitivity

In the second quarter of the nineteenth century, the topography of PC-F_S2 was characterized by tidal marsh in the southern portion of PC-F_S2 and patches of upland in the area of Communipaw, at the northern end of PC-F_S2 (Figures 2.2 & 2.3; 3.5 & 3.6; 4.2 & 4.4; Gordon 1833; Hassler 1844; U.S. Coast Survey 1837). To the northeast, outside of PC-F_S2, Harsimus Creek drained into the Hudson River in the present-day area of

Plate F.20: View of ground surface in open-air storage area at the northeastern end of Project Component F, Section 2 with a view of the HBLR Headquarters building to the right (west), City of Jersey City.

Photo view: Southwest

Photographer: Teresa D. Bulger

Date: December 6, 2017

Plate F.21: View of ground surface in the container yard within Project Component F, Section 2 with a view of the HBLR Headquarters building to the right (west), City of Jersey City.

Photo view: Southwest

Photographer: Teresa D. Bulger

Date: December 6, 2017

Plate F.22: View of ground surface in the container yard within Project Component F, Section 2, City of Jersey City.

Photo view: Northeast

Photographer: Teresa D. Bulger

Date: December 6, 2017

Plate F.23: View of ground surface in grassy, open space northwest of the HBLR Headquarters parking lot, within Project Component F, Section 2, City of Jersey City.

Photo view: Northeast

Photographer: Teresa D. Bulger

Date: December 6, 2017

Plate F.24: View of ground surface in grassy, open space northwest of the HBLR Headquarters parking lot, within Project Component F, Section 2, City of Jersey City.

Photo view: Southwest

Photographer: Teresa D. Bulger

Date: December 6, 2017

Plate F.25: View of ground surface in grassy, open space west of the HBLR Headquarters building, within Project Component F, Section 2, City of Jersey City.

Photo view: Northeast

Photographer: Teresa D. Bulger

Date: December 6, 2017

Plate F.26: View of ground surface in grassy, open space west of the HBLR Headquarters building, within Project Component F, Section 2, City of Jersey City.

Photo view: Southwest

Photographer: Teresa D. Bulger

Date: December 6, 2017

the Morris Canal Basin. Two known prehistoric archaeological sites are within or adjacent to PC-F_S2 (Table 4). Both are located in areas which were historically upland, as depicted on eighteenth and nineteenth century maps. In the nineteenth and twentieth century the Hudson River waterfront and marshes in the area of PC-F_S2 were subject to extensive development associated with railroad and industry in addition to low-lying areas being subject to filling campaigns.

Table 4: Known archaeological sites within 1,000 feet of Project Component F- Section 2.

Site Number	Site Name	Period	Type	Reference
28-Hd-15	Jersey City, Interior Points (Site #8)	Prehistoric	Unknown	ISS:6
28-Hd-18	Jersey City, Eastern Shore (Site #11)	Prehistoric	Unknown	ISS:6
28-Hd-49	Jersey Central Railroad Roundhouse North	1914 – 1950	Railroad roundhouse and terminal	Public Archaeology Laboratory, Inc. 2010, 2012a

ISS – Indian Sites Survey files

Two prehistoric sites are located in the general area of the Communipaw neighborhood of Jersey City, in the vicinity of the Liberty State Park Light Rail Station, just northeast of PC-F_S2. The sites are 28-Hd-15 and 28-Hd-18, which are both undated prehistoric sites recorded by the Indian Site Survey (ISS) of New Jersey during the 1930s for which very little information is available beyond general locational information. As part of the Gateway Transit Hub Project, Louis Berger and Associates assessed the Communipaw area as having low prehistoric site potential based on cartographic analysis indicating marshy conditions and extensive filling and alteration during the nineteenth and twentieth centuries (Louis Berger and Associates 1992: 15, 32). Based on the identification of known archaeological sites, however, Geismar (1995b: 16) identified the area around Communipaw as a potentially sensitive "prehistoric zone" even as the locational data for these sites is somewhat problematic.

As part of the Phase IA analysis of the HBLR in 1995, Geismar (1995b) recommended several areas for soil bore testing in an attempt to identify the depth of fill and the potential presence of buried ground surfaces that may have been habitable for Native Americans before European settlement. The most promixal bore testing locations were located south and west of PC-F_S2: at Chapel Avenue (Bore# BS20-28, BS20-29), the Richard Street Station (Bore# BS20-33-34, BS20-35 – 42), and Mallory/Claremont Avenue at West Side Avenue (Bore# BW20-01 and BW20-02) (Geismar 1995c). The soil bores all revealed stratigraphy which suggested varying levels of fill, overlying disturbed ground surfaces "where original ground surfaces had previously been destroyed by construction or grading activities" along both the West Side Industrial Track to West Side Avenue and along the main route near the Hudson River (Geismar 1995c: 16). No bores were investigated in the immediate vicinity of PC-F_S2.

A series of cultural resource surveys for a proposed natural gas pipeline identified several areas of prehistoric and/or historic archaeological sensitivity east of the HBLR ROW and recommended Phase IB archaeological surveys for these areas (PAL 2010, 2011b, 2011c, 2011d). Subsequently, geoarchaeological borings were completed for the proposed pipeline, which included locations proximate to the HBLR ROW in the Communipaw section of Jersey City and in Bayonne (PAL 2011a, 2011e, 2011f, 2012). A geoarchaeological boring completed proximate to Wilson Street (present-day County Route 612, near Jersey City Boulevard) recorded 12.5 feet of stacked fill deposits underlain by salt marsh and peat deposits interpreted as a Late Holocene depositional sequence that was dated from circa 2500 to 800 BP (PAL 2011f). A geoarchaeological boring completed proximate to Johnston Avenue, northeast of PC-F_S2, recorded 5.9 feet of fill deposits underlain by a two-stage succession of Pleistocene deposits and was considered to lack a potential for prehistoric cultural material (PAL 2011f).

The presence of historically-recognized uplands in the area of Communipaw, and the identification of two registered prehistoric archaeological sites adjacent to the area suggest that the Communipaw area was conducive to prehistoric settlement. However, geoarchaeological analyses undertaken to the northeast, near the intersection of Jersey City Boulevard and Wilson Street, and south, at Richard Street Station, suggest a lack

of archaeological sensitivity. Due to the conflicting nature of these data, the northern portion of PC-F_S2, closest to the Communipaw neighborhood of Jersey City, north of Distillery Drive, is assessed with moderate sensitivity for prehistoric archaeological resources at depths greater than 5.9 feet bgs (see Figure 8.5; Plates F.20–F.22). The southwestern portion of PC-F_S2 is assessed with low sensitivity for prehistoric resources based on distance from known archaeological sites and the presence of historic marshland in this area (see Plates F. 23–F.26).

Historic Sensitivity

The colonial history of PC-F_S2 began in 1633 when Communipaw became the first European settlement in what would become Jersey City as part of the patroonship of Micheal Pauw. After a series of conflicts with local Native people that led to the failure of earlier settlements, the Dutch made a second settlement attempt at Communipaw in 1661 with the establishment of the first legal ferry service in New Jersey (Winfield 1874:32). Settlement remained sparse in the eighteenth and nineteenth centuries. By the second quarter of the nineteenth century, Communipaw was depicted as a cluster of dwellings on an island bounded on the northeast, west and southwest by tidal marsh with the Hudson River to the east (see Figures 2.2, 3.5 & 3.6; 4.2 & 4.4; Gordon 1833; Hassler 1844; U.S. Coast Survey 1837). Most notable on 1830s and 1840s maps is the developing transportation network that linked New Jersey's cities to the Hudson River waterfront through road and canal routes. In 1844, PC-F_S2 was just south of a road leading from the top of Bergen Ridge to Communipaw (today's Communipaw Avenue), and while land within PC-F_S2 was largely upland it remained undeveloped (Figure 4.4).

Over the course of the nineteenth century, the Hudson River waterfront in Jersey City became crowded with railroads. Just north of PC-F_S2, the Central Railroad of New Jersey (CRRNJ) set up its engine houses and built its yards in the 1860s near present-day Liberty State Park Light Rail Station (Figures 5.5 & 5.6; 6.3; 7.2; Spielman and Brush 1880; U.S.G.S. 1891; NJDEP 1930). In 1869, the Newark and New York Railroad (operated by CRRNJ) connected to Communipaw via a cut through the Bergen Ridge and bridges over the Passaic and Hackensack rivers. This cut would later accommodate the West Side Industrial Track portion of the HBLR. In 1872, the CRRNJ opened an additional line which was constructed within a cut along the eastern side of the Bergen Ridge, from Bayonne to Communipaw. This second cut accommodates much of the HBLR alignment from Eighth Street Light Rail Station, Bayonne to Communipaw Avenue, Jersey City. A spur connecting the CRRNJ's waterfront line to the east-west running Newark and New York Railroad's alignment passed through PC-F_S2 by 1896 (Sanborn Fire Insurance Map 1896).

The Lehigh Valley Railroad (LVRR) battled with the CRRNJ throughout the 1880s to establish terminals on the Hudson River waterfront. The ROW for the LVRR encompassed much of the land within PC-F_S2, and a portion of the LVRR, known as the Greenville & Hudson River Railway, passed through PC-F_S2 beginning in the mid-1890s. A large portion of the HBLR Headquarters building, the container yard, and the open-air storage yard sit within the historic LVRR ROW.

The portion of the project area north of the late nineteenth century LVRR ROW was subject to intensive industrial uses beginning in the early twentieth century. Under construction in 1900, the Snead and Co. Iron Foundry occupied much of PC-F_S2 by 1911, including a foundry building, fitting shop, a railroad spur and numerous outbuildings (The Foundry 1900). The grassy, open space to the west of the HBLR Headquarters building was occupied by the foundry's cleaning and sand blast buildings (Sanborn Fire Insurance Company 1911). The grassy, open space to the northwest of the HBLR Headquarters parking lot (Plates F.24 & F.25) were within a paper road known as Pine Street (Sanborn Fire Insurance Company, Hudson County, 1911, Vol. 6, Sheet 61). While Pine Street was no officially open, the businesses nearby oriented their buildings to the alignment of the street and an 8" water pipe had been laid down the center of the road.

By the 1950s, warehouses and factories around PC-F_S2 had expanded. No longer an iron foundry, the businesses located within PC-F_S2 was the Terminal Warehouse Corporation of New Jersey, and the Westinghouse Electric Company (Sanborn Fire Insurance Company, Hudson County, Vol. 6, Sheet 61). In the grassy, open space to the west of the HBLR Headquarters building, a warehouse composed of metal lathe and plastic, with a steel frame had been built. In the grassy, open space to the northwest of the HBLR Headquarters parking lot, a portion of the Westinghouse Electric Company building overlapped with the former alignment of Pine Street. Warehouses remained on PC-F_S2 through much of the twentieth century, with most of the buildings

on the site demolish between 1966 and 1979 (NETR 1966, 1979). The remainder of the warehouse structures were demolished in advance of the construction of the HBLR Headquarters complex between 1997 and 2002 (NETR 1997, 2002). The HBLR began service in April of 2000.

One archaeological site with historic resources has been identified within or adjacent to PC-F_S2 (Table 4). This includes components of the CRRNJ's roundhouse near the Communipaw portion of the project alignment (28-Hd-49).

During Phase IA analyses of the HBLR alignment, a variety of historic resources related to early ferries, railroad infrastructure, and industrial concerns were identified in close proximity to PC-F_S2 (Geismar 1995a, Geismar 1995b:13-17). No impacts were anticipated within PC-F_S2. To the northeast of PC-F_S2 and adjacent to Liberty State Park Light Rail Station, the integrity of historic resources related to the CRRNJ was investigated by PAL in 2012 (PAL 2012). This research identified the Jersey City Central Railroad North Roundhouse, archaeological site 28-Hd-49, which is today under the paved parking lot of the Liberty Science Center. Resources associated with the 28-Hd-49 are not expected to extend into the limits of PC-F_S2.

The majority of the APE within PC-F_S2 exists within late nineteenth-century railroad ROWs (LVRR and CRRNJ), including all land east of the HBLR Headquarters building and a portion of that building. Any historic resources which may have predated the 1890s railroad development of PC-F_S2 were likely destroyed by subsequent land alterations and development. That portion of PC-F_S2 west of the railroad ROWs was undeveloped until the early twentieth century when the land was under heavy industrial use which continued through the mid-nineteenth century. These industrial concerns are likely to have destroyed any historic-era archaeological resources which may have been present before these businesses. Based on the land-use history of PC-F_S2 this project component is assessed with low sensitivity for historic resources (see Figure 8.6; see Plates F.20–F.26).

3.5 Project Component G, Section 1

Project Component G follows the alignment of the Hudson-Bergen Light Rail (HBLR) system. Section 1 of Project Component G (PC-G_S1) begins on the western side of the Bergen Ridge at the Tonnelle Avenue Light Rail Station & Park-Ride in North Bergen, New Jersey (Plate G.1 and G.2), passes through a railroad cut on its way to the West Shore Railroad Tunnel (also known as the Weehawken Tunnel) under the Bergen Ridge (Plates G.3 and G.4), reemerges north of Port Imperial Light Rail Station (Plate G.5), travels southward at the foot of the Bergen Ridge (Plates G.6–G.12), and ends at Lincoln Harbor Light Rail Station, in Weehawken, New Jersey (Plates G.13 and G.14). Ground disturbance in this area would include a combination of steel monopoles with foundations drilled to 20 feet bgs (39 feet tall, four feet diameter, and 20 feet deep) and underground duct banks with trenches excavated to an average of five feet bgs. Archaeological sensitivity for PC-G_S1 is represented on Figure 8.1.

Prehistoric Sensitivity – West of the Bergen Ridge
West of the Bergen Ridge, PC-G_S1 begins at the Tonnelle Avenue Light Rail Station & Park-Ride, which is located on the eastern edge of the Hackensack Meadowlands. This portion of the Hackensack Meadowlands was historically uplands and was located in close proximity to the low-lying, resource-rich marshes around the Hackensack River, making it an attractive location for Native American settlement prior to the arrival of Europeans (Figure 2.1 and 3.1; Gordon 1833; U.S. Coast Survey 1837). While no prehistoric archaeological sites have been identified within or adjacent to PC-G_S1, geoarchaeological research nearby has identified soil layers which could be associated with the prehistoric occupation of the area.

In 2001, Richard Grubb & Associates undertook a Stage I Cultural Resources Investigation and Geoarchaeological Investigation at the Central Wastewater Treatment Plant in North Bergen, New Jersey (Richard Grubb & Associates, Inc. 2001b). Located approximately 900 feet southwest of the Tonnelle Avenue Park-Ride, the study involved a geoarchaeological analysis and assessment of the potential for deeply buried archaeologically sensitive land surfaces. Geoarchaeological Boring One identified fill to a depth of approximately seven feet bgs, underlain by a layer of peat between 7-14 feet bgs, and below this was a layer of alluvium at approximately

Plate G.1: View of the HBLR tracks at Tonnelle Avenue Light Rail Station, the northern terminus of the HBLR, North Bergen Township.

Photo view: Southeast

Photographer: Teresa D. Bulger

Date: February 22, 2017

Plate G.2: Photograph of the HBLR tracks at Tonnelle Avenue Light Rail Station, the northern terminus of the HBLR, North Bergen Township.

Photo view: Southeast

Photographer: Teresa D. Bulger

Date: August 23, 2017

Plate G.3: Photograph of the ROW of the HBLR as seen from just south of the intersection of 51st Street and an access road located west of Newkirk Avenue, North Bergen Township.

Photo view: Southeast

Photographer: Teresa D. Bulger

Date: August 23, 2017

Plate G.4: Elevation of HBLR tracks as seen from Grove Church Cemetery, North Bergen Township. Note the sloping walls of the railroad cut.

Photo view: Northeast

Photographer: Teresa D. Bulger

Date: August 23, 2017

Plate G.5: View of eastern end to the HBLR's West Shore Tunnel, Township of Weehawken.

Photo view: West

Photographer: Teresa D. Bulger

Date: February 22, 2017

Plate G.6: View of the HBLR tracks emanating from the north side of Port Imperial Light Rail Station, Township of Weehawken.

Photo view: Northwest

Photographer: Teresa D. Bulger

Date: August 23, 2017

Plate G.7: HBLR tracks emanating from the south side of Port Imperial Light Rail Station, Township of Weehawken.

Photo view: South

Photographer: Teresa D. Bulger

Date: August 23, 2017

Plate G.8: Photograph taken just north of the intersection of Port Imperial Boulevard and Henley Place showing the HBLR tracks, Township of Weehawken.

Photo view: Northeast

Photographer: Teresa D. Bulger

Date: August 23, 2017

Plate G.9: Photograph taken just south of the intersection of Port Imperial Boulevard and Henley Place showing the HBLR tracks, Township of Weehawken.

Photo view: Southwest

Photographer: Teresa D. Bulger

Date: August 23, 2017

Plate G.10: Overview of the ground surface at Port Imperial Boulevard, south of the Lincoln Tunnel, Township of Weehawken.

Photo view: Southwest

Photographer: Teresa D. Bulger

Date: August 23, 2017

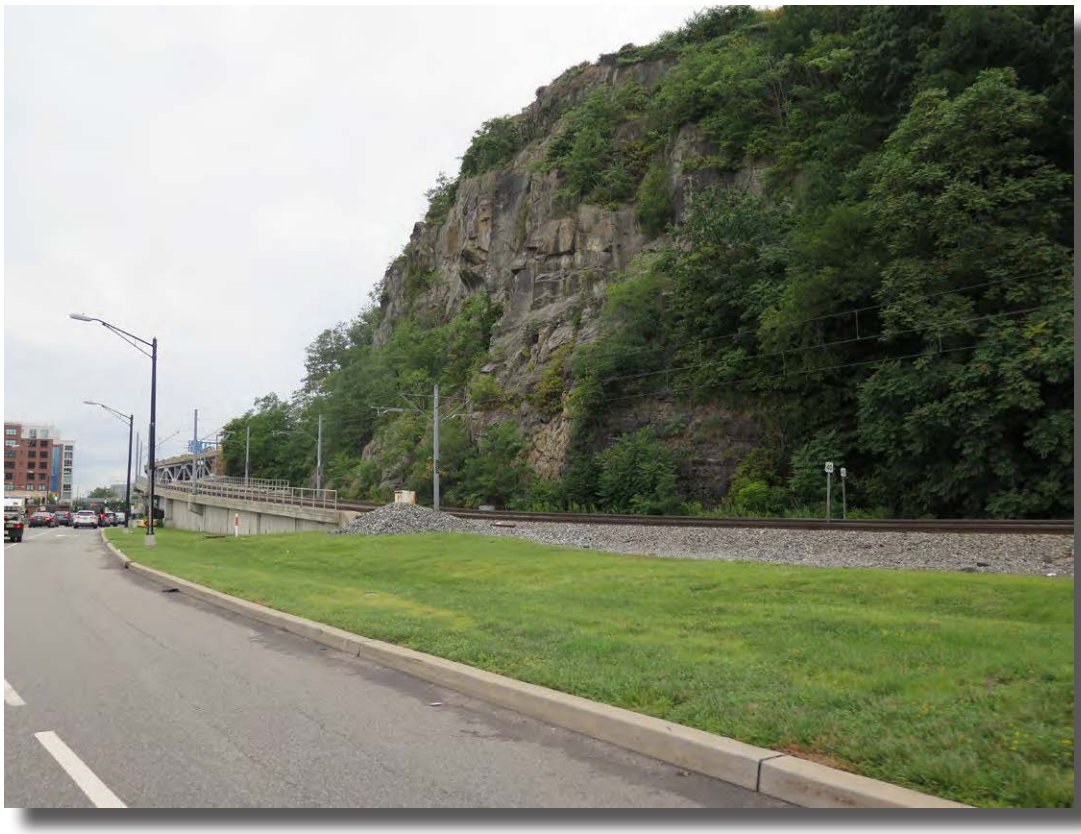

Plate G.11: Photograph showing the change in elevation of HBLR tracks approaching Harbor Boulevard, Township of Weehawken.

Photo view: Southwest

Photographer: Teresa D. Bulger

Date: August 23, 2017

Plate G.12: Photograph showing the elevated HBLR tracks near the intersection of Port Imperial Boulevard and Harbor Boulevard, Township of Weehawken.

Photo view: Southwest

Photographer: Teresa D. Bulger

Date: August 23, 2017

18-20 feet bgs (Richard Grubb & Associates, Inc. 2001: 7–21). Based on this and two other geoarchaeological borings, a model for archaeological prehistoric site potential was developed for the area. Upper layers of fill associated with historic occupation and industrialization are typically six to nine feet deep and are underlain by Late Holocene estuarine peats and organic silt/sands which can be up to five feet thick, dating between 3500-3000 before present (BP). The researchers noted that within the upper reaches of the peat layer, moderate potential for later prehistoric materials is present (except where truncated by fill). Below the estuarine deposits are Middle-Late Holocene alluvial sands and silts which are typically thin and uneven, only two to four feet thick, and dating to circa 6000-3000 BP. These Middle-Late Holocene deposits represent a "context likely to house prehistoric materials" (Richard Grubb & Associates, Inc. 2001: 7-30). The deposits underlying the alluvial sands predate the arrival of Native Americans in the northeast. This model of prehistoric site potential represents an important point of reference for interpreting the site potential in the Hackensack Meadowlands and along the western slope of the Bergen Ridge.

The topographical and land-use history of the west side of the Bergen Ridge and this area's close proximity to the Central Wastewater Treatment Plant, where peats and sandy alluvial soils conducive to human occupation were identified, suggest that this area could have been a prime location for prehistoric settlement. In the cultural resources surveys in advance of the construction of the HBLR, Geismar (1995a: 8) suggested that "filling, grading, or building--- all part of the urbanizing process" along the alignment of the HBLR likely destroyed many resources. On the west side of the Bergen Ridge, where a portion of the project alignment is located within an extant railroad cut, this is likely the case. Geismar did not highlight any portion of PC-G_S1 as potentially sensitive for prehistoric archaeological resources (1998a: 9). Based on previous research and the land-use history of the HBLR alignment west of the Bergen Ridge, the portion of PC-G_S1 between the western portal of West Shore Railroad Tunnel and Tonnelle Avenue Light Rail Station (within the existing railroad cut) is assessed with low prehistoric sensitivity as both shallow and deeply buried deposits have likely been disturbed (see Figure 8.1; see Plates G.1–G.4).

Historic Sensitivity – West of the Bergen Ridge

Historic settlement on the western side of the Bergen Ridge was well established by the 1830s when early maps of the area depict the village of New Durham in the area of PC-G_S1 (Figure 3.1; U.S. Coast Survey 1837). Hackensack Road, a toll turnpike, passed through New Durham along present-day Tonnelle Avenue (U.S. Coast Survey 1837; Geismar 1995a). As part of the cultural resources survey undertaken in advance of construction of the HBLR, Geismar (1995b) identified the Smith House and its backyard as potential archaeological resources at the site of then-proposed Tonnelle Avenue Park-Ride (Geismar 1995b: 116-120; 28-Hd-32; see Table 5). In 2004, testing was undertaken at the HBLR Tonnelle Avenue Park-Ride, as recommended in the 1995 Phase IB archaeological survey and subsequent 1999 Memorandum of Agreement (MOA) for the HBLR project (Geismar 2006b). The investigation focused on proposed ground disturbance associated with a temporary driveway and parking in the vicinity of the historical location of backyard features at the Baker-Smith house. Mechanical testing did not locate a privy feature, though a historical drawing of the circa 1841 house had shown a small wooden structure in the yard. Archaeological evidence indicated that the wooden structure was a well house and the well was filled in the 1920s. Historic-era archaeological features were detected at approximately five feet bgs. The site was documented as an historic-era domestic site (28-Hd-32) and no further archaeological work was recommended.

PC-G_S1 is confined to the HBLR alignment west of the Bergen Ridge, and thus any historic-era archaeological resources would have been destroyed during railroad construction. Based on the land-use history of PC-G_S1 west of the Bergen Ridge and previous archaeological investigations, the area to the west of the West Shore Railroad Tunnel is assessed with low sensitivity for historic archaeological resources (See Figure 8.1; see Plates G.1–G.4).

Table 5: Known archaeological sites within 1,000 feet of Project Component G- Section 1.

Site Number	Site Name	Period	Type	Reference
28-Hd-32	HBLR: Smith Family House	Early-late 19th c	Domestic	Geismar 1995a; Geismar 2006

West Shore Tunnel
PC-G_S1 passes through the West Shore Railroad Tunnel (SHPO Opinion 2/28/1991), which is eligible for listing on the NR under Criterion A in the category of transportation. Impacts on the tunnel are addressed in the Historic Architectural Research Background Study (HARBS) (RGA, Inc. 2017b).

Prehistoric Sensitivity- East of the Bergen Ridge
East of the Bergen Ridge, PC-G_S1 emerges from the West Shore Railroad Tunnel, at the base of the Bergen Ridge and travels south along the Hudson River Waterfront (Plates G.5 – G.14). The topography of this portion of the Hudson River Waterfront was historically characterized by a narrow strip of fast land at the base of the Bergen Ridge, with a band of marshland on the shore of the river (Figure 3.1; U.S. Coast Survey 1837). No archaeological sites have been identified along PC-G_S1 east of the Bergen Ridge; however, previous cultural resources assessments along the waterfront have reached conflicting conclusions about the potential for the survival of prehistoric archaeological resources in the area of Lincoln Harbor Light Rail Station.

