

Historic, Archaeological, and Cultural Resources

APPENDIX G

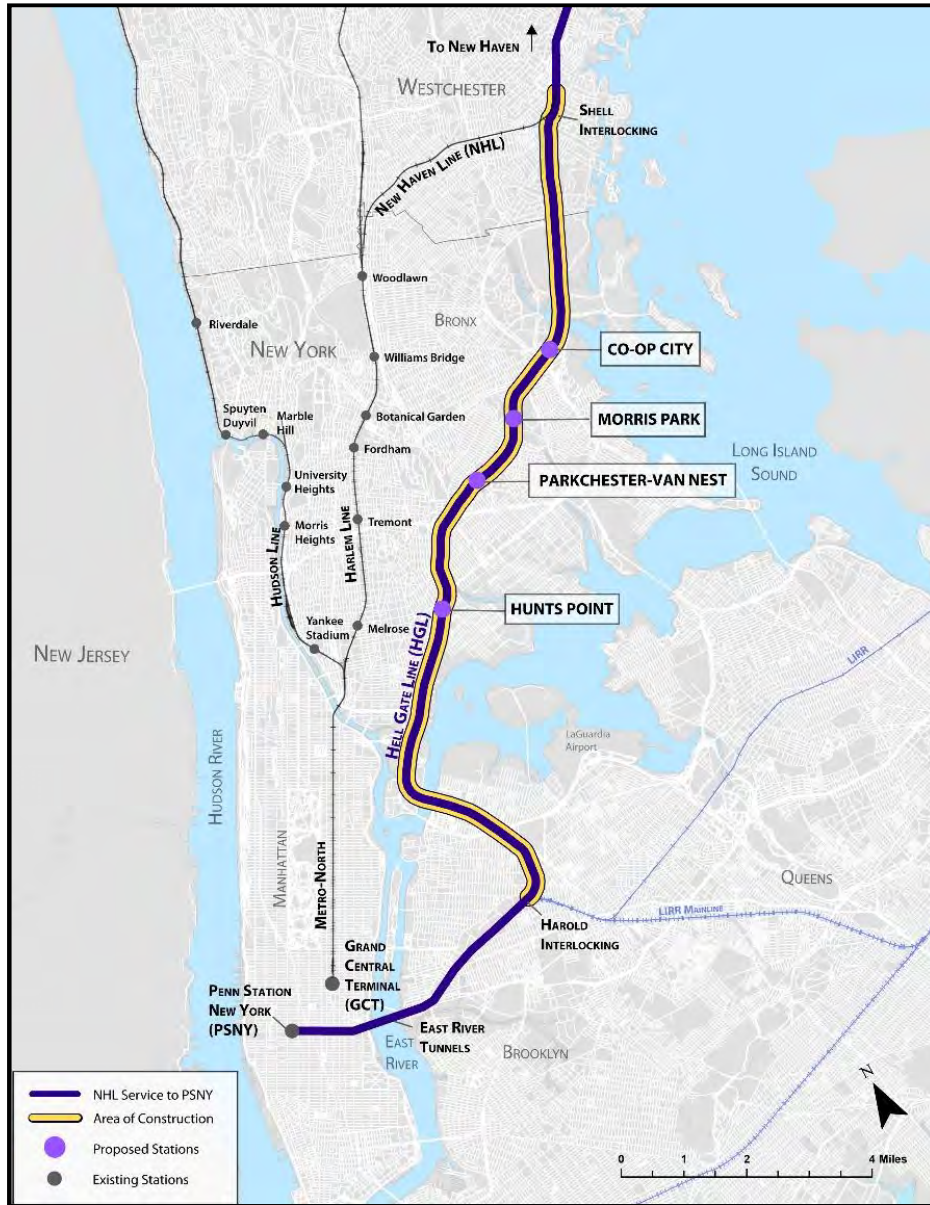
- G.1 Section 106 Effects Assessment and Relevant Correspondence
- G.2 Phase IA Studies and Relevant Correspondence
- G.3 Draft Programmatic Agreement
- G.4 Historic Architectural Resources Background Study (HARBS) and Relevant Correspondence
- G.5 Project Initiation Letter (PIL) Relevant Correspondence
- G.6 Miscellaneous Correspondence



**G.1 SECTION 106 EFFECTS ASSESSMENT AND RELEVANT
CORRESPONDENCE**

MTA Metro-North Railroad Penn Station Access Project
Preliminary Environmental Assessment

Section 106 Effects Assessment



Prepared for:



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Contents

1.	Introduction	1
2.	Project Description	5
2.1	PROJECT NEED	5
2.2	PROPOSED SERVICE	5
2.3	PROPOSED INFRASTRUCTURE IMPROVEMENTS	5
2.3.1	Stations	5
2.3.2	Other Infrastructure Improvements	9
3.	Legal and Regulatory Requirements	11
3.1	INVENTORY OF RESOURCES	11
3.2	ASSESSING EFFECTS	11
3.3	ADVERSE EFFECT FINDING	12
4.	Consulting Parties and Resource Organizations	13
4.1	CONSULTING PARTIES	13
4.2	RESOURCE ORGANIZATIONS	15
5.	Methodology	16
5.1	DETERMINATION OF THE AREA OF POTENTIAL EFFECT	16
5.1.1	Historic Architectural Resources Methodology	16
5.1.2	Archaeological Resources Methodology	17
5.2	IDENTIFICATION OF RESOURCES	18
5.2.1	Historic Architectural Resources	18
5.2.2	Archaeological Resources	18
5.3	RESOURCE IDENTIFICATION UPDATE	18
5.4	HISTORIC RESOURCES SUMMARY	18
5.4.1	Historic Architectural Resources	18
5.4.2	Archaeological Resources	22
5.5	IDENTIFICATION OF EFFECTS	26
5.5.1	Summary of Potential Effects on Eligible Historic Architectural Resources	26
5.5.2	Summary of Effects on Potential Archaeological Resources	27
6.	Effects Assessment	30
6.1	PROPOSED STATIONS	30
6.1.1	Hunts Point Station	30
6.1.2	Parkchester-Van Nest Station	34
6.1.3	Morris Park Station	42
6.1.4	Co-op City Station	46
6.2	BRIDGES	49
6.2.1	Amtrak Hell Gate (HGL) Line Bascule Bridge over Pelham Bay and the Hutchinson River (AG 15.69-15.85)	49
6.2.2	Cross Bronx Expressway (I-95) Corridor over the Sheridan Expressway (I-895), Bronx River, Bronx River Avenue and Amtrak Hell Gate Line (HGL) (Sheridan Viaduct) (AG 11.99)	53
6.2.3	New York Westchester & Boston (NYW&B) Railway Anchor Bridge Starlight Park, North of East 174th Street (AG 11.83)	57
6.2.4	Amtrak Hell Gate (Northeast Corridor) Line Bascule Bridge over the Bronx River (AG 11.40)	58
6.2.5	IRT No. 6 Subway Truss Bridge over Westchester Avenue, Amtrak Hell Gate Line (HGL) and Bronx River (AG 11.28)	63
6.2.6	Lafayette Avenue Bridge over Amtrak Hell Gate Line (HGL) (AG 10.30)	64



7. Inapplicability of the Criteria of Adverse Effect..... 66

7.1 APPLICATION OF THE CRITERIA OF ADVERSE EFFECT..... 66

7.1.1 Historic Architectural Resources..... 66

7.1.2 Archaeological Resources..... 68

7.2 HISTORIC RESOURCES WITH NO EFFECT AS A RESULT OF THE PROPOSED PROJECT..... 68

7.3 HISTORIC RESOURCES WITH NO ADVERSE EFFECT AS A RESULT OF THE PROPOSED PROJECT..... 69

8. Conditions to Minimize Harm 70

8.1 BRIDGES..... 70

8.2 STATIONS..... 73

9. Conclusion 75

10. Bibliography..... 76

Attachment A: Relevant Correspondence

Figures

Figure 1. Project Location 2

Figure 2. Proposed Project – Corridor Segments..... 7

Figure 3. Typical Platform View..... 8

Figure 4. Typical Station Entrance with Retaining Wall 8

Figure 5. Penn Station Access Key Project Elements 9

Figure 6. SHPO Opinions of Eligibility in Project Hell Gate Line (HGL) Right-of-Way and Station APEs (Part 1)..... 19

Figure 7. SHPO Opinions of Eligibility in Project Hell Gate Line (HGL) Right-of-Way and Station APEs (Part 2)..... 20

Figure 8. Archaeological Area of Potential Effect: Hunts Point Station 23

Figure 9. Archaeological Area of Potential Effect: Parkchester-Van Nest Station 24

Figure 10. Archaeological Area of Potential Effect: Morris Park Station 25

Figure 11. Archaeological Area of Potential Effect: Co-op City Station..... 26

Figure 12. Proposed Hunts Point Station Location and Historic Resources APE 31

Figure 13. Proposed Parkchester-Van Nest Station Location: Historic Resources APE..... 34

Figure 14. Location of Parkchester Apartment Complex..... 37

Figure 15. Proposed Morris Park Station Location and Historic Resources APE 44

Figure 16. Proposed Co-op City Station Location and Historic Resources APE 46

Figure 17. Location of Amtrak Hell Gate (HGL) Line Bascule Bridge over Pelham Bay and Hutchinson River..... 50

Figure 18. Location of the Cross Bronx Expressway Bridge (I-95) Corridor over the Sheridan Expressway (I-895), Bronx River, Bronx River Avenue and Amtrak Hell Gate Line (HGL) 55

Figure 19. Location of the New York, Westchester & Boston Railway Anchor Bridge..... 57

Figure 20. Location of Amtrak Hell Gate (Northeast Corridor) Line Bascule Bridge over Bronx River..... 59

Figure 21. Location of IRT No. 6 Subway Truss Bridge over Westchester Avenue, Amtrak Hell Gate Line (HGL) and Bronx River..... 63

Figure 22. Location of the Lafayette Avenue Bridge over the Amtrak Hell Gate Line (HGL)..... 65

Tables

Table 1.	Proposed Project Historic Architectural Resources APE: SHPO Opinions of Eligibility	21
Table 2.	Historic Resources Effects Assessment Within the Proposed Project Areas of Potential Effect.....	28
Table 3.	Conditions for a No Adverse Effect on Historic Resources Within the Proposed Project Area of Potential Effect.....	71

Photographs

Photo 1.	Site of the Proposed Hunts Point Station, View South, March 2013.....	32
Photo 2.	Site of the Proposed Hunts Point Station, View Southwest, March 2013.....	32
Photo 3.	Former NYNH&H Railroad Hunts Point Station, Facing Northeast, June 2013	33
Photo 4.	Hunt Point Station, Garrison Avenue at Hunts Point Avenue, Facing North, July 2013	33
Photo 5.	Site of the Proposed Parkchester-Van Nest Station, View East, March 2013	35
Photo 6.	Existing Con Edison and Amtrak Substations, View North, March 2013.....	35
Photo 7.	Aerial Photograph of Parkchester Apartment Complex, Facing Northeast, 1942.....	38
Photo 8.	Parkchester Apartment Complex, Metropolitan Oval Fountain, Facing Northwest, July 2013.....	38
Photo 9.	Parkchester Apartment Complex, Typical Terra Cotta Sculpture, July 2013	39
Photo 10.	Parkchester Apartment Complex, View from East Tremont Avenue, Facing South, July 2013.....	39
Photo 11.	Parkchester Apartment Complex, East Tremont Avenue, Facing Southwest, July 2013	40
Photo 12.	Parkchester Apartment Complex, East Tremont Avenue, Facing Southwest, July 2013	40
Photo 13.	Parkchester Apartment Complex, East Tremont Avenue, Facing Southwest, July 2013	41
Photo 14.	Site of the Proposed Morris Park Station, View Northeast, September 2013	45
Photo 15.	Bassett Avenue, View North, June 2013.....	45
Photo 16.	Site of the Proposed Co-op City Station, Facing Southwest, March 2013	47
Photo 17.	Erskine Place, Facing East, March 2013	47
Photo 18.	De Reimer Avenue, Facing North from Proposed Co-op City Station Site, March 2013.....	48
Photo 19.	Amtrak Hell Gate Line (HGL) Bascule Bridge over Pelham Bay and Hutchinson River, View West. May 2013.....	51
Photo 20.	Amtrak Hell Gate Line (HGL) Bascule Bridge over Pelham Bay and Hutchinson River, View Northwest. May 2013	51
Photo 21.	Amtrak Hell Gate Line (HGL) Bascule Bridge over Pelham Bay and Hutchinson River, View Southeast. May 2013.....	52
Photo 22.	Amtrak Hell Gate Line (HGL) Bascule Bridge over Pelham Bay and Hutchinson River, View Southeast. May 2013.....	52
Photo 23.	Cross Bronx Expressway (I-95) over Sheridan Expressway (I-895), Bronx River, Bronx River Avenue and Amtrak Hell Gate Line (HGL), View North. May 2013.....	56
Photo 24.	Cross Bronx Expressway (I-95) over Sheridan Expressway (I-895), Bronx River, Bronx River Avenue and Amtrak Hell Gate Line (HGL), View North. May 2013.....	56
Photo 25.	New York, Westchester & Boston Railway Anchor Bridge, View Northeast, May 2013.....	58
Photo 26.	Amtrak Hell Gate (Northeast Corridor) Line Bascule Bridge over the Bronx River, View South. May 2013.....	60
Photo 27.	Amtrak Hell Gate (Northeast Corridor) Line Bascule Bridge over the Bronx River, View North. May 2013.....	60
Photo 28.	Amtrak Hell Gate (Northeast Corridor) Line Bascule Bridge over the Bronx River, View North. May 2013.....	61



Photo 29. Amtrak Hell Gate (Northeast Corridor) Line Bascule Bridge over Bronx River, View East. 1909..... 61

Photo 30. Amtrak Hell Gate (Northeast Corridor) Line Bascule Bridge over the Bronx River, View Northeast.
2013..... 62

Photo 31. IRT No. 6 Subway Truss Bridge over Westchester Avenue, Amtrak Hell Gate Line (HGL) and the
Bronx River, Aerial View North. May 2013..... 64

Photo 32. Lafayette Avenue Bridge over Amtrak HGL, View West, May 2013..... 65

1. Introduction

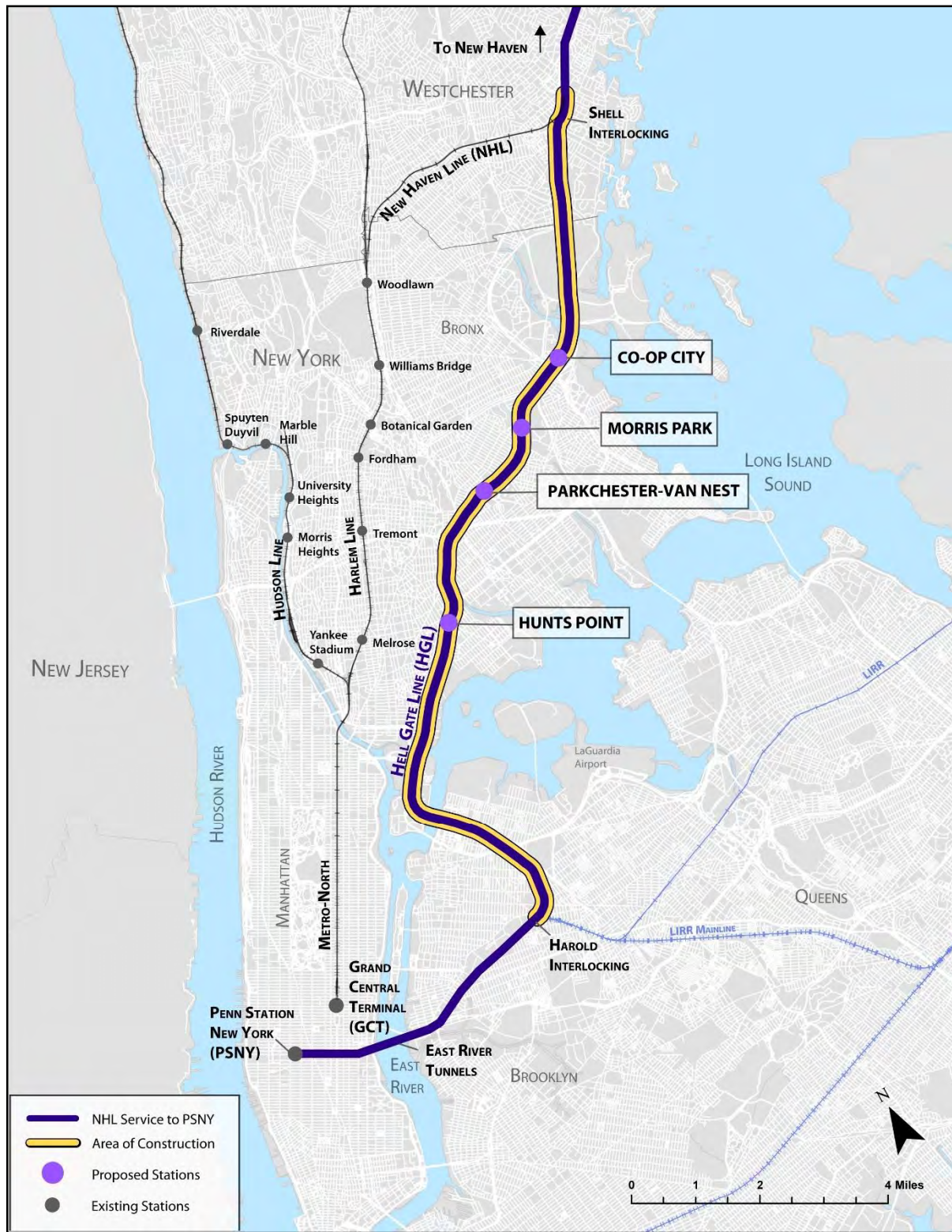
The Metropolitan Transportation Authority (MTA)/Metro-North Commuter Railroad Company's (Metro-North) Penn Station Access (PSA) Project proposes the introduction of direct, one-seat passenger rail service between its New Haven Line (NHL) territory (Westchester County, New York, and Fairfield and New Haven Counties, Connecticut) and Pennsylvania Station New York (PSNY) on the west side of Manhattan (Figure 1). The Proposed Project would also provide passenger rail service at four new community-based Metro-North stations in the eastern Bronx. The new stations and additional infrastructure improvements to enhance operational flexibility and power supply would be constructed within the Hell Gate Line (HGL) right-of-way in Queens and Bronx Counties, New York, and would include the upgrading of Metro-North's New Rochelle Yard in New Rochelle, New York.

This *Section 106 Effects Assessment for the Metro-North Railroad Penn Station Access Project (PSA Effects Assessment)* has been prepared in compliance with Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, and Section 14.09 of the New York State Parks, Recreation and Historic Preservation Law of 1980 (NYSHPA). 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. Further, Section 106 of the NHPA includes archaeological sites that may be located aboveground, underground or underwater, and have significance in the history, prehistory, or culture of the nation, the state, or local or tribal communities. Significant archaeological sites include those already listed on the NRHP or State Register of Historic Places (SRHP); sites designated by the New York State Historic Preservation Office (SHPO) as eligible for listing on the NRHP/SRHP; and archaeological sites not yet identified by one of the programs or agencies listed above but meet their eligibility requirements. Only those cultural resources determined to be potentially significant under NHPA and NYSHPA are subject to protection from adverse impacts resulting from an undertaking.

This *PSA Effects Assessment* has been prepared to evaluate the potential effects of the Proposed Project on the seven eligible historic architectural resources that have been identified in the historic resources area of potential effect (APE) for the Proposed Project, and the potential archaeological resources within the archaeological APE. The APE for historic resources includes the 15.4-mile portion of the HGL right-of-way on which the PSA service would run and also includes the APEs that were delineated at each proposed station site that extend outside of the railroad right-of-way to assess any potential visual effects. The APE for archaeological resources is confined to areas where new ground disturbance would occur, where there has been no established prior disturbance, and includes proposed station footprints, the HGL right-of-way, substation locations, and any other location of new associated subsurface disturbance not yet identified. This *PSA Effects Assessment* is based on conceptual-level project plans and preliminary design. Any future design changes that require revisions or changes to the APE will be reviewed at that time for potential resources.

This *PSA Effects Assessment* is the third step in the Section 106 historic resource analysis that is being conducted as part of the Metro-North Penn Station Access Project Draft Environmental Assessment (EA). The EA is being prepared pursuant to the National Environmental Policy Act (NEPA), as amended, in accordance with Council on Environmental Quality (CEQ) regulations implementing NEPA (40 CFR part 1500) and the Federal Transit Administration's (FTA) Environmental Impact and Related Procedures (23 CFR Part 771).

FIGURE 1. PROJECT LOCATION



Source: WSP, 2018

The first step in the Section 106 historic resource analysis process was the Proposed Project initiation letter report for both historic architectural and archaeological resources. The *Historic Resources Project Initiation Letter for the MTA Metro-North Railroad Penn Station Access Project, Westchester, Queens & Bronx Counties, New York* (August 2013, revised January 2014), was prepared for Metro-North by Lynn Drobbin & Associates and Parsons Brinckerhoff (*PSA Historic Resources Project Initiation Letter (PIL)*). The *Archaeological Resources Project Initiation Letter for the MTA-Metro-North Railroad Penn Station Access Project, Westchester, Queens & Bronx Counties, New York* (August 2013, revised April 2014) was prepared for Metro-North by Historical Perspectives, Inc. and Parsons Brinckerhoff (*PSA Archaeological Resources PIL*).

Both *PILs* defined the APEs for the PSA Project historic resource analyses, delineated the public implementation plans, and identified the consulting parties and resource organizations. Both documents were reviewed by SHPO, which is part of the New York State Office of Parks, Recreation and Historic Preservation; the consulting parties, including the New York City Landmarks Preservation Commission (LPC), and resource organizations. The *PSA Historic Resources PIL* was approved by the SHPO on September 20, 2013, and by the LPC on July 17, 2014. The *PSA Archaeological Resources PIL* was approved by SHPO on September 20, 2013, with the recommendation that the Stockbridge-Munsee Community Band of Mohican Indians, a federally recognized tribe, be added to the list of consulting parties (Cumming 09/20/13). The amended *PSA Archaeological Resources PIL* was submitted to and approved by the LPC on July 15, 2014; LPC later indicated that they had no further archaeological concerns for the HGL right-of-way (Pagano 7/28/2014). Letters are in Attachment A, "Relevant Correspondence."

In November 2015, the second report prepared for the Section 106 historic architectural resource analysis—the *Historic Architectural Resources Background Study for the MTA Metro-North Railroad Penn Station Access Project, Westchester, Bronx & Queens Counties, New York* (February 2014) (PSA HARBS), prepared for Metro-North by Lynn Drobbin & Associates and Parsons Brinckerhoff—was submitted to the SHPO, the LPC, and the consulting parties and resource organizations. The PSA HARBS was prepared to identify historic resources in the Proposed Project's APE that are National Historic Sites or Landmarks; listed on the State and National Registers of Historic Places (S/NR), have been determined eligible or have SHPO Opinions of Eligibility; that are potentially S/NR eligible; that have been designated as New York City Landmarks (NYCL); or have been calendared for a hearing with LPC.

The PSA HARBS identified eight historic architectural resources in the APE for the PSA Project. This included seven resources that had prior SHPO Opinions of Eligibility for National Register (NR) listing and one new resource that was identified as eligible for listing on National Register of Historic Places (NRHP), the Parkchester Apartment Complex located in the Parkchester-Van Nest Station APE. The SHPO in its April 6, 2016, letter concurred with the findings of the PSA HARBS. The LPC letter, dated March 23, 2016, also indicated that the Parkchester Apartment Complex was eligible. Letters are in Attachment A, "Relevant Correspondence."

The second set of reports prepared for the Section 106 archaeological resource analysis – the *Phase IA Archaeological Documentary Study, MTA Metro-North, Penn Station Access, Co-Op City Station Site, Parkchester-Van Nest Station Site, and Hunts Point Station Site, Bronx County, New York OPRHP No. 99PR03265* (October 2002, updated July 2013) (Phase IAs), prepared by Historical Perspectives, Inc., and Parsons Brinckerhoff – were submitted to the SHPO and the LPC. The Phase IAs found no potential archaeological sensitivity for the Hunts Point and Parkchester/Van Nest Station sites, and potential sensitivity for the Co-op City Station site. The SHPO concurred with the findings of these three Phase IA studies in a letter dated December 6, 2002 (Mackey 2002, Attachment A), and reiterated their concurrence with the three Phase IA studies in letters dated January 23, 2019.



A Phase IA study undertaken for the Morris Park Station site concluded that the site may be potentially sensitive for archaeological resources. The *Phase IA Archaeological Documentary Study MTA Metro-North Penn Station Access Morris Park Station Site, Bronx County, New York OPRHP No. 99PR03265* was submitted to SHPO on January 16, 2019, and by letter dated January 23, 2019, SHPO concurred with the findings of the report (Perazio 1/23/19, Attachment A). Although no formal report was prepared for other project elements, a preliminary review of the HGL right-of-way for the Proposed Project determined that there may be sensitivity for archaeological resources where impacts would occur below 22 inches of ballast.

Concurrently, between 2015 and 2018, conceptual engineering and further operations analyses were conducted in close coordination with Amtrak and other stakeholders, to better identify and refine improvements along the HGL necessary to implement PSA service. These conceptual engineering refinements have not changed the APE for historic architectural resources, nor did it change the overall project definition that was previously established. The APE for archaeological resources is confined to areas where new ground disturbance would occur where there has been no established prior disturbance. As design progresses for elements such as new passenger tracks, substations, and rail yards, coordinated archaeological reviews will be conducted for locations where new subsurface disturbance are expected.

This *PSA Effects Assessment*—the third step in the Section 106 process—has been prepared to evaluate the potential effects of the Proposed Project on the historic architectural resources and potential archaeological resources that have been identified in the APEs for the Proposed Project. Due to the several-year hiatus between the submission of the *PSA HARBS* and this *PSA Effects Assessment*, the existing conditions and identification of historic architectural resources were re-evaluated in the HGL Corridor APE and proposed stations' APEs to determine if any changes had occurred. Research determined that one of the historic resources in the HGL Corridor APE—the eligible Bryant Avenue Bridge over the Amtrak HGL—had been demolished and replaced with a new bridge by the New York City Department of Transportation (NYCDOT) in 2016, thereby reducing the total eligible historic architectural resources in the Proposed Project APEs to seven.

This *PSA Effects Assessment* will be submitted to the FTA after being reviewed by the SHPO, the LPC, Tribal Historic Preservation Officers, and the consulting parties.

2. Project Description

2.1 PROJECT NEED

The purpose of the Proposed Project is to provide improved access from Metro-North NHL territory—in particular the eastern Bronx, Westchester County, and southern Connecticut—to PSNY and the west side of Manhattan. The Proposed Project would address the following needs:

- Substantially reduce travel times to and from Manhattan's west side.
- Introduce convenient, direct rail service to communities underserved by mass transit.
- Support economic development in the eastern Bronx.
- Improve mobility and regional connectivity.

In addition, the Proposed Project would improve network flexibility and enhance connectivity within the New York metropolitan area's regional rail network. The Proposed Project includes both service and infrastructure elements, each of which is described below.

2.2 PROPOSED SERVICE

The proposed Metro-North service to PSNY would begin operations after the LIRR East Side Access (ESA) project service to Grand Central Terminal (GCT) is initiated. The ESA project will allow the Proposed Project to utilize station slots available at PSNY when LIRR moves some of its service to GCT.

Metro-North's proposed new service would be operated between its NHL service territory—New Haven and Fairfield Counties in Connecticut and Westchester County in New York—and PSNY. New Rochelle, New York service would transition from Metro-North's NHL to Amtrak's HGL. Traveling on the HGL, service would operate through the Bronx and Queens, enter Manhattan through the East River Tunnels, and continue to PSNY on Manhattan's west side. The proposed service would include full-day weekday and weekend service to accommodate commuters traveling between communities along the existing NHL and Manhattan's west side and the Bronx in both directions for commutation and non-work-related travel.

2.3 PROPOSED INFRASTRUCTURE IMPROVEMENTS

The Proposed Project would construct new and modify existing infrastructure within an approximately 15.4-mile length of the existing HGL right-of-way (Figure 1 and Figure 2) and four new community-based Metro-North stations would be constructed. The rail infrastructure improvements would enhance operational flexibility and power supply for future Metro-North and Amtrak services, as well as CSX freight-rail operations, which would share the right-of-way.

In coordination and consultation with Amtrak, which owns the HGL right-of-way, MTA / Metro-North has developed preliminary concept-level plans of the proposed infrastructure improvements, track alignments, and facility locations. The concept plans are being refined through ongoing Amtrak and MTA / Metro-North collaboration to address both operators' needs. However, the plans have been sufficiently developed to confirm that the infrastructure improvements required for introducing Metro-North service on the HGL can be accommodated within the existing right-of-way.

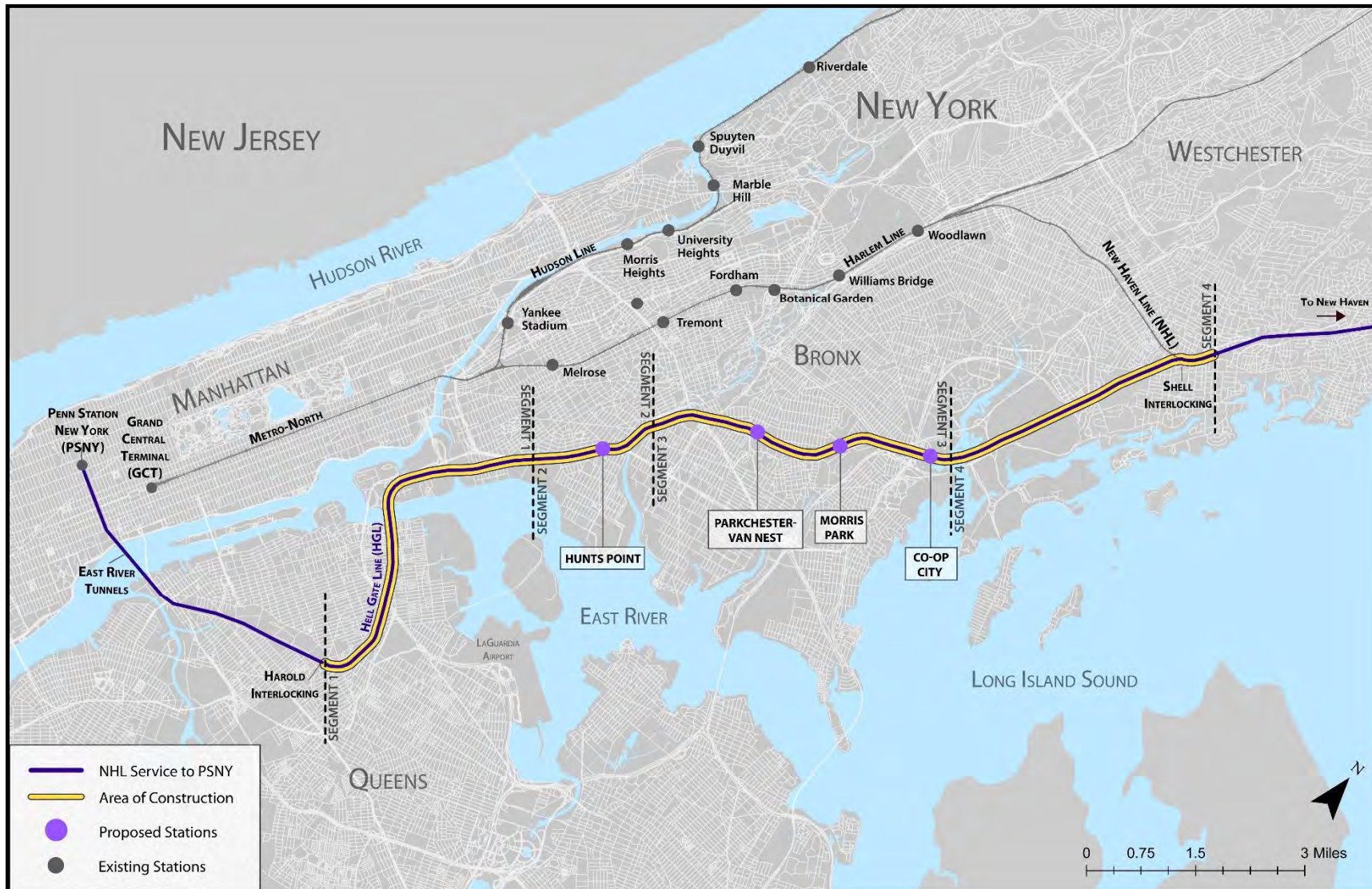
2.3.1 Stations

Four new stations would be constructed in the following eastern Bronx communities: Hunts Point, Parkchester-Van Nest, Morris Park, and Co-op City. No parking facilities would be provided at any of the new stations.



The stations would be designed consistent with Metro-North standards. The stations would be safe, secure, and functional with maximum accessibility and mobility. The station designs would include maintenance goals, including energy saving equipment. The designs would consider neighborhood context and would identify Metro-North transportation gateways. See below for renderings of typical station designs. A discussion of specific station designs is presented in Section 6.1, "Stations."

FIGURE 2. PROPOSED PROJECT – CORRIDOR SEGMENTS



Source: WSP, 2018

FIGURE 3. TYPICAL PLATFORM VIEW



Source: Metro-North, 2018

FIGURE 4. TYPICAL STATION ENTRANCE WITH RETAINING WALL

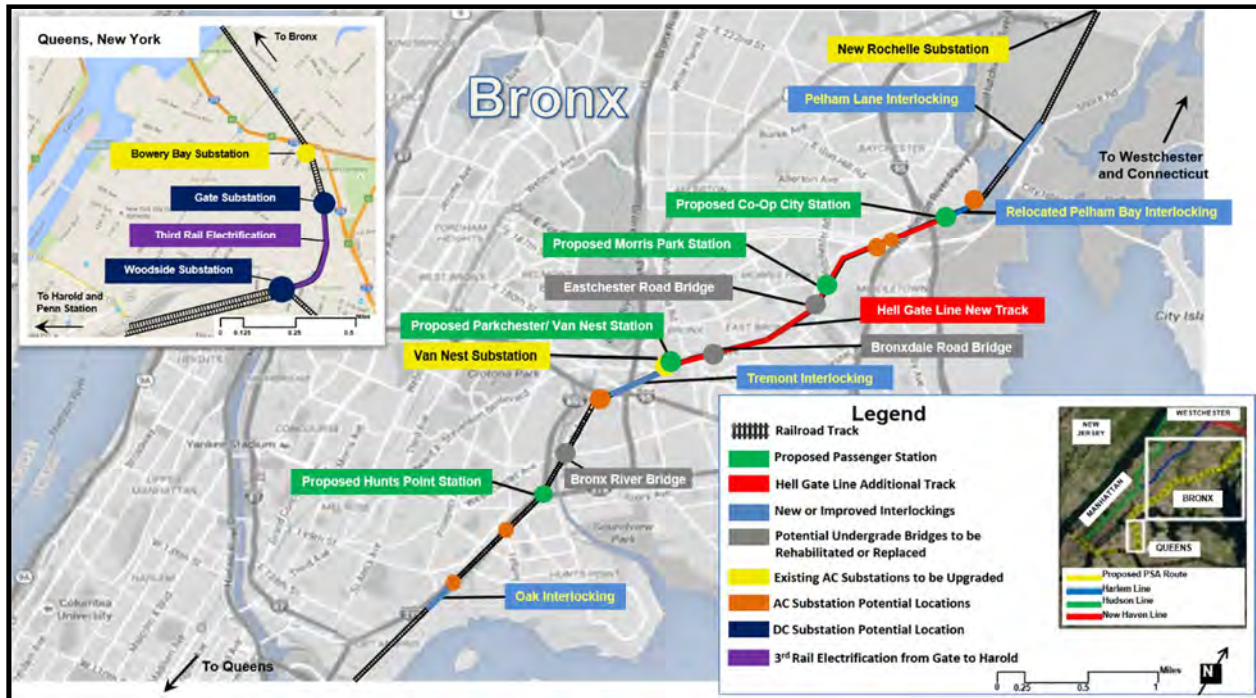


Source: Metro-North, 2018

2.3.2 Other Infrastructure Improvements

Additional infrastructure improvements will be made to the HGL, Metro-North New Rochelle Yard, and PSNY in order to implement the Proposed Project service (see Figure 5).

FIGURE 5. PENN STATION ACCESS KEY PROJECT ELEMENTS



Source: WSP, 2018

These improvements include the following:

Segment 1 (HGL Corridor)

- Add up to two (2) miles of new 3rd Rail from Harold Interlocking to the existing Phase Break with up to two (2) new direct current (DC) Substations (at Woodside and Gate).
- Provide two potential placement options for the Woodside DC Substation:
 - Option 1 – Within the “Y” where Amtrak HGL and LIRR Mainline tracks diverge.
 - Option 2 – North of the “Y” where the Amtrak HGL and LIRR Mainline tracks diverge.
- Locate Gate DC Substation within the “Y” where Amtrak HGL and CSX tracks diverge.
- Upgrade the Bowers Bay AC Substation
- Upgrade the signal system

Segment 2 (Hunts Point Station and HGL Corridor)

- Add a new Hunts Point station.
- Add a new Oak Interlocking with new Oak AC substation, to be located within HGL right-of-way.
- Add up to two (2) passenger tracks with catenary.
- Realign one (1) passenger track to make space for Hunts Point station platform(s).
- Relocate/reconfigure the freight track convergence.
- Upgrade the signal system.



- Rehabilitate the Bronx River Bridge.

Segment 3 (Parkchester-Van Nest, Morris Park, and Co-op City Stations and HGL Corridor)

- Add new Parkchester-Van Nest, Morris Park, and Co-op City stations.
- Add a third and fourth passenger track and catenary.
- Modify the freight track with new connections to adjacent passenger track.
- Add a new Tremont East Interlocking.
- Upgrade the Van Nest AC Substation.
- Add new Bronxdale Avenue and Eastchester Road bridge structural elements (spans).
- Reconfigure Pelham Bay Interlocking to merge the four (4) passenger tracks to two (2) passenger tracks approaching the Pelham Bay Bridge with new Pelham Bay AC substation (with 2 options located east or west of the Hutchinson River Parkway), to be located within HGL right-of-way.
- Upgrade the signal system.

Segment 4 (HGL Corridor)

- Upgrade the signal system
- Add a new Pelham Lane Interlocking
- Rehabilitate the Pelham Lane Pathway bridge
- Construct New Rochelle AC supply Substation
- Modify New Rochelle Yard, adding three (3) tracks for midday and overnight storage

3. Legal and Regulatory Requirements

3.1 INVENTORY OF RESOURCES

Historic resources are protected under federal law through Section 106 of the National Historic Preservation Act of 1966, as amended. Applicable State of New York legislation governing the protection of these resources includes Section 14.09 of the New York State Historic Preservation Act of 1980. The New York City Landmarks Law of 1965 and the 1973 amendment is the applicable New York City legislation that protects historic landmarks.

Historic properties of national, state, and local significance may be nominated to the NRHP and the New York State Register of Historic Places (SRHP) following evaluation in accordance with an established set of criteria for determining the significance of potential historic resources. The National Park Service (NPS), which administers the NRHP, has established criteria for the evaluation of the significance of potential historic and/or archaeological properties (i.e., evaluating their eligibility for listing in the NRHP). As set forth in the guidelines (36 CFR 60.4):

“The quality of significance in American history, architecture, archaeology, engineering, and culture that is present in districts, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and:

- That are associated with events that have made a significant contribution to the broad patterns of our history;
- That are associated with the lives of persons significant in our past;
- 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 may lack individual distinction; and
- That have yielded, or may be likely to yield, information important in prehistory or history.”

The evaluation process is conducted at the state level by SHPO and at the federal level by the NRHP staff of the Department of the Interior. Listing in the SRHP requires the approval of the New York SHPO. Listing in the NRHP requires approval of SHPO and the Secretary of the Interior. The SHPO, acting on behalf of the ACHP, is responsible for historic reviews under Section 106 of the NHPA and other relevant federal legislation.

Under the Rules of the City of New York, Title 63, the LPC designates buildings to be “landmarked;” designates an area as a “historic district,” or officially indicates its intent to consider a building or district for landmark status in the future by “calendarizing.” The LPC also reviews applications for work to be conducted on New York City landmarks.

3.2 ASSESSING EFFECTS

The regulations under Section 106 of NHPA require that prior to approval of federal funds or permits, agencies must consider a project’s effects on a district, site, building, structure, or object that is included in, or eligible for inclusion in, the NRHP, and if the SHPO determines that the Proposed Project has an adverse effect on historic resources, give the ACHP an opportunity to comment on an undertaking. A project is considered to



have an adverse effect if it changes the integrity, quality, or cultural characteristics (i.e., “character-defining features”) that render resources eligible for listing on the NRHP.

The ACHP has developed criteria to determine whether a Proposed Project would have an effect on a property listed on, or eligible for listing on, the NRHP. The ACHP guidelines define effect and adverse effect in 36 CFR 800.5, Subsection (a) (1), as follows:

- (a) *Apply criteria of adverse effect.* In consultation with the SHPO/Tribal State Historic Preservation Officer and any Indian tribe or Native Hawaiian organization that attaches religious and cultural significance to identified historic properties, the agency official shall apply the criteria of adverse effect to historic properties within the area of potential effects. The agency official shall consider any views concerning such effects which have been provided by consulting parties and the public.
 - (1) *Criteria of adverse effect.* An adverse effect is found when an undertaking may alter, directly or indirectly, any of 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. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the NRHP. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative.

3.3 ADVERSE EFFECT FINDING

An adverse effect is further defined in Subsection (2) (i-vii), as follows:

Adverse effects on historic properties include, but are not limited to:

- Physical destruction of, or damage to, all or part of the property;
- 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;
- Removal of the property from its historic location;
- Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance;
- Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features;
- 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
- 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.

4. Consulting Parties and Resource Organizations

The following consulting parties and resource organizations were concurred with by the SHPO on September 20, 2013, and concurred with by the FTA by email on November 30, 2015 (letter and email are in Attachment A, "Relevant Correspondence"). Names and addresses were updated in May 2019. In addition, the appropriate tribal consultation was conducted as recommended by FTA. The tribal letter responses are contained in Attachment A.

4.1 CONSULTING PARTIES

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The Bronx Historical Society
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Bronx, NY 10467

5. Methodology

This *PSA Effects Assessment* for historic architectural resources was conducted by architectural historian, Lynn Drobbin of Lynn Drobbin & Associates. Ms. Drobbin meets the NPS standards for professional qualifications for historic preservation consultants as specified in the *Federal Register* (36 CFR Appendix A to Part 61). The *PSA Effects Assessment* for archaeological resources was conducted by archaeologist Faline Schneiderman of Historical Perspectives, Inc. Ms. Schneiderman meets the NPS standards for professional qualifications for archaeological consultants as specified in the *Federal Register* (36 CFR Appendix A to Part 61).

5.1 DETERMINATION OF THE AREA OF POTENTIAL EFFECT

The APEs for historic architectural resources and archaeological resources differ due to the nature of the resources. Historic architectural resources are generally located above ground and are vulnerable to potential alterations to characteristics of the historic property such as a change in location, design, setting, workmanship, materials, feeling, and association. Archaeological resources are generally located below ground and are vulnerable to potential ground-disturbing activities, such as those that may result from modifications to buildings or landscapes.

5.1.1 Historic Architectural Resources Methodology

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

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

All NRHP- and/or SRHP-listed, eligible, or potentially eligible, or New York City landmarked properties that are within 25 feet of the HGL right-of-way within which the Proposed Project would be constructed were identified.

- Bridges – All railway, roadway, and foot 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 were identified.
- Substations – Preliminary reconnaissance field surveys and review of SHPO and LPC data were conducted for the following seven potential substation sites to determine if any NRHP- and/or SRHP-listed, eligible, or potentially eligible or New York City landmarked properties are located near the proposed substation sites:
 - Woodside Substation, Queens (two site options)
 - Gate Substation, Queens
 - Oak Substation, Bronx
 - Van Nest Substation, Bronx
 - Pelham Bay Substation, Bronx (two site options)

All N/SR-listed, eligible, potentially eligible, or New York City landmarked properties located near the proposed substation sites were identified; no such properties were identified within 100 feet of the proposed substation locations. Therefore, due to the small size of the proposed substation structures, their locations within the right-of-way, and the absence of any historic resources near the proposed substation sites, it was concluded that APEs are not required for the proposed substation locations. Therefore, no further studies need to be conducted in these areas. The SHPO concurred with this determination on September 20, 2013.

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

5.1.2 Archaeological Resources Methodology

- HGL Corridor – The archaeological APE consists of any location within the 15.4-mile length of the HGL right-of-way within which the Proposed Project would result in subsurface disturbance that has not been previously disturbed. The APE was extended beyond the right-of-way only 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.

A Phase IA study of the HGL corridor has not been completed, but areas that lack archaeological sensitivity are known to include locations where tracks are elevated above the natural terrain on artificial berms and bridges, and locations where hills were deeply bisected to facilitate continuous grade elevation. Prior disturbance to the 15.4-mile length includes locations where 22 inches of ballast has been placed at grade prior to the installation of trackage. As design progresses, the HGL Corridor APE may be revisited and revised.

Substations – The exact horizontal and vertical extent of subsurface disturbance at substation locations has not yet been determined. As design progresses, the HGL Corridor APE may be revisited and revised.

- Stations - APEs were defined as the maximum horizontal and vertical extent of subsurface disturbance for each of the proposed Station sites at Hunts Point, Parkchester-Van Nest, Morris Park, and Co-op City. Each APE was subjected to a Phase IA study in accordance with the *Standards for Cultural Resource Investigations and the Curation of Archaeological Collections in New York State* and to meet SHPO's *Phase I Archaeological Report Format Requirements*.

The Phase IA studies present the results of site file searches, documentary and cartographic analysis, site visits, and a review of previous surveys completed in and near the station APEs. The studies entailed completing historical overviews to provide context and assessing potential archaeological sensitivity for each station site.

5.2 IDENTIFICATION OF RESOURCES

5.2.1 Historic Architectural Resources

The objectives of the PSA HARBS were the following:

- Identify all resources in the APE that are National Historic Sites or Landmarks listed on the NRHP and 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.

The identification and evaluation of historic resources were conducted in consultation with the SHPO 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 NRHP criteria for evaluation are listed and more fully described in the PSA HARBS and the EA.

5.2.2 Archaeological Resources

The objectives of the Phase IA studies for each of the Station sites were the following:

- Identify all known pre-contact and/or historic archaeological sites in each Station site, and known or potential site occupation or use.
- Establish the pre-contact and historic environmental conditions, topography, and ecological histories.
- Document all subsequent subsurface disturbances that could eliminate evidence of earlier site use.
- Locate areas of known and potential archaeological sensitivity based on prior land use and the disturbance record.
- Define the steps to be taken to establish potential eligibility of these resources for listing on the NRHP and SRHP.

5.3 RESOURCE IDENTIFICATION UPDATE

Because several years have passed since the original PSA HARBS was conducted, the historic architectural resources in the HGL Corridor APE and at the Proposed Project station sites at Hunts Point, Parkchester-Van Nest, Morris Park, and Co-op City were re-evaluated in 2018. One SHPO eligible historic resource in the HGL Corridor APE—the Bryant Avenue Bridge over the HGL in Hunts Point—had been demolished and replaced by the NYCDOT in 2016. No other historic resources had been demolished or altered and no new listed, eligible, or potentially eligible resources were identified in the HGL right-of-way or station APEs since 2013.

5.4 HISTORIC RESOURCES SUMMARY

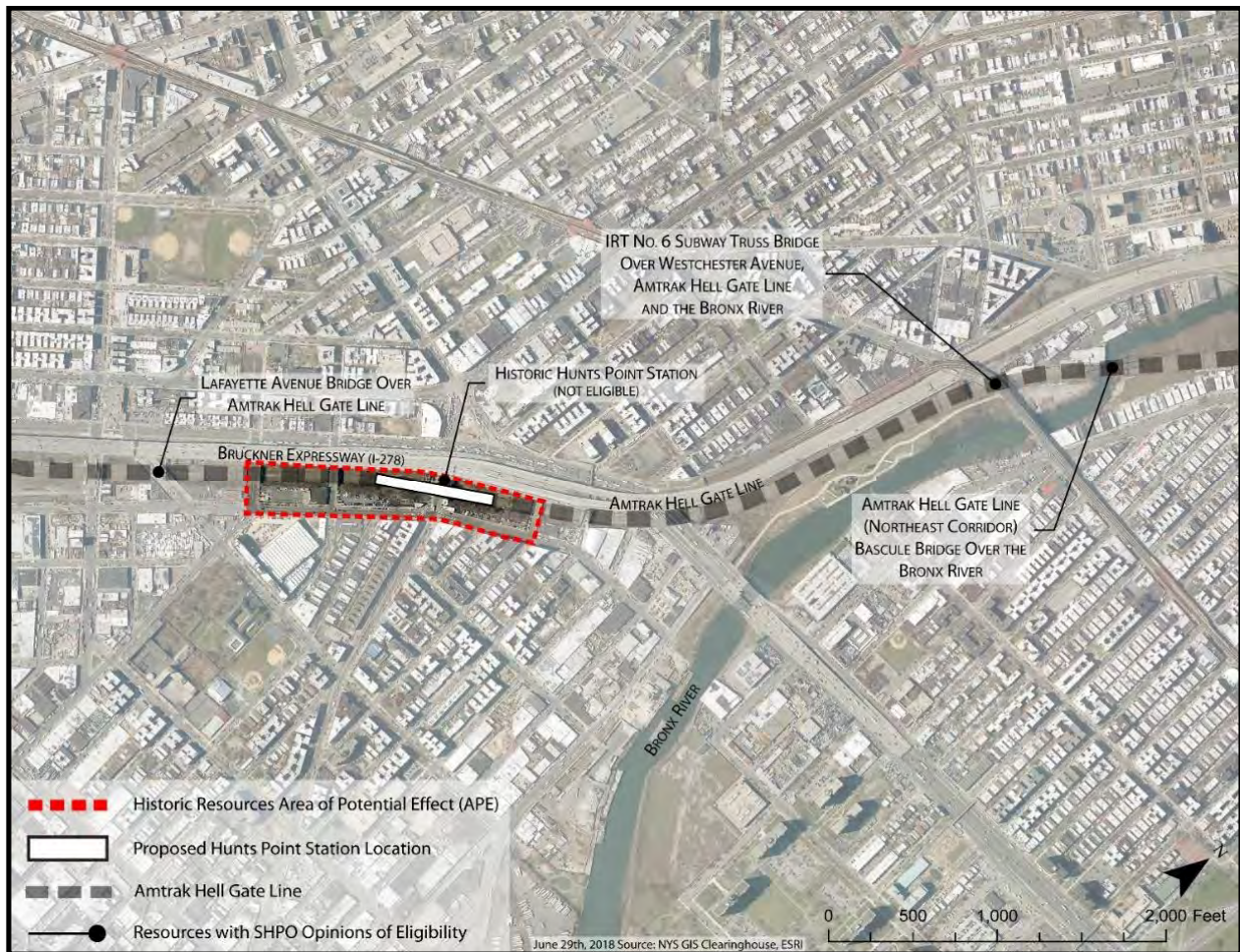
5.4.1 Historic Architectural Resources

Seven historic architectural resources are in the Proposed Project APE that have SHPO Opinions of Eligibility; the Effects Assessment evaluates the Proposed Project's effects on these seven resources. The seven historic resources that have SHPO Opinions of Eligibility are mapped on Figure 6 and Figure 7, and listed (from north to south) and briefly described in Table 1.

There are no historic resources in the Proposed Project APEs that are National Historic Sites or National Historic Landmarks; that are listed on the N/SRHP; that have been determined NR eligible for listing; or that have been designated as NYCL or that have been calendared for a hearing by the LPC.

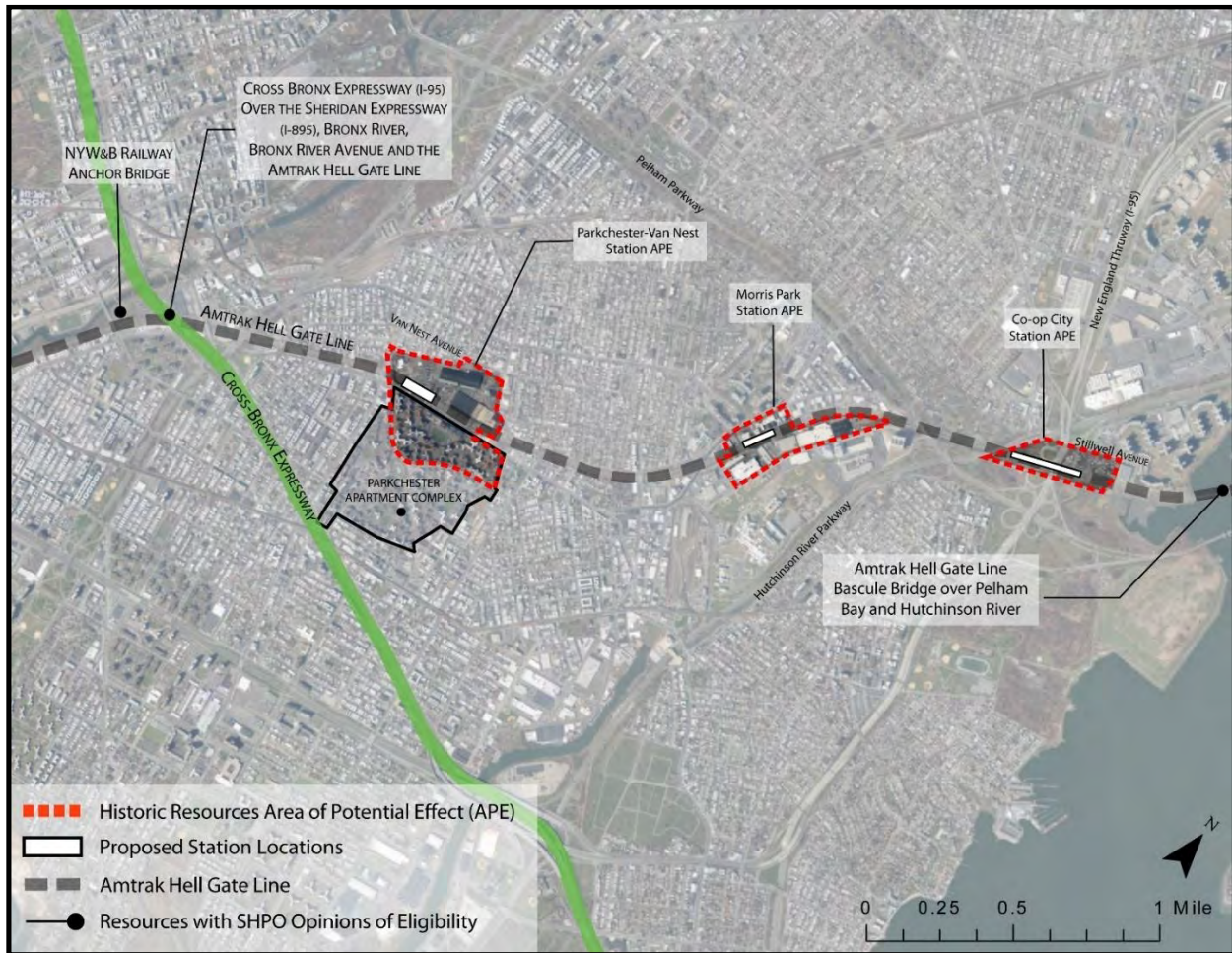
The SHPO Opinions of Eligibility include six historic bridges. Two are Amtrak HGL railroad bridges; two are roadway bridges that span the railroad; one bridge is an elevated subway viaduct; and one “bridge” is a remnant of an obsolete railroad on a vacant track bed that is now in a public park. The Parkchester Apartment Complex, located in the Parkchester-Van Nest Station APE, is the only historic architectural resource that was identified in a Proposed Project station APE that meets the NRHP criteria for eligibility; the Parkchester Apartment Complex is significant in American history, architecture, and culture. No listed or eligible historic architectural resources and no landmarks were identified in the APEs for the proposed Hunts Point, Morris Park, and Co-op City Stations.

FIGURE 6. SHPO OPINIONS OF ELIGIBILITY IN PROJECT HELL GATE LINE (HGL) RIGHT-OF-WAY AND STATION APEs (PART 1)



Source: WSP, 2018

FIGURE 7. SHPO OPINIONS OF ELIGIBILITY IN PROJECT HELL GATE LINE (HGL) RIGHT-OF-WAY AND STATION APES (PART 2)



Source: Lynn Drobbin & Associates, Metro-North PSA HARBS, 2014

TABLE 1. PROPOSED PROJECT HISTORIC ARCHITECTURAL RESOURCES APE: SHPO OPINIONS OF ELIGIBILITY

Resource and Location	Description	Date Built/Altered
Amtrak HGL Bascule Bridge over Pelham Bay and Hutchinson River	Bascule bridge that carries two tracks of the Amtrak HGL/Northeast Corridor 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/ 1984/2009-2011
Parkchester Apartment Complex 2000 East Tremont Ave.	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.	1938-1942
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, 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
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
Amtrak Hell Gate (Northeast Corridor) Line 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.	1906-1907
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.	1918-1919
Lafayette Avenue Bridge over the Amtrak HGL	NYSDOT/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

Source: Lynn Drobbin & Associates, 2018.



5.4.2 Archaeological Resources

The archaeological APEs for the four Station sites extend outside of the railroad right-of-way to consider the potential effects of construction of the new station elements such as the platforms, stairs and elevators, and overpasses (see Figure 12 to Figure 15).

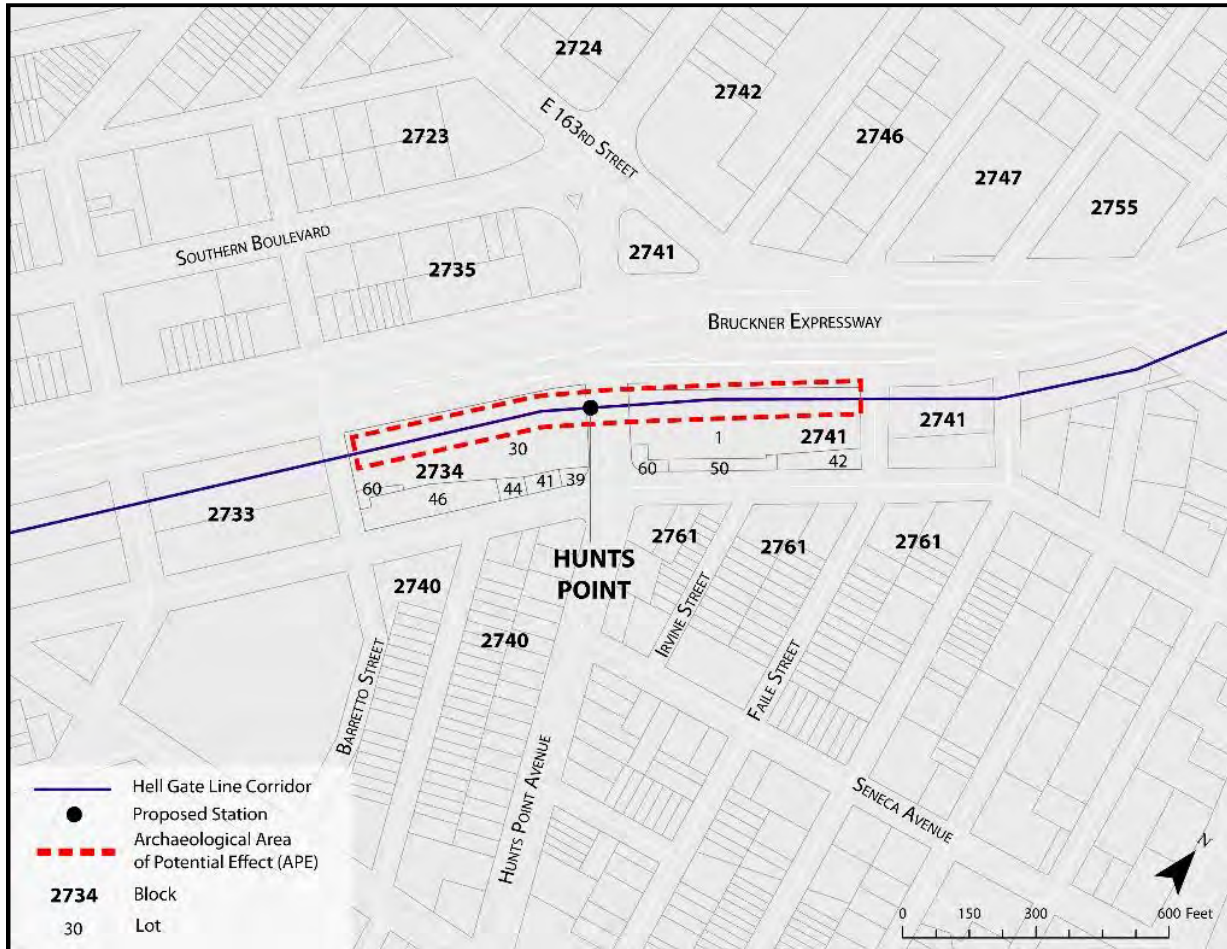
Phase IA studies completed in 2002 and 2013 for the four station sites found that the proposed Co-op City and the Morris Park Station sites were potentially sensitive for pre-contact resources beneath approximately 22 inches of ballast that had been laid beneath the tracks for bedding, and possibly beneath deeper levels of added fill. In 1908-1910 the ca.1870 New York New Haven and Harlem Railroad line (now the Metro-North Railroad's Harlem Line) was rebuilt and increased to six tracks with complete grade separation, electrification, and all-new stations. The line originally had been built to conform to the mainline standard of the NHL. The new rail consisted of 100-pound sections with creosoted ties. Since the heavier tracks required more ballast for support, current tracks that are located at grade have at least 22 inches of ballast beneath.

To assess archaeological sensitivity, geotechnical investigations of the Co-op City and Morris Park Station sites are being undertaken during the design phase to clarify subsurface conditions. If potential sensitivity is identified, then any effects to potential resources would be avoided through further subsurface investigation and, if necessary, mitigation prior to construction.

An initial assessment of the HGL Corridor suggests that the southernmost segment it is situated on a man-made embankment elevated above surrounding grade and lacks archaeological potential. Some sections of the HGL corridor pass through deep cuts in hills that also have no archaeological sensitivity due to extensive prior disturbance when the rail line was originally regulated and opened in the 1870s. No known pre-contact or historic archaeological sites were identified in any section of the HGL Corridor.

When the horizontal and vertical extent of disturbance for the HGL Corridor, substation sites and rail yard are refined during the design phase, if sensitive locations are identified in the APEs, the Proposed Project could have a potential effect. As design progresses, coordinated archaeological reviews will be conducted for locations where new subsurface disturbance is expected.

FIGURE 8. ARCHAEOLOGICAL AREA OF POTENTIAL EFFECT: HUNTS POINT STATION

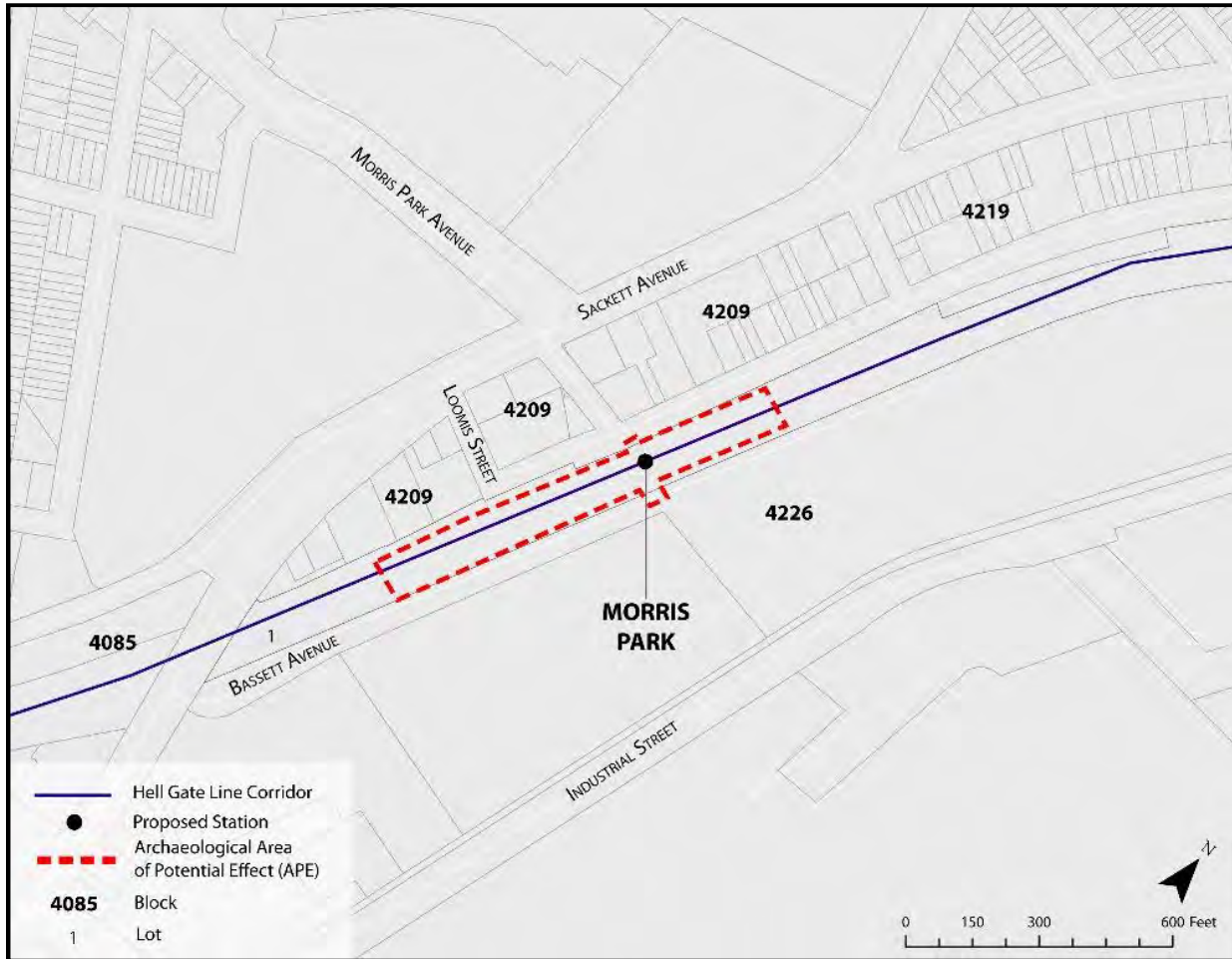


Source: NYCDP and WSP, 2019

FIGURE 9. ARCHAEOLOGICAL AREA OF POTENTIAL EFFECT: PARKCHESTER-VAN NEST STATION

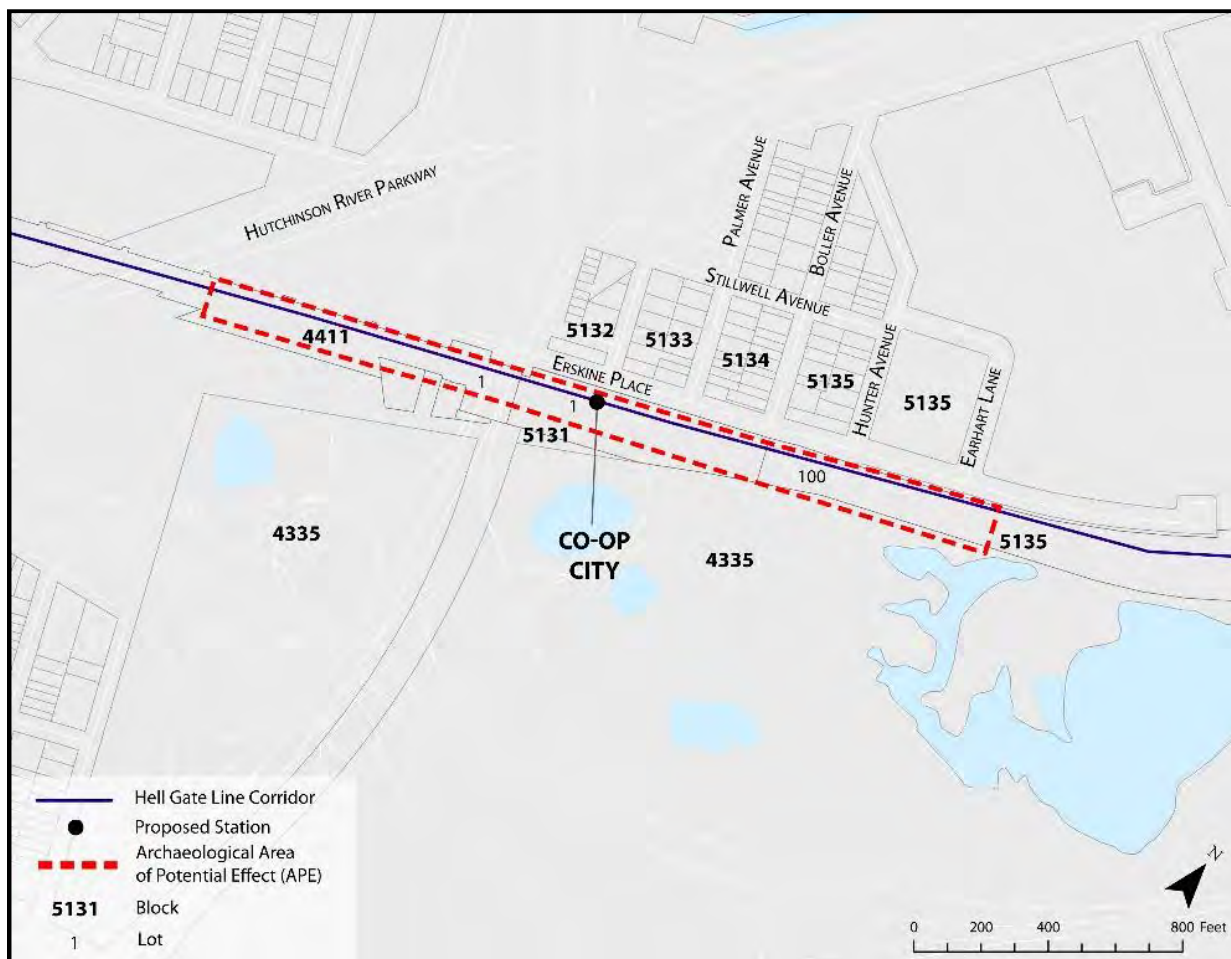


FIGURE 10. ARCHAEOLOGICAL AREA OF POTENTIAL EFFECT: MORRIS PARK STATION



Source: WSP, 2019.

FIGURE 11. ARCHAEOLOGICAL AREA OF POTENTIAL EFFECT: CO-OP CITY STATION



Source: WSP 2019

5.5 IDENTIFICATION OF EFFECTS

5.5.1 Summary of Potential Effects on Eligible Historic Architectural Resources

This *PSA Effects Assessment* describes the potential effects of the Proposed Project on the historic architectural resources that have been identified in the APEs. The character-defining features and significance of each resource is noted and the potential effects that may occur as a result of the Proposed Project are described. The effects considered include direct physical effects (e.g., demolition or alteration of a resource) or indirect contextual effects (e.g., changes in the visual character of the surrounding neighborhood, or in the view to or from a resource). The potential effects of temporary project actions—including access roads, staging areas, construction noise, dust and vibration, and increased traffic—were also considered in this *PSA Effects Assessment*. The effects of the operation of the Metro-North service—which could include noise, air quality and vibration, as well as contextual changes to the setting created by the introduction of the new rail stations—were also considered in this *PSA Effects Assessment* evaluation. The views, illustrated by photographs, are described for each resource, and if potential effects are identified, project conditions have been recommended to minimize the effects.

Table 2 describes the proposed work and summarizes the potential effects on each of the eligible resources.

The Proposed Project will add Metro-North service to the HGL, an operating railroad line. It is anticipated that the Proposed Project would have *No Adverse Effect* on one eligible bridge that has been identified in the Proposed Project APE with the conditions as outlined in this report; and, it is anticipated that the Proposed Project would have *No Effect* on five eligible bridges that have been identified in the Proposed Project APE as the Project would not conduct any work to these bridges. The additional Metro-North rail service would not affect the setting of these resources

The Proposed Project would establish three new rail stations at the site of former NYNH&H Railroad stations; Morris Park Station would be located at the site of a former NYNH&H Railroad freight yard. The Parkchester Apartment Complex, in the Parkchester-Van Nest Station APE, is the only historic architectural resource that was identified in a proposed station APE. The long-term effects of the Proposed Project on the Parkchester Apartment Complex would be limited to the potential visual effects of the new Parkchester-Van Nest Station with its platforms, canopies, pedestrian overpass and elevator. In the short term, the Parkchester Apartment Complex could be affected by noise, vibration, and particulate dust during construction of the new station. It is anticipated that the Proposed Project would have *No Adverse Effect* on the Parkchester Apartment Complex with the conditions as outlined in this report. Any potential short-term effects that may occur during construction would be avoided by implementing a construction monitoring plan that would include the review and approval of construction staging and equipment storage sites.

5.5.2 Summary of Effects on Potential Archaeological Resources

This *PSA Effects Assessment* describes the potential effects of the Proposed Project on the potential archaeological resources that have been identified in the Station site APEs. The potential sites have been established and potential effects that may occur as a result of the Proposed Project are described. The effects considered for archaeological resources include direct physical effects (e.g., intrusion into or alteration of a resource) and indirect effects (e.g., disturbance through increased vibrations). The potential effects of temporary project actions—including access roads, staging areas, construction noise, dust and vibration, and increased traffic—were considered in this *PSA Effects Assessment*. The effects of the operation of the Metro-North service—which could include noise, air quality, and vibration—were also considered in this *PSA Effects Assessment*.

The Proposed Project would create four new rail stations. The Hunts Point Station site and the Parkchester-Van-Nest Station site lack archaeological potential. The Co-op City Station site and the Morris Park Station site have been assessed as potentially sensitive for pre-contact resources beneath existing ballast, and possibly beneath added fill. In order to evaluate further the subsurface conditions and archaeological potential of each of these two Station sites, geotechnical borings are being undertaken and reviewed by an archaeologist during the design phase.

The effects of the Proposed Project on potential resources in the HGL corridor, substation locations, and rail yards have not yet been established, although research to date has established that the Proposed Project would not have an impact on archaeological resources in areas where the depth of construction is less than 22 inches. As design progresses and the horizontal and vertical extent of subsurface disturbance is refined for these project elements, the APEs will be revisited and revised. If indicated, further archaeological studies may be performed and additional geotechnical study would be completed during the design phase to clarify subsurface conditions and archaeological potential.

It is anticipated that the Proposed Project would have *No Adverse Effect* on the two Station sites with no archaeological potential. Any potential *Adverse Effects* that could occur with construction would be avoided for the two Station sites with archaeological potential as *Effects* would be mitigated through the implementation of an archaeological testing plan and, if indicated, data recovery.

TABLE 2. HISTORIC RESOURCES EFFECTS ASSESSMENT WITHIN THE PROPOSED PROJECT AREAS OF POTENTIAL EFFECT

Resource and Location	Description of Proposed Work	Project Action/Effect
Amtrak Hell Gate (Northeast Corridor) Line Bascule Bridge over Pelham Bay and Hutchinson River AG 15.69-15.85	No work would be conducted on this resource for the Proposed Project.	No Action/ No Effect
Parkchester Apartment Complex 2000 East Tremont Avenue Parkchester-Van Nest Station APE	The proposed new Parkchester-Van Nest Station would have one center island or two side platforms with canopies and a pedestrian overpass; access to the platform(s) will be provided via stairways and an elevator at East Tremont Avenue near Unionport Road.	Visual/Views of the Parkchester-Van Nest Station No Adverse Effect
Cross Bronx Expressway (I-95) over Sheridan Expressway (I-895) over Bronx River, Amtrak, and Bronx River Avenue (Sheridan Viaduct) AG 11.99	No work would be conducted on this resource for the Proposed Project.	No Action/ No Effect
NYW&B Railway Anchor Bridge North of East 174th Street Starlight Park AG 11.83 USN:00501.001454	No work would be conducted on this resource for the Proposed Project.	No Action/ No Effect
Amtrak Hell Gate (Northeast Corridor) Line Bascule Bridge over the Bronx River AG 11.40 USN: 00501.001362	The 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.	Rehabilitation/ No Adverse Effect
IRT No. 6 Subway Truss Bridge over Westchester Avenue, Amtrak Hell Gate Line and the Bronx River AG 11.28 USN:00501.001363	No work would be conducted on this resource for the Proposed Project.	No Action/ No Effect
Lafayette Avenue Bridge over the Amtrak Hell Gate Line AG 10.30	No work would be conducted on this resource for the Proposed Project.	No Action/ No Effect
Co-Op City Station	New station would have one center island with an enclosed overpass truss bridge with one vertical access stair and elevator structure on the platform and one vertical access stair and elevator structure on the side.	Potential Adverse Effect to be mitigated



Resource and Location	Description of Proposed Work	Project Action/Effect
Morris Park Station	New station would be located at-grade on Bassett Avenue with station access at Morris Park Avenue and Bassett Road; access through an enclosed overpass truss bridge with one vertical access stair and elevator structure on the platform and two vertical access stair and elevator structures, one on each side of the right-of-way.	Potential Adverse Effect to be mitigated

Source: Lynn Drobbin & Associates, 2018 and Historical Perspectives, Inc., 2018

6. Effects Assessment

6.1 PROPOSED STATIONS

6.1.1 Hunts Point Station

Project Description

The proposed Hunts Point Station would be located at approximately MP 10.62 on the HGL, with the station platform(s) situated below street level in the railroad cut and located between Hunts Point Avenue and Faile Street, parallel to Bruckner Boulevard and the elevated Bruckner Expressway. Passenger access would be provided at street level from the south sidewalk of Hunts Point Avenue (Figure 12; Photos 1–4). To the north of the station site is the Faile Street Bridge; to the south is the former NYNH&H Railroad Hunts Point Station. Built in 1908, the station building is deteriorated due to an extended period of vacancy; it was found not eligible for NR listing by the SHPO. To the south is the Barretto Street Bridge; to the east are one- and two-story brick and stucco commercial buildings and several parking lots; to the west are Bruckner Boulevard and the elevated Bruckner and Sheridan Expressways.

The proposed Hunts Point Station would operate 8-car trains for the PSA service but is planning to construct the stations with 875-foot-long platforms that are long enough to handle up to 10-car trains to provide system redundancy. There would be one vertical access stair and an elevator structure constructed along the depressed railroad tracks that would descend to the tracks from street level. Access to the platform(s) would be from the west sidewalk of the Hunts Point Avenue Bridge over the Amtrak HGL at Bruckner Boulevard. The new station would not be visible from Hunts Point Avenue; however, views of the station would be visible from the sidewalk on the south side of Bruckner Boulevard.

The station would have a 650-foot-long canopy above the platform and standard platform amenities such as benches and platform heating, and Metro-North standard amenities such as a windscreen and benches, trash receptacles, ticket vending machines, and signage. The station would also be equipped with public address systems, video information systems, train annunciators, lighting, and power supply.

The station would be designed in accordance with Metro-North standards, MTA standards, and MTA enhanced station initiative guidelines. The station would be functional with maximum accessibility and mobility. The design would include maintenance goals, including energy saving equipment and would consider neighborhood and context and identify Metro-North transportation gateways.

The Proposed Project would include a study to analyze the feasibility of adapting the historic Hunts Point Station headhouse as the entry point to the proposed Hunts Point Station, as opposed to constructing a new facility. The Proposed Project would also analyze the feasibility and costs of an Americans with Disabilities Act-compliant tunnel with elevators that would be constructed between the new Hunts Point Station platform and the New York City Transit Hunts Point Station on the Pelham Line.

Historic Resources in the Hunts Point Station APE

There are no historic architectural resources in the APE for the proposed Hunts Point Station that are National Historic Sites or National Historic Landmarks; that are listed on the S/NR Registers of Historic Places; that have been determined eligible for NR listing; that have SHPO Opinions of Eligibility; that have been identified as potentially eligible for S/NR listing; or that have been designated as NYCL or that have been calendared for a hearing by the LPC.

Archaeological Resources in the Hunts Point Station APE

The Hunts Point Station archaeological APE has previously been disturbed and lacks archaeological potential.

Effects Assessment

No Effect – Historic Resources. Because no historic resources were identified in the APEs for the proposed Hunts Point Station (Figure 12 and Photos 1-4), the Hunts Point Station would have *No Effect* on historic resources in the Hunts Point Station APE.

No Effect – Archaeological Resources. Because no potential archaeological resources were identified in the APEs for the proposed Hunts Point Station, the station would have *No Effect* on archaeological resources in the Hunts Point Station APE.

FIGURE 12. PROPOSED HUNTS POINT STATION LOCATION AND HISTORIC RESOURCES APE





Photo 1. Site of the Proposed Hunts Point Station, View South, March 2013



Photo 2. Site of the Proposed Hunts Point Station, View Southwest, March 2013



Photo 3. Former NYNH&H Railroad Hunts Point Station, Facing Northeast, June 2013



Photo 4. Hunt Point Station, Garrison Avenue at Hunts Point Avenue, Facing North, July 2013

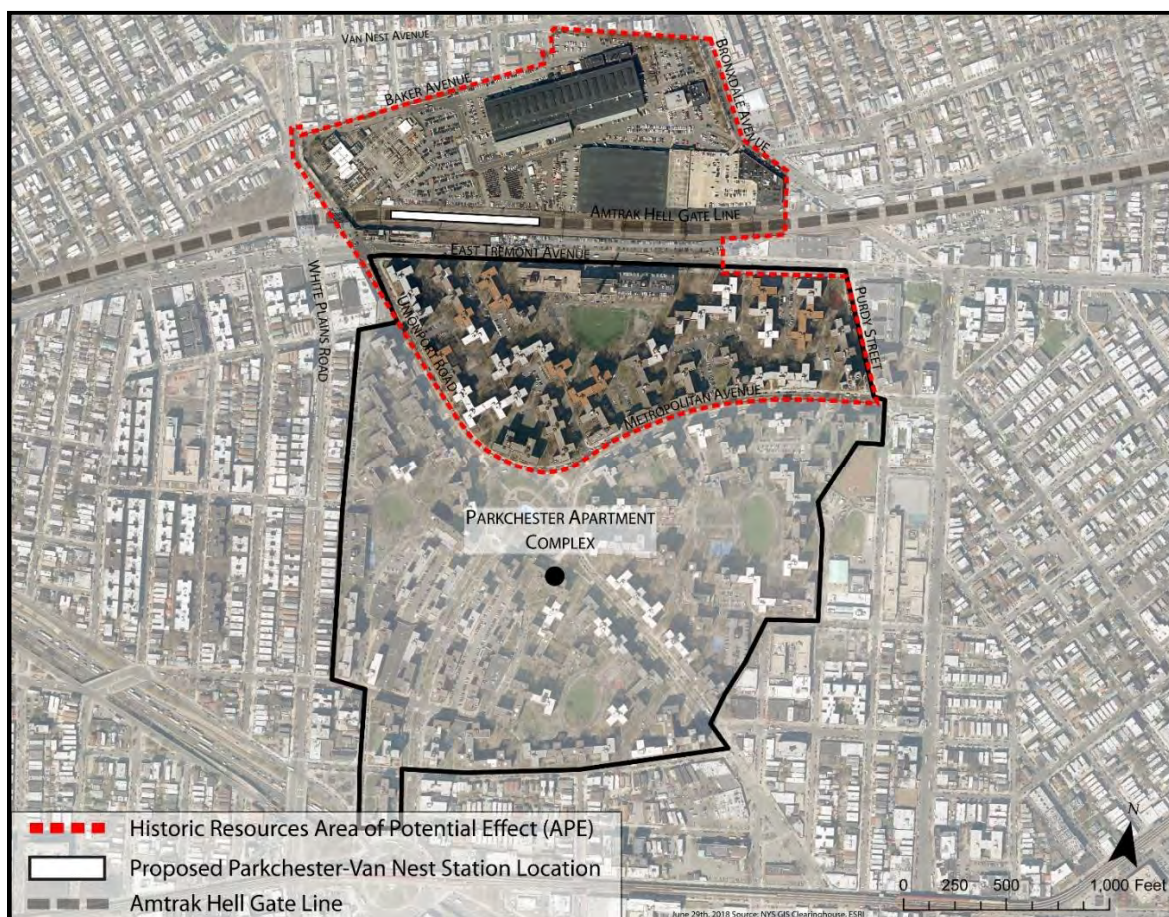
6.1.2 Parkchester-Van Nest Station

Project Description

The proposed Parkchester-Van Nest Station would be located at MP 12.8 on the HGL with the station platform(s) placed parallel to and located on the north side of East Tremont Avenue near White Plains Road and Unionport Road near the location of the former NYNH&H Railroad Van Nest Station (1873–1931 and demolished by 1950). (Figure 13, Photos 5 and 6). The north side of East Tremont Avenue is currently dominated by auto-oriented uses including a car wash, parking lots, a scrap metal yard, and a car repair shop. North of the proposed station is the Con Edison Van Nest Maintenance Facility. On the south side of East Tremont Avenue directly across from the proposed station site is the Parkchester Apartment Complex; the Unionport Road Bridge is to the west.

The proposed station would have a center island high-level platform or two side high-level platforms that would be 875 feet long to serve up to 10 train-cars. Metro-North expects to operate 8-car train consists for the timetabled PSA service, but the 10-car platform length will be constructed for redundancy purposes. The stations will have a pedestrian overpass, with access to the platform(s) provided via stairways and an elevator near the intersection of East Tremont Avenue and Dogwood Drive. The platform(s) would be accessible only from the south, as access is not feasible from the Con Edison Van Nest Maintenance Facility which abuts the northern edge of the HGL right-of-way.

FIGURE 13. PROPOSED PARKCHESTER-VAN NEST STATION LOCATION: HISTORIC RESOURCES APE



Source: WSP, 2018



Photo 5. Site of the Proposed Parkchester-Van Nest Station, View East, March 2013



Photo 6. Existing Con Edison and Amtrak Substations, View North, March 2013

The platform would be built close to the Unionport Road Bridge with the pedestrian overpass either just within the right-of-way limit or partially on the sidewalk on East Tremont Avenue, approximately across from Dogwood Drive, to provide passenger access/egress. The station platform(s), canopy, and overpass would be in a depressed elevation as compared to street level.

The station would have a 650-foot-long canopy above the platform(s) and standard platform amenities such as benches and platform heating, and Metro-North standard amenities such as a windscreen and benches, trash receptacles, ticket vending machines, and signage. The station would also be equipped with public address systems, video information systems, train annunciators, lighting and power supply.

The station would be designed in accordance with Metro-North Station Design Guidelines and Standards, MTA standards, and MTA enhanced station initiative guidelines. The station would be functional with maximum accessibility and mobility. The station design would include maintenance goals, including energy saving equipment, and would consider neighborhood and context and identify Metro-North transportation gateways.

New York City Department of City Planning has designated a special purpose district within the Parkchester-Van Nest Station Area. The Special Planned Community Preservation District (PC) is generally bound by East Tremont Avenue to the north, Purdy Street to the east, McGraw Avenue to the south, and Archer Road to the west. The district was adopted in 1974 and mapped in Parkchester—one of four such preservation districts in New York City—to protect the community's character, defined in part by its existing site plan, pedestrian and vehicular circulation system, balance between buildings and open space, scale of development commercial uses, and open space arrangement. Development within this special district is allowed only by special permit from the City Planning Commission.

Historic Resources in the Parkchester-Van Nest Station APE

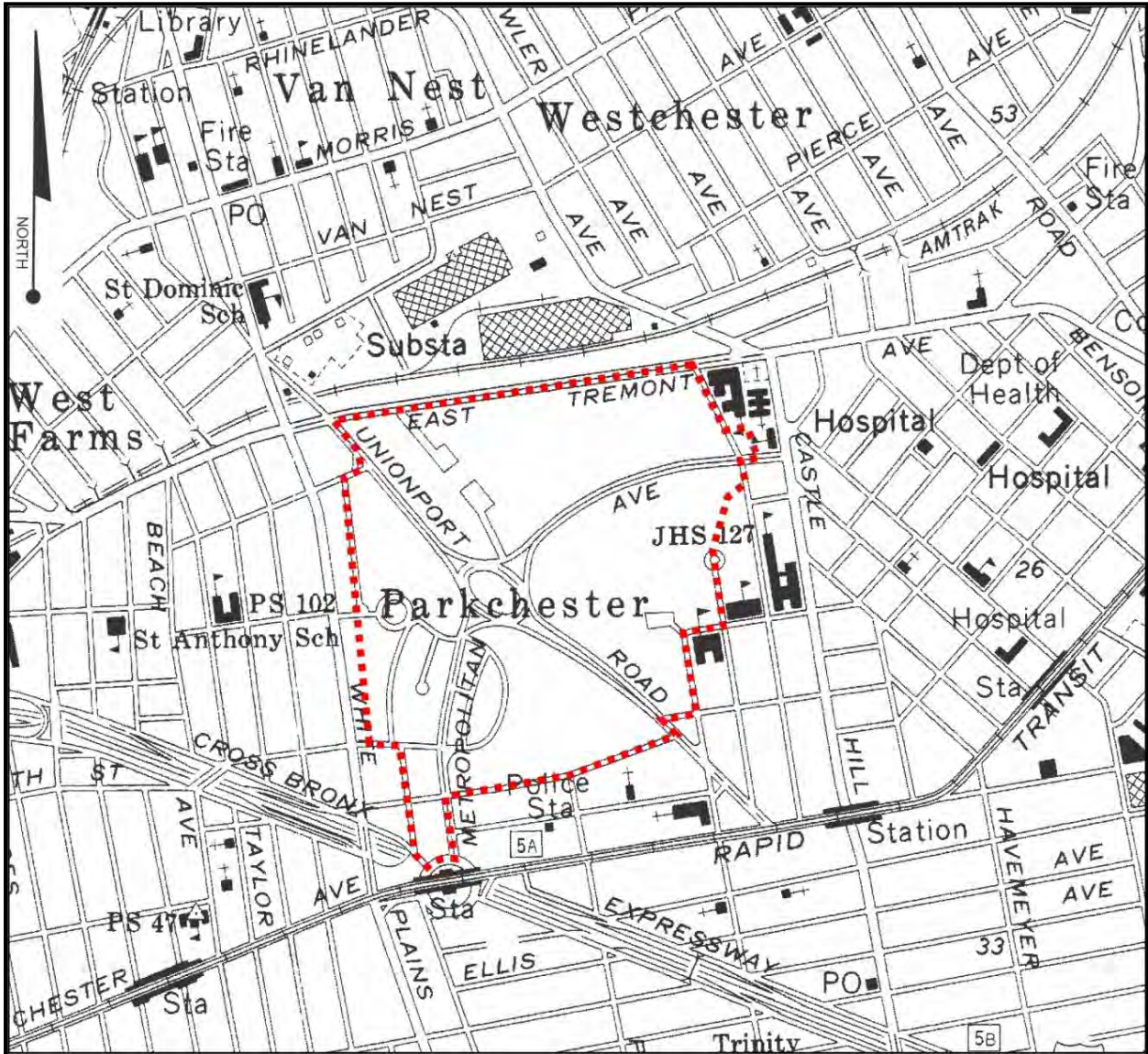
There are no historic resources in the APE (Figure 13) for the proposed PSA Parkchester-Van Nest Station that are National Historic Sites or National Historic Landmarks; that are listed on the S/NR of Historic Places; or that have been designated as NYCL or that have been calendared for a hearing by the LPC.

One resource in the Parkchester-Van Nest Station APE—the Parkchester Apartment Complex (2000 East Tremont Avenue, Bronx, New York)—has been identified as eligible for listing on S/NR of Historic Places; a description and significance of this resource is below. The 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 14; Photos 7–13) The complex is bounded by East Tremont Avenue and the HGL right-of-way to the north; on the east by Castle Hill Avenue; McGraw Avenue to the south; and White Plains Road to the west. The primary character-defining features of the Parkchester Apartment Complex are as follows:

- Fully landscaped self-contained community
- Design that maximizes and enhances the elements of light, air, and space
- Apartment and commercial buildings faced with red brick
- Flat roofs with terra cotta coping
- Polychrome terra cotta sculptures
- Broad, tree-lined walkways
- Terra cotta sculptures

- Metropolitan Oval with fountain, bronze sculpture and landscaped flower beds
- Minimal vehicular traffic
- Five-story ramped parking garages
- Steam heating plant

FIGURE 14. LOCATION OF PARKCHESTER APARTMENT COMPLEX



Source: USGS Central Park, NY and Flushing, NY Quadrangles



Source: "New York City in the '40s" webpage, <https://chum338.blogs.wesleyan.edu/parkchester-apartments-3/>

Photo 7. Aerial Photograph of Parkchester Apartment Complex, Facing Northeast, 1942



Photo 8. Parkchester Apartment Complex, Metropolitan Oval Fountain, Facing Northwest, July 2013



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



Photo 10. Parkchester Apartment Complex, View from East Tremont Avenue, Facing South, July 2013



Photo 11. Parkchester Apartment Complex, East Tremont Avenue, Facing Southwest, July 2013



Photo 12. Parkchester Apartment Complex, East Tremont Avenue, Facing Southwest, July 2013



Photo 13. Parkchester Apartment Complex, East Tremont Avenue, Facing Southwest, July 2013

The Parkchester Apartment Complex, built 1939–1942 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.¹ 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.

Archaeological Resources in the Parkchester-Van Nest Station APE

The Parkchester-Van Nest Station archaeological APE (Figure 9) has previously been disturbed and lacks archaeological potential.

Effects Assessment

No Adverse Effect – Historic Resources. The proposed Parkchester-Van Nest Station would be located on the south side of East Tremont Avenue approximately 85 feet from the Parkchester Apartment Complex, which is on the opposite (north) side of East Tremont Avenue. The proposed station, with its 875-foot-long

¹ 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 Kiselewski and Raymond Granville Barger



high-level platforms, overpass and 650-foot-long station canopy, with stairs, ramps, and platform amenities, would present a new element to the existing streetscape that would be visible from the buildings in the Parkchester Apartment Complex that face East Tremont Avenue.

The proposed Parkchester-Van Nest Station would be constructed 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 Parkchester; however, the new station would not be out-of-scale with the existing 7- to 13-story high Parkchester Apartment Complex buildings. Based on the 2018 Metro-North Station Design Guidelines and 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.

The proposed Parkchester-Van Nest Station would not adversely affect the Parkchester Apartment Complex. The complex would not be physically altered by the construction of the new Parkchester-Van Nest Station; however, the setting would be altered by the new station. The new Parkchester-Van Nest Station would not isolate the complex from its setting. The new station will introduce new visual, audible, and atmospheric elements to the Parkchester Apartment Complex by adding Metro-North service and a new rail station stop to the HGL, but these new elements have historic precedents and therefore would not be out of character with the historic use of this site. Also, rail service operates on the HGL, so the audible and atmospheric elements would be incremental. The Proposed Project would not neglect the Parkchester Apartment Complex, causing its deterioration or destruction, but would benefit the residents of the housing complex by restoring rail service into New York City and by constructing a train station where the NYNH&H Railroad Van Nest Station was formerly located. The proposed Parkchester-Van Nest Station would not cause the transfer, lease or sale of the Parkchester Apartment Complex; the complex is not owned by the federal government.

The proposed Parkchester-Van Nest Station would have *No Adverse Effect* on the Parkchester Apartment Complex.

No Effect – Archaeological Resources. Because no potential archaeological resources were identified in the APEs for the proposed Parkchester-Van Nest Station, the station would have *No Effect* on archaeological resources in the Parkchester-Van Nest Station APE.

6.1.3 Morris Park Station

Project Description

The proposed Morris Park Station would be located at-grade at MP 14 on the HGL with the station platform(s) placed parallel to Bassett Avenue between Loomis Avenue and Morris Park Avenue (Figure 15; Photos 14 and 15). The Morris Park Station would be constructed at the location of the former NYNH&H Railroad Freight Yards. One- and two-story commercial and industrial use structures are located to the north of the proposed station site; Calvary Hospital and the Einstein Campus of the Montefiore Medical Center are located to the south and west; to the east is a hotel, two parking decks, and a large warehouse complex occupied by Modell's Distribution Center.

Passenger access would be provided from the sidewalks at both the west (Morris Park Avenue at Bassett Avenue) and the east (Bassett Road) sides of the right-of-way. There would be an enclosed overpass truss bridge

with one vertical access stair and elevator structure on the platform and two vertical access stair and elevator structures, one on each side of the right-of-way.

Morris Park Station would have a center island high-level platform or a combination of island and side high-level platforms that would be 875 feet long to serve trains of up to 10 rail cars. Metro-North expects to operate 8-car trains for the timetabled Proposed Project service, but the 10-car platform length will be constructed for redundancy purposes. The station would have a 650-foot-long canopy above the platform and standard platform amenities such as benches and platform heating, and Metro-North standard amenities such as a windscreen and benches, trash receptacles, ticket vending machines, and signage.

The station would also be equipped with public address systems, video information systems, train annunciators, lighting, and power supply.

The station would be designed in accordance with Metro-North standards, MTA standards, and MTA enhanced station initiative guidelines. The station would be functional with maximum accessibility and mobility. The station design would include maintenance goals, including energy saving equipment, and would consider neighborhood and context and identify Metro-North transportation gateways.

Historic Resources in the Morris Park Station APE

There are no historic resources in the APE for the proposed Morris Park Station that are National Historic Sites or National Historic Landmarks; that are listed on the S/NR of Historic Places; that have been determined NR eligible for listing; that have SHPO Opinions of Eligibility; that have been identified as potentially eligible for S/NR listing; or that have been designated as NYCL or that have been calendared for a hearing by the LPC.

Archaeological Resources in the Morris Park Station APE

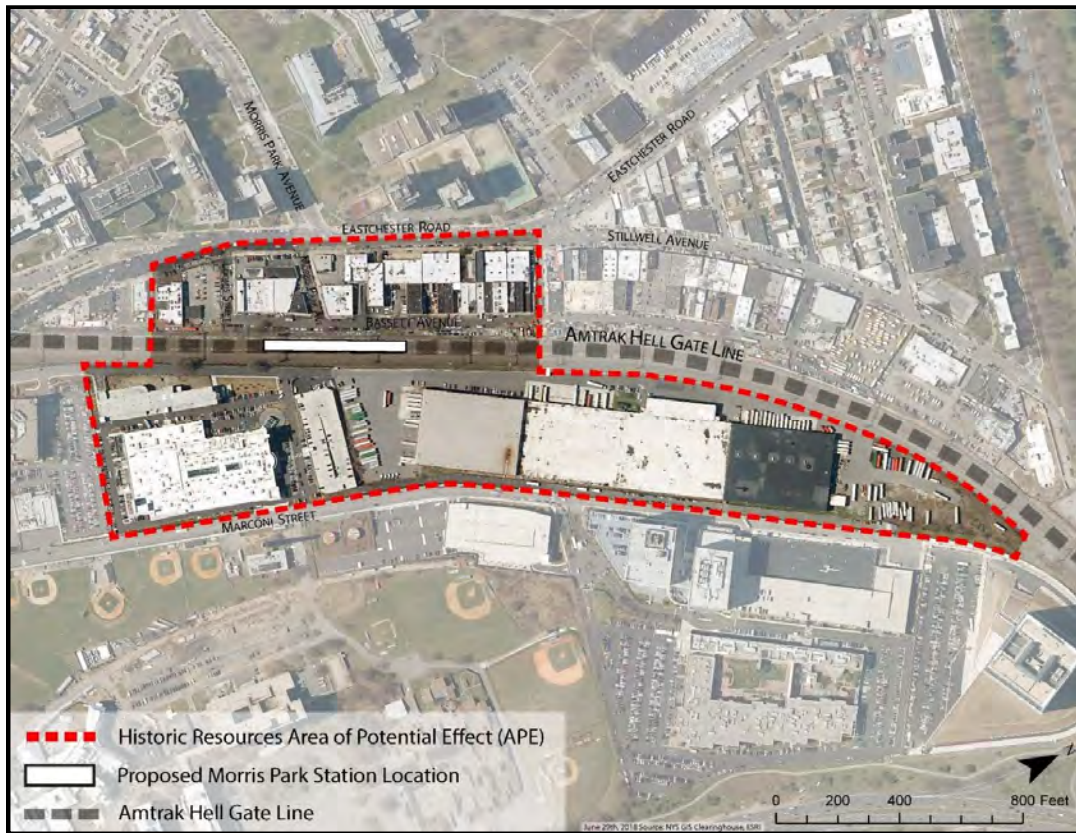
The Morris Park Station archaeological APE is potentially sensitive for pre-contact resources beneath fill that was used to create solid land where there was previously marsh along the Westchester Creek. The depth of fill is unknown, but the depth of track ballast is established as 22 inches below the tracks. Therefore, the archaeological APE is potentially sensitive for pre-contact resources beneath at least 22 inches of ballast, and possibly deeper levels of fill.

Effects Assessment

No Effect – Historic Resources. Because no historic architectural resources have been identified in the APE for the proposed Morris Park Station (Figure 15), the Proposed Project would have *No Effect* on historic resources in the Morris Park Station APE.

Adverse Effect – Archaeological Resources. Construction of the Morris Park Station could have an *Adverse Effect* on potential archaeological resources in the Morris Park archaeological APE (Figure 10). Any impacts to potential resources would be avoided through further investigation and, if necessary, mitigation prior to construction.

FIGURE 15. PROPOSED MORRIS PARK STATION LOCATION AND HISTORIC RESOURCES APE



Source: WSP, 2018



Photo 14. Site of the Proposed Morris Park Station, View Northeast, September 2013



Photo 15. Bassett Avenue, View North, June 2013

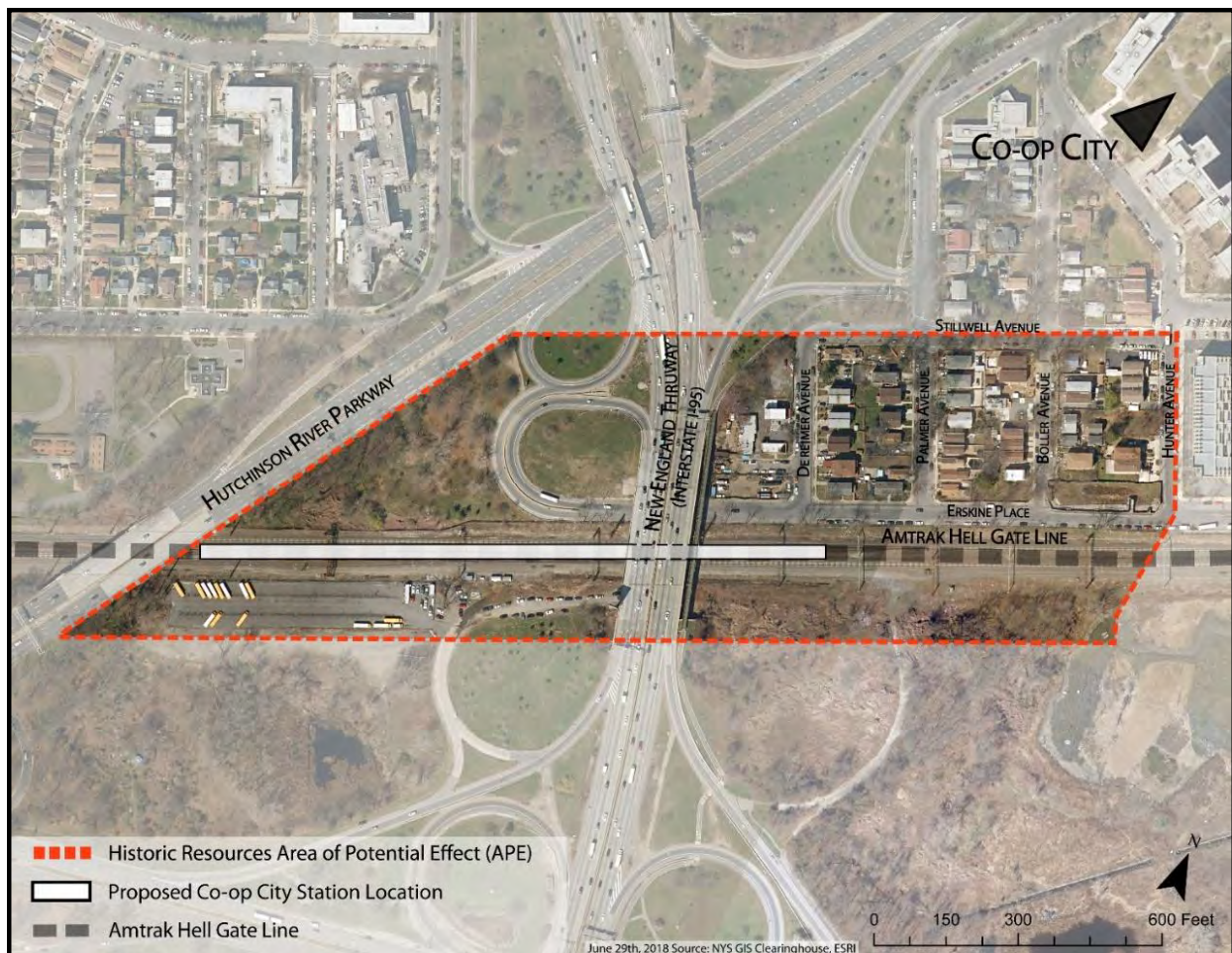
6.1.4 Co-op City Station

Project Description

The proposed Co-op City Station would be located at MP 15.2 on the HGL, with the station platform(s) placed parallel to Erskine Place (Figure 16, Photos 16-18). The proposed Co-op City Station would be constructed at the approximate location of the former NYNH&H Railroad Baychester Station, originally known as St. Mary's Avenue Station. One- and two-story houses and a portion of Co-op City, including high-rise apartment buildings and a seven-story garage, are located to the north of the proposed station site; Pelham Bay Park is located to the south. To the east is the Co-op City complex and the Hutchinson River shoreline and the Amtrak HGL Bascule Bridge over Pelham Bay and the Hutchinson River.

The station would be located between the Hutchinson River Parkway and De Reimer Avenue with passenger access at De Reimer Avenue at Erskine Place. The Co-op City Station would have an enclosed overpass truss bridge with one vertical access stair and elevator structure on the platform, and one vertical access stair and elevator structure on the side. Passenger access at each station would be provided via stairs and Americans with Disabilities Act-compliant hydraulic elevators to an overpass connecting the station platform(s) with the nearest sidewalk on the north side of the right-of-way.

FIGURE 16. PROPOSED CO-OP CITY STATION LOCATION AND HISTORIC RESOURCES APE



Source: WSP, 2018



Photo 16. Site of the Proposed Co-op City Station, Facing Southwest, March 2013



Photo 17. Erskine Place, Facing East, March 2013



Photo 18. De Reimer Avenue, Facing North from Proposed Co-op City Station Site, March 2013

The Co-op City Station would have a center island high-level platform or a combination of island and side high-level platforms that would be 875 feet long to serve trains of up to 10 rail cars. Metro-North expects to operate 8-car trains for the timetabled Proposed Project service, but the 10-car platform length would be constructed for redundancy purposes. The station would have a 650-foot-long canopy above the platform and standard platform amenities such as benches and platform heating, and Metro-North standard amenities such as a windscreen and benches, trash receptacles, ticket vending machines, and signage. The station would also be equipped with public address systems, video information systems, train annunciators, lighting, and power supply.

The station would be designed in accordance with Metro-North standards, MTA standards, and MTA enhanced station initiative guidelines. The station would be functional with maximum accessibility and mobility. The station design would include maintenance goals, including energy saving equipment and would consider neighborhood and context and identify Metro-North transportation gateways.

The Amtrak HGL bascule bridge over Pelham Bay and Hutchinson River (AG 15.69-15.85), located east of, and within view of the Co-op City Station APE, has a SHPO Opinion of Eligibility for NR listing. Amtrak intends to replace the HGL bascule bridge over Pelham Bay and the Hutchinson River in the future with a high-level fixed bridge or some variation of a new movable bridge as a separate project. The elevation of the new bridge would be constrained by the track grade on the western shore of Pelham Bay required to ascend from under the existing New England Thruway overhead bridge (MP 15.19). Metro-North has committed to Amtrak that the Co-op City Station design would not preclude a potential future bridge. Therefore, the design of the station and the new bridge approach would be coordinated to meet the operational requirements of Metro-North and Amtrak.

Historic Resources in the Co-op City Station APE

There are no historic architectural resources in the APE for the proposed PSA Co-op City Station that are National Historic Sites or National Historic Landmarks; that are listed on the S/NR of Historic Places; that have been determined NR eligible for listing; that have SHPO Opinions of Eligibility; that have been identified as potentially eligible for listing on the S/NR; or that have been designated as NYCL or that have been calendared for a hearing by the LPC.

Archaeological Resources in the Co-op City Station APE

The Co-op City Station site is potentially sensitive for pre-contact resources beneath fill that was used to create solid land where there was previously marsh near Pelham Bay. The depth of fill in this location is unknown, but the depth of track ballast is established as 22 inches below grade. Therefore, the archaeological APE is potentially sensitive for pre-contact resources beneath at least 22 inches of ballast and possibly deeper levels of fill.

Effects Assessment

No Effect – Historic Resources. Because no historic architectural resources have been identified in the APE for the proposed Co-op City Station (Figure 16), the Proposed Project would have *No Effect* on historic resources in the Co-op City Station APE.

Adverse Effect – Archaeological Resources. Construction of the Co-op City Station could have an *Adverse Effect* on potential archaeological resources in the Co-op City Station archaeological APE (Figure 11). Any impacts to potential resources would be avoided through further investigation and, if necessary, mitigation prior to construction.

6.2 BRIDGES

There are six historic bridges in the Proposed Project right-of-way APE that have SHPO Opinions of Eligibility for listing on the NRHP. The Proposed Project would conduct work on the Amtrak Hell Gate (Northeast Corridor) Line Bascule Bridge over the Bronx River.

No work would be conducted on the other five bridges as a result of the Proposed Project. Project descriptions and effects assessments for each bridge are below; note that AG denotes the mileposts for the Amtrak HGL.

6.2.1 Amtrak Hell Gate (HGL) Line Bascule Bridge over Pelham Bay and the Hutchinson River (AG 15.69-15.85)

Project Description

With the Proposed Project, Metro-North would operate trains in the HGL right-of-way over this bridge; Amtrak currently operates Northeast Corridor Line service on the existing tracks. No work would be conducted on the Amtrak HGL Bascule Bridge over Pelham Bay and the Hutchinson River for the Proposed Project.

Description and Significance

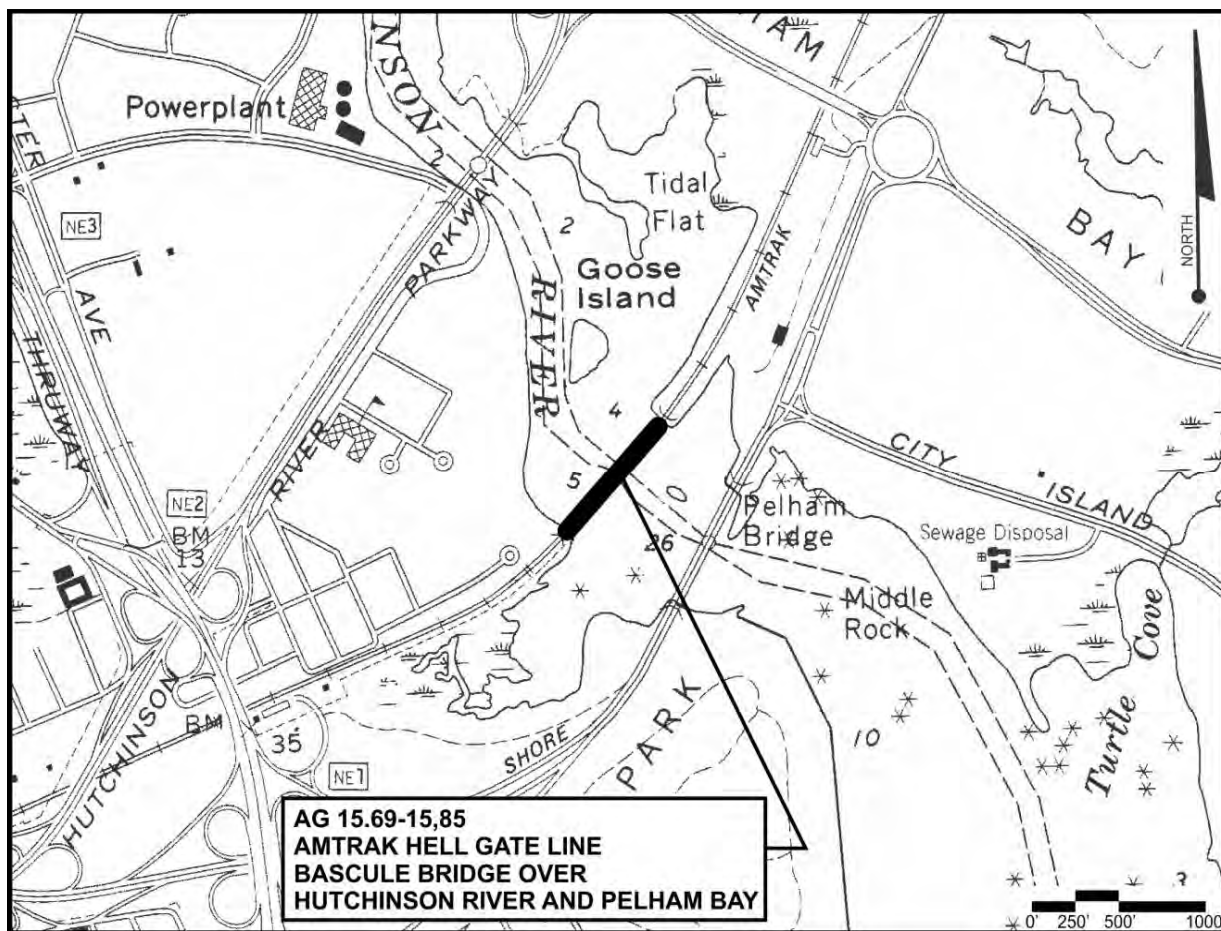
The Amtrak HGL Bascule Bridge over Pelham Bay and the Hutchinson River is a low level two-track movable bascule bridge (Figure 17, Photos 19–22). The Amtrak HGL Bascule Bridge over Pelham Bay and the Hutchinson River meets Criterion C in the area of engineering as an example of a surviving early 20th-century Scherzer bascule bridge. The bridge, built in 1907, has been modified; it originally had three tracks with three Scherzer rolling lift spans and the approaches were timber trestles. In 1940, one rolling lift span was removed and the timber trestles were replaced with concrete pile bents and ballasted concrete decks. From 2009 to 2011,

the transmission tower foundations (four bases), masonry pier, fenders, and dolphins were repaired. The rehabilitation also included the jacketing of 85 percent of the existing 310 piles and the repair of the catenary wires above the tracks.

The character-defining features of the Amtrak HGL Bascule Bridge over Pelham Bay and the Hutchinson River are as follows:

- Two 17-span approach trestles that consist of concrete pile bents with steel reinforced concrete ballasted decks
- 65-foot-long, 55-foot-long, and 27-foot-long steel deck girder spans with open decks with railroad ties affixed to the tops of pairs of built-up riveted plate girders
- One 20-foot-long “Track Girder” deck girder span with a heavy girder outboard of each fascia carrying a toothed trackway that receives the opening span of the bridge when it rolls into the open position
- A pair of Scherzer rolling lift spans that are 81 feet 7 inches long through trusses

FIGURE 17. LOCATION OF AMTRAK HELL GATE (HGL) LINE BASCULE BRIDGE OVER PELHAM BAY AND HUTCHINSON RIVER



Source: USGS Central Park, NY and Flushing, NY Quadrangles, 1979



Photo 19. Amtrak Hell Gate Line (HGL) Bascule Bridge over Pelham Bay and Hutchinson River, View West. May 2013



Photo 20. Amtrak Hell Gate Line (HGL) Bascule Bridge over Pelham Bay and Hutchinson River, View Northwest. May 2013



Photo 21. Amtrak Hell Gate Line (HGL) Bascule Bridge over Pelham Bay and Hutchinson River, View Southeast. May 2013



Photo 22. Amtrak Hell Gate Line (HGL) Bascule Bridge over Pelham Bay and Hutchinson River, View Southeast. May 2013

Effects Assessment

Because no work would be conducted to the Amtrak HGL Bascule Bridge over Pelham Bay and the Hutchinson River, the Proposed Project would have *No Effect* on this resource.

6.2.2 Cross Bronx Expressway (I-95) Corridor over the Sheridan Expressway (I-895), Bronx River, Bronx River Avenue and Amtrak Hell Gate Line (HGL) (Sheridan Viaduct) (AG 11.99)

Project Description

With the Proposed Project, Metro-North would operate trains within the HGL right-of-way beneath this bridge; Amtrak currently operates Northeast Corridor Line service on the existing tracks. No work would be conducted on the Cross Bronx Expressway (I-95) Corridor over the Sheridan Expressway (I-895), Bronx River, Bronx River Avenue and the Amtrak HGL Sheridan viaduct as part of the Proposed Project.

Description and Significance

The Cross Bronx Expressway (I-95) Corridor over the Sheridan Expressway (I-895), Bronx River, Bronx River Avenue and the Amtrak HGL—also known as the Sheridan Viaduct—is a 1,400-foot-long, 84.6-foot-wide deck girder bridge with 18 spans (Figure 18; Photos 23 and 24). The viaduct, originally constructed in 1951, was rehabilitated and widened in 1975. The Sheridan Viaduct carries three 12-foot-wide lanes in eastbound and westbound directions. A steel safety median barrier separates the roadways. The viaduct is comprised of nine steel stringer spans, two reinforced concrete rigid frame spans, and seven riveted plate girder spans. The substructure units consist of two reinforced concrete cantilever abutments and various types of reinforced concrete piers.

The Cross Bronx Expressway, built between 1948 and 1972, carries a portion of Interstate 95 (I-95) through the Bronx and also serves as a portion of I-295 toward Long Island. The Cross Bronx Expressway begins at the eastern end of the Alexander Hamilton Bridge over the Harlem River, crosses the Bruckner Expressway at a complex interchange in Throgs Neck, and then continues east, to the merge with the Throgs Neck Expressway, near the Throgs Neck Bridge.

The viaduct is considered eligible as part of the Cross Bronx Expressway which, built in 1955, was determined eligible for listing in the NRHP by the SHPO in 2013. The SHPO based its determination on the Federal Highway Administration's (FHWA) "Final List of Nationally and Exceptionally Significant Features of the Federal Interstate Highway System," which was developed in 2006 in honor of the 50th anniversary of the federal interstate highway system (FHWA, 2006).

The Sheridan Viaduct is a good example of a multi-span viaduct that was constructed as part of the Cross Bronx Expressway (I-95), a major post-World War II infrastructure project in New York City. The Sheridan Viaduct is a contributing resource to the NR-eligible Cross Bronx Expressway Corridor, although it has lost some integrity due to deterioration. Nevertheless, the viaduct still possesses adequate character-defining features of typical structures that carry roads over the Cross Bronx Expressway, including steel stringer spans, concrete rigid frame spans, riveted plate girder spans, metal railings, and abutments and piers with standard treatments where extant. Although the Sheridan Viaduct contributes to the historic significance of the Cross Bronx Expressway, it has deteriorated, and does not possess adequate distinction to qualify as individually eligible for NR listing.

The Cross Bronx Expressway Corridor extends from MP 0 to MP 7 and is considered significant in the areas of engineering and social history. The bridge carrying I-95 (Cross Bronx Expressway) over the Sheridan



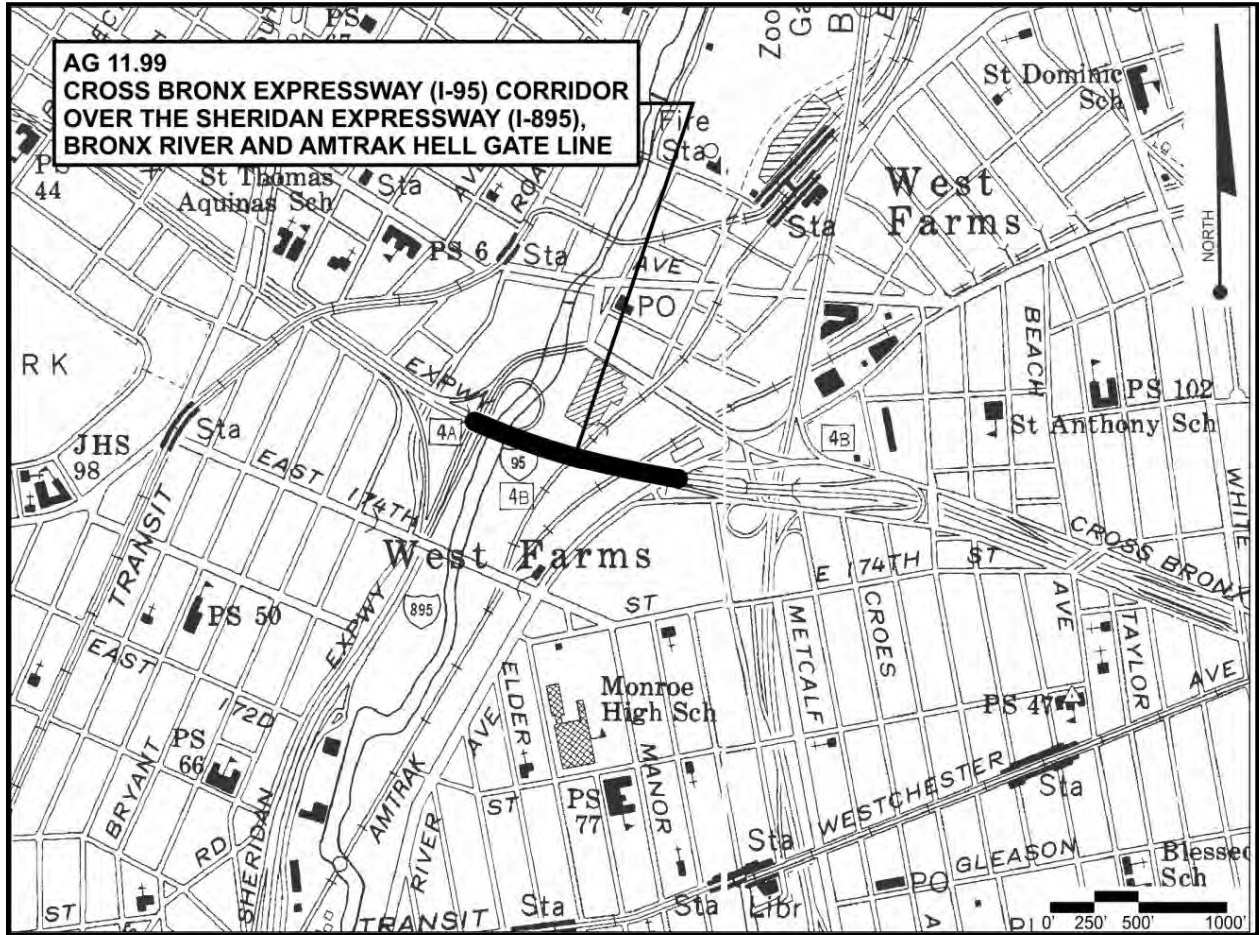
Expressway, the Bronx River, Amtrak, and Bronx River Avenue (also known as the Sheridan Viaduct; BIN 1066419) is significant for its association with the NR-eligible Cross Bronx Expressway, which meets Criterion A in the area of social history as well as Criterion C for engineering design. According to the FHWA, the Cross Bronx Expressway Corridor is significant for its association with the public works programs of Robert Moses, the substantial engineering challenge of putting a major expressway through a dense urban neighborhood surmounted by the Proposed Project, and the use of innovative mitigation measures for the neighborhood expressway. The primary character-defining features of the Cross Bronx Expressway are:

- Cross Bronx Expressway Corridor extends from MP 0 to MP 7
- Stone-lined cut sections, tunnels and viaducts to accommodate natural and man-made features
- Many pedestrian overpasses and underpasses
- Edges of the expressway lined with playgrounds, malls and parks to buffer the highway from the surrounding neighborhoods

Effects Assessment

No Effect. Because no work would be conducted to the Cross Bronx Expressway (I-95) Corridor over the Sheridan Expressway (I-895), Bronx River, Bronx River Avenue and the Amtrak HGL for the Proposed Project, the Proposed Project would have *No Effect* on this resource.

FIGURE 18. LOCATION OF THE CROSS BRONX EXPRESSWAY BRIDGE (I-95) CORRIDOR OVER THE SHERIDAN EXPRESSWAY (I-895), BRONX RIVER, BRONX RIVER AVENUE AND AMTRAK HELL GATE LINE (HGL)



Source: USGS Central Park, NY and Flushing, NY Quadrangles, 1979



Photo 23. Cross Bronx Expressway (I-95) over Sheridan Expressway (I-895), Bronx River, Bronx River Avenue and Amtrak Hell Gate Line (HGL), View North. May 2013



Source: Google Earth, 2013

Photo 24. Cross Bronx Expressway (I-95) over Sheridan Expressway (I-895), Bronx River, Bronx River Avenue and Amtrak Hell Gate Line (HGL), View North. May 2013

6.2.3 New York Westchester & Boston (NYW&B) Railway Anchor Bridge Starlight Park, North of East 174th Street (AG 11.83)

Project Description

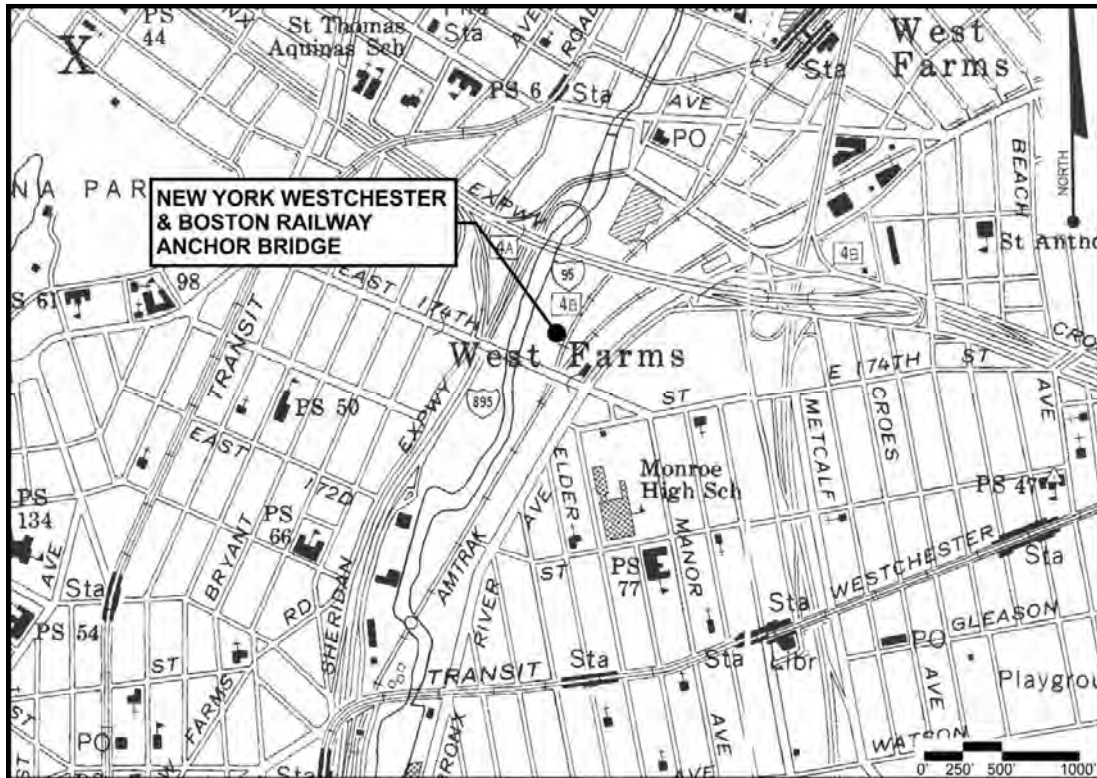
The NYW&B Railway anchor bridge is not a bridge on the HGL but was formerly part of the catenary system of the now defunct NYW&B Railway. At this location, the former NYW&B Railway right-of-way was adjacent to the HGL right-of-way. The Proposed Project would operate trains on the HGL right-of-way approximately 15 feet from this obsolete bridge; currently, Amtrak operates Northeast Corridor Line service on the existing tracks. No work would be conducted on the NYW&B Anchor Bridge as part of the Proposed Project.

Description and Significance

The NYW&B Railway anchor bridge is situated in Starlight Park, west of the Amtrak HGL (Figure 19, Photo 25). 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 overhead catenary lines.

The former NYW&B Railway anchor bridge, built circa 1910, is a rare surviving steel feature of the NYW&B Railway, which was constructed between 1910 and 1912 and ceased operations in 1937. The bridge is possibly the only intact remaining NYW&B Railway anchor bridge that was used solely by the NYW&B Railway. It has a SHPO Opinion of Eligibility for listing on the NRHP under Criterion A in the area of transportation and under Criterion C in the area of engineering.

FIGURE 19. LOCATION OF THE NEW YORK, WESTCHESTER & BOSTON RAILWAY ANCHOR BRIDGE



Source: USGS Central Park, NY and Flushing, NY Quadrangles



Photo 25. New York, Westchester & Boston Railway Anchor Bridge, View Northeast, May 2013

Effects Assessment

No Effect. Because no work would be conducted on the NYW&B Railway anchor bridge for the Proposed Project, the Proposed Project would have *No Effect* on this resource.

6.2.4 Amtrak Hell Gate (Northeast Corridor) Line Bascule Bridge over the Bronx River (AG 11.40)

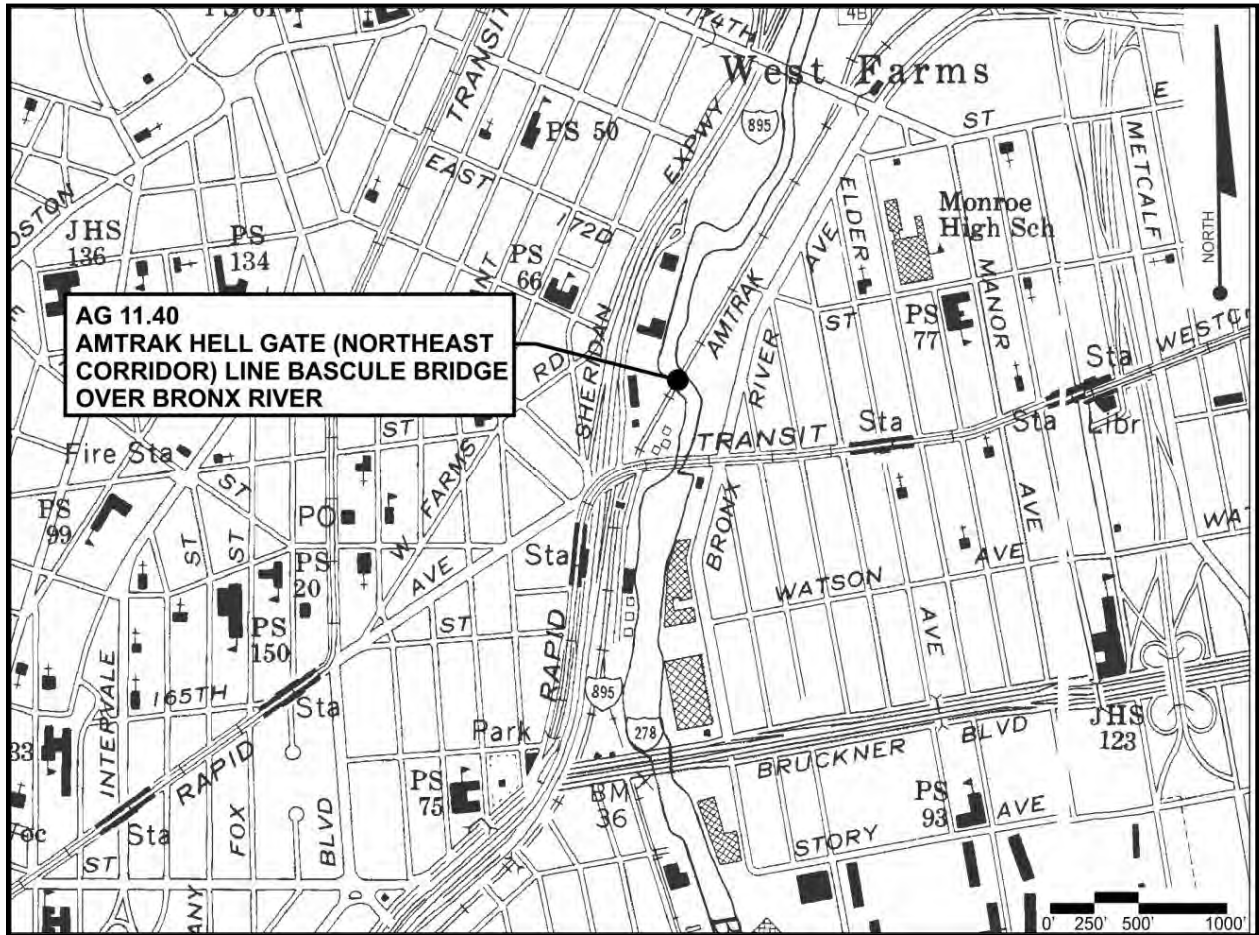
Project Description

The Proposed Project would rehabilitate the Amtrak Hell Gate (Northeast Corridor) Line Bascule Bridge over the Bronx River (Figure 20; Photos 26–30). The 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.

Description and Significance

This bridge, constructed 1906–1907, meets Criterion C in the area of engineering as an example of a surviving early 20th-century Scherzer bascule bridge. It is one of twelve bascule bridges in New York City. The Scherzer rolling lift bascule was patented in 1893. The feature, which distinguishes Scherzer spans as described in the patent, is a lift bridge with a movable span at one end with a curved part that is adapted to rest and roll upon a stationary supporting surface. Other characteristics include teeth or projections on the curved part that are adapted to interlock with projections on the supporting surface to hold the curved part from moving or slipping on the surface; and the means for moving the span, comprising a horizontally moving part connected with the span at or near the central point of the segmental or sector-shaped part.

FIGURE 20. LOCATION OF AMTRAK HELL GATE (NORTHEAST CORRIDOR) LINE BASCULE BRIDGE OVER BRONX RIVER



Source: USGS Central Park, NY and Flushing, NY Quadrangles, 1979



Photo 26. Amtrak Hell Gate (Northeast Corridor) Line Bascule Bridge over the Bronx River, View South. May 2013



Photo 27. Amtrak Hell Gate (Northeast Corridor) Line Bascule Bridge over the Bronx River, View North. May 2013

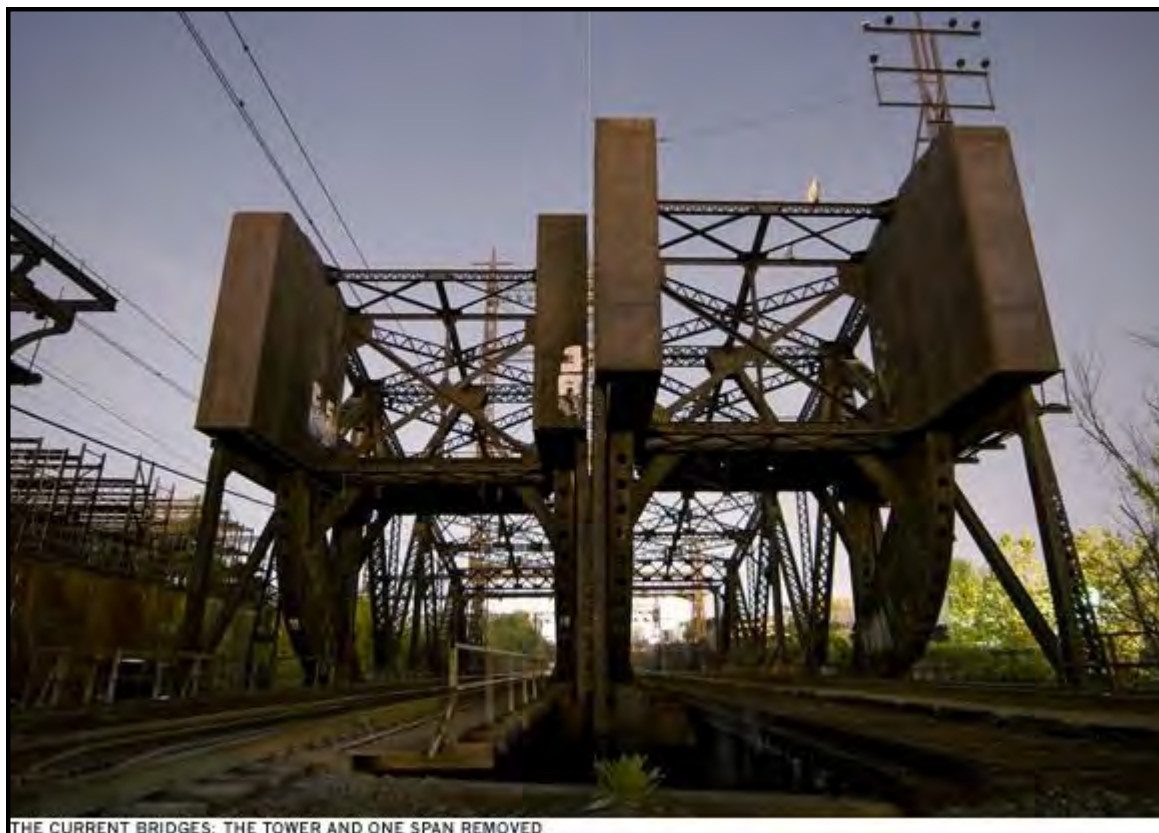


Photo 28. Amtrak Hell Gate (Northeast Corridor) Line Bascule Bridge over the Bronx River, View North. May 2013



Source: Bridgesnyc.com (<http://www.bridgesnyc.com/2011/01/bronx-river-bascules/>)

Photo 29. Amtrak Hell Gate (Northeast Corridor) Line Bascule Bridge over Bronx River, View East. 1909



Source: Bridgesnyc.com (<http://www.bridgesnyc.com/2011/01/bronx-river-bascules/>)

Photo 30. Amtrak Hell Gate (Northeast Corridor) Line Bascule Bridge over the Bronx River, View Northeast. 2013

The Amtrak Hell Gate (Northeast Corridor) Line Bascule Bridge over the Bronx River has been modified. The bridge was originally built with three Scherzer lift spans but one has been removed; the bridge is currently fixed. The original bridge operator's house (Photo 29) has also been removed. The character-defining features of the Amtrak Hell Gate (Northeast Corridor) Line Bascule Bridge over the Bronx River are:

- Two Scherzer rolling lift bascules riveted through-truss spans
- Two deck girder spans – 182 feet long
- Open deck

Effects Assessment

No Adverse Effect. The Proposed Project would rehabilitate the Amtrak Hell Gate (Northeast Corridor) Line Bascule Bridge over the Bronx River. The new deck and the removal of the existing tracks and their replacement with direct fixation tracks would add new elements to the historic bridge. 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.

The Proposed Project would not isolate the bridge from its setting, nor would it introduce new visual, audible, and atmospheric elements to the bridge. The Proposed Project would not neglect the bridge (causing its deterioration or destruction) nor would it cause the transfer, lease, or sale of the historic resource. Therefore,

the Proposed Project would have *No Adverse Effect* on the Amtrak Hell Gate (Northeast Corridor) Line Bascule Bridge over the Bronx River.

6.2.5 IRT No. 6 Subway Truss Bridge over Westchester Avenue, Amtrak Hell Gate Line (HGL) and Bronx River (AG 11.28)

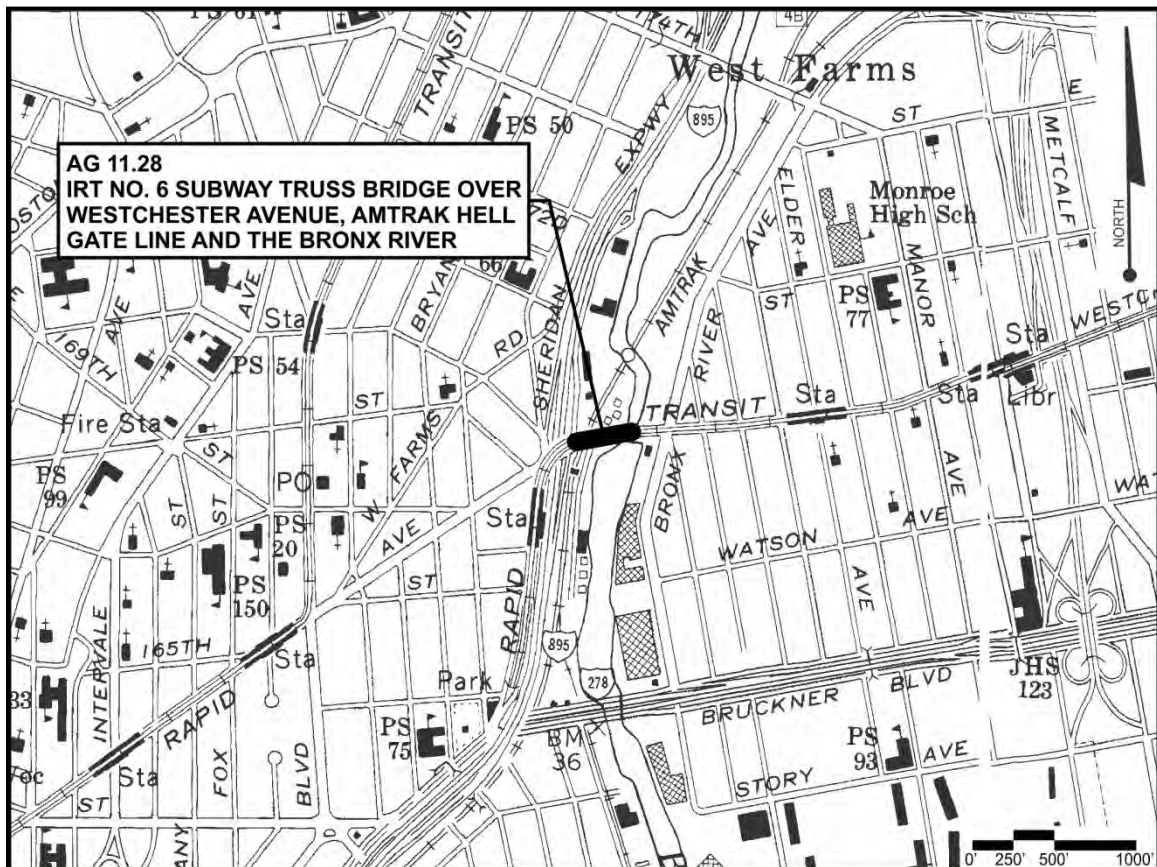
Project Description

The Proposed Project would operate trains within the HGL right-of-way beneath this bridge; Amtrak currently operates Northeast Corridor Line service on the existing tracks. No work would be conducted on the IRT No. 6 Subway Truss Bridge over Westchester Avenue, Amtrak HGL and the Bronx River as part of the Proposed Project.

Description and Significance

The IRT No. 6 Subway Truss Bridge over Westchester Avenue, Amtrak HGL and the Bronx River, extends above and parallel to Westchester Avenue (Figure 21; Photo 31). The western span crosses over the Amtrak HGL and is an example of a Pratt through-truss, while the eastern span, over the Bronx River, is a Parker truss. This multiple-span steel truss bridge, part of the IRT No. 6 subway viaduct, was constructed 1918–1919 and meets Criterion C in the area of engineering.

FIGURE 21. LOCATION OF IRT NO. 6 SUBWAY TRUSS BRIDGE OVER WESTCHESTER AVENUE, AMTRAK HELL GATE LINE (HGL) AND BRONX RIVER



Source: USGS Central Park, NY and Flushing, NY Quadrangles, 1979



Photo 31. IRT No. 6 Subway Truss Bridge over Westchester Avenue, Amtrak Hell Gate Line (HGL) and the Bronx River, Aerial View North. May 2013

Effects Assessment

No Effect. Because no work would be conducted to the IRT No. 6 Subway Truss Bridge over Westchester Avenue, the Amtrak Hell Gate Line (HGL) and the Bronx River for the Proposed Project, the Proposed Project would have No Effect on this resource.

6.2.6 Lafayette Avenue Bridge over Amtrak Hell Gate Line (HGL) (AG 10.30)

Project Description

With the Proposed Project, Metro-North would operate trains in the HGL right-of-way beneath this highway bridge; Amtrak currently operates Northeast Corridor Line service on the existing tracks. No work would be conducted on the Lafayette Avenue Bridge over the Amtrak HGL for the Proposed Project.

Description and Significance

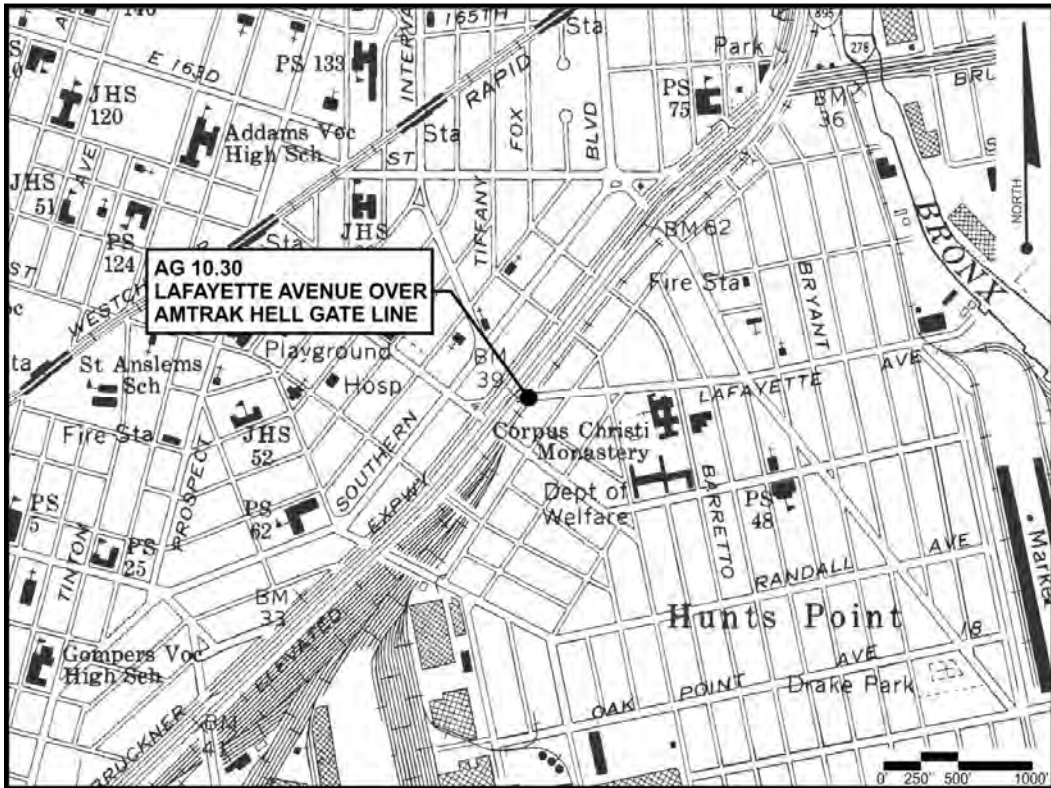
The Lafayette Avenue Bridge over the Amtrak HGL consists of two adjacent single span, three-panel, riveted steel Baltimore trusses that extend 119-feet long between backwalls (Figure 22, Photo 32).

The Lafayette Avenue Bridge over the Amtrak Hell Gate, identified as eligible for NR listing in the NYSDOT Historic Bridge Inventory, has a SHPO Opinion of Eligibility as a significant variation of an uncommon bridge type. This bridge, built in 1908 as part of the 1906–1910 NYNH&H Railroad grade-crossing elimination, is a Baltimore Petit truss bridge that consists of two parallel adjacent trusses. Although it has been rehabilitated, it has retained its historic architectural integrity.

Effects Assessment

No Effect. Because no work would be conducted to the Lafayette Avenue Bridge over the Amtrak HGL for the Proposed Project, the PSA Project would have *No Effect* on this resource.

FIGURE 22. LOCATION OF THE LAFAYETTE AVENUE BRIDGE OVER THE AMTRAK HELL GATE LINE (HGL)



Source: USGS Central Park, NY Quadrangle



Photo 32. Lafayette Avenue Bridge over Amtrak HGL, View West, May 2013

7. Inapplicability of the Criteria of Adverse Effect

7.1 APPLICATION OF THE CRITERIA OF ADVERSE EFFECT

An adverse effect is found when an undertaking may alter—directly or indirectly—any of 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. Consideration is given to all qualifying characteristics of a historic property, including those that may have been identified after the original evaluation of the property's eligibility for the NRHP. Adverse effects could include reasonably foreseeable effects caused by the undertaking that could occur later in time, be farther removed in distance, or be cumulative.

7.1.1 Historic Architectural Resources

No identified historic architectural resources within the Proposed Project's right-of-way and station APEs would be adversely affected by the Proposed Project's actions since it does not meet the ACHP Adverse Effect Criteria i-vii. The Proposed Project:

- i. Would not destroy or damage any historic architectural resources;
- ii. The proposed bridge rehabilitations would be conducted in a manner consistent with the Secretary of the Interiors' Standards;
- iii. Would not remove any properties from their historic locations;
- iv. Would not change the use or the physical features of any of the settings of the historic properties;
- v. Would not introduce permanent visual, atmospheric or audible elements that would diminish the integrity of the significance of any of the properties;
- vi. Would not neglect any property; and
- vii. Would not transfer, lease, or sell a historic 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.

The following adverse effect criteria are discussed in terms of the Proposed Project's potential effects on the seven eligible resources located within the Proposed Project's APE:

- **Criteria #1: Physical destruction of, or damage to, all or part of the property:** The Proposed Project would not cause the physical destruction of, or damage to all or part of any of the historic resources in the Proposed Project's APE that are National Historic Sites or Landmarks, listed on the S/NR of Historic Places, have been determined eligible or have SHPO Opinions of Eligibility, that are potentially S/NR eligible for listing; that have been designated as NYCL; or have been calendared for a hearing with the LPC.
- **Criteria #2: 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:** The Proposed Project would rehabilitate, repair, and stabilize the Amtrak Hell Gate (Northeast Corridor) Line Bascule Bridge over the Bronx River. The bridge, located in the HGL Corridor APE, has a SHPO Opinion of Eligibility for the NRHP. The rehabilitation, repair, and

stabilization of the bridge would be consistent with the Secretary's standards for the treatment of historic properties (36 CFR part 68) and applicable guidelines. All plans and specifications for the rehabilitation of the bridge would be reviewed and approved by the SHPO. The five other eligible bridges in the Proposed Project APE would not be affected by the Proposed Project. The Parkchester Apartment Complex, the only eligible property in a station APE, would not be altered by the Proposed Project.

- Criteria #3: Removal of the property from its historic location: The Proposed Project would not remove any of the eligible historic architectural resources from their historic locations.
- Criteria #4: Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance: The Proposed Project would not change the character of any of the eligible properties' uses or physical features within the railroad setting that contributes to their historic significance. In fact, the Proposed Project would restore and enhance the use and the physical features of the historic resources in the APE by restoring passenger rail service into the Bronx and by establishing the new stations at three of the NYNH&H Railroad historic rail station sites and one at a former NYNH&H Railroad freight yard as described below:
 - The proposed Co-op City Station would be located at the site of the former NYNH&H Railroad Baychester St. Mary's Avenue Station at Co-op City in the Bronx.
 - The proposed Parkchester-Van Nest Station would be located at the site of the former NYNH&H Railroad Van Nest Station in the Parkchester section of the Bronx.
 - The proposed Hunts Point Station would be located at the site of the existing NYNH&H Railroad Hunt Point Station in the Hunts Point section of the Bronx.
 - The historic NYNH&H Railroad Morris Park station is extant but now privately owned. The proposed PSA Morris Park station would be located at the former NYNH&H Railroad Westchester freight yards in the Morris Park section of the Bronx.

The historic bridges would continue to be used for their original uses. Plans and specifications for the rehabilitation of the two eligible bridges would be reviewed and approved by the SHPO.

The Proposed Project would not change but would enhance the use and the character of the setting of the Parkchester Apartment Complex by reestablishing the former NYNH&H Railroad Van Nest Station that was extant during the period of significance for the Parkchester Apartment Complex and a visual component of its setting for close to three decades. Although passenger service on the NYNH&H Railroad Harlem River Branch had terminated in 1931 and the Van Nest Station had been demolished by the 1950s, the platforms and the freight shed remained, and the station stop was in use as the "Bronx Zoo Train" until the late 1960s.

The Parkchester Apartment Complex would continue to be used as a residential complex and would be only potentially affected by visual changes to its setting that may be caused by the new Parkchester-Van Nest Station. To avoid any potential adverse visual effects to the Parkchester Apartment Complex, the new station would be designed to be compatible, and use materials that would be compatible, as appropriate, to the character-defining features of the Parkchester Apartment Complex. The new station would be designed in compliance with the Secretary of the Interior's Standards for new construction (36 CFR part 68) and applicable guidelines.

- Criteria #5: Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features: The Proposed Project would not introduce visual and audible elements for the long term that would diminish the integrity of the significant historic features of



any of the eligible resources within the Proposed Project APE. Visual, atmospheric and audible elements introduced during the construction of the Proposed Project may diminish the integrity of some of the properties' significant historic features for the short term, but construction monitoring measures would be undertaken to alleviate and lessen any potential effects. The construction monitoring measures would be specified in the draft PA.

- Criteria #6: 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: The Proposed Project would not cause the neglect of any of the eligible properties in the Proposed Project APE, which may cause 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.
- Criteria #7: 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: The Proposed Project would not cause the transfer, lease, or sale of any historic 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.

7.1.2 Archaeological Resources

Potential archaeological resources within the Proposed Project's Morris Park Station and Co-op City APEs has the potential to be adversely affected by the Proposed Project's actions since they would meet the ACHP Adverse Effect Criteria I if mitigation measures were not enacted. The Proposed Project could potentially effect subsurface archaeological deposits. Further geotechnical study of these two sites would aid in clarifying subsurface conditions and archaeological potential. Once that has been undertaken, the potential effect of the Proposed Project at these two station sites would be clarified, and any impacts to potential resources would be avoided through further investigation and, if necessary, mitigation prior to construction. This effort is currently scheduled to occur in the third quarter of 2019.

The locations of additional archaeological APEs could be revisited and revised as design progresses and any potential archaeological sites would be identified as part of additional Section 106 review in coordination with SHPO. This would include the delineation of additional APEs if required; the identification of potential archaeological resources; the evaluation of effects should any potential or eligible resources be identified and, if necessary, mitigation prior to construction.

In both cases, additional procedures would be undertaken in consultation with SHPO to ensure that there is no *Adverse Effect* to archaeological resources.

7.2 HISTORIC RESOURCES WITH NO EFFECT AS A RESULT OF THE PROPOSED PROJECT

No work would be undertaken on the following historic resources as part of the Proposed Project. Therefore, the Proposed Project would have *No Effect* on the following historic resources that have SHPO Opinions of Eligibility and are in the Proposed Project APE:

- Amtrak Hell Gate Line Bascule Bridge over Pelham Bay and Hutchinson River
- Cross Bronx Expressway (I-95) Corridor over the Sheridan Expressway (I-895), Bronx River, Bronx River Avenue and Amtrak HGL (Sheridan Viaduct)

- NYW&B Railway anchor bridge (not on HGL right-of-way)
- IRT No. 6 Subway truss bridge over Westchester Avenue, Amtrak HGL and the Bronx River
- Lafayette Avenue Bridge over the Amtrak HGL

7.3 HISTORIC RESOURCES WITH NO ADVERSE EFFECT AS A RESULT OF THE PROPOSED PROJECT

The Proposed Project would have *No Adverse Effect* on the following historic resources that have SHPO Opinions of Eligibility and are located in the Proposed Project APE with the conditions as outlined in Section 8, “Conditions to Minimize Harm”:

- Parkchester Apartment Complex
- Amtrak Hell Gate (Northeast Corridor) Line Bascule Bridge over the Bronx River



8. Conditions to Minimize Harm

8.1 BRIDGES

Amtrak Hell Gate (Northeast Corridor) Line Bascule Bridge over the Bronx River

The following conditions would minimize the potential effects of the Proposed Project on the Amtrak Hell Gate (Northeast Corridor) Line Bascule Bridge over the Bronx River (see Table 3):

- The Project would avoid demolishing or removing historic properties. The Proposed Project would, to the greatest extent possible, stabilize, rehabilitate, and/or reuse the eligible historic bridge.
- All bridge rehabilitation work would be undertaken in accordance with the Secretary of the Interior's Standards for Rehabilitation.
- Design drawings and specifications at the 30%, 60%, 90% and 100% phases for the bridge as part of the Proposed Project would be reviewed and approved by SHPO.
- Construction staging areas and access roads for the bridge work would be reviewed and approved by the SHPO.
- A construction monitoring plan would be implemented to monitor the effects of noise, vibration, and particulate matter on the historic bridge. The construction monitoring plan would be reviewed and approved by SHPO.

With the SHPO review and the Proposed Project conditions as stated above, the Proposed Project would have *No Adverse Effect* on the Amtrak Hell Gate (Northeast Corridor) Line Bascule Bridge over the Bronx River.

