

9. Historic Resources

9.1 INTRODUCTION

This chapter contains a summary of the historic architectural resources identified in the Area of Potential Effect (APE) for the Proposed Project, the potential effects of the Proposed Project on those resources, and recommendations for conditions to avoid or lessen the potential effects.¹ Appendix G, “Historic, Archaeological, and Cultural Information” contains detailed information, including maps and photographs within the reports for following historic architectural resource analyses:

- **Historic Resources Project Initiation Letter (PIL) for the Penn Station Access Project, Westchester, Queens & Bronx Counties, New York. August 2013.** Revised January 2014. Prepared for Metro-North by Lynn Drobbin & Associates and Parsons Brinckerhoff (PSA PIL).
- **Historic Architectural Resources Background Study (HARBS) for the Penn Station Access Project, Westchester, Bronx & Queens Counties, New York.** February 2014. Prepared for Metro-North by Lynn Drobbin & Associates and Parsons Brinckerhoff (PSA HARBS).
- **Section 106 Effects Assessment for the Penn Station Access Project.** July 2019. Prepared for Metropolitan Transportation Authority (MTA) Capital Construction/Metro-North by Lynn Drobbin & Associates, Historic Perspectives, Inc., and WSP. (PSA Effects Assessment)
- **Section 106 Consultation Letter for Metro-North Railroad Penn Station Access Project, Bronx, New York, Queens, and Westchester Counties. November 2019.** Mailed to tribal nations by the Federal Transit Administration.
- **Supplemental Section 106 Review for a New Railroad Bridge on the Amtrak Hell Gate Line over the Bronx River at MP 11.40.** January 2020. Prepared for MTA by Lynn Drobbin & Associates and WSP.
- **Supplemental Section 106 Review for the Expansion of the New Rochelle Yard on the Metro-North New Haven Line.** August 2020. Prepared for MTA by Lynn Drobbin & Associates and WSP.

The PSA PIL defines the Proposed Project’s APE for historic architectural resources, and the PSA HARBS identifies historic architectural resources that have been designated as National Historic Sites or Landmarks and listed on the National and State Registers of Historic Places (NRHP/SRHP), that have been determined eligible or have New York State Historic Preservation Office (SHPO) opinions of eligibility for listing on the NRHP/SRHP, or that the New York City Landmarks Preservation Commission (LPC) has designated as Landmarks. The PSA Effects Assessment was prepared to identify the potential effects of the PSA Project on the historic architectural resources that were identified in the APE. The Supplemental Section 106 Reviews were prepared to specifically identify the potential effects of the new two-span railroad bridge over the Bronx River approximately 7 feet north of the existing historic Amtrak HGL (Northeast Corridor) bascule bridge over the Bronx River and the linear expansion of New Rochelle Yard since the projects were identified as part of

¹ Area of Potential Effects means the geographic area or areas within which an undertaking may directly or indirectly cause alterations 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. (36 C.F.R. Part 800.16)

the Proposed Project subsequent to the submittal of the Effects Assessment. The PSA PIL, HARBS, Effects Assessment, and Supplemental Section 106 Reviews were prepared in compliance with Section 106 of the National Historic Preservation Act of 1966 (NHPA), as amended, and Section 14.09 of the New York State Parks, Recreation and Historic Preservation Law of 1980 and the New York City Landmarks Law of 1965.

The SHPO concurred with the MTA's findings in the PSA PIL in a September 16, 2013, letter and the LPC reviewed the PIL on July 7, 2014. SHPO concurred with the MTA's findings in the PSA HARBS regarding the identification and eligibility of historic architectural resources in an April 6, 2016, letter. The LPC concurred with the HARBS findings in a March 23, 2016, letter. In a letter dated July 30, 2019, the SHPO concurred with the conclusions that the Proposed Project would have No Adverse Effect on historic architectural resources with the conditions as described in the PSA Effects Assessment, which was submitted on July 18, 2019. The conditions are referenced in Section 9.5.5, "Effects Assessment on Historic Architectural Resources in the Area of Potential Effect." The SHPO concurred with the finding of the Supplemental Section 106 Review for the new railroad bridge over the Bronx River in a letter dated May 5, 2020, with the condition that a construction monitoring plan be developed, approved by SHPO, and implemented. The SHPO concurred with the finding of the Supplemental Section 106 Review for the expansion of New Rochelle Yard in a letter dated October 29, 2020, with a request for MTA to submit detailed design materials when they become available. In addition, New York City Department of Parks and Recreation (NYCDPR) provided a response on August 28, 2019, which provided comments on the APE for the Proposed Project as well as the process of notifying NYCDPR in the event of any disturbance to resources during construction. Appendix G, "Historic, Archaeological, and Cultural Information" contains all correspondence letters.

9.1.1 Regulatory Framework

The National Environmental Policy Act (NEPA), the NHPA, and the New York State Historic Preservation Act (NYSHPA) require the identification of significant cultural resources that could be affected by an undertaking or action. Under NEPA, a cultural resource analysis that identifies designated and potential resources significant at the national, state, or local level and that could be affected by a proposed federal agency's action is required, as well as an assessment of the action's effects on those resources. Separately, Section 106 of the NHPA, as amended and implemented by 36 CFR Part 800, defines the obligation for the cultural resources analysis. NEPA and NHPA are separate federal laws, though they are often implemented together with the same documentation and public review processes. Similarly, NYSHPA, Section 14.09, requires State agencies to identify designated and potential cultural resources determined to be significant at the state level that could be affected by a proposed State agency's action and to undertake an assessment of the action's effects on those resources.

The NHPA defines historic properties and cultural resources as any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion on the NRHP. Eligibility criteria for listing on the NRHP are found at 36 CFR Part 60.² Likewise, the NYSHPA includes resources that are listed in or eligible for inclusion on the SRHP. Further, Section 106 of the NHPA defines cultural resources as prehistoric and historic sites, structures, districts, buildings, objects, artifacts, or any other physical evidence of human activity considered important to a culture, subculture, or community for scientific, traditional, religious, or other reasons.

² National Park Service. 2018. NRHP Title 36 – Parks, Forests, and Public Property, Chapter I – National Park Service, Department of the Interior, Part 60 – National Register of Historic Places. Accessed at <https://www.law.cornell.edu/cfr/text/36/part-60>.

9.2 KEY CONCLUSIONS

Historic architectural resources are throughout the Hell Gate Line (HGL) Corridor. Key conclusions from the analysis of the Proposed Project include the following:

- Seven historic bridges within the Proposed Project APE have SHPO Opinions of Eligibility for listing on the NRHP.
- One historic bridge would be rehabilitated as part of the Proposed Project – the Amtrak HGL (Northeast Corridor) bascule bridge over the Bronx River. However, this work would not alter the significant character-defining features of the bascule bridge, but would preserve and protect this historic resource by conducting the necessary upgrades that would allow it to continue to function, albeit in a modified form. Therefore, the Proposed Project would have *No Adverse Effect* on the bridge.
- The Proposed Project would construct a new railroad bridge at MP 11.40, north of the Amtrak HGL (Northeast Corridor) bascule bridge over the Bronx River. The new bridge would not destroy or alter the significant character-defining features of the bascule bridge. Therefore, the Proposed Project would have *No Adverse Effect* on the bascule bridge.
- The Proposed Project would expand the New Rochelle Yard in the vicinity of the Kaufman Building, with a SHPO Opinion of Eligibility. The Proposed Project would have *No Adverse Effect* on the building, with a construction monitoring plan to ensure the protection of the resource from construction-related noise, vibration, and particulate matter.
- The Proposed Project would not have adverse visual effects on the Parkchester Apartment Complex because the design of the proposed Parkchester-Van Nest Station, as outlined in the Effects Assessment, would enhance the local community character by incorporating contextually sensitive design elements into the station architecture, as appropriate, consistent the Metro-North standards. In addition, the proposed façade for the Van Nest AC Substation would incorporate contextually sensitive design elements, as appropriate based on community and SHPO input. Furthermore, a construction monitoring plan would be implemented to ensure there would be no effects from noise and vibration to the complex during construction. Therefore, the Proposed Project would have *No Adverse Effect* on the Parkchester Apartment Complex.
- The recently designated Pelham Lane Pathway Bridge in Pelham Bay Park would be rehabilitated or replaced as part of the Proposed Project. The demolition of the bridge would have an *Adverse Effect*; however, MTA will explore alternatives to demolition and consult with SHPO regarding design specifications to avoid an adverse effect. A Draft Programmatic Agreement for the Proposed Project has been prepared to guide the continuance of the Section 106 process through the design and construction phases and outline the conditions for resolution of adverse effects on historic architectural resources (Appendix G, “Historic, Archaeological, and Cultural Information”).

9.2.1 Determination of the Area of Potential Effects

The following describes the historic architectural resource analysis methodology MTA applied for each type of infrastructure improvement comprising the Proposed Project:

- **HGL Corridor** – The APE consists of the 15.4-mile length of railroad right-of-way within which the Proposed Project would be constructed. The APE was extended beyond the right-of-way for the four



proposed new station sites in the eastern Bronx where pedestrian overpasses and/or elevators would be constructed to provide access to the new stations' platforms and where the new railroad bridge would be constructed on the HGL over the Bronx River at MP 11.40.

MTA identified N/SRHP-listed eligible or potentially eligible resources and New York City landmarked properties that are within 25 feet of the railroad right-of-way within which the Proposed Project would be constructed.

- **Bridges** – MTA identified the railroad, roadway, and pedestrian bridges that cross over or under the 6-mile-long segment of the HGL right-of-way within which the Proposed Project would be constructed.
- **Substations** – MTA conducted preliminary reconnaissance field surveys and review of SHPO and LPC data for the nine potential locations for the proposed new substations to determine if any N/SRHP -listed, eligible, or potentially eligible or New York City landmarked properties are within 100 feet of each of the following proposed substations:
 - Woodside Substation, Queens
 - Gate Substation, Queens
 - Oak Substation, Bronx
 - Van Nest Substation, Bronx
 - Co-op City Substation, Bronx

MTA identified N/SRHP-listed, eligible, or potentially eligible resources, and New York City landmarked properties near the proposed substation sites; MTA identified no such properties within the APEs. Because of the small size of the proposed substation structures, their locations within the existing railroad right-of-way where rail infrastructure is already present, and the absence of any historic resources near the proposed substation sites, no further cultural resources studies need to be conducted in these areas. The SHPO concurred with this determination on September 20, 2013.

- **Stations and New Rochelle Yard** – MTA defined APEs for each of the proposed station locations at Hunts Point, Parkchester-Van Nest, Morris Park, and Co-op City and the proposed expansion of New Rochelle Yard. The station APEs were defined specific to each site and in accordance with the sites' settings and contexts. MTA used the following criteria to define the APEs in relation to the proposed station and yard:
 - Surrounding ground elevation
 - Scale of surrounding buildings
 - Obstructed and unobstructed views to and from the proposed station site

9.2.2 Identification of Historic Architectural Resources

The PSA HARBS' objectives follow:

- Identify all historic architectural resources in the APE that are national historic sites or landmarks listed on the N/SRHP have been determined eligible by the Keeper of the NRHP, have SHPO opinions of eligibility, or have been designated as New York City Landmarks.
- Locate and identify all previously recorded and unrecorded structures over 50 years of age.
- Evaluate the potential eligibility of these resources for listing on the NRHP and SRHP.

MTA identified and evaluated historic architectural resources in consultation with FTA, the New York State Office of Parks, Recreation and Historic Preservation (NYSOPRHP), and the LPC and in accordance with the NRHP criteria for the evaluation of the significance of potential historic properties (*i.e.*, evaluating their eligibility for listing in the NRHP). The PSA HARBS and the PSA Effects Assessment list and more fully describe the NRHP evaluation criteria.

9.2.3 Resource Identification Update

Because several years has passed since the original PSA HARBS had been conducted (February 2014), in mid-2018 MTA re-evaluated the historic architectural resources in the HGL Corridor APE and at the APEs for the current Proposed Project station sites at Hunts Point, Parkchester-Van Nest, Morris Park, and Co-op City. In 2016, the New York City Department of Transportation (NYCDOT) had demolished and replaced one SHPO-eligible historic resource in the HGL Corridor APE—the Bryant Avenue Bridge over the HGL in Hunts Point. In addition, on December 31, 2018, a SHPO Finding of Eligibility was accepted for the Pelham Bay Park Historic District. The railroad tracks and the Pelham Lane Pathway Bridge that are part of the HGL that runs through the Pelham Bay Park were not identified as contributing elements to the historic district. However, in a letter dated November 23, 2020, the SHPO determined that the Pelham Lane Pathway Bridge is eligible for listing in the NRHP. Since 2013, no other historic resources had been demolished or altered, and no new listed, eligible or potentially eligible resources were identified in the Proposed Project’s HGL Corridor or station APEs.