Phase IA cultural resource assessments for the proposed redevelopment of Lincoln Harbor in Weehawken in the 1980s identified areas of potential prehistoric and historic archaeological sensitivity proximate to the HBLR (Raber Associates 1986, 1988). Soil boring data indicated that two to 16 feet of late nineteenth through early twentieth century miscellaneous fill deposits mixed with demolition debris exist overlying the Lincoln Harbor project area beneath which were gradually to steeply sloping fluvial and glacial outwash soils underlain by lacustrine sediments (Raber Associates 1986: 2–5). Marsh and fast land documented on historic maps, as well as an approximately 100-foot fringe of nearshore riverbed, were identified as areas of prehistoric archaeological sensitivity (Raber Associates 1986: 5). The southern portion of the Lincoln Harbor project area, near 19th Street, was identified as an upland north of the pre-industrial marsh. The researchers interpreted this upland as an area where prehistoric archaeological resources associated with short-term Native American occupations may be present beneath historic fill (Raber Associates 1986: 13). The northern portion of the Lincoln Harbor project area, east of the Lincoln Tunnel helix, was identified as an area where historic archaeological resources associated with the circa 1740 to 1775 Weehawken Ferry may be present beneath late nineteenth century fill emplaced during construction of the Erie Railroad terminal (Raber Associates 1986: 13).

In contrast to these findings, the Phase IB archaeological survey associated with construction of the HBLR recorded soil boring data and archaeological monitoring data that indicate that the prehistoric shoreline does not exist as an intact land surface in this part of Weehawken (Geismar 1995c; 2004c). One soil bore completed in 1995 did not identify the original shoreline, which was interpreted to be west of the HBLR (Geismar 1995c). Two mechanically excavated construction trenches undertaken in 2004 contained extensively disturbed soil stratigraphy that lacked A and B horizons (Geismar 2004c).

In addition to archaeological testing at the Lincoln Harbor Light Rail Station, archaeological monitoring was undertaken during construction of the Port Imperial Light Rail Station in Weehawken, New Jersey. In 2004, archaeological monitoring of construction took place at HBLR MOS-2 Outfall 5, located near Port Imperial Boulevard, south of the West Shore Tunnel, in Weehawken, New Jersey (Geismar 2004c). This area had been identified as having potential for prehistoric resources related to the former shoreline of the Hudson River in the original Phase IA study for the project (Geismar 1995b). While the area was not recommended at that time for archaeological testing or monitoring, a subsequent letter in 1998 indicated that Geismar had determined the area needed archaeological monitoring (Geismar 2004c). Monitoring of the construction trench revealed that both the A and B soil horizons had been destroyed and no trace of an original land surface was preserved. Based on the disturbed nature of the location, no further archaeological work was recommended. Between the eastern portal of the West Shore Railroad Tunnel and the Lincoln Harbor Station, PC-G_S1 is assessed with low sensitivity for prehistoric archaeological resources based on the inhospitable topography of this section of the Hudson River Waterfront, the absence of previously-identified prehistoric resources, and the disturbed soils observed during 2004 archaeological monitoring (Geismar 2004c) (see Figure 8.1; see Plates G.5–G.14).

Historic Sensitivity: East of Bergen Ridge
Historic settlement on the eastern side of the Bergen Ridge along PC-G_S1 was sparse before extensive filling campaigns in the mid- to late nineteenth century in the area. Near the eastern portal for the West Shore Railroad Tunnel, marshy land and Slaugh's Meadow are depicted on early maps (U.S. Coast Survey 1837).

Plate G.13: Overview of the HBLR tracks emanating from the north end of the platform at the Lincoln Harbor Light Rail Station, Township of Weehawken.

Photo view: Northeast

Photographer: Teresa D. Bulger

Date: August 23, 2017

Plate G.14: Overview of the HBLR tracks emanating from the south end of the platform at the Lincoln Harbor Light Rail Station, Township of Weehawken.

Photo view: Southwest

Photographer: Teresa D. Bulger

Date: August 23, 2017

Geismar (1995a:77) identified this portion of the project alignment as constructed atop landfill during the mid-nineteenth century when the 1869 arrival of New York and Fort Lee Railroad would have required the stabilization of the land for railroad tracks. In the area of Lincoln Harbor Light Rail Terminal, some fast land may have been present during the late eighteenth and early nineteenth centuries. Potential cultural resources associated with settlement in the area of the Weehawken Ferry were possible (Geismar 1995a).

The northern portion of the Lincoln Harbor project area, east of the Lincoln Tunnel helix, was identified as an area where historic archaeological resources associated with the circa 1740 to 1775 Weehawken Ferry may be present beneath late nineteenth century fill emplaced during construction of the Erie Railroad terminal (Raber Associates 1986: 13). Raber Associates advised that the installation of utilities would not be deep enough to disturb material traces of Weehawken Ferry (Raber Associates 1988). Based on the historic topography of the Hudson River Waterfront, the majority of PC-G_S1 is assessed with low potential for historic archaeological resources. That portion of the PC-G_S1 between the intersection of Harbor Boulevard at Port Imperial Boulevard and the northern end of Lincoln Harbor Light Rail Station is assessed with moderate potential for deeply buried historic archaeological resources associated with the Weehawken Ferry (see Plate G.13).

3.6 Project Component G, Section 2

Section 2 of Project Component G (PC-G_S2) begins at the south end of the Lincoln Harbor Light Rail Station in Weehawken, New Jersey (Plate G.14 and G.15), turns west following the base of the Bergen Ridge along the west side of Hoboken (Plates G.16–G.25), turns east at the south end of Hoboken, passing the site of the Proposed NJ TRANSITGRID East Hoboken Substation (Plates G.26 and G.27), and the extant Henderson Street Substation (Plate G.28), and travels westward past the Eighteenth Street "Wye" (Plate G.29), before finally terminating at the Hoboken Terminal Light Rail Station, in Hoboken, New Jersey (Plates G.30 and G.31). Ground disturbance in this area would include a combination of steel monopoles with foundations drilled to 20 feet bgs (39 feet tall, four feet diameter, and 20 feet deep) and underground duct banks with trenches excavated to an average of five feet bgs. Archaeological sensitivity for PC-G_S2, bounded by Lincoln Harbor Light Rail Station, Weehawken and the Hoboken Terminal Light Rail Station, Hoboken, is represented on Figures 8.1 and 8.2.

Prehistoric Sensitivity
The topography of PC-G_S2 between Lincoln Harbor Light Rail Station and Hoboken Terminal Light Rail Station was historically characterized by a narrow strip of fast land at the base of the Bergen Ridge, with a band of marshland on the shore of the river (Figure 2.1 and 3.2; Gordon 1833; U.S. Coast Survey 1837). Although there is a possibility of prehistoric occupation in this portion of the APE during Paleoindian and Middle Archaic, a period of lower sea levels when the area could have been drier, other more favorable locations such as Hoboken Island/Steven's Point would have been located nearby.

In the area of Lincoln Harbor Light Rail Station, previous cultural resource assessments along the waterfront have reached conflicting conclusions about the potential for the survival of prehistoric archaeological resources. As discussed above (see PC-G_S1), Phase IA research in 1986 and 1988 identified the potential for prehistoric resources in the area of the Lincoln Harbor project area under fill layers of varying thickness (Raber Associates 1986, 1988). In contrast, Geismar (2004c) assessed low potential for prehistoric resources at the Lincoln Harbor Light Rail Station after limited soil bore testing and archaeological monitoring. Based on the conflicting geotechnical data available, the portion of Raber Associates' (1986) zone of prehistoric sensitivity which has not otherwise been tested, just south of Lincoln Harbor Light Rail Station, is assessed with moderate sensitivity for prehistoric archaeological resources (Plate G.15; See Figure 8.1).

Geismar (1995b) identified two resources along PC-G_S2 during Phase IA analysis for the HBLR: the original shoreline at the mouth of Harsimus Creek near Observer Highway (Site designation #S) and early-mid-nineteenth century landfill near Observer Highway and River Street in Hoboken (Site Designation #47). Phase IB testing at the River Street site identified 25 feet of fill with possible evidence for landfill construction, underlain by serpentine base rock (Bore #BC40-17A; Geismar 1995c: 14). During Phase IB fieldwork near Harsimus Creek, two soil bores were moved to new locations which were "not archaeologically valid" and were thus deleted from the survey (Bore #BC40-09 & BC-40-14; Geismar 1995c: 14). Soil bore testing was

Plate G.15: Photograph showing the HBLR tracks at the intersection of Nineteenth Street and Waterfront Terrace, Township of Weehawken. Note: a zone of archaeological sensitivity was identified in this area by Raber (1986).

Photo view: Southwest

Photographer: Teresa D. Bulger

Date: August 23, 2017

Plate G.16: Photograph showing the HBLR tracks near West Eighteenth Street under the Willow Avenue Overpass, Township of Weehawken.

Photo view: West

Photographer: Teresa D. Bulger

Date: August 23, 2017

Plate G.17: Photograph showing the HBLR tracks near West Eighteenth Street under the Willow Avenue Overpass, Township of Weehawken.

Photo view: East

Photographer: Teresa D. Bulger

Date: August 23, 2017

Plate G.18: HBLR tracks near the intersection of Fifteenth Street and Madison Street, City of Hoboken.

Photo view: Southwest

Photographer: Teresa D. Bulger

Date: August 23, 2017

Plate G.19: Overview of the HBLR tracks emanating from the north end of the platform at the 9th Street Light Rail Station, City of Jersey City.

Photo view: Northeast

Photographer: Teresa D. Bulger

Date: August 23, 2017

Plate G.20: Overview of the HBLR tracks emanating from the south end of the platform at the Ninth Street Light Rail Station, City of Jersey City.

Photo view: Southeast

Photographer: Teresa D. Bulger

Date: August 23, 2017

Plate G.21: HBLR tracks near the intersection of Fifth Street and Marshall Drive, City of Hoboken.

Photo view: Southwest

Photographer: Teresa D. Bulger

Date: August 23, 2017

Plate G.22: HBLR tracks at the Second Street Light Rail Station City of Hoboken.

Photo view: South

Photographer: Teresa D. Bulger

Date: August 23, 2017

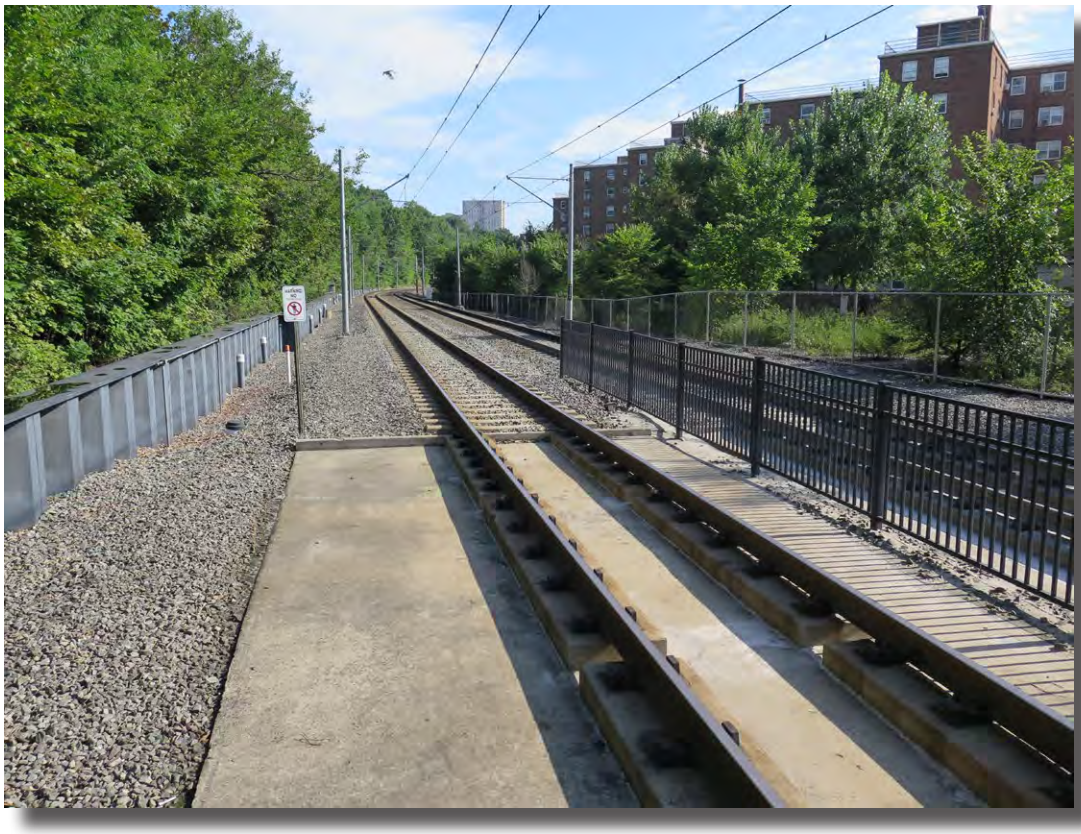

Plate G.23: HBLR tracks at the Second Street Light Rail Station City of Hoboken.

Photo view: Northwest

Photographer: Teresa D. Bulger

Date: August 23, 2017

Plate G.24: View of the HBLR tracks on New York Avenue west of Paterson Avenue, City of Hoboken. Note the Morris & Essex Line overpass in the Background.

Photo view: South

Photographer: Teresa D. Bulger

Date: August 23, 2017

Plate G.25: Photograph of the HBLR tracks on New York Avenue west of Paterson Avenue, City of Hoboken.

Photo view: North

Photographer: Teresa D. Bulger

Date: August 23, 2017

Plate G.26: Overview of the ground at Coles Street and Eighteenth Street, City of Jersey City. Note the Morris & Essex Line overpass in the Background. This plate depicts the same location as Plate F.1.

Photo view: North

Photographer: Teresa D. Bulger

Date: August 23, 2017

Plate G.27: Overview of the ground at Coles Street and Eighteenth Street with a view of the HBLR tracks, City of Jersey City.

Photo view: East

Photographer: Teresa D. Bulger

Date: August 23, 2017

Plate G.28: Overview of the ground at Henderson Street Substation, near the intersection of Marin Boulevard and Eighteenth Street with a view of the HBLR tracks, City of Jersey City.

Photo view: East

Photographer: Teresa D. Bulger

Date: August 23, 2017

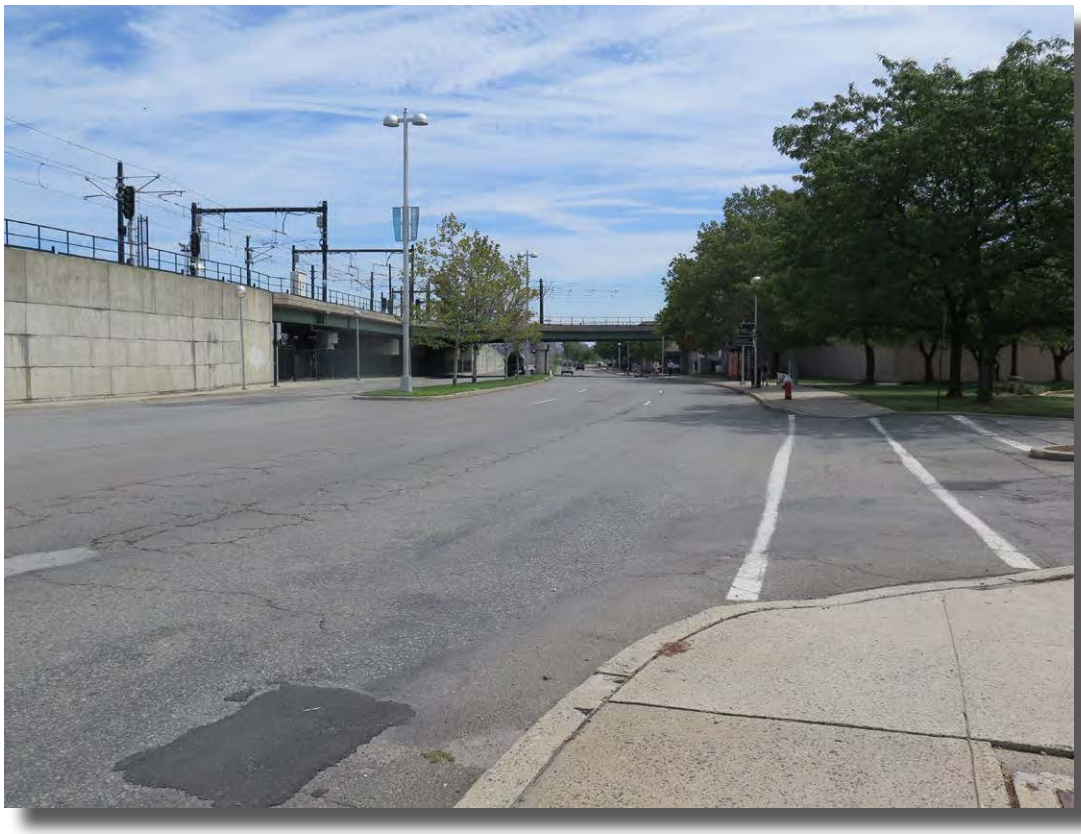

Plate G.29: Photograph showing the raised HBLR tracks at the "Wye" near Eighteenth Street and Marin Boulevard, City of Jersey City.

Photo view: East

Photographer: Teresa D. Bulger

Date: August 23, 2017

Plate G.30: Photograph showing the Hoboken Terminal Light Rail Station from the waterfront near Eighteenth Street, City of Jersey City.

Photo view: Northeast

Photographer: Teresa D. Bulger

Date: August 23, 2017

Plate G.31: View of the HBLR tracks at Hoboken Terminal Light Rail Station, City of Jersey City.

Photo view: East

Photographer: Teresa D. Bulger

Date: August 23, 2017

recommended at both locations when they become accessible to address sensitivity for prehistoric resources and evidence of the original shoreline.

Geismar (1998b) assessed the HBLR West Side Alignment, which overlaps with much of PC-G_S2 south of Lincoln Harbor Terminal, as having low potential for significant archaeological resources due to the HBLR following a long-established active rail line. In order to confirm this, soil borings were recommended in four locations: the Jersey Avenue Bridge, the Eighteenth Street Extension, the Second Street Station, and the Ninth Street Station (Geismar 1998b: 27; see Plates G.22, G.23, G.26, & G.27). In 2006, a Phase IB survey was undertaken at the Jersey Avenue Bridge near the border of Hoboken and Jersey City, as recommended in the Phase IA assessment of the West Side Alignment of the HBLR, to determine if prehistoric land surfaces or archaeological resources were present in this location (Geismar 2006a). This analysis revealed archaeological evidence for historic fill, a former railroad siding, and a layer of grey silt and organics present between 13-15 feet bgs. At a depth of 40–42 feet, a layer of grey silt with shell fragments, "commonly found on oozy, warm, mud flats," was present (Geismar 2006b: 2). At 60–62 feet bgs, a layer of peat was identified, which was underlain by glacial gravel at 70 feet bgs. The analysis confirmed that the area had formerly been a swamp between 9,100 and 1,100 years ago and therefore had low archaeological potential (Geismar 2006b: 3).

No further testing reports are available for the balance of the recommended testing proposed by Geismar in the HBLR Phase IA for the Hoboken West Side Alignment (Geismar 1998a). Five locations in PC-G_S2 have been previously recommended for soil bore testing which have not been addressed to date (Geismar 1995c; 1998b).

- Eighteenth Street Extension. Recommended to confirm landfill history (Geismar 1998b:27).
- Second Street Station. Recommended to confirm landfill history (Geismar 1998b:27).
- Ninth Street Station. Recommended to confirm landfill history (Geismar 1998b:27).
- Observer Highway at Henderson Street. Recommended for potential prehistoric resources associated with Harsimus Creek (Geismar 1995c: 43).
- Observer Highway at Park Street. Recommended for potential prehistoric resources associated with Harsimus Creek (Geismar 1995c: 43).

While these locations have not been addressed specifically, archaeological testing in close proximity has shed light on the land-use history of the west side of Hoboken and around Harsimus Creek and Observer Highway. Testing at the Jersey Avenue Bridge (Geismar 2006a) confirmed that no dry land was available in this area beginning at least 9,100 years ago, suggesting that a similar topographic history for the nearby areas on the west side of Hoboken at the foot of Bergen Ridge and at the mouth of Harsimus Creek which were also marshy during historic periods.

No prehistoric-era archaeological sites have been identified within or adjacent to the PC-G_S2 portion of the APE. Previous cultural resources surveys have assessed this area of Hoboken as having a low potential for prehistoric archaeological resources (Geismar 1998:5; Kardas and Larrabee 1980). Based on this research and the land-use history of the vicinity, PC-G_S2 south of the edge of the pre-industrial marsh, at approximately the intersection of Harbor Blvd and Park Avenue, is assessed with low potential for prehistoric archaeological resources (Figures 8.1 and 8.2; Plates G.16-G.29).

Historic Sensitivity

Historic settlement along PC-G_S2 was sparse before extensive filling campaigns in the mid- to late nineteenth century in the area. In the 1830s, Hoboken/Eel Creek drained into the Hudson River at the northern end of PC-G_S2 and much of Hoboken was depicted as a tidal marsh (Figure 2.1 and 3.2; Gordon 1833; U.S. Coast Survey 1837). The 1837 U.S. Coast Survey map of the area shows the alignment of PC-G_S2 crossing Hoboken's historic sea wall and the Hackensack Plank Road near its northern end and the Newark Plank Road near its southern end. By the late-nineteenth century, a circa 1869 railroad embankment for the New York and Fort Lee Railroad had been built above the marsh along the west side of Hoboken and into Weehawken, which PC-G_S2 follows (Figure 5.2; Speilman and Brush 1880).

By the 1890s, historic topographic maps show that the marshy lowlands at the foot of Bergen Ridge persisted, though the area was crisscrossed by railroads of the DL&WRR, the Morris & Essex Line, and the New York and Fort Lee Rail Road (later New York, Lake Erie and Western Railroad) (Figure 6.2; U.S.G.S. 1891). The terminals for the DL&WRR occupied much of the shore of the Hudson River at the southern end of PC-G_S2 by 1891. An aerial photograph of Hoboken and Jersey City from 1930 shows PC-G_S2 following an extant railroad alignment (Figures 7.1 and 7.2; NJDEP 1930).

Geismar's (1998b) assessment of the HBLR West Side Alignment, identified PC-G_S2 as having a low potential for significant historic resources due to the land-use history of this rail line in the nineteenth and twentieth centuries. As outlined above, several soil borings were recommended to confirm the land-use history of the area (Geismar 1998b: 27). In addition to those areas, Geismar also recommended in-ground testing at the south end of the Second Street Station site to locate evidence of the 1894 Homestead Line's wooden incline trolley trestle at Second Street. The soil borings at Jersey Avenue Bridge in Jersey City have been discussed above with reference to the potential for prehistoric resources (Geismar 2006a).

In 2004, Phase IB testing was undertaken at the Second Street Station of the West Side Alignment in Hoboken, New Jersey (Geismar 2004d). This testing was directed at locating evidence for the foundations of a nineteenth-century trolley trestle. Two architectural elements were located, one of which could have been a cement-faced foundation pier for the trestle. No additional information was recovered and no further archaeological work was recommended.

One archaeological site has been identified within 1,000 feet of the PC-G_S2 alignment (Table 6). Site 28-Hd-54 is located near the intersection of Jersey Avenue and Observer Highway, outside the APE, and represents footings associated with the North Hudson Elevated Railway, the first of its kind in the United States.

Table 6: Known archaeological sites within 1,000 feet of Project Component G- Section 2.

Site Number	Site Name	Period	Type	Reference
28-Hd-54	North Hudson County Elevated Railway Footings	19th and early 20th century	Railroad	Audin 2015, 2016

In 1998, a Phase IA cultural resources assessment was undertaken for the Long Slip Alignment of the HBLR, the portion of the rail line which connects Hoboken Terminal Light Rail Station with the Eighteenth Street Wye in Jersey City (Geismar 1998). In 2004, a testing program was undertaken at the Long Slip, a canal which once ran along the alignment of Eighteenth Street, to address recommendations made during a 1998 Phase IA assessment (Geismar 2004b). This testing involved documenting the landfill and selected landfill structures used to create Long Slip in the late nineteenth century, and to compare these findings with other local landfills which have been archaeologically documented. Log cribbing and fill material for the canal was identified, documented, and compared to other slips and wharves, including several in Manhattan. Geismar concluded that the design of the cribbing reflected the function it served, that of creating a rail yard and canal, whereas more substantive cribbing and piles might be expected in areas where dockage and future dense development was anticipated. The fill identified in the study was made up of relatively clean (low amount of organic matter) fill which had been brought in to create land. This finding is in contrast to the popular narrative that New Jersey's waterfront served as a repository for New York's garbage (Geismar 2004b: 11; Rutsch et al. 1977:51). No further archaeological work was recommended.

Geotechnical bores undertaken as part of the Documentary Analysis Report for the Access to the Region's Core (ARC) Hoboken Fan Plant/Construction Access Shaft Site, a site which overlaps with a portion of PC-G_S2, found one bore (EPE-NJ-016) was located within the vicinity of the historic Bergen Turnpike/ Hackensack Plank Road based on cartographic records (Trans-Hudson Express [THE] Partnership 2009a). Within this bore, the presence of a "red clayey silt and sand" layer was interpreted as potentially associated with fill for that road and was present at a depth of approximately 15–17 feet bgs (THE Partnership 2009a: 3). An additional ARC study identified moderate to high historic sensitivity for the historic sea wall that once stood in northern Hoboken at depths of 10–15 feet bgs (THE Partnership 2009b).