TABLE 3. CONDITIONS FOR A NO ADVERSE EFFECT ON HISTORIC RESOURCES WITHIN THE PROPOSED PROJECT AREA OF POTENTIAL EFFECT

Resource and Location	Conditions	Project Action/Effect
<p>1. Amtrak Hell Gate Line (HGL) Bascule Bridge over Pelham Bay and Hutchinson River</p> <p>AG 15.69-15.85</p>	<p>No work would be conducted on this resource for the Proposed Project.</p>	<p>No Actions/ No Effect</p>
<p>2. Parkchester Apartment Complex 2000 East Tremont Avenue</p> <p>Parkchester-Van Nest Station APE</p>	<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. • 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 the State Historic Preservation Office (SHPO) for review and approval. • A construction monitoring plan would be implemented. 	<p>Visual/ No Adverse Effect</p>
<p>3. Cross Bronx Expressway (I-95) over Sheridan Expressway (I-895), Bronx River, Amtrak, and Bronx River Avenue (Sheridan Viaduct)</p> <p>AG 11.99</p>	<p>No work would be conducted on this resource for the Proposed Project.</p>	<p>No Action/ No Effect</p>
<p>4. NYW&B Railway Anchor Bridge North of East 174th Street Starlight Park AG 11.83 USN:00501.001454</p>	<p>No work would be conducted on this resource for the Proposed Project.</p>	<p>No Action/ No Effect</p>
<p>5. Amtrak Hell Gate (Northeast Corridor) Line Bascule Bridge over the Bronx River</p> <p>AG 11.40 USN: 00501.001362</p>	<ul style="list-style-type: none"> • The Proposed Project would, to the greatest extent possible, stabilize, rehabilitate, and/or reuse the historic bridge. • The bridge rehabilitation would be undertaken in accordance with the Secretary of the Interior's Standards for Rehabilitation. • 60%, 90% and 100% design drawings and specifications would be reviewed and approved by SHPO. • A construction monitoring plan, to be reviewed and approved by SHPO, would be implemented. 	<p>Rehabilitation/ No Adverse Effect</p>



TABLE 3. CONDITIONS FOR A NO ADVERSE EFFECT ON HISTORIC RESOURCES WITHIN THE PROPOSED PROJECT AREA OF POTENTIAL EFFECT (CONTINUED)

Resource and Location	Conditions	Project Action/Effect
6. IRT No. 6 Subway Truss Bridge over Westchester Avenue, Amtrak Hell Gate Line (HGL) and the Bronx River AG 11.28 USN:00501.001363	No work would be conducted on this resource for the Proposed Project.	No Action/ No Effect
7. Lafayette Avenue Bridge over the Amtrak Hell Gate Line (HGL) AG 10.30	No work would be conducted on this resource for the Proposed Project.	No Action/ No Effect
8. Co-op City Station	<ul style="list-style-type: none"> • Completion and review of geotechnical borings. • Revised assessment of archaeological sensitivity and memo to SHPO. • If sensitivity confirmed, Phase IB testing protocol to SHPO; Phase IB testing completed, and findings report to SHPO. • If National Register of Historic Places (NRHP)-eligible resources identified, Data Recovery Plan (DRP) to SHPO; Data Recovery, and Phase III report to SHPO. 	Disturbance Mitigation/ No Adverse Effect
9. Hunts Point Station	<ul style="list-style-type: none"> • Completion and review of geotechnical borings. • Revised assessment of archaeological sensitivity and memo to SHPO. • If sensitivity confirmed, Phase IB testing protocol to SHPO; Phase IB testing completed, and findings report to SHPO. • If NRHP-eligible resources identified, DRP to SHPO; Data Recovery, and Phase III report to SHPO. 	Disturbance Mitigation/ No Adverse Effect
10. HGL corridor; Substations; Rail Yards	<ul style="list-style-type: none"> • Establish Archaeological Area of Potential Effects (APEs), complete Phase IA reports to SHPO. • If feasible, completion and review of geotechnical borings. • Revised assessment of archaeological sensitivity and memo to SHPO. • If sensitivity confirmed or borings not feasible, Phase IB testing protocol to SHPO; Phase IB testing completed, and findings report to SHPO. • If NRHP-eligible resources identified, DRP to SHPO; Data Recovery, and Phase III report to SHPO. 	Disturbance Mitigation/ No Adverse Effect

Source: Lynn Drobbin & Associates, 2018 and Historical Perspectives, Inc., 2018

8.2 STATIONS

Parkchester Apartment Complex

The following conditions would minimize the potential effects of the proposed Parkchester-Van Nest Station on Parkchester Apartment Complex (see Table 3):

- The Parkchester-Van Nest Station would be compatible in design and materials to the Parkchester Apartment Complex, as appropriate, to minimize the effects of the new station on the complex and be compatible to the character-defining features of the complex.
- The design of the Parkchester-Van Nest Station would be conducted in compliance with the Secretary of the Interior's Standards for compatible new construction (36 CFR part 68) and applicable guidelines.
- Design drawings and specifications for the Parkchester-Van Nest Station would be reviewed and approved by SHPO at the 30%, 60%, 100% phases.
- Construction staging areas and access roads for the station work would be reviewed and approved by the SHPO.
- A construction monitoring plan, including the proposed truck traffic routes, would be implemented to monitor the effects of noise, vibration and particulate matter on the Parkchester Apartment Complex. The construction monitoring plan would be reviewed and approved by SHPO.

With the SHPO review of the Proposed Project conditions as stated above, the Proposed Project would have *No Adverse Effect* on the Parkchester Apartment Complex.

Archaeological Resources

The following conditions would minimize the potential effects of the proposed construction at the Co-op City Station and the Morris Park Station sites where archaeologically sensitive areas were identified through the Phase IA studies (see Table 3).

A soil boring program will be implemented to better delineate subsurface conditions. Following completion of the borings, a report summarizing the results will be submitted to SHPO. If archaeologically sensitive locations are identified, Phase IB field testing would be recommended to determine the presence or absence of archaeological resources. Prior to commencing any field investigations, a Field Testing Protocol outlining the proposed methodology will be submitted to SHPO for review and approval. For all field-tested locations, a Phase IB report will be submitted to SHPO for review.

If archaeological resources are identified through Phase IB investigations, further investigations would be undertaken in the form of Phase II excavations to evaluate identified resources for NRHP-eligibility using the *Secretary of Interior's Standards and Guidelines for Evaluation* (48 Federal Register 44723-44726, and National Register Bulletin 15, *How to Apply the National Register Criteria for Evaluation*). An assessment of the effects of planned ground disturbing construction activities on any NHRP-eligible resources would be undertaken. If adverse effects cannot be avoided, a Data Recovery Plan (DRP) would be prepared for review and approval by SHPO. The plan would be consistent with the Secretary of *Interior's Standards and Guidelines for Archaeological Documentation* (48 FR 44734-44737), the Council's *Treatment of Archaeological Properties*, and the standards of the SHPO (NYAC 1994, 2000; OPRHP 2005), as appropriate. The plan would specify the exact location of data recovery; the identification of any property that would be destroyed or altered without data recovery; the research questions to be addressed by the data recovery, with an explanation of their relevance and importance; the methodology of analysis, management and dissemination of the data, including a schedule; the disposition and curation standards for recovered materials and records; the procedure for including the interested public; proposed



methods for disseminating results of the work to the interested public; and a proposed schedule for submission of progress reports to the SHPO. MTA Capital Construction (MTACC) would ensure that the DRP is implemented. If MTACC and the SHPO cannot agree on how to resolve an adverse effect, then MTACC would resolve the disagreement in accordance with 36 C.F.R. § 800.6(b).

MTACC, in consultation with FTA and SHPO, would develop an Unanticipated Discovery Plan (UDP) that would be followed in the event that any unanticipated archaeological resources and/or human remains are encountered during construction of the Project. FTA, MTACC, and SHPO would acknowledge that extraordinary costs would be incurred if construction were to be halted or delayed once underway. Accordingly, the parties would make every effort to implement the approved the UDP expeditiously in circumstances requiring its use.

If human skeletal remains are encountered, MTACC would follow the UDP and treat them in accordance with the current guidelines of SHPO (2005), and with the applicable provisions of the New York Cemetery Act, 2003. In addition, compliance with NYC regulations would be required, including notifying both the New York City Police Department (NYPD) and the New York City Office of the Chief Medical Examiner (OCME). If it is determined that the skeletal remains (and any associated grave goods) are Native American, then MTACC would additionally, and as soon as possible, consult with the SHPO and FTA regarding the applicability and implementation of relevant procedures under the Native American Graves Protection and Repatriation Act (NAGPRA) of 1990 (43 C.F.R. Part 10). No human remains would be removed from the site without a NYC Department of Health (DOH) Disinterment Permit. MTACC would treat all unanticipated discoveries in accordance with the procedures outlined in 36 C.F.R. §§ 800.11 and 800.13 in consultation with FTA and the SHPO.

The MTACC would ensure that the adequacy of efforts to identify archaeological resources, the professional qualifications of archaeological personnel, and the standards for all submitted reports are in accordance with the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation (48 Federal Register 44716), as well as the standards of the SHPO (NYAC 1994, 2000; OPRHP 2005).

9. Conclusion

The next steps in the Section 106 historic architectural resource analysis and archaeological resource analysis will be for the SHPO, the consulting parties, and the resource organizations, to review and comment on the findings of this *PSA Effects Assessment*. If the SHPO concurs that the Proposed Project would have *No Adverse Effect* on the identified historic architectural or archaeological resources in the APE for the Proposed Project, the conditions for a *No Adverse Effect* would be circulated for review and comment in the EA. The Proposed Project conditions and Section 106 processes, as contained in the EA, will be reviewed by the FTA, MTA, SHPO, Amtrak, and the ACHP, if they decide to be a participant. The Proposed Project's EA may also be reviewed by the consulting parties. Comments received on the EA will be addressed following the public comment period and incorporated in the final decision document.

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**MTA Metro-North Railroad Penn Station Access Project
Environmental Assessment**

Supplemental Section 106 Review for a New Railroad Bridge on the Amtrak Hell Gate Line over the Bronx River at MP 11.40

Bronx County, NY

MTA Metro-North Railroad Penn Station Access Project

Westchester, Queens & Bronx Counties, New York

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Prepared for:



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and



Contents

1. INTRODUCTION	1
2. CONSULTING PARTIES AND RESOURCE ORGANIZATIONS.....	3
2.1 CONSULTING PARTIES	3
2.2 RESOURCE ORGANIZATIONS.....	4
3. AREA OF POTENTIAL EFFECT.....	5
3.1 DEFINITION OF THE PSA PROJECT AREA OF POTENTIAL EFFECT.....	5
3.2 DEFINITION OF THE APE FOR NEW RAILROAD BRIDGE ON THE AMTRAK HGL OVER THE BRONX RIVER AT MP 11.40	6
3.3 DESCRIPTION OF THE APE FOR NEW RAILROAD BRIDGE ON THE AMTRAK HGL OVER THE BRONX RIVER AT MP 11.40.....	6
4. IDENTIFICATION OF RESOURCES IN THE APE.....	17
4.1 AMTRAK HELL GATE (NORTHEAST CORRIDOR) LINE BASCULE BRIDGE OVER THE BRONX RIVER (AG 11.40).....	17
4.2 IRT No. 6 SUBWAY TRUSS BRIDGE OVER WESTCHESTER AVENUE, AMTRAK HELL GATE LINE AND THE BRONX RIVER.....	21
5. PROJECT DESCRIPTION	23
6. EFFECTS ASSESSMENT.....	24
6.1 APPLICATION OF THE CRITERIA OF ADVERSE EFFECT	24
6.2 EFFECTS ON HISTORIC RESOURCES IN THE APE	24
7. CONDITIONS TO MINIMIZE HARM.....	28

APPENDIX: PHOTOS - AMTRAK HGL BASCULE BRIDGE OVER THE BRONX RIVER AT MP 11.40

FIGURES

- Figure 1: Historic Resource APE: New Railroad Bridge on Amtrak HGL over Bronx River at MP 11.40
- Figure 2: Tax Map of APE: New Railroad Bridge on Amtrak HGL over Bronx River at MP 11.40
- Figure 3: Amtrak Hell Gate (Northeast Corridor) Line Bascule Bridge over the Bronx River
- Figure 4: IRT No. 6 Subway Truss Bridge over Westchester Ave, HGL and Bronx River
- Figure 5: New York Westchester and Boston Railway Anchor Bridge in Starlight Park

1. Introduction

The Metropolitan Transportation Authority (MTA)/Metro-North Commuter Railroad Company's (Metro-North) Penn Station Access (PSA) Project proposes the introduction of direct, one-seat passenger rail service between its New Haven Line (NHL) territory (Westchester County, New York, and Fairfield and New Haven Counties, Connecticut) and Pennsylvania Station New York (PSNY) on the west side of Manhattan. The Proposed Project would also provide passenger rail service at four new community-based Metro-North stations in the eastern Bronx. The new stations and additional infrastructure improvements to enhance operational flexibility and power supply would be constructed within the Hell Gate Line (HGL) right-of-way in Queens and Bronx Counties, New York, and would include the upgrading of Metro-North's New Rochelle Yard in New Rochelle, New York.

The *Supplemental Section 106 Review for a New Railroad Bridge on the Amtrak Hell Gate Line over the Bronx River at MP 11.40* concerns the addition of a new project element for the PSA Project. The PSA Effects Assessment, submitted in July 2019 to the New York State Office of Parks, Recreation and Historic Preservation (NYSOPRHP), also known as the State Historic Preservation Office (SHPO), was approved with a *No Adverse Effect* finding by the NY SHPO on July 30, 2019. The report noted that the evaluation of effects was based on conceptual-level project plans and that additional details would be defined during the Proposed Project's design phase.

In November 2019, during preliminary design, PSA Project engineers determined that a new two-span railroad bridge would be required to be constructed over the Bronx River at MP 11.40, approximately seven feet northwest of the existing historic Amtrak Hell Gate (Northeast Corridor) Line Bascule Bridge over the Bronx River, a resource with a SHPO Opinion of Eligibility for listing on the National Register of Historic Places (NRHP). The new bridge is required at this location to accommodate a fourth passenger track; there are only three tracks on the Bascule Bridge over the Bronx River. A four-passenger track alignment is the preferred option for the Penn Station Access project because it would provide additional operational flexibility and align with the desired NEC FUTURE long term configuration. The construction of the new bridge would not change the proposed rehabilitation of the historic Amtrak Hell Gate (Northeast Corridor (NEC)) Line Bascule Bridge over the Bronx River as described in the July 2019 PSA Effects Assessment.

The *Supplemental Section 106 Review for a New Railroad Bridge on the Amtrak Hell Gate Line over the Bronx River at MP 11.40* has been prepared in compliance with Section 106 of the National Historic Preservation Act of 1966, as amended, 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 report defines the Area of Potential Effect (APE) for the new bridge and its staging area, identifies the listed, eligible and potentially eligible historic architectural resources and New York City landmarks (NYCL) within the defined APE, and assesses the effects of the new bridge on the historic resources in the APE.

The supplemental report concludes that, with the implementation of project conditions as described in Chapter 7, the new Railroad Bridge on the Amtrak HGL over the Bronx River at MP 11.40 would have *No Adverse Effect* on the historic resources in the APE.

The following reports for the historic resource review of the PSA Project have been previously prepared in compliance with Section 106 of the National Historic Preservation Act of 1966, 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 findings regarding these reports are described below.

- **Historic Resources Project Initiation Letter (PIL) for the PSA 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 PSA 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 PSA Project.** July 2019. Prepared for MTA Capital Construction/Metro-North by Lynn Drobbin & Associates, Historical Perspectives, Inc. and WSP.
 - The SHPO concurred with the findings of the PSA PIL in a September 16, 2013 letter and the LPC reviewed the PIL on July 7, 2014.
 - SHPO concurred with the findings of 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.
 - The SHPO concurred with consultant recommended finding, in a July 30, 2019 letter, that the PSA Project would have No Adverse Effect on historic architectural resources with the conditions as described in the PSA Effects Assessment.

2. Consulting Parties and Resource Organizations

The following consulting parties and resource organizations were concurred with by the SHPO on September 20, 2013 and concurred with by the FTA by email on November 30, 2015. The list was updated in December 2019.

2.1 CONSULTING PARTIES

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2.2 RESOURCE ORGANIZATIONS

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3. Area of Potential Effect

3.1 DEFINITION OF THE PSA PROJECT AREA OF POTENTIAL EFFECT

The “Area of Potential Effect” (APE) is defined as the area in which the proposed project is most likely to have impacts on cultural resources. The APE includes the area that may be affected by direct physical impacts, such as demolition or alteration of a resource, or by indirect contextual impacts such as changes in the visual character of the surrounding neighborhood or in the views from a resource. The potential effects of temporary project actions (i.e., construction noise, dust, and vibration) were also considered in the determination of the APE.

APE determinations for the proposed project have been made based on standard methodologies used in the Section 106 process and guidance from the NYSOPRHP, also known as the SHPO. A complete description of the methodology for the determination of the APE for the historic architectural resource analysis is contained within the *Historic Resources Project Initiation Letter (PIL) for the PSA Project, Westchester, Queens & Bronx Counties, New York. August 2013.*

The APE for the PSA Project was generally defined as the 5.5-mile length of Hell Gate Line right-of-way that is part of the proposed project and at the locations for construction activity for the project. The APE for the New Railroad Bridge on the Amtrak HGL over the Bronx River at MP 11.40 was defined using the methodology as described in the 2013 Project Initiation letter and in consideration of, but not limited to, the following:

- The elevation of the ground surrounding the project site;
- The height of the proposed new construction;
- The scale of the buildings on either side of the proposed site;
- Properties that have a clear view of the proposed improvements or that are on lots directly adjacent to the proposed construction site or staging areas are included in the APE.
- If views to the construction site or staging areas are blocked, they are not included.
- Unobstructed views, through open fields or over low-scale buildings and/or lots, may be included, in general, if such views are from 100 feet or less from the proposed new construction site.
- Properties that may be affected on a temporary basis during construction activities including staging areas.

3.2 DEFINITION OF THE APE FOR NEW RAILROAD BRIDGE ON THE AMTRAK HGL OVER THE BRONX RIVER AT MP 11.40

The APE has been drawn to encompass those resources that may be affected by the permanent and temporary effects of the project. Properties that have been included in the APE are those that are adjacent to the Amtrak HGL and the Bronx River and those that would have clear and close views to the proposed new bridge and construction staging area.

The APE for the New Railroad Bridge on the Amtrak HGL over the Bronx River on the Amtrak HGL at MP 11.40 extends from the south side of Westchester Avenue on the south; to Edgewater Road, (service road of New York State Route 895/Sheridan Expressway) on the west; the line of continuation for 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 railroad.

Two tracks of the Amtrak HGL and one track of the CSX rail line and the Bronx River extend in a south to north direction through the middle of the APE. A large portion of the APE is part of the Phase II development of Starlight Park (under construction) which will connect the park to Concrete Plant Park south of Westchester Avenue via new bridges across the Bronx River and the Amtrak HGL/NEC. Based on the November 2006 Environmental Assessment for the Bronx River Greenway, Westchester Avenue to East Tremont, two private parcels in the APE currently with automobile-related uses, Lot 1 in Block 3017 and Lot 49 in Block 3769 will be taken by New York City via eminent domain and incorporated into the park to provide the connection.¹ See Figures 1 and 2 for an aerial and tax map of the APE. The following blocks and tax lots are included in the APE:

- Block 3017: Lots 1, 6, 28, 29, 60, 65, 68 and 74
- Block 3769: Lots 1, 12, 49, 20-60

3.3 DESCRIPTION OF THE APE FOR NEW RAILROAD BRIDGE ON THE AMTRAK HGL OVER THE BRONX RIVER AT MP 11.40

The APE is bounded by Edgewater Road on the west, Bronx River Avenue on the east, Westchester Avenue on the south and 172nd Street on the north. The APE includes two historic resources that have SHPO opinions of eligibility for listing on the NRHP: the Amtrak Hell Gate (Northeast Corridor) Line Bascule Bridge over the Bronx River and the IRT No. 6 Subway Truss Bridge over Westchester Avenue, Amtrak Hell Gate Line and the Bronx River. The APE also includes sections of the Phase II development of Starlight Park and the Bronx River Greenway. The boundaries and description of the APE are illustrated by photographs. Note that photographs of the concise location for the new railroad bridge and the construction staging area have not been included as access to views of those sites are currently blocked by walls, fencing and vegetative overgrowth.

¹ http://bronxriver.org/puma/images/usersubmitted/file/AppendixD_EA.pdf

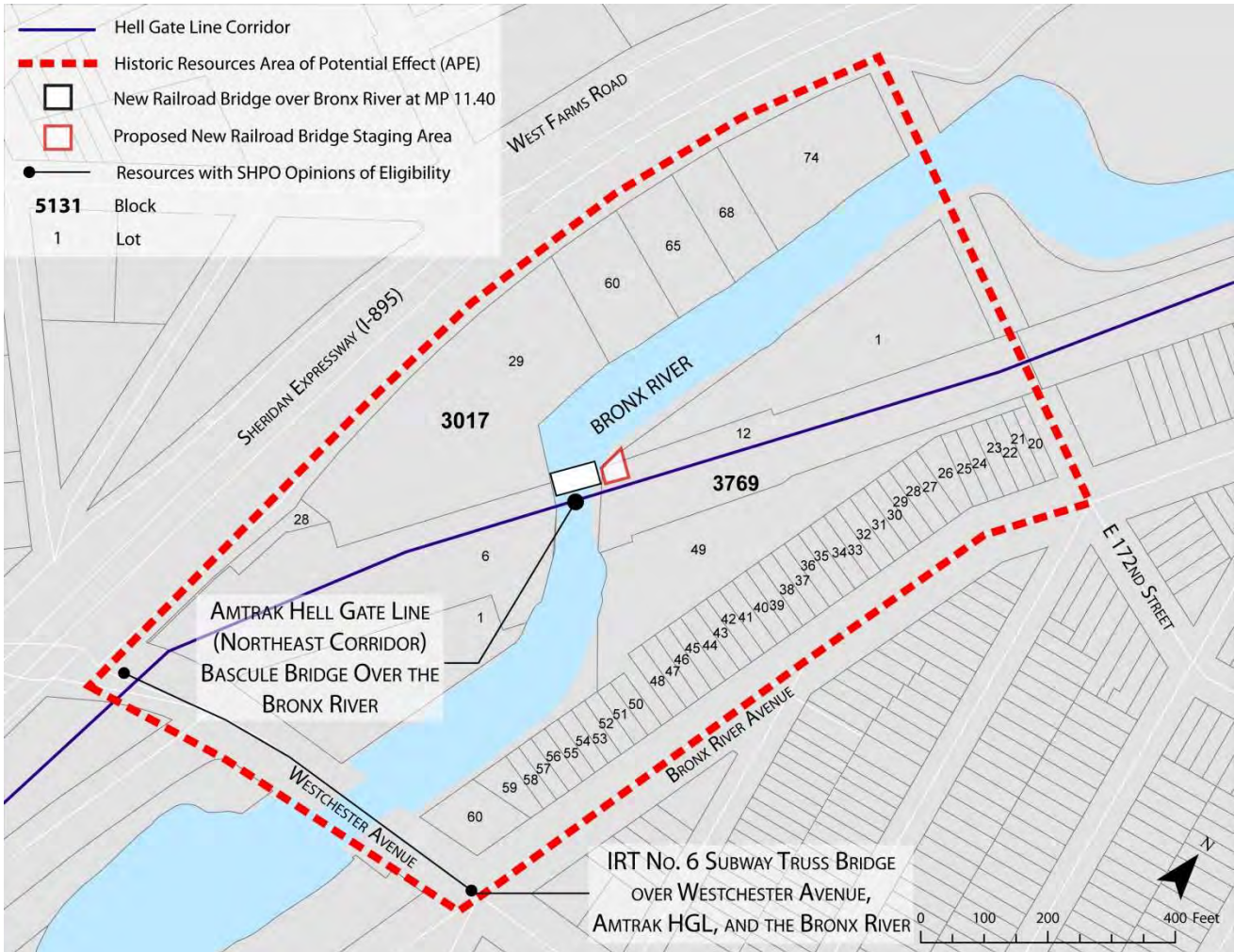
The two-lane, one-way Edgewater Road, a service road for the NYS Route 895 /Sheridan Expressway, forms a strong visual and physical western boundary of the APE (Photos 1-3). The properties included in the APE are located between the east side of Edgewater Road and the Bronx River and consist primarily of properties with industrial and auto-related uses. The buildings are comprised of metal sheds, a two-story stucco structure, a single story brick building and a modern three-story hotel.

The eastern boundary of the APE is at the west side of Bronx River Avenue (Photos 4 -6). The properties that are included are located between Bronx River Avenue and the currently undeveloped Phase II section of Starlight Park and the Bronx River Greenway, a separate project. As photos indicate, the Phase II development of the park and the Greenway was currently underway in December 2019. The properties on Bronx River Avenue consist of two-story brick rowhouses with parapets and raised front stoops. They have rear yards that face the proposed new bridge site and the construction staging area.

FIGURE 1. HISTORIC RESOURCE APE: NEW RAILROAD BRIDGE ON AMTRAK HGL OVER BRONX RIVER AT MP 11.40



FIGURE 2. TAX MAP OF APE: NEW RAILROAD BRIDGE ON AMTRAK HGL OVER BRONX RIVER AT MP 11.40





Source: Lynn Drobbin 2019

Photo 1. Edgewater Road and the IRT No. 6 Subway Truss Bridge, Facing South



Source: Lynn Drobbin 2019

Photo 2. Edgewater Road and IRT No. 6 Subway Truss Bridge, Facing South



Source: Lynn Drobbin 2019

Photo 3. Edgewater Road, Facing North



Source: Lynn Drobbin 2019

Photo 4. Rowhouses on West Side of Bronx River Avenue, Facing South



Source: Lynn Drobbin 2019

Photo 5. Rowhouses on West Side of Bronx River Avenue, Facing North



Source: Lynn Drobbin 2019

Photo 6. Bronx River Bascule and Rear of Rowhouses on Bronx River Ave., Facing North

The southern boundary of the APE is located at the south side of Westchester Avenue. The elevated IRT No. 6 Subway Truss Bridge over Westchester Avenue, Amtrak Hell Gate Line and the Bronx River forms a strong visual boundary on the south (Photos 7-12). It spans over Westchester Avenue, extending from the east side of Sheridan Expressway to Bronx River Avenue, with steel supports that encroach upon the roadway and the sidewalk. One property, a flat-roofed buff brick building, is located on the north side of Westchester Avenue between the roadway and the Bronx River (Photos 11 and 12). The south side of Westchester Avenue has a sidewalk.

The APE is bounded on the north by the line of East 172nd Street as it continues past Bronx River Avenue northward (unmapped) through Starlight Park. This section of East 172nd Street terminates at the Bronx River and the Amtrak HGL. East 172nd Street begins again west of West Farms Road, to the west of the Sheridan Expressway (Photo 13).



Source: Lynn Drobbin 2019

Photo 7. IRT No. 6 Subway Bridge over Westchester Ave., HGL and Bronx River, Facing West



Source: Lynn Drobbin 2019

Photo 8. IRT No. 6 Subway Bridge over Westchester Ave., HGL and Bronx River, Facing Northwest



Source: Lynn Drobbin 2019

Photo 9. IRT No. 6 Subway Bridge over Westchester Ave., HGL & Bronx River, Facing West



Source: Lynn Drobbin 2019

Photo 10. IRT No. 6 Subway Bridge over Westchester Ave., HGL and Bronx River, Facing Southeast



Source: Lynn Drobbin 2019

Photo 11. Westchester Avenue and Subway Truss Bridge, Facing Northeast



Source: Lynn Drobbin 2019

Photo 12. Bronx River Bascule, Facing North from Westchester Avenue



Source: Lynn Drobbin 2019

Photo 13. East 172nd Street Terminates at Bronx River and Amtrak HGL, Facing West

4. Identification of Resources in the APE

Two historic resources with SHPO Opinions of Eligibility dated March 24, 2005 for listing on the NRHP are located in the APE for the new railroad bridge. The New York Landmarks Preservation Commission concurred on the eligibility of both resources. These are as follows:

- Amtrak Hell Gate (Northeast Corridor) Line Bascule Bridge over the Bronx River
- IRT No. 6 Subway Truss Bridge over Westchester Avenue, Amtrak Hell Gate Line and the Bronx River

There are no National Historic Sites or Landmarks; no resources that are listed on the SRHP or NRHP; no resources that have been determined eligible by the Keeper of the NRHP; or that have been designated as NYCL; and no historic architectural resources that have been identified as potentially eligible for listing on the NRHP that are located in the APE.

4.1 AMTRAK HELL GATE (NORTHEAST CORRIDOR) LINE BASCULE BRIDGE OVER THE BRONX RIVER (AG 11.40)

Description

Approximately 500 feet north of Westchester Avenue is the Amtrak Hell Gate (Northeast Corridor) Line Bascule Bridge over the Bronx River (Figure 3; Photos 14-16; additional photographs of the historic bridge are contained in the appendix). 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 has an open deck and carries two tracks of the Amtrak Hell Gate Line and one track for CSX freight. The bridge was originally built with three Scherzer lift spans but one has been removed; the formerly moveable bridge is currently fixed and the original bridge operator's house has been removed. However, the character-defining features of the bridge, the Scherzer rolling lift bascules riveted through-truss spans are intact and the bridge remains as an eligible resource.

History

The bridge superstructure, built by the Pennsylvania Steel Company, was originally three parallel two-track spans with separate piers on each end, staggered to accommodate the curve of the Bronx River. A bascule bridge was built in lieu of a swing bridge to accommodate the narrow 100-foot-wide channel. This type of bascule is the Scherzer Rolling Lift invented by William Scherzer in Chicago; this bridge operates by rolling back into the open position, rather than turning on a fixed axle as in other bascule designs. Since the Harlem River Branch was being electrified at the time the bridge was built, tall towers were constructed to carry the high voltage wires above the bridges while in the open position. Each leaf of the bridge was powered by two Westinghouse 25-horsepower, 550-volt direct current motors. All three leaves could be raised simultaneously in about one minute and, as a backup, the bridge could be opened manually with a chain, although it was never necessary to do so.

With the opening of the Hell Gate Bridge by the New York Connecting Railroad in 1917, the Harlem River Branch became part of a much larger through route that accommodated trains from Pennsylvania Station in New York to Boston, Massachusetts. By the 1930s, rail service declined, as did use of the Bronx River by boats that required bridge lifts for passage. The tower containing the operating machinery and one two-track span were removed. The bridge now has only three tracks: one used by CSX for freight and two that carry Amtrak passenger trains on the NEC.

Condition

The condition of the bridge was evaluated by Metro-North Railroad and MTACC in a technical memorandum dated November 2, 2016, revised March 16, 2017.

The Amtrak Hell Gate (Northeast Corridor) Line Bascule Bridge over the Bronx River consists of two parallel single leaf trussed bascule bridges (two separate superstructures) each constructed to accommodate two train tracks over the Bronx River. The bridges appear not to be operable based on the absence of maintained equipment and electrical power. Also noted were rusted gears and racks indicating no bridge operation for many years. The south bridge carries one track in service CSX and the north bridge carries two train tracks in service (Amtrak). The south bridge second train track rails have been removed. The timber cross ties remain and are severely deteriorated.

The train tracks are not ballasted over the bridge bascule spans. The second span (at east approach to the bridges) is a short span and is ballasted. The timber fender system is deteriorated as evidenced by dry/weathered cracked timber with collision damage and missing timbers.

The superstructure was noted with surface rust on the structural steel, paint system failure and localized damage on the knee bracing at track level (south bridge). The abutment and wingwall had ballast and debris atop the bearing seat and cracking in the wall face.

Significance

The Amtrak Hell Gate (Northeast Corridor) Line Bascule Bridge over the Bronx River, constructed in 1906–1907, meets Criterion C in the area of engineering as an example of a surviving early 20th-century Scherzer Bascule bridge. It is one of twelve Bascule bridges that remain intact in New York City. The Scherzer rolling lift Bascule was patented in 1893 by William Donald Scherzer.

FIGURE 3: AMTRAK HELL GATE (NORTHEAST CORRIDOR) LINE BASCULE BRIDGE OVER THE BRONX RIVER



Source: USGS Central Park, NY and Flushing, NY Quadrangles, 1966 (Photorevised 1979).



Source: Bing Maps, <http://www.bing.com/maps/2013>

Photo 14. Amtrak Hell Gate (Northeast Corridor) Line Bascule Bridge over the Bronx River



Source: Lynn Drobbin 2019

Photo 15. Amtrak HGL Bascule Bridge over Bronx River, Facing Northwest



Source: Lynn Drobbin 2019

Photo 16. HGL Bascule Bridge over Bronx River, Facing West from Rear Yard on Bronx River Ave.

4.2 IRT NO. 6 SUBWAY TRUSS BRIDGE OVER WESTCHESTER AVENUE, AMTRAK HELL GATE LINE AND THE BRONX RIVER

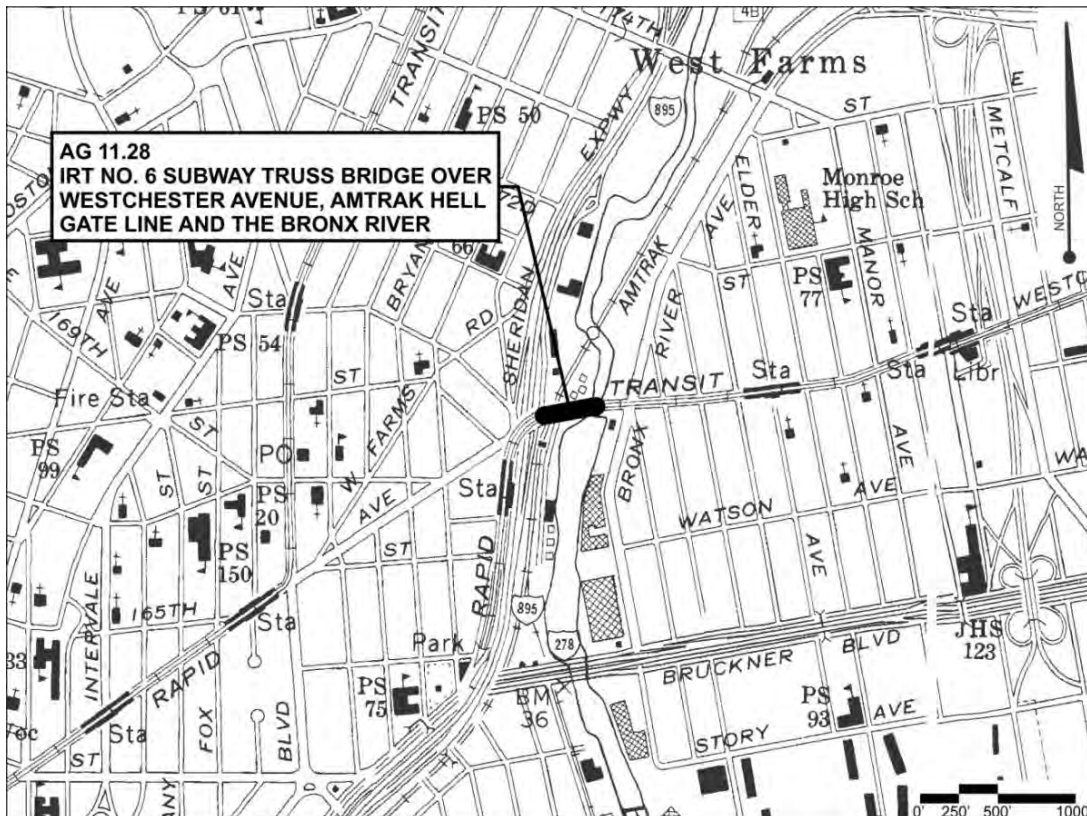
Description

The IRT No. 6 Subway Truss Bridge over Westchester Avenue, the Amtrak Hell Gate Line and the Bronx River extends above and is parallel to Westchester Avenue (Figure 4; Photo 17). The western span, which crosses over the Amtrak Hell Gate Line, is an example of a Pratt through-truss while the eastern span, over the Bronx River, is a Parker truss.

Significance

This multiple-span steel truss bridge, part of the IRT No. 6 subway viaduct, was constructed from 1918 to 1919 and meets Criterion C in the area of engineering.

FIGURE 4: IRT NO. 6 SUBWAY TRUSS BRIDGE OVER WESTCHESTER AVE., HGL & BRONX RIVER



Source: USGS Central Park, NY and Flushing, NY Quadrangles, 1966 (Revised 1979).



Source: Bing Maps (<http://www.bing maps.com>), 2013.

Photo 17. IRT No. 6 Subway Truss Bridge over Westchester Ave, HGL & Bronx River, View North.

5. Project Description

The Proposed Project would construct a New Railroad Bridge on the Amtrak HGL over the Bronx River at MP 11.40, several feet north of the Amtrak Hell Gate (Northeast Corridor) Line Bascule Bridge over the Bronx River. The new bridge over the Bronx River is required to accommodate a fourth passenger track; there are only three tracks on the Bascule Bridge over the Bronx River. A four-passenger track alignment is the preferred option for the Penn Station Access project because it provides additional operational flexibility and aligns with the desired NEC FUTURE long term configuration.

As described by the bridge engineers “the new bridge at the Bronx River will be a two span configuration. A through girder type will be constructed as this is the most cost-effective solution for the superstructure and help maintain the existing vertical clearance of the existing truss structures over the Bronx River. This structure type will have a rolled shaped floor beam system with a steel deck plate directly supporting the ballasted tracks. The floor system would transfer the load to two main girders on the fascias. Knee braces between deck panels would brace the compression flange of the girders along the length. The second span between the new pier and the existing abandoned west abutment will be a steel multi-girder composite with a steel deck plate to support the ballasted track. The new structures will provide 8'-0" minimum clearance to centerline of track (Amtrak Standard for Thru Bridges). Stub abutments and wall piers will likely be utilized for substructure type. Each substructure unit will be supported on deep foundations (drilled shafts). No permanent foundations will be in or would impact the Bronx River. Substructures will likely be placed in the footprint of the existing abandoned abutments or between existing abandoned piers as applicable.”

At top of rail, the new bridge would be located approximately seven feet north of the historic bridge, partially obstructing views of the historic bridge from the north and west. The piers and abutment for the new bridge will be constructed a few feet from the existing support structures of the historic bridge.

Amtrak Hell Gate (Northeast Corridor) Line Bascule Bridge over the Bronx River. The Proposed Project would rehabilitate the Amtrak HGL (Northeast Corridor) Bascule Bridge over the Bronx River. The 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.

IRT No. 6 Subway Truss Bridge over Westchester Avenue, Amtrak Hell Gate Line and the Bronx River

The New Railroad Bridge on the Amtrak HGL over the Bronx River at MP 11.40 is too distant to physically or visually affect the subway truss bridge. However, construction impacts that may be generated by truck traffic and the movement of equipment to the site could impact elements of the historic truss bridge on the Westchester Avenue roadway.

6. Effects Assessment

6.1 APPLICATION OF THE CRITERIA OF ADVERSE EFFECT

An adverse effect is found when an undertaking may alter—directly or indirectly—any of 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. Consideration is given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property’s eligibility for the NRHP. Adverse effects could include reasonably foreseeable effects caused by the undertaking that could occur later in time, be farther removed in distance, or be cumulative.

It is the consultant’s opinion that the New Railroad Bridge on the Amtrak HGL over the Bronx River at MP 11.40 would not adversely affect the eligible Amtrak HGL (Northeast Corridor) Bascule Bridge over the Bronx River or the IRT No. 6 Subway Truss Bridge over Westchester Avenue, Amtrak Hell Gate Line and the Bronx River as the potential effects of the new bridge do not meet the ACHP Adverse Effect Criteria i-vii.

- i. It would not destroy or damage any historic architectural resources;
- ii. The proposed bridge rehabilitation would be conducted in a manner consistent with the Secretary of the Interiors’ Standards;
- iii. It would not remove any properties from their historic locations;
- iv. It would not change the use or the physical features of any of the settings of the historic properties;
- v. It would not introduce permanent visual, atmospheric or audible elements that would diminish the integrity of the significance of any of the properties;
- vi. It would not neglect any property;
- vii. And it would not result in the transfer, lease, or sell a historic 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.

6.2 EFFECTS ON HISTORIC RESOURCES IN THE APE

Amtrak Hell Gate (Northeast Corridor) Line Bascule Bridge over the Bronx River. No Adverse Effect. The New Railroad Bridge on the Amtrak Hell Gate Line over the Bronx River at MP 11.40, as feasible, will be designed to be compatible to and minimize the obstruction of the historic Bascule. Consideration will be taken during the drilling and installation of the piers and the abutment so as not to damage the piers or abutment of the historic bridge. During construction, 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 existing bridge.

The Proposed Project would rehabilitate the Amtrak HGL (Northeast Corridor) Bascule Bridge over the Bronx River. The new deck and the removal of the existing tracks and their replacement with direct fixation tracks would add new elements to the historic bridge. 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.

The Proposed Project would not isolate the historic Bascule from its setting, nor would it introduce new permanent visual, audible, and atmospheric elements to the bridge. The Proposed Project would not neglect the bridge, causing its deterioration or destruction, nor would it cause the transfer, lease, or sale of the historic resource. While the new railroad bridge would add a new element to the setting of the historic bridge, it will facilitate the continued use and rehabilitation of the historic bridge. Therefore, the Proposed Project would have *No Adverse Effect* on the Amtrak HGL (Northeast Corridor) Line Bascule Bridge over the Bronx River.

Furthermore, a separate project, the Bronx River Greenway, currently under construction, will enhance the visibility and visual setting of the historic Bascule by replacing two of the existing industrial use properties that border the bridge with a multi-use path and a naturalized shoreline. The Bronx River Greenway project also includes a pedestrian bridge that would be constructed over the Bronx River, southeast of the Amtrak Bascule, to connect the Bronx River Greenway path. The Greenway will create new viewer groups for the Amtrak Bridge, which is only slightly visible from Westchester Avenue, as well as a new vantage point for viewing the bridge away from the busy roadways.

IRT No. 6 Subway Truss Bridge over Westchester Avenue, Amtrak Hell Gate Line and the Bronx River.

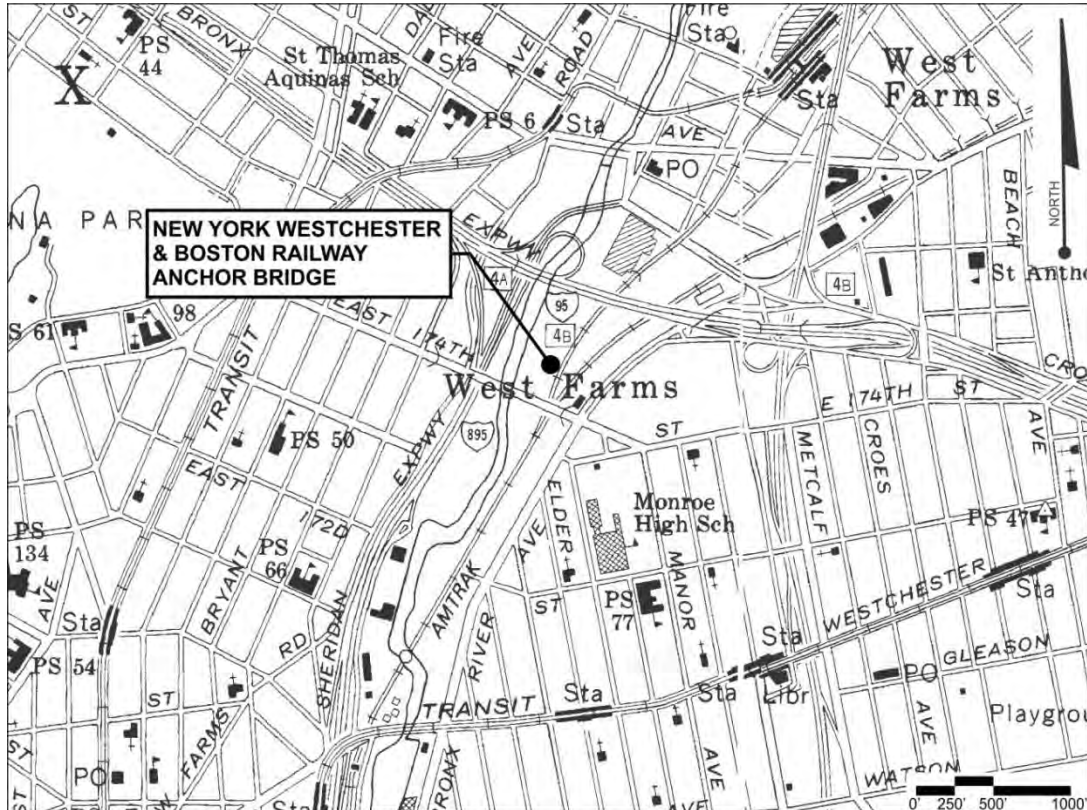
No Adverse Effect. The subway truss bridge, which is elevated over Westchester Avenue, would have clear but distant views of the New Railroad Bridge on the Amtrak HGL over the Bronx River at MP 11.40. The subway truss bridge is too distant from the proposed new bridge construction and staging area to be affected by noise, vibration and particulate matter. However, the truss bridge may be affected by impacts from truck traffic or machinery if Westchester Avenue is used as a traffic route or bridge access point during construction.

The Proposed Project would not isolate the historic truss bridge from its setting, nor would it introduce permanent visual, audible, and atmospheric elements to the bridge. The Proposed Project would not neglect the bridge, causing its deterioration or destruction, nor would it cause the transfer, lease, or sale of the historic resource. While the new railroad bridge would add a new element to setting of the historic bridge, it will be too distant to affect the bridge. Therefore, the Proposed Project would have *No Adverse*

Effect on the IRT No. 6 Subway Truss Bridge over Westchester Avenue, Amtrak Hell Gate Line and the Bronx River.

Note that the construction staging area for the New Railroad Bridge on the Amtrak HGL over the Bronx River at MP 11.40 is proposed to be located in a currently undeveloped section (Phase II) of Starlight Park. The former NYW&B Railway Anchor Bridge, which has a SHPO Opinion of Eligibility for listing on the NRHP, is located in Starlight Park. However, the northern boundary of the APE for the New Railroad Bridge on the Amtrak HGL over the Bronx River at MP 11.40 is located south of East 172nd Street and the anchor bridge is north of East 174th Street, sufficiently distant from the proposed project so that there would be no permanent visual or temporary construction effects on this bridge (see Figure 5 and Photo 18).

FIGURE 5: NEW YORK, WESTCHESTER & BOSTON RAILWAY ANCHOR BRIDGE IN STARLIGHT PARK



Source: USGS Central Park, NY and Flushing, NY Quadrangles, 1966 (Revised 1979).



Source: Lynn Drobbin & Associates, 2013

Photo 18. New York, Westchester & Boston Railway Anchor Bridge, View Northeast

7. Conditions to Minimize Harm

Amtrak Hell Gate (Northeast Corridor) Line Bascule Bridge over the Bronx River - Conditions for the design and construction of the New Railroad Bridge on the Amtrak HGL over the Bronx River at MP 11.40 and for the rehabilitation of the historic Bascule Bridge would be implemented to ensure that the Proposed Project would not adversely affect the eligible resource (see Table 1). With the conditions as described below, it is anticipated that the permanent effects to the historic bridge would be limited to visual effects and therefore, the Proposed Project would have no adverse effect on the Amtrak HGL Bascule Bridge over the Bronx River. Note that the rehabilitation scope for the Bascule, as cited in the July 2019 Effects Assessment, have not changed.

The Proposed Project would have *No Adverse Effect* on the Amtrak Hell Gate (Northeast Corridor) Line Bascule Bridge with the conditions as described below:

- 30%, 60%, 90% and 100% design drawings and specifications for the New Railroad Bridge on the Amtrak HGL over the Bronx River at MP 11.40 would be reviewed and approved by SHPO.
- The design of the New Railroad Bridge on the Amtrak HGL over the Bronx River at MP 11.40 will minimize the obstruction of the historic Bascule, as is feasible.
- 30%, 60%, 90% and 100% design drawings and specifications for the Bascule Bridge over the Bronx River at MP 11.40 would be reviewed and approved by SHPO.
- The rehabilitation of the Bascule Bridge would be undertaken in accordance with the Secretary of the Interior's Standards for Rehabilitation.
- The Project would avoid demolishing or removing historic fabric from the Bascule Bridge. The Proposed Project would, to the greatest extent possible, stabilize, rehabilitate, and/or reuse the eligible historic bridge.
- Any changes to the proposed construction staging areas and access roads for the bridge work would be reviewed and approved by the SHPO. The construction monitoring plan would include, but not be limited to:
 - Ensure that the drilling and installation of the new piers and the new abutment for the New Railroad Bridge on the Amtrak HGL over the Bronx River at MP 11.40 will not damage the piers or abutments of the historic bridge.
 - Ensure that protective screens or temporary barricades will be used to prevent any spoils or new concrete from impacting the truss.
 - Determine safety precautions that would prevent any construction equipment (cranes, back hoes) from contacting the existing bridge.

With the Project conditions as stated above, the Proposed Project would have *No Adverse Effect* on the Amtrak Hell Gate (Northeast Corridor) Line Bascule Bridge over the Bronx River.

IRT No. 6 Subway Truss Bridge over Westchester Avenue, Amtrak Hell Gate Line and the Bronx River Conditions for the design and construction of the New Railroad Bridge on the Amtrak HGL over the Bronx River at MP 11.40 would be implemented to ensure that the Proposed Project would not adversely affect the eligible resource. With the conditions as described below, it is anticipated that there would be no permanent effects to the historic truss bridge and therefore, the Proposed Project would have *No Adverse Effect* on the IRT No. 6 Subway Truss Bridge over Westchester Avenue, Amtrak Hell Gate Line and the Bronx River.

- The construction monitoring plan would include materials and equipment access routes that would avoid travel under the subway truss bridge, if feasible.
- The plan would also consider the height of the trucks and construction machinery and would avoid contact and/provide procedures and barriers to avoid any impact to the steel piers of the bridge that extend to the roadway and sidewalks.

With the Project conditions as stated above, the Proposed Project would have *No Adverse Effect* on the IRT No. 6 Subway Truss Bridge over Westchester Avenue, Amtrak Hell Gate Line and the Bronx River.

TABLE 1: CONDITIONS FOR A NO ADVERSE EFFECT

Resource and Location	Conditions	Project Action/Effect
1. Amtrak Hell Gate (Northeast Corridor) Line Bascule Bridge over the Bronx River	<ul style="list-style-type: none"> • The New Railroad Bridge on the Amtrak HGL over the Bronx River at MP 11.40 would be designed and constructed so as not to destroy, alter or diminish any of the character defining features of the historic Bascule Bridge. • The PSA Project would, to the greatest extent possible, stabilize, rehabilitate, and/or reuse the historic Bascule Bridge. • The rehabilitation of the historic Bascule Bridge would be undertaken in accordance with the Secretary of the Interior's Standards for Rehabilitation. • 30%, 60%, 90% and 100% design drawings and specifications for the new Railroad Bridge on the Amtrak HGL over the Bronx River at MP 11.40 and the existing historic Bascule would be reviewed and approved by SHPO. • A construction monitoring plan, to be reviewed and approved by SHPO, would be implemented. • The construction monitoring plan would include safe practice procedures to avoid any damage or effects to the historic Bascule. 	<p>New Railroad Bridge on the Amtrak HGL over the Bronx River at MP 11.40</p> <p>Rehabilitation of Bascule Bridge/ No Adverse Effect</p>
2. IRT No. 6 Subway Truss Bridge over Westchester Avenue, Amtrak Hell Gate Line (HGL) and the Bronx River	<ul style="list-style-type: none"> • No work would be conducted on this resource for the Proposed Project. • The construction monitoring plan would include equipment access routes that would avoid travel under the subway truss bridge, if feasible. • The plan would also consider the height of the trucks and construction machinery and avoid contact and/or impacts to the steel piers of the bridge in the roadway and on the sidewalk. 	<p>New Railroad Bridge on the Amtrak HGL over the Bronx River at MP 11.40 / No Adverse Effect</p>

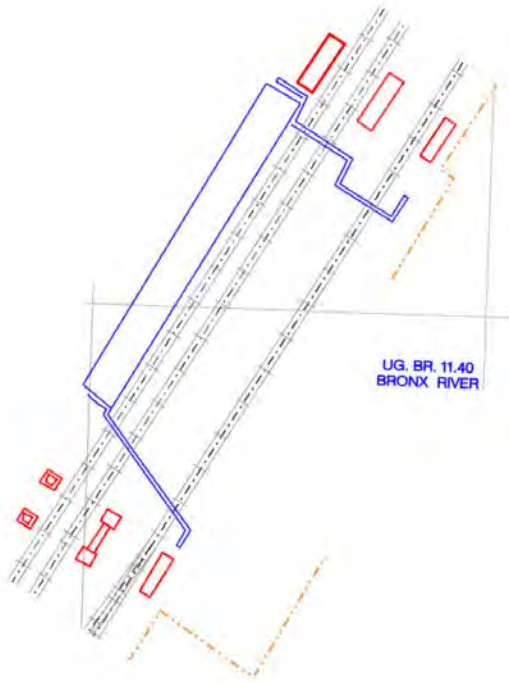
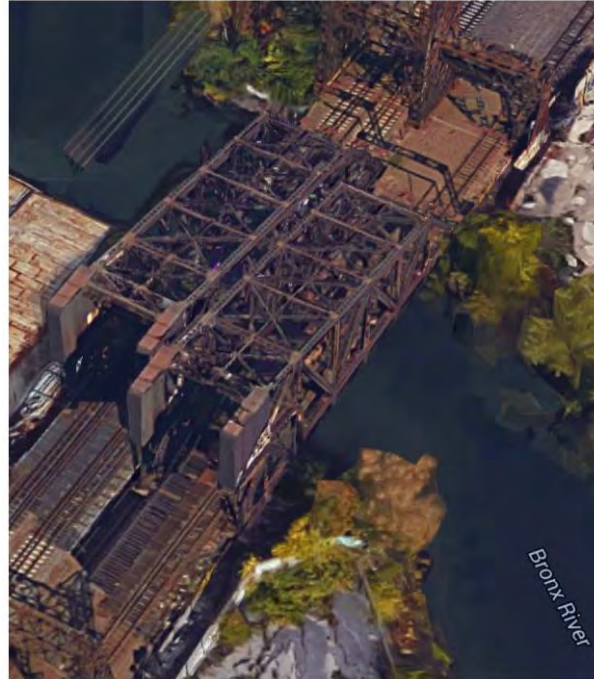
APPENDIX

**PHOTOS: PENN STATION ACCESS BRIDGE
ASSESSMENT: AMTRAK HGL BASCULE BRIDGE
OVER THE BRONX RIVER AT MP 11.40**

BRIDGE ASSESSMENT

9) BRIDGE # 11.40 - BRONX RIVER

9) Under Grade Bridge 11.40 Bronx River



Plan View



Elevation – Looking Upstation



Elevation – Looking Backstation



Elevation – Abutment Looking East



Elevation – Abutment Looking East



Elevation – Abutment Looking West



Bridge Deck Structural System – Looking East



Bridge Deck Structural System – Looking West



Bridge Deck Structural System – Looking Northwest



Bridge Deck Structural System – Looking Southwest



Bridge Deck Structural System – Looking Northwest



ATTACHMENT A: RELEVANT CORRESPONDENCE



Project Initiation Letters



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

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New Jersey,
New York

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212-668-2136 (fax)

November 5, 2019

Ms. Erin Thompson, Director
Delaware Nation Historic Preservation Office
PO Box 825
Anadarko, OK 73005

**Subject: Section 106 Consultation for Metro-North Railroad Penn Station Access Project
Bronx, New York, Queens, and Westchester Counties**

Dear Ms. Thompson:

The Federal Transit Administration (FTA), in cooperation with the Metropolitan Transportation Authority (MTA)/Metro-North Commuter Railroad Company (Metro-North), is preparing an Environmental Assessment (EA) pursuant to the National Environmental Policy Act for the Penn Station Access Project (Project). The proposed Project will be a Federal undertaking if FTA provides financial assistance. As such, it is subject to Section 106 of the National Historic Preservation Act of 1966, as amended, and associated implementing regulations 36 CFR 800. The proposed Project includes construction activities along the Amtrak-owned Hell Gate Line that would allow Metro-North to introduce direct, one-seat passenger rail service between Metro-North's New Haven Line and Penn Station, New York, on Manhattan's west side, construction of four new stations in the Bronx, installation of three (3) miles of third rail and associated catenary, realigning existing track, upgrading and constructing new substations where needed, upgrading the signal system, and upgrading the New Rochelle Yard and Penn Station to accommodate new service.

The purpose of this letter is to:

- Formally initiate Section 106 consultation with the Delaware Nation;
- Share the draft Section 106 Preliminary Effects Assessment, which includes the draft Areas of Potential Effect (APE) for the Project; and
- Request that comments on the draft Preliminary Effects Assessment, if any, be shared with FTA as soon as possible.

Our records indicate that consultation with the Delaware Nation may have been initiated in 2014, with additional contact from the FTA regarding the Project's Historic Architectural Resources Background Study (HARBS) in 2016. At this time, we would like to initiate consultation again and are inviting you to participate to help us identify places that may have traditional religious and cultural importance to your tribal organization.

In accordance with Section 106, we are providing you with the draft Preliminary Effects Assessment, which has been prepared to evaluate the potential effects on the historic and archaeological resources for the Project. Please note that we are requesting information on places that you believe may be impacted by the proposed Project so that we may try to avoid impacts.

Your timely response will help us incorporate your concerns into project development. For that purpose, we respectfully request that you review the enclosed draft Preliminary Effects Assessment and forward any comments to FTA within 30 days so that the FTA can consult with you regarding the proposed project. If we do not receive a response within 30 days of receipt of this letter, we will proceed to the next step in the Section 106 process. 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.

We would be pleased to discuss with you project details as well as any confidential concerns you may identify. Please contact Richelle Gosman 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: 212-824-2432

Email: Richelle.Gosman@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,



Stephen Goodman, P.E.
Regional Administrator

Encl: Draft Preliminary Effects Assessment, dated May 2019

cc: J. Wuotinen, MTA (via email); L. Corcoran, MTA (via email); R. Gosman, FTA (via email)



U.S. Department
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**Federal Transit
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November 5, 2019

Dr. Brice Obermeyer
Delaware Tribe Historic Preservation Officer
1200 Commercial Street Roosevelt Hall, Rm 212
Emporia State University
Emporia, KS 66801

Subject: Section 106 Consultation for Metro-North Railroad Penn Station Access Project
Bronx, New York, Queens, and Westchester Counties

Dear Dr. Obermeyer:

The Federal Transit Administration (FTA), in cooperation with the Metropolitan Transportation Authority (MTA)/Metro-North Commuter Railroad Company (Metro-North), is preparing an Environmental Assessment (EA) pursuant to the National Environmental Policy Act for the Penn Station Access Project (Project). The proposed Project will be a Federal undertaking if FTA provides financial assistance. As such, it is subject to Section 106 of the National Historic Preservation Act of 1966, as amended, and associated implementing regulations 36 CFR 800. The proposed Project includes construction activities along the Amtrak-owned Hell Gate Line that would allow Metro-North to introduce direct, one-seat passenger rail service between Metro-North's New Haven Line and Penn Station, New York, on Manhattan's west side, construction of four new stations in the Bronx, installation of three (3) miles of third rail and associated catenary, realigning existing track, upgrading and constructing new substations where needed, upgrading the signal system, and upgrading the New Rochelle Yard and Penn Station to accommodate new service.

The purpose of this letter is to:

- Formally initiate Section 106 consultation with the Delaware Tribe of Indians;
- Share the draft Section 106 Preliminary Effects Assessment, which includes the draft Areas of Potential Effect (APE) for the Project; and
- Request that comments on the draft Preliminary Effects Assessment, if any, be shared with FTA as soon as possible.

Our records indicate that consultation with the Delaware Tribe of Indians may have been initiated in 2014, with additional contact from the FTA regarding the Project's Historic Architectural Resources Background Study (HARBS) in 2016. At this time, we would like to initiate consultation again and are inviting you to participate to help us identify places that may have traditional religious and cultural importance to your tribal organization.

In accordance with Section 106, we are providing you with the draft Preliminary Effects Assessment, which has been prepared to evaluate the potential effects on the historic and archaeological resources for the Project. Please note that we are requesting information on places that you believe may be impacted by the proposed Project so that we may try to avoid impacts.

Your timely response will help us incorporate your concerns into project development. For that purpose, we respectfully request that you review the enclosed draft Preliminary Effects Assessment and forward any comments to FTA within 30 days so that the FTA can consult with you regarding the proposed project. If we do not receive a response within 30 days of receipt of this letter, we will proceed to the next step in the Section 106 process. 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.

We would be pleased to discuss with you project details as well as any confidential concerns you may identify. Please contact Richelle Gosman of my staff as follows:

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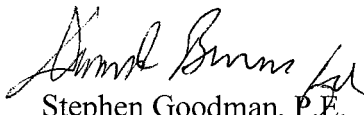
U.S. Department of Transportation
Federal Transit Administration, Region 2
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New York, NY 10004-1415

Phone: 212-824-2432

Email: Richelle.Gosman@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,


Stephen Goodman, P.E.
Regional Administrator

Encl: Draft Preliminary Effects Assessment, dated May 2019

cc: L. Corcoran, MTA (via email); J. Wuotinen, MTA (via email); R. Gosman, FTA (via email)



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November 5, 2019

Bonney Hartley, THPO
Stockbridge-Munsee Community
Band of Mohican Indians
65 1st Street
Troy, NY 12180

Subject: Section 106 Consultation for Metro-North Railroad Penn Station Access Project
Bronx, New York, Queens, and Westchester Counties

Dear Ms. Hartley:

The Federal Transit Administration (FTA), in cooperation with the Metropolitan Transportation Authority (MTA)/Metro-North Commuter Railroad Company (Metro-North), is preparing an Environmental Assessment (EA) pursuant to the National Environmental Policy Act for the Penn Station Access Project (Project). The proposed Project will be a Federal undertaking if FTA provides financial assistance. As such, it is subject to Section 106 of the National Historic Preservation Act of 1966, as amended, and associated implementing regulations 36 CFR 800. The proposed Project includes construction activities along the Amtrak-owned Hell Gate Line that would allow Metro-North to introduce direct, one-seat passenger rail service between Metro-North's New Haven Line and Penn Station, New York, on Manhattan's west side, construction of four new stations in the Bronx, installation of three (3) miles of third rail and associated catenary, realigning existing track, upgrading and constructing new substations where needed, upgrading the signal system, and upgrading the New Rochelle Yard and Penn Station to accommodate new service.

The purpose of this letter is to:

- Formally initiate Section 106 consultation with the Stockbridge-Munsee Community;
- Share the draft Section 106 Preliminary Effects Assessment, which includes the draft Areas of Potential Effect (APE) for the Project; and
- Request that comments on the draft Preliminary Effects Assessment, if any, be shared with FTA as soon as possible.

Our records indicate that consultation with the Stockbridge-Munsee Community may have been initiated in 2014, with additional contact from the FTA regarding the Project's Historic Architectural Resources Background Study (HARBS) in 2016. At this time, we would like to initiate consultation again and are inviting you to participate to help us identify places that may have traditional religious and cultural importance to your tribal organization.

In accordance with Section 106, we are providing you with the draft Preliminary Effects Assessment, which has been prepared to evaluate the potential effects on the historic and archaeological resources for the Project. Please note that we are requesting information on places that you believe may be impacted by the proposed Project so that we may try to avoid impacts.

Your timely response will help us incorporate your concerns into project development. For that purpose, we respectfully request that you review the enclosed draft Preliminary Effects Assessment and forward any comments to FTA within 30 days so that the FTA can consult with you regarding the proposed project. If we do not receive a response within 30 days of receipt of this letter, we will proceed to the next step in the Section 106 process. 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.

We would be pleased to discuss with you project details as well as any confidential concerns you may identify. Please contact Richelle Gosman 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: 212-824-2432

Email: Richelle.Gosman@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,



Stephen Goodman, P.E.
Regional Administrator

Encl: Draft Preliminary Effects Assessment, dated May 2019

cc: S. White; L. Corcoran, MTA (via email); J. Wuotinen, MTA (via email); R. Gosman, FTA (via email)



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November 5, 2019

Sherry White, Tribal Historic Preservation Manager
Stockbridge-Munsee Community
Band of Mohican Indians
W13447 Camp 14 Road
Bowler, WI 54416

Subject: Section 106 Consultation for Metro-North Railroad Penn Station Access Project
Bronx, New York, Queens, and Westchester Counties

Dear Ms. White:

The Federal Transit Administration (FTA), in cooperation with the Metropolitan Transportation Authority (MTA)/Metro-North Commuter Railroad Company (Metro-North), is preparing an Environmental Assessment (EA) pursuant to the National Environmental Policy Act for the Penn Station Access Project (Project). The proposed Project will be a Federal undertaking if FTA provides financial assistance. As such, it is subject to Section 106 of the National Historic Preservation Act of 1966, as amended, and associated implementing regulations 36 CFR 800. The proposed Project includes construction activities along the Amtrak-owned Hell Gate Line that would allow Metro-North to introduce direct, one-seat passenger rail service between Metro-North's New Haven Line and Penn Station, New York, on Manhattan's west side, construction of four new stations in the Bronx, installation of three (3) miles of third rail and associated catenary, realigning existing track, upgrading and constructing new substations where needed, upgrading the signal system, and upgrading the New Rochelle Yard and Penn Station to accommodate new service.

The purpose of this letter is to:

- Formally initiate Section 106 consultation with the Stockbridge-Munsee Community;
- Share the draft Section 106 Preliminary Effects Assessment, which includes the draft Areas of Potential Effect (APE) for the Project; and
- Request that comments on the draft Preliminary Effects Assessment, if any, be shared with FTA as soon as possible.

Our records indicate that consultation with the Stockbridge-Munsee Community may have been initiated in 2014, with additional contact from the FTA regarding the Project's Historic Architectural Resources Background Study (HARBS) in 2016. At this time, we would like to initiate consultation again and are inviting you to participate to help us identify places that may have traditional religious and cultural importance to your tribal organization.

In accordance with Section 106, we are providing you with the draft Preliminary Effects Assessment, which has been prepared to evaluate the potential effects on the historic and archaeological resources for the Project. Please note that we are requesting information on places that you believe may be impacted by the proposed Project so that we may try to avoid impacts.

Your timely response will help us incorporate your concerns into project development. For that purpose, we respectfully request that you review the enclosed draft Preliminary Effects Assessment and forward any comments to FTA within 30 days so that the FTA can consult with you regarding the proposed project. If we do not receive a response within 30 days of receipt of this letter, we will proceed to the next step in the Section 106 process. 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.

We would be pleased to discuss with you project details as well as any confidential concerns you may identify. Please contact Richelle Gosman of my staff as follows:

Mail:

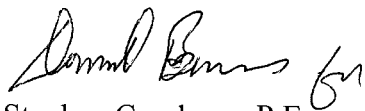
U.S. Department of Transportation
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New York, NY 10004-1415

Phone: 212-824-2432

Email: Richelle.Gosman@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,



Stephen Goodman, P.E.
Regional Administrator

Encl: Draft Preliminary Effects Assessment, dated May 2019

cc: B. Hartley; L. Corcoran, MTA (via email); J. Wuotinen, MTA (via email); R. Gosman, FTA (via email)



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212-668-2136 (fax)

November 5, 2019

Chief Harry B. Wallace
Unkechaug Nation
207 Poospansk Lane
Mastic, NY 11950

Subject: Section 106 Consultation for Metro-North Railroad Penn Station Access Project
Bronx, New York, Queens, and Westchester Counties

Dear Chief Wallace:

The Federal Transit Administration (FTA), in cooperation with the Metropolitan Transportation Authority (MTA)/Metro-North Commuter Railroad Company (Metro-North), is preparing an Environmental Assessment (EA) pursuant to the National Environmental Policy Act for the Penn Station Access Project (Project). The proposed Project will be a Federal undertaking if FTA provides financial assistance. As such, it is subject to Section 106 of the National Historic Preservation Act of 1966, as amended, and associated implementing regulations 36 CFR 800. The proposed Project includes construction activities along the Amtrak-owned Hell Gate Line that would allow Metro-North to introduce direct, one-seat passenger rail service between Metro-North's New Haven Line and Penn Station, New York, on Manhattan's west side, construction of four new stations in the Bronx, installation of three (3) miles of third rail and associated catenary, realigning existing track, upgrading and constructing new substations where needed, upgrading the signal system, and upgrading the New Rochelle Yard and Penn Station to accommodate new service.

The purpose of this letter is to:

- Formally initiate Section 106 consultation with the Unkechaug Nation;
- Share the draft Section 106 Preliminary Effects Assessment, which includes the draft Areas of Potential Effect (APE) for the Project; and
- Request that comments on the draft Preliminary Effects Assessment, if any, be shared with FTA as soon as possible.

Our records indicate that consultation with the Unkechaug Nation may have been initiated in 2014, with additional contact from the FTA regarding the Project's Historic Architectural Resources Background Study (HARBS) in 2016. At this time, we would like to initiate consultation again and are inviting you to participate to help us identify places that may have traditional religious and cultural importance to your tribal organization.

Subject: Metro-North Railroad Penn Station Access Project

In accordance with Section 106, we are providing you with the draft Preliminary Effects Assessment, which has been prepared to evaluate the potential effects on the historic and archaeological resources for the Project. Please note that we are requesting information on places that you believe may be impacted by the proposed Project so that we may try to avoid impacts.

Your timely response will help us incorporate your concerns into project development. For that purpose, we respectfully request that you review the enclosed draft Preliminary Effects Assessment and forward any comments to FTA within 30 days so that the FTA can consult with you regarding the proposed project. If we do not receive a response within 30 days of receipt of this letter, we will proceed to the next step in the Section 106 process. 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.

We would be pleased to discuss with you project details as well as any confidential concerns you may identify. Please contact Richelle Gosman 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: 212-824-2432

Email: Richelle.Gosman@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,



Stephen Goodman, P.E.
Regional Administrator

Encl: Draft Preliminary Effects Assessment, dated May 2019

cc: L. Corcoran, MTA (via email); J. Wuotinen, MTA (via email); R. Gosman, FTA (via email)



U.S. Department
of Transportation
**Federal Transit
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November 5, 2019

Randy King, Chairperson
Shinnecock Indian Nation Tribal Office
PO Box 5006
Southampton, NY 11968

Subject: Section 106 Consultation for Metro-North Railroad Penn Station Access Project
Bronx, New York, Queens, and Westchester Counties

Dear Mr. King:

The Federal Transit Administration (FTA), in cooperation with the Metropolitan Transportation Authority (MTA)/Metro-North Commuter Railroad Company (Metro-North), is preparing an Environmental Assessment (EA) pursuant to the National Environmental Policy Act for the Penn Station Access Project (Project). The proposed Project will be a Federal undertaking if FTA provides financial assistance. As such, it is subject to Section 106 of the National Historic Preservation Act of 1966, as amended, and associated implementing regulations 36 CFR 800. The proposed Project includes construction activities along the Amtrak-owned Hell Gate Line that would allow Metro-North to introduce direct, one-seat passenger rail service between Metro-North's New Haven Line and Penn Station, New York, on Manhattan's west side, construction of four new stations in the Bronx, installation of three (3) miles of third rail and associated catenary, realigning existing track, upgrading and constructing new substations where needed, upgrading the signal system, and upgrading the New Rochelle Yard and Penn Station to accommodate new service.

The purpose of this letter is to:

- Formally initiate Section 106 consultation with the Shinnecock Indian Nation;
- Share the draft Section 106 Preliminary Effects Assessment, which includes the draft Areas of Potential Effect (APE) for the Project; and
- Request that comments on the draft Preliminary Effects Assessment, if any, be shared with FTA as soon as possible.

Our records indicate that consultation with the Shinnecock Indian Nation may have been initiated in 2014, with additional contact from the FTA regarding the Project's Historic Architectural Resources Background Study (HARBS) in 2016. At this time, we would like to initiate consultation again and are inviting you to participate to help us identify places that may have traditional religious and cultural importance to your tribal organization.

Subject: Metro-North Railroad Penn Station Access Project

In accordance with Section 106, we are providing you with the draft Preliminary Effects Assessment, which has been prepared to evaluate the potential effects on the historic and archaeological resources for the Project. Please note that we are requesting information on places that you believe may be impacted by the proposed Project so that we may try to avoid impacts.

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We would be pleased to discuss with you project details as well as any confidential concerns you may identify. Please contact Richelle Gosman 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: 212-824-2432

Email: Richelle.Gosman@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,



Stephen Goodman, P.E.
Regional Administrator

Encl: Draft Preliminary Effects Assessment, dated May 2019

cc: L. Corcoran, MTA (via email); J. Wuotinen, MTA (via email); R. Gosman, FTA (via email)



The Delaware Nation
Historic Preservation Department
31064 State Highway 281
Anadarko, OK 73005
Phone (405)247-2448

December 16, 2019

To Whom It May Concern:

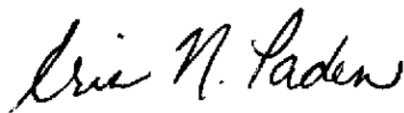
The Delaware Nation Historic Preservation Department received correspondence regarding the following referenced project(s).

**Project: Metro-North Railroad Penn Station Access Project
Bronx, New York, Queens, and Westchester Counties**

Our office is committed to protecting tribal heritage, culture and religion with particular concern for archaeological sites potentially containing burials and associated funerary objects.

The Lenape people occupied the area indicated in your letter during prior to European contact until their eventual removal to our present locations. According to our files, the location of the proposed project does not endanger cultural, or religious sites of interest to the Delaware Nation. **Please continue with the project as planned** keeping in mind during construction should an archaeological site or artifacts inadvertently be uncovered, all construction and ground disturbing activities should immediately be halted until the appropriate state agencies, as well as this office, are notified (within 24 hours), and a proper archaeological assessment can be made.

Please note the Delaware Nation, the Delaware Tribe of Indians, and the Stockbridge Munsee Band of Mohican Indians are the only Federally Recognized Delaware/Lenape entities in the United States and consultation must be made only with designated staff of these three tribes. We appreciate your cooperation in contacting the Delaware Nation Cultural Preservation Office to conduct proper Section 106 consultation. Should you have any questions, feel free to contact our offices at 405-247-2448 ext. 1403.



Erin N. Paden

Erin Paden
Director of Historic Preservation
Delaware Nation
31064 State Highway 281
Anadarko, OK 73005
Ph. 405-247-2448 ext. 1403
epaden@delawarenation-nsn.gov



SHINNECOCK INDIAN NATION

Shinnecock Indian Territory

P.O. Box 5006 Southampton, New York 11969-5006

Phone (631) 283-6143 Fax (631) 283-0751

*The oldest self-governing
Tribe of Indians in the United States*

April 7, 2016

James Richardson
Penn Station Access Project Manager
MTA Metro-North Railroad
420 Lexington Avenue, 11th Floor
New York, NY 10170

**Re: Comments on Metro-North Railroad Penn Station Access Environmental Review,
Bronx, New York, Queens and Westchester Counties**

Dear Mr. Richardson,

Thank you for inviting the Shinnecock Indian Nation (the Nation) to provide comments and information on whether the Metro-North Penn Station Access (PSA) Project construction activities along the Amtrak-owned Hell Gate Line in Bronx, New York, Queens and Westchester Counties may impact historic architectural resources. As a Consulting Party, we appreciate the materials you sent to us within the Historic Architectural Resources Background Study (HARBS). The Nation's Legal Department has been designated the task of responding to National Historic Preservation Act (NHPA) Section 106 consultation and information requests as the Nation does not yet have a Historic Preservation Office.

The Nation is one of the oldest self-governing Indian Nations in the State of New York and is a federally recognized Indian tribe (75 Fed. Reg. 60810, Oct. 1, 2010). The elected governing body of the Nation is a seven member Council of Trustees. The Nation exerts the authority and responsibility to protect the heritage and traditions of the Shinnecock People and acknowledges that the Nation's Legal Department is best qualified to review these materials.

The Nation may potentially have ancestral remains, funerary objects, sacred objects, and objects of cultural patrimony within both disturbed and undisturbed locations in the project area. The Nation's area of interest, as recognized by the New York Mayor's Office, includes the New York City counties of Bronx, New York (Borough of Manhattan), Queens, and Richmond (Borough of Staten Island), and the Long Island counties of Suffolk and Nassau. The Nation appreciates the opportunity to participate in this process where the unearthing of Indian burial sites has occurred all over Long Island, many of which have gone unreported and/or desecrated.¹

¹ See e.g., GAYNELL STONE, THE SHINNECOCK INDIANS: A CULTURE HISTORY, 28-29 (Vol. VI. Lexington: Ginn Custom Publishing, 1983). The archeological site at Strong Neck holding skulls and long bones was raided by

The most recent unearthing of the Nation's ancestral remains occurred in Water Mill in the South Fork in 2006 at the former St. James Hotel development site on Montauk Highway.² Although human remains were not expected to be disturbed during the development in Water Mill, Shinnecock oral history indicates a seasonal Indian village existed in the South Fork.³ This property was later purchased by the Town of Southampton through its Community Preservation Fund, to be held in perpetuity.⁴ Previously, in 2003, the Nation's ancestral remains were also uncovered on private property in Shelter Island.⁵

Furthermore, private landowners and archeological excavations have unearthed several ancestral remains and funerary objects at the Sugar Loaf Indian Burial Site throughout the early to mid twentieth century. The New York State Department of Environmental Conservation and the Town of Southampton has designated this site as a Critical Environmental Area (CEA) in 1990 after the Sugar Loaf Hill archaeological site was destroyed in the 1980s. The Sugar Loaf site in the Shinnecock Hills is a notable historic area that was once considered to be the most significant Indian burial site in the State of New York by the New York State Museum and Science Service. The Sugar Loaf site was radiocarbon dated to approximately 1043 B.C, +/- 300 years.⁶ The area was known to have a large burial pit in the center of the hill, as well as smaller burial pits scattered around the area.⁷ The burial pits were believed to "have approximated 30 feet in length, 18-23 feet in breadth, and 5-8 1/2 feet in maximum depth. The smaller, apparently individual burial pits, measured some 6 feet in diameter by 3-8 feet in depth."⁸ In addition to human remains, excavations of the area also produced a large number of associated burial items such as pottery, fishing hoods, chipped stone, and other items. Because of these excavations, the digging of foundations for new buildings could easily disturb the final resting places of the Nation's ancestors for which many tribal members are currently protesting.⁹

Excavations have also occurred on the western end of Long Island within the Area of Interest. Specifically, excavations of a burial pit at Aqueduct in Queens County in 1982 revealed the remains of an adult female in a flexed position with an infant buried near her knees.¹⁰ A shell layer was placed over the deceased to a depth of five inches and shards of pottery were also found in the pit.¹¹ The burial pit also indicated that a fire was built over the grave of shells as part of the burial ceremony.¹² Remains were also found in Port Washington in 1977 where sixteen pits had human burials, mostly children.¹³ The remains were buried in depths ranging from eighteen to forty inches.¹⁴

individuals seeking profit and was further desecrated through wanton destruction. Burials at Strong Neck were shallow, about six or seven inches below the surface and contained six skeletons – five adults and one small child.

² Nicole Controneo, *Calls to Preserve Indian Sites After a Skull Is Unearthed*, THE NEW YORK TIMES, (Dec. 31, 2006), <http://query.nytimes.com/gst/fullpage.html?res=9B02E1DF1F31F932A05751C1A9609C8B63>.

³ *Id.*

⁴ Stacey Altherr, *Town mulls laws to preserve burial sites*, NEWSDAY (Oct. 15, 2012), <http://www.newsday.com/long-island/towns/town-mulls-laws-to-preserve-burial-sites-1.4117748>.

⁵ *Id.*

⁶ William A. Ritchie, "The Stony Brook Site And Its Relation to Archaic and Transitional Cultures on Long Island," The State Education Department, State Museum And Science Service, Bulletin 372, 75 (1959).

⁷ *Id.* at 50.

⁸ *Id.*

⁹ Michael Wright, *Shinnecocks Protest New Development at Sugar Loaf*, 27EAST (Apr. 10, 2013), <http://www.27east.com/news/article.cfm/General-Interest-Southampton/458740/Shinnecocks-Protest-New-Development-At-Sugar-Loaf>.

¹⁰ STONE, *supra* note 1, at 29-30.

¹¹ *Id.* at 30.

¹² *Id.*

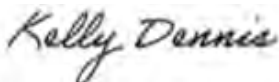
¹³ *Id.*

The Nation's historical cultural resources and ancestral remains are deserving of such protection. The potential for an adverse effect should be noted in association with the Section 106 compliance factor along with an indication that mitigation may be required if discovery is made during construction. In addition, per New York State Law, the Nation's burial grounds are eligible to be preserved by the Office of Parks, Recreation and Historic Preservation.¹⁵ Indian cemeteries and burial grounds on New York State lands, in consultation with Native Americans, are eligible for preservation as a place of historic interest.¹⁶ Any excavation or destruction of the area would have to be permitted by the Office of Parks, Recreation and Historic Preservation, and violators would be subject to a misdemeanor and a \$10,000.00 fine.¹⁷

The Nation welcomes the MTA Metro-North Railroad's commitment to initiating consultation where construction activities occur on or near previously undisturbed soil and areas of historical significance where there is the potential for discovery of human or archeological remains. Where not only ancestral remains but also funerary and sacred objects are potentially present in the project area, the Shinnecock Indian Nation must be notified and consulted. From there, the Nation anticipates coordinated efforts to pursue archaeological investigations, make detailed documentation, preserve materials, and initiate a construction protection plan to avoid destruction and desecration of historic properties and cultural resources.

Should you have any questions, please contact the Nation's Legal Department at Legal@shinnecock.org or call to speak with Shinnecock Tribal Attorney Kelly Dennis or Tela Troge at (631) 283-6143.

Sincerely,



Kelly Dennis, Esq.
Tribal Attorney
Shinnecock Legal Department

¹⁴ *Id.*

¹⁵ N.Y. Indian Law § 12-a.

¹⁶ *Id.*

¹⁷ N.Y. Educ. Law § 233.



Metro-North Railroad

*Karen,
For your records:
Todd*

June 3, 2014

Ms. Marilyn G. Shazor
Regional Administrator, Region 2
Federal Transit Administration
One Bowling Green – Room 429
New York, New York 10004-1415

Re: **Metro-North Railroad Penn Station Access Project
Bronx, New York, Queens and Westchester Counties
Revised Project Initiation Letters**

Dear Ms. Shazor,

In accordance with Section 106 of the National Historic Preservation Act of 1966, and as amended, we previously provided your office with a Historic Resources Project Initiation Letter (PIL) and an Archaeological Resources PIL for the subject project. Copies of the PILs were also provided to the New York State Office of Parks, Recreation and Historic Preservation's State Historic Preservation Office (SHPO) and the New York City Landmarks Preservation Commission (LPC).

We have revised the two PILs to best address comments received from the FTA, SHPO and the LPC. The revised PILs also include one modification (the height of new substations that would be constructed) in the description of the proposed infrastructure improvements comprising the Penn Station Access Project.

In addition to the copies provided for your records, we have enclosed four copies of the Archaeological Resources PIL and request that you provide one copy each to the offices of the federally recognized tribal organizations identified in the PILs (Delaware Tribe Historic Preservation Office, The Delaware Nation Cultural Preservation Director, the Shinnecock Indian Nation Tribal Office and the Stockbridge-Munsee Community Band of Mohican Indians).

Ms. Marilyn G. Shazor, 6/3/2014, Page 2 of 2

We are also providing copies of the two PILs, as revised, to the remaining Consulting Parties and Resource Organizations for their review and comment.

If you have any questions, please contact me at discala@mnr.org or 212-499-4490.

Sincerely,



Todd D. DiScala
Project Manager Penn Station Access
Metro-North Railroad
420 Lexington Avenue, 11th Floor
New York, NY 10017

cc: N. Chung, FTA



April 17, 2013

Ms. Nancy Danzig
Director of Planning and Program Development
Federal Transit Administration
One Bowling Green, Room 429
New York, New York, 10004-1415

**Re: Metro-North Railroad Penn Station Access Environmental Assessment
Re-Initiation of the Section 106 Process with NYSHPO**

Dear Ms. Danzig,

In May 2002, MTA Metro-North Railroad (Metro-North) notified the Federal Transit Administration (FTA) that it intended to seek FTA financial assistance for future capital improvements that might be proposed based on a study of its Penn Station Access (PSA) project, as it was then defined. In 2007, Metro-North submitted a Preliminary Draft Environmental Impact Statement (PDEIS) evaluating its proposed PSA project for FTA review. At that time, the FTA determined that, given the findings of the PDEIS, an Environmental Assessment (EA) should be prepared under NEPA. In addition, it was determined that an operations simulation of all services proposed for Pennsylvania Station, New York (Penn Station) should be performed before completion of the proposed PSA project's environmental review and documentation.

As you are aware, an expansive simulation of Penn Station operations, that involves all current and potential future users - Amtrak, Long Island Rail Road, New Jersey Transit and Metro-North Railroad, is being conducted since 2008. This effort is being led by the MTA. This analysis will help determine the Metro-North service levels into Penn Station, and will serve as input to the analysis of CP216, as requested by FTA. While this simulation is being conducted, we have been performing some technical analysis that do not depend upon the simulation results, as well as extensive project outreach, most particularly in the Bronx where new stations are proposed to be constructed on the Hell Gate Line.

This simulation process is near completion and we plan to review the results with you in the near future. At this time, we are re-vamping updating our environmental review to reconfirm and add to the work that was previously performed for the PDEIS. The PSA project, anticipated to utilize federal funding, is subject to Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations found at 36 CFR 800. Per Subpart A, Section 800.2(a)(3) and 800.2(c)(4) of

Ms. Nancy Danzig

April 17, 2013

Page Two

These regulations, Metro-North requests authorization to prepare information, analyses and recommendations to re-initiate Section 106 consultation for this project, if necessary, with the New York State Office of Parks, Recreation and Historic Preservation's State Historic Preservation Office (NYSHPO). The consultation will reflect changes to the project and reaffirm previous conditions and potential effects.

The current proposal comprises service from Metro-North's New Haven Line to/from Penn Station via Amtrak's Hell Gate Line, including infrastructure modifications within the Hell Gate Line right-of-way, such as track movement, catenary relocations and potential bridge modifications. The proposed project also includes construction of four new Metro-North stations in the Bronx in the vicinities of Co-op City, Morris Park, Parkchester/Van Nest and Hunts Point. The Morris Park station was not included in the PDEIS and is an addition to the proposed project. The previously proposed Hudson Line service via the Empire Line, for which an implementation timeframe has not been determined, would comprise a later, second phase of the PSA project. The proposed New Haven Line service is based on the results of the aforementioned Penn Station simulation study.

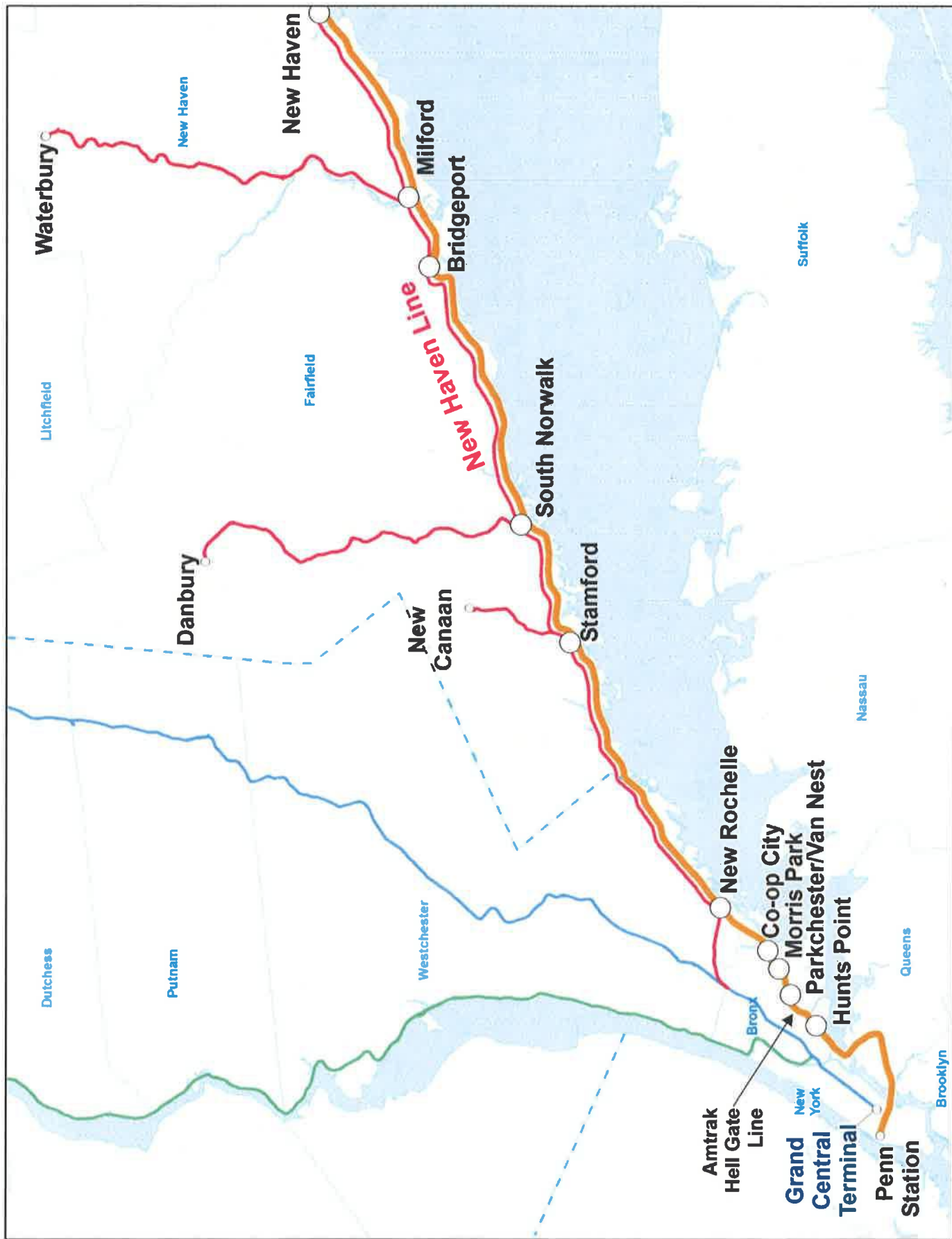
For your reference, a project corridor map and location maps for the four proposed new stations are enclosed. Should you require any additional information, feel free to contact me at (212) 499-4490.

Very truly yours,



Todd DiScala
Project Manager

Copy with enclosures: Marilyn G. Shazor, FTA
Nina Chung, FTA
Brian Sterman, MNR
Robyn Hollander, MNR
Karen Timko, MNR



Proposed Metro-North Parkchester/Van Nest Station



—————▶ = Pedestrian Route

Proposed Metro-North Hunts Point Station



—————▶ = Pedestrian Route

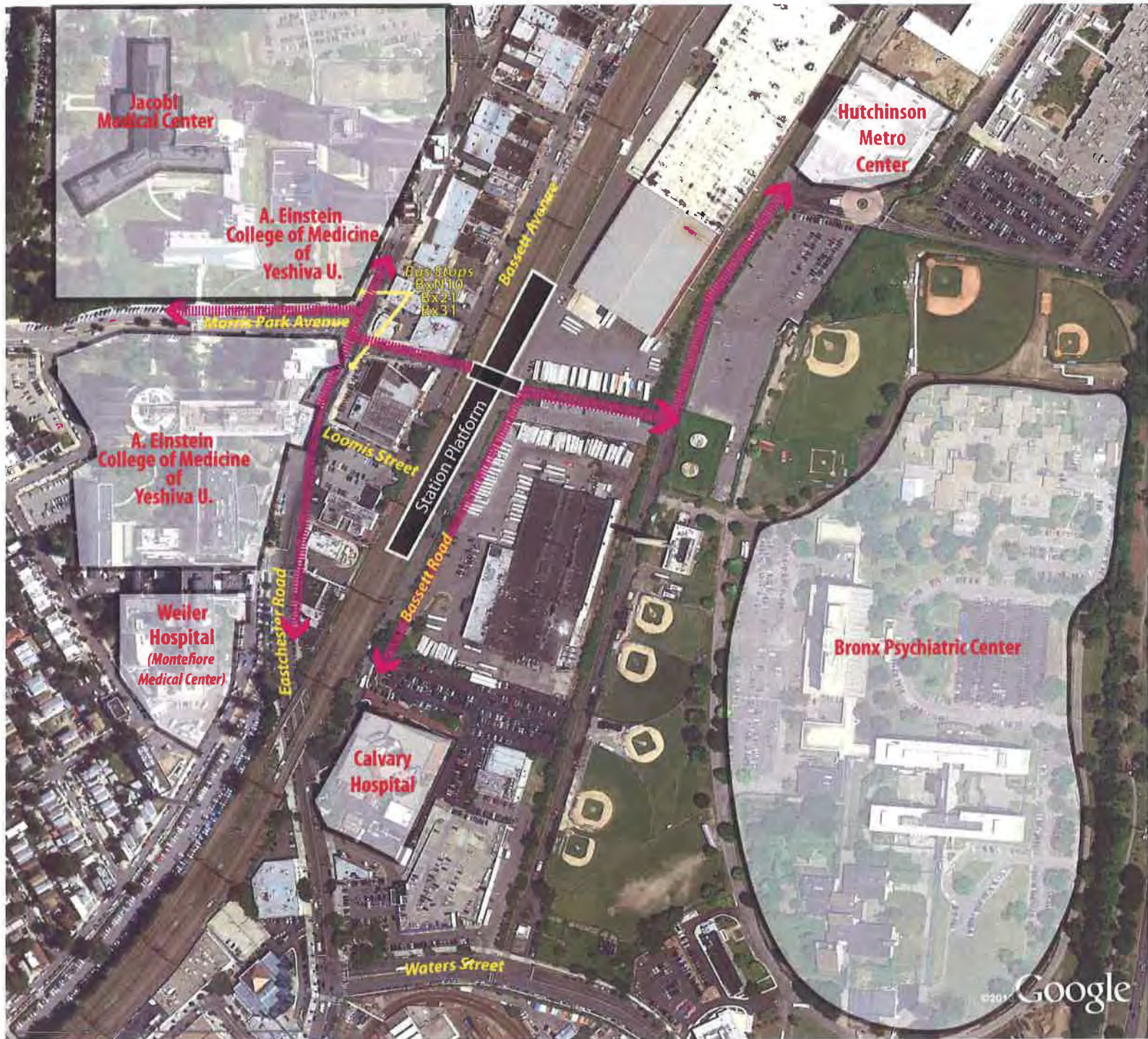
Proposed Metro-North Co-op City Station




 = Potential Station Relocation Area

 = Pedestrian Route

Proposed Metro-North Morris Park Station



 = Pedestrian Route



Metro-North Railroad

August 16, 2013

Ruth Pierpont
State Historic Preservation Officer
New York State Office of Parks Recreation and Historic Preservation
Field Services Bureau, Peebles Island, PO Box 189
Waterford, New York, 12188-0189

RE: Metro-North Penn Station Access Project, Bronx County, FTA Funding

Dear Ms. Pierpont,

In accordance with Section 106 of the National Historic Preservation Act of 1966, and as amended, we have enclosed two *Project Initiation Letters (PIL)* for the Metro-North Penn Station Access Project, for your review and comment. One PIL addresses historic resources and the other archaeological resources.

The Metro-North Penn Station Access Project primarily involves the provision of passenger rail service between Metro-North's New Haven Line and Penn Station, New York on Manhattan's west side. In addition to the proposed new service, the Penn Station Access proposal includes the construction of four new commuter rail stations in the east Bronx in areas that are not currently served by commuter rail, as well as other infrastructure improvements on Amtrak's Hell Gate Line. Each PIL includes a project description, definition of the respective areas of potential effect (APE), a list of consulting parties and resource organizations, a survey form and a public involvement plan.

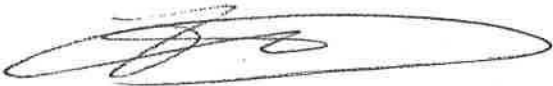
These studies will be conducted in accordance with Section 106 of the National Historic Preservation Act of 1966, which mandates review of federal undertakings' effects on historic resources. Therefore, we seek your concurrence on the list of resource organizations and

Ruth Pierpont
August 16, 2013
Page Two

consulting parties, the public involvement plan, and the proposed Areas of Potential Effect, as well as any other comments. Copies of the PILs will also be forwarded to the New York Landmarks Preservation Commission.

If you have any questions, please contact me via email at discala@mnr.org, or telephone at 212-499-4490.

Sincerely,

A handwritten signature in black ink, appearing to read "Todd DiScala", enclosed within a hand-drawn oval border.

Todd DiScala
Project Manager Penn Station Access
Metro-North Railroad
420 Lexington Avenue, 11th Floor
New York, NY 10017
(212) 499-4490

cc: N. Chung, FTA



New York State Office of Parks, Recreation and Historic Preservation

Division for Historic Preservation • Peebles Island, PO Box 189, Waterford, New York 12188-0189
518-237-8643

www.nysparks.com

Andrew M. Cuomo
Governor

Rose Harvey
Commissioner

September 20, 2013

Todd DiScala
Project Manager Penn Station Access
Metro-North Railroad
420 Lexington Avenue, 11th Floor
New York, NY 10017

Re: FTA/MTA
Metro-North Railroad Penn Station Access Project
Bronx, New York, Queens and Westchester Counties
13PR03777

Dear Mr. DiScala,

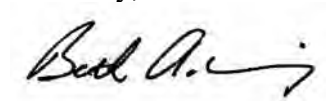
Thank you for requesting the comments of the New York State Historic Preservation Office (SHPO) for the proposed Metro-North Railroad Penn Station Access Project. We have reviewed the submitted materials in accordance with Section 106 of the National Historic Preservation Act of 1966. These comments are those of the SHPO and relate only to Historic/Cultural resources. They do not include other potential environmental impacts to New York State Parkland that may be involved in or near your project. Such impacts must be considered as part of the environmental review of the project pursuant to the National Environmental Policy Act and/or the State Environmental Quality Review Act (New York Environmental Conservation Law Article 8).

Philip Perazio of our Archeology Unit concurs with the Area of Potential Effects (APE) for the archeological resources proposed in the "Archeological Resources Project Initiation Letter for the MTA-Metro-North Railroad Penn Station Access Project" dated August 2013. He suggests that the Stockbridge-Munsee Community Band of Mohican Indians, a federally recognized tribe, be added to the list of consulting parties.

Kathy Howe of our Survey Unit concurs with the proposed APE for architectural resources proposed in the "Historic Resources Project Initiation Letter for the MTA Metro-North Railroad Penn Station Access Project" dated August 2013. We have reviewed the proposed consulting parties for the architectural resources and recommend that the New York Landmarks Conservancy be added to the list of invited consulting parties and local governments for each community where work is proposed. We find for architectural resources it is common for local groups surrounding the proposed work and local historical societies to request to be consulting parties as the public outreach for the project moves forward. Any such requests should be evaluated to determine if they should be added to the consulting parties process.

If you have any questions, I can be reached at (518) 237-8643, ext. 3282.

Sincerely,

A handwritten signature in black ink, appearing to read "Beth A. Cumming". The signature is fluid and cursive, with a prominent initial "B" and a long, sweeping tail.

Beth A. Cumming
Historic Site Restoration Coordinator
e-mail: Beth.cumming@parks.ny.gov

cc: N. Chung - FTA

via e-mail



August 16, 2013

Ruth Pierpont
State Historic Preservation Officer
New York State Office of Parks Recreation and Historic Preservation
Field Services Bureau, Peebles Island, PO Box 189
Waterford, New York, 12188-0189

RE: Metro-North Penn Station Access Project, Bronx County, FTA Funding

Dear Ms. Pierpont,

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The Metro-North Penn Station Access Project primarily involves the provision of passenger rail service between Metro-North's New Haven Line and Penn Station, New York on Manhattan's west side. In addition to the proposed new service, the Penn Station Access proposal includes the construction of four new commuter rail stations in the east Bronx in areas that are not currently served by commuter rail, as well as other infrastructure improvements on Amtrak's Hell Gate Line. Each PIL includes a project description, definition of the respective areas of potential effect (APE), a list of consulting parties and resource organizations, a survey form and a public involvement plan.

These studies will be conducted in accordance with Section 106 of the National Historic Preservation Act of 1966, which mandates review of federal undertakings' effects on historic resources. Therefore, we seek your concurrence on the list of resource organizations and

Ruth Pierpont
August 16, 2013
Page Two

consulting parties, the public involvement plan, and the proposed Areas of Potential Effect, as well as any other comments. Copies of the PILs will also be forwarded to the New York Landmarks Preservation Commission.

If you have any questions, please contact me via email at discala@mnr.org, or telephone at 212-499-4490.

Sincerely,



Todd DiScala
Project Manager Penn Station Access
Metro-North Railroad
420 Lexington Avenue, 11th Floor
New York, NY 10017
(212) 499-4490

cc: N. Chung, FTA

ENVIRONMENTAL REVIEW

Project number: FEDERAL TRANSIT ADMINISTRATION / 106-Y
Project: 0 METRO-NORTH PENN STATION ACCESS
Date received: 7/15/2014

Comments: as indicated below. Properties that are individually LPC designated or in LPC historic districts require permits from the LPC Preservation department. Properties that are S/NR listed or S/NR eligible require consultation with SHPO if there are State or Federal permits or funding required as part of the action.

The LPC is in receipt of the, "Archaeological Resources Project Initiation Letter for the MTA-Metro-North Railroad Penn Station Access Project," and the "Historic Resources Project Initiation Letter for the MTA Metro-North Railroad Penn Station Access Project" prepared by Historical Perspectives, Inc. and dated August 2013, revised April 2014. Any new or additional APE currently unidentified should be provided to LPC for review and comment.

Properties with no Archaeological significance:

- 1) ADDRESS: , BBL: , PROPERTY NAME: HUNTS POINT ALTERNATIVE #2
- 2) ADDRESS: , BBL: , PROPERTY NAME: CO-OP CITY STATION
- 3) ADDRESS: , BBL: 2027410001, PROPERTY NAME: HUNTS POINT ALTERNATIVE #1
- 4) ADDRESS: , BBL: 2040420001
- 5) ADDRESS: 1500 BASSETT AVENUE, BBL: 2042260001, PROPERTY NAME: MORRIS PARK AREA
- 6) ADDRESS: EAST TREMONT AVENUE, BBL: 2040420001, PROPERTY NAME: PARKCHESTER/VAN NESS

Properties with Architectural significance: TO BE DETERMINED.



7/17/2014

SIGNATURE
Gina Santucci, Environmental Review Coordinator

DATE

File Name: 5114_FSO_DNP_07172014.doc

Cc:SHPO

MTA Metro-North Railroad Penn Station Access Project
Environmental Assessment

Supplemental Section 106 Review for the Expansion of New Rochelle Yard on the Metro North New Haven Line

New Rochelle, Westchester County, NY

MTA Metro-North Railroad Penn Station Access Project

Westchester, Queens & Bronx Counties, New York

August 2020

Prepared for:



Prepared by:

Lynn Drobbin & Associates

and

WSP

Contents

1. PROJECT DESCRIPTION	1
1.1 INTRODUCTION	1
2. CONSULTING PARTIES AND RESOURCE ORGANIZATIONS	4
2.1 CONSULTING PARTIES	4
2.2 RESOURCE ORGANIZATIONS.....	5
3. AREA OF POTENTIAL EFFECT.....	6
3.1 DEFINITION OF THE PSA PROJECT AREA OF POTENTIAL EFFECT.....	6
3.2 DEFINITION OF THE APE FOR EXPANSION OF THE NEW ROCHELLE YARD ON THE METRO NORTH NEW HAVEN LINE	8
4. METHODOLOGY.....	23
5. RESOURCES IN THE APE.....	24
5.1 BACKGROUND HISTORY	24
5.2 LISTED AND ELIGIBLE HISTORIC RESOURCES NEAR THE APE	26
5.3 LISTED AND ELIGIBLE HISTORIC RESOURCES IN THE APE	27
5.4 RESOURCES IN THE APE.....	28
5.5 DESCRIPTION AND SIGNIFICANCE OF RESOURCES OVER 50 YEARS OLD.....	31
5.6 DESCRIPTION OF RESOURCES IN THE APE UNDER 50 YEARS OLD	42
6. PROJECT DESCRIPTION	51
7. EFFECTS ASSESSMENT.....	54
7.1 APPLICATION OF THE CRITERIA OF EFFECT.....	54
7.2 ASSESSING EFFECTS	54
7.3 ADVERSE EFFECT CRITERIA	54
7.4 EFFECTS ON HISTORIC RESOURCES IN THE APE	55
8. CONCLUSION.....	56
9. BIBLIOGRAPHY	57

FIGURES

- Figure 1: Penn Station Access Project and New Rochelle Yard Area of Potential Effect
- Figure 2: Historic Resource APE: Expansion of New Rochelle Yard on Metro North New Haven Line
- Figure 3: Tax Map of APE: Expansion of New Rochelle Yard on Metro North New Haven Line
- Figure 4: DeRaffele Dining Car Manufacturing Plant, 85 River Street (demolished)
- Figure 5: 172 Lispenard Avenue (formerly Stephenson Avenue), 1931 Sanborn Map

APPENDIX A: CONCEPT DRAWINGS OF PROPOSED NEW ROCHELLE YARD EXPANSION

APPENDIX B: HISTORIC AERIAL PHOTOGRAPHS OF THE HISTORIC RESOURCES APE

APPENDIX C: SELECTED SANBORN MAPS OF THE HISTORIC RESOURCES APE

APPENDIX D: BUILDING-STRUCTURE INVENTORY FORM: KAUFMAN BUILDING

1. Project Description

1.1 INTRODUCTION

The Supplemental Section 106 Review for the Expansion of the New Rochelle Yard on the Metro North New Haven Line has been prepared as a supplemental report to the *Section 106 Effects Assessment for the Metro-North Railroad Penn Station Access Project (PSA Effects Assessment)* submitted in July 2019 to the New York State Office of Parks, Recreation and Historic Preservation (NYSOPRHP), also known as the State Historic Preservation Office (SHPO). The *PSA Effects Assessment*, approved with a *No Adverse Effect* finding by the NY SHPO on July 30, 2019, noted that the evaluation of effects was based on conceptual-level project plans and that additional details would be defined during the Proposed Project's design phase.

The Metropolitan Transportation Authority (MTA)/Metro-North Commuter Railroad Company's (Metro-North) Penn Station Access (PSA) Project proposes the introduction of direct, one-seat passenger rail service between its New Haven Line (NHL) territory (Westchester County, New York, and Fairfield and New Haven Counties, Connecticut) and Pennsylvania Station New York (PSNY) on the west side of Manhattan. The Proposed Project would also provide passenger rail service at four new community-based Metro-North stations in the eastern Bronx. The new stations and additional infrastructure improvements to enhance operational flexibility and power supply would be constructed within the Hell Gate Line (HGL) right-of-way in Queens and Bronx Counties, New York, and would include the linear expansion of Metro-North's New Rochelle Yard in New Rochelle, New York.

This report has been prepared in compliance with Section 106 of the National Historic Preservation Act of 1966, as amended and Section 14.09 of the New York State Parks, Recreation and Historic Preservation Law of 1980.

The project concerns the expansion of the existing Metro North rail yard on the New Haven Line at New Rochelle to provide for the mid-day storage and turning of passenger fleet train consists to accommodate Penn Station Access service. The existing yard is currently utilized for the storage of maintenance of way (MOW) equipment. The expansion of the yard would include the following:

- Construct the required improvements to provide for storage of 48 train coaches and 1,600 feet of new track;
- Construct a welfare facility and two trailers to house personnel and equipment; and,
- Construct four paved roadways in the yard, with retaining walls, to enable access to the train storage areas.

A detailed description of the proposed yard improvements are contained in *Chapter 6. Project Description*. Appendix A contains the concept drawings of the proposed expansion of the New Rochelle Yard.

This supplemental report has been prepared to 1) identify the Area of Potential Effect (APE) for historic architectural resources; 2) identify the resources that are listed on, eligible for, or potentially eligible for listing on the National Register of Historic Places (NRHP) that are located in the APE; and 3) evaluate the

effects of the expansion of the yard on the significant historic architectural resources in the APE; and 4) if there is the potential for effects, provide for the identification of methodologies to lessen the effects on historic architectural resources. A Phase IA Archaeological Assessment for the New Rochelle Yard Expansion (August 2020) was prepared by Historical Perspectives, Inc. and submitted to SHPO separately. The Phase IA found that the New Rochelle Yard APE was extensively disturbed, both vertically and horizontally; therefore, no additional archaeological consideration is recommended.

This report concludes that one property in the APE, the Kaufman Building on 271 North Avenue, with a SHPO Opinion of Eligibility for listing on the NRHP, would potentially be affected during the construction for the expansion of the yard. A *No Adverse Effect* finding is assumed with a construction monitoring plan to ensure the protection of this resource.

The following reports and SHPO findings for the historic resource review of the PSA Project have been previously prepared in compliance with Section 106 of the National Historic Preservation Act of 1966, 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:

- Historic Resources Project Initiation Letter (PIL) for the PSA 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).
 - The SHPO concurred with the findings of the PSA PIL in a September 16, 2013 letter and the LPC reviewed the PIL on July 7, 2014.
- Historic Architectural Resources Background Study (HARBS) for the PSA Project, Westchester, Bronx & Queens Counties, New York. February 2014. Prepared for Metro-North by Lynn Drobbin & Associates and Parsons Brinckerhoff (PSA HARBS).
 - SHPO concurred with the findings of 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.
- Section 106 Effects Assessment for the Metro-North Railroad Penn Station Access Project. July 2019. Prepared for MTA Capital Construction/Metro-North by Lynn Drobbin & Associates and WSP.
 - SHPO concurred with the consultant recommended finding, in a July 30, 2019 letter, that the PSA Project would have *No Adverse Effect* on historic architectural resources with the conditions as described in the PSA Effects Assessment.
- Supplemental Section 106 Review for a New Railroad Bridge on the Amtrak Hell Gate Line over the Bronx River at MP 11.40 Prepared for MTA Capital Construction/Metro-North by Lynn Drobbin & Associates and WSP. January 2020.
 - In correspondence dated May 5, 2020, SHPO concurred with the revised Area of Potential Effect and the updated finding of *No Adverse Effect* on historic resources with the condition that

a construction monitoring plan be developed by the SHPO and implemented for the new railroad bridge on the Amtrak Hell Gate Line over the Bronx River at MP 11.40.

2. Consulting Parties and Resource Organizations

The following consulting parties and resource organizations were concurred with by the SHPO on September 20, 2013 and concurred with by the FTA by email on November 30, 2015. The list was updated in May 2020.

2.1 CONSULTING PARTIES

Stephen Goodman
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Federal Transit Administration
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Daniel Mackey
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New York State Office of Parks, Recreation & Historic Preservation
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2.2 RESOURCE ORGANIZATIONS

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Rich Vitacco
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Gary Hermalyn
Executive Director
Bronx Historical Society
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Bronx, NY 10467

James Fleming
Chairman
Historical and Landmarks Review Board
City of New Rochelle
515 North Avenue
New Rochelle, NY 10801

3. Area of Potential Effect

3.1 DEFINITION OF THE PSA PROJECT AREA OF POTENTIAL EFFECT

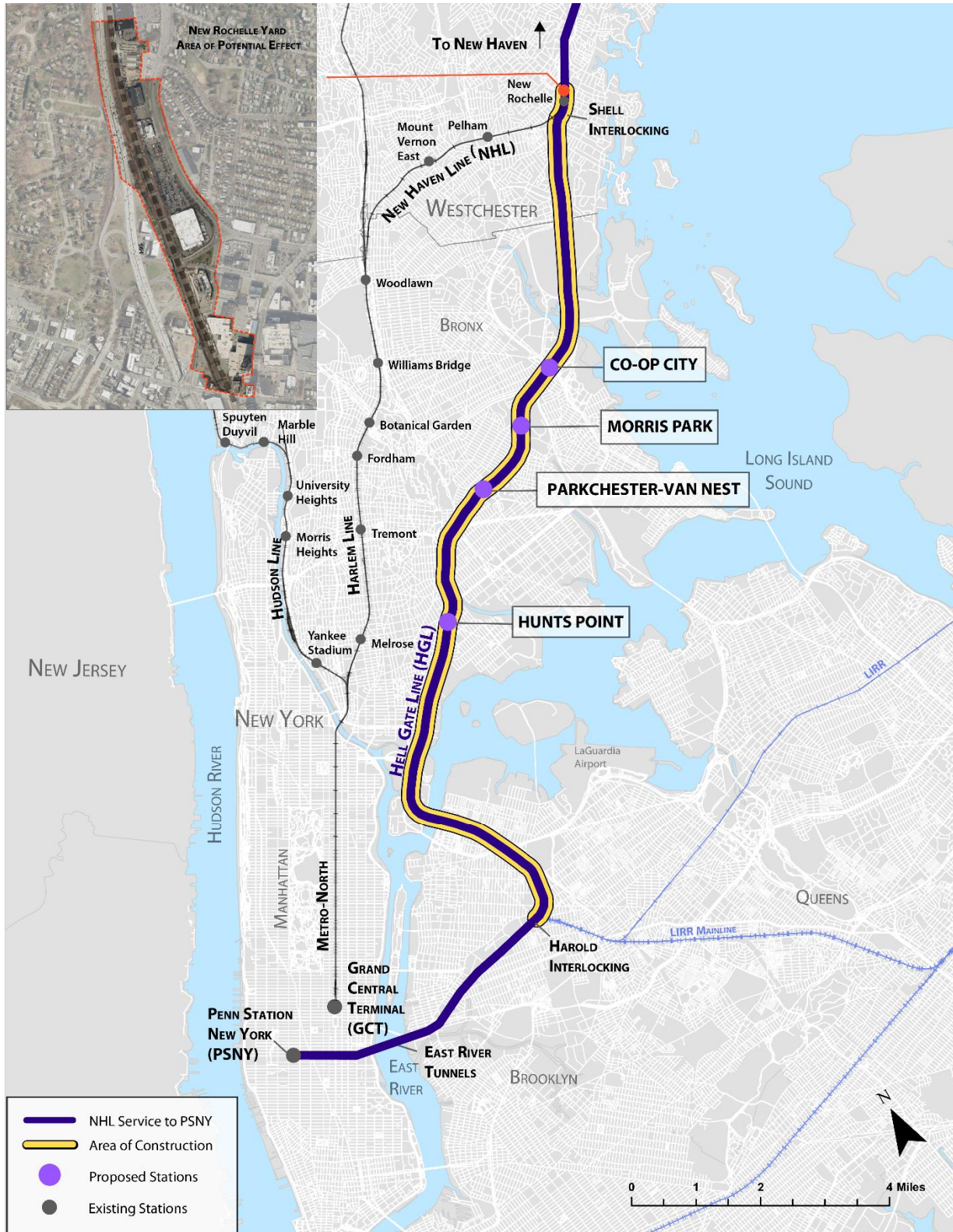
The “Area of Potential Effect” (APE) is defined as the area in which the proposed project is most likely to have impacts on cultural resources. The APE includes the area that may be affected by direct physical impacts, such as demolition or alteration of a resource, or by indirect contextual impacts such as changes in the visual character of the surrounding neighborhood or in the views from a resource. The potential effects of temporary project actions (i.e., construction noise, dust, and vibration) were also considered in the determination of the APE.

APE determinations for the proposed project have been made based on standard methodologies used in the Section 106 process and guidance from the SHPO. A complete description of the methodology for the determination of the APE for the historic architectural resource analysis is contained within the *Historic Resources Project Initiation Letter (PIL) for the PSA Project, Westchester, Queens & Bronx Counties, New York, August 2013*.

The APE for the PSA Project was generally defined as the 15.4-mile length of Hell Gate Line right-of-way that is part of the proposed project and at the locations for construction activity for the project (see Figure 1). The APE for the Expansion of the New Rochelle Yard on the Metro North New Haven Line was defined using the methodology as described in the 2013 Project Initiation letter and in consideration of, but not limited to, the following:

- The elevation of the ground surrounding the project site;
- The height of the proposed new construction;
- The scale of the buildings on either side of the proposed site;
- Properties that have a clear view of the proposed improvements or that are on lots directly adjacent to the proposed construction site or staging areas are included in the APE.
- If views to the construction site or staging areas are blocked, they are not included.
- Unobstructed views, through open fields or over low-scale buildings and/or lots, may be included, in general, if such views are from 100 feet or less from the proposed new construction site.
- Properties that may be affected on a temporary basis during construction activities including staging areas.

FIGURE 1. PENN STATION ACCESS PROJECT AND NEW ROCHELLE YARD AREA OF POTENTIAL EFFECT



Source: WSP, 2020

3.2 DEFINITION OF THE APE FOR EXPANSION OF THE NEW ROCHELLE YARD ON THE METRO NORTH NEW HAVEN LINE

The New Rochelle Yard is located in the downtown area of the City of New Rochelle, Westchester County, NY and extends from MP 17.0 to MP 18.50 on the Metro North New Haven Line. The yard begins north of the North Avenue Bridge over the Metro North New Haven Line in a cut and then elevates on an earthen embankment to extend over Cedar and River streets at NH 16.97. The yard terminates at a point about 100 feet north of Lispenard Avenue; the Metro North New Haven /Amtrak Northeast Corridor Line continue beyond to the northeast. The APE has been drawn to encompass the area that may be affected by the permanent and temporary effects of the project. Properties that have been included in the APE are those that are adjacent to the New Rochelle Yard and that would have clear and close views to the proposed new construction in the yard.

The western boundary of the APE is comprised by the four-lane roadway of Garden Street which after it crosses Cedar Street, turns into the northbound ramp to Interstate-95 (I-95); beyond this the western APE boundary is formed by the northbound lanes of I-95. The western views of the yard from Garden Street are largely obscured by vegetation, chain link, and wood fencing.

The southern boundary of the APE is formed by North Avenue between Garden and Huguenot Streets and includes the properties at 297, 301, and 277 North Avenue; the "K" Building at 271 North Avenue, and the North Avenue Bridge over the Metro North New Haven Line, NH 16.68.

The eastern boundary of the APE is formed by Huguenot Street, Bally Place, Renewal Place, and Palmer Avenue and includes the 40-story-high Trump Plaza on 175 Huguenot Street; the WestMed Medical Group at 171 Huguenot Street, and the Con Edison Cedar Street Substation at 2 Commerce Drive. The eastern APE boundary continues northwards to cross Cedar and River streets and then turns northwest to include ten properties that are located between Palmer Avenue and the yard. This includes ShopRite and Popeye's Louisiana Kitchen at 8 Joyce Road and Palmer Avenue; Nissan of New Rochelle at 2533 Palmer Avenue; 2525 Palmer Avenue (DeRaffele Manufacturing Company); the concrete block structure occupied by SUEZ Water at 2525 Palmer Avenue; Sammarco Stone & Supply, Inc. at 173 Oak Street, and the southern portion of the lot for Stop and Shop at 2425 Palmer Avenue.

The House at 172 Lispenard Avenue at the corner of Oak Street is also included in the eastern boundary of the APE. While this property does not directly abut the yard, it has unobstructed views of the proposed train storage area that would be located on the alignment of Lispenard Avenue. The residential property at 2433 Palmer Avenue has not been included in the APE as it is sufficiently screened from the yard by a high wood fence and the Stop and Shop shopping center structures.

The northern boundary of the New Rochelle Rail Yard would extend about 100 feet north of Lispenard Avenue on the New Haven Line right of way. The Metro North New Haven Line/Amtrak Northeast Corridor continues to the north beyond the yard.

Photos 1-19 that illustrate the yard and the boundaries of the APE are on the following pages. The historic resources APE is mapped on aerial and tax maps, Figures 2 and 3. Note that some areas of the yard or APE boundaries were unable to be photographed due to restricted access or were blocked by fences and heavy vegetative screening. The blocks and lots and addresses of the properties that have been included in the APE are as follows:

Western Boundary- Garden Street

Block 801, Lots 11 and 13

Garden Street parking areas.

Interstate-95

Blocks 833 & 860

Southern Boundary- North Avenue

Block 801 Lot 1A.

Chili Dog Take Out & Delivery, 297 North Ave.

Block 801 Lots 3.

House, 301 North Ave.

North Avenue Bridge over Metro North Railroad, NH 16.68

Metro North New Haven Line Catenary, New Rochelle Rail Yard

Block 239, Lots 15 (vacant)

Block 239, Lot 33

Bank of America, 277 North Avenue (to be demolished)

Block 239, Lot 26

"K" Building, 271 North Avenue

Eastern Boundary- Huguenot Street, to Palmer Avenue

Huguenot Street

Block 239, Lot 1A

Trump Plaza, 175 Huguenot Street

Block 238, Lot 10

WestMed Medical Office, 171 Huguenot Street

Block 238, Lots 20 and 21
Vacant Lots

Renewal Drive (Commerce Drive)/Cedar Street

Block 238, Lot 50
Con Edison Cedar Street Substation, 2 Commerce Drive

Metro North Railroad NH 16.97 over Cedar & River Streets

Palmer Avenue

Block 250, Lot 1
Shop Rite and Popeye's Louisiana Kitchen, 8 Joyce Road & Palmer Ave.

Block 267, Lot 30
Nissan of New Rochelle, 2533 Palmer Ave.

Block 267, Lot 15
DeRaffele Manufacturing Company, 2525 Palmer Ave.

Block 267, Lot 10
Suez Water, 2525 Palmer Ave.

Oak Street

Block 308, Lots 29 & 30
Sammarco Stone Inc., 173 Oak Street

Lispenard Avenue

Block 308, Lot 23
House, 172 Lispenard Ave.

Palmer Avenue

Block 310, Southern part of Lot 20
Stop and Shop, 2425 Palmer Avenue



Source: Lynn Drobbin, 2020

Photo 1. Rear of 297 & 301 North Avenue at South End of Yard, Facing Southeast



Source: Lynn Drobbin, 2020

Photo 2. View into Yard from Parking Area on Garden Street, Facing Southeast



Source: Lynn Drobbin, 2020

Photo 3. View into Yard from Parking Area on Garden Street, Facing Southeast



Source: Lynn Drobbin, 2020

Photo 4. Garden Street Screening at New Rochelle Yard, Facing North



Source: Lynn Drobbin, 2020

Photo 5. Garden Street and Ramp onto Interstate-95 Northbound, Facing Northwest



Source: Lynn Drobbin, 2020

Photo 6. New Rochelle Yard and Rear of Trump Plaza, Facing Northeast



Source: Lynn Drobbin, 2020

Photo 7. North Avenue Bridge over MNR and 277 North Avenue, Facing North



Source: Lynn Drobbin, 2020

Photo 8. New Rochelle Yard, Facing Southwest towards North Avenue



Source: Lynn Drobbin, 2020

Photo 9. Proposed Location of Crew Quarters Option 2, Facing Southwest



Source: Lynn Drobbin, 2020

Photo 10. New Rochelle Yard, Facing Northwest, Rear of Trump Plaza and WestMed



Source: Lynn Drobbin, 2020
Photo 11. New Rochelle Yard, Access Road, Facing West Toward Garden Street



Source: Lynn Drobbin, 2020
Photo 12. New Rochelle Yard, Behind Trump Plaza, Facing South towards North Avenue



Source: Lynn Drobbin, 2020

Photo 13. New Rochelle Yard, Facing Northwest, Con Ed Cedar Street Substation on Right



Source: Lynn Drobbin, 2020

Photo 14. View East from New Rochelle Yard on Renewal Drive



Source: Lynn Drobbin, 2020

Photo 15. New Rochelle Yard, Facing Northwest Behind Trump Plaza and WestMed



Source: Lynn Drobbin, 2020

Photo 16. New Rochelle Yard, View from 2525 Palmer Avenue, Facing West



Source: Lynn Drobbin, 2020

Photo 17. New Rochelle Yard, SUEZ at 2525 Palmer Avenue, Facing West



Source: Lynn Drobbin, 2020

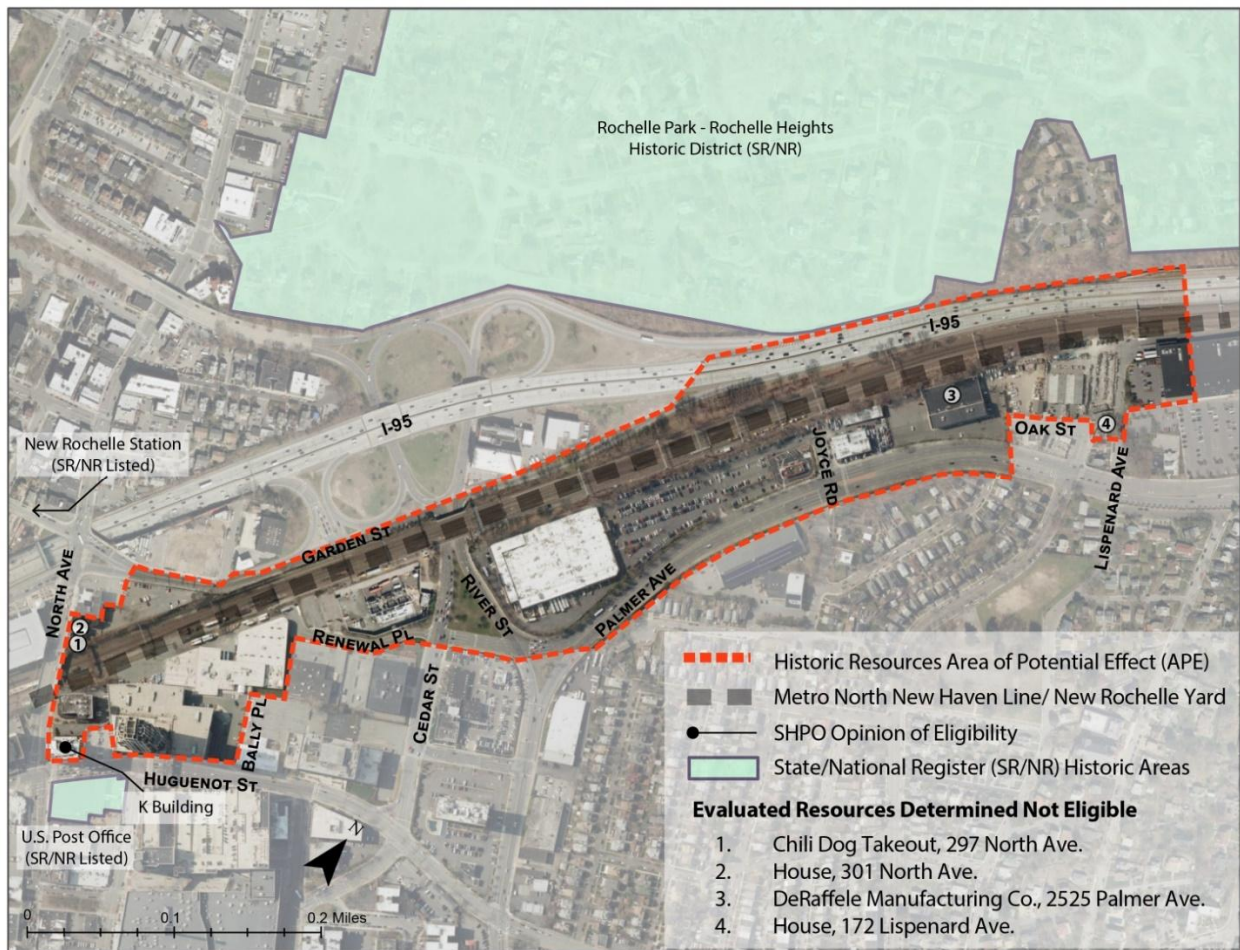
Photo 18. View West on Lispenard Ave. and Oak Street to Proposed Train Storage Area



Source: Lynn Drobbin, 2020

Photo 19. View West from Palmer Avenue to Proposed Train Storage Area in Yard

FIGURE 2. HISTORIC RESOURCE APE: EXPANSION OF NEW ROCHELLE YARD ON METRO NORTH NEW HAVEN LINE



Source: WSP, 2020

Figure 2 delineates the boundaries of the historic resources APE and identifies the State and National Register listed resources near the project site and the “K” Building, which has been included in the APE and has a SHPO Opinion of Eligibility. Figure 2 lists resources (numbered 1 through 4) in the APE that are over 50 years of age and were evaluated for the potential for eligibility to the NRHP. None were considered to be eligible for listing.

FIGURE 3. TAX MAP OF HISTORIC RESOURCES APE: EXPANSION OF NEW ROCHELLE YARD ON METRO NORTH NEW HAVEN LINE



Source: WSP, 2020

Figure 3 delineates the APE boundary for historic architectural resources and indicates the block and lots included in the APE.

4. Methodology

The study was conducted by architectural historian, Ms. Lynn Drobbin. Ms. Drobbin meets the National Park Service standards for professional qualifications for historic preservation consultants as specified in the Federal Register (36 CFR 61, Section 61.5).

The objectives of the identification of historic architectural resources were:

1. To locate and identify all historic architectural resources that are National Historic Landmarks; that are listed on the State and National Registers of Historic Places; that have determinations of eligibility from the Keeper of the National Register; and that have SHPO opinions of eligibility;
2. To locate and identify the status and integrity of previously identified historic architectural resources;
3. To locate and identify all previously recorded and unrecorded structures that are over 50 years of age that may be potentially eligible for listing on the State and National Register of Historic Places;
4. To locate and identify historic and cultural resources of local significance.

The task of identifying historic resources in the project area began with a review of existing inventories, findings and recent studies that have been conducted regarding historic architectural resources in the project area. This included the review of the following:

Inventories, Lists & Maps

NYSHPO Cultural Resource Information System (CRIS)

City of New Rochelle tax assessor's records

Sanborn Fire Insurance Maps

Metro North Railroad Track & Structures Department, Track Charts, Maintenance Program, Interlocking Diagrams & Yard Diagrams, 2015; 2020

The initial step was to consult the NYSHPO CRIS website to identify the historic architectural resources located near the APE. The locations of these resources were noted and evaluated as to the potential for impacts from the proposed project. A field reconnaissance survey was conducted in April 2020 to view the locations of the proposed construction in the yard and to identify the blocks and lots that abutted or had clear unobstructed views to the yard and therefore may be affected by the proposed project. Properties were photographed and mapped and views to the project evaluated. Dates of construction for each property were researched at the tax assessor's office. Sanborn maps, secondary sources and aerial photographs were also used to research the area. Research was limited to data that was available online due to the state-wide lockdown and quarantine as a result of the COVID-19 pandemic. Resources that were over 50 years of age were described and evaluated against the National Register criteria.

5. Resources in the APE

5.1 BACKGROUND HISTORY

Introduction

The APE for the Expansion of the New Rochelle Yard includes a section of downtown New Rochelle that was extensively redeveloped after the 1950s. The street grid that surrounds the yard has been through major changes; many of the original streets have been de-mapped or realigned and several new roadways, including the six-lane Palmer Avenue, have been created. The area that borders the east side of the yard was formerly occupied by the New York New Haven & Hartford Railroad (NYNH&HRR) freight yard which extended from North Avenue to today's Cedar Street. The former industrial and residential neighborhoods that surrounded the freight yard are almost completely gone. The freight yard abandoned operations c.1950 and was redeveloped over the past 70 years with commercial, institutional and industrial properties.

The area west of the yard along Garden Street, originally lined with houses, businesses and industries, was cleared out in the 1950s for the construction of the New England Thruway (Interstate 95) and its north and south approach ramps. North of Cedar Street, the east side of the yard was formerly bordered by Oak Street, a residential area lined with houses, tenements and several greenhouses.

There are no Sanborn maps available for this section of New Rochelle between 1951 and 1990, a 39-year gap, over which time the freight yard was dismantled, Interstate 95 was constructed and the area surrounding the rail yard was redeveloped. To fill in this information gap, historic aerial photographs from the 1950s, sourced online from the New Rochelle Library, were reviewed; these are included in Appendix B. Selected Sanborn maps that illustrate the history of the historic resources APE are included in Appendix C. Dashed red lines have been drawn to indicate the historic resources APE on the historic Sanborn maps. Please note that the APE is loosely drawn in areas where the street grid was altered and large scale demolition occurred.

Late Nineteenth Century Development

The 1887 Sanborn maps indicate that the NYNH&HRR freight yards were located north of the North Avenue Bridge where they branched-off from the rail corridor to the east, and were situated in a triangular-shaped wedge of land that ended at Centre Street, the location of today's Cedar Street. The freight yards are shown with a large locomotive house with four tracks, a turntable, and a tank house. Avenue E, a short dead-end street located between the North Avenue Bridge and Huguenot Street, provided access to the yard from North Avenue.

By 1892, a temporary narrow gauge track extended through the yard; it was noted to be for the construction of the main line. The rail yards were now shown with a temporary locomotive house, an elevated water tank and a freight depot beyond. North of Cedar Street, Oak Street bordered the east side of the yard and

as indicated on the 1896 Sanborn maps was primarily a residential neighborhood with industry limited to several greenhouses.

Twentieth Century Development

By 1903 North Avenue had been widened and transformed to a commercial street lined with businesses. A few new industrial concerns were now located on Avenue E, among them were the Borden's Condensed Milk Plant and the New Rochelle Bottling Company. By 1911 Garden and Cedar streets had several businesses near the railroad including a wood door manufacturing company, a speedometer factory that employed 200 men, and a lighting company. North of Cedar Street, Oak Street remained residential with a few florists and greenhouses. By 1931, Sanborn maps indicate that the round house had been removed but the remainder of the freight yard appeared to be intact.

In 1951 Avenue E remained as the access road to the freight yard and the several industries that were located on the street. However by this time, the buildings along Garden Street had been mostly demolished. The map also shows that the abandoned tracks of the New York Westchester & Boston Railroad (NYW&B) in New Rochelle had been removed; this former railroad right of way later became the alignment for the New England Thruway.

The 1951 Sanborn map also shows a building at 85 River Street noted as "Dining Car Manufacturing"; this was the former P.J. Tierney and later, DeRaffele Diner Manufacturing Company plant. The early diner plant was demolished in the 1960s following the construction of I-95 and the realignment of the roadways. In 1967 DaRaffele built a new building at 2525 Palmer Avenue, which was essentially the realigned and widened Oak Street (see DeRaffele Manufacturing Company, 2525 Palmer Avenue).

In the mid-1950s ground was broken in New Rochelle for the construction of the New England Thruway which officially opened in 1958. A 1955 *New York Times* article entitled, "Thruway to Cut A Painful Gash Across Heart of New Rochelle" commented that "the Queen City of the Long Island Sound will be cut in half by an \$18 million incision. Between North Avenue and Cedar Street, one of the largest clover leaf interchanges in the state is being constructed." The City Affairs Committee deemed it catastrophic due to the demolition of over 300 homes, churches and commercial buildings, and the relocation of 260 graves from two cemeteries. But the mayor supported the thruway saying that it was "essential to alleviate the daily traffic load of 25,000 pleasure cars and gargantuan interstate trucks on the Boston Post Road."

The construction of the Thruway decimated the area west of the rail yard as the highway alignment bordered the rail line and the land on Garden Street and Cottage Place was cleared to provide the clover leafs of the off and on ramps to the Thruway. Eventually the freight yards, no longer needed for the now passenger-only railroad, were removed and redeveloped. The former freight yard area continues to be redeveloped; the 40-story Trump Plaza was completed in 2007 and as of May 2020, construction is currently underway on several parcels in the former freight yard property.

Oak Street, north of Cedar Street and east of the yard, has been completely redeveloped. Almost all of the residential properties were demolished and the blocks and lots reconfigured to accommodate the current commercial and industrial uses. Palmer Avenue was created to serve as an access way, leaving only a tiny portion of Oak Street at its far northern end. Three c.1925 houses on Lispenard Avenue are the only remnants of the residential area that formerly comprised Oak Street (see House at 172 Lispenard Avenue).

5.2 LISTED AND ELIGIBLE HISTORIC RESOURCES NEAR THE APE

Research conducted on the NYSHPO CRIS website identified four historic architectural resources near the project area that are listed on the State and NRHP or that have a SHPO Opinion of Eligibility for listing on the NRHP. The proximity of these resources to the project and their potential for effects was evaluated. It was determined that only one resource, the thirteen-story-high Kaufman Building at 271 North Avenue, was close enough and sufficiently tall to have views of the proposed project. This resource is described on the following pages.

The potential effects of the project were evaluated on the remaining three historic resources. It was determined that they are sufficiently distant, blocked by intervening buildings, or separated by significant roadways from the proposed rail yard project so that they would not be affected. These resources are listed in Table 1 and noted on Figure 1, the aerial map:

Table 1. Listed and Eligible Resources Near the Project Site

Name	Location	Designation
A. Kaufman Building ("K" Building) (Pershing Square, Schiff Building)	271 North Avenue	SHPO Opinion of Eligibility: 12/31/18 This 13-story-high building would have views of the proposed project and therefore has been included in the APE.
B. United States Post Office	255 North Avenue	State and National Registers: 05/11/89 Views of the project site from this two-story building would be blocked by taller intervening buildings.
C. New Rochelle Railroad Station (NYNH&HRR)	Railroad Place (South of North Avenue)	State Register: 08/28/09; National Register: 10/14/09 Views of the project site from the rail station would be blocked by the North Avenue Bridge.
D. Rochelle Park-Rochelle Heights Historic District	Bounded by North Ave.; Interstate 95; Fifth Ave. & Potter Ave.	State Register: 05/08/05 National Register: 07/06/05 Views of the project site from the historic district would be blocked by Interstate 95.

5.3 LISTED AND ELIGIBLE HISTORIC RESOURCES IN THE APE

There are no resources that were identified in the APE that were National Historic Landmarks, or that are listed on the State and National Registers of Historic Places. There is one resource in the APE that has SHPO opinion of eligibility for listing on the NRHP: the Kaufman Building, commonly known as the "K" Building. This building is described below:

Kaufman Building; "K" Building; Schiff Building; Pershing Square Building.

271 North Avenue, Block 239, Lot 26

Description

(The text below is derived from the August 2000, *Building-Structure Inventory Form*, in Appendix D.)

This building is built in the classic early skyscraper model with massing derived from the classical orders including a base, shaft and capital (Photos 20 and 21. The lower floors include commercial storefronts on the first story and a round-arched arcade on the second and third stories. The upper ten stories have flat-topped windows; the corners are defined by brick quoins. In 1936, a 13th floor was added to the building. The cornice is terra cotta and includes modillions and dentils.

Eligibility

The "K" Building is considered eligible for NRHP listing, under NR 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. It was originally called the "Pershing Square Building", derived from its location on Pershing Square at the intersection of North Avenue and Huguenot Street. The building is located on the site of the former "Besley's Tavern", a Revolutionary War-era establishment where town meetings were held in 1773-1776. George Washington once lodged at the tavern on a trip through New Rochelle.

The building was developed, built and owned by Harry Schiff & Sons, prominent New York developers who erected and owned numerous buildings in New Rochelle and New York City and designed by architects Simon I. Schwartz and Arthur Gross, who primarily designed apartment houses on the Upper East and Upper West sides of Manhattan. It was later renamed the Kaufman or the "K" Building after the owner of Kaufman Studios in Queens, New York purchased the building. Paul Terry, the renowned cartoon animator, established his animation company "Terrytoons" here in 1934. The firm created such well known characters as Mighty Mouse and Heckle & Jeckle in the building until 1949 when it relocated to a nearby downtown location. WVOX-AM 1460 maintained studios and offices here for decades. It continues to be an office and retail building and is considered a landmark in New Rochelle as well as an often used orientation for sailors on the Long Island Sound.

5.4 RESOURCES IN THE APE

In addition to the “K” Building (SHPO Opinion of Eligibility), there are 16 resources that are located in the historic resources APE for the yard expansion project. This includes four historic architectural resources over 50 years of age that, in accordance with SHPO guidelines, were evaluated for their potential for eligibility for listing on the NRHP. None were considered to be eligible for listing in the NRHP.

Table 2 lists the buildings and structures that are located in the project APE. Table 3 lists the buildings that were identified as being 50 years of age or more that were evaluated for their potential eligibility for listing on the NRHP. Detailed descriptions and eligibility evaluations follow.



Source: Lynn Drobbin, 2020

Photo 20. “K” Building, 271 North Avenue, View North



Source: Lynn Drobbin, 2020

Photo 21. "K" Building, 271 North Avenue, View Northeast

Table 2. Non-Eligible Resources in the APE for the Expansion of New Rochelle Yard

Resources in the APE		Address Block and Lot	Eligibility
1.	Chili Dog Take Out & Delivery	297 North Avenue Block 801, Lot 1A	Built 1956 Not Eligible, lack of integrity
2.	House at 301 North Avenue	301 North Avenue Block 801, Lot 3	Built 1906 Not Eligible, lack of integrity
3.	North Ave. Bridge over Metro North NH 16.68	Metro North New Haven Line MP 16.68	Rebuilt c.1995 Not Eligible, under 50 years old
4.	New York New Haven & Hartford Railroad Catenary System	New Rochelle Yard	Built 1911, altered 1990s Not Eligible, largely replaced with new catenary
5.	277 North Avenue	277 North Avenue Block 239, Lot 33	Built 1977 Not Eligible, under 50 years old
6.	Trump Plaza	17175 Huguenot Street Block 239, Lot 1A	Built 2005 Not Eligible, under 50 years old
7.	WestMed Medical Office	171 Huguenot Street Block 238, Lot 10	Built 1981 & 2013 Not Eligible, under 50 years old
8.	Con Edison Cedar Street Substation	2 Commerce Drive Block 238, Lot 50	Built 1981 Not Eligible, under 50 years old
9.	Metro North NH 16.97 over Cedar and River Streets	Metro North New Haven Line MP 16.97	Built 1968; Not Eligible, common example of type.
10.	Stop & Shop; Popeye's Louisiana Kitchen	8 Joyce Rd. & Palmer Ave. Block 250, Lot 1	Built 2013 & 2018 Not Eligible, under 50 years old
11.	Nissan of New Rochelle	2533 Palmer Avenue Block 267, Lot 30	Built c.2005 Not Eligible, under 50 years old
12.	2525 Palmer Avenue	2525 Palmer Avenue Block 267, Lot 15	Built 1967 Not Eligible, lack of significant historic associations
13.	SUEZ Water	2525 Palmer Avenue Block 267, Lot 10	Built c.2000 Not Eligible, under 50 years old
14.	Sammarco Stone & Supply, Inc.	173 Oak Street Block 308, Lots 29 & 30	Built c.2000 Not Eligible, under 50 years old
15.	House at 172 Lispenard Avenue	172 Lispenard Avenue Block 308, Lot 21	Built 1927 Not Eligible, lack of integrity
16.	Stop and Shop	2425 Palmer Avenue Block 310, Lot 20	Built 1990 Not Eligible, under 50 years old

Table 3: Resources over 50 Years Old in the APE for the Expansion of New Rochelle Yard

Historic Resources		Address Block and Lot	Eligibility
1.	Chili Dog Takeout & Delivery	297 North Avenue Block 801, Lot 1A	Built 1956 Not Eligible, lack of Integrity
2.	House at 301 North Avenue	301 North Avenue Block 801, Lot 3	Built 1906 Not Eligible, lack of integrity
3.	2525 Palmer Avenue	2525 Palmer Avenue Block 267, Lots 1 & 15	Built 1967 Not Eligible, this building does not possess significant historic associations nor does it have architectural significance.
4.	House at 172 Lispenard Avenue	172 Lispenard Avenue Block 308, Lot 21	Built 1927 Not Eligible, lack of Integrity

5.5 DESCRIPTION AND SIGNIFICANCE OF RESOURCES OVER 50 YEARS OLD

Chili Dog Take Out and Delivery, 297 North Avenue, Block 801, Lot 1A

Description

The Chili Dog Take Out and Delivery building, built in 1956, is a three-bay single story concrete building, (Photos 22-24). It has a glass and metal storefront with windows and a folding metal grille. The frieze has been covered with vinyl siding. The building is adjacent to the southwest side of the New Rochelle Rail Yard, wedged into a tiny lot that is overlapped by the adjacent property at 301 North Avenue.

Eligibility

Although this building is more than 50 years old, it is not considered to meet the criteria for eligibility on the NRHP due to its non-descript commercial style and unsympathetic alterations.

House at 301 North Avenue, 301 North Avenue, Block 801, Lot 3

Description

The structure at 301 North Avenue, built in 1906, is a two-story, three-bay building of rectangular plan (Photos 22-24). The first story consists of an extension faced in brick with a shed roof that is clad with ceramic tile. It has a centrally located front entry with a classically detailed wood surround with paneled side moldings and colonial style lanterns. The front entry is flanked by a pair of rectangular windows with twelve-lights; a second entry is offset to the east. The second story, clad with white vinyl siding, has a centrally located triplet window flanked by single windows; all are one-over-one double hung sash with shutters. The side and rear of the building is faced with stucco.

Eligibility

The aerial and rear views of this building and the Sanborn maps indicate that it was likely originally constructed as a house. Aerial views indicate that a gable roof that has been clad with stucco and enclosed by a parapet; east side windows, also visible in an aerial view, are covered by a parapet. It is currently advertised for rent as a two-bedroom single family home. Although this building is more than 50 years old, it is not considered to meet the criteria for eligibility on the NRHP due to its extensive and unsympathetic alterations.



Source: Lynn Drobbin, 2020

Photo 22. 301 and 297 North Avenue, View Northwest from North Avenue



Source: Lynn Drobbin, 2020

Photo 23. 301 and 297 North Avenue, Facing Northeast with Trump Plaza in Background



Source: Lynn Drobbin, 2020

Photo 24. Rear of 297 and 301 North Avenue, Southeast Views to Yard from Garden Street

2525 Palmer Avenue, Block 261, Lot 15

Description

The building at 2525 Palmer Avenue, built in 1967, is a three-story nine-bay warehouse/office and industrial building of buff brick with a flat roof and a rectangular plan (Photo 25, Figure 4) (Note: public access to property is restricted). End bays are distinguished by split face brick cladding. First and second story windows with pivoting bottom sash are joined by opaque spandrels. The second story has quadruplet windows with pivoting bottom sash. End bays have second and third story quadruplet window bands with pivoting bottom sash only on the central windows. The two-story-high front entrance is centrally located and recessed beneath a portico supported by red steel posts. Oversized red steel numbers "2525" are mounted above the portico. It is distinguished by a broad concrete stair and flanked by concrete ramps with handrails of red steel pipe rail.

History

The builder, primary occupant and owner of 2525 Palmer Avenue is the DeRaffele Manufacturing Company, established in 1933 as Johnson & DeRaffele. The company fabricated diners, later adding banks, restaurants and other modular buildings to their services. DeRaffele is currently the largest and one of the oldest manufacturers of diners and also specializes in diner renovations.

The company was established by Angelo DeRaffele who began as a carpenter in 1921 at the Tierney Dining Car Company. Tierney Dining Cars originated in 1895 when Patrick J. Tierney started a chain of lunch wagons modeled after railroad dining cars. By 1905, Tierney was constructing units in a garage behind his house on Cottage Street in New Rochelle. Tierney formed a business that manufactured prefabricated diners in 1922 but ceased trading in 1933.

By 1933, DeRaffele, along with Carl A. Johnson, the former president at Tierney, resumed the fabrication of diners at the Tierney plant under the business name of Johnson & DeRaffele. The 1931 (revised to 1951) Sanborn map shows a building at 85 River Street noted as "Dining Car Manufacturing"; this was the former P.J. Tierney and later, the DeRaffele Dining Car Company plant (see Figure 3). An historic DeRaffele company advertisement (undated), published in Richard J. S. Gutman's 1993 book, *American Diner Then and Now*, features a drawing of a dachshund, and read "Watch for the Words Longest, Most Modern and Up-to-Date Diner Coming Soon, Longest in size, Largest in modern features, Longest in profit potential. DeRaffele Diner Mfg. Co. 85 River Street, New Rochelle, N. Y." By 1947, DeRaffele owned the Company outright and continued to operate from the factory on 85 River Street. After WWI, Angelo DeRaffele's son, Philip, joined the business, eventually becoming president in 1957 when the Angelo died.

In the 1960s, city planning boards began to legislate buildings during widespread urban renewal projects. In some regions, diners had to conform to new regulations which often banned stainless steel buildings and even the word "diner". Several diner building companies dropped the word "diner" from their names including the DeRaffele Dining Car Company which became DeRaffele Manufacturing

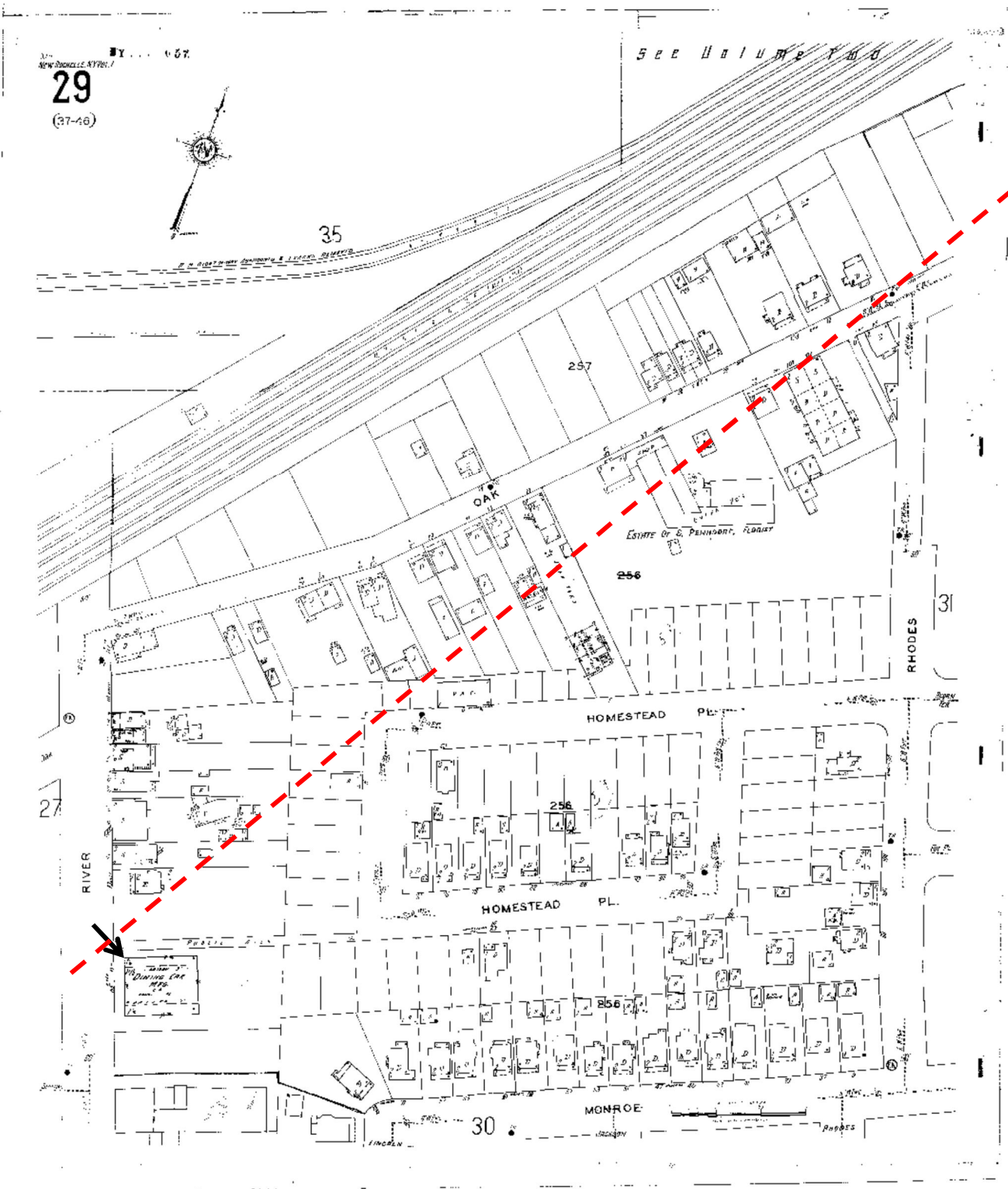


Figure 4: DeRaffele Dining Car Manufacturing Plant, 85 River Street (demolished)

--- Historic Resources APE, Sanborn Map, 1931 revised to 1951

Company. The original diner plant at 85 River Street was demolished in the 1960s following the construction of I-95 and the associated arterial roadway realignments. In 1967 DaRaffele built a new building at 2525 Palmer Avenue. The company has their offices and a 10,000 square foot warehouse in the building as well as a large outdoor area adjacent to the New Rochelle Rail Yard where they assemble diners. The DeRaffele Manufacturing Company also rents office space at their 2525 Palmer Avenue building to other businesses. The company continues to be owned and operated by the DeRaffele family.

The company has designed, built and renovated more than 650 diners. The majority of the DeRaffele diners are located on the East Coast in New York, Connecticut, Pennsylvania, Maryland, and New Jersey. The company works with interior decorators to select floors, booths and bars and even coordinates the colors in the bathroom. Stonecutters, sheet-metal workers, draftsmen, carpenters and welders, build the diners after the design is completed. From start to finish, the process takes about four to five months. Diners, built in about 14 sections, are assembled in the back lot at 2525 Palmer Avenue, adjacent to the railroad. After the diners are fabricated, they are taken apart for delivery in sections, transported on 65-foot-long trailers by DeRaffele Mack trucks and reassembled on the new sites. Approximately 170 DeRaffele Diners are currently operating in twelve states, including Texas, Georgia and South Carolina. Among the most notable East Coast diners built by DeRaffele are the following:

- Al-Macs Diner Restaurant Fall River, MA., Listed on the NRHP (1953)
- Ponzio's, Cherry Hill, NJ (1970s)
- Van Dam Diner, Long Island City, NY (1944)
- Penrose Diner, Philadelphia, PA (1963)

Eligibility

While the DeRaffele Manufacturing Company is one of the largest and oldest diner manufacturers in the United States, the building at 2525 Palmer Avenue is not the original site for the company, nor is this building solely used by DeRaffele for the manufacture of their diners. They lease office and industrial space to many other tenants in the building. While the DeRaffele Manufacturing Company is historically important for its early and continuous role in the manufacture of diners, the building at 2525 Palmer Avenue is not significant for its historic associations with the company.

The 2525 Palmer Avenue building, built in 1967, is a good example of circa 1960s Modernist style commercial architecture with its simple buff brick facade and the treatment of the end bays that are distinguished by split face brick in a similar buff color and resemble quoins. The broad second story window bands emphasize the horizontality of the building. The double-height first and second story windows with conjoined spandrels that read as oversized first story windows, lend the structure a neoclassical reference. The simplified front entry portico with the broad concrete stair flanked by low concrete ramps further distinguishes the building as a good example of circa 1960s architectural expression. 2525 Palmer Avenue may be an interesting relic of the 1960s-era but is not considered to be eligible for listing on the NRHP for its associations with the DeRaffele Manufacturing Company nor is it considered eligible as an exceptional example of a 1960s commercial building.



Source: Lynn Drobbin, 2020

Photo 25. 2525 Palmer Avenue, View Southwest

House at 172 Lispenard Avenue, 172 Lispenard Avenue, Block 308, Lot 23

Description

This two-story, three-bay Colonial style house, built in 1927, has been included in the APE for the expansion of the New Rochelle Rail Yard as it has an unobstructed view west on Lispenard Avenue facing where the train storage yard will be located (Photos 26-29; Figure 5). The house, which has a square plan, sits on a raised concrete block basement level and has a hipped roof clad with asphalt shingles. A tall slender brick chimney extends up the east roof slope from the second story. The exterior of the house is clad with vinyl siding.

The front entry is offset in a single story hipped roof section. It is accessed by a straight brick and stone stair with iron railings. A makeshift metal overdoor extends over the front entry. The first story has a bay window with faux mullions and a small paired one-over-one double-hung window. The second story windows, singularly arranged, are one-over-one double hung sash with window boxes on the front façade. The west elevation, which faces the rail yard, has two one-over-one double-hung sash windows on the second story; no windows are on the first story. A small basement window is in the concrete block foundation.

Eligibility

This section of Lispenard Avenue, originally Stephenson Avenue, was part of the Oak Street neighborhood, a residential area that was located adjacent to the east side of the railroad (see Figure 5). Oak Street began at River Street and paralleled the railroad on its east side. The neighborhood was transformed when Palmer Avenue was constructed; Oak Street and the residential buildings that lined both sides of the street were eliminated with the exception of a small section where the three houses at 166, 170 and 172 remain, isolated from the rest of the neighborhood on the eastern side of Palmer Avenue. While the House at 172 Lispenard Avenue is over 50 years of age, it does not meet the criteria for eligibility for listing on the NRHP as it is a common and altered example of an early twentieth century dwelling with no historic associations of significance and no architectural significance.



Source: Lynn Drobbin, 2020

Photo 26. 172 Lispenard Avenue, Facing Southwest



Source: Lynn Drobbin, 2020

Photo 27. 172 Lispenard Avenue, View East from Intersection of Lispenard Ave. and Oak St.



Source: Lynn Drobbin, 2020

Photo 28. View West from 172 Lispenard Avenue to Proposed Train Storage Area



Source: Lynn Drobbin, 2020

Photo 29. View West from Palmer Ave. and Oak Street to Proposed Train Storage Area

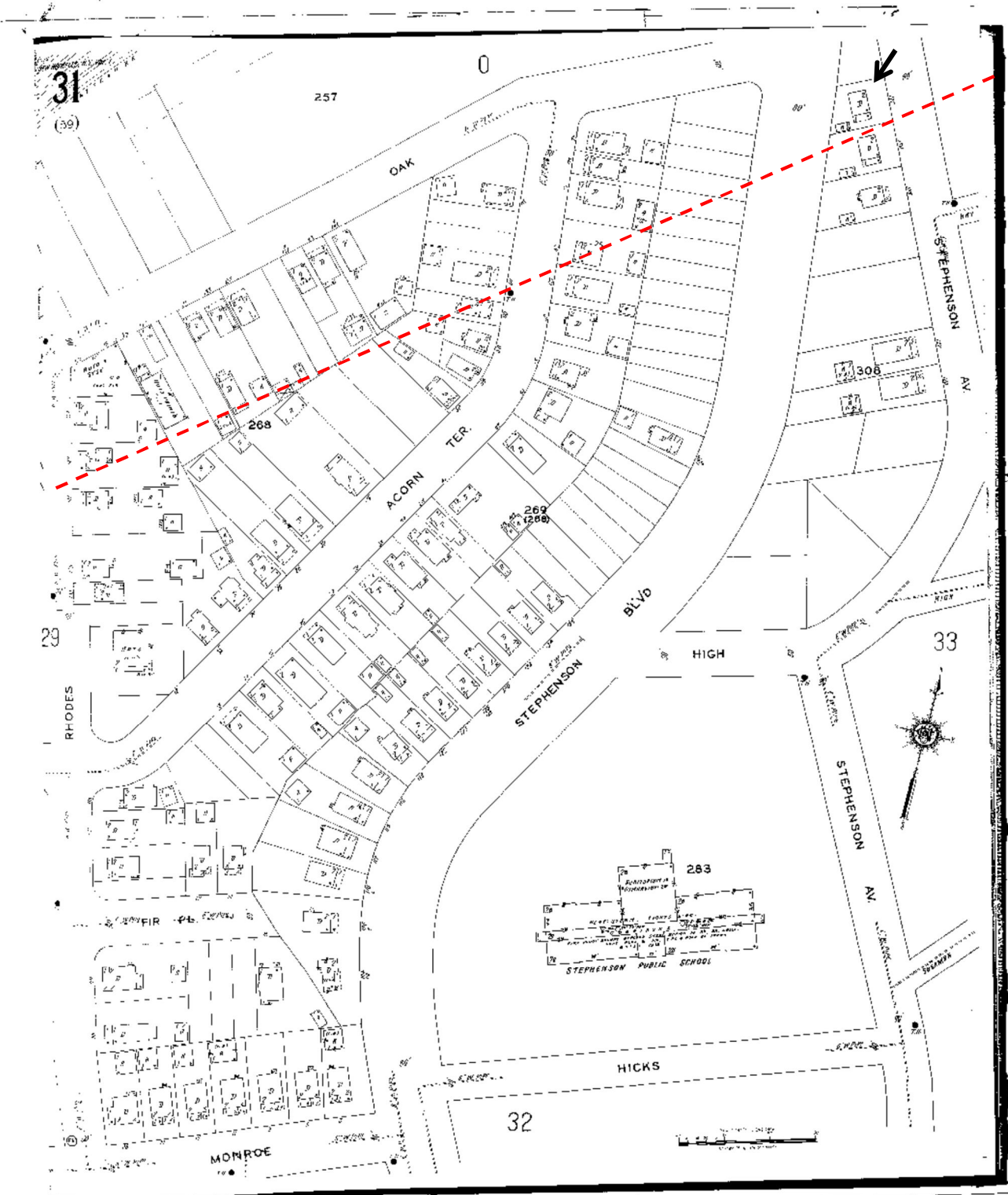


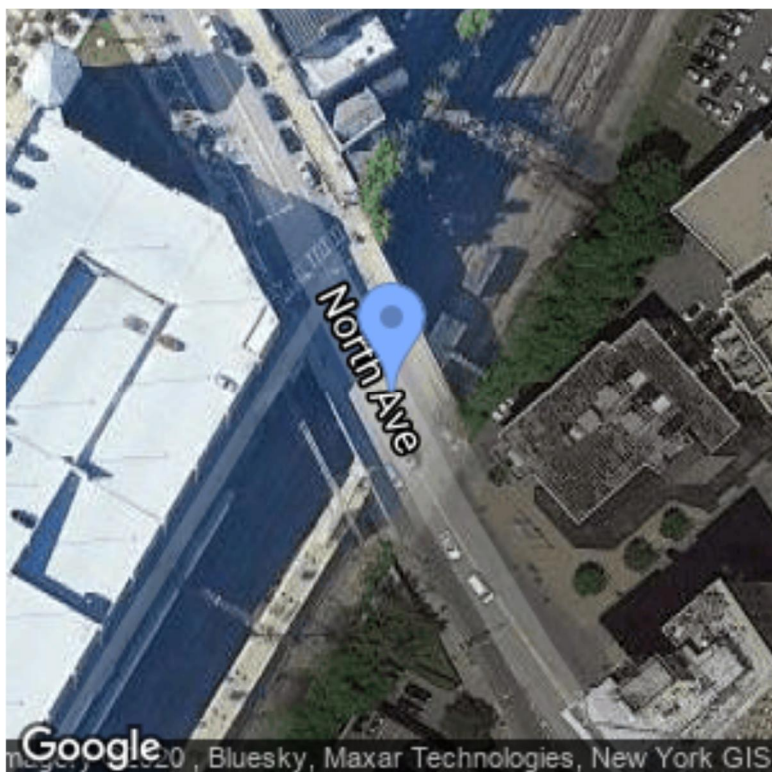
Figure 5: 172 Lispenard Avenue (formerly Stephenson Avenue), 1931 Sanborn Map
 Historic Resources APE

5.6 DESCRIPTION OF RESOURCES IN THE APE UNDER 50 YEARS OLD

The following resources, located in the APE for the expansion of New Rochelle Yard, were built less than 50 years ago or have been extensively altered or renovated since their original construction and therefore, do not meet the criteria for eligibility to the NRHP.