9.2.4 PSA Effects Assessment

MTA conducted the PSA Effects Assessment in accordance with the criteria for adverse effect, as defined in the Advisory Council on Historic Preservation (ACHP) Section 106 implementing regulations at 36 CFR 800.5. A project is considered to have an adverse effect if it alters the characteristics of a historic property that qualify the property for inclusion in the NRHP in a manner that would diminish the integrity of the property’s location, design, setting, materials, workmanship, feeling, or association.

Table 9-2 provides a summary of the proposed work and an assessment of the following effects on each of the NRHP-eligible resources:

- Direct physical effects (*e.g.*, demolition or alteration of a resource)
- Indirect contextual effects (*e.g.*, changes in the visual character of the surrounding neighborhood or in the view to or from a resource)
- Effects from temporary construction-period actions (*e.g.*, access roads, staging areas, construction noise, dust and vibration, and increased traffic)
- Effects from operating new Metro-North service under the Proposed Project (*e.g.*, noise, air quality, and vibration), as well as contextual changes to the setting created by introducing the proposed new rail stations

If potential effects were identified, project conditions have been recommended to minimize the effects.

9.2.5 Programmatic Agreement

A Draft Programmatic Agreement for the Proposed Project has been prepared in accordance with 36 CFR 800.14(b) to guide the continuance of the Section 106 process through the design and construction phases

(Appendix G, “Historic, Archaeological, and Cultural Information”). The Draft Programmatic Agreement is based on conceptual level project plans; additional details would be defined during the Proposed Project’s design phase. Following public review, which will take place concurrent with the public comment period for this EA (Chapter 22, “Public Participation and Agency Coordination,” the Draft Programmatic Agreement would be signed by the following agencies, which have an interest in the Proposed Project:

- FTA, the funding agency responsible for Section 106 compliance for the undertaking
- MTA, the agency implementing the Proposed Project
- SHPO

9.3 EXISTING CONDITIONS

9.3.1 Segment 1 (Corridor)

Segment 1 does not include any N/SRHP-listed or eligible historic resources of significance. No further work to identify or evaluate effects to historic resources is necessary.

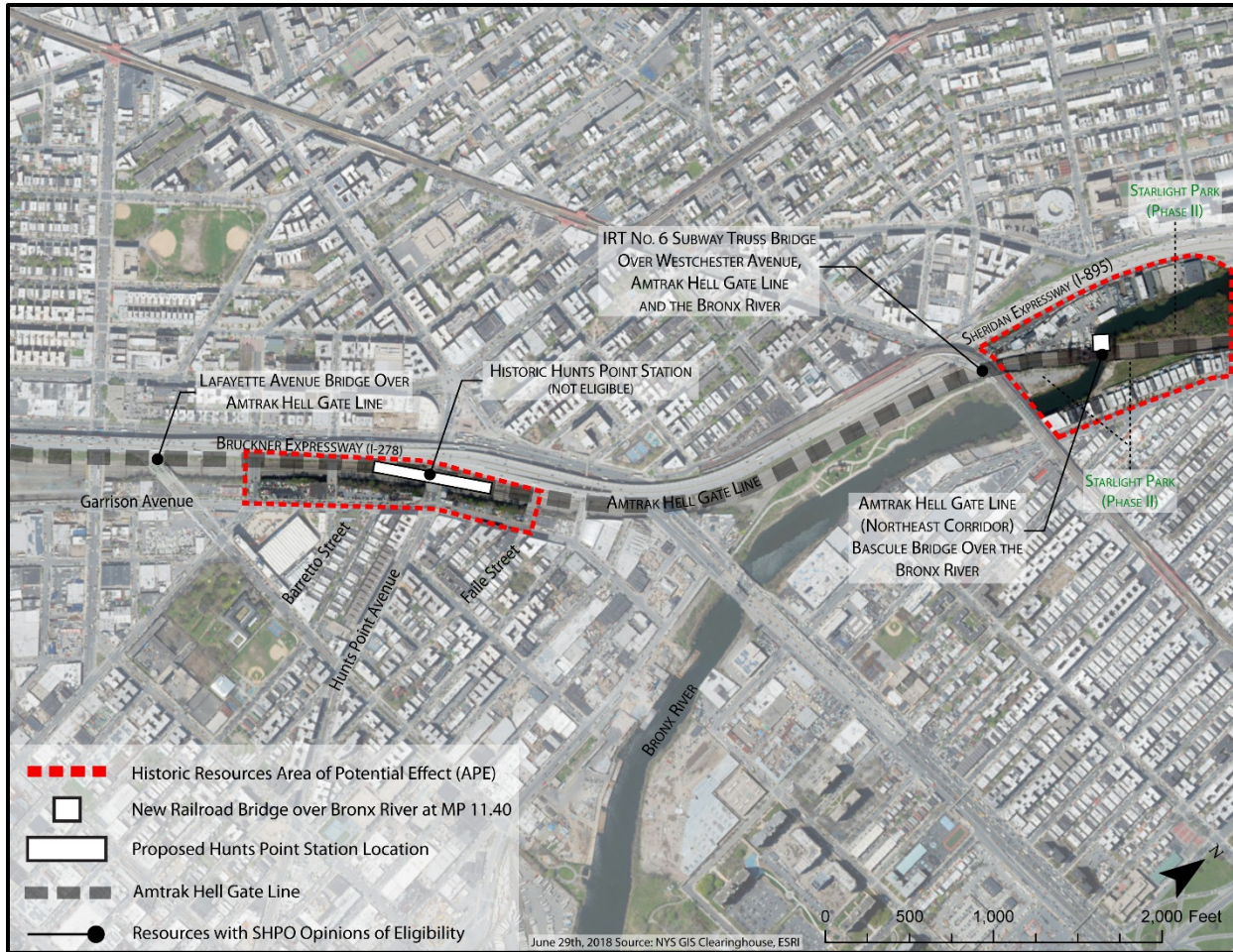
9.3.2 Segment 2 (Corridor and Hunts Point Station Area)

9.3.2.1 Corridor Area of Potential Affect

The following three bridges on the railroad right-of-way with individual SHPO opinions of eligibility are in the Segment 2 Corridor APE (Figure 9-1):

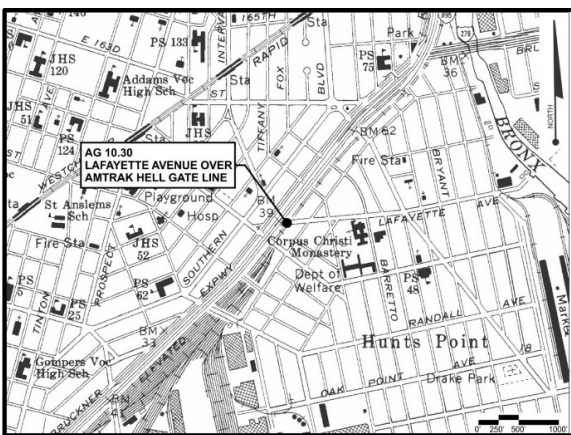
- **Lafayette Avenue Bridge over Amtrak HGL** - The bridge is between the elevated Bruckner Expressway and Garrison Avenue in the Hunts Point section of the Bronx (Figure 9-2, Photo 9-1). It consists of two adjacent single-span, three-panel, riveted-steel Baltimore trusses that extend 119 feet between backwalls. Built during the 1906 to 1910 New York, New Haven and Hartford (NYNH&H) Railroad grade-crossing elimination, it is a Baltimore Petit truss bridge that consists of two parallel adjacent trusses and is significant as a variation of an uncommon bridge type.
- **IRT No. 6 Subway Truss Bridge over Westchester Avenue, Amtrak HGL and the Bronx River** - The Subway Truss Bridge extends above and parallel to Westchester Avenue. The western span, which crosses over the Amtrak HGL, is an example of a Pratt through-truss while the eastern span, over the Bronx River, is a Parker truss (Figure 9-3, Photo 9-2). This multiple-span steel-truss bridge, part of the IRT No. 6 subway viaduct, was constructed from 1918 to 1919.
- **Amtrak HGL (Northeast Corridor) bascule bridge over the Bronx River** - The bridge consists of two Scherzer rolling lift bascule spans, two deck girder spans and a riveted through-truss (Figure 9-4, Photo 9-3). The 182-foot-long bridge has an open deck and carries two tracks of the HGL and one CSX freight track. Constructed from 1906 to 1907, the bridge is significant as an example of an early 20th-century Scherzer-type bascule bridge; it is one of 12 bascule bridges in New York City. This bridge has been altered; one of the three lift spans and the tower that contained the operating machinery has been removed.

Figure 9-1. Historic Resource Area of Potential Affect and State Historic Preservation Office Opinions of Eligibility: Segment 2



Source: WSP, 2019

Figure 9-2. State Historic Preservation Office Opinions of Eligibility (Segment 2): Lafayette Avenue Bridge over the Amtrak Hell Gate Line

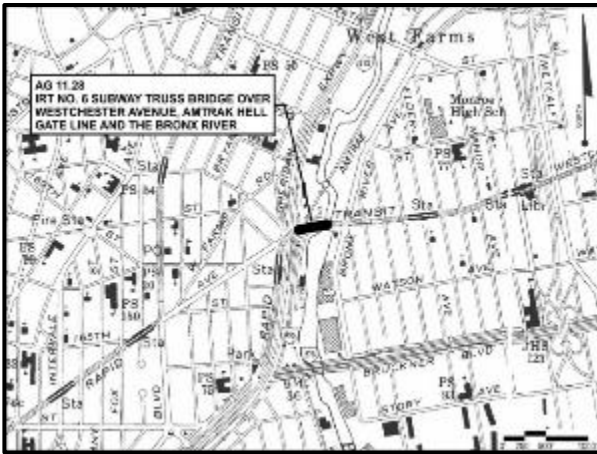


Source: U.S. Geological Service Central Park, NY Quadrangle, 1979



Photo 9-1. Lafayette Avenue Bridge over Amtrak Hell Gate Line, View West. May 2013

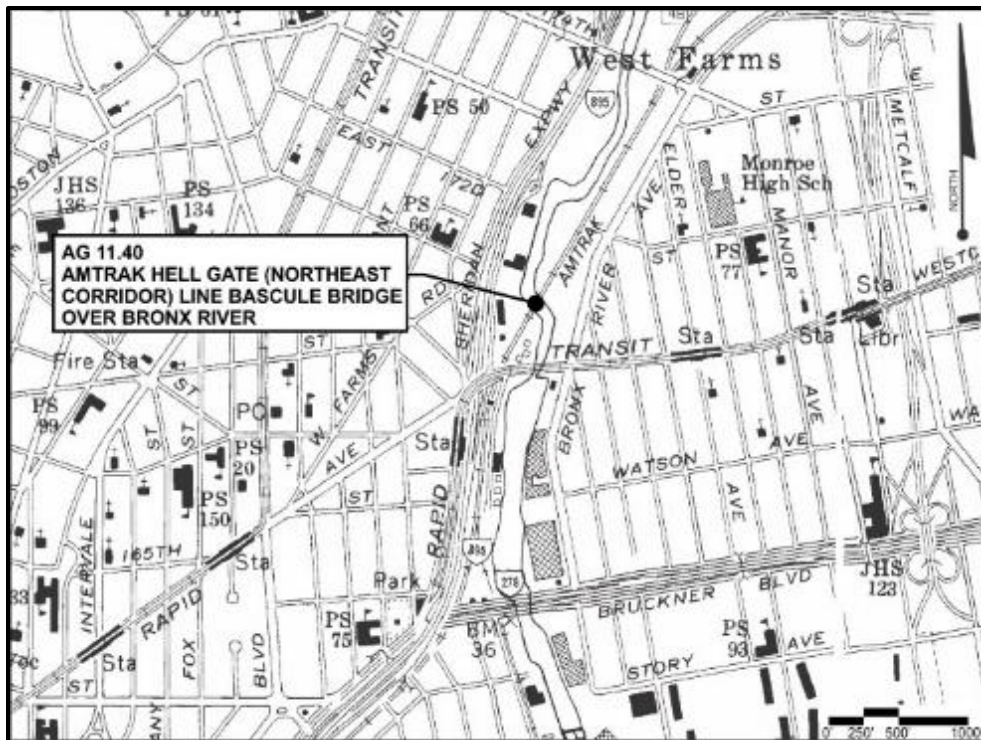
Figure 9-3. State Historic Preservation Office Opinions of Eligibility (Segment 2): IRT No. 6 Subway Truss Bridge over Westchester Avenue, Amtrak HGL (Northeast Corridor) and Bronx River



Source: U.S. Geological Survey, Central Park, NY, and Flushing, NY, Quadrangles, 1979

Photo 9-2. IRT No. 6 Subway Truss Bridge over Westchester Avenue, Amtrak HGL and the Bronx River, View North. May 2013

Figure 9-4. State Historic Preservation Office Opinions of Eligibility (Segment 2): Amtrak Hell Gate Line (Northeast Corridor) Bascule Bridge over the Bronx River



Source: U.S. Geological Survey Central Park, NY, and Flushing, NY, Quadrangles, 1979

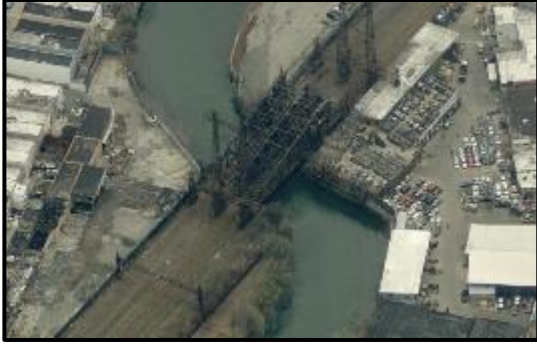


Photo 9-3. Amtrak HGL (Northeast Corridor) Bascule Bridge over the Bronx River, View South. May 2013



Photo 9-4. Amtrak HGL (Northeast Corridor) Bascule Bridge over the Bronx River, View North. May 2013

9.3.2.2 Hunts Point Station Area of Potential Affect

The proposed Hunts Point Station site would be on the Amtrak HGL, in the railroad cut between Faile Street to the north, Garrison Avenue on the east, Barretto Street on the south, and Bruckner Boulevard and the elevated Bruckner Expressway on the west. Figure 9-5 shows the APE for the Hunts Point Station.

