Appendix C: Agency Correspondence
Stephen Ricucci  
Jacobs Edwards and Kelcey, Inc.  
299 Madison Avenue  
P.O. Box 1936  
Morristown, NJ 07962-1936

Re: Northern Branch Corridor and Associated Proposed Station Locations

Dear Mr. Ricucci:

Thank you for your data request regarding rare species information for the above referenced project site in Bergen and Hudson Counties.

Searches of the Natural Heritage Database and the Landscape Project (Version 2) are based on a representation of the boundaries of your project site in our Geographic Information System (GIS). We make every effort to accurately transfer your project bounds from the topographic map(s) submitted with the Request for Data into our Geographic Information System. We do not typically verify that your project bounds are accurate, or check them against other sources.

We have checked the Natural Heritage Database and the Landscape Project habitat mapping for occurrences of any rare wildlife species or wildlife habitat on the referenced site. Please see Table 1 for species list and conservation status.

Table 1 (on referenced site).

<table>
<thead>
<tr>
<th>Common Name</th>
<th>Scientific Name</th>
<th>Federal Status</th>
<th>State Status</th>
<th>Grank</th>
<th>Srank</th>
</tr>
</thead>
<tbody>
<tr>
<td>colonial waterbird foraging habitat</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>eastern box turtle</td>
<td>Terrapene carolina carolina</td>
<td>Special Concern</td>
<td>G5</td>
<td>S3</td>
<td></td>
</tr>
<tr>
<td>yellow-crowned night-heron foraging habitat</td>
<td>Nycitanassa violacea</td>
<td>T/T</td>
<td>G5</td>
<td>S2B</td>
<td></td>
</tr>
</tbody>
</table>

We have also checked the Natural Heritage Database and the Landscape Project habitat mapping for occurrences of any rare wildlife species or wildlife habitat within 1/4 mile of the referenced site. Please see Table 2 for species list and conservation status. This table excludes any species listed in Table 1.

Table 2 (additional species within 1/4 mile of referenced site).

<table>
<thead>
<tr>
<th>Common Name</th>
<th>Scientific Name</th>
<th>Federal Status</th>
<th>State Status</th>
<th>Grank</th>
<th>Srank</th>
</tr>
</thead>
<tbody>
<tr>
<td>wood turtle</td>
<td>Clemmys insculpta</td>
<td>T</td>
<td>G4</td>
<td>S3</td>
<td></td>
</tr>
</tbody>
</table>

We have also checked the Natural Heritage Database for occurrences of rare plant species or ecological communities. The Natural Heritage Database does not have any records for rare plants or ecological communities on or within 1/4 mile of the site.

The above results are for the corridor and all proposed station sites taken together. We also did individual searches for the corridor and each station separately. The attached tables list the results.

Attached are lists of rare species and ecological communities that have been documented from Bergen and Hudson Counties. If suitable habitat is present at the project site, these species have potential to be present.

Status and rank codes used in the tables and lists are defined in the attached EXPLANATION OF CODES USED IN NATURAL HERITAGE REPORTS.
Ms. Linda A. Mosch, P.E.
Project Director – Northern Branch EIS
New Jersey Transit
One Penn Plaza East, Newark, New Jersey 07105-2246

Re: Notice of Intent to Prepare an Environmental Impact Statement (ER 07/827) for Restoration of Rail Service in the Northern Branch Corridor, Bergen and Hudson Counties, New Jersey

Dear Ms. Mosch:

As requested in the Federal Register dated October 2, 2007 (Volume 72, Number 190), the U.S. Fish and Wildlife Service (Service), New Jersey Field Office has reviewed the above-referenced New Jersey Transit proposed Rail Service Restoration Project (Project) in the Northern Branch Corridor located in Bergen and Hudson Counties, New Jersey.

AUTHORITY

This response is pursuant to Section 7 of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended: 16 U.S.C. 1531 et seq.) to ensure the protection of federally listed endangered and threatened species and does not preclude separate review and comments by the Service as afforded by the Fish and Wildlife Coordination Act (48 Stat. 401; 16 U.S.C. 661 et seq.), if any permits are required from the U.S. Army Corps of Engineers pursuant to the Clean Water Act of 1977 (33 U.S.C. 1344 et seq.) (Corps), or comments to the New Jersey Department of Environmental Protection (NJDEP), if project implementation requires a permit from the NJDEP, nor do they preclude comments on any forthcoming environmental documents pursuant to the National Environmental Policy Act of 1969 as amended (83 Stat. 852; 42 U.S.C. 4321 et seq.).

FEDERALLY LISTED SPECIES

The Service notes that the proposed project site is located within the geographic range of the Indiana bat (Myotis sodalis). Indiana bats are federally listed as endangered pursuant to the Endangered Species Act. Indiana bats hibernate in caves and abandoned mine shafts from
October through April. Between April and August, Indiana bats inhabit floodplain, riparian, and upland forests, roosting under loose tree bark during the day, and foraging for flying insects in and around the tree canopy at night. During these summer months, numerous females roost together in maternity colonies. Maternity colonies use multiple roosts in both living and dead trees. From late August to mid-November, Indiana bats congregate in the vicinity of their hibernacula, building up fat reserves for hibernation (Harvey, 1992). Protection of Indiana bats during all phases of their annual life cycle is essential to the long-term conservation of this species. Threats to the Indiana bat include disturbance or killing of hibernating and maternity colonies: vandalism and improper gazing of hibernacula; fragmentation, degradation, and destruction of forested summer habitats; and use of pesticides and other environmental contaminants.

Many areas of New Jersey, including the project site, have not been thoroughly surveyed for endangered and threatened plant and animal species. Therefore, Indiana bats may be present on the project site in areas of suitable habitat during summer months. Tree clearing could adversely affect this species by killing, injuring or disturbing breeding or roosting bats. Therefore, to avoid adverse affects to the Indiana bat, any tree clearing activities should be prohibited between April 1 to September 30. If project implementation will involve tree clearing, please forward a construction schedule to this office for review. If tree clearing is proposed during the restricted season, further consultation pursuant to Section 7 of the Endangered Species Act will be required. If no tree clearing will be necessary for project implementation, please provide this office with documentation to that effect.

No other federal listed species are located in the project area. If additional information on federally listed species becomes available or if project plans change, further consultation with the Service may be required.

CONCLUSIONS

The New Jersey Transit Corporation should confirm if any tree clearing is proposed within the project area. If project implementation will involve tree clearing, the applicant is requested to forward a construction schedule to this office for review to determine the affects, if any, on the listed Indiana bat. If tree clearing is proposed during the restricted season (April 1 to September 30), further consultation pursuant to Section 7 of the Endangered Species Act will be required.

Please contact Mr. Steven Mars of my staff at (609) 646-9310, extensions 23, if you have any question or require further assistance regarding federally listed threatened or endangered species.

Sincerely,

[Signature]
John C. Staples
Assistant Supervisor
IN REPLY REFER TO:
07-I-0915

Stephen Ricucci, Senior Environmental Planner
Jacobe Edwards and Kelcey
299 Madison Avenue
Morristown, New Jersey 07962-1936
Fax Number: (973) 267-3555

Reference: Northern Branch Corridor (JEK Project Number 060011.018)
Bergen and Hudson Counties, New Jersey

The U.S. Fish and Wildlife Service (Service) is reviewing the above-referenced proposed project pursuant to the Endangered Species Act of 1973 (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.) (ESA) to ensure the protection of federally listed endangered and threatened species. The project’s impact area is located within the geographic range of the federally listed (endangered) Indiana bat (Myotis sodalis). Indiana bats hibernate in caves and abandoned mine shafts from October through April. Between April and August, Indiana bats inhabit floodplain, riparian, and upland forests, roosting under loose tree bark during the day, and foraging for flying insects in and around the tree canopy at night. To assist in determining the potential effects of the proposed project on the Indiana bat, the Service requests the following information:

1. The number of wooded acres on the subject property listed by upland, wetland, and regulated transition area adjacent to a wetland or water body.

2. The acres and/or numbers of trees proposed for clearing listed by upland, wetland, and regulated transition area.

3. A characterization of wooded areas proposed for clearing, including a list of dominant tree species, the size class distribution of trees (<6", 6-9", 9-12", 12-26", >26" diameter-at-breast-height [dbh]), the prevalence of snags (dead trees), and a characterization of the understory. Please include a tree inventory if one has been completed.

4. Color photographs of areas proposed for clearing, including representative canopy trees and the understory. Please include photographs of representative wetland, upland, and transition areas.

5. Any measures proposed to minimize disturbance to Indiana bat habitat.

Based on the above information and the distance from known Indiana bat hibernacula or maternity roosts, the Service may recommend a seasonal restriction on tree clearing beginning April 1 and ending September 30 or November 15. The Service may also request a summer mist net survey to determine the presence or absence of Indiana bats and/or additional conservation measures such as limiting the extent of tree clearing. Please refer to this office’s web site at http://www.fws.gov/northeast/njfieldoffice/Endangered/ for further information including federally listed and candidate species lists, procedures for requesting ESA review, the National Bald Eagle Management Guidelines, and contacts for obtaining information from the New Jersey Natural Heritage and Endangered and Nongame Species Programs regarding State-listed and other species of concern.

Reviewing Biologist: Wendy Walsh

Authorizing Supervisor: [Signature]

additional info_That doc 08/08/07
United States Department of the Interior
FISH AND WILDLIFE SERVICE
New Jersey Field Office
927 North Main Street, Building D
Pleasantville, New Jersey 08232
Tel: 609-646-9310 Fax: 609-646-0352
http://www.fws.gov/northeast/njfieldoffice

IN REPLY REFER TO:
07-I-0915

Stephen Ricucci, Senior Environmental Planner
Jacobs Edwards and Kelcey
299 Madison Avenue
Morristown, New Jersey 07962-1936
Fax Number: (973) 267-3555

APR 30 2008

Reference: Northern Branch Corridor (JEK Project Number 060011.018)
Bergen and Hudson Counties, New Jersey

The U.S. Fish and Wildlife Service (Service) has reviewed the above-referenced proposed project pursuant to the Endangered Species Act of 1973 (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.) (ESA) to ensure the protection of federally listed endangered and threatened species. The following comments do not address all Service concerns for fish and wildlife resources and do not preclude separate review and comment by the Service as afforded by other applicable environmental legislation.

A known occurrence or potential habitat for the following federally listed or candidate species is located on or near the project’s impact area. However, the Service concurs that the proposed project is not likely to adversely affect federally listed or candidate species for the reasons listed below.

<table>
<thead>
<tr>
<th>Species</th>
<th>Basis for Determination</th>
</tr>
</thead>
<tbody>
<tr>
<td>Indiana bat (Myotis sodalis), endangered</td>
<td>Your November 13, 2007 letter describing the urbanized condition of the project route and the minimal proposed tree clearing.</td>
</tr>
</tbody>
</table>

Except for the above-mentioned species, no other federally listed or proposed threatened or endangered flora or fauna under Service jurisdiction are known to occur within the proposed project’s impact area. Therefore, no further consultation pursuant to the ESA is required. If additional information on federally listed species becomes available, or if project plans change, this determination may be reconsidered.

Please refer to this office’s web site at http://www.fws.gov/northeast/njfieldoffice/Endangered/ for further information including federally listed and candidate species lists, procedures for requesting ESA review, the National Bald Eagle Management Guidelines, and contacts for obtaining information from the New Jersey Natural Heritage and Endangered and Nongame Species Programs regarding State-listed and other species of concern.

Reviewing Biologist: Wendy Walsh

Authorizing Supervisor: John C. Staples
December 7, 2009

United States Fish and Wildlife Service
927 North Main Street
Pleasantville, New Jersey 08232

RE: NORTHERN BRANCH CORRIDOR
DRAFT ENVIRONMENTAL IMPACT STATEMENT
JEG PROJECT NUMBER: 060011.018

Dear Sir or Madam:

Our office had previously requested database documentation for the potential presence of threatened or endangered species on or near the above referenced project site. Your office provided the requested information in correspondence dated April 30, 2008. At this time we are requesting confirmation from your office that the information in your response remains correct as of this date. I have enclosed copies of all previous correspondence and documentation for your reference.