North Avenue Bridge over Metro North Railroad NH 16.68 - The concrete bridge at North Avenue, classified as County Road 81 north of Huguenot Street, carries a four-lane roadway over four tracks of the Metro North New Haven Line at MP 16.68 (Photos 30-34). The bridge has two thru girder spans with a total length of 117 feet long by 36 feet wide. The 70-foot-long span was originally built in 1910 and the 47-foot-long span in 1911. Metro North records indicate that a rehabilitation of the bridge was conducted in 1965 and the late 1990s. The North Avenue Bridge begins beyond the platforms of New Rochelle Station and forms the southern boundary of the New Rochelle Rail Yard APE.

Mounted on the north side of the bridge is an 80-foot-long ceramic tile mural composed of 24 steel panels with 600 tiles. The mural, entitled "Hands Across the Bridge" depicts scenes from the waterfront and downtown. The project was a \$30,000 effort financed by the Westchester Arts Council and several other non-profit organizations. Designed and painted by middle school students and a group of city merchants led by sculptor Ron Mineo, it was dedicated on July 20, 1999.



Source: Metro North, 2019

Photo 30. North Avenue Bridge over Metro North Railroad NH 16.68



Source: Metro North, 2019

Photo 31. North Avenue Bridge over Metro North Railroad NH 16.68, View Northwest



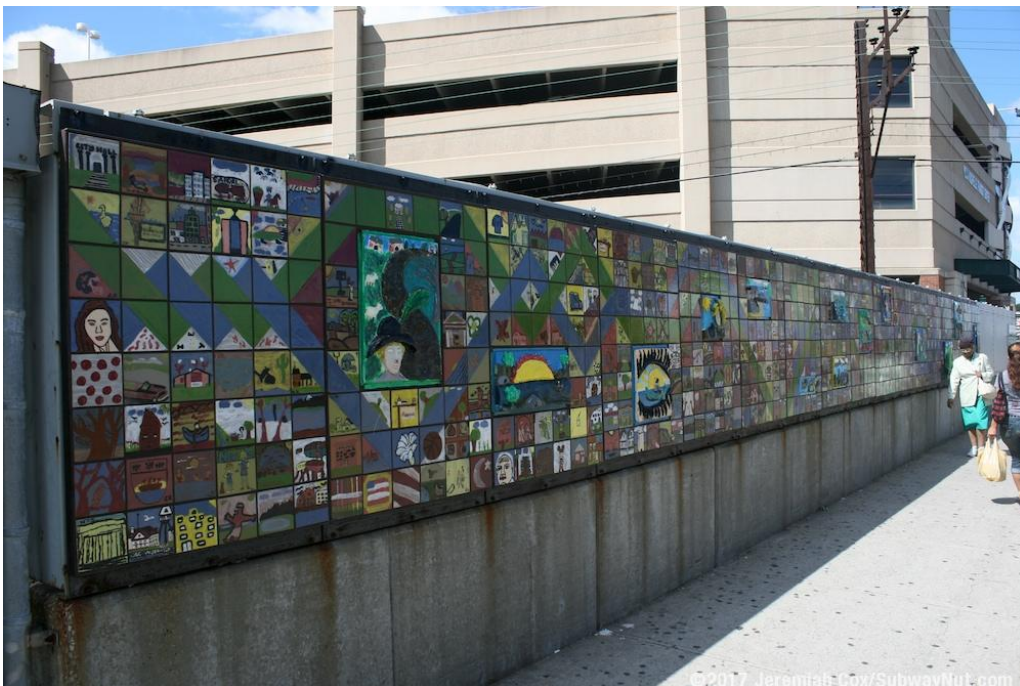
Source: Metro North, 2019

Photo 32. North Avenue Bridge over Metro North Railroad NH 16.68, View Southeast



Source: Lynn Drobbin, 2020

Photo 33. North Avenue Bridge over Metro North Railroad NH 16.68, Facing Northwest



Source: Lynn Drobbin, 2020

Photo 34. North Avenue Bridge over Metro North Railroad NH 16.68, Facing Northwest

NYNH&HRR Line Catenary, New Rochelle Yard - The catenary system is located along the rail line right-of-way in New Rochelle Yard. The supporting structures are steel-lattice bridges and poles on stepped concrete foundations, spaced at approximately 300-foot intervals along both sides of the right-of-way (Photos 35 and 36). In 1904, the NYNH&HRR electrified its rail line from Woodlawn, New York to Stamford, Connecticut. This was one of the earliest railroad electrifications and helped advance modern railroad technology.

A catenary system was installed along the New Haven Line on the New Rochelle right-of-way between 1907 and 1908. The structures in the yard are a mix of original catenary structures with the overhead wires and triangular suspension system replaced with contract-tension catenary and newer catenary towers built c.1990/2000. Due to this significant alteration and the new catenary towers, the few remaining historic catenary towers in the New Rochelle Yard do not meet the NRHP criteria for eligibility. Note: This resource appears to have been previously reviewed by SHPO for the Shell Interlocking Project in 1994 and found not eligible.



Source: Lynn Drobbin, 2020

Photo 35. Catenary in New Rochelle Yard (Typical), View Southwest



Source: Lynn Drobbin, 2020

Photo 36. Catenary in New Rochelle Yard (Typical), View Northwest

277 North Avenue, Block 239, Lot 33 - This four-story stone and glass commercial building last occupied by Bank of America, abuts the yard on the southeast (Photo 37). It consists of 27,000 square feet and was constructed in 1977 with an expansion completed in 1998. Plans were approved by the New Rochelle Planning Board in 2018 to demolish the building and replace it with a 23-story high, \$170.5 million mixed-use development scheduled for completion in 2021. The site is surrounded by chain link fencing and in April 2020, it appears that pre-construction activities are underway.

Trump Plaza, 175 Huguenot Street, Block 239, Lot 1A - Located on a two-acre parcel, this is a 40-story 435-foot-high concrete mixed use residential condominium tower built from 2005-2007 as part of the massive downtown New Rochelle redevelopment that began with New Roc City in 1999 (Photo 23). The rear of Trump Tower abuts the yard site on the east. Option 2 of the proposed new Crew Quarters facility would be located near the rear of this building.

WestMed Medical Group, New Rochelle, 171 Huguenot Street, Block 238, Lot 10 - This two-story concrete out-patient medical facility built in 1981 and extensively renovated into a medical center in 2013 abuts the New Rochelle Yard on the east (Photo 38). The new roadway to the storage yard would be constructed near the rear of this building.



Source: Lynn Drobbin, 2020
Photo 37. 277 North Avenue, Facing Northwest



Source: Lynn Drobbin, 2020
Photo 38. WestMed Medical Office, Facing West

Con Edison Cedar Street Substation, 2 Commerce Drive, Block 238, Lot 50 - This electric power transmission and control facility, built in 1981, is protected and obscured by a secure concrete enclosure. The Crew Quarters facility Option 1 is proposed to be constructed to the northwest of this facility with access from Cedar Street.

Metro North Railroad NH 16.97 over Cedar and River Streets, Bridge NH 16.97 is a two-span thru girder type structure built in 1968 that is 104 feet long and 84 feet wide (Photos 39 and 40). The bridge carries five tracks of the Metro North New Haven Line over Cedar and River Streets in downtown New Rochelle. The framework, abutments, roadway and approaches are maintained by Metro North. The bridge was designed by Leonard S. Wegman Engineers, 235 East 45th Street, NY in 1966 (original NYNH&HRR plans). The superstructure is supported by concrete abutments and a concrete pier. The underpass is proposed to be painted and fitted with lighting as part of a future hotel construction project at 115 Cedar Street. Although this structure is over 50 years old, it is a common and undistinguished bridge type and does not meet the criteria for eligibility to the NRHP.



Source: Amman & Whitney, 2019

Photo 39. Metro North Railroad NH 16.97 over Cedar and River Streets



Source: Amman & Whitney, 2019

Photo 40. Metro North Railroad NH 16.97 over Cedar and River Streets, View East

Shop Rite & Popeye's Louisiana Kitchen, 8 Joyce Road and Palmer Avenue, Block 250, Lot 1. Shop Rite, built in 2013, is a large modern concrete shopping center with a flat roof and monumental piers; a large paved parking area is to the north. Popeye's Louisiana Kitchen, built in 2018, is situated in the parking area of the Shop Rite towards the north end of the lot. It is a small, rectangular-plan, concrete building with a flat roof, a stone-clad base and a drive-thru window. The property is shielded from views of the rail yard by thick vegetation.

Nissan of New Rochelle, 2533 Palmer Avenue, Block 267, Lot 30. This large two-story high concrete and metal building was originally built in 1953 but altered extensively c.2005. It has a large auto storage area behind the building adjacent to the rail yard. Views to the rail yard are shielded by vegetative screening.

SUEZ Water, 2525 Palmer Avenue, Block 267, Lot 10. This is a concrete block building, originally built 1954 (tax records) but appears to have been rebuilt c.2000 or later. It is located on property owned by 2525 Palmer Avenue that abuts the rail yard. It is situated on a paved lot surrounded by a chain link fence. The building has a gable roof and a large garage door opening on the front façade. It is distinguished by a gray stone belt course and three small rectangular windows with nine lights on the east façade that faces Oak Street.

Sammarco Stone and Supply, Inc., 173 Oak Street, Block 308, Lots 29 & 30.

Sammarco Stone and Supply, Inc. operates out of two modern concrete warehouses built c.2000 and a large storage yard that abuts the eastern side of the New Rochelle Yard (Photos 41 and 42). The warehouses are large rectangular shaped buildings with steeply pitched gable roofs. The entry and garage door openings have rolling steel grilles. The storage yards are enclosed by a chain link fence.

Stop and Shop, 2425 Palmer Avenue, Block 310, Lot 20. This large modern concrete shopping center which abuts the Metro North New Haven Line New Rochelle Yard on the east was built in 1999.



Source: Lynn Drobbin, 2020

Photo 41. Sammarco Stone & Supply, Inc., Facing West



Source: Lynn Drobbin, 2020

Photo 42. Sammarco Stone & Supply, Inc., From Palmer Avenue, Facing West

6. Project Description

The Metro North New Rochelle Yard is in downtown New Rochelle, north of the Metro North New Rochelle Station in Westchester County, New York on the Metro North New Haven Line between MP 17.00 and MP 18.50. The yard begins northeast of the North Avenue Bridge over Metro North NH 16.68 and extends northwest to about 100 feet past Lispenard Avenue. The rail right of way and the yard are located between Garden Street and Interstate 95 on the west and Huguenot Street and Palmer Avenue on the east.

The purpose of the expansion of the yard is to provide additional train storage capacity and associated improvements for Penn Station Access. The existing yard at New Rochelle, currently utilized for the storage of maintenance of way (MOW) equipment, will be linearly expanded to accommodate the mid-day storage and turning of passenger fleet train consists. The future expansion would provide for storage of 48 coaches and 1,600 feet of new track. A welfare facility and two trailers would be constructed east of the yard to house the personnel and equipment for the MOW.

Purpose of the Expansion of the New Rochelle Yard

Because adequate rolling stock has not been procured to support opening day service for Penn Station Access, and the East River Tunnel reconstruction will be underway at that time, it is envisioned that Metro-North will operate a limited shuttle service between New Rochelle and Penn Station on opening day, and that this shuttle service will continue through the completion of the East River Tunnel Restoration project (5-7 years). Operating an opening day Penn Station – New Rochelle service will require a larger New Rochelle Yard than originally planned to allow for the overnight storage of additional trains and to provide capabilities for the servicing and inspection of trains prior to their first run of the day.

There is not adequate storage capacity on the New Haven Line for the additional train equipment that will be necessary to support both Penn Access service and to respond to growth in New Haven Line service to Grand Central Terminal. Creating new train or MOW yards with the required universal interlockings at other locations could cost at least double the amount required to enlarge the New Rochelle Yard. Furthermore, because of the existing infrastructure at the existing New Rochelle Yard, the expanded yard could be built more quickly than a new yard.

To address this issue, the existing yard at New Rochelle will be enlarged by constructing an approximately 2,000-foot long retaining wall with fill along a section of the southern slope. This enlarged area would accommodate the desired revenue train storage and servicing functions as well as the required MOW equipment storage.

For the purposes of this description, the yard has been divided into two sections: The southeastern section which is between North Avenue and Cedar Street, and the northwestern section between River Street and Lispenard Avenue. The proposed scope of work to redevelop the yard into a train storage facility is

described below; concept drawings of the proposed scope of work for the New Rochelle Yard expansion project are in Appendix A.

Southeastern Section: North Avenue to Cedar Street

Two options for sites on the east side of the yard are being evaluated for the construction of a two-story welfare facility east of the rail yard. The proposed facility would measure 50' x 24' or approximately 1,200 square feet. Retaining walls would be constructed around and beyond each facility to stabilize the area due to the earthen slope of the yard. Option 1 would be located south of Cedar Street, north of the Con Edison Cedar Street Substation; Option 2 would be located in an existing parking lot that abuts the rear of Trump Tower. The retaining wall for Option 1 would extend around the northern side of the facility; the retaining wall for Option 2 would be located east of the facility and extend northwards to terminate at the access road to the yard.

Another retaining wall would be constructed along the east side of the yard from the row access road to the Con Edison Cedar Street Substation. Two bituminous north-south roadways would be built to access the southern section of the yard. The roadways would be about 10-12 feet wide. The northern roadway is located within the current boundaries of the yard; the southern roadway would have to acquire property currently used for parking.

Northwestern Section: River Street to Lisperard Avenue

A new access road would be constructed on the northeast side of River Street to extend through the train storage area; the road will branch and form another road to provide access to the northern section of the train storage yard. At the south end of the access road, behind Shop Rite, two construction trailers that would measure 14'x 45' each, would be used as welfare facilities, storage huts or to house signal equipment. Retaining walls will be constructed to support the roadways from the River Street access to Lisperard Avenue on the south side of the roadway; this retaining wall will require some property acquisition from the abutting property owners. Another retaining wall will be built on the north side of the northern roadway to separate Main Line tracks from the train storage yard. Access from the north section of the train storage yard would be provided from Lisperard Avenue where an easement would be required from property owners. Within the yard several tracks would be removed and replaced, and catenary towers relocated.

Employee Reporting and Welfare Facilities at New Rochelle Yard

The contracted concept with the PSA General Engineering Contract for design of the expanded New Rochelle Yard was based on the operating plan where train crews would report to facilities east of New Rochelle (e.g., Stamford, New Haven), and the scope of work for MTACD GEC was prepared accordingly. With the continued development of the opening day service plan and the decision to operate a New Rochelle to Penn shuttle for a period of years, it has been determined that servicing of vehicles will need to take place at the repurposed yard, necessitating welfare facilities for the maintenance crews. Also, with New Rochelle likely becoming a terminal facility for the initial service, employee reporting and welfare facilities will be necessary for train crews. Some of these functions, most particularly the maintenance ones,

are expected to continue even as PSA service expands to Stamford and New Haven. Furthermore, these facilities will resolve the long-term need for MOW reporting and welfare facilities at New Rochelle.

It is estimated that a space of approximately 2,400 sq. ft. in size is needed for small offices, men's and women's restrooms and locker rooms, a lunchroom, small shower room, MOW and MOE storage closets, and communication and utility closets. Estimated costs for such a facility approximate \$2M to \$3M. The build years for the yard expansion are forecasted to be from 2021 to 2025 and likely to be phased.

7. Effects Assessment

7.1 APPLICATION OF THE CRITERIA OF EFFECT

7.2 ASSESSING EFFECTS

The regulations under Section 106 of the National Historic Preservation Act require that prior to approval of federal funds or permits, agencies must consider a project's effects on a district, site, building, structure, or object that is included in, or eligible for inclusion in, the NRHP, and if the SHPO determines that the Proposed Project has an adverse effect on historic resources, give the ACHP an opportunity to comment on an undertaking. A project is considered to have an adverse effect if it changes the quality or cultural characteristics (i.e., "character-defining features") that render resources eligible for listing on the NRHP.

The ACHP has developed criteria to determine whether a Proposed Project would have an effect on a property listed on, or eligible for listing on, the NRHP. The ACHP guidelines define effect and adverse effect in 36 CFR 800.5, Subsection (a) (1), as follows:

(a) Apply criteria of adverse effect. In consultation with the SHPO/Tribal State Historic Preservation Officer and any Indian tribe or Native Hawaiian organization that attaches religious and cultural significance to identified historic properties, the agency official shall apply the criteria of adverse effect to historic properties within the area of potential effects. The agency official shall consider any views concerning such effects which have been provided by consulting parties and the public.

(1) Criteria of adverse effect. An adverse effect is found when an undertaking may alter, directly or indirectly, any of 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. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the NRHP. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative.

7.3 ADVERSE EFFECT CRITERIA

An adverse effect is further defined in Subsection (2) (i-vii), as follows:

Adverse effects on historic properties include, but are not limited to:

- Physical destruction of, or damage to, all or part of the property;
- 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;

- Removal of the property from its historic location;
- Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance;
- Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features;
- 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
- 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.

7.4 EFFECTS ON HISTORIC RESOURCES IN THE APE

One historic architectural resource of significance, the Kaufman Building has been identified in the APE for the proposed project. The property has a SHPO Opinion of Eligibility for listing on the NRHP.

Kaufman Building, 271 North Avenue

The building, which has been a 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. All of the railroad construction staging areas would be located within the confines of the existing yard; no construction staging areas would be located near the "K" Building.

However, the 13-story-high 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, at which time the Kaufman Building could have clear and direct views of the project. However, a new 23-story building is scheduled to be constructed on the 277 North Avenue site in 2020/21, so any potential effects to the Kaufman would be temporary.

Therefore, the proposed expansion of the New Rochelle Yard would have *No Adverse Effect* on the Kaufman Building. The proposed yard expansion project would have no permanent effects on the Kaufman Building and potential minimal temporary effects during construction. The resource would be protected during construction of the yard site by a construction management plan.

8. Conclusion

- One resource with a SHPO opinion of Eligibility, the Kaufman Building at 271 North Avenue, was identified in the historic resources APE for the expansion of the New Rochelle Yard on the Metro North New Haven Line. No other listed or eligible resources were identified in the APE for the project.
- Four resources in the APE that were over 50 years of age were evaluated for their potential for eligibility on the listing on the NRHP; none were considered eligible.
- The Expansion of the New Rochelle Yard on the Metro North New Haven Line would have *No Adverse Effect* on the Kaufman Building.
- The Kaufman Building would be protected from potential temporary effects during construction by a construction management plan.

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"Plans Revealed for 23-Story Mixed-Use Tower at 277 North Avenue, New Rochelle." *NY Yimby,* June 27, 2018,

"Science Runs the Lunch Wagon" *Popular Science Monthly,* April 1926. George Lee Dowd, Jr. p. 23

"Thruway to Cut A Painful Gash Across Heart of New Rochelle" *The New York Times.* March 1, 1955

Reports:

Draft Environmental Impact Statement, Le Count Square, New Rochelle, NY Saccardi & Schiff, Inc. for City of New Rochelle. April 27, 2006.

Finding of No Significant Impact, Environmental Assessment Report, Shell Flyover Project. New Rochelle, NY. US Department of Transportation Federal Railroad Administration, Office of Passenger and Freight Services, November 1994.

Intensive Level Cultural Resources Survey, Central Business Areas, "Between the Monuments," City of New Rochelle, NY, Prepared for the City of New Rochelle, Taylor & Taylor Associates, Inc. September 2000.

North Avenue Corridor Rezoning Draft Generic Environmental Impact Statement, November 10, 2009. Lead Agency: City of New Rochelle City Council, Prepared by: AKRF, Inc.

Photograph Collections:

New Rochelle Public Library Local History Collection. Aerial photographs of the NYNH&H Rail Yard and Interstate 95 Construction

Engineering Drawings, Railroad & Highway Data.

Agreement No.104424. New Haven Line Yard Site Feasibility Analysis Study, Concept Design of New Rochelle Yard. MTA-Metro-North Railroad. October 2019, VHB.

Metro-North Railroad Bridge Schedule 1995, List of Undergrade and Overhead Structures

Metro-North Railroad Bridge Schedule 2020, List of Undergrade and Overhead Structures

Metro-North Railroad New Haven Line NH 16.97 over Cedar & River Streets, New Rochelle, NY. 2016 Load Rating Inspection Report. Amman & Whitney, Purchase, NY. March 2017

Metro-North Railroad Track & Structures Department Bridge Inspection Report, Bridge No. NH-16.97, 2019.

Metro North Railroad Track & Structures Department Track Charts, Maintenance Program, Interlocking Diagrams & Yard Diagrams, 2015

New York State Highway Bridge Data 1/31/20, Westchester County, Westchester County

Maps:

Sanborn Map Company. *Insurance Map of New Rochelle, New York*. New York. 1887.

_____. *Insurance Map of New Rochelle, New York*. New York. 1892.

_____. *Insurance Map of New Rochelle, New York*. New York. 1896.

_____. *Insurance Map of New Rochelle, New York*. New York. 1903.

_____. *Insurance Map of New Rochelle, New York*. New York. 1911.

_____. *Insurance Map of New Rochelle, New York*. New York. 1931.

_____. *Insurance Map of New Rochelle, New York*. New York. 1951.

APPENDIX A: CONCEPT DRAWINGS OF PROPOSED NEW ROCHELLE YARD REDEVELOPMENT

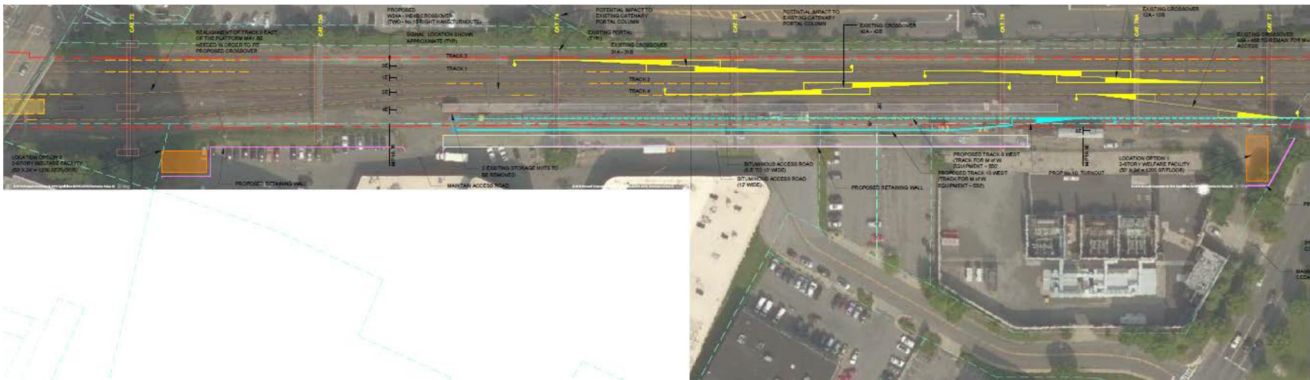


Figure 1: Proposed Expansion - West Yard, From North Avenue Bridge to Cedar Street/Con Ed plant



Figure 2: Proposed Expansion - Mid Yard, Near Cedar and River Streets/Con Ed plant & Shop Rite

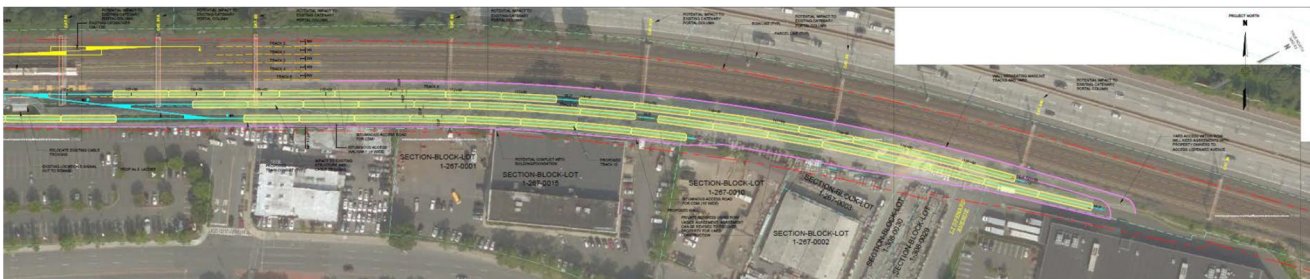


Figure 3: Proposed Expansion - East Yard, 2525 Palmer Avenue, Lisenard Ave./ Stop and Shop



Figure 4: Proposed Property Acquisitions/Easements - East Yard

APPENDIX B: HISTORIC AERIAL PHOTOGRAPHS OF THE HISTORIC RESOURCES APE



Credit: New Rochelle Public Library Local History Collection. Citation Guide: <https://nyheritage.org/>
Historic Photo 1. New Rochelle Rail Yard, circa 1955, Facing Northeast

View of downtown New Rochelle with rail corridor and freight yard; the North Avenue Bridge crosses over the railroad; the "K" Building (271 North Avenue) is at right-center, located at the intersection of North Avenue and Huguenot Street; the U.S. Post Office is across the street.



Credit: New Rochelle Public Library Local History Collection. Citation Guide: <https://nyheritage.org/>
Historic Photo 2. Freight Yard, North Avenue and Garden Street c.1950, Facing Southeast

Aerial view of Huguenot Street, E Street, and freight yard.



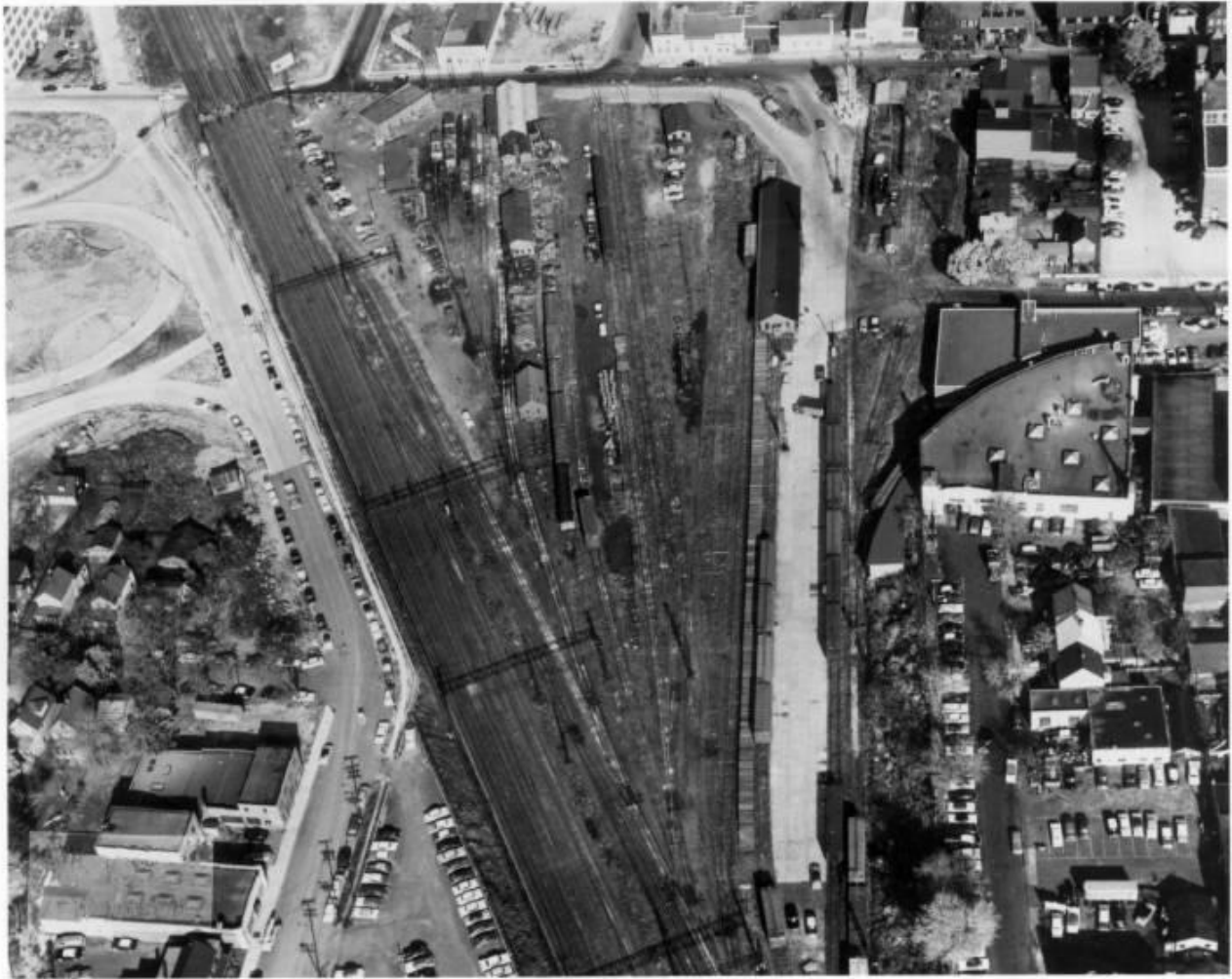
Credit: New Rochelle Public Library Local History Collection. Citation Guide: <https://nyheritage.org/>
Historic Photo 3. View of Rail Yard Atop "K" Building, Looking North, c.1950

View from roof of 271 North Avenue ("K" Building) of Freight yard.



Credit: New Rochelle Public Library Local History Collection. Citation Guide: <https://nyheritage.org/>
Historic Photo 4. View of Freight Yard c.1955 from atop the "K" Building, Facing Northwest

The newly constructed New England Thruway and the New Haven Line are to the left; Cedar Street is visible cutting across the middle of the image.



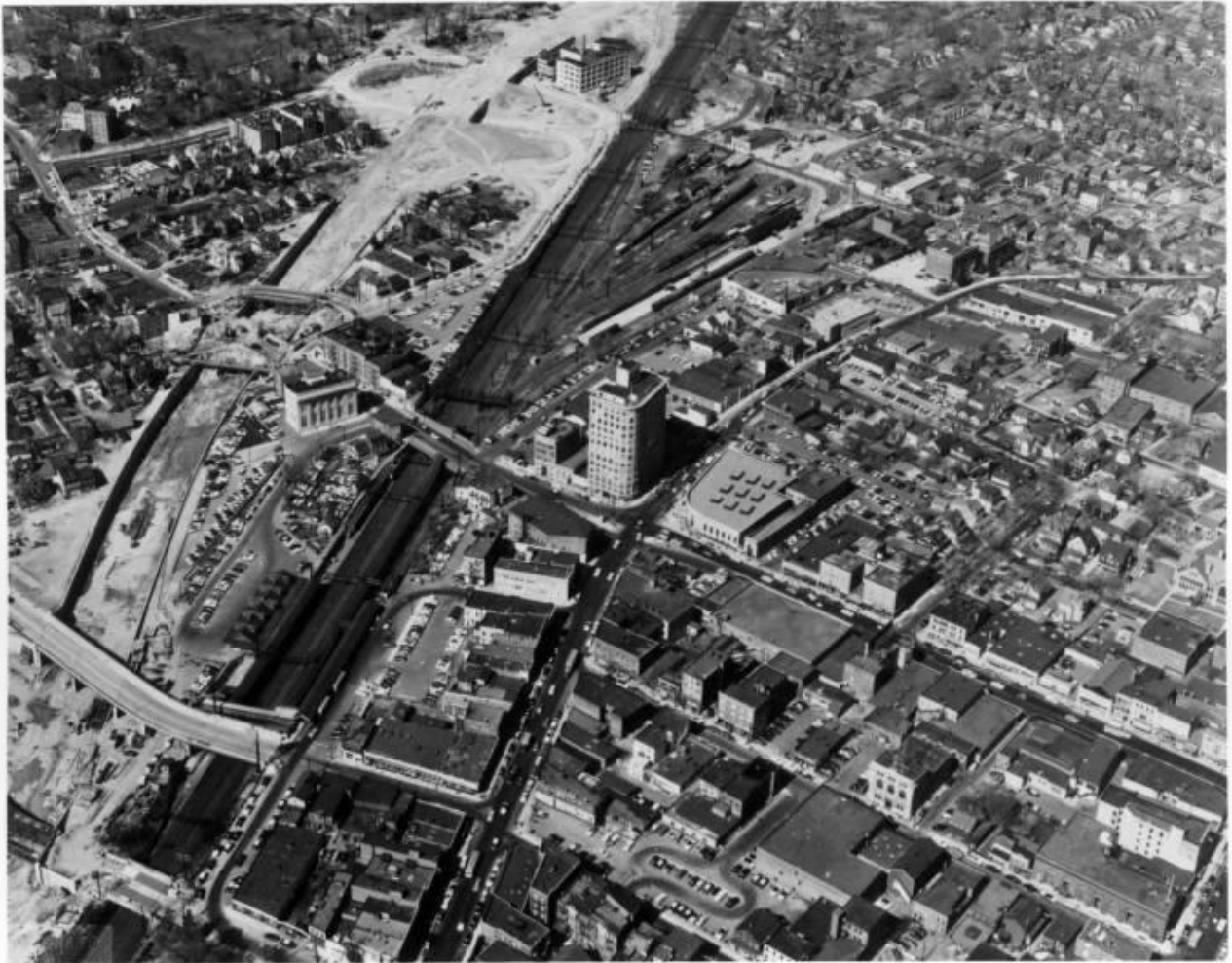
Credit: New Rochelle Public Library Local History Collection. Citation Guide: <https://nyheritage.org/>
Historic Photo 5. Aerial View of New Rochelle Rail Yard and I-95 Construction, c.1957

View from above the freight/rail yard; Cedar Street, Garden Street and the under construction New England Thruway (I-95) on and off-ramps are visible on the left.



Credit: New Rochelle Public Library Local History Collection. Citation Guide: <https://nyheritage.org/>
Historic Photo 6. Aerial view of Freight Yards with New Haven Line and I-95, c.1957,

View of downtown New Rochelle with the nearly completed I-95 running parallel to the rail corridor with the "K" Building and the U.S. Post Office adjacent.



Credit: New Rochelle Public Library Local History Collection. Citation Guide: <https://nyheritage.org/>
Historic Photo 7. Aerial view of downtown New Rochelle c.1957, Facing North

Aerial view of I-95 under construction, rail corridor and freight yards, the K Building, and the U.S. Post Office on Huguenot Street.

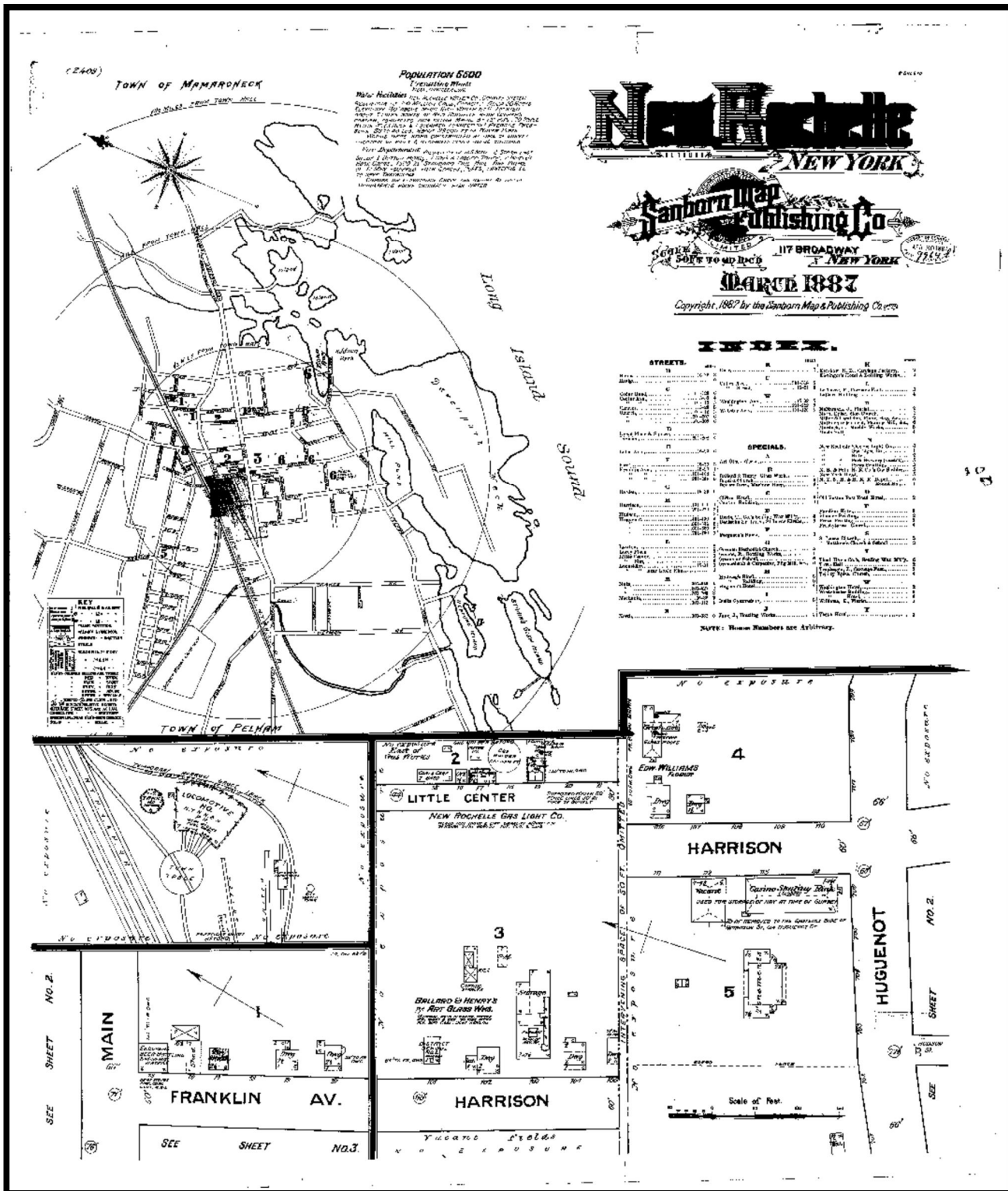


Credit: New Rochelle Public Library Local History Collection. Citation Guide: <https://nyheritage.org/>

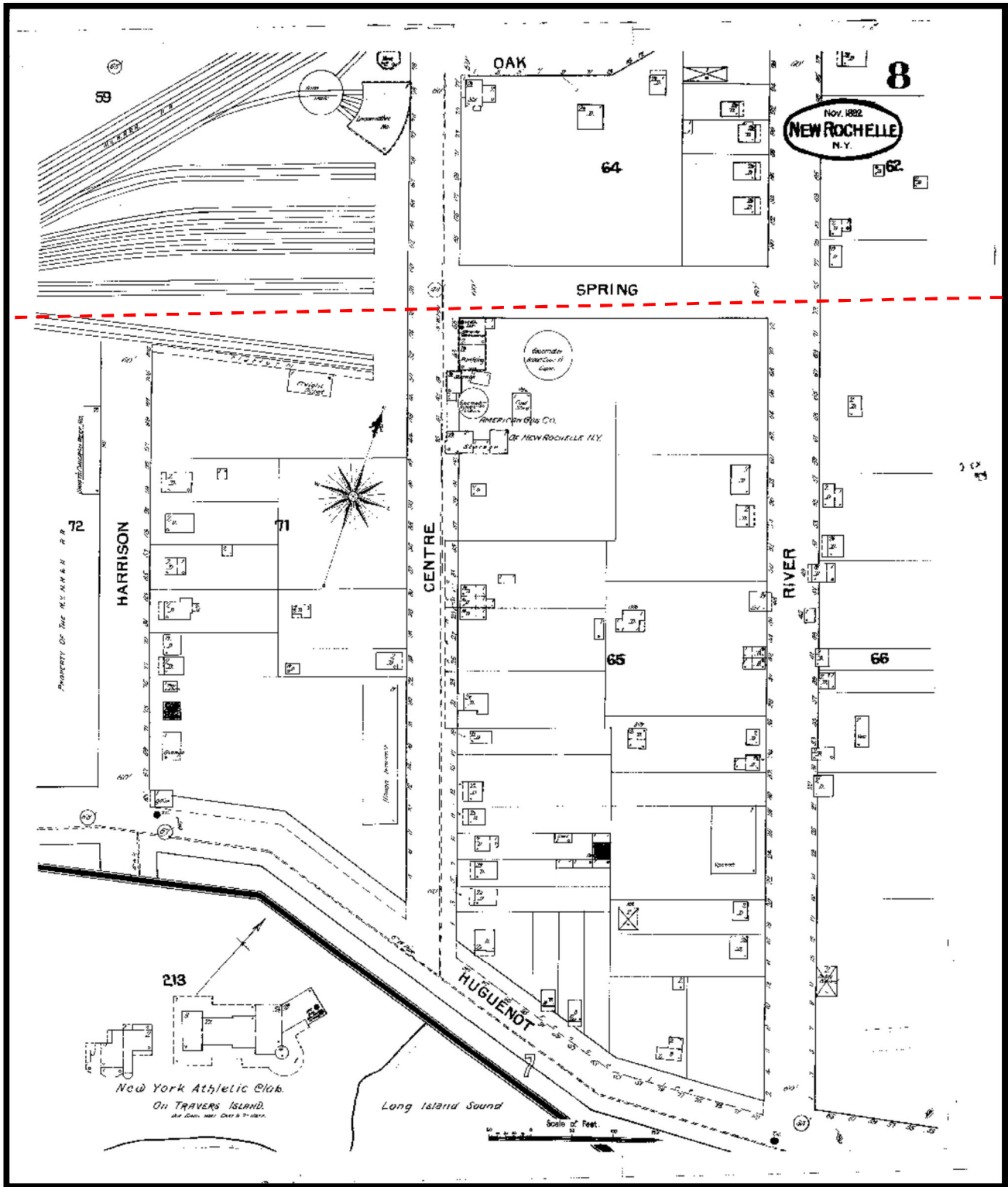
Historic Photo 8. Aerial View of Area Surrounding Freight Yards, Looking South, c.1957

Aerial view of I-95 under construction, rail corridor, railyards, Cedar Street and Oak Street in the foreground.

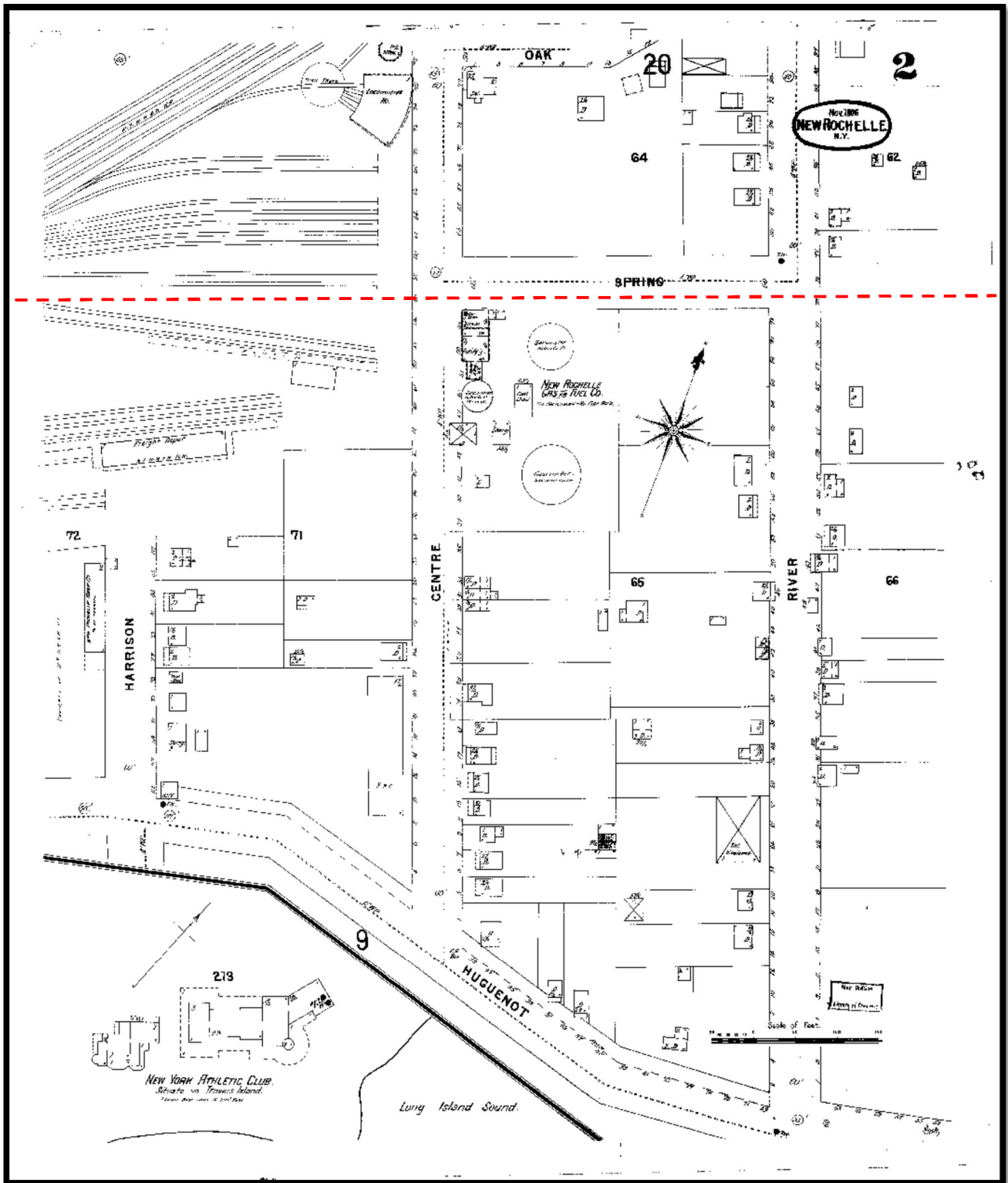
APPENDIX C: SELECTED SANBORN MAPS OF THE HISTORIC RESOURCES APE



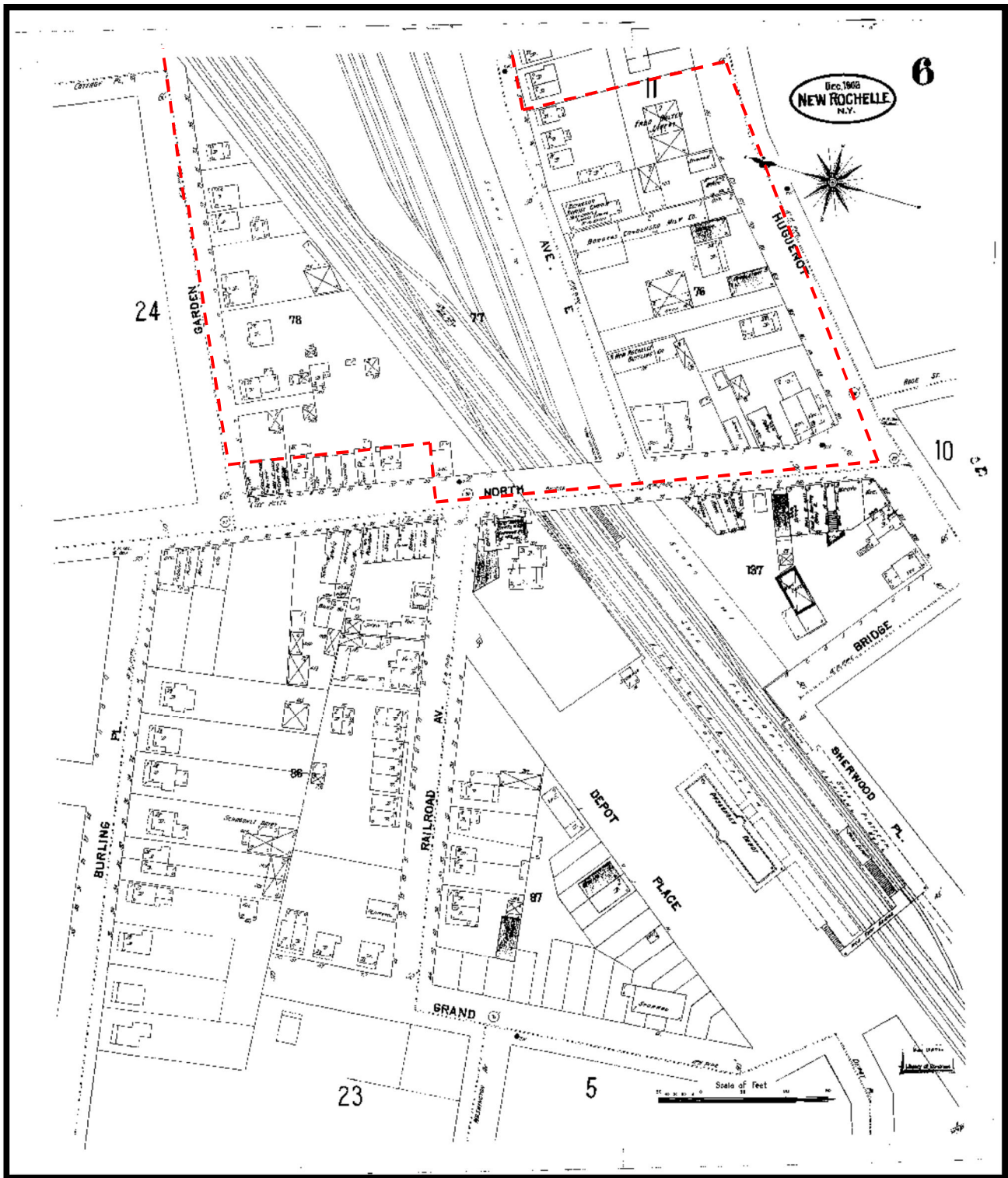
NYNH&HRR New Rochelle Freight Yard, Sanborn Map, 1887



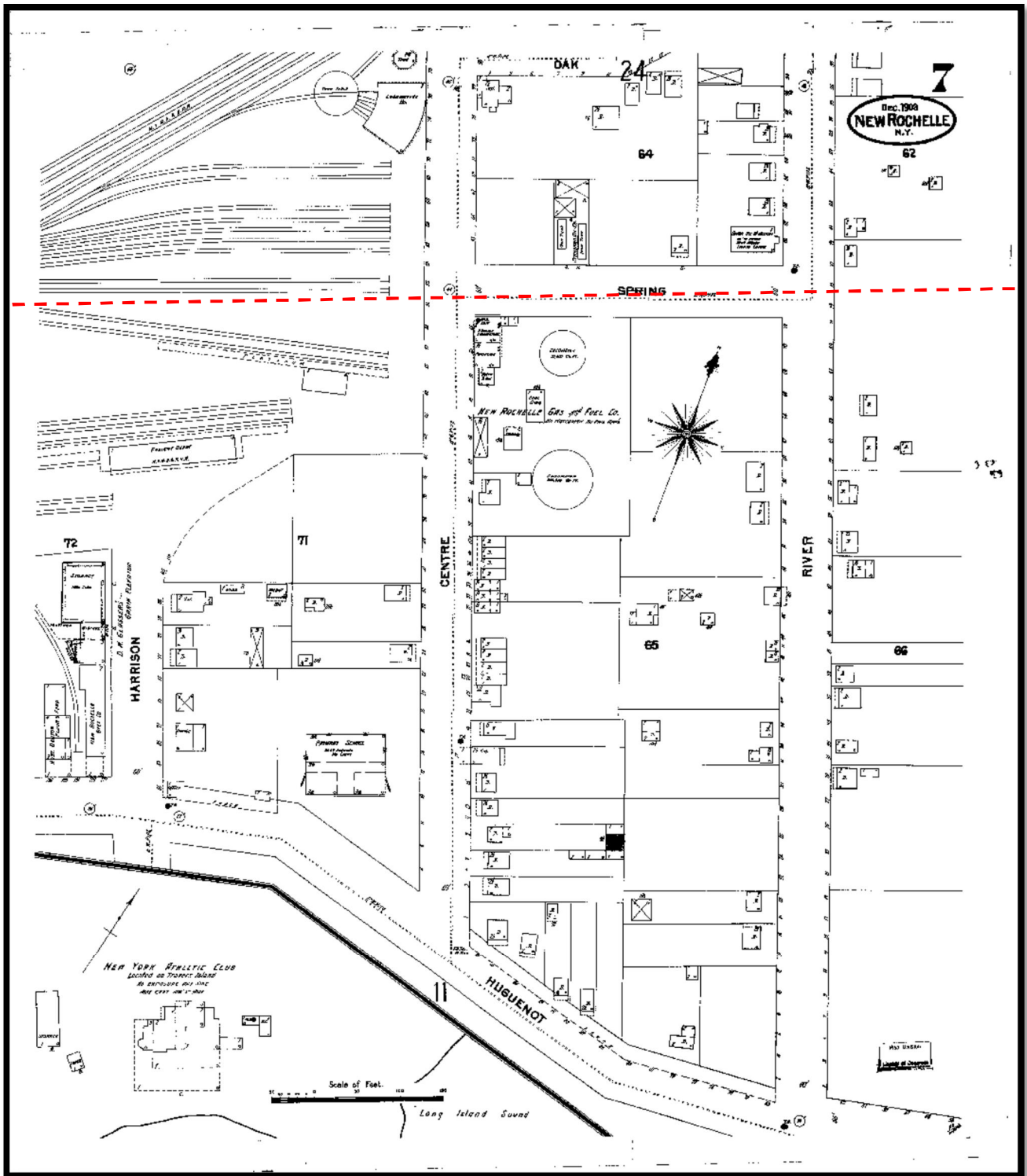
NYNH&HRR New Rochelle Freight Yard, Sanborn Map, 1892



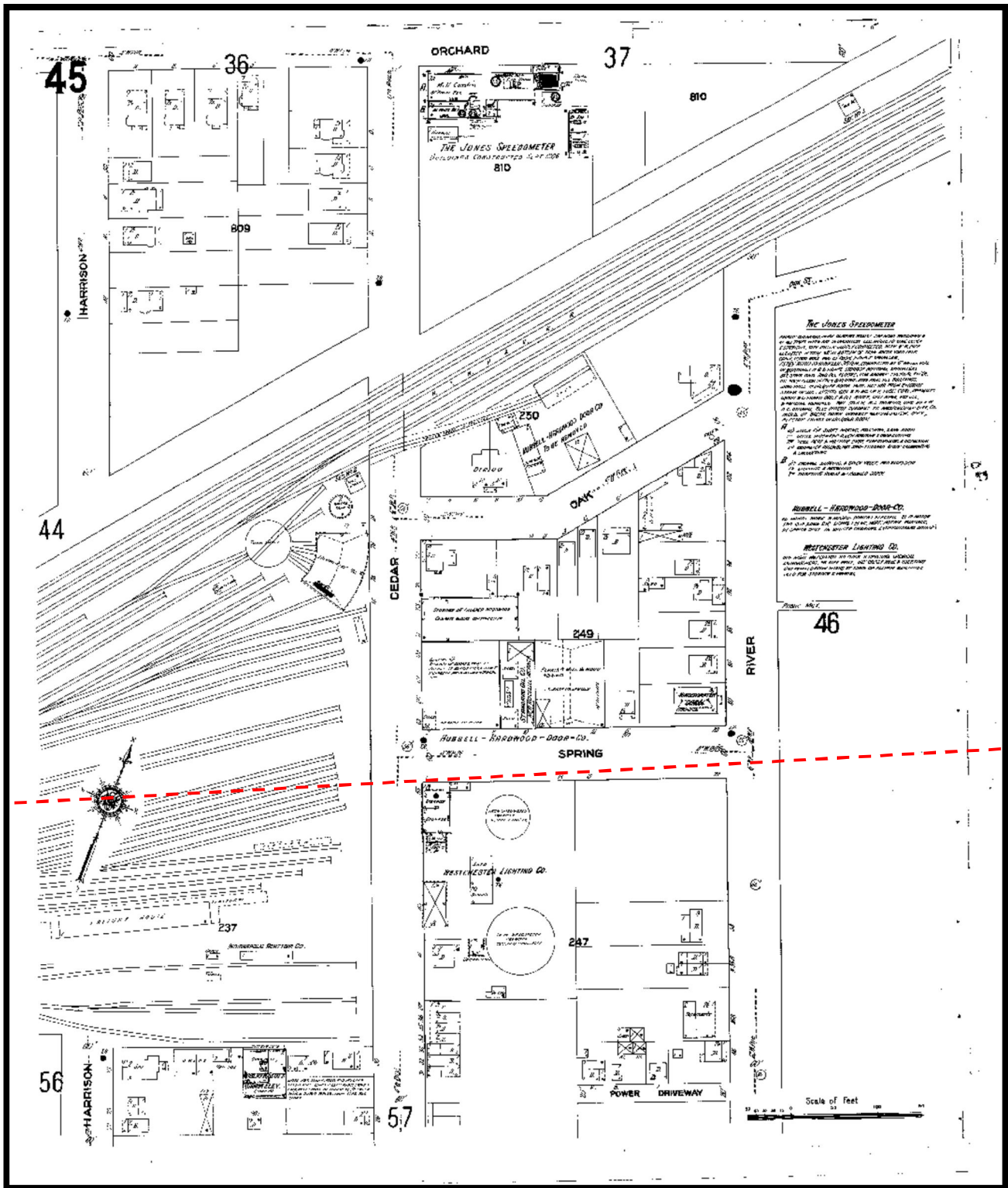
NYNH&HRR New Rochelle Freight Yard, Sanborn Map, 1896



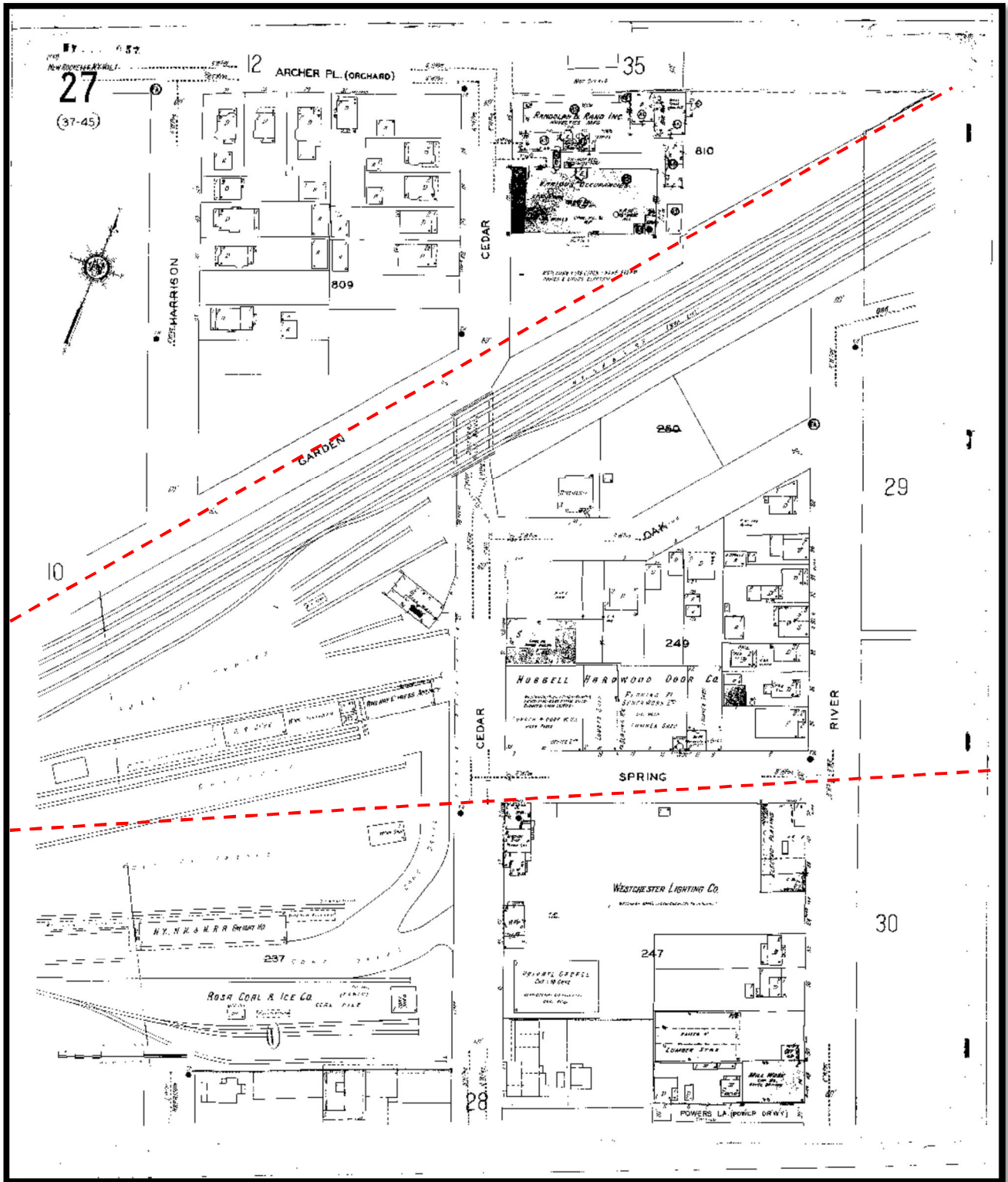
NYNH&HRR New Rochelle Yard Historic Resources APE, Sanborn Map, 1903



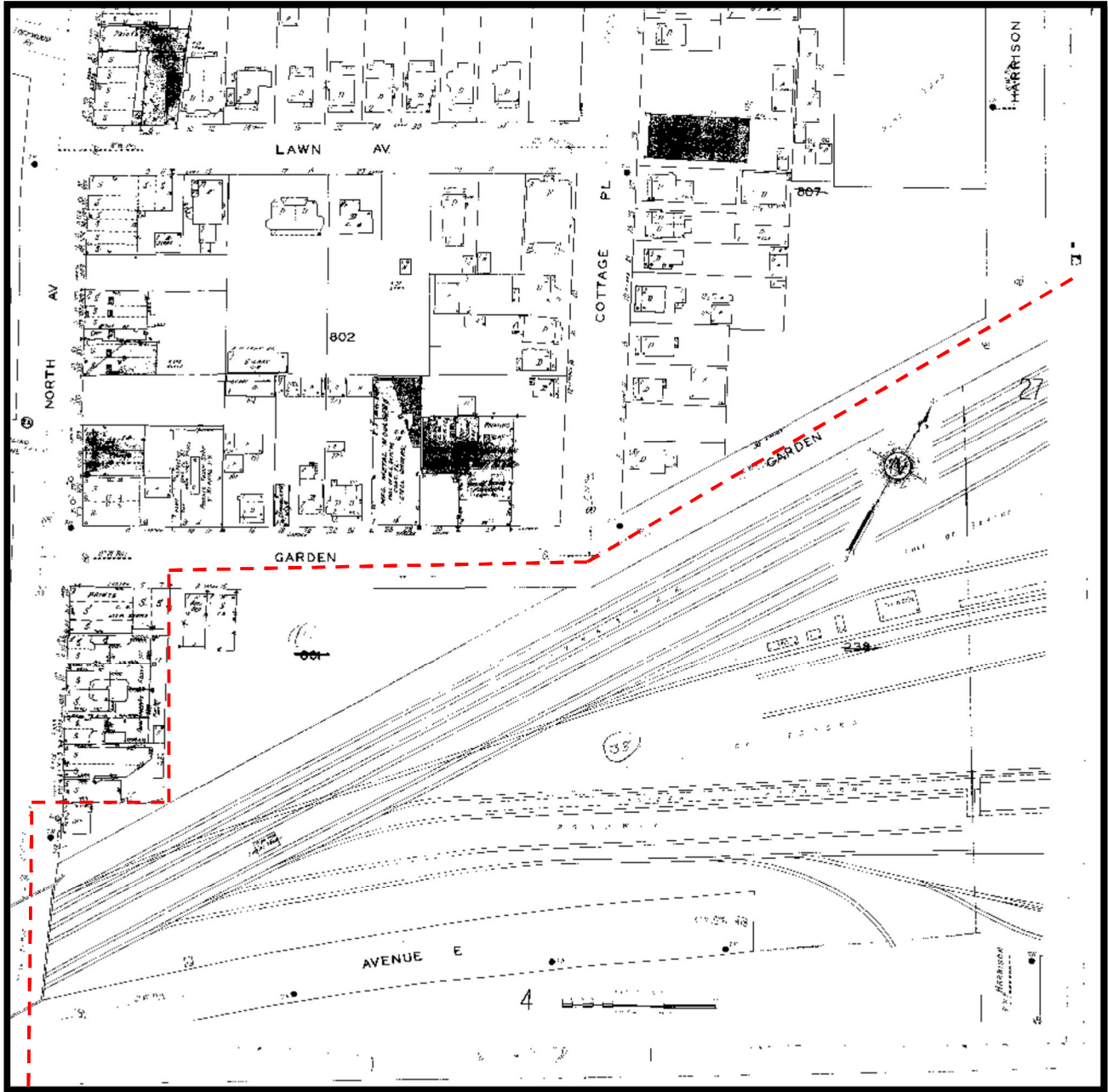
NYNH&HRR New Rochelle Freight Yard, Sanborn Map, 1903



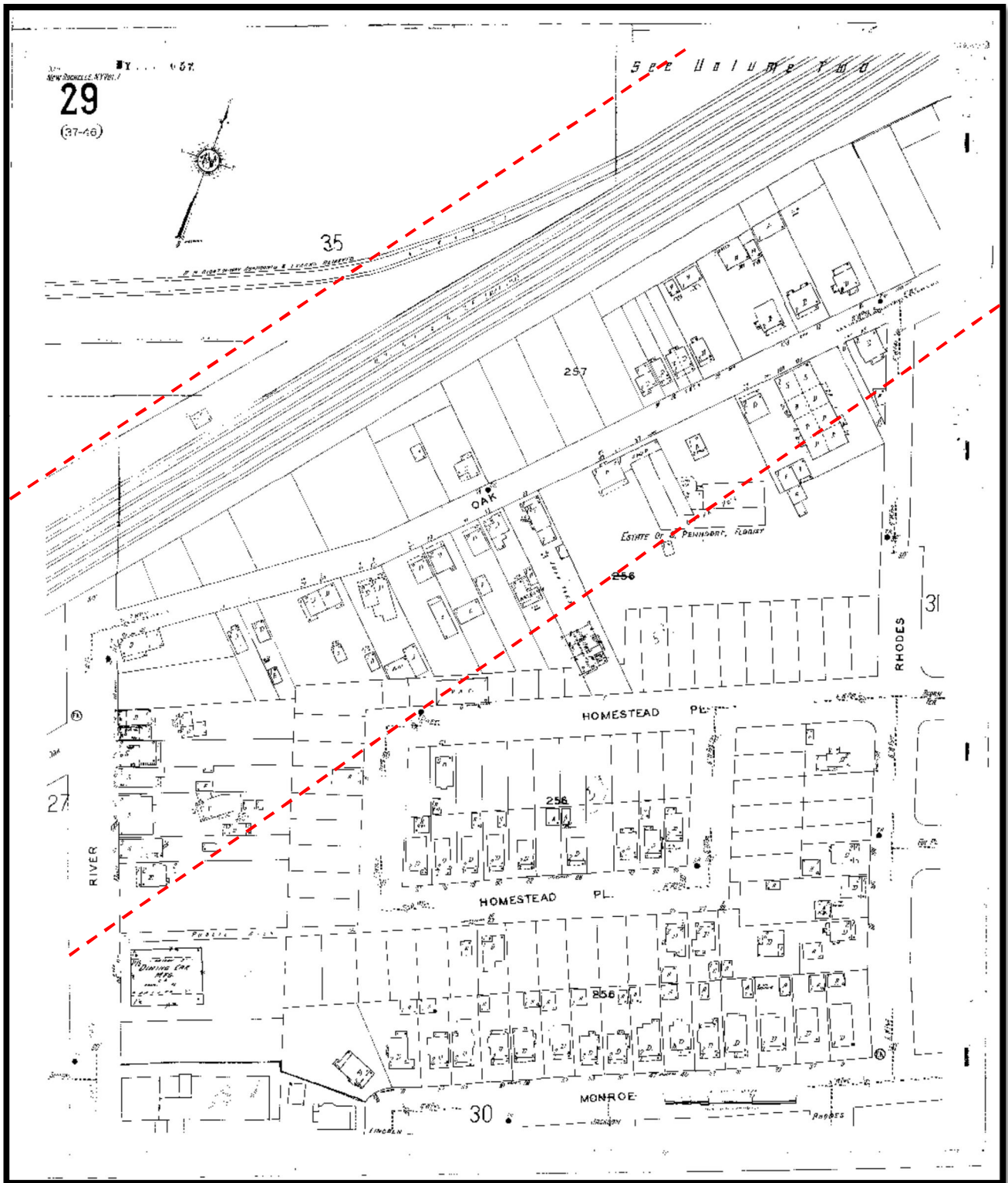
NYNH&HRR New Rochelle Freight Yard, Sanborn Map, 1911



NYNH&HRR Freight Yard and Historic Resources APE, Sanborn Map, 1931



NYNH&HRR Freight Yard and Historic Resources APE, Sanborn Map, 1931 revised to 1951



Historic Resources APE, Oak Street, Sanborn Map, 1931 revised to 1951

APPENDIX D: BUILDING-STRUCTURE INVENTORY FORM, THE KAUFMAN BUILDING

BUILDING-STRUCTURE INVENTORY FORM
 NYS OFFICE OF PARKS, RECREATION
 & HISTORIC PRESERVATION
 DIVISION FOR HISTORIC PRESERVATION
 (518) 474-0479

FOR OFFICE USE ONLY
 UNIQUE SITE NO. 11942-000877
 QUAD _____
 SERIES _____
 NEG. NO. _____

T

SURVEYOR NAME: David L. Taylor **DATE:** August, 2000

ADDRESS: 9 Walnut Street, Brookville, PA 15825 **TELEPHONE:** 814-849-4900

ORGANIZATION (if any): Taylor & Taylor Associates, Inc., for the Department of Development, City of New Rochelle

IDENTIFICATION:

1. BUILDING NAME(S): Schiff Building; Pershing Square Building; Kaufman Building; "K" Building
- 1a. SECTION 1 BLOCK 239 LOT 26
2. COUNTY: Westchester TOWN/CITY: New Rochelle VILLAGE: _____
3. STREET LOCATION: 271 North Avenue
4. OWNERSHIP: a. public b. private
5. PRESENT OWNER: Kaufman Huguenot Co. ADDRESS: 450 7th Avenue, New York, NY 10123
6. USE: Original: commercial Present: commercial
7. ACCESSIBILITY TO PUBLIC: Exterior visible from public road: Yes No
 Interior accessible: Explain: during business hours and/or with the owner's permission

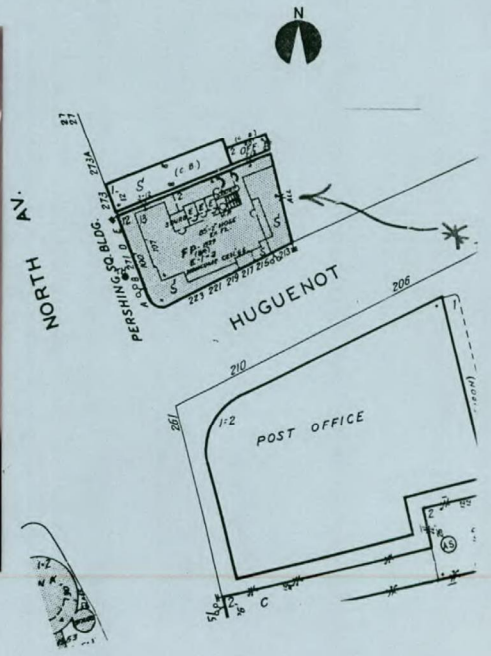
DESCRIPTION

8. BUILDING MATERIAL: a. clapboard b. stone c. brick d. board and batten
 e. cobblestone f. shingles g. stucco other: terra cotta
9. STRUCTURAL SYSTEM (if known): a. wood frame with interlocking joints
 b. wood frame with light members
 c. masonry load-bearing walls
 d. metal (explain): steel frame
 e. other _____
10. CONDITION: a. excellent b. good c. fair d. deteriorated
11. INTEGRITY: a. original site b. moved if so, when? _____
 c. list major alterations and dates (if known): _____
12. PHOTO (Sheet No. 3, Frame No. 11):
13. MAP (Scale: 1" = c. 100'):



HP-1

An Equal Opportunity Agency



14. THREATS TO BUILDING: a. none known b. zoning c. roads
d. developers e. deterioration
f. other: _____

15. RELATED OUTBUILDINGS AND PROPERTY:
a. barn b. carriage house c. garage
d. privy e. shed f. greenhouse
g. shop h. gardens
i. landscape features: _____
j. other: _____

16. SURROUNDINGS OF THE BUILDING (check more than one if necessary):
a. open land b. woodland
 c. scattered buildings
d. densely built-up e. commercial
f. industrial g. residential
h. other: I-95 and railroad trackage are located to the north

17. INTERRELATIONSHIP OF BUILDING AND SURROUNDINGS:

(Indicate if building or structure is in an historic district)

This property is not in a presently-designated historic district; since the time of its construction, it has dominated the skyline at the north end of the traditional central business district of the City of New Rochelle, in a solidly commercial area. Its position will be supplanted with the completion of the multi-story Avalon on the Sound apartment building, under construction at the time of the survey. No outbuildings are associated with the resource.

18. OTHER NOTABLE FEATURES OF BUILDING AND SITE (Including interior features if known):

This building is built in the classic early skyscraper model whose massing is derived from the classical orders including a base, shaft, and capital, as used for column design, wherein the three-story storefront is the base, the ten stories above are the shaft, and the cornice is the capital. The lower floors include commercial storefronts on the first story and a round-arched arcade on the second and third. The upper facade is punctuated by flat-topped windows; the corners are defined by brick quoins. In 1936 an additional floor was added to the building. The cornice is of terra cotta and includes modillions and dentils.

SIGNIFICANCE

19. DATE OF INITIAL CONSTRUCTION: 1928-1929 (from City Assessment Office records)

ARCHITECT: Schwartz & Gross (undated newspaper article New Rochelle Public Library)

BUILDER: Henry Schiff & Sons (undated newspaper article New Rochelle Public Library)

20. HISTORICAL AND ARCHITECTURAL IMPORTANCE:

This was the tallest building in Westchester County when it was erected late in the 1920s. It was originally named the Pershing Square Building, derived from its location on Pershing Square, at the intersection of North Avenue and Huguenot Street, named for Gen. John J. "Blackjack" Pershing of World War One fame. The building was built on the site of Besley's Tavern, a Revolutionary War-era establishment where town meetings were held in 1773-1776 and which hosted the first meeting of the local Masonic Lodge in 1814. George Washington lodged at Besley's on a trip through New Rochelle. The top story of the building originally contained the Avenido Club, a popular New Rochelle night spot. An undated newspaper article notes that the building "wears the veritable stamp of a stable investment rather than a speculative enterprise." It was developed, built and owned by Harry Schiff & Son, prominent New York developers who erected and owned numerous buildings in New Rochelle (e.g., the Broadmoor Apartments), in New York City, and in the surrounding environs. This property was initially managed by Leo Schiff (1898-1953), who was one of Harry Schiff's sons and eventually became president of the firm.

21. SOURCES:

Assessment Records, City of New Rochelle, New York.
Polk, R. L. **New Rochelle City Directories** (R. L. Polk, 1900-1950).
Sanborn Fire Insurance Map[s], New Rochelle, New York (New York: Sanborn Map Co., 1887, 1892, 1896, 1903, 1911, 1931, 1931-1951, 1976, 1991).
Sanchis, Frank E. **American Architecture Westchester County: Colonial to Contemporary** (Great Barrington, Massachusetts: North River Press, 1977).
Standard Star, July 2, 1953 [Leo Schiff obituary].
Undated newspaper clippings in vertical file, New Rochelle Public Library.

22. THEME:



PSA Effects Assessment Review



**Parks, Recreation,
and Historic Preservation**

ANDREW M. CUOMO
Governor

ERIK KULLESEID
Commissioner

November 23, 2020

Ms. Jennifer Wuotinen
Program Manager
MTA
2 Broadway, A16.51
New York, NY 10004

Re: FTA
MTA Metro-North Railroad Penn Station Access Project
Manhattan
13PR03777

Dear Ms. Wuotinen,

Thank you for requesting the comments of the New York State Historic Preservation Office (SHPO). We have reviewed the submitted materials in accordance with Section 106 of the National Historic Preservation Act of 1966.

On September 2 and 6, SHPO received updates to the Section 106 effects assessment of the MTA Metro-North Railroad Penn Station Access Project. In addition to constructing four new Metro-North stations in the eastern Bronx at Hunts Point, Parkchester-Van Nest, Morris Park, and Co-op City, MTA would include infrastructure improvements. To increase operational flexibility, MTA would construct an additional interlocking at the Pelham Lane Pathway Bridge, located within Pelham Bay Park, along with demolition of the existing bridge. A new replacement bridge is proposed as well.

The Pelham Bay Park Historic District on December 31, 2018, however, the railroad tracks and the Pelham Lane Pathway Bridge were not identified as contributing elements to the historic district at that time. After further analysis, our office determined that the Pelham Lane Bridge is eligible for listing in the National Register as an example of a steel thru-plate girder bridge in the Bronx. The Eligibility Evaluation is attached to the Unique Site Number (USN) in CRIS.

It is the opinion of SHPO that the proposed demolition of the bridge will have an Adverse Effect on the bridge. We recommend that all alternatives to demolition be explored and a report summarizing the results be submitted to us as the next step in the review process. In addition, we understand that MTA is developing a Programmatic Agreement (PA) for the entire project and we look forward to working with you on that document.

Division for Historic Preservation

P.O. Box 189, Waterford, New York 12188-0189 • (518) 237-8643 • parks.ny.gov

We would appreciate if the requested information could be provided via our Cultural Resource Information System (CRIS). If you have any questions, I can be reached at sloane.bullough@parks.ny.gov.

Sincerely,

A handwritten signature in black ink that reads "Sloane Bullough". The signature is written in a cursive, flowing style.

Sloane Bullough
Historic Sites Restoration Coordinator by email only



**Parks, Recreation,
and Historic Preservation**

ANDREW M. CUOMO
Governor

ERIK KULLESEID
Commissioner

October 29, 2020

Ms. Jennifer Wuotinen, Program Manager
MTA
2 Broadway, A16.51
New York, NY 10004

Re: FTA
MTA Metro-North Railroad Penn Station Access Project
Manhattan
13PR03777

Dear Jennifer Wuotinen,

Thank you for requesting the comments of the New York State Historic Preservation Office (SHPO). We have reviewed the submitted materials in accordance with Section 106 of the National Historic Preservation Act of 1966.

On September 9, we received an update and amendment to the Section 106 effects assessment regarding the expansion of the New Rochelle Yard portion of the project. The amendment proposes to expand the existing yard at New Rochelle by constructing an approximately 2,000-foot long retaining wall with fill along a section of the southern slope. This enlarged area would accommodate the desired revenue train storage and servicing functions as well as the required MOW equipment storage.

Our office concurs that there is only one National Register eligible site in the Area of Potential Effect (APE), the Kaufman Building at 271 North Avenue. We do not feel that the yard expansion will adversely impact the Kaufman Building, however, we respectfully request that you provide more detailed design materials when they become available. We are pleased to see that a construction protection plan is proposed and would also request that a copy be submitted in CRIS for our review and approval.

We would appreciate if the requested information could be provided via our Cultural Resource Information System (CRIS). If you have any questions, I can be reached at sloane.bullough@parks.ny.gov.

Sincerely,

Sloane Bullough
Historic Sites Restoration Coordinator by email only



ANDREW M. CUOMO
Governor

ERIK KULLESEID
Commissioner

May 5, 2020

Ms. Jennifer Wuotinen
Program Manager
MTA
2 Broadway, A16.51
New York, NY 10004

Re: FTA
MTA Metro-North Railroad Penn Station Access Project
13PR03777

Dear Ms. Wuotinen:

Thank you for continuing to consult with the New York State Historic Preservation Office (SHPO). We have reviewed the provided documentation in accordance with Section 106 of the National Historic Preservation Act of 1966. These comments are those of the SHPO and relate only to Historic/Cultural resources. They do not include other environmental impacts to New York State Parkland that may be involved in or near your project.

We have reviewed the memorandum describing the revised project scope and the supplemental effects assessment analysis that were submitted to our office on April 9th, 2020. Based upon our review, we concur with the revised Area of Potential Effect and the updated finding of No Adverse Effect, with the condition that a construction monitoring plan be developed, approved by our office, and implemented.

If additional information or correspondence is required regarding this project it should be provided via our Cultural Resource Information System (CRIS) at <https://cris.parks.ny.gov/>. Once on the CRIS site, you can log in as a guest and choose "submit" at the very top menu. Next choose "submit new information for an existing project" at the very bottom of the page. You will need this project number and your e-mail address. If you have any questions, I can be reached at (518) 268-2182.

Sincerely,

Olivia Brazee
Historic Site Restoration Coordinator
olivia.brazee@parks.ny.gov

via e-mail only



NYC Parks

Alyssa Cobb Konon
Deputy Commissioner
Planning & Development

T 212.360.3402
F 212.360.3453

E Alyssa.Cobb@parks.nyc.gov

**City of New York
Parks & Recreation**

The Arsenal
Central Park
New York, NY 10065
www.nyc.gov/parks

August 28, 2019

Linda Corcoran
Penn Station Access EA Project Manager
MTA Capital Construction
2 Broadway, 8th Floor
New York, NY 10004

Re: Metro-North Railroad Penn Station Access Environmental Review Bronx, New York, Queens and Westchester Counties

Dear Ms. Corcoran:

The New York City Department of Parks and Recreation (“NYC Parks”) has received your letter dated July 31, 2019 regarding the Effects Assessment prepared to evaluate the potential effects of the Penn Station Access project proposed by MTA Metro-North Railroad. NYC Parks understands that a Historic Architectural Resources Background Study was prepared in the spring of 2014 and the Effects Assessment was prepared to evaluate the potential effects of the project on historic and archeological identified resources. Further, the Effects Assessment has been developed in accordance with the National Historic Preservation Act of 1966 (Section 106).

Based on our review of the Effects Assessment, NYC Parks has the following comments:

- NYC Parks should be notified in the event the area of impact expands beyond what is shown in the Effects Assessment. Several properties owned by the City of New York and under the jurisdiction of NYC Parks are proximate to the Hell Gate Line, including (but not limited to): Astoria Park, Randall’s Island Park and Concrete Plant Park.
- NYC Parks notes that the Astoria Park Pool and Play Center, located within Astoria Park, is a designated New York City Landmark (LP-2196) and is adjacent to the Hell Gate Bridge. Our understanding, based on reviewing the Effects Assessment, is that no construction activities are proposed for the Hell Gate Bridge as part of the Penn Station Access project; thus, not part of the Area of Potential Effect for the project.
- In the event that any construction activities are identified that would potentially have an impact on parkland, a NYC Parks construction permit would be required; the details of which can be found on our website at: <https://www.nycgovparks.org/permits/construction>.

Please direct any further requests for comments on this matter to my attention at david.cuff@parks.nyc.gov or the address listed above. Thank you for seeking our feedback on this important project.

Sincerely,

A handwritten signature in blue ink that reads "David Cuff". The signature is written in a cursive, flowing style.

David Cuff, ACIP
Director of Environmental Review

cc: Colleen Alderson, Chief of Parklands and Real Estate, NYC Parks
Brendan Shera, Interagency Coordinator, NYC Parks



**Parks, Recreation,
and Historic Preservation**

ANDREW M. CUOMO
Governor

ERIK KULLESEID
Commissioner

July 30, 2019

Ms. Jennifer Wuotinen
Program Manager
MTA
2 Broadway, A16.51
New York, NY 10004

Re: FTA
MTA Metro-North Railroad Penn Station Access Project
13PR03777

Dear Ms. Wuotinen:

Thank you for requesting the comments of the New York State Historic Preservation Office (SHPO). We have reviewed the submitted materials in accordance with Section 106 of the National Historic Preservation Act of 1966. These comments are those of the SHPO and relate only to Historic/Cultural resources.

SHPO has reviewed *MTA Metro-North Railroad Penn Station Access Project, Preliminary Environmental Assessment, Section 106 Effects Assessment* (July 2019). We concur with its conclusions and recommendations.

If you have any questions, please don't hesitate to contact me.

Sincerely,

Philip A. Perazio, Historic Preservation Program Analyst - Archaeology Unit

Phone: 518-268-2175

e-mail: philip.perazio@parks.ny.gov

via e-mail only

cc: Nina Chung and Richelle Gosman, FTA
James Richardson, MTA
Gina Santucci and Amanda Sutphin. LPC

Division for Historic Preservation

P.O. Box 189, Waterford, New York 12188-0189 • (518) 237-8643 • parks.ny.gov



Phase IA
Archaeological Documentary Correspondence



Parks, Recreation, and Historic Preservation

ANDREW M. CUOMO
Governor

ROSE HARVEY
Commissioner

January 23, 2019

Mr. James Richardson
Penn Station Access Project Manager
MTA Metro-North Railroad
420 Lexington Avenue, 11th Floor
New York, NY 10170

Re: FTA
MTA Metro-North Railroad Penn Station Access Project
13PR03777

Dear Mr. Richardson:

Thank you for requesting the comments of the New York State Historic Preservation Office (SHPO). We have reviewed the submitted materials in accordance with Section 106 of the National Historic Preservation Act of 1966. These comments are those of the SHPO and relate only to Historic/Cultural resources.

SHPO has reviewed *Phase IA Archaeological Documentary Study, MTA Metro-North Penn Station Access, Parkchester Station Site, Bronx, Bronx County, New York* (Historical Perspectives, June 2013).

Based on the information provided, we have no further archaeological concerns regarding this location. This recommendation pertains only to the Area of Potential Effects (APE) examined during the above-referenced investigation. It is not applicable to any other portion of the project property. Should the project design be changed SHPO recommends further consultation with this office. A single effect recommendation will be provided once all outstanding concerns have been addressed.

If you have any questions, please don't hesitate to contact me.

Sincerely,

Philip A. Perazio, Historic Preservation Program Analyst - Archaeology Unit
Phone: 518-268-2175
e-mail: philip.perazio@parks.ny.gov

via e-mail only

cc: Nina Chung, FTA
Gina Santucci and Amanda Sutphin. LPC
Jennifer Wuotinen, MTA

Division for Historic Preservation

P.O. Box 189, Waterford, New York 12188-0189 • (518) 237-8643 • www.nysparks.com



Parks, Recreation, and Historic Preservation

ANDREW M. CUOMO
Governor

ROSE HARVEY
Commissioner

January 23, 2019

Mr. James Richardson
Penn Station Access Project Manager
MTA Metro-North Railroad
420 Lexington Avenue, 11th Floor
New York, NY 10170

Re: FTA
MTA Metro-North Railroad Penn Station Access Project
13PR03777

Dear Mr. Richardson:

Thank you for requesting the comments of the New York State Historic Preservation Office (SHPO). We have reviewed the submitted materials in accordance with Section 106 of the National Historic Preservation Act of 1966. These comments are those of the SHPO and relate only to Historic/Cultural resources.

SHPO has reviewed *Phase IA Archaeological Documentary Study MTA Metro-North Penn Station Access, Co-Op City Station Site, Bronx, Bronx County, New York* (Historical Perspectives, June 2013).

Based on the information provided, we concur with the report's recommendation that a program of soil borings should be conducted to collect stratigraphic data necessary to assess the presence of buried, potentially culture-bearing deposits within the project's APE.

If you have any questions, please don't hesitate to contact me.

Sincerely,

Philip A. Perazio, Historic Preservation Program Analyst - Archaeology Unit

Phone: 518-268-2175

e-mail: philip.perazio@parks.ny.gov

via e-mail only

cc: Nina Chung, FTA
Gina Santucci and Amanda Sutphin. LPC
Jennifer Wuotinen, MTA

Division for Historic Preservation

P.O. Box 189, Waterford, New York 12188-0189 • (518) 237-8643 • www.nysparks.com



Parks, Recreation, and Historic Preservation

ANDREW M. CUOMO
Governor

ROSE HARVEY
Commissioner

January 23, 2019

Mr. James Richardson
Penn Station Access Project Manager
MTA Metro-North Railroad
420 Lexington Avenue, 11th Floor
New York, NY 10170

Re: FTA
MTA Metro-North Railroad Penn Station Access Project
13PR03777

Dear Mr. Richardson:

Thank you for requesting the comments of the New York State Historic Preservation Office (SHPO). We have reviewed the submitted materials in accordance with Section 106 of the National Historic Preservation Act of 1966. These comments are those of the SHPO and relate only to Historic/Cultural resources.

SHPO has reviewed *Phase IA Archaeological Documentary Study, MTA Metro-North Penn Station Access, Hunts Point Station Site, Bronx, Bronx County, New York* (Historical Perspectives, June 2013).

Based on the information provided, we have no further archaeological concerns regarding this location. This recommendation pertains only to the Area of Potential Effects (APE) examined during the above-referenced investigation. It is not applicable to any other portion of the project property. Should the project design be changed SHPO recommends further consultation with this office. A single effect recommendation will be provided once all outstanding concerns have been addressed.

If you have any questions, please don't hesitate to contact me.

Sincerely,

Philip A. Perazio, Historic Preservation Program Analyst - Archaeology Unit
Phone: 518-268-2175
e-mail: philip.perazio@parks.ny.gov

via e-mail only

cc: Nina Chung, FTA
Gina Santucci and Amanda Sutphin. LPC
Jennifer Wuotinen, MTA

Division for Historic Preservation

P.O. Box 189, Waterford, New York 12188-0189 • (518) 237-8643 • www.nysparks.com



Parks, Recreation, and Historic Preservation

ANDREW M. CUOMO
Governor

ROSE HARVEY
Commissioner

January 23, 2019

Mr. James Richardson
Penn Station Access Project Manager
MTA Metro-North Railroad
420 Lexington Avenue, 11th Floor
New York, NY 10170

Re: FTA
MTA Metro-North Railroad Penn Station Access Project
13PR03777

Dear Mr. Richardson:

Thank you for requesting the comments of the New York State Historic Preservation Office (SHPO). We have reviewed the submitted materials in accordance with Section 106 of the National Historic Preservation Act of 1966. These comments are those of the SHPO and relate only to Historic/Cultural resources.

SHPO has reviewed *Phase IA Archaeological Documentary Study MTA Metro-North Penn Station Access, Morris Park Station Site, Bronx, Bronx County, New York* (Historical Perspectives, June 2013).

Based on the information provided, we concur with the report's recommendation that a program of soil borings should be conducted to collect stratigraphic data necessary to assess the presence of buried, potentially culture-bearing deposits within the project's APE.

If you have any questions, please don't hesitate to contact me.

Sincerely,

Philip A. Perazio, Historic Preservation Program Analyst - Archaeology Unit

Phone: 518-268-2175

e-mail: philip.perazio@parks.ny.gov

via e-mail only

cc: Nina Chung, FTA
Gina Santucci and Amanda Sutphin. LPC
Jennifer Wuotinen, MTA

Division for Historic Preservation

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Historic Architectural Resources Background Studies

ENVIRONMENTAL REVIEW

Project number: METROPOLITAN TRANSIT AUTHORITY / 106-Y
Project: METRO NORTH RR PENN STATION ACCESS
Address: 4 PENN PLAZA, **BBL:** 1007810001
Date Received: 3/10/2016

The LPC is in receipt of the Historic Architectural Resources Background Study (HARBS) for the above cited project, dated 2/14 and updated as of 11/15.

LPC notes that the Parkchester Apartment Complex appears LPC eligible.

Cc: SHPO



3/23/2016

SIGNATURE
Gina Santucci, Environmental Review Coordinator

DATE

File Name: 31293_FSO_GS_03232016.doc



Parks, Recreation, and Historic Preservation

ANDREW M. CUOMO
Governor

ROSE HARVEY
Commissioner

April 06, 2016

Mr. James Richardson
Penn Station Access Project Manager
MTA Metro-North Railroad
420 Lexington Avenue, 11th Floor
New York, NY 10170

Re: FTA
MTA Metro-North Railroad Penn Station Access Project
Bronx, New York, Queens, and Westchester Counties, New York
13PR03777

Dear Mr. Richardson:

Thank you for requesting the comments of the State Historic Preservation Office (SHPO) on the Historic Architectural Resources Background Study for the MTA Metro-North Railroad Penn Station Access Project, prepared by Lynn Drobbin & Associates and Parsons Brinckerhoff, dated November 2015. Because the Federal Transit Authority is involved in the undertaking, we are reviewing the project in accordance with Section 106 of the National Historic Preservation Act of 1966 and relevant implementing regulations.

The SHPO concurs with the findings of the Historic Architectural Resources Background Study. We will continue our review of the project when we receive a copy of the Effects Assessment.

If you have any questions, feel free to contact Daria Merwin in the Survey and Evaluation Unit at 518-268-2192 or daria.merwin@parks.ny.gov. Please refer to the SHPO Project Review (PR) number noted above in any future correspondences regarding this project.

Sincerely,

Ruth L. Pierpont
Deputy Commissioner for Historic Preservation

Division for Historic Preservation

P.O. Box 189, Waterford, New York 12188-0189 • (518) 237-8643 • www.nysparks.com

ENVIRONMENTAL REVIEW

Project number: METROPOLITAN TRANSIT AUTHORITY / 106-Y
Project: METRO NORTH RR PENN STATION ACCESS
Address: 4 PENN PLAZA, **BBL:** 1007810001
Date Received: 3/10/2016

The LPC is in receipt of the Historic Architectural Resources Background Study (HARBS) for the above cited project, dated 2/14 and updated as of 11/15.

LPC notes that the Parkchester Apartment Complex appears LPC eligible.

Cc: SHPO



3/23/2016

SIGNATURE
Gina Santucci, Environmental Review Coordinator

DATE

File Name: 31293_FSO_GS_03232016.doc



FTA Correspondence

-----Original Message-----

From: Victor.Waldron@dot.gov [mailto:Victor.Waldron@dot.gov]

Sent: Monday, November 30, 2015 9:47 AM

To: Hollander, Robyn

Cc: Sterman, Brian; Richardson, James; Timko, Karen; Albrecht, Marc

Subject: RE: HARBS and DRAFT EA Chapters for FTA's Review

Hi Robyn,

You have our concurrence to distribute the HARBS. It's best for you to send it out soon that we keep the FTA Section 106 and EA processes together. For the two sections regarding the APE and the consulting parties, please change the language to "concurred" (rather than "approved"). You can use today's date 30 November 2015 for the FTA date.

We should meet sometime soon to revisit the project timeline, etc. I will take a look at the draft chapters in the next week or two and let you know if I have any comments.

Hope you (all) had a good Thanksgiving.

Regards,
Victor

Historic, Archaeological, and Cultural Resources

APPENDIX G

- G.1 Section 106 Effects Assessment and Relevant Correspondence
- G.2 Phase IA Studies and Relevant Correspondence
- G.3 Draft Programmatic Agreement
- G.4 Historic Architectural Resources Background Study (HARBS) and Relevant Correspondence
- G.5 Project Initiation Letter (PIL) Relevant Correspondence
- G.6 Miscellaneous Correspondence



G.2 PHASE IA STUDIES AND RELEVANT CORRESPONDENCE

HISTORICAL
PERSPECTIVES INC.



Phase IA Archaeological Documentary Study
MTA Metro-North
Penn Station Access
Hunts Point Station Site, Bronx
Bronx County, New York
OPRHP No. 99PR03265

**Phase IA Archaeological Documentary Study
MTA Metro-North
Penn Station Access
Hunts Point Station Site, Bronx
Bronx County, New York
OPRHP No. 99 PR03265**

Prepared For:

Parsons Brinckerhoff
One Penn Plaza
New York, NY 10119-0061

and

MTA Metro-North Railroad
347 Madison Avenue
New York, NY 10017-3739

Prepared By:

Historical Perspectives, Inc.
P.O. Box 529
Westport, CT 06881

Authors:

Faline Schneiderman, M.A., R.P.A.
Christine Flaherty, M.A.

June 2013

MANAGEMENT SUMMARY

SHPO Project Review Number (if available): **99PR03265**

Involved State and Federal Agencies:

Phase of Survey: **Phase IA Archaeological Documentary Study**

Location Information

Location: **Block 2741, Lot 1**

Minor Civil Division: **00501**

County: **Bronx**

Survey Area

Length: **varies**

Width: **varies**

Number of Acres Surveyed:

USGS 7.5 Minute Quadrangle Map: **Central Park**

Archaeological Survey Overview

Number & Interval of Shovel Tests: **N/A**

Number & Size of Units: **N/A**

Width of Plowed Strips: **N/A**

Surface Survey Transect Interval: **N/A**

Results of Archaeological Survey

Number & name of precontact sites identified: **None**

Number & name of historic sites identified: **None**

Number & name of sites recommended for Phase II/Avoidance: **None**

Report Authors(s): **Faline Schneiderman, M.A., R.P.A., and Christine Flaherty, M.A., Historical Perspectives, Inc.**

Date of Report: **June 2013**

EXECUTIVE SUMMARY

Metro-North Railroad (Metro-North) is conducting a Major Investment Study/Draft Environmental Impact Statement (MIS/DEIS), to improve access to and from Pennsylvania Station, New York (Penn Station), and to destinations on the West Side of Manhattan. The Penn Station Access (PSA) MIS/DEIS examines the potential benefits, costs, and social, economic, and environmental impacts of reasonable and feasible alternatives for improving access to Penn Station to/from the Metro-North service area, including the options of connecting Metro-North's Hudson, Harlem, and New Haven Line services to Penn Station. Metro-North's Hudson, Harlem, and New Haven Lines currently terminate at Grand Central Terminal on the East Side of Manhattan. This MIS/DEIS is being conducted in accordance with the National Environmental Policy Act (NEPA) of 1969, as amended, and in conformance with Council on Environmental Quality Regulations (CEQR).

As part of this MIS/DEIS, Historical Perspectives, Inc. has completed a separate Phase IA Archaeological Documentary Study for each of four potential new station sites on the New Haven Line. This documentary study addresses the archaeological potential of the Hunts Point Station site in the Bronx, New York. The Hunts Point Station site is located within the Amtrak Hell Gate Line right-of-way, immediately northeast and southwest of Hunts Point Avenue. The proposed station entails constructing a 15-foot wide platform in the middle of the existing track right-of-way, which lies below the surrounding grade. Construction would also entail building a pedestrian overpass from Hunts Point Avenue to the proposed platform.

This Phase IA report 1) identifies areas of potential archaeological sensitivity that may be impacted by the PSA project, 2) assesses project impacts, and 3) provides recommendations for further research, where necessary. Potential resources are identified within the Area of Potential Effect (APE), which are defined as areas which may experience subsurface impacts as a result of station construction, utility installation, and similar actions associated with the project. To accomplish these goals, documentary sources were researched to determine possible precontact and historic era archaeological potential of the site. Evidence of prior disturbance was also established to determine site integrity and archaeological research potential.

The documentary study found that the project site was extensively impacted, both vertically and horizontally, when the New York, New Haven, and Hartford Railroad line was originally regulated and opened. In areas south of the APE, fill was added to allow roads to pass over low lying land when the railroad was constructed. However, within the APE a cut was required for the rail line to pass through what was once a knoll. Hunts Point Avenue was reconstructed at grade above the railroad tracks. Therefore, what was the ground surface during the precontact and historic periods has been reduced in elevation by at least ten to twenty feet.

Any potential resources that may have once existed on the knoll that once stood in the project site have since been removed, and thus the APE has no archaeological potential. No impacts to potential resources are anticipated and no additional research is recommended.

TABLE OF CONTENTS

MANAGEMENT SUMMARY i

EXECUTIVE SUMMARY ii

TABLE OF CONTENTS iii

 I. INTRODUCTION AND METHODOLOGY1

 II. BACKGROUND RESEARCH.....1

 A. ENVIRONMENTAL SETTING AND CURRENT CONDITIONS1

 B. PRECONTACT POTENTIAL2

 C. HISTORICAL POTENTIAL.....3

 D. PROPOSED PROJECT IMPACTS4

 III. CONCLUSIONS AND RECOMMENDATIONS.....5

 IV. REFERENCES6

FIGURES

PHOTOGRAPHS

LIST OF FIGURES

1. *USGS Central Park, N.Y.-N.J. Quadrangle, 2013.* Project Site Location.
2. *Project Site Boundaries.* Tax Map, 2013.
3. *Atlas of Westchester County: West Farms and Morrisania.* Beers, 1868.
4. *Insurance Maps of the City of New York: Borough of the Bronx.* Sanborn, 1951.

LIST OF PHOTOGRAPHS

- Photograph 1. Railroad cut through bedrock at proposed Hunts Point Avenue Station Site. Facing east.
- Photograph 2. Railroad cut through bedrock at proposed Hunts Point Avenue Station Site. Facing east.
- Photograph 3. Close-up of exposed bedrock cut and tracks at proposed Hunts Point Avenue Station Site. Facing east from west side of tracks.
- Photograph 4. Embankment that railroad right-of-way was cut through. Note higher elevation of surrounding terrain. Facing northeast from southwest side of tracks.
- Photograph 5. Railroad cut. Facing northeast from Bruckner Boulevard toward Faile Street overpass.
- Photograph 6. Rear of extant train station over railroad right-of-way. Note that the tracks are depressed below the station and surrounding terrain. Facing south.
- Photograph 7. Rear of extant Hunts Point Avenue train station with railroad tracks beneath the station. Facing south from Bruckner Expressway Ramp.
- .

I. INTRODUCTION AND METHODOLOGY

Metro-North Railroad (Metro-North) is conducting a Major Investment Study/Draft Environmental Impact Statement (MIS/DEIS), to improve access to and from Pennsylvania Station, New York (Penn Station), and to destinations on the West Side of Manhattan. The Penn Station Access (PSA) MIS/DEIS examines the potential benefits, costs, and social, economic, and environmental impacts of reasonable and feasible alternatives for improving access to Penn Station to/from the Metro-North service area, including the options of connecting Metro-North's Hudson, Harlem, and New Haven Line services to Penn Station. Metro-North's Hudson, Harlem, and New Haven Lines currently terminate at Grand Central Terminal on the East Side of Manhattan. This MIS/DEIS is being conducted in accordance with the National Environmental Policy Act (NEPA) of 1969, as amended, and in conformance with Council on Environmental Quality Regulations (CEQR).

Improved access to Penn Station, in addition to providing benefits to Metro-North Railroad's riders traveling to the West Side of Manhattan, would also improve regional connectivity by providing direct link from Metro-North territory to Long Island Rail Road, New Jersey Transit, and Amtrak services at Penn Station. Access to Penn Station by Metro-North would also complement Long Island Rail Road East Side Access service. There are existing track connections from Metro-North's Hudson and New Haven Lines to Amtrak's Empire Connection and Hell Gate Line, respectively, which could be used to provide access for Metro-North trains into Penn Station. Alternatives using the Harlem Line may require track reconstruction. In addition, the study will examine the potential to construct and provide service at new, intermediate station(s) as part of the analysis of Penn Station access alternatives.

As part of this MIS/DEIS, Historical Perspectives, Inc. has completed a separate Phase IA Archaeological Documentary Study for each of four potential new station sites on the New Haven Line. This documentary study addresses the archaeological potential of the Hunts Point Station site in the Bronx, New York. The Hunts Point Station site is located within the Amtrak Hell Gate Line right-of-way, immediately northeast and southwest of Hunts Point Avenue. The proposed station entails constructing a 15-foot wide platform in the middle of the existing track right-of-way, which lies below the surrounding grade. Construction would also entail building a pedestrian overpass from Hunts Point Avenue to the proposed platform.

This Phase IA report 1) identifies areas of potential archaeological sensitivity that may be impacted by the PSA project, 2) assesses project impacts, and 3) provides recommendations for further research, where necessary. Potential resources are identified within the Area of Potential Effect (APE), which are defined as areas which may experience subsurface impacts as a result of station construction, utility installation, and similar actions associated with the project.

II. BACKGROUND RESEARCH

A. ENVIRONMENTAL SETTING AND CURRENT CONDITIONS

The Hunts Point site lies in the Hunts Point section of the Bronx, New York (Figures 1 and 2). The borough of the Bronx lies within the Hudson Valley region and is considered to be part of the New England Upland Physiographic Province, which lies within the Great Appalachian Valley (Schubert 1968). Situated on the west side of the Bronx River, the site lies on the northern end of the Crotona Park Ridge, a wide area of moderately high land which extends northward from the South Bronx. The project site is underlain by volcanic rock called the Manhattan Formation, composed mostly of quartz, mica, feldspar, and hornblende (Glenn 1978). The exposed bedrock bounding the site is composed of this coarse-grained schist.

During the most recent period of glacial activity, the Wisconsin episode, the Bronx was covered by ice. Following deglaciation, Lake Hudson covered much of the Hudson Valley below the Highlands including the project site. When it receded, smaller water courses were left forming the landscape into what it is today. The Bronx River was one of these, running north-south about four blocks east of the project site. The area was left covered with glacial till and outwash, consisting of clay, sand, gravel, and boulders that were deposited by the melting ice sheet.

The topography of the proposed Hunts Point Station site is level, having been historically excavated to allow for the creation of the existing railroad tracks. The surrounding street beds rise above the project site by between 10 and 20 feet. Embankments along either side of the track reveal an exposed cut through bedrock (Photographs 1 to 7). This indicates

that the location of the tracks was once much higher than it is today and it was drastically manipulated in order to create a level track bed.

B. PRECONTACT POTENTIAL

At the time of European contact, Native American groups known as the Siwanoy occupied the northern coastline of Long Island Sound from Norwalk, Connecticut to what is now known as the South Bronx. However, the Bronx River, which flows west of the project site, may have been the dividing line between the Siwanoy and another Upper Delaware Munsee speaking cultural group, the Wiechquaesgeck (Grumet 1981).

An examination of records relating to precontact habitation in the Hunts Point area indicates that a diverse number of precontact sites were located throughout the Bronx at various time periods, including areas close to the project site. Grumet’s map of Indian Trails indicates that a portion of a lengthy Native American path ran near the project site along the Bronx River (Grumet 1981). The trail essentially connected what is now Kingsbridge Heights to a village site at what is now Oak Point Avenue on Hunts Point, crossing the Bronx at the northwest corner of Bronx Park and then running south along the western side of the Bronx River. The trail also reportedly crossed through Cramers Square, located directly east of the existing railroad tracks that define the project site (McNamara 1991).

A site file search conducted using materials from the NYSOPRHP and the LPC indicated that six precontact sites have been recorded within a one mile radius of the project site. Unfortunately, there is minimal information available for many of these precontact sites, and the mapped areas by the NYSOPRHP are significantly more extensive than the actual sites once were. All the archaeological sites within one mile of the project site are summarized in Table 1, below.

Table 1: Site File Search Results

Site # and Name	Distance from APE	Time Period	Site Name/Type
A005-01-0028 Boesch 34	Ca. 0.6 mile SE	Unknown precontact	Camp, village, planting, burial grounds at Hunts Point Ave.
Boesch 33	Ca. 0.7 mile S	Woodland Period	Stone tools and celt
Boesch 35	Ca. 0.2 mile NE	Unknown precontact	Camp site and shell midden were located on raised ground within a tidal marshland (now filled) near what was formerly the intersection of Eastern Boulevard (now Bruckner Boulevard) and Preble Street
Boesch 37	Ca. 1 mile SE	Unknown precontact	Shell middens
Boesch 40	Ca. 1 mile SE	Unknown precontact	Cave site
Boesch 42	Ca. 1 mile S	Late Woodland, Contact	Camp site

An examination of records relating to precontact habitation in the Hunts Point area indicates that a diverse number of precontact sites were located throughout the Bronx at various time periods, including areas close to the project site. Grumet’s map of Indian Trails indicates that a portion of a lengthy Native American path ran near the project site along the Bronx River (Grumet 1981). The trail essentially connected what is now Kingsbridge Heights to a village site at what is now Oak Point Avenue on Hunts Point, crossing the Bronx at the northwest corner of Bronx Park and then running south along the western side of the Bronx River. The trail also reportedly crossed through Cramers Square, located directly east of the existing railroad tracks that define the project site (McNamara 1991).

Hunts Point itself was reportedly referred to as “*Quinnahung*,” which has been interpreted by various historians as translating into a “long high place” (Grumet 1981). Bolton places several Native American sites on Hunts Point. The first site was reported on the Dickey Estate which was located on Hunt’s Point Road at Randall Avenue about five blocks southeast of the project site (Site A005-01-0028). Another site was reportedly located near the Richardson Homestead, just west of what is now Drake Park (Boesch 33, Bolton 1922). In 1934 Bolton stated that the homestead was built near a fresh water spring and that shells, projectile points, and a chipped stone celt were found here. He then goes on to refer to this area as the “Hunt Burying Ground,” and attributes the site to the Woodland Period based on the presence of the celt (1934). Another site was reportedly situated on a mound that was surrounded by marsh near what is

now Bruckner Boulevard, immediately west of the Bronx River (Boesch 35, Bolton 1922), several blocks east of the project site. There were also reportedly shell piles, probably middens, on what was formerly the shore in the vicinity of the Hunt Mansion, southeast of the project site by about five blocks (Boesch 37, Bolton 1934). A cave site (Boesch 40) was reportedly located a short distance east of the Hunts Point Burying Ground approximately three hundred yards north of the former location of the bridge crossing Hunt's Point Creek. The site is now filled. Finally, a Late Woodland/Contact Period site was reportedly about one mile south of the project site near the intersection of Whittier and Viele Avenues (Boesch 42, McNamara 1991).

Typically precontact resources are encountered within several feet of the historic land surface. In an urban environment, potentially sensitive strata are usually either impacted by historic development, or buried beneath fill prior to a site being developed. The current railroad right-of-way runs through a small artificially created ravine which is at least 10 to 20 feet below surrounding street elevation. The extensive excavations and blasting that would have been necessary to cut through the higher ground and bedrock that once constituted the project site (Photographs 1 to 4) would have removed any potential precontact resources. Furthermore, upon completion of excavations for the railroad cut, the remaining surface was graded and a gravel base was laid to support the existing tracks. This base is reportedly 22 inches in depth, causing further impacts (Browne 1912). Therefore, the extensive impacts that allowed for the creation of the railroad line within the APE have eradicated any potential precontact resources. Despite the potential sensitivity for these resources in the general area, the 19th and 20th century manipulation of the project site has essentially removed any potential precontact strata.

C. HISTORICAL POTENTIAL

During the early settlement of the Bronx part of the Native American trail referenced above was designated as the northern boundary for the settlement of West Farms, which included what is now Hunts Point. In 1663 Edward Jessup, an English Quaker, and John Richardson purchased a tract of land from nine native inhabitants along the west side of the Bronx River (Jenkins 1912). Richardson eventually acquired most of the land within the project site. After Richardson's death, the tract was later divided into twelve farms and became known as West Farms, referring to its location in relation to the larger town of Westchester to the east.

Edward Jessup's daughter married Thomas Hunt and the two purchased the peninsula now known as Hunt's Point (Jenkins 1912). In 1668 they established their large country estate at the end of what became known as Hunts Point Avenue (formerly Road), a former Native American trail. At the time the Hunts settled there, the peninsula was comprised of a series of hillocks elevated above marshland. This elevated land was fertile and provided rich agricultural land for the Hunts. By the late 1670s, additional families had settled in the area, but the population remained sparse for many decades.

Much of Hunts Point, together with the area directly along the Bronx River, was depicted on historical maps as swamp or marsh (Burr 1829, Viele 1874). Most of the early dwellings were built on the higher land along Hunts Point Avenue or the small lanes which veered from it (U.S. Coast Survey 1866). Early maps of the project site indicate it was undeveloped, elevated land above the Bronx River (Ibid.). By 1868 the APE fell within a tract belonging to Edward G. Faile, but the site was still undeveloped (Beers 1868, Figure 3). Faile had acquired the property in the early 19th century, developing it into an estate he dubbed "Woodside." His house stood "atop the summit of Garrison and Lafayette Avenues" (McNamara 1991), about four blocks south of the project site. By the late 1860s, dozens of private estates had been built atop advantageous summits on either side of Hunts Point Road, most accessible by long drives (Beers 1868, Figure 3).

The area remained fairly rural with small developed enclaves through the 1880s. It was at this time that mass-transit had reached the outer boroughs and development in the project area intensified. The first major transportation improvement that served to alter the Hunts Point neighborhood was the construction of the New York, New Haven, and Hartford Railroad (NYNH&HRR) in the 1870s. Although the line traced its founding to 1826, when one of its predecessor companies originated, the NYNH&HRR was not chartered until 1872 (New York, New Haven & Hartford Railroad Archives 2001).

When the railroad was constructed, low-lying marshlands south of the project site were filled, and elevated knolls were razed to provide for a continuously level grade. While some streets in the Hunts Point area, such as the eastern terminus of 149th Street, required elevating to allow for traffic to pass over the tracks (Ultan and Hermalyn 1991), other areas

required excavating to allow the tracks to pass beneath surrounding roads which remained at grade level. In 1891 the project site was portrayed as passing over an elevated knoll (USGS 1891). Therefore, the Hunts Point project site passes through one of the areas which required excavating to lower the grade to allow the tracks to lie below existing grade (Photographs 1 to 4).

Sometime after the NYNY&HRR was constructed, a station was built at Hunts Point Road, now Avenue (Sanborn 1901). At the turn of the 20th century, there were only four tracks within the right-of-way, which was cut between planned Garrison Avenue and Whitlock Avenue (later Eastern Avenue, and subsequently Bruckner Boulevard). Many of the early estates remained intact even as a grid system of blocks was being imposed on the landscape.

In 1908-1910 the railroad line was rebuilt and increased to six tracks with complete grade separation, electrification, and all new stations. Throughout its entire length, the line had been built to conform to the main line standard of the New Haven. The new rail consisted of 100-lb. sections with creosoted ties. The heavier tracks required the installation of 22 inches of ballast for support (Browne 1912). At the time of its construction the maximum grade was 1.0 percent which necessitated extensive grading (Ibid.). Clearly, extensive modifications to the existing landscape were required to create the consistent grade elevations needed for the new line.

By 1915 the planned grid system of blocks had been implemented, and Garrison and Whitlock Avenues flanked either side of the railroad tracks. Faile Street and Hunts Point Avenue now formally bounded the project site. The Hunts Point Station, built in 1908 on the north side of Hunts Point Avenue directly above the tracks, was constructed of steel beams, girders and columns with reinforced concrete (Sanborn 1915, Photographs 5 to 7). Also by this time, there were eight tracks within the right-of-way. A retaining wall had been built on the east side of the tracks (Photograph 1), and within the tracks were two long waiting sheds, accessed by stairs from the station above. At this time, the line was formally part of the New York, Westchester and Boston Railroad and New York, New Haven and Hartford Railroad-Harlem River Branch (Ibid.).

In the mid-19th century, the APE appeared much as it did in 1915, although private development had resulted in the erection of buildings fronting both Bruckner Boulevard and Garrison Avenue on either side of the APE, but not within it. Both the waiting sheds were still present within the APE and were associated with the Hunts Point Avenue Station (Sanborn 1951, Figure 4). Also by this time, Bruckner Boulevard had been widened on the east side of the APE in anticipation of its eventual conversion to an expressway.

Construction of the elevated Bruckner Expressway began in the late 1950s and was completed in the early 1970s. The elevated Expressway now runs directly west of the APE. In conjunction with the expressway's construction, structures which formerly stood on the west side of the APE bordering Bruckner Boulevard were razed. The sheds which once stood between the railroad tracks were also removed (Sanborn 2002, Figure 1).

No potential historic archaeological resources were identified within the proposed site of the station at Hunts Point Avenue. Furthermore, the site has experienced extensive excavations when the railroad line was constructed, as evidenced by the steep embankment bordering the tracks, the exposed bedrock, the retaining wall to stabilize the hillside, and the former presence of staircases and sheds between the tracks. In addition to these impacts, 22 inches of ballast was laid below the existing tracks which would have further disturbed the site. Therefore, no historical period archaeological deposits are anticipated in the project site.

D. PROPOSED PROJECT IMPACTS

The proposed construction at the Hunts Point Station site would entail building a 15-foot wide platform at grade elevation between existing tracks, and a glass enclosed stairway and elevator on Hunts Point Avenue, which is elevated above the tracks. The documentary study of the proposed Hunts Point Station has determined that there is no archaeological potential for the project site. Extensive disturbance to the original land surface that once constituted the APE, both vertically and horizontally, has negated the potential for any subsurface resources. Therefore, the proposed construction of a 15-foot wide platform in the middle of the existing track right-of-way and below surrounding grade elevation will have no impact to any potential archaeological resources.

III. CONCLUSIONS AND RECOMMENDATIONS

There is the potential that the project site may have once been occupied or utilized by Native Americans, given their documented presence in the immediate area. However, subsequent disturbance to the site has removed any archaeological sensitivity. No potential historical period archaeological resources were identified within the APE, and if any ever existed, they too would have been disturbed by the deep excavations undertaken to create the existing railroad cut. Therefore, the proposed construction of a platform station and associated stairways within the existing right-of-way at the Hunts Point site would have no impact on any potential archaeological deposits. No further research is recommended.

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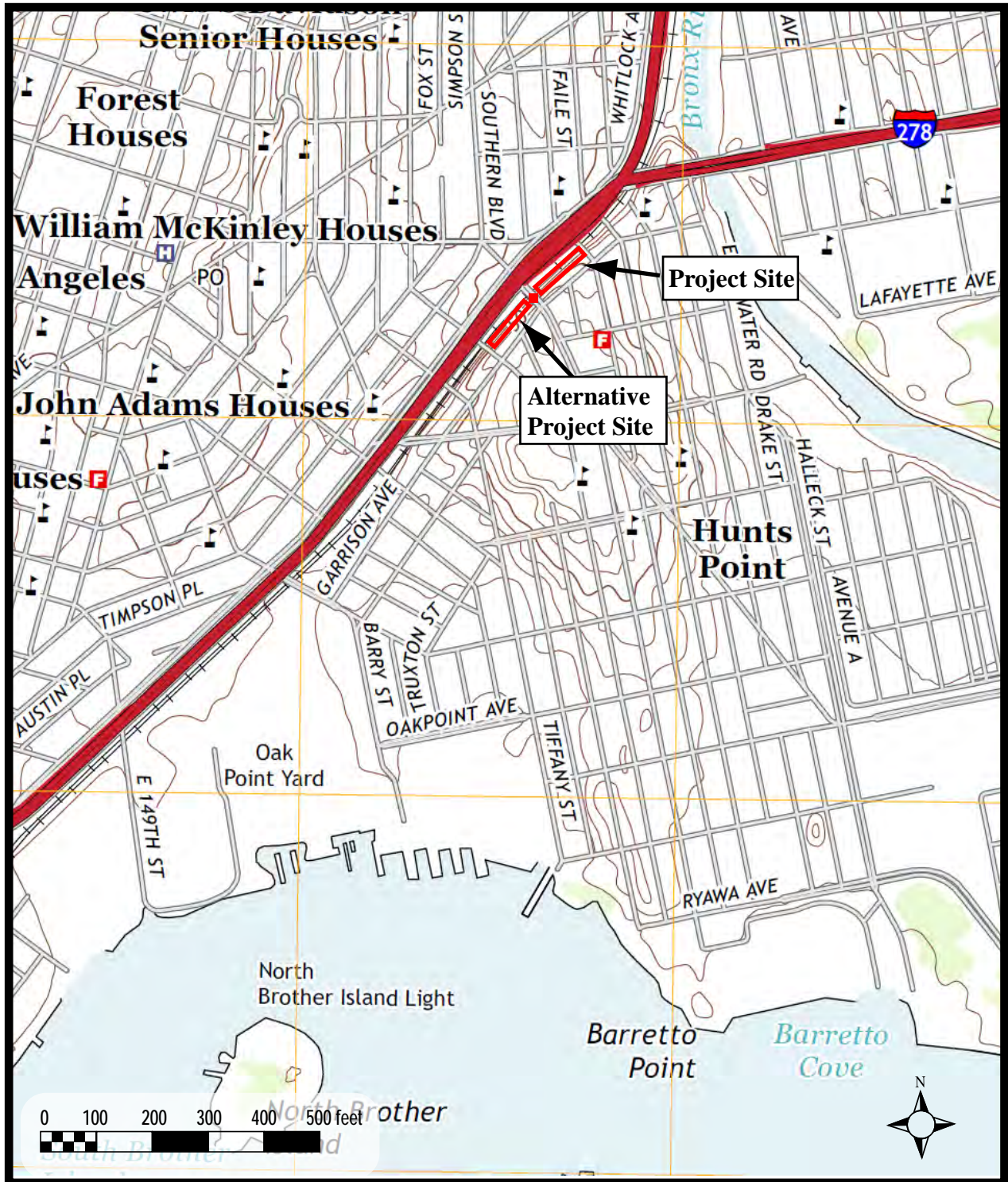
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 Hunts Point Station Site, Bronx
 Bronx County, New York**

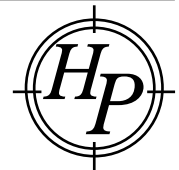
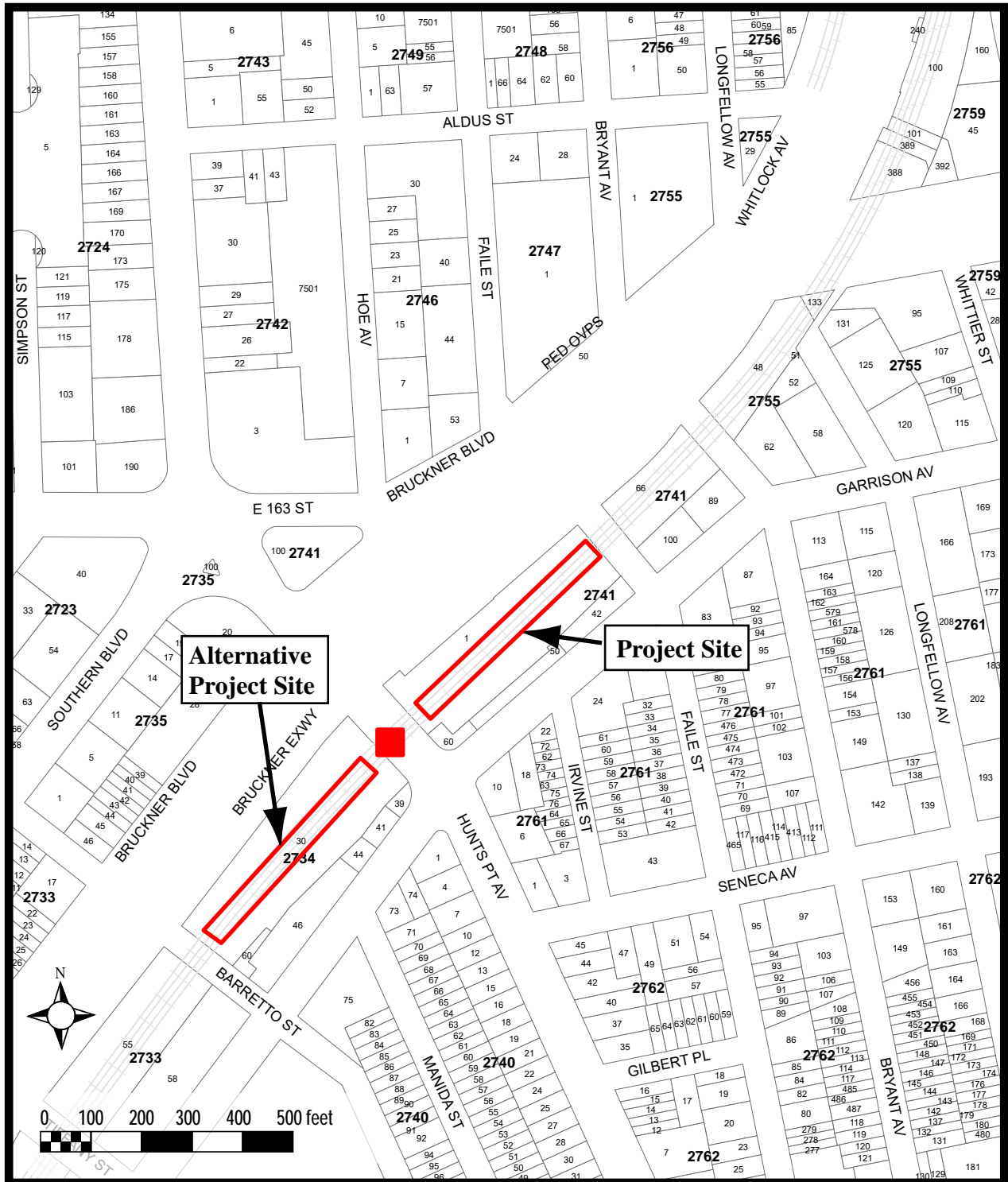


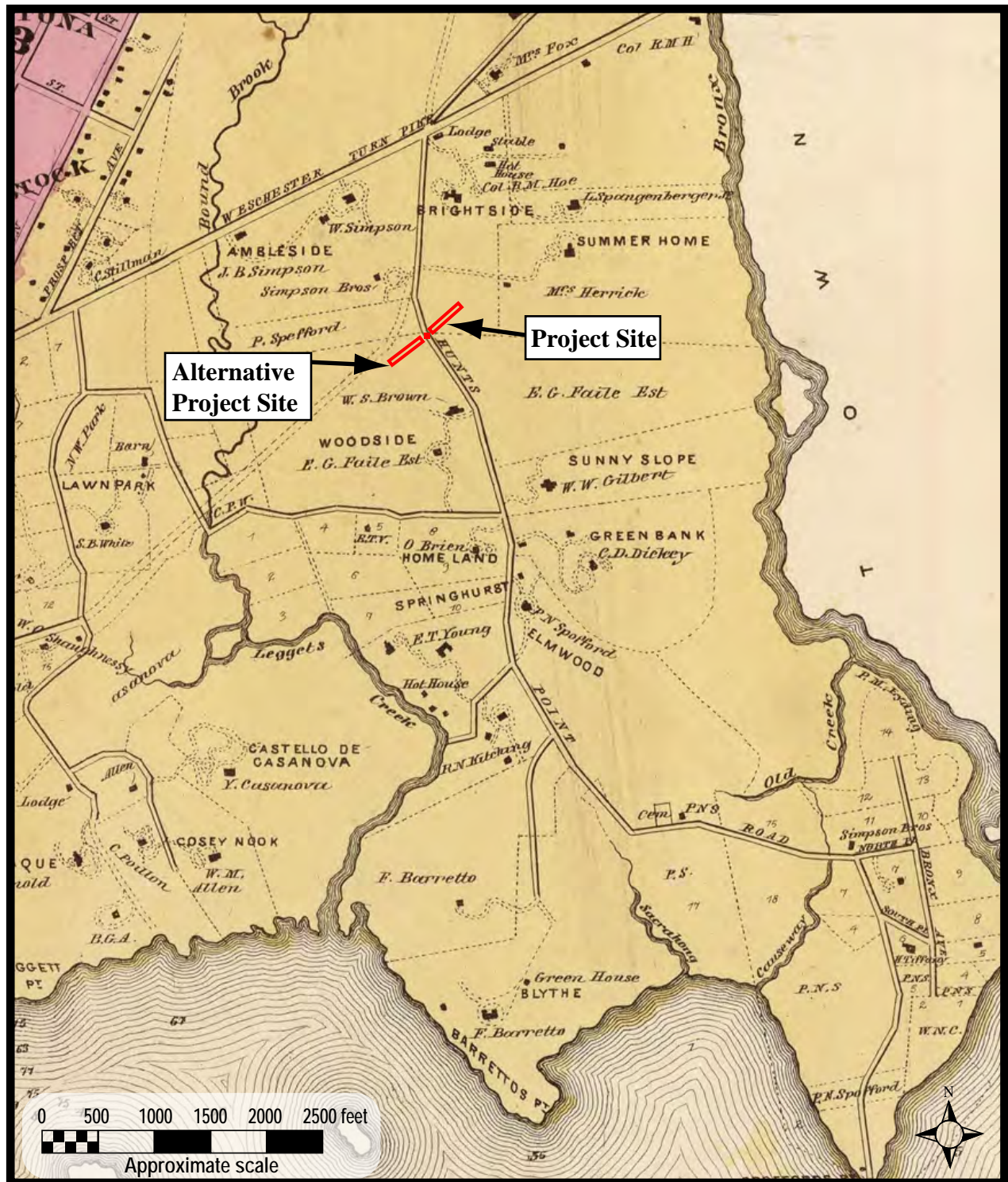
Figure 1: Project Site on *Central Park, N.Y.-N.J. 7.5 Minute Quadrangle*, (USGS 2013).



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 Hunts Point Station Site, Bronx
 Bronx County, New York**



Figure 2: Project Site on Tax Map 2013.



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 Bronx County, New York

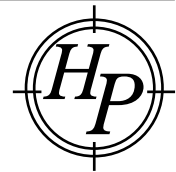
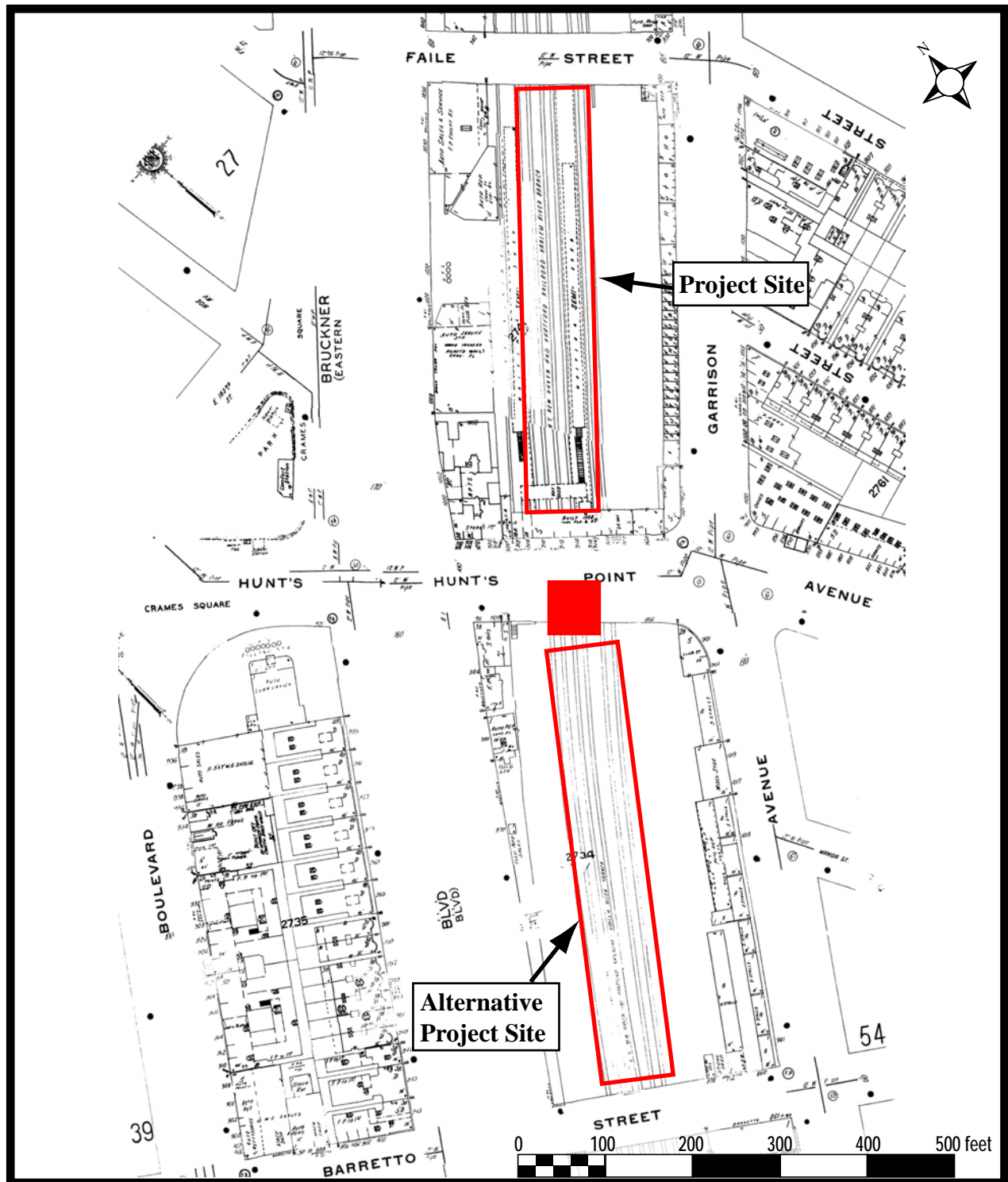


Figure 3: Project Site on *Atlas of Westchester County: West Farms and Morrisania* (Beers, 1868).



Phase IA Archaeological Documentary Study
MTA Metro-North, Penn Station Access
Hunts Point Station Site, Bronx
Bronx County, New York

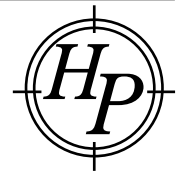


Figure 4: Project Site on *Insurance Maps of the City of New York: Borough of the Bronx* (Sanborn, 1951).

PHOTOGRAPHS



Photograph 1. Railroad cut through bedrock at proposed Hunts Point Avenue Station Site. Facing east.



Photograph 2. Railroad cut through bedrock at proposed Hunts Point Avenue Station Site. Facing east.



Photograph 3. Close-up of exposed bedrock cut and tracks at proposed Hunts Point Avenue Station Site. Facing east from west side of tracks.



Photograph 4. Embankment that railroad right-of-way was cut through. Note higher elevation of surrounding terrain. Facing northeast from southwest side of tracks.



Photograph 5. Railroad cut. Facing northeast from Bruckner Boulevard toward Faile Street overpass.



Photograph 6. Rear of extant train station over railroad right-of-way. Note that the tracks are depressed below the station and surrounding terrain. Facing south.



Photograph 7. Rear of extant Hunts Point Avenue train station with railroad tracks beneath the station. Facing south from Bruckner Expressway Ramp.

HISTORICAL
PERSPECTIVES INC.



Phase IA Archaeological Documentary Study
MTA Metro-North
Penn Station Access
Parkchester Station Site, Bronx
Bronx County, New York
OPRHP No. 99PR03265

**Phase IA Archaeological Documentary Study
MTA Metro-North
Penn Station Access
Parkchester Station Site, Bronx
Bronx County, New York
OPRHP No. 99PR03265**

Prepared For:

Parsons Brinckerhoff
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Christine Flaherty, M.A.

June 2013

MANAGEMENT SUMMARY

SHPO Project Review Number (if available): **99PR03265**

Involved State and Federal Agencies:

Phase of Survey: **Phase IA Archaeological Documentary Study**

Location Information

Location: **Block 4041, Lot 1.**

Minor Civil Division: **00501**

County: **Bronx**

Survey Area

Length: **varies**

Width: **varies**

Number of Acres Surveyed:

USGS 7.5 Minute Quadrangle Map: **Flushing**

Archaeological Survey Overview

Number & Interval of Shovel Tests: **N/A**

Number & Size of Units: **N/A**

Width of Plowed Strips: **N/A**

Surface Survey Transect Interval: **N/A**

Results of Archaeological Survey

Number & name of precontact sites identified: **None**

Number & name of historic sites identified: **None**

Number & name of sites recommended for Phase II/Avoidance: **None**

Report Author(s): **Faline Schneiderman, M.A., R.P.A., and Christine Flaherty, M.A., Historical Perspectives, Inc.**

Date of Report: **June 2013**

EXECUTIVE SUMMARY

Metro-North Railroad (Metro-North) is conducting a Major Investment Study/Draft Environmental Impact Statement (MIS/DEIS), to improve access to and from Pennsylvania Station, New York (Penn Station), and to destinations on the West Side of Manhattan. The Penn Station Access (PSA) MIS/DEIS examines the potential benefits, costs, and social, economic, and environmental impacts of reasonable and feasible alternatives for improving access to Penn Station to/from the Metro-North service area, including the options of connecting Metro-North's Hudson, Harlem, and New Haven Line services to Penn Station. Metro-North's Hudson, Harlem, and New Haven Lines currently terminate at Grand Central Terminal on the East Side of Manhattan. This MIS/DEIS is being conducted in accordance with the National Environmental Policy Act (NEPA) of 1969, as amended, and in conformance with Council on Environmental Quality Regulations (CEQR).

As part of the total MIS/DEIS, Historical Perspectives, Inc. has completed a separate Phase IA Archaeological Documentary Study for each of four potential new station sites on the New Haven Line. This assessment addresses the archaeological potential of the Parkchester Station site in the Bronx, New York. The Parkchester Station site is located within the Amtrak Hell Gate Line right-of-way, northeast of Unionport Road and north of East Tremont Avenue. The proposed station improvements entail constructing a 15-foot wide platform in the middle of the existing track right-of-way, which lies below the surrounding grade. Construction would also entail building a pedestrian overpass from East Tremont Avenue to the proposed platform.

This Phase IA report 1) identifies areas of potential archaeological sensitivity that may be impacted by the PSA project, 2) assesses project impacts, and 3) provides recommendations for additional research, where necessary. Potential resources are identified within the Area of Potential Effect (APE), which are defined as areas which may experience subsurface impacts as a result of station construction, utility installation, and similar actions associated with the project. To accomplish these goals, documentary sources were researched to determine possible precontact and historic era archaeological potential of the site. Evidence of prior disturbance was also established to determine site integrity and archaeological research potential.

The documentary study found that the project site was extensively impacted, both vertically and horizontally, when the New York, New Haven, and Hartford Railroad line was originally regulated and opened. It was further impacted when the line was enlarged and improved in the early 20th century and when a rail yard, freight depot, and platforms were built. The sloping elevation that characterized the project site prior to the construction of the railroad was leveled to accommodate the existing trackage. The tracks themselves now lie depressed below surrounding elevations.

Any potential resources that may have once existed on the project site have since been removed, and thus the APE has no archaeological potential. No impacts to potential resources are anticipated and no additional research is recommended.

TABLE OF CONTENTS

MANAGEMENT SUMMARY i

EXECUTIVE SUMMARY ii

TABLE OF CONTENTS iii

 I. INTRODUCTION AND METHODOLOGY1

 II. BACKGROUND RESEARCH.....1

 A. ENVIRONMENTAL SETTING AND CURRENT CONDITIONS1

 B. PRECONTACT POTENTIAL2

 C. HISTORICAL POTENTIAL3

 D. PROPOSED PROJECT IMPACTS4

 III. CONCLUSIONS AND RECOMMENDATIONS.....4

 IV. REFERENCES5

FIGURES

PHOTOGRAPHS

LIST OF FIGURES

1. *USGS Central Park, N.Y.-N.J. and Flushing N.Y. Quadrangles, 2013.* Project Site Location.
2. *Project Site Boundaries.* Tax Map, 2013.
3. *Atlas of Westchester County.* Beers, 1868.
4. *Insurance Maps of the City of New York: Borough of the Bronx.* Sanborn, 1929.

LIST OF PHOTOGRAPHS

Photograph 1. Parkchester Station Site. Facing east from Unionport Road.

Photograph 2. Housing complex on south side of East Tremont Avenue opposite Parkchester Station site. Facing southeast.

Photograph 3. View of existing track right-of-way and project site. Facing northeast from East Tremont Avenue.

Photograph 4. View of existing track right-of-way and project site. Facing northwest from East Tremont Avenue.

I. INTRODUCTION AND METHODOLOGY

Metro-North Railroad (Metro-North) is conducting a Major Investment Study/Draft Environmental Impact Statement (MIS/DEIS), to improve access to and from Pennsylvania Station, New York (Penn Station), and to destinations on the West Side of Manhattan. The Penn Station Access (PSA) MIS/DEIS will examine the potential benefits, costs, and social, economic, and environmental impacts of reasonable and feasible alternatives for improving access to Penn Station to/from the Metro-North service area, including the options of connecting Metro-North's Hudson, Harlem, and New Haven Line services to Penn Station. Metro-North's Hudson, Harlem, and New Haven Lines currently terminate at Grand Central Terminal on the East Side of Manhattan. This MIS/DEIS is being conducted in accordance with the National Environmental Policy Act (NEPA) of 1969, as amended, and in conformance with Council on Environmental Quality Regulations (CEQR).

Improved access to Penn Station, in addition to providing benefits to Metro-North Railroad's riders traveling to the West Side of Manhattan, would also improve regional connections by providing direct link from Metro-North territory to Long Island Rail Road, New Jersey Transit, and Amtrak services at Penn Station. Access to Penn Station by Metro-North would also complement Long Island Rail Road East Side Access service. There are existing track connections from Metro-North's Hudson and New Haven Lines to Amtrak's Empire Connection and Hell Gate Line, respectively, which could be used to provide access for Metro-North trains into Penn Station. Alternatives using the Harlem Line may require track reconstruction. In addition, the study will examine the potential to construct and provide service at new, intermediate station(s) as part of the analysis of Penn Station access alternatives.

As part of the total MIS/DEIS, Historical Perspectives, Inc. has completed a separate Phase IA Archaeological Documentary Study for each of four potential new station sites on the New Haven Line. This assessment addresses the archaeological potential of the Parkchester Station site in the Bronx, New York. The Parkchester Station site is located within the Amtrak Hell Gate Line right-of-way, northeast of Unionport Road and north of East Tremont Avenue. The proposed station improvements entail constructing a 15-foot wide platform in the middle of the existing track right-of-way, which lies below the surrounding grade. Construction would also entail building a pedestrian overpass from East Tremont Avenue to the proposed platform.

This Phase IA report 1) identifies areas of potential archaeological sensitivity that may be impacted by the PSA project, 2) assesses project impacts, and 3) provides recommendations for additional research, where necessary. Potential resources are identified within the Area of Potential Effect (APE) which may experience subsurface impacts as a result of station construction, utility installation, and similar actions associated with the project.

II. BACKGROUND RESEARCH

A. ENVIRONMENTAL SETTING AND CURRENT CONDITIONS

The Parkchester Station site lies in the Parkchester section of the Bronx, New York (Figures 1, 2). The borough of the Bronx lies within the Hudson Valley region and is considered to be part of the New England Upland Physiographic Province, which lies within the Great Appalachian Valley (Schubert 1968:10, 74). Situated on the west side of the Bronx River, the site lies within the Crotona Park Ridge, a wide area of moderately high land which extends northward from the South Bronx. The project site is underlain by volcanic rock called the Manhattan Formation, composed mostly of quartz, mica, feldspar, and hornblende (Glenn 1978:2).

During the most recent period of glacial activity, the Wisconsin episode, the Bronx was covered by ice. Following deglaciation, Lake Hudson covered much of the Hudson Valley below the Highlands including the project site. When it receded, smaller water courses were left forming the landscape into what it is today. The Bronx River was one of these, running north-south about four blocks east of the project site. The area was left covered with glacial till and outwash, consisting of clay, sand, gravel, and boulders that were deposited by the melting ice sheet.

The topography of the proposed Parkchester Station site is level, having been historically excavated to allow for the creation of the existing railroad tracks. The surrounding street beds rise above the project site by between 10 and 15

feet. Slopes are visible along either side of the track (Photographs 1 to 4). This indicates that the location of the tracks was once higher than it is today and it was manipulated in order to create a level track bed.

B. PRECONTACT POTENTIAL

At the time of European contact, Native American groups known as the Siwanoy occupied the northern coastline of Long Island Sound from Norwalk, Connecticut to what is now known as the South Bronx. However, the Bronx River, which flows west of the project site, may have been the dividing line between the Siwanoy and another Upper Delaware Munsee speaking cultural group, the Wiechquaesgeck (Grumet 1981).

A site file search conducted using materials from the NYSOPRHP and the LPC indicated that four precontact sites have been recorded within a one mile radius of the project site. Unfortunately, there is limited information available for many of these precontact sites, and the mapped areas by the NYSOPRHP are significantly more extensive than the actual sites once were. All the archaeological sites within one mile of the project site are summarized in Table 1, below.

Table 1: Site File Search Results

Site Number/Name	Location	Time Period	Site Description
Boesch 43 Bear Swamp	Ca. 0.5 mile N	Late Woodland and Contact Period	Large Contact Period Siwanoy village near what is now Bronxdale Ave.
NYSM Site #113X Boesch 45 Fordham Road	Ca. 1 mile NW	Late Woodland?	Habitation site
Boesch 46 Bronx River I	Ca. 0.9 mile NW	Late Woodland?/Historic	Camp site
Boesch 47 Bronx River II	Ca. 0.7 mile W	Late Woodland?	Shell heaps

These sites indicate that there were a diversity of precontact sites located throughout the immediate area at various time period. Grumet’s map of Indian Trails indicates that a portion of a lengthy Native American path ran near the project site along the Bronx River, with a section of it following what is now East Tremont Avenue (Grumet 1981). The trail essentially connected what is now Kingsbridge Heights to “Snakapins,” a village site on the East River near Clasons Point in the Bronx (Ibid.).

A second trail reportedly split from this near the “Bear Swamp” and veered to the west onto what is now Tremont Avenue. This trail ultimately terminated on the Long Island Sound near Weir Creek (Grumet 1981). Bronxdale Avenue, about four blocks north of the project site, was reportedly the former route of this trail which skirted the Bear Swamp and lead to Castle Hill Point (McNamara 1991). The former Bear Swamp Road, now renamed Bronxdale Avenue, was reported to have derived its name “from a swamp to the east of Bronxdale, where the Siwanoy had an important village near the site of Morris Park race-track” (Jenkins 1912). The habitation site (Boesch 43) would have been located on what was once the Hatfield Estate and is now the area between Bronxdale Avenue, Rhinelander Avenue, Williamsbridge Road and the railroad, directly north of the Parkchester Station site by several blocks (McNamara 1991).

At least one source referred to an “Indian Settlement” once located near the junction of Fordham Road and the Bronx River, placing it to the north of the project site within the Bronx Zoological Garden (Boesch 45, Hermalyn 1972). The Westchester County Historical Society’s “Map of Westchester County Showing Indian Occupation” (New York Public Library 1933) has a camp site, Site #113X, pinpointed in an area that appears to be directly west of the project site on the banks of the Bronx River. The legend and notes to explain Site #113X were not available but the site is clearly west of the project site. The Westchester Heritage map depicts shell heaps south of what was once the site of DeLancey’s mills, on the east bank of the Bronx River, also west of the project site (Westchester County Historical Society 1978).

An inventory of archaeological resources for the nearby New York Botanical Garden and the adjacent Bronx Zoological Garden, prepared by New York City Landmarks Preservation Commission (NYCLPC) in 1991, reported that “numerous prehistoric sites, dating from the Early Archaic through Woodland Periods (ca.8000 B.C. - 1600 A.D.), were once located to the northwest, east, and south” (Baugher et al. 1991). Their inventory indicates that the Parkchester area was frequented by precontact peoples.

A Native American presence is well documented for the Parkchester area, although no specific sites have been inventoried within the APE. This would suggest that the project site may have at one time hosted Native American remains. The fact that a known Native American trail ran almost directly through the site and that there are inventoried sites in the vicinity are clear indicators of extended site use nearby. This is indicative of the potential for Native American resources within the APE.

Typically precontact resources are encountered within several feet of the historic land surface. In an urban environment, potentially sensitive strata are either typically impacted by historic development, or buried beneath fill prior to a site being developed. The current railroad right-of-way runs through a small artificially created ravine which is at least 10 to 15 feet below the surrounding street elevation. The extensive excavations that would have been necessary to cut through the higher ground and level the slope that once constituted the project site (Photographs 1 to 3) would have removed any potential precontact resources. Furthermore, upon completion of excavations for the railroad cut, the remaining surface was graded and a gravel base was laid to support existing tracks. This base is documented as 22 inches in depth within the APE, causing further impacts (Browne 1912). Therefore, the extensive impacts that allowed for the creation of the railroad line, a train station, and platforms within the APE have eradicated any potential precontact resources. Despite the potential sensitivity for these resources in the general area, the 19th and 20th century manipulation of the project site has essentially removed any potential precontact strata.

C. HISTORICAL POTENTIAL

The first official purchase of lands from Native Americans in the Bronx area took place in 1639 by the Dutch West India Company, when they purchased a tract called Keskeskeck. Two years later Jonas Bronk became the first recorded European settler in what is now the borough of the Bronx. By 1647 Pieter Pietersen Van Neste had settled in the area now known as Van Nest, just north of the project site. The area remained as farmland until the 1870s when it was divided into building lots by the Van Nest Land Improvement Company (Hermalyn 1995). It was at this time that mass-transit had reached the outer boroughs and development in the project area intensified.

The first major transportation improvement that served to alter the Parkchester and Van Nest neighborhoods was the construction of the New York, New Haven, and Hartford Railroad (NYNH&HRR) in the 1870s. Although the line traced its founding to 1826, when one of its predecessor companies originated, the NYNH&HRR was not chartered until 1872 (New York, New Haven & Hartford Railroad Archives 2001).

Prior to intensive development in the area, Seabury Creek flowed directly east of the project site, crossing East Tremont Avenue just west of Bronxdale Avenue, and veering southeast to drain into Westchester Creek. By 1851 a dwelling occupied by W. Leggett had been built east of the Parkchester Station site on West Farms Road (now East Tremont Avenue), and by 1868 it was owned by N. Strong (Sidney and Neff 1851, Beers 1868, Figure 3). By 1872 the Harlem River and Port Chester Rail Road had been constructed within the project site, and the dwelling to the east belonged to J. Benedict (Beers 1872). Sometime between 1872 and 1893 the dwelling was razed, and the Van Nest railroad station was built within the project site (Bien 1893). The station was built to accommodate visitors to the Morris Park Racecourse which stood several blocks northeast of the project site.

In 1908-1910 the railroad line was rebuilt and increased to six tracks with complete grade separation, electrification, and all new stations. Throughout its entire length, the line had been built to conform to the main line standard of the New Haven. The new rail consisted of 100-lb. sections with creosoted ties. The heavier tracks required the installation of 22 inches of ballast for support (Browne 1912). At the time of its construction the maximum grade was 1.0 percent which necessitated extensive grading (Ibid.). Clearly, extensive modifications to the existing landscape were required to create the consistent grade elevations needed for the new line.

At the end of the 19th century, cartographic sources document that the project site was developed into a railroad yard and it was covered by numerous tracks. The Van Nest Station and two platforms of the New York, New Haven, and Harlem Railroad Harlem River Branch had been built directly within the project site (Sanborn 1898, 1908). Seabury Creek to the east had been diverted and filled (Ibid.). Sometime between 1908 and 1929, a large rectangular railroad repair shop and inspection shed was built northeast of the project site bordering Baker Avenue, and a small freight shed had been constructed within the project site (Sanborn 1908). Furthermore, the platforms within the project site were labeled as “Iron Sheds,” and stairs had been built connecting the platforms to East Tremont Avenue (Sanborn 1929, Figure 4). By 1945 the repair shop had been converted to the New Haven and Hartford Van Nest Electrical Shop, and a store house, platform, and water pipes had been installed to service it. However, at this time the project site remained unchanged from how it appeared in 1929 (Sanborn 1945). Currently, remnants of the freight shed remain just outside the APE, and a deteriorating wooden platform remains within the site (Sanborn 2002, Figure 1, Photographs 1 and 2).

A comparison of predevelopment and post-development topographic maps indicates that the ground surface of the project site has been considerably altered to create the level surface needed to accommodate the extensive trackage for the rail yard and the former Van Nest station. In 1891, after the New York, New Haven, and Hartford Railroad was built through the site, but before the train yard had been created, the project site was clearly sloping downward from north to south (USGS 1891, Bien 1891). At that time, there appeared to be at least a 60 foot drop in elevation between Bronxdale Avenue northeast of the site, and East Tremont Avenue directly south of the site (Ibid.). Modern topographic maps show no evidence of this slope (USGS 1979, Figure 1).

Currently, the APE for archaeological resources where the new platform will cause subsurface impacts is level (Photographs 1 to 4). As documented, the route of the railroad maintains only a one percent change in grade elevation which would have required extensive modifications to the existing landscape. A small retaining wall runs along the south side of the site between the tracks and West Farms Road, suggesting that the project site was excavated down to its current elevation. The tracks lie between about 10 and 15 feet below the elevation of adjacent East Tremont Avenue. Furthermore, the proposed platform site was impacted by the grading and laying of a 22-inch ballast base for the tracks, and the construction of freight platforms, the Van Nest Station, and the freight shed. The site of the proposed elevator and stairs to East Tremont Avenue was also disturbed by the prior construction of a freight house.

The lack of identified historical period archaeological resources within the APE, coupled with the extensive disturbance to the site, indicates that the Parkchester Station site has no potential for historic archaeological resources. Although there are the remnants of a deteriorating freight platform between existing tracks within the APE, it is not considered to be an important archaeological resource since it was a utilitarian platform with no potential to address meaningful research issues.

D. PROPOSED PROJECT IMPACTS

The proposed construction at the Parkchester Station site would entail building a 15-foot wide platform at grade elevation between existing tracks, and a glass enclosed stairway and elevator on East Tremont Avenue, directly south of the tracks. The documentary study of the proposed Parkchester Station has determined that there is no archaeological potential for the project site. Extensive disturbance to the original land surface that once constituted the APE, both vertically and horizontally, has negated the potential for any subsurface resources. Therefore, the proposed construction of a new platform with impacts within the existing track right-of-way and the proposed elevator and stairs to East Tremont Avenue will have no impact to any potential archaeological resources.

III. CONCLUSIONS AND RECOMMENDATIONS

There is the potential that the project site may have once been occupied or utilized by Native Americans, given their documented presence in the immediate area. However, subsequent disturbance to the site has removed any archaeological sensitivity. No potential historical period archaeological resources were identified within the APE, and if any ever existed, they too would have been disturbed by the excavations undertaken to create the existing railroad cut and by the prior construction of the Van Nest Station, platforms, and freight house. Therefore, the proposed construction of a platform station and associated stairways within the existing right-of-way at the

Parkchester site would have no impact on any potential archaeological deposits. No further research is recommended.