Based on the land use history of this section of PC-G_S2, the absence of identified archaeological resources, and previous testing programs, the majority of PC-G_S2 is assessed with low sensitivity for historic resources (see Figure 8.1 and 8.2; Plates G.15, G.17 –G.25). Where PC-G_S2 crosses the Hackensack Plank Road, the Newark Plank Road, and Hoboken's historic sea wall, PC-G_S2 is assessed with moderate sensitivity for deeply buried archaeological resources associated with historic infrastructure (see Figure 8.1 and 8.2; Plates G.16, G.26, G.27).

3.7 Project Component G, Section 3

Section 3 of Project Component G (PC-G_S3) begins near the west end of the Hoboken Terminal Light Rail Station, at the Eighteenth Street Wye (Plate G.29), turns south winding its way through downtown Jersey City (Plate G.32–G.38), turns west onto Essex Street at the foot of Hudson Street (Plate G.39– G.42), finally terminating at the Jersey Avenue Light Rail Station, Jersey City, New Jersey. PC-F (described above) is designed to avoid installation of poles through downtown Jersey City. PC-G_S3 would only be constructed if PC-F is found to not be a feasible option. Should PC-G_S3 be constructed, ground disturbance in this area would include a combination of steel monopoles with foundations drilled to 20 feet bgs (39 feet tall, four feet diameter, and 20 feet deep) and underground duct banks with trenches excavated to an average of five feet bgs. Archaeological sensitivity for PC-G_S3, bounded by Hoboken Terminal Light Rail Station, Hoboken and the Jersey Avenue Light Rail Station, Jersey City is represented on Figures 8.3 and 8.5.

Prehistoric Sensitivity
In the second quarter of the nineteenth century, the topography of PC-G_S3 was characterized by a tidal marsh, with some portions of the alignment crossing areas which at that time were part of Harsimus Bay north of Paulus Hook (Figures 3.3 & 3.5; 4.2; U.S. Coast Survey 1837; Hassler 1844). Where the alignment appears to have crossed fast land, at the northern tip of Paulus Hook, and along Essex Street, land has been subject to intensive development and filling episodes. Although there is a possibility of prehistoric occupation in this portion of the APE during the Paeloindian and Middle Archaic periods, a time of lower sea levels when the area could have been drier, at this time there is no archaeological evidence for prehistoric resources associated with settlement within PC-G_S3.

Documentary sources suggest that Paulus Hook was at one time a Native American settlement called Aressick. In a Phase IA cultural resources survey of this portion of the HBLR alignment (1995b), Geismar identified two locations in downtown Jersey City where documentary sources suggested a Native American settlement: "Indian Spring," said to be located west of Washington Boulevard between Grand and Sussex streets and a burial ground which may have been associated with colonial European or Native American history. Neither location is within or adjacent to the PC-G_S3 alignment.

While no registered archaeological sites associated with Native American occupation of the Paulus Hook area had been identified, Geismar (1995b) recommended several areas for soil bore testing in an attempt to identify the historic shoreline to aid in the sensitivity assessment for prehistoric archaeological resources. The soil bore testing program included a bore at the "Tip of North Point" in Jersey City (Geismar 1995b; Site Designation #R). This soil bore was undertaken as part of the Phase IB assessment, at Greene Street, near First Street (Bore #: BC30-02), near the original northern extent of Paulus Hook. The soil boring identified at least 15 feet of fill, the full depth of the boring, and was interpreted by Geismar as evidence of a riverine setting rather than the original shoreline (Geismar 1995c: 13, 20). The soil bore testing program also included a bore chosen to test for original shoreline, wharf construction, and landfill history. This soil bore was undertaken as part of the Phase IB assessment, at the site of Newport Light Rail Station (Bore #: BC30-08). The soil bore identified six feet of fill over 11 feet of sand, underlain by clay with clam shell at 16 feet bgs, finally encountering glacial till at 25 feet bgs. No wooden construction or other cultural remains were identified and the lower strata were interpreted as river silts (Geismar 1995c: 20). Soil bore testing was recommended at Hudson and Essex Street in Jersey City (Bore #: BC20-06) to locate evidence of the original shoreline; however, no evidence that this testing was undertaken has been identified.

Plate G.32: View of the elevated HBLR tracks west of the intersection of Fourteenth Street and Washington Boulevard, City of Jersey City.

Photo view: Northwest

Photographer: Elizabeth Diker

Date: August 29, 2017

Plate G.33: HBLR tracks at the Newport Light Rail Station, City of Jersey City.

Photo view: South

Photographer: Teresa D. Bulger

Date: August 23, 2017

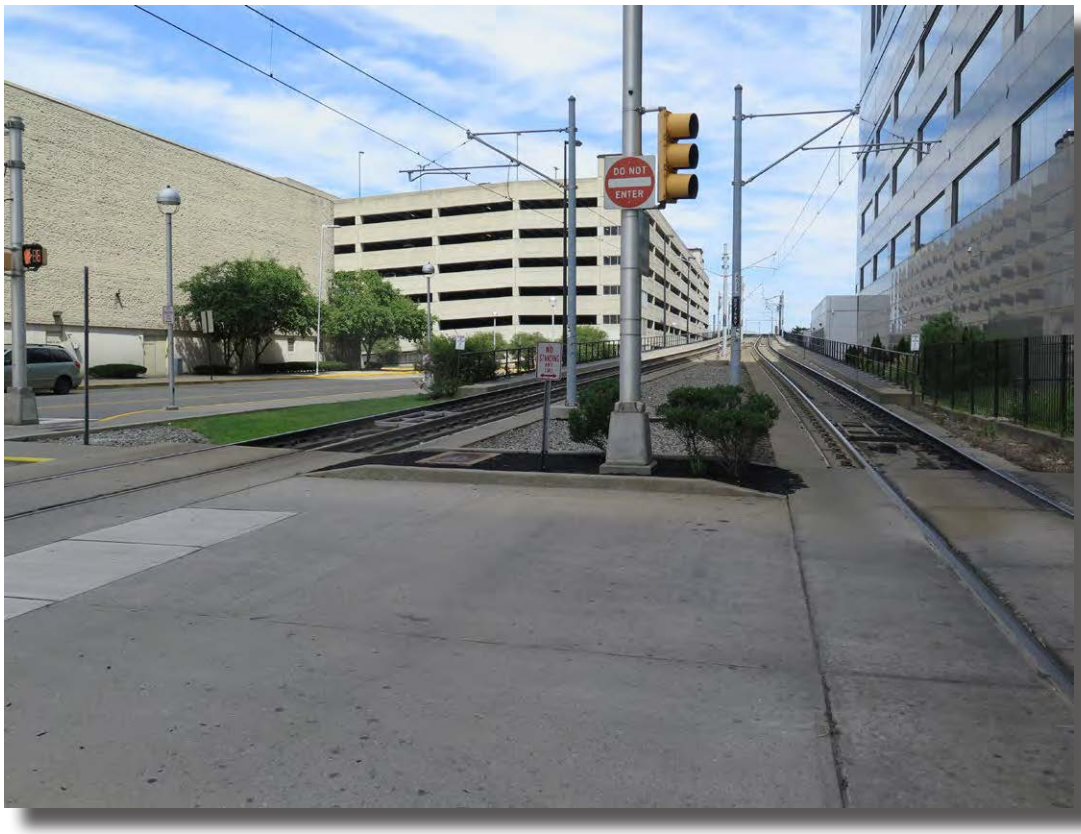

Plate G.34: View of the HBLR tracks at the Newport Light Rail Station, City of Jersey City.

Photo view: North

Photographer: Teresa D. Bulger

Date: August 23, 2017

Plate G.35: HBLR tracks near the intersection of Washington Boulevard and South Garage Driveway, City of Jersey City.

Photo view: Northwest

Photographer: Teresa D. Bulger

Date: August 23, 2017

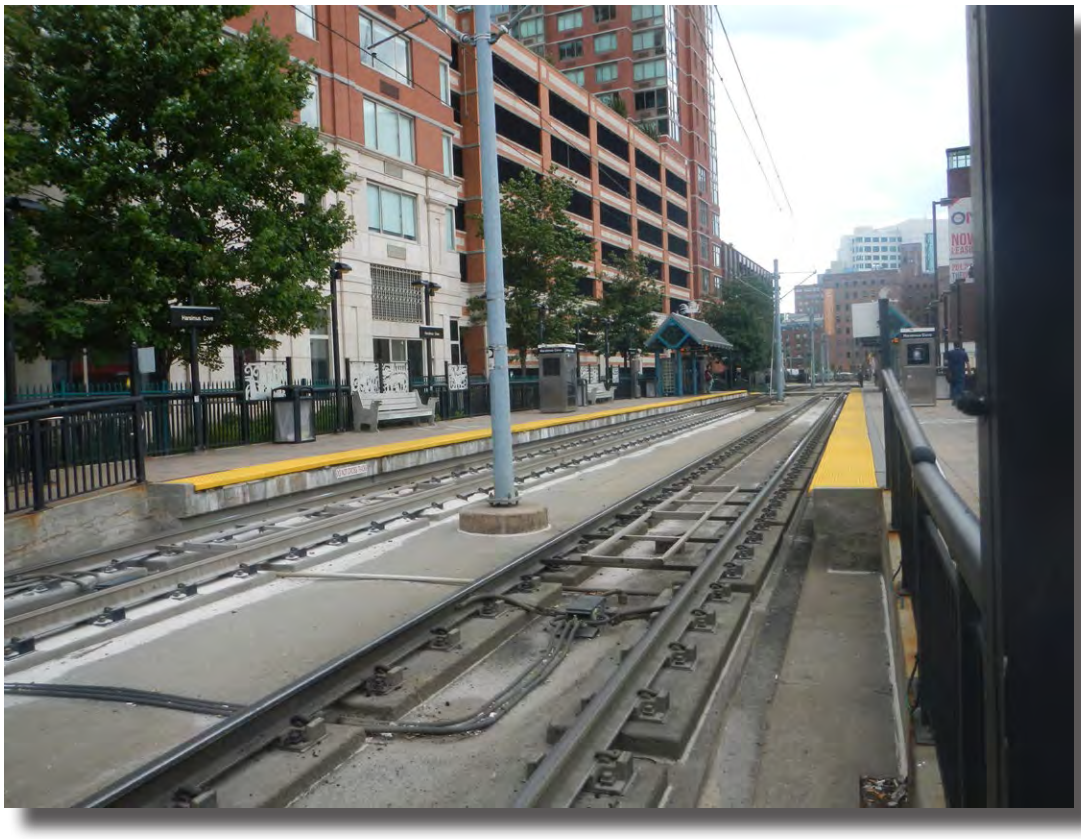

Plate G.36: View of the HBLR tracks at the Harsimus Light Rail Station, City of Jersey City.

Photo view: South

Photographer: Elizabeth Diker

Date: August 29, 2017

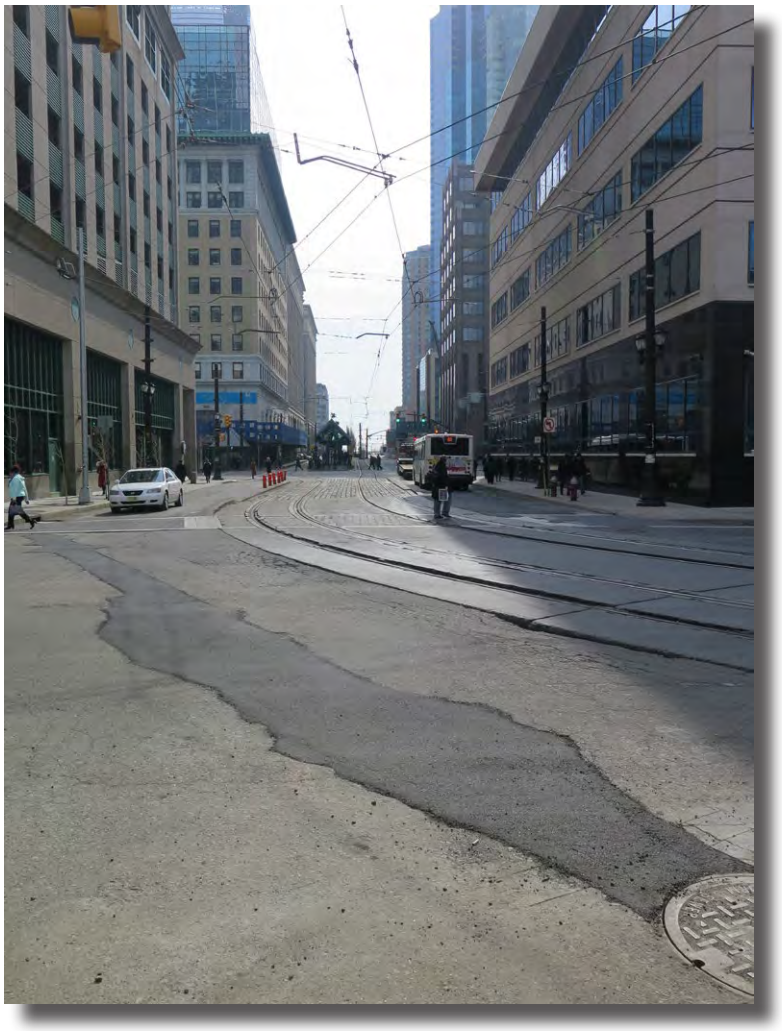

Plate G.37: Photograph of the HBLR tracks near the intersection of Hudson Street and Christopher Columbus Drive, City of Jersey City.

Photo view: Southeast

Photographer: Teresa D. Bulger

Date: February 22, 2017

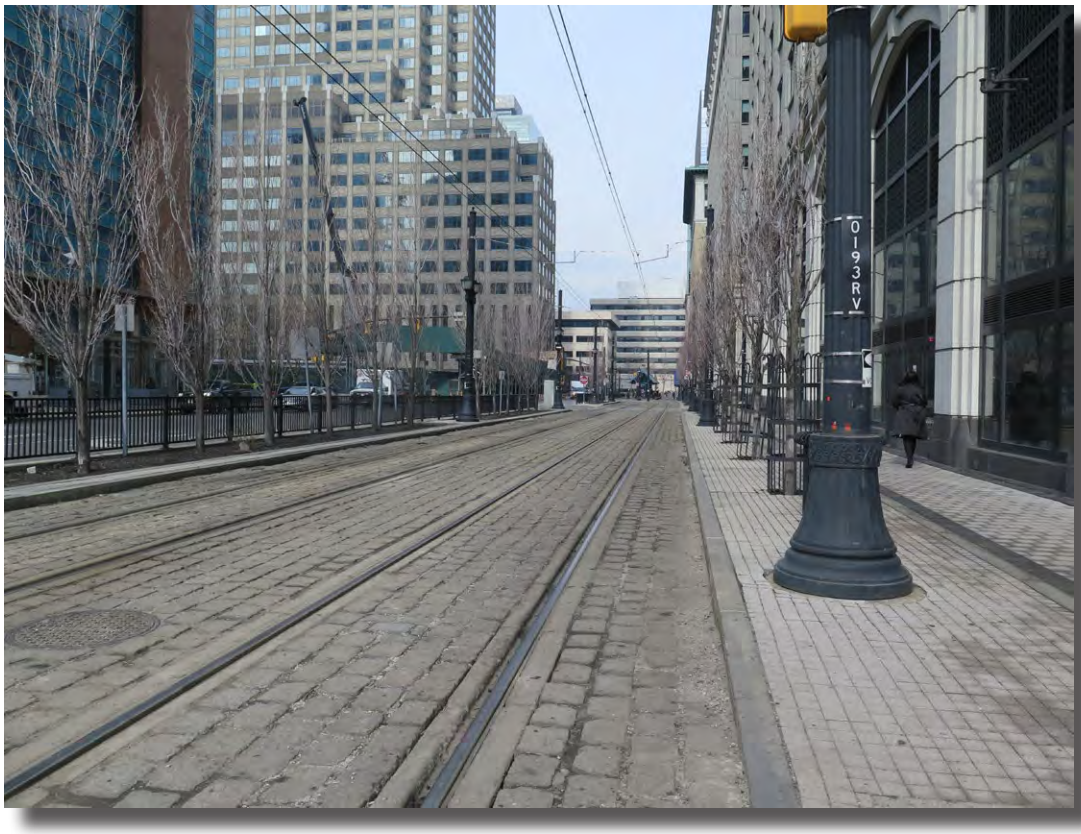

Plate G.38: View of the HBLR tracks near the intersection of Sussex Street and Hudson Street, City of Jersey City.

Photo view: North

Photographer: Teresa D. Bulger

Date: February 22, 2017

Plate G.39: View of the HBLR tracks near the intersection of Essex Street and Hudson Street, City of Jersey City.

Photo view: North

Photographer: Teresa D. Bulger

Date: August 23, 2017

Plate G.40: HBLR tracks near the intersection of Essex Street and Hudson Street, City of Jersey City.

Photo view: West

Photographer: Teresa D. Bulger

Date: August 23, 2017

Plate G.41: Photograph of the HBLR tracks near the intersection of Warren Street and Essex Street, City of Jersey City.

Photo view: Southwest

Photographer: Teresa D. Bulger

Date: February 22, 2017

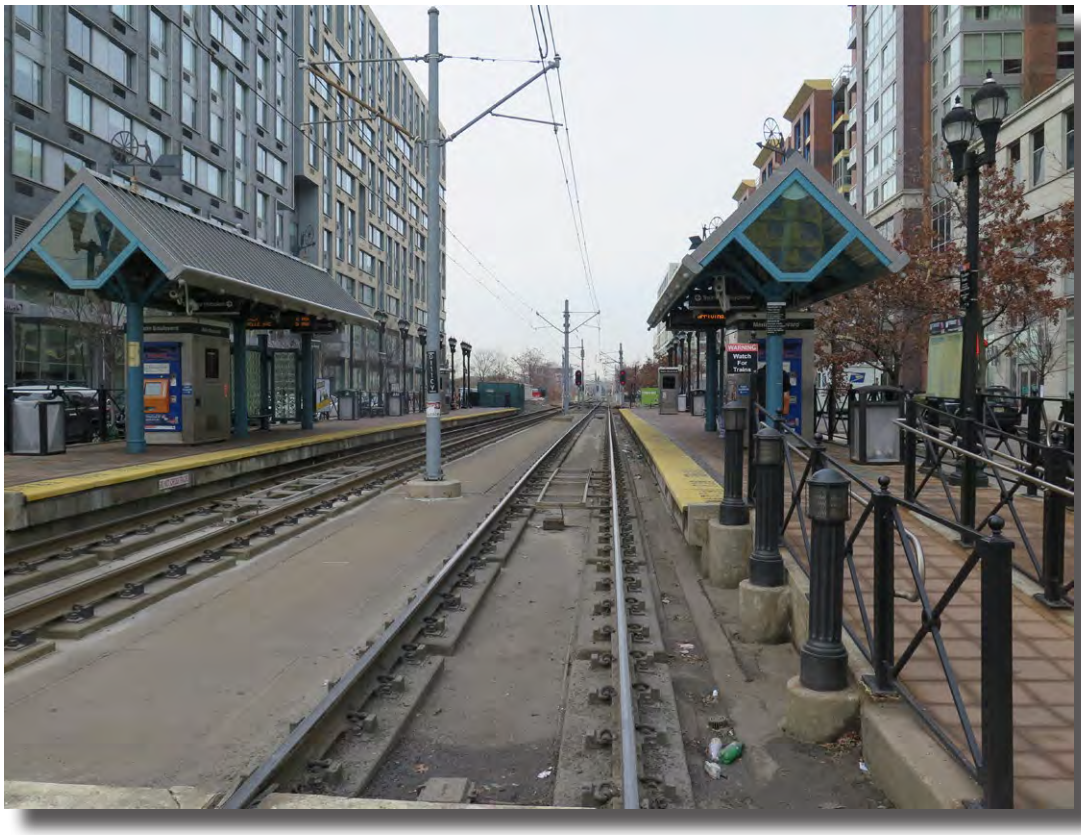

Plate G.42: View of approximate location of the Morris Canal at its crossing with the HBLR near Marin Street, City of Jersey City.

Photo view: West

Photographer: Teresa D. Bulger

Date: February 22, 2017

Based on the topographic and land-use history of the APE along PC-G_S3, the deep fill identified by previous investigators (Geismar 1995c), and the lack of documented prehistoric archaeological resources in this area, the majority of PC-G_S3 is assessed with low potential for prehistoric archaeological resources (see Figure 8.3 and 8.5; see Plates G.29- G.38, and G.41-G-42). One area of moderate sensitivity is assessed at the intersection of Essex Street and Hudson Street, where Giesmar had recommended testing for evidence of the original shoreline, but no record of such testing has been identified (see Figure 8.5; see Plates G.39 and G.40).

Historic Sensitivity

As one of the oldest historic settlements in New Jersey, the Paulus Hook section of Jersey City has been occupied by Europeans for over 300 years. Early settlement in the area can be divided into two periods of development. The first period is associated with sparse settlement of the Dutch in the seventeenth century followed by the English in the eighteenth and early nineteenth centuries. Prior to the 1830s, economic activity on Paulus Hook was focused on local resources, such as small scale agriculture and fishing (Geismar 1995c: 61). Ferries began in Jersey City as early as 1733, when the Pavonia ferry was established (Geismar 1995b: 61; Winfield 1874: 268–271). The second period of development relates to the arrival of the railroad industry to the city in the second quarter of the nineteenth-century. Despite having been the site of an early ferry to New York, intensive development did not begin until after 1838, when Jersey City was incorporated (Geismar 1995b: 11).

Nineteenth century maps show a growing city built up around the transportation industry with railroads crisscrossing downtown Jersey City and the Morris Canal terminating at the city's riverfront (Figure 2.2; 3.3 & 3.5; 4.2; 5.5; 6.2; 7.2; Gordon 1833; U.S. Coast Survey 1837; Hassler 1844; Spielman and Brush 1880; U.S.G.S. 1891; NJDEP 1930). The first major transportation corridor to reach Jersey City was the Morris Canal in 1836, built to connect the coalfields of Pennsylvania with New York markets. The following year, the Bergen Cut opened, allowing ready access to Jersey City by rail. Hudson Street, which carries a portion of the PC-G_S3 alignment through downtown Jersey City, was created during land reclamation projects in the early to mid-nineteenth century (Geismar 1995c: 30). In 1855, the New York and Erie Railroad [NY&ERR] incorporated the Long Dock Company, centered on Pavonia Avenue where a ferry had been established in the early nineteenth century. The NY&ERR used the Bergen Cut initially, but by 1861, the rail company had its own tunnel through Bergen Ridge completed. In 1868, the Pennsylvania Railroad (PRR), now in control of the Bergen Cut, opened a new freight terminal at Harsimus Cove. The railyards of NY&ERR and the PRR came to dominate the Jersey City waterfront, with the yard of the DL&WRR occupying much of Hoboken to the north (Figure 5.5; Spielman and Brush 1880). An aerial photograph of Jersey City from 1930 shows the alignment of PC-G_S3 crossing the expansive railroad yards on the waterfront and winding through the densely developed urban setting of Jersey City (Figure 7.2; NJDEP 1930).

A wide variety of historic resources related to early ferries, railroad infrastructure, industrial concerns, and domestic sites were identified during Phase IA cultural resource assessment of the HBLR in close proximity to the project alignment in downtown Jersey City (Geismar 1995b:13–17). Impacts were anticipated to a number of these resources and a combination of soil bore testing and mechanical excavation was recommended for several locations along PC-G_S3. As part of the Phase IB cultural resources assessment, soil bore testing and test trenches were undertaken at many of these sites, identifying fill of varying depths throughout PC-G_S3 (Geismar 1995c).

The Phase IB testing recommended two locations within PC-G_S3 for further testing:

- 35 Hudson Street, Jersey City. Sensitive for historic backyard feature (privy). Recommended mitigation through excavation if impacted by construction.
- Marin and Van Vorst Streets, Jersey City. Sensitive for remains of Morris Canal. Recommended mitigation through mechanical trenching.

In addition to these two sites, soil bore testing was recommended for those locations which were "potentially sensitive" for historic resources, but were accessible to testing. One of these locations is within PC-G_S3:

- Hudson & Grand Street in Jersey City; (Bore #BC20-07). Sensitive for landfill history.

The 35 Hudson Street privy's location was identified during the 1995 Phase IB testing in the backlot of 35 Hudson Street, though only a grab sample was recovered. Testing at the house lot in 1998, as described in a 2002 letter report, was initially directed at data recovery of the privy (Geismar 2002a). However, the relocation of the Essex Street HBLR platform resulted in the avoidance of the privy feature. No further testing was undertaken and the artifacts recovered during the Phase IB survey were analyzed and are curated by the Jersey City Museum (Geismar 2002a). No further archaeological work was recommended at the site for the HBLR project.

Testing between Marin Boulevard and Van Vorst Street in Jersey City revealed definitive evidence of the Morris Canal prism. This testing occurred during both the 1995 Phase IB and follow-up mechanical trenching in 1998 (Geismar 2002a). Excavations in two east-west test trenches approximately 85–90 feet north of the intersection of Essex and Van Vorst Street identified elements of the Morris Canal. Wood planking, part of the canal's cribbing, was detected in two trenches, at a depth of approximately seven feet bgs and 6.75 feet bgs respectively. No further archaeological work at the Marin Boulevard and Van Vorst Street site was recommended due to the shallow depth of planned disturbance for the HBLR project.

Two historic archaeological sites have been identified within or adjacent to the PC-G_S3 alignment, both located in close proximity to downtown Jersey City (Table 7).

Table 7: Known archaeological sites within 1,000 feet of Project Component G- Section 3.