Should you have any questions or require additional information to process this request, please feel free to contact me at (862) 242-7264.

Sincerely,

John M. Sadlon, LLA, PP
Senior Environmental Planner

Enclosures
December 07, 2009

Mr. Larry Torok
New Jersey Department of Environmental Protection
Threatened and Endangered Species Program
501 East State Street
Trenton, NJ 08625

RE: NEW JERSEY TRANSIT
NORTHERN BRANCH CORRIDOR
THREATENED AND ENDANGERED SPECIES
JEK PROJECT NUMBER: 060011.018

Dear Mr. Torok:

NJ TRANSIT is currently investigating network-oriented transportation solutions to improve mobility within Bergen and Hudson County, New Jersey. Several alternatives are being developed including a light rail and diesel multiple unit system along the existing Conrail right-of-way from the Hudson Bergen Light Rail Transit System north to Tenafly. Conrail currently operates a freight line in this right-of-way. The proposed action involves the reinstatement of passenger rail service on an active freight rail line, which includes the rehabilitation of the rail line, construction of passenger stations and a vehicle base facility or yards, and associated infrastructure improvements, such as viaducts, necessary to operate freight and passenger service on the Northern Branch line. The project improvements will take place in Bergen County and Hudson County, New Jersey.

The corridor is highlighted in yellow on the attached copies of the Weehawken NJ-NY, Yonkers NY-NJ, and Central Park NY-NJ USGS quadrangles.

In response to our request, the New Jersey Natural Heritage Program and the United States Department of the Interior, Fish and Wildlife Service has provided guidance as to the possible presence of the following threatened or endangered species.
<table>
<thead>
<tr>
<th>Common Name</th>
<th>Scientific Name</th>
<th>Federal Status</th>
<th>State Status</th>
<th>Proximity</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>US FWS List</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Indiana bat</td>
<td>Myotis sodalis</td>
<td>E</td>
<td>E</td>
<td>Potentially within corridor</td>
</tr>
<tr>
<td><strong>NJDEP NHP List</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Eastern Box Turtle</td>
<td>Terrapane carolina-carolina</td>
<td>-</td>
<td>SC</td>
<td>Potentially within project corridor or at proposed station locations</td>
</tr>
<tr>
<td>Yellow Crowned Night Heron</td>
<td>Nyctanassa violacea</td>
<td>-</td>
<td>T</td>
<td></td>
</tr>
<tr>
<td>Wood Turtle</td>
<td>Glyptemys insculpta</td>
<td>-</td>
<td>T</td>
<td>Potentially within ¼ mile, documented occurrence ¾ mile away</td>
</tr>
</tbody>
</table>

T=Threatened; E=Endangered; SC=Species of Concern

A freshwater wetland assessment of the entire alignment was performed during which time unmapped linear wetland areas were identified parallel to the existing right-of-way. The wetlands that were identified and delineated were generally herbaceous drainage swales or state open water complexes. The swales mostly provide drainage collecting water from the existing rail right-of-way, adjacent properties and roadways. The areas subsequently drain into surrounding surface waters. It is assumed that NJDEP will classify most of the delineated areas as either "intermediate" or "ordinary" resource value complexes due to the function and value they demonstrate as a wetland resource. These complexes are located in highly urbanized areas with industrial and transportation related land uses adjacent to them.

A formal application for a Letter of interpretation is in the process of being prepared and submitted to the Department. For planning purposes however, our office has been requested to provide a preliminary permitting strategy for the proposed project. On behalf of NJ TRANSIT therefore we are requesting an opinion from your office regarding the probable existence of the above threatened or endangered species within the project corridor or at proposed station sites.

For your consideration I have enclosed a copy of the Preliminary Wetland Delineation Report that includes aerial and site photographs as well as the field data and description of the wetland areas. I have also enclosed copies of the correspondence New Jersey Natural Heritage Program and the United States Department of the Interior, Fish and Wildlife Service.

The information uncovered in this investigation will be included in a Draft Environmental Impact Statement for the Northern Branch corridor. The DEIS will be prepared in accordance with the National Environmental Policy Act (NEPA) of 1969, as amended. The DEIS will conform to FTA/FHWA regulations (23 CFR 771), policies, and guidelines implementing NEPA and Council on Environmental Quality (CEQ) regulations.
Should you have any questions or require additional information to process this request, please feel free to contact me at (862) 242-7264.

Sincerely,

[Signature]

John M. Sadlon, LLA, PP
Senior Environmental Planner

Enclosure
December 07, 2009

Office of Natural Lands Management
Natural Heritage Program
P.O. Box 404
22 South Clinton Avenue
Trenton, New Jersey 08625-0404

RE: NORTHERN BRANCH CORRIDOR
DRAFT ENVIRONMENTAL IMPACT STATEMENT
JEG PROJECT NUMBER: 060011.018

Dear Sir or Madam:

Our office had previously requested database documentation for the potential presence of threatened or endangered species on or near the above referenced project site. Your office provided the requested information in correspondence dated August 31, 2007. At this time we are requesting confirmation from your office that the information in your response remains correct as of this date. I have enclosed copies of all previous correspondence and documentation for your reference.

Should you have any questions or require additional information to process this request, please feel free to contact me at (862) 242-7264.

Sincerely,

John M. Sadlon, LLA, PP
Senior Environmental Planner

Enclosure
The U.S. Fish and Wildlife Service (Service) has reviewed the above-referenced proposed project pursuant to the Endangered Species Act of 1973 (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.) (ESA) to ensure the protection of federally listed endangered and threatened species. The following comments do not address all Service concerns for fish and wildlife resources and do not preclude separate review and comment by the Service as afforded by other applicable environmental legislation. This is to confirm our April 30, 2008 letter remains correct as of this date.

A known occurrence or potential habitat for the following federally listed or candidate species is located on or near the project’s impact area. However, the Service concurs that the proposed project is not likely to adversely affect federally listed or candidate species for the reasons listed below.

<table>
<thead>
<tr>
<th>Species</th>
<th>Basis for Determination</th>
</tr>
</thead>
<tbody>
<tr>
<td>Indiana bat (Myotis sodalis) endangered</td>
<td>Your December 7, 2009 and November 13, 2007 letters describing the urbanized condition of the project route and the minimal proposed tree clearing.</td>
</tr>
</tbody>
</table>

Except for the above-mentioned species, no other federally listed or proposed threatened or endangered flora or fauna under Service jurisdiction are known to occur within the proposed project’s impact area. Therefore, no further consultation pursuant to the ESA is required. If additional information on federally listed species becomes available, or if project plans change, this determination may be reconsidered.

Please refer to this office’s web site at http://www.fws.gov/northeast/njfieldoffice/Endangered/ for further information including federally listed and candidate species lists, procedures for requesting ESA review, the National Bald Eagle Management Guidelines, and contacts for obtaining information from the New Jersey Natural Heritage and Endangered and Nongame Species Programs regarding State-listed and other species of concern.

Authorizing Supervisor: Reni Popowski

ntaa.doc (6/02/2009)
John M. Sadlon  
Jacobs Engineering  
299 Madison Avenue  
Morristown, NJ 07962-1936  

Re: Northern Branch Corridor  

Dear Mr. Sadlon:  

Thank you for your data request regarding rare species information for the above referenced project site in Hudson and Bergen Counties.  

Searches of the Natural Heritage Database and the Landscape Project (Version 3 for the highlands region, Version 2.1 elsewhere) are based on a representation of the boundaries of your project site in our Geographic Information System (GIS). We make every effort to accurately transfer your project bounds from the topographic map(s) submitted with the Request for Data into our Geographic Information System. We do not typically verify that your project bounds are accurate, or check them against other sources.  

We have checked the Natural Heritage Database and the Landscape Project habitat mapping for occurrences of any rare wildlife species or wildlife habitat on the referenced site. Please see Table 1 for species list and conservation status.  

Table 1 (on referenced site).  

<table>
<thead>
<tr>
<th>Common Name</th>
<th>Scientific Name</th>
<th>Federal Status</th>
<th>State Status</th>
<th>Grank</th>
<th>Srank</th>
</tr>
</thead>
<tbody>
<tr>
<td>eastern box turtle</td>
<td>Terrapene carolina carolina</td>
<td></td>
<td>SC</td>
<td>G5T5</td>
<td>S3</td>
</tr>
</tbody>
</table>

We have also checked the Natural Heritage Database and the Landscape Project habitat mapping for occurrences of any rare wildlife species or wildlife habitat within 1/4 mile of the referenced site. Please see Table 2 for species list and conservation status. This table excludes any species listed in Table 1.  

Table 2 (additional species within 1/4 mile of referenced site).  

<table>
<thead>
<tr>
<th>Common Name</th>
<th>Scientific Name</th>
<th>Federal Status</th>
<th>State Status</th>
<th>Grank</th>
<th>Srank</th>
</tr>
</thead>
<tbody>
<tr>
<td>cattle egret</td>
<td>Bubulcus ibis</td>
<td></td>
<td>SC</td>
<td>G5</td>
<td>S3B,S3N</td>
</tr>
<tr>
<td>glossy ibis</td>
<td>Plegadis falcinellus</td>
<td></td>
<td>SC/S</td>
<td>G5</td>
<td>S3B,S4N</td>
</tr>
<tr>
<td>little blue heron</td>
<td>Egretta caerulea</td>
<td></td>
<td>SC</td>
<td>G5</td>
<td>S3B,S3N</td>
</tr>
<tr>
<td>snowy egret</td>
<td>Egretta thula</td>
<td></td>
<td>SC/S</td>
<td>G5</td>
<td>S3B,S4N</td>
</tr>
<tr>
<td>wood turtle</td>
<td>Gymnanyx insculpta</td>
<td></td>
<td>T</td>
<td>G4</td>
<td>S2</td>
</tr>
<tr>
<td>yellow-crowned night-heron</td>
<td>Nyctanassa violacea</td>
<td></td>
<td>T/T</td>
<td>G5</td>
<td>S2B,S2N</td>
</tr>
</tbody>
</table>

We have also checked the Natural Heritage Database for occurrences of rare plant species or ecological communities. The Natural Heritage Database does not have any records for rare plants or ecological communities on or within 1/4 mile of the site.  

Lists of rare plant species and ecological communities that have been documented from Hudson and Bergen Counties can be downloaded from http://www.state.nj.us/dep/parksandforests/natural/heritage/countylist.html. If suitable habitat is present at the project site, the species in those lists have potential to be present.
Status and rank codes used in the tables and lists are defined in EXPLANATION OF CODES USED IN NATURAL HERITAGE REPORTS, which can be downloaded from http://www.state.nj.us/dep/parksandforests/natural/heritage/nhpcodes_2008.pdf.

If you have questions concerning the wildlife records or wildlife species mentioned in this response, we recommend that you visit the interactive I-Map-NJ website at the following URL, http://www.state.nj.us/dep/gis/depsplash.htm or contact the Division of Fish and Wildlife, Endangered and Nongame Species Program at (609) 292-9400.


Thank you for consulting the Natural Heritage Program. The attached invoice details the payment due for processing this data request. Feel free to contact us again regarding any future data requests.

Sincerely,

Herbert A. Lord
Data Request Specialist

cc: Robert J. Cartica
NHP File No. 10-4007388-4177
April 18, 2008

Ms. Linda A. Mosch, P.E.
Project Director
Northern Branch EIS Capital Planning & Programs
New Jersey Transit Corp.
One Penn Plaza East
Newark, N.J. 07105-2246

Dear Ms. Mosch:


Mr. Lee's comments are not in dispute; his representation is. Mr. Lee made his comments appear as though they were being presented on behalf of NJ-ARP, which he was not authorized to do (and which NJ-ARP subsequently made clear during the Oct. 24 hearings).

Further, corrective comments made at the DEIS hearing Oct. 24, 2007, by NJ-ARP Bergen Liaison Lester W. Wolff, redressing the situation, are not included in the record -- perhaps because they don't fall into a "category" -- but nonetheless should be.

The comments incorrectly attributed, as currently described, include:

Comment No.: 704 Attributed to: New Jersey Association of Railroad Passengers
Submitted by: [Barton] Lee Comment: The DMU is the best example of how to operate passenger service on a freight line. Transferring at North Bergen will not be such a big deal. NJT Response: Comments noted.