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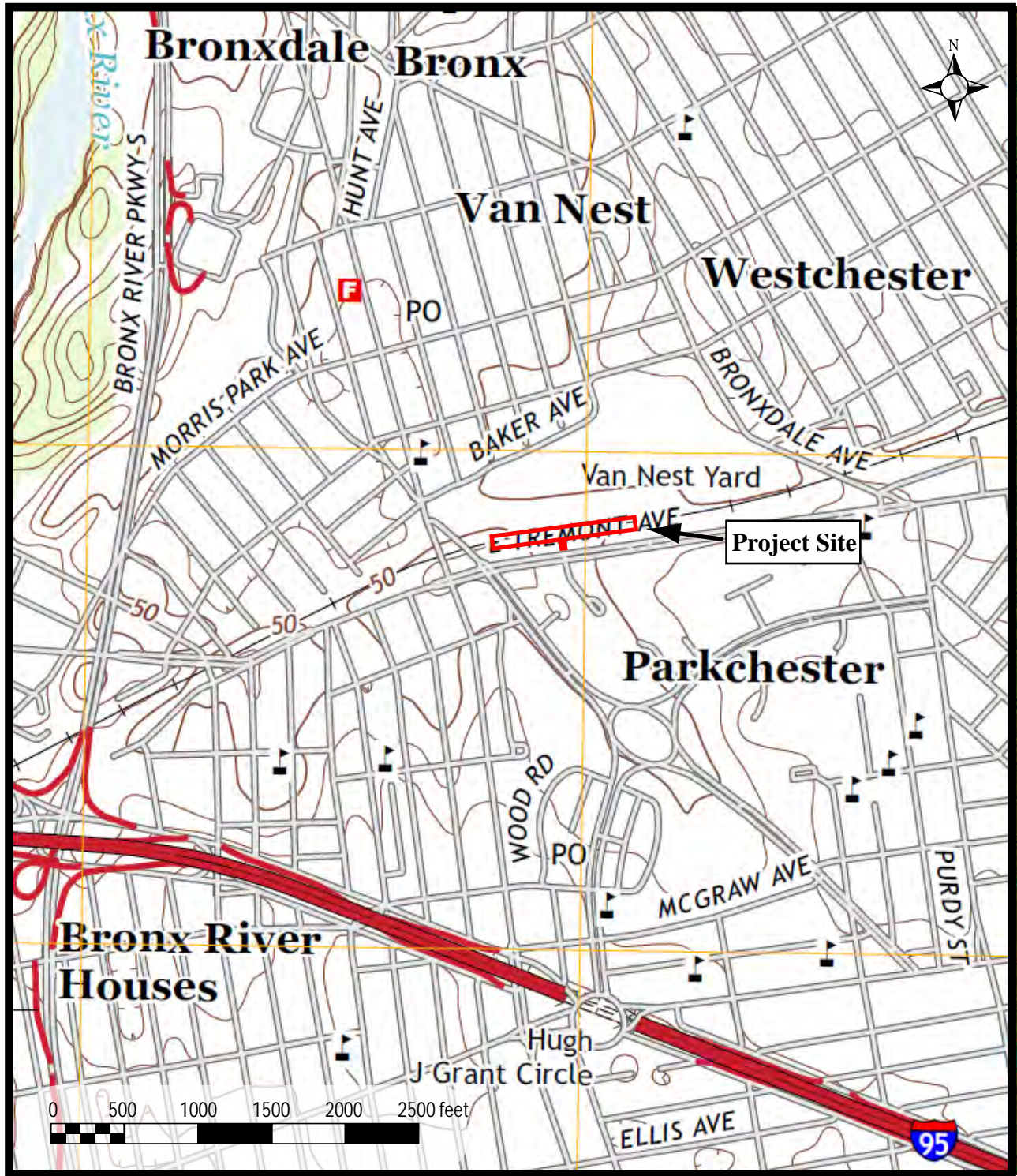
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Phase IA Archaeological Documentary Study
 MTA Metro-North, Penn Station Access
 Parkchester Station Site, Bronx
 Bronx County, New York

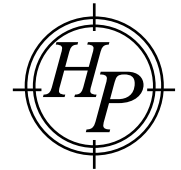
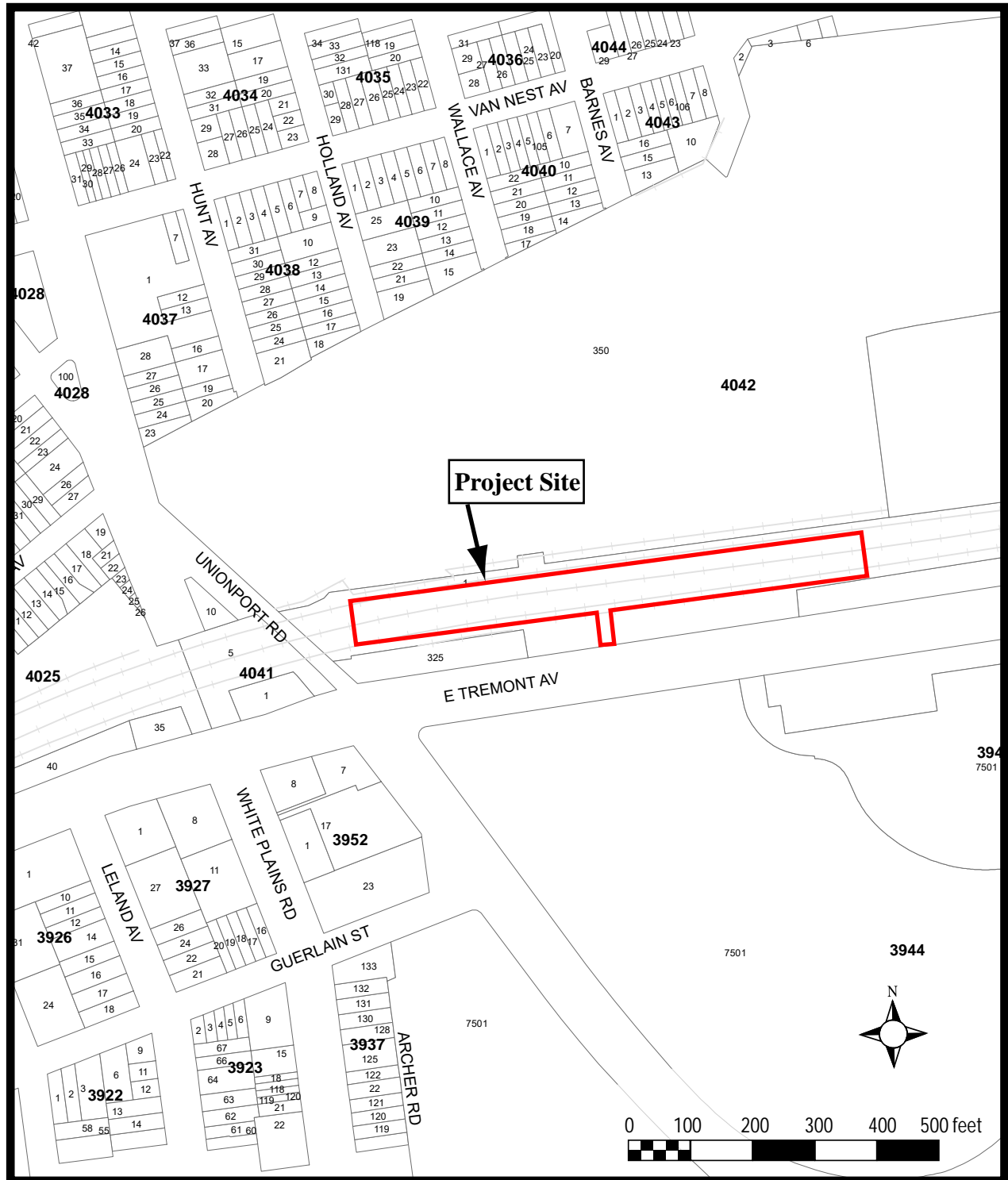


Figure 1: Project Site on *Flushing, N.Y. 7.5 Minute Quadrangle*, (USGS 2013).



**Phase IA Archaeological Documentary Study
 MTA Metro-North, Penn Station Access
 Parkchester Station Site, Bronx
 Bronx County, New York**

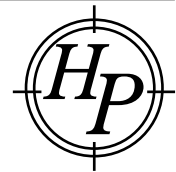
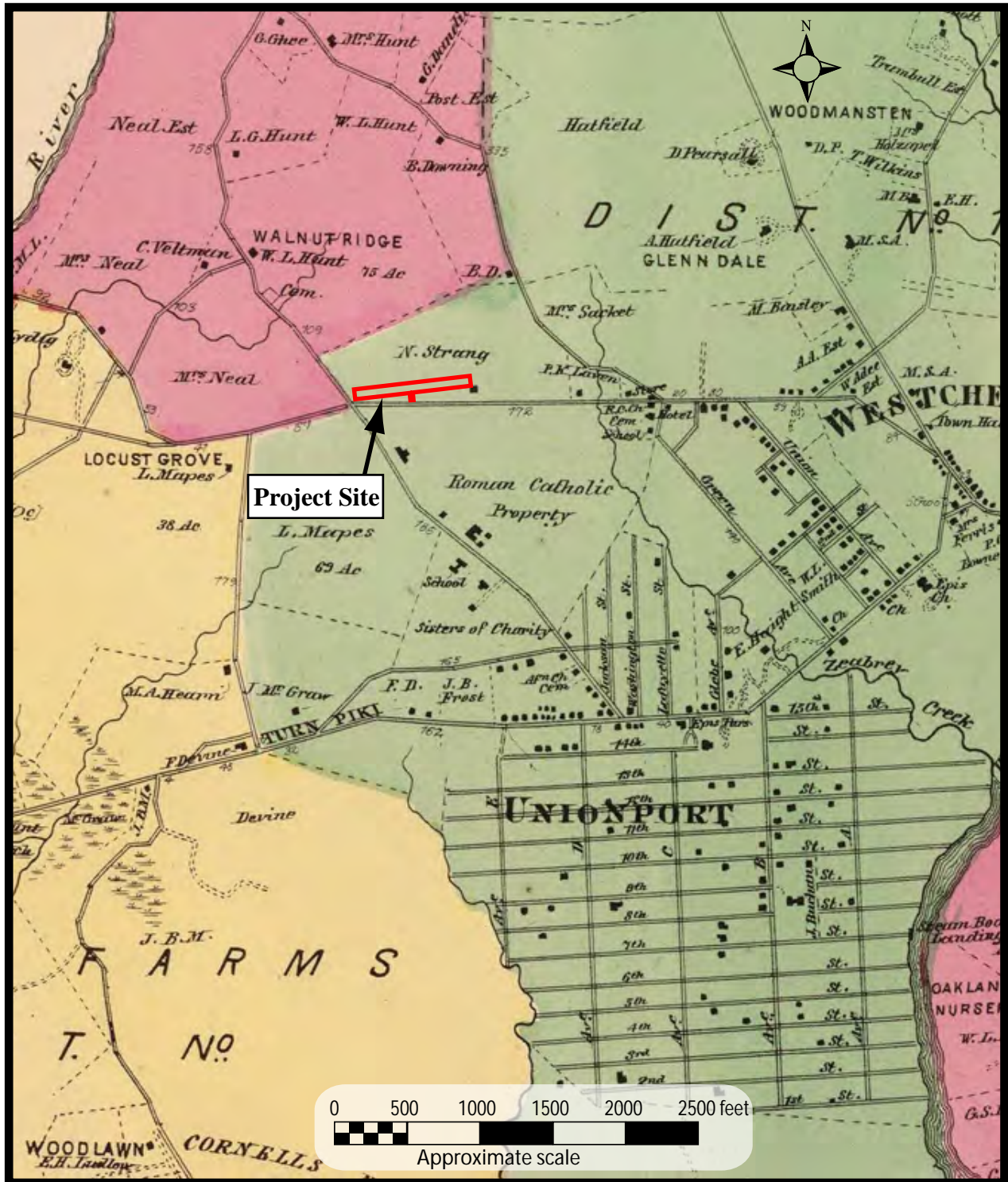


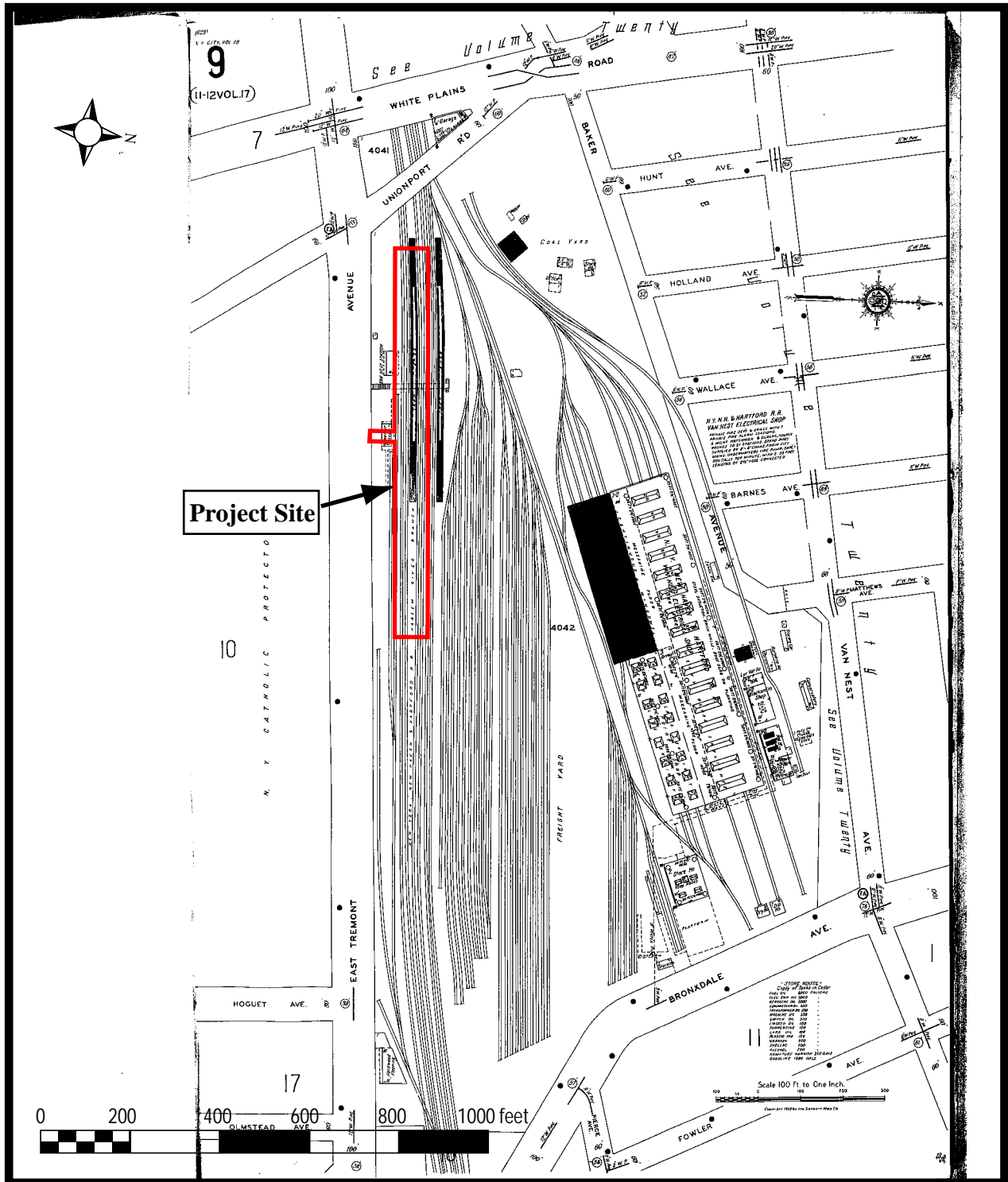
Figure 2: Project Site on Tax Map 2013.



**Phase IA Archaeological Documentary Study
 MTA Metro-North, Penn Station Access
 Parkchester Station Site, Bronx
 Bronx County, New York**



Figure 3: Project Site on Atlas of Westchester County: Town of Westchester (Beers, 1868).



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 MTA Metro-North, Penn Station Access
 Parkchester Station Site, Bronx
 Bronx County, New York**



Figure 4: Project Site on *Insurance Maps of the City of New York: Borough of the Bronx* (Sanborn, 1929).

PHOTOGRAPHS



Photograph 1. Parkchester Station Site. Facing east from Unionport Road.



Photograph 2. Housing complex on south side of East Tremont Avenue opposite Parkchester Station site. Facing southeast.



Photograph 3. View of existing track right-of-way and project site. Facing northeast from East Tremont Avenue.



Photograph 4. View of existing track right-of-way and project site. Facing northwest from East Tremont Avenue.

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Phase IA Archaeological Documentary Study
MTA Metro-North
Penn Station Access
Morris Park Station Site, Bronx
Bronx County, New York
OPRHP No. 99PR03265

**Phase IA Archaeological Documentary Study
MTA Metro-North
Penn Station Access
Morris Park Station Site, Bronx
Bronx County, New York
OPRHP No. 99PR03265**

Prepared For:

Parsons Brinckerhoff
One Penn Plaza
New York, NY 10119-0061

and

MTA Metro-North Railroad
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Prepared By:

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Faline Schneiderman, M.A., R.P.A.
Christine Flaherty, M.A.

June 2013

MANAGEMENT SUMMARY

SHPO Project Review Number (if available): **99PR03265**

Involved State and Federal Agencies:

Phase of Survey: **Phase IA Archaeological Documentary Study**

Location Information

Location: **Block 4226, Lot 1**
Minor Civil Division: **00501**
County: **Bronx**

Survey Area

Length: **varies**
Width: **varies**
Number of Acres Surveyed:

USGS 7.5 Minute Quadrangle Map: **Flushing**

Archaeological Survey Overview

Number & Interval of Shovel Tests: **N/A**
Number & Size of Units: **N/A**
Width of Plowed Strips: **N/A**
Surface Survey Transect Interval: **N/A**

Results of Archaeological Survey

Number & name of precontact sites identified: **None**
Number & name of historic sites identified: **None**
Number & name of sites recommended for Phase II/Avoidance: **None**

Report Authors(s): **Faline Schneiderman, M.A., R.P.A., and Christine Flaherty, M.A., Historical Perspectives, Inc.**

Date of Report: **June 2013**

EXECUTIVE SUMMARY

Metro-North Railroad (Metro-North) is conducting a Major Investment Study/Draft Environmental Impact Statement (MIS/DEIS), to improve access to and from Pennsylvania Station, New York (Penn Station), and to destinations on the West Side of Manhattan. The Penn Station Access (PSA) MIS/DEIS examines the potential benefits, costs, and social, economic, and environmental impacts of reasonable and feasible alternatives for improving access to Penn Station to/from the Metro-North service area, including the options of connecting Metro-North's Hudson, Harlem, and New Haven Line services to Penn Station. Metro-North's Hudson, Harlem, and New Haven Lines currently terminate at Grand Central Terminal on the East Side of Manhattan. This MIS/DEIS is being conducted in accordance with the National Environmental Policy Act (NEPA) of 1969, as amended, and in conformance with Council on Environmental Quality Regulations (CEQR).

As part of the total MIS/DEIS, Historical Perspectives, Inc. has completed a separate Phase IA Archaeological Documentary Study for each of four potential new station sites on the New Haven Line. This assessment addresses the archaeological potential of the Morris Park Station site in the Bronx, New York. The Morris Park Station site is located within the Amtrak Hell Gate Line right-of-way, northeast immediately east of Bassett Avenue at Loomis Street, and west of Bassett Road. The proposed station improvements entail constructing a 15-foot wide platform in the middle of the existing track right-of-way, which lies slightly above the surrounding grade. Construction would also entail building a pedestrian overpass from Bassett Road and Bassett Avenue to the proposed platform.

This Phase IA report 1) identifies areas of potential archaeological sensitivity that may be impacted by the PSA project, 2) assesses project impacts, and 3) provides recommendations for additional research, where necessary. Potential resources are identified within the Area of Potential Effect (APE), which are defined as areas which may experience subsurface impacts as a result of station construction, utility installation, and similar actions associated with the project. To accomplish these goals, documentary sources were researched to determine possible precontact and historic era archaeological potential of the site. Evidence of prior disturbance was also established to determine site integrity and archaeological research potential.

Documentary research found that the APE may be potentially sensitive for precontact resources beneath approximately two to ten feet of fill that was laid on the surface to create the existing embankment that elevates the tracks up and over Eastchester Road. No soil boring logs were available for review within the APE to confirm subsurface conditions and potential depths of fill. To address this, soil borings should be undertaken at the site of proposed impacts, and logs should be analyzed by an archaeologist to reassess precontact potential. A series of continuous tube soil borings, three inches in diameter, should be completed to determine the depth of fill and to clarify subsurface conditions. These should be placed in approximately 100 foot intervals along the location of proposed impacts. If refusals are encountered then borings should be offset by no more than 10 feet. Borings should extend beneath all fill layers and either down to bedrock or at least 10' below surrounding street grade (to be conservative), whichever is reached first. This would allow archaeologists to better assess subsurface conditions.

If soil borings indicate potential sensitivity, then recommendations would include reevaluating potential impacts. The locations of potential precontact resources, if any are indicated, should be compared to proposed disturbance areas to assess if this resource type would be impacted. If impacts are anticipated to potentially sensitive levels, then Phase IB subsurface testing would be warranted to determine the presence or absence of precontact resources. If the review of boring logs concludes that no impacts to potential resources are anticipated, then no additional research for archaeological resources would be recommended.

No historical period archaeological resources were identified for the APE. Therefore, the proposed station construction would have no impact to potential historical period archaeological resources.

TABLE OF CONTENTS

MANAGEMENT SUMMARY i

EXECUTIVE SUMMARY ii

TABLE OF CONTENTS iii

 I. INTRODUCTION AND METHODOLOGY 1

 II. BACKGROUND RESEARCH..... 1

 A. ENVIRONMENTAL SETTING AND CURRENT CONDITIONS 1

 B. PRECONTACT POTENTIAL 2

 C. HISTORICAL POTENTIAL 3

 D. PROPOSED PROJECT IMPACTS 4

 III. CONCLUSIONS AND RECOMMENDATIONS..... 4

 IV. REFERENCES 6

FIGURES

PHOTOGRAPHS

LIST OF FIGURES

1. *Project Site Location on USGS Flushing N.Y. Quadrangle, 2013.*
2. *Project Site Boundaries. Tax Map, 2013.*
3. *Atlas of Westchester County. Beers, 1868.*
4. *Insurance Maps of the City of New York: Borough of the Bronx. Sanborn, 1929.*

LIST OF PHOTOGRAPHS

- Photograph 1. Proposed Morris Park Station site. Facing north from Bassett Road.
- Photograph 2. Proposed Morris Park Station site. Facing north from Bassett Road.
- Photograph 3. Proposed Morris Park Station site. Facing west from Bassett Road.
- Photograph 4. Proposed Morris Park Station site showing existing railroad tracks on elevated embankment. Facing south from Eastchester Road.
- Photograph 5. Proposed Morris Park Station site. Facing northeast from rear of 1820 Eastchester Road.

I. INTRODUCTION AND METHODOLOGY

Metro-North Railroad (Metro-North) is conducting a Major Investment Study/Draft Environmental Impact Statement (MIS/DEIS), to improve access to and from Pennsylvania Station, New York (Penn Station), and to destinations on the West Side of Manhattan. The Penn Station Access (PSA) MIS/DEIS will examine the potential benefits, costs, and social, economic, and environmental impacts of reasonable and feasible alternatives for improving access to Penn Station to/from the Metro-North service area, including the options of connecting Metro-North's Hudson, Harlem, and New Haven Line services to Penn Station. Metro-North's Hudson, Harlem, and New Haven Lines currently terminate at Grand Central Terminal on the East Side of Manhattan. This MIS/DEIS is being conducted in accordance with the National Environmental Policy Act (NEPA) of 1969, as amended, and in conformance with Council on Environmental Quality Regulations (CEQR).

Improved access to Penn Station, in addition to providing benefits to Metro-North Railroad's riders traveling to the West Side of Manhattan, would also improve regional connections by providing direct link from Metro-North territory to Long Island Rail Road, New Jersey Transit, and Amtrak services at Penn Station. Access to Penn Station by Metro-North would also complement Long Island Rail Road East Side Access service. There are existing track connections from Metro-North's Hudson and New Haven Lines to Amtrak's Empire Connection and Hell Gate Line, respectively, which could be used to provide access for Metro-North trains into Penn Station. Alternatives using the Harlem Line may require track reconstruction. In addition, the study will examine the potential to construct and provide service at new, intermediate station(s) as part of the analysis of Penn Station access alternatives.

As part of the total MIS/DEIS, Historical Perspectives, Inc. has completed a separate Phase IA Archaeological Documentary Study for each of four potential new station sites on the New Haven Line. This assessment addresses the archaeological potential of the Morris Park Station site in the Bronx, New York. The Morris Park Station site is located within the Amtrak Hell Gate Line right-of-way, northeast immediately east of Bassett Avenue at Loomis Street, and west of Bassett Road. The proposed station improvements entail constructing a 15-foot wide platform in the middle of the existing track right-of-way, which lies slightly above the surrounding grade. Construction would also entail building a pedestrian overpass from Bassett Road and Bassett Avenue to the proposed platform.

This Phase IA report 1) identifies areas of potential archaeological sensitivity that may be impacted by the PSA project, 2) assesses project impacts, and 3) provides recommendations for additional research, where necessary. Potential resources are identified within the Area of Potential Effect (APE) which may experience subsurface impacts as a result of station construction, utility installation, and similar actions associated with the project.

To accomplish these goals, documentary sources were researched to determine possible precontact and historic era archaeological potential of the site. Evidence of prior disturbance was also established to determine site integrity and archaeological research potential. Establishing prior impacts was essential toward determining whether additional research would be necessary.

II. BACKGROUND RESEARCH

A. ENVIRONMENTAL SETTING AND CURRENT CONDITIONS

The Morris Park site lies in the Morris Park neighborhood of the Bronx, New York (Figures 1, 2). The borough of the Bronx lies within the Hudson Valley region and is considered to be part of the New England Upland Physiographic Province, which lies within the Great Appalachian Valley (Schubert 1968:10, 74). Situated to the west of Westchester Creek, the site lies within the Crotona Park Ridge, a wide area of moderately high land which extends northward from the South Bronx. The project site is underlain by volcanic rock called the Manhattan Formation, composed mostly of quartz, mica, feldspar, and hornblende (Glenn 1978:2).

During the most recent period of glacial activity, the Wisconsin episode, the Bronx was covered by ice. Following deglaciation, Lake Hudson covered much of the Hudson Valley below the Highlands including the project site. When it receded, smaller water courses were left forming the landscape into what it is today. Westchester Creek, a tidal inlet of the East River, was one of these, running north-south about 600 feet east of the project site. The area

was left covered with glacial till and outwash, consisting of clay, sand, gravel and boulders that were deposited by the melting ice sheet.

The proposed Morris Park site is fairly level, with the track bed elevated between about two and ten feet above the surround street beds (Photographs 1 to 4). Historical maps indicate that the areas surrounding Westchester Creek were tidal marshes marked by low lying hills (Anderson 1845, USGS 1891, Bien 1893). Offshoots of Westchester Creek once meandered through the former wetlands draining the tidal marsh into the river. One of these small streams, Stony Brook, is depicted on 19th and 20th century topographic maps as running directly through the project site, just north of Morris Park Avenue. Directly west of the tracks, the drainage is still visible on an aerial photograph from 1951, although Westchester Creek had by that time been infilled north of East Tremont Avenue where it crosses the Hutchinson River Parkway (New York Department of Records 1951).

B. PRECONTACT POTENTIAL

At the time of European contact, Native American groups known as the Siwanoy occupied the northern coastline of Long Island Sound from Norwalk, Connecticut to what is now known as the South Bronx. However, the Bronx River, located 1.5 miles west of the project site, may have been the dividing line between the Siwanoy and another Upper Delaware Munsee speaking cultural group, the Wiechquaesgeck (Grumet 1981).

A site file search conducted using materials from the NYSOPRHP and the LPC indicated that three precontact sites have been recorded within a one mile radius of the project site. Unfortunately, there is minimal information available for many of these precontact sites, and the mapped areas by the NYSOPRHP are significantly more extensive than the actual sites once were. All the archaeological sites within one mile of the project site are summarized in Table 1, below.

Table 1: Site File Search Results

Site # and Name	Distance from APE	Time Period	Site Name/Type
Boesch 12 Westchester Creek II	Ca. 1 mile SE	Late Archaic through Late Woodland Periods	Camp site with shell pits along Westchester Creek
Boesch 43 Bear Swamp	Ca. 1 mile W	Late Woodland and Contact Period	Large Contact Period Siwanoy village near what is now Bronxdale Ave.
Boesch 98	Ca. 1 mile E	Unknown precontact	Traces of occupation

An examination of records relating to precontact habitation in the Morris Park area indicates that a diverse number of precontact sites were located throughout the Bronx at various time periods, including areas close to the project site. Archaeologist Grumet's map of Indian Trails indicates that a portion of a lengthy Native American path is adjacent to the project site, following what is now Eastchester Road (Bolton 1922, Grumet 1981). To the south of the project site, another trail branched from the Eastchester Road trail and followed what is now Bronxdale Avenue, formerly Bear Swamp Road. This trail, which skirted the "Bear Swamp," was reported to have derived its name "from a swamp to the east of Bronxdale, where the Siwanoy had an important village near the site of Morris Park race-track" (Jenkins 1912). The habitation site would have been located on what was once the Hatfield Estate and is now the area between Bronxdale Avenue, Rhineland Avenue, Williamsbridge Road and the railroad, about five blocks southwest of the Morris Park Station site (McNamara 1991). Boesch (1996) notes the location of the late Woodland/Contact period Bear Swamp site as west of Downings Brook along Bear Swamp Road, placing it about a mile west of the project site.

Eugene Boesch completed a sensitivity assessment for the Borough of the Bronx in 1995. He concluded that the area surrounding the northern portion of Westchester Creek and its offshoot, Stony Brook, had a moderate sensitivity for precontact resources (Boesch 1996). He notes two previously recorded sites within a one-mile radius of the APE. To the east is the Middletown Road site (Boesch #98), where traces of Native American occupation were recorded by Arthur Parker in the 1920s. To the south, along the same contact-period trail that passes by the APE, is the Westchester Creek II site (Boesch #12), where camp sites with shell pits were found on both sides of Westchester Creek.

A Native American presence is well documented for the Morris Park area, although no specific sites have been inventoried within the APE. This would suggest that the project site may have at one time hosted Native American remains. The fact that a known Native American trail ran adjacent to the site and that there are three inventoried sites in the vicinity are clear indicators of extended site use nearby. This is indicative of the potential for Native American resources within the APE, and more specifically, for potential fishing stations indicated by shell middens.

Due to differences in land use and lifeways, archaeological resources from the precontact and historical periods generally vary in depth of burial relative to the ground surface at the time of deposition. As a result, subsequent activities such as construction or grading result in different degrees of impact on buried cultural remains. Under normal circumstances, precontact archaeological resources are shallowly-buried, usually within three or four feet of the pre-development surface. As a result, they are extremely vulnerable to post-depositional disturbances, such as farming or construction. However, in areas prone to flooding, precontact sites can be deeply buried beneath many feet of alluvial deposits. Furthermore, early precontact period sites may be in locations that have since been inundated. Therefore, precontact environmental and topographical reconstruction is a crucial component of establishing potential sensitivity.

Some of the environmental factors which contribute to potential precontact sensitivity include, but are not limited to, the predevelopment topography, distance to water, drainage conditions, soils, and resource availability. Early historic topographic maps and verbal descriptions of the early historic landscape serve to establish the likelihood that any particular area would have been well suited for precontact habitation or use. Later maps and atlases document subsequent changes in topographic elevation and potentially destructive development episodes.

On early topographic maps the project site is depicted as on the border of marshland along Westchester Creek, and intersected by the Stony Brook (Anderson 1845; U.S.G.S. 1891, 1901). In 1905, the stream is still depicted beneath the platforms of the Morris Park station (Bromley 1905). A 1905 topographical survey of the Bronx shows the railroad right-of-way elevated at about 13 and 14 feet above sea level, with the land to the west at roughly 12 feet above sea level, and the land to the east as marshland with elevations ranging from 1.7 to 10 feet above sea level (Bronx Topographical Bureau 1905). A small at-grade bridge crossed Stony Brook at that time.

The presence of a nearby tidal marsh may suggest precontact potential in the vicinity, as was found at the Old Place site on northwestern Staten Island (Ritchie 1980). At that site, Archaic period artifacts coincided with radiocarbon dates taken from a layer of sand lying between adjacent tidal marsh peats (Thieme 2000). Furthermore, numerous campsites and shell processing stations have been reported elsewhere in the Bronx along the shores of Westchester Creek and the Hutchinson and Bronx Rivers in similar settings.

C. HISTORICAL POTENTIAL

The first official purchase of lands from Native Americans in the Bronx area took place in 1639 by the Dutch West India Company, when they purchased a tract called Keskeskeck. Two years later Jonas Bronck became the first recorded European settler in what is now the borough of the Bronx. The neighborhood of Morris Park did not develop until well into the 20th century. The area remained as farmland until the 1880s, when John Albert Morris built the Morris Park Racecourse, to the west of the project site. The racecourse operated from 1889 until 1904, was then used briefly for auto racing, and in 1909 hosted one of the first public flying exhibitions. The property was then subdivided for development, but financial problems delayed construction. The closest 19th century settlement was the town of West Chester, just under a mile to the south.

The first major transportation improvement that served to alter the Morris Park neighborhood was the construction of the New York, New Haven, and Hartford Railroad (NYNH&HRR) in the 1870s. Although the line traced its founding to 1826, when one of its predecessor companies originated, the NYNH&HRR was not chartered until 1872 (New York, New Haven & Hartford Railroad Archives 2001).

In 1868 the project site was part of the Timpson Estate, with the main house located about 250 feet to the northwest (Figure 3; Beer 1868). At that time, Westchester Creek flowed just east of the project site, and its tributary, Stony Brook, ran across the APE (Ibid.). No structures are depicted in or near the project site in 1881 and 1891 (Bromley 1881; U.S.G.S. 1891). By 1893, a freight station had been constructed on the west side of the railroad tracks in the

APE (Bien 1893). However, by 1898 the freight station had been removed and a freight yard with multiple tracks had been constructed immediately east of the APE (Sanborn 1898). Also by this time, land to the west of the APE fronting onto Eastchester Road had been subdivided into lots and partially developed. In 1908-1910 the railroad line was rebuilt and increased to six tracks with complete grade separation, electrification, and all new stations. Throughout its entire length, the line had been built to conform to the main line standard of the New Haven. The new rail consisted of 100-lb. sections with creosoted ties. The heavier tracks required the installation of 22 inches of ballast for support (Browne 1912). At the time of its construction the maximum grade was 1.0 percent which necessitated extensive grading (Ibid.). Clearly, extensive modifications to the existing landscape were required to create the consistent grade elevations needed for the new line.

By 1908, two small railroad-related structures had been built in the freight yard immediately east of and adjacent to the APE. Also by this time, plans were made to create a viaduct for Eastchester Road crossing above the tracks. The APE appears unchanged in 1929, although the two structures in the freight yard had been removed, and more trackage had been laid (Figure 4). Bassett Avenue immediately west of the APE had been regulated and opened.

Currently, the APE for archaeological resources has only two sets of tracks, and is filled, with no signs of Stony Brook remaining since it was covered over at some point historically (Photographs 1 to 4). As documented, the route of the railroad maintains only a one percent change in grade elevation which would have required extensive modifications to the predevelopment marshy landscape to achieve this.

The lack of identified historical period archaeological resources within the APE, coupled with the extensive disturbance to the site, indicates that the Morris Park Station site has no potential for historic archaeological resources.

D. PROPOSED PROJECT IMPACTS

The proposed station improvements entail constructing a 15-foot wide platform in the middle of the existing track right-of-way, which lies between about two and ten feet above the surrounding grade. Construction would also entail building a pedestrian overpass from Bassett Road and Bassett Avenue to the proposed platform. The documentary study of the proposed Morris Park Station has determined that there is archaeological potential for precontact resources beneath fill in the project site.

If construction of the station platform or excavations for utilities extends below fill levels within the railroad right-of-way, then there may be impacts to potentially sensitive precontact levels. However, the precise depth of fill is currently unknown. If impacts within the existing right-of-way do not extend below approximately 22 inches, the known depth of track bedding, then impacts to potential precontact resources are not anticipated.

III. CONCLUSIONS AND RECOMMENDATIONS

Documentary research found that the APE may be potentially sensitive for precontact resources beneath approximately two to ten feet of fill that was laid on the surface to create the existing embankment that elevates the tracks up and over Eastchester Road. No soil boring logs were available for review within the APE to confirm subsurface conditions and potential depths of fill. To address this, soil borings should be undertaken at the site of proposed impacts, and logs should be analyzed by an archaeologist to reassess precontact potential. A series of continuous tube soil borings, three inches in diameter, should be completed to determine the depth of fill and to clarify subsurface conditions. These should be placed in approximately 100 foot intervals along the location of proposed impacts. If refusals are encountered then borings should be offset by no more than 10 feet. Borings should extend beneath all fill layers and either down to bedrock or at least 10' below surrounding street grade (to be conservative), whichever is reached first. This would allow archaeologists to better assess subsurface conditions.

If soil borings indicate potential sensitivity, then recommendations would include reevaluating potential impacts. The locations of potential precontact resources, if any are indicated, should be compared to proposed disturbance areas to assess if this resource type would be impacted. If impacts are anticipated to potentially sensitive levels, then Phase IB subsurface testing would be warranted to determine the presence or absence of precontact resources. If the review of boring logs concludes that no impacts to potential resources are anticipated, then no additional

research for archaeological resources would be recommended.

No historical period archaeological resources were identified for the APE. Therefore, the proposed station construction would have no impact to potential historical period archaeological resources.

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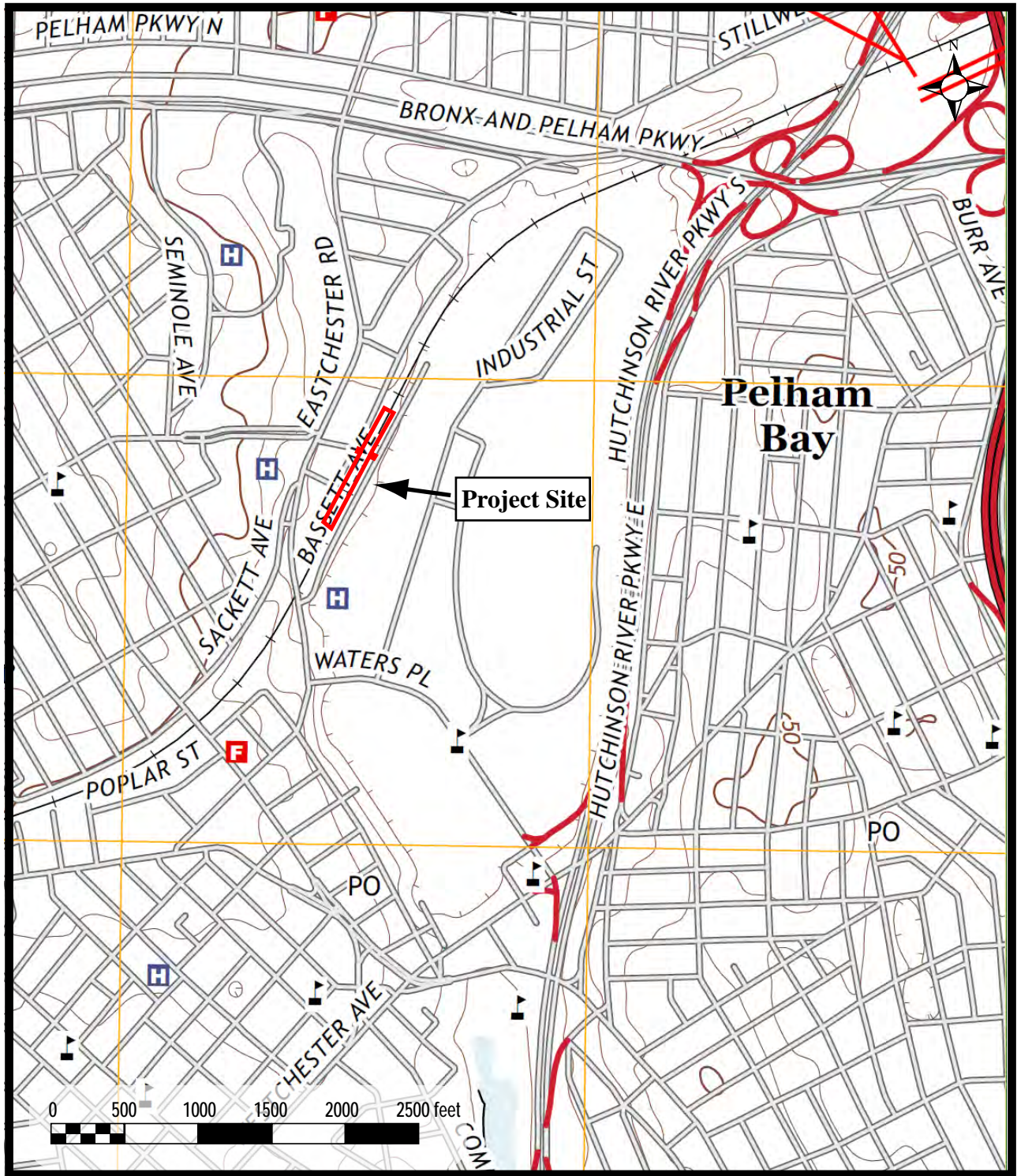
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Phase IA Archaeological Documentary Study
MTA Metro-North, Penn Station Access
Morris Park Station Site, Bronx
Bronx County, New York

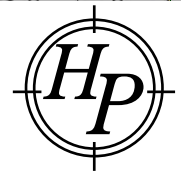
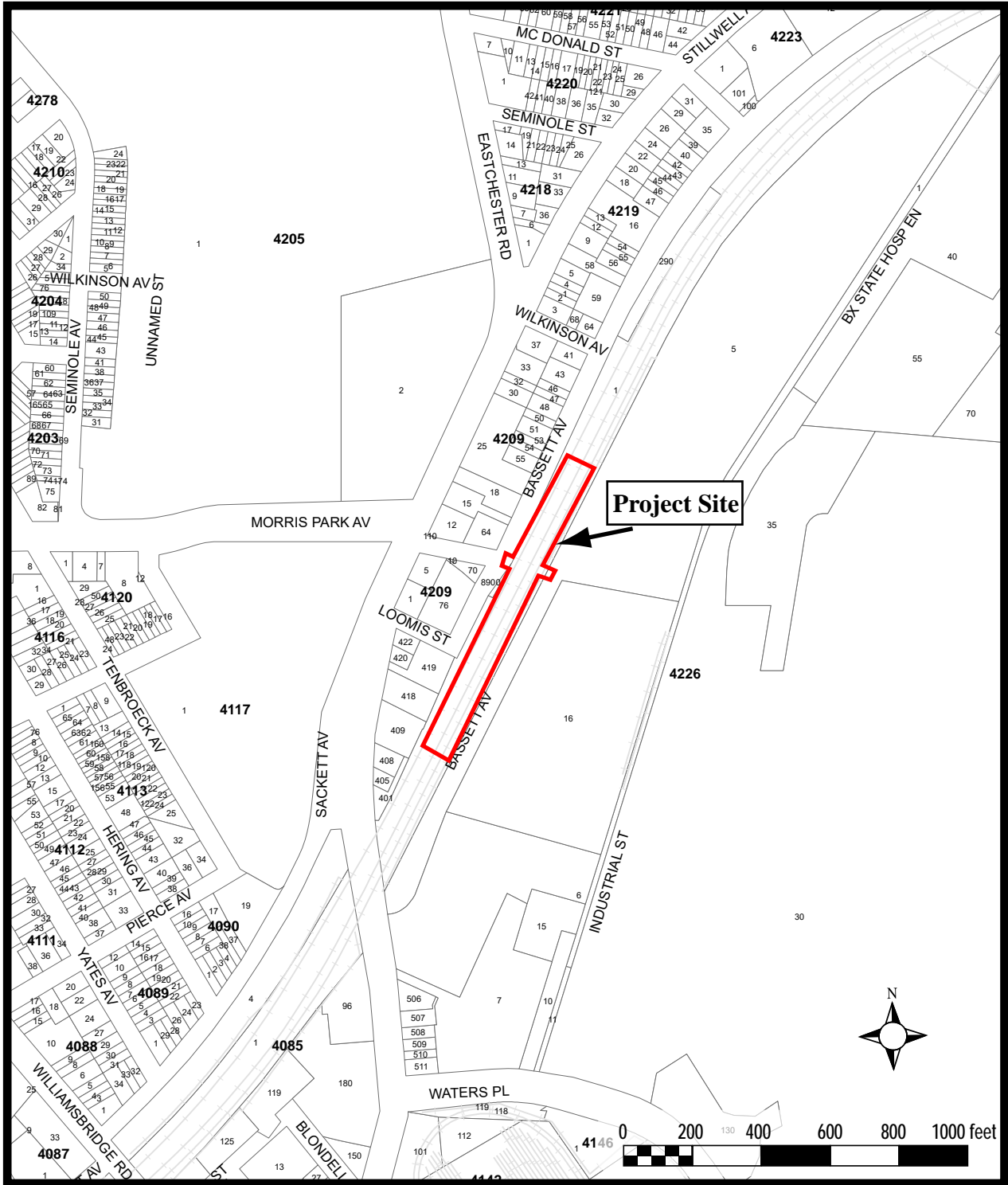


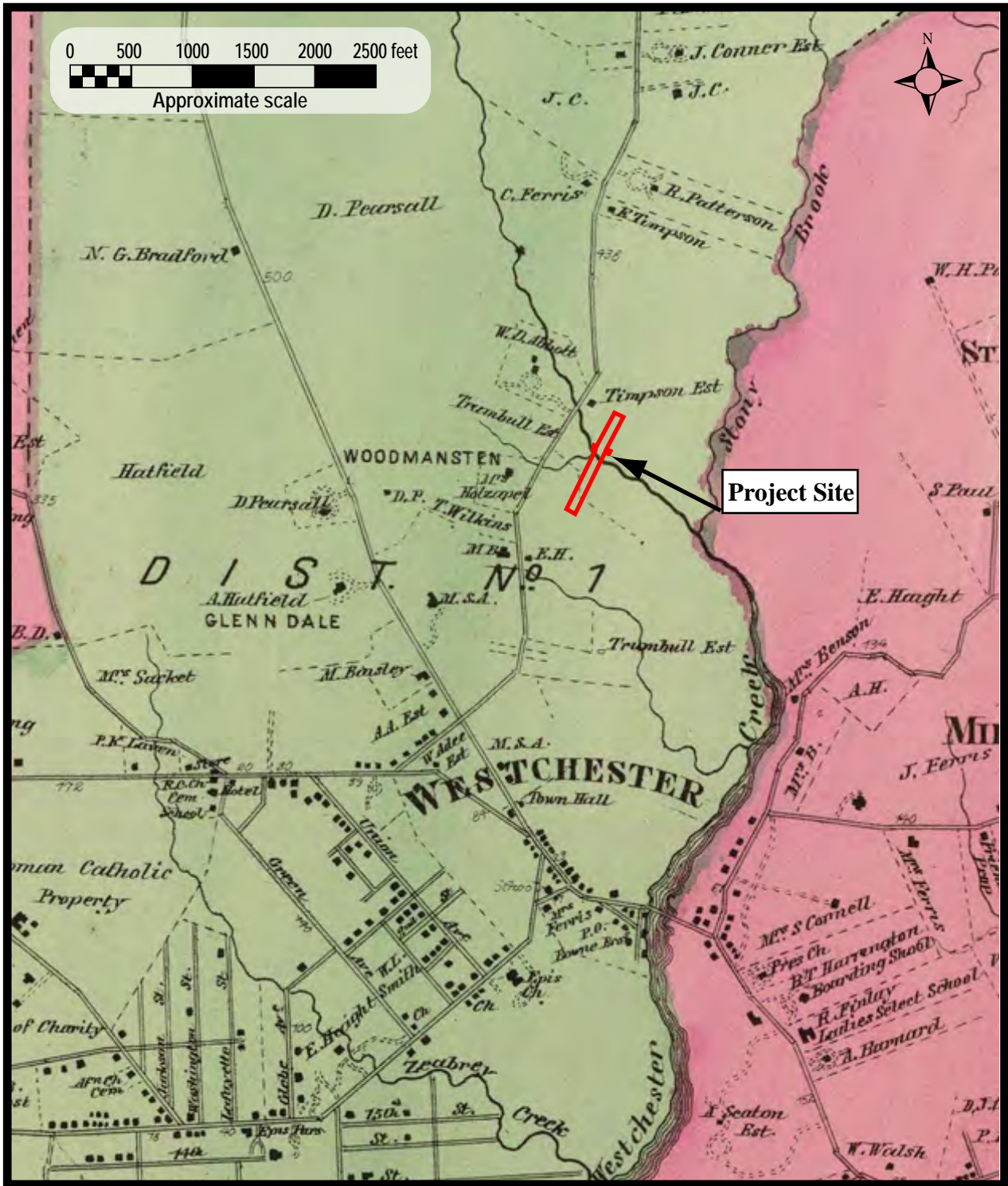
Figure 1: Project Site on *Flushing, N.Y. 7.5 Minute Quadrangle*, (USGS 2013).



**Phase IA Archaeological Documentary Study
 MTA Metro-North, Penn Station Access
 Morris Park Station Site, Bronx
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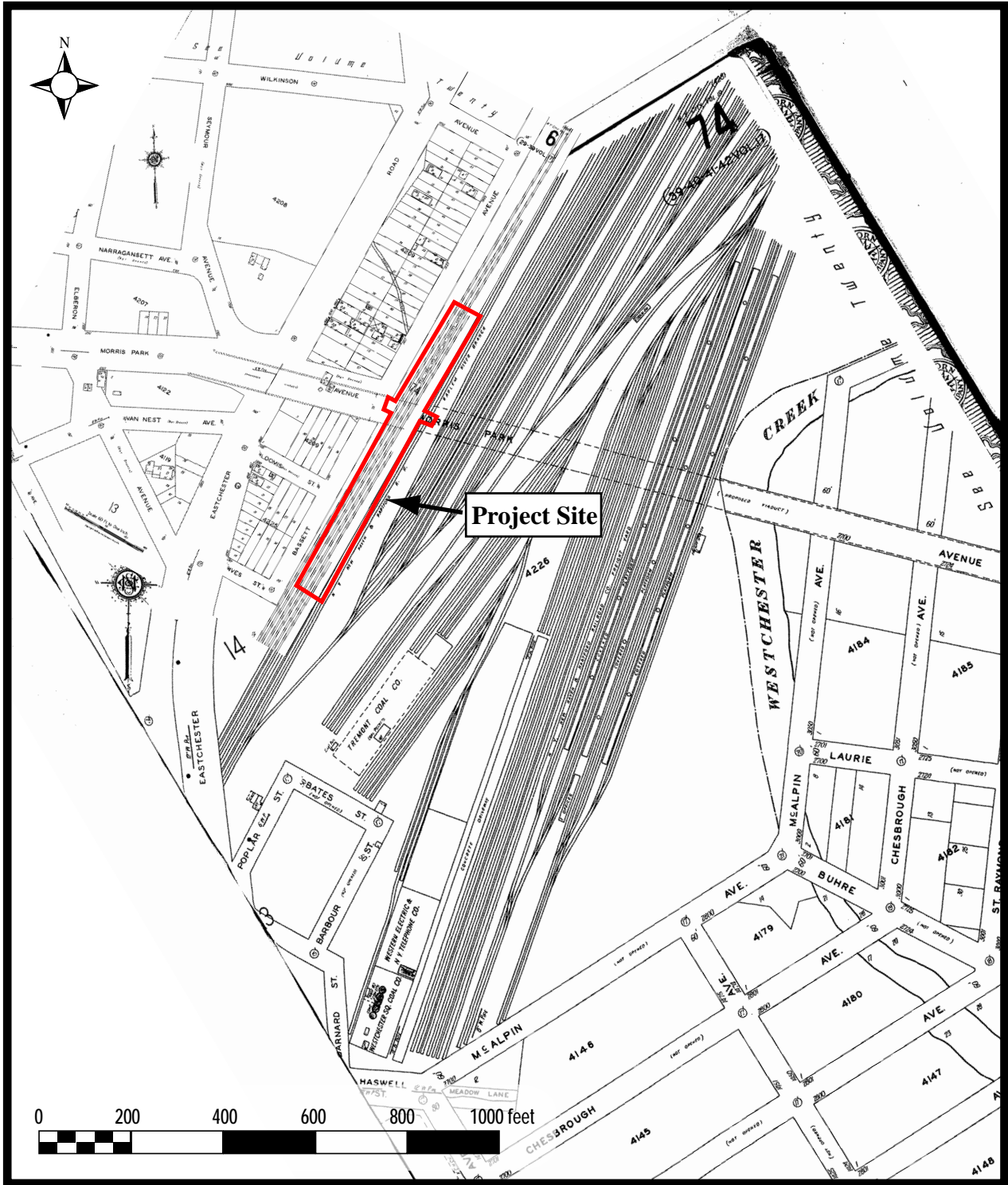
Figure 2: Project Site on Tax Map 2013.



Phase IA Archaeological Documentary Study
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 Morris Park Station Site, Bronx
 Bronx County, New York



Figure 3: Project Site on *Atlas of Westchester County: Town of Westchester* (Beers, 1868).



**Phase IA Archaeological Documentary Study
MTA Metro-North, Penn Station Access
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Figure 4: Project Site on *Insurance Maps of the City of New York: Borough of the Bronx* (Sanborn, 1929).

PHOTOGRAPHS



Photograph 1. Proposed Morris Park Station site. Facing north from Bassett Road.



Photograph 2. Proposed Morris Park Station site. Facing north from Bassett Road.



Photograph 3. Proposed Morris Park Station site. Facing west from Bassett Road.



Photograph 4. Proposed Morris Park Station site showing existing railroad tracks on elevated embankment. Facing south from Eastchester Road.



Photograph 5. Proposed Morris Park Station site. Facing northeast from rear of 1820 Eastchester Road.

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Phase IA Archaeological Documentary Study
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Co-Op City Station Site, Bronx
Bronx County, New York
OPRHP No. 99PR03265

**Phase IA Archaeological Documentary Study
MTA Metro-North
Penn Station Access
Co-Op City Station Site, Bronx
Bronx County, New York
OPRHP No. 99PR03265**

Prepared For:

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June 2013

MANAGEMENT SUMMARY

SHPO Project Review Number (if available): **99PR03265**

Involved State and Federal Agencies:

Phase of Survey: **Phase IA Archaeological Documentary Study**

Location Information

Location: **Block 4411, Lot 1; Block 5131, Lot 1; Block 5135, Lot 100.**

Minor Civil Division: **00501**

County: **Bronx**

Survey Area

Length: **varies**

Width: **varies**

Number of Acres Surveyed:

USGS 7.5 Minute Quadrangle Map: **Flushing**

Archaeological Survey Overview

Number & Interval of Shovel Tests: **N/A**

Number & Size of Units: **N/A**

Width of Plowed Strips: **N/A**

Surface Survey Transect Interval: **N/A**

Results of Archaeological Survey

Number & name of precontact sites identified: **None**

Number & name of historic sites identified: **None**

Number & name of sites recommended for Phase II/Avoidance: **None**

Report Authors(s): **Faline Schneiderman, M.A., R.P.A., and Christine Flaherty, M.A., Historical Perspectives, Inc.**

Date of Report: **June 2013**

EXECUTIVE SUMMARY

Metro-North Railroad (Metro-North) is conducting a Major Investment Study/Draft Environmental Impact Statement (MIS/DEIS), to improve access to and from Pennsylvania Station, New York (Penn Station), and to destinations on the West Side of Manhattan. The Penn Station Access (PSA) MIS/DEIS examines the potential benefits, costs, and social, economic, and environmental impacts of reasonable and feasible alternatives for improving access to Penn Station to/from the Metro-North service area, including the options of connecting Metro-North's Hudson, Harlem, and New Haven Line services to Penn Station. Metro-North's Hudson, Harlem, and New Haven Lines currently terminate at Grand Central Terminal on the East Side of Manhattan. This MIS/DEIS is being conducted in accordance with the National Environmental Policy Act (NEPA) of 1969, as amended, and in conformance with Council on Environmental Quality Regulations (CEQR).

As part of this MIS/DEIS, a Phase IA Archaeological Assessment at each of four potential new station sites has been undertaken by Historical Perspectives, Inc. This assessment addresses the archaeological potential of the Co-Op City site in the Bronx, New York. The Co-Op City Station site is located within the Amtrak Hell Gate Line right-of-way, immediately south of Erskine Place between Earhart Lane and De Reimer Avenue. The proposed station improvements entail constructing a 15-foot wide platform in the middle of the existing track right-of-way, which lies slightly below surrounding grade elevation. There is also a potential for relocation of the platform immediately to the west, placing it between the Hutchinson River Parkway and the New England Thruway (Interstate 95). A pedestrian overpass with stairs and an elevator would extend from the platform to Erskine Place.

This Phase IA report 1) identifies areas of potential archaeological sensitivity that may be impacted by the PSA project, 2) assesses project impacts, and 3) provides recommendations for further research, where necessary. Potential resources are identified within the Area of Potential Effect (APE), which are defined as areas which may experience subsurface impacts as a result of station construction, utility installation, and similar actions associated with the project. To accomplish these goals, documentary sources were researched to determine possible precontact and historic era archaeological potential of the site. Evidence of prior disturbance was also established to determine site integrity and archaeological research potential.

Documentary research found that the APE may be potentially sensitive for precontact resources beneath approximately 22 inches of ballast which was laid beneath the tracks for bedding. However, no soil boring logs were available for review within the APE to confirm subsurface conditions. To address this, soil borings should be undertaken at the site of proposed impacts, and logs should be analyzed by an archaeologist to reassess precontact potential. A series of continuous tube soil borings, three inches in diameter, should be completed to determine the depth of fill and to clarify subsurface conditions. These should be placed in approximately 100 foot intervals along the location of proposed impacts. If refusals are encountered then borings should be offset by no more than 10 feet. Borings should extend beneath all fill layers and either down to bedrock or at least 10' below grade (to be conservative), whichever is reached first. This would allow archaeologists to better assess subsurface conditions.

If soil borings indicate potential sensitivity, then recommendations would include reevaluating potential impacts. The locations of potential precontact resources, if any are indicated, should be compared to proposed disturbance areas to assess if this resource type would be impacted. If impacts are anticipated to potentially sensitive levels, then Phase 1B subsurface testing would be warranted to determine the presence or absence of precontact resources. If the review of boring logs concludes that no impacts to potential resources are anticipated, then no additional research for archaeological resources would be recommended.

No historical period archaeological resources were identified for the APE. Therefore, the proposed station construction would have no impact to potential historical period archaeological resources.

TABLE OF CONTENTS

MANAGEMENT SUMMARY i

EXECUTIVE SUMMARY ii

TABLE OF CONTENTS iii

 I. INTRODUCTION AND METHODOLOGY1

 II. BACKGROUND RESEARCH.....1

 A. ENVIRONMENTAL SETTING AND CURRENT CONDITIONS1

 B. PRECONTACT POTENTIAL2

 C. HISTORICAL POTENTIAL.....4

 D. PROPOSED PROJECT IMPACTS5

 III. CONCLUSIONS AND RECOMMENDATIONS.....5

 IV. REFERENCES7

FIGURES

PHOTOGRAPHS

LIST OF FIGURES

1. *USGS Flushing N.Y. 7.5' Quadrangle, 2013.* Project Site Location.
2. *Project Site Boundaries.* Tax Map, 2013.
3. *Atlas of Westchester County: Eastchester.* Beers, 1868.
4. *Insurance Maps of the City of New York: Borough of the Bronx.* Sanborn, 1935.

LIST OF PHOTOGRAPHS

- Photograph 1. Existing railroad tracks at proposed Co-Op City Station site. Facing southwest from Erskine Place.
- Photograph 2. Existing railroad tracks at proposed Co-Op City Station site. Facing northeast from Erskine Place.
- Photograph 3. Proposed Co-Op City Station location behind existing fence. Facing east from Erskine Place.
- Photograph 4. Proposed Co-Op City Station project site beneath the Bruckner Expressway overpass. Facing south from Erskine Place at De Reimer Avenue.
- Photograph 5. Proposed Co-Op City Station project site south of Bruckner Expressway. Facing south from Erskine Place.

I. INTRODUCTION AND METHODOLOGY

Metro-North Railroad (Metro-North) is conducting a Major Investment Study/Draft Environmental Impact Statement (MIS/DEIS), to improve access to and from Pennsylvania Station, New York (Penn Station), and to destinations on the West Side of Manhattan. The Penn Station Access (PSA) MIS/DEIS will examine the potential benefits, costs, and social, economic, and environmental impacts of reasonable and feasible alternatives for improving access to Penn Station to/from the Metro-North service area, including the options of connecting Metro-North's Hudson, Harlem, and New Haven Line services to Penn Station. Metro-North's Hudson, Harlem, and New Haven Lines currently terminate at Grand Central Terminal on the East Side of Manhattan. This MIS/DEIS is being conducted in accordance with the National Environmental Policy Act (NEPA) of 1969, as amended, and in conformance with Council on Environmental Quality Regulations (CEQR).

Improved access to Penn Station, in addition to providing benefits to Metro-North Railroad's riders traveling to the West Side of Manhattan, would also improve regional connections by providing direct link from Metro-North territory to Long Island Rail Road, New Jersey Transit, and Amtrak services at Penn Station. Access to Penn Station by Metro-North would also complement Long Island Rail Road East Side Access service. There are existing track connections from Metro-North's Hudson and New Haven Lines to Amtrak's Empire Connection and Hell Gate Line, respectively, which could be used to provide access for Metro-North trains into Penn Station. Alternatives using the Harlem Line may require track reconstruction. In addition, the study will examine the potential to construct and provide service at new, intermediate station(s) as part of the analysis of Penn Station access alternatives.

As part of this MIS/DEIS, a Phase IA Archaeological Assessment at each of four potential new station sites has been undertaken by Historical Perspectives, Inc. This assessment addresses the archaeological potential of the Co-Op City site in the Bronx, New York. The Co-Op City Station site is located within the Amtrak Hell Gate Line right-of-way, immediately south of Erskine Place between Earhart Lane and De Reimer Avenue (Figures 1 and 2). The proposed station improvements entail constructing a 15-foot wide platform in the middle of the existing track right-of-way, which lies slightly below surrounding grade elevation. There is also a potential for relocation of the platform immediately to the west, placing it between the Hutchinson River Parkway and the New England Thruway (Interstate 95). A pedestrian overpass with stairs and an elevator would extend from the platform to Erskine Place.

This Phase IA report 1) identifies areas of potential archaeological sensitivity that may be impacted by the PSA project, 2) assesses project impacts, and 3) provides recommendations for further research, where necessary. Potential resources are identified within the Area of Potential Effect (APE), which are defined as areas which may experience subsurface impacts as a result of station construction, utility installation, and similar actions associated with the project.

To accomplish these goals, documentary sources were researched to determine possible precontact and historic era archaeological potential of the site. Evidence of prior disturbance was also established to determine site integrity and archaeological research potential. Establishing prior impacts was essential toward determining whether additional research would be necessary.

II. BACKGROUND RESEARCH

A. ENVIRONMENTAL SETTING AND CURRENT CONDITIONS

The Co-Op City site lies in the Pelham Bay section of the Bronx, New York (Figures 1 and 2). The borough of the Bronx lies within the Hudson Valley region and is considered to be part of the New England Upland Physiographic Province, which lies within the Great Appalachian Valley (Schuberth 1968). Situated on the west side of the Hutchinson River, the site lies on the northern end of the Crotona Park Ridge, a wide area of moderately high land which extends northward from the South Bronx. The project site is underlain by volcanic rock called the Manhattan Formation, composed mostly of quartz, mica, feldspar, and hornblende (Glenn 1978). The exposed bedrock bounding the site is composed of this coarse-grained schist (Photographs 1 to 5).

During the most recent period of glacial activity, the Wisconsin episode, the Bronx was covered by ice. Following deglaciation, Lake Hudson covered much of the Hudson Valley below the Highlands including the project site. When it receded, smaller water courses were left forming the landscape into what it is today. The Hutchinson River was one of

these, running east-west directly north of the project site. The area was left covered with glacial till and outwash, consisting of clay, sand, gravel and boulders that were deposited by the melting ice sheet.

The proposed Co-Op City site lies slightly below the surrounding streets (Photographs 1 to 5). Historical maps indicate that the eastern and western shores of the Hutchinson River were tidal marshes marked by low lying hills overlooking Pelham Bay, Long Island Sound, and the Hutchinson River. Small offshoots of the Hutchinson River once meandered through the former wetlands draining the tidal marsh into the river. Nineteenth and 20th century topographic maps depict the project site as adjacent to one of these small streams, Givans Creek, which ran directly north of the site draining east into the Hutchinson River. Currently, the northeastern end of the APE is bordered to the south by tidal marshes along the Hutchinson River.

B. PRECONTACT POTENTIAL

At the time of European contact, Native American groups known as the Siwanoy occupied the northern coastline of Long Island Sound from Norwalk, Connecticut to what is now known as the south Bronx. However, the Bronx River may have been the dividing line between the Siwanoy and another Upper Delaware Munsee speaking cultural group, the Wiechquaesgeck (Grumet 1981).

An examination of records relating to precontact habitation in the Pelham Bay area indicates that a diverse number of precontact sites were located throughout the Bronx at various time periods, including areas close to the project site. Grumet’s map of Indian Trails indicates that while there no known sites or trails near the project site, a portion of a Native American path ran north of the project site, extending from Westchester County south to a point near what is now the northern half of Pelham Bay Park, north of Eastchester Bay (Grumet 1981).

A site file search conducted using materials from the NYSOPRHP and the LPC indicated that 14 precontact sites have been recorded within a one mile radius of the project site. Unfortunately, there is minimal information available for many of these precontact sites, and the mapped areas by the NYSOPRHP are significantly more extensive than the actual sites once were. All the archaeological sites within one mile of the project site are summarized in Table 1, below.

Table 1: Site File Search Results

Site # and Name	Distance from APE	Time Period	Site Name/Type
NYSM 2832 ACP Bronx 10 Boesch 81	Ca. 1 mile N	Unknown precontact	Village, reportedly the castle of Simanon on a hill overlooking a stream
NYSM 2833 ACP Bronx 11 Boesch 57	Ca. 0.9 mile N	Unknown precontact	Village, camp, burial
NYSM 2836 ACP Bronx 14 Boesch 96 & 97	Ca. 0.1 to 0.2 mile N	Unknown precontact	Shell heaps, burial, village
NYSM 5476 Siwanoy village	Ca. 0.6 mile NE	Unknown precontact	No info
NYSM 5477 Pelham Bay Park	Ca. 0.9 mile NE	Unknown precontact	No info
NYSOPRHP A005-01-0022 High Island Site	Ca. 0.4 mile N	Unknown precontact	No info
NYSOPRHP A005-01-0033 Pelham Bay Park 1	Ca. 1 mile N	Unknown precontact	No info
Boesch 59 Rose Island	Ca. 0.2 mile N	Unknown precontact	Camp, shell heaps on Rose Island, now part of Co-Op City

Site # and Name	Distance from APE	Time Period	Site Name/Type
Boesch 58 Hutchinson River Parkway Bridge	Ca. 0.7 mile N	Unknown precontact	Camp
Boesch 93 ACP Bronx 6	Ca. 0.6 mile NE	Unknown precontact	Burial site reportedly located on two small knolls with shell midden, ¾ mile south of the Bartow house
Boesch 99	Ca. 0.7 mile NE	Unknown precontact	Shell midden
Boesch 100	Ca. 0.6 mile NE	Unknown precontact	Traces of occupation
Boesch 101	Ca. 0.6 mile NE	Unknown precontact	Camp
Boesch 102 Bartow Creek	Ca. 1 mile NE	Unknown precontact	Unknown – artifacts on “Indian Island” in Bartow Creek

Most of the sites nearby were found on the east banks of the Hutchinson River. Numerous shell middens have been reported in the vicinity of the project site, although none from directly within it. At Pelham Neck, near what is now Orchard Beach, another settlement was reported along with scattered campsites. These sites were reportedly the “favorite fishing places, visited in the summer by the Weckquaesgeek” (Bolton 1975).

Eugene Boesch completed a sensitivity assessment for the Borough of the Bronx in 1995. He concluded that while the east side of the Hutchinson River had a high sensitivity rating for precontact potential, the west side of the river was only moderately sensitive for potential precontact resources (Boesch 1996). Furthermore, he indicates that a portion of the project site is on the former location of a water course, now filled (Ibid.). However, land directly north of the APE, including the location of Erskine Place, was assessed as moderately sensitive for potential precontact resources.

A Native American presence is well documented for the Pelham Bay area, although no specific sites have been inventoried within the APE, at least one has been inventoried immediately adjacent to it (NYSM Site #2836). This would suggest that the project site may have at one time hosted Native American remains. The fact that there are inventoried sites in the vicinity is a clear indicator of extended site use nearby. This is indicative of the potential for Native American resources within the APE, and more specifically, for potential fishing stations indicated by shell middens.

Due to differences in land use and lifeways, archaeological resources from the precontact and historical periods generally vary in depth of burial relative to the ground surface at the time of deposition. As a result, subsequent activities such as construction or grading result in different degrees of impact on buried cultural remains. Under normal circumstances, precontact archaeological resources are shallowly-buried, usually within three or four feet of the pre-development surface. As a result, they are extremely vulnerable to post-depositional disturbances, such as farming or construction. However, in areas prone to flooding, precontact sites can be deeply buried beneath many feet of alluvial deposits. Furthermore, early precontact period sites may be in locations that have since been inundated. Therefore, precontact environmental and topographical reconstruction is a crucial component of establishing potential sensitivity.

Some of the environmental factors which contribute to potential precontact sensitivity include, but are not limited to, the predevelopment topography, distance to water, drainage conditions, soils, and resource availability. Early historic topographic maps and verbal descriptions of the early historic landscape serve to establish the likelihood that any particular area would have been well suited for precontact habitation or use. Later maps and atlases document subsequent changes in topographic elevation and potentially destructive development episodes.

The project site appeared on early topographic maps as on the border of, or within, marshland along Givans Creek and the Hutchinson River (Anderson 1845; U.S.G.S. 1891, 1901). The presence of a nearby tidal marsh may suggest precontact potential in the vicinity, as was found at the Old Place site on northwestern Staten Island (Ritchie 1980). At that site, Archaic period artifacts coincided with radiocarbon dates taken from a layer of sand lying between adjacent tidal marsh peats (Thieme 2000). Furthermore, numerous campsites and shell processing stations have been reported along the shores of the Hutchinson River and its tributaries in similar settings.

There was little historical development undertaken in the APE that would have disturbed potentially sensitive precontact levels. Apart from the reported 22 inch deep track base within the existing railroad right-of-way (Browne 1912:1), no

historic disturbance is documented for the APE. It is possible that precontact resources, which are frequently found in tidal marsh areas, may lie buried beneath fill which is at least 22 inches in depth within the right-of-way. However, the lack of available boring logs from the right-of-way makes it impossible to assess the precise depth of fill and whether or not potentially sensitive precontact levels still exist within the APE.

C. HISTORICAL POTENTIAL

The first official purchase of lands from Native Americans in the Bronx area took place in 1639 by the Dutch West India Company, when they purchased a tract called Keskeskeck. Two years later Jonas Bronck became the first recorded European settler in what is now the borough of the Bronx. To the east Anne Hutchinson built a house in 1642 in what is now Pelham Bay Park, after fleeing Puritans in New England. She was killed the same year by the local Native American group, and Thomas Pell eventually purchased the land, including the project site, in 1654. Pell, an Englishman, was able to maintain his control over his land by swearing allegiance to the Dutch until his native country established control over the colony. Subsequently, in 1666 he was granted the Manor of Pelham by the first English Governor of New York, Richard Nichols. His manor consisted of all land east of the Hutchinson River, and a large track of land to the west. He eventually subdivided his land on the west side of the river, selling off ten tracts that eventually were settled and named “Ten Farms,” and later Eastchester (Jenkins 1912).

In the early 18th century, what is now Baychester was purchased from Pell by Reverend John Bartow, whose family retained ownership for much of the 18th century. The tract was eventually subdivided and the acreage between what is now Bruckner Boulevard and Eastchester Bay, north of Middletown Road, became the Bayard Farm (McNamara 1991). By 1845 when a survey was undertaken for the proposed New York-New Haven railroad, the project site was undeveloped land directly adjacent to the Hutchinson River shoreline (Anderson 1845). At that time, several structures fronted a small road which crossed the Hutchinson River south of the APE, and what was probably the main Bayard farmhouse stood on a knoll about one-half a mile southwest of the project site. By the mid-19th century John Hunter III, grandson of the owner of Hunter’s Island which is now part of Pelham Bay Park north of the project site, purchased the Bayard farm. The main house within his estate on Eastchester Bay, which he called “Anneswood,” was located southwest of the project site (Beers 1868, Figure 3). In 1868 it appeared that the project site was undeveloped and fell within Hunter’s landholdings, and that the APE may have been marsh land (Figure 3). By 1872, the New York-New Haven Railroad had been built through the project site (Beers 1872). It was at this time that mass-transit had reached the outer boroughs and development in the project area intensified.

The first major transportation improvement that served to alter the Pelham Bay and Baychester neighborhoods was the construction of the New York, New Haven, and Hartford Railroad (NYNH&HRR) in the 1870s. Although the line traced its founding to 1826, when one of its predecessor companies originated, the NYNH&HRR was not chartered until 1872 (New York, New Haven & Hartford Railroad Archives: 2001). When the railroad was constructed, low-lying marshlands were filled, and elevated knolls were razed to provide for a continuously level grade.

In 1897 the project site was portrayed as vacant other than the railroad tracks, and the site lay west of Eastchester Bay and south of Givans Creek (Sanborn 1897). At that time, several structures stood north of the project site, but none fell within it (Ibid.). The 1897 map also indicates that the land north of the APE was intended to be divided into uniform city blocks, although the plan had not yet been implemented. The Baychester Station had been built south of the tracks, west of Palmer Avenue (then St. Agnes Avenue), outside of the APE. Within the APE there were three sets of parallel tracks. Topographic maps from 1891 and 1901 show the Harlem Branch of the NYNH&HRR passing through the project site, with the APE partially on marshland and partially on solid land (U.S.G.S. 1891, 1901). No difference in elevation is depicted between the route of the tracks and adjacent land within the APE to the north along what is now Erskine Place.

In 1908-1910 the NYNH&HRR line was rebuilt and increased to six tracks with complete grade separation, electrification, and all new stations. Throughout its entire length, the line had been built to conform to the main line standard of the New Haven. The new rail consisted of 100-lb. sections with creosoted ties. The heavier tracks required the installation of 22 inches of ballast for support (Browne 1912). At the time of its construction the maximum grade was 1.0 percent which necessitated extensive grading in some areas and filling in others (Ibid.).

By 1918 only Palmer Avenue had been regulated and opened north of the APE, and what are now Boller and Hunter Avenues, as well as Erskine Place, had not yet been laid out (Sanborn 1918). Within the APE directly south of Palmer Avenue, two platforms had been constructed within the railroad right-of-way to serve the Baychester Station (Ibid.). The Pelham Bay Park Hotel appears north of the APE, directly in the path of what is now Erskine Place, and the shoreline of the Hutchinson River and Givans Creek are depicted east of the APE.

In 1935 Basset Avenue, now Erskine Place, was laid out on paper but was not officially opened (Sanborn 1935, Figure 4). By this time there were structures built in the path of Erskine Place directly north of the APE between what are now Boller and Hunter Avenues (Ibid.). These appear to be dwellings, serviced by sewer and water lines installed on adjacent cross streets (Ibid.). On this map, the “original” shorelines of the Hutchinson River and Givans Creek are depicted north and east of the APE, and Pelham Bay Park is shown south of the APE. At the intersection of what are now Boller Avenue and Erskine Place, the grade elevation is shown as 15 feet above sea level, while at the intersection of Hunter Avenue and Erskine Place it is denoted as 14 feet above sea level (Ibid., Figure 4). The project site appeared virtually unchanged in 1951 (Sanborn 1951). When Erskine Place was formally regulated and opened, all of the structures that previously lay in its path were razed (Sanborn 2002, Figure 1). The road is currently elevated slightly above the tracks by several feet (Photographs 1 to 5).

Historically, the Co-Op Station site appeared to be either marshland or fast land directly along the shoreline. No potential historic archaeological resources were identified within the APE. The site probably lacked historical development due to the presence of marshland along Givans Creek and the Hutchinson River. The APE was far removed from all historical development prior to the building of the railroad in ca. 1872, and has remained as a rail line since. Therefore, no historical period archaeological deposits are anticipated in the project site.

D. PROPOSED PROJECT IMPACTS

The proposed station improvements entail constructing a 15-foot wide platform in the middle of the existing track right-of-way, which lies slightly below surrounding grade elevation. There is also a potential for relocation of the platform immediately to the west, placing it between the Hutchinson River Parkway and the New England Thruway (Interstate 95). A pedestrian overpass with stairs and an elevator would extend from the platform to Erskine Place.

The topography of the APE prior to construction is questionable, given that some historic maps indicate it was fast land, and others indicate it was marshland. In either scenario, there is a well-documented precontact presence in the immediate vicinity. Numerous precontact sites have been found at similar locals along the Hutchinson River and its tributaries. Historically, the APE had approximately 22 inches of ballast laid beneath the tracks for bedding. Therefore, it is conservatively estimated that there is the potential for precontact resources to lie beneath approximately 22 inches of introduced material. However, the lack of available soil boring logs from the existing right-of-way makes this determination difficult to corroborate.

If construction of the station platform or excavations for utilities extends below approximately 22 inches within the railroad right-of-way, then there may be impacts to potentially sensitive precontact levels. However, in those areas that were previously disturbed by the construction of the highway overpasses, no precontact sensitivity is indicated. Furthermore, if impacts within the existing right-of-way do not extend below approximately 22 inches, then impacts to potential precontact resources are not anticipated. However, if soil borings are undertaken within the APE, this assessment of potential impacts to precontact resources may be altered.

No historical period archaeological resources were identified for the APE. Therefore, the proposed station construction would have no impact to potential historical period archaeological resources.

III. CONCLUSIONS AND RECOMMENDATIONS

Documentary research found that the Co-Op City site may have once been occupied or utilized by Native Americans, given their documented presence on the shoreline of the Hutchinson River and its tributaries. It may be that potentially sensitive precontact levels lie buried beneath approximately 22 inches of fill within the existing railroad right-of-way. However, the lack of available soil boring logs from the right-of-way makes it difficult to discern the precise depth of fill and whether potentially sensitive strata still exist within the APE. Therefore, without boring information, it is assumed

that precontact potential could exist beneath the known 22-inch base beneath the tracks. No potential historical period archaeological resources were identified anywhere within the APE.

A review of soil borings could further elucidate subsurface conditions by establishing the depth of fill and whether potentially sensitive strata still exist in the APE. To clarify subsurface conditions, soil borings should be undertaken at the site of proposed impacts, and logs should be analyzed by an archaeologist to reassess precontact potential. A series of continuous tube soil borings, three inches in diameter, should be completed to address the depth of fill and to clarify subsurface conditions. These should be placed in approximately 100 foot intervals along the location of proposed impacts. If refusals are encountered then borings should be offset by no more than 10 feet. Borings should extend beneath all fill layers and either down to bedrock or at least 10' below grade (to be conservative), whichever is reached first. This would allow archaeologists to better assess subsurface conditions.

If soil borings indicate potential sensitivity, then recommendations would include reevaluating potential impacts. The locations of potential precontact resources, if any are indicated, should be compared to proposed disturbance areas to assess if this resource type would be impacted. If impacts are anticipated to potentially sensitive levels, then Phase 1B subsurface testing would be warranted to determine the presence or absence of precontact resources. If the review of boring logs concludes that no impacts to potential resources are anticipated, then no additional research for archaeological resources would be recommended.

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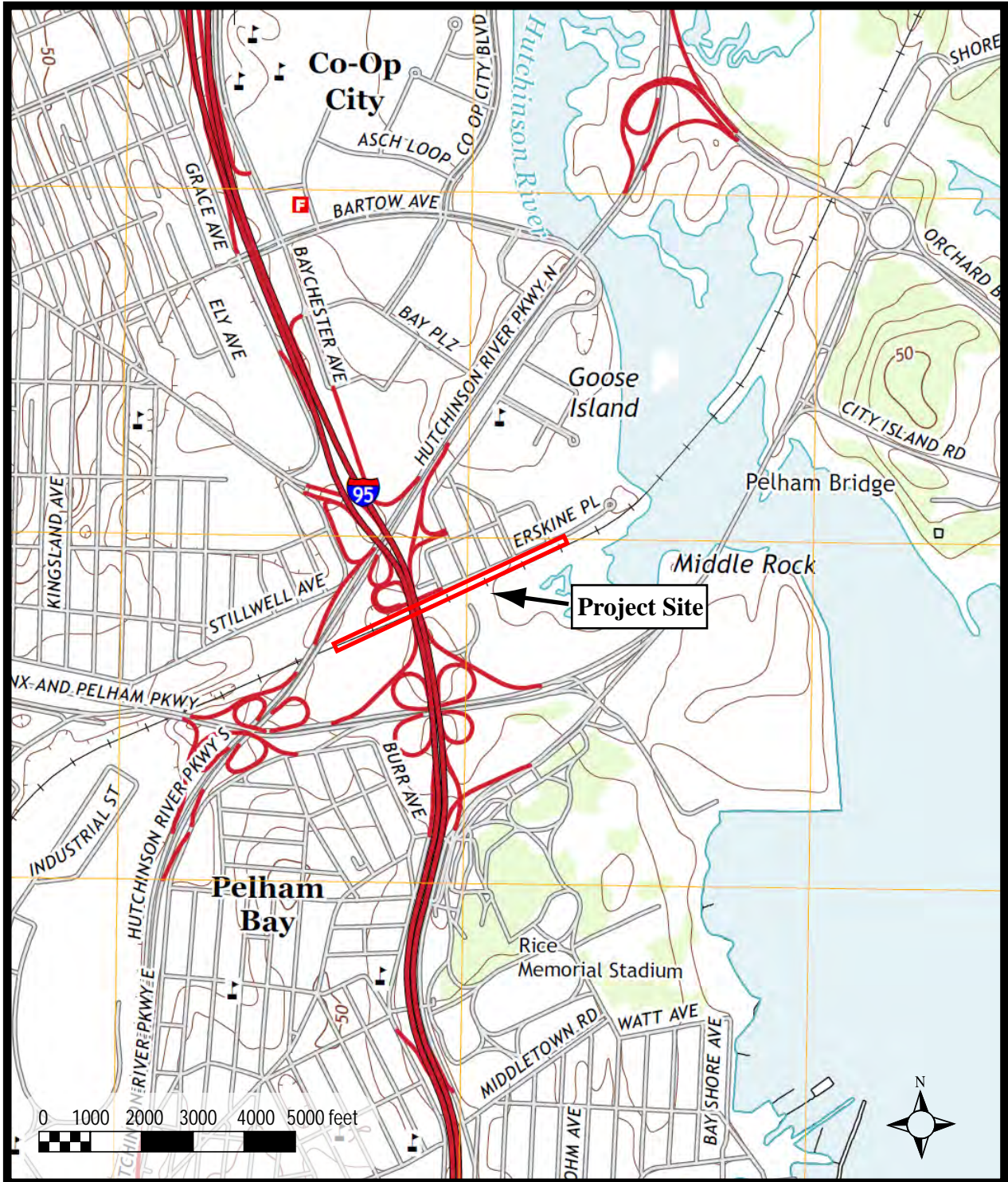
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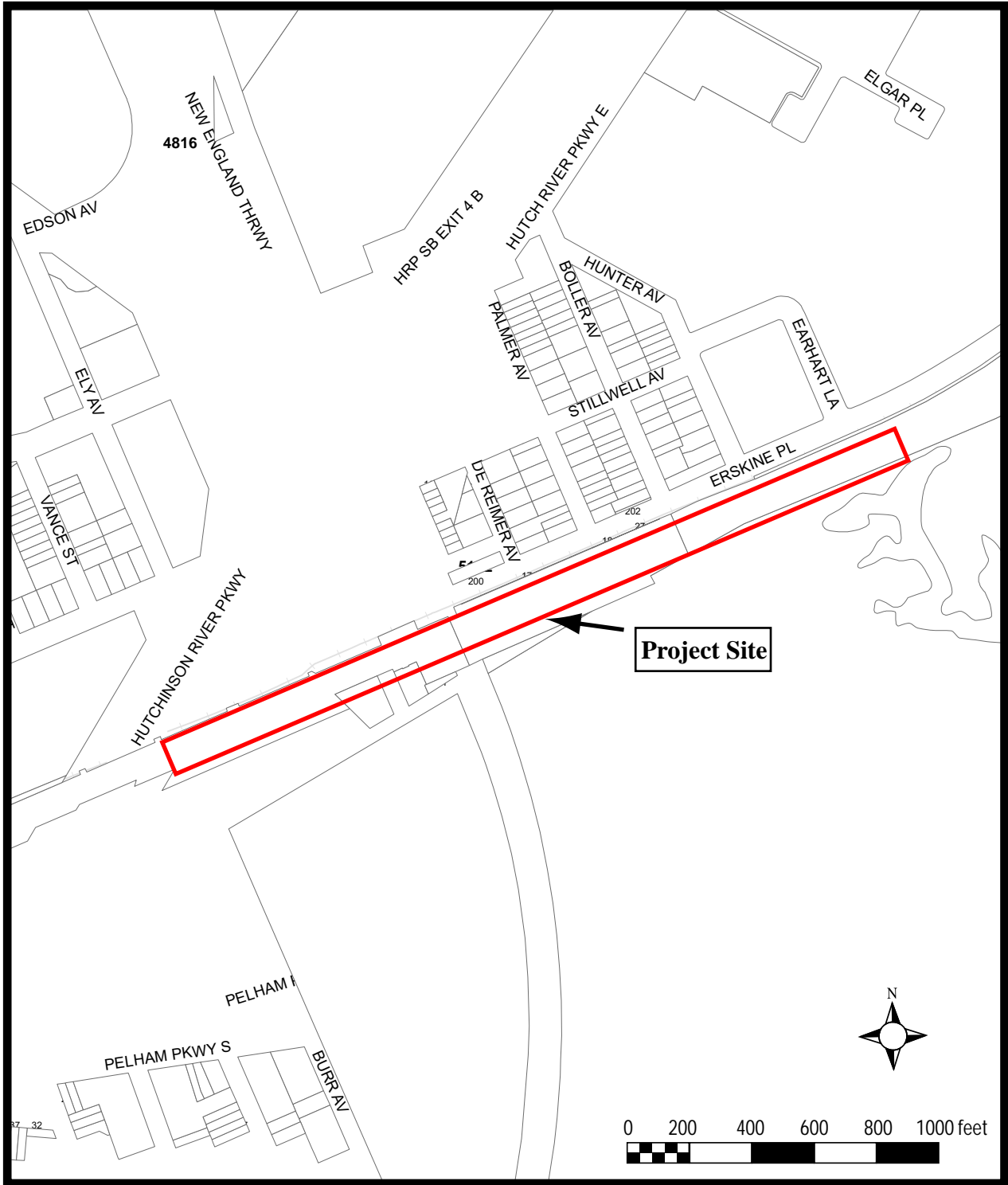
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Figure 1: Project Site on *Flushing, N.Y.-N.J. 7.5 Minute Quadrangle*, (USGS 2013).



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 Co-Op City Station Site, Bronx
 Bronx County, New York**

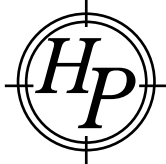


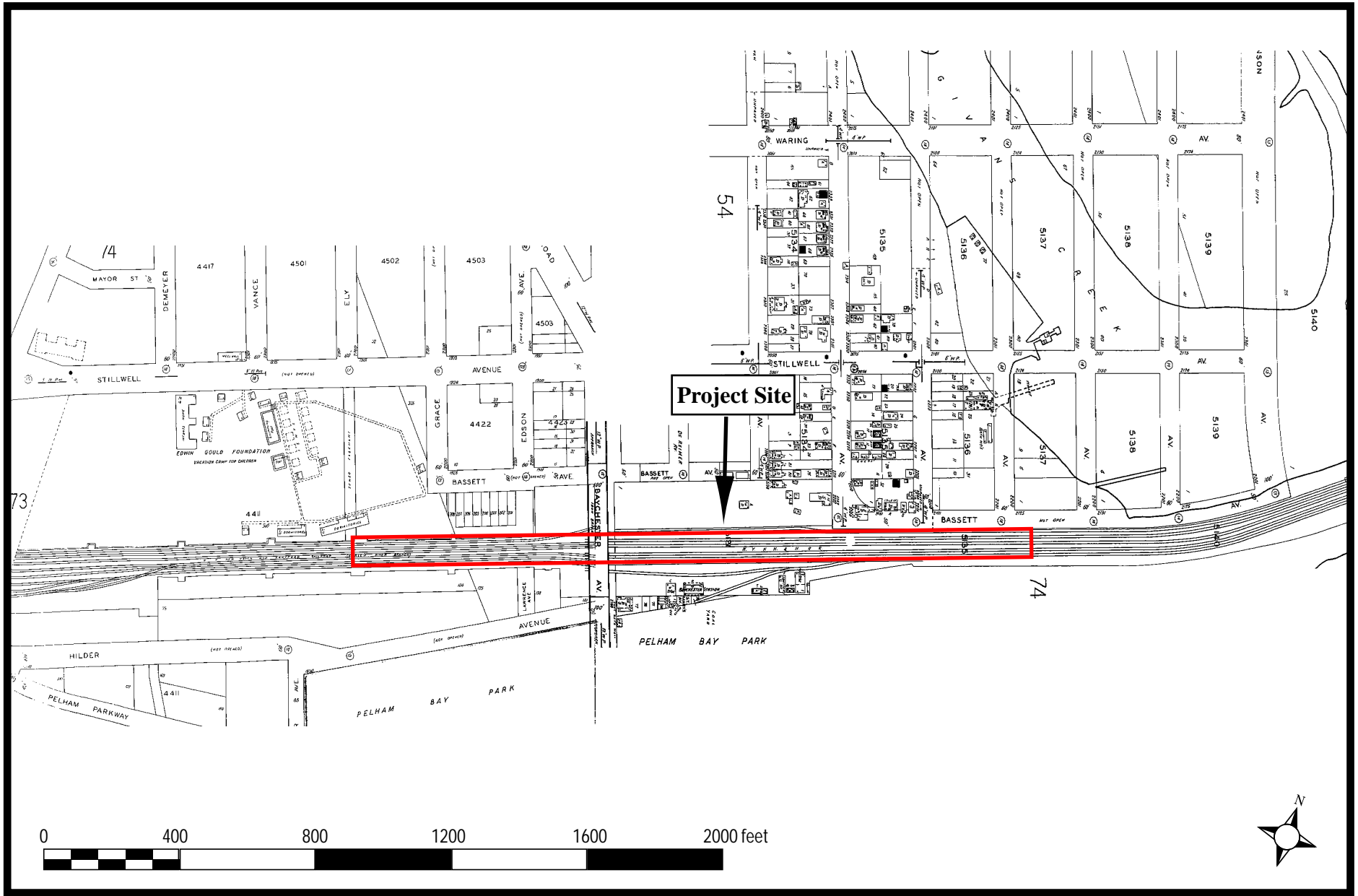
Figure 2: Project Site on Tax Map 2013.



**Phase IA Archaeological Documentary Study
 MTA Metro-North, Penn Station Access
 Co-Op City Station Site, Bronx
 Bronx County, New York**



Figure 3: Project Site on *Atlas of Westchester County: West Farms and Morrisania* (Beers, 1868).



Phase IA Archaeological Documentary Study
MTA Metro-North, Penn Station Access
Co-Op City Station Site, Bronx
Bronx County, New York



Figure 4: Project Site on *Insurance Maps of the City of New York: Borough of the Bronx* (Sanborn, 1935).

PHOTOGRAPHS



Photograph 1. Existing railroad tracks at proposed Co-Op City Station site. Facing southwest from Erskine Place.



Photograph 2. Existing railroad tracks at proposed Co-Op City Station site. Facing northeast from Erskine Place.



Photograph 3. Proposed Co-Op City Station location behind existing fence. Facing east from Erskine Place.



Photograph 4. Proposed Co-Op City Station project site beneath the Bruckner Expressway overpass. Facing south from Erskine Place at De Reimer Avenue.



Photograph 5. Proposed Co-Op City Station project site south of Bruckner Expressway. Facing south from Erskine Place.

HISTORICAL
PERSPECTIVES INC.



Phase IA Archaeological Documentary Study
MTA
Penn Station Access
New Bridge Over Bronx River
Bronx County, New York
OPRHP No. 13PR03777

**Phase IA Archaeological Documentary Study
MTA
Penn Station Access
New Bridge Over Bronx River
Bronx County, New York
OPRHP No. 13PR03777**

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January 2020

MANAGEMENT SUMMARY

SHPO Project Review Number (if available): **13PR03777**

Involved State and Federal Agencies: **MTA, AMTRAK**

Phase of Survey: **Phase IA Archaeological Documentary Study**

Location Information

Location: **Block 3769, Lot 12 (northeast of river), Block 3017, Lot 6 (southwest of river)**

Minor Civil Division: **00501**

County: **Bronx**

Survey Area

Length: **varies**

Width: **varies**

Number of Acres Surveyed:

USGS 7.5 Minute Quadrangle Map: **Central Park, NY-NY, Flushing, NY**

Archaeological Survey Overview

Number & Interval of Shovel Tests: **N/A**

Number & Size of Units: **N/A**

Width of Plowed Strips: **N/A**

Surface Survey Transect Interval: **N/A**

Results of Archaeological Survey

Number & name of precontact sites identified: **None**

Number & name of historic sites identified: **None**

Number & name of sites recommended for Phase II/Avoidance: **None**

Report Authors(s): **Faline Schneiderman, M.A., R.P.A., Historical Perspectives, Inc.**

Date of Report: **January 2020**

EXECUTIVE SUMMARY

Metropolitan Transportation Authority (MTA) is conducting an Environmental Assessment (EA), to improve access to and from Pennsylvania Station, New York (Penn Station), and to destinations on the West Side of Manhattan. The Penn Station Access (PSA) EA examines the potential benefits, costs, and social, economic, and environmental impacts of reasonable and feasible alternatives for improving access to Penn Station to/from the Metro-North service area, including the options of connecting Metro-North's Hudson, Harlem, and New Haven Line services to Penn Station. Metro-North's Hudson, Harlem, and New Haven Lines currently terminate at Grand Central Terminal on the East Side of Manhattan. This EA is being conducted in accordance with the National Environmental Policy Act (NEPA) of 1969, as amended, and 6 NYCRR Part 617 State Environmental Quality Review Act (SEQRA).

As part of this EA, Historical Perspectives, Inc. has completed a separate Phase IA Archaeological Documentary Study for each of four potential new station sites on the New Haven Line. This documentary study addresses the archaeological potential of a new bridge span over the Bronx River in Bronx, New York. The new bridge span site is located within the Amtrak Hell Gate Line right-of-way, immediately north of the extant Bronx River Bridge east of the Sheridan Expressway, and north of Westchester Avenue. The proposed new bridge span is where an earlier bridge span formerly crossed the Bronx River. Built in 1907, that span has since been removed. The extant bridge has been deemed eligible for the National Register of Historic Places, as it is an example of a surviving early 20th century Sherzer-type bascule bridge (USN 005001.001362, Howe 2005). An assessment of the Historic Resources has been prepared under separate cover.

This Phase IA report 1) identifies areas of potential archaeological sensitivity that may be impacted by the PSA project, 2) assesses project impacts, and 3) provides recommendations for further research, where necessary. Potential resources are identified within the Area of Potential Effect (APE), which is defined as the area which may experience subsurface impacts as a result of new bridge construction, utility installation, and similar actions associated with the project. To accomplish these goals, documentary sources were researched to determine possible precontact and historic era archaeological potential of the site. Evidence of prior disturbance was also established to determine site integrity and archaeological research potential.

The documentary study found that the APE was extensively disturbed, both vertically and horizontally, when the New York, New Haven, and Hartford Railroad line was first regulated and opened, and later during multiple bridge construction and removal episodes. Bridges were constructed on the site in 1868, 1893, 1907, and 1909. The construction and demolition of multiple bridges, modifications to abutments, creation of a bulkhead wall along the Bronx River, and industrial use of the immediate vicinity has resulted in the site's lack of potential for both precontact and historic archaeological resources. Therefore, no additional archaeological consideration is recommended.

TABLE OF CONTENTS

MANAGEMENT SUMMARY i

EXECUTIVE SUMMARY ii

TABLE OF CONTENTS iii

 I. INTRODUCTION AND METHODOLOGY 1

 II. BACKGROUND RESEARCH 1

 A. ENVIRONMENTAL SETTING AND CURRENT CONDITIONS 1

 B. PRECONTACT BACKGROUND AND POTENTIAL 2

 C. HISTORICAL BACKGROUND AND POTENTIAL 3

 D. PROPOSED PROJECT IMPACTS 5

 III. CONCLUSIONS AND RECOMMENDATIONS 5

 IV. REFERENCES 6

FIGURES

PHOTOGRAPHS

LIST OF FIGURES

- Figure 1: Project Site on *Flushing N.Y. and USGS Central Park, N.Y.-N.J. 7.5 Minute Series Quadrangles* (USGS 2019)
- Figure 2: Project Site and Photo Key on *Digital Tax Map* (City of New York, Department of Finance, 2020).
- Figure 3: Project Site on *Map of the County of Westchester* (Burr, 1839).
- Figure 4: Project Site on *Map of Westchester County, New York : from actual surveys* (Merry, 1858).
- Figure 5: Project Site on *Atlas of Westchester County: West Farms and Morrisania* (Beers, 1868).
- Figure 6: Project Site on *Atlas of Westchester County: West Farms and Morrisania* (Beers, 1872).
- Figure 7: Project Site on *Bronx, Topographical Map Sheet 9* (New York Department of Parks, Topographical Division, 1873).
- Figure 8: Photograph of *Drawbridge Over the Bronx River at Westchester Av. 1884* with NYNH&HRR bridge in background (Museum of the City of New York X2010.11.14277).
- Figure 9: Project Site on *Atlas of the City of New York, borough of the Bronx, from actual surveys and official plans* (Bromley, 1911).
- Figure 10: Bascule Bridge under construction, facing southeast from the northwest side of the bridge April 1, 1909 (Photograph Courtesy of the Bronx Historical Society).
- Figure 11: Project Site on *Insurance Maps of the City of New York: Borough of the Bronx* (Sanborn Map Company, 1915).

LIST OF PHOTOGRAPHS

(Photo Key on Figure 2)

- Photograph 1: Aerial photograph of extant Bridge #3.40, the extant Bascule Bridge, over the Bronx River. The former third span was located to the northwest of the extant bridge. Note the concrete bulkhead along both the north and south sides of the river (Google 1/10/2020).
- Photograph 2: Recent shoreline improvements on the southeast side of the bridge, facing northwest from above the Bronx River. Photograph taken by Geoff Hubbs, October 2019 (<https://bridgehunter.com/photos/45/86/458692-L.jpg>).
- Photograph 3: Recent shoreline improvements on the southeast side of the bridge, facing northwest from above the Bronx River. Photograph taken by Geoff Hubbs, October 2019 (<https://bridgehunter.com/photos/45/89/458955-L.jpg>).
- Photograph 4: Abutment beneath southwest end of bridge, facing northeast September 21, 2016 (Penn Station Access, Bridge Assessment, Bridge # 11.40 Bronx River). Note timber fender system at edge of abutment.

I. INTRODUCTION AND METHODOLOGY

Metropolitan Transportation Authority (MTA) is conducting an Environmental Assessment (EA), to improve access to and from Pennsylvania Station, New York (Penn Station), and to destinations on the West Side of Manhattan. The Penn Station Access (PSA) EA examines the potential benefits, costs, and social, economic, and environmental impacts of reasonable and feasible alternatives for improving access to Penn Station to/from the Metro-North service area, including the options of connecting Metro-North's Hudson, Harlem, and New Haven Line services to Penn Station. Metro-North's Hudson, Harlem, and New Haven Lines currently terminate at Grand Central Terminal on the East Side of Manhattan. This EA is being conducted in accordance with the National Environmental Policy Act (NEPA) of 1969, as amended, and to meet 6 NYCRR Part 617 State Environmental Quality Review Act (SEQRA).

As part of this EA, Historical Perspectives, Inc. has completed a separate Phase IA Archaeological Documentary Study for each of four potential new station sites on the New Haven Line. This documentary study addresses the archaeological potential of the new bridge span adjacent to an extant bridge (Bascule Bridge) over the Bronx River in Bronx, New York. The extant bridge has been deemed eligible for the National Register of Historic Places as it is an example of a surviving early 20th century Sherzer-type bascule bridge. (USN 005001.001362, Howe 2005). An assessment of the Historic Resources has been prepared under separate cover. The proposed new bridge span is where an earlier bridge span formerly crossed the Bronx River. Built in 1907, that span has since been removed.

The new bridge span (Project Site) is located within the Amtrak Hell Gate Line right-of-way, immediately north of the extant bridge, east of the Sheridan Expressway and north of Westchester Avenue near the Soundview and West Farms neighborhoods. The proposed project entails constructing a new span where an earlier bridge span once existed. The proposed footprint of the new bridge span constitutes the archaeological Area of Potential Effect (APE), also referred to as the Project Site.

This Phase IA report 1) identifies areas of potential archaeological sensitivity that may be impacted by the PSA project, 2) assesses project impacts, and 3) provides recommendations for further research, where necessary. Potential resources are identified within the Project Site, which is defined as the area which may experience subsurface impacts as a result of new bridge construction, utility installation, and similar actions associated with the project. To accomplish these goals, documentary sources were researched to determine possible precontact and historic era archaeological potential of the site. Evidence of prior disturbance was also established to determine site integrity and archaeological research potential.

To establish a list of known archaeological resources within and near the Project Site, data concerning previously recorded sites were reviewed using information from NYCRI, the New York City Landmarks Preservation Commission (LPC), and the library of HPI. Further, documentary sources were researched to determine possible precontact and historic era archaeological potential of the Project Site. Evidence of prior disturbance was also reviewed to determine potential site integrity and archaeological research potential. Establishing prior impacts was essential toward determining whether additional research would be necessary.

A Bridge Assessment of the extant bridge over the Bronx River was completed for the Penn Station Access project in 2016 (Bridge Assessment, Bridge # 11.40 Bronx River). Photographs from that evaluation were reviewed for this report, as were more recent photographs (October 2019) available online through bridgehunter.com. Additional information was obtained through various online sources. Available Sanborn maps and other historic maps and atlases were studied to determine the historic context as well as the location of construction and alterations for bridges in the Project Site. Background research was conducted to provide an overview of the development history and a context for the discussion of the bridge.

II. BACKGROUND RESEARCH

A. ENVIRONMENTAL SETTING AND CURRENT CONDITIONS

The Project Site lies near the West Farms and Soundview neighborhoods of the Bronx, New York (Figures 1 and 2). The borough of the Bronx lies within the Hudson Valley region and is considered to be part of the New England Upland Physiographic Province, which lies within the Great Appalachian Valley (Schubert 1968). Situated on both the east and west sides of the Bronx River, the site lies east of the Crotona Park Ridge, a wide area of moderately high land which

extends northward from the South Bronx. The Project Site is underlain by volcanic rock called the Manhattan Formation, composed mostly of quartz, mica, feldspar, and hornblende.

The Bronx River is the major river conduit draining this section of the Bronx, running north-south within the Project Site. The river originates to the north in Westchester County and empties at the East River to the south. Before the last glacial period, the Bronx River emptied into the Hudson River to the west, but on the retreat of the ice, glacial till blocked up the old channel and the Bronx River was rerouted. Further, the ordinary flow of the river was increased by water pouring out of the melting face of the retreating ice sheet, which created a new channel. It now empties to the south into Long Island Sound (Kieran 1982:27).

The topography of the Project Site is level, having been modified historically to create the necessary terrain to accommodate the railroad and bridge abutments, the bulkhead along the Bronx River, and wooden pier fenders at the edge of the abutment (Photographs 1-4; Photo Key on Figure 2). The site rises slightly above the surrounding land by several feet. The location of the tracks may have been lower when the Bronx River was in its natural state, but the installation of the railroad bridge required an elevated level track bed to meet the bridge crossing.

B. PRECONTACT BACKGROUND AND POTENTIAL

For this report, the word precontact is used to describe the period prior to the use of formal written records. In the western hemisphere, the precontact period also refers to the time before European exploration and settlement of the New World. Archaeologists and historians gain their knowledge and understanding of precontact Native Americans in the metropolitan New York area from three sources: ethnographic reports, Native American artifact collections, and archaeological investigations.

Based on data from these sources, a precontact cultural chronology has been devised for the New York City area. Scholars generally divide the precontact era into three main periods, the PaleoIndian (c. 14,000-9,500 years ago), the Archaic (c. 9,500-3,000 years ago), and the Woodland (c. 3,000-500 years ago). The Archaic and Woodland periods are further divided into Early, Middle, and Late substages. The Woodland was followed by the Contact Period (c. 500-300 years ago). Artifacts, settlement, subsistence, and cultural systems changed through time with each of these stages. Characteristics of these temporal periods have been well documented elsewhere, and in keeping with guidelines issued by the OPRHP (2005), will not be fully reiterated here.

Scholars often characterize precontact sites by their close proximity to a fresh water source, available game, and exploitable natural resources (i.e., plants, raw materials for stone tools, clay veins, etc.). These sites are often separated into three categories: primary (campsites or villages), secondary (tool manufacturing, food processing), and isolated finds (a single or very few artifacts either lost or discarded). Primary sites are often situated in locales that are easily defended against both nature (weather) and enemies. Secondary sites are often found in the location of exploitable resources (e.g., shellfish, lithic raw materials).

The presence of Native Americans in the Bronx for the Archaic through Contact periods has been documented, although some periods are more abundantly represented than others (Boesch 1996). At the time of European contact, Native American groups known as the Siwanoy occupied the northern coastline of Long Island Sound from Norwalk, Connecticut to the south Bronx. However, the Bronx River is theorized to be the dividing line between the Siwanoy and another Upper Delaware Munsee speaking cultural group, the Wiechquaesqueak (Grumet 1981:1, 59-60). The Contact Period aboriginal name for the Bronx River including the adjoining shoreline at its mouth was reportedly "Aquahong" which roughly translates as "high bank" in reference to the area's topography (McNamara 1991:289).

Grumet's map of Indian Trails indicates that a portion of a lengthy Native American path ran near the Project Site along the west side of the Bronx River (Grumet 1981:69). The trail essentially connected what is now Kingsbridge Heights to a site called "Quinnahung," on the East River at Hunts Point (Grumet 1981:69). The term reportedly translates roughly to a "long high place" (Ibid.). In addition, another historian claims that Westchester Avenue, immediately south of the Project Site, in part follows the route of an old Native American trail (Sack 1974:267).

A site file search conducted on NYCRIIS and in the files of the LPC indicated that three precontact sites have been recorded within a one-mile radius of the Project Site. Unfortunately, there is minimal information available for many of

these sites, and the mapped areas on NYCRIS are significantly larger than the actual sites once were. All the archaeological sites within one mile of the Project Site are summarized in Table 1, below.

Table 1: Precontact Archaeological Site File Search Results

Site # and Name	Distance from Project Site	Time Period	Site Name/Type
NYSM #2830/ 2831 Boesch 23	Mapped adjacent to Project Site (NYCRIS); Described in and adjacent to Project Site (Boesch 1996)	Probably Late Archaic through Late Woodland Periods	Shell midden and small camp site east of Bronx River at Westchester Ave. and Bronx River Ave.
Boesch 35	Ca. 0.5 miles south	Probably Late Woodland Period	Camp site and shell midden were located on raised ground within a tidal marshland (now filled) near what was formerly the intersection of Eastern Boulevard (now Bruckner Boulevard) and Edgewater Road
A00501.0028 Boesch 34 Quinnahung	Mapped ca. 1 mile south of Project Site (NYCRIS); Described 1.5 miles south of Project Site (Boesch 1996)	Probably Late Woodland Period	Camp, village, planting, burial grounds at Hunts Point Ave.

As reported on Table 1, three precontact sites were reported in or within a mile of the Project Site, specifically along the Bronx River or near smaller water sources. Possibly in the Project Site was a shell midden and small camp site with pit features reportedly located immediately east of the Bronx River near the intersection of Westchester Avenue and Bronx River Avenue (Boesch 23, Parker 1922: Plate 147). A stream, aboriginally referred to as “Sacrahong,” was said to have once run near the site, and it is possible that the precontact site extended to the Bronx River in the Project Site (McNamara 1991:474). About 0.5 miles south of the Project Site, archaeologist Bolton reported a precontact mound (possibly a shell midden) surrounded by marsh near what is now Bruckner Boulevard on the west side of the Bronx River (Boesch 35, Bolton 1922). Finally, what is now referred to as Site A00501.0028 (Boesch 34) was reported near Hunt’s Point Road at Randall Avenue, about 1.75 miles south of the Project Site, although NYCRIS mapped its buffer as encompassing the Project Site (Bolton 1922). The site is described as a camp, village, planting fields, and burial grounds on what is now Hunts Point.

Bolton reported several additional precontact sites on Hunts Point to the south, one near Drake Park, about two miles south of the Project Site (Boesch 33, Bolton 1922). In 1934, Bolton wrote that the site yielded shells, projectile points, and a chipped stone celt representative of the Late Woodland Period (Bolton 1934). There were also shell piles, probably middens, reported on the shore in the vicinity of the Hunt Mansion, also about two miles to the south of the Project Site (Boesch 37, Bolton 1934). A cave site (Boesch 40) was reportedly located a short distance east of the Hunts Point Burying Ground approximately three hundred yards north of the former location of the bridge crossing Hunt's Point Creek.

Precontact resources are often encountered within several feet of the historic land surface, but may be buried more deeply in riverine environments where seasonal flooding creates deeper alluvial soil matrices. In an urban environment, potentially sensitive strata are usually either impacted by historic development, or buried beneath fill prior to a site being developed. The current Project Site may have deep alluvial levels, but has also experienced extensive deep disturbance during the historical period, as described in the following section, suggesting that no precontact sensitivity remains.

C. HISTORICAL BACKGROUND AND POTENTIAL

In 1663 Edward Jessup, an English Quaker, and John Richardson purchased a tract of land along the west side of the Bronx River from nine Native Americans (Jenkins 1912:42). Richardson eventually acquired most of the land encompassing the Project Site. After Richardson’s death, the tract was later divided into twelve farms and became known as West Farms, referring to its location in relation to the larger town of Westchester to the east of the Bronx River.

In 1683 the County of Westchester was formed, extending from Putnam County to the north, south to the Harlem and East Rivers. What is now the Borough of the Bronx, including the Project Site, was included in this tract (Jenkins 1912:1). In 1788, Westchester County was further divided into townships. West Farms was formed west of the Bronx River, while Westchester lay east of the Bronx River. Although West Farms was a separate community (Burr 1839), it technically fell within the larger township of Westchester until 1846, when it split off and became the township of West Farms. The township of Westchester was formed from the lands east of the Bronx River. West Farms was annexed by New York City in 1874 and became part of the 24th Ward. In 1890, the Town of Westchester was annexed by the City and in 1898 the Borough of the Bronx was formed (McNamara 1989:511; Jenkins 1912:7).

The waterpower of the Bronx River was harvested early on when Jonas Bronk, who purchased land from the Native Americans in 1639, established mills near what is now West Farms (Jenkins 1912:389). Up through the mid-19th century, land along the Bronx River in the Project Site was depicted as swamp or marsh, so probably lacked adequate force to warrant the construction of mills nearby (Burr 1829, 1839, Figure 3). This also likely accounted for the pattern of early dwellings and industries being constructed on elevated land east and west of the river, far from the Project Site, which remained vacant through the late 1860s (Merry 1858, Beers 1868, Figures 4 and 5).

In 1866, the Harlem River and Port Chester branch railroad (HR&PC) was chartered with the goal of connecting New York City with Port Chester, New York, and by 1872, the railroad line had been constructed through the Project Site as part of the New York, New Haven, and Hartford Railroad's commuter line (NYNH&HRR). To accommodate the new rail line, low-lying marshlands on the banks of the Bronx River in the Project Site were filled, and nearby elevated knolls were razed to provide for a level grade. Two jackknife drawbridges were built across the Bronx River in the Project Site in 1868 to accommodate trains, with the branch line officially opening in 1873 (Beers 1872, Figure 6). Maps and atlases from the mid-1870s through 1890s show the bridges supported by two abutments; one in the channel of the river, and one on the northeast shoreline (Beers 1876-77, New York Department of Parks, Topographical Division 1873, Figure 7). A photograph of the Westchester Avenue drawbridge taken in 1884 showed the southernmost railroad bridge in the background; a low structure that spanned the Bronx River and adjacent marsh (Museum of the City of New York 1884, Figure 8). The bridges remained in operation until 1893 when they were replaced (The Railroad Gazette, 1893:677).

In the 1890s, the NYNH&HRR contracted with multiple companies for new bridges, including one to replace the at-grade bridge over the Bronx River. The new bridge, completed in 1893, was described as a "four track, half through, plate girder draw span to replace the present double track crossing at the Bronx River. It is 180 ft. long with a turntable 56 ft. in diameter and two openings 60 ft. wide in the clear. This contract was placed with Post & McCord and sublet by that firm to the Passaic Rolling Mill Co..." (The Railroad Gazette 1893:677). Several historic atlases depict the new swing bridge's massive turntable on the southwest side of the river (Bromley 1911¹, Figure 9).

In 1907, the swing bridge was removed and two temporary jackknife drawbridges were put in place (Railway Age Gazette 1907:516). The drawbridges were replaced by 1909 with the extant bascule bridge, which was then three spans and six tracks wide. The bridge was installed in conjunction with upgrades to the Harlem River Branch railroad. At the time, the rail line was completely rebuilt to carry six tracks, run on electricity, and allow for grade separations. Throughout its entire length, the line was reconstructed to conform to the main line standard of the New Haven. New 100-lb. steel rails with creosoted ties were installed, necessitating the installation of 22 inches of ballast beneath for support (Browne 1912:1229).

When the extant Bascule Bridge was constructed, both sides of the Bronx River were subjected to extensive subsurface disturbance. The third rail line (since removed) was located on the north side of the extant bridge, where the new span is proposed (Figure 10). Earlier bridge elements that had not already been removed (e.g., the turntable) were eliminated and the site was improved in order to make way for the new three-span bascule bridge (Figure 10). Concurrently, the banks of the Bronx River were straightened and reinforced with a concrete or wooden bulkhead that adhered to the 1891 United States War Department bulkhead and pierhead line (United States War Department 1892:860; Sanborn 1915, Figure 11). In the late 1920s, the Project Site appeared much as it did in 1915, with several rail related sheds on either

¹ Although the Bromley *Atlas* in 1911 depicted the presence of the swing bridge and turntable, both had been removed and replaced by 1909. The turntable is likely an "artifact" from an earlier printing.

side of the river, but none within the Project Site (Bromley 1927). At some point in the 20th century, the northernmost span of the bridge was removed.

Although there was a railroad bridge in the Project Site as early as 1868, the site has experienced extensive excavations and demolition episodes caused by the later installation and removal of three subsequent bridges; one built 1893, one in 1907, and the final in 1909. More recently, land on the northeast side of the bridge has also been disturbed by the construction of the Bronx River Greenway project (see Photographs 2 and 3, Photo Key on Figure 2). An archaeological assessment and subsurface texting just north of the bridge for that project found it to lack archaeological resources (HPI 2008:7). Furthermore, the south side of the river within the Project Site was disturbed by the installation and then removal of a large turntable that once served to move the ca.1893 drawbridges, but was later removed. Larger equipment from earlier bridges was undoubtedly removed when the site was improved and graded to accommodate the extant bridge, as shown on Figure 10. Therefore, no historical period archaeological deposits are anticipated in the Project Site.

D. PROPOSED PROJECT IMPACTS

The proposed installation of a third railroad bridge span across the Bronx River immediately north of the extant Bascule Bridge will be located where a bridge span was previously constructed in 1909, but was later removed. New construction would potentially include the excavation of new piers with drilled caissons and deep foundations, and well as potential new abutments.

Any evidence of prior precontact or historic use of this location has been extensively disturbed by modern construction. Although new piles will be driven to support the new bridge span, the site lacks archaeological potential. Therefore, there would be no potential impact to archaeological resources with construction.

III. CONCLUSIONS AND RECOMMENDATIONS

There is the potential that the Project Site may have once been occupied or utilized by Native Americans, given their documented presence in the immediate area. However, subsequent disturbance to the site has removed any archaeological sensitivity. No potential historical period archaeological resources were identified within the APE, beyond earlier (ca.1868 and onward) bridges, but their footings and/or abutments would have been disturbed by the deep excavations undertaken to create the existing bridge foundation and footings too. Therefore, the proposed construction of a new bridge span to the north of the extant bridge over the Bronx River would have no impact on any potential archaeological deposits. No further research is recommended.

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1893 Bridge Building: New York, New Haven & Hartford. *The Railroad Gazette.* Twnty-Fifth Quarto Volume:677. September 8, 1893.

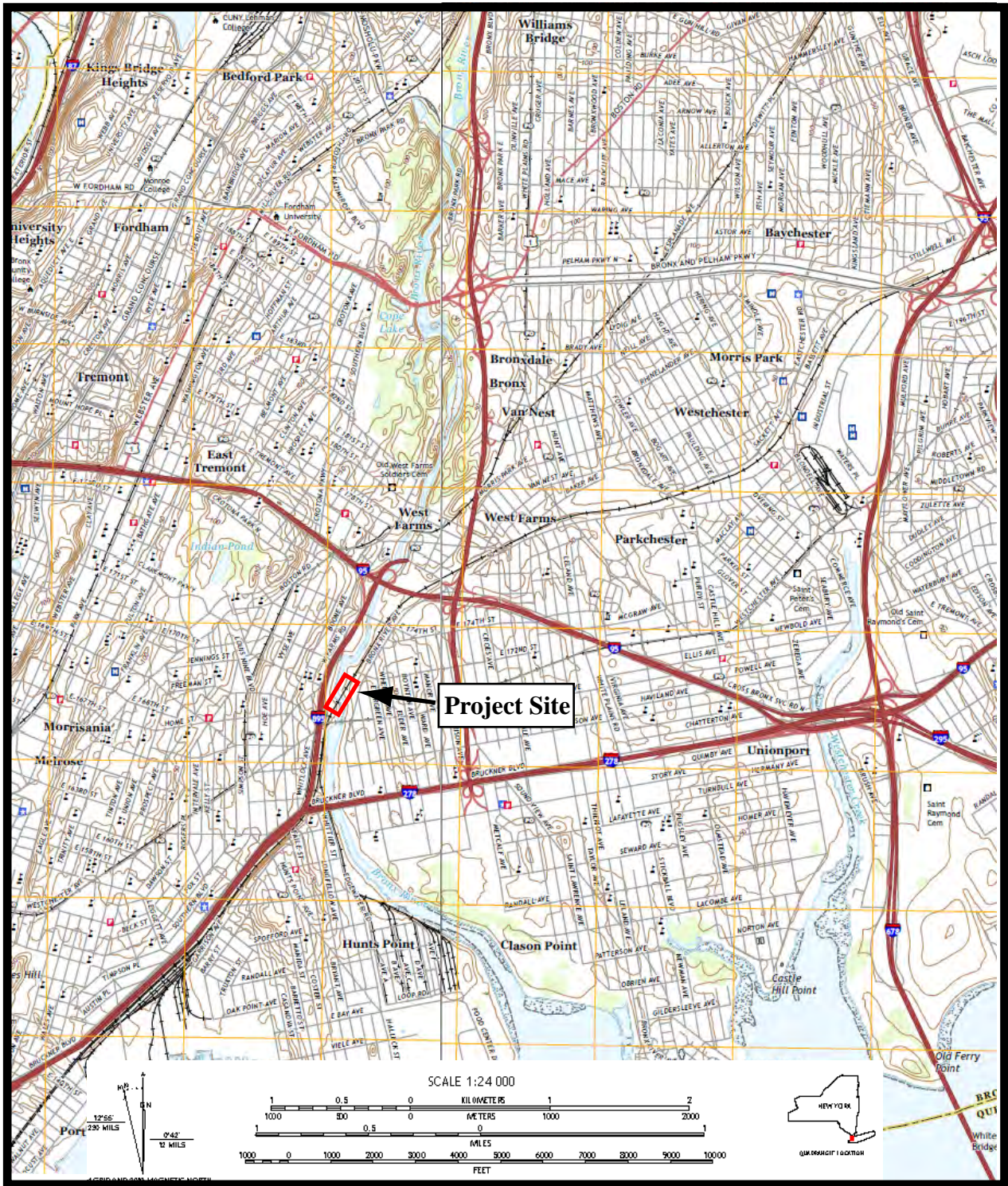
USGS

2019a *Central Park, N.Y.-N.J. Quadrangle.* United States Geological Survey, 7.5 Minute Series.

2019b *Flushing, N.Y. Quadrangle.* United States Geological Survey, 7.5 Minute Series.

United States War Department

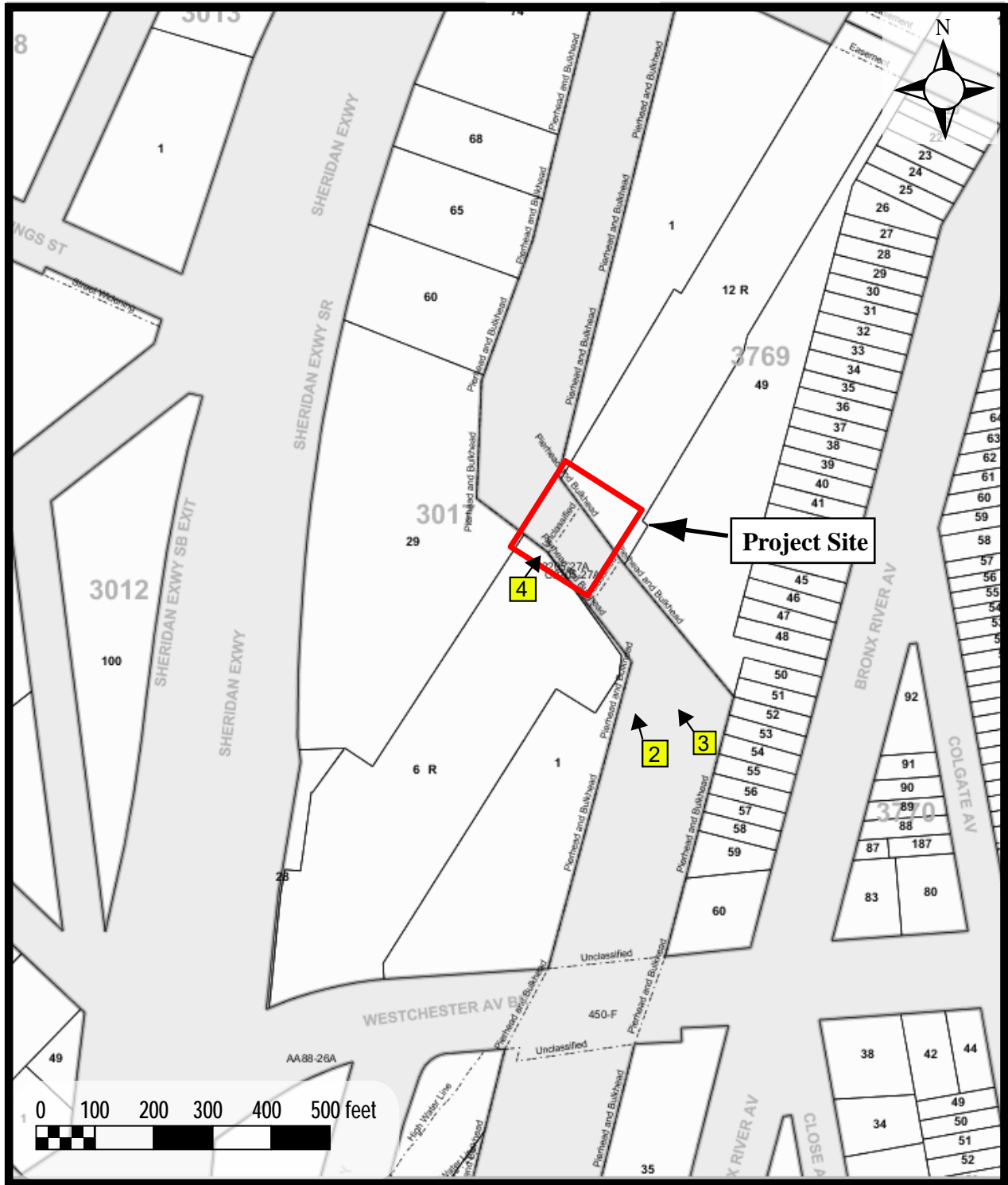
1892 *Annual Report of the Chief of Engineers, United States Army, to the Secretary of War for the Year 1892.* Washington, D.C.



**Phase IA Archaeological Documentary Study
 MTA Metro-North, Penn Station Access
 New Bridge Over Bronx River
 Bronx County, New York**



Figure 1: Project Site on *Flushing, N.Y. and Central Park, N.Y.-N.J 7.5 Minute Quadrangles* (USGS 2019).



**Phase IA Archaeological Documentary Study
 MTA Metro-North, Penn Station Access
 New Bridge Over Bronx River
 Bronx County, New York**

2 - Photo # and Direction

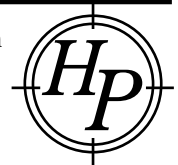


Figure 2: Project Site and Photo Key on *Digital Tax Map* (City of New York, Department of Finance, 2020).



Phase IA Archaeological Documentary Study
MTA Metro-North, Penn Station Access
New Bridge Over Bronx River
Bronx County, New York

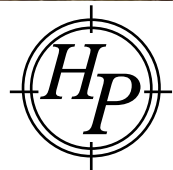


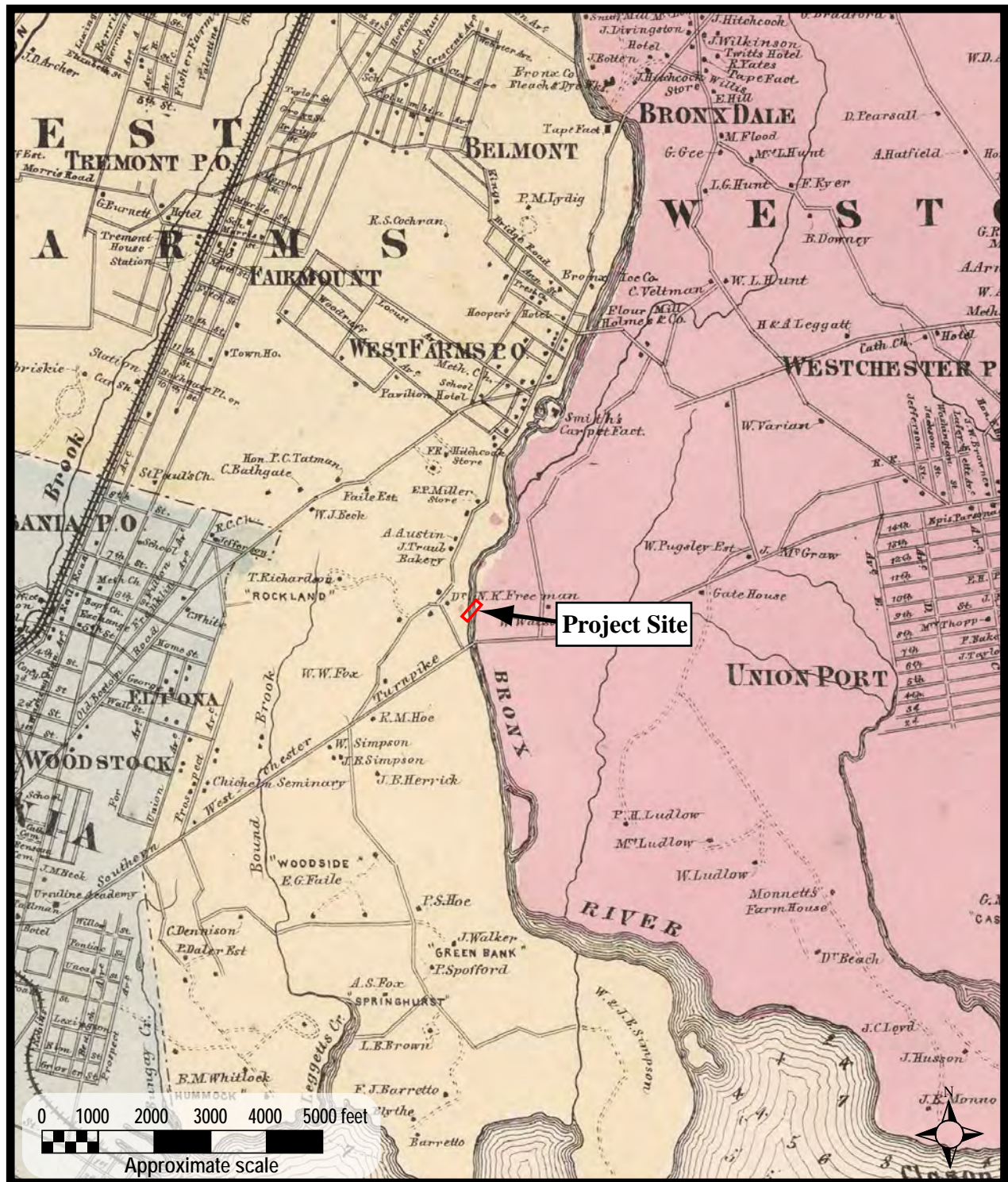
Figure 3: Project Site on Map of the County of Westchester (Burr, 1839).



Phase IA Archaeological Documentary Study
 MTA Metro-North, Penn Station Access
 New Bridge Over Bronx River
 Bronx County, New York



Figure 4: Project Site on Map of Westchester County, New York : from actual surveys (Merry, 1858).



**Phase IA Archaeological Documentary Study
 MTA Metro-North, Penn Station Access
 New Bridge Over Bronx River
 Bronx County, New York**

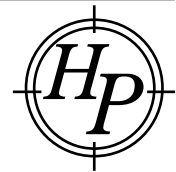


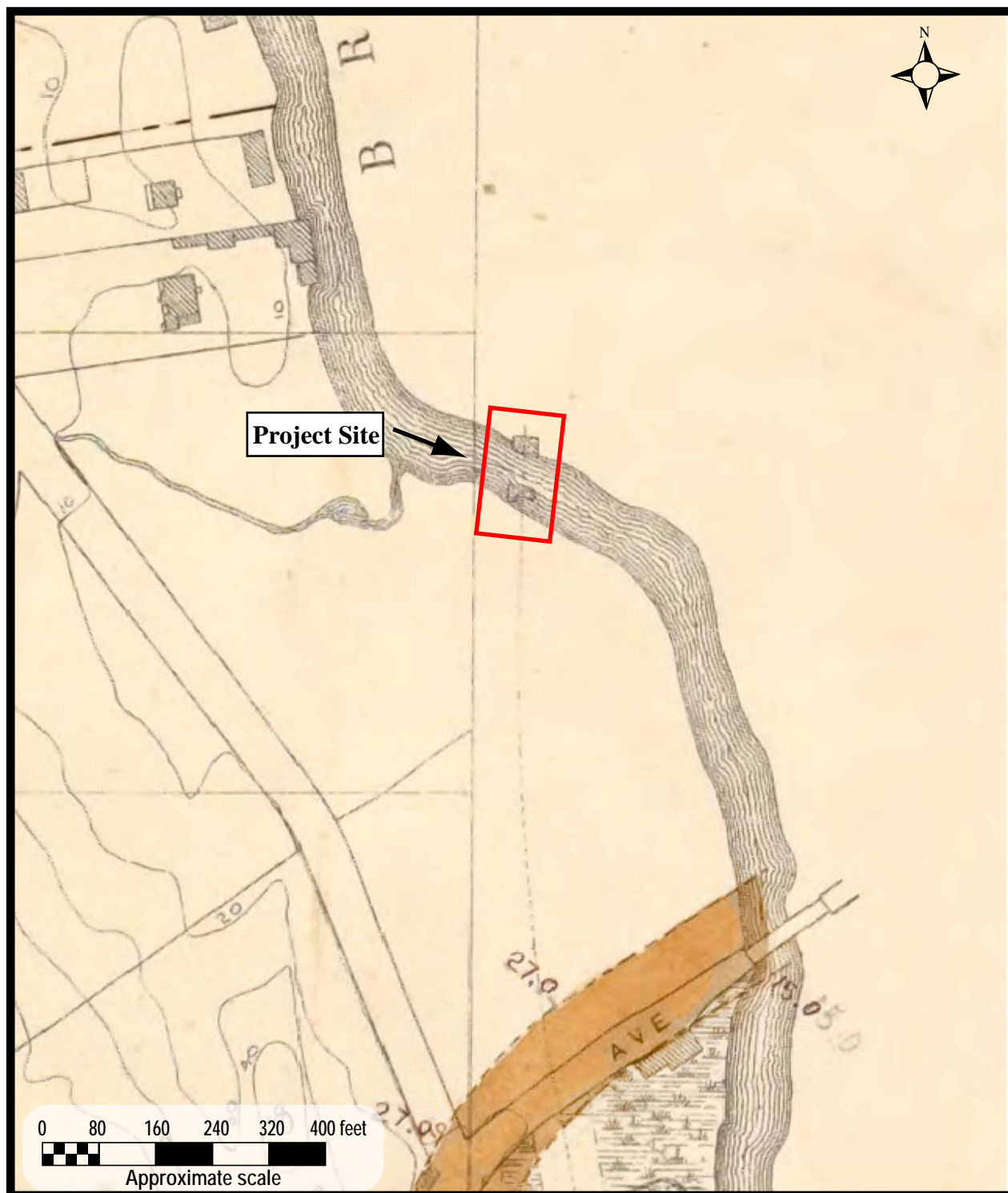
Figure 5: Project Site on *Atlas of Westchester County: West Farms and Morrisania* (Beers, 1868).



**Phase IA Archaeological Documentary Study
 MTA Metro-North, Penn Station Access
 New Bridge Over Bronx River
 Bronx County, New York**



Figure 6: Project Site on *Atlas of Westchester County: West Farms and Morrisania* (Beers, 1872).



**Phase IA Archaeological Documentary Study
MTA Metro-North, Penn Station Access
New Bridge Over Bronx River
Bronx County, New York**



Figure 7: Project Site on *Bronx, Topographical Map Sheet 9* (New York Department of Parks, Topographical Division, 1873).



Phase IA Archaeological Documentary Study
MTA Metro-North, Penn Station Access
New Bridge Over Bronx River
Bronx County, New York

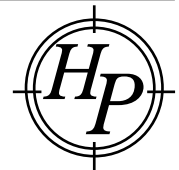
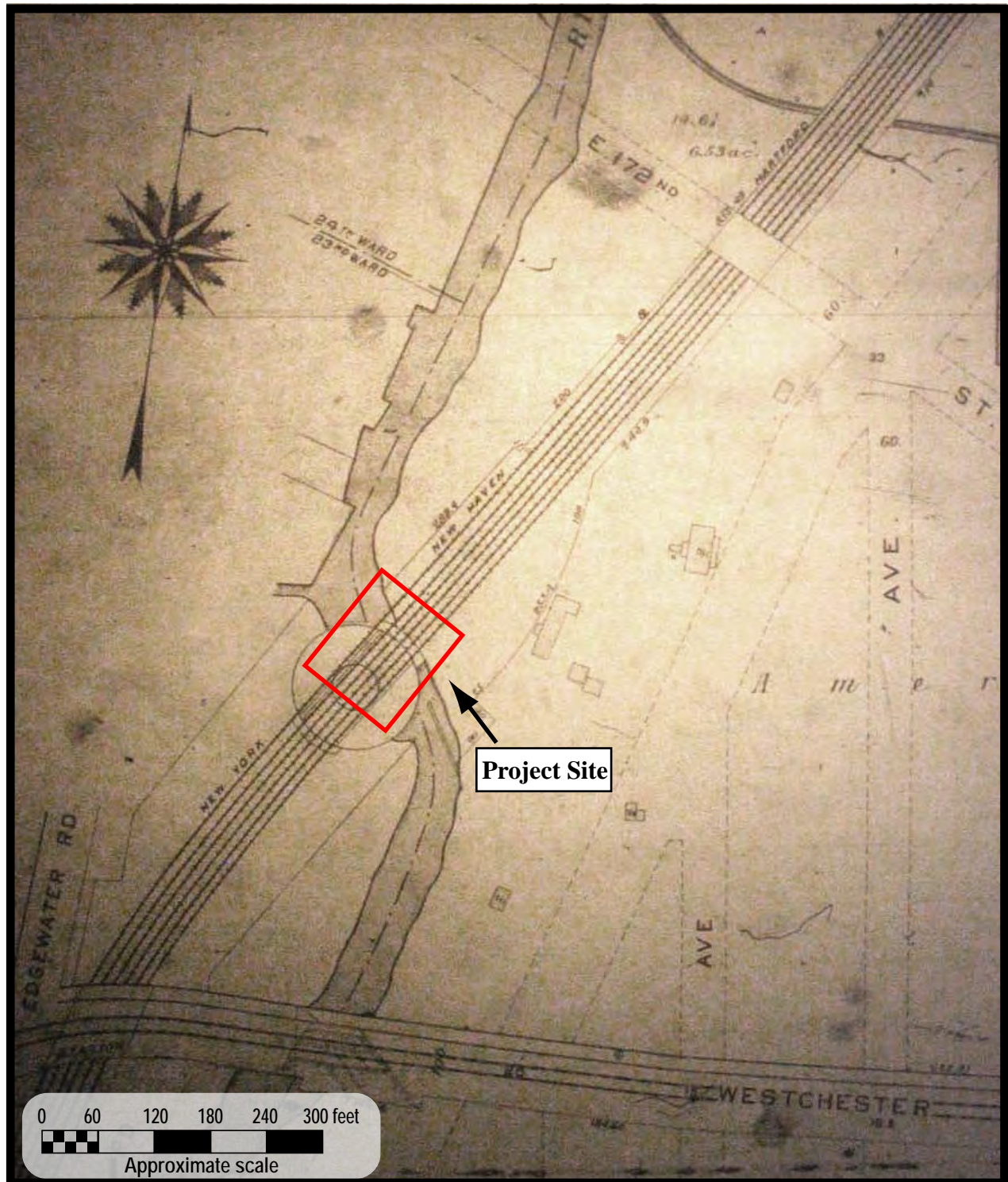


Figure 8: Photograph of *Drawbridge Over the Bronx River at Westchester Av. 1884* with NYNH&HRR bridge in background (Museum of the City of New York X2010.11.14277).



**Phase IA Archaeological Documentary Study
MTA Metro-North, Penn Station Access
New Bridge Over Bronx River
Bronx County, New York**

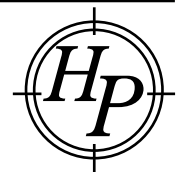


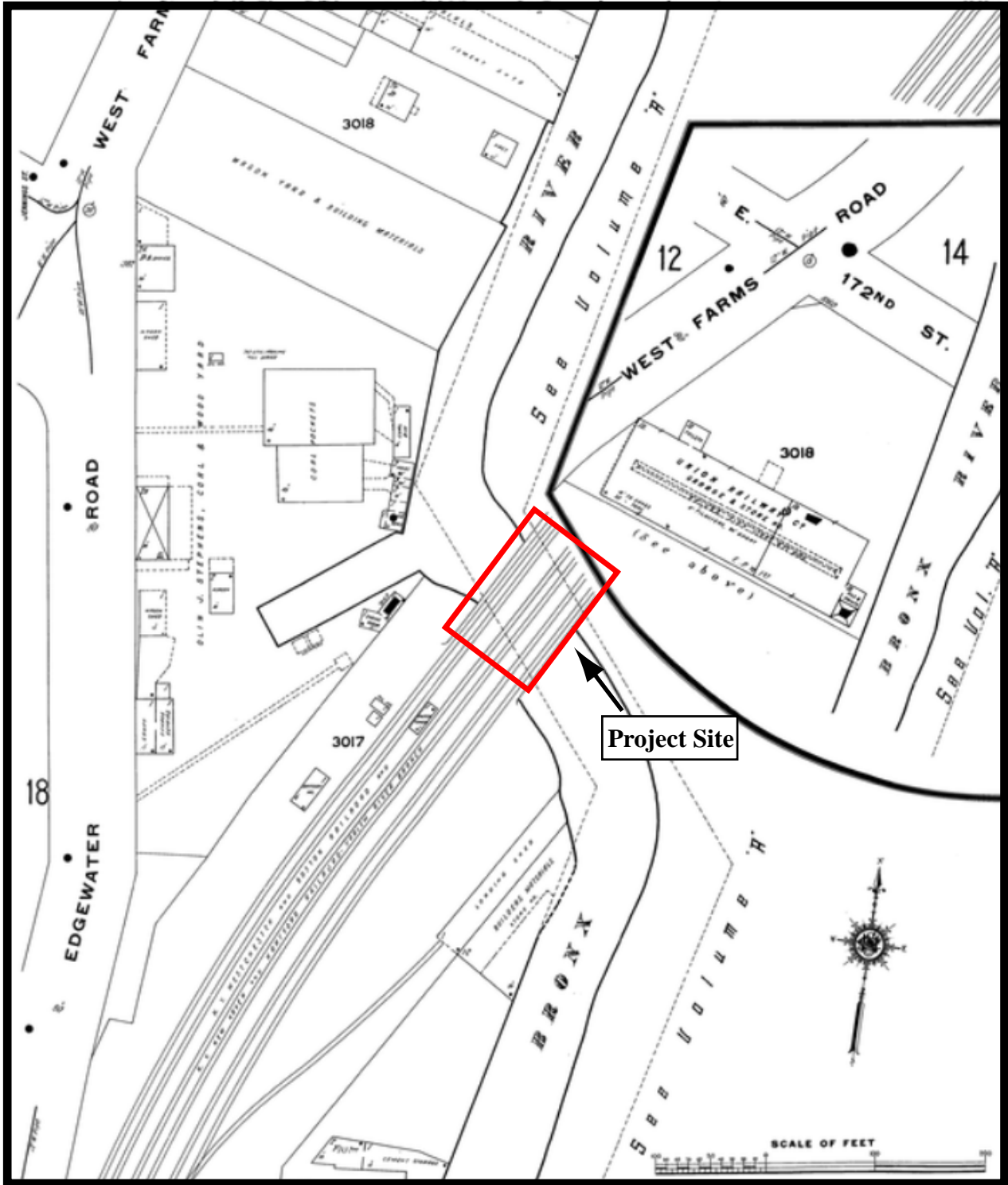
Figure 9: Project Site on *Atlas of the City of New York, borough of the Bronx*, from actual surveys and official plans (Bromley, 1911).



Phase IA Archaeological Documentary Study
MTA Metro-North, Penn Station Access
New Bridge Over Bronx River
Bronx County, New York



Figure 10: Bascule Bridge under construction, facing southeast from the northwest side of the bridge April 1, 1909 (Photograph Courtesy of the Bronx Historical Society).



Phase IA Archaeological Documentary Study
MTA Metro-North, Penn Station Access
New Bridge Over Bronx River
Bronx County, New York



Figure 11: Project Site on *Insurance Maps of the City of New York: Borough of the Bronx* (Sanborn Map Company, 1915).



Photograph 1: Aerial photograph of extant Bridge #3.40, the extant Bascule Bridge, over the Bronx River. The third span was located to the northwest of the extant bridge. Note the concrete bulkhead along both the north and south sides of the river (Google 1/10/2020).



Photograph 2: Recent shoreline improvements on the southeast side of the bridge, facing northwest from above the Bronx River. Photograph taken by Geoff Hubbs, October 2019 (<https://bridgehunter.com/photos/45/86/458692-L.jpg>).



Photograph 3: Recent shoreline improvements on the southeast side of the bridge, facing northwest from above the Bronx River. Photograph taken by Geoff Hubbs, October 2019 (<https://bridgehunter.com/photos/45/89/458955-L.jpg>).



Photograph 4: Abutment beneath southwest end of bridge, facing northeast September 21, 2016 (Penn Station Access, Bridge Assessment, Bridge # 11.40 Bronx River). Note timber fender system at edge of abutment.

HISTORICAL
PERSPECTIVES INC.



**Phase IA Archaeological Assessment
New Rochelle Yard Expansion and Upgrades
Penn Station Access Project
New Rochelle, Westchester County,
New York
OPRHP No. 13PR03777**

**Phase IA Archaeological Assessment
New Rochelle Yard Expansion and Upgrades
Penn Station Access Project
New Rochelle, Westchester County, New York
OPRHP No. 13PR03777**

Prepared For:

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and

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Prepared By:

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Author:

Faline Schneiderman, M.A., R.P.A.

August 2020

MANAGEMENT SUMMARY

SHPO Project Review Number (if available): **OPRHP No. 13PR03777**

Involved State and Federal Agencies: **MTA Metro-North, AMTRAK**

Phase of Survey: **Phase IA Archaeological Assessment**

Location Information

Location: **Rail tracks and adjacent land, North Avenue to just north of Petersville Road**

Minor Civil Division: **11942, New Rochelle**

County: **Westchester**

Survey Area

Length: **ca. .85 mile**

Width: **ca. 80-120 feet**

Number of Acres Surveyed: **ca. 8.4**

USGS 7.5 Minute Quadrangle Map: **Mount Vernon**

Archaeological Survey Overview

Number & Interval of Shovel Tests: **N/A**

Number & Size of Units: **N/A**

Width of Plowed Strips: **N/A**

Surface Survey Transect Interval: **N/A, urban area with paved surfaces and active rail yard**

Results of Archaeological Survey

Number & name of precontact sites identified: **None**

Number & name of historic sites identified: **None**

Number & name of sites recommended for Phase II/Avoidance: **None**

Results of Architectural Survey (N/A)

Number of buildings/structures/cemeteries within project area:

Number of buildings/structures/cemeteries adjacent to project area:

Number of previously determined NRHP listed or eligible buildings/structures/cemeteries/districts:

Number of identified eligible buildings/structures/cemeteries/districts:

Report Author(s): **Faline Schneiderman, M.A. R.P.A., Historical Perspectives, Inc.**

Date of Report: **August 2020**

EXECUTIVE SUMMARY

Metro-North Railroad (Metro-North) is conducting an Environmental Assessment (EA), to improve access to and from Pennsylvania Station, New York (Penn Station), and to destinations on the West Side of Manhattan. The Penn Station Access (PSA) EA examines the environmental impacts of reasonable and feasible alternatives for improving access to Penn Station to/from the Metro-North service area, including the option of connecting Metro-North's New Haven Line services to Penn Station. Metro-North's New Haven Line currently terminate at Grand Central Terminal on the East Side of Manhattan. This assessment is being conducted in accordance with the National Environmental Policy Act (NEPA) of 1969, as amended, and in conformance with State Environmental Quality Regulations (SEQR).

As part of this EA, Historical Perspectives, Inc. has completed a separate Phase IA Archaeological Documentary Study for each of four potential new station sites and a new bridge span on the New Haven Line in the Bronx. This documentary study addresses the archaeological potential of the existing Metro-North rail yard and tracks on the New Haven Line at New Rochelle, Westchester County, New York. Proposed plans call for the existing railroad right-of-way (ROW) at New Rochelle to be upgraded with heavier grade rails. The New Rochelle Yard would provide for the mid-day storage and turning of passenger fleet train consists to accommodate Penn Station Access service. The existing yard is currently utilized for the storage of maintenance of way (MOW) equipment. The work would include constructing the required improvements to provide for storage of 48 train coaches and 1,600 feet of new track, constructing a new welfare facility building and two trailers to house personnel and equipment, and constructing four paved roadways in the yard, with retaining walls, to enable access to the train storage areas. An assessment of the Historic Architectural Resources has been prepared under separate cover.

This Phase IA report 1) identifies areas of potential archaeological sensitivity that may be impacted by the PSA project, 2) assesses project impacts, and 3) provides recommendations for further research, where necessary. Potential resources are identified within the Area of Potential Effect (APE), which is defined as the area which may experience subsurface impacts as a result of new bridge construction, utility installation, and similar actions associated with the project. To accomplish these goals, documentary sources were researched to determine possible precontact and historic era archaeological potential of the site. Evidence of prior disturbance was also established to determine site integrity and archaeological research potential.

The documentary study found that the New Rochelle Yard APE was extensively disturbed, both vertically and horizontally, when the New York, New Haven, and Hartford Railroad line was first regulated and opened in the late 1840s, and again when the tracks and yard were sunk below their natural grade or elevated on an artificial embankment in conjunction with extensive upgrades in the late 1880s. Further, a review of soil borings confirmed that there were no undisturbed, intact soil horizons buried in the APE. Therefore, no additional archaeological consideration is recommended.

TABLE OF CONTENTS

MANAGEMENT SUMMARYi

EXECUTIVE SUMMARY ii

I. INTRODUCTION 1

II. METHODOLOGY 1

III. SITE CONDITIONS 2

 A. Current Conditions 2

 B. Topography and Hydrology 2

 C. Geology 2

 D. Soils 2

 E. Soil Boring Review 2

 F. Archaeological Sites Within a One Mile Radius 3

IV. PROJECT SITE HISTORY 3

V. CONCLUSIONS AND RECOMMENDATIONS 5

 A. Precontact Archaeological Sensitivity 5

 B. Historic Period Archaeological Sensitivity 5

VI. REFERENCES 6

FIGURES

PHOTOGRAPHS

APPENDIX: Soil Borings

FIGURES

1. Area of Potential Effect on *Mount Vernon, New York 7.5 Minute Quadrangle* (USGS 2019).
2. Area of Potential Effect on modern map and photo key (VHB 2020 and HPI 2020).
3. Project Site on soil map (USDA 2020).
4. Area of Potential Effect on *Map of West Chester County from Actual Surveys...* (Sidney & Neff 1851).
5. Area of Potential Effect *Atlas of New York and Vicinity* (Beers 1868).
6. Area of Potential Effect on *County Atlas of Westchester, New York* (Beers 1872).
7. Area of Potential Effect on *Atlas of Westchester County, New York* (Bromley 1881).
8. New Rochelle Yard and tracks below surrounding elevation (Scientific American 1889).
9. Area of Potential Effect on *Atlas of Westchester County, New York* (Bien 1893).
10. Area of Potential Effect on *Atlas of Westchester County, New York* (Bromley 1910).
11. Area of Potential Effect on *Atlas of Westchester County, New York in Four Volumes* (Hopkins 1930).
12. Area of Potential Effect on *Mount Vernon, NY Quadrangle* (USGS 1947).
13. Aerial photograph with Area of Potential Effect and substation location (Westchester County Historical Society 1980).

PHOTOGRAPHS

(Locations and orientations shown on Figure 2)

1. Facing east from North Avenue Bridge over railroad tracks. (Google 2019)
2. Facing west to North Avenue Bridge from parking area southeast of tracks on Renewal Place. (Google 2019)
3. Facing northeast from parking area southeast of tracks on Renewal Place. (Google 2019)
4. Facing north from south side of tracks on Renewal Place. (Google 2019)
5. Facing northwest from Cedar Street to substation (left) and railroad bridge (right). (Google 2019)
6. Facing northwest from parking area north of River Street. (Google 2020).
7. Facing northwest from Lispenard Avenue. (Google 2019)
8. Facing southeast from Garden Street northwest of rail tracks. (Google 2020)
9. Facing southeast from Garden Street to railroad bridge over River Street. (Google 2020)
10. Facing northeast from intersection of I-95 off ramp and Garden Street to railroad. (Google 2019)
11. Facing southeast to rail tracks below grade on east side of Garden Street. (Google 2019)

I. INTRODUCTION

Metro-North Railroad (Metro-North) is conducting an Environmental Assessment (EA), to improve access to and from Pennsylvania Station, New York (Penn Station), and to destinations on the West Side of Manhattan. The Penn Station Access (PSA) EA examines the environmental impacts of reasonable and feasible alternatives for improving access to Penn Station to/from the Metro-North service area, including the option of connecting Metro-North's New Haven Line services to Penn Station. Metro-North's New Haven Line currently terminate at Grand Central Terminal on the East Side of Manhattan. This assessment is being conducted in accordance with the National Environmental Policy Act (NEPA) of 1969, as amended, and in conformance with State Environmental Quality Regulations (SEQR).

As part of the EA, Historical Perspectives, Inc. has completed a separate Phase IA Archaeological Documentary Study for each of four potential new station sites on the New Haven Line, and a new bridge span over the Bronx River in Bronx, New York. This documentary study addresses the archaeological potential of the existing Metro-North rail yard and tracks on the New Haven Line at New Rochelle, Westchester County, New York. Proposed plans call for the existing railroad right-of-way (ROW) at New Rochelle to be upgraded with heavier grade rails. The New Rochelle Yard would provide for the mid-day storage and turning of passenger fleet train consists to accommodate Penn Station Access service. The existing yard is currently utilized for the storage of maintenance of way (MOW) equipment. The work would include constructing the required improvements to provide for storage of 48 train coaches and 1,600 feet of new track, constructing a new welfare facility building and two trailers to house personnel and equipment, and constructing four paved roadways in the yard, with retaining walls, to enable access to the train storage areas. An assessment of the Historic Architectural Resources has been prepared under separate cover.

Historical Perspectives, Inc. (HPI) has undertaken a Phase IA Archaeological Assessment of the New Rochelle Yard site in order to: 1) identify any potential archaeological resources that might have been present on the site, 2) examine the construction history of the study site in order to estimate the probability that any such potential resources might have survived and remain on the site undisturbed, 3) assesses project impacts, and 4) provide recommendations for further research, where necessary. For this assessment, the archaeological Area of Potential Effect (APE) is the rail alignment and yard extending along the from the North Avenue bridge, north to a point just north of Lispenard Avenue (Figure 2).

This Phase IA Archaeological Assessment was prepared to satisfy the requirements of New York SEQR, and Section 106 of the National Historic Preservation Act, and complies with the standards of the State Historic Preservation Office (SHPO) within the New York State Office of Parks, Recreation, and Historic Preservation (OPRHP) (New York Archaeological Council 1994; OPRHP 2005).

II. METHODOLOGY

To establish a list of known archaeological resources within and near the Project Site, data concerning previously recorded sites were reviewed using information from CRIS, the Westchester County Historical Society, and the library of HPI. Further, documentary sources were researched to determine possible precontact and historic era archaeological potential of the APE. Evidence of prior disturbance was also reviewed to determine potential site integrity and archaeological research potential. Establishing prior impacts was essential toward determining whether additional research would be necessary.

The present study entailed review of various resources. Historic maps, atlases, and aerial photographs were reviewed using multiple online websites including the Westchester County Historical Society, the Westchester County Archives, the New York Public Library, HistoricAerials.com, Historicmapworks.com, and the USGS. These maps provided an overview of the topography and a chronology of land usage for the study site. Available online articles and publications regarding railroad construction and upgrades in the APE were also reviewed. Several primary and secondary sources concerning the general history of the area were also reviewed at various online sites. Existing conditions photographs taken during a 2020 site visit by Lynn Drobbin & Associates

for the architectural assessment were reviewed, as were site views available from Google maps (2019-2020) (see Photographs 1-11).

III. SITE CONDITIONS

A. Current Conditions

The project site is located within an urban section of downtown New Rochelle, and consists of the railroad right-of-way and a narrow sliver to the southwest of Cedar Street, historically known as New Rochelle Yard. While the original railroad tracks were placed at grade, and undoubtedly required a degree of filling where the APE crossed water courses or wetlands, and leveling hills to allow for gentle grades, in the 1880s the railroad track beds were modified substantially from their original elevation to eliminate grade crossings. This was accomplished by further cutting into hills and adding fill where necessary. Work resulted in sections of the tracks being lowered to allow cross roads to pass above them in the south portion of the APE, and the tracks being elevated on a man-made embankment in the north portion of the APE to allow them to pass through bridges above streets. These modifications required extensive earth moving both within and immediately adjacent to the project site. Only a small section at the center of the APE carries the tracks roughly at grade with surrounding terrain (Photographs 1-11).

B. Topography and Hydrology

The project site is located on a relatively level railroad right-of-way that was graded, filled, and regulated in the late 1840s and then modified heavily in the late 1880s. No pre-1840 detailed maps showing site conditions were identified. Nineteenth-century maps and atlases of New Rochelle that showed detailed topography and site conditions in the APE were created before the area was intensively developed, but after the railroad had already been laid out in the 1840s. Through the nineteenth century, the rail corridor traversed an upland section of downtown New Rochelle and undeveloped land to the northeast, with the nearest large bodies of water (Long Island Sound and its inlets) located approximately 0.5 mile to the south and east (USGS 1891). Through the late nineteenth century, the tracks were depicted as crossing several small streams, a wetland, and Crystal Lake, which before refrigeration was dammed and served as a fresh water source for the lucrative ice harvesting business. As the city of New Rochelle became more heavily developed, these watercourses - including the lake - were drained or piped below grade, ultimately disappearing from the landscape.

C. Geology

The project site lies in the Hudson Valley region, which is described in geological terms as lying in the New England Upland Physiographic Province, a northern extension of the Great Appalachian Valley (Schubert 1968:74). Metamorphic rocks of the Hudson Highlands form the mountains and hills of southeastern New York. Bedrock beneath Westchester County is part of the Manhattan Prong, a rolling lowland area composed of metamorphic rocks of Early Paleozoic age (Isachsen et al. 1991:46). These rocks include Lower Quartzite and Manhattan Schist beneath hills, and Inwood Marble, which is easily eroded, in the valleys. Much of the bedrock is covered by Atlantic Coastal Plain deposits.

D. Soils

All of the soil within the project site is classified as “Urban Land” (Figure 3). Urban land is described as areas in which 60 percent or more of the ground surface contains buildings or other man-made structures. Examples include parking lots, shopping centers, industrial parks, highways, and institutional sites (USDA 2020).

E. Soil Boring Review

A series of soil borings were completed by HNTB for the Penn Station Access project in January 2020. Relevant borings are included as an appendix to this report and are summarized herein.

Four soil borings were taken in the ROW between North Avenue and Cedar Street: Borings MP19.6-96, MP 19.6-97, MP 19.7-98, and MP 19.7-99 (Appendix). All borings were hand augured to a depth of no more than six feet below grade, with a three-inch split spoon continuous tube continuing to a depth of about 12-feet below grade. Borings continued to bedrock, with sampling at five-foot intervals. Investigations encountered track ballast to two feet below grade, then multiple levels of silt, gravel, and sand to a depth of approximately 20 to 25 feet below grade

where bedrock was encountered (Appendix). No buried organic levels or peat, potentially indicative of a buried precontact surface, were reported.

F. Archaeological Sites Within a One Mile Radius

Records on file through CRIS indicate that there are four precontact and one historic period archaeological sites within one mile of the project site. The majority of the precontact sites are located on the shoreline along the Long Island Sound, although one is located to the northwest. These sites are summarized in Table 1, below.

Table 1: Archaeological Sites on CRIS within a One Mile Radius of the APE

OPRHP Site #	Additional Site #	Distance from APE	Time Period	Site Type
	NYSM 5199	1 mile southeast	Contact	Village
	NYSM 5201	0.5 miles northwest	No information	No information
	NYSM 5202	0.1+ miles south	No information	Shell middens
	NYSM 7709	0.9 miles southeast	No information	No information
A11942.000009		0.3 miles southwest	Historic	Unknown

No precontact or historic archaeological sites have been identified within the APE, although the closest site, NYSM 5202, is amorphaously mapped extending from 0.15 miles to 0.7 miles to the south. While exact site location is not indicated, the characterization of shell middens suggests it is likely closer to the shoreline about 0.5 miles to the south of the APE.

IV. PROJECT SITE HISTORY

The project site falls within the large Thomas Pell holdings, which he purchased from “Indian Chief Wampage” on November 14, 1654. This acreage, which became Pelham Manor, included all of the lands east of the Hutchinson River to Mamaroneck, including City Island, Hunter’s Island, and the other islands bordering the shore and all of the town of New Rochelle. The Boston Post Road, running from lower Manhattan to Boston, was laid out in the 1670s through New Rochelle. This road still runs along Huguenot Street paralleling the project site to the southeast. In 1689, two-thirds of Pelham Manor was sold to Jacob Leisler for a settlement of French Huguenots, the religious group responsible for the founding of New Rochelle (Westchester 1986:13-14). The Huguenots purchased tracts of land, generally parallel narrow strips totaling 50-60 acres each, directly from Leisler after 1690; many farms stayed in the same family for multiple generations (Bolton 1905, Vol. I:689).

Due to the paucity of historic maps depicting downtown New Rochelle during the seventeenth and eighteenth centuries, little is known of the project site’s development or topography during this period. In about 1800, the Westchester Turnpike Road (present Main Street) opened just south of the APE, diverting much business from the Boston Post Road (Nichols 1938:48-49). Maps from 1829 and 1839 lack detail, but do show the turnpike and what is now North Avenue forming cross streets where development was generally focused (Burr 1829, 1839).

In the mid-nineteenth century, the first detailed maps were made of New Rochelle. In 1851, the New York and New Haven Railroad (NY&NHRR), completed in 1848, was mapped as a single-track line in the APE, northwest of the Boston Post Road (Huguenot Street). At that time a railroad depot stood on the south side of the APE at North Street (now Avenue), and most of the APE crossed solid ground (Sidney & Neff 1851, Figure 4). The exception to this was a small section at the north that crossed the man-made Crystal Lake, which had been created by damming a natural stream. Originally conveyed to John Jefferd, he obtained waterpower from the stream draining the lake to power two mills. The land was later sold to Jacob Leisler, who made improvements to the lake and constructed a larger pool to supply an overshot wheel at his mill. To accomplish this, Leisler rerouted the Boston Post Road, an action that led to his indictment in 1711 (Seacord and Hadaway 1938:6). The lake was owned by various people who continued to enact improvements that enlarged it. In the early 1850s, it was used as the source of ice for a very successful ice packing business that served Manhattan and Brooklyn (Ibid.). This was later abandoned.