Site Number	Site Name	Period	Type	Reference
28-Hd-19	Exchange Place Landfill	1845-1890	Landfill	Kardas and Larrabee 1979
28-Hd-53	Fulton's Landing	Historic	Canal cribbing	Geismar 2004a

The Exchange Place Landfill site (28-Hd-19) is a nineteenth century site that contains secondary context deposits used to extend the Jersey City waterfront at Paulus Hook into the western margins of the Hudson River during the mid- to late nineteenth century (Kardas and Larrabee 1979). The Morris Canal at Fulton's Landing site (28-Hd-53) represents a location where a section of the canal prism and the canal cribbing were identified in Jersey City (Geismar 2004).

Based on the land-use history of PC-G_S3, previous archaeological research along the alignment, and known archaeological sites, the majority of PC-G_S3 is assessed with low sensitivity for historical archaeological resources (see Plates G.29–G.36 and G. 39–G.41).

Three zones of sensitivity for historic resources have been identified (see Figures 8.3 and 8.5). The first and most northerly zone of sensitivity follows Hudson Street, in Jersey City beginning at Christopher Columbus Drive and extending to York Street. This zone of high sensitivity approximates the boundaries of the Exchange Place Landfill site (28-Hd-19) (Plate G.37). A second location, Grand Street at Hudson Street, Jersey City, is moderately sensitive for potential information on the landfill history of Jersey City of Paulus Hook (soil borings recommended by Geismar 1995c) (Plate G.38). The third zone is associated with Morris Canal and follows the alignment of the HBLR beginning at Van Vorst Street, through Marin Avenue, Jersey City. This zone of high sensitivity includes the known location of the Morris Canal prism (28-Hd-53) and approximates the portion of PC-G_S3 where material remains associated with the Morris Canal could potentially be present at depths of 6.75 feet bgs or deeper (Plate G.42). As stated above, PC-G_S3 would only be constructed if PC- F is determined to not be a feasible option.

3.8 Project Component G, Section 4

Section 4 of Project Component G (PC-G_S4) begins at the west end of the Jersey Avenue Light Rail Station (Plate G.43), turns south and winds through the Aetna Street portion of the HBLR route (Plate G.44), passes through the Communipaw section of Jersey City (Plates G.47 and G.48), after which it splits: one branch travels to the northwest (Plates G.49–G.57), ultimately ending at the West Side Avenue Light Rail Station and the second branch continues southwest from Communipaw to the Linden Avenue East Underpass, in Jersey City, New Jersey (Plates G.47, G.48, and G.59 – G.66). Ground disturbance in this area would include a combination of steel monopoles with foundations drilled to 20 feet bgs (39 feet tall, four feet diameter, and 20 feet deep) and underground duct banks with trenches excavated to an average of five feet bgs. Archaeological sensitivity for PC-G_S4, bounded by the Jersey Avenue Light Rail Station and the Linden Avenue East Underpass, is represented on Figures 8.5 and 8.6.

The northernmost portion of PC-G_S4, including the West Side Avenue Branch, was analyzed as part of the Phase IA cultural resources survey for the HBLR (Geismar 1995b). The Communipaw section of PC-G_S4 was also analyzed as part of the Gateway Transit Hub project (Louis Berger and Associates 1992). The Aetna Street Alignment as built was incorporated into the HBLR route when Phase IB testing was undertaken (Geismar 1995c). South of Communipaw Avenue, PC-G_S4 was analyzed in 1995 as part of the Phase IA for the Bayonne Extension of the HBLR system (Geismar 1995a).

Prehistoric Sensitivity

In the second quarter of the nineteenth century, the topography of PC-G_S4 was characterized by tidal marsh around the outlet of Mill Creek near the present-day Morris Canal Basin, patches of upland in the area of Communipaw, and stretches of upland along the Bergen Ridge to the south (Figures 2.2 & 2.3; 3.5 & 3.6; 4.2 & 4.4; Gordon 1833; Hassler 1844; U.S. Coast Survey 1837). In the nineteenth and twentieth century the Hudson River waterfront and marshes in the area of PC-G_S4 were subject to extensive development associated with railroad and industry in addition to low-lying areas being subject to filling campaigns.

The topography of the Communipaw section of PC-G_S4 was historically upland surrounded by tidal marsh to both the north and south (Figures 2.2 & 2.3; 3.5 & 3.6; 4.2 & 4.4; Gordon 1833; U.S. Coast Survey 1837; Hassler 1844). To the northeast, Harsimus Creek drained into the Hudson River in the present-day area of the Morris Canal Basin. Three known prehistoric archaeological sites are within or adjacent to PC-G_S4 (Table 8). All three are located in areas which were historically upland, as depicted on eighteenth and nineteenth century maps.

Table 8: Known archaeological sites within 1,000 feet of Project Component G- Section 4.

Site Number	Site Name	Period	Type	Reference
28-Hd-15	Jersey City, Interior Points (Site #8)	Prehistoric	Unknown	ISS:6
28-Hd-17	Jersey City, Eastern Shore (Site #10)	Prehistoric	Unknown	ISS:6
28-Hd-18	Jersey City, Eastern Shore (Site #11)	Prehistoric	Unknown	ISS:6
28-Hd-49	Jersey Central Railroad Roundhouse North	1914 – 1950	Railroad roundhouse and terminal	Public Archaeology Laboratory, Inc. 2010, 2012a
28-Hd-51	Mill Creek Retaining Wall	Mid-19th c.	Retaining Wall	RGA, Inc. 2015
28-Hd-52	Mill Creek Plank Board	Circa 1880 – early 20th c.	Possible bridge	RGA, Inc. 2015

ISS – Indian Sites Survey files

Two prehistoric sites are located in the general area of the Communipaw neighborhood of Jersey City, in the vicinity of the Liberty State Park Light Rail Station. The sites are 28-Hd-15 (Plate G.49) and 28-Hd-18 (Plates G. 45 and G.46), which are both undated prehistoric sites recorded by the Indian Site Survey (ISS) of New Jersey during the 1930s for which very little information is available beyond general locational information. As part of the Gateway Transit Hub Project, Louis Berger and Associates assessed the Communipaw area as having low prehistoric site potential based on cartographic analysis indicating marshy conditions and extensive filling and alteration during the nineteenth and twentieth centuries (Louis Berger and Associates 1992: 15, 32). Based on the identification of known archaeological sites, however, Geismar (1995b: 16) identified the area around Communipaw as a potentially sensitive "prehistoric zone" even as the locational data for these sites is somewhat problematic.

To the south of Communipaw, PC-G_S4 runs along the uplands on the eastern edge of the Bergen Ridge (Figure 2.2 & 2.3; 3.5 & 3.6; 4.2 & 4.4, 5.5 & 5.6; 6.3; 7.2 & 7.3; Gordon 1833; U.S. Coast Survey 1837; Hassler 1844; Spielman and Brush 1880; U.S.G.S. 1891; NJDEP 1930). One prehistoric site is located within or adjacent to the alignment of PC-G_S4 in southern Jersey City, between Chapel Avenue and Linden Avenue East: 28-Hd-17 (see Table 8). Site 28-Hd-17 is an undated prehistoric site recorded by the ISS of New Jersey during the 1930s for which very little information is available beyond general locational data. Based on the identification of this site, Geismar (1995a: 11) identified the area around Richard Street Station and Chapel Avenue as a potentially sensitive "prehistoric zone."

As part of the Phase IA analysis of the HBLR in 1995, Geismar (1995b) recommended several areas for soil bore testing in an attempt to identify the depth of fill and the potential presence of buried ground surfaces that may have been habitable for Native Americans before European settlement. The locations of the bores included the Chapel Avenue (Bore# BS20-28, BS20-29), the Richard Street Station (Bore#: BS20-33-34, BS20-35 – 42), and Mallory/Claremont Avenue at West Side Avenue (Bore#: BW20-01 and BW20-02) (Geismar 1995c). The soil bores all revealed stratigraphy which suggested varying levels of fill, overlying disturbed ground surfaces "where original ground surfaces had previously been destroyed by construction or grading activities" along both the West Side Industrial Track to West Side Avenue and along the main route near the Hudson River (Geismar 1995c: 16).

The HBLR Phase IB identified two locations along PC-G_S4 which required further testing to assess the potential for prehistoric archaeological resources (Geismar 1995c):

- 440 Park-Ride Access, Jersey City. Sensitive for historic and prehistoric resources along original west side shoreline and the historic Morris Canal. Recommended testing through borings (see Geismar 1995b: 182-192).
- Aetna Street Alignment, Jersey City. Sensitive for prehistoric resources at the mouth of Harsimus Creek. Recommended testing through borings.

Archaeological concerns at these locations were addressed by redesign in the case of the 440 Park-Ride, and via testing in the case of the Aetna Street alignment (Plates G.43 and G.44). In a March 2002 letter report Geismar described the 1996 soil bore testing at the Aetna Street Alignment just east of the Communipaw section of Jersey City (Geismar 2002a). This testing identified evidence of late nineteenth century disturbance which would have destroyed both historic and prehistoric deposits at that site (Geismar 2002a). The HBLR alignment in this area was historically part of a marsh; however, in prehistoric times lower sea levels may have been associated with fast land. Five soil borings were conducted and all showed evidence that the area was prehistorically an established marsh with no evidence of fast land. No further archaeological work at the Aetna Street Alignment was recommended.

A series of cultural resource surveys for a proposed natural gas pipeline identified several areas of prehistoric and/or historic archaeological sensitivity east of the HBLR ROW and recommended Phase IB archaeological surveys for these areas (PAL 2010, 2011b, 2011c, 2011d). Subsequently, geoarchaeological borings were completed for the proposed pipeline, which included locations proximate to the HBLR ROW in the Communipaw section of Jersey City and in Bayonne (PAL 2011a, 2011e, 2011f, 2012). A geoarchaeological boring completed proximate to Wilson Street (present-day County Route 612, near Jersey City Boulevard) recorded 12.5 feet of stacked

Plate G.43: Photograph of the HBLR tracks north of the intersection of Jersey Avenue and Aetna Street, City of Jersey City.

Photo view: Northeast

Photographer: Teresa D. Bulger

Date: February 22, 2017

Plate G.44: Existing conditions at approximate location of Site 28-Hd-49, City of Jersey City.

Photo view: West

Photographer: Teresa D. Bulger

Date: February 22, 2017

Plate G.45: Existing conditions at approximate location of Site 28-Hd-51, City of Jersey City.

Photo view: Northeast

Photographer: Teresa D. Bulger

Date: February 22, 2017

Plate G.46: View toward HBLR and NJ Turnpike (I-78) from the approximate location of Site 28-Hd-52, City of Jersey City.

Photo view: West

Photographer: Teresa D. Bulger

Date: February 22, 2017

Plate G.47: Photograph of the HBLR tracks north of the Liberty Park Light Rail Station, City of Jersey City.

Photo view: East

Photographer: Teresa D. Bulger

Date: August 23, 2017

Plate G.48: View of the HBLR tracks south of the Liberty Park Light Rail Station, City of Jersey City.

Photo view: Southwest

Photographer: Teresa D. Bulger

Date: August 23, 2017

Plate G.49: View of approximate location of Site 28-Hd-15, taken from thw foot of Communipaw Avenue at the Liberty State Park Light Rail Station, City of Jersey City.

Photo view: West

Photographer: Teresa D. Bulger

Date: February 22, 2017

Plate G.50: Photograph of the HBLR tracks taken east of the intersection of Pacific Avenue and Distillery Drive, City of Jersey City.

Photo view: East

Photographer: Teresa D. Bulger

Date: August 23, 2017

Plate G.51: View of the HBLR tracks taken west of the intersection of Pacific Avenue and Distillery Drive, City of Jersey City.

Photo view: West

Photographer: Teresa D. Bulger

Date: August 23, 2017

Plate G.52: View of approximate location of the Morris Canal at its crossing with the HBLR near the intersection of Union Street and Garfield Avenue, City of Jersey City. Concrete embankment for the HBLR in the right Background (south).

Photo view: Southeast

Photographer: Teresa D. Bulger

Date: February 22, 2017

Plate G.53: Overview of the HBLR tracks located beneath the Arlington Avenue Crossing, City of Jersey City.

Photo view: Northeast

Photographer: Teresa D. Bulger

Date: August 23, 2017

Plate G.54: Photograph of the HBLR tracks located east of the MLK Drive Light Rail Station, City of Jersey City.

Photo view: East

Photographer: Teresa D. Bulger

Date: August 23, 2017

Plate G.55: View of the HBLR tracks located west of the MLK Drive Light Rail Station, City of Jersey City.

Photo view: West

Photographer: Teresa D. Bulger

Date: August 23, 2017

Plate G.56: Overview of the HBLR tracks taken from the John F. Kennedy Boulevard crossing, City of Jersey City.

Photo view: West

Photographer: Teresa D. Bulger

Date: August 23, 2017

Plate G.57: Overview of West Side Station, the western terminus of the West Side Industrial Track section of the HBLR, City of Jersey City.

Photo view: East

Photographer: Teresa D. Bulger

Date: February 22, 2017

Plate G.58: Existing conditions at approximate location of Site 28-Hd-49, City of Jersey City.

Photo view: East

Photographer: Teresa D. Bulger

Date: February 22, 2017

Plate G.59: Photograph of the HBLR tracks located on Caven Point Avenue, southeast of its intersection with Pacific Avenue, City of Jersey City.

Photo view: North

Photographer: Teresa D. Bulger

Date: August 23, 2017

Plate G.60: View of the HBLR tracks located on Caven Point Avenue, northeast of the Bayview Avenue Overpass, City of Jersey City.

Photo view: Southwest

Photographer: Teresa D. Bulger

Date: August 23, 2017

Plate G.61: View of approximate location of the Morris Canal at its crossing with the HBLR near foot of East Bidwell Avenue, City of Jersey City.

Photo view: Southeast

Photographer: Teresa D. Bulger

Date: February 22, 2017

Plate G.62: View of approximate location of the Morris Canal at its crossing with the HBLR near Richard Street Station, City of Jersey City.

Photo view: Southeast

Photographer: Teresa D. Bulger

Date: February 22, 2017

Plate G.63: Overview of Bayview Cemetery, approximate location of Site 28-Hd-17, City of Jersey.

Photo view: Southwest

Photographer: Teresa D. Bulger

Date: February 22, 2017

Plate G.64: View of approximate location of the Morris Canal at its crossing with the HBLR near Chapel Avenue, City of Jersey City.

Photo view: North

Photographer: Teresa D. Bulger

Date: February 22, 2017

Plate G.65: Photograph of the HBLR tracks at the Danforth Avenue Light Rail Station, City of Jersey City. Taken from the north end of the platform.

Photo view: Northeast

Photographer: Teresa D. Bulger

Date: August 23, 2017

Plate G.66: View of the HBLR tracks at the Danforth Avenue Light Rail Station, City of Jersey City. Taken from the south end of the platform. Note Linden Street East Underpass in the Background.

Photo view: Southwest

Photographer: Teresa D. Bulger

Date: August 23, 2017

fill deposits underlain by salt marsh and peat deposits interpreted as a Late Holocene depositional sequence that was dated from circa 2500 to 800 BP (PAL 2011f). A geoarchaeological boring completed proximate to Johnston Avenue recorded 5.9 feet of fill deposits underlain by a two-stage succession of Pleistocene deposits and was considered to lack a potential for prehistoric cultural material (PAL 2011f).

The presence of historically-recognized uplands in the area of Communipaw, and the identification of two registered prehistoric archaeological sites adjacent to the area suggest that the Communipaw area was conducive to prehistoric settlement. However, geoarchaeological analyses undertaken just south of the project alignment, near the intersection of Jersey City Boulevard and Wilson Street, suggest a lack of archaeological sensitivity. Due to the conflicting nature of these data, the northern portion of PC-G_S4, in the Communipaw neighborhood of Jersey City, between Pacific Avenue at Distillery Drive and the historic alignment of Mill Creek, and in the vicinity of the Liberty State Park Light Rail Station, is assessed with moderate sensitivity for prehistoric archaeological resources at depths greater than 5.9 feet bgs (see Figure 8.5).

The presence of historically-recognized uplands along the Bergen Ridge in the portion of PC-G_S4 south of Communipaw Avenue, and the identification of a registered prehistoric archaeological site overlapping with the project alignment, suggest that the southern portion of PC-G_S4 was conducive to prehistoric settlement. However, soil bore testing undertaken in the area (Geismar 1995c) suggests that original ground surfaces in the area have been disturbed. Additionally, this portion of the project alignment was constructed with a railroad cut and it is likely that archaeological evidence for prehistoric settlement in the area that may have once been present has been destroyed. As such, the southern portion of the PC-G_S4 is assessed with low sensitivity for prehistoric archaeological resources (see Figure 8.6; see Plates G.59–G.66).

The presence of historically-recognized uplands along the Bergen Ridge in the portion of PC-G_S4 west of the Communipaw neighborhood along the West Side Industrial Track to West Side Avenue suggest that this portion of PC-G_S4 could have potentially been conducive to prehistoric settlement. However, soil bore testing undertaken in the area (Geismar 1995c) suggests that original ground surfaces in the area have been disturbed. Additionally, this portion of the project alignment was constructed with a railroad cut, and it is likely that archaeological evidence for prehistoric settlement in the area that may have once been present has been destroyed. As such, the western portion of the PC-G_S4 is assessed with low sensitivity for prehistoric archaeological resources (see Figure 8.6; see Plates G.50-G.56).

Historic Sensitivity

The colonial history of PC-G_S4 began in 1633 when Communipaw became the first European settlement in what would become Jersey City as part of the patroonship of Micheal Pauw. After a series of conflicts with local Native people that led to the failure of earlier settlements, the Dutch made a second settlement attempt at Communipaw in 1661 with the establishment of the first legal ferry service in New Jersey (Winfield 1874:32). Settlement remained sparse in the eighteenth and nineteenth centuries. By the second quarter of the nineteenth century, Communipaw was depicted as a cluster of dwellings on an island bounded on the northeast, west and southwest by tidal marsh with the Hudson River to the east (see Figures 3.5 & 3.6; 4.2 & 4.4; U.S. Coast Survey 1837; Hassler 1844). To the south, Pamrepau developed along the road to Bergen north of the Morris Canal's crossing of Bergen Neck. Most notable on 1830s and 1840s maps is the developing transportation network that linked New Jersey's cities to the Hudson River waterfront through road and canal routes.

Over the course of the nineteenth century, the Hudson River waterfront in Jersey City became crowded with railroads. In the area of Communipaw, the Central Railroad of New Jersey (CRRNJ) set up its engine houses and built its yards in the 1860s; to the south the Lehigh Valley Railroad built its railroad yard by 1889 (Figures 5.5 & 5.6; 6.3; 7.2 & 7.3; Spielman and Brush 1880; U.S.G.S. 1891; NJDEP 1930). In 1869, the Newark and New York Railroad (operated by CRRNJ) connected to Communipaw via a cut through the Bergen Ridge and bridges over the Passaic and Hackensack rivers. This cut would later accommodate the West Side Industrial Track portion of the HBLR. In 1872, the CRRNJ opened an additional line which had been constructed within a cut along the eastern side of the Bergen Ridge, from Bayonne to Communipaw. This second cut accommodates the HBLR alignment from Eighth Street Light Rail Station, Bayonne to Communipaw Avenue, Jersey City.

Three historic archaeological sites have been identified within or adjacent to PC-G_S4 (see Table 8). These include components of retaining walls for Mill Creek near the Aetna Street Alignment (28-Hd-51, 28-Hd-52; Plates G.43–G.46) and components of the CRRNJ's roundhouse near the Communipaw portion of the project alignment (28-Hd-49; Plate G.48 and G.58).

During Phase IA analyses of the HBLR alignment, a wide variety of historic resources related to early ferries, railroad infrastructure, industrial concerns, and domestic sites were identified in close proximity to PC-G_S4 (Geismar 1995a, Geismar 1995b:13–17). Impacts anticipated within PC-G_S4 were limited to the Morris Canal (Geismar 1995a: 45, Geismar 1995b: 136–142). Two locations where the Morris Canal crossed or came close to the HBLR alignment were identified within PC-G_S4. Geismar recommended that at these sites, disturbance to the resource be avoided through redesign (Geismar 1995c). The Morris Canal locations within PC-G_S4 include:

- Morris Canal – Bidwell Avenue, Jersey City;
- Morris Canal – East of Garfield Avenue, West Side Industrial Track, Jersey City.

Details of the testing at these sites were summarized in a March 2002 letter report on the implementation of the MOA for the HBLR project. Testing was described at the six locations of the Morris Canal crossing the project alignment, three of which are located along PC-G_S4 (Geismar 2002a). At the Main Track Alignment at Bidwell Avenue, no evidence of the canal prism was detected during the 1995 soil bores and the canal appeared to have utilized natural waterways or swamp. The canal site at Garfield Avenue was subject to borings during the 1995 Phase IB testing which did not detect the canal prism, but were terminated at a depth of 18 feet bgs due to contamination. In addition to testing potential prehistoric zones identified at the Phase IA level, the Richard Street Station bores, near Bidwell Avenue, were intended to identify remains of the Morris Canal and bridges (Geismar 1995c: 11, 13). Those sites where the Morris Canal's alignment crosses the APE are assessed with high sensitivity for historic resources related to the canal, potentially including evidence of the canal prism or other features. These include the Garfield Avenue Overpass, in Jersey City and the section of the alignment between Bidwell Avenue and Richard Street Light Rail Station, in Jersey City.

The integrity of historic resources related to the CRRNJ, southeast of the project alignment at Liberty State Park Light Rail Station, was investigated by PAL in 2012. Three geoarchaeological borings were completed near the intersection of Wilson Street and Jersey City Boulevard in the Communipaw section of Jersey City due to its potential for intact archaeological remains associated with the CRRNJ roundhouse, an NR-eligible resource that was constructed in 1914 (PAL 2012). The geoarchaeological borings identified a stratigraphic profile described as 7.8 to 14.5 feet of fill underlain by an intact peat sequence dated between 4260 and 750 BP (PAL 2012: 8). Possible foundation or girder remains associated with the CRRNJ roundhouse were identified in the borings at depths of eight to 10 feet bgs (PAL 2012: 8). Further archaeological investigation was recommended to locate, expose, and document archaeological structural remains associated with the CRRNJ roundhouse (PAL 2012: 9). In 2013, mechanically excavated trenches completed within the proposed pipeline project area identified foundation remains, 16 inspection pits, concrete floor sections, concrete roof column support footings, wood posts/pilings, and ceramic and cast iron pipes associated with the 1914 CRRNJ northern roundhouse (PAL 2014a, 2014b). The Jersey City Central Railroad North Roundhouse is registered as archaeological site 28-Hd-49, and is today under the paved parking lot for the Liberty Science Center (Plate G.58). Based on the land-use history of the Communipaw section of Jersey City, and the existence of a registered archaeological site immediately adjacent to PC-G_S4, the portion of the project alignment proximate to the former CRRNJ roundhouse is assessed with moderate sensitivity for historic resources associated with the CRRNJ (see Figure 8.5; G.48).

The majority of the APE within PC-G_S4 south and west of Communipaw Avenue exists within the 1869 and 1872 railroad cuts made by the CRRNJ, disturbance which is likely to have destroyed any archaeological resources which were within its bounds before that time (see Plates G.49-G.57). Based on the land-use history of PC-G_S4 south and west of Communipaw Avenue, those areas not associated with the Morris Canal are assessed with low sensitivity for historic resources (see Figures 8.5 and 8.6).

3.9 Project Component G, Section 5

Section 5 of Project Component G (PC-G_S5) begins at the Linden Avenue East Underpass (Plate G.66), travels south along the HBLR railroad cut through Bayonne (Plates G.67 – G.78), with residential neighborhoods to the west and industrial properties to the east, until the terminus of the HBLR at Eighth Street Light Rail Station, Bayonne, New Jersey (Plates G.79 and G.80). Ground disturbance in this area would include a combination of steel monopoles with foundations drilled to 20 feet bgs (39 feet tall, four feet diameter, and 20 feet deep) and underground duct banks with trenches excavated to an average of five feet bgs. PC-G_S5 was analyzed as part of the Phase IA cultural resources survey for the HBLR Bayonne Extension (Geismar 1995a). Archaeological sensitivity for PC-G_S5, bounded by Linden Avenue East Underpass and the Eighth Street Light Rail Station, is represented on Figures 8.6 and 8.7.

Prehistoric Sensitivity

In the second quarter of the nineteenth century, the topography of PC-G_S5 was characterized by an upland ridge along Bergen Neck and this upland would have also been present during the pre-colonial era (Figures 2.3; 3.7; 4.5; Gordon 1833; U.S. Coast Survey 1837; Hassler 1844). Two known prehistoric archaeological sites are within or adjacent to PC-G_S5 (Sites 28-Hd-1 and 28-Hd-17) (Table 9). The Constable Hook site (28-Hd-1) is a camp site for which limited information is available (Plate G.77; Skinner and Schrabisch 1913:42; Spier 1913). Site 28-Hd-17 is an undated prehistoric site recorded by the ISS of New Jersey during the 1930s for which very little information is available (Plate G.63). Two additional registered prehistoric sites are located within one-half mile of PC-G_S5 (sites 28-Hd-3 and 28-Hd-26). All four registered prehistoric sites are located in areas which were historically upland, as depicted on eighteenth and nineteenth century maps. Based on the identification of these sites along the HBLR alignment, the Phase IA identified the area between Forty-Fourth Street north to Fifty-First Street in Bayonne as a potentially sensitive "prehistoric zone" along the HBLR (Geismar 1995a: 11–12, citing Rutsch et al. 1978a & 1978b; Hunter Research, Inc. 1991). This area was identified as proximate to the original shoreline of New York Bay which may have prehistoric resources buried beneath the extensive late-nineteenth and early-twentieth century filling operations (Hunter Research, Inc.1991).

Table 9: Known archaeological sites within 1,000 feet to Project Component G- Section 5.