Figure 9-5. Historic Resource Area of Potential Effect and State Historic Preservation Office Opinions of Eligibility: Hunts Point Station



Source: WSP, 2019

The APE extends from Hunts Point Avenue west to Barretto Street and east to Faile Street. The northern boundary of the APE is the south side of the Bruckner/Sheridan Expressway; the southern boundary is at Garrison Avenue. The APE includes the former NYNH&H Railroad Hunts Point Station that spans the

railroad cut on the northern side of Hunts Point Avenue. Built in 1908, the SHPO has previously found it not eligible for listing on the NRHP (SPHINX USN: 00501.00108). The station is vacant and deteriorated.

MTA would construct the proposed Hunts Point Station in the existing deep railroad cut, and therefore, the APE accounts for properties 1) that are directly adjacent to the railroad cut and would have clear views to the proposed station elements and 2) that would be constructed on Hunts Point Avenue above the cut and would have clear views of the elevator. The Bruckner/Sheridan Expressway and Garrison Avenue form the strong northern and southern visual and physical boundaries of the APE.

MTA identified no historic architectural resources in the Hunts Point Station APE.

9.3.2.3 New Railroad Bridge over the Bronx River at MP 11.40 Area of Potential Effect

The proposed new railroad bridge over the Bronx River on the Amtrak HGL at MP 11.40 would be built 7 feet north of the Amtrak HGL (Northeast Corridor) Bascule Bridge over the Bronx River. Figure 9-6 indicates the APE for the new railroad bridge over the Bronx River at MP 11.40. The Amtrak HGL (Northeast Corridor) bascule bridge over the Bronx River, with a SHPO Opinion of Eligibility, is in the APE for the new railroad bridge.

Figure 9-6. Historic Resource Area of Potential Effect and State Historical Preservation Office Opinions of Eligibility: Amtrak HGL (Northeast Corridor) Bascule Bridge over the Bronx River and Proposed New Railroad Bridge over Bronx River at MP 11.40



Source: WSP, 2020

The APE for the new railroad bridge extends from the north side of Westchester Avenue on the south; New York State Route 895/Sheridan Expressway on the west; the south side of East 172nd Street on the north; and on the east, includes the properties on the west side of Bronx River Avenue that have rear yards that face the Bronx River and the historic bascule bridge. MTA included properties in the APE that are adjacent to the Amtrak HGL and the Bronx River and those that would have clear and close views (less than 500 feet) to the proposed new railroad bridge.

9.3.3 Segment 3 (Corridor and Parkchester-Van Nest, Morris Park, and Co-op City Station Areas)

9.3.3.1 Corridor Area of Potential Effect

Three bridges on the HGL right-of-way with SHPO opinions of eligibility are in the Segment 3 Corridor APE (Figure 9-7):



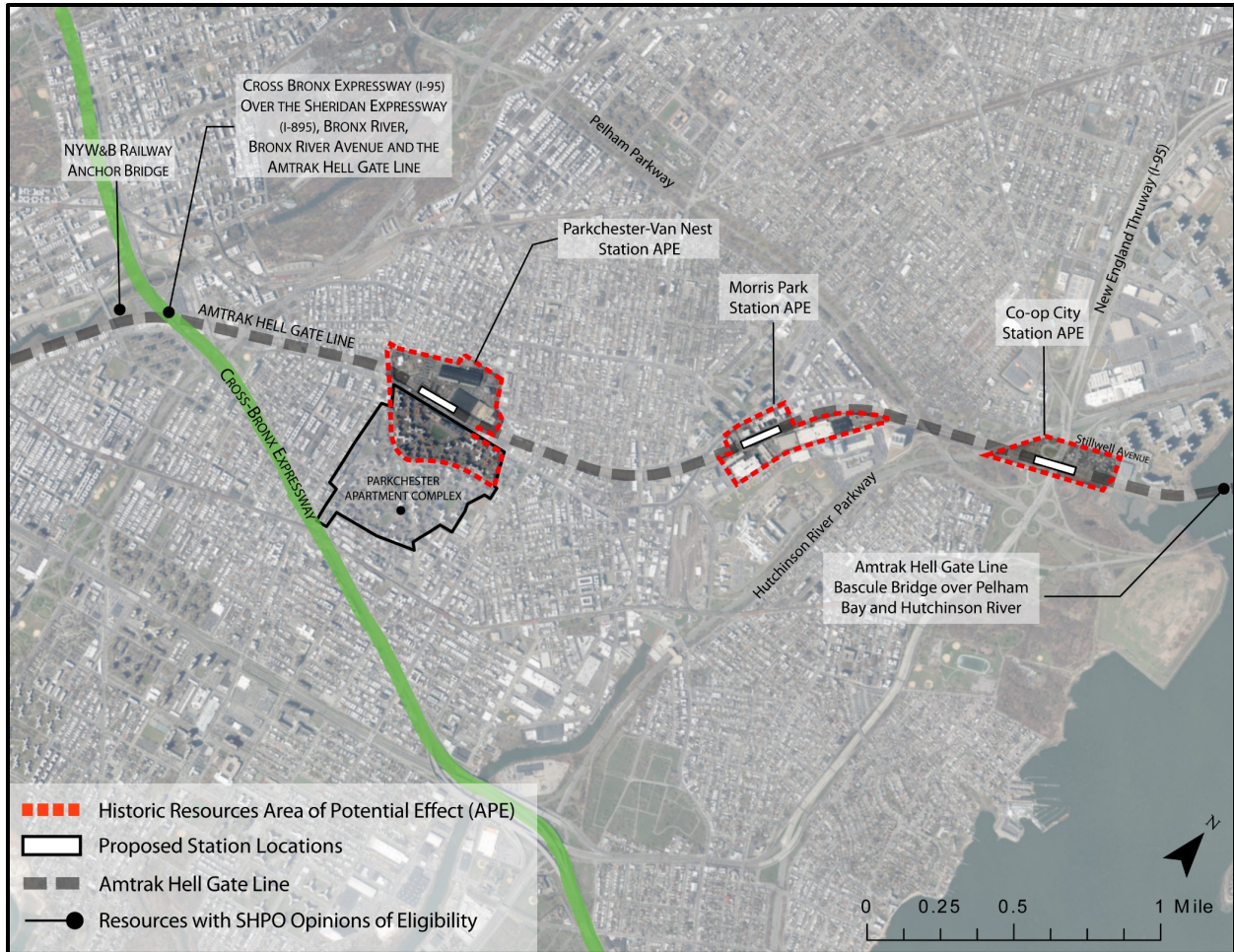
- **New York Westchester & Boston Railway Anchor Bridge, Starlight Park, north of East 174th Street** - The New York Westchester & Boston (NYW&B) Railway Anchor Bridge is situated in Starlight Park, north of East 174th Street and west of the Amtrak HGL (Figure 9-8, Photo 9-5). The steel anchor bridge has splayed lattice supports on either side of the former tracks and a horizontal bridge that spanned the tracks and supported circuit breakers and the railroad's electric lines. The NYW&B Railway was constructed between 1910 and 1912 and ceased operations in 1937. Subsequently, most of the structures associated with the railroad were scrapped. The former NYW&B Railway Anchor Bridge, built circa 1910, is believed to be the only remaining intact NYW&B Railway Anchor Bridge that was used solely by the NYW&B Railway.
- **Cross Bronx Expressway (I-95) Corridor over the Sheridan Expressway (I-895), Bronx River and Amtrak HGL** - The Cross Bronx Expressway (I-95) Corridor over the Sheridan Expressway (I-895), Bronx River and Amtrak HGL is a 1,400-foot-long, 84.6-foot-wide deck girder bridge with 18 spans (Figure 9-9, Photo 9-6). It was originally constructed in 1951 but rehabilitated and widened in 1975.

The Cross Bronx Expressway (I-95) Corridor over the Sheridan Expressway (I-895), Bronx River, Bronx River Avenue, and Amtrak HGL (Sheridan Viaduct) is eligible as part of the Cross Bronx Expressway Corridor, which, built in 1955, is on the Federal Highway Administration (FHWA) Final List of Nationally and Exceptionally Significant Features of the Federal Interstate Highway System. The Cross Bronx Expressway Corridor is significant for its association with the public works programs of Robert Moses, the substantial engineering challenge of building a major expressway through a dense urban neighborhood, and by the use of innovative design to lessen the effects of the highway. The corridor consists of stone-lined cut sections, tunnels, and viaducts to accommodate natural and human-made features and has many pedestrian overpasses and underpasses. Playgrounds, malls, and parks line the edges of the expressway to buffer the highway from the surrounding neighborhoods. Note: In 2017, the Sheridan Expressway (I-895) was downgraded to New York State Route 895.

- **Amtrak HGL Bascule Bridge over Pelham Bay and Hutchinson River** - The bridge carries two tracks of the Amtrak HGL over Pelham Bay and the Hutchinson River, west of Co-op City and north of Pelham Bay Park (Figure 9-9, Photo 9-7 through 9-9). The two-track bridge consists of a 17-span trestle from the south shore of Eastchester Bay, a 65-foot-long steel-deck girder span, a 27-foot-long deck girder span, a 20-foot-long "track girder" deck girder span (the opening span rolls onto tracks on this span), a pair of Scherzer rolling lift spans, a 55-foot-long deck girder span, and a 17-span trestle ending at the north shore of Eastchester Bay. The substructure consists of concrete pile bents. The 17-span trestles have steel reinforced concrete ballasted decks. The deck girder spans have open decks with railroad ties affixed to the tops of pairs of built-up riveted plate girders. The "track girder" spans also have pairs of plate girders to carry tracks and a heavy girder outboard of each fascia carrying a toothed trackway, which receives the opening span of the bridge when it rolls into the open position. The opening span is an 81-foot and 7-inch-long through-truss.

The bridge originally had three tracks and three opening Scherzer rolling lift spans and the approach spans were supported timber trestles. In 1940, one rolling lift span was removed and the timber trestles were replaced with the concrete pile bents and ballasted concrete decks. The Amtrak HGL Bascule Bridge over Pelham Bay and the Hutchinson River, built in 1907 and altered in 1941 with new approach spans, is significant in the area of engineering and is 1 of 12 bascule bridges in New York City.