(more …)
Comment No.: 758 Attributed to: New Jersey Association of Railroad Passengers
Submitted by: [Barton] Lee
Comment: Light rail vehicles will not have the capacity to move all of the passengers anticipated to ride this service. NJT Response: Comments noted.

Comment No.: 760 Attributed to: New Jersey Association of Railroad Passengers
Submitted by: [Barton] Lee
Comment: If they are not going to fix Route 4 then they should take some people off the roads and stick them on light rail. But if you have to accommodate freight trains, then you have to go with DMU. NJT Response: Comments noted.

Again, NJ-ARP accepts Mr. Lee making these remarks on his own behalf, but not as an NJ-ARP representative. And, again, Mr. Lee's comments were countermanded by Lester W. Wolff, but no such correction appears in the documentation.

We request that all references to Mr. Lee's comments being on behalf of NJ-ARP be deleted from Appendix B of the Final Scoping Document for the Northern Branch Corridor Project's DEIS.

Thank you for your attention to this matter.

[Signature]
Douglas John Bowen
President
New Jersey Association of Railroad Passengers (NJ-ARP)
Chatham, N.J.
201-798-6137
April 25, 2008

Mr. Douglas John Bowen
President
New Jersey Association of Railroad Passengers (NJ-ARP)
P.O. Box 68
Chatham, NJ 07928

Dear Mr. Bowen:

Thank you for your letter of April 18, 2008 regarding the affiliation of Mr. Barton Lee.

Be advised that we cannot change the attribution Mr. Lee has chosen to use. We must record it as written. We will, however, enter your letter and disputation in the record as well. It will appear in the DEIS and FEIS appendices. Additionally, the remarks made by Bergen Liaison Lester W. Wolff were not included in the comments section because they were outside the scoping exercise, but a record of them appears in scoping meeting transcript.

I hope you will understand that, while we are unable to change the way speakers chose to indentify themselves, we can make a permanent record of your letter in the interest of accuracy. Should you have additional questions, please feel free to write again.

Sincerely,

Linda A. Mosch P.E.
Director, Northern Branch DEIS
July 13, 2006

Dorothy P. Guzzo  
Deputy State Historic Preservation Officer  
Historic Preservation Office  
P.O. Box 404  
Trenton, NJ 08625-0404

Re: NJ TRANSIT Northern Branch Corridor Rail Project

Dear Ms. Guzzo,

NJ TRANSIT has enclosed, for your review and comment, the Project Initiation Letter (PIL) for the proposed NJ TRANSIT Northern Branch Corridor Rail Project. The PIL includes the project description, area of potential effect, the list of consulting parties and resource organizations, a survey form, and a public implementation plan.

These studies are being conducted in accordance with Section 106 of the National Historic Preservation Act of 1966, which mandates review of federal undertakings’ effects on historic resources.

NJ TRANSIT seeks your concurrence on the list of resource organizations and consulting parties, the Public Involvement Plan, and the APE, as well as any other comments. If you have any questions, please do not hesitate to contact me at (973) 491-7199.

Sincerely,

[Signature]

David Koenig  
Historic Preservation Specialist

Enclosures

cc: Steve Bond, E&K  
Dara Callender, NJT  
Valerie Discafani, E&K  
Lynn Drobbin, LDA  
Linda Mosch, NJT  
Karen Schrempp, NJT  
Letitia Thompson, FTA
September 15, 2006

Mr. David Koenig
Historic Preservation Specialist
NJ Transit
One Penn Plaza East
Newark, N.J. 07105-2246

Dear Mr. Koenig:

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

Multiple Municipalities, Hudson and Bergen County
Northern Branch Corridor Rail Project
Federal Transit Administration, NJ Transit

This letter is in response to your submission of documents initiating consultation pursuant to the requirements of 36 CFR Parts 800.3 and 800.4. The project consists of a passenger rail service (utilizing an existing rail right of way) that would operate from Tenafly, Bergen County south to North Bergen, Hudson County, in the vicinity of the existing North Bergen Bus Park & Ride in order to connect with the Hudson Bergen Light Rail system. The project was previously initiated in 2003 when the southern terminus for the line was in North Bergen, at 85th Street, approximately 16 blocks north of the current terminus. Major work items include the construction of a vehicle base facility in North Bergen, the replacement, repair or alteration of various culverts and bridges, and the construction of ten (10) new rail stations featuring high-level platforms.

800.3 Initiation of the Section 106 Process

I concur that the Historic Preservation Office (HPO), CSX Transportation, Hudson County Division of Cultural Affairs and Tourism, the Township of North Bergen, Bergen County Division of Cultural and Historic Affairs, the Borough of Fairview, the Ridgefield Park Historic Preservation Commission, the Borough of Ridgefield, the Borough of Palisades Park, the Leonia
Historic Preservation Commission and the Borough of Leonia are the appropriate consulting parties for the initiation of consultation. Public involvement activities may identify additional consulting parties.

As is noted in the submitted documentation, the public involvement plan for the proposed project will consist of soliciting comments on the historic resources from all consulting and interested parties, consulting with the same parties in the event of an Adverse Effect determination, and requesting comments on a draft Memorandum of Agreement (MOA), if required. The plan also indicates the intention to prepare a project presentation for interested and consulting parties, if required, and incorporates the use of an Interested Parties Survey Form. The HPO approves the existing public involvement plan.

800.4 Identification of Historic Properties

I agree with the Area of Potential Effect (APE) for the project as delineated on the submitted maps. The proposed APE appears to include all properties that would be both physically and visually impacted by the proposed work.

I also agree that the County Executives of Hudson and Bergen Counties, the Bergen County Historical Society, the Ridgefield Borough Town Historian, the Palisades Park Borough Town Historian, and the Leonia Town Historian are entities with a potential interest in and a knowledge of historic properties within the APE and should be considered information resources for the pending cultural resources evaluation.

Additional Comments

This office looks forward to receiving the Draft Environmental Impact Statement for this project. If you have any questions regarding these comments, please contact Marianne Walsh at 609-9840-0850-2396 or marianne.walsh@dep.state.nj.us.

Sincerely,

Dorothy P. Guzzo
Deputy State Historic Preservation Officer

C:  I. Kessman, FTA
     L. Mosch, NJT
     K. Schrempp, NJT
     D. Callender, NJT
     L. Drobbin, LDA
     C. Scott, NJ HPO

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SEP 29 2006

Ms. Letitia Thompson
Regional Administrator
Federal Transit Administration
Region II
One Bowling Green, Room 429
New York, NY 10004-1415

Re: Northern Branch Rail Corridor Project

Dear Ms. Thompson:

NJ TRANSIT requests your approval of the attached list of consulting parties, prepared pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended, and associated implementing regulations 36 CFR 800, for the referenced project.

NJ TRANSIT proposes to provide passenger rail service, utilizing an existing right-of-way, between Tenafly, Bergen County and North Bergen, Hudson County, in New Jersey. The project is subject to Section 106 of the National Historic Preservation Act. In compliance with CFR Part 800.3, NJ TRANSIT prepared a list of consulting parties and resource organizations for review, with which the State Historic Preservation Office concurred in a letter, dated September 15, 2006. A copy of that letter, and the list of consulting parties, is attached for your use.

NJ TRANSIT appreciates your attention in this matter. Should you require any additional information, feel free to contact Karen Schrempp, Director of Grant Administration and Compliance, at (973) 491-8057.

Sincerely,

Peter Garino
Senior Director
Capital Programming and Administration

cc: Dara Callender
October 5, 2006

Mr. Peter J. Garino
Senior Director, Capital Programming
NJ TRANSIT
One Penn Plaza East
Newark, NJ 07105-2246

Re: Northern Branch Rail Corridor Project

Dear Mr. Garino:

The Federal Transit Administration (FTA) is in receipt of the September 29, 2006, letter in which NJ TRANSIT is requesting FTA's concurrence with the identified consulting parties for the above referenced project. The FTA agrees with the list of consulting parties.

It is now appropriate for NJ TRANSIT to extend an invitation to these individuals/organizations to become consulting parties for the referenced project. NJ TRANSIT should explain to these organizations their rights and responsibilities as 'additional consulting parties' as defined in 36 CFR Part 800.2, as amended. Should you have any further questions, please contact Rebecca Reyes-Alicea at (212) 668-2203.

Sincerely,

[Signature]
Irwin B. Kessman
Director, Office of Planning and Program Development
June 4, 2008

Terry Karschner
Acting Deputy State Historic Preservation Officer
Historic Preservation Office
P.O. Box 404
Trenton, NJ 08625-0404

Re: NJ TRANSIT Northern Branch Corridor Rail Project, Hudson and Bergen Counties, NJ

Dear Mr. Karschner:

NJ TRANSIT has enclosed, for your review and comment, the Project Initiation Letter (PIL) and the Historic Architectural Resource Background Study (HARBS) Volumes I and II for the proposed NJ TRANSIT Northern Branch Corridor Rail Project. The PIL includes the project description, area of potential effect, the list of consulting parties and resource organizations, a survey form, and a public implementation plan. The HARBS includes background histories of the boroughs and towns in the study area and the identification of all resources in the Area of Potential Effect that are National Historic Sites, have been listed on or determined eligible for listing on the National Register of Historic Places, have SHPO opinions of eligibility, and that are potentially eligible for National Register listing.

These studies are being conducted in accordance with Section 106 of the National Historic Preservation Act of 1966, which mandates review of federal undertakings' effects on historic resources. The PIL is the first step in the Section 106 process. As your organization has been selected as a consulting party for this project, your input on this project is required.

We would appreciate your comments within 30 days. Should no response be received in that time, we will assume you have no comments. If you have any questions, please do not hesitate to contact me at (973) 491-7199.

Sincerely,

[Signature]

David Koenig
Principal Historic Preservation Specialist

Enclosures

cc: Dara Callender, NJT
    Lynn Drobbin, LDA
    Kim Glinkin, Jacobs
    John C. Leon, NJT
    Linda Mosch, NJT
    Karen Schremp, NJT
    Brigid Hynes-Cherin, FTA
June 19, 2008

David Koenig  
Principal Historic Preservation Specialist  
NJ Transit  
One Penn Plaza East  
Newark, New Jersey 07105-2246

RE: NJ Transit Northern Branch Rail Project  
Hudson and Bergen Counties

Dear Mr. Koenig:

This is in reply to your letter, dated June 4, 2008, to Mayor Peter Rustin regarding our comments on the Project Initiation Letter (PIL) and the Historic Architectural Resource Background Study (HARBS) Volumes I and II for the proposed NJ Transit Northern Branch Corridor Rail Project. Please be advised that your letter was not received by the Borough of Tenafly until June 12, 2008.

The Borough of Tenafly intends to provide comments on the PIL and HARBS. This matter will be considered by the governing body at their work session in July. However, it is unlikely that we will be able to send our comments to you within the 30 day time schedule noted in your letter.

Please feel free to contact me should you have any questions. Also, please include my name and address on the distribution list for all future correspondence on this topic.

Sincerely yours,

Joseph Di Giacomo  
Borough Administrator

cc: Mayor & Borough Council  
Borough Clerk Nancy Hatten
July 24, 2008

David Koenig
Principal Historic Preservation Specialist
NJ Transit
One Penn Plaza East
Newark, New Jersey 07105-2246

RE: NJ Transit Northern Branch Rail Project
   Hudson and Bergen Counties

Dear Mr. Koenig:

This is to follow-up my letter to you dated June 19, 2008 regarding our comments on the Project Initiation Letter (PIL) and the Historic Architectural Resource Background Study (HARBS) Volumes I and II for the proposed NJ Transit Northern Branch Corridor Rail Project.

The members of our Historic Preservation Commission are currently completing their review of the HARBS and I anticipate their comments will be submitted to the Mayor and Council for consideration at our next regular work session on August 5th. Their comments will be forwarded to you shortly thereafter.

I anticipate the Mayor and Council will have additional comments on the project after our Transportation Committee has had an opportunity to discuss the PIL and HARBS with our professional planner.

Please feel free to contact me should you have any questions.