Site Number	Site Name	Period	Type	Reference
28-Hd-1	Constable Hook	Prehistoric	Unknown	Spier 1913; Skinner and Schrabisch 1913:42; ISS:6
28-Hd-3	Greenville	Woodland	Unknown	Skinner and Schrabisch 1913:42; ISS:6
28-Hd-17	Jersey City, Eastern Shore (Site #10)	Prehistoric	Unknown	ISS:6
28-Hd-26	Constable Hook 1	Prehistoric	Unknown	ISS:6
28-Hd-47	Morris Canal Fiddler's Elbow Segment Archaeological Site	1920 - 1940	Morris Canal prism	Dewberry Engineers, Inc. 2011

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As part of the Phase IA analysis of the Bayonne Extension of the HBLR in 1995, Geismar (1995a: 45–46) recommended soil bore testing to address the potential sensitivity of the area for prehistoric resources between Forty-Fourth Street north to Fifty-First Street. Phase IB testing included soil bores at two locations within or proximate to PC-G_S5: two bores at the Forty-Fifth Street Park-Ride in Bayonne (Bore#: BS20-12, BS20-13) and eight at the proposed Fifth Street Station in Bayonne (Bore#: BS31-01 – BS31-08) (Geismar 1995c). The soil bores from both locations revealed stratigraphy which suggested varying levels of fill, overlying disturbed ground surfaces "where original ground surfaces had previously been destroyed by construction or grading activities" (Geismar 1995c: 11, 16). No further work to identify prehistoric archaeological resources was recommended as part of the Phase IB along PC-G_S5.

Plate G.67: Photograph of the HBLR tracks taken on Gates Avenue, south of its intersection with Princeton Avenue, City of Jersey City.

Photo view: East

Photographer: Teresa D. Bulger

Date: August 23, 2017

Plate G.68: Overview of the approximate location of Site 28-Hd-47 and the site of the Morris Canal where it crosses the HBLR at Fifty-Second Street, City of Bayonne. Embankment for HBLR visible on the middle-distance on left side of photo. Taken from the foot of East Fifty-First Street, City of Bayonne.

Photo view: Southeast

Photographer: Teresa D. Bulger

Date: February 22, 2017

Plate G.69: View of the HBLR tracks at the Forty-Fifth Street Light Rail Station, City of Bayonne. Taken from the north end of the platform.

Photo view: Northeast

Photographer: Teresa D. Bulger

Date: August 23, 2017

Plate G.70: Photograph of the HBLR tracks at the Forty-Fifth Street Light Rail Station, City of Bayonne. Taken from the south end of the platform.

Photo view: Southwest

Photographer: Teresa D. Bulger

Date: August 23, 2017

Plate G.71: Overview of the HBLR tracks at Thirty-Fourth Street Light Rail Station, City of Bayonne.

Photo view: Northeast

Photographer: Teresa D. Bulger

Date: February 22, 2017

Plate G.72: Photograph of the HBLR tracks taken from the East Thirtieth Street Overpass, southeast of its intersection with Avenue E, City of Bayonne.

Photo view: Northeast

Photographer: Teresa D. Bulger

Date: August 23, 2017

Plate G.73: Overview of the HBLR tracks taken from the East Twenty-Fifth Street Overpass, southeast of its intersection with Avenue E, City of Bayonne.

Photo view: Southeast

Photographer: Teresa D. Bulger

Date: August 23, 2017

Plate G.74: Photograph of the HBLR tracks taken from the north end of the East Twenty-Second Street Light Rail Station, City of Bayonne.

Photo view: Northeast

Photographer: Teresa D. Bulger

Date: August 23, 2017

Plate G.75: View of the HBLR tracks taken from the south end of the East Twenty-Second Street Light Rail Station, City of Bayonne.

Photo view: Southwest

Photographer: Teresa D. Bulger

Date: August 23, 2017

Plate G.76: Overview of the HBLR tracks taken from a location southeast of the intersection of East Seventeenth Street and Avenue E, City of Bayonne.

Photo view: Southwest

Photographer: Teresa D. Bulger

Date: August 23, 2017

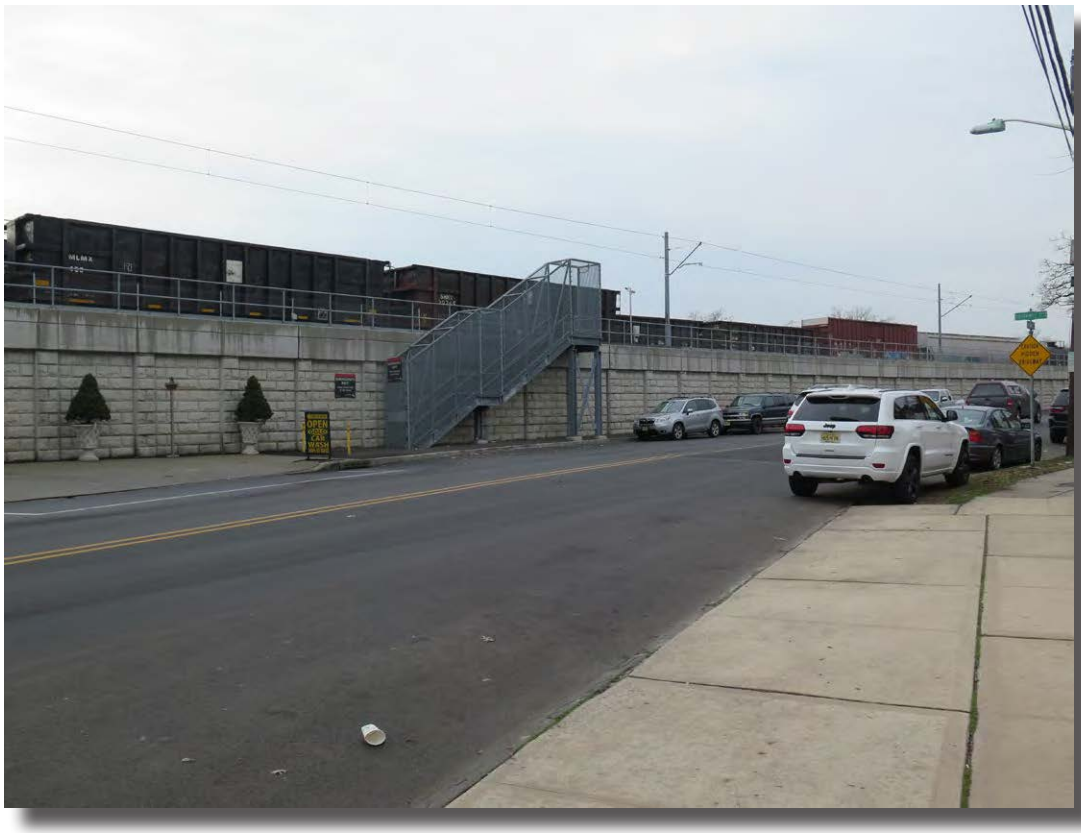

Plate G.77: View of HBLR from the intersection of Avenue E and East Fourteenth Street, City of Bayonne. Taken from the approximate location of Site 28-Hd-1.

Photo view: South

Photographer: Teresa D. Bulger

Date: February 22, 2017

Plate G.78: Photograph of the elevated HBLR tracks taken southeast of the intersection of Linnet Street and the Avenue E Overpass, City of Bayonne.

Photo view: East

Photographer: Teresa D. Bulger

Date: August 23, 2017

Plate G.79: Overview of the ground surface at Eighth Street Station, the southern terminus of the HBLR, City of Bayonne.

Photo view: Southwest

Photographer: Teresa D. Bulger

Date: February 22, 2017

Plate G.80: Overview of Eighth Street Station Platform, the southern terminus of the HBLR, City of Bayonne.

Photo view: West

Photographer: Teresa D. Bulger

Date: February 22, 2017

A series of cultural resources surveys for a proposed natural gas pipeline identified several areas of prehistoric and/or historic archaeological sensitivity east of the HBLR ROW and recommended Phase IB archaeological surveys for these areas (PAL 2010, 2011b, 2011c, 2011d). A series of geoarchaeological borings completed proximate to the HBLR ROW between Forty-First and Forty-Fifth streets in Bayonne identified a buried land surface between 0.6 feet and two feet bgs. One boring in this series contained soil stratigraphy similar in composition and inclusions to shell midden deposits observed northeast of the HBLR ROW and described as a 1.4-foot thick buried A horizon that contained clam and oyster shell fragments underlain by a 1.3-foot thick reddish brown to dark gray sand subsoil and a 4.4-foot thick stratum identified as glacial till (PAL 2011a: 12). A second series of geoarchaeological borings located east of the HBLR and State Route 440 identified a buried land surface along the former upland margins of the Bayonne shoreline between Thirty-Second and Thirty-Eighth streets. Four borings in this series documented a 1.6- to 2.1-foot thick buried A horizon beneath 8.4 to 12.3 feet of modern fill. Two of these borings documented 2.0–3.3-foot thick subsoil between the buried A horizon and basal deposits of glacial till (PAL 2011a: 10–11). The buried A horizon and subsoil were interpreted as Holocene period soils and assessed with high historic and/or prehistoric archaeological sensitivity (PAL 2011a: 10). A third series of geoarchaeological borings located east of the HBLR and State Route 440 identified a buried land surface along the former Bayonne shoreline between Thirty-Seventh and Forty-Second streets. Two borings in this series documented a 0.6–0.7-foot thick buried A horizon beneath 4.8 – 7.4 feet of modern fill. The series of borings documented gravelly sand beach deposits beneath buried A horizon or fill deposits between 4.8 – 8.2 feet bgs that transitioned to a 0.8–5.7-foot thick organic-rich silt to sandy loam stratum interpreted as a possible prehistoric estuary deposit (PAL 2011a: 20). The buried A horizon and subsoil strata were interpreted as Holocene period soils and assessed with high historic and/or prehistoric archaeological sensitivity (PAL 2011a: 11).

The presence of historically-recognized uplands along the Bergen Ridge and the identification of two registered prehistoric archaeological sites overlapping with the project alignment suggest that PC-G_S5 was conducive to prehistoric settlement. However, the entirety of PC-G_S5 is located within a nineteenth-century railroad cut which likely destroyed most or all archaeological resources within the alignment. Supporting this, Giesmar (1995c) found that original land surfaces at the Forty-Fifth Street Light Rail Station, Bayonne, had been destroyed by previous disturbance. Therefore, the majority of PC-G_S5 is assessed with low sensitivity for prehistoric archaeological resources (see Figure 8.6 and 8.7; see Plates G.66–G.69 and G.72–G.80).

While previous disturbance makes it unlikely that resources survive, recent geoarchaeological research nearby suggests that intact prehistoric or historic ground surfaces could be present in some portions of PC-G_S5. Geoarchaeological investigations undertaken more recently by PAL (2011a) have identified extant A horizons at varying depths between Forty-Fifth Street in the north and Thirty-Second Street in the south. Based on these results, a zone of moderate potential for prehistoric resources is assessed along the HBLR between Forty-Fifth Street and Thirty-Second Street, Bayonne (see Plates G.70 & G.71). Additionally, the portion of the PC-G_S5 between Linnet Street and Fourteenth Street, Bayonne is also assessed with moderate sensitivity for prehistoric resources as it overlaps with the registered location of a known prehistoric archaeological site (Site 28-Hd-1) (see Figure 8.7; see Plate G.78).

Historic Sensitivity

Beginning in the early nineteenth century, Bergen Neck's crossroad villages developed steadily, influenced by commercial growth serviced by an expanding railroad network. The communities of Bergen Point (Vanhorn Point), Centreville, and Pamrepau are depicted west of PC-G_S5 on the 1837 U.S. Coast Survey map (Figures 3.6 and 3.7; U.S. Coast Survey 1837). Several infrastructure features crossed the project alignment in 1837: the Morris Canal, which crossed PC-G_S5 near the intersection of Port Jersey Boulevard and Route 440, Bayonne; the road to Constable Point; and the road to Bergen. On Walling's 1860 Map of the City of New York and its Environs, the HBLR crosses through a developed part of Saltersville immediately south of the Morris Canal approximately between present-day Forty-Third and Forty-Eighth streets (Walling 1860). Bayonne was formed from Bergen Township in 1861 as a township that extended from south of the Morris Canal to Bergen Point and encompassed Saltersville, Centreville, Constable Hook and Bergen Point (Snyder 1969: 145).

Over the course of the nineteenth century, railroads brought industry and tourism to Bergen Point. In 1872, the CRRNJ opened a rail line, cutting into the eastern side of the Bergen Ridge, from Bayonne to Communipaw.

This late-nineteenth century rail accommodates the majority of the HBLR alignment from Eighth Street Station in Bayonne to Communipaw Avenue, Jersey City (see Figures 5.6 and 5.7).

One archaeological site with historic resources has been identified within or adjacent to PC-G_S5 (Table 9). The Fiddler's Elbow section of the Morris Canal in northern Bayonne between Fifty-Third Street and Fifty-First Street was subject to recent subsurface testing (Dewberry Engineers, Inc. 2011, 2013). Testing identified early to mid-twentieth century fill deposits which were registered as the Morris Canal at Fiddler's Elbow Segment Archaeological Site (28-Hd-47) (Dewberry Engineers, Inc. 2011, 2013).

During Phase IA analyses of the HBLR alignment, a wide variety of historic resources related to early ferries, railroad infrastructure, industrial concerns, and domestic sites were identified in close proximity to PC-G_S5 (Geismar 1995a). Impacts anticipated within PC-G_S5, however, were limited to the Morris Canal and the historic nineteenth century village of Pamrepau/Salterville in the vicinity of Fifty-Fifth Street, Bayonne (Geismar 1995a: 45). One location where the Morris Canal crossed or came close to the HBLR alignment was identified within PC-G_S5: Fifty-Second Street, Bayonne. Geismar recommended that at these sites, disturbance to the resource be avoided through redesign (Geismar 1995c).

Phase IB testing to address the village of Pamrepau/Salterville was undertaken in the form of two soil bores at the Forty-Fifth Street Park-Ride in Bayonne to detect possible remnants of the nineteenth century Saltersville village at this location (Bore#: BS20-12, BS20-13; Geismar 1995c: 11, 16). The soil bores revealed stratigraphy which suggested varying levels of fill overlying disturbed ground surfaces "where original ground surfaces had previously been destroyed by construction or grading activities" (Geismar 1995c: 11, 16). In contrast to this, a series of geoarchaeological borings completed proximate to the HBLR ROW between Thirty-Second and Forty-Fifth streets in Bayonne identified a buried A horizon that transitioned to a subsoil that were interpreted as Holocene period soils and assessed with high historic and/or prehistoric archaeological sensitivity (PAL 2011a).

Testing at the Fifty-Second Street intersection of the Morris Canal with the HBLR was detailed in a March 2002 letter report (Geismar 2002a). Testing at the Main Track Alignment near Fifty-Second Street was undertaken after the Phase IB testing was completed, and while it revealed no evidence of the canal prism to a depth of 18 feet bgs, testing went well below the water table and the expected depth of the canal (Geismar 2002a).

The majority of the APE within PC-G_S5 exists within the 1872 railroad cut made by the CRRNJ, with some portions of the HBLR elevated near Eighth Street Station. Disturbance associated with the construction of the railroad alignment is likely to have destroyed any archaeological resources which were within its bounds before that time (see Plates G.66 – G. 69 and G.72 –G.80). Based on the land-use history of PC-G_S5 the majority of PC-G_S5 is assessed with low sensitivity for historic resources.

While previous disturbance makes it unlikely that resources survive, recent geoarchaeological research nearby suggests that intact prehistoric or historic ground surfaces could be present in some portions of PC-G_S5. Geoarchaeological investigations undertaken recently by PAL (2011a) have identified extant A horizons at varying depths between Forty-Fifth Street in the north and Thirty-Second Street in the south. Based on these results, a zone of moderate potential for historic resources is assessed along the HBLR between Forty-Fifth Street and Thirty-Second Street, Bayonne. Additionally, the portion of the PC-G_S5 which crosses the Morris Canal at Fifty-Second Street (Site 28-Hd-47), Bayonne is also assessed with high sensitivity for historic resources (see Figure 8.7; Plates G.70 and G.71).

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SUPPLEMENTAL INFORMATION FOR THE HISTORIC ARCHITECTURAL RESOURCES BACKGROUND STUDY (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

HPO Project # 14-1685

PREPARED FOR:

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December 2017

RGA
CULTURAL RESOURCE CONSULTANTS

SUPPLEMENTAL INFORMATION FOR THE HISTORIC ARCHITECTURAL RESOURCES BACKGROUND STUDY (HARBS) AND EFFECTS ASSESSMENT (EA) REPORT

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HPO Project # 14-1685

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1.0 INTRODUCTION

RGA, Inc. (RGA) prepared a Historic Architectural Resources Background Study (HARBS) and Effects Assessment (EA) in the Area of Potential Effects (APE) for the proposed NJ TRANSITGRID TRACTION POWER SYSTEM project in the 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. During the New Jersey Historic Preservation Office's (NJHPO's) review of the HARBS and EA report for the aforementioned project, requests for additional information were provided in a series of informal comments which, in turn, contributed to the format of this supplemental report. Each of the comments provided by the NJHPO is included in Section 2.0 below and each is followed by a response which supplies the requested additional information. The additional information contained within this supplemental report includes a more detailed survey of the western segment of the Old Main Delaware, Lackawanna and Western Railroad (DL&WRR) Historic District, additional design information for the proposed new monopoles and duct banks, a more in-depth analysis of how the proposed construction will affect the Old Main DL&WRR Historic District, an updated description of Project Component F, additional information describing how the electrical line would be attached to historic resources that contribute to the Old Main DL&WRR Historic District, and a revised assessment regarding the newly identified National Register- (NR-) eligible Hoboken Historic District (NJHPO Opinion: 12/12/2016).

The NJHPO inquired about the Pennsylvania Railroad (PRR) "relay house" that was identified as a result of the field survey and discussed in Section 4.2 of the HARBS report. During the field survey, the PRR relay house was discovered on the west side of the Hackensack River, adjacent to the NR-eligible Pennsylvania Railroad (PATH) Bridge over the Hackensack River (NJHPO Opinion: 5/3/2002), as well as within the boundaries of the NR-eligible Hackensack River Lift Bridges Historic District (NJHPO Opinion: 5/3/2002) (Figures 1a and 1b). Preliminary research revealed that the small, railroad-related concrete structure was likely built during the first half of the twentieth century. Relay houses stored the carrier's telecommunications or signaling equipment. In the HARBS report, it was determined that the resource is not likely individually eligible for listing on the NR as it is an example of a common railroad-related building type. As such, the PRR relay house may be a contributing resource within the Hackensack River Lift Bridges Historic District, to which the Pennsylvania Railroad (PATH) Bridge also contributes. Upon further discussion with the NJHPO, it was determined that the preparation of an individual survey form for the PRR relay house was appropriate and would be included in the submission of the requested supplemental information. Additional fieldwork was subsequently conducted on August 31, 2017 to survey the PRR relay house during which time it was discovered that the resource had been demolished a few months prior. During the site visit, an employee of Union Paving and Construction, Inc., located adjacent to the former location of the PRR relay house at 136 Fish House Road, conveyed that Union Paving and Construction, Inc. demolished the structure approximately six months ago in conjunction with light construction activities on the lot (Figure 1c). Demolition of the PRR relay house was not ordered or performed by NJ TRANSIT, or in association with any NJ TRANSIT project. As a result of the PRR relay house's recent demolition, an individual survey form was not prepared for inclusion with this supplemental report.

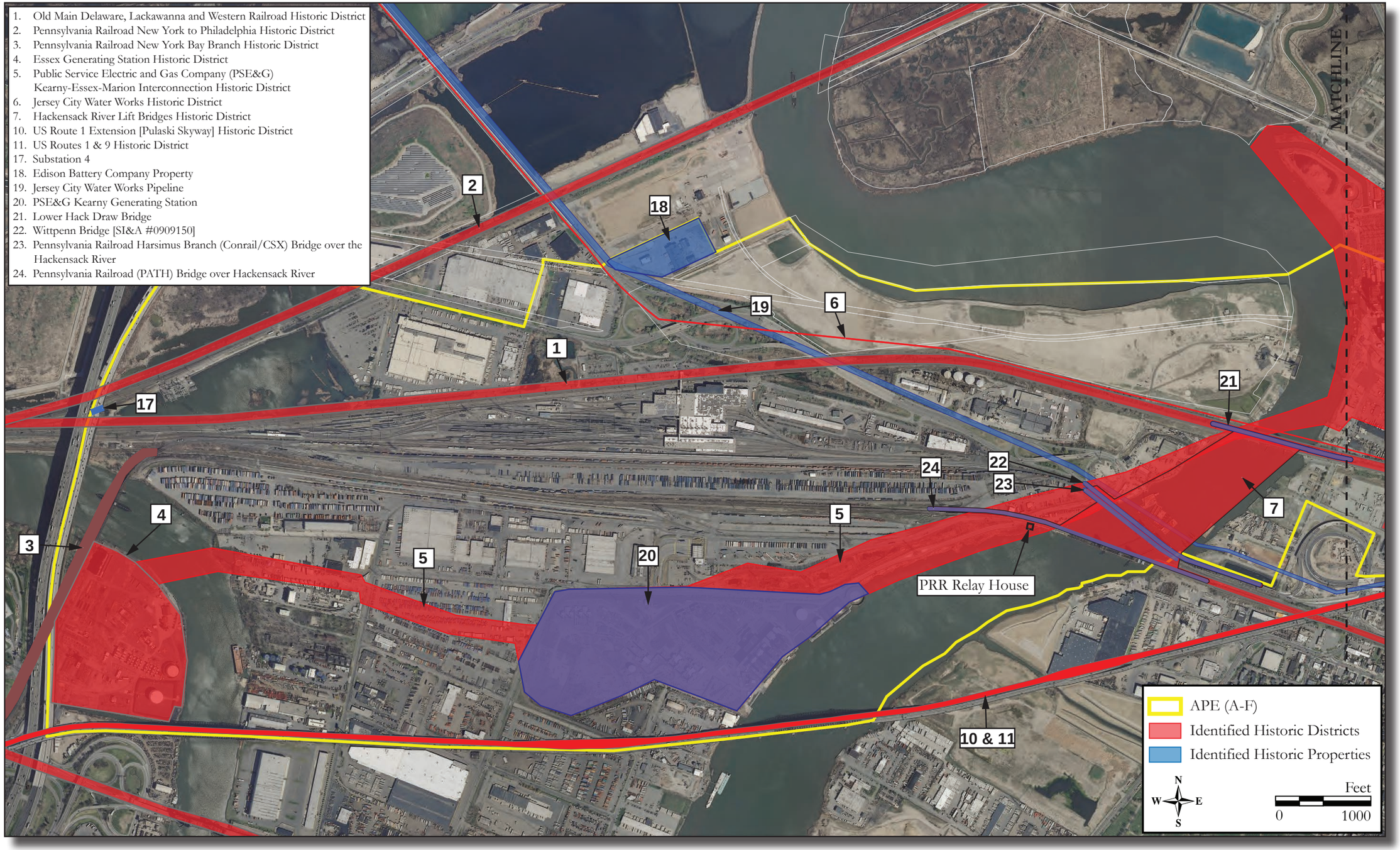


Figure 1a: Aerial photograph depicting the location of eligible and listed resources within the APE (NJGIS Digital Orthographic Imagery, 2012). The former location of the PRR relay house is also depicted.

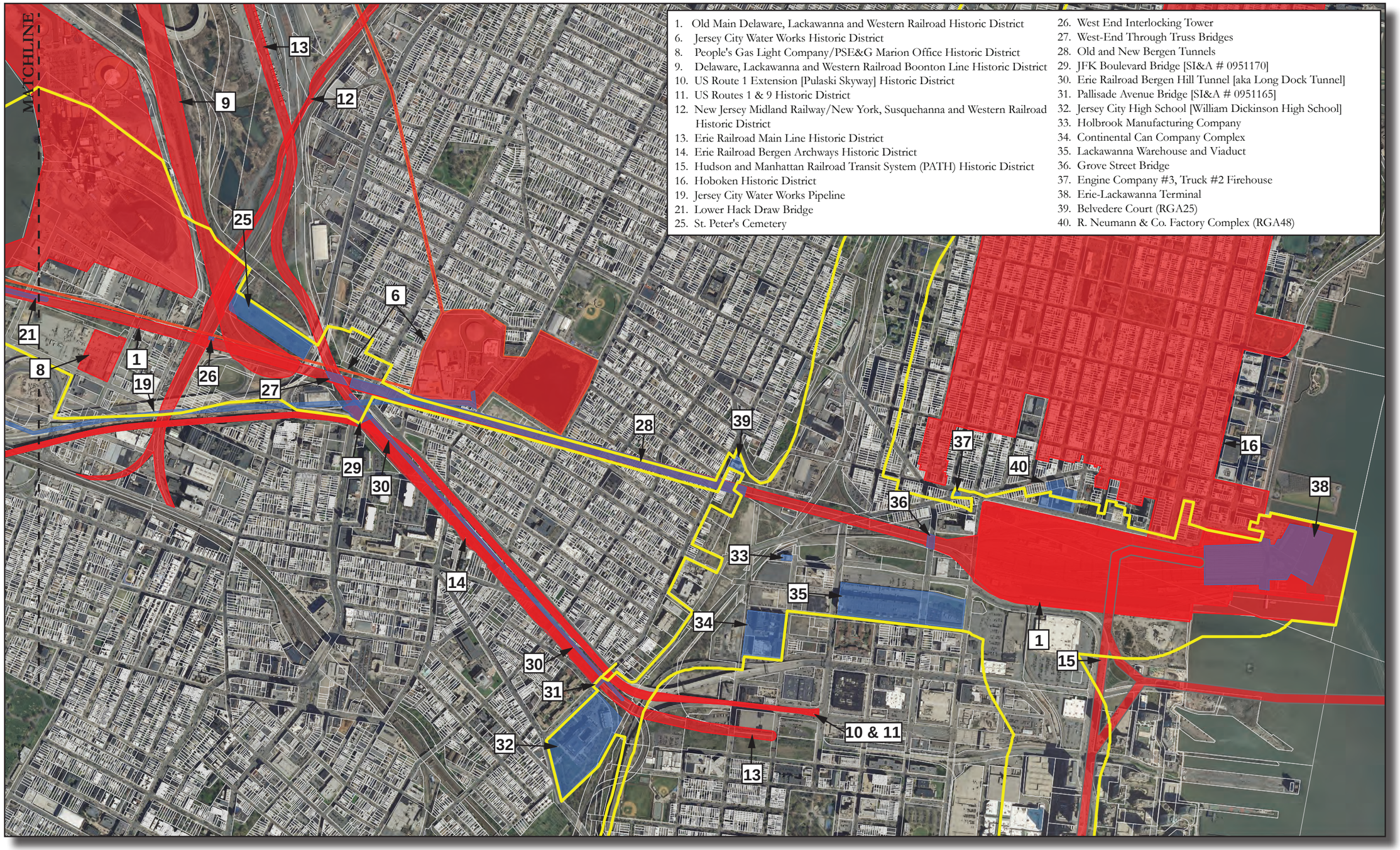


Figure 1b: Aerial photograph depicting the location of eligible and listed resources within the APE
(NJGIS Digital Orthographic Imagery, 2012)

Figure 1c: View of the location of the former PRR relay house, which was demolished by Union Paving and Construction, Inc. This photograph was taken on August 31, 2017 during a site visit by one of the project architectural historians.