Figure 9-7. Historic Resource Area of Potential Effect and State Historic Preservation Office Opinions of Eligibility: Segment 3



Source: WSP, 2019

Figure 9-8. State Historic Preservation Office Opinions of Eligibility (Segment 3): New York, Westchester & Boston Railway Anchor Bridge

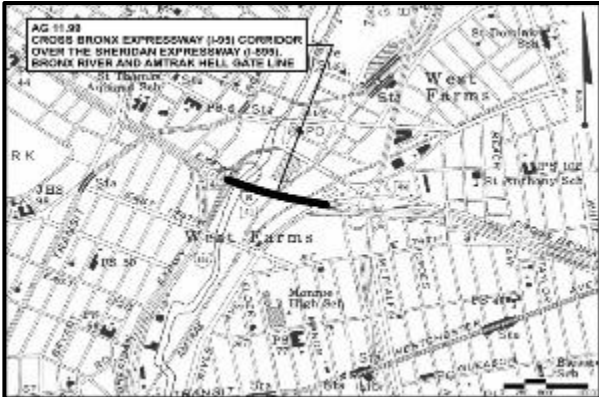


Source: U.S. Geological Survey Central Park, NY, and Flushing, NY, Quadrangles, 1979



Photo 9-5. New York, Westchester & Boston Railway Anchor Bridge, View Northeast. May 2013

Figure 9-9. State Historic Preservation Office Opinions of Eligibility (Segment 3): Cross Bronx Expressway Bridge (I-95) Corridor over the Sheridan Expressway (I-895), Bronx River and Amtrak Hell Gate Line



Source: U.S. Geological Survey Central Park, NY, and Flushing, NY, Quadrangles, 1979



Source: Google earth, 2013

Photo 9-6. Cross Bronx Expressway (I-95) over Sheridan Expressway (I-895), Bronx River and Amtrak HGL, View North. May 2013

Figure 9-10. State Historic Preservation Office Opinions of Eligibility (Segment 3): Amtrak Hell Gate Line Bascule Bridge over Pelham Bay and Hutchinson River



Source: U.S. Geological Survey, Central Park, NY, and Flushing, NY, Quadrangles, 1979



Photo 9-7. Amtrak Hell Gate Line Bascule Bridge over Pelham Bay and Hutchinson River, View West. May 2013



Photo 9-8. Amtrak Hell Gate Line Bascule Bridge over Pelham Bay and Hutchinson River, View Northwest. May 2013

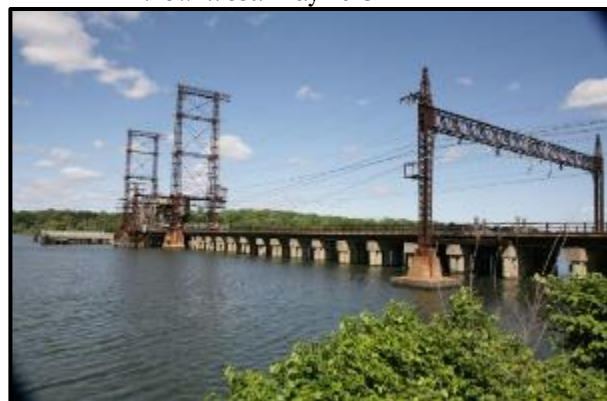


Photo 9-9. Amtrak Hell Gate Line Bascule Bridge over Pelham Bay and Hutchinson River, View Southeast. May 2013

9.3.3.2 *Parkchester-Van Nest Station Area of Potential Effect*

The proposed Parkchester-Van Nest Station would be located on the Amtrak HGL, on East Tremont Avenue, east of Unionport Road, near the location of the former NYNH&H Railroad Van Nest Station.

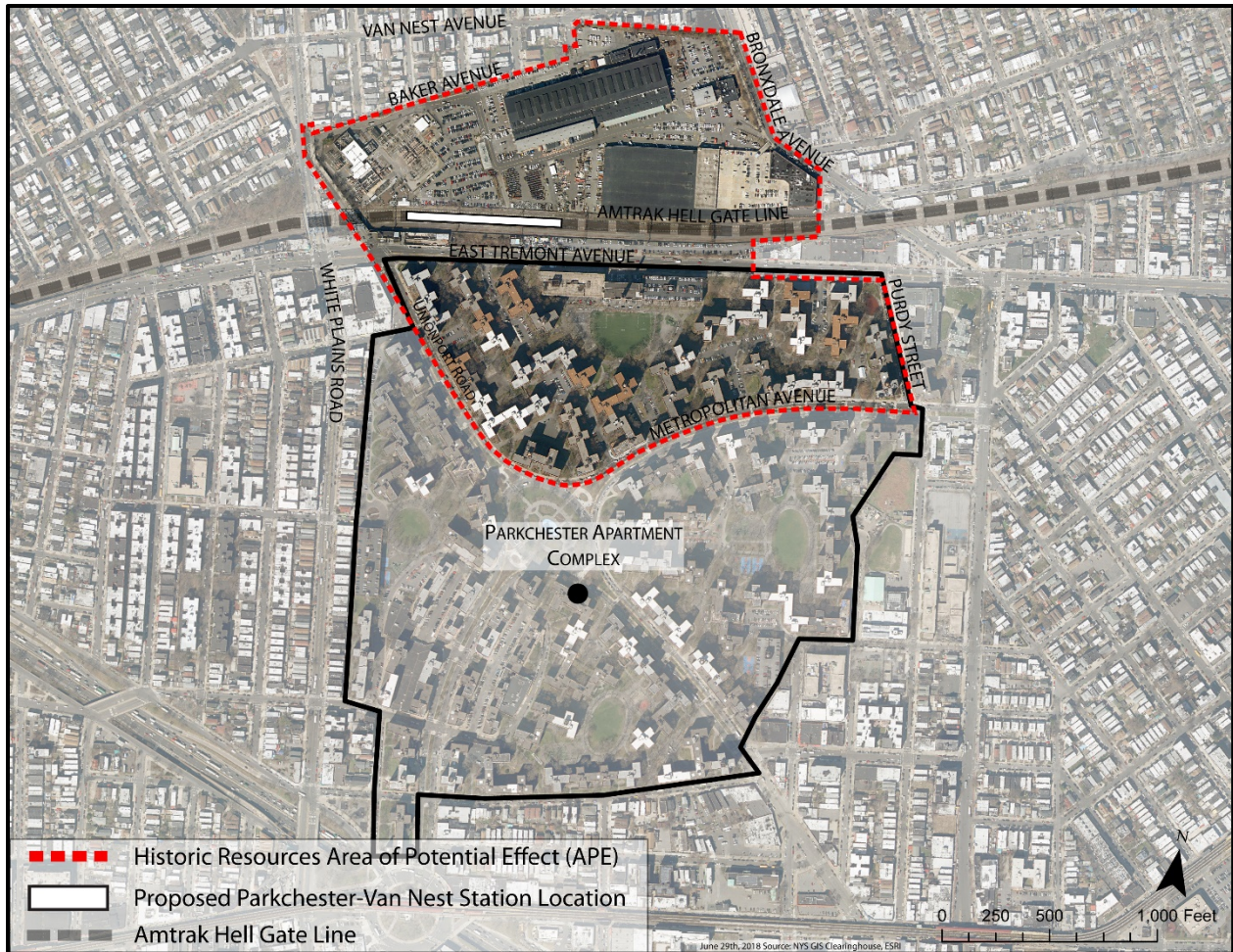
The APE for the proposed Parkchester-Van Nest Station (Figure 9-11) extends north to the extension of Baker Avenue until Matthews Avenue and then follows the rear lot lines of the properties on the south side of Van Nest Avenue. The eastern boundary is formed by Bronxdale Avenue and a portion of Pierce Avenue where it abuts the railroad right-of-way, crosses the right-of-way and then continues west, south and east on East Tremont Avenue and continues south on Purdy Street, and then west to encompass a portion of the Parkchester Apartment Complex, bounded by Metropolitan Avenue until it intersects with Unionport Road, where the APE proceeds north to the extension of Baker Avenue. MTA proposes to construct a replacement for the Van Nest AC Substation on the Parkchester-Van Nest Station APE, within a surface parking lot on East Tremont Avenue.

The APE includes the Con Edison Van Nest Maintenance Facility at 1610 Matthews Avenue (the former NYNH&H Railroad Van Nest Electric Locomotive Repair Shops and Van Nest Freight Yards) that includes the existing Van Nest AC supply substation. South of the railroad right-of-way, the APE includes the northern portion of the 129-acre Parkchester Apartment Complex that faces East Tremont Avenue.

The Parkchester Apartment Complex has a SHPO Opinion of Eligibility for listing on the N/SRHP. The massive 129-acre Parkchester Apartment Complex—currently known as the Parkchester South and North Condominiums—consists of 12,271 apartments in 171 red-brick buildings that are grouped into 51 clusters, with heights ranging from 7 to 13 stories, and which contain over 100 shopping and commercial spaces (Figure 9-12, Photos 9-10 to 9-13). The complex is bounded by East Tremont Avenue and the HGL right-of-way to the north, by Castle Hill Avenue on the east, McGraw Avenue to the south, and White Plains Road to the west.

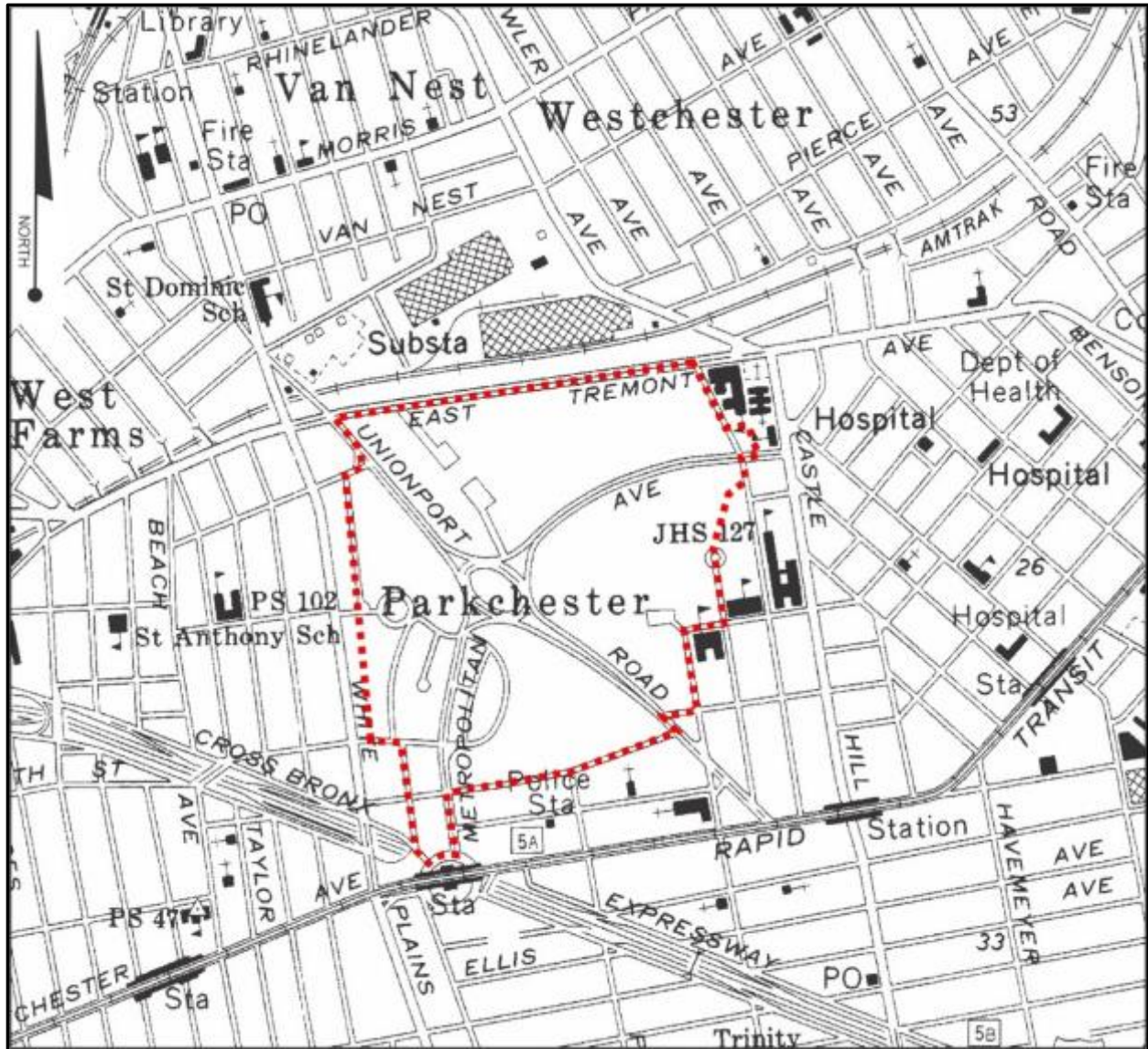


Figure 9-11. Historic Resource Area of Potential Effect: Parkchester-Van Nest Station



Source: WSP, 2019

Figure 9-12. State Historic Preservation Office Opinion of Eligibility (Segment 3): Parkchester Apartment Complex



Source: U.S. Geological Survey Central Park, NY, and Flushing, NY, Quadrangles, 1979



Photo 9-10. Parkchester Apartment Complex, Facing Northeast



Photo 9-11. Parkchester Apartment Complex, Metropolitan Oval Fountain, Facing Northwest. July 2013



Photo 9-12. Parkchester Apartment Complex, Typical Terra Cotta Sculpture. July 2013



Photo 9-13. Parkchester Apartment Complex, E. Tremont Avenue, Facing Southwest. July 2013