The APE appeared largely unchanged when it was mapped in 1858, although a hotel was additionally present fronting onto North Street just south of the tracks (Dripps 1858). By 1867, numerous structures were built to the south and north of the APE, and the railroad depot had been relocated to the north side of the tracks at North Street

(Beers 1867, 1868, Figure 5). On the south side of the tracks at North Street were, in 1867 the J. Nalor Symour [sic] House, and in 1868 the A. Osborn Pavillion [sic] Hotel. The building, and possibly its back yard, may have been partially in the APE (Figure 5). Further to the north, the tracks were depicted as crossing a stream emanating from a wetland to the north of the current location of River Street, and a channeled brook ran beneath the tracks where Crystal Lake had been. The disappearance of Crystal Lake was the result of both a failure of the ice to meet purity standards, and a public health measure enacted in 1864 to drain the stagnant waters that had been blamed for multiple malaria outbreaks (Seacord and Hadaway 1938:6).

By issuance of the 1872 Beers atlas, the APE had a small structure labeled “R.R. Co.” in it to the south of Centre (now Cedar) Street, but it was otherwise unchanged (Beers 1872, Figure 6). Also in 1872, the NY&NHRH consolidated with the Hartford and New Haven Railroad, and became the New York, New Haven, and Hartford Railroad (NYNH&HRR). According to historian Scharf,

In 1873 the company leased the Harlem River and the Port Chester Railroad, between the Harlem and New Rochelle, and opened it for use. It runs from its depot at the Harlem River through the towns of Morrisania, Westchester, Pelham and New Rochelle, where it joins the New Haven road. It is sometimes denominated the Harlem River Branch of the New York New Haven, and Hartford Railroad... (Scharf 1886 Vol. I:480).

By 1881, improvements to the railroad through New Rochelle included the addition of more tracks and a rail yard to the southwest of Centre Street, including the construction of a small semi-circular engine house southeast of the APE (Bromley 1881, Figure 7). The railroad NYNH&HRR had acquired additional lands adjacent to the tracks that were later expanded into a much larger yard. There were no other visible changes to the APE.

In the late 1880s, the NYNH&HRR undertook an extensive track expansion and grade elimination project that changed the topography in the APE. New tracks were constructed at a lower elevation than the existing tracks so that what is now North Avenue could cross above them, and the alignment was widened to four-tracks in the process. An 1889 *Scientific American* illustrated article highlighted changes on the line. An account of work on the line from New Rochelle to New Haven described changes to the alignment and track work as follows:

The old line contained a number of steep grades and sudden turns. The new line effects an improvement in both these respects. The road is straightened out so as to reduce the curves and also shorten the distance run. The diagrams showing new and old routes near Harrison and Rye are given as examples of the class of work done as regards of line. The grades have been also much reduced. In places the level has been altered seven or eight feet. Grade crossings are also abolished. Where roads cross the track, iron bridges as a rule are used to carry trains above the wagon roads or to extend the roads across the track. Samples of the standard of road and railway bridges are shown in one of cuts [see Figure 8]. In some places masonry bridges already in have been utilized by being widened so as carry the four tracks. (*Scientific American* 3/2/1889)

An accompanying illustration of the New Rochelle Yard showed the main tracks, yard area, engine house, and ancillary structures at an elevation below surrounding grade, with North Street carried on a bridge above the tracks, and the hotel on North Street on ground elevated above the yard and tracks (*Scientific American* 3/2/1889, Figure 8). Since the hotel was not left in situ, the tracks and yard near North Street were clearly lowered. Another illustration in the same publication depicted how tracks were sunk at Melrose by cutting into hillsides, erecting retaining walls, and building new track beds adjacent to existing ones (Figure 8). By undertaking the project this way, the line could remain in operation throughout the long process.

Although the APE remained unchanged in 1893 and 1901, the hotel at North Street and the engine house in the rail yard were more clearly mapped as outside it (Bien 1893, Figure 9; Bromley 1901). Between 1908 and 1910, the NYNH&HRR line was again improved and increased to six tracks with new electrification, and North Street had been renamed North Avenue. Throughout its entire length, the line had originally been built to conform to the main line standard of the New Haven (Browne 1912:1229). The new rail consisted of 100-lb. sections with creosoted ties, necessitating the installation of 22 inches packed of ballast for support (Ibid.).

In 1910, the project site was mapped with one structure in it immediately southwest of Cedar Street; an unlabeled small square wood structure just north of the engine house in the rail yard (Bromley 1910, Figure 10), and in 1911 Sanborn labeled it as a one-story tool house (Sanborn 1911). No additional buildings were mapped in the APE through the early to mid-twentieth century, but by 1931, the building in the APE was labeled as a section, meaning it was used to store materials (Bromley 1910, Figure 10; Hopkins 1930, Figure 11; Sanborn 1931; USGS 1947, Figure 12). It had been razed by 1951 (Sanborn 1951). The greatest change to the area occurred in the 1950s in conjunction with the construction of I-95 northwest of and paralleling the rail line. Aerial photographs of the APE show changes to the landscape in conjunction with highway construction. In 1954, roads around the APE and crossing the railroad tracks appeared relatively unchanged from their configuration over the 50 years prior (historicaerials.com 1954). By 1966, I-95 and its cloverleaf entrance/egress at Exit 16 resulted in the realignment of both Cedar Street slightly to the north of its earlier route, and River Street much further to the south of its earlier route so that both roads could serve as highway access points. Also during this time, all structures in the New Rochelle Yard were razed, the tracks were removed, and the site was vacant (historicaerials.com 1966). A 1980 aerial photograph showed the rail yard commercially developed, and the extant substation at 2 Commerce Drive, at its northwest intersection with Cedar Street (Westchester County Historical Society 1980, Figure 13).

According to a Metro-North Railroad (MNR) report,

[the] substation at the site was originally constructed in the early 1900's and was replaced with oil-filled, outdoor class breakers in the 1990s. This current installation included four (4)-2 megawatt (MW) autotransformers. This electrical equipment was controlled from the control house, which is a masonry building located within the site. The replacement substation equipment was installed in a prefabricated enclosure which also houses the 38kV class metal-clad switchgear. The original 2MW autotransformers were replaced with four (4) 4MW units. The original substation equipment and control house was abandoned in place and will be removed under the proposed upgrade. (GFTRS 2020)

Most of the original land encompassing the New Rochelle Yard has been redeveloped with commercial structures and paved parking lots. Streets to the southeast of the APE have been extensively reconfigured to access these buildings.

V. CONCLUSIONS AND RECOMMENDATIONS

A. Precontact Archaeological Sensitivity

From what is known of precontact period settlement patterns in Westchester County, most habitation and processing sites are found in sheltered, elevated sites close to wetland features, major waterways, and with nearby sources of fresh water. Based on the criteria for the location of precontact sites in their natural state, the project site would had moderate sensitivity for precontact resources in areas along the margins of former fresh water sources at the northern end of the APE. However, the rail corridor has experienced extensive subsurface manipulation including cutting, grading, and filling. Further, the track ballast is at least two feet deep, and has caused additional disturbance to that depth. For this reasons, HPI assigns a low precontact sensitivity to the APE, and no further consideration is warranted.

B. Historic Period Archaeological Sensitivity

Historic maps and other archival records indicate that in 1849 onward, the APE was developed only with railroad tracks and portions of the former New Rochelle Yard south of the tracks between North Avenue and Cedar Street. From about 1910 through to sometime prior to 1951, a small wood structure stood in the rail yard and the APE southwest of Cedar Street roughly where a new welfare facility is proposed. The temporary one-story building was used first for tool storage, and then later was a section building for materials storage. It would not have had an archaeological footprint that would warrant further consideration. Therefore, HPI assigns a low historic sensitivity to the APE as well, and no further consideration is warranted.

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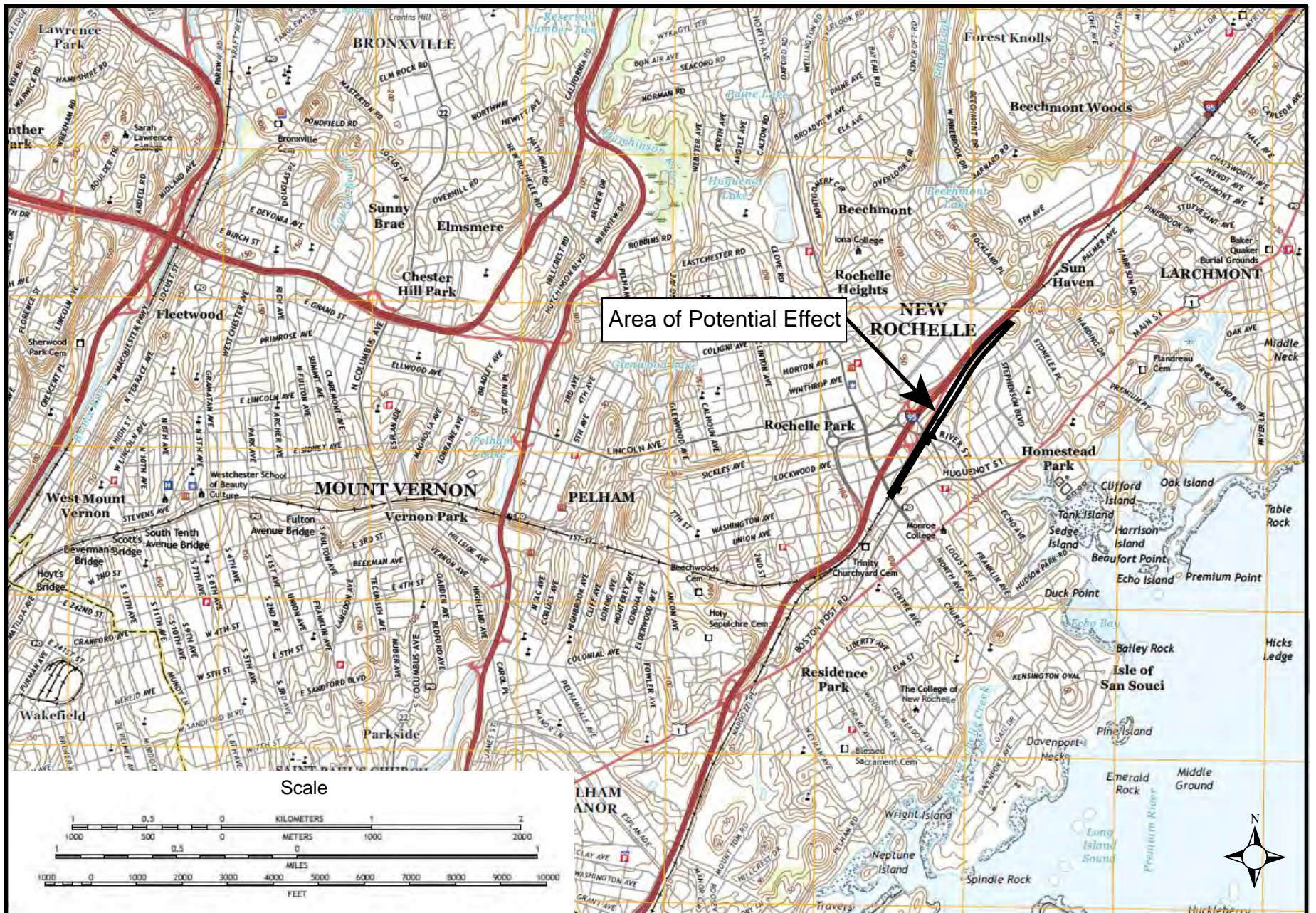
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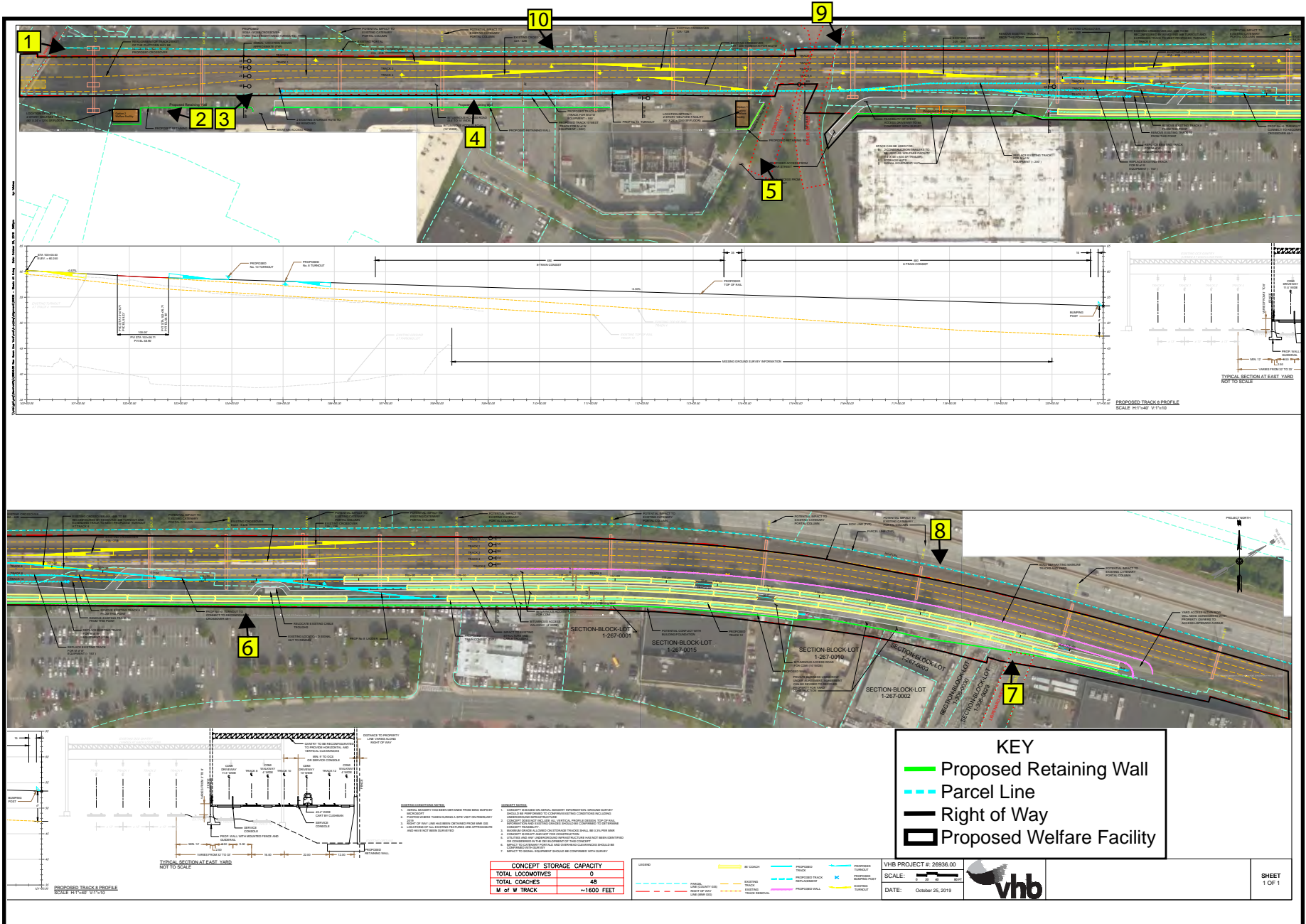
1980 *Image g17153.jpg.* Westchester County Historical Society.



New Rochelle Rail Yard Improvements Phase IA
 MTA Metro-North Penn Station Access
 New Rochelle, Westchester County, New York

Figure 1: Area of Potential Effect on *Mount Vernon, NY 7.5 Minute Quadrangle* (USGS 2019).



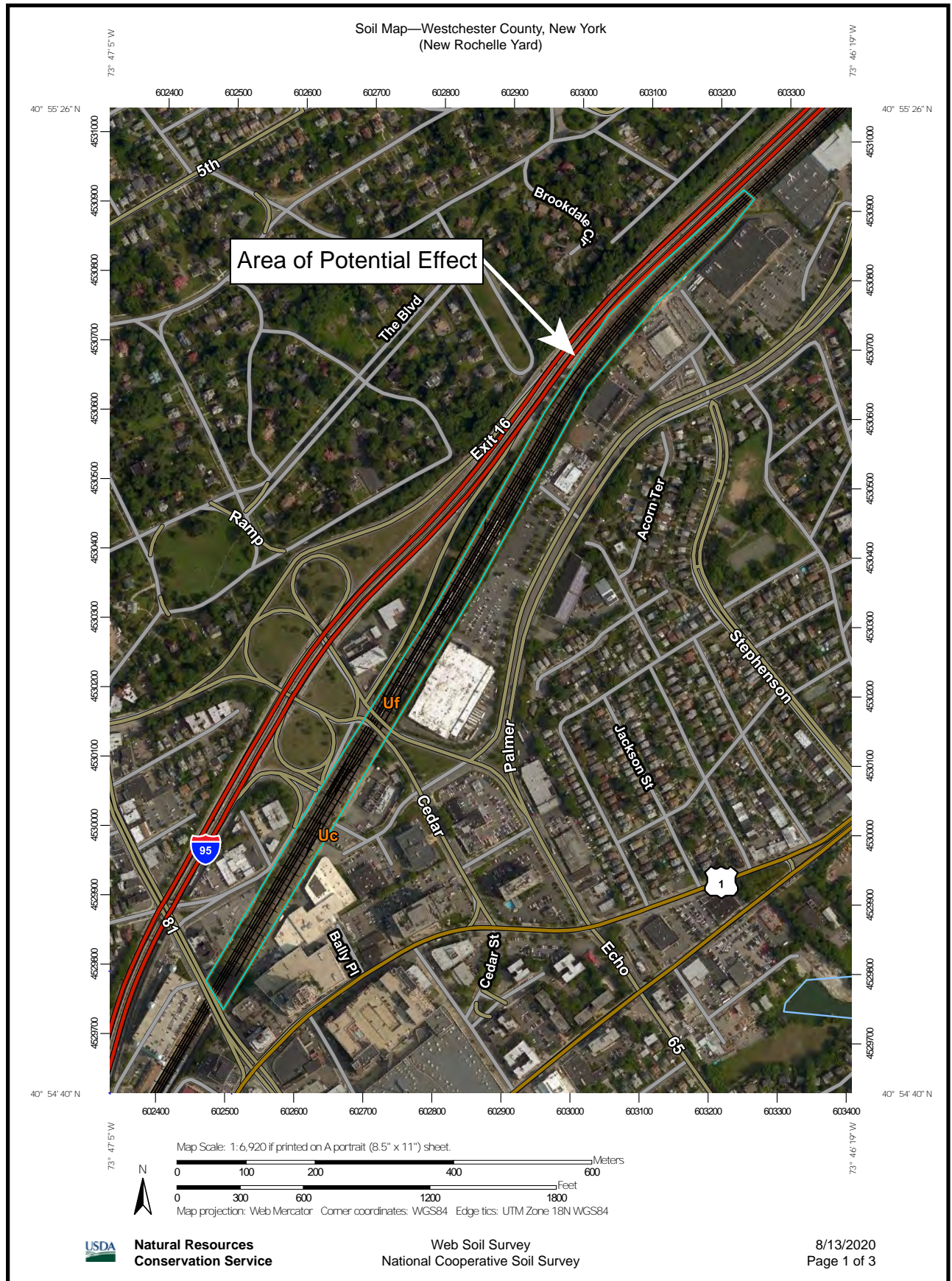


New Rochelle Rail Yard Improvements Phase IA
 MTA Metro-North Penn Station Access
 New Rochelle, Westchester County, New York

2 - Photo # and Direction



Figure 2: Area of Potential Effect on modern map and photo key (VHB 2020 and HPI 2020).



New Rochelle Rail Yard Improvements Phase IA
 MTA Metro-North Penn Station Access
 New Rochelle, Westchester County, New York



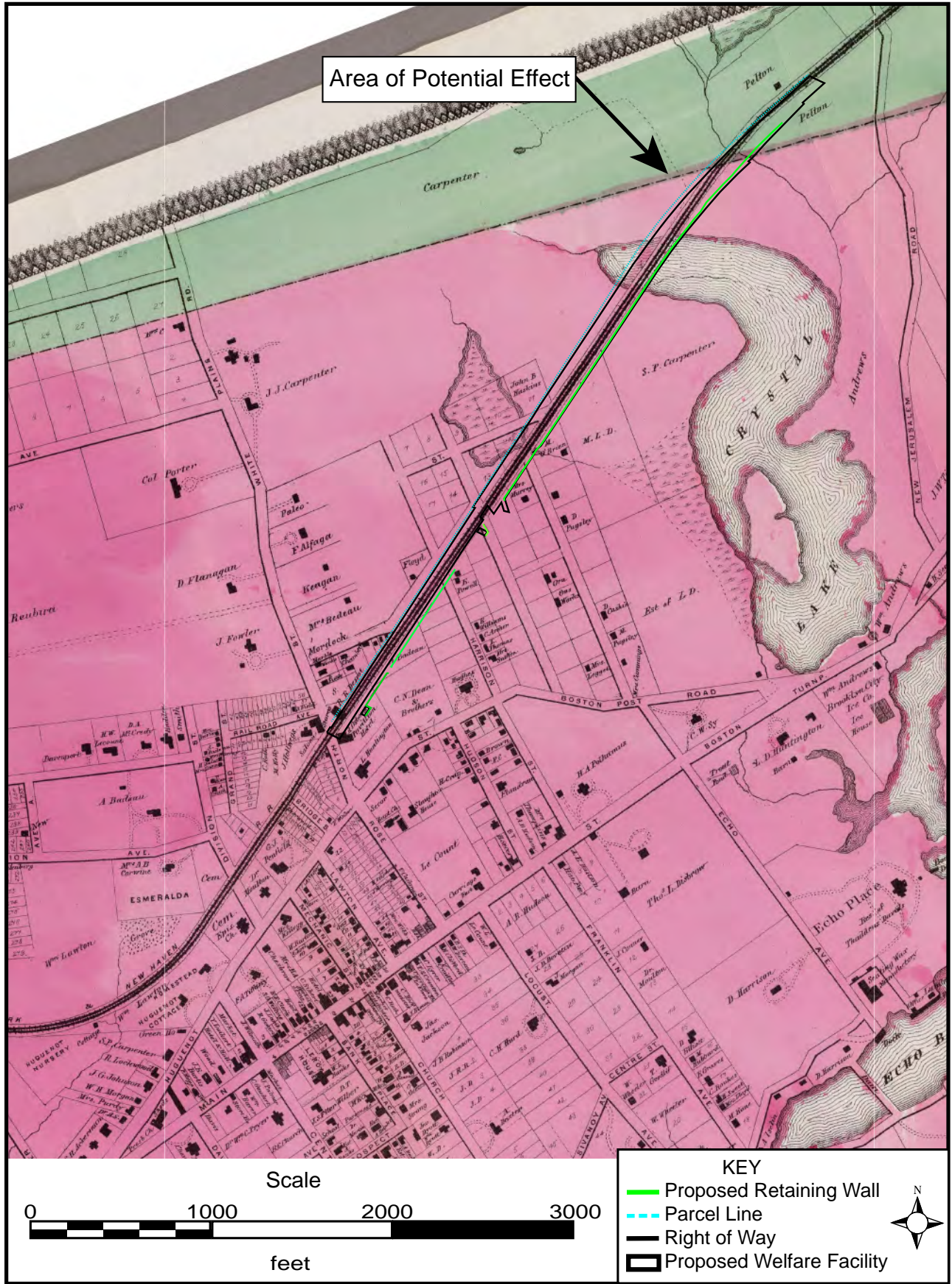
Figure 3: Project Site on soil map (USDA 2020).



New Rochelle Rail Yard Improvements Phase IA
 MTA Metro-North Penn Station Access
 New Rochelle, Westchester County, New York



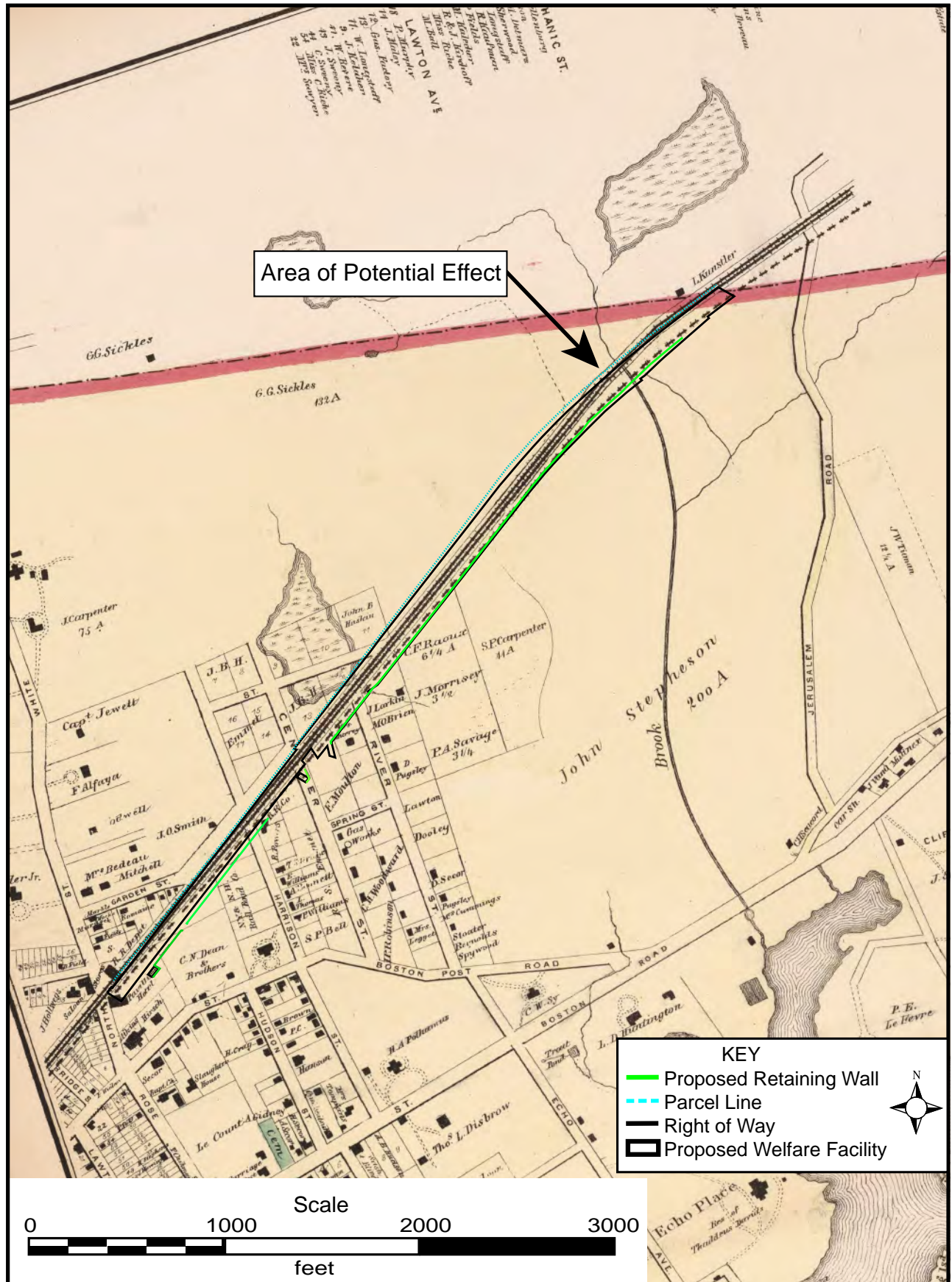
Figure 4: Area of Potential Effect on Map of West Chester County from Actual Surveys... (Sidney & Neff 1851).



New Rochelle Rail Yard Improvements Phase IA
 MTA Metro-North Penn Station Access
 New Rochelle, Westchester County, New York



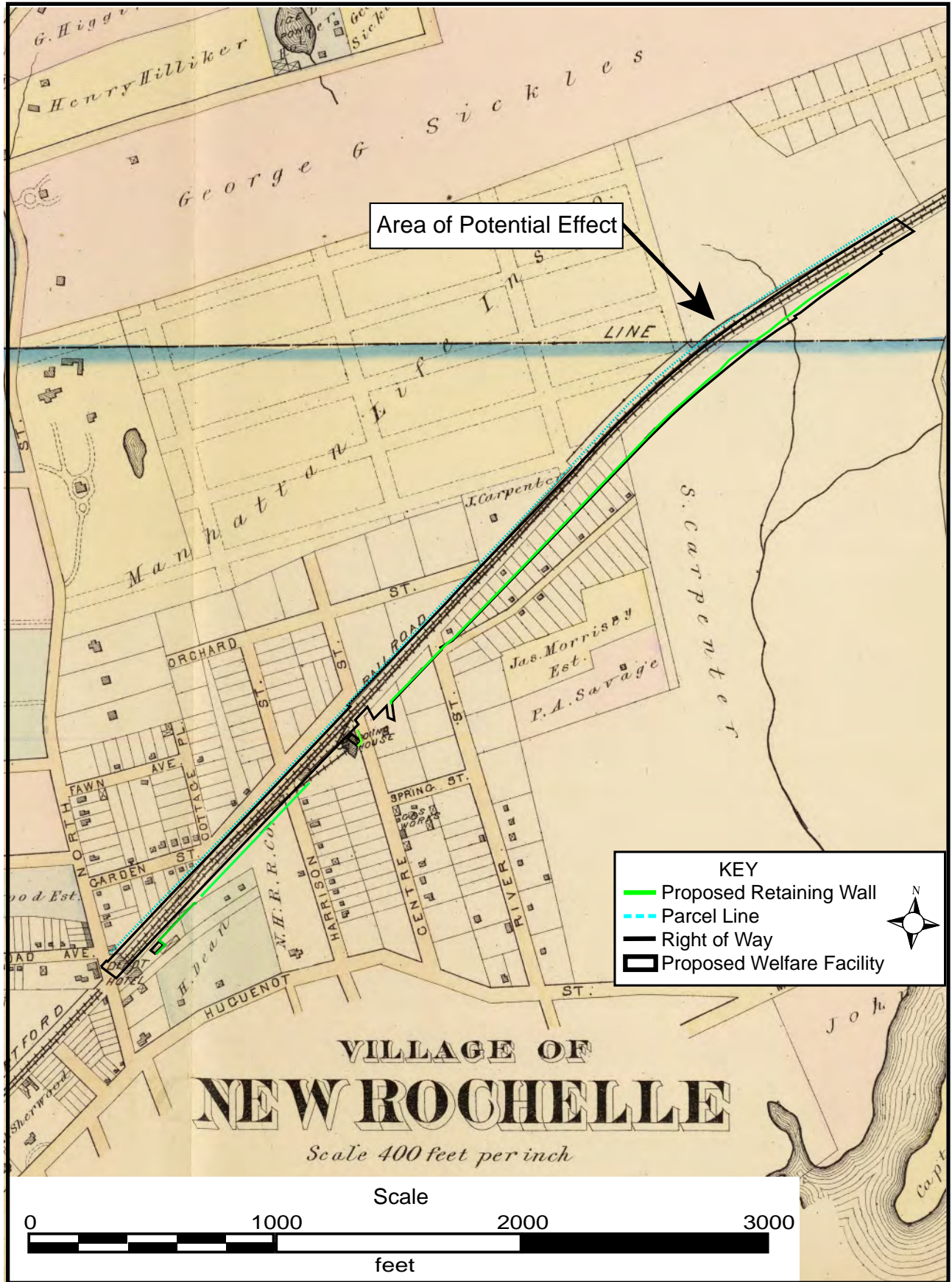
Figure 5: Area of Potential Effect on *Atlas of New York and Vicinity* (Beers 1868).



New Rochelle Rail Yard Improvements Phase IA
 MTA Metro-North Penn Station Access
 New Rochelle, Westchester County, New York



Figure 6: Area of Potential Effect on *County Atlas of Westchester, New York* (Beers 1872).



New Rochelle Rail Yard Improvements Phase IA
 MTA Metro-North Penn Station Access
 New Rochelle, Westchester County, New York



Figure 7: Area of Potential Effect on Atlas of Westchester County, New York (Bromley 1881).

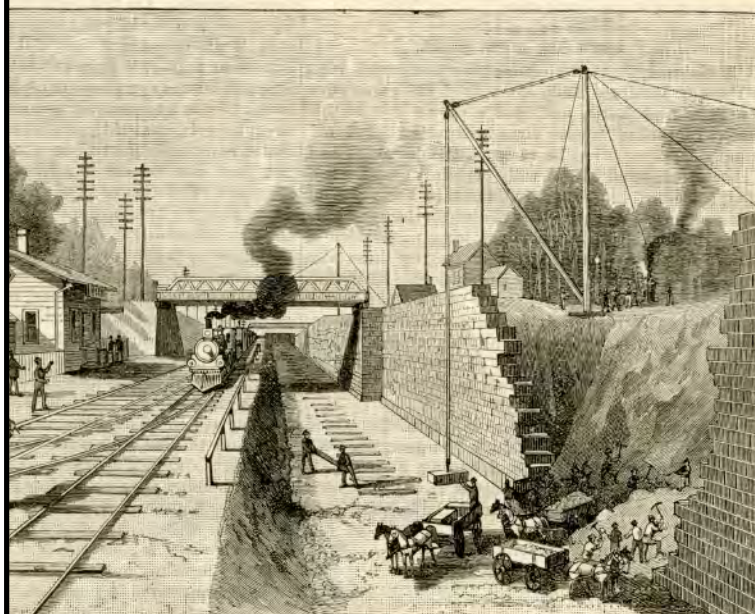


STATIONS AND NEW STATION AT LARCHMONT.

city really how imperfectly provided the city of New York is with railroad approaches. The passenger systems of the New York Central, of the Harlem, and of the New Haven roads all come together at Mott Haven. At this point the Harlem River is crossed by an iron drawbridge. The bridge provides only two tracks, one for outgoing and one for incoming trains. Over this bridge



PORTCHESTER—LOOKING WEST FROM STATION.

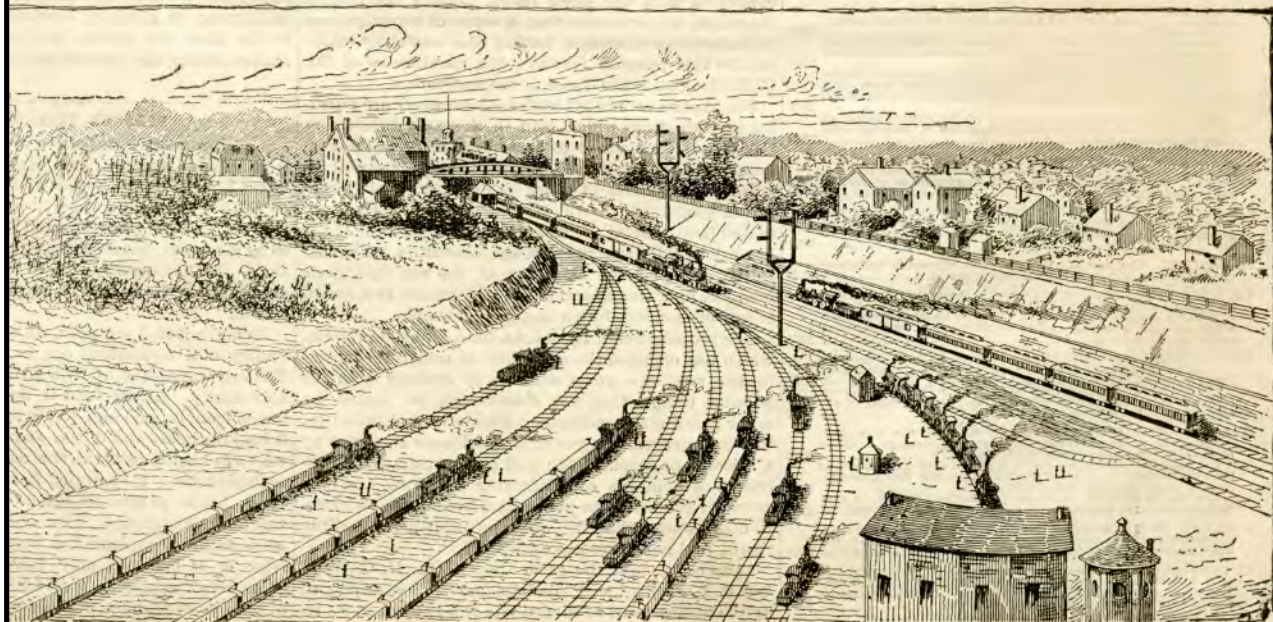


SINKING THE TRACKS AT MELROSE—LOOKING NORTH.

When the Harlem River ship canal shall have been completed, the case will be still worse, for the number of vessels going through the river will be greatly increased. It is not improbable that it will be necessary to construct a tunnel to supplant the bridge, and even were this done, it is far from certain that the depot facilities will be sufficient ten or twenty years hence.

The ideal railroad of the day has four tracks: two for through express and other rapid service, the other for freight and slower local trains. The New York, New Haven, and Hartford road, recognizing this fact, and having the insufficiency of the depot accommodations daily exhibited, have begun a series of operations designed to give them one of the model roads of America. At Mott Haven the first step has been taken in the purchase of a very large tract of land several acres in area for a freight yard. This is situated to the east of the line of Second Avenue, and the Second Avenue Elevated Railroad, curving to the east, runs through one corner. This territory abuts on the water, back of Randall's and Ward's Islands. A good depth of water exists along its very extensive pier line. This area is to be converted into a freight yard. The necessity for so large a space will be evident when it is known that as many as 1,500 freight cars have to be passed through the yard in a single day. Several docks with floats are provided for transshipping cars to the South or West. The floats are towed around the Battery to Jersey City or other points.

(Continued on page 134.)

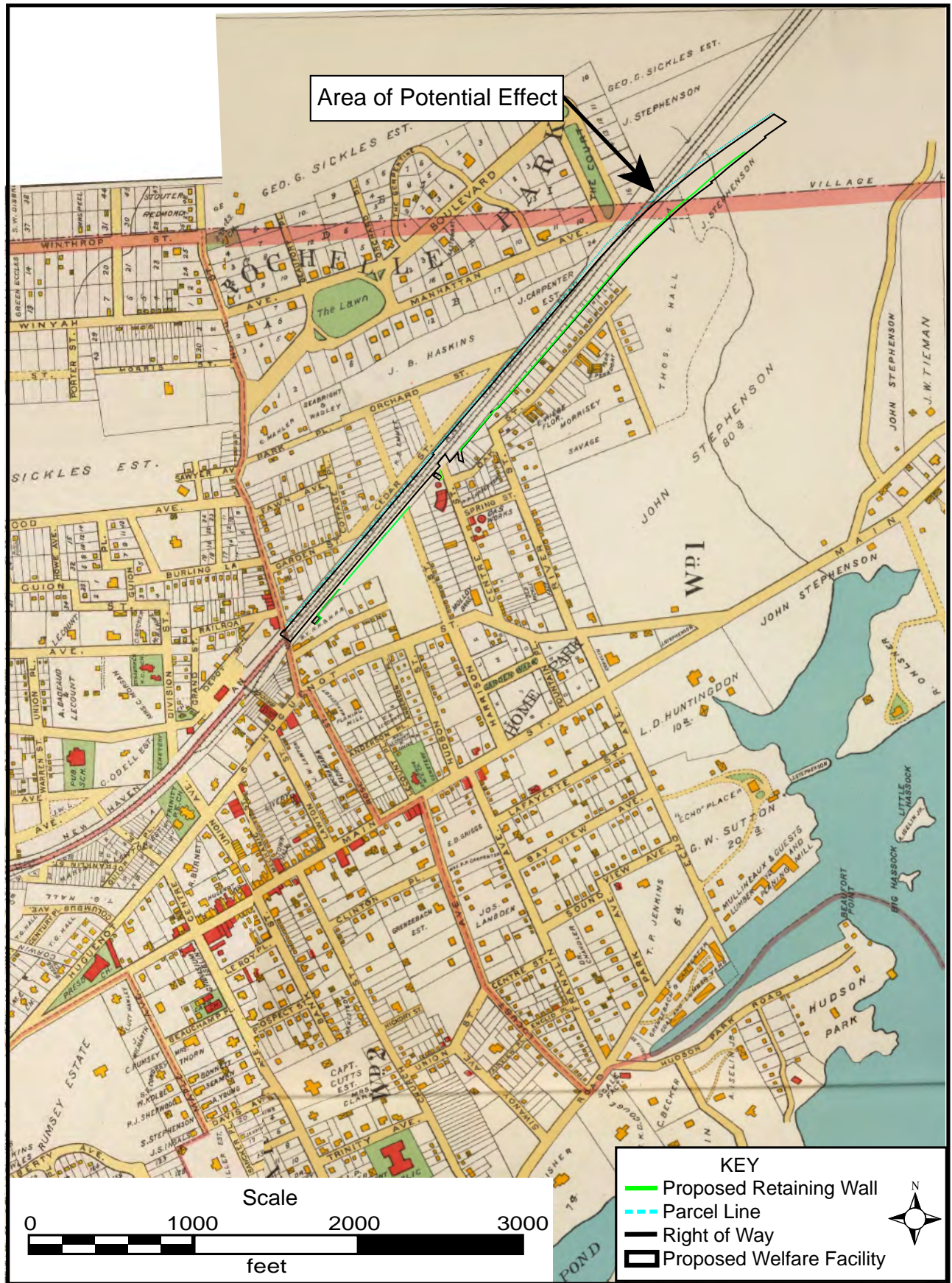


N. Y. & N. H. R.R. FREIGHT YARD AT NEW ROCHELLE—LOOKING WEST.

New Rochelle Rail Yard Improvements Phase IA
 MTA Metro-North Penn Station Access
 New Rochelle, Westchester County, New York



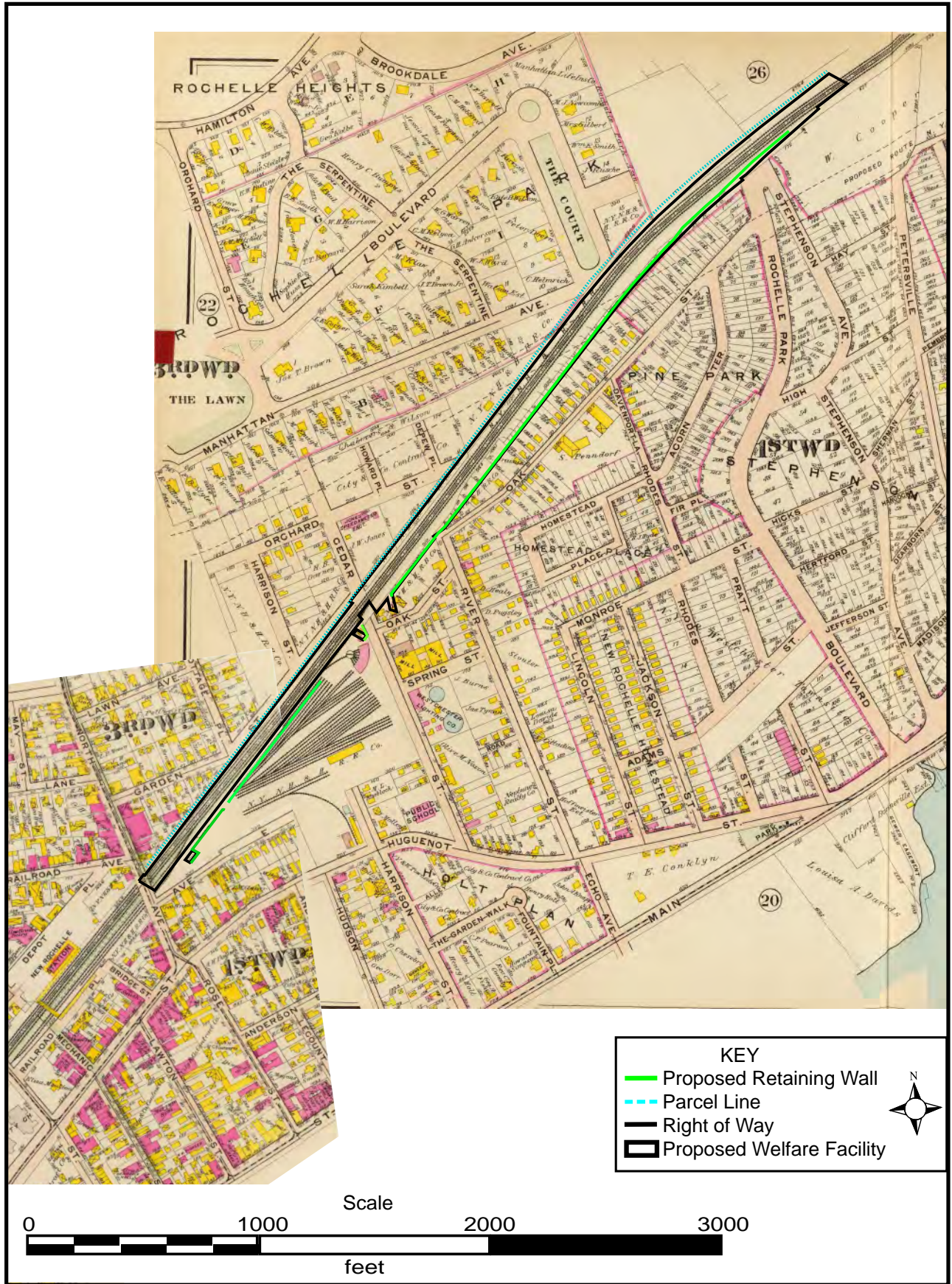
Figure 8: New Rochelle Yard and tracks below surrounding elevation (*Scientific American* 1889).



New Rochelle Rail Yard Improvements Phase IA
 MTA Metro-North Penn Station Access
 New Rochelle, Westchester County, New York



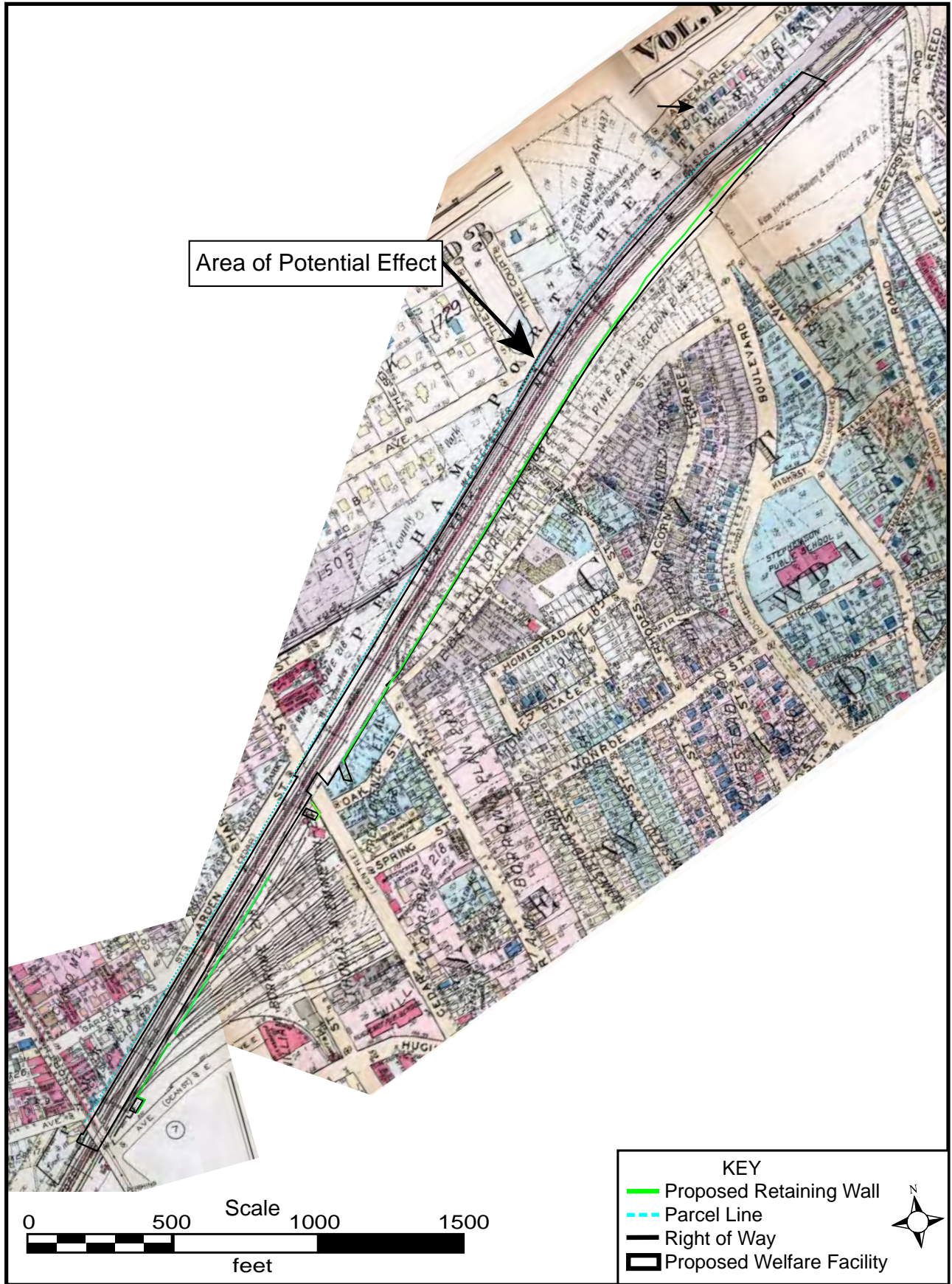
Figure 9: Area of Potential Effect on *Atlas of Westchester County, New York* (Bien 1893).



New Rochelle Rail Yard Improvements Phase IA
 MTA Metro-North Penn Station Access
 New Rochelle, Westchester County, New York



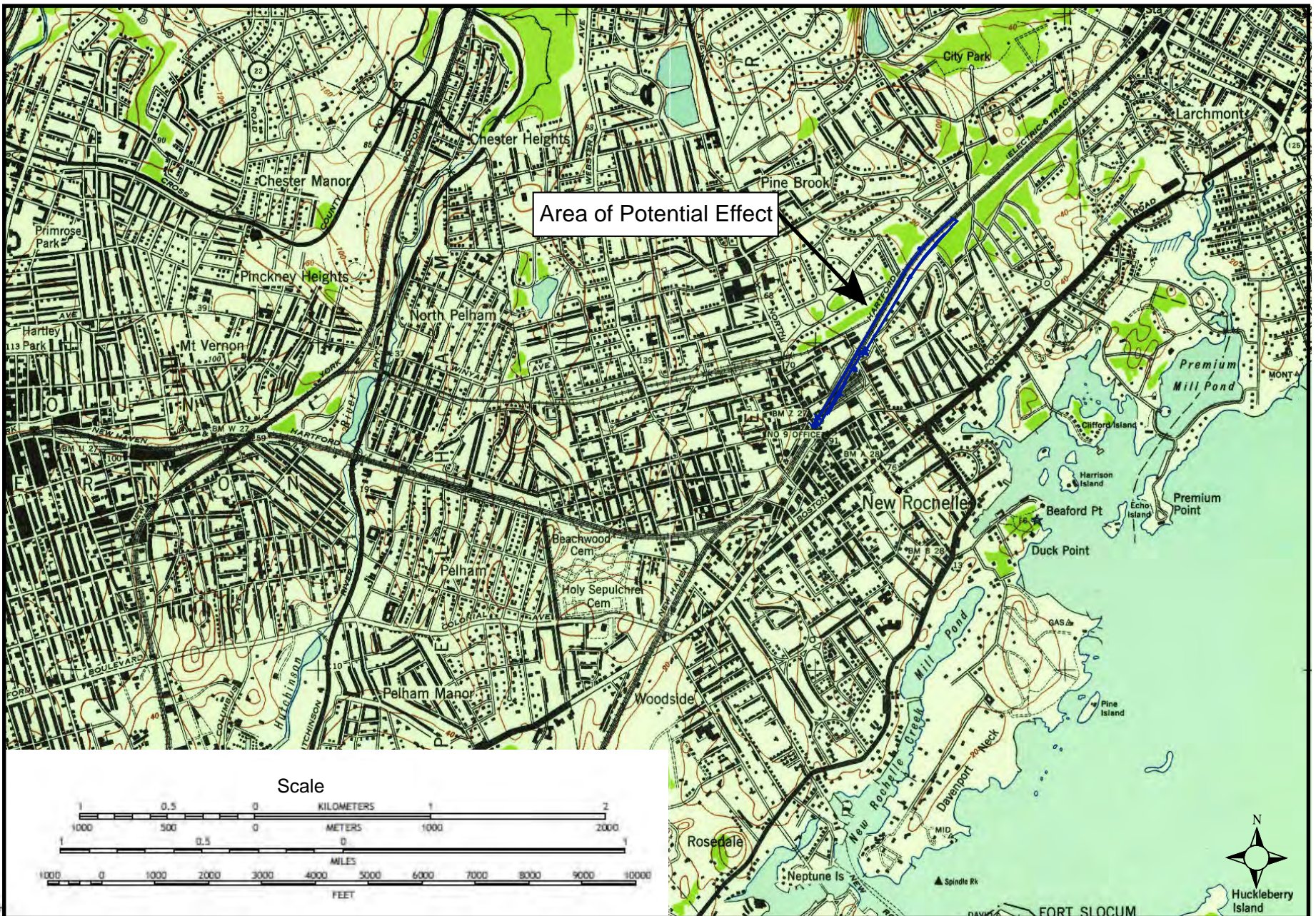
Figure 10: Area of Potential Effect on *Atlas of Westchester County, New York* (Bromley 1910).



New Rochelle Rail Yard Improvements Phase IA
 MTA Metro-North Penn Station Access
 New Rochelle, Westchester County, New York



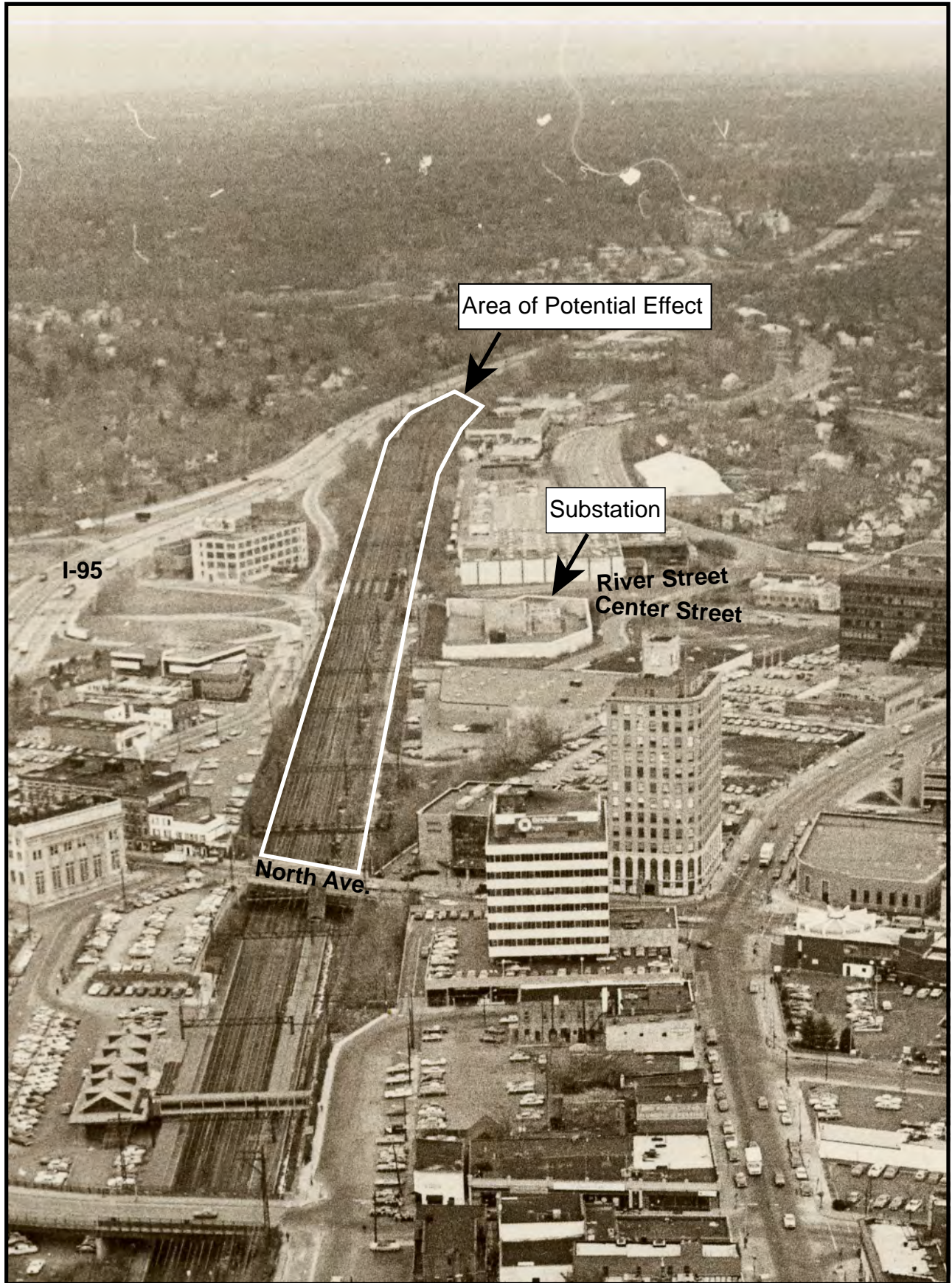
Figure 11: Area of Potential Effect on *Atlas of Westchester County, New York in Four Volumes* (Hopkins 1930).
 (Note: slight warp in original atlas scans caused APE to appear to extend south of North Avenue)



New Rochelle Rail Yard Improvements Phase IA
 MTA Metro-North Penn Station Access
 New Rochelle, Westchester County, New York



Figure 12: Area of Potential Effect on Mt. Vernon, NY Quadrangle (USGS 1947).



New Rochelle Rail Yard Improvements Phase IA
MTA Metro-North Penn Station Access
New Rochelle, Westchester County, New York



Figure 13: Aerial photograph with Area of Potential Effect and substation location (Westchester County Historical Society 1980).



Photograph 1: Facing east from North Avenue Bridge over railroad tracks. (Google 2019)



Photograph 2: Facing west to North Avenue Bridge from parking area southeast of tracks on Renewal Place. (Google 2019)



Photograph 3: Facing northeast from parking area southeast of tracks on Renewal Place. (Google 2019)



Photograph 4: Facing north from south side of tracks on Renewal Place. (Google 2019)



Photograph 5: Facing northwest from Cedar Street to substation (left) and railroad bridge (right). (Google 2019)



Photograph 6: Facing northwest from parking area north of River Street. (Google 2020).



Photograph 7: Facing northwest from Lispenard Avenue. (Google 2019)



Photograph 8: Facing southeast from Garden Street northwest of rail tracks. (Google 2020)



Photograph 9: Facing southeast from Garden Street to railroad bridge over River Street. (Google 2020)

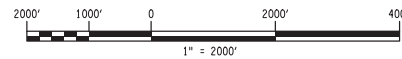


Photograph 10: Facing northeast from intersection of I-95 off ramp and Garden Street to railroad. (Google 2019)



Photograph 11: Facing southeast to rail tracks below grade on east side of Garden Street. (Google 2019)

APPENDIX: Soil Borings



REVISION	DESCRIPTION	DATE	APPROVED

REVISIONS

\$DESIGN\$FILE\$EXPANDED\$SPEC\$



CONTRACT CBX001
 DESIGN-BUILD SERVICES FOR METRO-NORTH RAILROAD
 PENN STATION ACCESS PROJECT
 AS-DRILLED BORING LOCATION PLAN
 PENN STATION ACCESS

CONCEPT DESIGN

NOT FOR CONSTRUCTION

DRAWN BY	J. Kurplak	DATE:	01/31/2020
DESIGNED BY	M. Winzel		2 OF 24
CHECKED BY			DRAWING NO. BLP-02
APPROVED BY			REVISION

AS-DRILLED BORING SCHEDULE (CONT'D)									
BORING	NORTHING	EASTING	APPROXIMATE ELEVATION (FT)	DRILLED SOIL DEPTH (FT)	ROCK CORE LENGTH (FT)	TOTAL BORING DEPTH (FT)	TEMP. G.W. OBS. WELL (FT)	BOREHOLE PERC. TEST DEPTH (FT)	DRAWING NO.
MP9.9-86					DELETED				BLP-10
MP9.9-87	235171	1012215	9.9	37	0	37	20	N/A	BLP-10
MP9.8-88					DELETED				BLP-10
MP9.8-89	234822	1011844	11.9	36	0	36	N/A	N/A	BLP-10
MP9.7-90	234367	1011368	15.4	50	0	50	N/A	N/A	BLP-10
MP9.6-91	234189	1011189	16.6	37	0	37	20	N/A	BLP-10
MP9.6-92	234022	1011001	17.7	57	0	57	N/A	N/A	BLP-10
MP9.5-93	233848	1010818	19.2	37	0	37	N/A	N/A	BLP-09
MP9.5-94	233670	1010633	20.8	62	0	62	N/A	N/A	BLP-09
MP9.4-95	233485	1010453	22.5	39	0	39	N/A	N/A	BLP-09
MP19.6-96	271979	1044370	67.6	20	10	30	27	N/A	BLP-24
MP19.6-97	272211	1044517	66.3	14	10	24	N/A	N/A	BLP-24
MP19.7-98	272558	1044720	64.9	25	5	30	N/A	N/A	BLP-24
MP19.7-99	272849	1044912	62.9	25	10	35	30	N/A	BLP-24
MP19.8-100					DELETED				BLP-24
MP19.8-101					DELETED				BLP-24

• PHASE 1 BORINGS ARE IN BOLD








NOTES:

- THE PURPOSE OF THIS SUBSURFACE INVESTIGATION PROGRAM IS TO FACILITATE 30% DESIGN-BUILD BRIDGING DOCUMENTS FOR THE PROPOSED IMPROVEMENTS. BORING LOCATIONS HAVE BEEN SELECTED TO IDENTIFY SUBSURFACE CONDITIONS AT THE PROPOSED IMPROVEMENTS AND ALONG THE PROJECT ALIGNMENT TO REDUCE RISK FOR THE DESIGN-BUILDER.
- THE DECISION TO PERFORM PHASE 2 BORINGS WAS MADE ON A CASE BY CASE BASIS AFTER ADJACENT PHASE 1 BORINGS WERE PERFORMED SUCH THAT PHASE 2 BORINGS WERE DRILLED CONCURRENTLY WITH PHASE 1 BORINGS.
- BORINGS WERE FIELD LOCATED UTILIZING EXISTING SITE FEATURES AND HANDHELD GPS.
- HORIZONTAL COORDINATES ARE PROVIDED IN REFERENCE TO THE NORTH AMERICAN DATUM OF 1983 (NAD83), NEW YORK LONG ISLAND STATE PLANE COORDINATE SYSTEM.
- ALL ELEVATIONS ARE PROVIDED IN FEET IN REFERENCE TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAV88).
- ALL BORINGS WERE HAND AUGERED TO A MAXIMUM DEPTH OF 6 FEET. CONTINUOUS SPT SOIL SAMPLING WAS GENERALLY PERFORMED FROM THE BOTTOM OF THE HAND AUGERED HOLE TO A DEPTH OF 12 FEET AND AT 5-FOOT INTERVALS THEREAFTER USING A 2-INCH SPLIT SPOON. A PHOTO-IONIZATION DETECTOR (PID) WAS GENERALLY USED ON ALL SAMPLES ABOVE THE GROUNDWATER LEVEL. WHERE A POSITIVE READING WAS ENCOUNTERED, A 3-INCH SPLIT SPOON WAS SAMPLED FOLLOWING THE 2-INCH SPOON FOR ENVIRONMENTAL PURPOSES. SELECT SAMPLES WERE SENT OUT FOR ENVIRONMENTAL AND GEOTECHNICAL LABORATORY TESTING. THE USE OF WATER OR DRILLING MUD WAS PERMITTED BELOW THE DEPTH OF GROUNDWATER AND WHERE NO POSITIVE READINGS ON THE PID WERE ENCOUNTERED. WHEN A POSITIVE READING ON THE PID WAS ENCOUNTERED, THE CONTRACTOR DECONTAMINATED SPLIT SPOONS WITH A SOLUTION OF POTABLE WATER AND ALCONOX AND FINAL RINSE WITH DEIONIZED WATER BETWEEN EACH SAMPLE INTERVAL.
- ONE TEMPORARY GROUNDWATER OBSERVATION WELL WAS PROVIDED WITH A FLUSH-MOUNTED LOCKING WELL CAP AND AN AUTOMATIC WATER LEVEL LOGGER AT BORINGS S-1MW, S-5MW, S-9MW, S-19MW, SS-2MW, SS-4MW, SS-6MW, AND SS-8MW. ALL OTHER WELLS WERE FOR ENVIRONMENTAL GROUNDWATER SAMPLING PURPOSES ONLY AND WERE INSTALLED AND REMOVED WITHIN THE SAME SHIFT. ALL WELLS SHALL BE ABANDONED IN ACCORDANCE WITH NYSDEC POLICY CP-43: GROUNDWATER MONITORING WELL DECOMMISSIONING.
- BOREHOLE PERCOLATION TESTS WERE PERFORMED IN ACCORDANCE WITH THE NEW YORK STATE STORMWATER MANAGEMENT DESIGN MANUAL, APPENDIX D: INFILTRATION TESTING REQUIREMENTS.

BORING LEGEND:

- S-XX STATION BORING
- BR-XX BRIDGE BORING
- SS-XX SUBSTATION BORING
- MP-XX MILEPOST BORING

LEGEND:

-  AS-DRILLED PHASE 1 BORING LOCATION
-  AS-DRILLED PHASE 2 BORING LOCATION
-  AS-DRILLED VERTICAL FOUNDATION CORE
-  AS-DRILLED HORIZONTAL ABUTMENT CORE
-  DELETED PHASE 1 BORING LOCATION
-  DELETED PHASE 2 BORING LOCATION
-  DELETED VERTICAL FOUNDATION CORE

AS-DRILLED VERTICAL FOUNDATION CORE SCHEDULE					
BORING	NORTHING	EASTING	APPROXIMATE ELEVATION (FT)	VERTICAL FOUNDATION CORE LENGTH (FT)	DRAWING NO.
VC-1	257839	1036707	23.5	19	BLP-22
VC-2			DELETED		BLP-22
VC-3	257742	1036661	22.8	16	BLP-22
VC-4	248358	1027199	28.6	20	BLP-17
VC-5			DELETED		BLP-17
VC-6	248202	1027120	33.2	18	BLP-17
VC-7	246442	1024421	53.0	20	BLP-16
VC-8			DELETED		BLP-16
VC-9	246385	1024266	53.8	15	BLP-16

REVISION	DESCRIPTION	DATE	APPROVED
REVISIONS			















CONTRACT CBX001
 DESIGN-BUILD SERVICES FOR METRO-NORTH RAILROAD
 PENN STATION ACCESS PROJECT

AS-DRILLED BORING LOCATION PLAN
 PENN STATION ACCESS

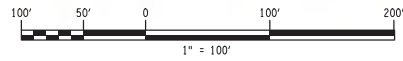
CONCEPT DESIGN		NOT FOR CONSTRUCTION		DATE:	4 OF 24
				DRAWN BY	J. Kurplak
DESIGNED BY	M. Wrubel	DRAWINGS NO.	BLP-04		
CHECKED BY		REVISION			
APPROVED BY		USERSNAME			



MATCH LINE - SEE BELOW



MATCH LINE - SEE ABOVE



REVISION	DESCRIPTION	DATE	APPROVED

REVISIONS











CONTRACT CBX001
 DESIGN-BUILD SERVICES FOR METRO-NORTH RAILROAD
 PENN STATION ACCESS PROJECT

AS-DRILLED BORING LOCATION PLAN
PENN STATION ACCESS

CONCEPT DESIGN
 NOT FOR CONSTRUCTION

DRAWN BY	J. Kurplak	DATE	01/31/2020
DESIGNED BY	M. Winzel		24 OF 24
CHECKED BY			DRAWING NO. BLP-24
APPROVED BY			REVISION



GEOTECHNICAL BORING LOGS FOR

Boring No. MP19.6-97
Sheet No. 1 of 2

MTA C&D
(Owner)

Metro-North Railroad Penn Station Access
(Project)

Jersey Boring & Drilling Co., Inc.
(Contractor)

Contract No. PS864 Purpose - Structure No. -
Location New Rochelle, NY BASELINE - STA. - OFF. -

Rig No.	<u>-</u>	Type	<u>CME-55</u>	Driller	<u>Sean Killian</u>	Helper	<u>Darryl Renna</u>
DATE	<u>01/28/20</u>		<u>01/29/20</u>				
TIME STARTED	<u>07:30 am</u>		<u>08:30 am</u>				
TIME FINISHED	<u>10:30 am</u>		<u>11:20 am</u>				
WEATHER	<u>Cloudy, 38°F</u>		<u>Cloudy, 32°F</u>				
DEPTH REACHED	<u>6 ft</u>		<u>24 ft</u>				

GROUND ELEVATION 66.3 ft M.L.W. ELEVATION -
ZERO OF BORING LOG Existing Ground Surface ELEVATION GROUND WATER ft

PAY QUANTITIES										
LINEAL FEET OF BORING					SAMPLES			LINEAL FEET OF ROCK CORE		
HAND AUGER	3-1/2 in	3-1/2 in Enviro			ORD. DRY	UNDIST. DRY		1-3/8 in	1-5/8 in	2-1/8 in
EACH	FEET	FEET	FEET	FEET	EACH	EACH	EACH	FEET	FEET	FEET
1	14	---	---	---	3	---	---	---	---	10

Unit Weight
 Drilling Mud None Casing: Steel Type Steel Size 4" Weight of Hammer 140 lb Average Fall 30" Hammer Type Auto
 Ordinary Dry Samples O.D. 2" I.D. 1-3/8" 140 lb 30" Auto
 Undisturbed Samples Type Shelby Length 30" O.D. 3" I.D. 2-3/8"

GROUND WATER READINGS							
DATE							
TIME							
DEPTH							

- GENERAL REMARKS:
 1) Hand augered to 6' for utility clearance.
 2) Hole backfilled with soil cuttings and hole plug up to bottom of ballast. Ballast replaced in kind.

NORTHING: 272211 EASTING: 1044517

All elevations refer to the NAVD 88 datum. Horizontal locations refer to the New York Long Island State Plane coordinate system as per the NAD 83 datum.

The subsurface information shown hereon was obtained for MTA C&D design and estimate purposes. It is made available to authorized users only that may have access to the same information available to the MTA C&D. It is presented in good faith, but is not intended as a substitute for investigations, interpretation, or judgement of such authorized users.

INSPECTOR I. Couto RESIDENT ENGINEER M. Riegel, PE



GEOTECHNICAL BORING LOGS FOR

Boring No. MP19.7-98
Sheet No. 1 of 2

MTA C&D
(Owner)

Metro-North Railroad Penn Station Access
(Project)

Jersey Boring & Drilling Co., Inc.
(Contractor)

Contract No. PS864 Purpose - Structure No. -
Location New Rochelle, NY BASELINE - STA. - OFF. -

Rig No.	<u>-</u>	Type	<u>CME-55</u>	Driller	<u>Sean Killian</u>	Helper	<u>Darryl Renna</u>
DATE	<u>01/24/20</u>		<u>01/27/20</u>				
TIME STARTED	<u>10:06 am</u>		<u>08:00 am</u>				
TIME FINISHED	<u>01:30 pm</u>		<u>12:55 pm</u>				
WEATHER	<u>Clear, 33°F</u>		<u>Cloudy, 43°F</u>				
DEPTH REACHED	<u>5 ft</u>		<u>30 ft</u>				

GROUND ELEVATION 64.9 ft M.L.W. ELEVATION -
ZERO OF BORING LOG Existing Ground Surface ELEVATION GROUND WATER ft

PAY QUANTITIES										
LINEAL FEET OF BORING					SAMPLES			LINEAL FEET OF ROCK CORE		
HAND AUGER	3-1/2 in	3-1/2 in Enviro			ORD. DRY	UNDIST. DRY		1-3/8 in	1-5/8 in	2-1/8 in
EACH	FEET	FEET	FEET	FEET	EACH	EACH	EACH	FEET	FEET	FEET
1	25	---	---	---	6	---	---	---	---	5

Drilling Mud	<u>None</u>	Casing:	Type <u>Steel</u>	Size <u>4"</u>	Weight of Hammer	<u>140 lb</u>	Average Fall	<u>30"</u>	Hammer Type	<u>Auto</u>
Ordinary Dry Samples O.D.	<u>2"</u>	I.D.	<u>1-3/8"</u>			<u>140 lb</u>		<u>30"</u>		<u>Auto</u>
Undisturbed Samples	Type <u>Shelby</u>	Length	<u>30"</u>	O.D.	<u>3"</u>	I.D.	<u>2-3/8"</u>			

GROUND WATER READINGS							
DATE	_____	_____	_____	_____	_____	_____	_____
TIME	_____	_____	_____	_____	_____	_____	_____
DEPTH	_____	_____	_____	_____	_____	_____	_____

- GENERAL REMARKS:
 1) Hand augered to 5' for utility clearance.
 2) Hole backfilled with soil cuttings and hole plug up to bottom of ballast. Ballast replaced in kind.

NORTHING: 272558 EASTING: 1044720

All elevations refer to the NAVD 88 datum. Horizontal locations refer to the New York Long Island State Plane coordinate system as per the NAD 83 datum.

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INSPECTOR I. Couto RESIDENT ENGINEER M. Riegel, PE



GEOTECHNICAL BORING LOGS FOR

Boring No. MP19.7-99
Sheet No. 1 of 2

MTA C&D
(Owner)

Metro-North Railroad Penn Station Access
(Project)

Jersey Boring & Drilling Co., Inc.
(Contractor)

Contract No. PS864 Purpose - Structure No. -
Location New Rochelle, NY BASELINE - STA. - OFF. -

Rig No.	<u>-</u>	Type	<u>CME-55</u>	Driller	<u>Sean Killian</u>	Helper	<u>Darryl Renna</u>
DATE	<u>01/28/20</u>						
TIME STARTED	<u>07:30 am</u>						
TIME FINISHED	<u>12:30 pm</u>						
WEATHER	<u>Cloudy, 38°F</u>						
DEPTH REACHED	<u>35 ft</u>						

GROUND ELEVATION 62.9 ft M.L.W. ELEVATION -
ZERO OF BORING LOG Existing Ground Surface ELEVATION GROUND WATER 52.6 ft

PAY QUANTITIES										
LINEAL FEET OF BORING					SAMPLES			LINEAL FEET OF ROCK CORE		
HAND AUGER	3-1/2 in	3-1/2 in Enviro	Short Term Temp Well		ORD. DRY	UNDIST. DRY		1-3/8 in	1-5/8 in	2-1/8 in
EACH	FEET	FEET	FEET	FEET	EACH	EACH	EACH	FEET	FEET	FEET
1	25	---	30	---	6	---	---	---	---	10

Unit Weight
Drilling Mud None Casing: Steel Type Steel Size 4" Weight of Hammer 140 lb Average Fall 30" Hammer Type Auto
Ordinary Dry Samples O.D. 2" I.D. 1-3/8" 140 lb 30" Auto
Undisturbed Samples Type Shelby Length 30" O.D. 3" I.D. 2-3/8"

GROUND WATER READINGS										
DATE	<u>01/29/20</u>									
TIME	<u>07:30 am</u>									
DEPTH	<u>10.3 ft</u>									

GENERAL REMARKS:

- 1) Hand augered to 5' for utility clearance.
- 2) Short-term temporary well installed to a depth of 30 feet, and abandoned in the same shift. See short-term temporary well log.
- 3) Hole backfilled with soil cuttings and hole plug up to bottom of ballast. Ballast replaced in kind.

NORTHING: 272849 EASTING: 1044912

All elevations refer to the NAVD 88 datum. Horizontal locations refer to the New York Long Island State Plane coordinate system as per the NAD 83 datum.

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INSPECTOR I. Couto RESIDENT ENGINEER M. Riegel, PE



BORING LOG

Boring No. MP19.7-99
 Sheet No. 2 of 2

CONTRACT NO. PS864 BASELINE - STA. - OFF. -

Elev. (ft)	Blows on Casing	Blows on Spoon For 6-in Penetration		Sample		Log	Material & Remarks
				No.	Depth (ft)		
62.9				HA-1	0-2		Ballast & Subballast
				HA-2	3-5		Br Gr cmf SAND, some(+) mf Gravel, little Silt
		11	11	S-1	5-7		Br Gr cmf Sand, and cmf Gravel, little Silt Rec=16"
		24	18				
		20	16	S-2	7-9		Br Wh cmf SAND, some(-) c(+)mf Gravel, trace Silt Rec=16"
		26	31				
		37	37	S-3	9-11		Br Wh cmf SAND, little mf Gravel, trace Silt Rec=23"
		40	35				
		34	31	S-4	11-13		Br Gr mf SAND, some(-) Silt, little mf(+) Gravel Rec=23"
		34	29				
		13	20	S-5	15-17		Gr mf(+) SAND, some(-) mf(+) Gravel, little(-) Silt Rec=17"
		20	16				
		52	40	S-6	20-22		Gr cmf SAND, some f Gravel, little Silt (Intermittent Rig Chatter from 21' to 25') Rec=15"
		100/5"					
	4 min.			C-1	25-30		Br GNEISS, medium to fine grained, close to moderate joint spacing, slightly weathered, weak to medium strong rock. REC:100%, RQD: 73%
	5 min.						
	4 min.						
	5 min.						
	4 min.			C-2	30-35		Gr GNEISS, medium to fine grained, very close to close joint spacing, slightly weathered, medium to strong rock. REC:97%, RQD:62%
	5 min.						
	6 min.						
	6 min.						
27.9	9 min.						End of Boring at 35 feet

*Indicates that soil description has been verified based upon laboratory results.

RELEVANT CORRESPONDENCE



**Parks, Recreation,
and Historic Preservation**

ANDREW M. CUOMO
Governor

ERIK KULLESEID
Commissioner

October 05, 2020

Ms. Jennifer Wuotinen
Program Manager
MTA
2 Broadway, A16.51
New York, NY 10004

Re: FTA
MTA Metro-North Railroad Penn Station Access Project
13PR03777

Dear Ms. Wuotinen:

Thank you for requesting the comments of the New York State Historic Preservation Office (SHPO). We have reviewed the submitted materials in accordance with Section 106 of the National Historic Preservation Act of 1966. These comments are those of the SHPO and relate only to Historic/Cultural resources.

SHPO has reviewed *Phase IA Archaeological Assessment, New Rochelle Yard Expansion and Upgrades, Penn Station Access Project, New Rochelle, Westchester County, New York* (Historical Perspectives, August 2020).

Based on the information provided, we concur with the report's conclusion that due to extensive prior disturbance the proposed New Rochelle yard expansion and upgrade have no potential to affect archaeological resources and that no further archaeological investigation is needed for this component of the overall project.

If you have any questions, please don't hesitate to contact me.

Sincerely,

Philip A. Perazio, Historic Preservation Program Analyst - Archaeology Unit
Phone: 518-268-2175
e-mail: philip.perazio@parks.ny.gov

via e-mail only

cc: Richelle Gosman, FTA
James Richardson, MTA
Gina Santucci and Amanda Sutphin. LPC



**Parks, Recreation,
and Historic Preservation**

ANDREW M. CUOMO
Governor

ERIK KULLESEID
Commissioner

May 04, 2020

Ms. Jennifer Wuotinen
Program Manager
MTA
2 Broadway, A16.51
New York, NY 10004

Re: FTA
MTA Metro-North Railroad Penn Station Access Project
13PR03777

Dear Ms. Wuotinen:

Thank you for requesting the comments of the New York State Historic Preservation Office (SHPO). We have reviewed the submitted materials in accordance with Section 106 of the National Historic Preservation Act of 1966. These comments are those of the SHPO and relate only to Historic/Cultural resources.

SHPO has reviewed *Phase IA Archaeological Documentary Study, MTA Penn Station Access, New Bridge Over Bronx River, Bronx County, New York* (Historical Perspectives, January 2020). Based on the information provided, we concur with the report's conclusion that due to extensive prior disturbance the construction of the new Bronx River bridge has no potential to affect archaeological resources and that no further archaeological investigation is needed for this component of the overall project.

If you have any questions, please don't hesitate to contact me.

Sincerely,

Philip A. Perazio, Historic Preservation Program Analyst - Archaeology Unit
Phone: 518-268-2175
e-mail: philip.perazio@parks.ny.gov

via e-mail only

cc: Nina Chung and Richelle Gosman, FTA
James Richardson, MTA
Gina Santucci and Amanda Sutphin. LPC

Division for Historic Preservation

P.O. Box 189, Waterford, New York 12188-0189 • (518) 237-8643 • parks.ny.gov



Parks, Recreation, and Historic Preservation

ANDREW M. CUOMO
Governor

ROSE HARVEY
Commissioner

January 23, 2019

Mr. James Richardson
Penn Station Access Project Manager
MTA Metro-North Railroad
420 Lexington Avenue, 11th Floor
New York, NY 10170

Re: FTA
MTA Metro-North Railroad Penn Station Access Project
13PR03777

Dear Mr. Richardson:

Thank you for requesting the comments of the New York State Historic Preservation Office (SHPO). We have reviewed the submitted materials in accordance with Section 106 of the National Historic Preservation Act of 1966. These comments are those of the SHPO and relate only to Historic/Cultural resources.

SHPO has reviewed *Phase IA Archaeological Documentary Study, MTA Metro-North Penn Station Access, Hunts Point Station Site, Bronx, Bronx County, New York* (Historical Perspectives, June 2013).

Based on the information provided, we have no further archaeological concerns regarding this location. This recommendation pertains only to the Area of Potential Effects (APE) examined during the above-referenced investigation. It is not applicable to any other portion of the project property. Should the project design be changed SHPO recommends further consultation with this office. A single effect recommendation will be provided once all outstanding concerns have been addressed.

If you have any questions, please don't hesitate to contact me.

Sincerely,

Philip A. Perazio, Historic Preservation Program Analyst - Archaeology Unit
Phone: 518-268-2175
e-mail: philip.perazio@parks.ny.gov

via e-mail only

cc: Nina Chung, FTA
Gina Santucci and Amanda Sutphin, LPC
Jennifer Wuotinen, MTA

Division for Historic Preservation

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Parks, Recreation, and Historic Preservation

ANDREW M. CUOMO
Governor

ROSE HARVEY
Commissioner

January 23, 2019

Mr. James Richardson
Penn Station Access Project Manager
MTA Metro-North Railroad
420 Lexington Avenue, 11th Floor
New York, NY 10170

Re: FTA
MTA Metro-North Railroad Penn Station Access Project
13PR03777

Dear Mr. Richardson:

Thank you for requesting the comments of the New York State Historic Preservation Office (SHPO). We have reviewed the submitted materials in accordance with Section 106 of the National Historic Preservation Act of 1966. These comments are those of the SHPO and relate only to Historic/Cultural resources.

SHPO has reviewed *Phase IA Archaeological Documentary Study, MTA Metro-North Penn Station Access, Parkchester Station Site, Bronx, Bronx County, New York* (Historical Perspectives, June 2013).

Based on the information provided, we have no further archaeological concerns regarding this location. This recommendation pertains only to the Area of Potential Effects (APE) examined during the above-referenced investigation. It is not applicable to any other portion of the project property. Should the project design be changed SHPO recommends further consultation with this office. A single effect recommendation will be provided once all outstanding concerns have been addressed.

If you have any questions, please don't hesitate to contact me.

Sincerely,

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Phone: 518-268-2175
e-mail: philip.perazio@parks.ny.gov

via e-mail only

cc: Nina Chung, FTA
Gina Santucci and Amanda Sutphin, LPC
Jennifer Wuotinen, MTA

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Parks, Recreation, and Historic Preservation

ANDREW M. CUOMO
Governor

ROSE HARVEY
Commissioner

January 23, 2019

Mr. James Richardson
Penn Station Access Project Manager
MTA Metro-North Railroad
420 Lexington Avenue, 11th Floor
New York, NY 10170

Re: FTA
MTA Metro-North Railroad Penn Station Access Project
13PR03777

Dear Mr. Richardson:

Thank you for requesting the comments of the New York State Historic Preservation Office (SHPO). We have reviewed the submitted materials in accordance with Section 106 of the National Historic Preservation Act of 1966. These comments are those of the SHPO and relate only to Historic/Cultural resources.

SHPO has reviewed *Phase IA Archaeological Documentary Study MTA Metro-North Penn Station Access, Morris Park Station Site, Bronx, Bronx County, New York* (Historical Perspectives, June 2013).

Based on the information provided, we concur with the report's recommendation that a program of soil borings should be conducted to collect stratigraphic data necessary to assess the presence of buried, potentially culture-bearing deposits within the project's APE.

If you have any questions, please don't hesitate to contact me.

Sincerely,

Philip A. Perazio, Historic Preservation Program Analyst - Archaeology Unit

Phone: 518-268-2175

e-mail: philip.perazio@parks.ny.gov

via e-mail only

cc: Nina Chung, FTA
Gina Santucci and Amanda Sutphin. LPC
Jennifer Wuotinen, MTA

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Parks, Recreation, and Historic Preservation

ANDREW M. CUOMO
Governor

ROSE HARVEY
Commissioner

January 23, 2019

Mr. James Richardson
Penn Station Access Project Manager
MTA Metro-North Railroad
420 Lexington Avenue, 11th Floor
New York, NY 10170

Re: FTA
MTA Metro-North Railroad Penn Station Access Project
13PR03777

Dear Mr. Richardson:

Thank you for requesting the comments of the New York State Historic Preservation Office (SHPO). We have reviewed the submitted materials in accordance with Section 106 of the National Historic Preservation Act of 1966. These comments are those of the SHPO and relate only to Historic/Cultural resources.

SHPO has reviewed *Phase IA Archaeological Documentary Study MTA Metro-North Penn Station Access, Co-Op City Station Site, Bronx, Bronx County, New York* (Historical Perspectives, June 2013).

Based on the information provided, we concur with the report's recommendation that a program of soil borings should be conducted to collect stratigraphic data necessary to assess the presence of buried, potentially culture-bearing deposits within the project's APE.

If you have any questions, please don't hesitate to contact me.

Sincerely,

Philip A. Perazio, Historic Preservation Program Analyst - Archaeology Unit

Phone: 518-268-2175

e-mail: philip.perazio@parks.ny.gov

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cc: Nina Chung, FTA
Gina Santucci and Amanda Sutphin. LPC
Jennifer Wuotinen, MTA

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G.3 DRAFT PROGRAMMATIC AGREEMENT

DRAFT PROGRAMMATIC AGREEMENT

AMONG

**THE FEDERAL TRANSIT ADMINISTRATION,
THE NEW YORK STATE HISTORIC PRESERVATION OFFICER,
AND
THE METROPOLITAN TRANSPORTATION AUTHORITY
REGARDING IMPLEMENTATION OF THE
PENN STATION ACCESS PROJECT IN
QUEENS, BRONX, NEW YORK AND WESTCHESTER COUNTIES, NEW YORK**

WHEREAS, the Metropolitan Transportation Authority Construction and Development (“MTACD”) is proposing to construct the Metro-North Railroad Penn Station Access Project (the “Project”), that will provide one-seat passenger rail service to Penn Station New York and improve commuter rail service between the counties of New York, the Bronx, and Westchester in the state of New York; and

WHEREAS, MTACD is proposing to use funding assistance from the Federal Transit Administration (“FTA”) to implement the Project, assistance that would render the Project a Federal undertaking subject to Section 106 of the National Historic Preservation Act (“Section 106”), 16 U.S.C. § 470(f); and

WHEREAS, MTACD is the Project sponsor responsible for all construction, and FTA is serving as the Project’s lead federal agency pursuant to the National Environmental Policy Act (“NEPA,” codified as 42 U.S.C. § 4321 *et seq.*), and is the federal agency responsible for compliance with Section 106; and

WHEREAS, FTA, in cooperation with MTACD, has prepared an Environmental Assessment (“EA”) in accordance with NEPA to evaluate the Project’s potential environmental impacts and consider various project alternatives; and

WHEREAS, FTA and MTACD have consulted with the New York State Historic Preservation Office (“SHPO”) about the Project in accordance with the Section 106 regulations (codified at 36 CFR Part 800); and

WHEREAS, FTA has invited the Advisory Council on Historic Preservation (“ACHP”) to participate in consultation in accordance with the Section 106 regulations (codified at 36 CFR Part 800); and

WHEREAS, FTA, MTACD, and SHPO, as the result of a consultative process in accordance with Section 106, have determined that it is appropriate to enter into this Programmatic Agreement (“PA”) pursuant to Section 800.14(b) of the regulations implementing Section 106, which will govern the implementation of the Project; and

WHEREAS, this PA has been prepared to assist with the Project’s proposed Design/Build project approach wherein not all project components are designed and impacts remain undetermined; and

WHEREAS, FTA has coordinated its compliance with Section 106 and NEPA, pursuant to 36 CFR § Part 800.8 through its preparation of an EA for the Project; and

WHEREAS, through the process conducted in preparing the EA, FTA has determined that the Project may have an effect on historic resources under Section 106 consisting of those properties listed or eligible for listing on the National Register of Historic Places and/or the New York State Register of Historic Places (“Historic Properties”); and

WHEREAS, pursuant to Section 106 regulations, FTA, in consultation with SHPO, identified the Project's areas of potential effect ("APEs") for Historic Properties and determined that the APEs are the areas where potential effects on Historic Properties caused by the Project may occur; and

WHEREAS, generally, Historic Properties can be categorized as archaeological resources or architectural resources (see 36 CFR § 800.16(1)); and this PA specifies the appropriate approaches for archaeological resources and architectural resources in the Project's APE separately, due to the different issues presented by each category; and

WHEREAS, the identification and evaluation of Historic Properties within the Project's APEs was conducted by MTACD, in consultation with FTA and SHPO, as documented in the EA. As part of this process, FTA and MTACD identified properties that meet the criteria for listing on the State and National Registers of Historic Places provided at 36 CFR Part 63 (herein "Historic Properties criteria"); and

WHEREAS, the Project will be constructed entirely within the State of New York, beginning in southeastern Westchester County where New Haven Line trains will divert onto the Hell Gate Line ("HGL"), leading them into eastern Bronx, western Queens, and Manhattan (see Attachment A); and

WHEREAS, the Project will require the design and construction of additional passenger tracks within Amtrak's HGL right-of-way and four new Metro-North Railroad passenger rail stations in the eastern Bronx at Co-op City, Parkchester-Van Nest, Morris Park, and Hunts Point; and

WHEREAS, the Project would include other construction activities that would be conducted primarily in the HGL right-of-way; New Rochelle Yard and Penn Station New York ("PSNY"), including realigning existing tracks; realigning, removing and constructing new freight tracks; constructing new interlockings, power supply and distribution; realigning and installing new catenary; replacing ballast and performing drainage work along the HGL corridor; upgrading the signal system; rehabilitating or replacing the bridges at Bronx River, Bronxdale Avenue, Eastchester Road, and Pelham Lane; constructing a new, single-track, two-span bridge over the Bronx River; and expanding Metro-North's New Rochelle Yard in Westchester County; and

WHEREAS, the APE is defined to include the 15.4 miles of railroad right-of-way, the proposed station sites, and other areas of construction activity; and Historic Properties that are both within line-of-sight of areas of construction activities and close enough to undergo changes in their character or use as a result of the Project; and

WHEREAS, areas where new ground disturbance will occur from construction of stations, utility installations, and other infrastructure improvements are also considered part of the APE; and

WHEREAS, FTA contacted the Delaware Nation, Delaware Tribe, Stockbridge-Munsee Community, Unkechaug Nation, and Shinnecock Indian Nation by letter dated November 5, 2019, identified as the Native American tribes and groups (the "Tribes") that could attach religious or cultural significance to sites within the Project APE, and upon which the Project could have an effect; and

WHEREAS, the Delaware Nation responded in a letter dated December 16, 2019 indicating the Project does not endanger cultural or religious sites of interest to the Delaware Nation, but should an archaeological site or artifact inadvertently be uncovered, all construction and ground disturbance should be immediately halted until their office is notified (within 24 hours) and a proper archaeological assessment can be made; and

WHEREAS, the Shinnecock Indian Nation responded to previous consultation in a letter dated April 7, 2016 indicating that the Shinnecock Indian Nation must be notified and consulted where ancestral remains as well as funerary and sacred objects are potentially present in the Project APE; and

WHEREAS, no other Tribes responded to the consultation; and

WHEREAS, FTA and MTACD, in consultation with SHPO and based upon projected construction and rehabilitation activities, anticipates that all work on or near historic structures will conform to the Secretary of the Interior's standards, preserving the historic fabric and integrity of such resources (as further stipulated subsequently in this agreement); and

WHEREAS, FTA has determined, and SHPO has concurred, that there are no further concerns regarding archaeological resources at the Hunts Point Station and the Parkchester-Van Nest Station sites, the location of the new, single-track, two-span railroad bridge over the Bronx River, the New Rochelle Yard, and previously disturbed sections of the HGL right-of way; and

WHEREAS, FTA has determined, and SHPO has concurred that the Co-op City and Morris Park Station sites are potentially sensitive for pre-contact resources beneath approximately 22 inches of ballast and review of geotechnical studies found that the Co-op City Station site has moderate archaeological sensitivity and the Morris Park Station site low archaeological sensitivity; and

WHEREAS, on November 13, 2020, SHPO determined that the Pelham Lane Pathway Bridge in Pelham Bay Park is eligible for listing in the National Register of Historic Places as an example of a steel thru-plate girder bridge; and

WHEREAS, this PA sets forth measures that shall be implemented for identified resources or any other architectural resources or archaeologically-sensitive areas within the current or future-modified APE; and

WHEREAS, this PA was developed with appropriate public participation during the NEPA public comment period pursuant to Subpart A of Section 106 Regulations, and a copy of this Agreement was included in and distributed with the Draft EA and will be distributed with the Final EA. The public shall be duly notified as to the execution and effective dates of this PA through the issuance of the Final EA and FTA's NEPA Finding of No Significant Impact for the Project.

NOW, THEREFORE, FTA, MTACD, and SHPO agree that the Penn Station Access Project shall be implemented in accordance with the following stipulations to satisfy Section 106 of the National Historic Preservation Act and its implementing regulations at 36 CFR Part 800 to ensure that potential effects on Historic Properties shall be taken into account.

STIPULATIONS

FTA, as the Federal lead agency, remains responsible for the implementation of the terms of this Agreement and will require, as a condition of any approval of Federal funding for the Project, adherence to the stipulations set forth herein. MTACD, the project sponsor, will have the lead in the implementation of each stipulation, unless otherwise noted in the stipulation.

I. ARCHITECTURAL RESOURCES

MTACD, in consultation with the SHPO, determined that within the APEs for the Penn Station Access Project, there are currently nine (9) identified known historic properties/structures that are eligible for listing on the State and National Registers and/or as New York City Landmarks. These properties are as follows:

1. Parkchester Apartment Complex;
2. Amtrak Hell Gate Line Bascule Bridge over Pelham Bay and Hutchinson River;
3. Pelham Lane Pathway Bridge in Pelham Bay Park;
4. Cross Bronx Expressway Corridor (I-95) over the Sheridan Expressway (I-895), Bronx River, Bronx River Avenue and the Amtrak Hell Gate Line;
5. New York Westchester & Boston Railway Anchor Bridge;
6. Amtrak Hell Gate (Northeast Corridor) Line Bascule Bridge over the Bronx River;
7. IRT No. 6 Subway Truss Bridge over Westchester Avenue;
8. Lafayette Avenue Bridge over Amtrak Hell Gate Line; and
9. The Kaufman Building at 271 North Avenue in New Rochelle.

In addition, it is anticipated that the Project will have temporary physical effects and permanent indirect visual effects on the Amtrak Hell Gate (Northeast Corridor) Line Bascule Bridge over the Bronx River.

The Parkchester Apartment Complex could experience indirect effects (noise, vibration and particulate matter), due to construction activities on the new station and substation, and it is anticipated that the Project will also create permanent indirect visual (contextual) effects on the resource.

MTACD proposes to rehabilitate or replace the Pelham Lane Pathway Bridge. Due to the nature of the design-build process, the exact construction methodology and design are not known at this time and will be determined by the design-build contractor.

A. Design Specifications for Project Components within Amtrak Hell Gate (Northeast Corridor) Line Bascule Bridge over the Bronx River APE:

The addition of new Metro-North PSA rail service along the Hell Gate Line Right of Way (ROW) in New York will create permanent indirect visual effects on the Amtrak Hell Gate (Northeast Corridor) Line Bascule Bridge over the Bronx River. The design specifications for the architectural resources are described below. No modifications are proposed to the Amtrak Hell Gate Line Bascule Bridge over Pelham Bay and the Hutchinson River as part of the Project. MTACD will continue consultation with FTA and SHPO to take into account project effects.

1. MTACD will avoid the demolition or removal of historic properties. The Project will stabilize, strengthen, and rehabilitate the eligible historic bridge.
2. All bridge rehabilitation work will be undertaken in accordance with the Secretary of the Interior's Standards for Rehabilitation.
3. Design of the new bridge over the Bronx River will maximize compatibility with and minimize the obstruction of the historic bridge.

4. Design drawings and specifications at the 30%, 60%, 90%, and 100% phases for the bridge will be reviewed and approved by SHPO.
5. Construction staging areas and access roads for the bridge work will be reviewed and approved by SHPO.
6. A construction monitoring plan will be implemented by the design-builder, under the oversight of MTACD, to monitor the effects of noise, vibration and particulate matter on the historic bridge. The construction monitoring plan will be reviewed and approved by SHPO.
7. The new bridge construction planning will adopt special measures to avoid damage to the piers or abutment of the historic bridge during the drilling and installation of the piers and the abutment of the new bridge.
8. In order to protect the historic bridge during construction of the new bridge, there will be protective screens and temporary barricades, where appropriate, 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.

B. Design Specifications for Project Components within the Parkchester Apartment Complex APE:

The addition of new Metro-North PSA rail service and the construction of the Parkchester-Van Nest station on the Hell Gate Line ROW in New York and construction of a new Van Nest AC Substation will create temporary effects (noise, vibration and particulate matter) due to construction and permanent indirect visual (contextual) effects on the Parkchester Apartment Complex. Design specifications for this architectural resource are described below. MTACD will continue consultation with FTA and SHPO to take into account project effects.

1. The Parkchester/Van Nest Station will be compatible in design and materials to the Parkchester Apartment Complex to minimize the effects of the new station with its elevators, overpasses and stairways on the Parkchester Apartment Complex and be compatible to the character defining features of the Complex.
2. The design of the Parkchester/Van Nest Station will be conducted in compliance with the Secretary of the Interior's Standards for compatible new construction (36 CFR part 68) and applicable guidelines.
3. MTA's Arts & Design program will commission site specific permanent artwork for the Parkchester-Van Nest Station that responds to the community's character defining features and history.
4. Design drawings and specifications at the 30%, 60%, 90% and 100% phases for the new station facility will be reviewed and approved by SHPO.
5. The façade of the Van Nest AC Substation will incorporate contextually sensitive design elements, based on community input and design review by SHPO.
6. A construction monitoring plan will be implemented by the design-builder, under the oversight of MTACD, to monitor the effects of noise, vibration and particulate matter on the historic district. The construction monitoring plan will be reviewed and approved by SHPO.

7. Construction staging areas and access roads for the station work will be reviewed and approved by SHPO.

During Final Design, MTACD, in consultation with FTA and SHPO, will develop Penn Station Access component designs and specifications that will be visually and contextually compatible with this Historic Property, so as not to not impair its integrity or alter its character-defining features. MTACD will ensure that its work will be in keeping with the Secretary of the Interior's Standards for the Treatment of Historic Properties (36 CFR Part 68). As the Penn Station Access project design advances, MTACD will submit proposed plans of the Parkchester-Van Nest Station to FTA and SHPO for review.

C. Consultation with SHPO Regarding Known Architectural Resources

1. MTACD will submit any plans developed pursuant to potential physical and contextual effects on architectural resources described above to FTA and SHPO at 30%, 60%, and 90 % completion of design stages, in advance of any construction that may result in any such effects. FTA and SHPO will review and comment on such submissions within 30 days or it will be presumed that they have no comments, as governed by the process set forth in Section III.A of this Agreement.
2. The addition of new Metro-North PSA rail service and the rehabilitation or replacement of the Pelham Lane Pathway Bridge on the Hell Gate Line ROW in Pelham Bay Park in New York may have an Adverse Effect on the State and National Register-eligible bridge. MTACD and FTA will continue consultation with SHPO during the Final Design phase to explore alternatives to demolition of the bridge and identify minimization and/or mitigation measures, if necessary. MTACD will submit the findings of an alternatives analysis and any other requested analysis to SHPO for review and approval. If it is determined that work on the bridge would result in an Adverse Effect, MTACD and FTA will consult with SHPO regarding any minimization or mitigation measures to be implemented following the procedures in item I.D.4b.
3. If adverse effects to the Pelham Lane Pathway Bridge cannot be avoided, FTA will prepare, or cause to be prepared, the following documentation of this bridge in accordance with Historic American Engineering Record (HAER) Standards and SHPO Documentation Guidelines (dated January 2019, enclosed as Attachment B) prior to demolition:
 - a. Drawings – Select drawings of the existing bridge plans, as available, scanned and provided in an acceptable digital format
 - b. 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.
 - c. Written Data – Report including narrative description of the bridge, summary of significance, and historical context.
 - d. FTA will provide copies of the documentation completed in accordance with this stipulation as follows:
 - i. 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 (CRIS) website.
 - ii. An archival or digital copy to an appropriate local repository, as identified through consultation with consulting parties and the SHPO.

D. Consultation with SHPO Regarding Additional Architectural Resources

MTACD, FTA and SHPO may identify additional architectural resources not referenced in this PA as project engineering proceeds and if new project elements are added to the Project. The potential effects on those additional architectural resources will be assessed prior to construction by FTA and MTACD and in consultation with SHPO, in accordance with the Section 106 process (36 CFR Part 800).

1. If additional or newly-eligible historic properties or additional indirect effects are identified within the existing or modified APE, the stipulations of this PA will apply.
2. If additional or newly-eligible historic properties are identified outside the APE, the APE will be expanded in accordance with the potential effects, and these stipulations will apply to those architectural resources. The revised APE will be documented and submitted to SHPO for review.
3. Any previously unevaluated architectural resources identified in currently proposed project areas or in newly affected areas will be identified and evaluated in consultation with SHPO for their eligibility for listing in the National Register of Historic Places. In order to make such an evaluation of potential historic resources, the associated documentation will be comprised of the following:
 - a. A new APE map,
 - b. Resource evaluation form, per CRIS website submittal requirements,
 - c. A physical description,
 - d. Secondary research to support a history of the property,
 - e. A statement of significance, and
 - f. Photographs of the resources in question.
4. If SHPO finds that there are additional historic architectural resources which may be affected by the Project, an assessment of adverse effects will be prepared by FTA and MTACD. The assessment will be submitted to SHPO for 30-day review and may have one of the following findings:
 - a. No adverse effect. FTA shall maintain a record of the finding and the Project may be implemented in accordance with the finding as documented.
 - b. Adverse effect. FTA and MTACD shall consult with SHPO further to resolve the adverse effect pursuant to 36 CFR Part 800.6.
5. MTACD will consult with FTA and SHPO annually to ensure that FTA and MTACD maintain up-to-date lists of properties that have been listed, determined eligible for, or have been opinioned to be Historic Properties as the construction of Penn Station Access proceeds, and to assess potential effects on any such properties in the Penn Station Access APE. Note that the SHPO's CRIS website has the most up-to-date information regarding the State and National Register eligibility status of architectural and archeological resources ("Historic Properties").

E. Construction Protection Plan for Historic Properties

Prior to construction, the design-builder will develop a Construction Protection Plan (CPP) for architectural resources located within 100 feet of construction in consultation with FTA, SHPO, and the Landmarks Preservation Commission (for work in New York City). MTACD will include this PA, as well as relevant CPPs, within specific contract packages to inform contractors of their responsibilities relative to Historic Properties. The CPP will consist of the following:

- Inspection and documentation of existing conditions at the historic resources adjacent to construction activities, prior to the start of Project construction activities;
- Establishment of protection measures and procedures;
- Development of a monitoring program to measure vibration impacts and ground movements during construction;
- Existing foundation and structural condition information and documentation for the historic property;
- Formulation of maximum vibration tolerances based on impact and duration and considerations using accepted engineering standards for historic buildings; and
- Post-construction inspection and documentation of existing conditions at historic resources subject to a CPP.

F. Professional Standards

MTACD shall, in consultation with FTA and SHPO, ensure that all work related to architectural resources carried out pursuant to this Agreement is completed by or under the direct supervision of a person, or persons, meeting or exceeding the professional qualifications standards of the *Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation* (36 CFR Part 61).

II. ARCHAEOLOGICAL RESOURCES

The Parties to this Agreement concur that the Penn Station Access Project may have adverse effects on potential Archaeological Historic Properties (AHP). Further, it is possible that additional, previously unidentified, AHPs may be identified within the Penn Station Access archaeological APE in the future or in the area of any new Penn Station Access elements, and that these previously unidentified properties may be affected by Penn Station Access. Accordingly, this PA sets forth the following measures that will be implemented for Penn Station Access AHPs within the Penn Station Access APE.

A. Additional Evaluation for Archaeologically Sensitive Areas

1. Soil Boring Analysis

At all locations where archaeologically sensitive areas were identified through the preparation of Phase IA studies prepared as part of the EA, and/or any subsequent studies, and where soil borings are determined to be appropriate, MTACD, in consultation with SHPO, will develop and implement a soil boring program. The purpose of the soil boring program will be to better delineate subsurface conditions, such as previous disturbance including filling and grading, and/or the presence of original soils, to better indicate the potential, or lack thereof, for AHPs.

2. Reporting to SHPO

Following completion of any borings, MTACD shall prepare a report summarizing the results and shall submit this report(s) as addenda to the Phase IA reports to SHPO and FTA.

B. Additional Documentary Research and Field Testing

1. As design and/or construction plans are finalized for the Project and the APE is refined, or if design and/or construction plans change and new project features or associated construction projects are planned as part of the Project or expanded into areas where archaeological site potential has not been considered, then MTACD shall conduct Phase IA Archaeological Assessments and subsequent Phase IB Archaeological field testing as warranted to make an adequate effort to identify AHPs in those areas of new and/or additional project construction.

2. At all sites where the potential for archaeological resources is confirmed to exist by soil borings conducted under II.A.1 above, MTACD shall undertake Phase IB field testing to identify the presence or absence of AHPs.
3. Prior to commencing any field testing, MTACD shall submit a Field Testing Protocol outlining the proposed methodology for SHPO's concurrence that the field evaluation and testing program would be conducted at a level sufficient to determine if the potential resource meets the Historic Properties criteria. SHPO shall review and comment on such submissions.
4. For all field testing sites, MTACD shall provide a report to FTA and SHPO in which the Historic Properties criteria has been applied to reach one of the following conclusions:
 - a. The site does not meet the Historic Properties criteria; in which case no further action is required.
 - b. The site does meet the Historic Properties criteria, in which case the site will be treated in accordance with II.6 below.
5. Where potential AHPs are identified, an MTACD-designated qualified professional will evaluate eligibility for listing in the National Register of Historic Places, using the Secretary of Interior's Standards and Guidelines for Evaluation (48 Federal Register 44723-44726, and National Register Bulletin 15, How to Apply the National Register Criteria for Evaluation).
6. MTACD shall make an assessment of the effects of planned ground disturbing construction activities on AHPs and shall request FTA's and SHPO's comments on the assessment.
7. MTACD shall request FTA's and SHPO's comments on MTACD's plans for treating AHPs that will be adversely affected by construction activities. If an adverse effect cannot be avoided, MTACD shall develop a data recovery plan (DRP) to be reviewed and approved by SHPO. The DRP shall be consistent with the Secretary of Interior's Standards and Guidelines for Archaeological Documentation (48 FR 44734-44737), the Council's Treatment of Archaeological Properties, and the standards of SHPO (NYAC 1994, 2000; OPRHP 2005), as appropriate. The DRP shall specify the exact location of data recovery; the identification of any property that will be destroyed or altered without data recovery; the research questions to be addressed by the data recovery, with an explanation of their relevance and importance; the methodology of analysis, management and, dissemination of the data, including a schedule; the disposition and curation standards for recovered materials and records; the procedure for including the interested public; proposed methods for disseminating results of the work to the interested public; and a proposed schedule for submission of progress reports to SHPO. MTACD shall ensure that the DRP is implemented. If MTACD and SHPO cannot agree on how to resolve an adverse effect, then MTACD shall resolve the disagreement in accordance with 36 CFR § 800.6(b).

C. Unanticipated Discoveries Plan

1. MTACD, in consultation with FTA and SHPO, shall develop an Unanticipated Discovery Plan that will be followed in the event that any unanticipated archaeological and/or human remains are encountered during construction of the Project.
2. SHPO's review and comment on such plans shall be governed by the process set forth in III.1-4.
3. FTA, MTACD, and SHPO acknowledge that extraordinary costs would be incurred if construction were to be halted or delayed once underway. Accordingly, the Parties shall make every effort to

implement the approved Unanticipated Discovery Plan expeditiously in circumstances requiring its use.

4. Discovery of human skeletal remains. If human skeletal remains are encountered, then MTACD will treat them in accordance with the current guidelines of SHPO, and with the applicable provisions of the New York Cemetery Act, 2003. In addition, compliance with NYC regulations or those of other local jurisdictions would be required, including notifying both the New York City Police Department (NYPD) and the New York City Office of the Chief Medical Examiner (OCME). If it is determined that the skeletal remains (and any associated grave goods) are Native American, then MTACD will additionally, and as soon as possible, consult with SHPO and FTA regarding the applicability and implementation of relevant procedures under the Native American Graves Protection and Repatriation Act (NAGPRA) of 1990 (43 CFR Part 10). No human remains would be removed from the site without a NYC Department of Health (DOH) Disinterment Permit.
5. MTACD, in consultation with FTA and SHPO, shall treat all unanticipated discoveries in accordance with the procedures outlined in 36 CFR §§ 800.11 and 800.13.

D. Professional Standards

1. MTACD shall, in consultation with FTA and SHPO, ensure that the adequacy of efforts to identify AHPs, the professional qualifications of archaeological personnel, and the standards for all submitted reports are in accordance with the *Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation* (48 Federal Register 44716), as well as the standards of SHPO (NYAC 1994, 2000; OPRHP 2005).
2. MTACD shall ensure that all archaeological research, testing, and analysis conducted pursuant to this Agreement are carried out by or under the direct supervision of a person or persons meeting at a minimum the *Secretary of Interior's Professional Qualifications Standards*.
3. MTACD shall ensure that artifacts recovered from archaeological investigations conducted under this Agreement will be curated according to SHPO's Guidelines (NYAC 1994, 2000; OPRHP 2005). MTACD shall provide the New York State Museum with the right of first refusal for all collections recovered under this Agreement. MTACD shall reimburse institutions curating these collections for their initial costs.

III. DOCUMENT REVIEW

SHPO will provide comments on documents for their review, as set forth below:

1. SHPO will provide comments to FTA regarding any plan(s) submitted pursuant to this Agreement, as promptly as possible, but not to exceed 30 calendar days from the receipt of such revisions.
2. If SHPO does not submit comments in writing within 30 calendar days of the receipt of any such submissions, then it is understood that SHPO has concurred with the proposed plans.
3. If SHPO requests further consultation within 30 calendar days of the receipt of any submissions, then FTA, MTACD, and SHPO will consult expeditiously in an effort to resolve the topics under discussion.
4. FTA, MTACD, and SHPO acknowledge that the timeframes set forth in Section III.1-3, above will be the maximum allowable under normal circumstances. In exigent circumstances (such as when

construction activities have been suspended or delayed pending resolution of the matter), each Party agrees to expedite their respective document review and dispute resolution obligations.

IV. DURATION

This PA will be voided if MTACD does not commence Final Design and/or construction within 10 years from the date that all Parties have executed this Agreement. If within 10 years of the date that all Parties have executed this Agreement, MTACD does not complete the Penn Station Access Project, or if any stipulations are not met by the Parties, then the Parties shall consult to determine if the Agreement shall be amended, extended, or terminated. Prior to such time, MTACD, FTA and SHPO may reconsider the terms of the PA and amend it in accordance with Stipulation VIII.

V. REPORTING AND OVERSIGHT

- A.** Semi-Annual Reports. Commencing six months from the date that this PA is fully executed, and every six months thereafter until Penn Station Access is completed or terminated by MTACD, MTACD will submit semi-annual reports to SHPO and FTA, providing information concerning implementation of this PA.
- B.** Annual Review of the Programmatic Agreement. MTACD and FTA will review implementation of this PA to determine whether to revise the PA during each annual reporting period. MTACD and FTA will recommend any PA revisions to SHPO who may amend it in accordance with Stipulation VI below.
- C.** Revisions to the Programmatic Agreement. If FTA, MTACD, and SHPO agree that revisions to this PA are necessary, such revisions will be considered and implemented, pursuant to a consultative process involving the Parties to this PA.

VI. DISPUTE RESOLUTION

If SHPO objects to any plan or report proposed or the manner in which the terms of this PA are implemented, FTA shall consult with MTACD and SHPO to resolve the objection. If FTA determines that such objection cannot be resolved, FTA will:

- A.** Forward documentation relevant to the dispute, including FTA's proposed resolution of the dispute, to the Advisory Council on Historic Preservation ("ACHP").
- B.** When a dispute occurs, ACHP will provide FTA with recommendations or comments within 30 calendar days after receipt of pertinent documentation.
- C.** Prior to reaching a final decision on the dispute, FTA shall prepare a written response that takes into account any timely advice or comments regarding the dispute from ACHP and Signatories, and provide them with a copy of this written response. FTA will then consider such recommendations or comments in reaching a final decision regarding the dispute.
- D.** If ACHP fails to respond to FTA's request for recommendations or comments within 30 calendar days of receiving pertinent documents, then FTA may make a final decision on the dispute and proceed accordingly.

VII. OTHER

- A.** MTACD will cooperate with FTA and SHPO in carrying out SHPO's monitoring and reviewing responsibilities. Requests to review activities carried out pursuant to this PA shall be submitted to SHPO through the current digital submission process.
- B.** Notwithstanding any other provision in this PA, any Signatory may propose an amendment hereto, whereupon the Parties will consult to consider such amendments.
- C.** For purposes of notices and consulting pursuant to this PA, the following addresses and contact information should be used for the following agencies:

MTA

Eve Michel
Penn Station Access Program
Executive
MTACD
2 Broadway, 16th Floor
New York, NY 10004-3357
Tel: (646) 252-4107

FTA

Stephen Goodman
Regional Administrator
Federal Transit Administration
One Bowling Green, Room 428
New York, NY 10004-1415
Tel: (212) 668-2170
Fax: (212) 668-2136

Deputy State Historic Preservation Officer

Daniel Mackay
Deputy Commissioner
New York State Division for
Historic Preservation
Pebbles Island State Park
P.O. Box 189
Waterford, NY 12188-0189
Tel: (518) 268-2171
<https://parks.ny.gov>

VIII. AMENDMENTS

Any Signatory to this Agreement may request that it be amended, whereupon the Signatories will consult in accordance with 36 CFR Part 800 to consider such amendment. The Parties will develop and execute any resulting amendments in the same manner as the original Agreement. Any amendment of this Agreement will go into effect only upon written agreement of all Parties.

IX. ADOPTABILITY

In the event that a Federal agency, not initially a party to or subject to this PA, receives an application for financial assistance, permits, licenses, or approvals for the Project as described in this PA, such Federal agency may become a signatory to this PA as a means of complying with its Section 106 responsibilities for its undertaking as part of the Project. For a Federal agency to be a signatory to this PA, the agency official, as defined under 36 CFR § 800.2, must provide written notice to the Signatories that the Federal agency agrees to the terms of the PA, specifying the extent of the agency's intent to participate in the PA, and identifying the lead Federal agency for the undertaking. The participation of the agency is subject to approval by the Signatories. Upon approval, the agency must execute a signature page to this PA, file the signature with the ACHP, and implement the terms of this PA, as applicable. Any necessary amendments to the PA will be considered in accordance with Stipulation VIII.

X. TERMINATION

If any Signatory to this PA determines that its terms will not or cannot be carried out, then that Signatory will immediately consult with the other Signatories to attempt to develop an amendment per Section VIII above. If within 30 calendar days (or another time period agreed to by all Signatories), the Signatories do not agree to an amendment, then any Signatory may terminate the PA upon written notification to the other Signatories. Once the PA is terminated, and prior to work continuing on the undertaking, FTA will comply

with 36 CFR § 800.6 or request, consider, and respond to the comments of ACHP under 36 CFR §§ 800.3-800.7. FTA will notify the Signatories of the course of action that it will pursue.

When MTACD completes construction of the Penn Station Access Project, MTACD will notify FTA and SHPO in writing. This Agreement will terminate five (5) years after MTACD completes construction of the Penn Station Access Project.

APPROVAL AND SIGNATURE PAGE FOR PROGRAMMATIC AGREEMENT

Among

The Federal Transit Administration (FTA)
The Metropolitan Transportation Authority (MTA)
New York State Historic Preservation Officer (SHPO)

Regarding The

PENN STATION ACCESS PROJECT in
Queens, Bronx, New York, and Westchester Counties, New York

Execution and Implementation of this Programmatic Agreement Evidences that FTA and MTA have Satisfied Their Section 106 Responsibilities for Individual Undertakings of the Penn Station Access Project.

FEDERAL TRANSIT ADMINISTRATION

By: _____

Stephen Goodman, P.E.
Regional Administrator, Region 2

Date _____

APPROVAL AND SIGNATURE PAGE FOR PROGRAMMATIC AGREEMENT

Among

The Federal Transit Administration (FTA)
The Metropolitan Transportation Authority (MTA)
New York State Historic Preservation Officer (SHPO)

Regarding The

PENN STATION ACCESS PROJECT in
Queens, Bronx, New York and Westchester Counties, New York

Execution and Implementation of this Programmatic Agreement Evidences that FTA and MTA have Satisfied their Section 106 Responsibilities for Individual Undertakings of Penn Station Access.

METROPOLITAN TRANSPORTATION AUTHORITY

By: _____

Date _____

Eve Michel
Senior Vice President, PSA Program Executive
MTACD

APPROVAL AND SIGNATURE PAGE FOR PROGRAMMATIC AGREEMENT

Among

The Federal Transit Administration (FTA)
The Metropolitan Transportation Authority (MTA)
New York State Historic Preservation Officer (SHPO)

Regarding The

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Queens, Bronx, New York, and Westchester Counties, New York

Execution and Implementation of this Programmatic Agreement Evidences that FTA and MTA have Satisfied their Section 106 Responsibilities for Individual Undertakings of Penn Station Access.

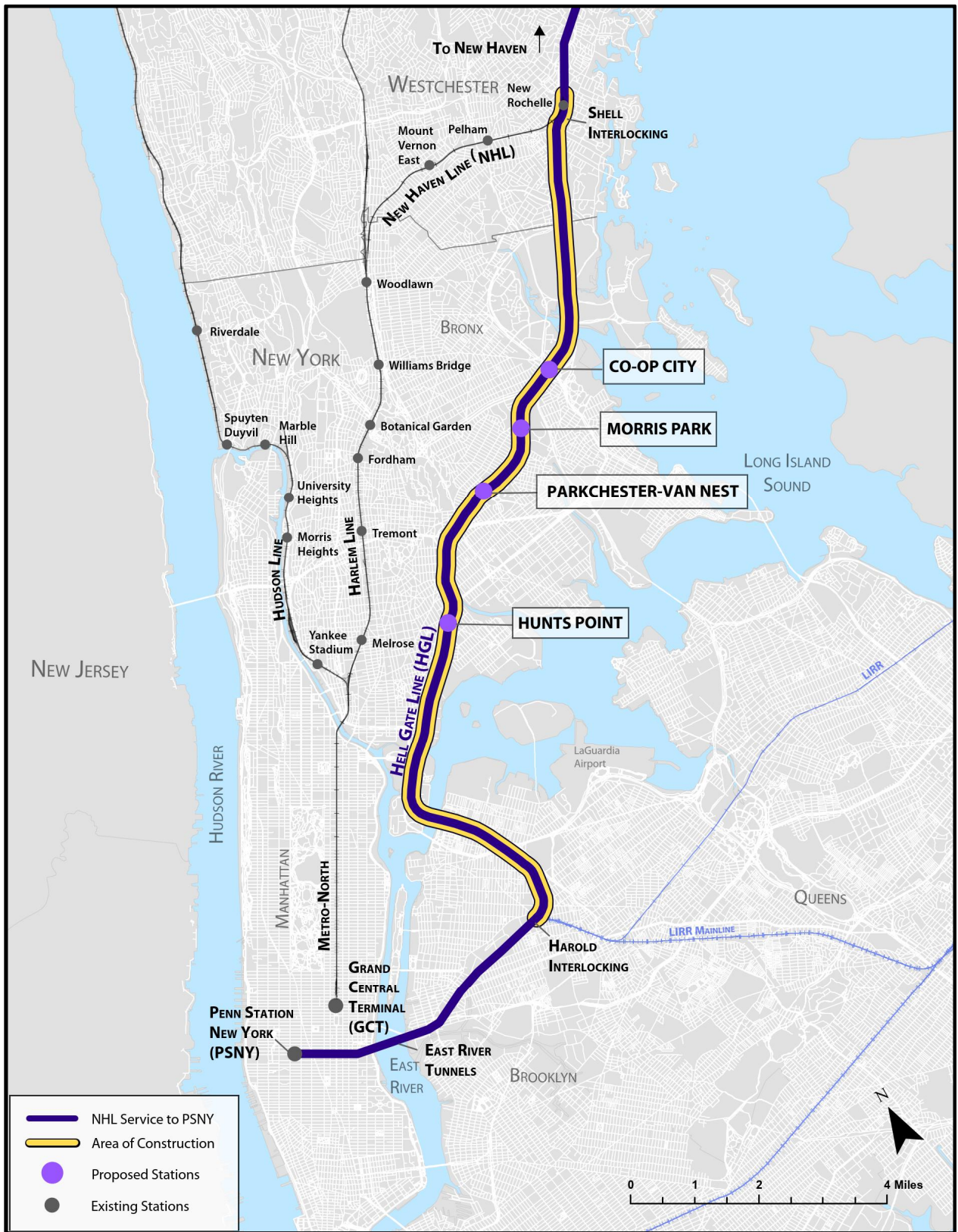
NEW YORK STATE HISTORIC PRESERVATION OFFICER

By: _____

Daniel Mackay
Deputy State Historic Preservation Officer

Date _____

ATTACHMENT A
PROPOSED PROJECT



Source: WSP, 2021

ATTACHMENT B
SHPO DOCUMENTATION GUIDELINES

Property Documentation

The photographic and historical documentation of a historic property to be demolished, relocated, or substantially altered is standard practice in the field of historic preservation, and is intended to provide a record of the property in perpetuity as mitigation for adverse impacts. Federal documentation guidelines are provided under the Historic American Building Survey/Historic American Engineering Record/Historic American Landscape Survey (HABS/HAER/HALS) program. This sheet provides state-level guidance for producing digital and hard-copy documentation reports to be held by our office (the State Historic Preservation Office/SHPO) and by the New York State Archives. Historic properties are to be documented using the following format:

Photographs*

- Photographs should be clear, well composed, and should provide an accurate visual representation of the property and its significant features. Submit as many photographs as needed to depict the current condition and character-defining features of the property.
- Digital photographs should be taken using a ten (10) megapixel or greater digital SLR camera.
- Images should be saved in Tag Image File format (TIFF) or RAW format images. This allows for the best image resolution. RGB color digital TIFFs are preferred.
- Selected images for the hard-copy documentation package should be printed as follows: one to three 8x10-inch views of the overall property. Sufficient 5x7-inch supplemental images to fully document the present condition of all aspects of the property (important site features, all façade elevations, major architectural features and details, and representative views of the interior spaces).
- Historical photos (if available) depicting the property should be reprinted at 5x7-inch size and included in the documentation.
- Images should be printed on a high quality color printer using compatible high quality photographic paper stock (HP printer use HP Paper, Epson printer use Epson paper)
- Each photograph must be numbered and that number must correspond to the photograph number on an accompanying Photo Log or Key. For simplicity, the name of the photographer, photo date, etc. may be listed once on the Photo Log or Key and doesn't need to be labeled on every photograph.
- Write the label information within the white margin on the front of the photograph using a photo labeling pen. Label information can also be generated by computer and printed directly in the white margin (adhesive labels are not recommended).
- Do not print information on the actual image – use only the photo margin or back of the photograph for labeling.
- At a minimum, photographic labels must include the following information: Photograph number, name or address of the property, date photograph was taken, and the county the property is located in.
- Photos should be placed in folders or photo sleeves.

Historical Narrative**

A narrative description should be prepared and should include the relevant historical context, a discussion of the development and construction history of the property, and a summary of the property's historical significance. Copies of primary source documentation (such as historic photographs, archival records, original architectural plans, and maps), if available, should be included, appropriately labeled, and referenced in the narrative text (e.g., Figure 1, Figure 2).



1/25/19

Plans/Drawings***

Copies of existing recent or current construction plans, if available, should be included.

Final Report

Two bound or boxed hard copies of the final documentation report (including photographs, historical narrative, and drawings) are requested: one copy of the report should be submitted to the SHPO for forwarding to the New York State Archives, and one copy of the report should be provided directly to an appropriate local repository. A digital copy of the report (saved on a thumb drive, CD or DVD) shall accompany the SHPO hard copy. **Completed documentation reports are to be submitted prior to demolition/relocation/renovations.**

PLEASE NOTE:

**Large-format (4 by 5) film photography may be warranted for National Historic Landmarks and properties possessing a high level of local significance, or statewide or national significance.*

***Creation of as-built drawings may be warranted, and could be done using traditional drawing methods, CAD-type programs, or laser scanning.*

****A useful model for the historical narrative is the HABS/HAER narrative report form, equivalent to HABS Level 2 documentation. The HABS Historical Report Guidelines can be found on the web at: <https://www.nps.gov/hdp/standards/HABS/HABSHistoryGuidelines.pdf>*

NOTICE: This form is meant to be used as general guidance. Requirements may vary depending on the historic property and project in question. Property-specific requirements such as number of buildings/structures may be called out in the Letter of Resolution (LOR) agreement document or as a modification of this document appended to an LOR.

Historic, Archaeological, and Cultural Resources

APPENDIX G

- G.1 Section 106 Effects Assessment and Relevant Correspondence
- G.2 Phase IA Studies and Relevant Correspondence
- G.3 Draft Programmatic Agreement
- G.4 Historic Architectural Resources Background Study (HARBS) and Relevant Correspondence
- G.5 Project Initiation Letter (PIL) Relevant Correspondence
- G.6 Miscellaneous Correspondence



**G.4 HISTORIC ARCHITECTURAL RESOURCES BACKGROUND STUDY (HARBS)
AND RELEVANT CORRESPONDENCE**

**MTA Metro-North Railroad Penn Station Access Project
Environmental Assessment**

Historic Architectural Resources Background Study for the MTA Metro-North Railroad Penn Station Access Project

Westchester, Bronx & Queens Counties, New York

February 2014; Updated November 2015

Prepared for:



Prepared by:

Lynn Drobbin & Associates

and

**PARSONS
BRINCKERHOFF**

Contents

1. INTRODUCTION	1
2. PROJECT DESCRIPTION	5
3. LEGAL AND REGULATORY REQUIREMENTS.....	9
3.1 INVENTORY OF RESOURCES	9
4. CONSULTING PARTIES AND RESOURCE ORGANIZATIONS.....	11
4.1 CONSULTING PARTIES.....	11
4.2 RESOURCE ORGANIZATIONS.....	12
5. DEFINITION OF THE AREA OF POTENTIAL EFFECT.....	13
6. METHODOLOGY	15
6.1 GENERAL METHODOLOGY.....	15
6.2 PROJECT SPECIFIC METHODOLOGY.....	15
6.2.1 Methodology Developed in Consultation with NYSOPRHP.....	15
6.2.2 Methodology for the Identification of Historic Resources.....	17
6.2.3 Methodology for the Identification of Historic Bridges.....	18
7. HISTORIC RESOURCES.....	21
7.1 HISTORIC BACKGROUND OF THE HELL GATE LINE	21
7.1.1 Summary	21
7.1.2 Historic Background	21
7.2 DATA SUMMARY.....	22
7.3 PROPOSED STATION SITES	32
7.3.1 Co-op City Station	33
7.3.2 Morris Park Station.....	57
7.3.3 Parkchester/Van Nest Station.....	80
7.3.4 Hunts Point Station	133
7.4 RESOURCES IN THE PSA PROJECT HELL GATE LINE RIGHT-OF-WAY AREA OF POTENTIAL EFFECT	149
7.4.1 Former NYNH&H Railroad Morris Park Station.....	149
7.4.2 Former NYNH&H Railroad Westchester Avenue Station.....	159
7.5 BRIDGES IN THE PSA PROJECT AMTRAK HELL GATE LINE AREA OF POTENTIAL EFFECT	171
7.5.1 List of Bridges in the PSA Project Area of Potential Effect.....	171
7.5.2 Bridges with SHPO Opinions of Eligibility	177
7.5.3 Bridges Where Work is Proposed for the PSA Project.....	194
7.5.4 Bridges Not Previously Evaluated and Considered Not Eligible.....	204
8. CONCLUSION.....	217
8.1 SUMMARY OF THE EVALUATION	217
8.2 NEXT STEPS.....	217
9. BIBLIOGRAPHY.....	218

APPENDICES

- Appendix A: Relevant Correspondence
- Appendix B: SHPO Opinions of Eligibility
- Appendix C: Proposed Co-op City Station Study Area Sanborn Maps
- Appendix D: Proposed Morris Park Station Study Area Sanborn Maps
- Appendix E: Proposed Parkchester/Van Nest Station Study Area Sanborn Maps
- Appendix F: Proposed Hunts Point Station Study Area Sanborn Maps
- Appendix G: New York State Office of Parks Recreation and Historic Preservation Historic Resource Inventory Forms
- Appendix H: New York State Office of Parks Recreation and Historic Preservation Historic Bridge Inventory Forms

FIGURES

Figure 1: Project Location 3

Figure 2: Corridor Map..... 4

Figure 3: Proposed Infrastructure Improvements 7

Figure 4: Areas of Potential Effect, SHPO Opinions of Eligibility and Potentially Eligible Resources..... 25

Figure 5: Proposed Co-op City Station Hunter Avenue Option – Historic Resources in the APE 35

Figure 6: Proposed Co-Op City Station Hunter Avenue Option – Tax Map 37

Figure 7: Proposed Co-op City Station De Reimer Avenue Option – Historic Resources in the Ape..... 39

Figure 8: Proposed Co-Op City Station De Reimer Avenue Option – Tax Map..... 41

Figure 9: Baychester Village Bungalow Site Plan and Photo Locations 52

Figure 10: Proposed Morris Park Station – Historic Resources in the APE 59

Figure 11: Proposed Morris Park Station – Tax Map..... 61

Figure 12: American Cystoscope Makers Factory/Farberware Building: ACMI Advertisement 70

Figure 13: American Cystoscope Makers Factory/Farberware Building Site Plan and Photo Locations 74

Figure 14: Proposed Parkchester/Van Nest Station – Historic Resources in the APE (1)..... 83

Figure 15: Proposed Parkchester / Van Nest Station – Historic Resources in the APE (2)..... 85

Figure 16: Proposed Parkchester/Van Nest Station – Tax Map..... 87

Figure 17: NYNH&H Railroad Van Nest Electric Locomotive Repair Shops, Site Plan and Photo Locations, 2007 95

Figure 18: Historic Building Identification Plan: NYNH&H Railroad Van Nest Electric Locomotive Repair Shops, circa 1944 101

Figure 19: Location of Parkchester Apartment Complex..... 114

Figure 20: Parkchester Site Plan and Photo Locations..... 121

Figure 21: Proposed Hunts Point Station – Historic Resources in the APE 136

Figure 22: Proposed Hunts Point Station – Tax Map..... 138

Figure 23: 901 Hunts Point Avenue, Site Plan and Photo Locations 146

Figure 24: Former NYNH&H Railroad Morris Park Station, Site Plan and Photo Locations..... 154

Figure 25: NYNH&H Railroad Westchester Avenue Station, Site Plan and Photo Locations..... 160

Figure 26:	Location of the Amtrak Hell Gate Line Bascule Bridge over Pelham Bay and Hutchinson River	179
Figure 27:	Location of the Cross Bronx Expressway Bridge over the Sheridan Expressway (I-895), Bronx River and Amtrak Hell Gate Line	182
Figure 28:	Location of the Amtrak Hell Gate (Northeast Corridor) Line Bascule Bridge over the Bronx River	185
Figure 29:	Location of the IRT No. 6 Subway Truss Bridge over Westchester Avenue, Amtrak Hell Gate Line and the Bronx River	187
Figure 30:	Location of the New York, Westchester & Boston Railway Anchor Bridge	189
Figure 31:	Location of the Bryant Avenue Bridge over Amtrak Hell Gate Line	191
Figure 32:	Location of the Lafayette Avenue Bridge over the Amtrak Hell Gate Line	193
Figure 33:	Location of the Amtrak Hell Gate Line Bridge over Eastchester Road	195
Figure 34:	Amtrak Hell Gate Line over Eastchester Road, Site Plan and Photo Locations.....	196
Figure 35:	Location of the Amtrak Hell Gate Line Bridge over Bronxdale Avenue	200
Figure 36:	Amtrak Hell Gate Line over Bronxdale Avenue, Site Plan and Photo Locations	202
Figure 37:	Location of the New England Thruway (Interstate-95) Bridge over Amtrak Hell Gate Line and Erskine Place	206
Figure 38:	Location of the Bronx River Parkway Bridge over Amtrak Hell Gate Line.....	209
Figure 39:	Location of the Bruckner Expressway and Bruckner Boulevard Bridges over the Amtrak Hell Gate Line	212
Figure 40:	Location of the Bryant Avenue Foot Bridge over Amtrak Hell Gate Line and Bruckner Boulevard	215

TABLES

Table 1:	State Historic Preservation Office (SHPO) Opinions of Eligibility Within the PSA Project Area of Potential Effect (APE)	27
Table 2:	Potentially Eligible Resources Within the PSA Project Area of Potential Effect (APE).....	28
Table 3:	Resources Not Eligible Within the PSA Project Area of Potential Effect (APE)	29
Table 4:	Bridges in the PSA Project Amtrak Hell Gate Line Right-of-Way Area of Potential Effect.....	173

PHOTOGRAPHS

Photo 1.	Area of Proposed Co-op City Station Site Options, View Southwest	42
Photo 2.	Co-op City, View Northwest.....	42
Photo 3.	Typical Baychester Village Townhouses	43
Photo 4.	Baychester Village Bungalow, 2198 Palmer Avenue, Facing Northeast	53
Photo 5.	Baychester Village Bungalow, 2198 Palmer Avenue, Facing East	53
Photo 6.	Modified Bungalows at 2200 & 2202 Palmer Avenue.....	54
Photo 7.	Modified Bungalow at 2227 Boller Avenue.....	54
Photo 8.	Site of the Proposed Morris Park Station, View Northeast.....	57
Photo 9.	Streetscape Showing Typical Buildings on Bassett Avenue, View North.....	58
Photo 10.	Residential Structure in the APE, View Southeast	58
Photo 11.	Aerial View: American Cystoscope Makers Factory / Farberware Building, View East	75
Photo 12.	American Cystoscope Makers Factory / Farberware Building, Facing West.....	75
Photo 13.	American Cystoscope Makers Factory/Farberware Building, Facing West.....	76

Photo 14. American Cystoscope Makers Factory/Farberware Building, Facing Southwest..... 76

Photo 15. American Cystoscope Makers Factory / Farberware Building, Facing East..... 77

Photo 16. American Cystoscope Makers Factory/Farberware Building, Facing Northeast..... 77

Photo 17. American Cystoscope Makers Factory/Farberware Building, Facing Southwest..... 78

Photo 18. American Cystoscope Makers Factory/Farberware Building, Facing Southwest..... 78

Photo 19. American Cystoscope Makers Factory/Farberware Building, Facing Northeast..... 79

Photo 20. American Cystoscope Makers Factory/Farberware Building, Facing East
Parkchester/Van Nest Station 79

Photo 21. Site of the Proposed Parkchester/Van Nest Station, View East 80

Photo 22. Con Ed and Amtrak Substations, View North 81

Photo 23. Former NYNH&H Railroad Van Nest Electric Locomotive Repair Shops, Facing
East 105

Photo 24. Former NYNH&H Railroad Van Nest Electric Locomotive Repair Shops, Facing
East 105

Photo 25. Former NYNH&H Railroad Van Nest Electric Locomotive Repair Shops, East
Elevation, Facing West..... 106

Photo 26. Former NYNH&H Railroad Van Nest Electric Locomotive Repair Shops, East
Elevation, Facing Northwest..... 106

Photo 27. Former NYNH&H Railroad Van Nest Electric Locomotive Repair Shops, Loading
Dock, Facing West..... 107

Photo 28. Steel Rail, Former NYNH&H Railroad Van Nest Freight Yard, Facing West..... 107

Photo 29. Former NYNH&H Railroad Van Nest Electric Locomotive Repair Shops, Babbitt
Shop, Facing East 108

Photo 30. Former NYNH&H Railroad Van Nest Electric Locomotive Repair Shops, New
Construction, Facing Southeast..... 108

Photo 31. Former NYNH&H Railroad Van Nest Electric Locomotive Repair Shops, Former
Cleaning Vat House and Blacksmith Shop, Facing East..... 109

Photo 32. Former NYNH&H Railroad Van Nest Electric Locomotive Repair Shops, Former
Power Plant (Boiler Room, Compressor Room and Oil Pump House), Facing East..... 109

Photo 33. Former NYNH&H Railroad Van Nest Electric Locomotive Repair Shops, Interior 110

Photo 34. Former NYNH&H Railroad Van Nest Electric Locomotive Repair Shops, Filled
Inspection Pit..... 110

Photo 35. Former NYNH&H Railroad Van Nest Electric Locomotive Repair Shops,
Mezzanine 111

Photo 36. Former NYNH&H Railroad Van Nest Electric Locomotive Repair Shops, Interior 111

Photo 37. Former NYNH&H Railroad Van Nest Electric Locomotive Repair Shops, 60-Ton
Overhead Crane 112

Photo 38. Former NYNH&H Railroad Van Nest Electric Locomotive Repair Shops, Former
Tunnel to Morris Park Racecourse, Facing East 112

Photo 39. Parkchester, Aerial Photograph, Facing Northeast..... 123

Photo 40. Parkchester, View from East Tremont Avenue, Facing Southwest 123

Photo 41. Parkchester, View from the Intersection of East Tremont Avenue and Unionport
Road, Facing Southeast..... 124

Photo 42. Parkchester, View from East Tremont Avenue, Facing Southeast..... 124

Photo 43. Parkchester, Historic Photo Showing Original Windows, Circa 1940 125

Photo 44. Parkchester, Typical Entrance and Modern Windows 125

Photo 45.	Parkchester, Entrance Detail	126
Photo 46.	Parkchester, Replacement Windows	126
Photo 47.	Parkchester, Original Kitchen Interior.....	127
Photo 48.	Parkchester, Metropolitan Oval Fountain, Facing Northwest.....	127
Photo 49.	Parkchester, Metropolitan Oval Fountain, Detail	128
Photo 50.	Parkchester, Metropolitan Oval Fountain, Detail	128
Photo 51.	Parkchester, Metropolitan Oval Fountain, Detail	129
Photo 52.	Parkchester, Metropolitan Oval Fountain, Detail	129
Photo 53.	Parkchester, Typical Terra Cotta Sculptures	130
Photo 54.	Parkchester, Terra Cotta Sculptures on Theater's Rear Elevation	131
Photo 55.	Parkchester, Terra Cotta Figures, Theater's Rear Elevation	132
Photo 56.	Site for the Proposed Hunts Point Station, Option 1, View South.....	133
Photo 57.	Site for the Proposed Hunts Point Station, Option 2, View Southwest.....	134
Photo 58.	Former NYNH&H Railroad Hunts Point Station, Facing Northeast	134
Photo 59.	1101 Garrison Avenue at Intersection with Hunts Point Avenue, Facing North.....	135
Photo 60.	021 Garrison Avenue, Facing North	135
Photo 61.	901 Hunts Point Avenue, Facing West	147
Photo 62.	901 Hunts Point Avenue, Facing Northwest	147
Photo 63.	901 Hunts Point Avenue, Facing East	148
Photo 64.	Former NYNH&H Railroad Morris Park Station, Facing Northeast	155
Photo 65.	Garden Adjacent to Former NYNH&H Railroad Morris Park Station, Facing South.....	155
Photo 66.	Former NYNH&H Railroad Morris Park Station, Facing Southeast.....	156
Photo 67.	Former NYNH&H Railroad Morris Park Station, Facing Southeast.....	156
Photo 68.	Former NYNH&H Railroad Morris Park Station, Facing West.....	157
Photo 69.	Former NYNH&H Railroad Morris Park Station, Facing West.....	157
Photo 70.	Former NYNH&H Railroad Morris Park Station, Facing South	158
Photo 71.	NYNH&H Railroad Morris Park Station, Facing Southeast, Circa 1915	158
Photo 72.	Former NYNH&H Railroad Westchester Avenue Station, Facing East.....	164
Photo 73.	Former NYNH&H Railroad Westchester Avenue Station, Facing South	164
Photo 74.	Former NYNH&H Railroad Westchester Avenue Station, Detail, Facing South	165
Photo 75.	Terra Cotta Tile, Former NYNH&H Railroad Westchester Avenue Station, Detail, Facing South.....	166
Photo 76.	Former NYNH&H Railroad Westchester Avenue Station, Detail, Facing South	167
Photo 77.	Former NYNH&H Railroad Westchester Avenue Station, Facing Southeast.....	167
Photo 78.	Former NYNH&H Railroad Westchester Avenue Station, Facing Southeast.....	168
Photo 79.	Former NYNH&H Railroad Westchester Avenue Station, Facing Southwest	168
Photo 80.	Former NYNH&H Railroad Westchester Avenue Station, Facing Northwest.....	169
Photo 81.	Former NYNH&H Railroad Westchester Avenue Station, Facing West.....	169
Photo 82.	NYNH&H Railroad Westchester Avenue Station, Facing Southeast, Circa 1915	170
Photo 83.	Amtrak Hell Gate Line Bascule Bridge over Pelham Bay and Hutchinson River, View West	180
Photo 84.	Amtrak Hell Gate Line Bascule Bridge over Pelham Bay and Hutchinson River, View Northwest.....	180

Photo 85. Cross Bronx Expressway over Sheridan Expressway, Bronx River and Amtrak Hell Gate Line, View North..... 183

Photo 86. Cross Bronx Expressway over Sheridan Expressway, Bronx River and Amtrak Hell Gate Line, View North..... 183

Photo 87. Amtrak Hell Gate (Northeast Corridor) Line Bascule Bridge over the Bronx River, View South..... 185

Photo 88. IRT No. 6 Subway Truss Bridge over Westchester Avenue, Amtrak Hell Gate Line and the Bronx River, Aerial View North..... 187

Photo 89. New York, Westchester & Boston Railway Anchor Bridge, View Northeast..... 189

Photo 90. Bryant Avenue Bridge over Amtrak Hell Gate Line, View South..... 191

Photo 91. Lafayette Avenue Bridge over Amtrak Hell Gate Line, View West..... 193

Photo 92. Amtrak Hell Gate Line Bridge over Eastchester Road, Facing North..... 197

Photo 93. Amtrak Hell Gate Line Bridge over Eastchester Road, Facing Southeast..... 197

Photo 94. Amtrak Hell Gate Line Bridge over Eastchester Road, Facing Southwest 198

Photo 95. Amtrak Hell Gate Line Bridge over Eastchester Road, Facing Southwest 198

Photo 96. Amtrak Hell Gate Line Bridge over Eastchester Road, Facing Southwest 199

Photo 97. Amtrak Hell Gate Line Bridge over Bronxdale Avenue, View Northwest..... 203

Photo 98. Amtrak Hell Gate Line Bridge over Bronxdale Avenue, Facing Southeast 203

Photo 99. Amtrak Hell Gate Line Bridge over Bronxdale Avenue, Facing Southeast 204

Photo 100. New England Thruway (I-95) Bridge over Amtrak Hell Gate Line and Erskine Place, View Northeast..... 206

Photo 101. New England Thruway (I-95) over Amtrak Hell Gate Line and Erskine Place, View Northeast, 207

Photo 102. New England Thruway (I-95) over Amtrak Hell Gate Line and Erskine Place, View Southwest..... 207

Photo 103. Bronx River Parkway Bridge over Amtrak Hell Gate Line, View Southeast..... 210

Photo 104. Bronx River Parkway Bridge over Amtrak Hell Gate Line, View East..... 210

Photo 105. Bruckner Expressway and Bruckner Boulevard Bridges over Amtrak Hell Gate Line, View North 213

Photo 106. Bruckner Expressway and Bruckner Boulevard Bridges over Amtrak Hell Gate Line, New Multi-Girder Span, View North 213

Photo 107. Bruckner Expressway and Bruckner Boulevard Bridges over Amtrak Hell Gate Line View West 214

Photo 108. Bryant Avenue Foot Bridge over Amtrak Hell Gate Line and Bruckner Boulevard, View Northwest..... 215

Photo 109. Bryant Avenue Foot Bridge over Amtrak Hell Gate Line and Bruckner Boulevard, View East 216

Photo 110. Bryant Avenue Foot Bridge over Amtrak Hell Gate Line and Bruckner Boulevard, View West 216

1. Introduction

The Metropolitan Transportation Authority (MTA)/Metro-North Commuter Railroad Company (Metro-North) is proposing construction activities along the Amtrak-owned Hell Gate Line, which would allow it to introduce direct, one-seat passenger rail service between Metro-North's New Haven Line territory and Pennsylvania Station (Penn Station), New York, on the West Side of Manhattan. The existing New Haven Line service terminates on the East Side of Manhattan at Grand Central Terminal (GCT).

The proposed project also would involve constructing four new community-based Metro-North stations along the Hell Gate Line in the eastern Bronx. The construction of these stations would allow for the introduction of rail service to Manhattan and the suburbs to those communities where it currently does not exist. The new stations and additional infrastructure improvements would be constructed within the Hell Gate Line right-of-way in Queens and Bronx Counties, New York, and would include upgrading of Metro-North's New Rochelle Yard in New Rochelle, Westchester County, New York. (See Figures 1 and 2.)

This Historic Architectural Resources Background Study (HARBS) for the Penn Station Access (PSA) Project has been prepared in compliance with Section 106 of the National Historic Preservation Act of 1966, as amended, and Section 14.09 of the New York State Parks, Recreation and Historic Preservation Law of 1980. The HARBS has been prepared to identify resources in the project's Area of Potential Effect that are National Historic Sites or New York City Landmarks; listed on the State and National Registers of Historic Places; have been determined eligible or have State Historic Preservation Office opinions of eligibility; or are potentially eligible for listing on the State and National Registers.

The HARBS is the second step in the historic architectural resources analysis that is being conducted as part of the Metro-North PSA Draft Environmental Assessment (EA). The first step was the Project Initiation Letter (PIL) and the third step will be the Effects Assessment. The EA is being prepared pursuant to the National Environmental Policy Act (NEPA), as amended, in accordance with Council on Environmental Quality regulations implementing NEPA (40 CFR part 1500) and the Federal Transit Administration's Environmental Impact and Related Procedures (23 CFR Part 771).

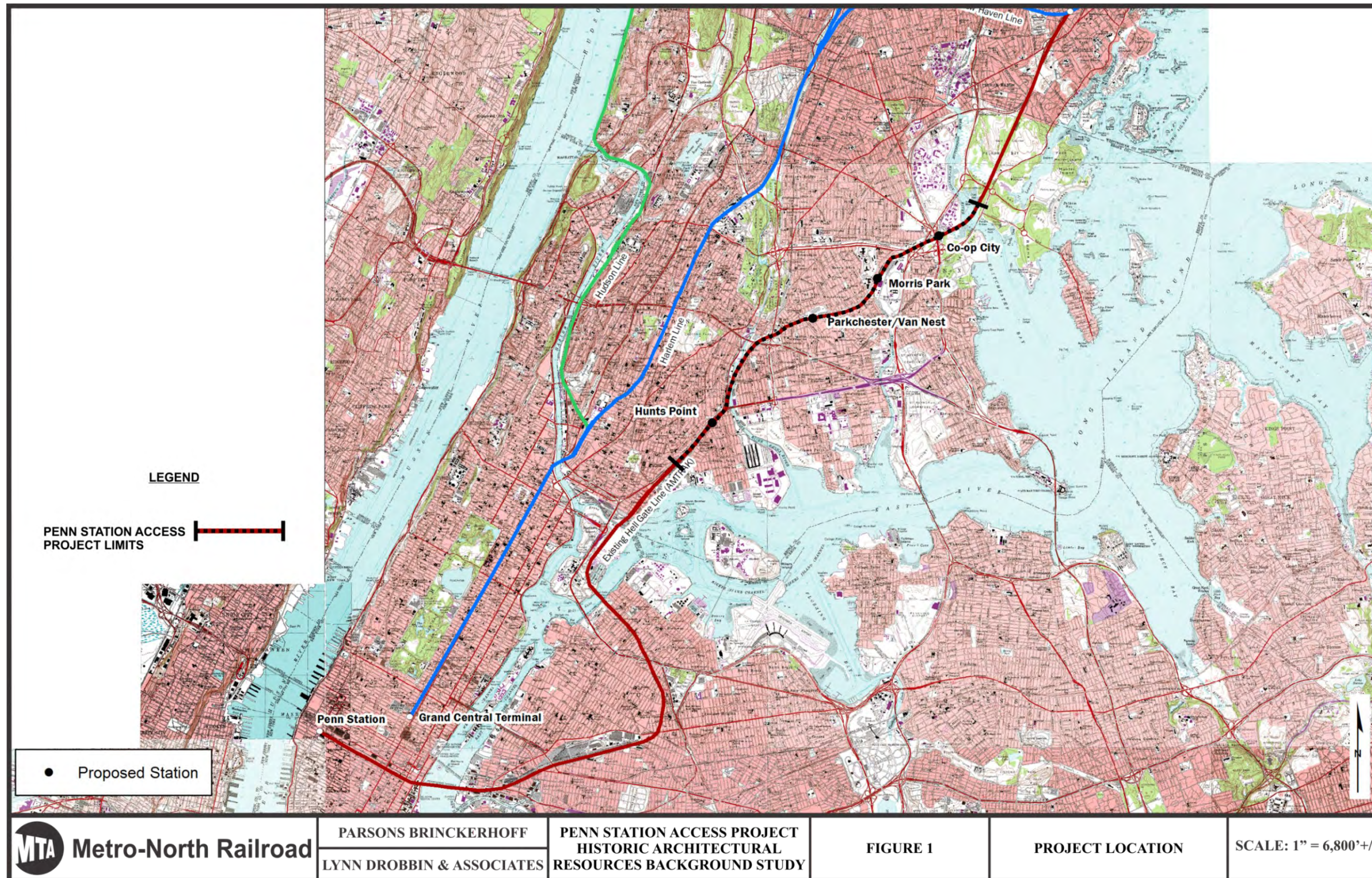
The purpose of this project is as follows: 1) provide faster, more direct service between the Metro-North service area and Penn Station, as well as other destinations on the West Side of Manhattan; 2) enhance the region's connectivity by constructing new stations in the East Bronx and providing connections between the Metro-North service area and the Long Island Rail Road (LIRR), New Jersey Transit (NJT), Amtrak and New York City Transit (NYCT) services at and near Penn Station; 3) provide added flexibility in the event of service disruptions by offering two terminals in Manhattan, which are accessible from the Metro-North service area; 4) provide cost-effective transportation improvements that can be implemented using existing infrastructure while

minimizing adverse social, economic and environmental effects; and 5) promote the economic and environmental health and vitality of the New York Metropolitan area.

During the past few years, Metro-North has experienced large-scale service disruptions to its GCT operations as a result of flooding in the Mott Haven area and fires and other issues on its Harlem River Lift Bridge. All of Metro-North's East-of-Hudson lines depend on the Harlem River Lift Bridge and the Mott Haven Junction in order to travel into and out of Manhattan. The need for additional railroad network resiliency was made clear. Using existing tracks, the project would establish new links for the New Haven Line that will bypass both of these corridors. Although Metro-North will continue to address these issues, there will always be a potential for long-term service disruption in this throat to Manhattan, for which an alternative route would provide some relief.

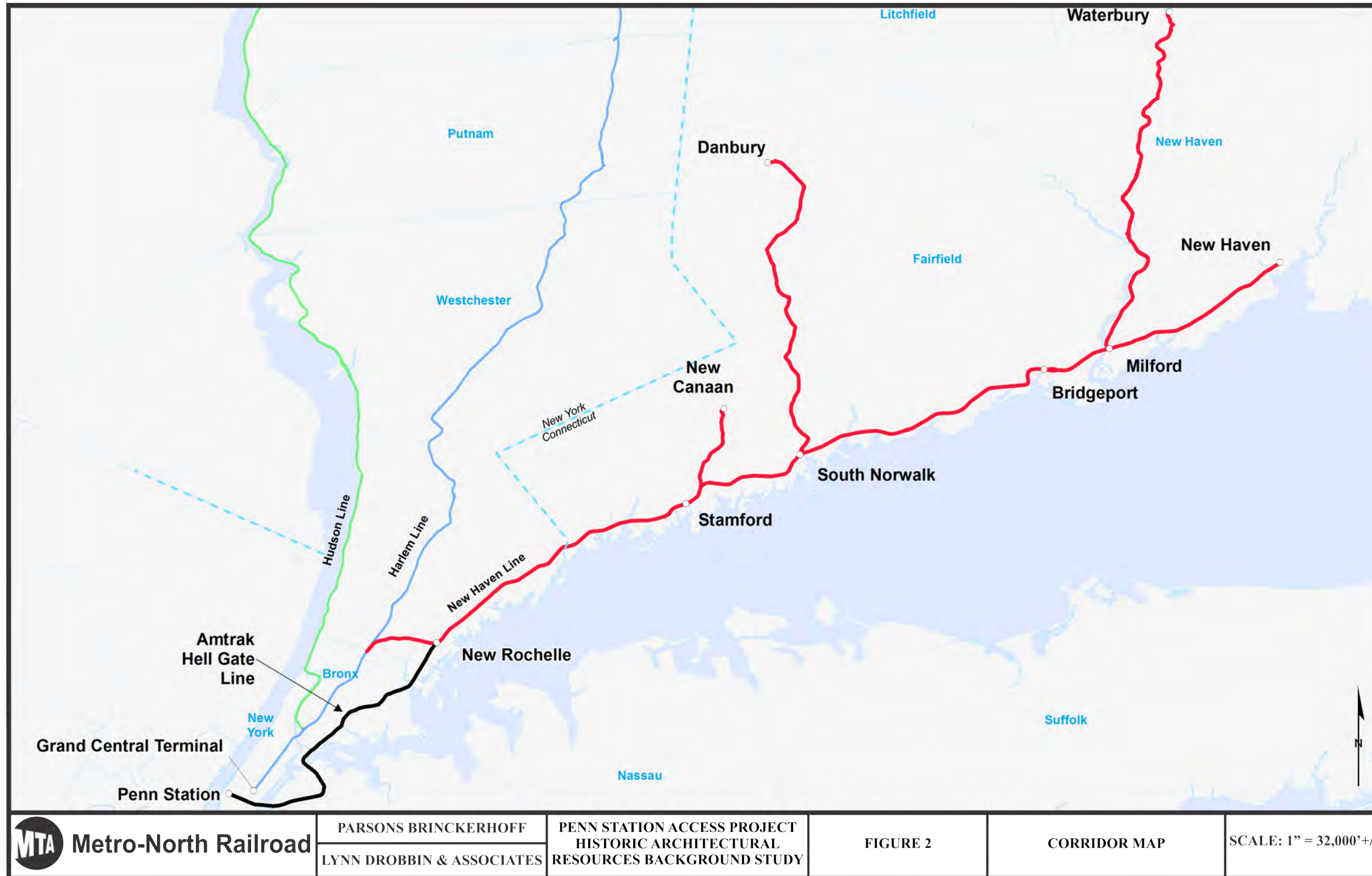
Furthermore, the current termination of Metro-North's East-of-Hudson service at GCT on Manhattan's East Side requires customers to make up to two transfers on additional modes to reach destinations on Manhattan's West Side. At Penn Station, travelers have immediate pedestrian access to the West Side. In addition, the proposed project would improve network flexibility and enhance connectivity within the New York metropolitan area's regional rail network.

FIGURE 1: PROJECT LOCATION



Source: Lynn Drobbin & Associates, 2013

FIGURE 2: CORRIDOR MAP



Source: Parsons Brinckerhoff, 2013

2. Project Description

The Metropolitan Transportation Authority (MTA)/Metro-North Commuter Railroad Company (Metro-North) is proposing construction activities along the Amtrak-owned Hell Gate Line, which would allow it to introduce direct, one-seat passenger rail service between Metro-North's New Haven Line territory and Pennsylvania Station (Penn Station), New York, on the West Side of Manhattan. The existing New Haven Line service terminates on the East Side of Manhattan at Grand Central Terminal (GCT). The proposed project also would involve constructing four new community-based Metro-North stations along the Hell Gate Line in the eastern Bronx. The construction of these stations would allow for the introduction of rail service to Manhattan and the suburbs to those communities where it currently does not exist.