2.0 NJHPO COMMENTS AND RESPONSES

2.1 For Project Component C, would it be possible to provide:

2.1.1 Photographs of the segment of the Old Main Delaware, Lackawanna & Western Railroad Historic District west of the Hackensack River, which will be impacted by construction of new monopoles up to 240 feet tall.

The Old Main Delaware, Lackawanna and Western Railroad (DL&WRR) Historic District (NJHPO Opinion: 9/24/1996) is one of 38 previously identified historic architectural resources located within the Area of Potential Effects (APE) for historic architecture (see Figures 1a and 1b). In addition to Plates 4.1 through 4.17 in the HARBS report, Plates 1 through 25 included with this report provide additional comprehensive photography of the western segment of the Old Main DL&WRR Historic District in the APE (Figures 2a and 2b; Attachment A). For a description of the Old Main DL&WRR Historic District, please see section 4.3 in the HARBS report. Additional information on the historic district is also provided in section 2.1.3 below.

2.1.2 More project design information to assess the impact of both the 240 foot monopoles (for western portion) and the 65 foot monopoles (for the eastern section). What will the poles look like? Can NJTRANSIT provide a photograph of comparable monopoles? What diameter will they be? How far apart will they be spaced?

To better assess the impact of the proposed new monopoles throughout the project area, additional project design information has been provided including approximate heights, foundation types and depth, and general spacing. Since the initial submission of the HARBS report, the maximum height of the proposed new monopoles has been reduced from 240 feet to 220 feet. To supplement the proposed dimensions of the new monopoles, photographs of comparable monopoles extant in the vicinity of the project area illustrating the anticipated general appearance have been included as Plates 10, 19, and 20. For monopoles proposed for construction within the project area in the Town of Kearny, the City of Jersey City, the City of Hoboken, and along the Hudson-Bergen Light Rail Transit System (HBLR) right-of-way (ROW), approximate dimensions for pole height, foundation size, foundation depth, and center-to-center pole spacing are included in Table 1 below. As the design of the proposed new monopoles progresses, consultation with the NJHPO would occur to develop a design to minimize any direct visual impacts to adjacent historic architectural resources. The different project components are discussed in greater detail in Section 1.2 of the HARBS report and are included as Figure 3. Since Project Components A, B, F, and G would not include 220-foot-tall monopoles, those project components are not discussed below. Only Project Components C, D, and E are addressed to provide additional design information as it relates to the proposed new monopoles for each project component.

For Project Component C, new monopoles would measure up to a maximum of 220 feet in height where required for adequate clearance from other infrastructure, and be spaced between 150 feet to 1,200 feet apart depending on pole location and existing conditions (see Table 1). The foundation for new monopoles would consist of a reinforced concrete pole base measuring 12 feet in diameter with a depth of 95 feet below grade. The design of the new poles would be consistent with existing steel monopoles in the vicinity of the project area. The poles would be tubular in shape with a uniform circumference from base to top and be steel gray in color (see Plates 10, 19, and 20). For Project Component D, the electrical line that would connect the proposed Main Facility (Project Component A) to the proposed new Kearny Substation would be carried aerially on new monopoles similar in height and dimension to the monopoles proposed for Project Component C (see Table 1). In locations where new monopoles are not feasible in Project Components C and D due to existing infrastructure, underground duct banks will be constructed to route the electrical line.

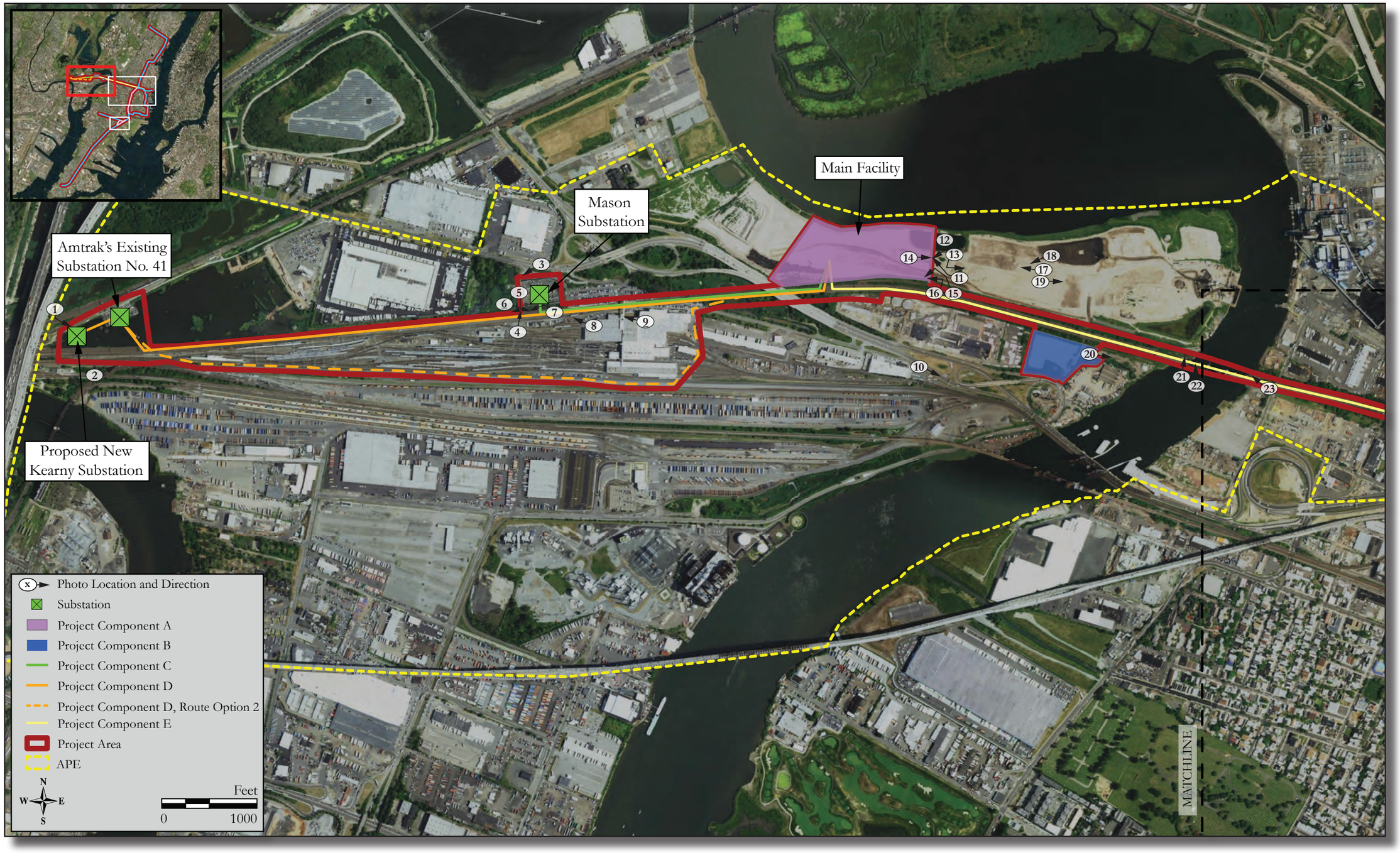


Figure 2a: Aerial photograph depicting photograph locations and directions.

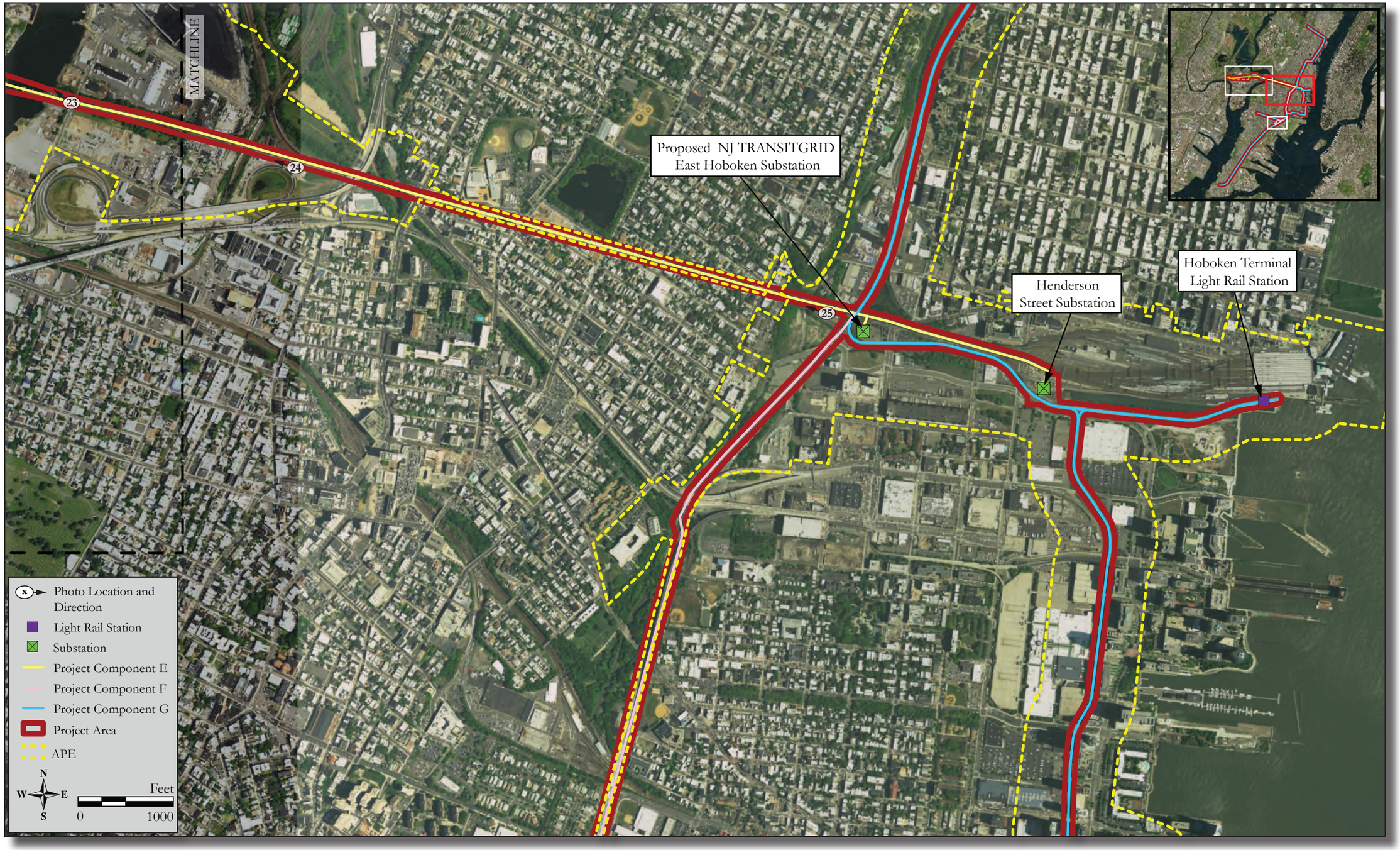


Figure 2b: Aerial photograph depicting photograph locations and directions.

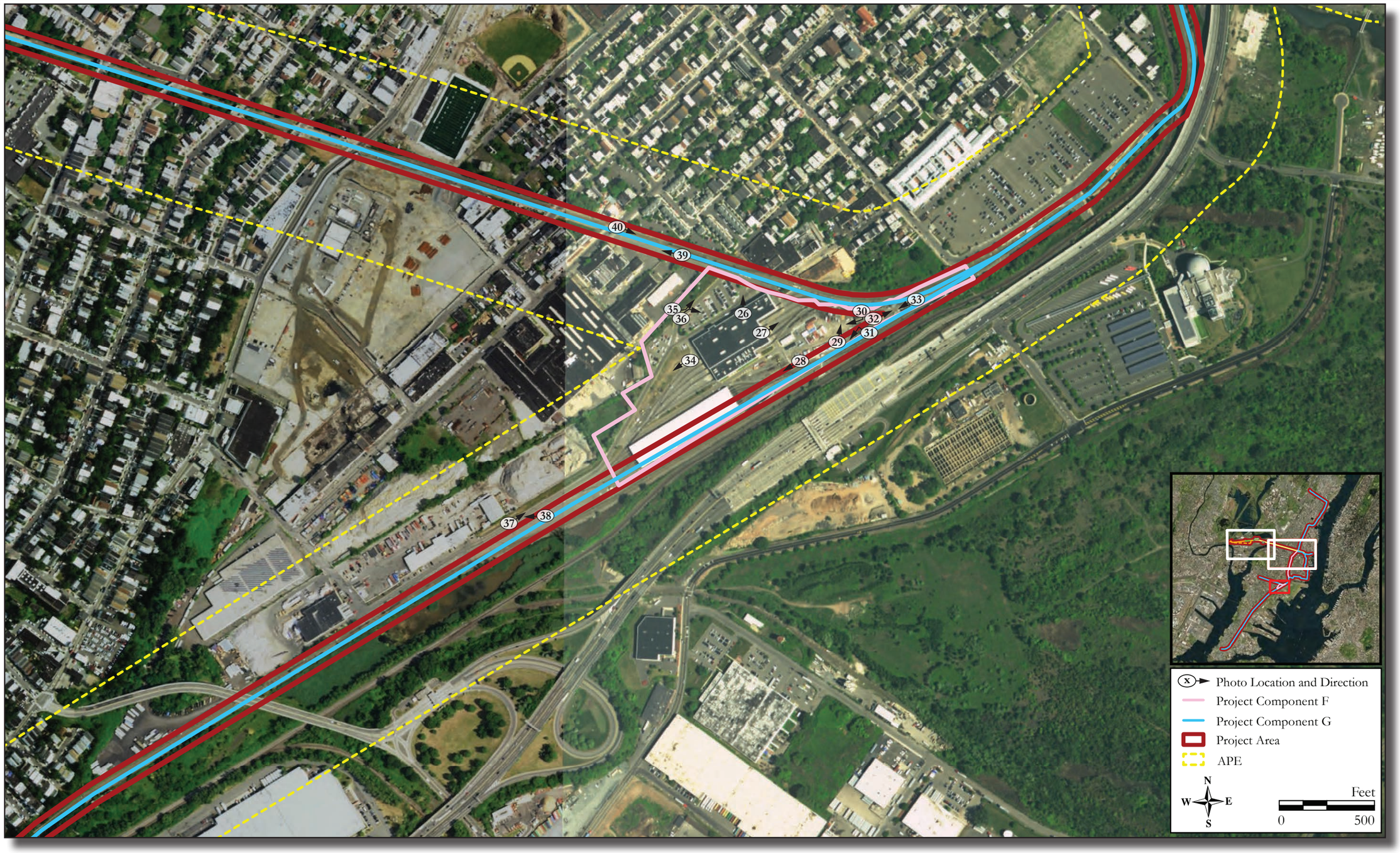


Figure 2c: Aerial photograph depicting photograph locations and directions.

Table 1: Monopole dimensions.

Location	Pole Height	Foundation Size	Foundation Depth	Center-to-Center Pole Spacing
Industrial Kearny	220 feet (maximum)	12-foot diameter	95 feet	150 feet to 1,200 feet
East bank of Hackensack River (Jersey City)	220 feet (maximum for one pole to span river)	12-foot diameter	95 feet	N/A – single pole at this height in Jersey City
Jersey City/Hoboken	65 feet	6-foot diameter	70 feet	80 feet to 150 feet
NJ Turnpike at PATH Yard crossing (Jersey City)	150 feet (maximum)	12-foot diameter	95 feet	N/A – two poles spanning PATH Yard, approximately 300 feet apart
HBLR	39 feet	4-foot diameter (8-inch diameter pole)	20 feet	80 feet

In addition to the proposed new NJ TRANSIT substation (referred to as new NJ TRANSITGRID East Hoboken Substation), Project Component E includes an approximately 2.9-mile electrical line that extends from the proposed Main Facility (Project Component A) eastward to Henderson Street Substation. From the proposed Main Facility in Kearny, the electrical line would remain within the Morris & Essex Line's ROW and be carried on new monopoles that would have a maximum height of 220 feet before reaching the Hackensack River (see Table 1). At the time of the submission of the HARBS report, the electrical line was proposed to be attached to the Lower Hack Draw Bridge by replacing an existing line; however, project plans have changed and the use of the Lower Hack Draw Bridge is no longer an option. To cross the Hackensack River, three options are currently being considered: through a submerged submarine cable, directional drilling under the river bottom, or carried aerially by two monopoles (see section 2.1.3 below for additional information). Figure 4 depicts the proposed two monopoles that would carry the line aerially across the Hackensack River. The monopoles would be built approximately 50 feet north of the Lower Hack Draw Bridge, within the Morris & Essex Line's ROW, and be no taller than 220 feet in height with a foundation consisting of a reinforced concrete pole base measuring 12 feet in diameter with a depth of 95 feet below grade. The design of these two poles would be similar to the monopoles described above for Project Components C and D. From the east bank of the Hackensack River, the electrical line would be routed aerially on new monopoles that would have a maximum height of 65 feet and be spaced between 80 feet to 150 feet apart depending on pole location and existing conditions (see Table 1). The foundation for the 65-foot monopoles would consist of a reinforced concrete pole base measuring four feet in diameter with a depth of 50 feet below grade. Again, the general appearance would be similar to the monopoles described above for Project Components C and D.

2.1.3 Analysis of how the proposed construction will affect the Old Main Delaware, Lackawanna & Western Railroad Historic District and its character defining features (for both the western and eastern sections). This analysis should discuss the line's current features, including the height of existing catenary structures.

The Old Main DL&WRR Historic District follows the historic route taken by the DL&WRR and its predecessor, the Morris & Essex Railroad (M&ERR). The project area falls within an approximately 4.5-mile section of the district near its eastern terminus and includes the Town of Kearny and cities of Jersey City and Hoboken. The project as proposed will have no adverse effect on the Old Main DL&WRR Historic District. The construction of the proposed monopoles would introduce a new visual element within the Old Main DL&WRR Historic District; however, it would not be an intrusion to this historic resource. The proposed monopoles will be compatible with the industrial character

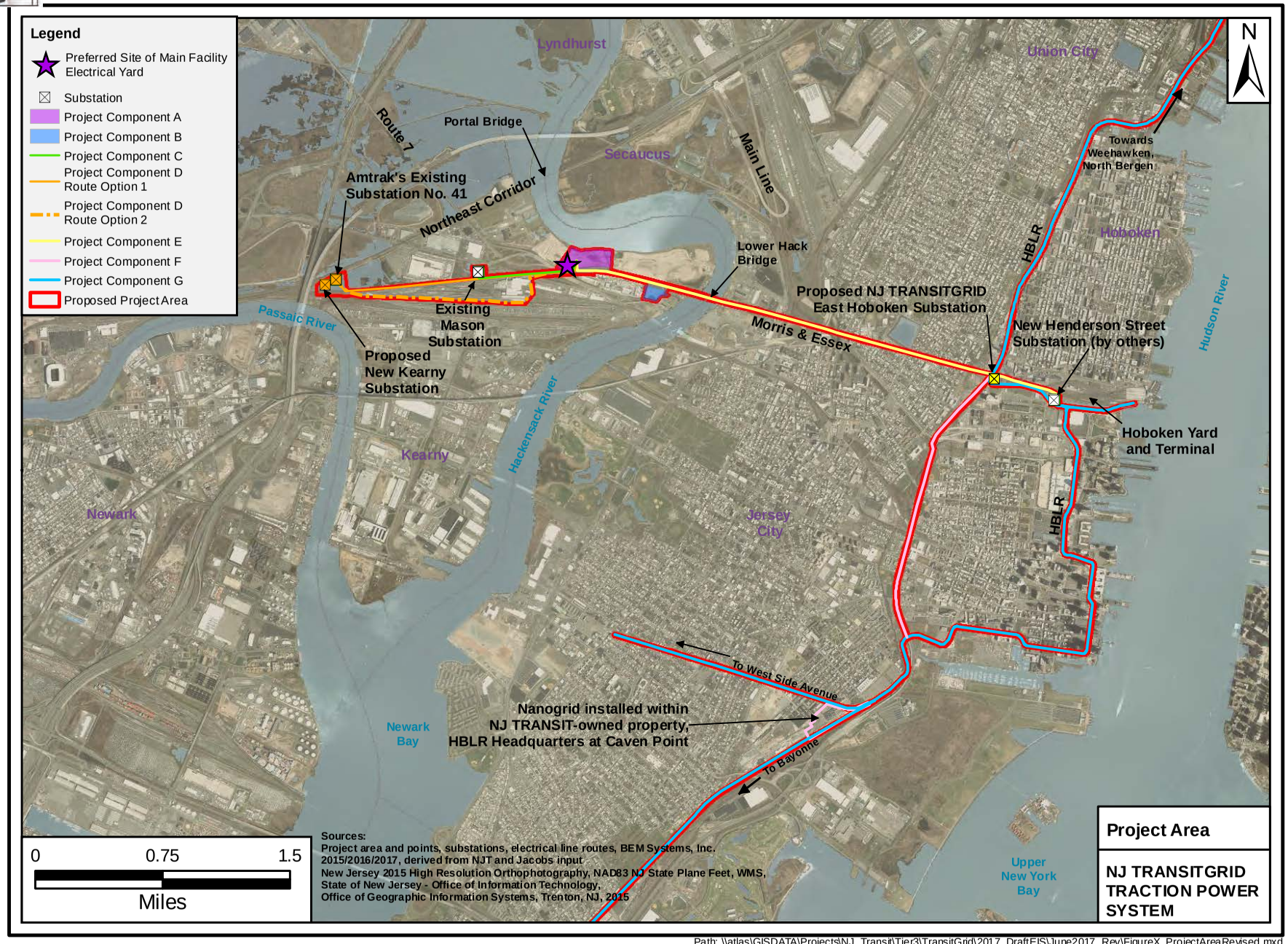
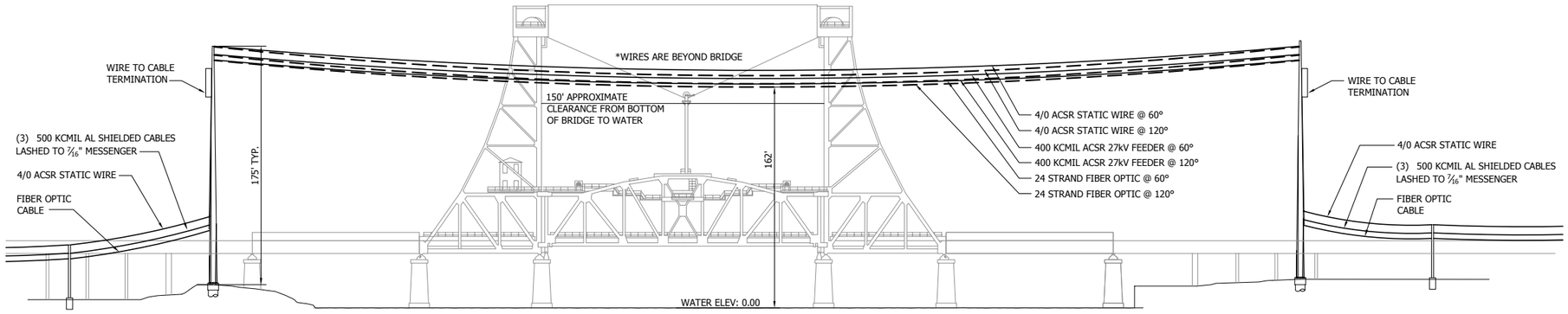
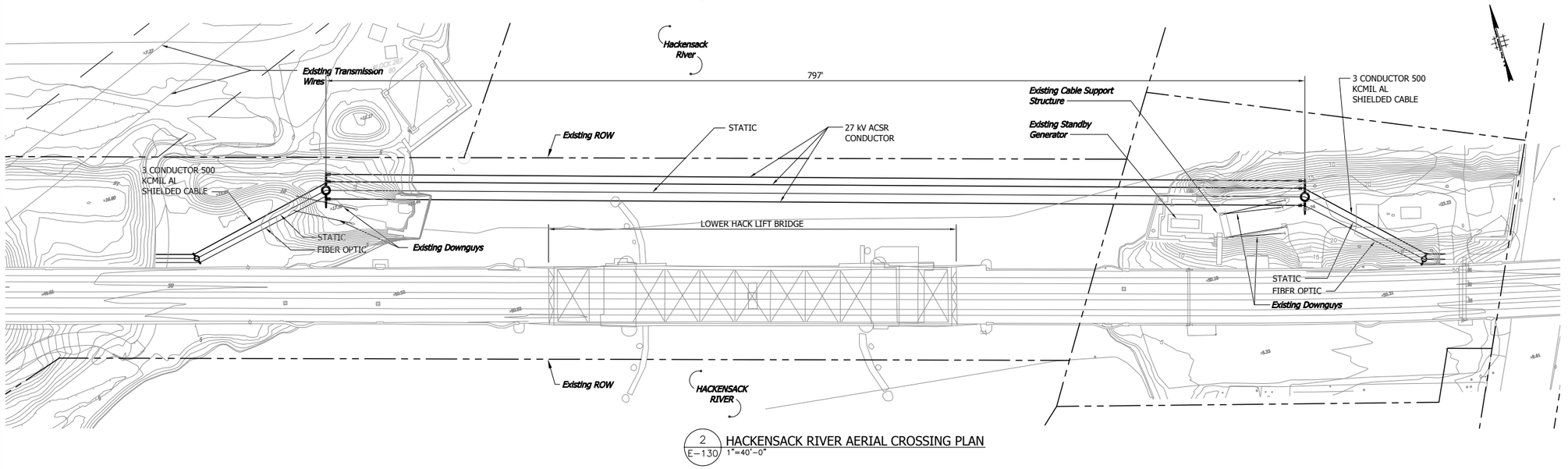


Figure 3: Project Area Map for the NJ TRANSITGRID TRACTION POWER SYSTEM, depicting each specific Project Component (provided by BEM Systems, Inc. on December 4, 2017).