Source: [New York City in the '40s](#) webpage

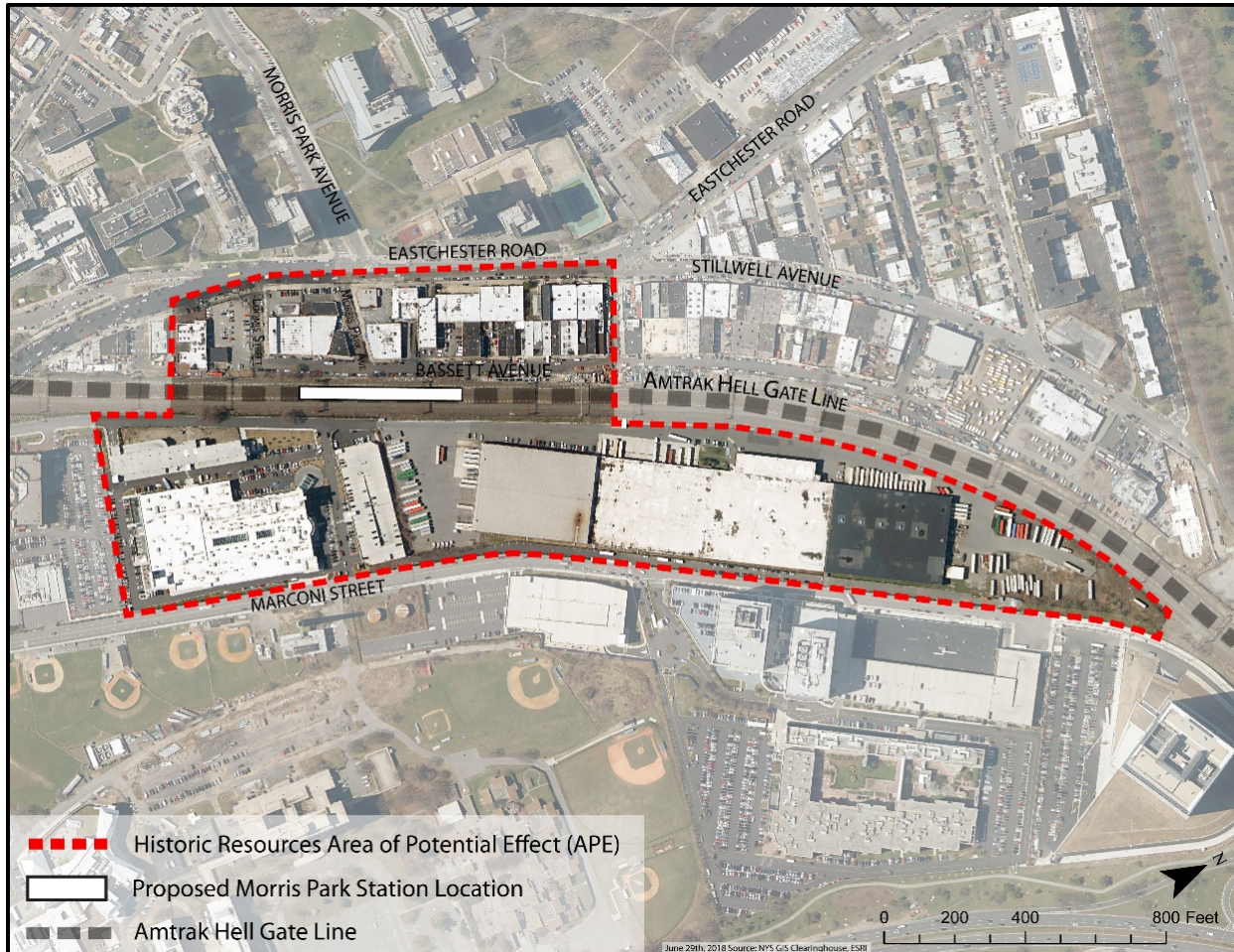
The Parkchester Apartment Complex—built from 1939 to 1942 and now known as Parkchester North and South Condominiums—is significant under the themes of community planning, architecture, and design. The massive apartment complex is one of the earliest, largest, and most successful affordable housing projects constructed in the United States. The complex is eligible for listing on the NRHP as an intact and early representative of a planned urban community that reflects the city planning and landscaping ideals of the mid-20th century, and for its associations with federal and state legislation that enabled local governments and insurance companies to fund large scale affordable urban housing projects. It is also eligible for its associations with significant persons who were instrumental in its design and development.³ Lastly, the Parkchester Apartment Complex is eligible for its innovative architecture and design that was economical but reflective of social and community values such as views, open space, traffic calming, and limited access, and for its outstanding terra cotta ornamentation and other sculptures that are situated throughout the complex.

³ Significant persons included Metropolitan Life Chairman Frederick H. Eckers; architects Shreve, Lamb and Harmon; contractors Starrett Brothers and Eken; as well as prominent sculptors, Joseph Kiewleski and Raymond Granville Barger.

9.3.3.3 Morris Park Station Area of Potential Effect

The proposed Morris Park Station would be located at-grade on the HGL (Figure 9-13). The new Morris Park Station would be constructed at the location of the former NYNH&H Railroad freight yards.

Figure 9-13. Historic Resources Area of Potential Effect: Morris Park Station



Source: WSP, 2019

The proposed Morris Park Station APE extends north to Wilkinson Avenue and across the HGL right-of-way, continuing on the line of Wilkinson Avenue that extends to Marconi Street, west to Eastchester Road, south to the second lot south of Loomis Street (Block 4209, Lot 418), and east to include the two large tax lots on Marconi Street, adjacent to the right-of-way. Figure 9-13 shows the APE for the proposed Morris Park Station site.

The APE for the Morris Park Station site primarily includes properties that would have clear views of the proposed station elements; however, to maintain a consistent western boundary along Eastchester Road, MTA included a few additional properties that would not have clear views of the project site.

The APE for the proposed Morris Park Station includes about two and one-half blocks of small-scale masonry structures primarily of industrial use that are between Eastchester Road and Bassett Avenue. The APE also includes the dead-end Marconi Street on which is located a hotel complex and a large industrial warehouse.

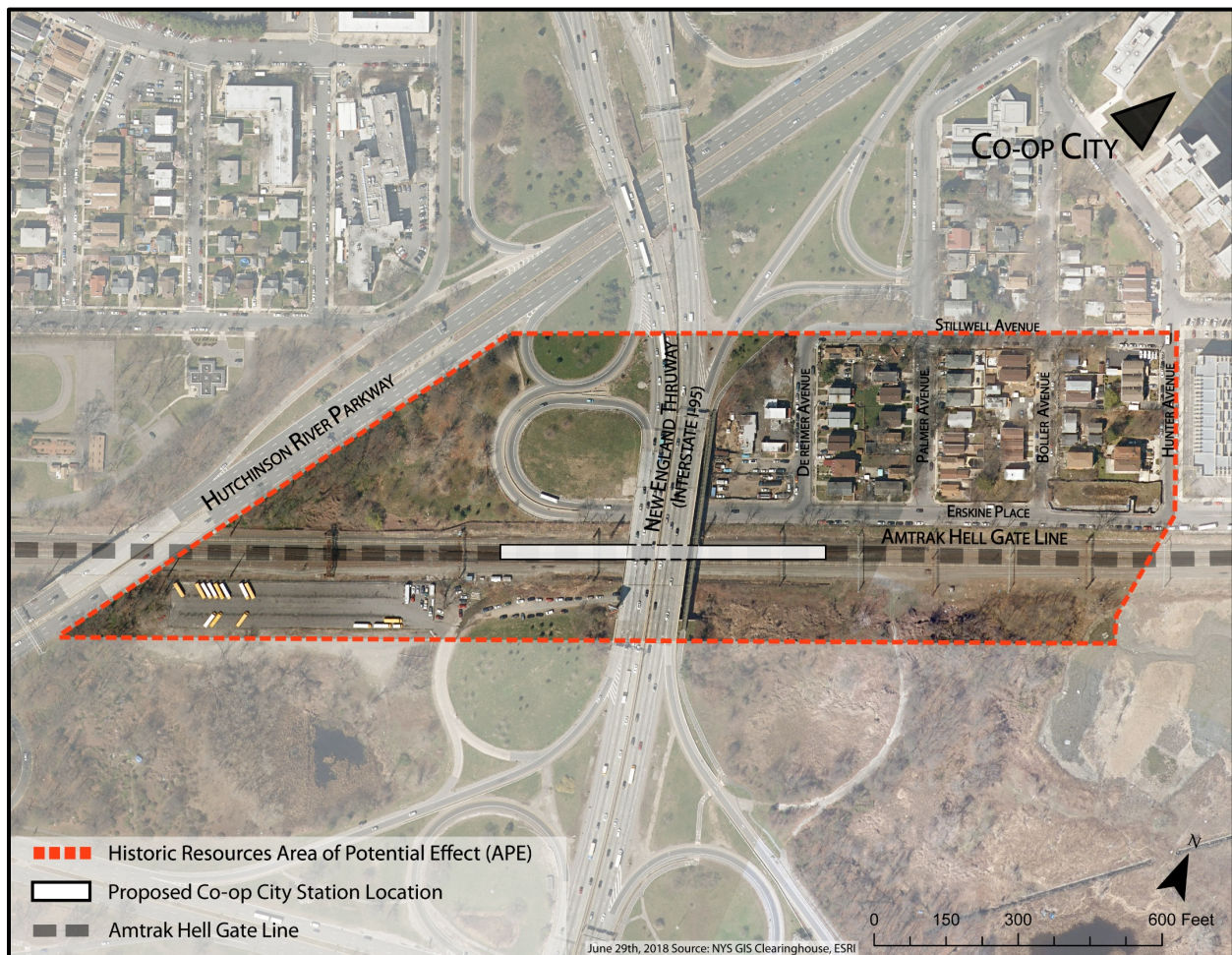
West of the APE boundary, across Eastchester Road, are the large multistory structures that comprise the campuses of the Yeshiva University - Albert Einstein College of Medicine and Montefiore Hospital.

MTA identified no historic architectural resources listed or eligible for listing in the N/SRHP within the proposed Morris Park Station APE.

9.3.3.4 Co-op City Station Area of Potential Effect

The proposed Co-op City Station would be on the HGL between the Hutchinson River Parkway and De Reimer Avenue with passenger access at De Reimer Avenue at Erskine Place (Figure 9-14). MTA would construct the new Co-op City Station at the approximate location of the former NYNH&H Railroad Baychester Station, originally known as St. Mary's Avenue Station.

Figure 9-14. Historic Resource Area of Potential Effect: Co-op City Station



Source: WSP, 2019

The APE for the proposed Co-op City Station site (Figure 9-14) extends east to Hunter Avenue (the last block of low-scale detached housing before the Co-op City Station parking garage) and west to the eastern boundary of the Hutchinson River Parkway. The northern boundary follows Stillwell Avenue and the line of Stillwell Avenue extending to the Hutchinson River Parkway. The southern boundary extends 100 feet south of the HGL right-of-way, including a portion of Pelham Bay Park.

The APE for the proposed Co-op City Station site includes properties that would have clear views of the proposed station elements (platform, pedestrian overpass, and elevator). On the north side of the HGL right-of-way, the APE includes approximately three blocks of single- and multifamily residential structures south of Stillwell Avenue, a section of I-95 (New England Thruway), and to the south and west includes a small portion (100 feet) of the salt marsh and parklands of the 2,772-acre Pelham Bay Park.

MTA identified no historic architectural resources listed or eligible for listing in the N/SRHP within the proposed Co-op City Station APE.

9.3.4 Segment 4 (Corridor)

9.3.4.1 Corridor Area of Potential Effect

One historic district and one historic bridge with SHPO opinions of eligibility are in the Segment 4 Corridor APE (Figure 9-15):

- **Pelham Bay Park Historic District** – New York’s City’s largest park, Pelham Bay Park, is in the northeast section of the Bronx, bordering Eastchester and Pelham Bays off Long Island Sound. The park embodies multiple periods of development from mid-eighteenth century through mid-twentieth century. It includes many fine and several outstanding examples of architecture and design associated with the various periods in the park’s development.
- **Pelham Lane Pathway Bridge** – Located within Pelham Bay Park, providing access between Pelham Bay and Split Rock Golf Courses, this railroad bridge was determined eligible for listing in the NRHP by SHPO in November 2020. The bridge dates back to at least 1910 and is an example of a steel thru-plate girder bridge in the Bronx. A golf cart path and bridle path pass underneath the bridge (Figure 9-16).

9.3.4.2 New Rochelle Yard Expansion Area of Potential Effect

The proposed New Rochelle Yard expansion would be a linear expansion of the existing yard located in the downtown area of the city of New Rochelle on the Metro-North New Haven Line (NHL). The expanded yard would begin north of the North Avenue Bridge and terminate approximately 100 feet north of Lispenard Avenue.

The western boundary of the APE (Figure 9-17) is Garden Street, which turns into the northbound ramp to I-95 after it crosses Cedar Street and then the northbound lanes of I-95. The southern boundary of the APE is North Avenue between Garden and Huguenot Streets. The eastern boundary of the APE is Huguenot Street, Bally Place, Renewal Place, and Palmer Avenue and then continues northward to Cedar and River Streets. The northern boundary of the APE extends about 100 feet north of Lispenard Avenue on the NHL right-of-way.