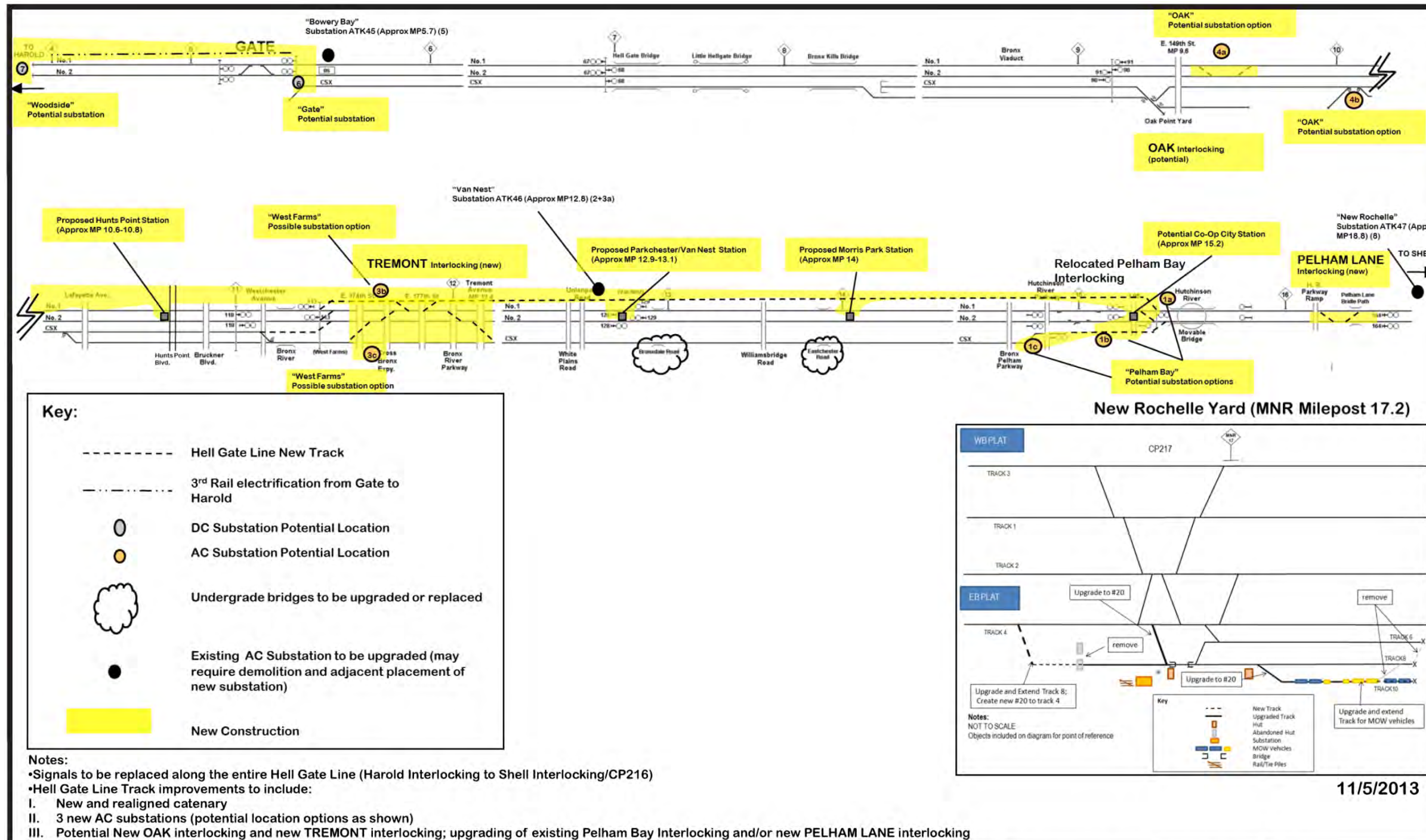
- The key project elements of Penn Station Access include the following:
- Four new community-based Metro-North stations, constructed entirely within the Hell Gate Line right-of-way, in the eastern Bronx neighborhoods of:
 - Co-op City
 - Morris Park
 - Parkchester/Van Nest
 - Hunts Point

Each station would include either an island platform that can serve trains of up to eight rail cars or a combination of island and side platforms of similar lengths. Each station would have standard platform amenities and a passenger overpass with stairs and Americans with Disabilities Act-compliant elevators for access to/from the nearest sidewalk adjacent to or above the Hell Gate Line tracks, with the exception of Morris Park Station, where access would be provided from sidewalks on both sides of the Hell Gate Line right-of-way. (Note that the mileposts for all bridges on the Hell Gate Line are referred to using the Hell Gate Line "line code," which is AG).

- Up to four interlocking improvements, constructed entirely within the Hell Gate Line right-of-way, to enhance operational flexibility. These include:
 - Construction of one new interlocking at milepost (MP) 10 (aka CP OAK)
 - Construction of one new interlocking at MP 12.4 (aka CP TREMONT)
 - Upgrading of the existing PELHAM BAY Interlocking at MP 15.5
 - Construction of a new interlocking at MP 16.6 (aka CP PELHAM LANE)
- Up to two additional passenger-train running tracks, constructed entirely within the Hell Gate Line right-of-way between the new CP OAK Interlocking and the upgraded PELHAM BAY Interlocking.
- Strengthening or replacing the decks and girders of two existing under-grade bridges to accommodate the new tracks:

- Hell Gate Line AG 13.26 Undergrade Bridge over Bronxdale Avenue
- Hell Gate Line AG 13.92 Undergrade Bridge over Eastchester Road
- Strengthening of decks and girders of the Hell Gate Line AG 11.40 New York, New Haven and Hartford (NYNH&H) Railroad /Amtrak Bascule Bridge over the Bronx River to accommodate the new tracks.
- An upgrade of the electrical power system to accommodate the additional tracks and future increased train traffic on the Hell Gate Line, including:
 - Installation of 1.2 miles of third rail on two tracks from HAROLD Interlocking (MP 4.05) to GATE Interlocking (MP 5.6) in Queens (a total of 2.5 miles of new third rail).
 - Construction of up to two DC substations(approximately 16 feet high x 18 feet wide x 80 feet long metal-clad huts), one near GATE Interlocking (referred to as Gate Substation) and one in the vicinity of the Hell Gate Division from the Port Washington Branch of the Long Island Rail Road (Woodside) in Queens (referred to as Woodside Substation).
 - Construction of up to three AC distribution substations (approximately 16 feet high x 18 feet wide x 80 feet long metal-clad huts), one near the proposed CP OAK interlocking (referred to as Oak Substation), one near the proposed CP TREMONT interlocking (referred to as West Farms Substation) and one near PELHAM BAY Interlocking (referred to as Pelham Bay Substation).
 - Upgrading of up to two AC distribution substations at Amtrak's Bowery Bay (Queens) and New Rochelle substation sites.
 - Upgrading or replacement of one existing AC supply substation (approximately 8 feet high x 50 feet wide x 100 feet long metal-clad shed) at Van Nest, with a potential replacement facility immediately adjacent to the Hell Gate Line right-of-way in the existing Consolidated Edison Company of New York parking lot.
 - With the exception of the Van Nest facility, all of the electrical improvements would be constructed entirely within the Hell Gate Line right-of-way.
- In-kind replacement of the catenary wires on the Amtrak Bascule Bridge over the Hutchinson River and Pelham Bay and the mechanism for moving the wires when the moveable bridge is opened and closed.
- Upgrading of the Metro-North New Rochelle Yard on its New Haven Line, constructed entirely within the Metro-North-owned New Haven Line right-of-way. The upgrading would reconnect and extend Track 8 in New Rochelle Yard to create midday storage for up to 24 train-cars.
- Installation of a new signal system for the entire Hell Gate Line, from HAROLD Interlocking in Queens to CP 216 (SHELL) Interlocking in New Rochelle, entirely within the right-of-way. There are no new structures proposed as part of the signal upgrade.
- Creation of Metro-North Employee Space within Penn Station, roughly 7,000 square feet in size, comprising back-of-house space for crew supervisor offices, men's and women's locker rooms (toilets, shower, lockers), break rooms and storage (each set of these facilities for each craft); accounts receivables; and janitorial space.

FIGURE 3: PROPOSED INFRASTRUCTURE IMPROVEMENTS



Metro-North Railroad	PARSONS BRINCKERHOFF	PENN STATION ACCESS PROJECT SECTION106 EFFECTS ASSESSMENT	FIGURE 3	PROPOSED INFRASTRUCTURE MODIFICATIONS	NOT TO SCALE
	LYNN DROBBIN & ASSOCIATES				

Source: Parsons Brinckerhoff, 2013

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3. Legal and Regulatory Requirements

3.1 INVENTORY OF RESOURCES

Historic resources are protected under federal law through Section 106 of the National Historic Preservation Act of 1966, as amended, and the National Environmental Policy Act (NEPA) of 1969. Applicable New York State legislation governing the protection of historic resources includes Section 14.09 of the New York State Historic Preservation Act of 1980. The applicable New York City legislation that protects historic landmarks is the New York City Landmarks Law of 1965 and its 1973 amendment.

The regulations developed under Section 106 of the National Historic Preservation Act require that, prior to approval of federal funds or permits for an action or project, agencies must consider the action's or project's potential impacts on any district, site, building, structure, or object that is included in or eligible for inclusion in the National Register of Historic Places (National Register), and, in the event of an adverse effect finding by the State Historic Preservation Office (SHPO), must give the Advisory Council on Historic Preservation an opportunity to comment on the undertaking. An action or project is considered to have an adverse effect on a historic resource if it changes the quality or cultural characteristics (i.e., "character defining features") that render the resource eligible for listing on the National Register.

Historic properties of national, state and local significance may be nominated to the National Register of Historic Places and the New York Register of Historic Places (New York Register) following evaluation in accordance with an established set of criteria for determining the significance of potential historic resources. The National Park Service, which administers the National Register, has established criteria for the evaluation of the significance of potential historic and/or archaeological properties (i.e., evaluating their eligibility for listing in the National Register). The criteria, as set forth in the guidelines (36 CFR 60.4), comprise the following:

"The quality of significance in American history, architecture, archaeology, engineering, and culture that is present in districts, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and

- A. That are associated with events that have made a significant contribution to the broad patterns of our history;
- B. That are associated with the lives of persons significant in our past;
- 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 may lack individual distinction; and
- D. That have yielded, or may be likely to yield, information important in prehistory or history."

The evaluation process is conducted at the state level by the SHPO and at the federal level by the National Register staff of the U.S. Department of the Interior. Listing in the New York Register requires the approval of the New York State Office of Parks, Recreation and Historic Preservation's SHPO. Listing in the National Register requires approval of the SHPO and the Secretary of the Interior. The SHPO, acting on behalf of the Advisory Council on Historic Preservation, is responsible for historic reviews under Section 106 of the National Historic Preservation Act and other relevant federal legislation.

Established by the 1965 Landmarks Law, Rules of the City of New York, Title 63, the Landmarks Preservation Commission is the New York City agency responsible for identifying and designating the city's landmarks and the buildings in the city's historic districts. The Commission also regulates changes to designated buildings. A landmark designation is given to buildings, structures and objects that have a special historical, cultural, or aesthetic value and that are an important part of New York City's historical and architectural heritage. To protect the city's landmarks from inappropriate changes or destruction, the Commission approves, in advance, all alterations, reconstruction, demolition, or new construction affecting a designated building or structure. The Commission also reviews applications for work to be conducted on landmarks.

4. Consulting Parties and Resource Organizations

The consulting parties and resource organizations identified below were approved by the State Historic Preservation Office on September 20, 2013, and concurred with by the Federal Transit Administration on November 30, 2015 (see Appendix A for SHPO letter of approval).

4.1 CONSULTING PARTIES

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Federal Transit Administration
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Ruth Pierpont

Deputy Commissioner/Deputy SHPO
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Peg Breen

President
New York City Landmarks Conservancy
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4.2 RESOURCE ORGANIZATIONS

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West Babylon, NY 11704

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President
East Bronx History Forum
The Huntington Free Library
9 Westchester Square
Bronx, NY 10461

Gary Hermalyn

Executive Director
Bronx Historical Society
3309 Bainbridge Avenue
Bronx, NY 10467

5. Definition of the Area of Potential Effect

The “Area of Potential Effect” (APE), or study area, is defined as the area in which the proposed project is most likely to have impacts on cultural resources. The APE includes the area that may be affected by direct physical impacts, such as demolition or alteration of a resource, or by indirect contextual impacts such as changes in the visual character of the surrounding neighborhood or in the views from a resource. The potential effects of temporary project actions (i.e., construction noise, dust, and vibration) were also considered in the determination of the APE.

APE determinations for the proposed project were made based on standard methodologies used in the Section 106 process and guidance from the New York State Office of Parks, Recreation and Historic Preservation’s (NYSOPRHP) State Historic Preservation Office (SHPO). It was determined that APEs outside of the Hell Gate Line right-of-way are required only for the four proposed station sites and site options. Given the differences in each of the new stations’ settings and contexts, the APEs were defined specific to each station site and site option. The Penn Station Access (PSA) Project APEs for the proposed station sites are mapped on aerial and tax maps in Section 7.3, prior to the discussion of each proposed station site.

The APE for the historic architectural resource analysis for the proposed project was discussed in the June 6, 2013, site visit with representatives of the Federal Transit Administration; Federal Railroad Administration; Metro-North Railroad; and Metro-North Railroad’s environmental consultant. Both the SHPO and the New York City Landmarks Commission were invited to attend the June 6th site visit.

The methodology for the determination of the APEs for the historic architectural resource analysis was further developed in consultation with the SHPO in conference calls conducted on June 10 and June 12, 2013, with Kathleen A. Howe, Survey and Evaluation Unit Coordinator, NYSOPRHP, Division for Historic Preservation; Karen Timko, Director, Environmental Compliance/Agency Preservation Officer, Metro-North Railroad; and Lynn Drobbin, Architectural Historian, Lynn Drobbin & Associates. The APEs were defined based on input received during the June 6, 2013, site visit and a subsequent field visit conducted by Lynn Drobbin & Associates on June 12, 2013. The draft APEs were finalized in a conference call with Metro-North Railroad on June 18, 2013. The APEs were approved by the SHPO on September 20, 2013, and concurred with by the Federal Transit Administration on November 30, 2015 (see Appendix A: Relevant Correspondence for the SHPO letter of approval).

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6. Methodology

6.1 GENERAL METHODOLOGY

The study was conducted by architectural historian, Lynn Drobbin of Lynn Drobbin & Associates. Ms. Drobbin meets the National Park Service standards for professional qualifications for historic preservation consultants as specified in the *Federal Register* (36 CFR 61, Section 61.5).

The objectives of the Historic Architectural Resource Background Study (HARBS) are to:

1. Identify all resources in the area of potential effect that are National Historic Sites or Landmarks, listed on the State and National Registers of Historic Places, have been determined eligible by the Keeper of the National Register, have State Historic Preservation Office (SHPO) opinions of eligibility, or have been designated as New York City Landmarks;
2. Locate and identify all previously recorded and unrecorded structures over 50 years of age; and
3. Evaluate the potential eligibility of these resources for listing on the State and National Registers of Historic Places.

The identification of historic resources was conducted in consultation with the New York State Office of Parks, Recreation and Historic Preservation (NYSOPRHP) and the New York City Landmarks Preservation Commission; the evaluation of historic resources will be conducted in consultation with NYSOPRHP.

6.2 PROJECT SPECIFIC METHODOLOGY

6.2.1 Methodology Developed in Consultation with NYSOPRHP

The specific methodology for the Penn Station Access (PSA) Project was defined by Lynn Drobbin, Architectural Historian, Lynn Drobbin & Associates, and Karen Timko, Director, Environmental Compliance/Agency Preservation Officer, Metro-North Railroad, in consultation with Kathleen A. Howe, Survey and Evaluation Unit Coordinator, NYSOPRHP, Division for Historic Preservation. The consultation:

- determined the criteria and the methodology to be used for the definition of the Areas of Potential Effect (APE);
- determined that the APE would be largely confined to the Hell Gate Line right-of-way and directly above the right-of-way;
- specified discrete locations at which the APE would extend beyond the railroad right-of-way; and
- established the nature of the properties to be researched.

The methodology, as recommended by Ms. Howe and described on the following pages, is in accordance with the methodology used in similar rail corridor studies that have been conducted by Lynn Drobbin & Associates and Metro-North Railroad.

The following describes the historic architectural resource analysis methodology applied for each type of infrastructure improvement comprising the proposed project:

- **Hell Gate Line Right-of-way** – The study area consists of the 6-mile length of Hell Gate Line right-of-way (MP 9.62 to MP 15.85) within which the proposed project would be constructed. The study area was extended beyond the right-of-way only 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.
- All National Register- and/or State Register-listed, eligible or New York City landmarked properties that are located within 25 feet of the Hell Gate Line right-of-way within which the proposed project would be constructed were identified.
- **Bridges** – All railway, roadway and foot bridges that cross over or under the 6-mile-long segment of the Hell Gate Line right-of-way within which the proposed project would be constructed were identified.
- **Substations** – Preliminary reconnaissance field surveys and review of SHPO and Landmarks Preservation Commission data were conducted for the following nine potential substation sites to determine if any National Register- and/or State Register-listed, eligible, potentially eligible or landmarked properties are located near the proposed substation sites:
 - Woodside Substation, Queens,
 - Gate Substation, Queens
 - Oak Substation, Bronx (two site options)
 - Van Nest Substation, Bronx
 - West Farms Substation, Bronx (two site options), and
 - Pelham Bay Substation, Bronx (two site options)

All National- and/or State Register-listed, eligible, potentially eligible or landmarked properties that are located near the proposed substation sites were identified; no such properties were identified within 100 feet of the proposed substation locations. Therefore, due to the small size of the proposed substation structures, their locations within the right-of-way, and the absence of any historic resources near the proposed substation sites, it was concluded that APEs are not required for the proposed substation locations. Therefore, no further studies need to be conducted in these areas. The SHPO concurred with this determination on September 20, 2013.

- **Stations** - APEs were defined for each of the proposed station locations at Co-op City, Parkchester/Van Nest, Morris Park and Hunts Point. As described in Section 5. Definition of Area of Potential Effect, the station APEs were defined specific to each station site and in accordance with the sites' settings and context. The PSA Project APEs for the proposed station sites are mapped on aerial and tax maps in Section 7.3, prior to the discussion of each proposed station site. The following criteria were used for the definition of the proposed station APEs:
 - The elevation of the ground surrounding the project site relative to the height of the proposed pedestrian overpass and/or elevators.

- The scale of the buildings on either side of the project site relative to the heights of the proposed overpasses and/or elevators.
- If views to a new station site would be blocked by buildings of equal height, those views were not to be included. Unobstructed views through open fields or over low-scale buildings and/or lots were included, in general, if the views were 100 feet or less from the specific station site.

6.2.2 Methodology for the Identification of Historic Resources

The task of identifying historic resources that may be potentially eligible for listing on the National or State Registers of Historic Places began with review of existing studies and findings previously completed in the project area. Research was conducted in consultation with the SHPO to review existing documentation, National Register files, findings of eligibility, existing surveys, case reports, environmental impact statements, National Register files and maps.

Field surveys and photo-documentation were conducted in each station APE. Dates of construction for each building were determined. Available Sanborn maps and other historic maps were studied for each station APE to determine the historic context as well as the dates of construction and alterations for buildings in the APEs. The Sanborn maps for each station site are contained in Appendices C through F. Background research was conducted on the Hell Gate Line and each of the APEs for the proposed station sites to provide an overview of the development history and a context for the discussion of historic resources. Where there are two site options for a proposed station (e.g., Co-op City and Hunts Point), one background history was established for a combined APE.

Buildings and structures within the station APEs that are over 50 years in age and that possess historic architectural integrity or are of historic interest were researched. Intensive-level deed research and historic newspaper research were conducted for these resources. The significance of the historic resources that were evaluated was determined in association with the historic context of each neighborhood and the history of the New York New Haven and Hartford (NYNH&H) Railroad.

The State Preservation Historical Information Network Exchange (SPHINX) was consulted to determine if any resources in the PSA APE are listed or eligible for listing on the National Register of Historic Places or have been previously reviewed for eligibility and found not eligible. SPHINX was also checked to determine if any of resources in the PSA APE are part of historic districts, linear parkways or roadway historic districts.

Research was also conducted at the Bronx County Historical Society and the Bronx Office of the New York City Department of Finance, where property records are archived. The files of the New Haven Railroad Historical and Technical Association, The East Bronx History Forum, and the collection of the NYNH&H Railroad files in the Thomas J. Dodd Research Center, University of Connecticut, Storrs, Connecticut, were also consulted. Personal communications were effected with Lloyd Ultan, the Bronx County Historian; Mark Miller, Director of Operations for Parkchester South Condominium; Juan Toribio, Facilities Manager at the Con Edison Van Nest Service Center; Wayne

Drummond, President of the New Haven Railroad Historical and Technical Association; and others, as listed in Section 9. Bibliography.

A NYSOPRHP Historic Resource Inventory Forms was completed for each historic resource that was researched and evaluated as part of this study for the PSA Project. The NYSOPRHP Historic Resource Inventory Forms record data about each structure including a descriptive narrative, history and significance as well as a location plan, photographs and a photo key. In accordance with NYSOPRHP guidance, Historic Resource Inventory Forms were not completed for historic resources that had been previously evaluated or had prior SHPO opinions of eligibility or non-eligibility for listing on the National Register of Historic Places. NYSOPRHP Historic Resource Inventory Forms were also not prepared for resources that are less than 50 years in age. Historic Resource Inventory Forms for the station site APEs are contained in Appendix G.

6.2.3 Methodology for the Identification of Historic Bridges

All of the bridges in the PSA Project APE were viewed in the field and photographed. Field data were collected on the setting and physical characteristics of each bridge.

Bridge information for the railroad bridges was collected from Amtrak, officially known as the National Railroad Passenger Corporation. Bridge information on the overhead (highway) bridges in the project area was collected from the New York City Department of Transportation (NYCDOT), the New York State Department of Transportation (NYSDOT) and other sources.

Original construction and alteration drawings, as contained in the Amtrak Engineering Structures Archives, of the four bridges that would be affected by the proposed project were reviewed. Rail bridge data were also collected from historic NYNH&H Railroad valuation (val) maps archived at the University of Connecticut Thomas J. Dodd Research Library. Val maps are an inventory of the land that was owned by the railroad; the maps indicate the route of the railroad and provide the location and name of every structure near the railroad. Under the Valuation Act of 1913, the Interstate Commerce Commission (ICC) used these maps to help evaluate railroad corporate property. This valuation was used as a basis for fixing rates that would yield a reasonable profit to the railroads. Railroad companies prepared these maps and forwarded them to the ICC. The ICC reviewed, annotated and maintained the maps as valuation records.

The findings of the NYSDOT Historic Bridge Inventory were reviewed to collect bridge information on the overhead (highway) bridges in the project area. From 1999 to 2002, NYSDOT, in coordination with the Federal Highway Administration (FHWA) and the SHPO, conducted a statewide inventory and evaluation of historic bridges. The inventory included both state and locally owned bridges located on public highways and built prior to 1961. The inventory also included the specific criteria for the evaluation of the bridges included in the survey, an evaluation of National Register eligibility for each bridge, as well as a management plan. The NYSDOT historic bridge database, known as the Windows Bridge Online Transaction System (WinBolts), was also reviewed.

Bridge information was also derived from the National Bridge Inventory (NBI), a database maintained by the FHWA that compiles bridge information and inspection reports for every state. The NBI was created by Congress in response to a series of bridge disasters. Congress also created the National Bridge Inspection Standards to require uniform bridge inspections across the entire country. UglyBridges.com, a searchable version of the NBI, was used to procure bridge information.

Bridge and highway information was also derived from the FHWA's Final List of Nationally and Exceptionally Significant Features of the Federal Interstate Highway System. The list was compiled to address the volume of administrative work that would have resulted as the Interstate Highway System reached its 50-year anniversary in 2006. Adopted by the Advisory Council on Historic Preservation in 2005, the list identifies the components of the Federal Interstate Highway System that are considered significant and continue to be subject to consideration in the Section 106 and Section 4(f) processes. Sections of the Federal Interstate Highway System that are not on the FHWA's Final List are not considered historic and are exempt from the Section 106 and Section 4(f) processes.

As required by the NYSOPRHP, bridge data were recorded on Historic Bridge Inventory Forms. Similar to the NYSOPRHP Historic Resource Inventory Forms (blue forms), the Historic Bridge Inventory Forms were specifically designed for this study for the PSA Project in consultation with the SHPO. The Historic Bridge Inventory Forms record data about each bridge including a description, historical data and significance as well as a location plan and photographs. In accordance with NYSOPRHP guidance, Historic Bridge Inventory Forms were not completed for bridges that are less than 50 years in age; that had been previously evaluated; or had prior SHPO opinions of eligibility or non-eligibility for listing on the National Register of Historic Places. NYSOPRHP Historic Bridge Inventory Forms are contained in Appendix G.

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7. Historic Resources

7.1 HISTORIC BACKGROUND OF THE HELL GATE LINE

7.1.1 Summary

The Hell Gate Line is a 6-mile-long rail line that extends from GATE Interlocking in Hunts Point, the Bronx, to SHELL Interlocking in New Rochelle, Westchester County, and connects Amtrak's Northeast Corridor Line to the Metro-North New Haven Line. The Hell Gate Line right-of-way was originally owned by the Harlem River and Port Chester (HR&PC) Railroad but was leased by the New York, New Haven and Hartford (NYNH&H) Railroad and known as its Harlem River Branch. Passenger service operated on this line with several station stops in the Bronx and Westchester County from circa 1873 to 1931. Amtrak currently operates intercity through-trains on the Hell Gate Line.

7.1.2 Historic Background

The HR&PC Railroad was chartered on April 23, 1866, as a branch line that originated at the Harlem River in New York City and was proposed to extend to the Village of Port Chester in Westchester County, New York, at the Connecticut border. However, only the southern portion was completed and the line terminated about 10 miles southwest of Port Chester in New Rochelle, New York. The HR&PC was a railroad in title only, without rolling stock or locomotives; it began operation after it was leased by the NYNH&H Railroad circa 1873 and became known as the NYNH&H Railroad Harlem River Branch.

Beginning in 1904, the NYNH&H Railroad issued \$15 million (1904 dollars) in bonds to commence a series of improvements on the Harlem River Branch. These improvements, conducted from 1906 to 1910, included widening of the Harlem River Branch right-of way to six tracks; elimination of grade crossings with cuts and overhead road bridges; construction of new rolling bascule bridges over the Hutchinson and Bronx Rivers; installation of new, steel, six-track overpasses; installation of new steel and truss-type six-track underpasses; electrification of the branch; modifications to the facilities at Westchester and Oak Point Yards; and construction of all new stations.

All of the stations were designed by architect Cass Gilbert who, in 1899, won the competition for the United States Custom House at Bowling Green and designed the Woolworth Building in 1910; both buildings are located in Manhattan. Stations included a Harlem River Station, Port Morris Station, Casanova Station, Hunts Point Station, West Farms Station, Westchester Avenue Station, Van Nest Station, Morris Park Station, Westchester Station (between Williamsbridge and Eastchester Roads), Baychester Station (St. Mary's Avenue), Bartow (City Island) Station, and Pelham Manor Station. Only three of these stations remain (Hunts Point, Westchester Avenue and Morris Park), none of which is currently used as a rail station.

The NYNH&H Railroad Harlem River Branch became part of the Hell Gate Line, which opened in

1917. The Hell Gate Line united the systems of the Pennsylvania Railroad and the NYNH&H Railroad and allowed the Harlem River Branch to connect to Pennsylvania Station. The connection was effected with the construction of Engineer Gustav Lindenthal's Hell Gate Bridge over the East River. Completion of the Hell Gate Line created a rail route between New England and points south and west, enabling trains from Boston to travel to New York, Philadelphia, Washington, etc.

In August 1920, the NYNH&H Railroad begin merger talks with the HR&PC Railroad. It took 7 years to receive approvals from state and federal authorities and, on January 1, 1927, the HR&PC merged into the NYNH&H Railroad. Commuter service on the Harlem River Branch never reached expectations and the NYNH&H Railroad ceased local passenger service in June 1931, although the New York Westchester & Boston Railway continued service at the Westchester Avenue and Hunts Point Stations until December 31, 1937.

Financial difficulties continued for the NYNH&H Railroad during the next 30 years and, by the late 1960s, the Interstate Commerce Commission, in its decision permitting the merger of the Pennsylvania and New York Central Railroads into the Penn Central (PC), stipulated that the NYNH&H Railroad be included in the merged company. In the summer of 1970, the PC Railroad declared bankruptcy and, in 1976, became part of Conrail. The Hell Gate Line was ultimately sold to Amtrak (officially the National Passenger Corporation) and is now part of the Northeast Corridor Line.

The former NYNH&H Railroad Morris Park Station has been used by the local police department and the Parkchester Rifle and Revolver Club since 1941. Following the terrorist attacks of September 11, 2001, the station building was painted in a patriotic color scheme. In addition to the Morris Park Station, only two other NYNH&H Railroad Harlem River Branch stations remain relatively intact, though vacant: Westchester Avenue Station and Hunts Point Station.

7.2 DATA SUMMARY

The historic architectural resource study identified all historic architectural resources located in the 6-mile-long section of the Amtrak Hell Gate Line right-of-way that is included in the Penn Station Access (PSA) Project area of potential effect (APE). This includes all railroad, highway and pedestrian bridges and the three remaining former NYNH&H Railroad stations. This historic architectural resource background study for the PSA Project also included the identification of historic architectural resources that are located in the APEs for the four proposed station sites and site options. Historic resources included in the APEs were evaluated for National Register eligibility, with the exception of resources that had prior opinions of eligibility for National Register listing, or had been previously evaluated as not eligible, or, in accordance with National Register guidelines, are less than 50 years old.

There are no resources identified in the PSA Project APE or station APEs that are National Historic Landmarks; listed on the National or State Registers of Historic Places; or have been designated as New York City Landmarks. The study identified six resources in the PSA Project APE that had prior

State Historic Preservation Office (SHPO) Opinions of Eligibility (Table 1). One historic architectural resource, the NYNH&H Railroad Hunts Points Station, was previously evaluated by SHPO and found not eligible for National Register listing.

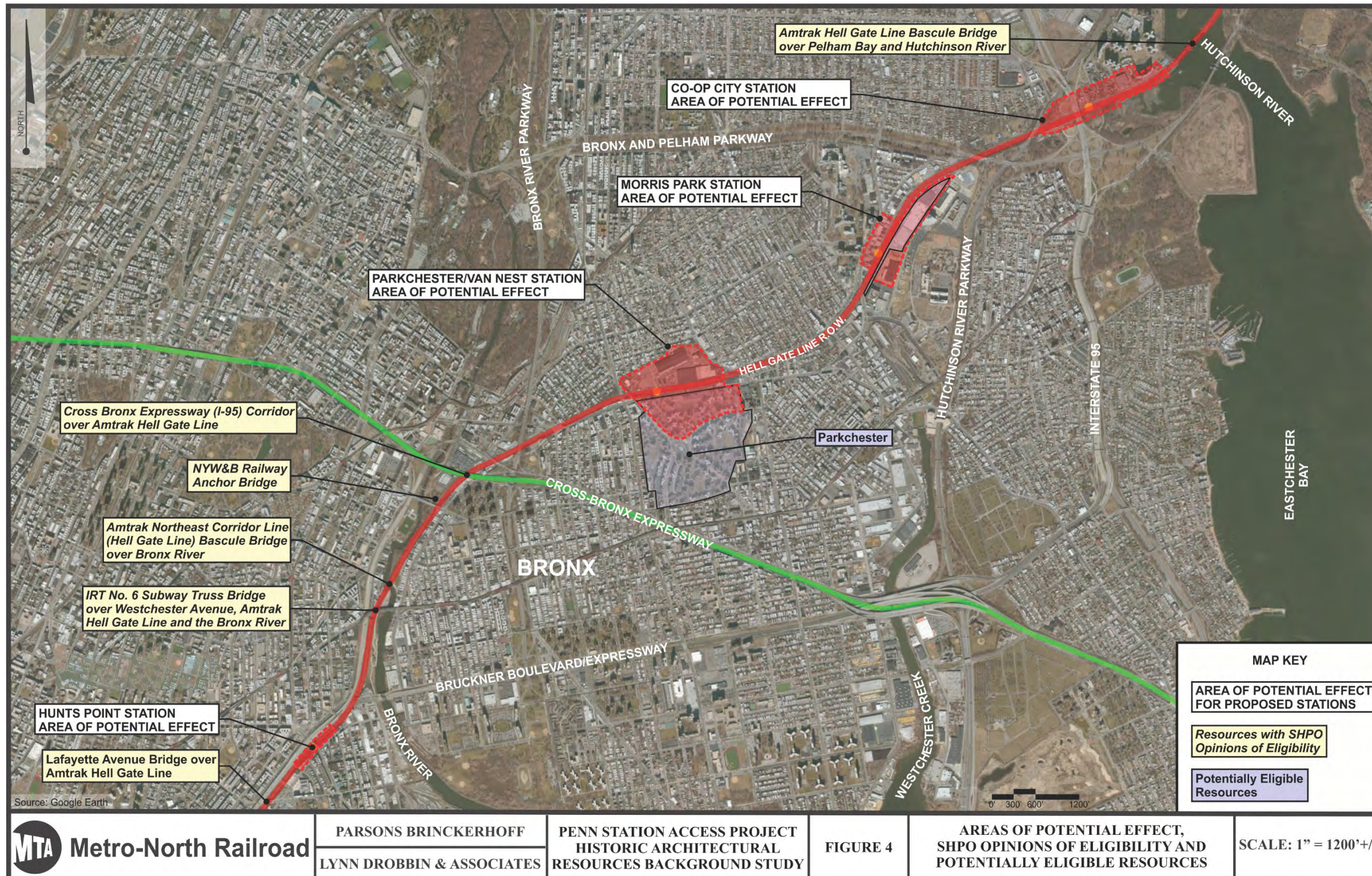
A total of 31 resources, including 24 bridges and seven historic architectural resources, in the project APEs were evaluated for eligibility for listing on the National Register of Historic Places; of those, one resource, the Parkchester apartment complex, was found to merit further evaluation by SHPO for its potential for eligibility for listing on the National Register (Table 2). During this study, it was determined that a total of 17 historic (pre-1961) roadway and foot bridges that were investigated as part of this study for the PSA Project had been previously evaluated by the New York State Department of Transportation (NYSDOT) Historic Bridge Inventory as not eligible for National Register listing; these findings were confirmed by SHPO. While detailed information on these bridges has been excluded from the report, they are listed and noted in Table 1. The remaining seven bridges that had not been previously evaluated were researched and evaluated as part of the PSA Project.

Tables 1, 2 and 3 list the resources that are included in the PSA Project APE. Table 1 is a list of the seven resources in the APE that had prior SHPO Opinions of Eligibility. Table 2 identifies the one historic architectural resource that was evaluated as potentially eligible for listing on the National Register for the PSA Project. The SHPO Opinions of Eligibility and potentially eligible historic resources are mapped on Figure 4. Table 3 (see Section 7.4) is a list of the resources (including bridges) that were evaluated but were found not eligible for listing on the National Register. The tables include a location and a brief description for each resource as well as the date it was built and altered. If known, the New York State Office of Parks, Recreation and Historic Preservation Unique Structure Number (USN) from the State Preservation Historical Information Network Exchange (SPHINX) has also been included.

The findings of eligibility and non-eligibility for all bridges were made in accordance with SHPO opinions of eligibility and the results of the findings in the *NYSDOT Historic Bridge Inventory Final Report: Evaluation of National Register Eligibility, September 2002*. Narrative descriptions, photographs, histories and significance statements for the eligible, potentially eligible and non-eligible resources for the station sites are provided in Section 7.3; for the bridges, this information is provided in Section 7.4.

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FIGURE 4: AREAS OF POTENTIAL EFFECT, SHPO OPINIONS OF ELIGIBILITY AND POTENTIALLY ELIGIBLE RESOURCES



Source: Lynn Drobbin & Associates, 2013; updated 2015

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TABLE 1: STATE HISTORIC PRESERVATION OFFICE (SHPO) OPINIONS OF ELIGIBILITY WITHIN THE PSA PROJECT AREA OF POTENTIAL EFFECT (APE)

Resource and Location	Description	Date Built/Altered
Amtrak Hell Gate Line Bascule Bridge over Pelham Bay and Hutchinson River AG 15.69-15.85 USN:00501.00795	Bascule bridge that carries two tracks of the Amtrak Hell Gate Line/Northeast Corridor (NEC) over Pelham Bay and the Hutchinson River.	1907/1941/ 1984
Cross Bronx Expressway Corridor over Amtrak Hell Gate Line AG 11.99 USN:001590	Deck girder bridge that is part of the Cross Bronx Expressway Corridor that is included in the Federal Highway Administration (FHWA) Final List of Nationally and Exceptionally Significant Features of the Federal Interstate Highway.	1951/1975
NYW&B Railway Anchor Bridge North of East 174th Street Starlight Park AG 11.83 USN:00501.001454	The former New York, Westchester & Boston (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.	Circa 1910
Amtrak Hell Gate Line over Bronx River (Amtrak Northeast Corridor Line Bascule Bridge) AG 11.40 USN: 00501.001362	An early 20th-century Scherzer-type bascule bridge, one of twelve bascule bridges in New York City.	1906-07
IRT No. 6 Subway Truss Bridge over Westchester Avenue, Amtrak Hell Gate Line and the Bronx River AG 11.28 USN:00501.001363	This multiple-span steel truss bridge is part of the IRT No. 6 elevated subway viaduct. The western span over the Amtrak Hell Gate Line is a Pratt through-truss and the eastern span over the Bronx River is a Parker truss.	1918-1919
Bryant Avenue Bridge over the Amtrak Hell Gate Line DEMOLISHED 2015 AG 10.78 USN: 00501.001112	New York State Department of Transportation (NYSDOT)/SHPO Opinion of Eligibility as a plate girder bridge that conveys the significant features common to the type. This bridge, built during the 1906-1910 New York, New Haven & Hartford (NYNH&H) Railroad grade-crossing elimination, predates the standardization period for plate girder bridges that occurred by 1909.	1908 / Demolished 2015; New Bridge under Construction
Lafayette Avenue Bridge over the Amtrak Hell Gate Line AG 10.30	NYSDOT/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

Source: Lynn Drobbin & Associates, 2013.

TABLE 2: POTENTIALLY ELIGIBLE RESOURCES WITHIN THE PSA PROJECT AREA OF POTENTIAL EFFECT (APE)

Resource and Location	Description	Date Built/Altered
<p>Parkchester 2000 East Tremont Avenue</p> <p>Parkchester/Van Nest Station APE</p>	<p>Massive, brick housing complex with landscaped grounds and terra cotta sculptures, built by the Metropolitan Life Insurance Company as affordable housing, which demonstrates the ideals of contemporary city planning. Potentially eligible in accordance with National Register Criteria A, B and C.</p>	<p>1938-42</p>

Source: Lynn Drobbin & Associates, 2013.

TABLE 3: RESOURCES NOT ELIGIBLE WITHIN THE PSA PROJECT AREA OF POTENTIAL EFFECT (APE)

Resource and Location	Description	Date Built/Altered
Baychester Village Bungalow 2198 Palmer Avenue Co-op City Station APE	One and one-half story Bungalow-style dwelling that is the last remaining relatively intact representative of the historic Baychester Village that dates from the first quarter of the 20th century.	Circa 1925
New England Thruway Foot Bridge over Amtrak Hell Gate Line and Erskine Place AG 15.20	A five-span Pratt through-truss foot bridge with the sides and top of the trusses enclosed with mesh and solid metal screening.	1986
New England Thruway (Interstate 95) over Amtrak Hell Gate Line AG 15.19 USN: 00501.001761.	A four-span deck girder bridge. The New England Thruway has a loss of historic integrity due to a major rehabilitation project that was undertaken in the 1980s.	1958/2008
Hutchinson River Parkway over Amtrak Hell Gate Line (Rt. 908 A) AG 14.98	A through girder bridge that is part of the Hutchinson River Parkway.	1940/1997
Bronx and Pelham Parkway (907F) over Amtrak Hell Gate Line AG 14.71	A typical multi-girder bridge with a concrete deck that does not appear to possess any engineering or historic significance.	1909/1983
American Cystoscope Makers Factory/Farberware Building 1500 Bassett Avenue Morris Park Station APE	Large, single-story brick and concrete factory building formerly occupied by two pioneering corporations, both established by European immigrants at the turn of the 20th century. The American Cystoscope Makers occupied the factory from 1962 to 1974 and Farberware from 1974 to 1996. These companies patented and manufactured innovative products significant in the field of diagnostic instruments, and housewares and home appliances, respectively.	1951/2007
Amtrak Hell Gate Line Railroad Bridge over Eastchester Road AG 13.92	A four-span, through plate girder undergrade bridge with a transverse trough ballasted deck. A typical plate girder bridge originally constructed as part of the NYNH&H Railroad grade crossing elimination.	1907/1964
Williamsbridge Road over Amtrak Hell Gate Line AG 13.70	A two-span through-girder bridge. A typical through-girder bridge originally constructed as part of the NYNH&H Railroad grade-crossing elimination.	1906/1981
NYNH&H Railroad Morris Park Station AG 13.43 Sacket and Colden Avenues	Single-story concrete and terra cotta rail station. Designed by Cass Gilbert and built by the NYNH&H Railroad in 1908 as part of the major line upgrade that included all new stations, two additional tracks, grade-crossing elimination and electrification.	1908/1960

**TABLE 3: RESOURCES NOT ELIGIBLE WITHIN THE PSA PROJECT AREA OF POTENTIAL EFFECT (APE)
(CONTINUED)**

Resource and Location	Description	Date Built/Altered
Amtrak Hell Gate Line Railroad Bridge over Bronxdale Avenue AG 13.26	A four-span through plate girder undergrade bridge with a transverse trough ballasted deck. A typical plate girder bridge originally constructed as part of the NYNH&H Railroad grade-crossing elimination.	1907
NYNH&H Railroad Van Nest Electric Locomotive Repair Shops 1065 Matthews Avenue Parkchester/Van Nest Station APE	Large, brick electric rail locomotive and multiple-unit (MU) car repair complex with several remaining outbuildings. Currently used by Con Edison as a vehicle servicing facility.	1912/1959
Unionport Road over Amtrak Hell Gate Line AG 12.78	A riveted steel Pratt truss bridge.	1907/1984 Scheduled for Rehabilitation in 2016
White Plains Road over Amtrak Hell Gate Line AG 12.75	A riveted steel Pratt truss bridge with three main truss panels.	1907/1984
East Tremont Avenue over Amtrak Hell Gate Line AG 12.44	A riveted steel deck girder bridge that is located at the intersection of four streets.	1906/1998
Bronx River Parkway over Amtrak Hell Gate Line AG 12.25 USN: 00501.00115; USN: 00501.001760.	A two-span steel through-girder bridge. The section of the Bronx River Parkway that extends through the Bronx is not part of the National Register-listed portion that is located in Westchester County.	1951
East 177 th Street over Amtrak Hell Gate Line AG 12.12	A steel multi-girder bridge.	1908/1988
East 174 th Street over Amtrak Hell Gate Line AG 11.80 USN: 00501.00956 (USN is for Bronx River span)	The bridge has a total of 12 spans: two continuous multi-girder spans over the Amtrak Hell Gate Line and a section of Starlight Park; four deck girder spans over Starlight Park; a single Warren truss span over the Bronx River; and five deck girder spans over the Sheridan Expressway and West Farms Road.	1910/1928; 1986

**TABLE 3: RESOURCES NOT ELIGIBLE WITHIN THE PSA PROJECT AREA OF POTENTIAL EFFECT (APE)
(CONTINUED)**

Resource and Location	Description	Date Built/Altered
Westchester Avenue over Amtrak Hell Gate Line AG 11.28	A three-span through-girder bridge.	1908/1995
Westchester Avenue Station Amtrak Hell Gate Line AG 11.26 USN:00501.001297	Single story concrete and terra cotta rail station with a tile roof that straddles the Hell Gate Line. Designed by Cass Gilbert and built by the NYNH&H Railroad in 1908 as part of the major line upgrade that included all new stations, two additional tracks, grade crossing elimination and electrification.	1908/circa 1960
Bruckner Expressway and Bruckner Boulevard over Amtrak Hell Gate Line AG 10.87	Three separate bridges that include a three panel Baltimore truss, one deck plate girder bridge and one newly-constructed multi-girder span.	1910/2012
Bryant Avenue Foot Bridge over Amtrak Hell Gate Line and Bruckner Boulevard AG 10.78	The ramped pedestrian bridge on the south sidewalk of the Bryant Avenue Bridge has two through girder spans and a single multi girder span.	Circa 1960
Faille Street over Amtrak Hell Gate Line AG 10.73	A new steel girder bridge built on old abutments.	1988
901 Hunts Point Avenue Hunts Point Station APE	Two-story brick commercial building that borders the Amtrak Hell Gate Line cut. Former drug store, bar and currently an auto glass repair shop.	1911/post-1970
Hunts Point Avenue over Amtrak Hell Gate Line AG 10.62	A single-span, riveted deck plate girder bridge.	1908/1992
Baretto Street over Amtrak Hell Gate Line AG 10.50	A new multi-girder built bridge on old abutments.	1988
Tiffany Street over Amtrak Hell Gate Line AG 10.41	A recently constructed multi-girder bridge constructed on old abutments.	1997
Longwood Avenue over Amtrak Hell Gate Line AG 10.25	A recently constructed multi-girder bridge.	1996
Leggett Avenue over Amtrak Hell Gate Line AG 9.99	A riveted steel through-truss bridge built in 1907 as part of the NYNH&H Railroad's grade-crossing elimination.	1907/1981 Scheduled for Rehabilitation in 2017

**TABLE 3: RESOURCES NOT ELIGIBLE WITHIN THE PSA PROJECT AREA OF POTENTIAL EFFECT (APE)
(CONTINUED)**

Resource and Location	Description	Date Built/Altered
149 th Street over Amtrak Hell Gate Line AG 9.62	The bridge consists of two Baltimore Petit through-truss spans with a concrete deck.	1907/1981 Scheduled for Rehabilitation in 2016

Source: Lynn Drobbin & Associates, 2013.

7.3 PROPOSED STATION SITES

The PSA Project includes construction of four new Metro-North stations in the eastern Bronx. These new community-based stations, to be constructed entirely within the Hell Gate Line right-of-way, are as follows:

- Co-op City (two site options)
- Morris Park
- Parkchester/Van Nest
- Hunts Point (two site options)

Each station would include either an island platform that can serve trains of up to eight rail cars or a combination of island and side platforms of similar lengths. Each station would have standard platform amenities and a passenger overpass with stairs and Americans with Disabilities Act (ADA)-compliant elevators for access to/from the nearest sidewalk adjacent to or above the Hell Gate Line tracks, with the exception of Morris Park Station, where access would be provided from sidewalks on both sides of the Hell Gate Line right-of-way.

For each proposed station site, the APE defined in consultation with SHPO and FTA includes those properties that would have a clear unobstructed view of the proposed station improvements. For proposed station sites for which there are two adjacent site options, the two options were combined to form one station-specific APE. The history and development of the area within each APE was researched to provide a context for the discussion of the historic resources evaluated within the APE. Historic resources that were selected for intensive research and evaluation were those that appear to have retained their historic architectural integrity and possess some level of historic significance.

The background history of each proposed station's APE is described in the following Sections 7.3.1 through 7.3.4. Historic resources are mapped on aerial maps of each APE; the corresponding tax maps are also included for reference. The historic Sanborn maps for each proposed station's APE are contained in Appendices C through F. The information provided for each historic architectural resource, in accordance with NYSOPRHP guidance, includes a description, history and significance as well as a site plan and photographs. This information has also been recorded on NYSOPRHP Historic Resource Inventory Forms (blue forms) for each resource; these forms are located in Appendix G.

7.3.1 Co-op City Station

7.3.1.1 Description of the Area of Potential Effect for the Proposed Co-op City Station's Site Options

There are two site options for the proposed Co-op City Station, the Hunter Avenue Option and the De Reimer Avenue Option. The proposed Co-op City Station site options are located on the Amtrak Hell Gate Line south of Erskine Place and extend from the eastern limits of the Hutchinson River Parkway to east of Earhart Lane (Photo 1). The proposed station would consist of one or two platforms, an overpass, stairs and elevators. Although the two station site options overlap, the historic resources and the APE are mapped on two separate aerials and two corresponding tax maps (Figures 5 through 8). The historic Sanborn maps for the Co-op City Station APE are provided in Appendix C.

The background history for both Co-op City Station site options, which overlap, is described on the following pages. The APE for both Co-op City Station site options comprises a small part of the southeastern section of the Co-op City housing development and the adjacent Baychester Village residential neighborhood; the area immediately to the west includes the New England Thruway, the connecting off-ramps to the Hutchinson River Parkway, and a small part of Pelham Bay Park.

The section of Co-op City that is in the APE consists of a 3-story brick apartment building, a 24-story brick apartment building and a 7-level parking garage (Photo 2). Baychester Village is situated on the three blocks west of Co-op City; this area consists primarily of one and two-family brick townhouses; most were constructed after Co-op City was built (Photo 3). However, there are several structures, both masonry and frame, including a few former outbuildings (albeit all have been heavily modified) that were constructed prior to the Co-op City development and date from the historic Baychester Village that developed near the former NYNH&H Railroad Baychester Station.

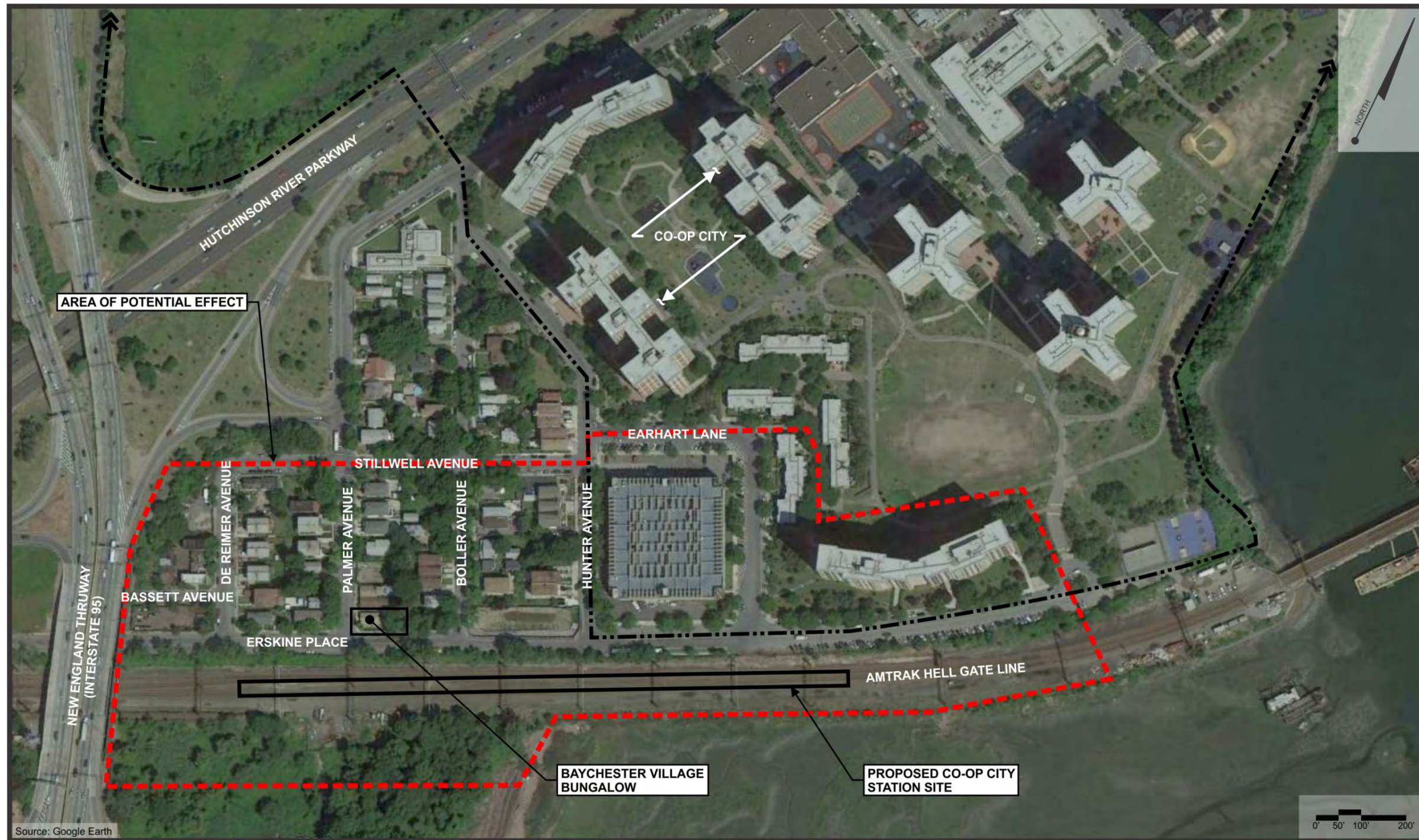
7.3.1.2 Historic Background of the Co-op City Station APE

a. Summary

The land area encompassed by the Co-op City Station APE was originally marshland that surrounded the Hutchinson River, originally known as Givans Creek and also Eastchester Creek; approximately 2,900 acres of marshland has been filled in the Hutchinson River watershed and surrounding area since the beginning of the 20th century. The land was used for cucumber and strawberry farming and, later, was the location of a powder works. Construction of the NYNH&H Railroad Baychester Station in the 1870s did little to precipitate growth; several companies attempted residential development but their efforts were largely unsuccessful. The area remained a sleepy backwater village with bungalows, boat houses and a small hotel. The most dramatic change to Baychester Village occurred in the last half of the 20th century with construction of Co-op City from 1966 to 1973. The marshland was filled, the shoreline was extended and the original blocks, lots and street grid were de-mapped. In the last decades of the 20th century and continuing into the present time, two-family, 2-story brick townhouses have been rapidly replacing the few remaining circa-1925 village homes that remain in the historic Baychester Village adjacent to Co-op City.

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FIGURE 5: PROPOSED CO-OP CITY STATION HUNTER AVENUE OPTION – HISTORIC RESOURCES IN THE APE

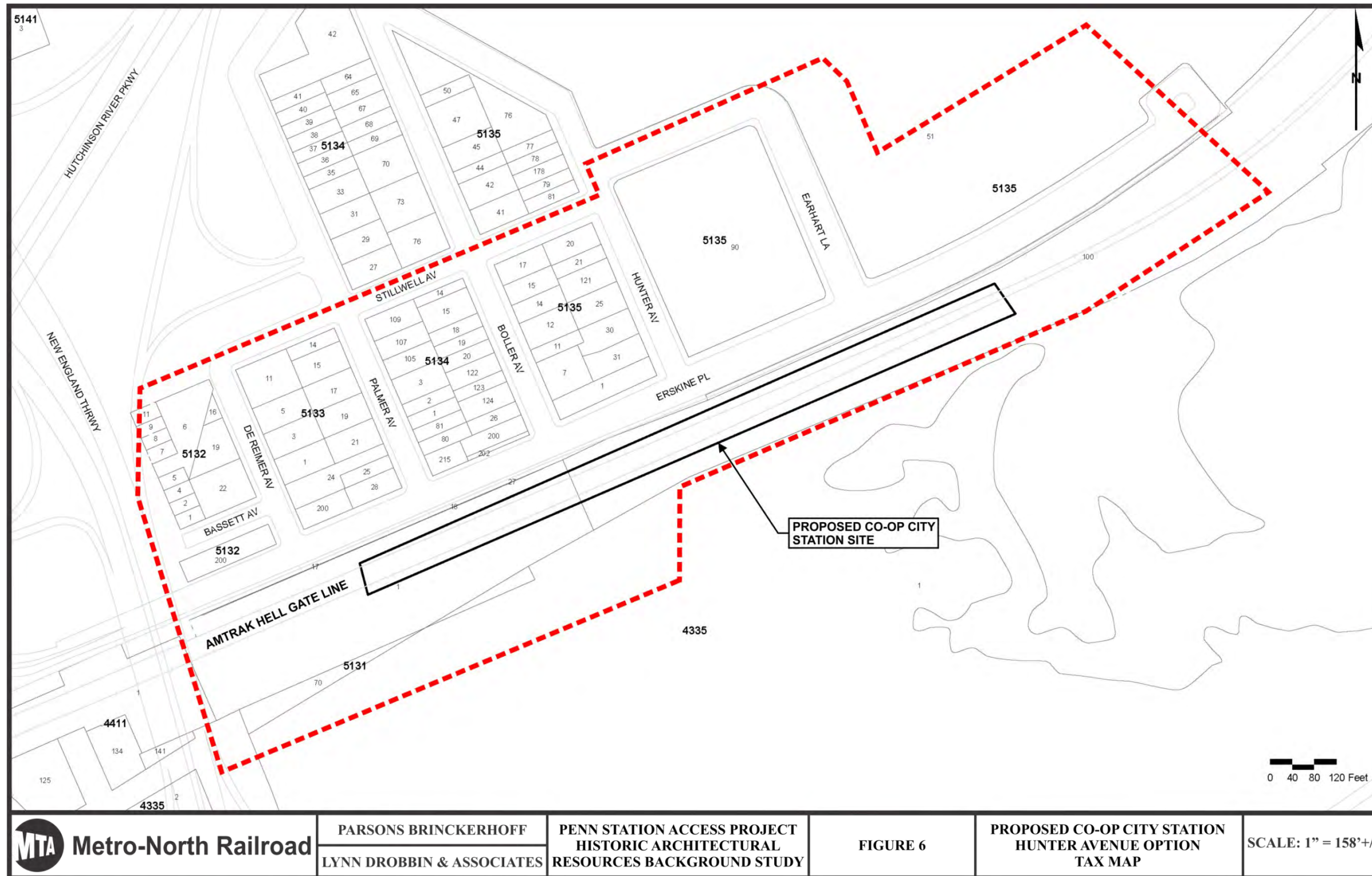


	PARSONS BRINCKERHOFF	PENN STATION ACCESS PROJECT HISTORIC ARCHITECTURAL RESOURCES BACKGROUND STUDY	FIGURE 5	PROPOSED CO-OP CITY STATION HUNTER AVENUE OPTION HISTORIC RESOURCES IN THE APE	SCALE: 1" = 200'+/-
	LYNN DROBBIN & ASSOCIATES				

Source: Lynn Drobbin & Associates, 2013

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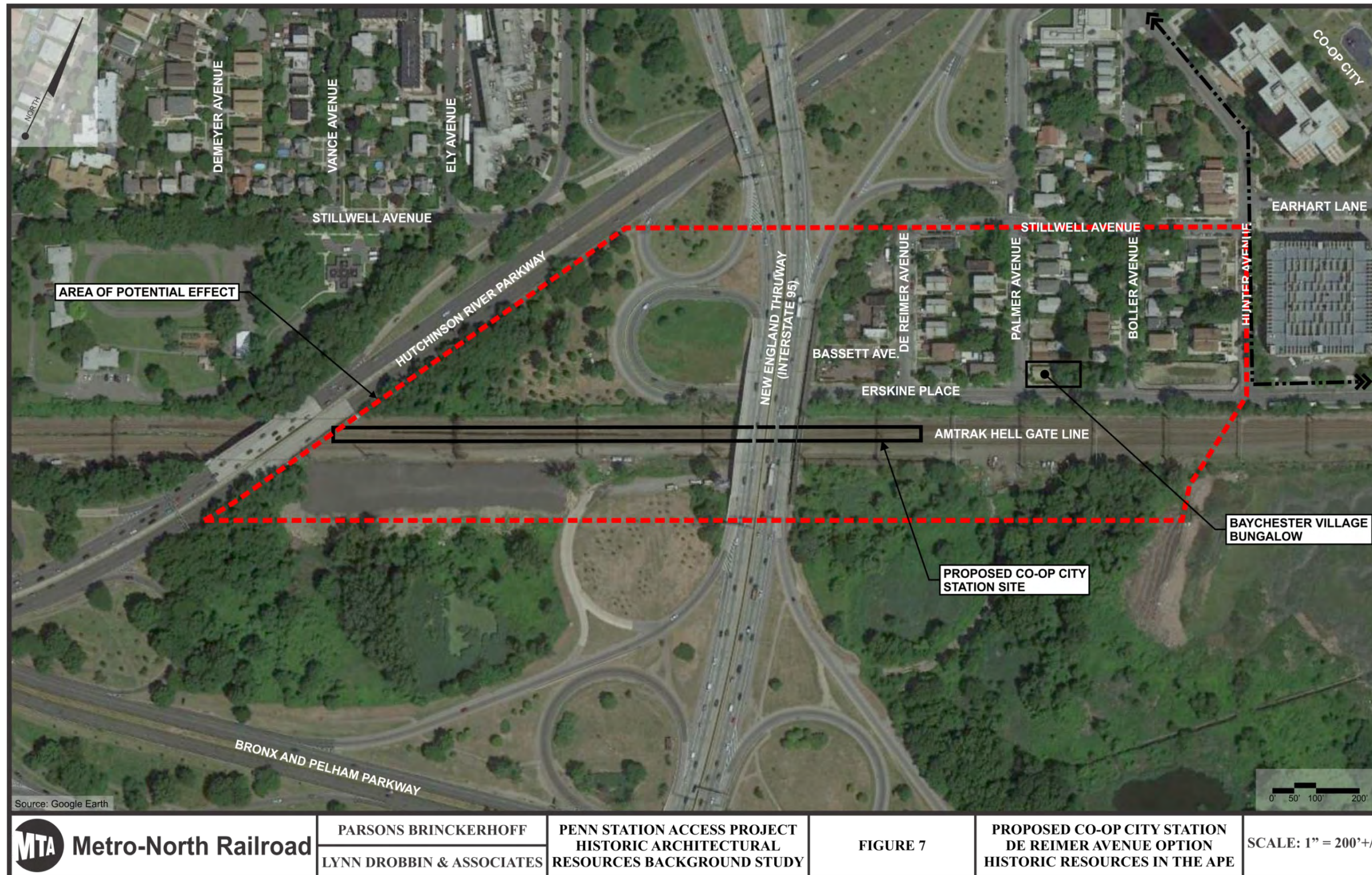
FIGURE 6: PROPOSED CO-OP CITY STATION HUNTER AVENUE OPTION – TAX MAP



Source: Lynn Drobbin & Associates, 2013

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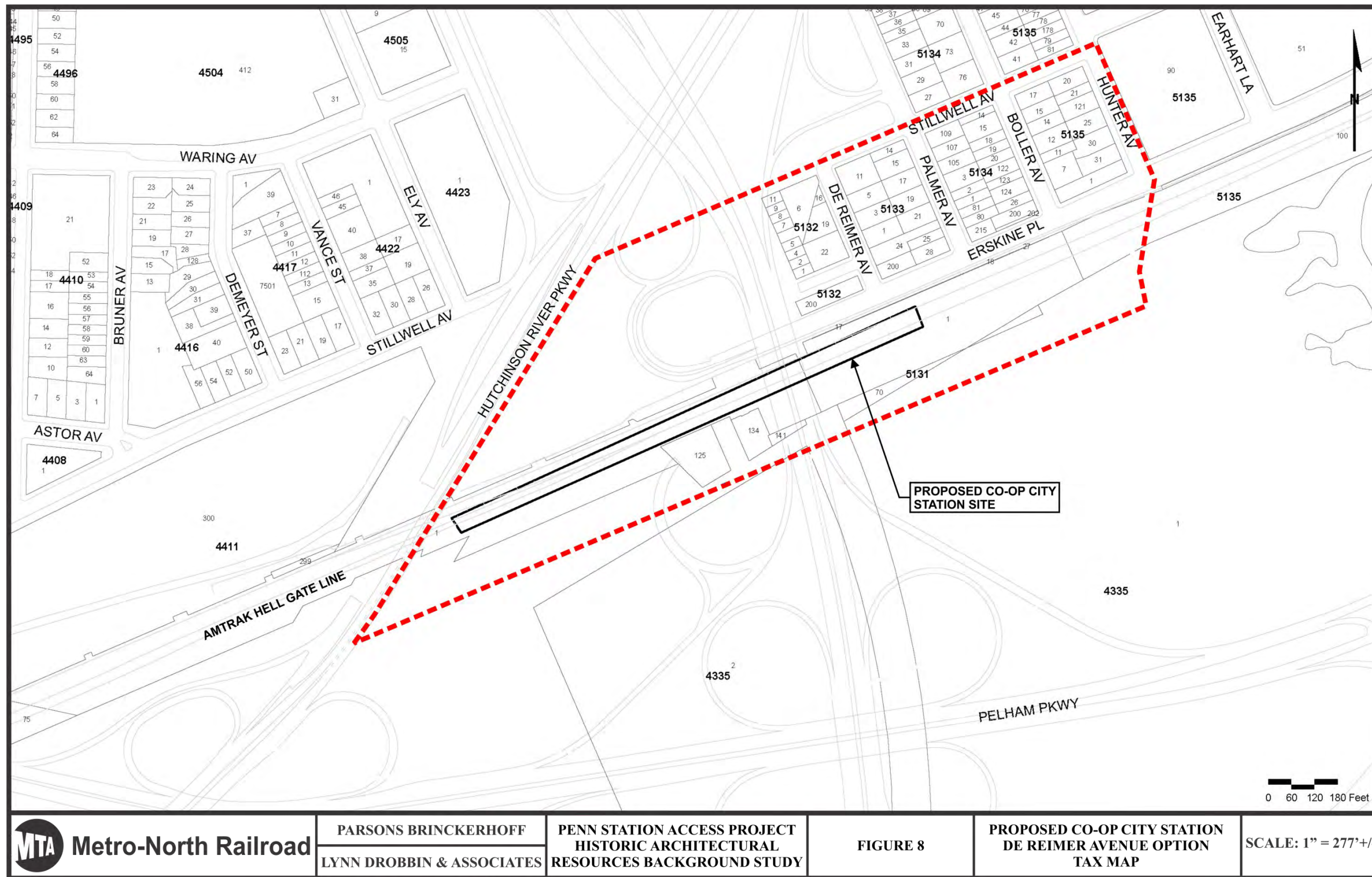
FIGURE 7: PROPOSED CO-OP CITY STATION DE REIMER AVENUE OPTION – HISTORIC RESOURCES IN THE APE



Source: Lynn Drobbin & Associates, 2013

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FIGURE 8: PROPOSED CO-OP CITY STATION DE REIMER AVENUE OPTION – TAX MAP



Source: Lynn Drobbin & Associates, 2013



Source: Lynn Drobbin & Associates, 2013

Photo 1. Area of Proposed Co-op City Station Site Options, View Southwest



Source: Lynn Drobbin & Associates, 2013

Photo 2. Co-op City, View Northwest



Source: Lynn Drobbin & Associates, 2013

Photo 3. Typical Baychester Village Townhouses

b. NYNH&H Railroad and Baychester Station - Early Development: Tidal Mills and Dynamite Plant

One of the earliest and certainly the most well-known resident of the area was Anne Hutchinson who built a house in 1642 in what is now Pelham Bay Park after fleeing Puritans in New England. She was killed the same year by the local Native American group and Thomas Pell eventually purchased the land, including what is now the project site, in 1654. In 1666, Pell was granted the Manor of Pelham by Richard Nichols, the first English Governor of New York. His manor consisted of all land east of the Hutchinson River and a large tract of land to the west. He eventually subdivided his land on the west side of the river, selling off ten tracts that eventually were named "Ten Farms," and later, Eastchester¹.

Some of the earliest structures in the general area were tidal mills built on Eastchester Creek (also known as the Hutchinson River). Robert Givan came from Scotland in 1794 and operated a mill on Black Dog Creek, later known as Givans Creek. Another mill, located further north (outside the APE), was Reid's Mill. John Reid acquired the mill in 1739 and passed it on to his son, Robert, in 1790. It operated until the 1850s, was abandoned after the Civil War, and destroyed in 1900 by a storm; the remains are believed to be buried under Co-op City. A small section of Reid's Mill Lane, the old road that led to the mill, still exists.

In the early 18th century, what is now Baychester was purchased from the Pell family by Reverend John Bartow. The tract was eventually subdivided and the acreage between what is now Bruckner Boulevard and Eastchester Bay, north of Middletown Road, became the Bayard Farm. By the mid-19th century, John Hunter III, grandson of the owner of Hunter's Island (now part of Pelham Bay Park, north of the proposed station site), purchased the Bayard farm. The main house on his estate, which he called "Anneswood," was located southwest of the proposed station site on Eastchester Bay (Beers, 1868). In 1868, the area encompassed by the APE was primarily marshland and fell within Hunter's landholdings.

During the colonial era, the area to the west of the New England Thruway (I-95) and north of the Bronx and Pelham Parkway was predominantly a rural farming community, while the area to the east of the Thruway was marshland with rock outcroppings. The early settlers used the salt marsh primarily for cattle grazing. The salt marsh was also used as a cucumber farm and pickle factory in the early 20th century and, later, as a strawberry farm.

The first major transportation improvement in the Pelham Bay and Baychester neighborhoods was the construction of the HR&PC Railroad in the 1870s. When the railroad was constructed, the low-lying marshlands were filled and elevated knolls were razed to provide for a continuously level grade. However, unlike most other areas, where the construction of a railroad and a station stop precipitated development, the growth of Baychester was slow. This was primarily due to its undesirable location on marshy swampland and also due to a number of unplanned, disastrous

¹ Jenkins, *The Story of the Bronx*, 1912.

explosions at the powder works plant, located only a few blocks north of the NYNH&H Baychester Station.

The Dittmar Powder Company (also called Dittmar's Powder Works or Dittmar Powder Mills) is the earliest documented industry in early Baychester. The Dittmar Powder Company is believed to have manufactured the first American smokeless powder.

The Dittmar Powder Company was established by German immigrant Carl Dittmar. Dittmar conceived the idea that liquid nitroglycerine could be changed into a powder to be a safe and efficient explosive. Prior to moving to America and establishing his own company, Dittmar was employed at the firm of Alfred Nobel & Company in Berlin, Germany, from 1866 to 1867. Alfred Bernhardt Nobel was a Swedish chemist, engineer, innovator, and armaments manufacturer; he also was the inventor of dynamite. Dittmar supervised the erection of a nitroglycerine factory for Nobel & Co. at Krummel in western Germany and remained there as its general superintendent until the fall of 1867 at which time Dittmar left Nobel & Co.'s employment. In 1895, a year before his death, Nobel signed his last will and testament and set aside the bulk of his estate to establish the Nobel Prizes to be awarded annually without distinction of nationality.

Dittmar arrived in America in 1869 and, with financial backing, established his first plant in Neponset, Massachusetts, in 1870. Production was very limited, but in 1878 Dittmar moved his powder works factory to Binghamton, New York, where he began to manufacture his "New Sporting Powder" on a larger scale. The factory, which developed an explosive gun powder using a hybrid mixture of nitrated wood pulp, was operated by Carl Dittmar and his wife, Mary. By 1880, Dittmar's Powder and other smokeless powders imported from Europe had become fairly popular and were widely distributed throughout America.

In April 1881, the factory blew up and destroyed part of the northern edge of the city of Binghamton. Not permitted to rebuild the Binghamton plant, Dittmar and his financiers searched for an isolated spot on which to build a new factory and finally settled in the sparsely populated backwater village of Baychester. An 1885 newspaper noted "The Dittmar (sic) Powder Company has been erecting more buildings at Baychester. One has been built within about 100 feet of the railroad track."

Newspaper articles from 1887 and 1890 mention at least five separate accounts of explosions at Dittmar's Powder Works in Baychester Village. A March 1887 account indicated that it was the fifth time the Mary A. Dittmar dynamite works had blown up; 6 months before, four people had been killed in an explosion at the plant. A historical atlas (Julius Bien, 1893) shows Baychester Village with only seven structures – five are believed to have belonged to the powder mills while the other two were the railroad station and the post office. Dittmar's Powder Works were located on Main Avenue, about two lots above Central Avenue (now Stillwell Avenue and outside of the Co-op City Station APE). Main Avenue later became Baychester Avenue and, in 1977, became the right-of-way for the New England Thruway; the former Dittmar's Powder Works Company is now located under the New England Thruway.

The numerous explosions at the Dittmar's Powder Works and the wide-ranging newspaper coverage were partially responsible for the initially slow development of Baychester Village. Several early accounts detailed the damage to Baychester Station that resulted from the numerous explosions at the powder works factory. The articles, entitled "A Man In Fragments, Another Explosion at the Bay Chester Dynamite Works," "A Terrific Explosion," and "Blown to Fragments," are found in newspapers as far afield as Cedar Rapids, Iowa, as well as Syracuse and Albany, New York. The accounts of the explosions read in part:

"A terrific explosion occurred at the Dittmer powder works at Baychester, on the Harlem River branch of the New York and New Haven railroad, about 10 o'clock this morning, resulting in the instantaneous death of four men who were employed in the factory."

"Six hundred pounds of nitro-glycerine, in process of manufacture into dynamite, at the nitre house of the Dittmar Dynamite Works in Bay Chester, exploded shortly before 1 o'clock yesterday afternoon . . . The nitre house, which was a mere shanty, stood on a little tongue of land, which runs out into Pelham Bay."

"The railroad station, a quarter of a mile from the scene of the explosion, was badly damaged by the shock," and "The window sashes and doors in the railroad station at Bay Chester, not far from the powder works, were blown to fragments."

However, Dittmar's Powder Works Company grew to become a substantial business. Dittmar published several booklets on the efficiency of his powder, calling it the "Champion Powder of the World of All of Hand Shooting at Short and Long Range." Annie Oakley tried Dittmar's smokeless powder but did not like it, writing: "This, like all smokeless powders, would not work in brass shells and was none too satisfactory when loaded in paper shells, so it was back to black powder for me."² Sanborn maps indicate a buried dynamite magazine at the northeast corner of Stillwell and Palmer Avenues through the 1950s. It is likely that Dittmar's Powder Works was purchased by the E. I. du Pont de Nemours and Company (DuPont), which, by 1912 had purchased so many smaller chemical companies that they were ordered to divest by the U.S. courts under the Sherman Antitrust Act. Dittmar's Powder Works tins and stoneware containers are today sold as collectibles; there are no known vestiges of Dittmar's Powder Works remaining in Baychester.

c. Late 19th to Early 20th Century Development

Baychester was part of Westchester County until 1895 when the East Bronx became part of New York City. However, in 1897 (Sanborn maps, 1897), the area encompassed in the APE remained sparsely populated. The NYNH&H Railroad Harlem River Branch was depicted with the Baychester St. Mary's Station on the south side of the three-track right-of-way opposite what was then called Main Avenue (later renamed Baychester Avenue). Illustrated on the Sanborn map is the early but unfruitful attempt to create a residential development on the marshland. The land north of the railroad had been platted into uniform city blocks and streets, although only some of the streets had

² "Powders I have used," a pamphlet by Annie Oakley published by the DuPont Powder Company, 1914

been actually built as most of the land needed to be filled; the map shows the original marshy Eastchester Bay shoreline which, as later maps indicate, was eventually filled to extend several hundred feet further east. The north and south streets had names of (traveling east to west) Bridge Avenue (later Wright Avenue and then, after Co-op City was built, Earhart Avenue), Lorillard Avenue (now Hunter Avenue), Sea View Avenue (now Boller Avenue), St. Agnes Avenue (now Palmer Avenue), St. Mary's Avenue (now De Reimer Avenue) and Main Avenue (later Baychester Avenue and now the New England Thruway). Central Avenue was on the current-day alignment of Stillwell Avenue. Other than the railroad station, there were only about nine other small structures in the area. South of the railroad was Pelham Bay Park, created in 1888.

In 1908, development in Baychester Village remained sparse, most likely due to the marshy nature of the area and the presence of the Dittmar's Powder Works; only five or six buildings are shown in the vicinity of the Baychester Station (Sanborn map, 1908). Baychester Station is shown in a new location less than 1 block to the east, at the foot of De Reimer Avenue. However, as the plan of the station in 1908 is the same as in the 1897 station plan, it is likely that the station was moved slightly.

By 1908, all of the street names had been changed from those shown on the 1897 map to the street names that are used today. This indicates that the original property owners most likely sold the land to another developer who intended to create a residential community in the salt marsh with its infamous past. Sea View Avenue was renamed Boller Avenue, after Alfred Pancost Boller, a civil engineer and bridge architect who designed five Harlem River bridges, and De Reimer Avenue was named after Isaac De Reimer, Mayor of New York in 1700-01. Hunter Avenue was named after John Hunter III, grandson of the owner of nearby Hunter's Island; he lived on an estate on Eastchester Bay called "Anneswood." The east-west thoroughfare of Central Avenue was renamed Stillwell Avenue, most likely after State Senator Stephen Stillwell who sponsored a bill that made the Bronx a county in 1914. These streets were largely de-mapped in the late 1960s/early 1970s for the new street layout of Co-op City.

From 1906 to 1910, the NYNH&H Railroad upgraded the entire line; the upgrade included all new stations, expansion of the right-of-way to six tracks with complete grade separation and electrification. These improvements included two new platforms and an underpass at Baychester Station (Sanborn maps, 1918/1919). However, the area within the APE remained largely undeveloped with the exception of the Pelham Bay Park Hotel and a few boat houses. The shoreline of Givans Creek (Hutchinson River) is depicted to the east of the APE..

By the late 1920s and early 1930s, development in Baychester Village began to grow (Sanborn maps, 1929/1935). The blocks along Palmer, Boller, and Hunter Avenues comprised the core of the village. About seven buildings and a coal yard were clustered in the vicinity of the NYNH&H Railroad Baychester Station. Blocks (but not lots) were plotted beyond the existing shoreline into and across Givans Creek; several bathhouses and a wharf were shown near the creek.

During this period, new housing was constructed throughout the village, including at least six 1 ½-story frame bungalows with small dormers; four were built at the south end of Palmer Avenue, near

the railroad. Some of these bungalows currently remain in the Co-op City Station APE; with the exception of the Baychester Village Bungalow at 2198 Palmer Avenue, all have had unsympathetic modifications that have compromised their historic architectural integrity.

At the north end of Palmer Avenue, on the southeast corner of Palmer and Stillwell Avenues (current-day 2051 Stillwell Avenue), the 1935 Sanborn map notes “Dynamite Magazine Buried;” this was likely the location of an underground storage area used by Dittmar’s Powder Works. For obvious reasons, this lot remained empty for many years; it was not until 2005 that a house was built on this lot.

Records indicate that, in the 1920s, the Five Boroughs Real Estate Company, located at 165 Broadway in New York City, owned and sold much of the property in this area. In 1918 and until his death in 1933, Edwin Gould was the president of the Five Boroughs Real Estate Company. Other board members of the Five Boroughs Real Estate Company included the law firm of Taylor, Knowles and Hack, also with offices at 165 Broadway.

Edwin Gould was the son of financier and railroad magnate Jay Gould. Among his other vast land holdings, Jay Gould owned property in the Bronx north of the railroad and west of Baychester Avenue, in the far western section of the Co-op City Station APE. Taylor, Knowles and Hack were also the executors of the Jay Gould estate. Following Jay Gould’s death, a portion of Jay Gould’s Bronx property was inherited by Edwin Gould. Edwin Gould used the land for residential development and built substantial brick homes; however, one large parcel became the location of one of Edwin Gould’s many charitable enterprises.

Gould and his wife, Sarah, made generous contributions of food, money and clothing to many children’s service organizations. After his 23-year old son, Edwin Jr., accidentally shot and killed himself in a hunting accident on Jekyll Island, Georgia, in 1917, Edwin devoted his life to helping children. In 1923, Gould built the Kingsland Orphans Children’s Home on his property at Stillwell Avenue and Pelham Parkway in the Bronx. Two dormitories, about 11 tents, a swimming pool and several unpaved paths are shown on the 1929 Sanborn map in the far western section of the APE (Sanborn maps, 1929/1935). The home, which initially had a capacity for 75 children between the ages of 5 and 14, was used as a clearing house to provide a period of quarantine for Protestant children before placing them in new homes. Each child was graded according to his/her intelligence, had physical tests and also had his/her family history recorded; after about a 3-week stay, children were sent to one of three local orphanages. The main building of the Kingsland Orphans Children’s Home, constructed of brick and stone with a slate roof, had a T-shaped plan with three wings.

The Hutchinson River Parkway, which extends from the northeast to the southwest just outside the western boundary of the APE, was constructed from 1924 to 1941. The roadway extends 18.78 miles from the Throgs Neck section of the Bronx to the New York-Connecticut state line. The original roadway was an undivided, limited-access parkway, designed with gently sloping curves, stone arch bridges and wooden light posts. Part of the Kingsland Orphans Children’s Home was razed for construction of the Hutchinson River Parkway and its off-and on-ramps, but several of the original

brick orphanage buildings remain intact, including the T-shaped three-wing structure, west of the parkway at Stillwell Avenue between Gunther and Ely Avenues (just outside the APE). The orphanage buildings and property later (circa 1984) became the Kennedy Children's Home and currently serve as the Hausman Campus of United Cerebral Palsy.

d. Post-1950 Development: The New England Thruway and Co-op City

Baychester Village in the 1950s had not dramatically changed and the area continued to be a sleepy backwater bungalow community. By 1950, the Hutchinson River Parkway had been constructed and an iron works and the Park Riding Club were noted near the Baychester Station (Sanborn map, 1950). The dynamite magazine was still shown as buried on Palmer Avenue, and the Givans Creek area that was slated to be filled was shown as "mapped" with blocks but not yet subdivided into lots.

During this time, before the shoreline was filled to its current configuration, a tidal estuary extended from the Hutchinson River at the NYNH&H Railroad, along a route just north of Hunter and Boller Avenues, to the Hutchinson River Parkway. The estuary was the site of boat yards and canoe rental businesses. A well-known spot on the estuary was Gus's Barge, a restaurant and night club operated by Gus and Francis Erickson, which featured jazz combos and other live music. The Ericksons also operated a boat yard that rented slips and specialized in refurbishing wooden boats, primarily motor boats made of teak and mahogany. The Ericksons sold their property circa 1960.

In the late 1950s, Baychester Avenue in this area became the route of the New England Thruway. The entire length of the New England Thruway between Pelham Parkway in the Bronx and the New York-Connecticut state line opened in 1958; the cost of the 15.3-mile-long, six-lane thruway was more than \$94 million, or approximately \$6 million per mile. The Thruway and the Connecticut Turnpike (both roadways later known collectively as Interstate 95) created a 144-mile-long express road from the Bronx to Rhode Island.

In June 1960, the short-lived amusement park called Freedomland, U.S.A, opened for business in the Baychester section of the Bronx. It was built between the Hutchinson River Parkway and the New England Thruway on marshland that connected to the Hutchinson River; its eastern limits were near the western edge of the Co-op City Station APE. Although the property was spread over 205 acres, the actual amusement park covered just 85 acres. The park's original concept was history-based, with the layout arranged in the shape of a large map of the contiguous United States, with guests entering at the approximate location of Washington, D.C. Freedomland was divided into themed areas based on the history of the United States, each with its own attractions, shops and restaurants. Baychester Avenue, at the park's western edge (roughly), represented the border with Canada.

Freedomland lasted only 4 years, closing on September 14, 1964, citing competition from the 1964 New York World's Fair. Freedomland filed for bankruptcy and was torn down. Following its closure in 1964, plans were made for Co-op City, a large quasi-cooperative housing complex, to be built on the land previously owned by the short-lived amusement park. Co-op City was a result of the

enactment of New York State's Mitchell-Lama Bill for the creation of affordable housing to keep middle-class families, and tax revenue collected from them, in New York City.

Co-op City was sponsored and built by the United Housing Foundation, an organization established in 1951 by the Amalgamated Clothing Workers of America. It was designed by architect Herman J. Jessor. Herman J. Jessor (June 15, 1894 – April 8, 1990) helped build more than 40,000 units of cooperative housing in New York City. Jessor, in association with Abraham Kazan (1889-1971), who was known as "the father of U.S. cooperative housing" and president of the Amalgamated Clothing Workers Credit Union of America, was a driving force of the cooperative housing movement in the United States.

The construction of Co-op City was financed with a mortgage loan from New York State's Housing Finance Agency (HFA). Construction began in May 1966 and was completed in 1973. The building foundations extend down to bedrock through 50,000 pilings but, because it was built on landfill, some of the Co-op City structures settle and sink a fraction of an inch each year, creating cracks in sidewalks and building entrances.

Co-op City's 15,372 residential units, in 35 high-rise buildings and seven clusters of townhouses, make it the largest single residential development in the United States. It sits on approximately 338 acres but only 20 percent of the land was developed, leaving many green spaces. The apartment buildings, referred to by numbers, range from 24 floors to as high as 33 floors. The complex also includes 236 three-story townhouses. This "city within a city" also has eight parking garages, three shopping centers, a 25-acre educational park, including a high school, two middle schools and three grade schools, a planetarium, a power plant, a 4-story air conditioning generator and a firehouse. More than 40 offices within the development are rented by doctors, lawyers, and other professionals and there are at least 15 houses of worship. The community has six nursery schools and day care centers, four basketball courts and five baseball diamonds.

By 1976/1977, the two largest changes to the neighborhood – construction of Co-op City and the New England Thruway – were shown on Sanborn maps. Although the Baychester Station was gone by this time, there were about eight structures and a siding that remained on the south side of the railroad near the former location of the station. When Erskine Place was formally opened to the New England Thruway, all of the structures that previously lay in its path were razed (Sanborn map, 2007). A number of new brick townhomes had been constructed in the area; many of these were built on previously undeveloped lots but many were built to replace the more modest structures that dated from the historic Baychester Village. The character of the old Baychester Village neighborhood was quickly changing.

e. Current Status of the Co-op City Station APE

By 2013, all of the structures that were formerly located to the south of the railroad had been razed and there is no trace of the former Baychester Station, freight shed or Park Riding Club. To the north of the railroad, there are several structures that date from the historic Baychester Village, including six historic bungalows. However, with the exception of the Baychester Village Bungalow at 2198

Palmer Avenue, these bungalows have been expanded and modified with unsympathetic alterations. Although the Baychester Village Bungalow has been clad with aluminum siding, this 764-square-foot structure, constructed circa 1925, stands as one of the only relatively intact representatives of the former Baychester Village, pre-dating the construction of the major highways in the area and Co-op City.

7.3.1.3 Historic Architectural Resources in the Co-op City Station APE

There are no historic architectural resources in the Co-op City Station APE that are National Historic Landmarks, listed on the National or State Registers of Historic Places, have a SHPO opinion of eligibility for listing on the National Register, or have been designated as a New York City Landmark. One resource in the Co-op City Station APE, the Baychester Village Bungalow at 2198 Palmer Avenue, appears to have retained some measure of its historic architectural integrity and possesses historic significance as a specific building typology. Therefore, it was researched and evaluated in accordance with NYSOPRHP guidance and National Register criteria. While this resource does not appear to meet the criteria for National Register eligibility for listing on the National Register of Historic Places, the Baychester Village Bungalow at 2198 Palmer Avenue is considered to be significant on a local level as one of the only representatives of the type of housing that formerly characterized the historic Baychester Village. The description, history and significance of this property, as well as a location plan and photographs, are provided below; this information has also been recorded on a NYSOPRHP Historic Resource Inventory Form (blue form), which is provided in Appendix G.

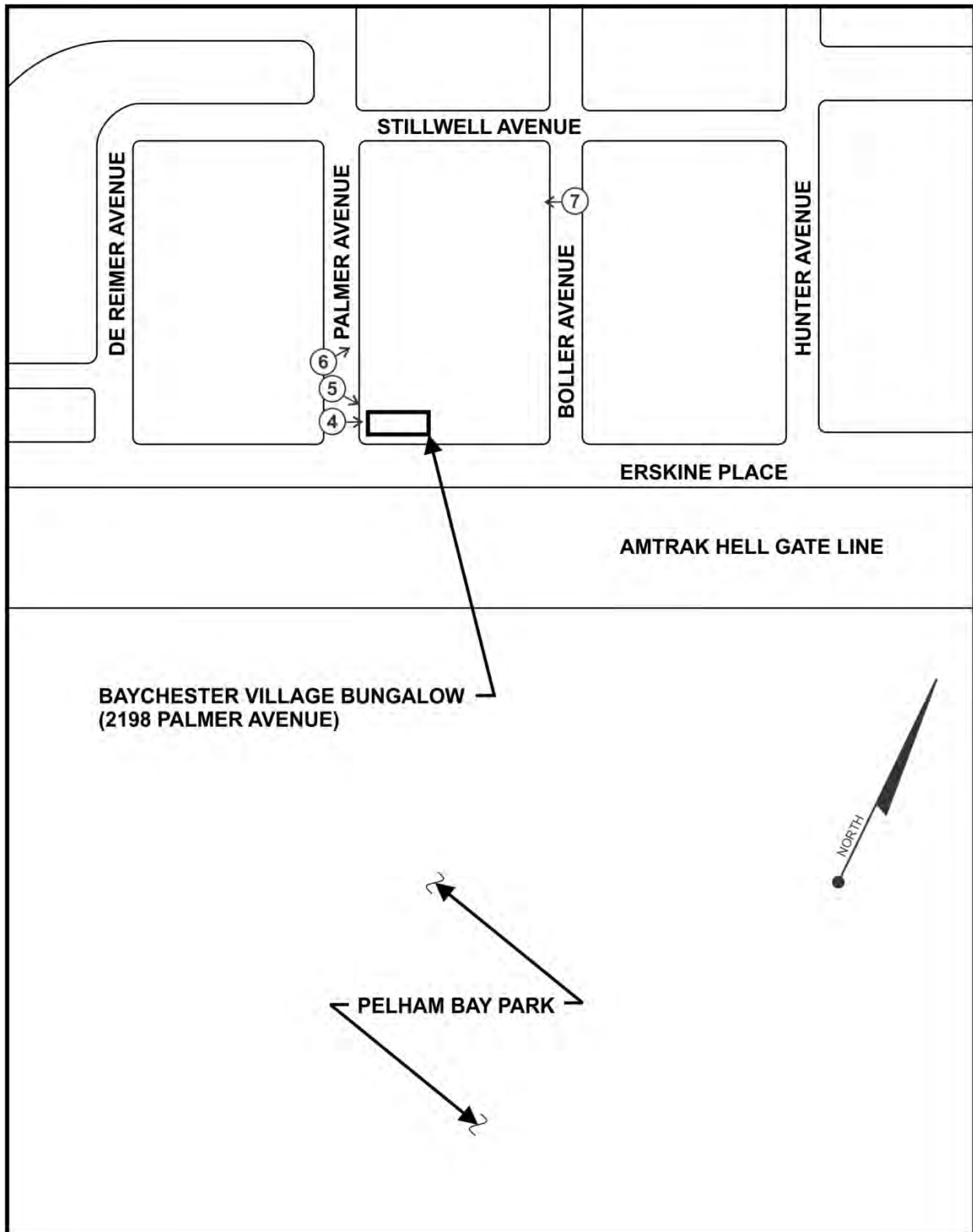
a. Baychester Village Bungalow, 2198 Palmer Avenue, Bronx, NY (Block 5135, Lot 215)

Description

The Baychester Village Bungalow at 2198 Palmer Avenue, built circa 1925, is located on Block 5135, Lot 215 (Figure 9; Photos 4 through 7). The house is on a small lot with a narrow setback on the northeast corner of Palmer Avenue and Erskine Place, directly opposite the Amtrak Hell Gate Line right-of-way. It has a stockade fence to the south that encloses a narrow side yard.

The Baychester Village Bungalow is a 1 ½-story, three-bay-wide building. The 764-square-foot structure has a rectangular plan that measures 16 feet wide and 36 feet deep. The foundation is concrete block. The front façade has a centrally located front entry that is flanked by one-over-one, double-hung modern replacement windows. The front entry is accessed by a concrete walkway bordered by low curvilinear concrete piers. The bungalow has a hip roof that is covered and a small hip roof dormer; both are also covered with asphalt shingles. The dormer has a pair of small six-over-one (possibly original) windows. The house has had several unsympathetic exterior alterations, including aluminum siding, a new modern front door and replacement windows... The interior was not accessed as the property is a private residence.

FIGURE 9: BAYCHESTER VILLAGE BUNGALOW SITE PLAN AND PHOTO LOCATIONS



Source: Lynn Drobbin & Associates, 2013



Source: Lynn Drobbin & Associates, 2013

Photo 4. Baychester Village Bungalow, 2198 Palmer Avenue, Facing Northeast



Source: Lynn Drobbin & Associates, 2013

Photo 5. Baychester Village Bungalow, 2198 Palmer Avenue, Facing East



Source: Lynn Drobbin & Associates, 2013

Photo 6. Modified Bungalows at 2200 & 2202 Palmer Avenue



Source: Lynn Drobbin & Associates, 2013

Photo 7. Modified Bungalow at 2227 Boller Avenue

History and Significance

The Baychester Village Bungalow, built circa 1925, is a relatively intact representative of the type of housing that characterized the former historic bayside village of Baychester. Most of the historic village has been supplanted by Co-op City and new two-family townhomes that are rapidly replacing the few remaining village houses. The Baychester Village Bungalow is the only remaining residential structure dating from the historic Baychester Village that has retained its original scale and massing but it suffers from a loss of historic architectural integrity due to unsympathetic exterior alterations.

A residential development at Baychester Village was initially planned in the 1890s but was never realized. Streets were named and blocks were platted beyond what was the shoreline at that time, but the less than desirable location of the village on the salt marsh and the presence of an early and active dynamite plant deterred potential buyers and investors. Despite the construction of the NYNH&H Railroad Baychester Station by circa 1881, development occurred late in this section of the Bronx, which became part of New York City in 1895. The slow development was due to its marshy location at the edge of Givans Creek (now known as part of the Hutchinson River) and also due to several disastrous explosions at Dittmar's Powder Works. The dynamite works were described in early newspaper articles as located near a wharf; each time there was an explosion, damage to the nearby Baychester Station was noted.

By the late 1920s and early 1930s, development in Baychester Village began to grow. The blocks along Palmer, Boller and Hunter Avenues comprised the core of the village. About seven buildings and a coal yard were clustered in the vicinity of the NYNH&H Railroad Baychester Station. Blocks (but not lots) were platted beyond the existing shoreline and into and across Givans Creek. Several bathhouses and a wharf were shown near the creek.

During this period, housing was constructed throughout the village, including six 1 ½-story frame bungalows with small dormers; four were built at the south end of Palmer Avenue, near the railroad. City records indicate that the bungalow at 2198 Palmer Avenue was constructed in 1925 on property that was owned by the railroad. The Baychester Village Bungalow at 2198 Palmer Avenue first appears on the 1935 Sanborn map in this group of four bungalows with the addresses of 2198, 2200, 2202 and 2204 Palmer Avenue. The earliest deed available for 2198 Palmer Avenue is a conveyance dated April 5, 1951, in which the NYNH&H Railroad, as successor to the HR&PC Railroad, transferred the property to Joseph Mileski and his wife, Stella Mileski. The property description in this deed details a 100-foot by 100-foot lot "containing 10,000 square feet more or less." The lot formerly extended across current day Erskine Place to a line roughly coinciding with the railroad right-of-way. The present-day 2198 Palmer Avenue lot is 70 feet deep by 39 feet wide, totaling 2,730 square feet.

Records indicate that, in the 1920s, the Five Boroughs Real Estate Company owned and sold much of the property in this area. In 1918 and until his death in 1933, Edwin Gould was the president of the Five Boroughs Real Estate Company. Edwin Gould, the son of financier and railroad magnate Jay Gould, worked closely on the development of his inherited real estate holdings with the law firm of

Taylor, Knowles and Hack, the president of which was David H. Taylor; his partners were Robert B. Knowles and Otto A. Hack, also with offices at 165 Broadway. It is believed that this realty company may have built and sold a number of the houses in Baychester Village. However, it was not definitively determined that they were responsible for the construction of 2198 Palmer Avenue.

The period that witnessed the greatest changes in the area began with the construction of the Hutchinson River Parkway from 1924 to 1941; the completion of the New England Thruway in 1958; and the construction of Co-op City from 1966 to 1973. Baychester Village became somewhat isolated between these two major north-south roadways to the west and the massive housing complex to the north and east. Despite these dramatic changes, the historic Baychester Village remains as a small pocket of modest early 19th-century, single-family, detached houses. Recent developments include the replacement of many of these houses with larger, two-family stone and brick homes.

Conclusion

The Baychester Village Bungalow at 2198 Palmer Avenue does not appear to meet the criteria for National Register eligibility for listing on the National Register of Historic Places due to the unsympathetic exterior alterations. However, it is characteristic of the type of housing that was commonly constructed in a New York area bay or sea side community during the 1920s and is the only bungalow from the historic Baychester Village that has retained its original scale and massing. . Although there are a total of six bungalows that date from the historic Baychester Village in the Co-op City APE, all except 2198 Palmer Avenue have been expanded with large dormers, incompatible additions and other alterations. (Photos 6 and 7). The bungalow at 2198 Palmer Avenue has retained its original scale and massing but has a loss of historic architectural integrity due to unsympathetic exterior alterations that include new windows, new doors and aluminum siding and, therefore, is not considered to be potentially eligible for National Register listing.

7.3.2 Morris Park Station

7.3.2.1 Description of the Area of Potential Effect for the Proposed Morris Park Station

The proposed Morris Park Station site is located on the Amtrak Hell Gate Line east of Bassett Avenue, between Morris Park Avenue on the north and Loomis Street on the south (Photo 8). The station would consist of one or two platforms, an overpass, stairs and elevators. The historic resources and the APE, or study area, for the proposed Morris Park Station site are mapped on an aerial and a tax map (Figures 10 and 11). The historic Sanborn maps for the Morris Park APE are provided in Appendix D.

The APE defined for the proposed Morris Park Station site includes about 2 ½ blocks of 1 and 2-story masonry structures primarily in industrial or commercial use (Photo 9), including a large red brick factory/warehouse structure and a new Marriott Hotel (built 2013), and one residential structure (Photo 10). West and beyond the boundary of the APE, across Eastchester Road, are the large multi-story structures that comprise the campuses of the Albert Einstein College of Medicine and Montefiore Hospital.



Source: Lynn Drobbin & Associates, 2013

Photo 8. Site of the Proposed Morris Park Station, View Northeast



Source: Lynn Drobbin & Associates, 2013

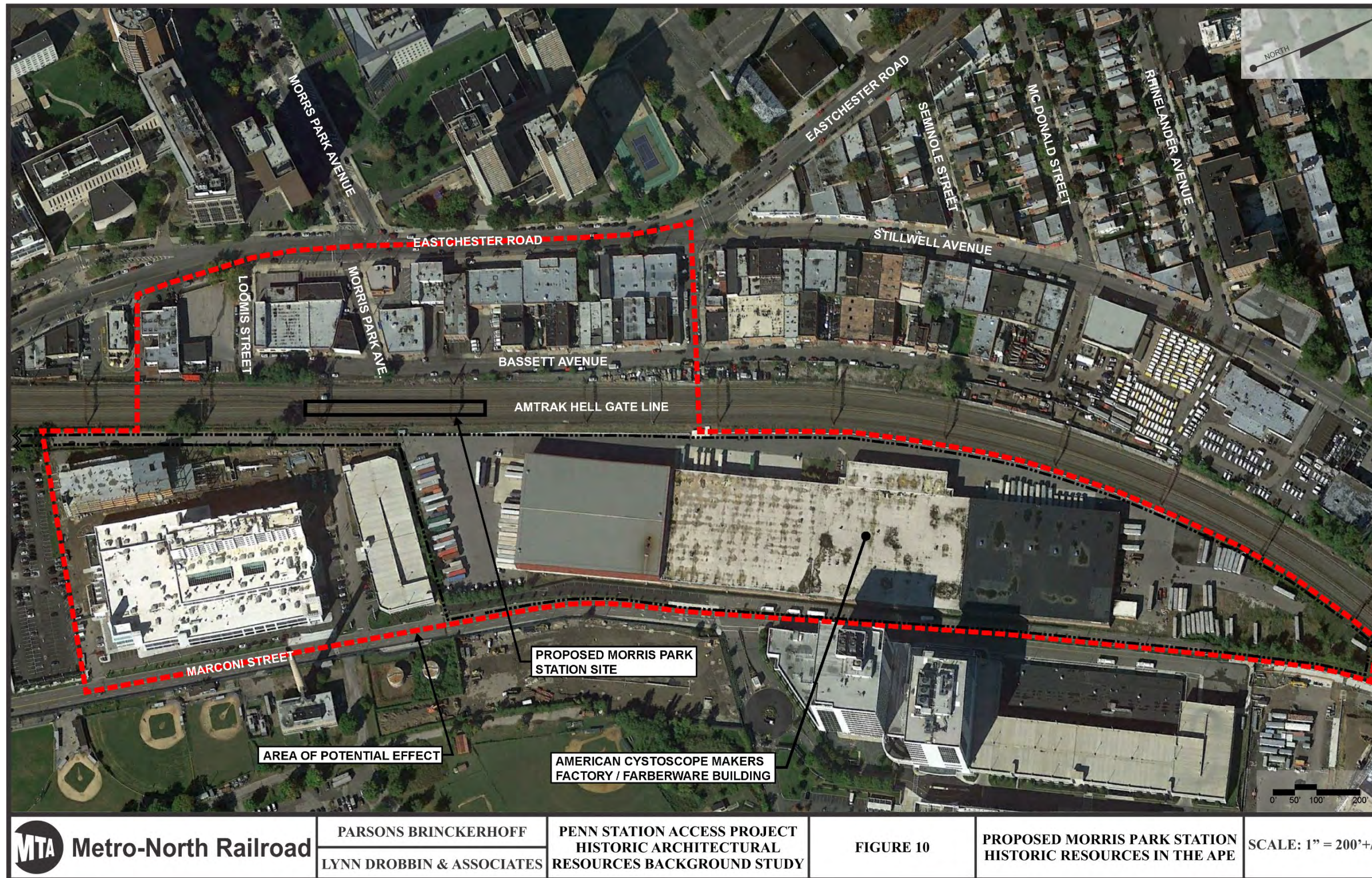
Photo 9. Streetscape Showing Typical Buildings on Bassett Avenue, View North



Source: Lynn Drobbin & Associates, 2013

Photo 10. Residential Structure in the APE, View Southeast

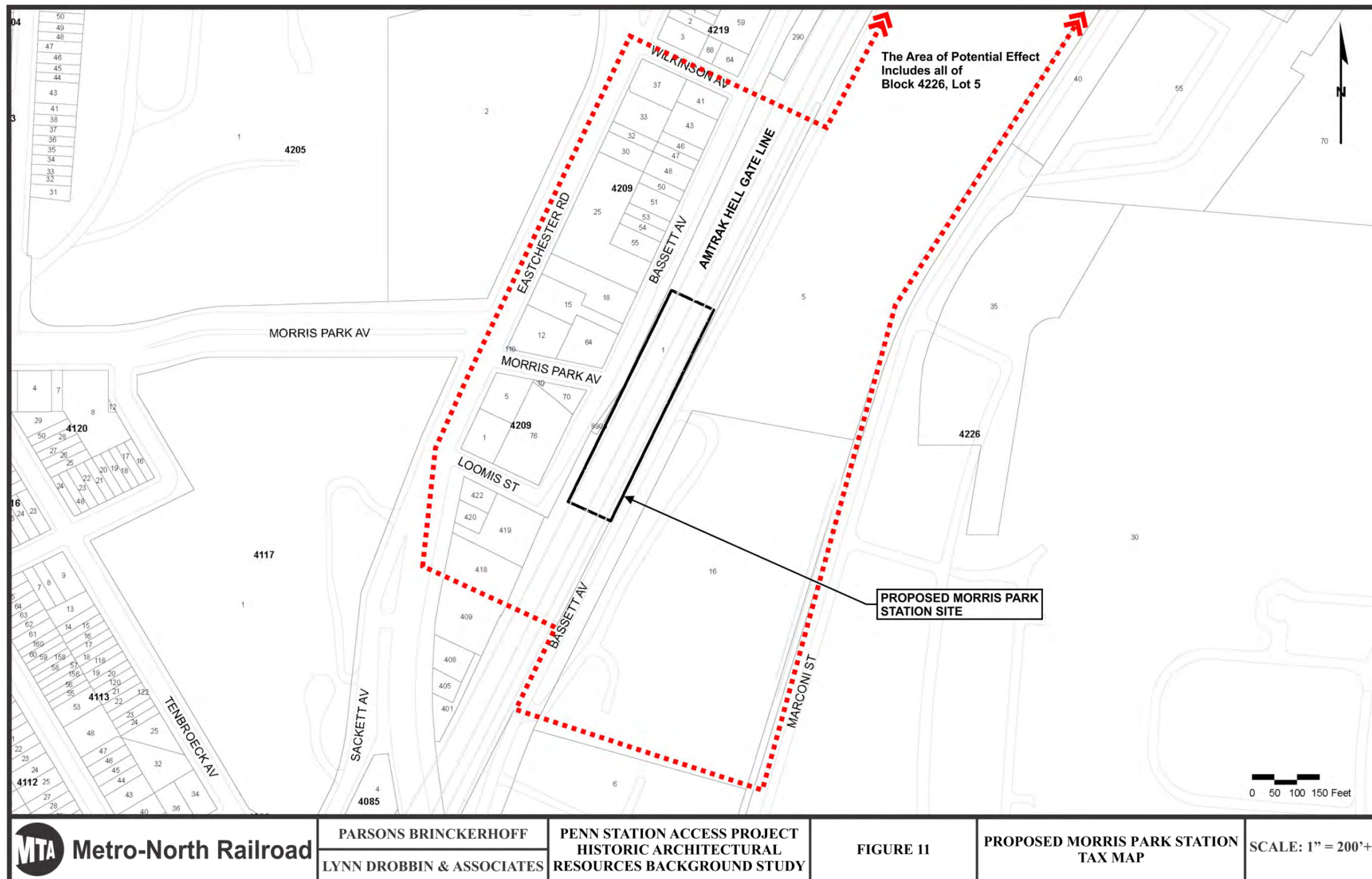
FIGURE 10: PROPOSED MORRIS PARK STATION – HISTORIC RESOURCES IN THE APE



Source: Lynn Drobbin & Associates, 2013; updated 2015

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FIGURE 11: PROPOSED MORRIS PARK STATION – TAX MAP



Source: Lynn Drobbin & Associates, 2013

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7.3.2.2 Historic Background of the Morris Park Station APE

a. Summary

The section of Morris Park that is within the Morris Park Station historic resources APE did not develop until the second half of the 20th century. The growth of the area was largely inhibited by the NYNH&H Railroad Westchester Freight Yards and by Stony Brook, a winding tributary of Westchester Creek that flowed under the yard and traversed across a section of this area, rendering the ground undesirable for construction. As the NYNH&H Railroad freight yard was a very active yard, the neighboring properties were not suitable locations for residences or businesses other than those of an industrial nature. The freight yard essentially closed in 1936; development of the area began to slowly accelerate in the 1950s when the railroad began to sell the freight yard property. The area has continued to retain its original industrial character.

b. Late 19th and Early 20th Centuries

The first major transportation improvement in the Morris Park neighborhood was the construction of the HR&PC Railroad in the 1870s; the NYNH&H Railroad leased the rail line in 1873 and began operations as its Harlem River Branch. By 1893, a freight station is shown within the APE boundary on the west side of the railroad tracks (Julius Bien & Co., NY, 1893). In 1898, the APE is shown with four tracks of NYNH&H Railroad; to the east was the NYNH&H Railroad Westchester Freight Yard with multiple tracks; Stony Brook, a winding tributary of Westchester Creek, bisected the freight yard (Sanborn, 1898).

Prior to its annexation in 1895 by New York City, this area was known as Westchester; the NYNH&H Railroad's Westchester Station was located about 300 feet to the southwest of the freight yard on Eastchester Road. At that time, only a small portion of the land located between Eastchester Road and the freight yard had been subdivided into blocks and lots; there were only two cross streets, Ash and Maple Streets (currently Loomis and Ives Streets) and only five structures were noted in the APE.

The NYNH&H Railroad, one of the pioneers of heavy electric railway use in the United States, completed electrification of its New Haven-to-New York City mainline in 1907. From 1906 to 1910, the NYNH&H Railroad Harlem River Branch was also completely rebuilt with the right-of-way widened to six tracks with complete grade separation and all new stations.

By 1908, two small railroad-related structures had been built in the freight yard and Stony Brook had been channeled under the yard in a culvert (Sanborn, 1908). In 1913, to relieve congestion at the Oak Point Yards, the NYNH&H Railroad expanded Westchester Yard and built three 1,200-foot-long freight transfer platforms and an office building. By this time, Westchester Yard had 22.9 miles of track.

The year 1914 marked the electrification of the NYNH&H Railroad freight yards. Westchester Yard was one of three NYNH&H Railroad main electric switching and freight yards on the New Haven system; the others were Harlem River Yard and Oak Point Yard. The nearby Van Nest Freight Yard

was used for storage only. During this time, the NYNH&H Railroad handled 75 percent of freight in the New England area, the majority of which was handled via the Harlem River Division and the Westchester Freight and Transfer Yards. That year, a tank car containing more than 1,000 gallons of gasoline exploded in the freight yard. The flames enveloped more than a dozen freight cars, including five rail cars that contained whiskey, cotton and other merchandise. The resulting conflagration further delayed the area's development.

By 1919, the freight yard had been expanded with additional tracks and four single-story structures, two locker buildings, an office and a motor repair shop (Sanborn, 1919). A large freight house, a small tool house and a store house were shown in the southern section of the freight yard. Stony Brook had been straightened and channeled into a new culvert that extended under the expanded freight yard. Wilkinson Avenue (also noted as Saratoga Avenue), the northern limit of the APE, is shown as an elevated roadway over the freight yard but is noted as not open. The area west of the freight yard had been completely subdivided into blocks and lots with scattered development. As Stony Brook continued to bisect Block 4209, the middle of the large block between Morris Park and Wilkerson Avenues remained undeveloped. Street names had been changed to the names currently in use, although most are marked on maps as not open at that time.

c. Mid-20th Century

Circa 1926, freight operations at Westchester Yard were downgraded due to the expansion of the Cedar Hill Yard in New Haven, Connecticut. By 1929, little had changed in the APE (Sanborn, 1929). Stony Brook continued to bisect several lots in the middle of Block 4209, limiting the block's development. One of the only structures built during this time was a dwelling house on Lot 31, Block 4209 at 1958 Eastchester Road. Built circa 1925, this 2-story, urban-style dwelling was one of the only residential properties in this industrial/commercial area. The streets were shown as open, with the exception of Morris Park Avenue, which was proposed to be extended on elevated roadway over the NYNH&H Railroad freight yard. The four small railroad structures formerly located in the middle of the freight yard had been replaced by a single-story "Train Room" structure. An open structure with coal pockets labeled "Tremont Coal Company" was at the south end of the yard.

Development of the blocks adjacent to the freight yard did not begin in earnest until the NYNH&H Railroad Westchester Yard was no longer fully active. By 1936, the majority of the NYNH&H's freight storage functions were transferred to Oak Point Yard in Hunts Point, which had been expanded with landfill. However many of the tracks in the Westchester Yard remained at least until 1950. The Castle Coal Company is shown at the south end of the yard and the "Train Room" was still in the middle of the yard. The property was then sold off piecemeal, although a few customer sidings remained. Limited development occurred on the blocks west of the freight yard between 1929 and 1950; only a few more structures had been built in the APE, which had taken on an industrial character with a contractor's yard and an auto repair facility (Sanborn, 1950). Stony Brook continued to bisect Block 4209, limiting its development. A narrow gable-roof shed at 1491 Bassett Avenue (built 1948) first appears on the 1950 map and is labeled "Iron Works;" this building is

extant in 2013 but has been unsympathetically altered and is currently used by an adjacent stone works facility.

d. Late 20th Century

By 1977, the freight yard was gone and the area within which the APE is located was fully developed, including the lots where Stony Brook was located (Sanborn, 1977). The character of the area within the APE boundary was similar to that of today with auto-related and other industrial-type uses such as warehouses, iron works, stone works and a diesel motor repair shop. West of Eastchester Road and beyond the APE boundary, the large medical complexes of the Albert Einstein College of Medicine and the Einstein Campus of the Montefiore Medical Center had been constructed; this section of the Bronx was by then home to several other medical facilities. Part of the former freight yard was occupied by a large steel-frame, brick and concrete factory building at 1500 Bassett Avenue that was built in 1951 by the Lily-Tulip Cup Corporation. The property was accessed by a private road that had been built through the former freight yard and a tunnel that extended from the factory under the Hell Gate Line tracks to Bassett Avenue.

In 1962, the Lily-Tulip Cup Corporation sold 1500 Bassett Avenue to American Cystoscope Makers, Inc. (ACMI). Incorporated circa 1900, ACMI was the primary developer and manufacturer of endoscopic instruments in the United States for more than one-half century. In 1974, ACMI sold the factory at 1500 Bassett Avenue to the City of New York, which subsequently leased it to Farberware, Inc. to use as its headquarters and product repair and service center for its home appliance business. Farberware manufactured high-quality, aluminum-clad stainless steel and electrical appliances in a 425,000-square-foot plant located at the corner of Bruckner Boulevard and 144th Street. According to *The New York Times*, it was one of the largest manufacturing plants in the Bronx; in 1996, Farberware had a \$300 million payroll and held 5 percent of the 14,000 manufacturing jobs in the borough³.

By 1977, another large factory building had been constructed in the south side of the former freight yard. Not many changes occurred in the APE between 1977 and 2007; a few new buildings were constructed and the area retained its industrial character (Sanborn, 2007). Other uses included a medical facility, iron works and a stone works that specialized in gravestones and monuments. When Farberware relocated its operations overseas in 1996, it vacated its manufacturing plant on Bruckner Boulevard, and the City of New York sold the building at 1500 Bassett Avenue to Modell's Sporting Goods, which currently uses it as a warehouse and distribution center.

e. Current Status of the Morris Park Station APE

The area within the APE boundary today bears little resemblance to its early beginnings as there are no signs of the large NYNH&H Railroad freight yard that formerly dominated the area. Buildings on the blocks that border the Hell Gate Line west of the railroad are almost exclusively industrial facilities that were constructed in the second half of the 20th century and in the early 21st century. They are utilitarian brick structures, most with garage bays, and are of no particular style; most have been modified. The earliest building and the only house in the APE is the 2-story dwelling built in

³ *The New York Times*, June 7, 1996.

1925 at 1958 Eastchester Avenue. This house, now a two-family residence, has been modified with new windows and has been covered with stucco. To the east of the Hell Gate Line is the recently constructed Marriott Hotel and the former American Cystoscope Makers Factory/Farberware Building, currently the William D. Modell Distribution Center.

7.3.2.3 Historic Architectural Resources in the Morris Park Station APE

There are no historic architectural resources in the proposed Morris Park Station's APE that are National Historic Landmarks, listed on the State or National Registers of Historic Places, have a SHPO opinion of eligibility for listing on the National Register, or have been designated as a New York City Landmark. One resource in the APE, the large factory building built in 1951 at 1500 Bassett Avenue, was researched and evaluated in accordance with NYSOPRHP guidelines and the National Register criteria. Despite the historic significance of the American Cystoscope Makers Factory/Farberware Building as the location where two major corporations designed and manufactured innovative products, this building was one of several other factory buildings owned by these companies. Also, it has had a loss of historic architectural integrity due to the substantial, incompatible southern addition. The description, history and significance of this property, as well as a location plan and photographs, are provided on the following pages; this information has also been recorded on a NYSOPRHP Historic Resource Inventory Form (blue form), which is provided in Appendix G.

a. Former American Cystoscope Makers Factory/Farberware Building, 1500 Bassett Avenue, Bronx, New York (Block 4226, Lot 5)

Description

The former American Cystoscope Makers Factory/Farberware Building, currently the William D. Modell Distribution Center, is situated on a large tax lot, Block 4226, Lot 5 (Figure 13, Photos 11 through 20) in an industrial setting east of the Amtrak Hell Gate Line. To its east is a large office complex known as the Hutchinson Metro Center and a parking lot for Montefiore Hospital; to the south is a new Marriott Hotel. The building's address is 1500 Bassett Avenue (also 1780 Eastchester Road). The most recent (Sanborn, 2007) Sanborn maps show a concrete tunnel on Bassett Avenue at the foot of Wilkerson Avenue that extends under the Amtrak Hell Gate Line tracks into the building. Access to the site is restricted by chain link fencing and two guard houses.

The former American Cystoscope Makers Factory/Farberware Building is a large structure, with a substantial addition on the south and a small two-bay addition on the north. The building is rectangular in plan and contains a total of approximately 336,250 square feet. The original portion, built in 1951, is approximately 1,010 feet long; with the warehouse/truck bay addition to the south, built in early 2005 and measuring 335 feet in length, the building is now 1,345 feet long (approximately 1/4 mile). Both sections of the structure are 250 feet wide. The small northern garage addition, built by 1994, is 57 feet long by 32 feet wide.

The original building consists of a linear, 1- to 2-story, red-brick structure with a high concrete foundation and a flat roof. Windows are steel hopper sash and corrugated fiberglass panels

arranged in a continuous band. Some windows have been enclosed with concrete block; steel louvers have also been added. The cornice is covered with corrugated asbestos panels. The primary (west) elevation is 2 stories high with eight loading bays on the first story and a band of windows on the second story. Windows are both modern aluminum replacements and original steel pivot sash. At either end of this section are two entrances that are set within 2-story-high, Moderne-style, concrete doorway surrounds that project from the building. The front entry doors are steel and glass; above is a monumental 12-light, fixed-pane transom. North of the 2-story section, the west elevation has 16 additional truck loading bays. The north elevation of the building has six truck loading bays and a small single-story, flat-roof, brick addition with two garage bays.

The southern addition, built in 2005, has a concrete foundation and is clad with dark red metal siding. The east and west elevations of the addition have no fenestration, with the exception of small square metal louvers. The south elevation has 20 truck loading bays with a double-height bay at the southwest corner. The roof is gabled with an extremely shallow pitch.

The building is in good condition with few alterations. A few windows have been covered with plywood and others enclosed with stucco, concrete block or glass block; at least one truck bay has been enclosed with concrete block.

History and Significance

Introduction

The building located at 1500 Bassett Avenue, Bronx, New York, was formerly occupied by two large innovative companies that were headquartered in the Bronx: the American Cystoscope Makers (ACMI), pioneers in the design and development of diagnostic medical instruments, and Farberware, noted for the manufacture of innovative cookware and household appliances. This large brick building, built in 1951 by the Lily-Tulip Cup Corporation, served as the factory for ACMI for over a decade. ACMI sold the building to the City of New York in 1974, which subsequently leased it to Farberware, which used it as the headquarters and repair and service center for its home appliance business. When Farberware left the Bronx in 1996, the City of New York sold the building to Modell's Sporting Goods Company, which currently uses it as a warehouse and distribution center.

American Cystoscope Makers

By 1936, the NYNH&H Railroad Westchester Freight Yard was no longer fully active; by that time, many of the freight storage functions had been transferred to the Oak Point Yards in Hunts Point that had been expanded with landfill. However, many of the freight tracks in the NYNH&H Railroad Westchester Freight Yard remained at least until 1950 (Sanborn, 1950). The freight yard property was then sold off piecemeal. On December 20, 1950, a large parcel in the former yard that included Block 4226, Lot 5, which is the present-day 1500 Bassett Avenue, was sold by the NYNH&H Railroad to the Lily-Tulip Cup Corporation, a Delaware corporation; it is possible that Lily-Tulip Cup secured the parcel as a potential site for a new factory. In December 1951, the Lily-Tulip Cup

Corporation announced that, after inspecting 40 cities around the country, it would build its new manufacturing plant in Springfield, Missouri.

In 1951, a large steel frame, concrete and brick factory building was constructed in the northern section of the former freight yard. The property was accessed by a private road and a concrete tunnel on Bassett Avenue at the foot of Wilkerson Avenue, which extended under the rail tracks. The Lily-Tulip Cup Corporation held the property at 1500 Bassett Avenue until December 27, 1962, when it sold the factory to Cystoscope Equities, Inc... Cystoscope Equities, Inc. and American Cystoscope Makers, Inc. (later known as ACMI) were related companies, which merged into a single firm subsequent to this transfer of property. ACMI also operated factories in Hunts Point, Port Chester, and Pelham Manor, New York.

The American Cystoscope Makers, Inc. was founded by German immigrant Reinhold H. Wappler, MD (1870 – 1932) who, by the early 1900s, was known as a superb endoscopic innovator and the founder of the U.S. diagnostic instrument industry. Through his company, Wappler produced an extraordinary number of diagnostic, therapeutic and auxiliary instruments. He was granted the first U.S. patents for cystoscopes and optics and, for many decades, ACMI was the largest and best source of urological instruments in the United States.

Endoscopic devices gained widespread appeal only after the development of the incandescent lamp by Thomas A. Edison in 1880. Once Edison's bulb was miniaturized into a low-amperage mignon bulb by manufacturers in the United States, instrument makers around the world could produce simple, inexpensive and easily manageable cystoscopes, illuminated with bright, burn-sparing light. Until the early 1900s, American urologists depended on manufacturers in Germany and Austria who were the sole sources of these delicate surgical optical instruments; there were great difficulties and long delays in shipping instruments back and forth for repairs.

Reinhold H. Wappler was born in 1870 in Oranienbaum, Anhalt, Germany and immigrated in 1890 to New York where he repaired instruments at an instrument company. A number of New York urologists sought out Reinhold Wappler to repair their European instruments and, also, to create American instruments. Wappler soon established the Wappler Electric Corporation, which later became the American Cystoscope Makers Inc. (ACMI). The first American-made and -designed diagnostic instrument was produced by Wappler in 1902; shortly thereafter, he developed a new telescopic objective lens embodying a hemispherical lens for which he was granted his first U.S. patent. Wappler designed and patented many other endoscopic instruments and parts. A skilled designer and eventually a maker of electrosurgical instruments, he also pioneered high-frequency devices for medical use. ACMI, incorporated in 1908, was the primary developer and manufacturer of endoscopic instruments for the United States for more than half a century.

The cystoscope is perhaps the most significant contribution in the field of urology to medicine. The cystoscope is a thin, lighted instrument used to look inside the bladder and remove tissue samples or small tumors. Paving the way for endoscopy and laparoscopy, the cystoscope remains as one of the major ways physicians can look into the human body (Figure 12).

Some of the technologically advanced medical devices that ACMI invented or perfected include:

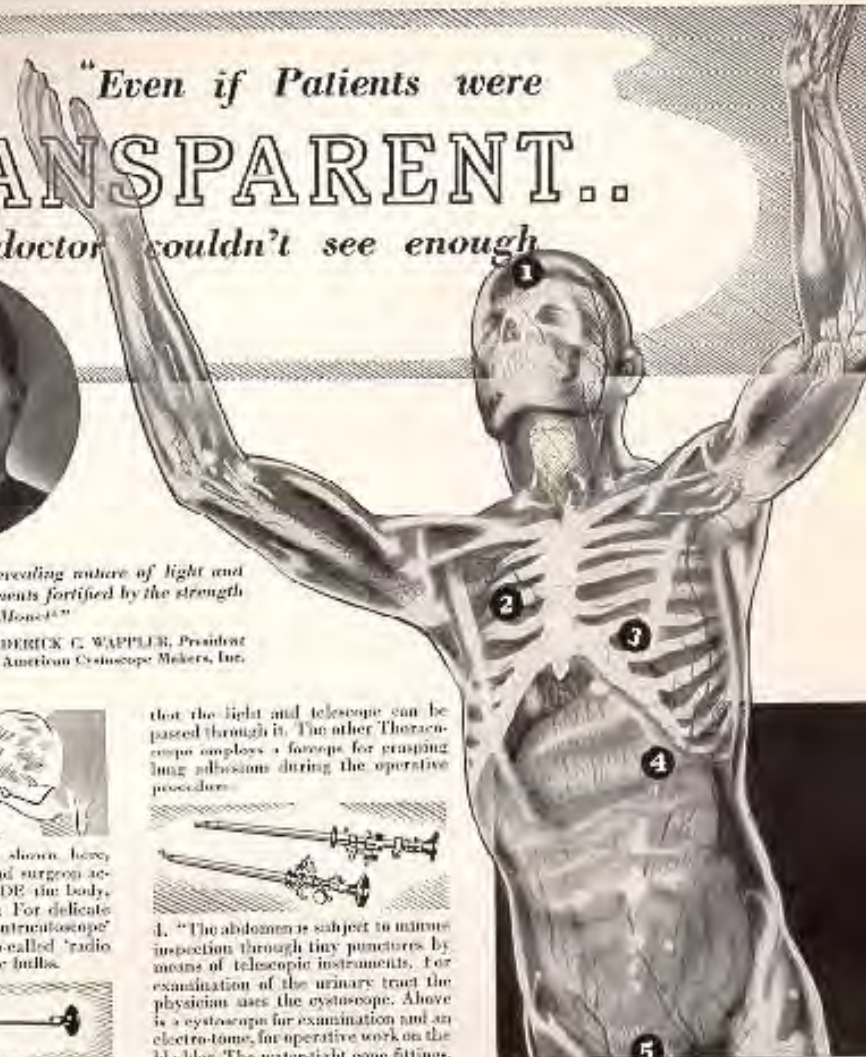

- 1900 – Introduced first U.S.-made electrically lighted Otis-Brown Cystoscope
- 1926 – Developed first domestic hysteroscope
- 1937 – Developed first laparoscopes
- 1970 – Developed first culdoscope
- 1973 – Pioneered first use of uterine resection to remove fibroids
- 1974 – Introduced the Falope-Ring Band System for female sterilization
- 1989 – Performed first Roller Ball endometrial ablation

When Reinhold H. Wappler died in 1933, the operation of the company continued with Frederick C. Wappler (1901-1944) and, later, Frederick's sons, Frederick C. Wappler, Jr. (1930-1975) and Reinhold D. Wappler, Jr. (born 1932). In the 1960s, ACMI either relocated or expanded to another facility on Pelham Parkway in Pelham Manor, Westchester County, New York; this factory building still stands but is no longer used as a factory. On June 25, 1974, Reinhold D. Wappler, Jr., the founder's grandson and by then President of ACMI, sold the 1500 Bassett Avenue factory building to the City of New York for \$4.7 million. The deed of sale indicates that, at the time, Reinhold D. Wappler, Jr. resided at 252 Carter Avenue in the New England town of New Canaan, Connecticut.

In 1986, the Circon Corporation purchased ACMI. Headquartered in Massachusetts, the Circon Corporation was a leading developer and manufacturer of medical products for urology, gynecology and surgery applications. At that time of its purchase, ACMI was described as "a premier urology medical device manufacturer that designs, markets, and services medical endoscopy systems for diagnosis and minimally invasive surgery and as a leading provider of endoscopy equipment that illuminates, provides visualization, and facilitates therapeutic treatments for urologists, gynecologists, and general surgeons." In 1986, ACMI employed more than 1,000 people in the U.S. and many more in offices around the world. In 2002, Circon Corporation consolidated its various business entities under the "singular, well respected, century-old" ACMI name. In 2005, ACMI and a number of other medical device companies were acquired by Gyrus ACMI, a British medical device company. Gyrus ACMI is a world-wide leader in the manufacture of endoscopic instruments and miniature video systems for medical applications; it has five factories, including at locations in Stamford, Connecticut, Mexico and the United Kingdom.

FIGURE 12: AMERICAN CYSTOSCOPE MAKERS FACTORY/FARBERWARE BUILDING: ACMI ADVERTISEMENT

"Even if Patients were
TRANSPARENT..
your doctor couldn't see enough

We must depend on the revealing nature of light and telescopic vision, with instruments fortified by the strength and corrosion resistance of Monel."

FREDERICK C. WAPPLER, President
 American Cystoscope Makers, Inc.

Consider the instruments shown here, which enable the physician and surgeon actually to look and work **INSIDE** the body, even into various organs: For delicate work inside the skull the "Ventriculoscope" is a caustery electrode or so-called "radio" between two tiny electric bulbs.

The inside of the chest cavity is revealed by a Thoracoscope. Above is a close-up view of the illuminating device before assembly. A very thin section supporting the light bulb at the end of the instrument is made by joining one Monel tube of .233-inch diameter to another of .200-inch diameter. Between these two tubes lies the delicate insulated wire, which supplies current to the lamp.

Thoracoscopic instruments are frequently used for operative work. The trocar (left foreground below) is used to puncture the chest muscles leaving the Monel cannula—the all tube, shown in the center—in place, so that the light and telescope can be passed through it. The other Thoracoscope employs a forceps for grasping lung adhesions during the operative procedure.

4. "The abdomen is subject to minute inspection through tiny punctures by means of telescopic instruments. For examination of the urinary tract the physician uses the cystoscope. Above is a cystoscope for examination and an electro-tome, for operative work on the bladder. The watertight cone fitting, beak, sheath, and tubing are Monel.

5. "For crushing stones in the bladder, the urologist uses the lithotriptoscope, with jaws which withstand a crushing force of 750 lbs. Monel's great strength, which exceeds that of structural steel, is easily able to withstand the terrific strain.

"Comparison of a 'grain of wheat' lamp with an ordinary pen point gives you an idea of the small sizes and close tolerances involved in manufacturing these instruments.

"If you build anything that needs to be free from rust and corrosion, easy to clean and sterilize, and extra strong...there's just one metal to use. We know of no material that gives us all these combined also with toughness and ease of machining, except Monel.

THE INTERNATIONAL NICKEL CO., INC., 67 WALL STREET, NEW YORK, N. Y.

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MONEL

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Source: www.ENDOSCOPY-MUSEUM.com

Farberware

On June 25, 1974, Reinhold D. Wappler, Jr. President of ACMI, sold the 1500 Bassett Avenue factory building to the City of New York for \$4.7 million; the following day, the city leased the premises to Farberware Inc. The deed noted that the premises were part of the East-Pel Industrial Park Urban Renewal Area. The building at 1500 Bassett Avenue was the Farberware headquarters and, also, its product service and repair center. Farberware was manufactured in a 425,000-square-foot plant located at the corner of Bruckner Boulevard and 144th Street.

The Farberware company was founded as S.W. Farber Inc. by tinsmith Simon W. Farber in 1897. Farber was a Russian immigrant who managed a metal manufacturing plant in Antipol on the Russian-Polish border. Farber arrived in the United States at age 17 and started S.W. Farber Inc. in his basement in the Lower East Side of Manhattan. Farber initially manufactured gift trays and racks. The company later opened a plant in Brooklyn next to the Williamsburg Bridge.

In the 1940s, Simon Farber's son, Isadore, became president and head of sales; his other son, Milton, became vice president of production and two brothers-in-law were also executives. The company moved to the Bronx and expanded into a new line of stainless steel pots and pans with bonded aluminum bottoms for better heat conduction. Named Farberware, it became a leading brand of cookware and electrical appliances. During World War II, the company manufactured radar equipment and .50 caliber machine gun belt links for the United States Armed Forces. Farber also had contracts with several glassware plants in Czechoslovakia that made parts for his products and had investments in Berlin where his holdings were eventually confiscated. After World War II, the company continued to create vases, bowls, pots and a host of kitchen accessories.

Farberware was associated with innovation as well as function. Farberware was the first company to introduce the coffee percolator and many other kitchen gadgets, including the Coffee Robot in 1937, the Broiler Robot in 1938 and, in 1954, the first electric fry pan that could be submersed in water to be cleaned. The "Open Hearth" smokeless broiler was invented in 1962; this was innovative as the heating element was below the food rather than above as in traditional broilers of the time.

When Isadore retired, Milton Farber became president. In 1966, the company was sold to Walter Kidde & Company, a conglomerate with industrial products as well as commercial goods. Milton Farber, who continued to run Farberware's operations under Kidde & Company's ownership, also designed and supervised the construction of a factory in Israel to produce Farberware. He remained with Farberware until he retired in 1973.

In 1981, the State of New York leased the Farberware manufacturing plant on Bruckner Boulevard to U.S. Industries, a conglomerate in Iselin, N.J. In exchange for state and city tax breaks and reduced rent, the company pledged to operate the cookware factory at the Bronx site for 25 years. This was one of the largest factories in the Bronx; in 1996, when Farberware's name and assets were sold to Syratech, a Boston company, the factory had a \$300 million payroll and held 5 percent of the 14,000 manufacturing jobs in the borough. That same year, Syratech licensed the Farberware name to a foreign company and closed the Bruckner Boulevard manufacturing plant and vacated the leased

building at 1500 Bassett Avenue. The departure of Farberware from the Bronx occurred amidst much controversy; the new owners had violated the state and municipal agreements and also caused a huge economic impact to the Bronx through the loss of 700 jobs, as well as a projected annual loss of \$18 million in wages.

Modell's Sporting Goods

In August 1996, the City of New York's lease of the 1500 Bassett Avenue property was amended to allow the tenant the option to purchase the premises. On December 28, 1996, the City of New York sold 1500 Bassett Avenue for \$673,907 to M&M Service Center, LLC, located at 498 Seventh Avenue, New York, New York. The 498 Seventh Avenue address is the corporate headquarters of Modell's Sporting Goods. The sale stipulated that Modell's Sporting Goods must maintain its present and future headquarters, its primary and administrative offices and primary warehouse facilities and primary distribution centers in the City of New York through 2007. Modell's constructed the large, 335-foot-long warehouse/truck bay addition on the southern side of the building in early 2005.

The building at 1500 Bassett Avenue is currently occupied by the William D. Modell Distribution Center, which warehouses and distributes products for Modell's Sporting Goods stores. The Modell's Sporting Goods company is one of America's oldest, family-owned and operated retailers of sporting goods. Founded in 1889 by Morris A. Modell, the first Modell's store was located on Cortlandt Street in lower Manhattan. Four generations of the Modell family have developed the family business into a chain of more than 150 stores throughout the Northeast United States.

Conclusion

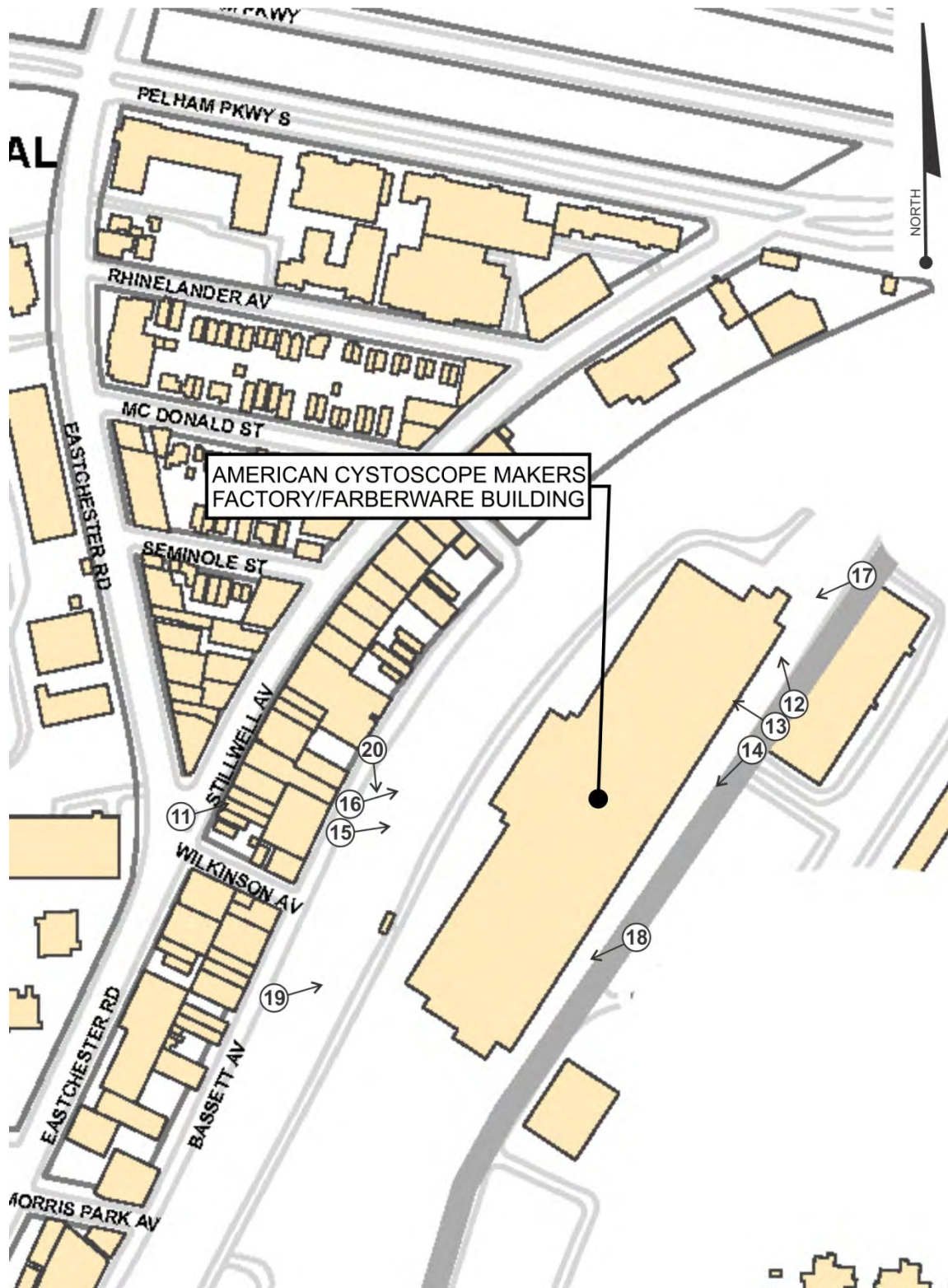
The American Cystoscope Makers Factory/Farberware Building (Figure 13; Photos 11 through 20) is significant for its historic associations with two manufacturing companies that were significant in two widely diverse disciplines: ACMI for its pioneering research, development and manufacture of diagnostic instruments particularly in the medical field of urology and Farberware for the manufacture of metal ware and innovative household appliances. ACMI used the building as a factory from 1962 through 1974; Farberware used the building as its headquarters and repair and service center from 1974 until 1996.

Both companies are also significant as they demonstrate the American ideal of immigrant success: both companies were founded in the early 20th century by immigrants who invented innovative products that continue to be manufactured today. Both companies also played an important role in the economic development of the Bronx as an industrial center; however, neither company currently has a factory in the Bronx. Both companies demonstrate the progression of manufacturing that began in the Bronx in the early 20th century and, by the close of the century, had been acquired by large conglomerates whose manufacturing was largely relocated, some overseas. While some Gyrus ACMI factories remain in the U.S., the Farberware manufacturing plants have been relocated to China.

However, 1500 Bassett Avenue was one of several factories owned by ACMI. Between the 1940s and 1970s, the company also had factories in Long Island City, Hunts Point, Port Chester and Pelham.

For Faberware, 1500 Bassett Avenue served as its headquarters and repair and service center; its large manufacturing plant was located at 144th Street and Bruckner Boulevard. Therefore, there were other buildings than the one at 1500 Bassett Avenue that were either more or equally as significant to the history of both of these companies. Also, the American Cystoscope Makers Factory/Farberware Building has two unsympathetic additions, both of which detract from its historic architectural integrity: the large southern addition built in 2005 and the small incompatible northern addition built after 1994. Therefore, the American Cystoscope Makers Factory/Farberware Building is not considered to be potentially eligible for the National Register of Historic Places.

FIGURE 13: AMERICAN CYSTOSCOPE MAKERS FACTORY/FARBERWARE BUILDING SITE PLAN AND PHOTO LOCATIONS



Source: Public Safety Answering Center II FEIS, January 23, 2009.



Source: Bing Maps (<http://www.bing.com/maps>), 2013

Photo 11. Aerial View: American Cystoscope Makers Factory / Farberware Building, View East



Source: Lynn Drobbin & Associates, 2013

Photo 12. American Cystoscope Makers Factory / Farberware Building, Facing West



Source: Lynn Drobbin & Associates, 2013

Photo 13. American Cystoscope Makers Factory/Farberware Building, Facing West



Source: Lynn Drobbin & Associates, 2013

Photo 14. American Cystoscope Makers Factory/Farberware Building, Facing Southwest



Source: Lynn Drobbin & Associates, 2013

Photo 15. American Cystoscope Makers Factory / Farberware Building, Facing East



Source: Lynn Drobbin & Associates, 2013

Photo 16. American Cystoscope Makers Factory/Farberware Building, Facing Northeast



Source: Lynn Drobbin & Associates, 2013

Photo 17. American Cystoscope Makers Factory/Farberware Building, Facing Southwest



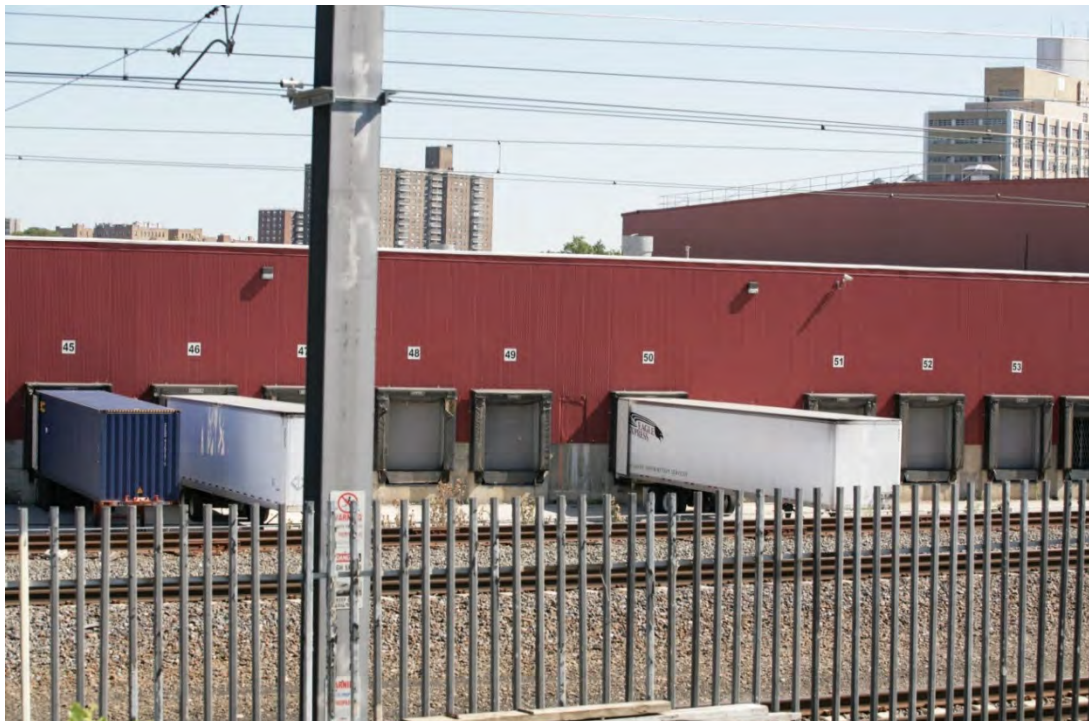
Source: Lynn Drobbin & Associates, 2013

Photo 18. American Cystoscope Makers Factory/Farberware Building, Facing Southwest



Source: Lynn Drobbin & Associates, 2013

Photo 19. American Cystoscope Makers Factory/Farberware Building, Facing Northeast



Source: Lynn Drobbin & Associates, 2013

Photo 20. American Cystoscope Makers Factory/Farberware Building, Facing East
Parkchester/Van Nest Station

7.3.3 Parkchester/Van Nest Station

7.3.3.1 Description of the Area of Potential Effect for the Proposed Parkchester/Van Nest Station

The proposed Parkchester/Van Nest Station site is located on the Amtrak Hell Gate Line, north of East Tremont Avenue and east of Unionport Road, near the location of the former NYNH&H Railroad Van Nest Station (Photo 21). The station would consist of one or two platforms, an overpass, stairs and elevators. The historic resources and the APE for the proposed Parkchester/Van Nest Station are mapped on two aerial maps and one tax map (Figures 14 through 16); the historic Sanborn maps for the Parkchester/Van Nest Station study area are provided in Appendix E.

The APE, also known as the historic resources study area, includes the Consolidated Edison Company of New York's (Con Edison) Van Nest Service Center at 1610 Matthews Avenue, located between Unionport Road and Bronxdale Avenue. The Con Edison facility occupies the former NYNH&H Railroad Van Nest Electric Locomotive Repair Shops and the former NYNH&H Railroad Van Nest Freight Yards. A Con Ed substation and an Amtrak substation also occupy a portion of the site (Photo 22). Also included in the APE is the former Gristedes Warehouse at 1609 Bronxdale Avenue; this building has been renovated and is now used by several commercial businesses. South of the Hell Gate Line right-of-way, the APE includes the northern portion of the 129-acre Parkchester apartment complex that faces East Tremont Avenue.



Source: Lynn Drobbin & Associates, 2013

Photo 21. Site of the Proposed Parkchester/Van Nest Station, View East



Source: Lynn Drobbin & Associates, 2013

Photo 22. Con Ed and Amtrak Substations, View North

7.3.3.2 Historic Background of the Parkchester/Van Nest Station APE

a. Summary

In the 1870s and 1880s, the Parkchester/Van Nest Station APE was primarily rural, with the exception of land occupied by the NYNH&H Railroad Harlem River Branch Van Nest Station and the Catholic Protectory of New York, a children's orphanage and trade school located on a sprawling campus with Victorian Gothic style buildings and extensive grounds. In 1889, the NYNH&H Railroad built a two-track spur and the Morris Park Station to transport New York's society people directly to the entrance of the Morris Park Racecourse, which had been built nearby.

The NYNH&H built a freight yard at Van Nest in 1895. After the racetrack closed in 1904, the Morris Park Station and the two-track spur were removed. In 1912, shortly after the 1907 electrification of the railroad, the first section of the NYNH&H Railroad Van Nest Electric Locomotive Repair Shops was built where the spur was formerly located; by 1929, the shops had been doubled in size. The year 1931 marked the end of passenger rail service on the NYNH&H Railroad Harlem River Branch and the Van Nest Station was essentially closed; the railroad's electric locomotive repairs were eventually relocated to other yards. A major change occurred in the study area in 1942 when Parkchester, the largest housing complex in the world at the time, was completed on the former grounds of the Catholic Protectory of New York. In 1959, the NYNH&H Railroad Van Nest Electric Locomotive Repair Shops and former Van Nest Freight Yard were sold to Con Edison.

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FIGURE 14: PROPOSED PARKCHESTER/VAN NEST STATION – HISTORIC RESOURCES IN THE APE (1)



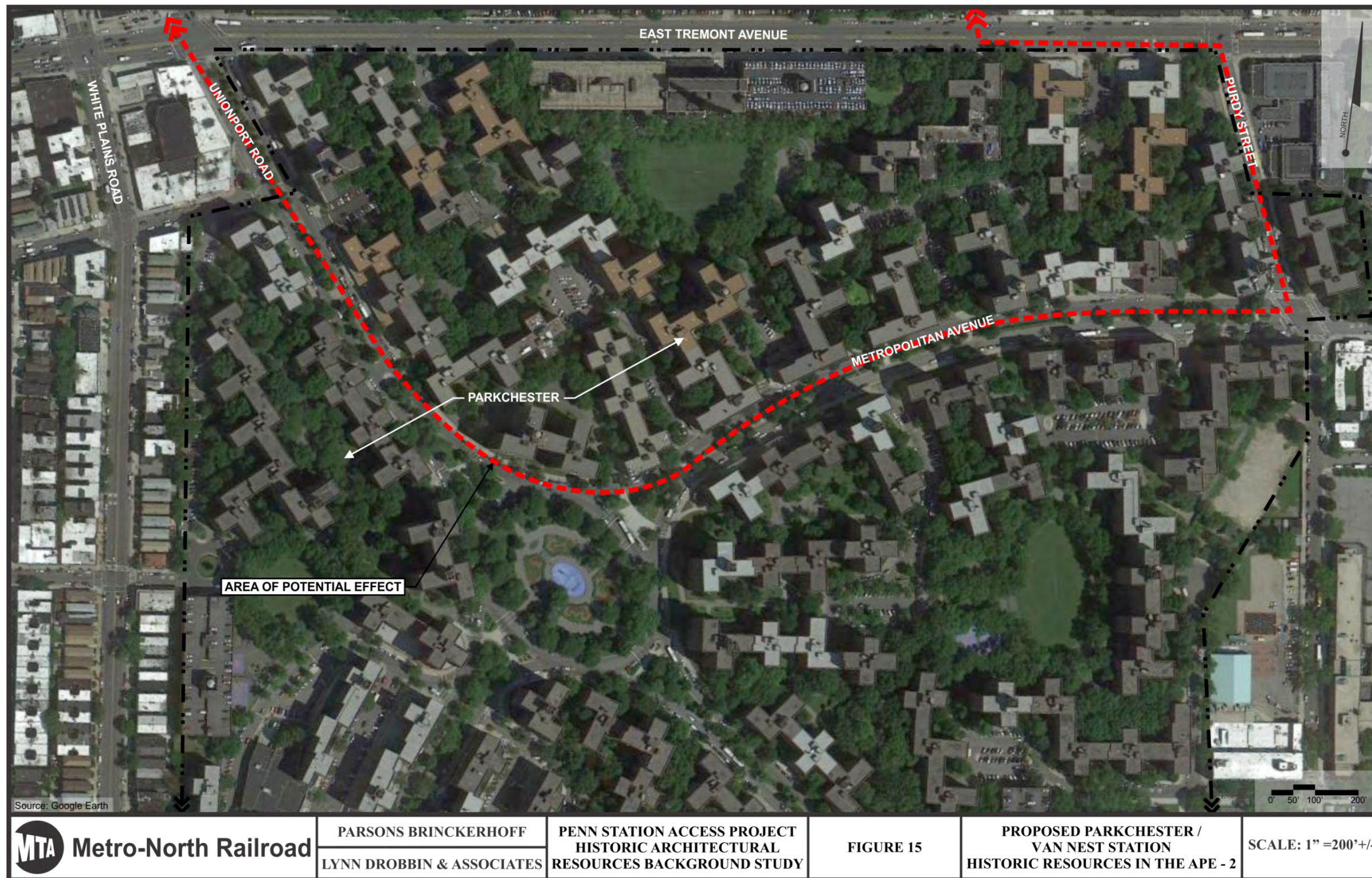
Source: Google Earth

Metro-North Railroad	PARSONS BRINCKERHOFF	PENN STATION ACCESS PROJECT HISTORIC ARCHITECTURAL RESOURCES BACKGROUND STUDY	FIGURE 14	PROPOSED PARKCHESTER / VAN NEST STATION HISTORIC RESOURCES IN THE APE - 1	SCALE: 1" =200'+/-
	LYNN DROBBIN & ASSOCIATES				

Source: Lynn Drobbin & Associates, 2013

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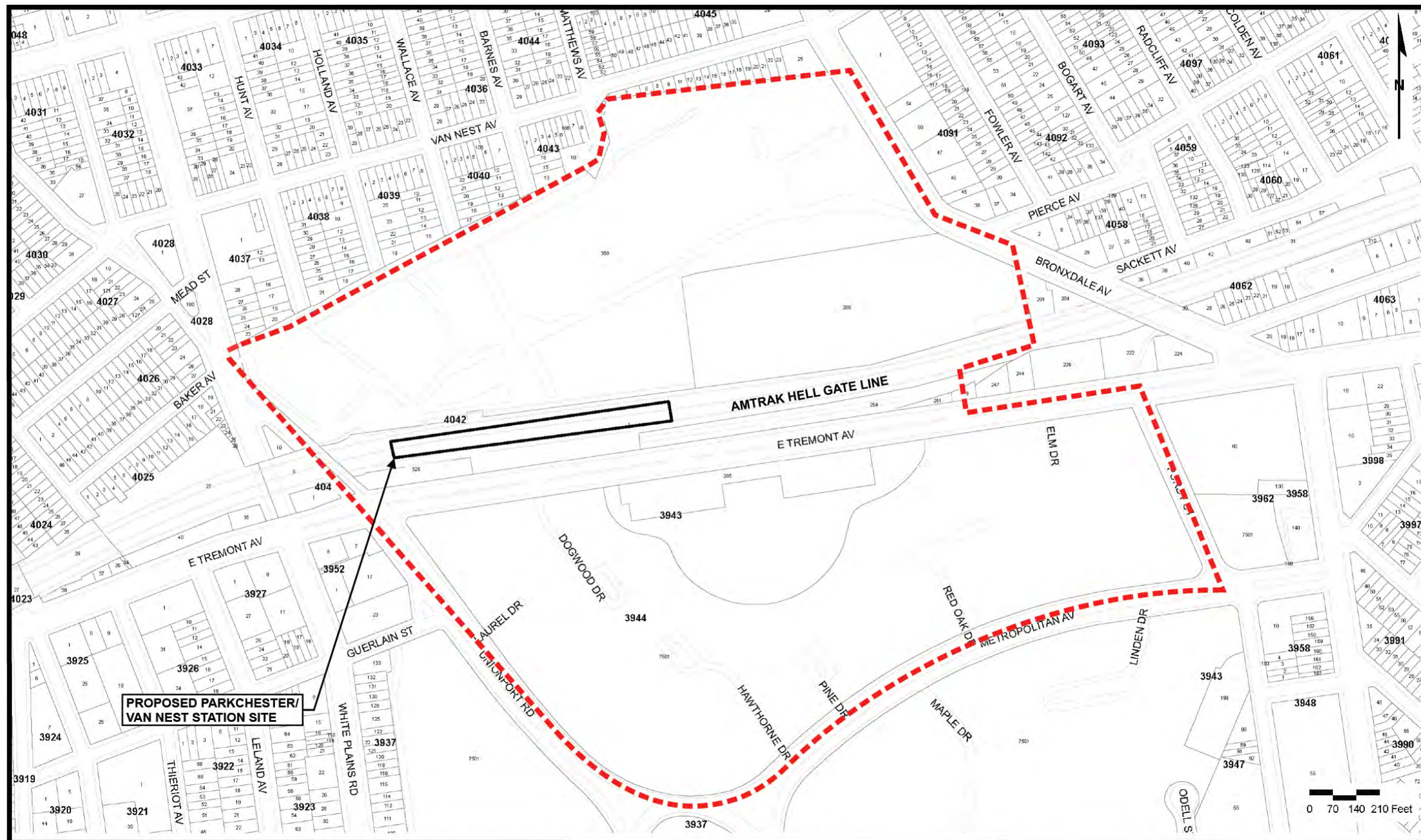
FIGURE 15: PROPOSED PARKCHESTER / VAN NEST STATION – HISTORIC RESOURCES IN THE APE (2)



Source: Lynn Drobbin & Associates, 2013

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FIGURE 16: PROPOSED PARKCHESTER/VAN NEST STATION – TAX MAP



	PARSONS BRINCKERHOFF LYNN DROBBIN & ASSOCIATES	PENN STATION ACCESS PROJECT HISTORIC ARCHITECTURAL RESOURCES BACKGROUND STUDY	FIGURE 16	PROPOSED PARKCHESTER / VAN NEST STATION TAX MAP	SCALE: 1" = 275'+/-
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Source: Lynn Drobbin & Associates, 2013

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b. Late 19th to Early 20th Century

Construction of the NYNH&H Railroad Van Nest Freight Yard

The first major transportation improvement in the APE was construction of the HR&PC Railroad, which, although chartered in 1866, did not begin operation until it was leased by the NYNH&H Railroad in 1873. The NYNH&H Railroad Van Nest Station was built circa 1873. The station was named by Abraham Reynier Van Nest in honor of his father. Abraham Reynier Van Nest was a director of the NYNH&H Railroad and the head of A.R. Van Nest & Co., dealers in harness and leather goods.

South of the Van Nest Station, across West Farms Road (now East Tremont Avenue), was the New York Catholic Protectory. The Protectory, built in 1863 (demolished in 1938), was a massive, Victorian Gothic-style orphanage complex for boys and girls. In the early 1860s, the Protectory, which had outgrown its Lower East Side (Manhattan) location, had been relocated to farmland in the Bronx. The New York Catholic Protectory property comprised more than 129 acres and included a church, a school and dormitories for children, a ballfield and an ice pond. In the Protectory's "Industrial Building," boys and girls were taught a trade so they would be employable once released. The boys learned letterpress printing, chair caning, shoemaking, baking, carpentry, blacksmithing, wheel wrighting, farming and gardening. The girls learned to embroider, cook and make gloves. The children sewed their own uniforms and cobbled their own shoes.

A major early development in this part of the Bronx was the establishment of the Morris Park Racecourse, an American thoroughbred horse racing facility that operated from 1889 to 1904, just outside the boundary of the APE. The racecourse, a large and popular facility that encompassed more than 360 acres and had grandstand seating for more than 15,000 attendees, was the site of the Belmont Stakes from 1890 to 1904 and the Preakness Stakes in 1890. To accommodate the racetrack patrons, the NYNH&H Railroad added a short two-track spur from its main line and built the Morris Park Station in the northeast section of the freight yard; racing fans could walk from the station directly to the Racecourse through a tunnel under Bear Swamp Road⁴. Although the racecourse brought much activity to the area, the surrounding land remained largely undeveloped, as evidenced by the following description of the views from the racecourse grandstand in 1889:

"A fine view may be had from the grandstand looking away from the track. To the left are the towers of the Catholic Protectory, wide stretches of farm land and forest, backed by a fine view of the Sound. Away to the left a glimpse may be had of the High Bridge and the water tower nearby which rises into the sky far above all of the surrounding objects, a long vista of tress and greensward filling the space between. It is a pretty restful picture, and one that everyone must enjoy."⁵

⁴ "New West Chester Track" *New York Times*, May 12, 1889.

⁵ *Ibid.*

Construction of the NYNH&H Railroad Van Nest Station helped precipitate development in the area. The Van Nest Land and Improvement Company, established in 1890, was “formed for the erection of buildings, subdivision of land into building lots and villa plots, improving the same, and for purchasing and selling building materials used in the construction of buildings in the town of Westchester.”⁶ (This section of the Bronx was known as Westchester until it was annexed to New York City in 1895.) In 1890, the NYNH&H Railroad was a very profitable enterprise with revenues in excess of \$100 million; it employed 4,000 people and served 12 million passengers annually.

The NYNH&H Railroad Van Nest Freight Yard was constructed adjacent to the Van Nest Station in 1895 as an intermediate outbound facility to classify carload freight departing from the Harlem River Terminal. In January 1895, *The New York Times* noted that “The sum of \$60,000 has been expended on the new freight yard at Van Nest on the Harlem River Branch.”⁷ The freight yard, which had a turntable at its western end near Unionport Road, was situated at West Farms Road (now East Tremont Avenue), Unionport Road and Bear Swamp Road (now Bronxdale Avenue) (Sanborn map, 1898). To the south of the freight yard was the right-of-way of the NYNH&H Railroad and the Van Nest Station with two platforms and a freight shed.

The Morris Park Racecourse closed in 1904; the racecourse was briefly used for automobile races but, in 1907 following its transfer to new owners and a subsequent foreclosure, the property was taken over by the City of New York. In 1910, a fire ravaged and destroyed a large part of the former racecourse, which was then subdivided into building lots. Without the racecourse, the 1898 Morris Park Station had no utility as the surrounding area remained largely undeveloped. Subsequently, the NYNH&H Railroad removed the Morris Park Station and the two spur tracks that had been built to access the racecourse.

Construction of the NYNH&H Railroad Van Nest Electric Locomotive Repair Shops

In 1908, a new Morris Park Station, designed by architect Cass Gilbert, was built at Sackett and Colden Avenues, 0.3 miles to the east of the former station (this building remains). The station was constructed as part of the major 1906-1910 NYNH&H Railroad upgrade that expanded the right-of-way to six tracks, built a complete grade separation, installed the electrification and built all new stations.

The removal of the 1889 Morris Park Station and its two spur tracks provided the space in the busy freight yard to construct the much-needed electric locomotive repair shop. On March 1, 1912, a notice posted in *The New York Times* said that plans had been filed for the construction of the shops: “Van Nest Railroad Yard, South Van Nest and Matthews Aves., (plans filed) for a two-story brick shop, 149.6 x 201.8 NYNH&H Railroad Co., New Haven Conn., owner and architect, cost \$70,000.” When the NYNH&H Railroad Van Nest Electric Locomotive Repair Shops were completed in the NYNH&H Railroad Van Nest Freight Yard in 1912, the electric operation of the railroad consisted of

⁶ “Corporations for Westchester,” *New York Times*, November 9, 1890.

⁷ “Money Expended Lavishly, Connecticut Liberal in Providing for Improvements, Great Sums Involved in Adding to Railroad Facilities and Securing New Sources of Water Supply,” *The New York Times*, January 11, 1895.

150 passenger freight and switcher electric locomotives, all of which were maintained and repaired at the Van Nest Shops.