1 / E-130 HACKENSACK RIVER AERIAL CROSSING ELEVATION
1"=40'-0"



2 / E-130 HACKENSACK RIVER AERIAL CROSSING PLAN
1"=40'-0"

No.	Date	Eng.	Revision Notes	
				Date 8/24/2017
				Des. BAB
				Chkd. RBS
				Dwn. SCF
				Chkd.Dwn.

Engineer of Record
_____, P.E.
Professional Engineer
N.J. LIC.
Date: _____

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Figure 4: General plan drawing depicting monopoles that would carry the line aerially across the Hackensack River (provided by Jacobs Engineering on September 25, 2017). The 175-foot measurement depicted for the height of the poles does not reflect final engineering design. The proposed monopoles will be no taller than 220 feet.

of the historic district and will not significantly alter the context and surroundings of the existing character-defining resources that render the district eligible for listing on the NR.

The Old Main DL&WRR Historic District is eligible for the New Jersey Register (NJR) and NR under Criteria A and C for its associations with suburbanization, transportation (commuter, passenger, and freight traffic), engineering, and architecture (Guzzo 1996). The M&ERR, the predecessor to the DL&WRR, was constructed in 1837 and was instrumental in linking Morristown and points west with the greater New York area. The M&ERR was absorbed by the DL&WRR in 1868. Initially used for both passenger and freight service, the M&ERR was soon used exclusively for commuter service after the completion of the Boonton Cut-off in 1870. Initially, the M&ERR used the Erie Bergen Hill Tunnel to reach its own terminal in Hoboken. Later, the DL&WRR opened its own tunnel above and slightly north of the Erie Bergen Hill Tunnel in 1877. A second parallel tunnel was completed in 1908 and two new through truss bridges were constructed to span the M&ERR tracks at the tunnel's western entrance.

The Old Main DL&WRR Historic District boundaries generally conform to the historic ROW for over 80 miles across New Jersey, from the Hudson River at the east end to the Delaware River at the west end. In the project area, multiple contributing resources are located within the railroad ROW and are classified as those that primarily functioned for railroad purposes and contribute to the significance and character of the larger historic district as a transportation corridor. The construction dates of the contributing resources fall within the defined period of significance for the Old Main DL&WRR Historic District, which begins in the mid-1850s and spans to circa 1930.

Different types of contributing resources to the historic district are present within the project area to the east and west of the Hackensack River. The west section of the project area in Kearny generally consists of an elevated railroad line surrounded by flat marshland. Development surrounding the historic district in this section is limited to large, mid- to late-twentieth century industrial complexes. At the Hackensack River, the Lower Hack Draw Bridge carries the rail line over the waterway into Jersey City. The Lower Hack Draw Bridge is the only recommended contributing resource within this section of the project area that has also been previously determined individually eligible for listing on the NR (NJHPO Opinion: 9/18/1996; see Plate 4.8 in the HARBS report). Plates 1, 2, and 4 through 9 illustrate the types of civil engineering features (such as cuts, fills, embankments), catenary and electrical system structures, and signaling equipment that contribute to the historic district in this section of the project area. The catenary structures generally consist of approximately 35-foot tall steel, K-frame and head span catenary supports and lattice catenary signal bridges. The catenary structures run the length of the line and are some of the most visible character-defining resources of the historic district within the Kearny section of the project area (Plates 12, 14, 15, and 18-20).

Unlike the Kearny section of the project area, the eastern section through Jersey City is densely populated with residential and commercial development. The bridges and tunnels, identified as contributing resources to the Old Main DL&WRR Historic District in this section of the project area, enable the railroad to more easily traverse through the dense urban environment. From the Hackensack River, the raised rail line continues eastward and is carried over streets by a series of railroad bridges, including the NR-eligible West-End Through Truss Bridges (NJHPO Opinion: 3/31/1997; see Plate 4.34 in the HARBS report). At the West-End Through Truss Bridges, the line continues below grade through the NR-eligible Old and New Bergen Tunnels (NJHPO Opinion: 5/8/1998; Plate 25). When the line emerges from the Old and New Bergen Tunnels, the line would be routed using a combination of new monopoles or subterranean duct banks. New monopoles would have a maximum height of 65 feet and be spaced between 80 feet to 150 feet apart depending on pole location and existing conditions (see Table 1). Should the line be routed using subterranean duct banks, surface-mounted conduit would be used on the HBLR bridge structure that crosses Grove Street and would avoid directly impacting the NR-eligible Grove Street Bridge (NJHPO Opinion: 1/20/1999) before terminating at the NJR- and NR-listed Erie-Lackawanna Terminal in Hoboken (NJR: 12/7/2004; NR: 2/17/2005; see Plates 4.16 and 4.52 in the HARBS report). The bridges, tunnels, railyard facilities and Erie-Lackawanna Terminal are contributing resources within this section of the historic district.

Similar types of catenary and electrical systems and structures previously mentioned in the Kearny section as contributing resources are located throughout the east section of the project area. Intact examples of catenary signal bridges are more frequent along this section of the line, near bridge crossings and at the junction of the Old Main DL&WRR Historic District and the New Jersey Midland Railway/New York, Susquehanna and Western Railroad Historic District (Plate 24). Plate 24 shows the types of catenary and electrical system structures and buildings as well as the signaling equipment that contribute to the historic district in this section of the project area. At this junction, the buildings at the Old Main DL&WRR Historic District include a substation and the West End Interlocking Tower. The West End Interlocking Tower is a two-story, concrete building capped by a hipped roof and is an individually NR-eligible resource (NJHPO Opinion: 1/20/1999). Additional recommended contributing resources for this section include civil engineering features such as cuts, fills, embankments, branches, and side tracks.

Project impacts for the Old Main DL&WRR Historic District include the installation of new electrical line through a combination of new monopoles and underground duct banks. In the Kearny section of the historic district, the proposed monopoles will measure up to 220 feet tall. Despite the height of the proposed monopoles in Kearny, they will be compatible with the industrial area of Kearny and will not significantly alter the context and surroundings of this section of the historic district. The current surroundings of the historic district include a series of lattice transmission towers that line both sides of the railroad ROW (see Plates 1, 3, 10, 11, 17, and 19-23).

Concerning specific contributing resources in this section of the historic district, current proposed project plans indicate that the new electrical line will not cross the Hackensack River over the NR-eligible Lower Hack Draw Bridge as had previously been planned. At present, three options are being considered for crossing the Hackensack River: through a submerged submarine cable, directional drilling under the river bottom, or carried aerially by two monopoles. If the line crosses through a submerged submarine cable or directional drilling under the river bottom, the Lower Hack Draw Bridge would not be directly impacted and would therefore have no adverse effect on either the historic district in this section of the project area or the NR-eligible Lower Hack Draw Bridge. Should the line be carried aerially by the proposed monopoles (see Figure 4), the monopoles would not physically impact the historic district or the NR-eligible Lower Hack Draw Bridge and their design and appearance would be compatible with the industrial setting of Kearny and Jersey City, particularly along the Hackensack River. As such, the proposed monopoles to carry the line aerially across the Hackensack River would not adversely affect the character-defining features that render both the historic district and Lower Hack Draw Bridge eligible for the NR.

In the Jersey City/Hoboken section of the Old Main DL&WRR Historic District, the height of the proposed monopoles carrying the new electrical line will not exceed 65 feet, with the exception of the one monopole on the east bank of the Hackensack River that will be no taller than 220 feet in height, for the river crossing. At the eastern end of the project area near the Erie-Lackawanna Terminal, there are existing utility poles at a similar height to the proposed monopoles. Specific contributing resources found in this section of the historic district include the West-End Through Truss Bridges (NJHPO Opinion: 3/31/1997), Grove Street Bridge (NJHPO Opinion: 1/20/1999), Old and New Bergen Tunnels (NJHPO Opinion: 5/8/1998), West End Interlocking Tower (NJHPO Opinion: 1/20/1999), and the Erie-Lackawanna Terminal (NJR: 12/7/2004; NR: 2/17/2005). During design, the locations of the new 65-foot monopoles and/or duct banks near the West End Interlocking Tower, West-End Through Truss Bridges, and the Grove Street Bridge will be located to avoid direct impact and therefore avoid an adverse effect to these resources. The setting of the interlocking tower and truss bridges have always contained railroad-related infrastructure; therefore, the improvements proposed in the area of these resources would not significantly alter their surroundings and thereby not constitute a visual intrusion.

Similar to the Lower Hack Draw Bridge, the extent of project impacts on the Old and New Bergen Tunnels (and subsequently the historic district) is dependent on the proposed method of installation. As currently proposed, the direct impacts would be limited to the south tunnel known as the New

Bergen Tunnel. The proposed duct banks will not directly alter the historic fabric of the tunnel and do not have the potential to diminish the important historical design elements of the resource. Therefore, the proposed work would not have an adverse effect on the Old and New Bergen Tunnels.

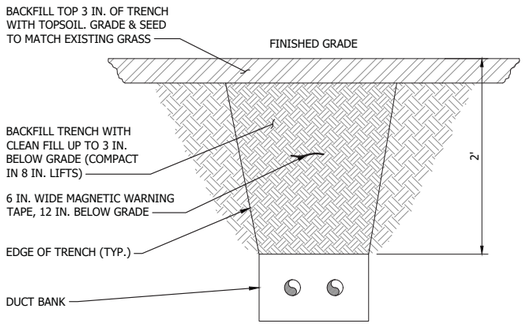
The installation of the 65-foot monopoles in the area of the Erie-Lackawanna Terminal would only produce minor visual impacts on this resource. The location of the proposed monopoles would be adjacent to existing utility poles of a similar height. As proposed, the erection of 65-foot monopoles would not have an adverse effect on the Erie-Lackawanna Terminal because it would introduce a new visual element compatible with its surrounding environment and only result in minimal indirect impacts.

The Old Main DL&WRR Historic District is a linear NR-eligible historic district in New Jersey that extends from the Delaware River to the Hudson River. An approximately 4.5-mile section of the historic district falls within the project area and includes different types of resources that contribute to its significance and NR-eligibility. The recommended contributing resources present within the project area include civil engineering features (such as cuts, fills, embankments), bridges, tunnels, interlocking towers, substations, railroad stations, catenary and electrical system structures, signaling equipment, branches and side tracks, and railroad yard facilities. Many of these contributing resources have also been individually eligible or listed on the NR.

The project as proposed will generally have indirect impacts on the contributing resources identified within the historic district. As plans for the electrical line installation are refined, care will be taken in the design and placement of any monopoles, duct banks, and mounted electrical lines to avoid direct impacts to resources and elements that directly contribute to the historic district's significance and integrity. So long as the installation is designed in a way that is sensitive to the historic industrial railroad character of the Old Main DL&WRR Historic District and, where possible, avoids direct impacts to the contributing elements that qualify the district for listing on the NR, there will be no adverse effect on this historic resource.

2.2 Is Project Component F still part of the project or has it been replaced by the segment along the HBLR? If it is still part of the project, we would need to see a description and photographs of the project corridor, an understanding of how the lines will be handled along the Turnpike, a discussion of historic resources along this component, and an analysis of how these resources would be affected.

Project Component F would consist of a third circuit feeder that would head south approximately 1.2 miles from the NJ TRANSITGRID East Hoboken Substation until intersecting with the HBLR ROW, just north of the HBLR Liberty Park Station. The route for this south feeder would utilize an existing NJ TRANSIT easement (parallel to Hoboken Avenue) and continue along the NJ Turnpike (I-78) ROW until its intersection with the HBLR ROW. The option to attach the electrical line to the underside of the NJ Turnpike viaduct is still being negotiated with the NJ Turnpike Authority. Should this option be deemed infeasible due to planned improvement projects for this section of the NJ Turnpike, the electrical line would be installed through a combination of underground duct banks and monopoles. The duct bank would consist of an approximately two-foot by two-foot concrete-encased structure with a three-foot cover, where possible, and be placed at an average depth of three feet to five feet with an average width disturbance of three feet to five feet (Figure 5). To the extent possible, the limits of ground disturbance would be minimized and consultation with the NJHPO would occur prior to any construction. The monopoles would be no taller than 150 feet in height with a 12-foot diameter reinforced concrete pole base at a depth of 95 feet below grade (see Table 1). The portion of Project Component F which crosses the PATH Yard near Merseles Street and First Street in Jersey City will be carried aerially on monopoles. Two monopoles are proposed which would be built on either side of the PATH Yard and within the existing NJ Turnpike ROW which contains the piers currently in place for the NJ Turnpike.



1 E-211 TYPICAL TRENCH FOR GRASS AREAS
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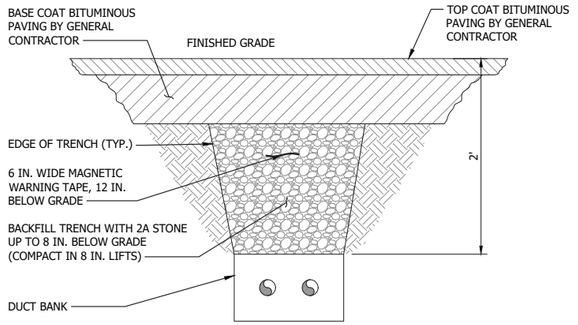

2 E-211 TYPICAL TRENCH FOR NEW PAVED AREAS
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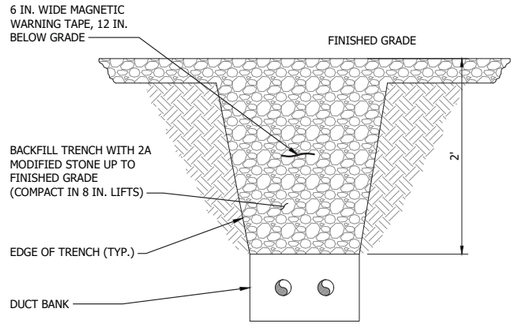

3 E-211 TYPICAL TRENCH FOR STONE AREAS
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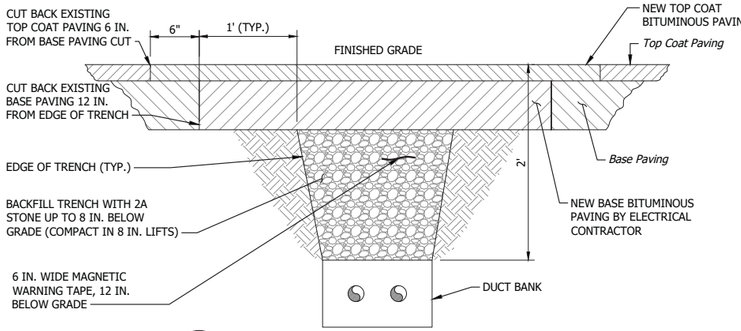

4 E-211 TYPICAL TRENCH FOR EXISTING PAVED AREAS
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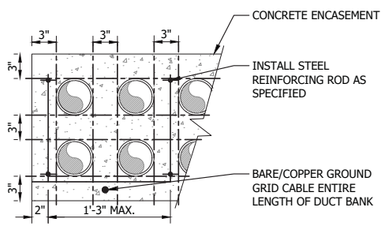

5 E-211 TYPICAL CONCRETE ENCASED DUCTBANK
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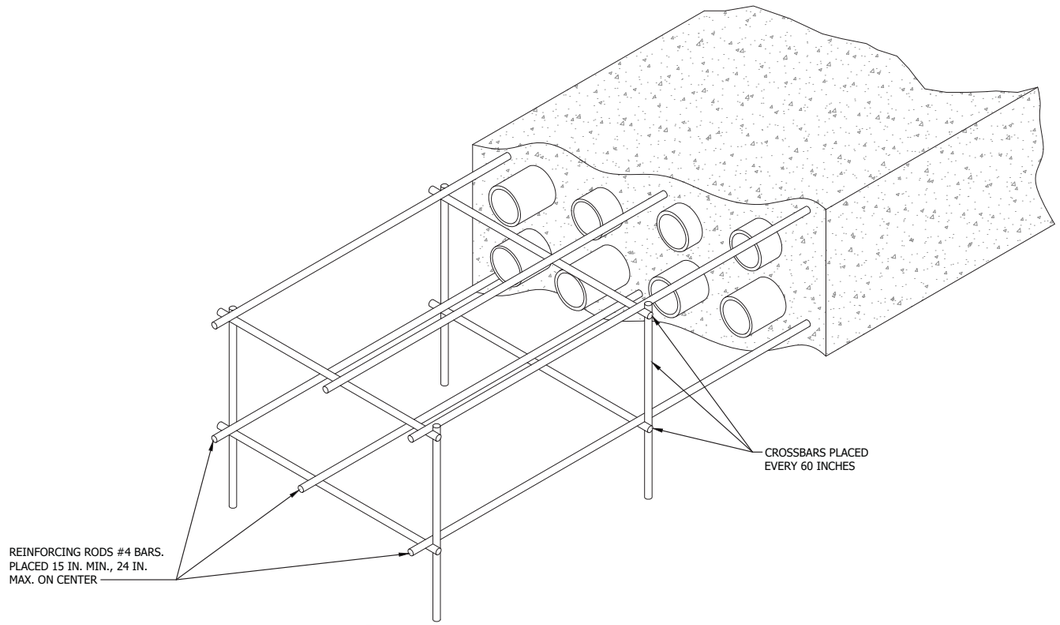

6 E-211 TYPICAL REINFORCING ROD DETAIL
1-1/2" = 1'-0"

No.	Date	Eng.	Revision Notes	
				Date 8/24/2017
				Des. XXX
				Chkd. XXX
				Dwn. XXX
				Chkd.Dwn.

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Engineer of Record
_____, P.E.
Professional Engineer
N.J. LIC.
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UNDERGROUND DUCT BANK DETAILS

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Sheet ---- OF ----

Figure 5: General plan drawing illustrating the typical design of the subterranean duct bank that would be constructed in various sections of the project area.

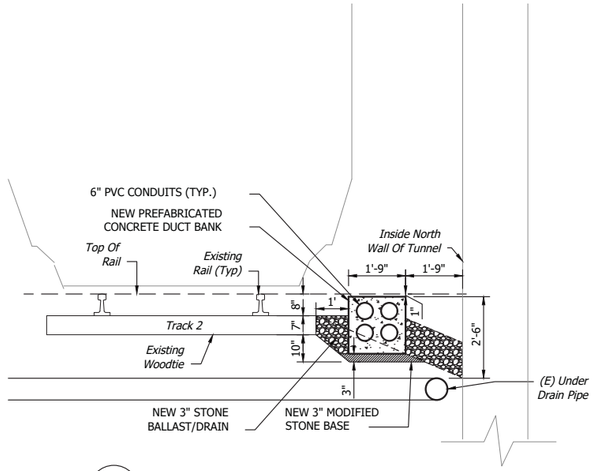
In the event the NJ Turnpike route is not viable, a nanogrid is proposed to be installed on NJ TRANSIT-owned property at the HBLR Headquarters on Caven Point Avenue in Jersey City (see Figure 3; Plates 26-40). The nanogrid would consist of natural gas-powered emergency generators capable of producing the necessary power for the HBLR south loads. Some measure of stored energy is also anticipated in the form of batteries or flywheels to help smooth out the instantaneous load profile of the HBLR traction loads. These emergency generators and storage modules would be installed on an elevated platform estimated at seven feet above ground surface to comply with NJ TRANSIT's Design Flood Elevation. The conceptual platform would be approximately 20,000 square feet and the emergency generators would be 10 to 14 feet fall, bringing the tallest point of the nanogrid less than 25 feet above nominal ground surface. Natural gas connections are already in place at the HBLR Headquarters facility. A combination of aerial and underground electrical lines on new monopoles less than 40 feet tall or subsurface duct banks within the NJ TRANSIT-owned property would connect the emergency generators to the HBLR. If the nanogrid becomes the selected option for powering the southern segments of the HBLR during emergency conditions, new monopoles (Project Component G) along the HBLR south of the nanogrid would still be installed, but the segment along the NJ TRANSIT easement and NJ Turnpike would be eliminated.

In the HARBS report, the APE for Project Component F was constrained to the NJ Turnpike ROW due to the anticipated minimal visual impacts of the proposed project plans to primarily attach the electrical line to the underside of the NJ Turnpike viaduct. Since the completion of the HARBS report, the engineering design has advanced, and the details for Project Component F have changed as described above. Project plans currently involve either attaching the line to the turnpike structure; routing the line through an underground, concrete-encased duct bank; on monopoles beneath the turnpike viaduct within the NJ Turnpike ROW; or, a combination of these methods. Because the NJ Turnpike structure already intrudes within the existing landscape, new monopoles that would be no taller than the viaduct and any subsurface duct banks would not represent a visual impact. As such, the APE for Project Component F remains restricted to the NJ Turnpike ROW.

Should the NJ Turnpike route be deemed not viable, project plans propose the construction of a nanogrid at the HBLR Headquarters facility on Caven Point Avenue in Jersey City which would be connected to the HBLR through a combination of monopoles or underground, concrete-encased duct banks. As currently proposed, the nanogrid is a discontiguous portion of Project Component F and is encompassed by the APE delineated for Project Component G. Due to the extensively developed urban nature of the surrounding area and the anticipated minimal visual impacts of the proposed nanogrid and associated features, the boundaries of the APE do not warrant amending. So long as the proposed nanogrid is designed to minimize impacts, there will be no adverse effect on nearby historic resources.

2.3 For any historic resources that contribute to the Old Main Delaware, Lackawanna & Western Railroad Historic District and that would be affected by new lines being attached (e.g. the Lower Hack Draw Bridge, West End Thru Truss Bridges, Bergen Tunnels, and Grove Street Bridge), can more information be provided to explain how the lines would be attached?

As the proposed electrical line is routed throughout the project area, various attachment methods would be utilized when intersecting with structures that contribute to the Old Main DL&WRR Historic District. During the final engineering phase, the attachment methods will be designed to minimize impacts to the historic fabric of the contributing structures of the historic district located within the project area and be guided by the Secretary of the Interior's Standards for the Treatment of Historic Properties. In several areas, direct impacts would be avoided altogether. For additional information on the structures discussed below, see Section 4.3 in the HARBS report.



1 / E-210 NORTH SIDE PARTIAL SECTION NO. 1 (LOOKING WEST)
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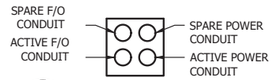

2 / E-210 CONDUIT SECTION
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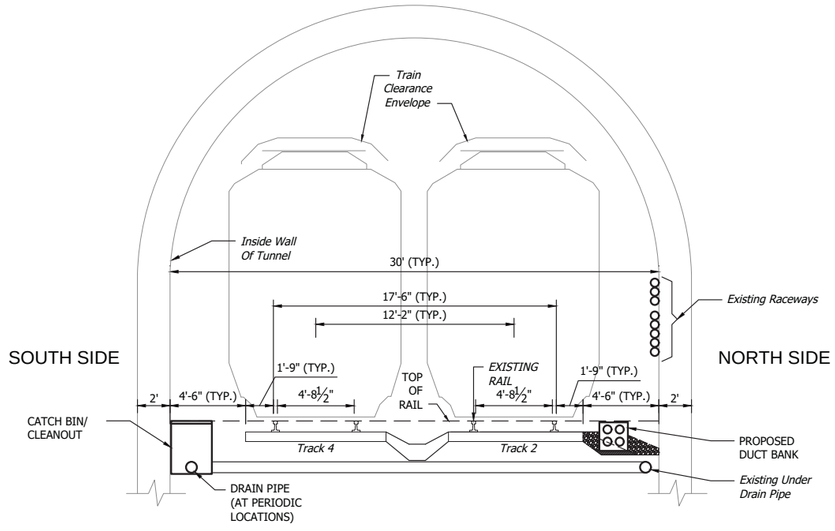

3 / E-210 SOUTH TUNNEL SECTION (LOOKING WEST)
1/4" = 1'-0"

2' 1' 0 2'
SCALE: 1/2"= 1'-0"
4' 2' 0 4'
SCALE:1/4"= 1'-0"

No.	Date	Eng.	Revision Notes	Chkd.Dwn.
				Date 8/24/2017
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BERGEN TUNNEL SECTIONS

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Drawing DME-E-210
Sheet ---- OF ----

Figure 6: General plan drawing illustrating the proposed duct bank that would be installed in the Old and New Bergen Tunnels.