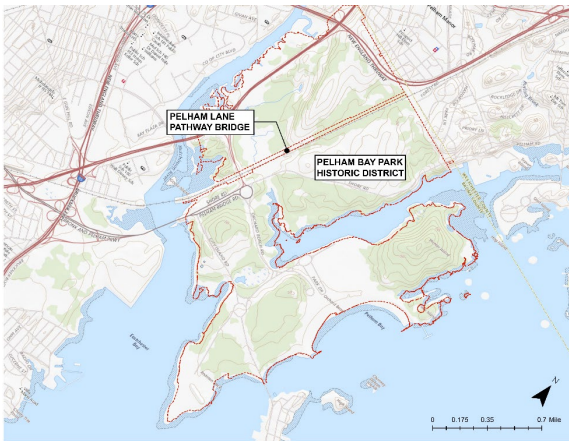
The APE includes the Kaufman Building, the North Avenue Bridge over the NHL, the 40-story-high Trump Plaza, the WestMed Medical Group, the Con Edison Cedar Street Substation, ShopRite, Popeye’s Louisiana Kitchen, and Nissan of New Rochelle.

Figure 9-15. Historic Resource Area of Potential Effect and State Historic Preservation Office Opinions of Eligibility: Segment 4



Source: WSP, 2021

Figure 9-16. State Historic Preservation Office Opinions of Eligibility (Segment 4): Pelham Lane Pathway Bridge



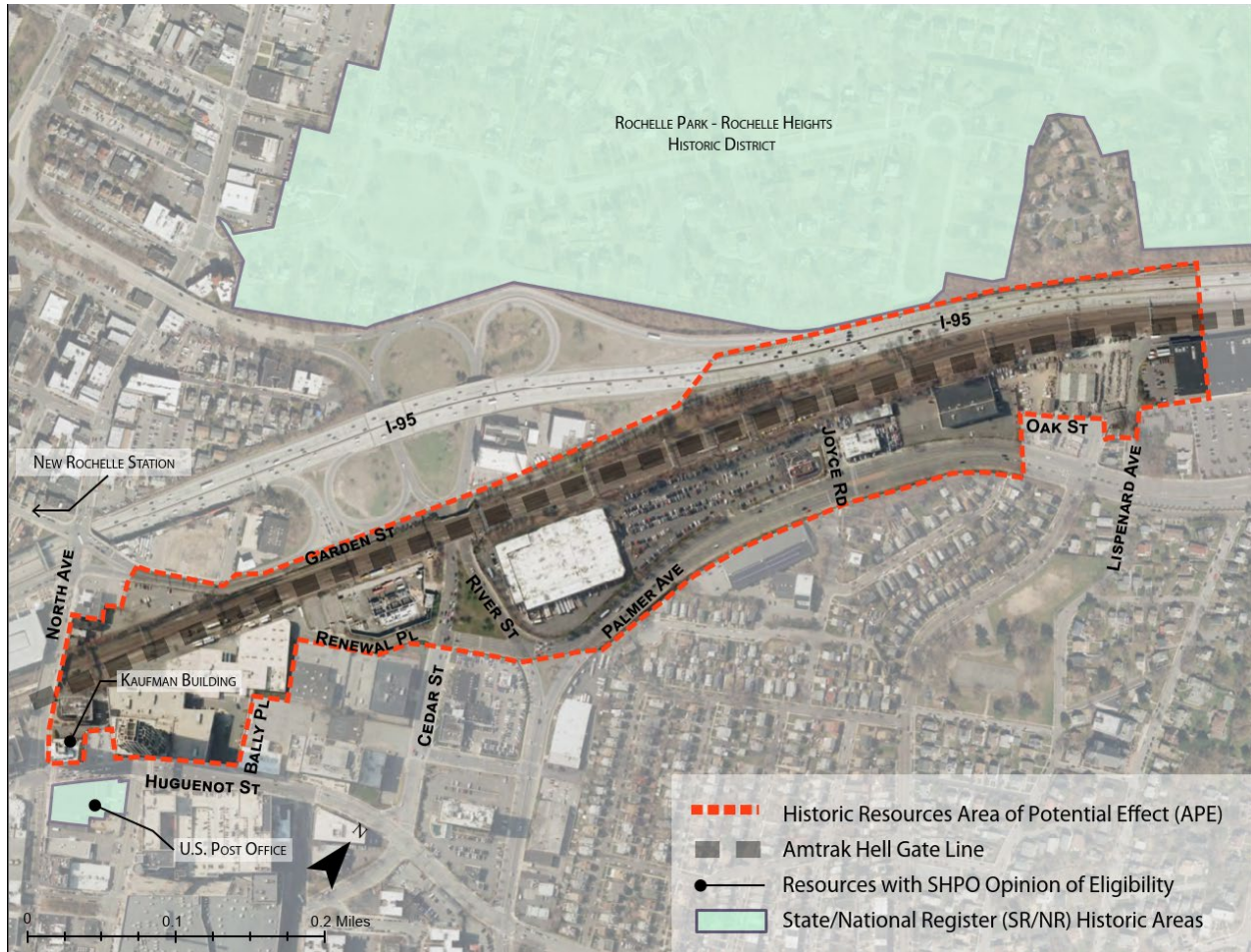
Source: U.S. Geological Survey Pelham, NY Quadrangle, 2020



Source: HNTB, 2019

Photo 9-14. Pelham Lane Pathway Bridge, View Southeast.

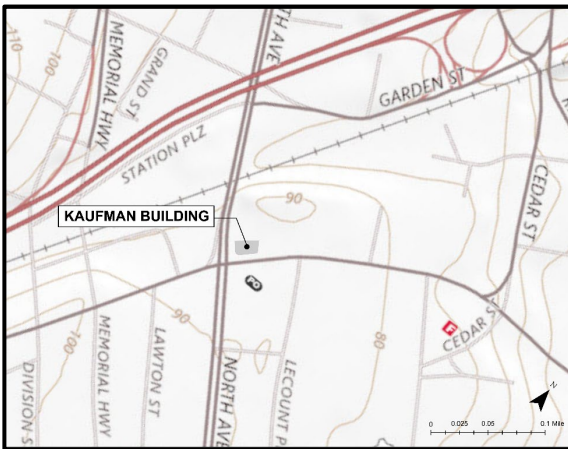
Figure 9-17. Historic Resource Area of Potential Effect: New Rochelle Yard



Source: WSP, 2020

The Kaufman Building has a SHPO Opinion of Eligibility for listing on the NRHP and SRHP. Located at 271 North Avenue, the 13-story building was the tallest building in Westchester County when it was erected in 1929. Harry Schiff & Sons, prominent New York developers, built and owned the Kaufman Building, which was designed by architects Simon I. Schwartz and Arthur Gross. The building is on the site of the former “Besley’s Tavern,” a Revolutionary War-era establishment where town meetings were held in 1773 to 1776. Paul Terry, the renowned cartoon animator, established his animation company “Terrytoons” at the Kaufman Building in 1934. The firm created such well known characters as Mighty Mouse and Heckle & Jeckle in the building until 1949 when it relocated. It continues to be an office and retail building and is considered a landmark in New Rochelle (Figure 9-18 and Photo 9-15).

Figure 9-18. State Historic Preservation Office Opinions of Eligibility (Segment 4): Kaufman Building



Source: U.S. Geological Survey New Rochelle, NY
Quadrangle, 2020



Source: Lynn Drobbin & Associates, 2020

Photo 9-15. Kaufman Building, View North.



Table 9-1. Areas of Potential Effect: State Historic Preservation Office Opinions of Eligibility

Resource and Location	Description	Date Built/ Altered
Lafayette Avenue Bridge over Amtrak HGL	New York State Department of Transportation/SHPO Opinion of Eligibility as a significant variation of an uncommon bridge type. This bridge, built during the 1906-1910 NYNH&H Railroad grade-crossing elimination, is a Baltimore Petit truss bridge that consists of two parallel trusses.	1908/ 2000
IRT No. 6 Subway Truss Bridge over Westchester Avenue, Amtrak HGL and the Bronx River	This multiple-span steel-truss bridge is part of the IRT No. 6 elevated subway viaduct. The western span over the Amtrak HGL is a Pratt through-truss and the eastern span over the Bronx River is a Parker truss.	1918 to 1919
Amtrak Hell Gate Line (Northeast Corridor) Bascule Bridge over the Bronx River	The bridge currently consists of two Scherzer rolling lift bascule spans; two deck girder spans and a riveted through-truss. The 182-foot-long bridge, which has an open deck and carries two tracks of the HGL and one CSX freight track, is significant as an example of an early 20th-century Scherzer-type bascule bridge; it is one of 12 bascule bridges in New York City.	1906 to 1907
New York Westchester & Boston (NYW&B) Railway Anchor Bridge North of East 174th St. Starlight Park	The former NYW&B Railway Anchor Bridge is a rare surviving feature of the NYW&B Railway. The NYW&B Railway was constructed between 1910 and 1912 and ceased operations in 1937. The former anchor bridge is non-functional and currently in a public park where it serves as a railroad artifact.	Circa 1910
Cross Bronx Expressway Corridor (I-95) over Sheridan Expressway (I-895), Bronx River and Amtrak HGL (Sheridan Viaduct)	An 18-span structure known as the Sheridan Viaduct. Determined eligible by the SHPO as a contributing resource to the eligible Cross Bronx Expressway, it is significant in the area of social history and engineering design. The Cross Bronx Expressway was included in the FHWA “Final List of Nationally and Exceptionally Significant Features of the Federal Interstate Highway System.”	1951/ 1975
Amtrak HGL Bascule Bridge over Pelham Bay and Hutchinson River	This bascule Bridge carries two tracks of the Amtrak HGL over Pelham Bay and the Hutchinson River. The two-track bridge consists of a 17-span trestle from the south shore of Eastchester Bay, a 65-foot-long steel-deck girder span; a 27-foot-long deck girder span; a 20-foot-long “Track Girder” deck girder span (the opening span rolls onto tracks on this span); a pair of Scherzer rolling lift spans; a 55-foot-long deck girder span and a 17-span trestle ending at the north shore of Eastchester Bay.	1907/ 1941/ 1984/ 2009 to 2011
Parkchester Apartment Complex 2000 East Tremont Avenue	The Parkchester Apartment Complex, built by the Metropolitan Life Insurance Company as affordable housing and now known as Parkchester Condominiums, is significant under the themes of community planning, architecture and design. The massive apartment complex is one of the earliest, largest and most successful affordable housing projects constructed in the United States. The complex addressed the social and community issues of urban living such as views, open space, traffic calming and limited access. It is also significant for its architecture and design that reflected these ideals and for its outstanding terra cotta ornamentation and sculpture.	1938 to 1942
Pelham Bay Park Historic District	SHPO Opinion of Eligibility under criteria A and C. It is an embodiment of multiple significant themes in the development of New York City and Westchester, including the earliest European settlement of the area; the subsequent proliferation of grand estates owned by some of the wealthiest New Yorkers of the day; the subsequent development of the area as recreational parkland, including one of the nation’s first public golf courses among other amenities; and the public works projects of the Robert Moses era. It is also many fine and several outstanding examples of architecture and design associated with the various periods in the park’s development.	1748/ 1964
Pelham Lane Pathway Bridge	SHPO Opinion of Eligibility under criterion C, as example of steel thru-girder bridge in the Bronx. The three-span, through girder structure, with transverse troughs supported on stone masonry abutments and steel piers. The bridge retains the original decorative steel piers and ornamental steel girders; however, alterations include the removal of the two southern girders and troughs spanning between the girders	1907
Kaufman Building 271 North Avenue	SHPO Opinion of Eligibility under criteria A and C for its architectural and historic significance. This was the tallest building in Westchester County when it was erected in 1929 at a cost of \$1 million.	1929

Source: WSP, 2021



9.4 NO ACTION ALTERNATIVE

9.4.1 Segment 1 (Corridor)

MTA identified no historic architectural resources in the Segment 1 Corridor, so none will be affected by the No Action Alternative.

9.4.2 Segment 2 (Corridor and Hunts Point Station Area)

9.4.2.1 Corridor APE

Under the No Action Alternative, there will be no change to the existing conditions of the following three historic architectural resources that MTA identified in the Segment 2 Corridor and the Hunts Point Station APE:

- **Lafayette Avenue Bridge over Amtrak HGL** would not be affected by the No Action Alternative and would continue to function as a roadway and pedestrian bridge over the Amtrak HGL with no physical changes.
- **IRT No. 6 Subway Truss Bridge over Westchester Avenue, Amtrak HGL and the Bronx River** would not be affected by the No Action Alternative and would continue to function as an elevated subway line bridge over Westchester Avenue, Amtrak HGL, and the Bronx River with no physical changes.
- **Amtrak Hell Gate Line (Northeast Corridor) Bascule Bridge over the Bronx River** would not be rehabilitated under the No Action Alternative. The bridge would not be strengthened, a new deck would not be constructed and the existing tracks would remain and not be replaced with direct fixation tracks.