The 1919 Sanborn map (Sanborn map, 1919) illustrates the new shops facility with 10 small, ancillary buildings situated along its north and east sides. The tracks of the NYNH&H Railroad Van Nest Freight Yard were to the south; a new Van Nest Station and a Freight Shed were to the southwest along East Tremont Avenue (formerly West Farms Road); and the NYNH&H Railroad Coal Yard was situated in the western quadrant of the freight yard, where the Con Edison Substation is located today. Circa 1926, the freight operations at the Van Nest Freight Yard were downgraded due to the expansion of the Cedar Hill Freight Yard in New Haven, Connecticut. By 1929, the NYNH&H Railroad Van Nest Electric Locomotive Repair Shops had been doubled in size; the large new addition was built at the south side of the building. About five small buildings had also been added to both the north and east sides of the shops (Sanborn map, 1929).

c. Mid-20th Century

Metropolitan Life Builds Parkchester

As a result of the 1929 stock market crash, the Metropolitan Life Insurance Company (Met Life) experienced a substantial decrease in the value of its financial holdings and searched for ways to make alternative investments. Before 1938, insurance companies were prevented by New York State law from investing insurance funds in housing projects, but Met Life began lobbying State officials to amend the law. At the same time, Met Life began researching large tracts of land in New York City that might be purchased and on which to build and manage a housing project. Of particular interest was a very large parcel in the southeast Bronx owned by the New York Catholic Protectory, a home for orphaned children. On February 17, 1938, the New York State Insurance Code was temporarily changed allowing life insurance companies to invest up to 10 percent of their assets directly in real estate and moderate-rental housing projects. Metropolitan Life and other large insurance companies had an interest in the construction of housing for working class New Yorkers.

In early 1938, Robert Dowling, a developer from the Starrett Corporation, paid approximately \$5 million for the New York Catholic Protectory property, securing the equivalent of 55 city blocks for the Met Life's new housing project, called Parkchester. The name 'Parkchester' was the combination of the two neighborhood names of Park Versailles and Westchester Heights. On April 7, 1938, Met Life announced that it had acquired the Catholic Protectory property to build the largest integral housing project so far planned and built in the United States. Just a few months later, the Protectory campus was completely razed and Met Life broke ground for Parkchester.

Parkchester, one of the first affordable, planned, apartment-complex communities in the country, was completed in 1942. It cost \$50 million to build, rendering it, after Rockefeller Center, the second most valuable property in New York at the time. The complex included 51 building clusters containing a total of 171 red-brick apartment buildings, each of which was either 7 or 13 stories in height. The complex provided housing for 40,000 people while still allowing for ample open space. While initially racially segregated, it housed people from all religious backgrounds.

d. Mid-Late 20th Century

Decline of the NYNH&H Railroad Harlem Branch

By 1949, the NYNH&H Railroad Van Nest Freight Yard had been truncated and freight operations of the railroad had been largely relocated to other yards. The Gristede Brothers, a New York City grocery chain, constructed a large brick warehouse in the eastern section of the former yard. Charles Gristede and his brother, Diedrich, came to the United States from Germany in 1888; in 1891, they opened a tiny gas-lit store at 42nd Street and Second Avenue in Manhattan. A second store was opened in Harlem in 1896. The business expanded in the late 1920s to Westchester County and Connecticut. When Charles Gristede died in 1948, the chain consisted of 141 stores in Manhattan, the Bronx, Westchester County and Connecticut. Gristedes is still in business today but under different ownership.

By 1950, the Van Nest Station had been demolished but the platforms and the freight shed remained. Passenger service on the NYNH&H Railroad Harlem River Branch had been terminated in 1931 (Sanborn map, 1950). The Gristede Brothers Warehouse and the Parkchester apartment complex had been constructed and the NYNH&H Railroad Van Nest Electric Locomotive Repair Shops remained intact in the freight yard with most of the shop's ancillary buildings also extant.

In the mid-1950s, competition from subsidized highways, the airline industry and a high rate of taxation caused the NYNH&H Railroad to seek new sources of revenue. In 1955, the NYNH&H Railroad initiated the Zoo Train, a Saturday train service that transported groups of children from Connecticut and Massachusetts and from points as far north as Boston to the Bronx Zoo. Using an idle spur and one remaining platform at the Van Nest Station, buses provided the final leg of transport to the nearby zoo. The first of the Zoo Trains departed from Springfield, Massachusetts, at 8:00 a.m. on Saturday, April 16, 1955; "the thirty-six coaches carried 2,500 children, a few stout-hearted adults, a deodorized skunk, an opossum, an alligator and a boa constrictor supplied by the zoo..."⁸ The program lasted through the late 1960s and proved to be a very successful venture.

Nonetheless, due to financial difficulties, the railroad began in the late 1950s to dispose of surplus railroad property and equipment no longer needed for train operations. Since electric locomotive repairs were conducted at other repair shops that had been built in Stamford and New Haven, Connecticut, and Readville, Massachusetts, the railroad could consolidate and dispose of the Van Nest Shops. The railroad vacated the former NYNH&H Railroad Van Nest Freight Yard and the Van Nest Electric Locomotive Repair Shops property on August 1, 1959; most of the functions performed by the Van Nest shops were relocated to the shops in New Haven, Connecticut. Con Edison purchased the former NYNH&H Railroad Van Nest Electric Locomotive Repair Shops and the former freight yard from the railroad on September 23, 1959, for \$3 million. Con Edison currently uses the property for repair shops and to garage vehicles that service the area. The property purchased by Con Edison included more than 940,000 square feet of land (23.5 acres) that bordered the NYNH&H Railroad right-of-way.

⁸ "2,500 Gleeful Children Invade City on Zoo Train," *The New York Times*, April 17, 1955.

By 1977, the former NYNH&H Railroad Van Nest Electric Locomotive Repair Shops are noted as Con Edison Co. of New York, Van Nest Repair Shop and Storage. The NYNH&H Railroad Coal yard had been removed and a Con Edison substation has been installed in the former coal yard location (Sanborn map, 1977). By 2007, the Gristede Brothers Warehouse appears to have been vacated by the grocery business (Sanborn map, 2007).

e. Current Status of the Parkchester/Van Nest Station APE

Virtually nothing remains of the former NYNH&H Railroad Van Nest Freight Yard and the Van Nest Station except for small remnants of the wooden freight platforms and a single steel rail that peeks through the asphalt in the middle of the former yard. However, the NYNH&H Railroad Van Nest Electric Locomotive Repair Shops are relatively intact and have retained some of their original historic character-defining features. Numerous modifications to the complex for its use as Con Edison's vehicle service and repair center have compromised the site's historic architectural integrity.

The former Gristedes Brothers Warehouse, currently used by a variety of businesses, has been modified extensively and has lost its historic architectural integrity. The former warehouse has had at least two large brick additions and has been modernized with new windows and façade improvements; part of it now accommodates a rooftop parking lot.

In contrast, the Parkchester apartment complex has had very little change since its construction and remains as a housing oasis in a densely built urban environment. The only significant change consists of new windows on the apartment buildings and the conversion of the historic Loews movie theater to a Marshalls department store. Parkchester has significance in the themes of community planning, urban design and landscaping, as well as architectural and artistic significance.

7.3.3.3 Historic Architectural Resources in the Parkchester/Van Nest Station APE

There are no historic architectural resources in the Parkchester/Van Nest Station APE that are National Historic Landmarks, listed on the State or National Registers of Historic Places, have a SHPO opinion of eligibility for listing on the National Register or have been designated as a New York City Landmark.

Preliminary research determined that there are two historic resources in the Parkchester/Van Nest Station APE that have retained sufficient historic architectural integrity and are of historic interest to merit further research. These resources are the former NYNH&H Railroad Van Nest Electric Locomotive Repair Shops and Parkchester. These resources were researched and evaluated in accordance with NYSOPRHP guidelines and National Register criteria.

Of these two resources, Parkchester is the only resource considered to be potentially individually eligible for listing on the National Register of Historic Places. While the Former NYNH&H Railroad Van Nest Electric Locomotive Repair Shops are historically significant due to their important role in the electrification of the NYNH&H Railroad, the Shops are not considered to be eligible for listing on the National Register due to a loss of their original historic architectural integrity.

The description, history and significance of these properties, as well as location plans and photographs, are on the following pages. This information has also been recorded on NYSOPRHP Historic Resource Inventory Forms (blue forms), which are provided in Appendix G.

- a. *Former NYNH&H Railroad Van Nest Electric Locomotive Repair Shops, 1610 Matthews Avenue, Bronx, New York (Block 4042, Lot 350)*

Description

The former NYNH&H Railroad Van Nest Electric Locomotive Repair Shops consist of a large, brick, repair-shop building and six adjacent, ancillary structures (Photos 23 through 38). Since 1959, the Shops have been used by Con Edison as a vehicle service and repair center (Figure 17).

The former NYNH&H Railroad Van Nest Electric Locomotive Repair Shops are located in the former NYNH&H Railroad Van Nest Freight Yard site, now owned by Con Edison. The site is bordered by Bronxdale Avenue on the east, East Tremont Avenue on the south, Unionport Road on the west and Baker Avenue on the north. The western end of the site is currently occupied by a Con Edison substation. Access to the portion of the site owned by Con Edison is restricted and is enclosed by a high chain-link fence with gate houses on Unionport Road and Bronxdale Avenue. Outside the restricted area but in what was part of the former freight yard is the former Gristedes Warehouse Building, which has been remodeled into a modern commercial facility that houses several businesses. Currently the only railroad use on the former freight yard site is the Amtrak Hell Gate Line right-of-way that extends across the southern section of the site where it borders East Tremont Avenue.

Main Shop Building

The main electric locomotive repair shop building extends 2 stories in height and has a rectangular plan that measures approximately 800 feet long by 250 feet wide; it has several additions and four remaining original ancillary buildings and one new building. It has a concrete foundation and a gable roof with a parapet on the east facade. Most of the exterior brick has been painted.

FIGURE 17: NYNH&H RAILROAD VAN NEST ELECTRIC LOCOMOTIVE REPAIR SHOPS, SITE PLAN AND PHOTO LOCATIONS, 2007



Source: 2007 Sanborn Fire Insurance Map; Lynn Drobbin & Associates, 2013.

The north elevation of the main repair shop building, which faces the extension of Baker Avenue, has 34 recessed brick bays that are demarcated by brick piers. Each bay contains industrial steel sash windows with multiple panes and central pivots. Wide brick spandrels separate the first and second stories; the frieze has several rows of corbeled brick. The main entrance to the shops is via a small flat-roofed, single-story, concrete block extension believed to have been added by Con Edison. The window and door openings at the first story of the west elevation have been largely infilled with concrete block; several new windows and two garage bays have been added. The second story of the west elevation consists primarily of two bands of industrial steel sash windows with 14 windows in each band. The southern section of the west elevation has a variety of window types. The gable head is clad with corrugated metal siding.

Adjacent to the south of the main shop building are two brick additions. One is a single-story structure with a steeply pitched gable roof and three garage bays; the southernmost structure is 2 stories high with a shallow gable roof and a wide band of industrial steel sash windows at the second story and two garage bays on the first story.

The east elevation has a shallow pitched gable roof with a stepped parapet and four recessed brick bays with rows of corbelled brick at the frieze. All of the first-story openings have been infilled with concrete block, glass block and stucco. Garage bays have been added with steel roll-down security doors. The second story has five sets of paired 14-pane industrial steel sash windows; a sixth set of windows has been removed and the opening has been closed with concrete block.

Adjacent to the south is a single-story addition; all of the original door and window openings have been infilled with concrete block and glass block and a garage-door opening with a steel roll-down security door has been added. The south elevation has a loading dock with an appended steel frame and a corrugated fiberglass roof. A few feet from the south elevation is part of a steel rail that protrudes from the asphalt; this is the sole indication that this area was formerly a freight yard.

The interior of the main shop building has retained most of its original features including its open 2-story-high interior plan with a mezzanine, the original riveted steel truss framework at the roof and riveted steel column supports. Many 30- and 60-ton cranes are mounted on the steel framework; it is not known if these cranes were used by the railroad or were added by Con Ed. The most significant interior alterations consist of the infill of the original inspection pits that were used by the railroad to access the undercarriages of trains and locomotives that were being repaired and the removal of the rails that were formerly inside the building. The underside of the roof deck has been covered with metal panels that enclose the 16 original skylights. Interior lighting is currently provided by industrial steel sash windows and is supplemented by pairs of industrial-style fixtures that hang from the steel ceiling framework.

Ancillary Buildings

Five of the original 12 NYNH&H Railroad Van Nest Electric Locomotive Repair Shops ancillary buildings remain and have been converted for new uses by Con Edison, resulting in unsympathetic modifications to most of the structures. The original buildings that remain are the Babbitt Shop the

Cleaning Vat House, the Blacksmith Shop Building, the Power Plant (Boiler Room/Compressor Room/Oil Pump House) and the Store House. Of the five remaining ancillary structures, only the following three buildings have retained sufficient historic architectural integrity to be considered contributory to the repair shops complex: the Babbitt Shop, the Cleaning Vat House and the Store House.

The former NYNH&H Railroad Babbitt Shop is a single-story brick building with a gable roof covered with Spanish tile. The structure has retained the character-defining features of the NYNH&H Railroad Van Nest shops buildings that include recessed brick bays, rows of corbeled brick at the frieze and industrial steel sash windows. Adjacent is a single-story, metal shed built by Con Edison, with a shed roof, a single metal door and a single garage door. The former NYNH&H Railroad Cleaning Vat House, now used by Con Edison for lockers and storage, is a single-story, two-bay brick building with a flat roof with a parapet and terra cotta coping. The Cleaning Vat House has also retained the character-defining features of the shops. Adjoining on the east is the former Blacksmith Shop, which has been modified to accommodate four garage bays. Further north is the former Power Plant (Boiler Room/Compressor Room), which while originally similar to the other shops buildings, has been modified with brick infill and a new garage-door opening. The former Oil Pump House is a low, single-story structure with a shed roof and square windows, which now houses the Con Edison mail room.

The original Store House Building, which remains to the east of the main shop building, was not allowed to be photographed. The Store House Building has retained all of the character-defining features of the shops buildings with some minor modifications. Con Edison has constructed a new building to the east of the Store House, which also was not allowed to be photographed.

At the eastern edge of the yard is the former tunnel that allowed rail passengers to walk under Bronxdale Avenue (at that time known as Bear Swamp Road) to the Morris Park Racecourse. The tunnel was filled in with concrete following the closure of the Racecourse in 1904. Subsequently, the original Morris Park Station (built 1898), which was used only when the racecourse was open, was also removed.

History and Significance

Summary

The former NYNH&H Railroad Van Nest Electric Locomotive Repair Shops were built in 1912 in the NYNH&H Railroad Van Nest Freight Yard to repair and maintain electric locomotives and electric multiple unit (MU) cars. The NYNH&H Railroad expanded the shops, doubling its size, circa 1929. The NYNH&H Railroad Van Nest Electric Locomotive Repair Shops were one of several railroad repair shops that were owned and operated by the NYNH&H Railroad in the early- to mid-20th century. The primary NYNH&H Railroad car repair shop, where major repairs and refurbishing were conducted, was located in Reedville, Massachusetts; there were also repair shop facilities in New Haven, Hartford and Stamford, Connecticut. However, the NYNH&H Railroad Van Nest Electric Locomotive Repair Shops were the only NYNH&H Railroad electric repair shops located in

New York. The NYNH&H Railroad Van Nest Electric Locomotive Repair Shops, including several of the original ancillary buildings, remain relatively intact despite their adaptation for another use by a non-railroad company.

The Van Nest Freight Yard and the Original Morris Park Station

The NYNH&H Railroad Van Nest Freight Yard was constructed in 1895; a January 1895 article in *The New York Times* entitled “Money Spent Lavishly, Connecticut Liberal in Providing for Improvements, Great Sums Involved in Adding to Railroad Facilities and Securing New Sources of Water Supply,” noted, “The sum of \$60,000 has been expended on the new freight yard at Van Nest on the Harlem River Branch.” The freight yard was situated at West Farms Road (now East Tremont Avenue), Unionport Road and Bear Swamp Road (now Bronxdale Avenue). To the south of the freight yard was the right-of-way of the NYNH&H Railroad, the Van Nest Station and the freight shed. To the northeast of the freight yard was the original NYNH&H Railroad Morris Park Station (built 1889) that was constructed in conjunction with the Morris Park Racecourse located across Bear Swamp Road. The Morris Park Racecourse was an American thoroughbred horse racing facility that operated from 1889 to 1904.

The race track closed in 1904. While used briefly for automobile races, in 1907 following the property’s transfer to new owners and its subsequent foreclosure, the property was taken over by the City of New York. In 1908, the NYNH&H Railroad Morris Park Station was extant but not in use (Sanborn, 1908). Without the racecourse, the station had no utility as the area remained largely undeveloped. In 1910, a fire ravaged and destroyed a large part of the former racecourse facility; it was subsequently subdivided onto building lots. Sometime after 1908 but prior to 1912, the NYNH&H Railroad demolished the vacant Morris Park Station and removed the spur tracks. A new Morris Park Station was built 0.3 miles east of the former station at Sackett and Colden Avenues as part of the major NYNH&H Railroad 1906-1910 upgrade that included two additional tracks, grade separation, all new stations and the electrification of a 60-mile section of the NYNH&H Boston to New York line.

With the removal of the Morris Park Station and the stub-end tracks from the freight yard, ample room was provided to construct the much-needed electric locomotive repair shop. On March 1, 1912, a notice was posted in the real estate column of *The New York Times* that plans had been filed for the construction of the shops: “Van Nest Railroad Yard, South Van Nest and Matthews Aves, (plans filed) for a two-story brick shop, 149.6 x 201.8 NYNH&H Railroad Co., New Haven Conn., owner and architect, cost \$70,000.” The new NYNH&H Railroad Van Nest Electric Locomotive Car Repair Shops were completed in 1912. The electric operation of the NYNH&H Railroad at that time entailed 150 electric locomotives, all of which were repaired at the Van Nest Shops.

The 1919 Sanborn map illustrates the shops facility with 10 small ancillary buildings situated along its north and east sides. The NYNH&H Railroad Van Nest Freight Yard was to the south, the Van Nest Station and freight shed were to the southwest along East Tremont Avenue (formerly West Farms Road) and the coal yard was situated north of the station where the current Con Edison Substation is located. The “Van Nest Grape Yard,” near the coal yard, was named for its principal

use to unload large shipments of grapes that were used by many of the Italian immigrants that lived in the area to make homemade wine. By 1929, the shops had been doubled in size, with the large addition built at the south side of the building. About five ancillary buildings were also added to both the north and east sides.

The NYNH&H Railroad Van Nest Electric Locomotive Repair Shops: 1944 to 1959

Below is a list of the NYNH&H Railroad Van Nest Electric Locomotive Repair Shops buildings, circa 1944. Figure 18 is a circa 1944 sketch plan of the NYNH&H Railroad Van Nest Electric Locomotive Repair Shops by Arthur Leiper, a former NYNH&H Railroad Shops employee.

a. Main Repair Shop Building

North of Repair Shop:

- b. Meeting Room
- c. Transformer Bank
- d. Babbitt Shop/Dip Tank⁹
- e. Watchman's Shanty (Gate House at Matthews Avenue entrance)
- f. Acetylene House/Oxweld Building¹⁰
- g. Cleaning Vat House
- h. Blacksmith Shop
- i. Power Plant (Boiler Room/Compressor Room/Oil Pump House/Transformers)
- j. Rubbish Loading Ramp
- k. Saw Dust Building

East of Repair Shop:

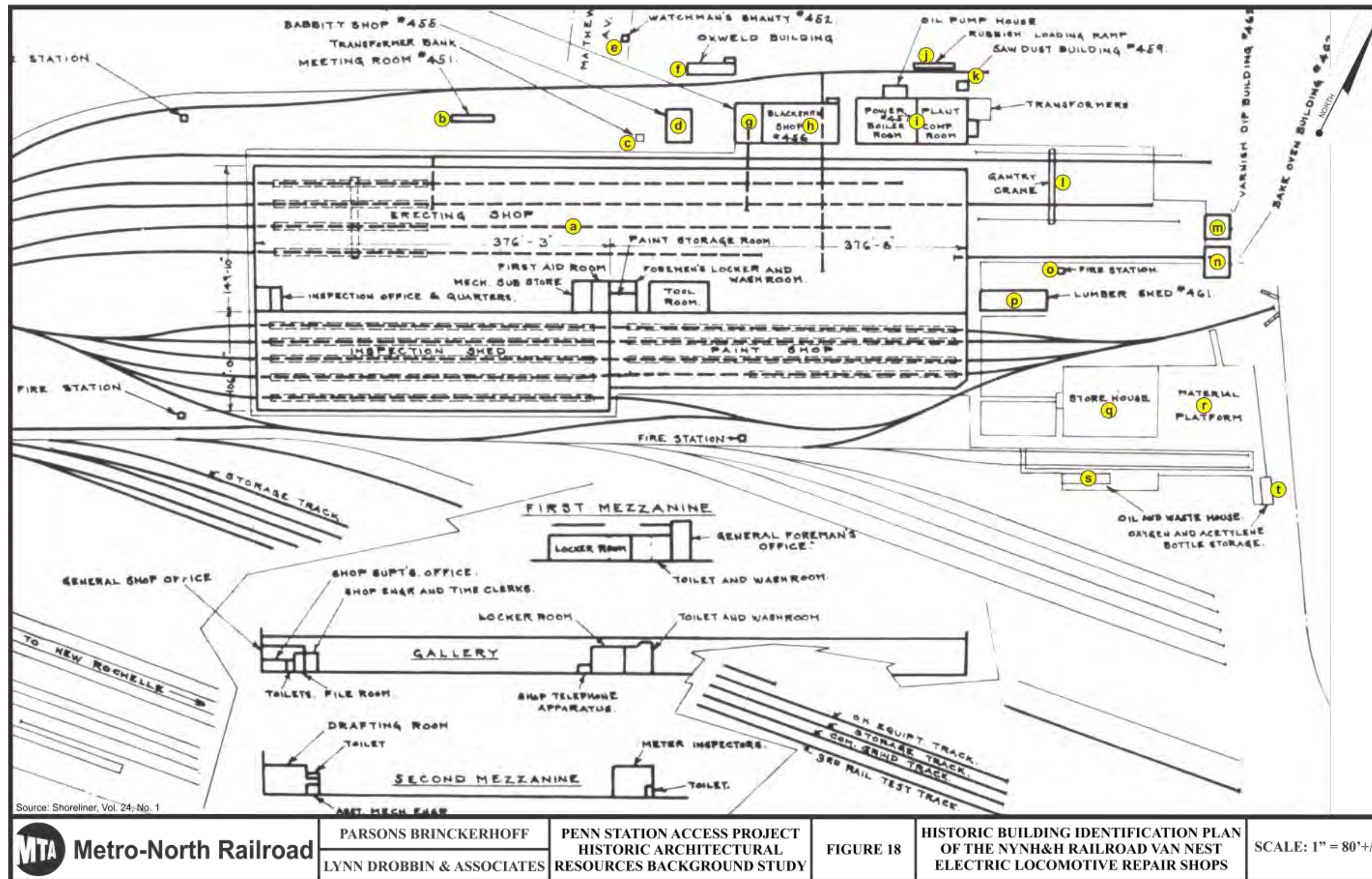
- l. Gantry Crane
- m. Varnish Dip Building (Iron)
- n. Bake Oven Building (Iron)
- o. Fire Station
- p. Lumber Shed
- q. Store House
- r. Material Platform
- s. Oil and Waste House
- t. Oxygen and Acetylene Bottle Storage

⁹ Babbitt Shop – Babbitt metal, an antifriction alloy of copper, tin, and antimony was invented in 1839 by Isaac Babbitt. It was used by the railroad to line the bearings of locomotives and rolling stock.

¹⁰ The Acetylene House generated acetylene gas that was piped throughout the shop; Oxweld is a cutting, heating or welding torch.

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FIGURE 18: HISTORIC BUILDING IDENTIFICATION PLAN: NYNH&H RAILROAD VAN NEST ELECTRIC LOCOMOTIVE REPAIR SHOPS, CIRCA 1944



Source: Arthur Leiper, "Van Nest Shops in the 1940s" NYNH&H Railroad Shoreliner, Vol. 24, No. 11993

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Arthur Leiper, a former NYNH&H Railroad employee who worked in the Van Nest Shops, wrote the following account of the shops in the 1940s:

“The Van Nest shops were constructed to service electric and diesel electric locomotives and multiple unit (MU) cars.¹¹ There were two attached buildings, one which contained tracks One through Four and within which most of the shop activity took place. This was where some running gear repairs were effected. If such were indicated, the locomotive body was removed from the undercarriage and transported rearward by cranes and placed on horses.”

Leiper described the difficult process of removing locomotive bodies from their undercarriages:

“Two cranes were used; hooks were attached to large grapples which extended the width and depth of the body near the ends of the locomotive. These had to be lifted and moved laterally back and forth by the two cranes with the movements synchronized.

To the right of the erection shop, under the balcony, was the Sheet Metal Department. Behind that, still under the balcony, was the Electrical Department where small components were worked upon. The Battery Department was also in this location. There was also a Mechanical Department, the Diesel Department, and an Armature Department.

“The balcony ran the entire length of the north building. The south side was used for air brake and pantograph repairs. The Superintendent’s Office was on the balcony; the Tool Room was beneath the balcony and the General Foreman’s Office; Locker Rooms were on a mezzanine level. The south portion of the building, divided into a front and rear section, contained tracks Five through Nine. The front was used for storage. On tracks Five through Eight, and Track Nine, monthly electric locomotive inspections were performed. The rear of the south portion of the main shop building was occupied by the Paint Shop and an upholstery workplace. Track Nine did not extend up into this section but exited at the rear of the front section through a setback in the building line.”

There were four short rail tracks located at the south side of the yard near the shop building: the overhead equipment track, storage track, grind track and a third-rail test track for testing the direct current components of locomotives and cars being “outshopped.” The DC current to the shops was furnished by the Third Avenue Railway System’s trolley line on Tremont Avenue. When the trolleys ceased operation in 1948 and were replaced by buses, the railroad used power tapped from the Interborough Rapid Transit’s (IRT) Pelham Bay Line.

A pedestrian underpass that extended under the freight yard from East Tremont Avenue to the rail shops was still in use in the 1940s. The underpass was a safe way for railroad employees who worked at the shops to cross the freight yards from the Tremont Avenue trolley car or bus and, until 1931, the NYNH&H Railroad Van Nest Station.

¹¹ An MU car is a self-propelled railroad car generally used in commuter service.

By the late 1950s, the railroad was having financial difficulties and began disposing surplus railroad property and equipment no longer needed for train operations. The railroad vacated the former NYNH&H Railroad Van Nest Freight Yard and the Van Nest Electric Locomotive Repair Shops property on August 1, 1959; the electric locomotive repairs function was relocated to the electric locomotive repair shops in New Haven, Connecticut. Con Edison purchased the former NYNH&H Railroad shops and the 23-acre former freight yard from the railroad on September 23, 1959, for \$3 million.

The NYNH&H Railroad Van Nest Electric Locomotive Repair Shops: 1959 to 2013

Following the purchase of the NYNH&H Railroad Van Nest Freight Yard and the Electric Locomotive Repair Shops property, Con Edison conducted alterations to suit the facility's new use as repair shops and garages for its vehicles. Some of the smaller buildings were demolished but Con Edison retained five of the ancillary structures, adapting them to new uses. At least two new buildings were constructed and a new cinder block "vestibule" was added to the main shop building. Many of the original window openings of both the repair shop and the ancillary buildings were infilled with brick or glass block and new garage-door openings were added. All of the freight tracks in the yard were either removed or paved under a layer of asphalt.

Conclusion

The former NYNH&H Railroad Van Nest Electric Locomotive Repair Shops, built in 1912 and expanded in 1929, are historically significant in the themes of engineering and transportation as an early NYNH&H Railroad electric locomotive repair shop. The shops repaired and serviced both locomotives and MU cars used on the NYNH&H Railroad line that was electrified between 1906 and 1910. The electrification system of the NYNH&H Railroad was a pioneering venture in the development of railroad electrification technology and became a world-wide standard for more than half a century.

However, the shops have undergone significant unsympathetic modifications in the adaptation for its current use as a vehicle service facility. While the main repair shop building and five of the original 12 ancillary structures remain intact, only three of the ancillary buildings have retained their historic architectural integrity. The main repair shop and the other two original ancillary buildings have had unsympathetic modifications that have compromised their historic architectural integrity.. Alterations to the shops complex include new incompatible buildings and several additions,, infilling of original door and window openings with concrete block, glass block and stucco; and new garage-door openings. Also, in the main repair shop building, the formerly open inspection pits have been filled with concrete and the rails in the floor have been removed. The context of the former repair shops has been compromised by the removal of the freight yard, the rail tracks and the related rail structures. While the shops are significant as an example of an early railroad electric locomotive repair shops, the former NYNH&H Railroad Van Nest Electric Locomotive Repair Shops have a loss of historic architectural integrity, as well as a loss of integrity of location, design and setting. Therefore, the property does not appear to meet the criteria for eligibility for listing in the National Register of Historic Places.



Source: Lynn Drobbin & Associates, 2013

Photo 23. Former NYNH&H Railroad Van Nest Electric Locomotive Repair Shops, Facing East



Source: Lynn Drobbin & Associates, 2013

Photo 24. Former NYNH&H Railroad Van Nest Electric Locomotive Repair Shops, Facing East



Source: Lynn Drobbin & Associates, 2013

Photo 25. Former NYNH&H Railroad Van Nest Electric Locomotive Repair Shops, East Elevation, Facing West



Source: Lynn Drobbin & Associates, 2013

Photo 26. Former NYNH&H Railroad Van Nest Electric Locomotive Repair Shops, East Elevation, Facing Northwest



Source: Lynn Drobbin & Associates, 2013

Photo 27. Former NYNH&H Railroad Van Nest Electric Locomotive Repair Shops, Loading Dock, Facing West



Source: Lynn Drobbin & Associates, 2013

Photo 28. Steel Rail, Former NYNH&H Railroad Van Nest Freight Yard, Facing West



Source: Lynn Drobbin & Associates, 2013

Photo 29. Former NYNH&H Railroad Van Nest Electric Locomotive Repair Shops, Babbitt Shop, Facing East



Source: Lynn Drobbin & Associates, 2013

Photo 30. Former NYNH&H Railroad Van Nest Electric Locomotive Repair Shops, New Construction, Facing Southeast



Source: Lynn Drobbin & Associates, 2013

Photo 31. Former NYNH&H Railroad Van Nest Electric Locomotive Repair Shops, Former Cleaning Vat House and Blacksmith Shop, Facing East



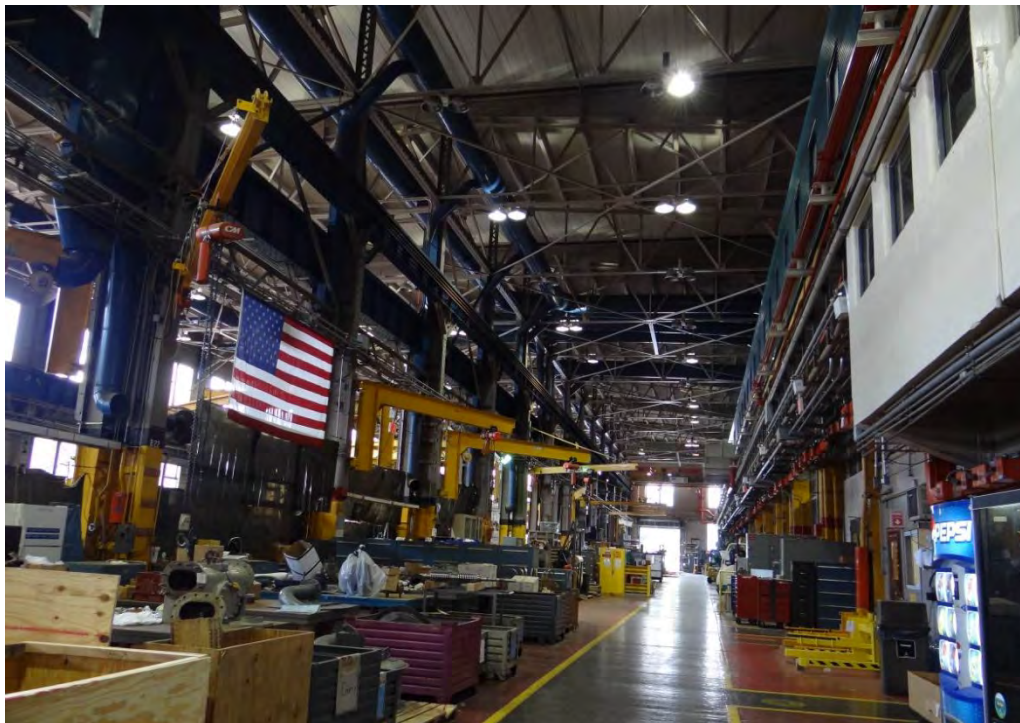
Source: Lynn Drobbin & Associates, 2013

Photo 32. Former NYNH&H Railroad Van Nest Electric Locomotive Repair Shops, Former Power Plant (Boiler Room, Compressor Room and Oil Pump House), Facing East



Source: Lynn Drobbin & Associates, 2013

Photo 33. Former NYNH&H Railroad Van Nest Electric Locomotive Repair Shops, Interior



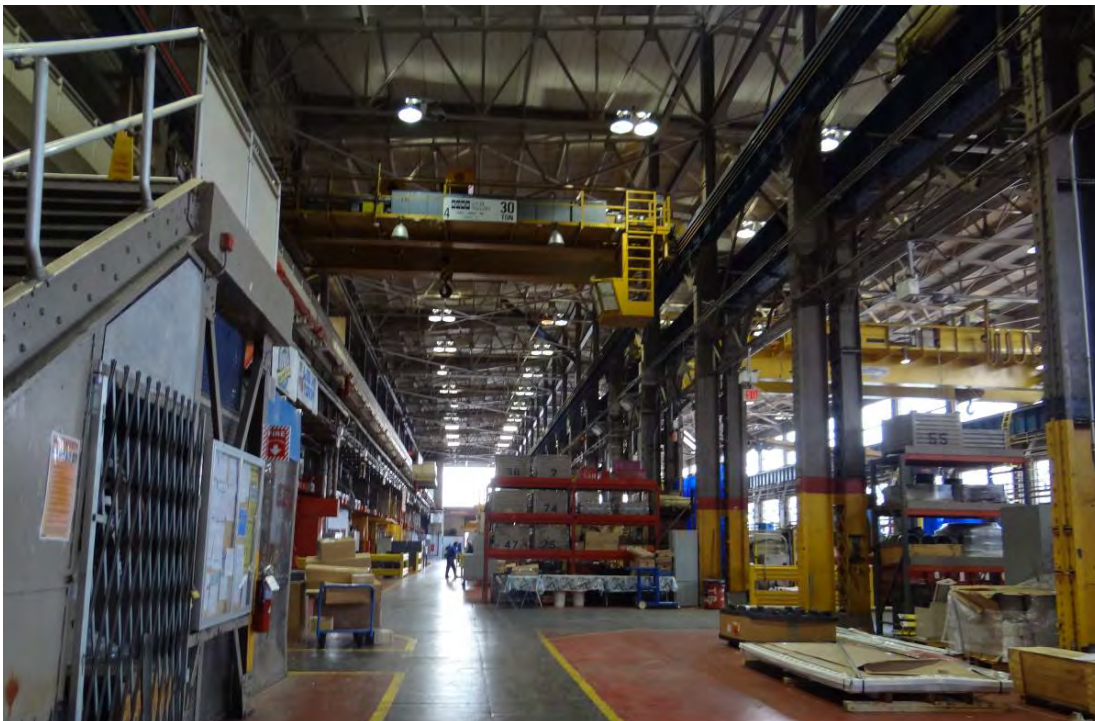
Source: Lynn Drobbin & Associates, 2013

Photo 34. Former NYNH&H Railroad Van Nest Electric Locomotive Repair Shops, Filled Inspection Pit



Source: Lynn Drobbin & Associates, 2013

Photo 35. Former NYNH&H Railroad Van Nest Electric Locomotive Repair Shops, Mezzanine



Source: Lynn Drobbin & Associates, 2013

Photo 36. Former NYNH&H Railroad Van Nest Electric Locomotive Repair Shops, Interior



Source: Lynn Drobbin & Associates, 2013

Photo 37. Former NYNH&H Railroad Van Nest Electric Locomotive Repair Shops, 60-Ton Overhead Crane



Source: Lynn Drobbin & Associates, 2013

Photo 38. Former NYNH&H Railroad Van Nest Electric Locomotive Repair Shops, Former Tunnel to Morris Park Racecourse, Facing East

b. Parkchester, 2000 East Tremont Avenue, Bronx, New York (Parts of Blocks 3943, 3944, 3962, Multiple Lots)

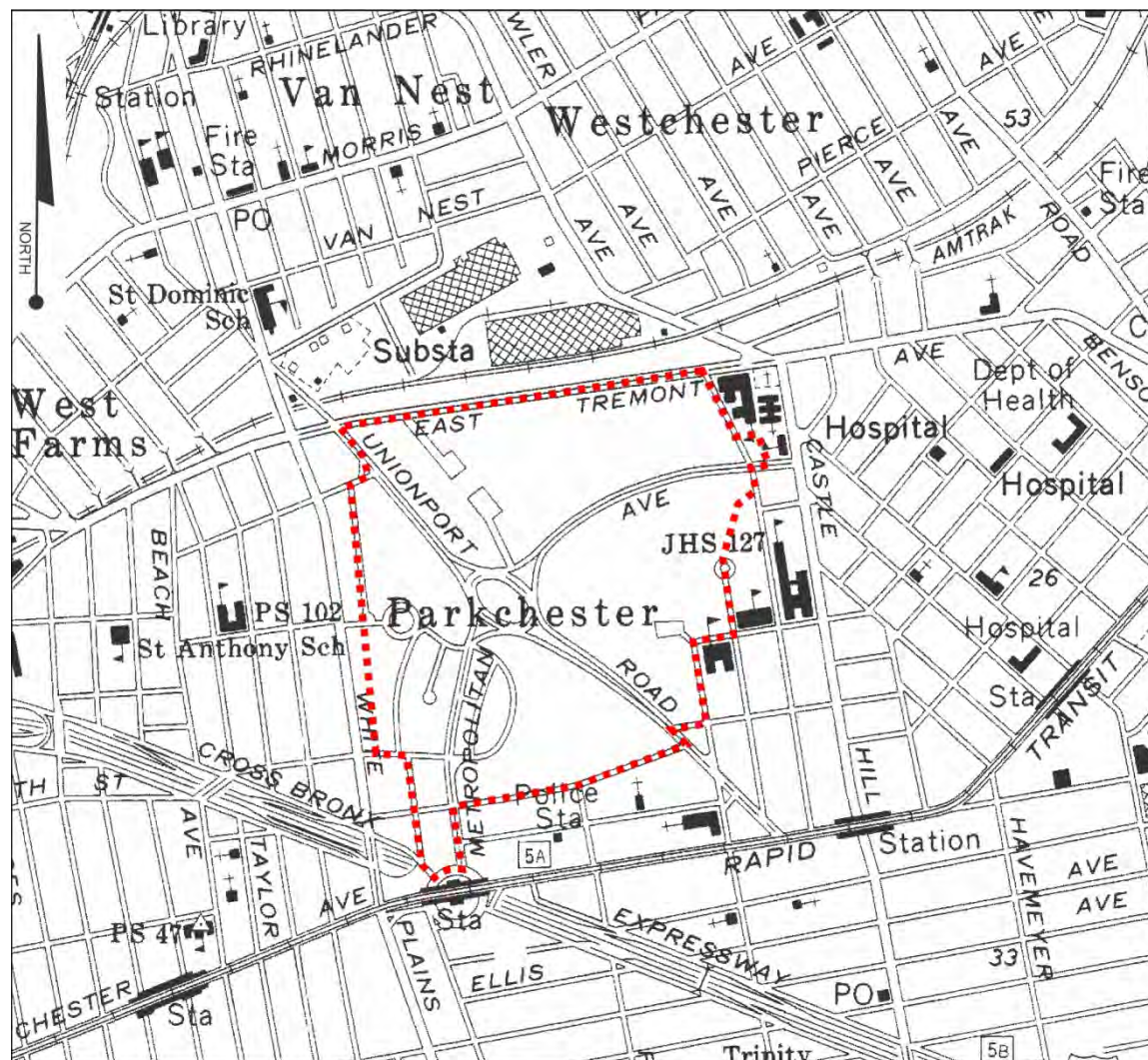
Description

The massive, 129-acre Parkchester apartment complex consists of 12,271 apartments in 171 red-brick buildings grouped into 51 clusters. The buildings range in height from 7 to 13 stories and collectively contain more than 100 shopping and commercial spaces (Figures 19 and 20; Photos 39 through 55). Located in a densely populated urban area, the complex is bounded by East Tremont Avenue and the Hell Gate Line right-of-way to the north, on the east by Castle Hill Avenue, by McGraw Avenue to the south and by White Plains Road to the west. Parkchester is situated on several blocks – a portion of Block 3943 and all of Block 3944 – located in the Parkchester/Van Nest Station APE. Each of the 12,271 condominium units has a separate tax lot designation.

Parkchester is a fully landscaped, self-contained community with shopping centers, restaurants, commercial office spaces for a variety of service providers, a U.S. Post Office, recreational areas, playgrounds, ball fields, gardens, sitting areas, green malls, 5-story ramped parking garages and a steam heating plant. These elements are all attractively integrated among the residential buildings with special attention to a design that maximizes and enhances the elements of light, air and space. The complex has broad, tree-lined walkways between the buildings and, above the entrances and on the corners of the taller buildings, terra cotta sculptures that represent animal and human figures. These are the work of sculptors Joseph Kiselewski and Raymond Granville Berger.

The complex is divided into four quadrants: north, south, east and west. Traffic within the quadrants is controlled with a roadway system of numerous dead-end streets designed for delivery services and parking purposes only. To minimize the amount of vehicular traffic traveling through and within the complex, there are only two through-streets, Unionport Road and Metropolitan Avenue. The two streets intersect at Metropolitan Oval, where there is a large decorative wading pool and a hallmark water fountain with a series of bronze sculptures that were originally created by sculptor Raymond Granville Barker for the 1939 New York World's Fair. The Oval is surrounded by landscaped flower beds and seating areas and also includes a stone memorial for servicemen who died in World War II and the Korean and Vietnam Wars.

The apartment buildings and commercial buildings are faced with red brick and have flat roofs with terra cotta coping; original casement windows have been replaced with smaller pivot sash windows with fixed panels below. Doorways are recessed within cast stone or terra cotta surrounds with primarily natural, varnished, wooden single- or double-doors with large single-pane glass panels with brass kickplates. The apartment interiors have small rooms with wood floors, plaster walls and ceilings and small kitchens with original metal cabinets.

FIGURE 19: LOCATION OF PARKCHESTER APARTMENT COMPLEX

Source: USGS Central Park, NY and Flushing, NY Quadrangles, 1966 (Photorevised 1979);
Lynn Drobbin & Associates, 2013

The ground floor retail shops are clad with terra cotta panels and have storefront glass and metal-frame display windows; some of the retail shops have curved facades that stand in sharp contrast to the angular brick building above.

Alterations

Alterations to Parkchester have been minimal and there are no intrusions in the complex. Only two structures have been demolished: the Purdy parking garage and the Macy's Auto Tire Center that formerly extended from the heating plant on East Tremont Avenue. The terra cotta sculptures on the Purdy garage were removed and relocated prior to demolition of the garage. The most recent alteration is the 2014 conversion of the historic Art Deco-style Loews movie theater to a Marshalls department store. Although the polychrome terra cotta sculptures on the front and rear elevations have been retained, the Art Deco-style interior has been completely gutted and modern finishes

have been installed throughout. The historic theater marquee has also been modified and now bears the name of the new occupant.

Apartment building alterations consist of new windows that replaced the original pivoting casement windows in 2002 and a façade restoration program that is currently being conducted in compliance with New York City Local Law 11.¹² The façade restoration program includes the repointing of brick parapets, cornices and window lintels. Other improvements in the complex include electrical upgrades and the removal of Transite panels (hard, fireproof, composite-fiber cement boards, typically used in wall construction) where necessary. In compliance with a New York City-wide mandate, the original ballasted (pea gravel) roofs are currently being replaced with new reflective, modified bitumen asphalt paper roofs. Minimal changes have been made to the interiors of the apartments and the exterior terra cotta sculptures have been restored, as needed. The landscape features that have been altered include the wading pools, which were eliminated in the 1950s and replaced by sprinklers due to the threat of polio, and the original playgrounds that have been modified in compliance with current safety standards. Metal chains and stanchions that cordon off the grass and landscape beds are being removed.

History and Significance

The Parkchester apartment complex is significant in the theme of community planning as one of the earliest, largest and most successful affordable housing projects constructed in the United States. Parkchester addressed social and community issues of urban living such as views, open space, traffic calming and limited access. Parkchester is also significant for its architecture and design that reflected these ideals and for its outstanding terra cotta ornamentation and other sculpture, designed by Joseph Kiselewski and Raymond Granville Barger, two outstanding artists of the period.

The Parkchester apartment complex was built in the East Bronx from 1939 to 1942. The 129-acre site was purchased for approximately \$5 million from the New York Catholic Protectory, a massive Victorian Gothic-style orphanage and reformatory complex with sprawling grounds; the Protectory relocated to Westchester County. The apartment complex, which provided housing for 40,000 people while still allowing for ample open space, was called 'Parkchester,' combining the two adjacent neighborhood names of Park Versailles and Westchester Heights. While initially racially segregated, it housed people from all religious backgrounds.

Parkchester was constructed in response to a nationwide movement for affordable housing and, also, in response to new ideas about what it meant to build a city. With revolutionary concepts and new-found public enthusiasm for architecture and urban design in the 1940s, New Yorkers were able to start a trend toward affordable urban housing. Parkchester was one of the groundbreaking projects in this process. At the time it was constructed, Parkchester was the largest integral housing

¹² Prompted by the death of a college student who was struck by falling masonry, Local Law 10 of 1980 instituted periodic inspections of street-facing exterior walls. In 1998, Local Law 11 tightened regulations to include all faces of buildings of six or more stories. In 2008, the City of New York adopted amendments that made further changes to the facade inspection process.

project ever to be planned and built in the United States. It cost about \$50 million to build, making it the second most valuable property in New York at that time, second only to Rockefeller Center. The construction of Parkchester was funded by the Metropolitan Life Insurance Company (Met Life) with the goal of improving living conditions for the average American.

Parkchester had its own 2,000-seat movie theater, the very first branch of Macy's Department Store outside of its original 34th Street flagship store, a drug store, supermarkets, hotels, delicatessens, and more. Some of the other well-known retail stores in Parkchester when it first opened included Cushman's Bakery, Thom McAnn Shoes, St. Clair's Restaurant, Cornell clothing, Horn and Hardart's Automat, Lerner's women's clothing, Womrath's Bookstore and Safeway and Gristedes supermarkets. There were several Parkchester news stores that also sold candy, a few laundrettes (washing machines were not permitted in apartments), Loft's Candies and Plymouth women's clothing. Parkchester even included three bars: the Manor House, the Park House and the Chester House. Parkchester's apartments, outfitted with more than 12,000 Frigidaire refrigerators, 97,300 doors and 60,000 windows in 171 buildings, were built with 110 million bricks and 120 million pounds of structural steel. When the kitchen cabinets were ordered for the complex's kitchens, it was the largest order of kitchen cabinets ever placed in the history of the nation.

The Affordable Housing Movement and the Passage of Enabling Legislation

During the Great Depression, foreclosures and housing debt soared. Subsequently, in the late 1930s and early 1940s, there was a nationwide movement for the creation of affordable housing. In response, the government created a series of agencies to manage these mortgage and affordability issues. Some provided refinancing for distressed mortgages; others offered mortgage insurance and created reserve credit for home financing institutions. But arguably the most significant advancement for the creation of affordable public housing was the U.S. Housing Act of 1937, which created federal subsidies for local governments to fund housing projects. The goal of this legislation was to address the shortage of decent, safe and sanitary dwellings for low-income families. Two years after the bill was passed, 20 public housing projects were being built by the government.

New York lawmakers tried to stimulate private investment in mass housing as early as 1926 by passing a temporary change in the state insurance code, which, by using incentives like tax-exemption, could draw capital from private companies to build large-scale housing. Met Life responded by building a housing complex in Queens, known as 'Metropolitan Houses.' Met Life invested \$7.5 million and the 5-story walkups were 100 percent occupied upon their completion. However, the 1926 New York State Housing law expired after a few years, eliminating the tax-exemption and other enticements.

Until 1938, insurance companies were prevented by New York State law from investing insurance funds in housing projects, but Met Life began lobbying State officials to amend the law. At the same time, Met Life started researching large tracts of land in New York City that might be purchased to build and manage a housing project. Of particular interest was a very large parcel in the southeast Bronx owned by the New York Catholic Protectory, which was a children's home for orphans and juvenile delinquents.

In 1938/1939, Met Life was the second largest company in existence (second to American Telephone & Telegraph); it supplied life insurance to 29 million people, equivalent at the time to one out of every three people in the urban areas of the United States. Met Life held more than \$5 billion in assets and accumulated \$200 million more each year. Its competitors, Prudential and New York Life Insurance, took on millions of dollars in Federal Housing Authority mortgages but Met Life preferred direct investment. The company's success with its initial housing project in Queens 10 years earlier had demonstrated the wisdom of direct housing investment; building a housing complex was a way for life insurance companies to diversify their assets and also provided a public service to the city. When the state began considering another insurance law modification, Met Life announced that it was "prepared to invest \$100 million if and when permitted," in order to encourage the bill's passage.¹³

On February 17, 1938, the New York State Insurance Code was temporarily changed again, allowing life insurance companies to invest up to 10 percent of their assets directly in real estate and moderate-rental housing projects. Met Life and other large insurance companies renewed their interest in the construction of low-income housing for New Yorkers, even without tax-exemption. On April 7, Met Life announced it had acquired the Catholic Protectory property; a few months later, Met Life broke ground for the Parkchester complex.

The Design of Parkchester

Met Life organized a seven-member Board of Design – independent of Met Life management – to devise the plan for Parkchester. Met Life Chairman Frederick H. Eckers hired architects Shreve, Lamb and Harmon; the contractors were Starrett Brothers & Eken who had worked with Eckers to build the Empire State building only 9 years earlier. Architect Richmond H. Shreve headed the Board of Design and conceived the basic economical and standardized building designs; landscape designer Gilmore D. Clarke of Clark and Rapuano, who designed the grounds of the 1939 New York World's Fair, directed the overall project layout as well as its landscaping.

According to an article in *The Architectural Forum* issue of December 1939, "Parkchester had to fit into Met Life's Master Plan for better U.S. living conditions---the largest, healthiest quarters that could be provided at the comparatively lowest rent scale. A necessary corollary to these indoor aids to living was the requirement that ample outdoor recreational facilities be provided."

Eckers and his team built geometrically shaped, clustered apartment buildings with much open space surrounding them. By building vertically rather than horizontally, architects Shreve, Lamb and Harmon were able to use only one-quarter of the 129-acre property for buildings, leaving the remainder for open space. A baseball field, basketball courts, tetherball courts, and more than 20 playgrounds filled the 66.6 acres that remained after the buildings and pathways were created. As light and air were priorities, buildings were no closer than 60 feet from one another. To limit noise, Met Life planted more than 4,000 oak, sycamore and maple trees, spending \$300,000 of the budget on landscaping and affording views of sky, trees and shrubs.

¹³ *New York City in the '40s* Website: <http://chum338.blogs.wesleyan.edu/parkchester-apartments>, 2011

Two through-streets, Metropolitan Avenue and Unionport Road, cut across the complex; all other streets were dead-end driveways for tenants. Because these are the only through-streets in the complex, there is virtually no automobile traffic; instead, Parkchester has a vast series of pedestrian walkways allowing children to avoid the danger of traffic. In the center of the complex is the "Metropolitan Oval," the largest of the complex's parks, at 2.5 acres. It has a large pool with fountains, brass sculptures, swaths of flowers and many trees.

Buildings had varying heights and designs for visual interest. The whole complex was designed using a modular unit system, which made construction of the complex quicker and more economical. Three different "core" designs were combined with five different "wing" designs. Core structures had all of the necessary services for an apartment building: staircases, elevators, trash chutes, ventilation, as well as the apartments' kitchens and foyers. The wing designs, added onto the core, held living rooms, bedrooms and other living spaces with a variety of layouts. Parkchester's designers cut material costs by designing square and rectangular buildings; designing identical bathrooms so that tile, caulking, toilets, etc. could be purchased in bulk; building kitchens in only three different patterns; using common plumbing stacks; and minimizing public corridor spaces.

While some decisions were made to cut costs, the Board did not sacrifice the quality of the living space in order to save money. The Board included household conveniences, such as a large closet in every bedroom, a coat closet near each apartment entrance and a broom closet near every kitchen. Most bedrooms had cross ventilation and the steel casement windows had a system that allowed the outside of the windows to be washed from a safe position inside.

By 1943, all of Parkchester's apartments were fully rented and occupied. At that time, only white families were permitted to lease apartments. It was not until July 1968, when Met Life signed an "Open Occupancy Pledge" with the New York City Commission on Human Rights agreeing to modify its renting policies, that non-white families were finally welcomed as tenants. In September of that same year, Met Life sold the complex in its entirety to a syndicate headed by Harry B. Helmsley, who promised to honor the "Open Occupancy Pledge."

Sculpture

The terra cotta figures that ornament the red brick buildings were manufactured by the Federal Seaboard Terra Cotta Corporation of Woodbridge, New Jersey. The company, in operation from 1928 to 1960, supplied more than 500 statues of hula girls, accordion players, farm animals and other unique accoutrements to be used as doorway ornaments, as well as elaborate designs for the theater and storefronts. The terra cotta figures were designed by prominent sculptor Joseph Kiselewski; the bronze sculptures in the fountain, as well as other terra cotta sculptures in the complex, were designed by Raymond Granville Barger.

Joseph Kiselewski (1901-1986), who designed most of the terra cotta sculptures, was born in Minnesota and graduated from the Minneapolis School of Art. He won the Parisian Beaux Arts competition in 1925; received the Prix de Rome in 1926-1929; and was elected an Associate of the National Academy of Design, New York City, in 1936, and an Academician in 1944. He received the

J. Sanford Saltus Medal in 1970 for excellence in the art of medallion sculpture. He also designed medals for the United States Army.

Eighteen of the terra cotta sculptures, including the *Three Dancers* and figurines of geese, mermaids, puffins, piglets and little girls with umbrellas, as well as the bronze *Fantasia* fish and sea urchin sculpture that graces the fountain at the Metropolitan Oval, were designed by Raymond Granville Barger (1906-2001). Born in Maryland, Barger was a poet and a sculptor who worked in metal, plastelina (modeling clay) and bronze, among other materials. His sculptures are large pieces placed outdoors as part of the landscape. Barger was educated at Carnegie Institute of Technology and Yale University School of Fine Art. He received a Winchester Fellowship from Yale and a special fellowship from the American Academy in Rome. One of his major commissions was the sculpture and terra cotta figures at Parkchester.

Late 20th Century and Beyond

Met Life would later build other large apartment complexes, such as Stuyvesant Town and Peter Cooper Village (Manhattan, circa 1944) and Riverton Houses (Harlem, built 1944). There are many similarities in architecture among these properties.

The Helmsley-Spear syndicate acquired Parkchester in 1968 and sponsored Parkchester's conversion to condominium ownership in two phases. The first phase was completed in 1972 when the Parkchester North Condominium (PNC) was established and the apartments in the North Quadrant were converted to condominium ownership. The second phase occurred in 1986 when the Parkchester South Condominium (PSC) was established and all the apartments in the remaining South, East and West Quadrants were converted to condominium ownership.

In 1998, Helmsley-Spear sold the Parkchester apartment complex, by this time mostly co-ops, to Parkchester Preservation Company, L.P., which conducted a \$250 million-dollar modernization program from 1999 to 2005. The modernization plan included new windows, new domestic hot and cold water supply lines and the upgrade of the electrical systems in all apartments. It also included interior and exterior building restorations, rejuvenation of on-site stores and shops and a full renovation of the North Ball Field. One of the most dramatic changes was the upgrade of the electrical wiring system that finally allowed tenants to install air conditioners in their apartments. In May of 2010, Parkchester celebrated its 70th Anniversary with a festive gathering of many original tenants who no longer reside at Parkchester, current residents, management staff, non-resident owners, civic leaders and government officials.

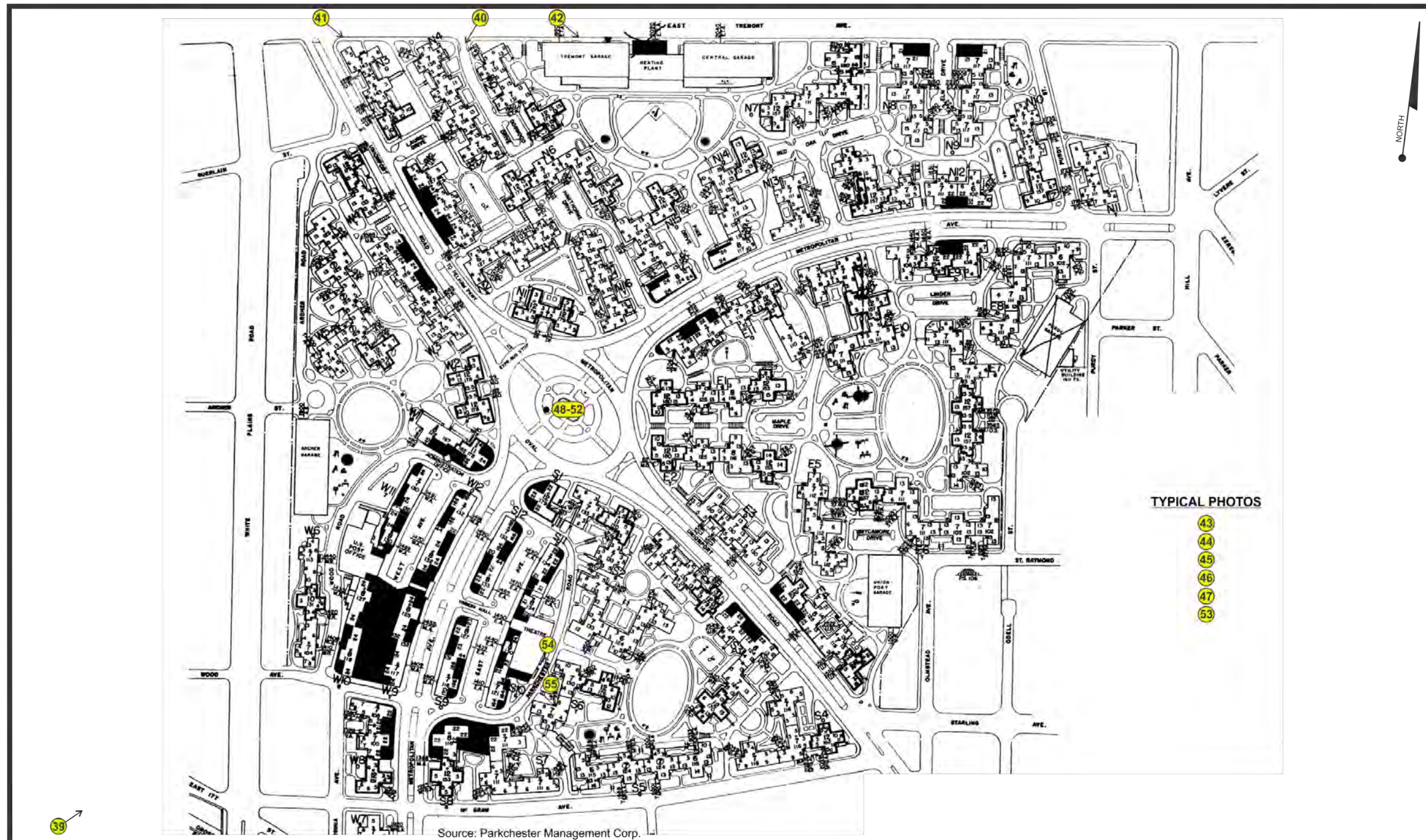
Conclusion

Parkchester is considered to be potentially eligible for National Register listing for its significance in American history, architecture and culture. Parkchester possesses integrity of location, design, setting, materials, workmanship and feeling. Parkchester is considered to be eligible for listing under National Register Criterion A, 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 early federal and state legislation that enabled local governments and insurance companies to fund large-scale, affordable, urban housing projects.

Parkchester is also considered to be potentially eligible under National Register Criterion B for its associations with several significant persons who were instrumental in its design and development, including Met Life Chairman Frederick H. Eckers; architects Shreve, Lamb and Harmon; contractors Starrett Brothers and Eken; and prominent sculptors Joseph Kiselewski and Raymond Granville Barger. Lastly, Parkchester is considered to be potentially eligible for National Register listing under National Register Criterion C for its innovative architecture, landscaping and design that was economical but reflective of social and community values such as views, open space, traffic calming, limited access and affordability and for its outstanding terra cotta ornamentation and other sculptures that are situated throughout the complex.

FIGURE 20: PARKCHESTER SITE PLAN AND PHOTO LOCATIONS



Metro-North Railroad	PARSONS BRINCKERHOFF	PENN STATION ACCESS PROJECT HISTORIC ARCHITECTURAL RESOURCES BACKGROUND STUDY	FIGURE 20	PARKCHESTER SITE PLAN AND PHOTO LOCATIONS	SCALE: 1" = 300'+/-
	LYNN DROBBIN & ASSOCIATES				

Source: Lynn Drobbin & Associates, 2013

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Source: New York City in the '40s." Website: <http://chum338.blogs.wesleyan.edu/parkchester/n.d>.

Photo 39. Parkchester, Aerial Photograph, Facing Northeast



Source: Lynn Drobbin & Associates, 2013

Photo 40. Parkchester, View from East Tremont Avenue, Facing Southwest



Source: Lynn Drobbin & Associates, 2013

Photo 41. Parkchester, View from the Intersection of East Tremont Avenue and Unionport Road, Facing Southeast



Source: Lynn Drobbin & Associates, 2013

Photo 42. Parkchester, View from East Tremont Avenue, Facing Southeast



Source: Parkchester South Condominium website: <http://parkchester.org>. <http://parkchester.org/>

Photo 43. Parkchester, Historic Photo Showing Original Windows, Circa 1940



Source: Lynn Drobbin & Associates, 2013

Photo 44. Parkchester, Typical Entrance and Modern Windows



Source: Lynn Drobbin & Associates, 2013

Photo 45. Parkchester, Entrance Detail



Source: Lynn Drobbin & Associates, 2013

Photo 46. Parkchester, Replacement Windows



Source: Lynn Drobbin & Associates, 2013

Photo 47. Parkchester, Original Kitchen Interior



Source: Lynn Drobbin & Associates, 2013

Photo 48. Parkchester, Metropolitan Oval Fountain, Facing Northwest



Source: Lynn Drobbin & Associates, 2013

Photo 49. Parkchester, Metropolitan Oval Fountain, Detail



Source: Lynn Drobbin & Associates, 2013

Photo 50. Parkchester, Metropolitan Oval Fountain, Detail



Source: Lynn Drobbin & Associates, 2013

Photo 51. Parkchester, Metropolitan Oval Fountain, Detail



Source: Lynn Drobbin & Associates, 2013

Photo 52. Parkchester, Metropolitan Oval Fountain, Detail



Source: Lynn Drobbin & Associates, 2013

Photo 53. Parkchester, Typical Terra Cotta Sculptures



Source: Lynn Drobbin & Associates, 2013

Photo 54. Parkchester, Terra Cotta Sculptures on Theater's Rear Elevation



Source: Lynn Drobbin & Associates, 2013

Photo 55. Parkchester, Terra Cotta Figures, Theater's Rear Elevation

7.3.4 Hunts Point Station

7.3.4.1 Description of the Area of Potential Effect for the Proposed Hunts Point Station's Site Options

There are two station location options for the proposed Hunts Point Station; the APE, or study area, encompasses both site options. The proposed Hunts Point Station site options are located on the Amtrak Hell Gate Line, in the railroad cut between Garrison Avenue on the east, Bruckner Boulevard and the elevated Bruckner Expressway on the west, Faile Street to the north and Barretto Street on the south (Photos 56 and 57). The historic resources and the APE for the Hunts Point Station options are mapped on an aerial map and a corresponding tax map (Figures 21 and 22). The historic Sanborn maps for the Hunts Point APE are provided in Appendix F.

The APE for both station site options 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, SHPO has previously found it not eligible for listing on the National Register (SPHINX USN: 00501.00108; Photo 58). The station is vacant and deteriorated; it would not be used for rail operations as part of the PSA Project. There are no buildings that border the railroad cut on the west side along Bruckner Boulevard. A large portion of the property that borders the cut on the east is used for parking. There are also several single-story brick or stucco commercial buildings with flat roofs and modern metal and glass storefront windows; all have been modified unsympathetically (Photos 59 and 60). There are no structures on the Faile Street or Barretto Street Bridges.



Source: Lynn Drobbin & Associates, 2013

Photo 56. Site for the Proposed Hunts Point Station, Option 1, View South



Source: Lynn Drobbin & Associates, 2013

Photo 57. Site for the Proposed Hunts Point Station, Option 2, View Southwest



Source: Lynn Drobbin & Associates, 2013

Photo 58. Former NYP&H Railroad Hunts Point Station, Facing Northeast



Source: Lynn Drobbin & Associates, 2013

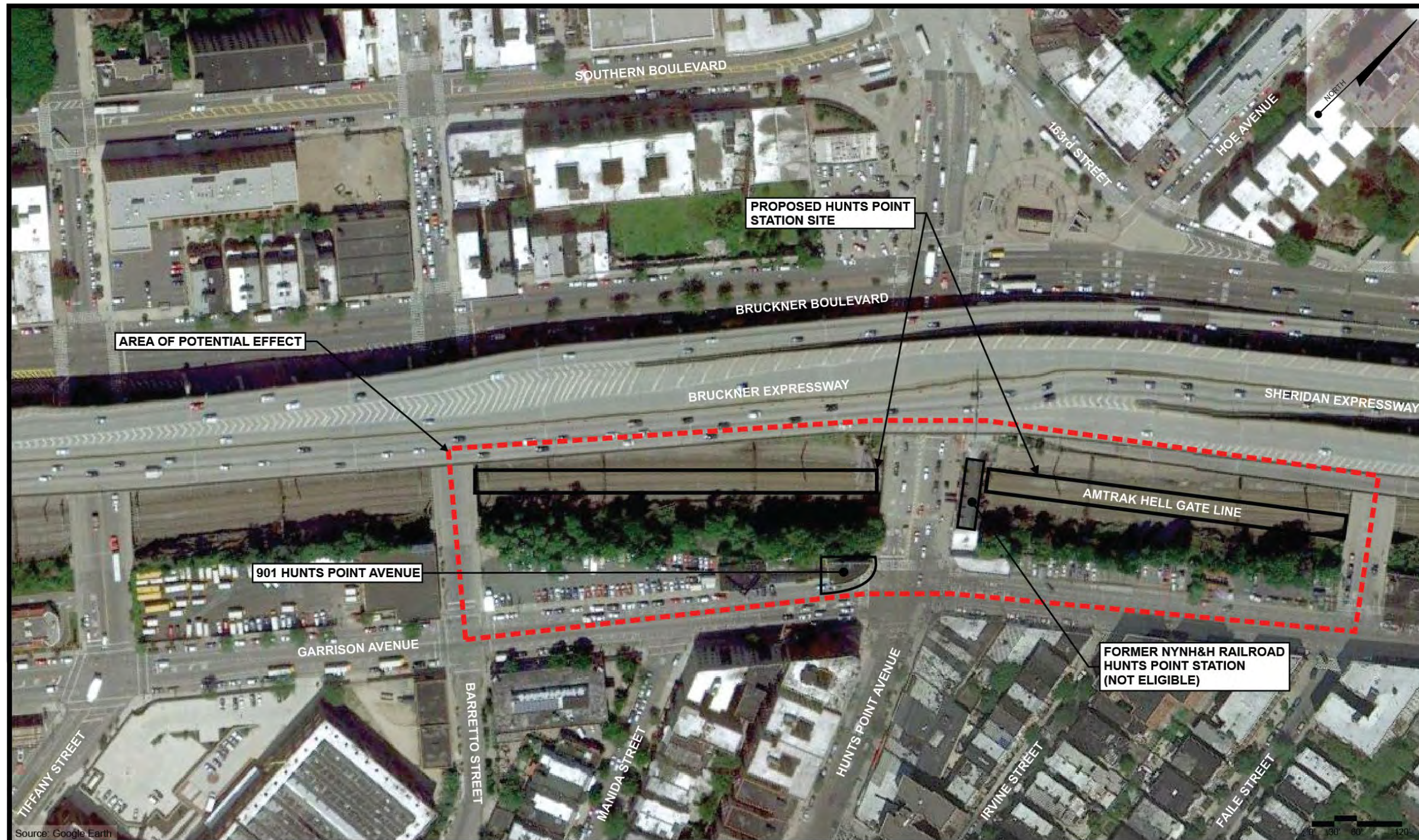
Photo 59. 1101 Garrison Avenue at Intersection with Hunts Point Avenue, Facing North



1 Source: Lynn Drobbin & Associates, 2013

Photo 60. 021 Garrison Avenue, Facing North

FIGURE 21: PROPOSED HUNTS POINT STATION – HISTORIC RESOURCES IN THE APE



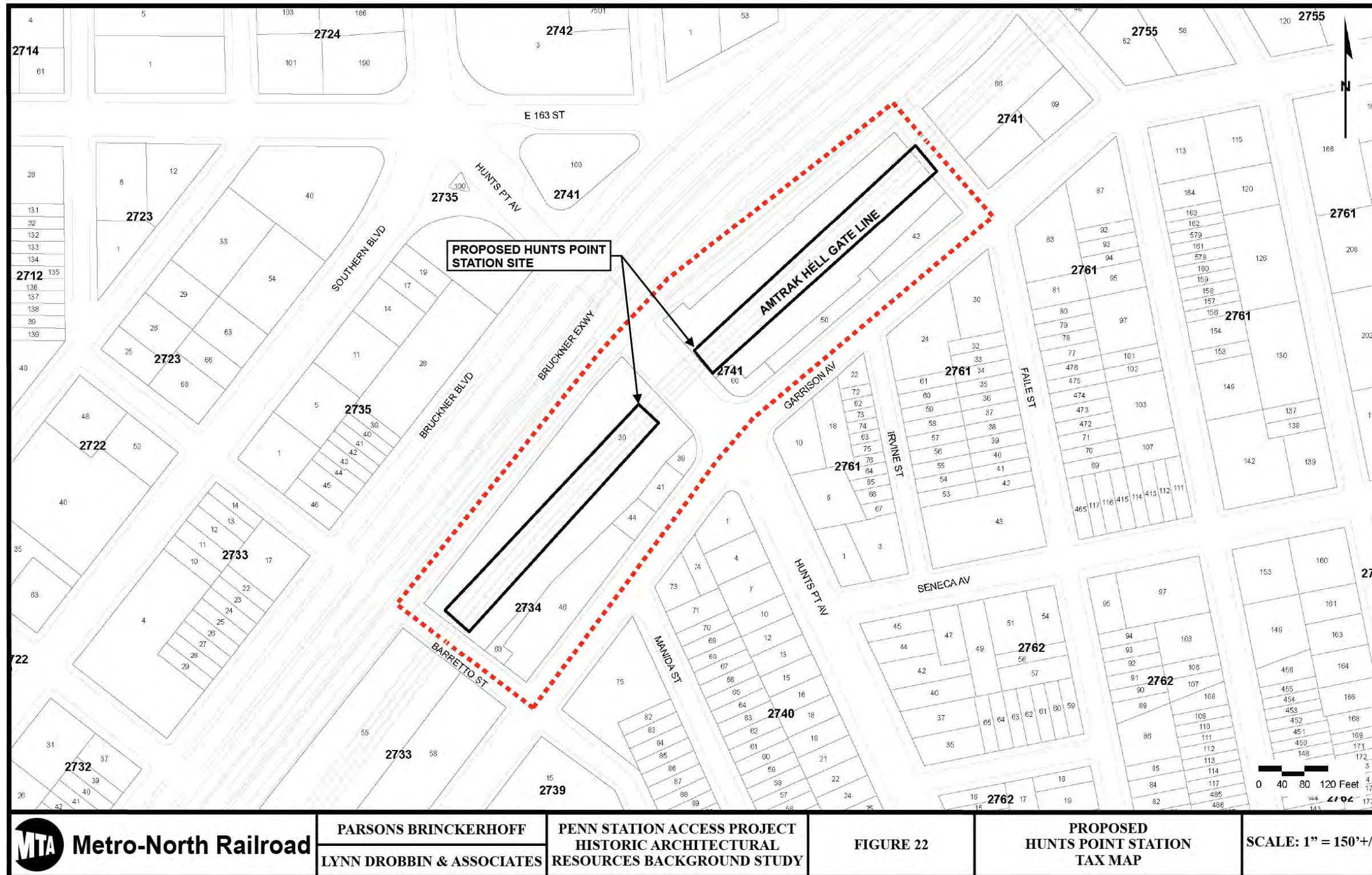
Source: Google Earth

	PARSONS BRINCKERHOFF	PENN STATION ACCESS PROJECT HISTORIC ARCHITECTURAL RESOURCES BACKGROUND STUDY	FIGURE 21	PROPOSED HUNTS POINT STATION HISTORIC RESOURCES IN THE APE	SCALE: 1" = 120'+/-
	LYNN DROBBIN & ASSOCIATES				

Source: Lynn Drobbin & Associates, 2013

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FIGURE 22: PROPOSED HUNTS POINT STATION – TAX MAP



Source: Lynn Drobbin & Associates, 2013

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7.3.4.2 Historic Background of the Hunts Point Area of Potential Effect

a. Summary

From the late 1600s through the late 1880s, the Hunts Point peninsula consisted of large country estates and farms. Construction of the NYNH&H Railroad Hunts Point Station, circa 1873, did little to change the area. The transformation of this area occurred in the first two decades of the 20th century following construction of several nearby subway stations and a trolley line. Around that time, many of the large estates were sold, subdivided and transformed into blocks of rowhouses and apartment buildings. Construction of the American Bank Note Factory in 1911 precipitated the construction of other factories and warehouses. By the 1950s, the formerly rural Hunts Point area had become a densely populated urban metropolis.

b. Early Hunts Point, Rural Enclave

Hunts Point was named after Thomas Hunt, who purchased the peninsula now known as Hunts Point. Hunt established a large country estate in 1668 known as *The Grange*; it was located at the end of what later became known as Hunts Point Avenue (formerly Road), a former Native American trail. The Hunts raised cattle, harvested wheat, and pressed apples from their orchard into cider. Historical maps depict most of Hunts Point as swamp or marsh; most of the early dwellings were built on the higher land along Hunts Point Road or on small lanes that branched off from this main road. By the late 1670s, additional families had settled in the area, but the population remained sparse for many decades. From the time of Thomas Hunt's early settlement through most of the 19th century, the Hunts Point peninsula remained a bucolic place with country estates and meadowlands.

Through the 1860s, the rural Hunts Point enclave comprised large country estates with opulent mansions owned by prominent businessmen such as NYNH&H Railroad executive Edward G. Faile; bank, insurance and railroad executive Paul Spofford; Cuban patriot Innocencio Casanova; printing press magnate Peter S. Hoe; H.D. Tiffany, a member of the family that owned Tiffany & Co., the famous jewelry and decorative arts store; and Benjamin Whitlock, a wealthy grocer and cotton merchant. Many of these estates were also working farms, and Hoe was known to raise prize cattle. These wealthy businessmen named their estates Locusts, Brightside, Rose Banks, Elmwood, Sunnyslope, and Woodside.

The APE delineated for the proposed Hunts Point Station site is located on land that was formerly within the Edward G. Faile estate known as Woodside. His house stood at Garrison and Lafayette Avenues, south of the APE boundary. Only one estate house currently remains from this period: the National Register-listed Sunnyslope, Peter S. Hoe's Gothic Revival mansion located at 812 Faile Street, located about 2 blocks south of the APE. Built in the 1860s as part of an original 14.6-acre estate, it is now on a small lot and used as the Bright Temple African Methodist Episcopal Church.

The HR&PC Railroad, leased and operated by the NYNH&H Railroad as its Harlem River Branch, was constructed through Hunts Point in the 1870s. The 1896 Sanborn map (Sanborn, 1896 map) shows the NYNH&H Railroad Hunts Point Depot at its current location on the north side of Hunts

Point Road. There were only four tracks within the right-of-way, which was between the mapped Garrison Avenue and Whitlock Avenue (later Eastern Avenue and subsequently Bruckner Boulevard). The construction of the railroad did little to change the character of Hunts Point; the surrounding area remained largely undeveloped in 1896 with many mapped streets but blocks and lots not yet platted.

c. Late 19th to Early 20th Century Development

The large estates in Hunts Point were subdivided in the late 19th and early 20th centuries. A *New York Times* column in 1900 reported that the sale of Paul Spofford's 128-acre estate followed the sale of the Hoe and Simpson tracts.¹⁴ By 1901, Sanborn maps indicate that Whitlock Street had been mapped parallel to the station on the alignment of today's Bruckner Boulevard (Sanborn map, 1901). A small alleyway, Faile's Lane, is shown near the location of Woodside, Edward G. Faile's county estate.

The creation and availability of transit routes to the Hunts Point area in the early 20th century helped initiate development of the once-remote area. Transit improvements included the opening of the Intervale Avenue Station (formerly 163rd Street) on the IRT White Plains Road Line in 1904; inauguration of trolley service along Hunts Point Avenue in 1911; and, in 1919, construction of the Hunts Point Station of the IRT Pelham Line. After 1912, the NYNH&H Railroad Hunts Point Station began to also serve the area as a station of the New York, Westchester & Boston Railway Line.

From 1906 to 1910, the NYNH&H Railroad implemented a complete line upgrade, which included the construction of new stations along the line, grade-crossing eliminations, electrification and widening of the right-of-way to six tracks. The new Hunts Point Station, designed by prominent architect Cass Gilbert, was constructed in 1908 on the north side of Hunts Point Avenue, at the same location as the old depot, but now built on an overhead bridge that straddled the railroad tracks in the cut below. The stucco and terra cotta station had a sloping slate roof with elaborate copper cresting punctuated by a dozen pointed Gothic dormers with tracery.

Construction of the subways, trolley lines and the new electrified NYNH&H Railroad Hunts Point and Westchester Avenue stations caused real estate values to rise and, one by one, the wealthy estate owners sold off their farms to real estate developers who quickly erected blocks of housing. At the start of the 20th century, most of the Hunts Point area was controlled by a small number of real estate developers who were building elevator apartment houses, flats and semi-detached houses near the Hunts Point Station and the West Side IRT subway stop. These developers included the American Real Estate Company (ARECO), owned by Henry Morganthau Sr., and the development firm of George F. Johnson's Sons Company and James F. Meehan.¹⁵ In 1908, George F. Johnson's Sons Company sold the American Bank Note Company a large tract of land on which the 1832 Edward G. Faile mansion "Woodside" stood. Although change was already underway in Hunts Point at the time the American Bank Note Company purchased its property, the real estate industry

¹⁴ "In the Real Estate Field," *The New York Times*, February 24, 1900.

¹⁵ "From Farm Lands To Paved Streets, Remarkable Transformation of Faile Tract in the Bronx," *The New York Times*, November 29, 1908.

considered the sale to be a great impetus for future development in the area. In April 1910, a *New York Times* article reported “Scores of High Class Apartments Under Construction in Bronx Borough-Building in Hunts Point Exceeds all Former Years-Huge Factory of American Bank Note Nearing Completion-Quick Transformation of Old Simpson Estate.”¹⁶ The new multi-story apartment buildings had names that reflected the past, including “The Tiffany Arms” and “The Hunts Point.”

Hunts Point’s reputation as a thriving economic zone continued to grow during the first half of the 20th century. The American Bank Note Company plant, completed in 1911 at Tiffany Street and Garrison Avenue, not only encouraged other firms to consider the area for their industrial operations but precipitated the construction of housing and other services. American Bank Note Company had 2,000 employees at its peak and continued to be a major economic force in Hunts Point until it closed in 1985. The Hunts Point area grew with residences located near and to the north of the rail corridor and industrial establishments to the south. The construction of housing in Hunts Point, including semi-detached houses and multiple dwellings of various sizes, greatly accelerated after 1912.

The 1915 Sanborn map (Sanborn, 1915) reflects the 1906 to 1910 NYNH&H Railroad line upgrade, which included the new Hunts Point Station and the grade-crossing elimination at Hunts Point Avenue. The map indicates that the station had two long platforms with canopies that were labeled as “waiting sheds,” accessed by stairs from the station above. The planned grid system of blocks had been implemented and Garrison and Whitlock Avenues flanked either side of the railroad cut. Blocks of row houses lined Whitlock Avenue.

Two structures, a synagogue/school building and a pie-shaped brick building at 901 Hunts Point Avenue, which was originally used as a drug store, were adjacent to the railroad cut on Garrison Avenue, south of Hunts Point Avenue. The synagogue/school has since been demolished but the brick building remains. The end of an era was signaled in 1916 when, despite great efforts to save it, Thomas Hunt’s Hunts Point mansion was destroyed by fire.¹⁷

d. Mid-20th Century to Early 21st Century

The year 1930 marked the beginning of the “western barrier” to Hunts Point; the two-lane Whitlock Avenue that was parallel to the railroad became a multi-lane roadway called Eastern Boulevard. The widening of Whitlock Avenue forced the modification of the existing six-track bridges that extended over the railroad cut at Whittier Street, Ludlow Street, Longfellow Avenue and Bryant Avenue.

Despite the description of Hunts Point provided in the 1939 Works Progress Administration’s (WPA) *Guide to New York City* as “...an area of bleak residences, industrial plants, and tidal flats...,” Hunts Point’s reputation as a thriving economic zone continued to grow. By 1950, the Hunts Point area that surrounded the station had been completely developed. In 1942 Whitlock Avenue was widened again and renamed Bruckner Boulevard after Bronx Borough President Henry Bruckner (1918-1933). Blocks of rowhouses were razed for the improved roadway. Buildings and businesses

¹⁶ *The New York Times*. August 14, 1910.

¹⁷ “Old Hunts Point Mansion Destroyed By Fire” *The New York Times*, April 10, 1916.

had been built on the east side of Bruckner Boulevard adjacent to the railroad embankment; the properties that directly bordered the railroad cut on either side were now primarily occupied by automobile-related businesses although a few apartment buildings remained. The 1950 Sanborn map (Sanborn, 1950) indicates that Hunts Point Station, although not used for rail service since 1937, retained its covered stair landing and train platforms with canopies.

In 1967, the Hunts Point Market, which distributes fresh fruits and vegetables throughout the East Coast, was opened; the Hunts Point Meat Market opened in 1974. The NYNH&H Railroad Hunts Point Station platforms and canopies had been removed in the 1970s but the station remained intact. No longer used for rail passengers, it was occupied by a variety of businesses (Sanborn, 1977). The elevated Bruckner Expressway, in accordance with a plan formulated by Robert Moses, had been built above Bruckner Boulevard by 1961. In conjunction with the expressway's construction, the structures that formerly stood on the east side of Bruckner Boulevard were razed. The American Bank Note Company (across from the southern limits of the APE) closed its printing operations in 1986. No significant changes occurred in the study area between 1977 and 2001 (Sanborn map, 2001).

e. Current Status of the Hunts Point Station APE

The railroad cut, the bridges that span the cut and the busy roadway of Hunts Point Avenue have largely pre-empted the presence of any buildings of substance with the exception of the 1908 NYNH&H Railroad Hunts Point Station and 901 Hunts Point Avenue, which was built in 1911.

The station is deteriorated and has been modified unsympathetically with stucco covering the exterior walls, metal grilles over the window openings, and metal roll-down security gates on the storefront display windows that were formerly located in the station building. The stairs to the platforms and waiting sheds have been removed and the building is currently vacant. The NYNH&H Railroad Hunts Point Station was previously evaluated by SHPO and found not eligible for National Register listing.

The building at 901 Hunts Point Avenue is the only other structure of substance in the APE. Due to its prominent location at the southwest corner of Hunts Point Avenue and Garrison Avenue and proximity to the proposed Hunts Point Station site, it was researched to determine if it has any significant historic associations.

7.3.4.3 Historic Architectural Resources in the Hunts Point Station APE

There are no historic architectural resources in the proposed Hunts Point Station's APE that are National Historic Landmarks, listed on the State or National Registers of Historic Places, have a SHPO opinion of eligibility for listing on the National Register, or have been designated as a New York City Landmark.

One resource in the APE, at 901 Hunts Point Avenue, is of interest due to its proximity to the railroad cut, its construction in 1911 and its unique terra cotta detail. Therefore, it was researched and evaluated in accordance with NYSOPRHP guidelines and National Register criteria. However, due to a lack of significant historic associations and a loss of historic architectural integrity, 901

Hunts Point Avenue is not considered to be potentially eligible for listing on the National Register of Historic Places. The description, history and significance of this property, as well as a location plan and photographs, are provided on the following pages. This information has also been recorded on a NYSOPRHP Historic Resource Inventory Form (blue form), which is provided in Appendix G.

a. 901 Hunts Point Avenue, Bronx, New York (Block 2734, Lot 39)

Description

The structure at 901 Hunts Point Avenue, built in 1911, is located on Block 2734, Lot 39 (Figure 23, Photos 61 through 63). The triangular-shaped building is on the southwest corner of Garrison Avenue and Hunts Point Avenue; its rear elevation borders the Amtrak Hell Gate Line right-of-way, which is depressed in this area.

901 Hunts Point Avenue is a two-story, five-bay-wide commercial building with a flat roof with a parapet and a pent roof that is covered with asphalt shingle. The foundation is concrete and the façade is faced with brick; the first story has been faced with orange brick; the second story has retained its original brick. The first story has an original entry to the second floor with a segmental arch opening; two garage door openings with steel roll down gates; and a metal frame and glass storefront window and entrance with steel roll down gates. The second floor has one-over-one double hung windows that are primarily arranged in triplet. Windows are distinguished by molded terra cotta surrounds with diamond and dolphin motifs. The interior, partially used as a garage, has retained its original tin ceiling; no other historic fabric remains.

A circa 1970 photograph of this intersection of Hunts Point and Garrison Avenues contains a partial view of 901 Hunts Point Avenue. The photo indicates that this building formerly had a pent roof clad with Spanish tile and deep overhang with large supporting brackets; this has been removed. The storefront is shown in its current location but there were formerly windows where the two garage door openings have been constructed.

History and Significance

The building at 901 Hunts Point Avenue was built in 1911; it first appears on the 1915 Sanborn map as a drug store adjacent to a building that housed both a synagogue and a school (now demolished). Deeds indicate that the railroad owned and leased this property until 1951; in 1904, the NYNH&H Railroad had purchased wide swaths of land surrounding the Harlem River Branch when they proposed to depress the railroad tracks as part of the grade crossing elimination. When the grade crossing elimination project was complete by 1910, the railroad sold some of the property they had purchased but retained other parcels, in particular those parcels that were directly adjacent to the railroad right-of-way. By the 1950s, the NYNH&H Railroad was financially distressed so they began a program to sell off all of their surplus property and facilities.

In 1951, the NYNH&H Railroad sold Block 2734, Lot 39 to Thomas Mallen who resided in the Bronx at 1018 East 163rd Street; Mallen operated a bar on the first floor and rented offices to a realty company on the second floor. When Mallen died five years later, his children, Julia Taibi and Joseph Mallen, inherited the property. They owned the building for thirty-two years, selling it in 1988 to

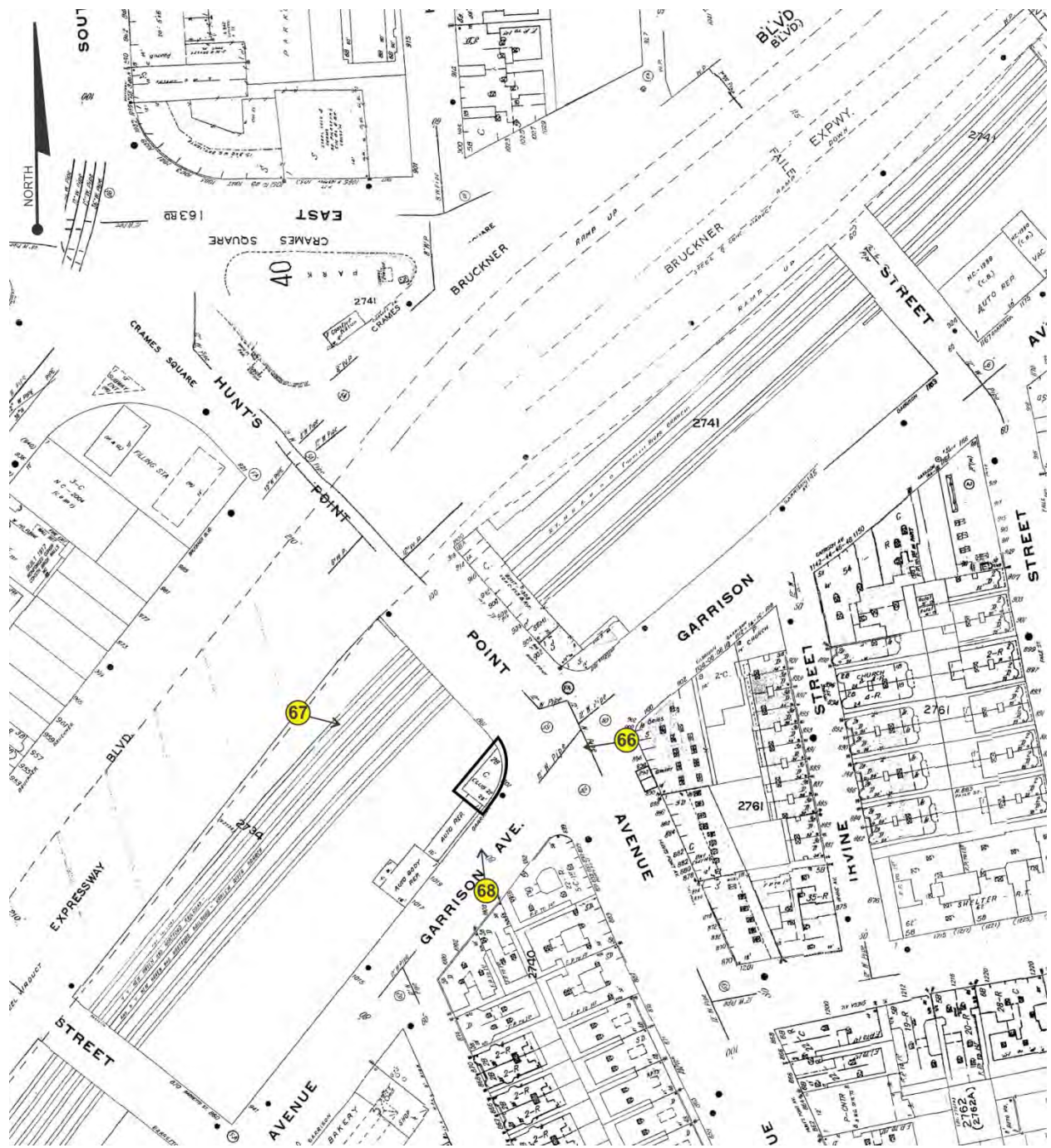
Ramon Rodriguez who lived in Huntington Station, New York. In 2000, Rodriguez sold the building to 901 Hunts Point Avenue LLC, who own the building to this day.

901 Hunts Point Avenue is currently occupied by an auto glass repair shop on the first floor and has several offices on the second floor. The current businesses that occupy the second floor include Bronx Bees, which sells honey, maintains hives and offers classes on beekeeping; and the offices of Majorca Carter Group, LLC. Majorca Carter is an urban revitalization strategist and public radio host who founded the non-profit environmental justice solutions corporation “Sustainable South Bronx.”

Conclusion

Research conducted on the history of this building failed to yield any significant historic associations; it appears to be a typical commercial structure that was erected during the initial “boom” years of Hunts Point. The building has been unsympathetically altered with the removal of the original terra cotta tiles from the pent roof as well as the removal of the pent roof’s supporting brackets and the installation of garage bays and a new storefront. Due to these unsympathetic alterations and a lack of any known significant historic associations, 901 Hunts Point Avenue is not considered to be eligible for listing on the National Register of Historic Places.

FIGURE 23: 901 HUNTS POINT AVENUE, SITE PLAN AND PHOTO LOCATIONS



Source: Sanborn Map Company, 2007; Lynn Drobbin & Associates, 2013



Source: Lynn Drobbin & Associates, 2013

Photo 61. 901 Hunts Point Avenue, Facing West



Source: Lynn Drobbin & Associates, 2013

Photo 62. 901 Hunts Point Avenue, Facing Northwest



Source: Lynn Drobbin & Associates, 2013

Photo 63. 901 Hunts Point Avenue, Facing East

7.4 RESOURCES IN THE PSA PROJECT HELL GATE LINE RIGHT-OF-WAY AREA OF POTENTIAL EFFECT

There are only two remaining NYNH&H Railroad stations located in the PSA Project Hell Gate Line APE that have not been previously evaluated: the Morris Park Station and the Westchester Avenue Station. Neither station is currently used for passenger rail operations. The Morris Park Station is a firing range used by a local gun club, and the Westchester Avenue Station is vacant. A description, history and significance, as well as a site plan and photographs of each station, are provided on the following pages. This information has also been recorded on NYSOPRHP Historic Resource Inventory Forms (blue forms) for each resource; these forms are provided in Appendix G.

7.4.1 Former NYNH&H Railroad Morris Park Station

7.4.1.1 Former NYNH&H Railroad Morris Park Station, Sackett Avenue Between Paulding and Colden Avenues, Bronx, New York

a. Description

The Former NYNH&H Railroad Morris Park Station is located in an urban residential setting on Sackett Avenue between Colden and Paulding Avenues in Morris Park, Bronx, New York (Figure 24, Photos 64 through 71). It is on the north side of the Amtrak Hell Gate Line, 0.3 miles east of where the original (1889) Morris Park Station was built across from the Morris Park Racecourse. The current entrance to the station is located on the east side; a garden, enclosed by a chain link fence, borders the west side where the main entrance was originally located.

The Former NYNH&H Railroad Morris Park Station is a single-story, Renaissance Revival-style, brick structure that rests on a concrete foundation. The station has a gable roof that was originally clad with Spanish clay tiles; it is now covered with rolled asphalt. The building has a rectangular plan. A narrow flat-roofed section to the south faces the tracks. Historic photographs indicate that the large arched canopy that originally projected from the front (west) elevation of the station has been removed. Brick infill has blocked the original large segmental arch entrance. The original polychrome terra cotta tiles articulate the door surround; these have been painted. Portions of the original light fixtures remain mounted to the façade.

The current entrance to the building is located on the east elevation in a small flat-roofed section that projects from the station on the south side. The entrance consists of a metal door that has been installed in the brick infill. Above the door are holes in the frieze where a marquee was located. The original polychrome terra cotta tiles that articulate this facade remain intact but have also been painted.

The former entrance on the east elevation has been enclosed with brick; the two small window openings that flanked this entry are covered with original decorative iron window grilles; these have been painted. As noted above, the original terra cotta tiles that articulate the door surrounds and are at the frieze under the eaves have been painted.

The north elevation, which faces Sackett Avenue, originally had three large segmental arched openings with large multi-paned windows that were flanked by exterior wall sconces. These original window openings have been infilled with brick and painted. The arch surrounds are articulated with applied terra cotta tiles that have geometric shapes in relief; terra cotta tiles also articulate the eaves under the overhang. All of the terra cotta tiles have been painted. The south elevation of the station, which faces the tracks, is inaccessible due to security fencing. A personal communication with a resident gun club member noted that the interior had been gutted for use as a firing range.

Alterations include the removal of the original canopy that projected from the west elevation; removal of the small marquee that projected from the small flat-roof section of the station; removal of the original double doors and multiple pane windows; and removal of much of the interior fabric of the historic station. The original Spanish tile roof has also been replaced with rolled asphalt. The exterior of the station building, including the original polychrome terra cotta tiles and the cast iron window grilles, have been painted in a patriotic color scheme of red, white and blue with stars and stripes.

b. History and Significance

The NYNH&H Railroad Morris Park Station, built in 1908, is significant as one of three former NYNH&H Railroad Harlem River Branch station structures that currently remain on the Amtrak Hell Gate Line. Designed by architect Cass Gilbert, these stations were constructed as part of the major upgrade that was conducted by the NYNH&H Railroad from 1906 to 1910. The NYNH&H Railroad Morris Park Station is also significant for its association with the development of this section of the Bronx from a rural farmland community into a densely populated urban area.

The Renaissance Revival-style Morris Park Station, located in the Morris Park section of the Bronx, is the second Morris Park Station that was constructed by the NYNH&H Railroad on the Harlem River Branch. The first Morris Park Station was constructed by the NYNH&H Railroad in 1889 in coordination with the construction of the Morris Park Racecourse, an American thoroughbred horse racing facility that operated from 1889 to 1904. The 1889 Morris Park Station was not a regularly scheduled station stop; it was built at the end of a spur line and operated only when the Racecourse was open.

The racecourse, a large and popular facility that encompassed more than 360 acres and had a grandstand with seating for more than 15,000 attendees, was the site of the Belmont Stakes from 1890 to 1904 and the Preakness Stakes in 1890. To accommodate the patrons of the racetrack, the NYNH&H Railroad added a short spur line¹⁸ from its main line and built the Morris Park Station and a sandstone-lined tunnel on the west side of Bear Swamp Road (now Bronxdale Avenue). Racing fans, as well as some of the most prized race horses of the day owned by such luminaries as August Belmont, John A. Morris, the Vanderbilts, etc., would walk from the new rail station through the tunnel, directly to the racecourse grandstand and clubhouse on the other side of Bear Swamp Road. Although the racecourse brought much activity to the area, the surrounding land remained

¹⁸ "New West Chester Track" *The New York Times*, May 12, 1889.

largely rural in nature. In 1895, the NYNH&H Railroad built a freight yard on its land adjacent to the 1889 Morris Park Station.

The Morris Park Racecourse closed in 1904, after which the races were moved to Belmont Park in Queens. The racecourse was briefly used for bicycle and auto racing along with pioneer aviation activities but, in 1907 following its transfer to new owners and a subsequent foreclosure, the property was taken over by the City of New York. Without the racecourse, the Morris Park Station had no utility, as the surrounding area remained largely undeveloped and the Van Nest Station was a short distance to the southwest. The NYNH&H Railroad removed the vacant 1889 Morris Park Station and the spur tracks and, by 1908, built a new Morris Park Station at Sackett and Colden Avenues, 0.3 miles to the east. The new Morris Park Station was constructed as part of the major 1906-1910 NYNH&H Railroad line upgrade that included the widening of the railroad-of-way to six tracks, a complete grade separation, electrification and construction of all new stations. In 1910, a fire ravaged and destroyed a large part of the former racecourse facility; it was subsequently subdivided into building lots. In 1912, the area where the 1889 station formerly stood became the location of the new NYNH&H Railroad Van Nest Electric Locomotive Car Repair Shops.

The new Morris Park Station was designed by the prominent and prolific architect Cass Gilbert. Gilbert was a skyscraper pioneer; his technique of cladding a steel frame became the model for decades. The terra cotta-clad Woolworth Building in Manhattan, completed in 1913 and now a National Historic Landmark, was Gilbert's most famous structure. He designed many other significant buildings in New York, as well as elsewhere in the United States.

The NYNH&H Railroad Harlem River Branch became part of the Hell Gate Line that opened in 1917; the NYNH&H Railroad ceased passenger service operations on the line in 1931. The former NYNH&H Railroad Morris Park Station is located on what is now Amtrak's Hell Gate Line, which operates Northeast Corridor service on the line. Since 1941, the station, owned by Amtrak, has been used by the local police department and currently by the Parkchester Rifle and Revolver Club as a shooting range. Following the September 11, 2001, attack on the World Trade Center, the station building was painted in a patriotic color scheme. In addition to the Morris Park Station, two other NYNH&H Railroad Harlem Line stations survive today relatively intact but vacant: Westchester Avenue Station and Hunts Point Station.

Architect Cass Gilbert

Cass Gilbert's (1859-1934) architectural legacy spanned six decades. Born in 1859 in Zanesville, Ohio, Gilbert left high school in the 1870s to work with a St. Paul, Minnesota, architect. In 1878, he spent a year at the Massachusetts Institute of Technology (MIT) and, in 1880, traveled to Europe before joining the office of McKim, Mead & White in New York. He returned to St. Paul to set up his own practice where he was joined by James Knox Taylor, an MIT classmate.

The partnership of Cass Gilbert and James Knox Taylor was one of the most influential in Minnesota, producing shingle-style houses, Richardsonian Romanesque churches and commercial buildings. Gilbert's rising prominence led him to seek out major commissions, like the Minnesota

State Capitol in 1895. By 1899, Taylor, no longer Gilbert's partner, was the supervising architect for the Department of the Treasury in Washington, D.C. Taylor urged Gilbert to enter the architectural competition for the new U.S. Custom House at Bowling Green in Manhattan, a competition that Taylor was in charge of. The competition had three judges, and Taylor cast the deciding vote in Gilbert's favor. Gilbert, prominent in St. Paul but relatively unknown elsewhere, had won the commission over Carrère & Hastings, George B. Post and other renowned architects. Gilbert's Beaux-Arts-style Custom House was completed in 1907.

At the same time, Gilbert designed the Broadway Chambers Building, highly regarded by critics when completed in 1900 at the corner of Broadway and Chambers Street, where it still stands. In 1900, he moved to New York City; he also bought a country house in Ridgefield, Connecticut. In 1905, he designed the Neo-Gothic terra cotta-clad skyscraper known as 90 West Street. Completed in 1907, the building, just south of the World Trade Center, was severely damaged in the 9/11 attack.

In 1908, Gilbert designed several railroad stations of glazed terra cotta for the Harlem River Branch of the NYNH&H Railroad in the Bronx, including the Morris Park Station, Westchester Avenue Station and the Hunts Point Station. In 1913, Gilbert's 790-foot-high Neo-Gothic-style Woolworth Building was finished; it was then the tallest building in the world.

World War I brought Gilbert one of his most unusual commissions. Gilbert designed what is now known as the Brooklyn Army Terminal in early 1918, completing it by the end of the war in November. A vast series of concrete warehouses spread over several blocks, the terminal was designed to marshal goods for shipment overseas.

In 1924, he designed the Neo-Gothic New York Life skyscraper on Madison Avenue from 26th to 27th Street. In the mid-1920s, he designed masonry cladding for the towers of the George Washington Bridge, but the towers were ultimately left unadorned. In 1928, he finished one of the most unusual loft buildings erected in New York, the S. J. M. Building at 130 West 30th Street. In 1929, Gilbert designed the New York County Lawyers' Association building on Vesey Street between Church Street and Broadway. The 1930s brought him large commissions such as the U.S. Federal Courthouse in Foley Square (designed in 1929 and completed in 1936). Gilbert's last work was the white marble United States Supreme Court building, just behind the U.S. Capitol in Washington D.C., which was finished in 1935.

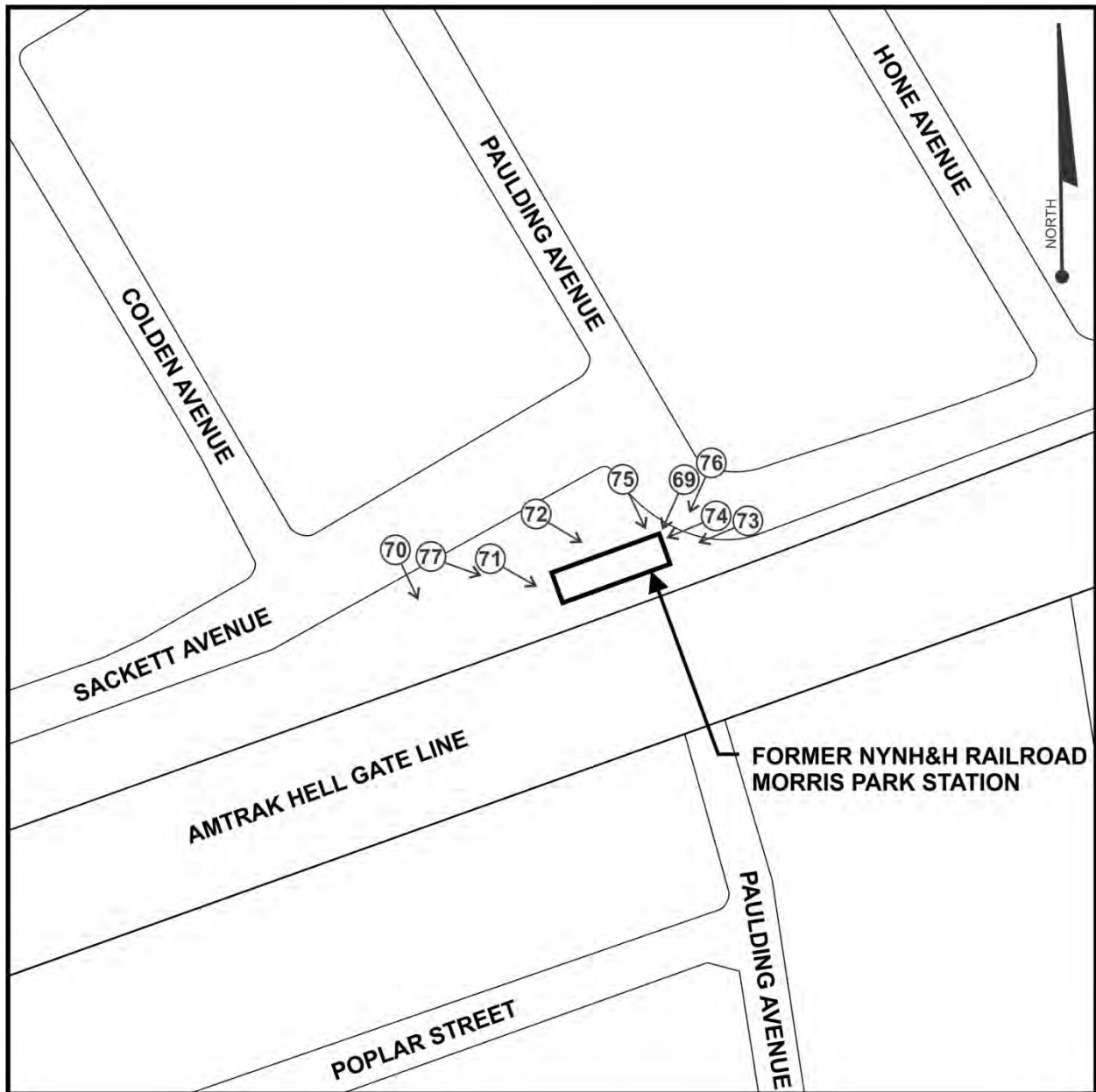
Gilbert died in 1934, at 74 years of age. He left extensive collections of letters, bill books, photographs, drawings and other documents, which are housed at the New York Historical Society, the National Museum of American History in Washington and in other archives.

Conclusion

The former NYNH&H Railroad Morris Park Station is significant for its associations with the NYNH&H Railroad and its role in the development of the Bronx from a rural farmland community into the densely populated urban environment that it is today and, also, for its design by prominent architect Cass Gilbert. However, the station has been altered and many of its character-defining features have been removed, including the original large semi-circular entrance canopy; the original

double doors and multiple pane windows and the infill of these openings with brick; the replacement of the original Spanish tile roof with rolled asphalt roofing; and the painting of the entire station building, including the original polychrome terra cotta tiles and the cast-iron window grilles, in a patriotic color scheme. Also, the interiors of the station have been gutted for its current use as a gun firing range. Despite its significant historic associations, the Morris Park Station has a loss of historic architectural integrity and is not considered to be potentially eligible for listing on the National Register of Historic Places.

FIGURE 24: FORMER NYNH&H RAILROAD MORRIS PARK STATION, SITE PLAN AND PHOTO LOCATIONS



Source: Lynn Drobbin & Associates, 2013.



Source: Lynn Drobbin & Associates, 2013

Photo 64. Former NYNH&H Railroad Morris Park Station, Facing Northeast



Source: Lynn Drobbin & Associates, 2013

Photo 65. Garden Adjacent to Former NYNH&H Railroad Morris Park Station, Facing South



Source: Lynn Drobbin & Associates, 2013

Photo 66. Former NYNH&H Railroad Morris Park Station, Facing Southeast



Source: Lynn Drobbin & Associates, 2013

Photo 67. Former NYNH&H Railroad Morris Park Station, Facing Southeast



Source: Lynn Drobbin & Associates, 2013

Photo 68. Former NYNH&H Railroad Morris Park Station, Facing West



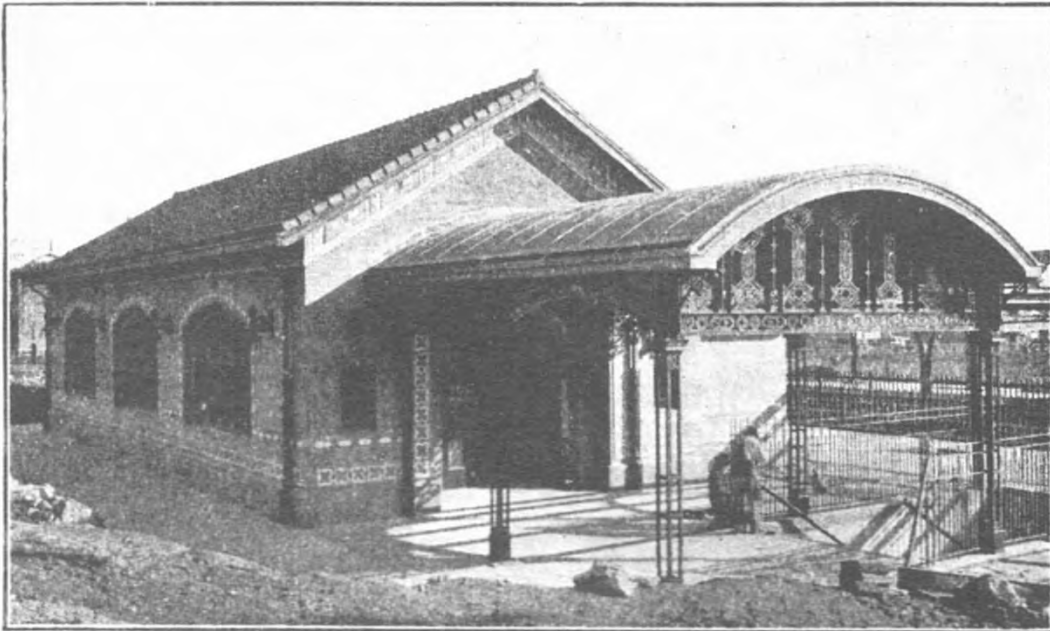
Source: Lynn Drobbin & Associates, 2013

Photo 69. Former NYNH&H Railroad Morris Park Station, Facing West



Source: Lynn Drobbin & Associates, 2013

Photo 70. Former NYNH&H Railroad Morris Park Station, Facing South



Source: Westchester's Forgotten Railway, Arcara

Photo 71. NYNH&H Railroad Morris Park Station, Facing Southeast, Circa 1915

7.4.2 Former NYNH&H Railroad Westchester Avenue Station

7.4.2.1 Former NYNH&H Railroad Westchester Avenue Station, Whitlock Avenue and Westchester Avenue, Bronx, New York

a. Description

The former NYNH&H Railroad Westchester Avenue Station is located in an urban setting on a confined site in the Hunts Point section of the Bronx (Figure 25, Photos 72 through 82). The station is south of Westchester Avenue, east of the Interstate-895 Sheridan Expressway's Westchester Avenue off-ramp and west of former Edgewater Road, now a pathway that leads into the Concrete Plant Park. The Bronx River is to the east and the New York City elevated IRT No. 6 subway line is above and to the northwest of the station site. The station spans the Amtrak Hell Gate Line, which is located in the cut below.

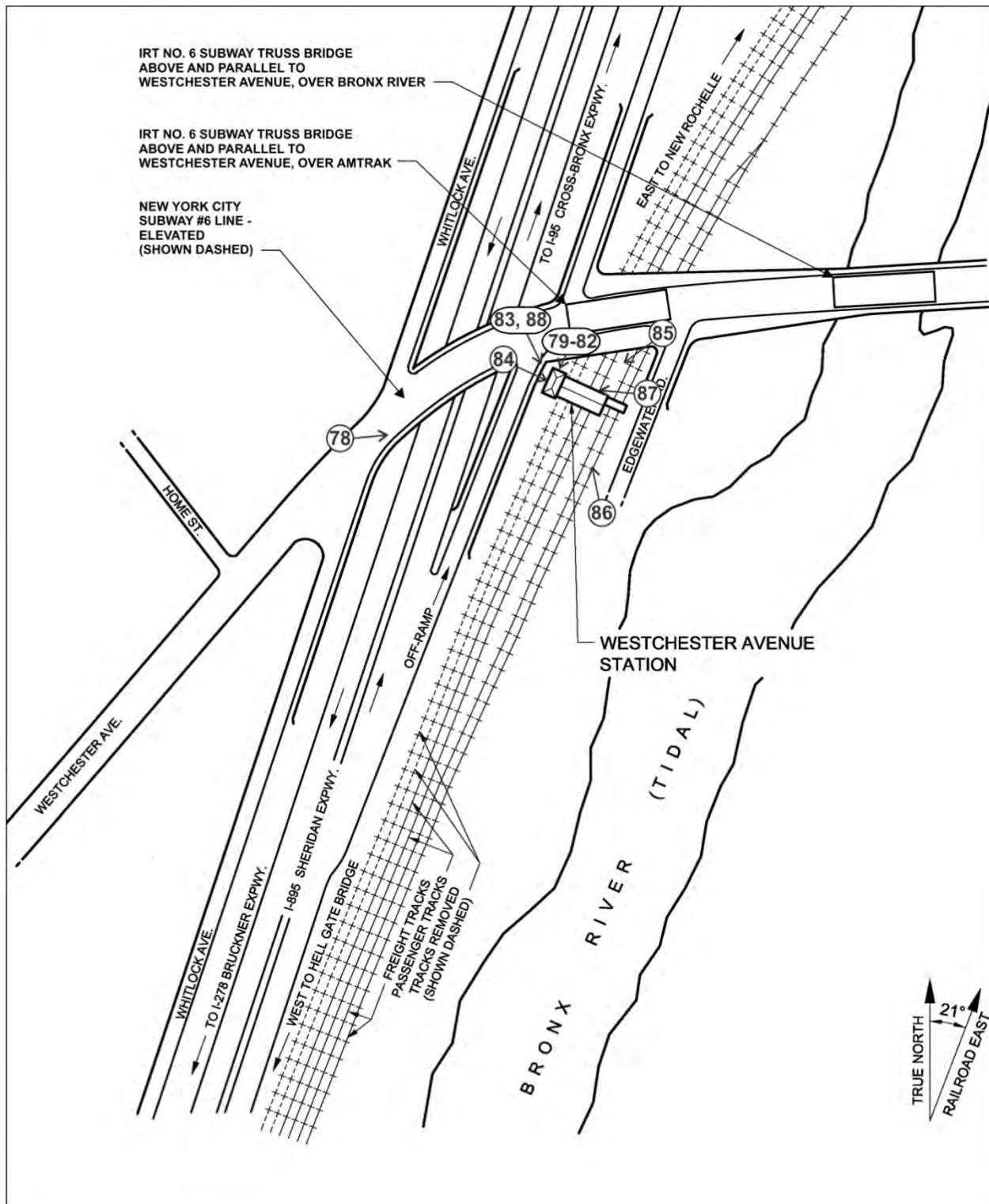
The station, built of concrete and steel, is a single-story building of rectangular plan. The building rests on a concrete foundation that is integrated into the concrete retaining wall at the edge of the Sheridan Expressway off-ramp. The building is encased in terra cotta tile and decorative concrete. The main body of the station consists of a seven-bay section that spans the tracks and is covered by a gable roof. Adjoining is a 2-story-high entry tower with a hipped roof. The tower, which contains the main arched entry to the station, has inset ornamented piers with decorative terra cotta rosettes, urns and foliate tiles that flank the entry.

The roof, both hipped and gabled sections, has a concrete deck covered with dark-red Ludowici (terra cotta) tile; it is framed with steel rafters and purlins. The cornice has a pressed metal soffit and built-up wood brackets clad with metal sheeting. Terra cotta cresting is at the ridge line. Eight dormers (three each on the east and west elevations of the main station block and one each on the north and south elevations of the tower) are clad with tiles and sheathed in sheet metal. Louvered attic-ventilation openings are in front of each dormer. A terra cotta chimney extends from the west roof slope of the tower.

The interior of the main block consists of a large waiting room and men's and women's restrooms; the entry tower contains the ticketing lobby and the ticket agent's office. The waiting room has a plaster ceiling with three large, exposed steel roof trusses that bear on decorative steel impost blocks at the cornice level. The walls are painted plaster; banks of tripartite windows are on the east and west walls. The passageway between the waiting room and the ticket office contains an elliptical vaulted ceiling set on a brightly colored, terra-cotta cornice and terra cotta walls.¹⁹

¹⁹ Note: Interiors were not accessed in 2013 by the author of this report but have been summarized from a description contained in the *Existing Conditions Report, Overhead (Westchester Avenue) Station*, by John Bowie Associates for the National Railroad Passenger Corporation (Amtrak), May 20, 2010.

FIGURE 25: NYNH&H RAILROAD WESTCHESTER AVENUE STATION, SITE PLAN AND PHOTO LOCATIONS



Source: Existing Conditions Report, Overhead (Westchester Avenue) Station, John Bowie Associates, 2010.

Alterations include the removal of the platforms and the three sets of covered stairs to the platforms, as well as the removal of the exterior stair to Edgewater Road, which is currently the paved pathway providing access into Concrete Plant Park. The covered porch that formerly extended from the west façade of the station was removed when the adjacent Sheridan Expressway was constructed from 1958 to 1962. The station is in deteriorated condition with many of the Ludowici roof tiles missing or damaged; the roof deck is damaged and all gutters and downspouts have been removed. The building is covered with graffiti and ivy. The windows have been infilled and the frames and sash are missing. The exterior doors are missing and have been infilled with concrete. The chimney is cracked and has shifted. The interior plaster finishes are heavily damaged.

b. History and Significance

Summary

The NYNH&H Railroad Westchester Avenue Station, built in 1908 and altered circa 1960, is significant for its associations with improvements to the transportation network during the early 20th century that helped precipitate the transformation of this section of the Bronx from a rural farmland community into a densely populated urban residential and industrial center. The NYNH&H Railroad Westchester Avenue Station is also significant as one of three remaining former NYNH&H Railroad Harlem River Branch stations that were designed by prominent and prolific architect Cass Gilbert.

History

The Harlem River and Port Chester (HR&PC) Railroad was chartered in 1866 as a branch line between New York City and Port Chester, New York. When the line opened in 1873, it was leased and operated by the NYNH&H Railroad and was known as the NYNH&H Railroad Harlem River Branch. The original stations along the line, including the Westchester Avenue Station, were built circa 1873. The initial construction of the railroad did little to change Hunts Point and the surrounding area remained largely undeveloped.

The creation and availability of transit routes to the Hunts Point area in the early 20th century helped initiate development of the once-remote area. Transit improvements in the vicinity included the opening of the Intervale Avenue Station (formerly 163rd Street) on the IRT White Plains Road Line in 1904 and from 1906 to 1910, the NYNH&H Railroad line upgrade on the Harlem River Branch, which included construction of all new stations along the line, grade-crossing eliminations, electrification and widening the right-of-way to six tracks. Trolley service began along Hunts Point Avenue in 1911. After 1912, Westchester Avenue Station also began serving the New York, Westchester & Boston Railway Line. In 1919, the Hunts Point Station of the IRT Pelham Line was built. After the subways were built, Westchester Avenue Station was primarily used as a transfer point.

The new Renaissance Revival-style NYNH&H Railroad Westchester Avenue Station was built in 1908 on the NYNH&H Railroad Harlem River Branch. The station was designed by the prominent and prolific architect Cass Gilbert. The concrete and steel station, clad with polychrome terra cotta,

was unique as it was built on a bridge that straddled the railroad tracks in the cut below. Gilbert was a skyscraper pioneer; his technique of cladding a steel frame became the model for decades. The terra cotta-clad Woolworth Building in Manhattan, completed in 1913 and now a National Historic Landmark, was Gilbert's most famous structure. He designed many other significant buildings in New York, as well as elsewhere in the United States.

The construction of the subways, trolley lines and the newly electrified NYNH&H Railroad shortly after the turn of the century caused a rise in real estate values in the Hunts Point area. One by one, wealthy estate owners sold off their farms to developers who quickly erected blocks of housing. At the start of the 20th century, most of Hunts Point was controlled by a small number of real estate developers who were building elevator apartment houses, flats and semi-detached houses near the station and subway stops.

Hunts Point's reputation as a thriving economic zone continued to grow during the first half of the 20th century and the area quickly became the location for many industrial operations which, in turn, precipitated the construction of housing and other services. The Hunts Point area grew with residences located near the rail corridor and industrial establishments to the south. The construction of housing in Hunts Point, including semi-detached houses and multiple dwellings of various sizes, greatly accelerated after 1912.

In 1917, the NYNH&H Railroad Harlem River Branch became part of the Hell Gate Line. Westchester Avenue Station continued to be used for local passenger service until 1931; after that, the station was closed and train service was only used on the line for through-passenger service for inter-city and regional trains.

From 1958 to 1962, the Arthur V. Sheridan Expressway (Interstate-895) was constructed directly to the west of the Westchester Avenue Station. Named after Arthur V. Sheridan, a former Bronx Borough Commissioner of Public Works, this 6-lane highway parallels the Bronx River and the Hell Gate Line; the only interchange is at Westchester Avenue. The Sheridan Expressway had a negative effect on the historic station site, confining it to a narrow lot and requiring the installation of unsightly concrete barriers, guardrails and chain-link fencing. Also, due to the alignment of the new roadway, the original covered porch bay that formerly extended from the west façade of the station had to be removed. Sometime after the 1960s, all of the stairways to the train platforms and the platforms were removed from the station site.

In 2000, the adjacent property to the east, formerly occupied by a concrete plant, was acquired by the New York City Department of Parks and Recreation and turned into Concrete Plant Park, a recreational area. Edgewater Road was then de-mapped as a roadway and turned into a paved pedestrian pathway into the new waterfront park that was completed in 2009. A 7-foot-high chain-link fence has been installed along the railroad right-of-way near the station, which is visible but not accessible. The Hell Gate Line is currently owned by Amtrak, which operates Northeast Corridor service on the line.

Architect Cass Gilbert

Gilbert's (1859-1934) architectural legacy spanned 6 decades; in New York, his work ranges from skyscrapers to commuter railroad stations. In 1908, Gilbert designed several railroad stations of glazed terra cotta for the Harlem River Branch of the NYNH&H Railroad in the Bronx, including the Westchester Avenue Station. Born in 1859 in Zanesville, Ohio, Gilbert died in 1934 at 74 years of age. (See detailed discussion on Architect Cass Gilbert in the History and Significance section of Section 7.4.1.2 for the Former NYNH&H Morris Park Station.)

Conclusion

The Former NYNH&H Railroad Westchester Avenue Station is significant for its associations with the development of the Bronx from a rural farmland community into a densely populated urban area; for its unique design by prominent architect Cass Gilbert; and as a good example of an early 20th century rail station. Besides the NYNH&H Railroad Westchester Avenue Station, only two other former NYNH&H Railroad Harlem River Branch stations remain in the Bronx: the Morris Park Station (used by a gun club) and Hunts Point Station (vacant).

However, the NYNH&H Railroad Westchester Avenue Station has a loss of integrity and context and is deteriorated. The removal of the stairs, platforms and canopies, which were character-defining features of the historic rail station, has compromised its historic architectural integrity. Construction of the adjacent Bruckner Boulevard and Sheridan Expressway has required the removal of the western covered porch and, also, has compromised the historic station site. The several-decade-long period of vacancy of the station has resulted in deterioration of interior and exterior fabric. Therefore, despite its significant historic associations, the Former NYNH&H Railroad Westchester Avenue Station is not considered to be eligible for listing on the National Register of Historic Places due to a loss of its historic architectural integrity.



Source: Lynn Drobbin & Associates, 2013

Photo 72. Former NYNH&H Railroad Westchester Avenue Station, Facing East



Source: Lynn Drobbin & Associates, 2013

Photo 73. Former NYNH&H Railroad Westchester Avenue Station, Facing South



Source: Lynn Drobbin & Associates, 2013

Photo 74. Former NYNH&H Railroad Westchester Avenue Station, Detail, Facing South



Source: Lynn Drobbin & Associates, 2013

Photo 75. Terra Cotta Tile, Former NYNH&H Railroad Westchester Avenue Station, Detail, Facing South



Source: Lynn Drobbin & Associates, 2013

Photo 76. Former NYNH&H Railroad Westchester Avenue Station, Detail, Facing South



Source: Lynn Drobbin & Associates, 2013

Photo 77. Former NYNH&H Railroad Westchester Avenue Station, Facing Southeast



Source: Lynn Drobbin & Associates, 2013

Photo 78. Former NYNH&H Railroad Westchester Avenue Station, Facing Southeast



Source: Lynn Drobbin & Associates, 2013

Photo 79. Former NYNH&H Railroad Westchester Avenue Station, Facing Southwest



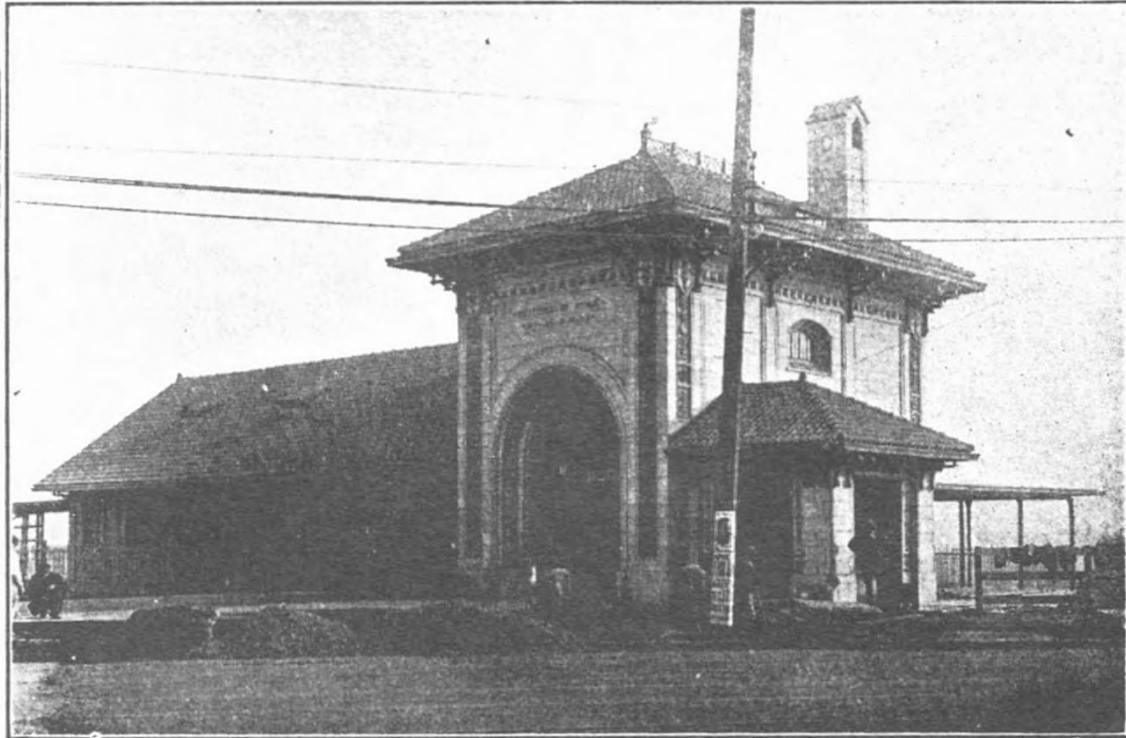
Source: Lynn Drobbin & Associates, 2013

Photo 80. Former NYNH&H Railroad Westchester Avenue Station, Facing Northwest



Source: Lynn Drobbin & Associates, 2013

Photo 81. Former NYNH&H Railroad Westchester Avenue Station, Facing West



Source: *Westchester's Forgotten Railway*, Arcara

Photo 82. NYNH&H Railroad Westchester Avenue Station, Facing Southeast, Circa 1915

7.5 BRIDGES IN THE PSA PROJECT AMTRAK HELL GATE LINE AREA OF POTENTIAL EFFECT

7.5.1 List of Bridges in the PSA Project Area of Potential Effect

There are 28 roadway, railroad and foot bridges in the 6-mile long section of the PSA Project Hell Gate Line right-of-way APE (Table 4). The 28 bridges were evaluated per the request of the NYSOPRHP. The list of bridges is organized by location from north to south, beginning with the Amtrak Bascule Bridge over Pelham Bay and the Hutchinson River (at Hell Gate Line AG)15.69-15.85) near Co-op City and extending southward to the 149th Street Bridge over the Amtrak Hell Gate Line (AG) 9.62 at Oak Point Yard in Hunts Point. The list identifies the crossing, the Hell Gate Line (AG) milepost and the Bridge Identification Number (BIN), if known. The BIN is a 7-digit unique bridge identifier number assigned by the New York State Department of Transportation (NYSDOT)²⁰. The first digit of a BIN indicates the bridge ownership; for the bridges included in this study, BINs that begin with the following numbers indicate ownership as noted below:

- (1) NYSDOT
- (2) New York City
- (5) New York Thruway
- (7) Amtrak (National Railroad Passenger Corporation)

Table 4 also identifies the date of bridge construction and any alterations; design of the primary span; if the bridge has a SHPO Opinion of Eligibility; if work is to be conducted on the bridge as part of the PSA Project; and if a Historic Bridge Inventory Form has been prepared for the bridge. The names of bridges that have SHPO opinions of eligibility are **bolded** and *italicized*. (Bridge names recorded in SPHINX or SHPO eligibility findings may differ; in such cases, the SHPO name has been used.)

Bridges that have SHPO Opinions of Eligibility are listed, described and mapped in Section 7.5.2. Bridges on which work is proposed to be conducted as part of the PSA Project are listed and described in Section 7.5.3. Historic Bridge Inventory Forms, per NYSOPRHP guidelines, have been prepared only for bridges that have not been previously evaluated by the SHPO for eligibility for National Register listing and for bridges that are over 50 years of age. For bridges that have had new superstructures constructed on old abutments, the date of construction identified in Table 4 is the date the superstructure was constructed. Bridges that were not previously evaluated are listed, described and mapped in Section 7.5.4. Historic Bridge Inventory Forms are provided in Appendix H.

Access to photograph many of the overhead bridges was often limited because much of the Hell Gate Line right-of-way is located in a cut and the area bordering the railroad is fenced and often screened by dense vegetation. Access was also restricted by the inability to enter onto private

²⁰ Rail (overhead) bridges do not have BINs.

property that borders the railroad. As a result, several bridges were viewed only through chain-link fences or from a considerable distance. At locations where adequate photos could not be taken, BING images have been used and are so noted.

Of the 28 bridges in the PSA Project Amtrak Hell Gate Line Right-of-way APE, it was determined that:

1. Six Amtrak Hell Gate Line bridges (and one obsolete anchor bridge on the adjacent but defunct NYW&B Railway) have been previously evaluated and have prior SHPO Opinions of Eligibility. One of these bridges, the Bryant Avenue Bridge over the Amtrak Hell Gate Line, was demolished in 2015 and is currently being replaced by Amtrak. The new bridge is scheduled for completion by 2016.
2. Four bridges on the Amtrak Hell Gate Line may require rehabilitation or other modifications for the PSA Project. Two of these bridges, the Amtrak Hell Gate Line Bascule Bridge over Pelham Bay and the Hutchinson River and the Amtrak Hell Gate (Northeast Corridor) Line Bridge over the Bronx River, have prior SHPO Opinions of Eligibility. The remaining two bridges, the Amtrak Hell Gate Line over Eastchester Road and the Amtrak Hell Gate Line over Bronxdale Avenue, were evaluated in this report as not potentially eligible for National Register listing.
3. Seventeen bridges (16 roadway bridges and one foot bridge) were previously evaluated as not eligible by the NYSDOT Historic Bridge Inventory in consultation with the SHPO.
4. Six bridges in the PSA Project Hell Gate Line right-of-way (including the Eastchester Road and Bronxdale Avenue Bridges noted in item #2, above) have not been previously evaluated for their potential eligibility for listing in the National Register. These bridges were evaluated in this report and none was found to be potentially eligible for listing in the National Register of Historic Places.

TABLE 4: BRIDGES IN THE PSA PROJECT AMTRAK HELL GATE LINE RIGHT-OF-WAY AREA OF POTENTIAL EFFECT(Bridges with SHPO Opinions of Eligibility for Listing in the National Register are in **bold** and *italics*)

Crossing & Hell Gate Line (AG) Milepost	Date Built; Altered	Bridge Design of Primary Spans	National Register Status	Work to be Conducted for PSA Project	NYSHPO Bridge Form Completed
<i>Amtrak Bascule Bridge over Pelham Bay and Hutchinson River AG 15.69-15.85</i>	<i>1907; 1941</i>	<i>Bascule</i>	<i>SHPO Opinion of Eligibility</i>	<i>YES</i>	<i>NO</i>
New England Thruway Foot Bridge over Amtrak Hell Gate Line and Erskine Place AG 15.20 BIN 5524050	1986	Pratt Truss	Not Evaluated, Under 50 Years Old	NO	NO
New England Thruway (Interstate 95) over Amtrak Hell Gate Line and Erskine Place AG 15.19 BIN 5075309	1958; 2008	Multi-Girder	Not Eligible per SHPO; Exempt from Section 106 and 4(f) per FHWA Final List	NO	YES
Hutchinson River Parkway over Amtrak Hell Gate Line (Rt. 908 A) AG 14.98 BIN 2241959	1940; 1997	Through Girder	Not Eligible per NYSDOT Survey	NO	NO
Bronx and Pelham Parkway (907F) over Amtrak Hell Gate Line AG 14.71 BIN 2229560	1909; 1983	Multi-Girder	Not Eligible per NYSDOT Survey	NO	NO
Amtrak Hell Gate Line over Eastchester Road AG 13.92 BIN 7702621	1907	Through Girder	PSA HARBS Evaluation as Not Eligible	YES	YES
Williamsbridge Road over Amtrak Hell Gate Line AG 13.70 BIN 2241369	1906; 1981	Through Girder	Not Eligible per NYSDOT Survey	NO	NO
Amtrak Hell Gate Line over Bronxdale Avenue AG 13.26	1907	Through Girder	PSA HARBS Evaluation as Not Eligible	YES	YES
Unionport Road over Amtrak Hell Gate Line AG 12.78 BIN 2241330	1907; 1984; Rehab scheduled 2016-19	Baltimore Petit Truss	Not Eligible per NYSDOT Survey	NO	NO

TABLE 4: BRIDGES IN THE PSA PROJECT AMTRAK HELL GATE LINE RIGHT-OF-WAY AREA OF POTENTIAL EFFECT (CONTINUED)(Bridges with SHPO Opinions of Eligibility for Listing in the National Register are in **bold** and *italics*)

Crossing & Hell Gate Line (AG) Milepost	Date Built; Altered	Bridge Design of Primary Spans	National Register Status	Work to be Conducted for PSA Project	NYSHPO Bridge Form Completed
White Plains Road over Amtrak Hell Gate Line AG 12.75 BIN 2241329	1907; 1984	Pratt Truss	Not Eligible per NYSDOT Survey	NO	NO
East Tremont Avenue over Amtrak Hell Gate Line AG 12.44 BIN 2241270	1906; 1998	Deck Girder	Not Eligible per NYSDOT Survey	NO	NO
Bronx River Parkway (Rt. 907H) over Amtrak Hell Gate Line AG 12.25 BIN 1075490	1951	Through Girder	Not Eligible per the Bronx River Parkway Reservation NR Nomination	NO	YES
East 177 th Street over Amtrak Hell Gate Line AG 12.12 BIN 2241269	1908; 1988	Multi-Girder	Not Eligible per NYSDOT Survey	NO	NO
<i>Cross Bronx Expressway Corridor (I-95) over Sheridan Expressway (I-895), Bronx River and Amtrak Hell Gate Line</i> <i>AG 11.99</i> BIN 1066419	<i>1951; 1975</i>	<i>Deck Girder</i>	<i>Included on FHWA Final List of Significant Interstates</i>	<i>NO</i>	<i>NO</i>
East 174 th Street over Amtrak Hell Gate Line, Starlight Park, Bronx river, Sheridan Expressway and West Farms Road AG 11.80 BIN 2066720	1910; 1928; 1962; 1986	Warren Truss	Not Eligible per NYSDOT Survey	NO	NO
<i>Amtrak Hell Gate (Northeast Corridor) Line over Bronx River</i> <i>AG 11.40</i>	<i>1906</i>	<i>Bascule Scherzer Rolling Lift</i>	<i>SHPO Opinion of Eligibility</i>	<i>YES</i>	<i>NO</i>
Westchester Avenue over Amtrak Hell Gate Line AG 11.28 BIN 2241230	1908; 1995	Multi-Girder	Not Eligible per NYSDOT Survey	NO	NO

TABLE 4: BRIDGES IN THE PSA PROJECT AMTRAK HELL GATE LINE RIGHT-OF-WAY AREA OF POTENTIAL EFFECT (CONTINUED)(Bridges with SHPO Opinions of Eligibility for Listing in the National Register are in **bold** and *italics*)

Crossing & Hell Gate Line (AG) Milepost	Date Built; Altered	Bridge Design of Primary Spans	National Register Status	Work to be Conducted for PSA Project	NYSHPO Bridge Form Completed
<i>#6 IRT Elevated Subway Line over Westchester Avenue, Amtrak Hell Gate Line and Bronx River</i>	<i>1918- 1919</i>	<i>Parker Truss; Baltimore Petit Truss</i>	<i>SHPO Opinion of Eligibility</i>	<i>NO</i>	<i>NO</i>
AG 11.28					
Bruckner Boulevard/ Bruckner Expressway over Amtrak Hell Gate Line AG 10.87 BIN 2075351 and 2075352	1967; 1975; 2012	Pratt Truss; Multi-Girder	Exempt from Section 106 and 4(f) per FHWA Final List	NO	YES
DEMOLISHED Replacement bridge to be constructed in 2016 Bryant Avenue over Amtrak Hell Gate Line AG 10.78 BIN 2241210	1908; 2014 Demo. 2015;	Through Girder	<i>SHPO Opinion of Eligibility</i>	<i>NO</i>	<i>NO</i>
Bryant Avenue Foot Bridge over Amtrak Hell Gate Line and Bruckner Boulevard AG 10.76	Unknown	Though Girder' Multi-Girder	PSA HARBS Evaluation as Not Eligible	NO	YES
Faile Street over Amtrak Hell Gate Line AG 10.73 BIN 2241200	1986	Multi-Girder Superstructure Less Than 50 Years Old	Not Eligible per NYSDOT Survey	NO	NO
Hunts Point Avenue over Amtrak Hell Gate Line AG 10.62 BIN 2241190	1908; 1992	Deck Girder	Not Eligible per NYSDOT Survey	NO	NO
Barretto Street over Amtrak Hell Gate Line AG 10.50 BIN 2241180	1908; 1988	Multi-Girder Superstructure Less Than 50 Years Old	Not Eligible per NYSDOT Survey	NO	NO
Tiffany Street over Amtrak Hell Gate Line AG 10.41 BIN 2241170	1908; 1997	Multi-Girder Superstructure Less Than 50 Years Old	Not Eligible per NYSDOT Survey	NO	NO

TABLE 4: BRIDGES IN THE PSA PROJECT AMTRAK HELL GATE LINE RIGHT-OF-WAY AREA OF POTENTIAL EFFECT (CONTINUED)(Bridges with SHPO Opinions of Eligibility for Listing in the National Register are in **bold** and *italics*)

Crossing & Hell Gate Line (AG) Milepost	Date Built; Altered	Bridge Design of Primary Spans	National Register Status	Work to be Conducted for PSA Project	NYSHPO Bridge Form Completed
Lafayette Avenue over Amtrak Hell Gate Line AG 10.30 BIN 2241169	1908; 2000	Baltimore Petit Truss	SHPO Opinion of Eligibility	NO	NO
Longwood Avenue AG 10.25 BIN 2241159	1907; 1996	Multi-Girder Superstructure Less Than 50 Years Old	Not Eligible per NYSDOT Survey	NO	NO
Leggett Avenue over Amtrak Hell Gate Line AG 9.99 BIN 2241139	1907; 1981; Rehab. scheduled for 2017	Pennsylvania Petit; Baltimore Petit	Not Eligible per NYSDOT Survey	NO	NO
149 th Street over Amtrak Hell Gate Line AG 9.62 BIN 2241129	1907; 1981; Rehab. scheduled for 2016- 19	Baltimore Petit	Not Eligible per NYSDOT Survey	NO	NO

Source: Lynn Drobbin & Associates, 2013.

7.5.2 Bridges with SHPO Opinions of Eligibility

There are no historic resources in the APE that are National Historic Landmarks, listed on the State or National Registers of Historic Places or designated as New York City Landmarks. Seven resources in the APE that have prior SHPO Opinions of Eligibility for listing on the National Register of Historic Places are as follows:

1. Amtrak Hell Gate Line Bascule Bridge over Pelham Bay and Hutchinson River
2. Cross Bronx Expressway (I-95) Corridor Bridge over the Amtrak Hell Gate Line
3. Amtrak Hell Gate (Northeast Corridor [NEC]) Line Bascule Bridge over the Bronx River
4. IRT No. 6 Subway Truss Bridge over Westchester Avenue, Amtrak Hell Gate Line and the Bronx River
5. New York Westchester & Boston (NYW&B) Railway Anchor Bridge. (This bridge does not span the railroad but is an obsolete structure from a former railroad that is adjacent to the Hell Gate Line right-of-way.)
6. Bryant Avenue Bridge over the Amtrak Hell Gate Line (demolished in 2015; to be replaced in 2016.)
7. Lafayette Avenue Bridge over the Amtrak Hell Gate Line

A brief description of each of these eligible resources and of their historic significance, including photographs and mapping, is provided on the following pages. The eligible bridges are also mapped on Figure 4. Letters with the findings of eligibility and other pertinent information about these bridges are contained in Appendix B. Because these resources have prior SHPO Opinions of Eligibility, NYSOPRHP Historic Bridge Inventory Forms (blue forms) were not required to be prepared for this study.

7.5.2.1 Amtrak Hell Gate Line Bascule Bridge over Pelham Bay and Hutchinson River (AG 15.69-15.85)

a. Description

The Amtrak Hell Gate Line Bascule Bridge over Pelham Bay and Hutchinson River is situated at the confluence of Eastchester Bay and the estuary at the south end of the Hutchinson River; Pelham Bay is a separate body of water, approximately 1 mile away (Figure 26; Photos 83 and 84). The structure carries two tracks of the Amtrak Hell Gate Line/ ??over Pelham Bay and the Hutchinson River, west of Co-op City and north of Pelham Bay Park.

The two-track bridge over the Hutchinson River and Pelham Bay 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 Sherzer 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 for all spans consists of concrete pile bents. The 17-span trestles have steel reinforced concrete ballasted decks. The deck girder spans have open decks with the railroad ties affixed to the tops of pairs of built-up riveted plate girders.

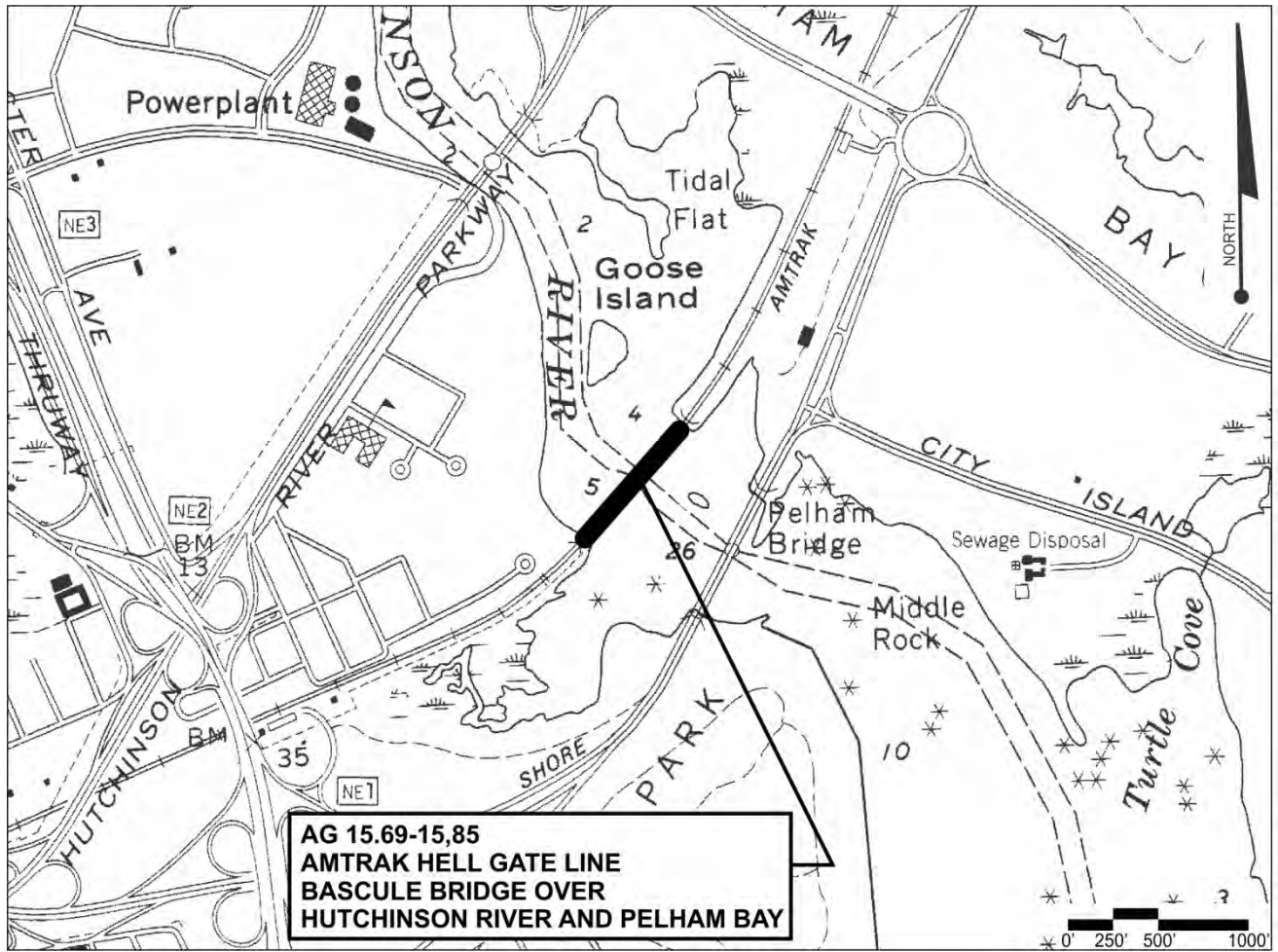
The “Track Girder” spans also have pairs of plate girders to carry tracks and a heavy girder outboard of each fascia carrying a toothed trackway, which receives the opening span of the bridge when it rolls into the open position. The opening span is an 81-foot and 7-inch-long through truss.

The bridge originally had three tracks and three opening Sherzer 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.

b. Significance

The Amtrak Hell Gate Line 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 as one of 12 bascule bridges in the Port of New York.

FIGURE 26: LOCATION OF THE AMTRAK HELL GATE LINE BASCULE BRIDGE OVER PELHAM BAY AND HUTCHINSON RIVER



Source: USGS Flushing NY Quadrangle, 1966 (Photorevised 1979)



Source: Lynn Drobbin & Associates, 2013

Photo 83. Amtrak Hell Gate Line Bascule Bridge over Pelham Bay and Hutchinson River, View West



Source: Lynn Drobbin & Associates, 2013

Photo 84. Amtrak Hell Gate Line Bascule Bridge over Pelham Bay and Hutchinson River, View Northwest

7.5.2.2 Cross Bronx Expressway (I-95) Corridor Bridge over the Sheridan Expressway (I-895), Bronx River and Amtrak Hell Gate Line (AG 11.99)

a. Description

The Cross Bronx Expressway (I-95) Corridor Bridge over the Sheridan Expressway (I-895), Bronx River and Amtrak Hell Gate Line is a 1,400-foot-long, 84.6-foot-wide deck girder bridge with 18 spans (Figure 27; Photos 85 and 86). The bridge has a concrete deck. The bridge was originally constructed in 1951 but was rehabilitated and widened in 1975.

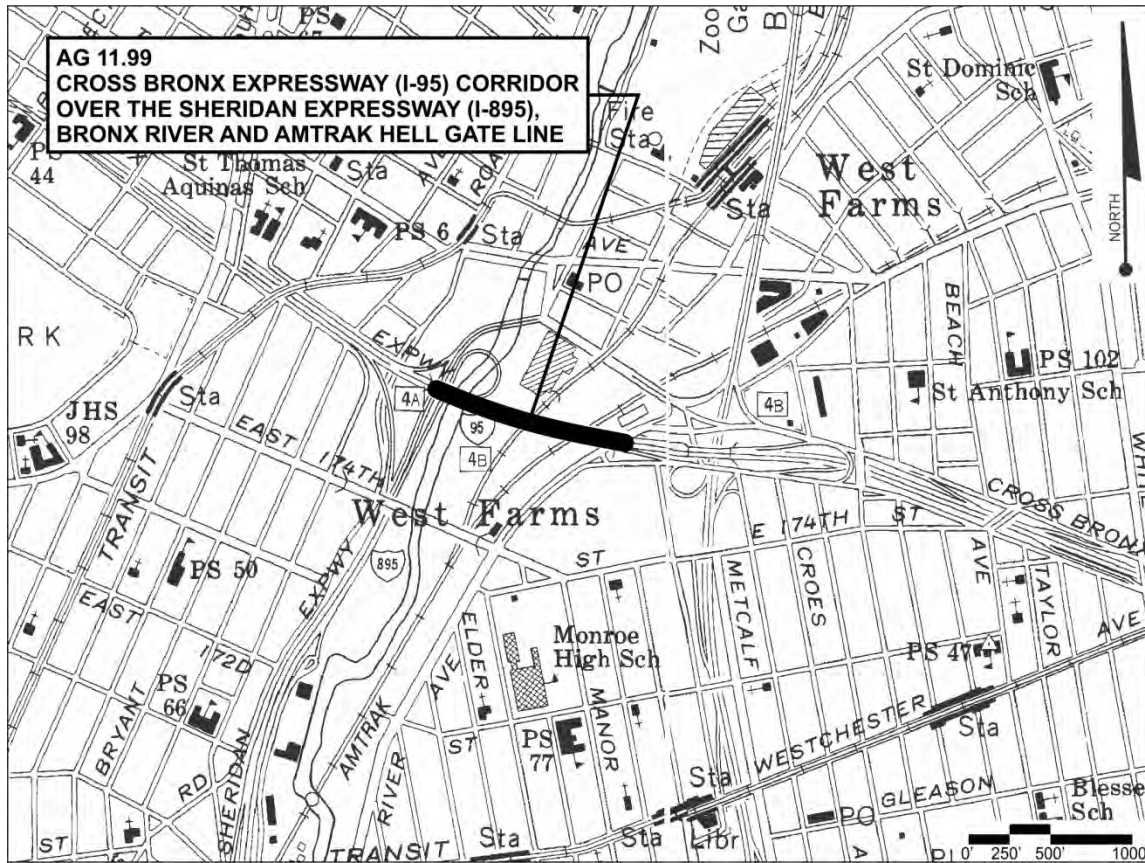
The Cross Bronx Expressway, built between 1948 and 1972, carries a portion of Interstate 95 (I-95) through the Bronx and also serves as a portion of I-295 toward Long Island. The Cross Bronx Expressway begins at the eastern end of the Alexander Hamilton Bridge over the Harlem River, crosses the Bruckner Expressway at a complex interchange in Throgs Neck, and then continues east to the merge with the Throgs Neck Expressway, near the Throgs Neck Bridge. The Cross Bronx also extends north to merge with the New England Thruway.

b. Significance

The bridge is considered eligible under National Register Criteria A and C as part of the Cross Bronx Expressway Corridor, which, built in 1955, is on the Federal Highway Administration's (FHWA) Final List of Nationally and Exceptionally Significant Features of the Federal Interstate Highway System. The list, adopted by the Advisory Council on Historic Preservation in 2005, identifies the components of the Federal Interstate Highway System that are considered significant and continue to be subject to consideration under the processes of Section 106 of the National Historic Preservation Act of 1966 and Section 4(f) of the U.S. Department of Transportation Act of 1966. Sections of the Federal Interstate Highway System that are not on the FHWA's Final List are not considered historic and are exempted from the Section 106 and Section 4(f) processes. The FHWA list was compiled to address and manage the administrative work necessary as the Interstate Highway System reached its 50-year anniversary in 2006.

The Cross Bronx Expressway Corridor extends from milepost 0 to 7 and is considered significant in the areas of engineering and social history. The FHWA statement of significance states: "The Cross Bronx Expressway is significant for its association with the public works programs of Robert Moses, the substantial engineering challenge of putting a major expressway through a dense urban neighborhood surmounted by the project, and the use of innovative mitigation measures for the neighborhood expressway. The corridor consists of stone-lined cut sections, tunnels and viaducts to accommodate natural and man-made features, and has many pedestrian overpasses and underpasses. The edges of the expressway are lined with playgrounds, malls and parks to buffer the highway from the surrounding neighborhoods."

FIGURE 27: LOCATION OF THE CROSS BRONX EXPRESSWAY BRIDGE OVER THE SHERIDAN EXPRESSWAY (I-895), BRONX RIVER AND AMTRAK HELL GATE LINE



Source: USGS Central Park, NY and Flushing, NY Quadrangles, 1966 (Photorevised 1979).



Source: Lynn Drobbin & Associates, 2013

Photo 85. Cross Bronx Expressway over Sheridan Expressway, Bronx River and Amtrak Hell Gate Line, View North



Source: Bing Maps (<http://www.bing-maps.com>), 2013

Photo 86. Cross Bronx Expressway over Sheridan Expressway, Bronx River and Amtrak Hell Gate Line, View North

7.5.2.3 Amtrak Hell Gate (Northeast Corridor) Line Bascule Bridge over the Bronx River (AG 11.40)

a. Description

The Amtrak Hell Gate (Northeast Corridor) Line Bascule Bridge over the Bronx River (Figure 28; Photo 87) currently consists of two Scherzer Rolling Lift Bascule spans (there were originally three lift spans but one span has been removed), two deck girder spans and a riveted through truss. The 182-foot-long bridge has an open deck and carries two tracks of the Amtrak Hell Gate Line. (The SHPO Opinion of Eligibility refers to the bridge as the Amtrak Northeast Corridor Line Bascule Bridge over the Bronx River.)

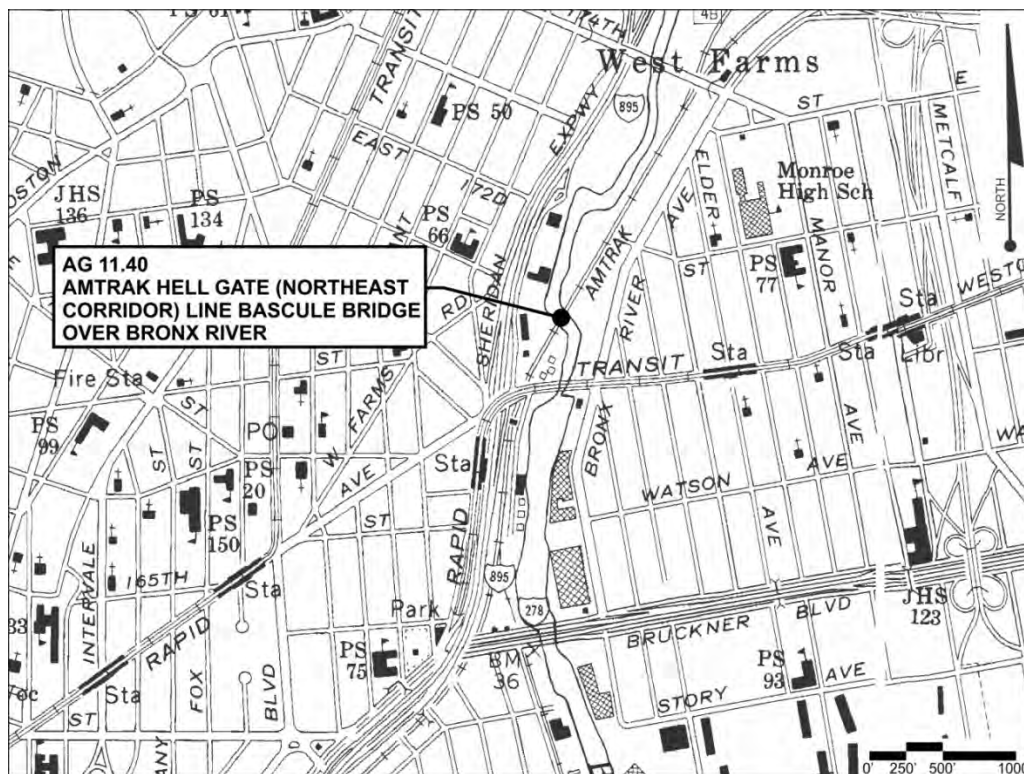
b. Significance

This steel railroad bridge, constructed over the Bronx River in 1906-1907, meets Criterion C in the area of engineering as an example of a surviving early 20th-century Scherzer-type bascule bridge. It is one of 12 bascule bridges in New York City. The Scherzer Rolling Lift Bascule design, developed in the 1890s, has double leaves that rest on curved supports that roll in their tracks.

The bridge superstructure, built by the Pennsylvania Steel Company, was originally three parallel two-track spans with separate piers on each end, staggered to accommodate the curve of the Bronx River. A bascule bridge was built in lieu of a swing bridge to accommodate the narrow 100-foot-wide channel. This type of bascule is the Scherzer Rolling Lift invented by William Scherzer in Chicago; this bridge operates by rolling back into the open position, rather than turning on a fixed axle as in other bascule designs. Since the Harlem River Branch was being electrified at the time the bridge was built, tall towers were constructed to carry the high voltage wires above the bridges while in the open position. Each leaf of the bridge was powered by two Westinghouse 25-horsepower, 550-volt direct current motors. All three leaves could be raised simultaneously in about 1 minute and, as a backup, the bridge could be opened manually with a chain, although it was never necessary to do so.

With the opening of the Hell Gate Bridge by the New York Connecting Railroad in 1917, the Harlem River Branch became part of a much larger through route that accommodated trains from Pennsylvania Station in New York to Boston, Massachusetts. By the 1930s, rail service declined, as did use of the Bronx River by boats that required bridge lifts for passage. The tower containing the operating machinery and one two-track span were removed. The bridge now has only three tracks: one used by CSX for freight and two that carry Amtrak passenger trains on the NEC.