Sincerely yours,

[Signature]
Joseph Di Giacomo
Borough Administrator

cc: Mayor & Borough Council
   Borough Clerk Nancy Hatten
August 6, 2008

David Koenig
Principal Historic Preservation Specialist
NJ Transit
One Penn Plaza East
Newark, New Jersey 07105-2246

RE:  NJ Transit Northern Branch Rail Project
     Hudson and Bergen Counties

Dear Mr. Koenig:

The Historic Preservation Commission of the Borough of Tenafly has reviewed the Historic Architectural Resource Background Study (HARBS) submitted by New Jersey Transit. We compliment NJ Transit and its consultants on a thorough, readable and well-presented document. We have examined the report and have identified the following areas of concern:

Northern Branch Tenafly Town Center Station

The Borough’s most significant areas of concern focus on the adverse impacts of overhead wires, diesel emissions, vibrations generated by passing trains, and how the lighting and design elements of the proposed train platforms and shelters will impact the surrounding environment and the historic resources located therein, in particular, upon the Tenafly Railroad Station, which is listed on the State and National Registers of Historic Places and in the Area for Potential Effect (“APE”) for the Northern Branch Tenafly Town Center Station.

In particular, the Borough is concerned with the presence of any type of overhead electric wires and support structures that will extend along the length of the Tenafly Railroad Station District, and in particular, extend along the length of the Tenafly Railroad Station. While there was, at one time, a modest overhead electric line for trolley service on the east side of the station, that line was in place after the period of significance and was a minimal visual element. Since that time, the Borough has made a practice of locating all wires in the downtown area underground.

The Borough is concerned about the effects of repeated diesel emissions in close proximity to the historic Tenafly Railroad Station and its successful outdoor restaurant seating area, as well as upon other such historic buildings and outdoor restaurant seating areas along West Railroad Avenue. The Historic Preservation Commission initiated a recently completed
thorough restoration of the Railroad Station, with the generous support of the Mayor and Council and a grant from the Bergen County Historic Preservation Trust Fund.

The Borough is also concerned about the effects of vibrations emanating from passing trains upon the foundation and structure of the Tenafly Railroad Station. We recommend a study by professional structural engineers to assess the potential for irreversible damage to Tenafly’s most visible historic structure.

Furthermore, the Borough is concerned about the lighting, design elements and materials planned for the new Tenafly Town Center Station. The Borough has worked hard to create a lighting quality and level in the downtown district that reflects the less intense lighting of the period of significance. Furthermore, great care has been taken to use the highest quality materials and workmanship in the restoration of the historic station.

Key to the reason for high quality design and materials for the historic station is the fact that the station represents the central focal point for the Borough, due in large part to its historical significance. Former presidents of the railroad, Charles G. Sisson and John Hull Browning, resided in Tenafly during early, formative decades of the railroad’s existence. And the station and railroad were used by Mrs. Elizabeth Cady Stanton and her fellow suffragists when visiting or leaving for national lectures on women’s civil rights. The Borough recommends and urges further study of the use of the railroad by Mrs. Stanton and colleagues, and suggests that a commemorative theme be included as part of the design process for the Northern Branch.

In addition, the station is covered by a term easement with the NJ Historic Trust. Any new station design must find the right balance between transit needs and high quality, historically compatible materials and design.

The Borough finds that the listing of 22 historic resources in the APE for the Northern Branch Tenafly Town Center Station (see 4.3) does not include a number of important historic structures that are located just outside the APE for the Northern Branch Tenafly Town Center Station, for example, Tenafly Hall, once the center of civic activity and the meeting place of Tenafly’s town council, and 1 Highwood Avenue, site of the former Demarest’s Hardware. While architecturally altered by modern renovations, the associations of these buildings are locally significant.

**Northern Branch Tenafly North Station**

The Borough’s most significant areas of concern focus on the siting and construction of the parking lot for the Tenafly North Station. There are 12 historic resources in the APE for the Northern Branch Tenafly North Station that were evaluated for their potential for listing on the State and/or National Registers of Historic Places. Unfortunately, none of these resources were found, in the HARBs report, to meet the criteria of eligibility for listing. The Borough urges NJ Transit reconsideration of such a finding.
The Historic Preservation Commission, however, has identified two of these 12 resources as being historically unique and significant to the history of Tenafly, and thus “Potentially Eligible Within the APE for the Northern Branch Tenafly North Station”:

**Charles Holmes House, 56 Madison Avenue (Section 5.3.10, p. 133)**

The Charles Holmes House is historically significant to the Borough of Tenafly because it was the only house owned by an African-American family at the turn of the 20th century, from 1900-1910, an unusual and unique accomplishment for any African-American family at that time in history. Preliminary research indicates that the area around Madison Avenue and Haring Lane was an early twentieth century African American area in Tenafly and this resource may fit into a larger thematic resource designation that recognizes African American sites.

The Commission believes this building to be Potentially Eligible under Criterion A because this historic resource represents the historic presence of the African American community in Tenafly and that community’s contribution to the development of Tenafly.

**Pump House, 155 Grove Street (Section 5.3.12, p. 136)**

The Pump House, formerly the Tenafly Sewage Disposal Plant, is now owned by the Bergen County Sewer Authority. The building was constructed in about 1927, and displays a striking, high quality example of masonry technique and brickwork set in Flemish bond with contrasting stone lintels and a colonnade porch. The detail and care in this relatively simple civic work is illustrative of civic quality in Tenafly’s public works. The inclusion of a better photograph showing the unique construction of the building rather than featuring a temporary and poorly sited emergency generator would improve the evaluation of this building.

The Commission believes this building to be Potentially Eligible under Criterion C precisely because the quality and type of construction represented by this historic resource does positively embody the distinctive characteristics of a type, period, or method of construction.

The Borough endorses the Commission’s findings in connection with these two resources.

**Additional Conclusions and Comments**

Firstly, the roadbed and Right of Way contain several structures that relate to railroad operations that are greater than 50 years old. We could not find an evaluation of those in the report. We are concerned about the retention of the concrete mile marker “JC 16” that notes the distance from the Erie Pavonia Terminal in Jersey City, the original terminus of the line. What materials are the proposed for supporting the rails in the area? We would like to know what the proposed top of rail elevation was when the historic station was constructed, what it is today and what is proposed.
Secondly, Tenafly Historic Preservation Commission is a consulting party. We note that in correspondence included in the report, dating to 2003, Tenafly HPC is not mentioned as a consulting party. The Borough respectfully requests rectification of such omission.

Thirdly, the Borough requests digital copies of the maps of Tenafly cited in the bibliography of the report.

Finally, the appendix below identifies a number of factual corrections to the HARBS report.

Please be advised that the Borough’s Transportation Committee is also in the process of reviewing the PIL, HARBS and draft Environmental Impact Statement and we anticipate the Borough will be submitting additional comments upon the completion of the Committee’s review of these materials.

Sincerely yours,

Peter S. Rustin
Mayor

cc: Borough Council
    Borough Clerk
    Borough Attorney
    Historic Preservation Commission
    Planning Board
    Environmental Commission

Appendix: Corrections to the NJ Transit HARBS report

Section 4.1

p. 82, 2nd par, “Borough of Tenafly occupies 4.6 square miles” rather than 4,427 square miles
p. 82, 6th line from bottom - Lost Brook Preserve should be “Tenafly Nature Center”

p. 83, 3rd par, 1st line – “Northern Railroad” should be “Northern Railroad of New Jersey”

p. 83, 4th par, delete "along" to "Palisades" and substitute "on both sides of the railroad."

p. 83, last par, 4th line - Delete "Tenafly Road" and substitute "the Tenakill Brook"

p. 83, last par - Add at the end "The developers also brought about the erection of churches."
p. 84, 4th par – “suffragette” should be “suffragist”

p. 84, 5th par – delete from ”Unfortunately” to “Bergen County”

p. 85, 3d par, 4th line – “was” should be “were”

p. 86, 1st par, last line – capitalize “Depression”

p. 86, 3d par – “Tenafly Natural Park” should be “Tenafly Nature Center”

p. 104, last line – “real estate people” should be “townspeople”

p. 105, first line – “townspeople referred to as” “and an alley running to the east to Serpentine Road known locally as”

p. 105, 4th par, 4th line – add after “Much of the East Hill, east of Old Smith Road,”

Bibliography

Include the following:
December 15, 2008

Daniel Saunders  
Deputy State Historic Preservation Officer  
501 East State Street  
P. O. Box 404  
Trenton, NJ 08625-0404  

Re:  Northern Branch Rail Corridor Project  

Dear Mr. Saunders:  

On November 18, 2008, representatives of NJ TRANSIT’s historic consulting firm, Lynn Drobbin and Associates (LDA), and Ms. Patty Chrisman of your staff participated, along with myself, in a scoping site visit to evaluate the areas surrounding three new elements that were identified subsequent to the most recent submission of project documentation. These elements are (1) a proposed viaduct over the New York Susquehanna and Western (NYS&W) Railroad between 69th and 83rd Streets, (2) a cut through the railroad embankment/new bridge at 85th Street, and (3) an enlarged Leonia Area of Potential Effects (APE) to include three alternative elements (two surface lots in the park and one three-story parking deck). 

During the site tour, the participants agreed upon the appropriate extent of the new APE, encompassing those surrounding properties within sight of anticipated constructive activities, for each of the new project elements. As you are aware, a Project Initiation Letter (PIL) and a Historic Architectural Resources Background Study (HARBS) for the project were submitted to the HPO and to all consulting parties and resource organizations on June 4, 2008. (The PIL, containing the project APE’s, the list of Section 106 consulting parties, and the public involvement plan, had previously been approved by the HPO.) As a supplemental HARBS will be prepared to identify potential, previously unidentified, historic resources within these new APEs, and as this documentation will be submitted to all Section 106 parties for review and comment, a standalone supplemental PIL will not be prepared and the additional APE delineation information will be incorporated into the supplemental HARBS.

NEW PROJECT ELEMENTS:  
69th-83rd Street Viaduct: The viaduct APE extends from Tonnelle Avenue on the east, to West Side Avenue on the west, 69th Street on the south and 83rd Street on the north. Two properties on the northwest side of 69th Street have been omitted from the APE as they will be blocked from views of the proposed viaduct, and the properties on the south side of 83rd Street have been omitted because any views of the proposed viaduct will be blocked by the existing CSX railroad embankment and the large shopping center building directly adjacent to it. (Refer to the attached APE site plan drawing.)
D. Saunders
December 15, 2008
Page 2

85th Street Tunnel: The tunnel APE encompasses the two structures on either side of 85th Street where the construction would abut the railroad, and extends to the east side of West Side Avenue. (Refer to the attached APE site plan drawing.)

Leonia APE: The enlarged Leonia APE, which includes the APE for the two proposed surface lots and the proposed three-story parking deck, extends from Maple Street on the south, to Grand Street to the east (excluding Dent Wizard at the northwest corner of Fort Lee Road and Grand Avenue which is omitted as it will be blocked from views of the APE area by intervening structures), and encompassing Blocks 1, 2 and 3 in Overpeck Park to the west. The boundary of the APE is somewhat irregular on the northwest corner to encompass the substation and to exclude the properties on Schor Avenue that do not have a clear view of the proposed deck. As was noted above, the station site APE was mapped to include all structures that would have a clear view of the deck and the surface lots, and it, therefore, excludes those properties where views would be blocked by intervening buildings or wooded areas, or by differences in elevation. (Refer to the attached APE site plan drawing.) One resource that is located just outside of the APE at the corner of Prospect Street and Grand Avenue is the Cole-Allaire House. Due to its proximity to the APE, and due to the significance of this resource, which is included in the Thematic Nomination of Early Stone Houses of Bergen County (SR 10/03/80; NR 01/10/83), this structure will be included in the supplemental HARBS.

We request your concurrence with the proposed APE delineations for the new project elements discussed above to enable NJ TRANSIT to proceed with the evaluation of potential historic resources located within these new project evaluation areas. As was noted above, the new APE information will be incorporated into the supplemental project HARBS for future review by all consulting parties and resource organizations previously identified as part of the Section 106 process. The basis of the future HARBS survey effort will be to ensure that NJ TRANSIT provides the HPO sufficient information to concur with determinations of eligibility and, in the future, to concur with determinations of effect to any newly identified resources as well as those resources previously discussed in the June 4, 2008 HARBS document. If you have any questions or comments please feel free to contact me at 973-491-7205.