9.4.2.2 Hunts Point Station Area of Potential Effect

Under the No Action Alternative, the New York State Department of Transportation's Transforming the South Bronx: Bruckner/Sheridan Expressway Improvements Project could affect historic architectural resources in the Hunts Point Station APE. The \$1.8 billion project would improve access to Hunts Point by eliminating the bottleneck at the Bruckner-Sheridan Interchange by the adding a third lane to the Bruckner Expressway and relocating the Sheridan Expressway ramps. The project would also implement new signage and pavement markers to direct auto, truck, and pedestrian traffic within the Hunts Point Peninsula. Additionally, the project would redevelop the Sheridan Expressway as an urban boulevard to give the local community access to the Bronx River waterfront, which is currently inaccessible. The boulevard was completed in December 2019, and the interchange/truck route work is expected to be completed by fall 2022. No historic architectural resources were identified in the Hunts Point Station APE. Because MTA identified no historic resources in the APE, none will be affected by the No Action Alternative.

9.4.3 Segment 3 (Corridor and Parkchester-Van Nest, Morris Park, and Co-op City Station Areas)

9.4.3.1 Corridor APE

Under the No Action Alternative, there will be no change to the following three historic architectural resources that were identified in the Segment 3 Corridor APE:

- **New York Westchester & Boston Railway Anchor Bridge, Starlight Park, North of East 174th Street** will not be affected by the No Action Alternative. It is a railroad artifact situated in Starlight Park and not a functional bridge on the Amtrak HGL.
- **Cross Bronx Expressway (I-95) Corridor Viaduct over the Sheridan Expressway (I-895), Bronx River, Bronx River Avenue and Amtrak HGL** will not be affected by the No Action Alternative. The roadway viaduct will continue to span the Amtrak HGL without any changes.
- **Amtrak HGL Bascule Bridge over Pelham Bay and Hutchinson River** will not be affected by the No Action Alternative and will remain the same with the exception of routine maintenance. Amtrak is planning to replace the bridge after the Proposed Project's 2025 Build Year.

9.4.3.2 Parkchester-Van Nest Station Area of Potential Effect

No transportation or land use projects are proposed to be constructed in the Parkchester-Van Nest Station APE under the No Action Alternative.

The No Action Alternative will not affect the Parkchester Apartment Complex (now called the Parkchester South and North Condominiums), and no new transportation, land use, or development projects will affect the complex. However, residents will not have access to Metro-North rail service.

9.4.3.3 Morris Park Station and Co-op City Station Areas of Potential Effect

No new transportation or land use projects are proposed to be constructed in the Morris Park Station and Co-op City Station APEs by the Proposed Project's 2025 Build Year.

MTA identified no historic architectural resources in the Morris Park Station and Co-op City Station APEs, so none will be affected under the No Action Alternative.

9.4.4 Segment 4 (Corridor)

9.4.4.1 Corridor Area of Potential Effect

The No Action Alternative will not affect the Pelham Bay Park Historic District and its contributing features or the Pelham Lane Pathway Bridge. The HGL will continue to divide the park and Amtrak and freight operations will continue to operate on the HGL without any changes.

9.4.4.2 New Rochelle Yard Expansion Area of Potential Effect

No transportation or land use projects are proposed to be constructed in the New Rochelle Yard APE under the No Action Alternative.

The No Action Alternative will not affect the Kaufman Building, and the New Rochelle Yard will continue to operate nearby.



9.5 PROPOSED PROJECT

9.5.1 Segment 1 (Corridor)

The Segment 1 Corridor does not include any historic architectural resources listed or eligible for listing in the N/SRHP in the APE, so none would be affected by the Proposed Project.

9.5.2 Segment 2 (Corridor and Hunts Point Station Area)

9.5.2.1 Corridor Area of Potential Effect

MTA identified the following three historic architectural resources in the Segment 2 Corridor under the Proposed Project:

- The Proposed Project would not affect the **Lafayette Avenue Bridge over Amtrak HGL**. Metro-North service—in addition to the existing Amtrak and CSX rail service—would run under this roadway bridge.
- The Proposed Project would not affect the **IRT No. 6 Subway Truss Bridge over Westchester Avenue, Amtrak HGL and the Bronx River**. Metro-North service—in addition to the existing Amtrak and CSX rail service—would run under this subway line bridge.
- Under the Proposed Project, MTA would rehabilitate the **Amtrak Hell Gate Line (Northeast Corridor) Bascule Bridge over the Bronx River** and would construct a new two-span bridge immediately to the north. The existing bascule bridge would be strengthened, a new deck would be constructed, and the existing tracks would be replaced with direct fixation tracks. Note that this bascule bridge has previously been altered; one of the three lift spans and the tower that contained the operating machinery has been removed. The rehabilitation would not adversely affect this bascule bridge.

The new bridge over the Bronx River is needed to accommodate a third passenger track over the Bronx River. At top of rail, the new bridge would be approximately 7 feet north of the historic bascule bridge, partially obstructing views of the historic bridge from the north. MTA would construct the piers and abutment for the new bridge a few feet from the existing support structures of the historic bascule bridge. MTA will be careful during the drilling and installation of the piers and the abutment to not damage the piers or abutment of the historic bascule bridge. During construction, MTA will use protective screens or temporary barricades to prevent any spoils or new concrete from fouling the tracks or from hitting the truss. MTA will put in place safety precautions to prevent any construction equipment (cranes, back hoes) from contacting the existing bascule bridge.

MTA conducted a supplemental Section 106 review for the new railroad bridge over the Bronx River at MP 11.40, including defining the APE, identifying the resources in the APE, and assessing the permanent and construction effects of the new bridge on the Amtrak Hell Gate Line (Northeast Corridor) bascule bridge over the Bronx River and any other historic architectural resources that may be in the APE.

MTA will implement conditions for designing and constructing the new railroad bridge over the Bronx River at MP 11.40 and for rehabilitating the historic bascule bridge, as stipulated in the Draft Programmatic Agreement, to ensure that the Proposed Project would not adversely affect the N/SR-eligible resource. MTA anticipates that the only permanent effects to the historic bascule bridge would be visual and with these conditions, developed in consultation with SHPO, as described above and in Table 9-3, the Proposed Project would have no adverse effect on the Amtrak Hell Gate Line (Northeast Corridor) bascule bridge.

over the Bronx River. The SHPO concurred with MTA's finding in a letter dated May 5, 2020 (see Appendix G).

9.5.2.2 *Hunts Point Station APE*

MTA identified no historic architectural resources in the Hunts Point Station APE. Because no historic resources are in the APE, none would be affected by the Proposed Project.

9.5.3 **Segment 3 (Corridor and Parkchester-Van Nest, Morris Park, and Co-op City Station Areas)**

9.5.3.1 *Corridor APE*

MTA identified the following three historic architectural resources in the APE for the Segment 3 Corridor and would not be affected by the Proposed Project:

- The Proposed Project would not affect the New York Westchester & Boston Railway Anchor Bridge, Starlight Park, north of East 174th Street. Metro-North service would not affect this bridge, which serves as an artifact of the former New York Westchester & Boston Railway and is in a public park and not on the HGL. Therefore, construction of the new railroad bridge would not affect the NYW&B Anchor Bridge.
- The Proposed Project would not affect the Cross Bronx Expressway (I-95) Corridor Viaduct over the Sheridan Expressway (I-895), Bronx River and Amtrak HGL. Metro-North service would run under this roadway viaduct in addition to the existing Amtrak and CSX rail service.
- The Proposed Project would not modify the Amtrak HGL Bascule Bridge over Pelham Bay and Hutchinson River. The bridge was previously modified with new approach spans in 1941 and additional alterations were conducted from 2009 to 2011. Amtrak is planning to replace the bridge after the Proposed Project's 2025 Build Year.

9.5.3.2 *Parkchester-Van Nest Station Area of Potential Effect*

MTA would locate the proposed Parkchester-Van Nest Station on the south side of East Tremont Avenue approximately 85 feet from the Parkchester Apartment Complex (now known as the Parkchester South and North Condominiums), which is on the opposite (north) side of East Tremont Avenue. The new Metro-North station would be a new element on the existing streetscape that would be visible from the buildings in the Parkchester Apartment Complex that face East Tremont Avenue.

MTA would construct the proposed Parkchester-Van Nest Station at the location of the former NYNH&H Railroad Van Nest Station (circa 1873 to 1931), which predates the construction of the Parkchester Apartment Complex (completed in 1942). The proposed station would not present a new use in this area that would be out of character with the Parkchester Apartment Complex but would continue the 130-year rail use of this site. The station, with its high-level platforms and overpass, would present a new element to the setting of the Parkchester Apartment Complex; however, the new station would not be out-of-scale with the existing 7- to 13-story-high Parkchester Apartment Complex buildings. Per Metro-North standards, the station design would celebrate the local community character by incorporating contextually sensitive design elements into the station architecture, as appropriate. This may include reflecting the various materials found in the Parkchester Apartment Complex within the station design and utilizing the MTA's Arts & Design program to commission site-specific permanent artwork that responds to the community's character-defining features and history.

SHPO concurred that incorporating the design elements, with design review by SHPO, would avoid an adverse effect finding on the Parkchester-Van Nest Station (concurrence on Effects Assessment dated July 30, 2019).

Conditions for the design and construction of the Parkchester-Van Nest Station are outlined in the Draft Programmatic Agreement. With implementation of conditions for design and construction, the proposed Parkchester-Van Nest Station would have no adverse effect on the Parkchester Apartment Complex.

MTA would also locate the replacement Van Nest AC Substation within the APE for the Parkchester-Van Nest Station. The new substation would be immediately adjacent to the railroad right-of-way, within an existing parking lot along East Tremont Avenue on the opposite side of the railroad tracks from the existing Con Edison Van Nest Maintenance Facility and across the street from the Parkchester Apartment Complex. The project element would be in keeping with railroad infrastructure already present throughout the corridor and would not be out-of-scale with the existing 7- to 13-story-high Parkchester Apartment Complex buildings. The design-builder would incorporate contextually sensitive design elements into the substation facade, as appropriate based on community input and design review by SHPO. Since this project element was not addressed in the Effects Assessment (July 2019) or any of the supplemental effects assessments, the resolution of potential adverse effects from the construction of the substation will occur through the process outlined in the Draft Programmatic Agreement.

9.5.3.3 Morris Park and Co-op City Station APEs

MTA identified no historic architectural resources in the Morris Park or Co-op City Station APEs; therefore, the Proposed Project would affect no historic resources.

9.5.4 Segment 4 (Corridor)

9.5.4.1 Corridor APE

The Proposed Project would not affect the Pelham Bay Park Historic District in the Segment 4 Corridor. The railroad tracks and the Pelham Lane Pathway Bridge are not contributing elements to the historic district. Infrastructure improvements to the tracks that bisect the park, including rehabilitation or replacement of the Pelham Lane Pathway Bridge, would take place within the railroad right-of-way and not impact historic park resources. Metro-North service would run through this park within the railroad right-of-way, in addition to the existing Amtrak and CSX rail service.

The Pelham Lane Pathway Bridge was recently determined to be eligible for listing on the NRHP and was not assessed in the July 2019 Effects Assessment or supplemental effects assessments. The bridge is proposed to be rehabilitated or replaced, depending on additional analysis by the design-builder. The determination regarding rehabilitation or replacement will be made by MTA and Amtrak. In a letter dated November 23, 2020, the SHPO stated that the proposed demolition of the bridge would have an Adverse Effect on the bridge. As outlined in the Draft Programmatic Agreement, MTA and FTA will follow the process for resolution of adverse effects, including the exploration of alternatives to the demolition of the bridge and, if necessary, identification of minimization or mitigation measures. If adverse effects to the bridge cannot be avoided, MTA will prepare documentation of the bridge in accordance with Historic American Engineering Record standards and SHPO documentation guidelines. Other examples of potential mitigation measures include salvaging important features of the bridge or creating a public display about the historic elements of the bridge.

9.5.4.2 *New Rochelle Yard Expansion Area of Potential Effect*

The proposed New Rochelle Yard Expansion would linearly extend the existing yard to include three stub-end tracks with overhead catenary power, a total of 1,600 linear feet (spread out across four tracks of varying lengths) of track for maintenance-of-way vehicles and employee welfare facilities. Retaining walls would be constructed to protect the yard space from the main line tracks, and separate the yard from adjacent land uses. The expansion would be primarily in the rail right-of-way, but would require easements on portions of several adjacent properties to accommodate the retaining wall.

The yard expansion would be north of the Kaufman Building. The building, which has been a visual landmark in New Rochelle for almost a century, would have limited views of the project. The property does not abut the yard and views to the project and the effects of noise, vibration or particulate matter during construction would largely be blocked by the massing and height of the adjacent 40-story-high adjacent Trump Plaza. The effects on the Kaufman Building would also be lessened due to the location of this section of the rail yard in a cut. The 13-story building may have distant, oblique views to the project site from the higher floors or from the roof and may be affected during the construction of the yard project following the scheduled demolition of the adjacent building at 277 North Avenue which abuts the yard. In a letter dated October 29, 2020 concurred with MTA that the proposed expansion of the New Rochelle Yard would have No Adverse Effect on the Kaufman Building. SHPO requested that MTA provide more detailed design materials when they become available and agreed that MTA should submit a construction protection plan to SHPO for review and approval once available.