Lower Hack Draw Bridge

The electrical line would not be attached to the NR-eligible Lower Hack Draw Bridge (NJHPO Opinion: 9/18/1996) as the line is routed across the Hackensack River. The electrical line would cross the river either as a submerged submarine cable, through directional drilling under the river bottom, or carried aerially by monopoles. As designed, the Lower Hack Draw Bridge would not be directly impacted by the proposed project.

West-End Through Truss Bridges

The electrical line would be placed in a conduit across the top of the NR-eligible West-End Through Truss Bridges (NJHPO Opinion: 3/31/1997) and be supported from the top member of one of the bridges. The bridges are significant in the areas of transportation and engineering, and are the only surviving intact truss bridges in this section of the Old Main DL&WRR Historic District. The attachment method will utilize typical conduit brackets that will be painted to match the color of the structural member to which the conduit is being fastened. During the final engineering phase, further care will be taken to design and install this section of the electrical line in a way that would minimize impacts to the historic fabric of the bridges and would be guided by the Secretary of the Interior's Standards for the Treatment of Historic Properties.

Old and New Bergen Tunnels

To route the proposed electrical line through the NR-eligible Old and New Bergen Tunnels (NJHPO Opinion: 5/8/1998), a concrete-encased duct bank would be constructed on the north side of the south tube, between the track and the side of the tunnel structure (Figure 6). The duct bank would be built atop a new three-inch modified stone base installed at grade and then concealed by new stone ballast. As depicted in Figure 6, the duct bank structure would be a precast concrete wire trough with a concrete lid. The trough would include space for spare and future cables, in addition to the cables being installed for the proposed NJ TRANSITGRID TRACTION POWER SYSTEM project. As currently proposed, the construction of the duct bank would not be an adverse effect to the Old and New Bergen Tunnels. The tunnels are significant for their association with late nineteenth and early twentieth century technological advances in transportation and engineering. The proposed duct banks would be concealed by modern grade, be minimally visible, and would not directly alter the tunnel. This proposed installation method will not have the potential to degrade important historic design elements of the tunnel. As project plans are finalized, care will be taken to design and install this section of the electrical line in a way that minimally impacts the historic fabric of the tunnels and be guided by the Secretary of the Interior's Standards for the Treatment of Historic Properties.

Grove Street Bridge

As the proposed electrical line is routed eastward toward the proposed new NJ TRANSITGRID East Hoboken Substation and crosses Grove Street in Jersey City, the line would be carried either aerially on new monopoles or through surface-mounted conduit on the HBLR bridge structure. The individually eligible Grove Street Bridge (NJHPO Opinion: 1/20/1999) would be avoided altogether and not be directly impacted by the proposed project.

2.4 The HARBS and Effects Assessment include reference to the Southern Hoboken Historic District. However, on December 12, 2016 the HPO issued Section 106 consultation comments (HPO-L2016-060) that include a SHPO opinion for a combined Hoboken Historic District. This district encompasses several previously identified historic districts, including the Southern Hoboken Historic District.

In a letter dated December 12, 2016, the NJHPO issued Section 106 consultation comments in response to a report completed by Dewberry Engineers, Inc. titled "Cultural Resources Technical Environmental Survey, Rebuild by Design: Resist, Delay, Store, Discharge Project, Cities of Hoboken, Weehawken, and Jersey City. Hudson County, New Jersey." Included in the letter was a new NJHPO Opinion for a combined Hoboken Historic District (Marcopul 2016:HPO-L2016-060). As a result of the new NJHPO Opinion, four of the six historic districts in the City of Hoboken with overlapping

boundaries have been consolidated to form a larger, more cohesive historic district (Figure 7). The combined historic districts include the Northern Hoboken, Central Hoboken, Southern Hoboken, and Southern Hoboken Extension. The boundaries of the newly formed Hoboken Historic District were extended to the west to encompass the proposed Third Street Historic District in its entirety, several surveyed properties on Adams Street, and the NJR- and NR-listed Erie-Lackawanna Terminal (NJR: 12/7/2004; NR: 2/17/2005) in its entirety. To the east, the NR-eligible Stevens Historic District (NJHPO Opinion: 2/28/1991) was excluded. The period of significance for the Hoboken Historic District begins in 1838 with the incorporation of the Hoboken Land and Improvement Company and ends in 1967, when ferry service from the Hoboken Terminal ended (Marcopul 2016:HPO-L2016-060).

In the HARBS report, the Southern Hoboken Historic District was identified as one of the 38 previously identified historic architectural resources (see Section 4.0 in the HARBS report). In light of the newly formed Hoboken Historic District, which included the consolidation of the Southern Hoboken Historic District with three other preexisting historic districts, the conclusions presented in the HARBS remain unchanged. The project as proposed will have no adverse effect on the NR-eligible Hoboken Historic District. The Hoboken Historic District is composed of dense, urban nineteenth-century fabric and railroad-related facilities with limited modern intrusions. Though the project plans include the installation of new monopoles, the proposed monopoles would be located outside of the historic district, adjacent to the west where the southwestern border parallels Luis Munoz Marin Boulevard. The proposed monopoles will not alter the district's viewscape and would be similar in height to existing utility poles. Existing catenary support structures, generally the tallest and most highly visible structures within the southern portion of the district, stand at a height of approximately 35 feet. At the proposed height of 65 feet, new monopoles would be visible from certain locations within the southern portion of the district. However, due to the existing industrial nature of the southern portion of the historic district and the number of modern tall buildings in this area, the proposed monopoles would not detract from the architectural and historic cohesiveness that is a defining feature of the district's character and significance.

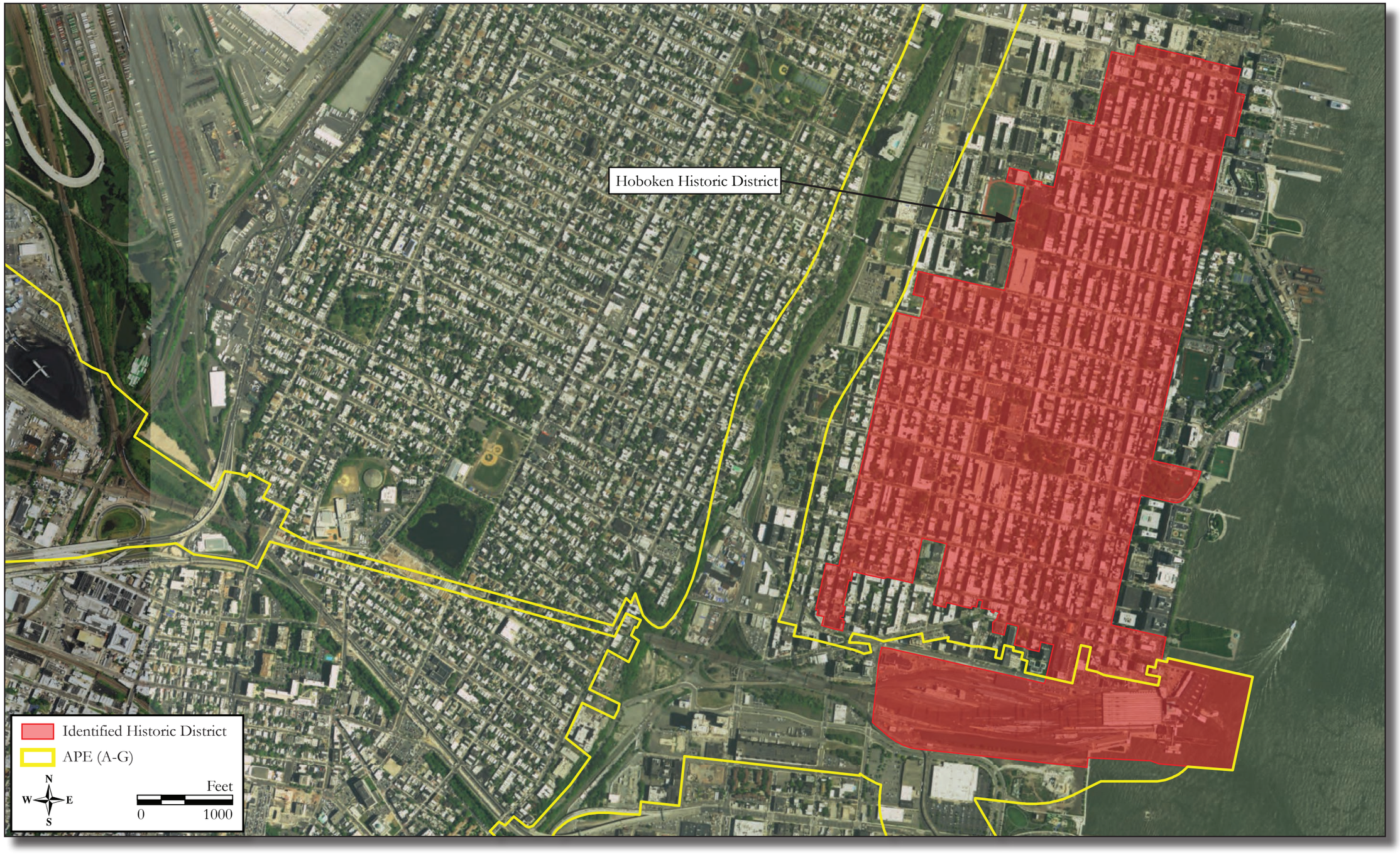

Figure 7: Aerial photograph depicting the newly identified Hoboken Historic District within the APE (NJGIS Digital Orthographic Imagery, 2012).

3.0 BIBLIOGRAPHY

Guzzo, Dorothy
1996 Dorothy Guzzo, Deputy Historic Preservation Officer to Andras Fekete, NJ Department of Transportation, September 24, 1996 (HPO Log # 196-131). On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

Marcopul, Katherine
2016 Katherine Marcopul, Deputy Historic Preservation Officer to Clay Sherman, NJ Department of Environmental Protection, December 12, 2016 (HPO Log # L2016-060). On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

ATTACHMENTS

Attachment A Plates

Plate 1: View from the approximate west side of the proposed new substation, looking towards the existing Substation 41. The Old Main DL&WRR Historic District is visible in the background, across the water.

Photo view: East

Photographer: Sandra Peterson

Date: August 17, 2017

Plate 2: View along the Old Main DL&WRR Historic District showing the catenary and signaling equipment located within the Kearny section of the district.

Photo view: Northeast

Photographer: Albert Yannarelli

Date: July 21, 2017

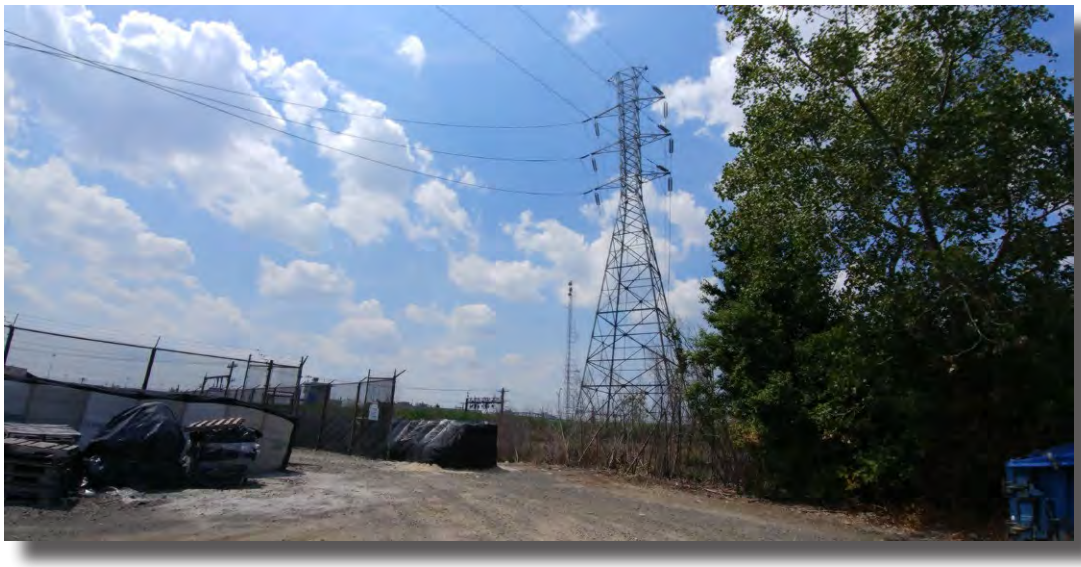

Plate 3: View towards the Old Main DL&WRR Historic District from the Mason Substation. An existing tall lattice tower with electrical wires is visible, and a cell phone tower can be seen in the background.

Photo view: Southwest

Photographer: Leslie Mesnick

Date: July 20, 2017

Plate 4: View towards the Mason Substation, adjacent to the north of the Old Main DL&WRR Historic District. Note the existing tall lattice towers behind the Mason Substation.

Photo view: North

Photographer: Leslie Mesnick

Date: July 20, 2017

Plate 5: View along the Old Main DL&WRR Historic District from the Mason Substation. Tall lattice towers, utility poles, and electrical wires are visible along the rail line.

Photo view: Southwest

Photographer: Leslie Mesnick

Date: July 20, 2017

Plate 6: View from edge of rail ROW for the Old Main DL&WRR Historic District at the Mason Substation. The Meadowlands Maintenance Complex facilities are situated adjacent to the south of the district.

Photo view: Southeast

Photographer: Sandra Peterson

Date: August 17, 2017

Plate 7: View along the Old Main DL&WRR Historic District from the Mason Substation.

Photo view: West

Photographer: Sandra Peterson

Date: August 17, 2017

Plate 8: View of the Old Main DL&WRR Historic District showing the catenary structures along the rail line.

Photo view: Northwest

Photographer: Albert Yannarelli

Date: July 21, 2017

Plate 9: View of the Old Main DL&WRR Historic District showing the catenary structures along the rail line. Note the numerous tall, existing lattice towers in proximity to the district, as well as in the background.

Photo view: Northwest

Photographer: Albert Yannarelli

Date: July 21, 2017

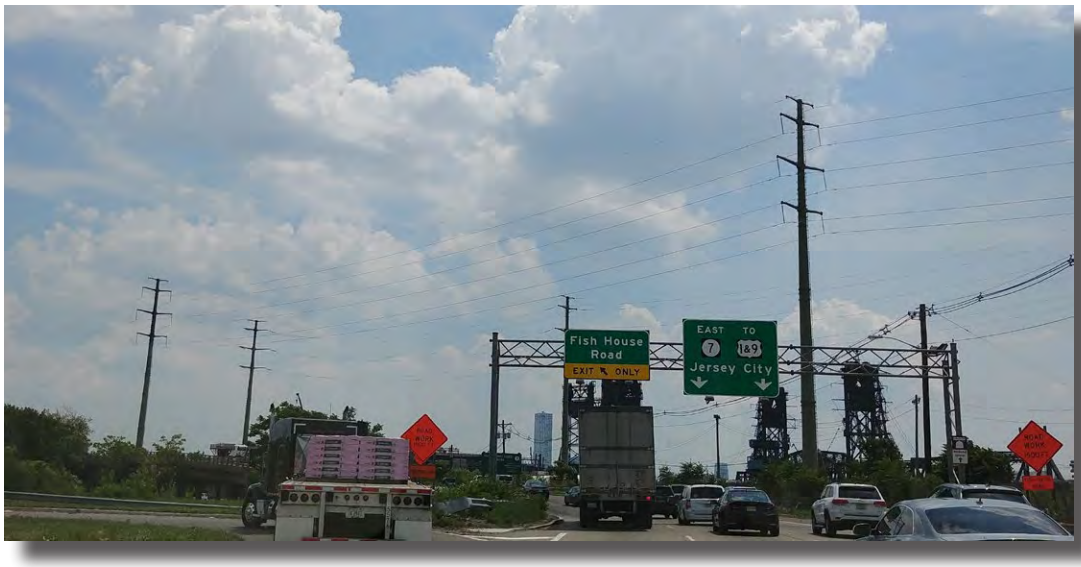

Plate 10: View along the Newark-Jersey City Turnpike looking towards the Hackensack River and the Lower Hack Draw Bridge. A series of tall, tubular monopoles can be seen crossing the Newark-New Jersey Turnpike.

Photo view: Southeast

Photographer: Leslie Mesnick

Date: July 20, 2017

Plate 11: View from the east side of the 20-acre parcel on the Koppers Koke Site. Visible in the background are the NJ Turnpike overpass and existing lattice towers.

Photo view: Northwest

Photographer: Sandra Peterson

Date: August 17, 2017

Plate 12: View from the east side of the 20-acre parcel on the Koppers Koke Site. The Old Main DL&WRR Historic District is visible to the left (south).

Photo view: Southwest

Photographer: Sandra Peterson

Date: August 17, 2017

Plate 13: View from the east side of the 20-acre parcel of the Koppers Koke Site looking towards the Hackensack River and the PSE&G Hudson Generating Station.

Photo view: East

Photographer: Sandra Peterson

Date: August 17, 2017

Plate 14: View from the east side of the 20-acre parcel of the Koppers Koke Site, approximately mid-point north-south looking towards the PSE&G Hudson Generating Station and the Lower Hack Draw Bridge. The Old Main DL&WRR Historic District is visible to the right (south). Existing monopoles and lattice towers dot the background.

Photo view: East

Photographer: Sandra Peterson

Date: August 17, 2017

Plate 15: View from the southeast side of the 20-acre parcel towards the Old Main DL&WRR Historic District.

Photo view: Southwest

Photographer: Sandra Peterson

Date: August 17, 2017

Plate 16: View from the southeast side of the 20-acre parcel looking along the southern border of the 20-acre parcel on the Koppers Koke Site. Existing monopoles, communication towers, and lattice towers dot the background. The NJ Turnpike overpass is visible in the background to the right (north).

Photo view: West

Photographer: Sandra Peterson

Date: August 17, 2017

Plate 17: View toward the NJ Turnpike overpass with existing towers visible from the Koppers Koke site.

Photo view: West

Photographer: Leslie Mesnick

Date: July 20, 2017

Plate 18: View southwest towards the Old Main DL&WRR Historic District from the Koppers Koke Site. Tall monopoles are visible along the district.

Photo view: Southwest

Photographer: Leslie Mesnick

Date: July 20, 2017

Plate 19: View toward the Lower Hack Draw Bridge from the Koppers Koke Site. Tall lattice towers and tubular monopoles are visible adjacent to the Old Main DL&WRR Historic District.

Photo view: East

Photographer: Leslie Mesnick

Date: July 20, 2017

Plate 20: View towards the Lower Hack Draw Bridge and the Old Main DL&WRR Historic District from a nearby access road. Tall tubular monopoles, lattice towers, and electrical lines exist adjacent to the district.

Photo view: East

Photographer: Leslie Mesnick

Date: July 20, 2017

Plate 21: View toward the Koppers Koke Site from the Lower Hack Draw Bridge and the Old Main DL&WRR Historic District.

Photo view: North

Photographer: Leslie Mesnick

Date: July 20, 2017

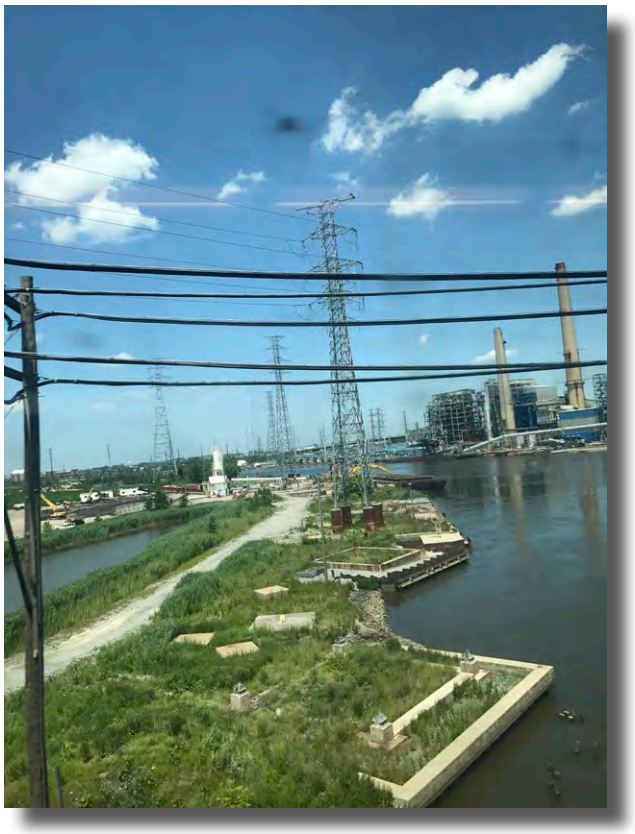

Plate 22: View toward the PSE&G Hudson Generating Station from the Lower Hack Draw Bridge and Old Main DL&WRR Historic District. Note the numerous lattice towers, monopoles, and smokestacks visible from the district.

Photo view: North

Photographer: Leslie Mesnick

Date: July 20, 2017

Plate 23: View toward the Hackensack River showing existing lattice towers from the Old Main DL&WRR Historic District.

Photo view: Northwest

Photographer: Leslie Mesnick

Date: July 20, 2017

Plate 24: View from edge of rail ROW of the Old Main DL&WRR Historic District, near its junction with the New Jersey Midland Railway/New York, Susquehanna and Western Railroad Historic District. Visible are the contributing elements of the Old Main DL&WRR Historic District, including the NR-eligible West End Interlocking Tower, West End Substation (right) and lattice catenary signal bridges.

Photo view: West

Photographer: Sandra Peterson

Date: August 17, 2017

Plate 25: View from edge of rail ROW of the Old Main DL&WRR Historic District looking towards the Old and New Bergen Tunnels.

Photo view: West

Photographer: Sandra Peterson

Date: August 17, 2017

Plate 26: View from the HBLR Headquarters facility.

Photo view: North

Photographer: Teresa Bulger

Date: December 6, 2017

Plate 27: View from the HBLR Headquarters facility towards the HBLR storage yard.

Photo view: Northeast

Photographer: Teresa Bulger

Date: December 6, 2017

Plate 28: View within the HBLR Headquarters facility site.

Photo view: Southwest

Photographer: Teresa Bulger

Date: December 6, 2017

Plate 29: View within the HBL Headquarters facility site looking towards adjacent new construction.

Photo view: North

Photographer: Teresa Bulger

Date: December 6, 2017

Plate 30: View within the HBLR Headquarters facility site.

Photo view: West

Photographer: Teresa Bulger

Date: December 6, 2017

Plate 31: View looking towards the HBLR line from within the HBLR Headquarters facility site.

Photo view: Southwest

Photographer: Teresa Bulger

Date: December 6, 2017

Plate 32: View of a storage area within the HBLR Headquarters facility site with a view of the HBLR to the right (east).

Photo view: East

Photographer: Teresa Bulger

Date: December 6, 2017

Plate 33: View of a storage area within the HBLR Headquarters facility site with a view of the HBLR to the left (east) and adjacent new construction to the right (west).

Photo view: Southwest

Photographer: Teresa Bulger

Date: December 6, 2017

Plate 34: View along the HBLR Headquarters facility site.

Photo view: Southwest

Photographer: Teresa Bulger

Date: December 6, 2017

Plate 35: View from within the HBLR Headquarters facility site, near its entrance. Modern construction is visible in the background.

Photo view: Northeast

Photographer: Teresa Bulger

Date: December 6, 2017

Plate 36: View of the HBLR Headquarters facility from the facility's parking lot.

Photo view: Southeast

Photographer: Teresa Bulger

Date: December 6, 2017

Plate 37: View along Caven Point Avenue looking towards the HBLR Headquarters facility site. The HBLR runs adjacent to the right (east).

Photo view: Northeast

Photographer: Teresa Bulger

Date: December 6, 2017

Plate 38: View along Caven Point Avenue of nearby storage facilities adjacent to the HBL Headquarters facility.

Photo view: West

Photographer: Teresa Bulger

Date: December 6, 2017

Plate 39: View along Distillery Drive illustrating the urban environment of the area adjacent to the HBLR Headquarters facility.

Photo view: West

Photographer: Teresa Bulger

Date: December 6, 2017

Plate 40: View along Distillery Drive illustrating the urban environment of the area adjacent to the HBLR Headquarters facility.

Photo view: Southeast

Photographer: Teresa Bulger

Date: December 6, 2017

HPO Project# 14-1685-14,-15,-16
HPO-D2018-122 PROD

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CATHERINE R. McCABE
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

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- 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 Bouveri 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

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

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,

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

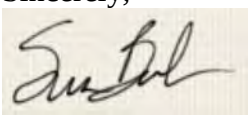
Re: Section 106 Consultation for NJ TRANSITGRID Traction Power System Project, Kearny, NJ

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,



Susan Bachor
Delaware Tribe Historic Preservation Representative

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

NJTRANSIT
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:

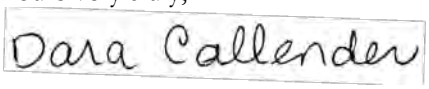
Mail:
Lynn Alpert
RGA, Inc.
259 Prospect Plains Road Building D
Cranbury, New Jersey 08512

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
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)