FIGURE 28: LOCATION OF THE AMTRAK HELL GATE (NORTHEAST CORRIDOR) LINE BASCULE BRIDGE OVER THE BRONX RIVER



Source: USGS Central Park, NY and Flushing, NY Quadrangles, 1966 (Photorevised 1979).



Source: Bing Maps, <http://www.bing.com/maps/2013>

Photo 87. Amtrak Hell Gate (Northeast Corridor) Line Bascule Bridge over the Bronx River, View South

7.5.2.4 IRT No. 6 Subway Truss Bridge over Westchester Avenue, Amtrak Hell Gate Line and the Bronx River (AG 11.28)

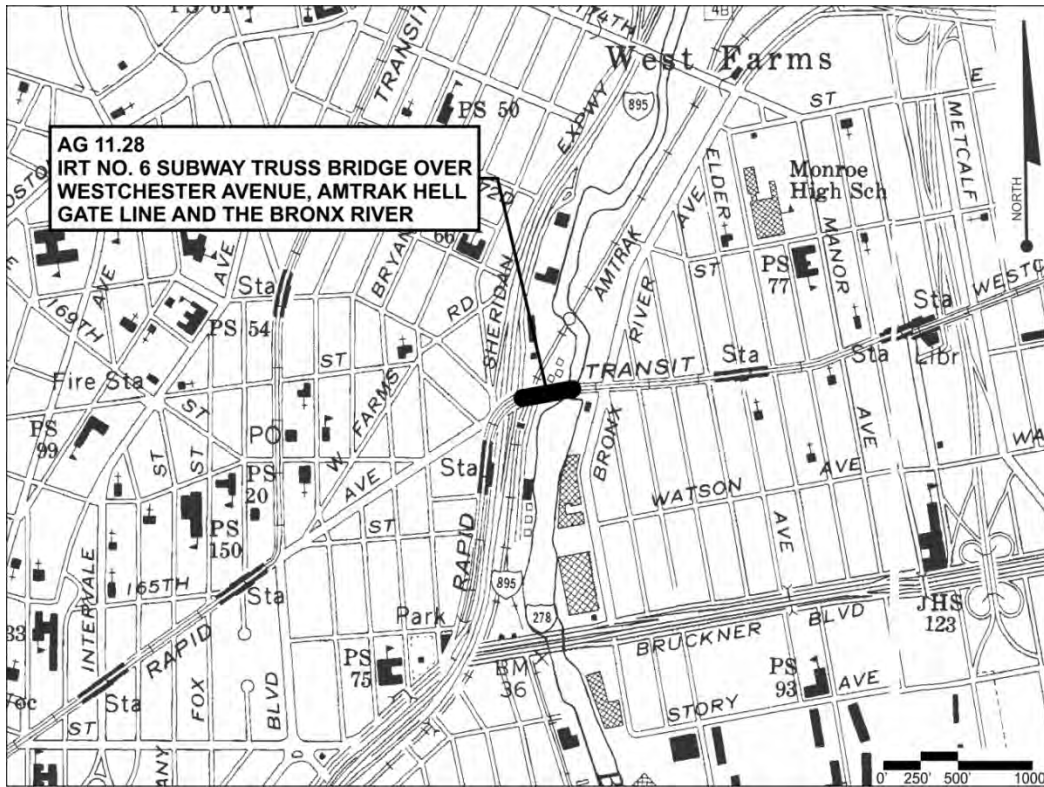
a. Description

The IRT No. 6 Subway Truss Bridge over Westchester Avenue, Amtrak and the Bronx River extends above and parallel to Westchester Avenue (Figure 29; Photo 88). The western span, which crosses over the Amtrak Hell Gate Line, is an example of a Pratt through-truss while the eastern span, over the Bronx River, is a Parker truss.

b. Significance

This multiple-span steel truss bridge, part of the IRT No. 6 subway viaduct, was constructed from 1918 to 1919 and meets Criterion C in the area of engineering.

FIGURE 29: LOCATION OF THE IRT NO. 6 SUBWAY TRUSS BRIDGE OVER WESTCHESTER AVENUE, AMTRAK HELL GATE LINE AND THE BRONX RIVER



Source: USGS Central Park, NY and Flushing, NY Quadrangles, 1966 (Photorevised 1979).



Source: Bing Maps (<http://www.bing-maps.com>), 2013.

Photo 88. IRT No. 6 Subway Truss Bridge over Westchester Avenue, Amtrak Hell Gate Line and the Bronx River, Aerial View North.

7.5.2.5 New York Westchester & Boston Railway Anchor Bridge – Starlight Park, North of East 174th Street (AG 11.83)

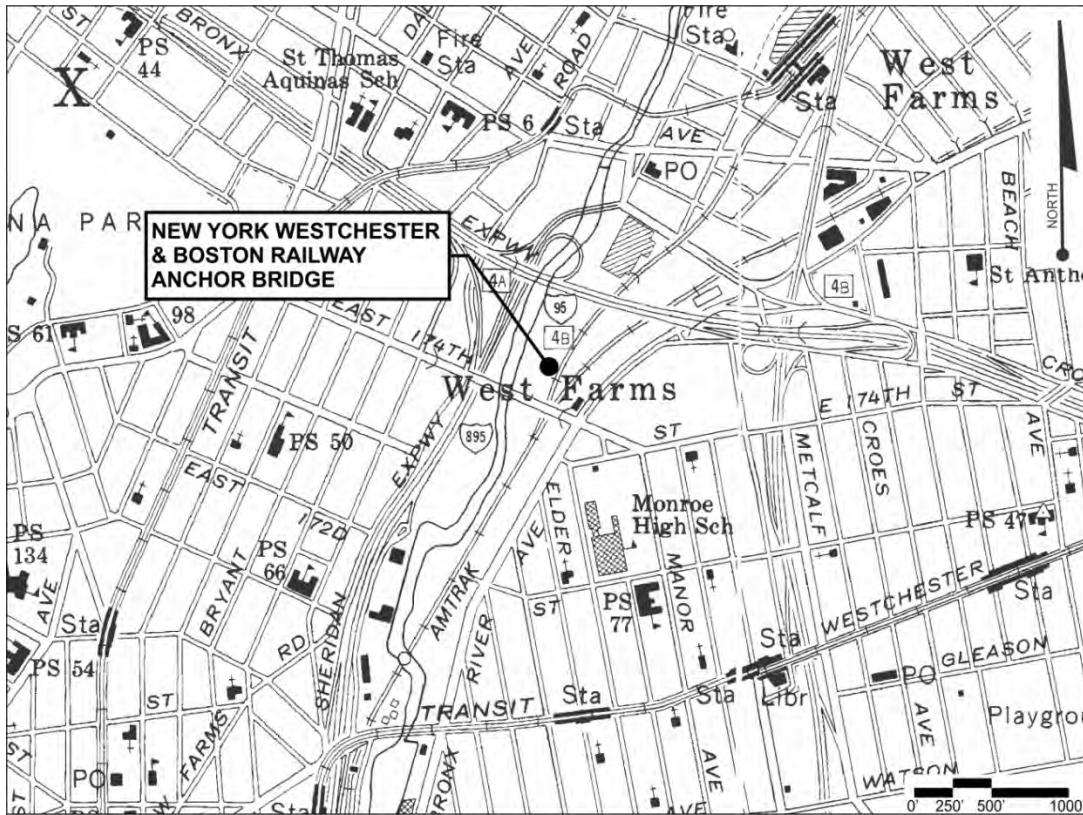
a. Description

The New York Westchester & Boston Railway (NYW&B) Anchor Bridge is situated in Starlight Park, north of East 174th Street and west of the Amtrak Hell Gate Line (Figure 30, Photo 89). 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 Anchor Bridge marks the unofficial "beginning" of the NYW&B's tracks at West Farms Junction, where it branches off the NYNH&H Railroad Harlem River Branch.

b. Significance

The former NYW&B Railway Anchor Bridge, built circa 1910, is a rare surviving steel feature of the NYW&B Railway. The NYW&B was constructed between 1910 and 1912 and ceased operations in 1937. Subsequently, most of the structures associated with the railroad were scrapped. It is eligible for listing on the National Register under Criterion A in the area of transportation and under Criterion C in the area of engineering. This particular bridge is believed to be the only remaining intact NYW&B Railway Anchor Bridge that was used solely by the NYW&B Railway.

FIGURE 30: LOCATION OF THE NEW YORK, WESTCHESTER & BOSTON RAILWAY ANCHOR BRIDGE



Source: USGS Central Park, NY and Flushing, NY Quadrangles, 1966 (Photorevised 1979).



Source: Lynn Drobbin & Associates, 2013

Photo 89. New York, Westchester & Boston Railway Anchor Bridge, View Northeast

7.5.2.6 Bryant Avenue Bridge over Amtrak Hell Gate Line (AG 10.78) (Demolished 2015)

a. Description

The Bryant Avenue Bridge over the Amtrak Hell Gate Line is oriented east to west between Bruckner Boulevard and the elevated Sheridan Expressway and Garrison Avenue in the Hunts Point section of the Bronx (Figure 31, Photo 90). The bridge is a single-span through plate girder bridge, which is 90 feet long between backwalls and approximately 56 feet wide. The bridge carries two lanes of local traffic and two pedestrian sidewalks over four tracks of the Amtrak Hell Gate Line.

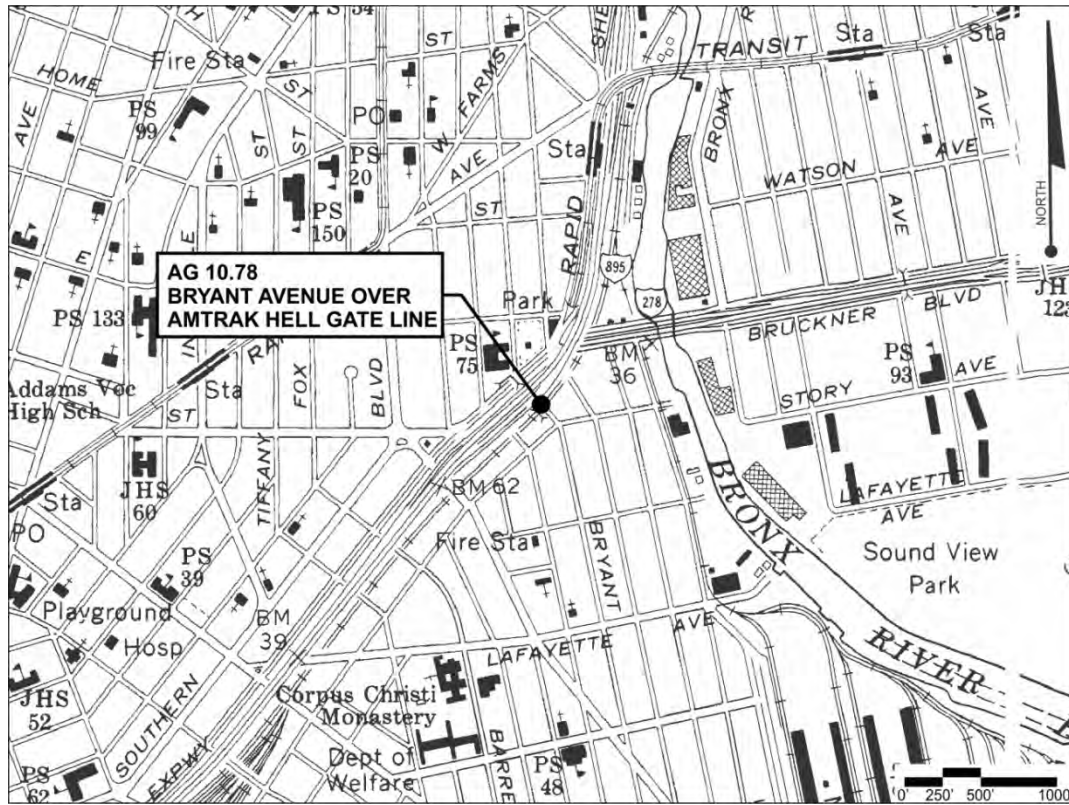
b. Significance

The Bryant Avenue Bridge over the Amtrak Hell Gate Line, identified as eligible for National Register listing in the NYSDOT Historic Bridge Inventory, has a SHPO Opinion of Eligibility as a plate girder bridge that conveys the significant features common to the type. This bridge, built during the 1906-1910 NYNH&H Railroad Harlem River Branch grade-crossing elimination, predates the standardization period for plate girder bridges that occurred by 1909. The upgrade also included six tracks in a widened right-of-way, all new stations and the electrification of the line.

Records of the New York City Department of Transportation (NYCDOT) indicate that the Bryant Avenue Bridge is proposed to undergo a NYCDOT-sponsored substantial rehabilitation in 2014. The rehabilitation program will include replacement of the steel superstructure, bearings, approaches and water mains and rehabilitation of the existing substructures. The proposed superstructure will consist of a reinforced concrete deck over pre-stressed concrete adjacent box beams.

NOTE: This bridge was demolished in 2015. The new replacement structure is scheduled to be completed in 2016.

FIGURE 31: LOCATION OF THE BRYANT AVENUE BRIDGE OVER AMTRAK HELL GATE LINE



Source: USGS Central Park, NY and Flushing, NY Quadrangles, 1966 (Photorevised 1979).



Source: Lynn Drobbin & Associates, 2013

Photo 90. Bryant Avenue Bridge over Amtrak Hell Gate Line, View South

7.5.2.7 Lafayette Avenue Bridge over Amtrak Hell Gate Line (AG 10.30)

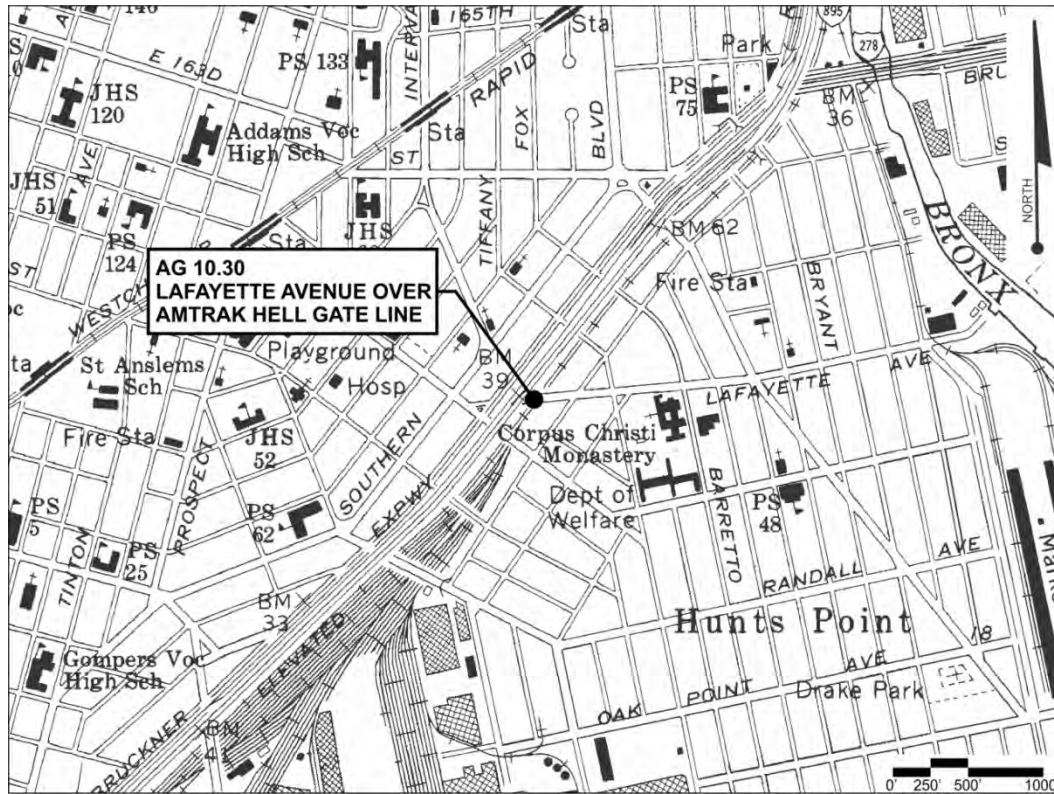
a. Description

The Lafayette Avenue Bridge over the Amtrak Hell Gate Line is located between the elevated Bruckner Expressway and Garrison Avenue in the Hunts Point section of the Bronx (Figure 32, Photo 91). It consists of two adjacent single-span, three-panel, riveted steel Baltimore trusses that extend 119 feet between backwalls. The bridge carries the roadway and pedestrian walkways over four tracks of the Amtrak Hell Gate Line.

b. Significance

The Lafayette Avenue Bridge over the Amtrak Hell Gate Line, identified as eligible for National Register listing in the NYSDOT Historic Bridge Inventory under National Register Criterion C, has a SHPO Opinion of Eligibility as a significant variation of an uncommon bridge type. This bridge, built in 1908 during the 1906-1910 NYNH&H Railroad grade-crossing elimination, is a Baltimore Petit truss bridge that consists of two parallel adjacent trusses. Although it has been rehabilitated, it has retained its historic architectural integrity. In addition to the grade-crossing elimination, the upgrade included six tracks in a widened right-of-way, all new stations, all new bridges and electrification of the line.

FIGURE 32: LOCATION OF THE LAFAYETTE AVENUE BRIDGE OVER THE AMTRAK HELL GATE LINE



Source: USGS Central Park, NY Quadrangle, 1966 (Photorevised 1979).



Source: Lynn Drobbin & Associates, 2013

Photo 91. Lafayette Avenue Bridge over Amtrak Hell Gate Line, View West

7.5.3 Bridges Where Work is Proposed for the PSA Project

There are four bridges in the PSA Project Hell Gate Line APE where work is proposed to be conducted as part of the PSA Project. A description of the bridge, discussion of its history and significance, a location plan and photographs are provided on the following pages for the two bridges – Amtrak Hell Gate Line Bridges over Eastchester Road and Bronxdale Avenue – that are not described in the preceding Section 7.5.2. The four bridges are as follows:

1. Amtrak Hell Gate Line Bascule Bridge over Pelham Bay and Hutchinson River
2. Amtrak Hell Gate Line Bridge over Eastchester Road
3. Amtrak Hell Gate Line Bridge over Bronxdale Avenue
4. Amtrak Hell Gate (Northeast Corridor) Line Bascule Bridge over the Bronx River

7.5.3.1 Amtrak Hell Gate Line Bascule Bridge over Pelham Bay and Hutchinson River (AG 15.69-15.85)

See Section 7.5.2 Bridges with SHPO Opinions of Eligibility

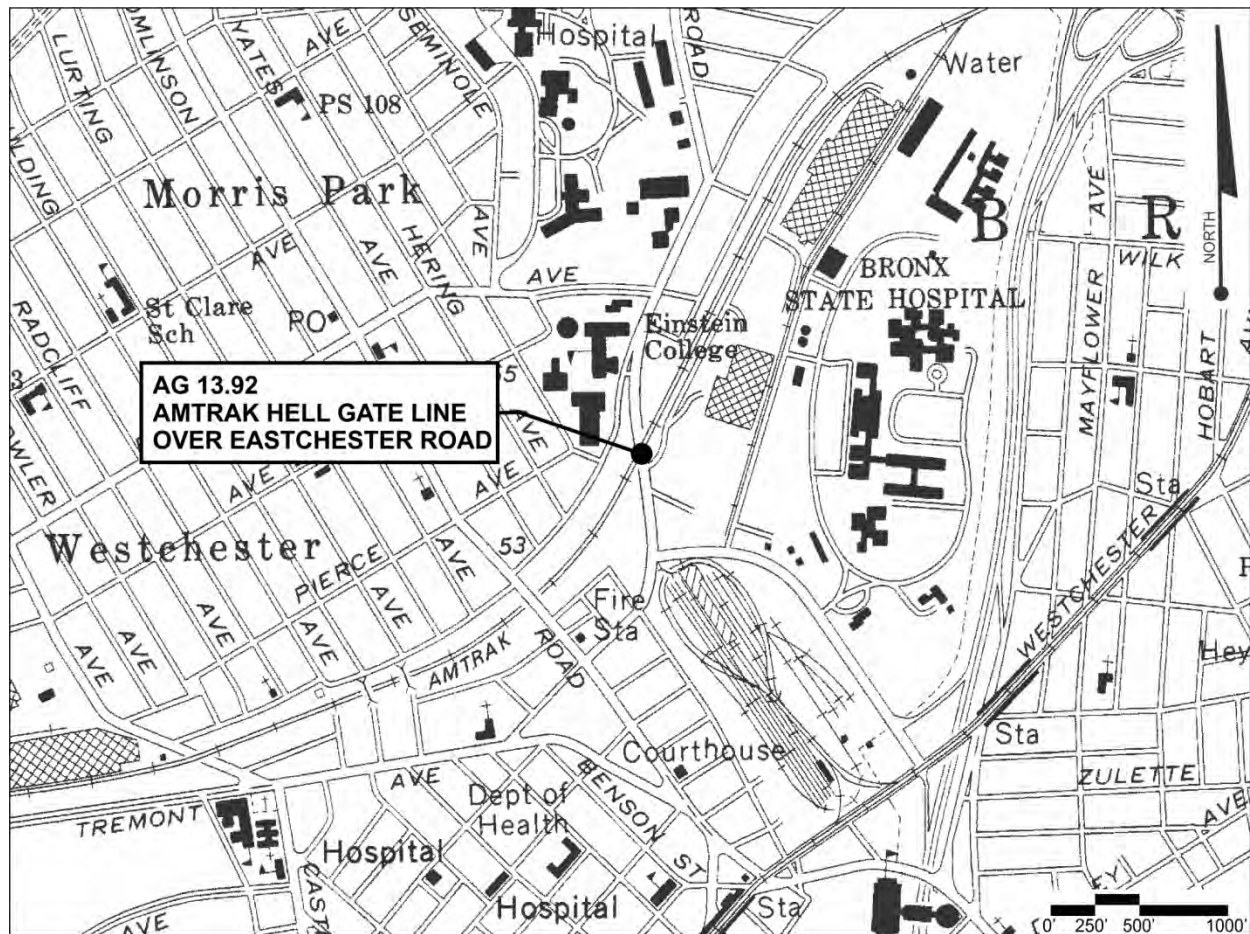
7.5.3.2 Amtrak Hell Gate Line Bridge over Eastchester Road (AG 13.92)

a. Description

The Amtrak Hell Gate Line Bridge over Eastchester Road is a riveted steel through girder bridge that is 173.9 feet long (Figures 33 and 34, Photo 92 through 96). It is located at Eastchester Road south of Morris Park Avenue in the Morris Park section of the Bronx. The bridge is located in an urbanized setting, surrounded by the hospital and medical school complexes of Einstein Medical College, Yeshiva University and Calvary Hospital. At this location, the railroad crosses Eastchester Road at a 38-degree skew angle with the tracks aligned approximately northeast to southwest and Eastchester Road aligned nearly north to south.

The bridge consists of two separate superstructures supported by a common substructure; the superstructures are separated by approximately 40 feet. The gap between the superstructure elements was to accommodate the two center-island platforms of the Westchester Station that were supported by the bridge substructure. Each of the superstructures has two main spans over the roadway and two shorter spans over the sidewalks. The station was located about 100 feet southwest of the bridge; the station and platforms are no longer extant.

The substructure consists of cast-in-place concrete end abutments and built-up steel pier bents. A stair, which formerly accessed the station, is cast into the west abutment. The northern superstructure has a single track bay with two fascia girders. The southern superstructure has three track bays with two fascia girders and two interior girders. Both superstructure elements have a built-up transverse trough deck.

FIGURE 33: LOCATION OF THE AMTRAK HELL GATE LINE BRIDGE OVER EASTCHESTER ROAD

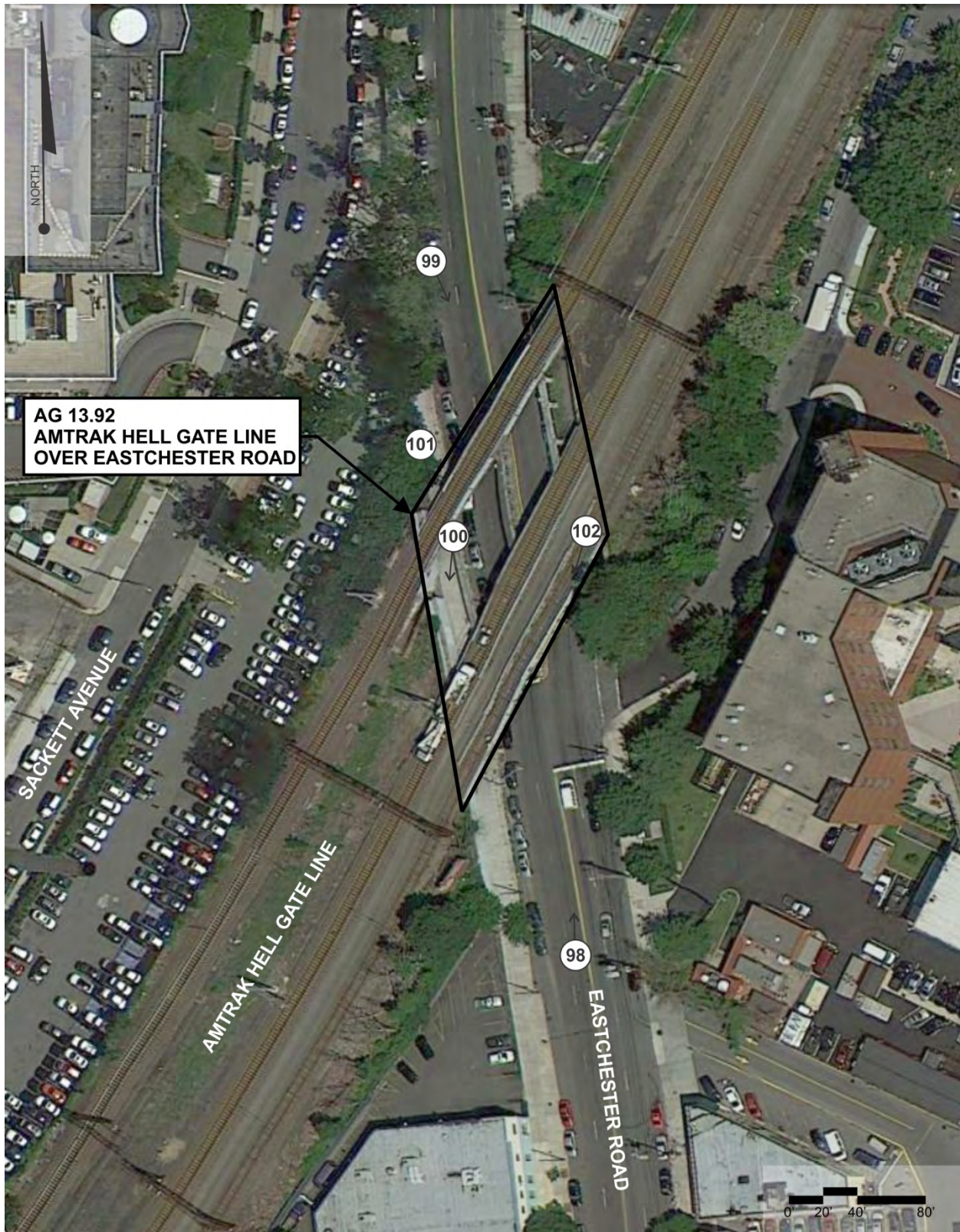
Source: USGS Flushing, NY Quadrangle, 1966 (Photorevised 1979).

b. Significance

The Amtrak Hell Gate Line Bridge over Eastchester Road was constructed by the NYNH&H Railroad in 1907 as part of the Harlem River Branch upgrade undertaken from 1906 to 1910 and included widening the right-of-way to six tracks with grade separation and construction of all new stations; the line was also electrified at that time. The bridge was fabricated and erected by the Pennsylvania Steel Company of Steelton, Pennsylvania. The gap between the two separate superstructures over Eastchester Road was to provide space for the platforms of Westchester Station located about 100 feet southwest of the Eastchester Road Bridge (not to be confused with the Westchester Avenue Station). It is likely that the station and platforms were removed shortly after the railroad ceased operations in 1931; however, the date is unknown. A set of concrete stairs from the Eastchester Road sidewalk is all that remains from this former station.

While the bridge has historic interest as it was built as part of the NYNH&H Railroad grade-crossing elimination, it is a typical riveted plate girder bridge. Therefore, the Amtrak Hell Gate Line Bridge over Eastchester Road is not considered to be potentially eligible for National Register listing.

FIGURE 34: AMTRAK HELL GATE LINE OVER EASTCHESTER ROAD, SITE PLAN AND PHOTO LOCATIONS



Source: Google Earth, 2013; Lynn Drobbin & Associates, 2013



Source: Lynn Drobbin & Associates, 2013

Photo 92. Amtrak Hell Gate Line Bridge over Eastchester Road, Facing North



Source: Lynn Drobbin & Associates, 2013

Photo 93. Amtrak Hell Gate Line Bridge over Eastchester Road, Facing Southeast



Source: Lynn Drobbin & Associates, 2013

Photo 94. Amtrak Hell Gate Line Bridge over Eastchester Road, Facing Southwest



Source: Lynn Drobbin & Associates, 2013

Photo 95. Amtrak Hell Gate Line Bridge over Eastchester Road, Facing Southwest



Source: Lynn Drobbin & Associates, 2013

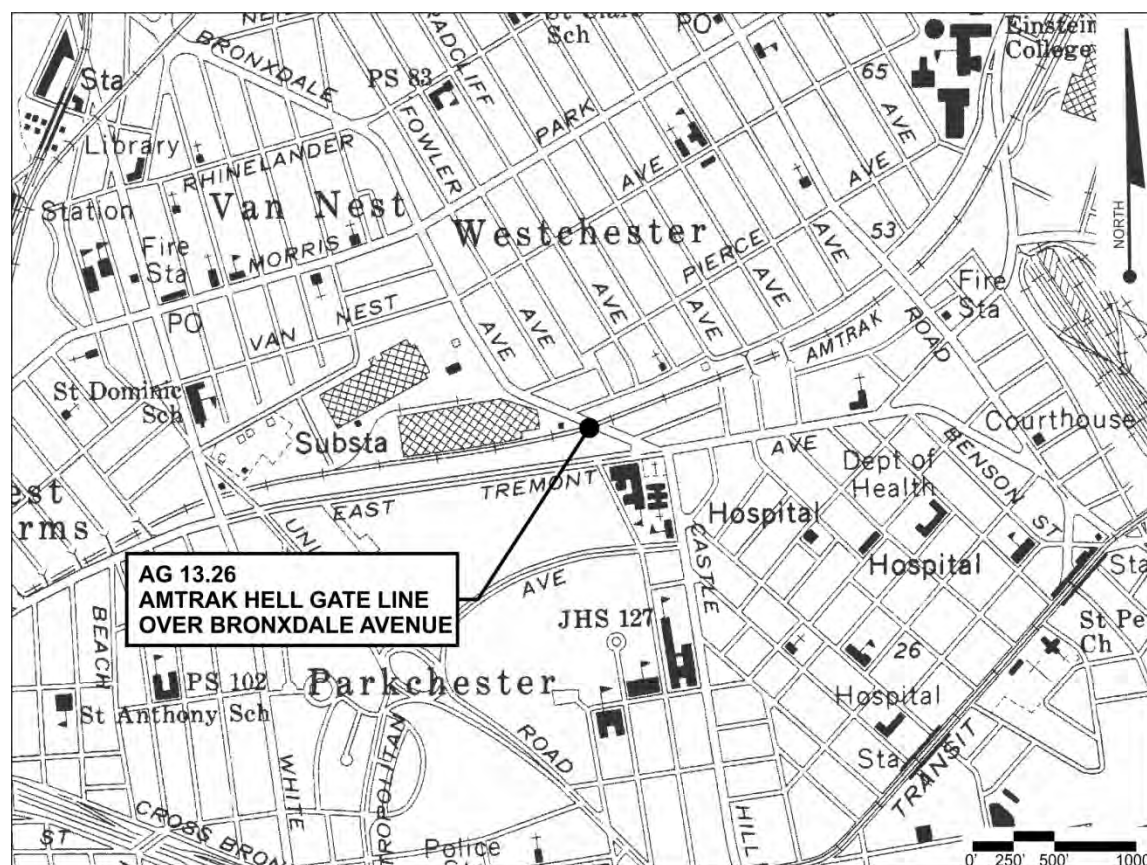
Photo 96. Amtrak Hell Gate Line Bridge over Eastchester Road, Facing Southwest

7.5.3.3 Amtrak Hell Gate Line over Bronxdale Avenue (AG 13.26)

a. Description

The Amtrak Hell Gate Line Bridge over Bronxdale Avenue is located at Bronxdale Avenue about 350 feet north of East Tremont Avenue in the Morris Park section of the Bronx (Figures 35 and 36, Photos 97 through 99). At this location, the railroad crosses Bronxdale Avenue at a 41-degree skew angle with the tracks aligned approximately northeast to southwest and with Bronxdale Avenue aligned roughly east to west. To the west is a large, brick, former Gristedes Warehouse, which is now occupied by several commercial businesses and the former Laconia Hotel, now a residential structure with a first-story commercial use. To the south is the Parkchester apartment complex and to the southeast is St. Raymond's Church and Academy. North and east of the bridge are structures with light industrial uses as well as 2- and 3-story houses.

The bridge is a 160.8-foot-long, four-span, through plate girder, undergrade bridge with a transverse trough deck. It currently carries three tracks of the Amtrak Hell Gate Line on two separate superstructure elements supported by common abutments and pier bents; the superstructures are separated by approximately 14 feet. Each of the superstructures has two main spans over the roadway and two shorter spans over the sidewalks. The substructure consists of cast-in-place concrete end abutments and built-up steel pier bents. The northern superstructure has a single track bay with two fascia girders. The southern superstructure has three track bays with two fascia girders and two interior girders. Both superstructure elements have a built-up transverse trough deck.

FIGURE 35: LOCATION OF THE AMTRAK HELL GATE LINE BRIDGE OVER BRONXDALE AVENUE

Source: USGS Flushing, NY Quadrangle, 1966 (Photorevised 1979).

b. Significance

As indicated on the June 30, 1915, Valuation (val) map, the Amtrak Hell Gate Line Bridge over Bronxdale Avenue was originally constructed by the NYNH&H Railroad in 1907 as the Harlem River & Port Chester Railroad (HR&PC) Bridge over Bear Swamp Road (Bridge #5.26). The steel was manufactured and the bridge erected by the Riter-Conley Manufacturing Company, Pittsburgh, Pennsylvania. Riter-Conley later became part of Bethlehem Steel Corporation.

The HR&PC Railroad was chartered in 1866 but was leased and operated by the NYNH&H Railroad as its Harlem River Branch circa 1873. The bridge was built as part of the NYNH&H Railroad's massive line upgrade undertaken between the years 1906 and 1910. The upgrade included a new six-track-wide right-of-way, all new stations, grade-crossing elimination with new bridges and electrification of the line.

The val map indicates that, in 1915, the NYNH&H Railroad Van Nest Freight Yard was located to the northwest; to the east was the 1908 Morris Park Station, and to the south was Walker Avenue, now East Tremont Avenue. Bronxdale Avenue was originally called Bear Swamp Road and led from the Bronx River to Westchester Square, skirting Bear Swamp, a freshwater wetland that drained into the Bronx River. The Bear Swamp, which covered more than 180 acres east of White Plains Road in

the present-day Bronxdale and Van Nest neighborhoods, was known for its black bears that were hunted by the Siwanoy, the local Native American tribe. The name Bear Swamp Road persisted until about World War I, after which the road was straightened and renamed Bronxdale Avenue.

The Amtrak Hell Gate Line Bridge over Bronxdale Avenue has historic interest as it was built as part of the NYNH&H Railroad Harlem River Branch grade-crossing elimination. However, the bridge is a common through plate girder bridge with a transverse trough and does not appear to possess engineering or historic significance that would meet the National Register criteria.

FIGURE 36: AMTRAK HELL GATE LINE OVER BRONXDALE AVENUE, SITE PLAN AND PHOTO LOCATIONS



Source: Google Earth, 2013



Source: Lynn Drobbin & Associates, 2013

Photo 97. Amtrak Hell Gate Line Bridge over Bronxdale Avenue, View Northwest



Source: Lynn Drobbin & Associates, 2013

Photo 98. Amtrak Hell Gate Line Bridge over Bronxdale Avenue, Facing Southeast



Source: Lynn Drobbin & Associates, 2013

Photo 99. Amtrak Hell Gate Line Bridge over Bronxdale Avenue, Facing Southeast

7.5.3.4 Amtrak Hell Gate (Northeast Corridor) Line Bascule Bridge over the Bronx River (AG 11.40)

See Section 7.5.2: Bridges with SHPO Opinions of Eligibility.

7.5.4 Bridges Not Previously Evaluated and Considered Not Eligible

The following six bridges or roadway corridors in the PSA Project APE were not previously evaluated for National Register eligibility by NYSDOT or SHPO. Therefore, they were evaluated as part of this study. (See Section 7.5.3 for discussion of the Amtrak Hell Gate Line over Eastchester Road and the Amtrak Hell Gate Line over Bronxdale Avenue bridges).

1. New England Thruway Bridge over the Amtrak Hell Gate Line
2. Amtrak Hell Gate Line Bridge over Eastchester Road
3. Amtrak Hell Gate Line Bridge over Bronxdale Avenue
4. Bronx River Parkway Bridge over the Amtrak Hell Gate Line
5. Bruckner Expressway and Bruckner Boulevard Bridge over the Amtrak Hell Gate Line
6. Bryant Avenue Foot Bridge over Amtrak Hell Gate Line and Bruckner Boulevard

7.5.4.1 New England Thruway (Interstate 95) Bridge over the Amtrak Hell Gate Line and Erskine Place (AG 15.19)

a. Description

The New England Thruway (Interstate 95) bridge over the Amtrak Hell Gate Line and Erskine Place is a four-span, deck-girder bridge with concrete end abutments set in earthen embankments and concrete column bents (Figure 37, Photos 100 through 102). The stringers are welded steel girders and the bridge has a cast-in-place, steel-reinforced deck. The bridge is situated in Pelham Bay Park; Co-op City is to the northeast.

b. Significance

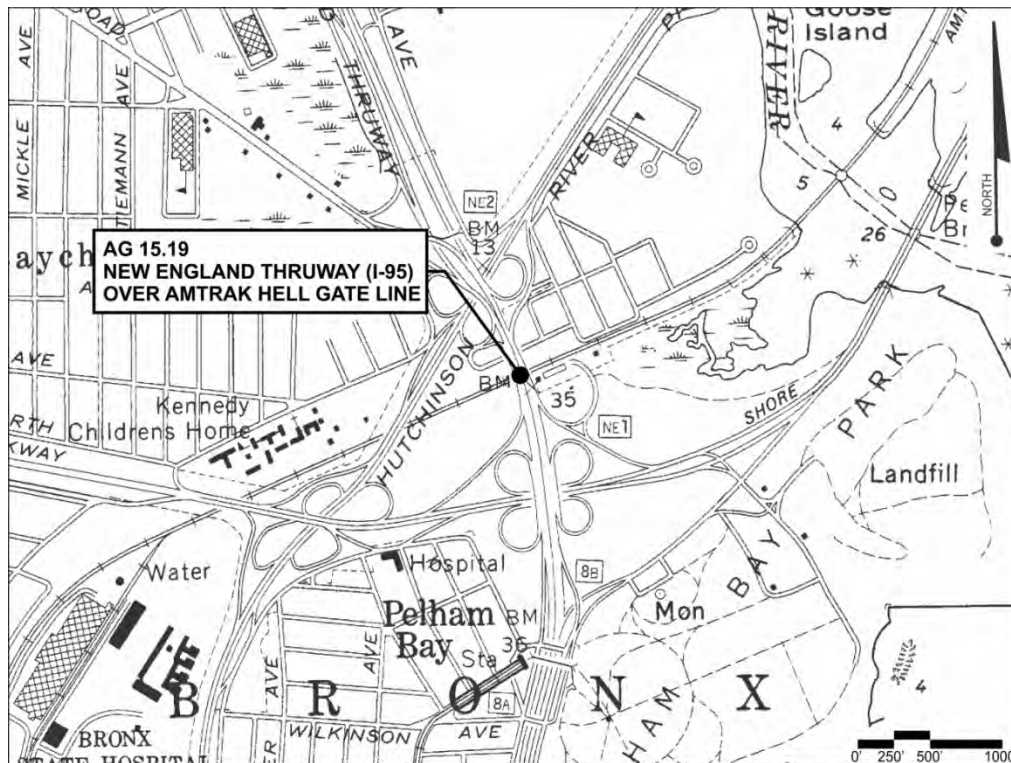
Prior to construction of the New England Thruway (Interstate 95), the bridge at this location was the Baychester Avenue Bridge over the NYNH&H Railroad. The June 30, 1915, NYNH&H Railroad Valuation (val) map indicates that Baychester Avenue crossed over the Harlem River and Port Chester Railroad on Bridge No. 7.20. In 1915, the NYNH&H Railroad Baychester Station was located to the east; to the north and west was Baychester Village; and to the south were the undeveloped lands of Pelham Bay Park.

This portion of Baychester Avenue, including Bridge No. 7.20, was demolished for construction of the New England Thruway. The entire length of the New England Thruway between Pelham Parkway in the Bronx and the New York-Connecticut state line opened in 1958. The construction cost of the 15.3 mile-long, 6-lane thruway was \$91.7 million, or approximately \$6 million per mile. The Thruway and the Connecticut Turnpike (Interstate 95) created a 144-mile-long express road from the Bronx to Rhode Island.

The New England Thruway (Interstate 95) bridge over the Amtrak Hell Gate Line, built in 1958 and modified in 2008, is a typical deck girder bridge and does not appear to possess any engineering or historic significance. Consultation with SHPO on October 29, 2013, during this historic resource evaluation resulted in a SHPO finding of non-eligibility for the New England Thruway (USN: 00501.001761).

The New England Thruway (Interstate 95) bridge over the Amtrak Hell Gate Line is not considered eligible for listing on the National Register of Historic Places nor is the bridge eligible as part of a historic corridor. The New England Thruway is not included on the FHWA Final List of Nationally and Exceptionally Significant Features of the Federal Interstate Highway System (see Section 6.2.3). The list identifies the components of the Federal Interstate Highway System that are significant. Sections of the Federal Interstate Highway System that are not on the FHWA's Final List are not considered historic and, therefore, are exempted from the Section 106 and Section 4(f) requirements of the National Historic Preservation Act of 1966 and the U.S. Department of Transportation Act of 1966, respectively. . The New England Thruway was also found not eligible by SHPO due to a loss of historic integrity that resulted from an extensive rehabilitation project conducted in the early 1980s.

FIGURE 37: LOCATION OF THE NEW ENGLAND THRUWAY (INTERSTATE-95) BRIDGE OVER AMTRAK HELL GATE LINE AND ERSKINE PLACE



Source: USGS Flushing, NY Quadrangle, 1966 (Photorevised 1979).



Source: Lynn Drobbin & Associates, 2013

Photo 100. New England Thruway (I-95) Bridge over Amtrak Hell Gate Line and Erskine Place, View Northeast



Source: Lynn Drobbin & Associates, 2013

Photo 101. New England Thruway (I-95) over Amtrak Hell Gate Line and Erskine Place, View Northeast,



Source: Lynn Drobbin & Associates, 2013

Photo 102. New England Thruway (I-95) over Amtrak Hell Gate Line and Erskine Place, View Southwest

7.5.4.2 Amtrak Hell Gate Line over Eastchester Road (AG 13.92)

See Section 7.5.3 Bridges Where Work is Proposed for the PSA Project

7.5.4.3 Amtrak Hell Gate Line over Bronxdale Avenue (AG13.26)

See Section 7.5.3 Bridges Where Work is Proposed for the PSA Project

7.5.4.4 Bronx River Parkway (AG 12.25)

a. Description

The Bronx River Parkway Bridge over the Amtrak Hell Gate Line is located in a residential and commercial/industrial area. The Cross Bronx Expressway is directly to the south (Figure 38, Photos 103 and 104). The Bronx River Parkway, at this location, crosses the Hell Gate Line at a 44-degree skew angle. Built in 1951, the bridge is a two-span steel through girder bridge with a cast-in-place concrete deck. It has three main girders spanned by floorbeams. The bridge is supported by concrete end abutments and a steel-framed bent for the central pier.

The Bronx River Parkway is a 19.12-mile-long parkway named for the Bronx River, which it parallels. The southern terminus of the parkway is near the Bruckner Expressway in the Bronx; the northern terminus is in North Castle, Westchester County, where the parkway connects to the Taconic State Parkway. Within the Bronx, the parkway is maintained by NYSDOT and is designated New York State Route 907H (NY 907H), an unsigned reference route.

b. Significance

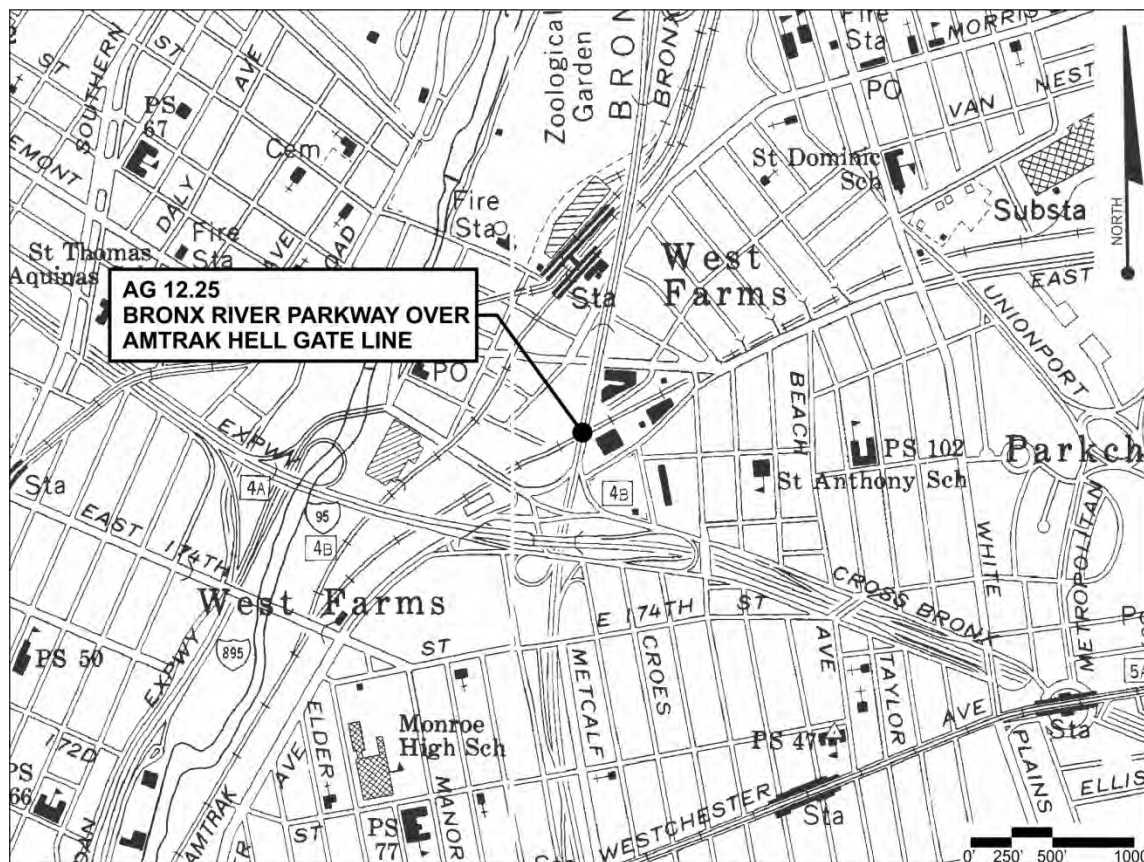
Part of the parkway is within the 1,155-acre Bronx River Parkway Reservation, established to help clean the polluted Bronx River. The parkway, built between 1917 and 1925, was the nation's first limited-access highway. After World War II, Robert Moses continued the route of the Bronx River Parkway to the Sound View community of the Bronx; this section was completed between 1950 and 1952.

The Bronx River Parkway, while accommodating automobiles, is noted for open space, woodland and rocky ledges and rustic bridges faced with regional stone, footbridges, signage and lampposts. Engineers Leslie Holleran and Arthur Hayden developed rigid frame bridges, allowing wider spans and thinner profiles, thereby facilitating construction of split-grade interchanges.

The Bronx River Parkway Bridge over the Amtrak Hell Gate Line, built in 1951, is a typical through girder bridge with no engineering or historic significance. While the section of the Bronx River Parkway that is located in Westchester County is listed on the National Register of Historic Places, the section in the Bronx is not included in the listing. Consultation with SHPO on October 29, 2013, conducted as part of this study, resulted in a SHPO finding of non-eligibility for the segment of the Bronx River Parkway that is located in the Bronx (USN: 00501.001760) based on the following discussion that can be found in the Bronx River Parkway Reservation National Register Nomination Form:

“While the northern 13.2 miles of the Bronx River Parkway Reservation in Westchester County is listed in the National Register of Historic Places, the section of the parkway that runs through the Bronx was excluded from the listing because it “. . . has been substantially altered by the widening of lanes, the addition of lanes, the demolition of historic bridges, the construction of non-historic bridges and the obliteration of the designed landscape”

FIGURE 38: LOCATION OF THE BRONX RIVER PARKWAY BRIDGE OVER AMTRAK HELL GATE LINE



Source: USGS Central Park, NY and Flushing, NY Quadrangles, 1966 (Photorevised 1979).



Source: Lynn Drobbin & Associates, 2013

Photo 103. Bronx River Parkway Bridge over Amtrak Hell Gate Line, View Southeast



Source: Bing Maps (<http://www.bing-maps.com>), 2013

Photo 104. Bronx River Parkway Bridge over Amtrak Hell Gate Line, View East

7.5.4.5 Bruckner Expressway and Bruckner Boulevard Bridges over Amtrak Hell Gate Line (AG 10.87)

a. Description

The Bruckner Expressway and Bruckner Boulevard bridges over the Amtrak Hell Gate Line are located in an industrial section of the Bronx (Figure 39, Photos 105 through 107). Through the Hunts Point neighborhood, the Bruckner Expressway is located on an elevated viaduct, while Bruckner Boulevard is at-grade below the elevated expressway. At this location, the Bruckner Expressway descends to grade and Bruckner Boulevard is the service road on either side of the Expressway; the Sheridan Expressway is overhead.

Bruckner Boulevard and Bruckner Expressway cross over the Amtrak Hell Gate Line on three separate bridges. The bridges include a three-panel Baltimore truss, a deck plate girder bridge and a new multi-girder span. The truss bridge, originally built by the NYNH&H Railroad as the Ludlow Avenue Bridge, is a Baltimore Petit variant of a Pratt truss, has three main trusses spanned by built-up floorbeams. The truss carries the southbound lanes of Bruckner Expressway/Bruckner Boulevard. The plate girder span and the new multi-girder span carry the northbound lanes of Bruckner Expressway/Bruckner Boulevard.

The Bruckner Expressway carries I-278 and I-95 from the Triborough Bridge to the southern end of the New England Thruway at the Pelham Parkway interchange. The highway follows a mostly northeast-southwest alignment through the southern portion of the Bronx, loosely paralleling the East River. It connects to several major freeways, including the Bronx River Parkway, the Cross Bronx Expressway and the Hutchinson River Parkway. The Sheridan Expressway is a 1.29-mile-long roadway; its southern end merges with the Bruckner Expressway (I-278) in Hunts Point and its northern end is at the Cross Bronx Expressway (I-95).

b. Significance

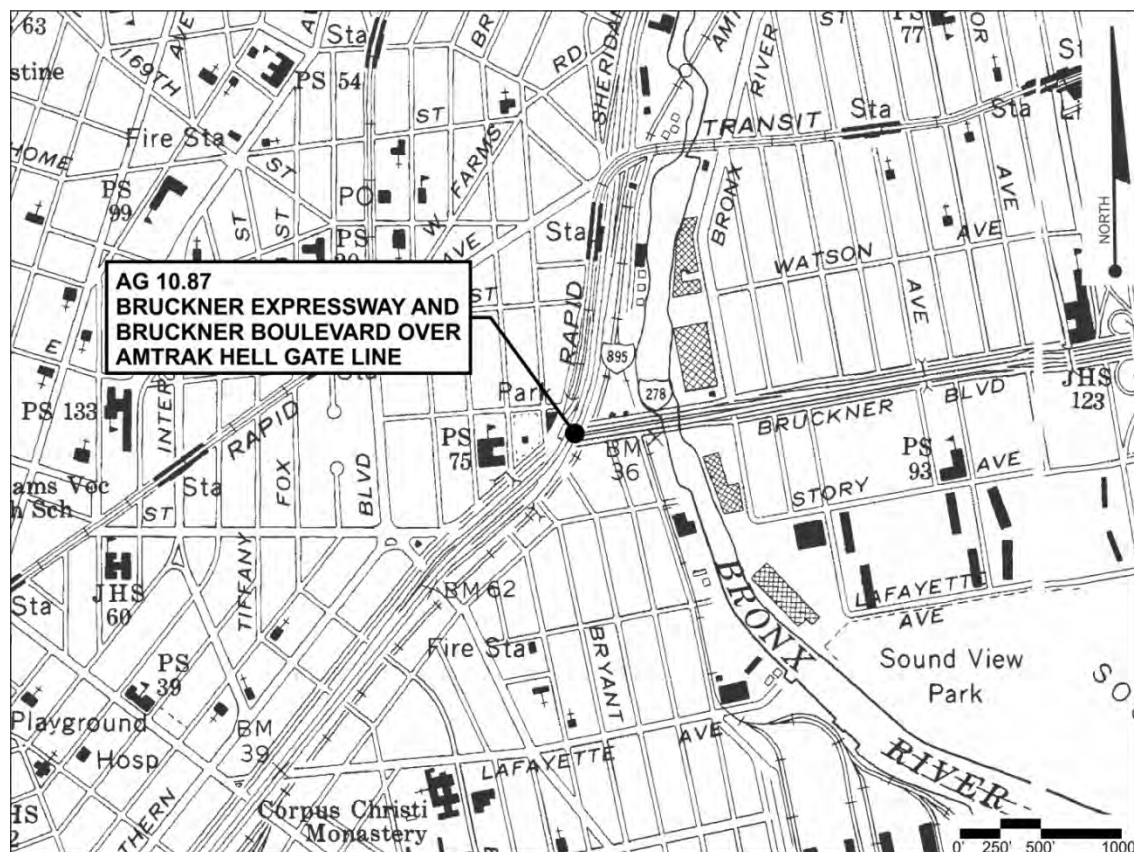
The Baltimore truss over Bruckner Boulevard was constructed in 1910 by the NYNH&H Railroad when Bruckner Boulevard was known as Ludlow Avenue. The Ludlow Avenue Bridge was constructed as part of the NYNH&H Railroad's massive Harlem River Branch upgrade undertaken between the years 1906 and 1910. The upgrade included six tracks in a widened right-of-way, all new stations, grade-crossing elimination with all new bridges and electrification of the line. Later, Ludlow Avenue was widened and the name was changed to Eastern Boulevard. In 1942, the roadway was improved again and renamed Bruckner Boulevard after former Bronx Borough President and Congressman, Henry Bruckner (1871-1942).

The northbound and southbound Bruckner Expressway Bridges are single-span bridges that were built in 1967 as part of the Bruckner Expressway; improvements to these bridges were conducted in 1975. The Bruckner Expressway, a project envisioned by Robert Moses, opened in 1973 and was one of the last roads to be built on the New York City expressway system. In 2005, the northbound bridge was damaged by fire when a tanker truck carrying home-heating fuel overturned and caught fire; repairs were conducted from 2005 to 2007. From 2009 to 2012, the northbound and southbound

bridges on the Bruckner Expressway were substantially replaced as part of a design-build project sponsored by NYSDOT.

The Bruckner Expressway and Bruckner Boulevard are designated as I-278 and I-95. I-278 and this section of I-95 are not included on the FHWA Final List of Nationally and Exceptionally Significant Features of the Federal Interstate Highway System (see Section 6.2.3). The list identifies the components of the Federal Interstate Highway System that are significant. Sections of the Federal Interstate Highway System that are not on the FHWA's Final List are not considered historic and, therefore, are exempted from the Section 106 and Section 4(f) requirements of the National Historic Preservation Act of 1966 and the U.S. Department of Transportation Act of 1966, respectively. The NYNH&H Railroad Ludlow Avenue Bridge (truss bridge) is not considered eligible as its context and setting has been compromised by the construction of the Bruckner and Sheridan Expressways. The northbound and southbound Bruckner Expressway and Bruckner Boulevard Bridges, built in 1967 and substantially rehabilitated in 2012, are less than 50 years old. Therefore, the Bruckner Expressway and Bruckner Boulevard Bridges over the Amtrak Hell Gate Line are not considered to be eligible for listing on the National Register of Historic Places either individually or as part of an historic corridor.

FIGURE 39: LOCATION OF THE BRUCKNER EXPRESSWAY AND BRUCKNER BOULEVARD BRIDGES OVER THE AMTRAK HELL GATE LINE



Source: USGS Central Park, NY and Flushing, NY Quadrangles, 1966 (Photorevised 1979).



Source: Bing Maps (<http://www.bing.com>), 2013

Photo 105. Bruckner Expressway and Bruckner Boulevard Bridges over Amtrak Hell Gate Line, View North



Source: Lynn Drobbin & Associates, 2013

Photo 106. Bruckner Expressway and Bruckner Boulevard Bridges over Amtrak Hell Gate Line, New Multi-Girder Span, View North



Source: Google Earth; Lynn Drobbin & Associates, 2013

Photo 107. Bruckner Expressway and Bruckner Boulevard Bridges over Amtrak Hell Gate Line, View West

7.5.4.6 Bryant Avenue Foot Bridge over Amtrak Hell Gate Line and Bruckner Boulevard (AG 10.77)

a. Description

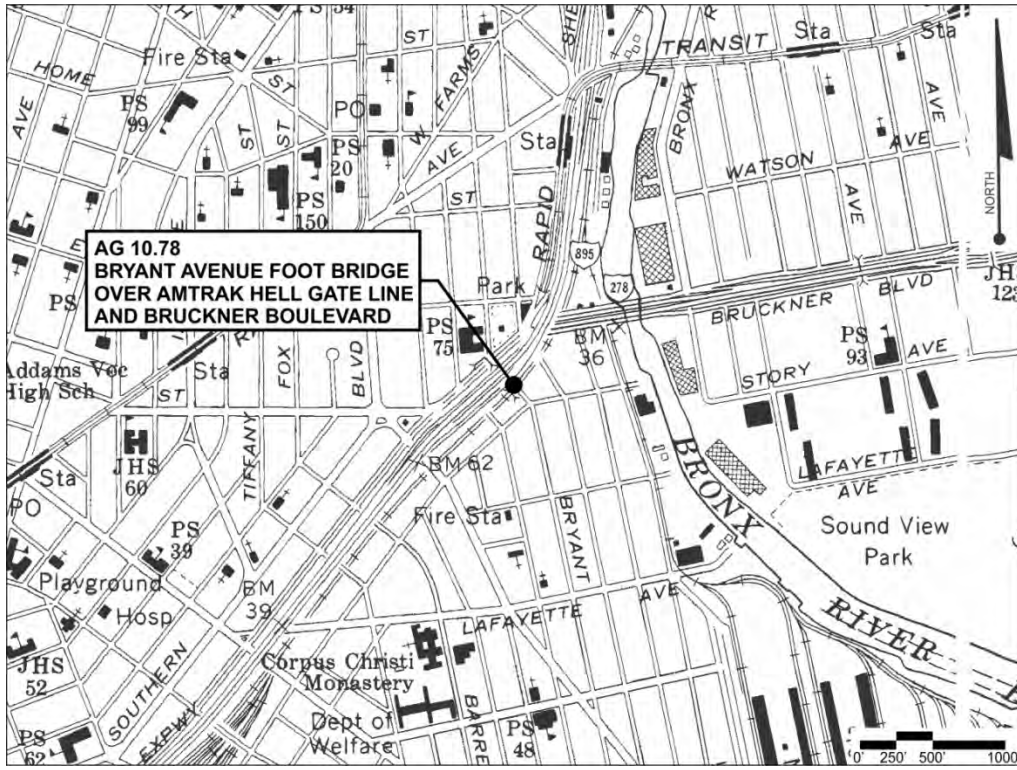
The Bryant Avenue Foot Bridge carries pedestrian traffic on Bryant Avenue over the Amtrak Hell Gate Line and Bruckner Boulevard in the industrialized southern section of Hunts Point in the Bronx (Figure 40; Photos 108 through 110). The bridge, which is to the south of the Bryant Avenue Bridge (see Section 7.5.2) over the Amtrak Hell Gate Line, consists of two through girder spans and a single multi-girder span; it is 360 feet wide and 13 feet long. The foot bridge will not be replaced or rehabilitated as part of the replacement of the Bryant Avenue Bridge that is currently being conducted by Amtrak and scheduled for completion in 2016.

The bridge's ramped, multi-girder span rises above Bruckner Boulevard. It then crosses 11 lanes of traffic on Bruckner Boulevard on two through girder spans and terminates at a ramp structure on the northwest sidewalk of Bruckner Boulevard. The elevated Bruckner Expressway passes above the foot bridge.

b. Significance:

The Bryant Avenue Foot Bridge over the Amtrak Hell Gate Line and Bruckner Boulevard appears to have been constructed in conjunction with the Bruckner Expressway between 1957 and 1962. It does not appear to possess any engineering or historic significance and, therefore, is not considered to be eligible for National Register listing.

FIGURE 40: LOCATION OF THE BRYANT AVENUE FOOT BRIDGE OVER AMTRAK HELL GATE LINE AND BRUCKNER BOULEVARD



Source: USGS Central Park, NY and Flushing, NY Quadrangles, 1966 (Photorevised 1979).



Source: Lynn Drobbin & Associates, 2013

Photo 108. Bryant Avenue Foot Bridge over Amtrak Hell Gate Line and Bruckner Boulevard, View Northwest. (The Bryant Avenue roadway bridge was demolished in 2015.)



Source: Lynn Drobbin & Associates, 2013

Photo 109. Bryant Avenue Foot Bridge over Amtrak Hell Gate Line and Bruckner Boulevard, View East



Source: Lynn Drobbin & Associates, 2013

Photo 110. Bryant Avenue Foot Bridge over Amtrak Hell Gate Line and Bruckner Boulevard, View West

8. CONCLUSION

8.1 SUMMARY OF THE EVALUATION

There are no resources that are National Historic Landmarks and no resources that are listed on the State and National Registers of Historic Places within the PSA Project Area of Potential Effect (APE), or study area. Seven resources in the APE had prior Opinions of Eligibility by the New York State Office of Parks, Recreation and Historic Preservation's (NYSOPRHP) Historic Preservation Office (SHPO). However, one of these eligible resources, the Bryant Avenue Bridge over the Amtrak Hell Gate Line, was demolished in 2015. Thirty-one resources in the APE were researched and subsequently evaluated in accordance with the National Register criteria for eligibility; seven of these resources are historic architectural resources and 24 are bridges. Of these, only the Parkchester apartment complex was considered to possess a sufficient level of historic significance and a high degree of historic architectural integrity to render it potentially eligible for listing on the National Register of Historic Places. Consultation with the New York State Department of Transportation (NYSDOT) and NYSOPRHP conducted during this study for the proposed PSA Project determined that 17 bridges in the APE had been previously evaluated as not eligible in the NYSDOT Historic Bridge Inventory. The remaining resources that were evaluated do not appear to possess the historic significance or historic architectural integrity that would meet the criteria for National Register listing.

Table 1 lists the resources in the PSA Project APE that have SHPO Opinions of Eligibility for listing on the State and National Registers of Historic Places; Table 2 lists the single resource that is considered to be potentially eligible for National Register listing as a result of this study; and Table 3 lists the resources in the APE that were evaluated in this study and considered not eligible for listing on the State and National Register of Historic Places.

8.2 NEXT STEPS

The next step in the Section 106 process is review of this Penn Station Access Project Historic Architectural Resource Background Study (HARBS) by the SHPO and the Federal Transit Administration. Consulting Parties and Resource Organizations will also have an opportunity to review and consult on the identification of resources, as documented in this HARBS. The SHPO, the Consulting Parties and the Resource Organizations will have 30 days to review and comment on this HARBS. Following approval of the HARBS, an Effects Assessment of the Listed and Eligible Resources in the PSA Project APE will be prepared to describe the potential effects of the PSA Project on the identified eligible resources. The Effects Assessment will also be reviewed by SHPO, the Federal Transit Administration and the Consulting Parties. The SHPO will issue a finding of No Effect, No Adverse Effect or Adverse Effect. It is anticipated that a No Adverse Effect finding will be issued as it is anticipated that the PSA Project would not have any direct effect on historic resources.

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Personal Communications:

Wayne Drummond, President, New Haven Railroad Historical and Technical Association, July 16, 2013

Thomas Casey, Secretary, East Bronx History Forum, September 10, 2013

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Lloyd Ultan, Bronx County Historian, July 6 and 23, 2013

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Appendix A:

Relevant Correspondence



August 16, 2013

Ruth Pierpont
State Historic Preservation Officer
New York State Office of Parks Recrea
Field Services Bureau, Peebles Island, I
Waterford, New York, 12188-0189

Gina,
This is your
copy for
review.
All my best
Jed

RE: Metro-North Penn Station Access P

Dear Ms. Pierpont,

In accordance with Section 106 of the National Historic Preservation Act of 1966, and as amended, we have enclosed two *Project Initiation Letters (PIL)* for the Metro-North Penn Station Access Project, for your review and comment. One PIL addresses historic resources and the other archaeological resources.

The Metro-North Penn Station Access Project primarily involves the provision of passenger rail service between Metro-North's New Haven Line and Penn Station, New York on Manhattan's west side. In addition to the proposed new service, the Penn Station Access proposal includes the construction of four new commuter rail stations in the east Bronx in areas that are not currently served by commuter rail, as well as other infrastructure improvements on Amtrak's Hell Gate Line. Each PIL includes a project description, definition of the respective areas of potential effect (APE), a list of consulting parties and resource organizations, a survey form and a public involvement plan.

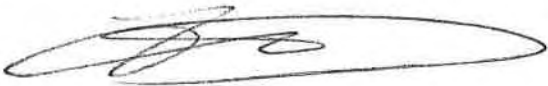
These studies will be conducted in accordance with Section 106 of the National Historic Preservation Act of 1966, which mandates review of federal undertakings' effects on historic resources. Therefore, we seek your concurrence on the list of resource organizations and

Ruth Pierpont
August 16, 2013
Page Two

consulting parties, the public involvement plan, and the proposed Areas of Potential Effect, as well as any other comments. Copies of the PILs will also be forwarded to the New York Landmarks Preservation Commission.

If you have any questions, please contact me via email at discala@mnr.org, or telephone at 212-499-4490.

Sincerely,

A handwritten signature in black ink, appearing to read "Todd DiScala", enclosed within a hand-drawn oval border.

Todd DiScala
Project Manager Penn Station Access
Metro-North Railroad
420 Lexington Avenue, 11th Floor
New York, NY 10017
(212) 499-4490

cc: N. Chung, FTA

ENVIRONMENTAL REVIEW

Project number: FEDERAL TRANSIT ADMINISTRATION / 106-Y
Project: 0 METRO-NORTH PENN STATION ACCESS
Date received: 8/19/2013

Comments:

The LPC is in receipt of the "Historic Resources Project Initiation Letter for the MTA Metro-North Railroad Penn Station Access Project", prepared by Lynn Drobbin and Associates and Parson Brinckerhoff, dated August 2013. The text is acceptable for architectural resources.

From the LPC Archaeology Dept.:

The LPC is in receipt of the, "Archaeological Resources Project Initiation Letter for the MTA-Metro-North Railroad Penn Station Access Project," prepared by Historical Perspectives, Inc and dated August 2013.

The LPC notes that the text specifies that only the NYSHPO will be consulted about archaeology and yet the document lists NYCLPC as a consulting party on page 2-1. The NYC LPC requests that we also be consulted about all work that might impact potentially significant archaeological resources within New York City.

The document seeks to define the archaeological APE and we cannot concur with the recommendations for the following reasons. (1) The text states that, "the archaeological APE is confined to locations of new, project-related subsurface disturbance that goes to a depth that has not been regularly disturbed as a result of routine track or other maintenance..." The following information is essential before we can comment on the appropriateness of this plan: (a) what are the activities that are being referred to and how much impact did they likely have across the sites from both a horizontal and vertical viewpoint? (b) who will make this call in this review process? (2) The APE only includes the building footprints of the station sites and elevator shafts where subsurface disturbance is anticipated. The APE should include all subsurface areas that may be impacted as part of this project such as for new utility lines and construction staging areas which would likely be outside the area now defined.

The Section 106 Public Involvement Plan needs revision as it does not meaningfully involve the public. While it is fine to solicit input from consulting parties and resource organizations, the responsibility of identifying potentially significant archaeological resources lies with Metro-North which does not seem to be what is said in this document. Finally, it is not the Phase 1A study that determines whether additional work is needed- it is the reviewing expert agencies who must concur with the findings.

Anna Santucci

8/30/2013

SIGNATURE

Gina Santucci, Environmental Review Coordinator

DATE

File Name: 5114_FSO_GS_08302013.doc



August 16, 2013

Ruth Pierpont
State Historic Preservation Officer
New York State Office of Parks Recreation and Historic Preservation
Field Services Bureau, Peebles Island, PO Box 189
Waterford, New York, 12188-0189

RE: Metro-North Penn Station Access Project, Bronx County, FTA Funding

Dear Ms. Pierpont,

In accordance with Section 106 of the National Historic Preservation Act of 1966, and as amended, we have enclosed two *Project Initiation Letters (PIL)* for the Metro-North Penn Station Access Project, for your review and comment. One PIL addresses historic resources and the other archaeological resources.

The Metro-North Penn Station Access Project primarily involves the provision of passenger rail service between Metro-North's New Haven Line and Penn Station, New York on Manhattan's west side. In addition to the proposed new service, the Penn Station Access proposal includes the construction of four new commuter rail stations in the east Bronx in areas that are not currently served by commuter rail, as well as other infrastructure improvements on Amtrak's Hell Gate Line. Each PIL includes a project description, definition of the respective areas of potential effect (APE), a list of consulting parties and resource organizations, a survey form and a public involvement plan.

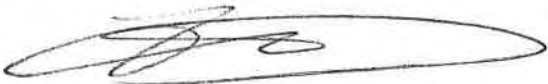
These studies will be conducted in accordance with Section 106 of the National Historic Preservation Act of 1966, which mandates review of federal undertakings' effects on historic resources. Therefore, we seek your concurrence on the list of resource organizations and

Ruth Pierpont
August 16, 2013
Page Two

consulting parties, the public involvement plan, and the proposed Areas of Potential Effect, as well as any other comments. Copies of the PILs will also be forwarded to the New York Landmarks Preservation Commission.

If you have any questions, please contact me via email at discala@mnr.org, or telephone at 212-499-4490.

Sincerely,

A handwritten signature in black ink, appearing to read "Todd DiScala", enclosed within a hand-drawn oval.

Todd DiScala
Project Manager Penn Station Access
Metro-North Railroad
420 Lexington Avenue, 11th Floor
New York, NY 10017
(212) 499-4490

cc: N. Chung, FTA



New York State Office of Parks, Recreation and Historic Preservation

Division for Historic Preservation • Peebles Island, PO Box 189, Waterford, New York 12188-0189
518-237-8643

www.nysparks.com

Andrew M. Cuomo
Governor

Rose Harvey
Commissioner

September 20, 2013

Todd DiScala
Project Manager Penn Station Access
Metro-North Railroad
420 Lexington Avenue, 11th Floor
New York, NY 10017

Re: FTA/MTA
Metro-North Railroad Penn Station Access Project
Bronx, New York, Queens and Westchester Counties
13PR03777

Dear Mr. DiScala,

Thank you for requesting the comments of the New York State Historic Preservation Office (SHPO) for the proposed Metro-North Railroad Penn Station Access Project. We have reviewed the submitted materials in accordance with Section 106 of the National Historic Preservation Act of 1966. These comments are those of the SHPO and relate only to Historic/Cultural resources. They do not include other potential environmental impacts to New York State Parkland that may be involved in or near your project. Such impacts must be considered as part of the environmental review of the project pursuant to the National Environmental Policy Act and/or the State Environmental quality Review Act (New York Environmental Conservation Law Article 8).

Philip Perazio of our Archeology Unit concurs with the Area of Potential Effects (APE) for the archeological resources proposed in the "Archeological Resources Project Initiation Letter for the MTA-Metro-North Railroad Penn Station Access Project" dated August 2013. He suggests that the Stockbridge-Munsee Community Band of Mohican Indians, a federally recognized tribe, be added to the list of consulting parties.

Kathy Howe of our Survey Unit concurs with the proposed APE for architectural resources proposed in the "Historic Resources Project Initiation Letter for the MTA Metro-North Railroad Penn Station Access Project" dated August 2013. We have reviewed the proposed consulting parties for the architectural resources and recommend that the New York Landmarks Conservancy be added to the list of invited consulting parties and local governments for each community where work is proposed. We find for architectural resources it is common for local groups surrounding the proposed work and local historical societies to request to be consulting parties as the public outreach for the project moves forward. Any such requests should be evaluated to determine if they should be added to the consulting parties process.

If you have any questions, I can be reached at (518) 237-8643, ext. 3282.

Sincerely,

A handwritten signature in black ink, appearing to read "Beth A. Cumming". The signature is fluid and cursive, with a prominent initial "B" and a long, sweeping tail.

Beth A. Cumming
Historic Site Restoration Coordinator
e-mail: Beth.cumming@parks.ny.gov

cc: N. Chung - FTA

via e-mail

Appendix B:

SHPO Opinions of Eligibility



New York State Office of Parks, Recreation and Historic Preservation

Historic Preservation Field Services Bureau
Peebles Island, PO Box 189, Waterford, New York 12188-0189
518-237-8643
www.nysparks.com

Andrew M. Cuomo
Governor

Rose Harvey
Commissioner

March 14, 2013

Holly Frey, RLA, ASLA
NYSDOT Region 11
Hunters Point Plaza
47-40 21st Street
Long Island City, New York 11101

Re: FHWA, DOT
DRAFT - Cultural Resources Reconnaissance Survey Report: E.L. Grant Highway, Jesup Avenue, and Depot Place Bridges Rehabilitation, Cross Bronx Expressway (I-95) & Major Deegan Expressway (I-87), Bronx Borough, Bronx, New York/ PIN X806.56
13PR00982

Dear Ms. Frey:

Thank you for requesting the comments of the State Historic Preservation Office (SHPO). We have reviewed the submitted draft report *Cultural Resources Reconnaissance Survey Report: E.L. Grant Highway, Jesup Avenue, and Depot Place Bridges Rehabilitation, Cross Bronx Expressway (I-95) & Major Deegan Expressway (I-87), Bronx Borough, Bronx, New York/ PIN X806.56* received by our office on February 15, 2013. The project information for the proposed undertaking has been reviewed in accordance with Section 106 of the National Historic Preservation Act of 1966, *as amended*, and its implementing regulations 36 CFR Part 800 – Protection of Historic Properties.

Results of the archaeological assessment indicate that there will be no ground disturbing activities as a result of this project as all work is limited to the rehabilitation of three elevated bridges. Furthermore, no known archaeological sites are known to exist within the identified area of potential effect (APE). Consequently, there is no potential to impact any intact ground surfaces within the APE and no additional archaeological investigation is recommended.

The historic architectural assessment identified three previously documented National Register-listed structures (the Washington Bridge, the Old Croton Aqueduct, and the High Bridge); two National Register-eligible resources (the Cross Bronx Expressway and the Major Deegan Expressway); three previously unevaluated bridges within the APE (the E.L. Grant Highway Bridge, the Jesup Avenue Bridge, and the Depot Place Bridge).

The E.L. Grant Highway Bridge and the Jesup Avenue Bridge are recommended as contributing elements within the National Register-eligible Cross Bronx Expressway. The Depot Place Bridge has been heavily altered, has lost integrity, and is recommended as not eligible for listing on the National Register.

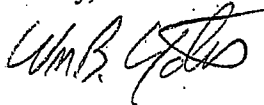
Ms. Holly Frey
March 14, 2013
13PR00982
Page 2

Finally, it is the opinion of the State of New York Department of transportation that the rehabilitation work related to these projects will occur at a distance from the High Bridge and that the potential minor changes to the deck and railings will have no adverse effect on the characteristics that make the High Bridge a National Register-listed property.

Based upon the provided information, our agency concurs with the determinations of eligibility. However, in order complete our review of the proposed findings of effect, our office will need to review final construction/ rehabilitation plans for proposed work (e.g., railings, lighting, etc.) and design specifications. When available, this information should be forward to Ms. Beth Cummings of our office for review and consultation.

Should you have any questions, please feel free to contact me directly at (518) 237-8643, Extension 3288 or via electronic mail at Brian.Yates@oprhp.state.ny.us. If further correspondence is required regarding this project, please be sure to refer to the OPRHP Project Review (PR) number noted above.

Sincerely,



Wm. Brian Yates
Historic Preservation Specialist

cc: Jonathan McDade, FHWA New York Division (*email only*)
Joseph Mondillo, FHWA New York Division (*email only*)
Peter Dunleavy, NYSDOT Office of the Environment (*email only*)
Mary Santangelo, NYSDOT Office of the Environment (*email only*)

Historic Roads, Parkways, Expressways, Tunnels, and Turnpikes in New York

Albany Post Road - Philipstown, Putnam Co. **NR listed**. USN: 07904.000001; see 90NR02363.

(1,2) **Bay Parkway** (Jones Beach), Hempstead, Nassau Co. **NR listed** as part of Jones Beach State Park, Causeway and Parkway System. USN: 05901.000032.

Bear Mountain Road – Cortlandt, Westchester Co., and Stony Point, Rockland Co. **NR listed**. 90NR02410. USNs: 11902.000040 and 08705.000035.

(1) **Belt Parkway** – Brooklyn and Queens, Kings Co. and Queens Co. **Unevaluated**. The Shore Parkway, the Southern Parkway (not to be confused with the Southern State Parkway), and the Laurelton Parkway are part of the Belt Parkway system. 1934-1960.

(1, 2) **Bethpage State Parkway** – Oyster Bay, Nassau Co. **NR eligible**. 05903.000207.

Bidwell Parkway, Chapin Parkway, Lincoln Parkway – Buffalo, Erie Co. **NR listed** as part of Olmsted Parks and Parkways. 90NR01217. USNs: 02940.000023; 02940.000019; 02940.000022.

(1) **Brooklyn–Battery Tunnel** – Brooklyn and Manhattan, Kings Co. and New York Co. **NR-eligible** (on FHWA's *Final List of Nationally and Exceptionally Significant Features of the Interstate Highway System*). USN: 06101.001319; 06101.018351. Opened in 1950.

(1) **Brooklyn–Queens Expressway Corridor** – Brooklyn and Queens, Kings Co. and Queens Co. **NR eligible** (on FHWA's *Final List of Nationally and Exceptionally Significant Features of the Interstate Highway System*).

Brooklyn-Queens Expressway Esplanade – Brooklyn, Kings Co. **NR listed/NHL** as part of the Brooklyn Heights Historic District. (On FHWA's *Final List of Nationally and Exceptionally Significant Features of the Interstate Highway System*.)

Bronx River Parkway - Eastchester, Greenburgh, Mt. Pleasant, North Castle, Yonkers, White Plains, Scarsdale, Bronxville, Tuckahoe, Westchester Co. **NR listed**. See 91NR03356 for USNs.

(1) **Cross Bay Boulevard** – Queens, Queens Co. **Unevaluated**. Built 1923.

(1) **Cross Bronx Expressway Corridor** – Bronx, Bronx County. **NR eligible** (on FHWA's *Final List of Nationally and Exceptionally Significant Features of the Interstate Highway System*). 1955.

(1) **Cross Island Parkway** – Queens, Queens Co. **NR eligible**. Also known as the 100th Infantry Division Parkway. USN: 08101.011427. 1940.

(1) Indicates a Robert Moses project; many of these will require evaluation

(2) Indicates that the resource is part of the Long Island State Parkways System; those resources that are not NR listed or not previously determined NR eligible, will need to be re-evaluated and their integrity assessed in order to make a determination.

Historic Roads, Parkways, Expressways, Tunnels, and Turnpikes in New York

Eastern Parkway - Brooklyn, Kings Co. (Grand Army Plaza to Ralph Ave.) **NR listed**. USN: 04701.000174; see 90NR01317.

(1) **Gowanus Expressway Viaduct**– From 65th Street to the Prospect Expressway. Brooklyn, Kings Co. **NR eligible** (on FHWA's *Final List of Nationally and Exceptionally Significant Features of the Interstate Highway System*). 1955.

(1) Grand Central Parkway – Queens, Queens Co. **Undetermined; requires evaluation**. 1931-1961.

(1) **Grand Central Parkway Interchange** – Queens, Queens Co. 1963. **NR eligible** (on FHWA's *Final List of Nationally and Exceptionally Significant Features of the Interstate Highway System*).

(1) **Harlem River Drive** –Manhattan, New York Co. **Undetermined; requires evaluation**. Opened 1964.

(1, 2) **Heckscher State Parkway** - Town of Islip, Suffolk Co. **Undetermined; requires evaluation**. USN: 10305.001058. Completed 1962.

(1) **Henry Hudson Parkway** – Manhattan and the Bronx, New York Co. and Bronx Co. **NR listed** -portion in Riverside Park; **NR eligible** – section north of Riverside Park up to the Bronx-Westchester county border. USNs: 06101.017126; 06101.017139; 00501.001462. Built 1934-37.

(1) **Hutchinson River Parkway** – Bronx, Bronx Co. **Undetermined; requires evaluation**. 1927-1937.

(1, 2) **Jones Beach State Park, Causeway and Parkway System** – Towns of Hempstead and Oyster Bay, Nassau Co. **NR listed**. Includes Ocean, Wantagh, Meadowbrook, Bay, and Loop Parkways. 04NR05404. USNs: 05901.000032; 05901.000448; 05903.000460.

Lake Ontario State Parkway - Hamlin, Parma, Greece, and Rochester, Monroe Co.; Kendall and Carlton, Orleans Co. **NR eligible**. USNs: 05505.000276; 05506.000028; 05511.000083; 05540.008551; 07303.000038; 07306.000022.

Long Island Motor Parkway (a.k.a. Vanderbilt Motor Parkway) – Segments in Alley Park and Cunningham Park, Queens, Queens Co are **NR listed**. 01NR01880. USN: 08101.007221 through 08101.007226. Segments of Long Island Motor Parkway in Nassau and Suffolk counties have been determined **NR eligible**. USNs: 05902.000565; 05902.000565; 05914.000024; 05914.000036.

(1) Indicates a Robert Moses project; many of these will require evaluation

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Historic Roads, Parkways, Expressways, Tunnels, and Turnpikes in New York

(1, 2) **Loop Parkway** – Hempstead, Nassau Co. **NR listed** as part of the Jones Beach State Park, Causeway & Parkway System. USN: 05901.000031.

(1) **Major Deegan Expressway** – Bronx, Bronx Co. **NR eligible** (on FHWA's *Final List of Nationally and Exceptionally Significant Features of the Interstate Highway System*). USN: 00501.001485. 1956-1957.

McKinley Parkway – Buffalo and Lackawanna, Erie Co. **NR-listed** as part of Cazenovia Park – South System. 90NR01246. USNs: 02940.001392; 02944.000010.

(1, 2) **Meadowbrook State Parkway** – Nassau Co. The segment of the Meadowbrook State Parkway located south of the Southern State Parkway is **NR listed** as part of the Jones Beach State Park, Causeway & Parkway System; the segment of the parkway north of the Southern State Parkway requires **re-evaluation**. USN: 05901.000028. 1934-1956.

Memorial Parkway – Utica, Oneida Co. **NR listed** as part of Utica Parks & Parkway Historic District. 08NR05839. USN: 06540.001441.

(1) **Mosholu Parkway** – Bronx, Bronx Co. **NR eligible**. 00501.001599. 1935-1937.

(1, 2) **Northern State Parkway** – Nassau and Suffolk Counties. **Undetermined; requires evaluation**. 1965.

(1, 2) **Ocean Parkway** – Hempstead and Oyster Bay, Nassau Co. Babylon, Suffolk Co. Section in Jones Beach State Park, Causeway and Parkway System is **NR listed**; the remaining segment appears **NR eligible**. USNs: 05903.000088; 10301.000062; 05901.000030.

Onondaga Lake Parkway – Liverpool and Salina, Onondaga Co. **NR eligible**. USNs: 06715.000124; 06746.000055.

(1) **Palisades Interstate Parkway** – Orangetown, Rockland Co. **NR listed**. See 90NR02401 for USNs.

Queens-Midtown Tunnel – Manhattan and Queens, New York Co. and Queens Co. 1940. **NR eligible** (on FHWA's *Final List of Nationally and Exceptionally Significant Features of the Interstate Highway System*).

Red Jacket Parkway – Buffalo, Erie Co. **NR listed**. Part of Cazenovia Park – South System listing. 90NR01246. USN: 02940.001347.

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Historic Roads, Parkways, Expressways, Tunnels, and Turnpikes in New York

Riverside Park and Drive – Manhattan, New York Co. (72nd St. to 129th St.) **NR listed**. See 90NR00819 for USNs. (Southern portion of Henry Hudson Highway is included in this listing.)

(1, 2) **Robert Moses Causeway** – Islip, Suffolk Co. **Undetermined; requires evaluation**. Formerly known as the Captree Causeway. USN: 10305.001059

(1) **Robert Moses State Parkway** – Lewistown and Niagara Falls, Niagara Co. **Undetermined; requires evaluation**. USNs: 06303.000160; 06340.000426. 1960s.

(1, 2) **Sagtikos State Parkway** – Islip and Smithtown, Suffolk Co. **NR eligible**. USNs: 10305.001060 and 10308.000917. Completed 1952.

(1) **Saw Mill River Parkway** – Yonkers, Hastings-on-Hudson, Dobbs Ferry, Irvington, Greenburgh, Mount Pleasant, Pleasantville, New Castle, Mount Kisco, Bedford, Bedford Hills, Westchester Co. **Undetermined; requires evaluation**. 1954.

(1) **Shore Front Parkway** – Queens, Queens Co. **Undetermined; requires evaluation**. 1939.

(1, 2) **Southern State Parkway** – Nassau and Suffolk Counties. **Undetermined; requires evaluation**. Construction of the highway, designed by Robert Moses, began in 1925. USN: 10305.000202.

(1) **Sprain Brook Parkway** – Yonkers, Greenburgh, Elmsford, Mount Pleasant, Westchester Co. **Undetermined; requires evaluation**. 1961.

(1) **Staten Island Expressway** – Staten Island, Richmond Co. **Undetermined; requires evaluation**.

Storm King Highway – Highlands, Orange Co. **NR listed**. 90NR02300. USN: 07109.000060.

(1, 2) **Sunken Meadow State Parkway** - Smithtown, Suffolk Co. **NR eligible**. USN: 10308.000844. Opened 1952.

Susquehanna Turnpike – Cairo, Catskill (Town and Village), Durham, Greene Co. **NR listed**. See 90NR00552 for USNs.

Taconic State Parkway – Columbia, Dutchess, Putnam and Westchester counties. **NR listed**. See 02NR05036 for USNs.

(1) Indicates a Robert Moses project; many of these will require evaluation

(2) Indicates that the resource is part of the Long Island State Parkways System; those resources that are not NR listed or not previously determined NR eligible, will need to be re-evaluated and their integrity assessed in order to make a determination.

Historic Roads, Parkways, Expressways, Tunnels, and Turnpikes in New York

(1) **Trans-Manhattan Expressway Connector Ramp** – Manhattan, New York Co. **NR eligible.** (on FHWA's *Final List of Nationally and Exceptionally Significant Features of the Interstate Highway System*). USN: 06101.013184.

Upper Delaware Scenic Byway (Route 97) - from Hancock, Delaware Co. to Port Jervis, Orange County. Sections appear **NR eligible.**

(1, 2) **Wantagh State Parkway** – Hempstead, North Hempstead, Oyster Bay, Westbury, Nassau Co. The segment of the Wantagh State Parkway located south of the Southern State Parkway is **NR listed** as part of the Jones Beach State Park, Causeway & Parkway System; the remaining section, north of the Southern State Parkway is **NR eligible.** USNs: 05901.000963; 05902.001616; 05903.000780; 05901.000029; 05901.000131; 05901.000132; 05901.000940; 05901.000941; 05901.000942; 05901.000943; 05901.000944; 05901.000945; 05901.000946; 05902.000006; 05902.001608; 05903.000731; 05989.000076; 05989.000077.

Watkins Glen Grand Prix Course – Watkins Glen, Schuyler Co. **NR listed.** 02NR01934. USN: 09740.00024.

Whiteface Veterans Memorial Highway Toll Road – Wilmington, Essex Co. **NR listed.** 03NR05147. USN: 03118.000117.

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(2) Indicates that the resource is part of the Long Island State Parkways System; those resources that are not NR listed or not previously determined NR eligible, will need to be re-evaluated and their integrity assessed in order to make a determination.



Andrew M. Cuomo
Governor

Rose Harvey
Commissioner

New York State Office of Parks, Recreation and Historic Preservation

Historic Preservation Field Services Bureau • Peebles Island, PO Box 189, Waterford, New York 12188-0189

518-237-8643

www.nysparks.com

RESOURCE EVALUATION **DATE:** 08/04/08 **STAFF:** Peter Shaver

PROPERTY: NYW & B Railway Anchor Bridge **MCD:** Bronx

ADDRESS: North of East 174th Street **COUNTY:** Bronx

PROJECT REF: 05PR01491 **USN:** 00501.001454

- I. Property is individually listed on SR/NR:
 name of listing:
 Property is a contributing component of a SR/NR district:
 name of district:

- II. Property meets eligibility criteria.
 Property contributes to a district which appears to meet eligibility criteria.
 Pre SRB: **Post SRB:** SRB date

Criteria for Inclusion in the National Register:

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

- III. Property does not meet eligibility criteria.

STATEMENT OF SIGNIFICANCE:

Based on the information submitted, it is the opinion of the New York State Office of Parks, Recreation and Historic Preservation that the anchor bridge meets Criterion C in the area of engineering and Criterion A in the area of transportation as a rare surviving feature of the New York, Westchester & Boston Railway. The railroad was constructed between 1910 and 1912 and ceased operations in 1937. Subsequently most of the structures associated with the railroad were scrapped. The metal anchor bridge, with splayed latticed 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, appears to have been overlooked when the line was dismantled. Other anchor bridges which the NYW & B shared with other rail lines still exist, but this particular bridge was solely for the NYW & B and may be the only intact one left.



New York State Office of Parks, Recreation and Historic Preservation
Historic Preservation Field Services Bureau
Peebles Island, PO Box 189, Waterford, New York 12188-0189

518-237-8643

00501.001362

RESOURCE EVALUATION

DATE: 3/24/05

STAFF: Kathy Howe

PROPERTY: (see below)

MCD: Bronx

PROJECT REF: 01PR02836

(05PR01491)

COUNTY: Bronx

ELIGIBLE PROPERTIES:

Based on the information currently available, the following properties meet the criteria for listing to the State and National Registers:

AMTRAK Northeast Corridor Line Bascule Bridge ✓ (00501.001362)

This steel railroad bridge over the Bronx River, constructed in 1907, meets Criterion C in the area of engineering as an example of a surviving early 20th-century Scherzer-type bascule bridge. It is one of twelve bascule bridges in New York City. The Scherzer-type rolling-lift bascule was developed in the 1890s and has double leaves that rest on curved supports that roll in their tracks backwards and forwards to raise and lower the leaves.

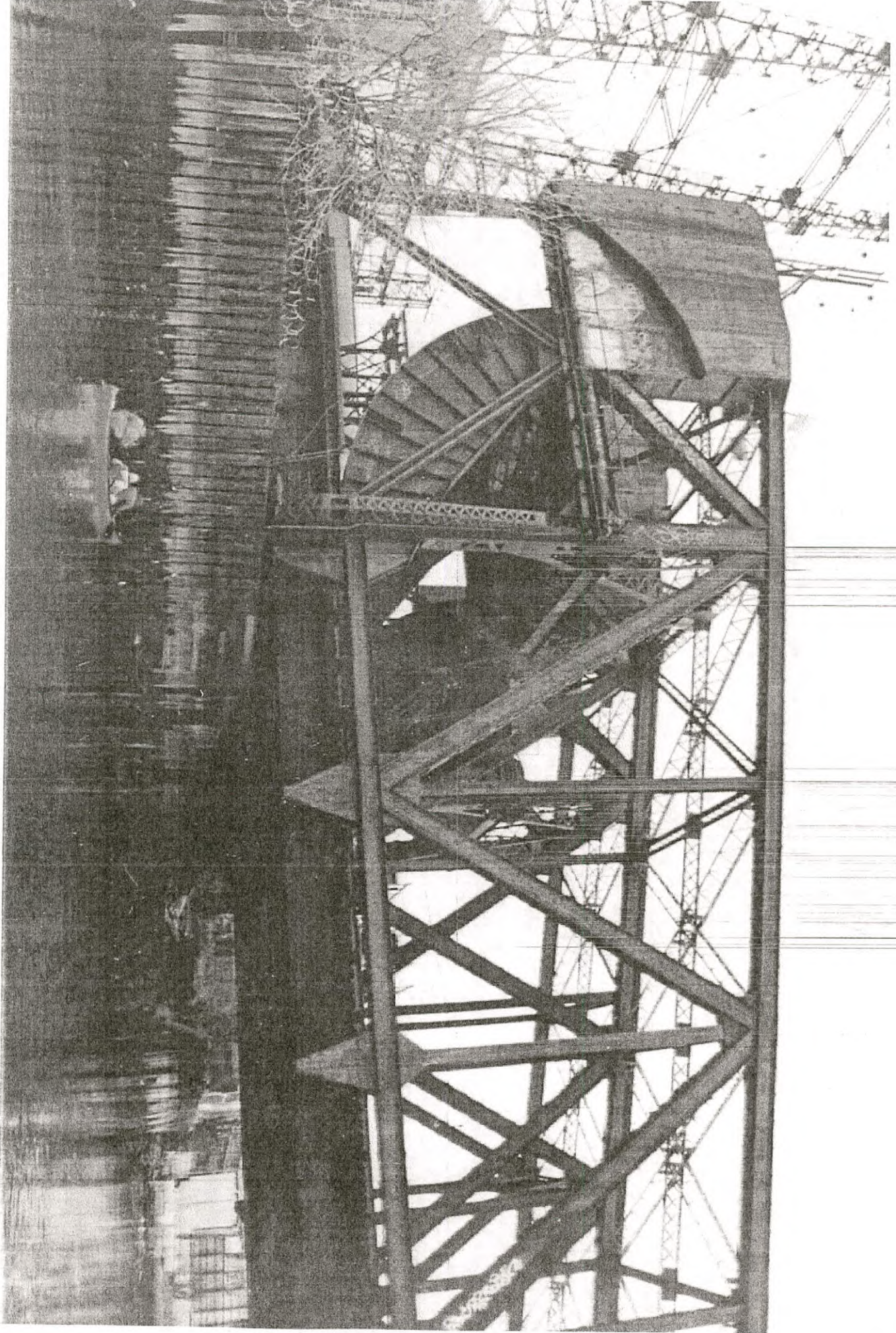
IRT No. 6 Subway Truss Bridge (00501.001363)

This multiple-span steel truss bridge, part of the IRT. No. 6 subway viaduct, was constructed ca. 1920 and meets Criterion C in the area of engineering. It runs above and parallel to Westchester Avenue. The western span crosses over the AMTRAK right of way and is an example of a Pratt through-truss while the eastern span, over the Bronx River, is a Parker truss. The common Pratt truss system uses its verticals in compression and its diagonals in tensions. The Parker truss is an adaptation of the Pratt truss with a polygonal top chord. The diagonals in the Parker originate at the lower corner and radiate upwards away from the center panel.

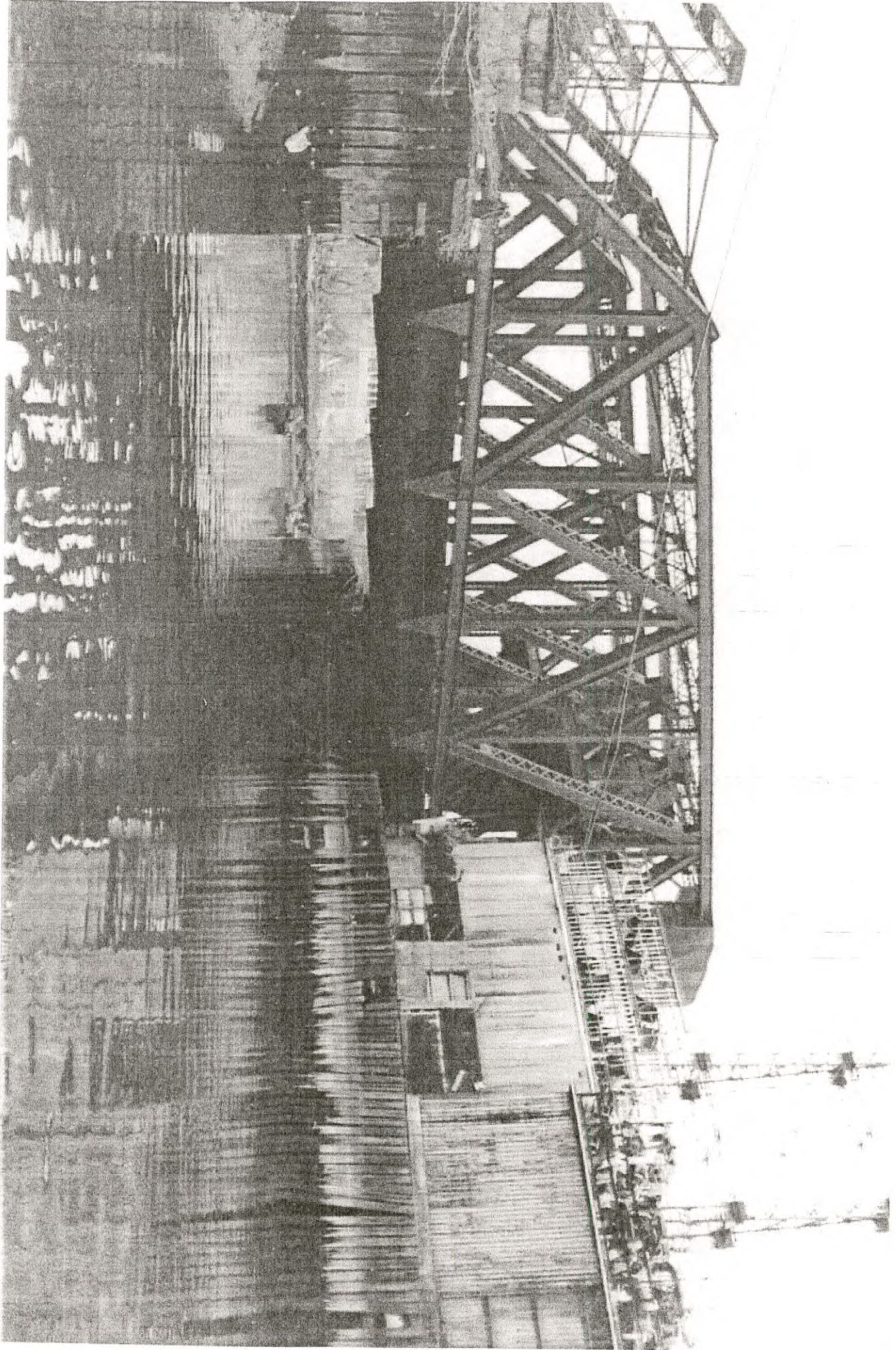
Please contact Kathy Howe at (518) 237-8643 ext. 3266 with any questions. Be sure to use the project reference number (PR) in all future correspondence.



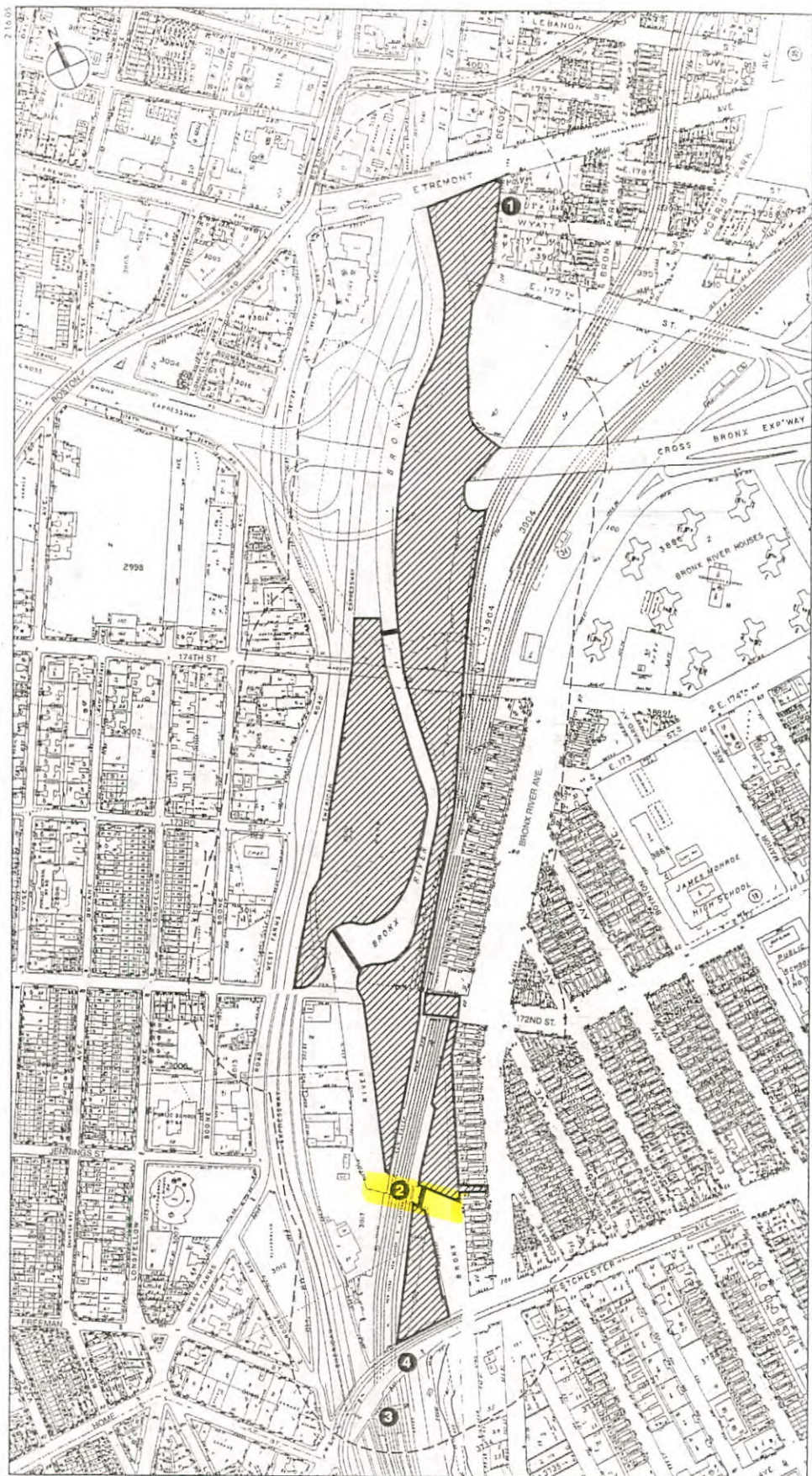
Antraktz Bridge




Oriskany Bridge



Richard S. ...



 Project Site Area
 - - - Study Area Boundary (400-Foot Perimeter)

- Cultural Resources**
- ① West Farms Station, U.S. Post Office
 - ② Amtrak Bridge
 - ③ Westchester Avenue Station
 - ④ IRT Number 6 Subway Truss Bridge

0 500 FEET
SCALE



New York State Office of Parks, Recreation and Historic Preservation
Historic Preservation Field Services Bureau
Peebles Island, PO Box 189, Waterford, New York 12188-0189

518-237-8643

00501.001363

RESOURCE EVALUATION

DATE: 3/24/05

STAFF: Kathy Howe

PROPERTY: (see below)

MCD: Bronx

PROJECT REF: ^{former} 01PR02836

COUNTY: Bronx

05PR01491

ELIGIBLE PROPERTIES:

Based on the information currently available, the following properties meet the criteria for listing to the State and National Registers:

AMTRAK Northeast Corridor Line Bascule Bridge

(00501.001362)

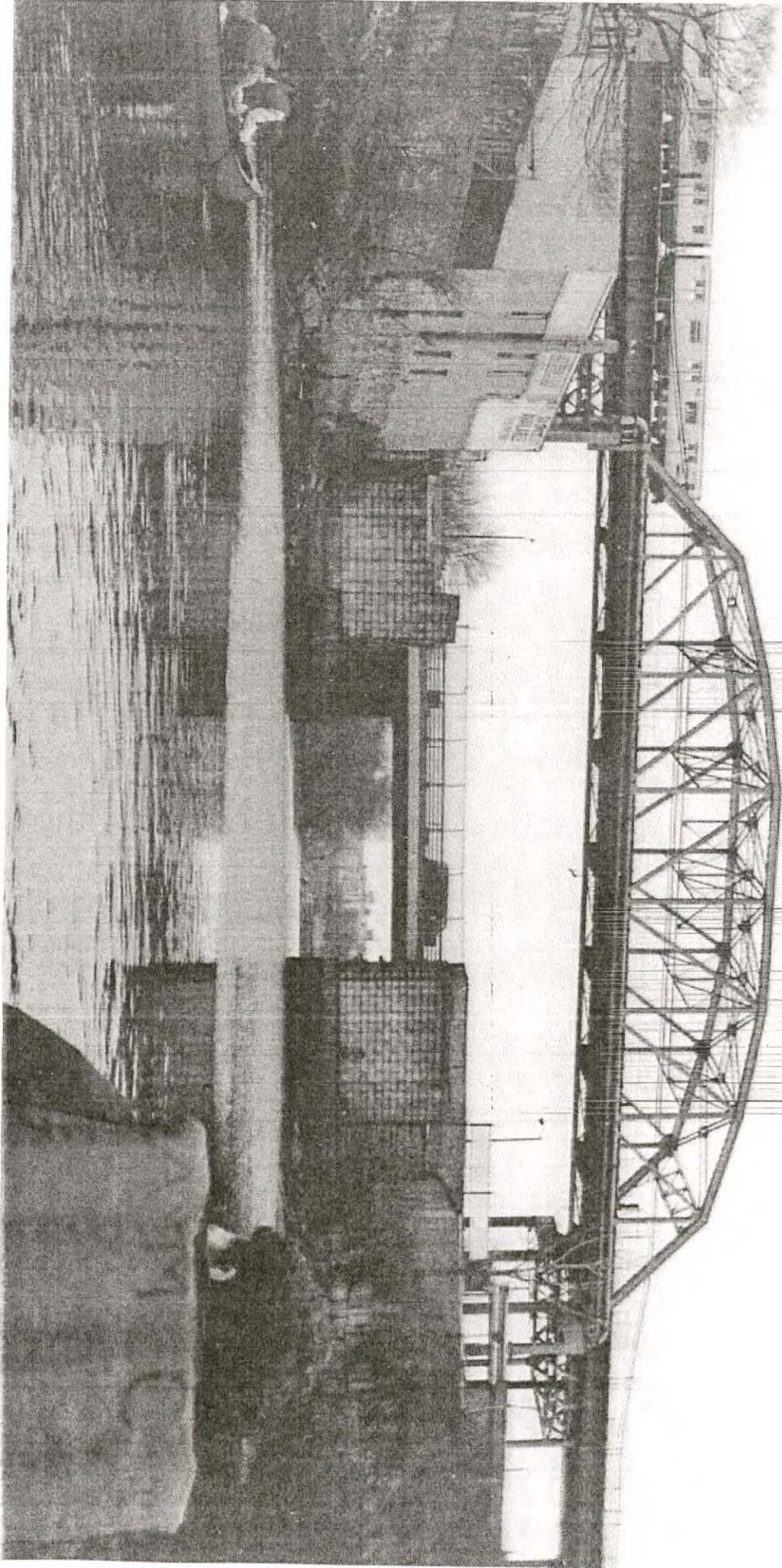
This steel railroad bridge over the Bronx River, constructed in 1907, meets Criterion C in the area of engineering as an example of a surviving early 20th-century Scherzer-type bascule bridge. It is one of twelve bascule bridges in New York City. The Scherzer-type rolling-lift bascule was developed in the 1890s and has double leaves that rest on curved supports that roll in their tracks backwards and forwards to raise and lower the leaves.

IRT No. 6 Subway Truss Bridge ✓

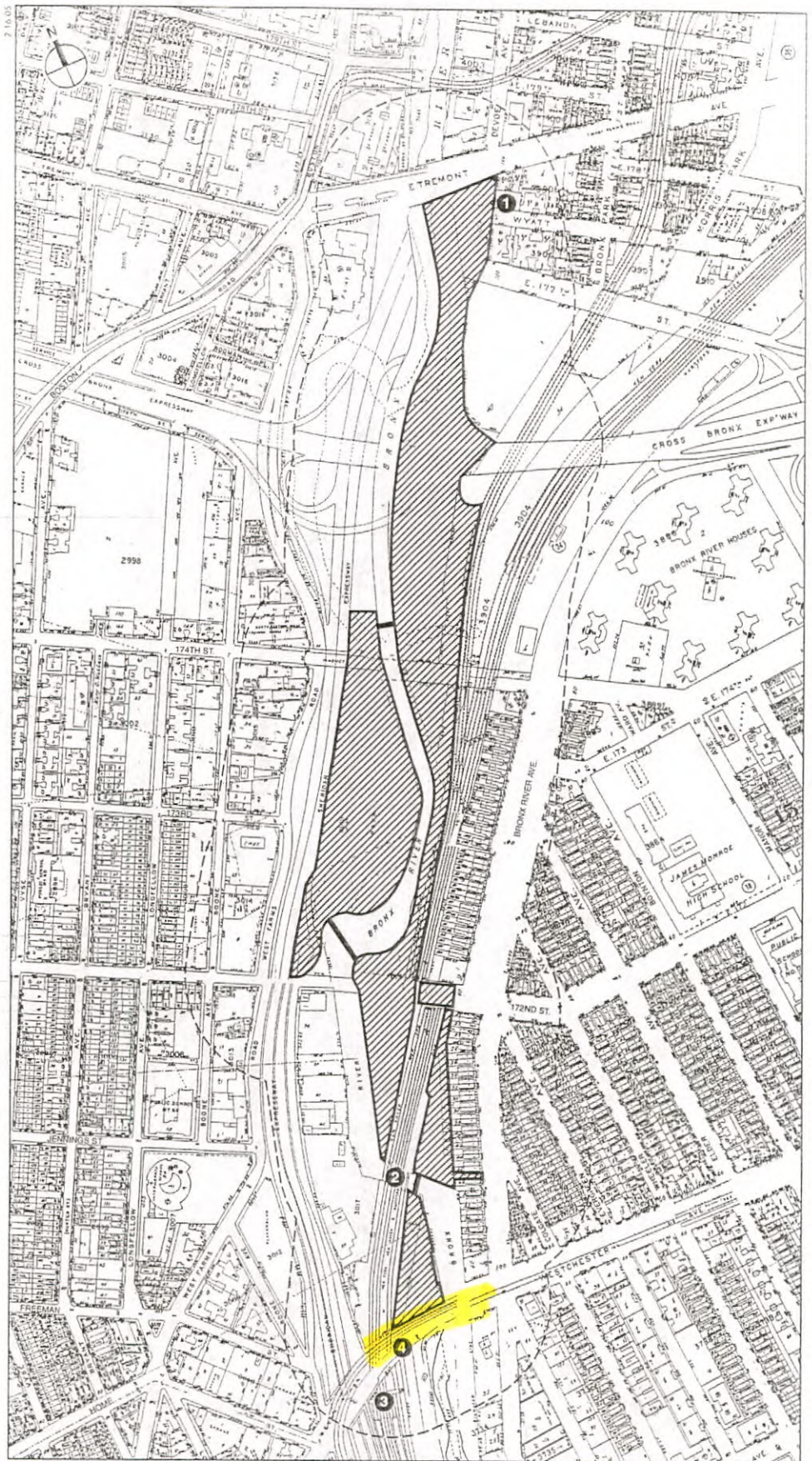
(00501.001363)


This multiple-span steel truss bridge, part of the IRT. No. 6 subway viaduct, was constructed ca. 1920 and meets Criterion C in the area of engineering. It runs above and parallel to Westchester Avenue. The western span crosses over the AMTRAK right of way and is an example of a Pratt through-truss while the eastern span, over the Bronx River, is a Parker truss. The common Pratt truss system uses its verticals in compression and its diagonals in tensions. The Parker truss is an adaptation of the Pratt truss with a polygonal top chord. The diagonals in the Parker originate at the lower corner and radiate upwards away from the center panel.

Please contact Kathy Howe at (518) 237-8643 ext. 3266 with any questions. Be sure to use the project reference number (PR) in all future correspondence.



117



 Project Site Area
 - - - - Study Area Boundary (400-Foot Perimeter)

- Cultural Resources**
- ① West Farms Station, U.S. Post Office
 - ② Amtrak Bridge
 - ③ Westchester Avenue Station
 - ④ IRT Number 6 Subway Truss Bridge

0 500 FEET
SCALE

1021

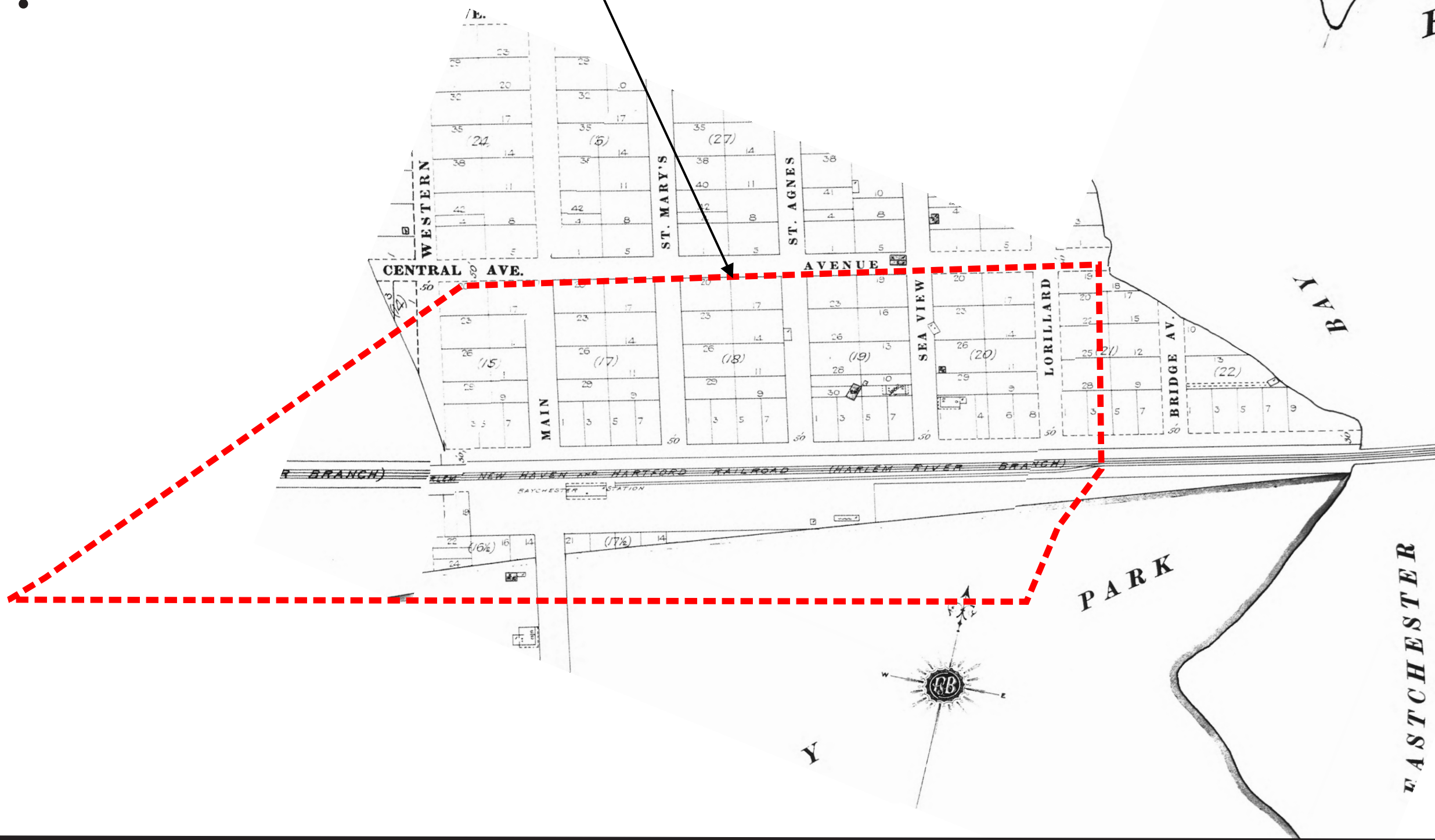


Appendix C:

Proposed Co-op City Station Area of Potential Effect Sanborn Maps



AREA OF POTENTIAL EFFECT



EASTCHESTER

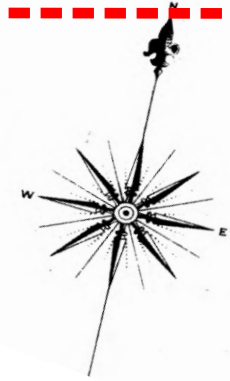
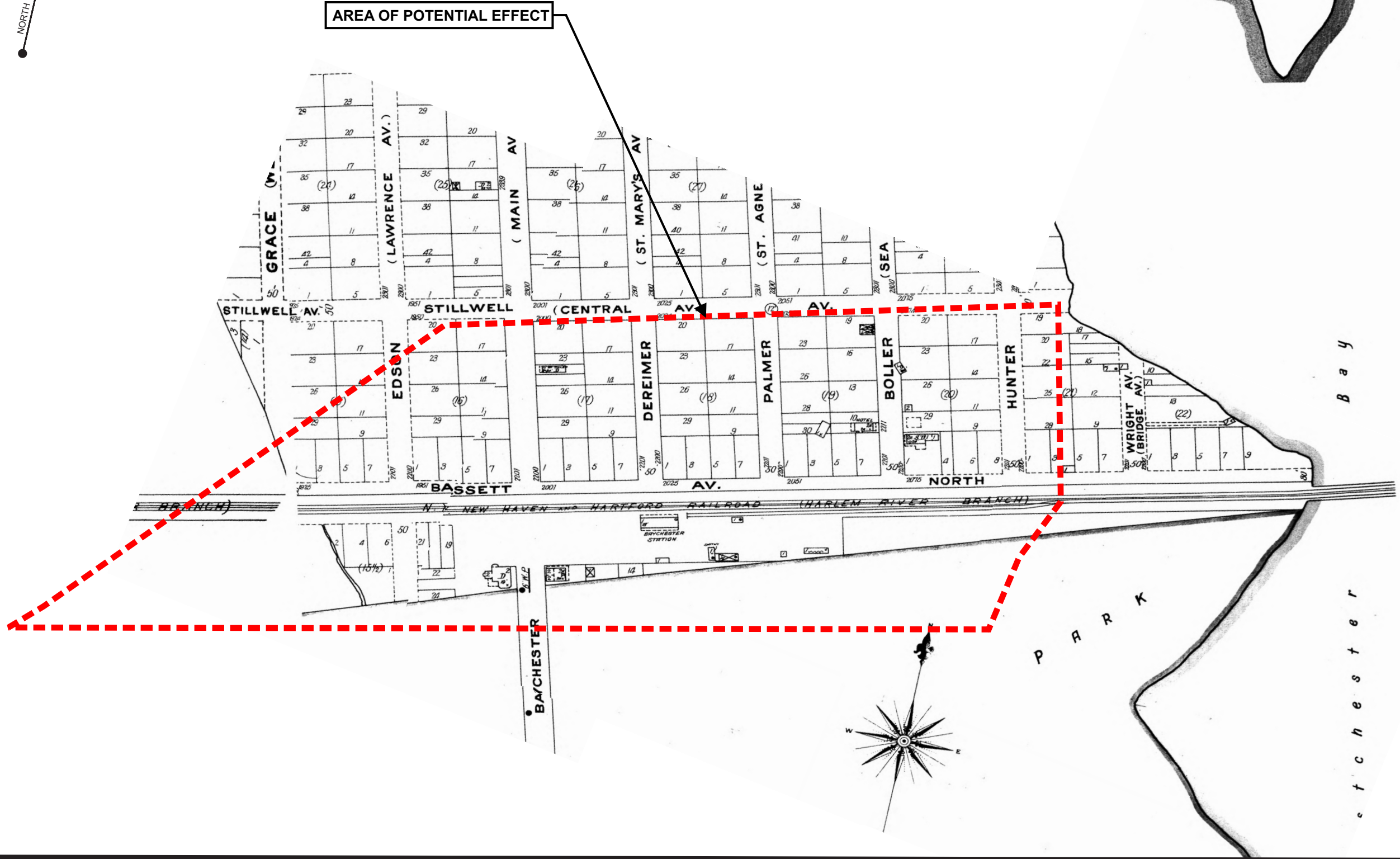
BAY

PARK

EASTCHESTER

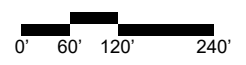
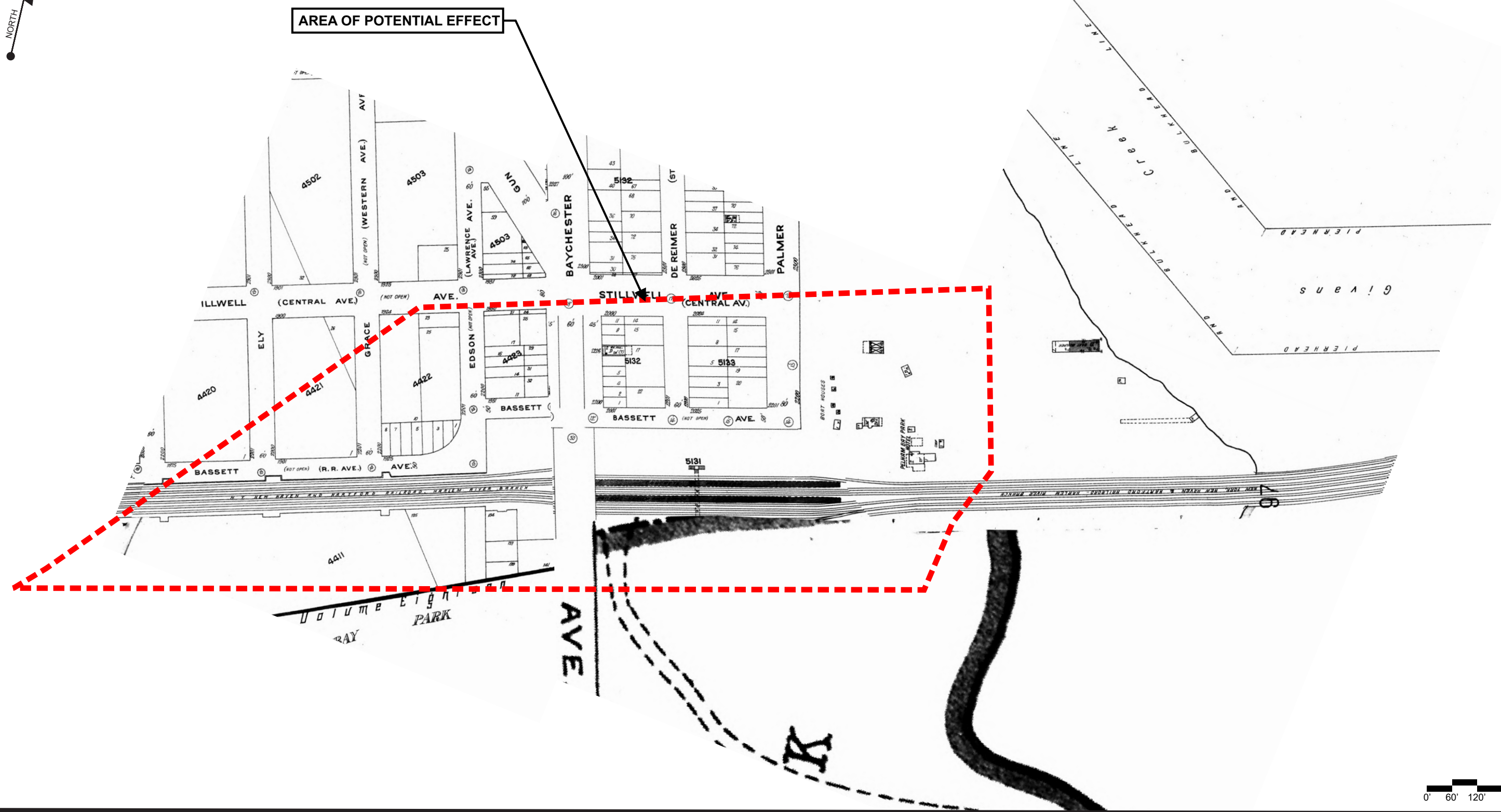


AREA OF POTENTIAL EFFECT





AREA OF POTENTIAL EFFECT

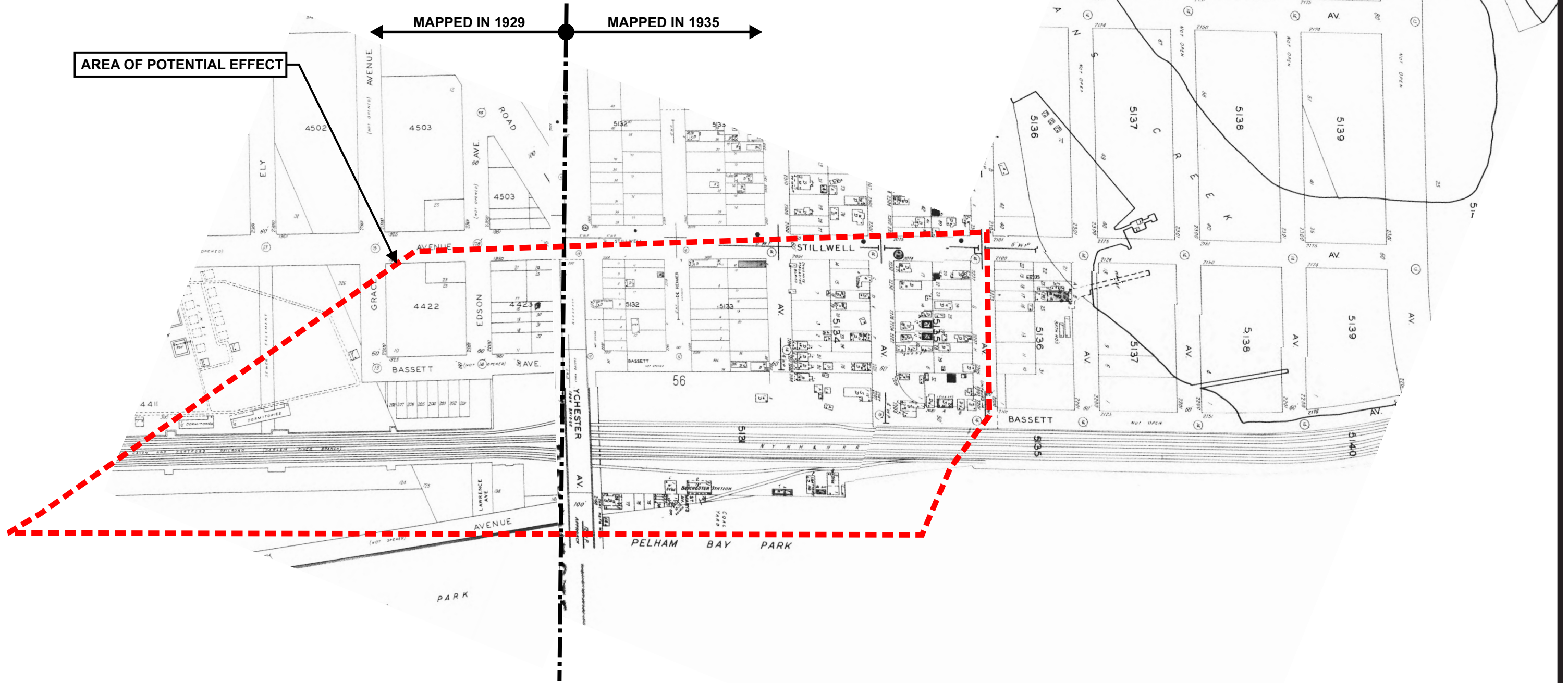




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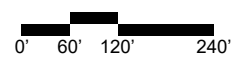
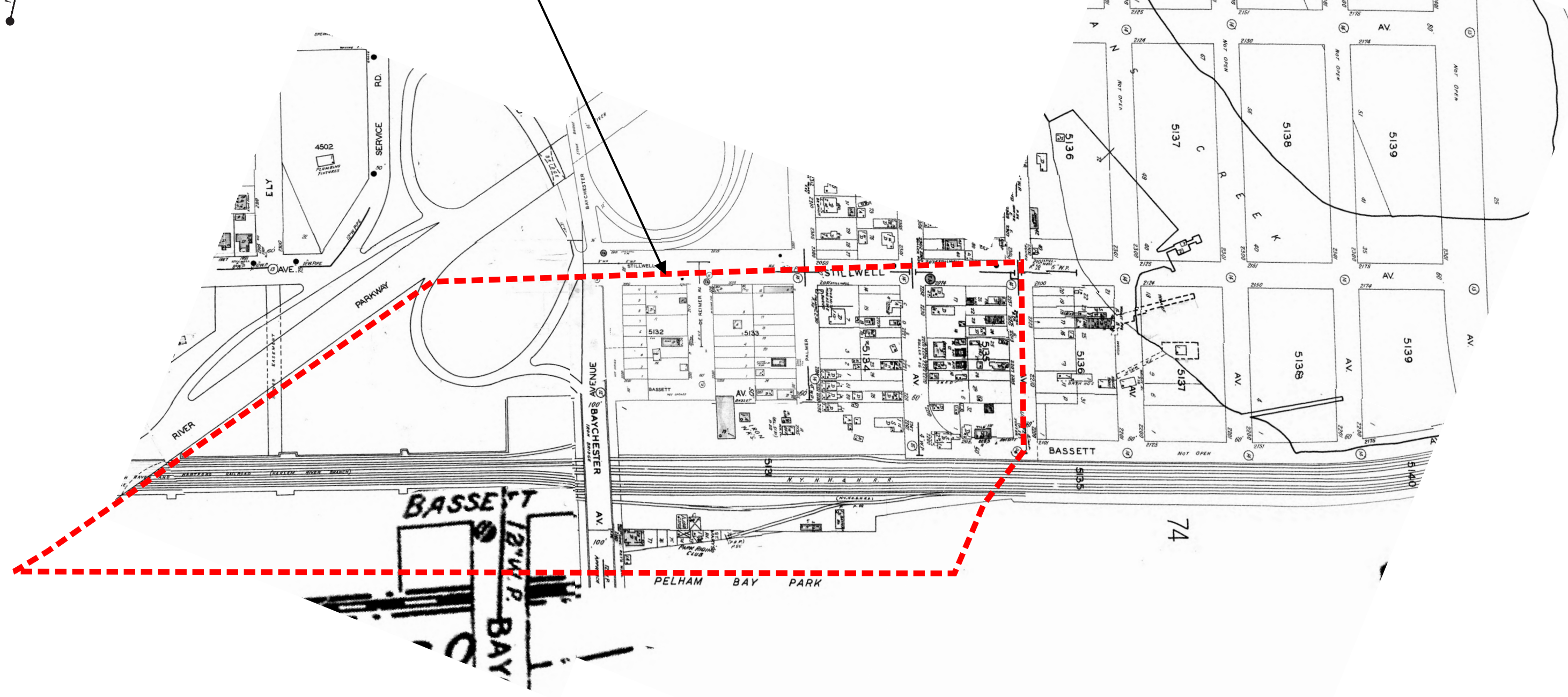
MAPPED IN 1929

MAPPED IN 1935



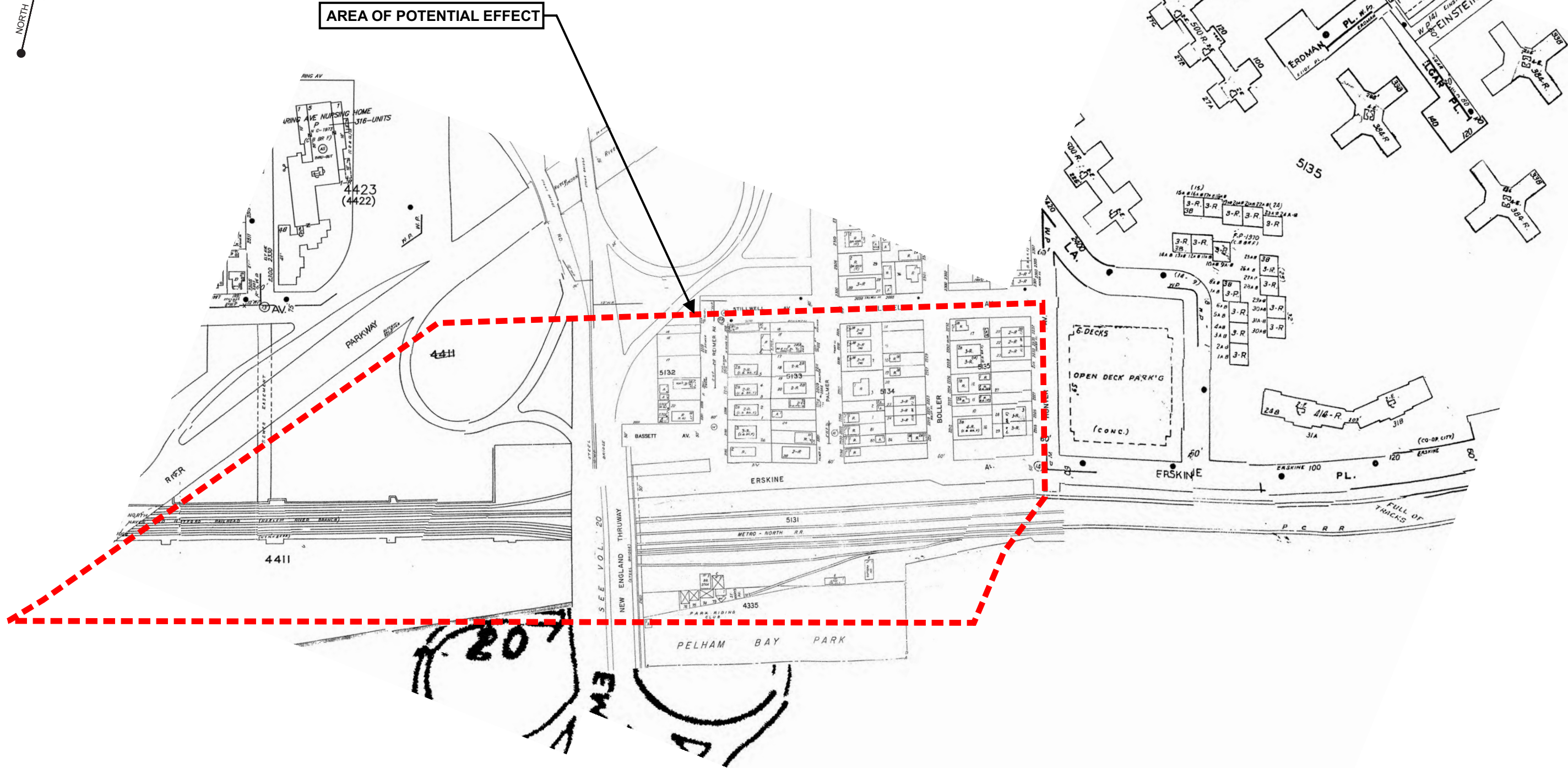


AREA OF POTENTIAL EFFECT



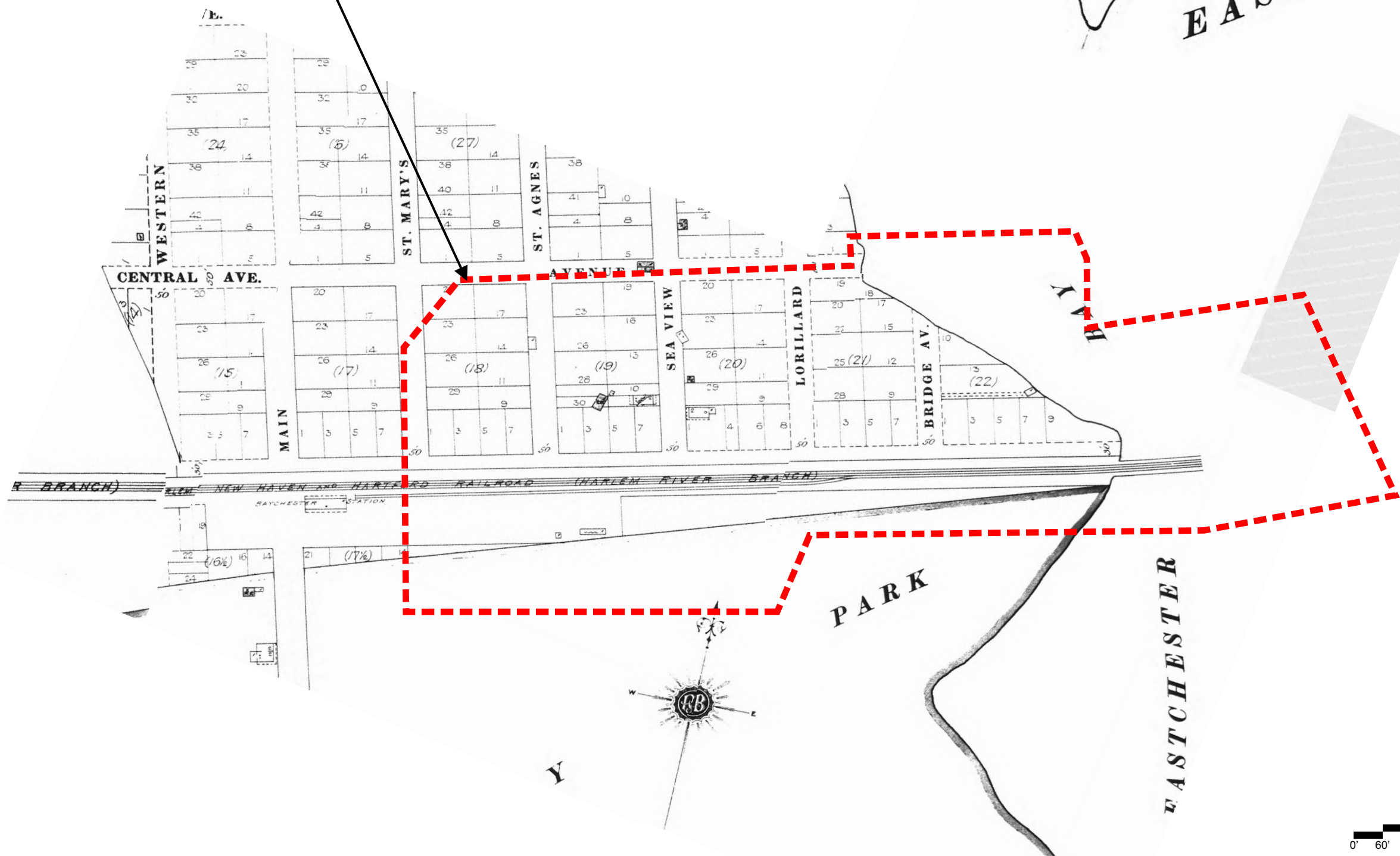


AREA OF POTENTIAL EFFECT





AREA OF POTENTIAL EFFECT



EASTC

BAY

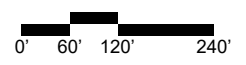
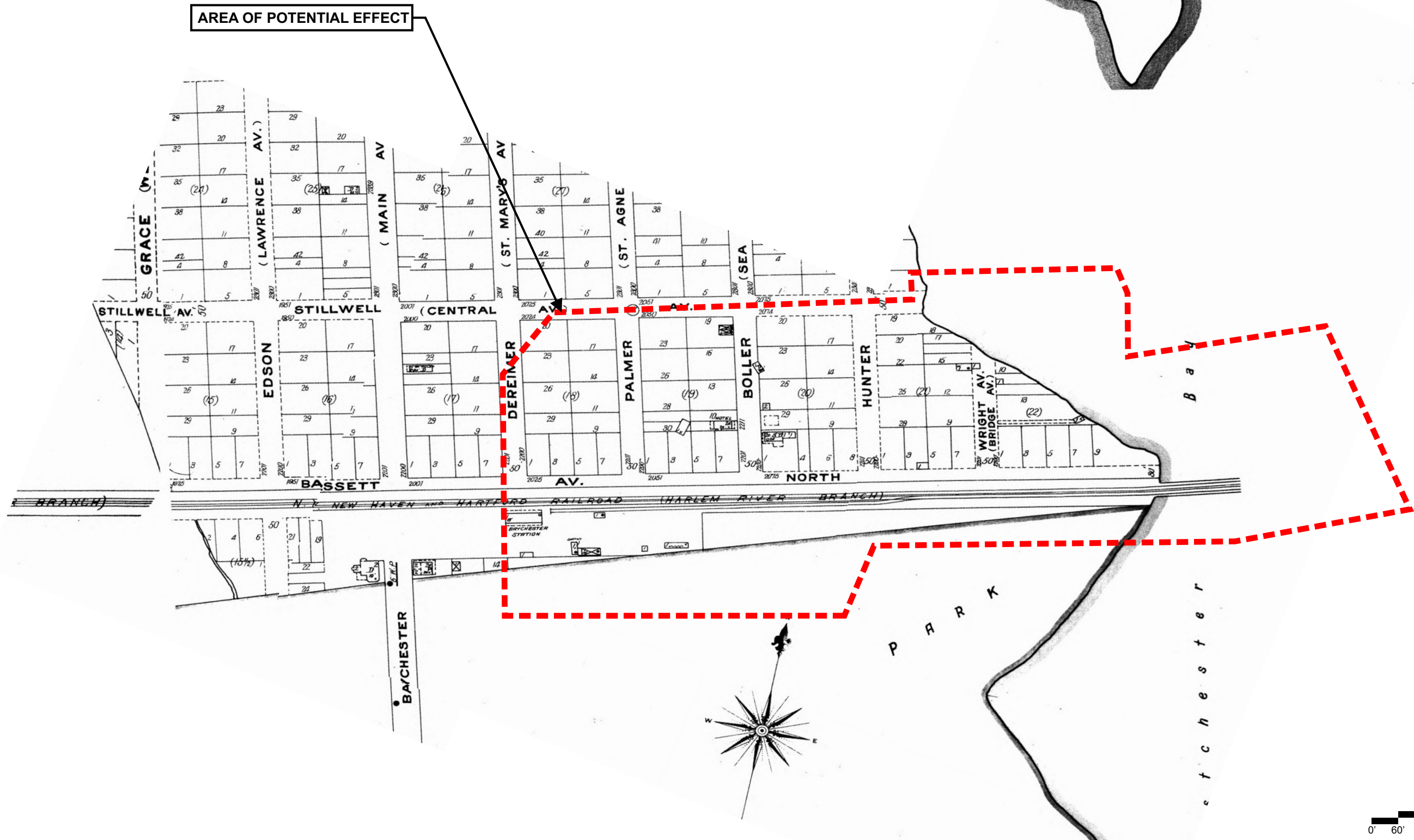
PARK

EASTCHESTER



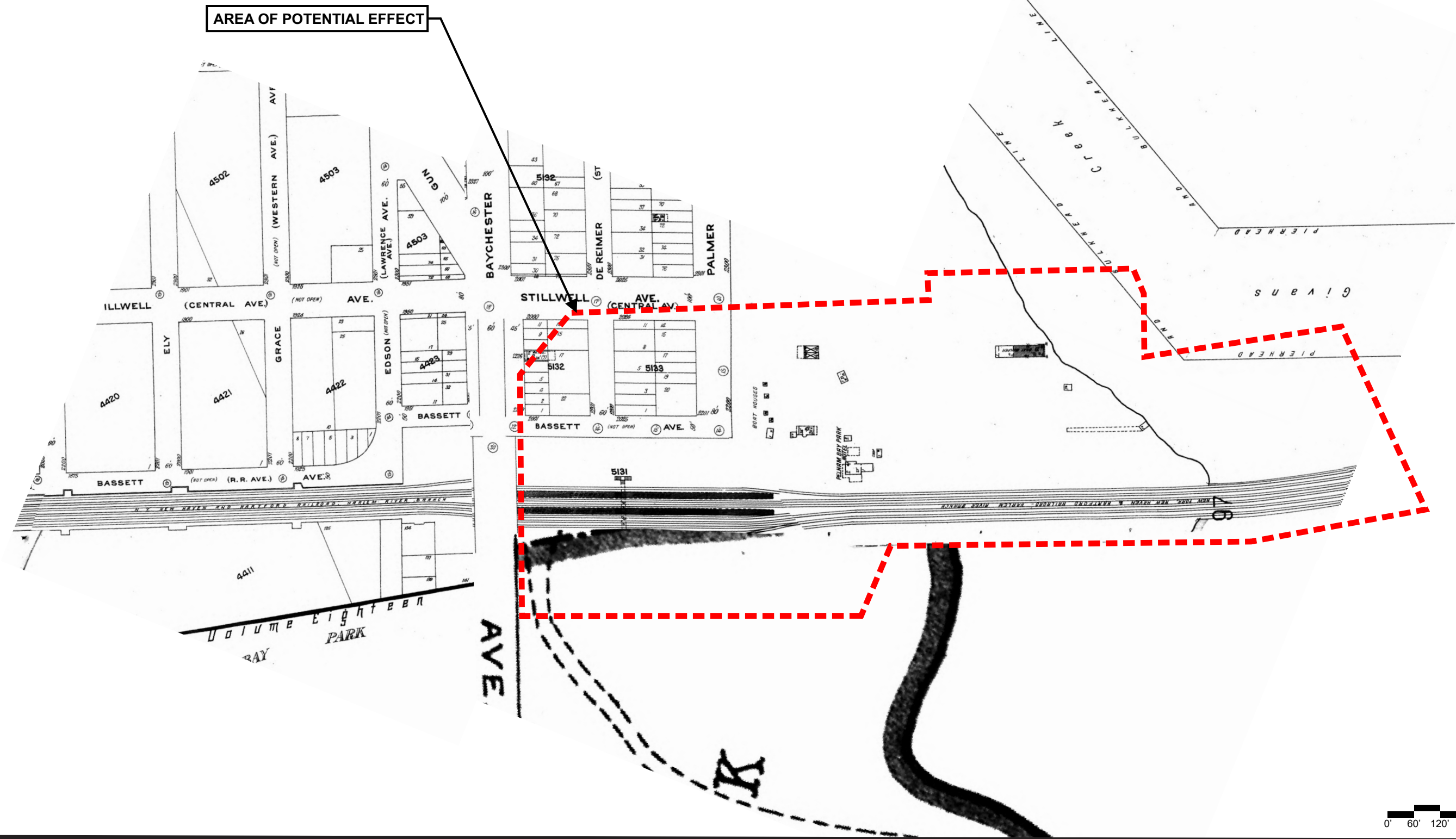


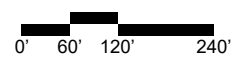
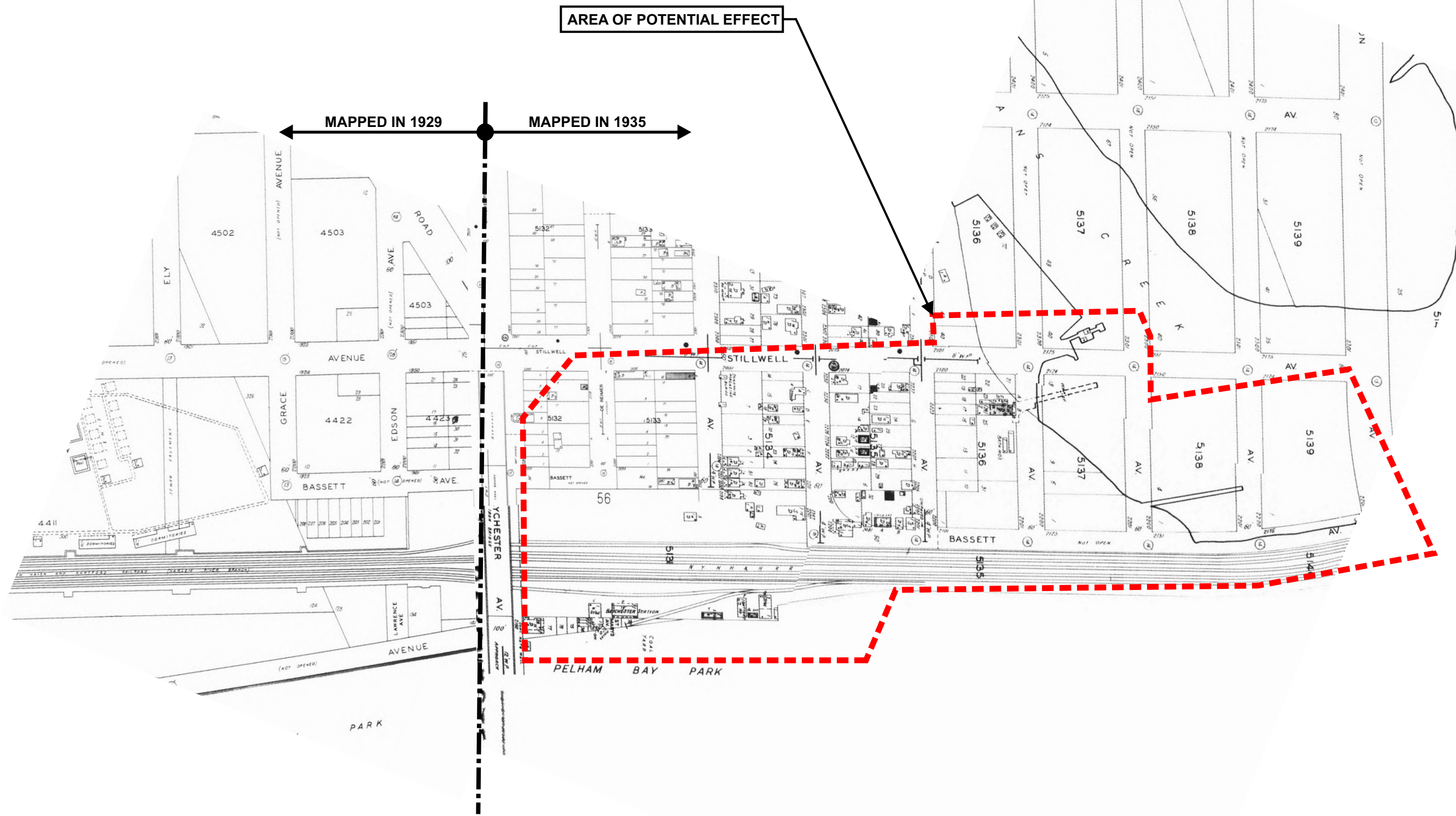
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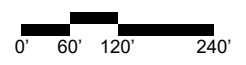
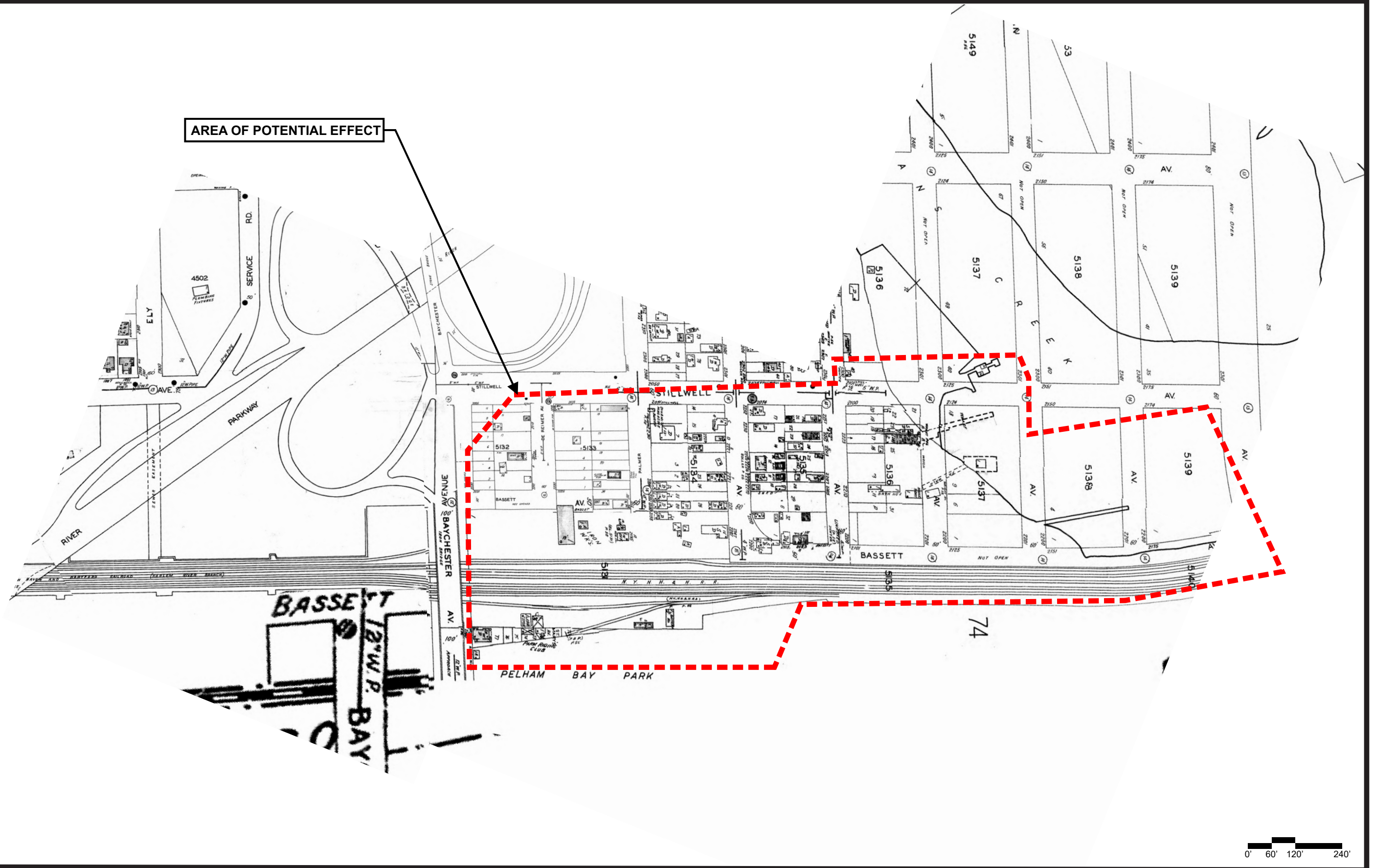




AREA OF POTENTIAL EFFECT

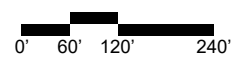
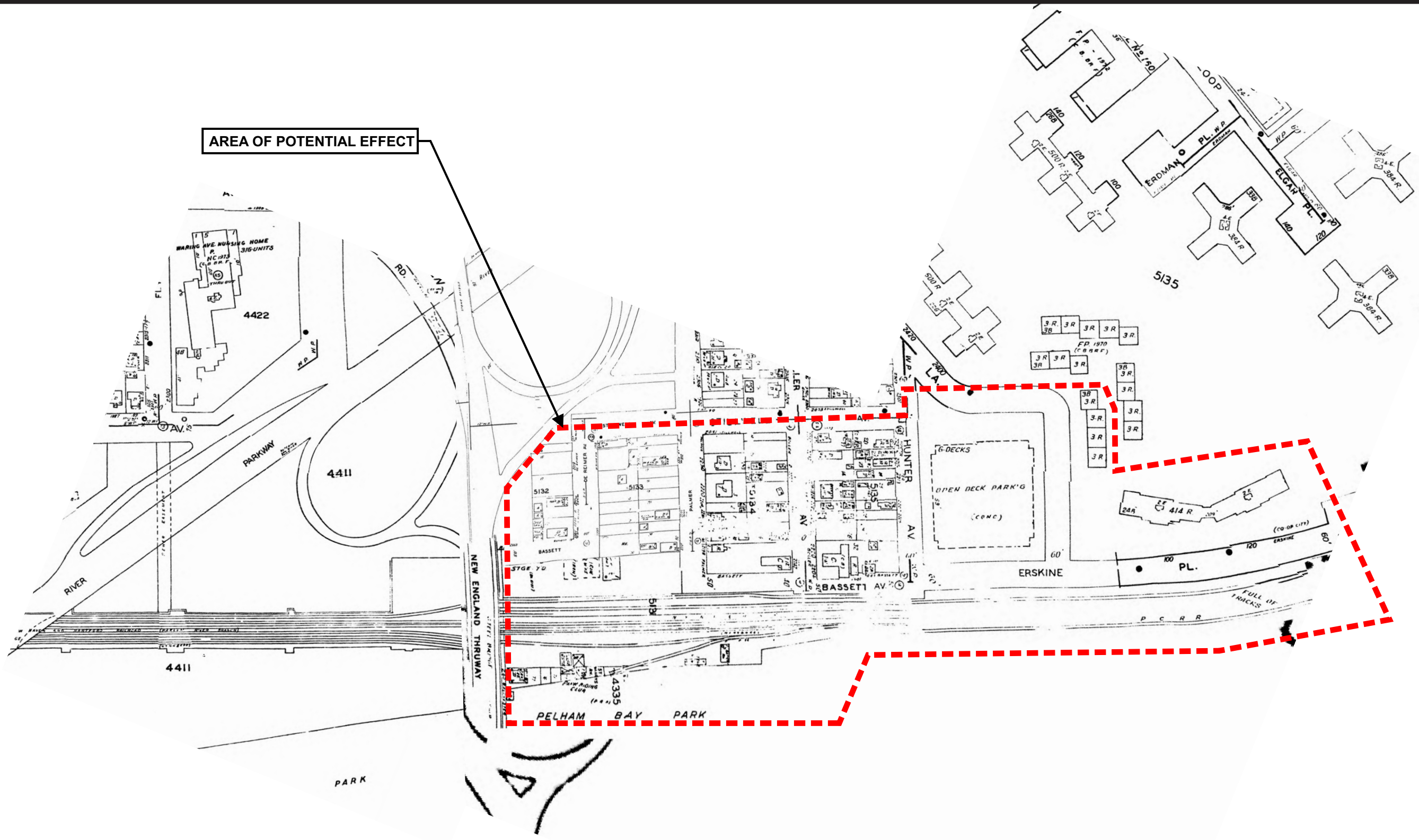








AREA OF POTENTIAL EFFECT





AREA OF POTENTIAL EFFECT