Sincerely,

Dara Callender
Dara Callender
Supervising Compliance Specialist

Att.
cc (w/o att.): Linda Mosch, NJT
Lynn Drobbin, LDA
Kimberly Glinkin, Jacobs
February 4, 2009

Dara Callender, P.E.
Supervising Compliance Specialist
NJ Transit
One Penn Plaza East
Newark NJ 07105-2246

Re: Northern Branch Rail Corridor Project
North Bergen, Hudson County
Leonia, Bergen County

Dear Ms. Callender:

This letter is in response to your submission of Areas of Potential Effects (APEs) for three (3) new project elements for the Northern Branch Rail Corridor Project, that were identified subsequent to previous submissions of documentation. The new project elements are:

1. Proposed viaduct over the New York, Susquehanna and Western (NYS&W) Railroad between 69th and 83rd Streets, North Bergen, Hudson County; 
2. Cut through the railroad embankment/new bridge at 85th Street, North Bergen, Hudson County;  
3. Enlarged Leonia APE to include three (3) alternative elements (two (2) surface lots in the park and one (1) three-story parking deck, Leonia, Bergen County).

I note that on November 18, 2008, Ms. Patty Chrisman of my staff, along with you and staff from Lynn Drobbin & Associates (LDA) participated in a scoping site visit to evaluate the areas surrounding the new elements. At that time, all participants agreed upon the new APEs for each element.

I concur with the proposed APE delineations as described in the submitted materials. I note that this new information will be incorporated into a supplemental Historic Architectural Resources Background Study (HARBS) for future review.

The Historic Preservation Office (HPO) looks forward to continuing consultation on the Northern Branch Rail Corridor Project.

Sincerely,

[Signature]

Daniel D. Saunders
Deputy State Historic Preservation Officer
Ms. Dara Callender, P.E.
Supervising Compliance Specialist
Environment Services
New Jersey Transit
One Penn Plaza East
Newark, NJ 07105-2246

Dear Ms. Callender:

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

Northern Branch Corridor Rail Project
Hudson and Bergen Counties, New Jersey

SUMMARY: Through this review, three (3) previously identified resources listed in or eligible for listing in the New Jersey and National Registers of Historic Places were identified within the project's Area of Potential Effects (APE). Of the thirteen (13) properties identified in the submitted Historic Architectural Research Background Study (HARBS), one (1) (Brookside Cemetery) does not appear to meet the criteria for listing in the New Jersey and National Registers of Historic Places; and three (3) (Palisades Trust and Guarantor Company Building; Barretts, Palmer & Heal Dyeing & Cleansing Establishment; Englewood Municipal Building) are lacking the information necessary to render an opinion of eligibility. The HPO has serious concerns about the integrity of eight (8) properties identified as eligible in the report. In addition, the HPO is waiting for supplemental information on one of the properties identified as eligible (Mount Zion Baptist Church of Leonia).

This letter is in response to your recent submittal of:

Project Initiation Letter; Northern Branch Corridor Rail DEIS
Historic Architectural Resources Background Study
(HARBS) Volumes I & II

The Northern Branch Corridor Project proposes the restoration of a two-track railroad, on a former passenger line currently used for freight service, with the exception of single-track segments through the town centers of Englewood and Tenafly. The project proposes removal of
the existing single track and replacing it with the original configuration of a two track railroad. Re-introduction of passenger service on this line will require construction of new railroad infrastructure, including tracks, stations and a vehicle base facility/yard/storage track. The submitted documentation includes APEs for four alignment alternatives that would be an extension of the Hudson Bergen Light Rail (HBLR).

800.3 Initiation of the Section 106 Process

The Historic Preservation Office (HPO) concurs with the Area of Potential Effects (APE) for archaeology as documented in the following document:

*Lynn Drobbin & Associates and Hunter Research Inc. 2008, Section 106 Project Initiation Letter, NJ Transit, Northern Branch Corridor Rail Project*

Please note that the list of consulting parties should be changed to include Daniel D. Saunders, Deputy State Historic Preservation Officer. We look forward to continuing consultation on the identification of archeological properties within the APE for archeology for this project.

800.4 Identification of Historic Properties

I concur with the findings of the submitted Historic Architectural Resources Background Study (HARBS) that the following previously identified historic properties located within the project APE are either listed in or are eligible for listing in the New Jersey and National Register of Historic Places:

- **U.S. Route 46 Corridor Between George Washington Bridge and Grand Avenue Interchange**, Fort Lee to Ridgefield/Palisades Park, Bergen County (SHPO opinion 2/21/1997). The report also identifies thirteen (13) historic properties within the project APE that may be eligible for listing in the New Jersey and National Registers of Historic Places. The documentation submitted lacks the information necessary for the HPO to render opinions of eligibility for the following three (3) properties. Please provide the additional information noted below:

- **The Palisades Trust and Guarantor Company Building**, 21 Park Place, Englewood, Bergen County. The submitted HARBS does not clearly delineate the size and nature of the 1908-1915 addition. Aymar Embury, a prominent architect, was only 22 at the time the building was constructed. Please clarify whether this represents a very early Embury design, or whether he was working for another architect at the time. Did Embury design the addition as well? Additionally, as the current use of the building is a bank, and therefore accessible, interior photos are necessary to evaluate the integrity and significance of the building.
- **Barretts, Palmer & Heal Dyeing & Cleansing Establishment**, 60 Cedar Lane Englewood, Bergen County. While this property may be eligible under Criterion A, the
submitted materials do not establish the significance of the property or provide any context for the industrial history of Englewood. In addition, the HPO would appreciate clarification of the construction dates of the various buildings.

- **Englewood Municipal Building**, 2-10 North Van Brunt Street, Englewood, Bergen County. The submitted materials do not justify the eligibility of the Englewood Municipal Building, considering the extent of alterations to the building. Photographs of the interior must be provided to evaluate the integrity and significance of the building.

The following resources were identified in the HARBS as eligible; however, the HPO has serious concerns about the integrity of the properties. While some of the properties may have significance, the submitted documentation does not make a case for eligibility. Based on the submitted materials and a site visit by HPO staff (October 10, 2008), and without the benefit of public comment, the HPO could not render an opinion of eligibility on the following resources at this time:

- Ridgefield School, Municipal Building and Firehouse #1
- Ridgefield National Bank
- Samuel Edsall DeGroot Store & Post Office
- Court Building
- The Professional Building
- Grand Union Building
- Highwood Fire Company Number 2

The submitted materials, as well as a site visit by HPO staff (October 10, 2009); have not established the significance of the **Brookside Cemetery**, North Dean and Engle Street, Englewood, Bergen County. It does not appear that the Brookside Cemetery meets Criterion Consideration “d” of the National Register of Historic Places.

The **Tenafly Railroad Station Historic District** in Tenafly, Bergen County, was identified as eligible in the HARBS and as a potential district in the Bergen County Historic Sites Survey (1981). The submitted materials do not justify the significance of the district in light of the poor level of integrity of the buildings.

In a letter dated August 6, 2008, the Borough of Tenafly relayed an opinion of eligibility for the **Charles Holmes House** and the **Tenafly Sewage Disposal Plant**. Both properties were identified in the submitted HARBS as not eligible for listing in the New Jersey and National Registers of Historic Places. While the **Charles Holmes House**, 56 Madison Avenue, Tenafly, Bergen County, may be eligible under Criterion A, for associations with the African American community of the Borough of Tenafly, additional information on the role of Charles Holmes in the community, and a context for the African American community of Tenafly, is necessary in order to evaluate the significance of the property.

While having some architectural interest, the **Tenafly Sewage Disposal Plant** (Pump House), 155 Grove Street, Tenafly, Bergen County, does not appear to meet the National Register of Historic Places criteria for evaluation and the HPO concurs with the findings of the submitted HARBS.

**Additional Comments**

I note that ten (10) historic resources located within the APE for the project not reviewed in the submitted documents, will be included in a supplemental Historic Architectural Background
Study. In addition, I note that while the Mount Zion Baptist Church of Leonia, 124 Schor Avenue, Leonia, Bergen County, was identified as potentially eligible in the submitted HARBS, additional research will be conducted and included in a supplemental submission. I look forward to reviewing these additional materials and continuing consultation on the Northern Branch Corridor Rail Project. If you have further questions, please contact Charles Scott at (609) 633-2396 or Charles.Scott@dep.state.nj.us.

Sincerely,

[Signature]

Daniel D. Saunders  
Deputy State Historic Preservation Officer

C:  
William Goetz  
William LaRosa  
Thomas A. DeGise  
Nicholas J. Sacco  
Carol Messer  
Dennis McNerney  
Deborah Powell  
Vincent A. Bellucci, Jr.  
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Will Lee  
Michael Wildes  
William S. Sanders  
Alice Rigny  
Peter S. Rustin
April 30, 2009

Daniel Saunders
Deputy State Historic Preservation Officer
Historic Preservation Office
501 East State Street
P. O. Box 404
Trenton, NJ 08625-0404

Re: NJ TRANSIT Northern Branch Corridor Rail Project. Hudson and Bergen Counties, NJ

Dear Mr. Saunders:

Attached please find the information requested in your March 3, 2009 letter (HPO-C2009-002 PROD) which provided Consultation Comments for the Northern Branch Project. The following is a summary of our additional research efforts and findings:

- **The Palisades Trust and Guarantee Company Building**, 21 Park Place, Englewood, Bergen County. Information on the date of its original construction and the size and nature of the various additions to the bank has been provided. Bank officials declined to allow photographs of the interior. Further evaluation of this resource has concluded that the Palisades Trust and Guarantee Company Building is not eligible for listing on the National Register of Historic Places due to a lack of historic architectural integrity.

- **Barretts, Palmer & Heal Dyeing & Cleansing Establishment**, 60 Cedar Lane Englewood, Bergen County. Additional information establishing the historic significance of the property and a context for the industrial history of Englewood has been provided. Information has also been included to clarify the construction dates of the various buildings in the complex. Further evaluation of this resource has concluded that the Barretts, Palmer & Heal Dyeing & Cleansing Establishment is not eligible for listing on the National Register of Historic Places due to a lack of historic architectural integrity.

- **Englewood Municipal Building**, 2-10 North Van Brunt Street, Englewood, Bergen County. Additional information regarding the nature of the alterations, and photographs of the interior, has been provided. Further evaluation of this resource has concluded that the Englewood Municipal Building is not eligible for listing on the National Register of Historic Places due to a lack of historic architectural integrity.

- **Ridgefield School, Municipal Building and Firehouse #1**, 515 West Edgewater Avenue, Ridgefield, Bergen County. Further evaluation of the many unsympathetic additions and alterations to this resource has concluded that it is not eligible for listing on the National Register of Historic Places due to a lack of historic architectural integrity. See photographs in the HARBS Volume I and additional information attached.
D. Saunders  
April 30, 2009

- **Ridgefield National Bank.** 585 Broad Avenue, Ridgefield, Bergen County. Further evaluation of this resource has concluded that it is not eligible for listing on the National Register of Historic Places due to a lack of historic architectural integrity due in part to recent renovations. See photographs in the HARBS Volume I and additional information attached.

- **Samuel Edsall DeGroot Store & Post Office.** 1015 Edgewater Avenue, Ridgefield, Bergen County. Further evaluation of this resource has concluded that it is not eligible for listing on the National Register of Historic Places due to a lack of historic architectural integrity. See photographs in the HARBS Volume I and additional information attached.

- **Court Building.** 8-12 East Palisade Avenue, Englewood, Bergen County. Further evaluation of this resource has concluded that it is not eligible for listing on the National Register of Historic Places due to a lack of historic architectural integrity. See photographs in the HARBS Volume II and additional information attached.

- **The Professional Building.** 12-20 North Van Brunt Street, Englewood, Bergen County. Further evaluation of this resource has maintained our original opinion that this building is eligible for National Register listing under criterion C as an excellent example of an early-mid twentieth century commercial building faced with terra cotta and with applied glazed polychrome terra cotta motifs. See photographs in the HARBS Volume II and additional information attached.