9.5.5 **Effects Assessment on Historic Architectural Resources in the Area of Potential Effect**

9.5.5.1 *Hell Gate Line Corridor Area of Potential Effect: Bridges*

MTA anticipates that the Proposed Project would have *No Effect* on five eligible bridges that MTA identified in the Proposed Project APE because the Proposed Project would not conduct any work to these bridges.

The Proposed Project would have *No Adverse Effect* on one eligible bridge in the APE, the Amtrak Hell Gate Line (Northeast Corridor) bascule bridge over the Bronx River, due to its rehabilitation as part of the Proposed Project and the construction of a new railroad bridge over the Bronx River at MP 11.40. MTA would strengthen the historic bascule bridge, construct a new deck, and remove and replace the existing tracks with direct fixation tracks. MTA would construct the new bridge, required to add a third passenger track to HGL right-of-way, about 7 feet north of the existing bascule bridge with new piers and a new abutment adjacent to the piers and abutment of the historic bascule bridge. Table 9-2 briefly describes the proposed work and the potential effects on the bridge.

The Proposed Project would have *No Adverse Effect* on the Amtrak Hell Gate Line (Northeast Corridor) bascule bridge with the conditions as described in Section 9.6.2.1, “Corridor Area of Potential Effect” and outlined in the Draft Programmatic Agreement. To summarize, the conditions would include the following:

- MTA would undertake the rehabilitation of the bascule bridge in accordance with the Secretary of the Interior’s Standards for Rehabilitation.
- MTA would design the new railroad bridge over the Bronx River at MP 11.40 to maximize compatibility with and minimize the obstruction of the historic bascule bridge.

- The SHPO would review and approve 30%, 60%, 90% and 100% design drawings and specifications of the historic bridge rehabilitation and the new bridge construction activities.
- MTA would implement a construction monitoring plan, to be shared with the SHPO for review and approval.
- MTA would consider the drilling and installation of the piers and the abutment of the new bridge so as not to damage the piers or abutment of the historic bascule bridge.
- MTA would use protective screens or temporary barricades during construction of the new bridge to prevent any spoils or new concrete from fouling the tracks or from hitting the truss. MTA would put in place safety precautions to prevent any construction equipment (cranes, back hoes) from contacting the historic bridge.

The demolition of the Pelham Lane Pathway Bridge within Pelham Bay Park would have an Adverse Effect on the bridge; however, following the process described in the Draft Programmatic Agreement, MTA will explore alternatives to demolition and consult with SHPO regarding minimization and mitigation measures. If adverse effects to the Pelham Lane Pathway Bridge cannot be avoided, FTA will prepare, or cause to be prepared, the following documentation of the bridge in accordance with Historic American Engineering Record Standards and SHPO Documentation Guidelines (dated January 2019) prior to demolition:

1. Drawings – Select drawings of the existing bridge plans, as available, scanned and provided in an acceptable digital format
2. Photographs – Photographs with large-format negatives of context and views from all sides of the bridges and approaches, roadway and deck views, and noteworthy features and details.
3. Written Data – Report including narrative description of the bridge, summary of significance, and historical context.
4. FTA will provide copies of the documentation as follows:
 - a. An archival copy to SHPO for inclusion in the collection of the State Archives, and a digital copy to SHPO for uploading to the Cultural Resource Information System website.
 - b. An archival or digital copy to an appropriate local repository, as identified through consultation with consulting parties and the SHPO.

9.5.5.2 *Station and Yard Areas of Potential Effect*

The Proposed Project would affect the Parkchester Apartment Complex due to the new Parkchester-Van Nest Station with its platforms, canopies, pedestrian overpass, stairs, and elevator. During construction, the complex could be affected by noise, vibration, and particulate dust. Table 9-2 briefly describes the proposed work and the potential effects.

The Parkchester-Van Nest Station would have no adverse effect on the Parkchester Apartment Complex with the conditions as described in Section 9.6.3.2, “Parkchester-Van Nest Station Area of Potential Effect” and outlined in the Draft Programmatic Agreement. To summarize, the conditions would include the following:

- MTA would conduct new construction at the Parkchester-Van Nest Station in accordance with the Secretary of the Interior’s Standards.

- The new construction would be compatible in design and materials to the complex, as appropriate, to minimize the effects of the new station.
- The MTA's Arts & Design program would commission site-specific permanent artwork that responds to the community's character-defining features and history.
- MTA would submit 30%, 60%, 90%, and 100% design drawings of the new station facility to SHPO for review and approval.
- MTA would implement a construction monitoring plan.

The Proposed Project would also have an effect on the Parkchester Apartment Complex due to the replacement Van Nest AC Substation to be located on East Tremont Avenue across from the apartments. During construction, the complex could be affected by noise, vibration, and particulate dust. The resolution of potential adverse effects from the construction of the substation will occur through the process outlined in the Draft Programmatic Agreement. Conditions to avoid adverse effects could include incorporating contextually sensitive design elements into the substation facade, with consultation with the local community and design review by SHPO.

The Proposed Project would affect the Kaufman Building due to the expansion of the New Rochelle Yard. The building may have distant, oblique views of the yard from the higher floors or from the roof following the demolition of an adjacent building. Impacts would be temporary because a new 23-story building is subsequently scheduled to be constructed. MTA would implement a construction monitoring plan to protect the resource from noise, vibration or particulate matter during yard construction (to be submitted to SHPO for review and approval) and provide detailed design materials for the New Rochelle Yard when they are available.

9.6 CONCLUSION

As discussed in this chapter, the station APEs extend outside of the railroad right-of-way to consider the potential visual effects of the station elements such as the platforms, stairs, elevators, and pedestrian overpasses, and for the proposed new railroad bridge over the Bronx River at MP 11.40 to consider the potential permanent visual effects and temporary construction effects on the Amtrak HGL (Northeast Corridor) bascule bridge over the Bronx River. Ten historic architectural resources in the Proposed Project APE have SHPO opinions of eligibility. Of these, the Proposed Project could affect four historic architectural resources; however, with the conditions outlined above and the process presented in the Draft Programmatic Agreement, the Proposed Project would not have an adverse effect on historic architectural resources.

9. Historic Resources

Table 9-2. Proposed Project: Effects Assessment

Resource and Location	Description of Proposed Work	Project Action/Effect
Amtrak HGL Bascule Bridge over Pelham Bay and Hutchinson River	No work would be conducted on this resource for the Proposed Project.	No Actions/No Effect
Parkchester Apartment Complex 2000 East Tremont Ave.	The proposed Parkchester-Van Nest Station would have a center island platform with canopies and a pedestrian overpass; access to the platform would be provided via stairways and an elevator at East Tremont Avenue near Unionport Road. The replacement Van Nest AC Substation would be constructed on East Tremont Avenue, across from the apartments.	Visual/Views of the Parkchester-Van Nest Station and Van Nest AC Substation No Adverse Effect
Cross Bronx Expressway (I-95) over Sheridan Expressway (I-895) over Bronx River, and Amtrak HGL (Sheridan Viaduct)	No work would be conducted on this resource for the Proposed Project.	No Actions/No Effect
New York Westchester & Boston (NYW&B) Railway Anchor Bridge North of East 174th St. Starlight Park	No work would be conducted on this resource for the Proposed Project.	No Actions/No Effect
Amtrak HGL (Northeast Corridor) Bascule Bridge over the Bronx River	The historic bascule bridge would be strengthened; a new deck would be constructed and the existing tracks would be removed and replaced with direct fixation tracks. All work would be conducted within the existing bridge spans. A new railroad bridge would be constructed over the Bronx River at MP 11.40, about seven feet north of the existing historic bascule bridge. The new piers and abutment would be built near the piers and abutment of the historic bridge.	Construction of new bridge north of the bascule bridge/Rehabilitation of the bascule bridge over the Bronx River No Adverse Effect
IRT No. 6 Subway Truss Bridge over Westchester Avenue, Amtrak HGL and Bronx River	No work would be conducted on this resource for the Proposed Project.	No Actions/No Effect
Lafayette Avenue Bridge over the Amtrak HGL	No work would be conducted on this resource for the Proposed Project.	No Actions/No Effect
Pelham Bay Park Historic District	Work on the tracks that bisect this resource for the Proposed Project would be within the rail right-of-way. No work would affect historic park resources.	No Actions/No Effect
Pelham Lane Pathway Bridge	Rehabilitation or replacement of the bridge is an element of the Proposed Project.	Potential Adverse Effect (to be addressed through Draft Programmatic Agreement)
Kaufman Building	No work would be conducted on this resource for the Proposed Project.	Temporary Visual/Views of New Rochelle Yard No Adverse Effect

Source: WSP, 2020

Table 9-3. Proposed Project Area of Potential Effect: Conditions for a No Adverse Effect on Historic Resources

Resource and Location	Conditions	Project Action/Effect
Amtrak HGL Bascule Bridge over Pelham Bay and Hutchinson River	No work would be conducted on this resource for the Proposed Project.	No Actions/No Effect
Parkchester Apartment Complex 2000 East Tremont Avenue	<ul style="list-style-type: none"> ▪ All new construction at the Parkchester-Van Nest Station would be conducted in accordance with the Secretary of the Interior's Standards. ▪ The new construction would be compatible in design and materials to the complex, as appropriate, to minimize the effects of the new station and the new substation. ▪ MTA's Arts & Design program will commission site-specific permanent artwork that responds to the community's character-defining features and history. ▪ 30%, 60%, 90% and 100% design drawings of the new station facility would be submitted to SHPO for review and approval. ▪ A construction monitoring plan would be implemented. 	Parkchester-Van Nest Station: Visual/No Adverse Effect Van Nest AC Substation: Visual/Potential Adverse Effect
Cross Bronx Expressway (I-95) over Sheridan Expressway (I-895), Bronx River, and Amtrak HGL (Sheridan Viaduct)	No work would be conducted on this resource for the Proposed Project.	No Action/No Effect
New York Westchester & Boston (NYW&B) Railway Anchor Bridge North of East 174th St. Starlight Park	No work would be conducted on this resource for the Proposed Project.	No Action/No Effect
Amtrak Hell Gate Line (Northeast Corridor) Bascule Bridge over the Bronx River	<ul style="list-style-type: none"> ▪ The rehabilitation of the bascule bridge would be conducted in accordance with the Secretary of the Interior's Standards for Rehabilitation. ▪ Design of the new railroad bridge over the Bronx River at MP 11.40 would maximize compatibility with and minimize the obstruction of the historic bridge. ▪ 30%, 60%, 90% and 100% design drawings and specifications of the historic bridge rehabilitation and the new bridge construction activities would be reviewed and approved by SHPO. ▪ A construction monitoring plan, to be reviewed and approved by SHPO, would be implemented. ▪ Consideration would be taken during the drilling and installation of the piers and the abutment of the new bridge so as not to damage the piers or abutment of the historic bridge. ▪ During construction of the new bridge, there would be protective screens or temporary barricades used to prevent any spoils or new concrete from fouling the tracks or from hitting the truss. Safety precautions will be put in place to prevent any construction equipment (cranes, back hoes) from contacting the historic bridge. 	Visual / Temporary Effects During Construction / Rehabilitation/ No Adverse Effect
IRT No. 6 Subway Truss Bridge over Westchester Avenue, Amtrak HGL and the Bronx River	<ul style="list-style-type: none"> ▪ No work would be conducted on this resource for the Proposed Project. 	No Action/No Effect



9. Historic Resources

Table 9-3. Proposed Project Area of Potential Effect: Conditions for a No Adverse Effect on Historic Resources (continued)

Resource and Location	Conditions	Project Action/Effect
Lafayette Avenue Bridge over the Amtrak HGL	<ul style="list-style-type: none"> No work would be conducted on this resource for the Proposed Project. 	No Action/No Effect
Pelham Bay Park Historic District	<ul style="list-style-type: none"> Work on the tracks that bisect this resource for the Proposed Project would be within the rail right-of-way. No work would affect historic park resources. 	No Action/No Effect
Pelham Lane Pathway Bridge	<ul style="list-style-type: none"> Avoidance, minimization and mitigation measures to be evaluated with SHPO through the process outlined in the Draft Programmatic Agreement. If adverse effects cannot be avoided, document the bridge in accordance with Historic American Engineering Record Standards and SHPO Documentation Guidelines (dated January 2019). 	Potential Adverse Effect
Kaufman Building	<ul style="list-style-type: none"> A construction monitoring plan would be implemented. 	Temporary Visual/No Adverse Effect

Source: WSP, 2021