- **Grand Union Building.** 22-24 North Van Brunt Street, Englewood, Bergen County. Further evaluation of this resource has concluded that it is not eligible for listing on the National Register of Historic Places due to a lack of historic architectural integrity. See photographs in the HARBS Volume II and additional information attached.

- **Highwood Fire Company Number 2.** 19 East Ivy Lane, Englewood, Bergen County. Further evaluation of this resource has concluded that it is not eligible for listing on the National Register of Historic Places under Criterion C as there are better representatives of this type.

- **Brookside Cemetery.** North Dean and Engle Street, Englewood, Bergen County. Further evaluation of this resource has concluded that it is not eligible for listing on the National Register of Historic Places due to a lack of historic architectural integrity. Additional information has been provided to support this finding.

- **Tenafly Railroad Station Historic District.** Tenafly, Bergen County. Further evaluation of this resource has concluded that it is not eligible for listing on the National Register of Historic Places due to a lack of historic architectural integrity caused by unsympathetic alterations that have been conducted on nearly every building in the proposed district. Additional information has been provided to support this finding.

- **Charles Holmes House,** 56 Madison Avenue. Tenafly, Bergen County. Additional research to determine the role of Charles Holmes in the community and its context in the African American community of Tenafly is considered to be beyond the scope of the requirements for this project. The Charles Holmes House is not eligible as an individual listing due to its lack of historic architectural integrity and the lack of integrity of the surrounding neighborhood. Additional information has been provided.
D. Saunders  
April 30, 2009  

- **Additional Research.** Additional research will be provided for historic resources included in the revised Leonia Station Area of Potential Effect (APE) and for the Mount Zion Baptist Church of Leonia, 124 Schor Avenue, Leonia, Bergen County, in a supplemental submission.  

We respectfully request your re-evaluation of the properties discussed herein, and your determinations of eligibility for these properties. Please note that the attached documentation has also been distributed in electronic format to all consulting and interested parties previously identified for this project. Should you, or any other Section 106 party, wish to receive this report in paper form, such documentation will be provided upon request.

As you know, a supplementary submission identifying listed or potentially eligible historic resources within the revised Leonia Station APE (for which the delineation was approved in your letter HPO-B2009-014 dated February 4, 2009) will be submitted shortly for your review and comment. NJ TRANSIT looks forward to continuing consultation relative to this project. If you have any questions or concerns, please feel free to contact me at 973-491-7205.

Sincerely,

Dara Callender  
Supervising Compliance Specialist  

Att.

Cc (w/o att.): Linda Mosch, NJ TRANSIT  
Kim Glinkin, Jacobs  
Lynn Drobbin, LDA  

Cc (w/ att.): Brigid Hynes-Cherin, FTA  
William Goetz, CSX  
William LaRosa, Hudson County Cultural Affairs  
Thomas DeGise, Hudson County Executive  
Honorable Nicholas Sacco, Mayor, North Bergen  
Carol Messer, Bergen County Cultural Affairs  
Dennis McNerney, Bergen County Executive  
Deborah Powell, Bergen County HS  
Honorable Vincent Bellucci, Jr. Mayor, Fairview  
Florence Nolan, Ridgefield Historian  
Honorable Anthony Suarez, Mayor, Ridgefield  
Tom Albanese, Palisades Park Historian  
Honorable James Rotundo, Mayor, Palisades Park  
Christine Fortunato, Leonia HPC  
Carol Karnals, Leonia Historian  
Honorable Mary Heveran, Mayor, Leonia  
Will Lee, Englewood HPAC  
Honorable Michael Wildes, Mayor, Englewood  
William Sanders, Tenafly HPC  
Alice Rigny, Tenafly Historian  
Honorable Peter Rustin, Mayor, Tenafly
May 12, 2009

Mr. Daniel D. Saunders
Deputy State Historic Preservation Officer
Natural & Historic Resources, Historic Preservation Office
New Jersey Department of Environmental Protection
PO Box 404
Trenton, New Jersey 08625

Dear Mr. Saunders:

The Tenafly Historic Preservation Commission (THPC) has been forwarded a copy of your March 3 letter to Ms. Dara Callender of New Jersey Transit, which provides Continuing Consultation Comments for the Northern Branch Corridor Rail Project.

In those Comments, you report that the SHPO has “serious concerns about the integrity of eight properties identified in the Historic Architectural Research Background Study (HARBS’), including three located in Tenafly, the most important of which is a locally identified historic district anchored by the Tenafly Railroad Station, a National Historic Landmark.

Specifically, your Comments note that “the submitted materials do not justify the significance of the district in light of the poor level of integrity of the buildings.”

The THPC disagrees with the SHPO’s findings regarding the eligibility for the National Register designation of the Tenafly Railroad Station District. The THPC has for many years listed the Tenafly Railroad Avenue District among it highest priorities for designation. The Tenafly Railroad Station District has been identified as eligible for listing as an historic district by several sources, including the Bergen County Historic Sites Survey (1982-83), the HARBS report, and in an April 2003 historical study submitted to the THPC by Mr. David Wall in April 2003.

Mr. Wall’s report states the following: “the proposed district is significant under the Borough’s criteria for designation of an historic landmark for the following reasons:
1) it is associated with events that have made a significant contribution to the broad patterns of our history: it is representative of Tenafly's mid-19th to early 20th century developments as a railroad suburb and center of business;  
2) it is associated with the lives of persons significant in our past, including, among others, the persons hereinafter named;  
3) it embodies the distinctive characteristics of a type, period or method of construction: it contains High Victorian Gothic architecture and representative examples of late 19th century and early 20th century commercial building."

It is for these reasons that the THPC disagrees with SHPO's findings regarding the integrity of the Railroad Avenue District. I hope you will review Mr. Wall's report, which is included with this letter, and find his research to your satisfaction.

Sincerely,

[Signature]

William S. Saunders  
Chairman  
Tenafly Historic Preservation Commission

Attached:  
Report on the Proposed Designation of the Tenafly Railroad Station Historic District,  
Tenafly, Bergen County, New Jersey: David R. Wall, April 2003
June 8, 2009

Christine Fortunato, Chairperson
Leonia Historic Preservation Commission
312 Broad Avenue
Leonia NJ 07605.

Re: NJ TRANSIT Northern Branch Corridor Rail Project: Hudson and Bergen Counties, NJ

Dear Ms. Fortunato,

NJ TRANSIT has enclosed, for the Leonia Historic Preservation Commission’s preliminary review and comment, the Leonia section from the draft Supplemental Historic Architectural Resource Background Study (Supplemental HARBS) for the NJ TRANSIT Northern Branch Corridor Rail Project. This document has been prepared to supplement the information that was contained in the original HARBS that was distributed in May 2008. The additional information is required due to several proposed project changes. The Leonia Historic Preservation Commission is a resource organization for this project.

Included is a background history of the borough and the study area and the identification of all resources in the “Area of Potential Effect.” NJ TRANSIT has provided this information for preliminary review by the Leonia Historic Preservation Commission prior to the distribution of the Supplemental HARBS to all resource organizations, consulting parties and public agencies. At this time, we are requesting that you review this information for historical accuracy rather than for the effects of the proposed project. A review of the completed HARBS and the potential effects of the project will be conducted following the formal submission of the Supplemental HARBS and the subsequent Effects Assessment.

These studies are being conducted in accordance with Section 106 of the National Historic Preservation Act of 1966, which mandates review of federal undertakings' effects on historic resources.

We would appreciate any comments within 30 days. Should no response be received in that time, we will assume you have no comments. If you have any questions, please do not hesitate to contact me at (973) 491-7205.

Sincerely,

Dara Callender
Supervising Compliance Specialist

Enclosure

CC:
Lynn Drobbin, LDA
Kim Glinkin, Jacobs
Dan Saunders, SHPO
John C. Leon, NJT
Linda Mosch, NJT
Karen Schrempp, NJT
who can be associated with this street. You have also correctly noted that Mr. Boyd was the first African-American police officer in Leonia. According to your report, the former Rhodes' residence at 116 Spring does not contribute architecturally to the Spring Street Streetscape, and while we would agree from an architectural standpoint, we believe, that since there were two Tuskegee airmen who had lived in at that location, the house contributes historically to both to the Spring Street Streetscape and to Leonia. In addition, the former residence of George Boyd at 136 Spring Street which you have indicated does contribute architecturally, gives it additional historic significance.

Regarding the Spring Street Streetscape on page 95 of your report, you have indicated that there are 10) contributing properties, nine (9) non-contributing, and two (2) intrusions, however in light of the above, our belief is that there really are (11) contributing properties (adding the historically but not architecturally contributing 116 Spring Street) and eight (8) non-contributing, with the two (2) intrusions remaining the same.

The commission is in the process of having an overlay put into the Leonia Master Plan to recognize the entire block known as the Spring Street Streetscape as an historically significant district because of its rich contribution to Leonia and to African-American history. One again, please note that we are not granting local historical designation, we are simply recognizing the historic significance of this important street to our history.

I hope that you find our comments and findings helpful. Please let us know if we can provide further assistance.

Sincerely,

Christine Fortunato and John Genese
Co-chairpersons of the Leonia Historic Preservation Commission

cc: Lynn Drobbin
July 28, 2009

Dara Callender
Supervising Compliance Specialist
New Jersey Transit
One Penn Plaza East
Newark, NJ 07105 -2246

Re: NJTransit Northern Branch Corridor Rail Project: Hudson and Bergen Counties, NJ

Dear Ms. Callender,

Thank you very much for your letter dated June 8, 2009 regarding the above. The members of the Leonia Historic Preservation Commission had a chance to review the letter and found it extremely thorough, detailed, and informative. We are more than impressed with the quantity and quality of the information you have gathered and the time you have devoted to the research.

You had requested that our commission review the information for historical accuracy and we all have agreed that the information contained therein was mostly historically accurate. We just have a few points that we would like to address as follows:

* Firstly, on New Jersey Transit Figure 12. Leonia Station Area of Potential Effect and Historic Resources, Leonia Bergen County, Moore's Creek is noted as “CSX Northern Branch Culvert 6 over Unnamed Tributary to Overpeck Creek”. This appears at the foot of Hillside Avenue.

* The cemetery on the property located at 304 Grand Avenue at Prospect Street which contains the remnants of the cemetery of the True Reformed Dutch Church is being placed on the Leonia master plan for classification as an historically significant property. We are not offering it local historic designation, but the commission feels that it deserves recognition as an historically significant property.

* Also, as correctly mentioned in your letter, the Spring Street Streetscape (noted as Figure 13 - Spring Street Streetscape Leonia, Bergen County) contains many historically relevant properties. We have done some investigating and would like to expand upon your findings regarding some of the residents of this street. Samuel Willard Rhodes lived at 116 Spring Street (corner of Spring and Maple). He was godfather to Howard Coleman, whose father also served in WWII and is mentioned in Carol Karels’ book *Images of America - Leonia*. According to Mrs. Harriette Coleman, Howard's mother, Richard Rhodes, twin of Samuel Willard Rhodes, was also a Tuskegee airman. Also according to Mrs. Coleman, George Mills Boyd, another Tuskegee airman, lived at 136 Spring Street. So, in fact there are 3 former Tuskegee Airmen
July 28, 2009

Dara Callender, P.E.
Supervising Compliance Specialist
NJ Transit
One Penn Plaza East
Newark, NJ 07105-2246

Dear Ms. Callender:

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

Northern Branch Corridor Rail Project
Hudson and Bergen Counties

Summary: Through this review, two (2) additional historic properties have been found to be eligible for listing in the New Jersey and National Registers of Historic Places. This new SHPO Opinion finds the Palisades Trust and Guarantor Building to be eligible for listing in the National Register of Historic Places under Criterion C. The Barretts, Palmer & Heal Dyeing & Cleansing Establishment is also determined eligible for listing in the National Register of Historic Places under Criterion A.

This letter is in response to your submission of a Response to the March 3, 2009 SHPO Consultation Comments for the Northern Branch Corridor Rail DEIS, following consultation comments by the Historic Preservation Office (HPO) (HPO-C2009-002-PROD). The HPO requested additional information on several historic resources potentially eligible for listing in the National Register of Historic Places within the Area of Potential Effects (APE) for the above project.
800.4 Identification of Historic Properties

Thank you for providing additional information and materials pertaining to the Palisades Trust and Guarantor Company Building and the Barretts, Palmer & Heal Dyeing & Cleansing Establishment.

The submitted information provides clarification of the date of the original construction of, and for the additions to, the Palisades Trust and Guarantor Company Building, located at 21 Park Place in Englewood, designed by prominent architect Aymar Embury II (1880-1966). The submitted materials confirm the construction date as 1906, rather than 1902 as presented in the previously submitted HARBS, and describe five (5) additions to the original building—two compatible additions to the east constructed between 1908 and 1915; a compatible addition to the north constructed between 1922 and 1929; another addition to the north constructed ca. 1922 (since demolished); and an ATM vestibule constructed in 1980 at the rear of the 1922-29 north addition. The northern addition, constructed between 1922 and 1929, was likely designed by Embury II as it is a seamless continuation of the original building. While the main entrance on the southern facade has been altered, it is compatible in materials and scale with the original, and the design does not detract from the overall strength of the striking Tudor Revival design of the building. Although NJ Transit has revised its opinion of eligibility, in my opinion as Deputy State Historic Preservation Officer, the Palisades Trust and Guarantor Building is eligible for listing in the National Register of Historic Places for local significance under Criterion C as an excellent example of an early 20th century commercial building, designed in the Tudor Revival style by prominent architect Aymar Embury II, with a period of significance of 1906-1929.

The additional information submitted about Barretts, Palmer & Heal Dyeing & Cleansing Establishment, located at 60 Cedar Lane in Englewood (formerly Nordhoff), provides clarification of the dates and nature of the additions to the complex. These materials, and additional research by HPO staff, confirm that the factory complex is significant for its association with the fabric dyeing, cleansing and finishing industry, and as an example of an early industrial site—possibly one of the only sites in Englewood where industry continued at what was formerly a water powered mill site. The Barretts, Palmer & Heal Dyeing & Cleansing Establishment was established in 1876 and had roots in the New York Dyeing & Printing Establishment (organized in 1819). The Old Staten Island Dyeing Establishment, Barrett, Nephews & Company Fancy Dyeing Establishment (in Staten Island) and Barretts, Palmer & Heal (in Nordhoff) were both listed with the same Canal Street office address in New York City. A review of the industrial directory of New Jersey for 1918 reveals that Barretts, Palmer & Heal was a diversified concern that worked with cotton, silk, woolen and worsted fabrics. The firm was also listed in a contemporary national textile directory. With approximately 100 employees, the firm was comparable in size to the upper half of dyeing and finishing firms in Paterson. The dye works was sold to Max Imhoff and Olav Berg (previously
established in Paterson) in 1926 and became the Bergen Silk Dyeing Company. From 1935-39 the factory was owned and operated as the Uman’s Bleachery. The dye works relied on water from a nearby mill pond and shipped products via an adjacent railroad siding. The complex includes additions that were built over time as the industry changed, illustrating the growth and evolution of the fabric dyeing, cleansing and finishing industry through the first half of the 20th century. At least two of the structures date from the earliest period of Barrett’s, Palmer & Heal (ca. 1876-1895). While NJ Transit has revised their opinion of eligibility, my opinion as Deputy State Historic Preservation Officer is that the Barrett’s, Palmer & Heal Dyeing & Cleansing Establishment is eligible for listing in the National Register of Historic Places under Criterion A, for local significance as an early industrial site in Englewood, with a period of significance of 1876-1939.

Because the project, as described in the submitted Historic Architectural Resources Background Study (June 2008), will not adversely affect the following properties, the HPO does not believe that further evaluation of the National Register of Historic Places eligibility is needed at this time:

- Englewood Municipal Building, 2-10 North Van Brunt, Englewood
- Professional Building, 12-20 North Van Brunt, Englewood
- Ridgefield School, Municipal Building and Firehouse #1, 515 West Edgewater Avenue, Ridgefield
- Ridgefield National Bank, 585 Broad Avenue, Ridgefield
- Samuel Edsall DeGroot Store & Post Office, 1015 Edgewater Avenue, Ridgefield.
- Court Building, 8 – 12 East Palisade Avenue, Englewood
- Grand Union Building, 22-24 North Van Brunt Street, Englewood
- Highwood Fire Company Number 2, 19 East Ivy Lane, Englewood
- Brookside Cemetery, North Dean And Engle Street, Englewood
- Charles Holmes House, 56 Madison Avenue, Tenafly
- Tenafly Railroad Station Historic District, Tenafly

Additional Comments
The project will conditionally have no adverse effect on historic resources provided that the HPO reviews and comments on final plans and specifications prior to bidding to confirm that the proposed project design and materials conform to the recommendations found in the Secretary of the Interior’s Standards for the Treatment of Historic Properties (Standards).

The HPO appreciates the efforts made by NJ Transit’s consultant, Lynn Drobbin & Associates, to answer HPO questions by providing additional research materials and photographs. I note that additional information on historic resources in the revised Leonia Station Area of Potential Effects (APE), and for the Mount Zion Baptist Church of
Leonia, will be included in a supplemental submission. The HPO looks forward to reviewing these materials and to continuing consultation on the Northern Branch Corridor project. If you have any questions, please contact Charles Scott of my staff at (609) 633-2396 or at Charles.Scott@dep.state.nj.us.

Sincerely,

[Signature]

Daniel D. Saunders
Deputy State Historic Preservation Officer

C: Brigid Hynes-Cherin, FTA
    William Goetz, CSX
    William LaRosa, Hudson County Cultural Affairs
    Thomas DeGisc, Hudson County Executive
    Honorable Nicholas Sacco, Mayor, North Bergen
    Carol Messer, Bergen County Cultural Affairs
    Dennis McNerney, Bergen County Executive
    Deborah Powell, Bergen County
    Will Lee, Englewood HPAC
    Honorable Michael Wildes, Mayor, Englewood
    William Sanders, Tenafly HPC
    Alice Rigby, Tenafly Historic
    Honorable Peter Rustin, Mayor, Tenafly
January 20, 2010

Dara Callender, P.E.
Supervising Compliance Specialist
NJ Transit
One Penn Plaza East
Newark, NJ 97105-2246

Dear Ms. Callender:

As Deputy State Historic Preservation Officer for New Jersey, in accordance with 36 CFR 800: Protection of Historic Properties, as published in the Federal Register on December 12, 2000 (65 FR 777698-77739) and as amended on July 6, 2004 (69 FR 40544-40555), I am providing Continuing Consultation Comments for the following project:

Northern Branch Corridor Rail Project
Hudson and Bergen Counties, New Jersey
Federal Transit Authority

This letter is in response to your submission of:

- Supplement to the Northern Branch Corridor Rail DEIS Historic Architectural Resources Background Study (Supplemental HARBS) Volumes I and II;
- Northern Branch Corridor Rail DEIS HARBS, Volumes III and IV
- ERRATA, May 2008 HARBS (including revision to Tenafly Background History; Our Lady of Mount Carmel Church complex history; and additions to the 2008 HARBS Bibliography, volume II.

The Northern Branch Corridor Rail Project is studying four (4) alternatives for the implementation of passenger rail service along the existing Northern Branch right-of-way. The project would include the construction of new transportation infrastructure, including tracks, stations and a vehicle base facility or yard.

I note that the Supplemental HARBS has been submitted to describe the Areas of Potential Effects (APEs), and identification of historic architectural resources, for three
(3) new project elements added since the preparation of the May 2008 HARBS, previously reviewed by HPO staff (HPO-C2009-002 PROD). The new project elements are:

1. **69th Street to 83rd Street Viaduct.** Construction of a 3,000’ railroad viaduct for the Northern Branch from 69th to 83rd Street in Northern Bergen, Hudson County.
2. **85th Street Undergrade Bridge and Roadway Extension.** Construction of a roadway underpass/grade crossing under CSX railroad embankment at 85th Street in North Bergen, Hudson County.
3. **Leonia Station.** A new and expanded APE was defined to encompass several alternatives currently under consideration for the proposed Leonia Station.

Additionally, materials relative to the May 2008 HARBS have been submitted, including revisions to the Tenafly background history; a history of Our Lady of Mount Carmel Church complex; additions to the 2008 HARBS Bibliography, and Volumes III and IV—survey forms for the May 2008 HARBS.

### 800.4 Identification of Historic Properties

I concur with the findings of the submitted *Supplemental Historic Architectural Resources Background Study (HARBS)* that no New Jersey or National Register of Historic Places eligible properties were identified within the Area of Potential Effects (APE) for the new project elements. The consultant does note that the following previously listed resource is located immediately adjacent to the project APE:

- **Cole-Allaire House, 112 Prospect Street, Leonia, Bergen County (SR 10/3/1980; NR 1/10/1983)**

### Additional Comments

The Historic Preservation Office (HPO) would like to acknowledge the results of research relative to sites associated with the African American history of Leonia—notably the Spring Street Streetscape (116 – 180 Spring Street); Mount Zion Church and the George Mills House. While these sites do not have sufficient integrity necessary for listing in the National Register of Historic Places, these resources are historically significant to the Township of Leonia, and the information provided in the submitted HARBS will be useful to individuals researching the African American history of Bergen County.

Thank you for the opportunity to review the submitted materials. If you have any questions, please contact Charles Scott of my staff at 609-633-2396 or at Charles.Scott@dep.state.nj.us.

Sincerely,

[Signature]

Daniel D. Saunders
Deputy State Historic Preservation Officer
C:  
  Brigid Hynes-Cherin, FTA
  William Goetz, CSX
  Linda Mosch, NJT
  Lynn Drobin, LDA
  William LaRosa
  Thomas A. DeGise
  Nicholas J. Sacco
  Carol Messer
  Dennis McNerney
  Deborah Powell
  Vincent A. Bellucci, Jr.
  Florence Nolan
  Anthony R. Suarez
  Tom Albanese
  James Rotundo
  Jean Arbeiter
  Carol Karnals
  Laurence Cherchi
  Will Lee
  Michael Wildes
  William S. Sanders
  Alice Rigny
  Peter S. Rustin
  Kevin Tremble
March 22, 2010

Daniel D. Saunders  
Deputy State Historic Preservation Officer  
State of New Jersey Department of Environmental Protection  
Natural & Historic Resources  
P.O. Box 404  
Trenton, NJ 08625-0404

Re: Northern Branch Corridor Rail Project  
Hudson and Bergen Counties, NJ

Dear Mr. Saunders:

In response to your letter dated January 20, 2010, the Township offers the following attachments from the Township Engineer and Police Department outlining the various concerns that arise as a result of the proposed 85th Street Underpass. I urge you, on behalf of the Township to consider these issues before proceeding.

Please feel free to contact me to discuss.

Sincerely,

Christopher Pianese  
Township Administrator

CP/ig  
attachments

cc: Nicholas J. Sacco, Mayor, Township of North Bergen  
Rick McGrath, Township Engineer, Township of North Bergen  
Dara Callendar, P.E., Supervising Compliance Specialist, NJ Transit  
Steve Santoro, Assistant Executive Director of Capital, Planning & Programs, NJ Transit  
Linda A. Mosch, Project Director, Northern Branch EIS, NJ Transit  
William Galvin, Police Chief, Township of North Bergen
February 9, 2010

Mr. Christopher Pianese, Administrator
Township of North Bergen
4233 Kennedy Boulevard
North Bergen, New Jersey 07047

Re: Northern Branch Corridor Rail Project
Hudson and Bergen Counties, NJ
Federal Transit Authority
Our File No. NB-809

Dear Chris:

This office has reviewed the letter dated January 20, 2010 from NJDEP to Dara Callender, P.E., of New Jersey Transit regarding the above referenced project. Mayor Sacco’s office was copied with this letter. On page 2 of this letter, it makes reference to the construction of 3,000 feet of railroad viaduct for the Northern Branch from 69th Street to 83rd Street in North Bergen. It also makes reference to the 85th Street undergrade bridge and roadway extension which would be a new underpass crossing under the CSX embankment at 85th Street.

The construction of the railroad viaduct will presumably occur within the existing railroad right-of-way. This is consistent with the original design for extending the Light Rail into Bergen County.

When the Light Rail was originally proposed, the intent was to have a station at 91st Street. The underpass at 83rd Street was going to be closed and cul-de-sacs created on either side of that underpass. This is the underpass with the sharp curves which is highly unsafe. The underpass apparently has some sort of a historical designation or the like which will make modifying it particularly difficult. On that basis, the original plan called for Westside Avenue to be extended north of 83rd Street with an underpass crossing under the CSX lines at some point to the north. Ultimately, this new road
was to run parallel to the existing railroad right-of-way on the west side of same to a point where it intersected 91st Street. All traffic was then to be directed to cross the tracks at 91st Street and proceed to Tonnelle Avenue. It is the understanding of this office that this proposed extension of Westside Avenue has now been modified and that, in fact, the intent is to create an underpass in the vicinity of 85th Street and to run all traffic across the tracks at 85th Street to Tonnelle Avenue.

This office has verbally pointed out to representatives from New Jersey Transit that 85th Street is the location of the Vocational Technical School and that any increase in traffic on that street could have an impact on the students and vice versa. Obviously, before any such work was undertaken, consideration would have to be given to the use of 85th Street and whether or not it would have to be widened and/or improved to protect the pedestrians and/or any proposed new traffic. Such a use of 85th Street then also brings up the issue of whether or not traffic should be allowed to use Mazzoni Place to access the Vornado Shopping Center with the Walgreens, BJ’s, and the various other stores. Given the narrow width of Mazzoni Place, this office would recommend against such use although it might be possible to improve Mazzoni Place to allow such use to proceed safely. The biggest concern in this area is the student/pedestrian traffic which is regularly moving along 85th Street. Since the VoTech is in use during the day and at night, there are clear safety issues which would have to be addressed if traffic is to be diverted to 85th Street. Similarly, any effort to revert back to the original plan to divert traffic to 91st Street could have an impact on the municipal pool. At this point in time, there has been no mention of diverting traffic to 91st Street, only to 85th Street.

The Township may want to pass around the NJDEP letter to the various involved parties for comment from same. Certainly the VoTech would have interest in this proposed route. The Police and emergency services could have interest in this proposed route. Some consideration should be given to attempting to set up a dedicated left turn lane for northbound traffic on Route 1&9 to 85th Street if this proposed route comes into service. Depending upon the volume of the traffic which might use 85th Street, the dedicated left turn lane might have to be of a considerable length.
If you have any questions regarding this, please feel free to contact the writer.

Very truly yours,

BOSWELL McCLAVE ENGINEERING

Derek McGrath, P.E., P.P.

DM/md
Attachment
March 10th 2010

Chief William F. Galvin; Jr.

I have reviewed the letter from Boswell McClave Engineering to Christopher Planese. The letter is an update on the proposed extension of the NJ Transit Light Rail further North into North Bergen and beyond. It also references a letter from The NJ Dept of Environmental Protection Natural and Historic Resorces, Historic Preservation Office.

Apparently; The notoriously dangerous Rail Underpass at the 83rd street crossing is a Historical Landmark whereby; altering it for safety improvements is near imposible.

At some point in time they were considering 91st Street as an alternative location for an underpass. This location is presently not being discussed.

Instead the State seems intent on making 85th Street the new location of the underpass.

While any endeavor to improve the crossing conditions as an alternative to the outdated and dangerous crossing at 83rd Street is worthy of consideration, The proposed alternative site at 85th Street has a host of potential problems that need to be considered.

The most glaring problem is that the Hudson County High Tech High School is densely populated and located on the proposed new road including its gym and athletic facility which is less than 50 feet from the Railroad Track.

Another problem is Mazzoni Place is a seldom used back entrance into the Vornado Realty Super Mall would not be able to handle the increased vehicular traffic into and out of the mall. This could possibly be remedied by reconfiguring and widening the roadway. however this would likely exasperate the problem with the traffic.

A professional Traffic Engineering Survey would need to be done at 83rd Street and Tonnelle and Westside Avenues to determine the amount of vehicular traffic the road currently accommodates. ( special attention needs to be focused on Tractor Trailer Traffic which will most certainly be displaced to 85th Street. Additionaly the survey would have to conducted during the school year while school is in session at 85th street and Tonnelle Avenue to measure the current traffic on 85th Street and also at Mazzoni Place. When the studies are combined a projected number of vehicles including school buses and Tractor trailers can be predicted for the new through street and its crossings.
March 10th 2010

Pg; 2

Any plan to make 85th Street the new through street and site of a new underpass will have to also include changing the entrance and exit to the High Tech parking lot so that all entering and exiting traffic would be on 83rd Street.

In addition, the following improvements would have to be made on Tonnelle Avenue. A right turn lane from southbound Tonnelle Avenue will need to be added from 86th to 85th Street. In addition a North Bound Left Turn lane would be required from 84th to 85th Street. Also required is a dedicated signal and a delayed green for southbound traffic at the intersection. Presently these traffic patterns exist at the 83rd Street and Tonnelle Intersection.

As you know Lt. Somers the Traffic Division Supervisor is away on vacation. I have sought input from PO. Mena and I am expecting his report on this subject by Friday March 12th 2010.

One possible occurrence that would dramatically increase the favorability of this proposed project, is if the Hudson County High Tech High School were to move to a new facility elsewhere in the county. I know the county has been in the development stage of such a proposal. Perhaps the underpass best coincide with the eventual move.

Truly;

Captain Gerald Sanzari

CC:

DC. Richmond
January 20, 2010

Dear Ms. Callender:

As Deputy State Historic Preservation Officer for New Jersey, in accordance with 36 CFR 800: Protection of Historic Properties, as published in the Federal Register on December 12, 2000 (65 FR 777698-77739) and as amended on July 6, 2004 (69 FR 40544-40555), I am providing Continuing Consultation Comments for the following project:

Northern Branch Corridor Rail Project
Hudson and Bergen Counties, New Jersey
Federal Transit Authority

This letter is in response to your submission of:

- Supplement to the Northern Branch Corridor Rail DEIS Historic Architectural Resources Background Study (Supplemental HARBS) Volumes I and II;
- Northern Branch Corridor Rail DEIS HARBS, Volumes III and IV
- ERRATA, May 2008 HARBS (including revision to Tenafly Background History; Our Lady of Mount Carmel Church complex history; and additions to the 2008 HARBS Bibliography, volume II.

The Northern Branch Corridor Rail Project is studying four (4) alternatives for the implementation of passenger rail service along the existing Northern Branch right-of-way. The project would include the construction of new transportation infrastructure, including tracks, stations and a vehicle base facility or yard.

I note that the Supplemental HARBS has been submitted to describe the Areas of Potential Effects (APEs), and identification of historic architectural resources, for three

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(3) new project elements added since the preparation of the May 2008 HARBS, previously reviewed by HPO staff (HPO-C2009-002 PROD). The new project elements are:

1. **69th Street to 83rd Street Viaduct.** Construction of a 3,000' railroad viaduct for the Northern Branch from 69th to 83rd Street in Northern Bergen, Hudson County.

2. **85th Street Undergrade Bridge and Roadway Extension.** Construction of a roadway underpass/grade crossing under CSX railroad embankment at 85th Street in North Bergen, Hudson County.

3. **Leonia Station.** A new and expanded APE was defined to encompass several alternatives currently under consideration for the proposed Leonia Station.

Additionally, materials relative to the May 2008 HARBS have been submitted, including revisions to the Tenafly background history, a history of Our Lady of Mount Carmel Church complex; additions to the 2008 HARBS Bibliography, and Volumes III and IV—survey forms for the May 2008 HARBS.

### 800.4 Identification of Historic Properties

I concur with the findings of the submitted *Supplemental Historic Architectural Resources Background Study (HARBS)* that no New Jersey or National Register of Historic Places eligible properties were identified within the Area of Potential Effects (APE) for the new project elements. The consultant does note that the following previously listed resource is located immediately adjacent to the project APE:

- **Cole-Allaire House**, 112 Prospect Street, Leonia, Bergen County (SR 10/3/1980; NR 1/10/1983)

### Additional Comments

The Historic Preservation Office (HPO) would like to acknowledge the results of research relative to sites associated with the African American history of Leonia—notably the Spring Street Streetscape (116 – 180 Spring Street); Mount Zion Church and the George Mills House. While these sites do not have sufficient integrity necessary for listing in the National Register of Historic Places, these resources are historically significant to the Township of Leonia, and the information provided in the submitted HARBS will be useful to individuals researching the African American history of Bergen County.

Thank you for the opportunity to review the submitted materials. If you have any questions, please contact Charles Scott of my staff at 609-633-2396 or at Charles.Scott@dep.state.nj.us.

Sincerely,

Daniel D. Saunders
Deputy State Historic Preservation Officer
April 12, 2010

Daniel D. Saunders, Deputy State Historic Preservation Officer

Dear Mr. Saunders:

The purpose of this letter is to respond to the letter dated January 20, 2010, written by Mr. Daniel Saunders to Ms. Callender, and a copy of which the Tenafly Historic Preservation Commission has received. I am the present Chairman of the Tenafly Historic Preservation Commission, having succeeded William Saunders.

In the letter of January 20, 2010, Daniel Saunders states, “I concur with the findings of the submitted Supplemental Historic Architectural Resources Background Study (HARBS) that no New Jersey or National Register of Historic Places eligible properties were identified within the Area of Potential Effects (APE) for the new project elements.”

It is my understanding from this statement that you do not consider the Tenafly Railroad Station an eligible property, even though it was listed on the New Jersey State Register of Historic Places on November 27, 1978 and the National Register of Historic Places on January 23, 1979. Please inform your Commissioner and all those who have received the misinformation that your statement is incorrect. Furthermore, the letter of January 20, 2010 does not take into account a report dated October 2009 which was written by a certified architectural historian. T. Robins Brown, who had been retained by our commission at the public’s expense, and who detailed the historic and architectural significance of the Tenafly Railroad Station Historic District. Did you receive the report? Enclosed for your convenience is a copy of such report.

Unfortunately, we are left with the opinion that there may be issues concerning whether this has been an arbitrary and capricious process leading to “a pre-conceived result” with the possibility of bias. The Tenafly Historic Preservation Commission is a consulting party to the project for the Section 106 process under the NHPA of 1966, as amended, and therefore, is entitled to be consulted regarding all developments.

Sincerely,

David R. Wall
Chairman

Cc: Dara Callender, P.E., NJ Transit, and Advisory Council for Historic Preservation
David R. Wall, Chair  
Tenafly Historic Preservation Commission  
100 Riveredge Road  
Tenafly, NJ 07670  

Dear Mr. Wall:

Thank you for your letter dated April 12, 2010. Please be assured, the Historic Preservation Office (HPO) is well aware of the architectural and historic significance of the Tenafly Railroad Station, listed in the New Jersey and National Registers of Historic Places on 11/27/1978 and 1/25/1979, respectively. The historic status of the Tenafly Railroad Station was confirmed in the Historic Architectural Resources Background Study (HARBS) for the Northern Branch Corridor Light Rail Project reviewed and approved by this office in March 2009.

You have expressed concerns regarding HPO Consultation Comments (HPO-A2010-234) for the Northern Branch Corridor Light Rail project, in a letter dated January 20, 2010 (attached for your convenience). This letter was written in response to several submissions by NJ Transit related primarily to the addition of three new elements to the project that were not included in the HARBS mentioned above. These new project elements are not located in Tenafly. As described in the January 20, 2010 letter, the new elements are: 1) 69th Street to 83rd Street Viaduct (North Bergen); 85th Street Viaduct (North Bergen); and Leonia Station (Leonia). Tenafly was mentioned in the January 20, 2010 letter only in regards to the submission of additional information, supplemental to the previously reviewed HARBS, including revisions to the Tenafly background history.

Thank you for your submission of the Tenafly Railroad Station Historic District Report October 2009 prepared for the Borough of Tenafly. The HPO looks forward to reviewing the report, and will provide comments directly to you. If you have further questions regarding the HPO's consultation comments, please contact me at (609) 633-2397.

Sincerely,

Daniel D. Saunders  
Deputy State Historic Preservation Officer

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