23. Historic Properties and Resources

23.1. Chapter Overview

23.1.1. Introduction

This chapter contains the supplemental historic architectural resource analysis that has been prepared in compliance with Section 106 of the National Historic Preservation Act (NHPA). The chapter identifies the revised and new Areas of Potential Effect (APE) that have been defined to address changes to the project since the 2011 DEIS. This chapter describes the additional historic resources of significance that are included in the revised APEs for the Preferred Alternative, the potential effects of the Preferred Alternative on those resources, as well as any change to potential effects that were previously identified in the DEIS, due to changes in the project.

A Supplemental Historic Architectural Resource Background Study (Supplemental HARBS) is being prepared and would be coordinated with the State Historic Preservation Office (SHPO) to evaluate the potential eligibility of the additional historic resources for listing on the New Jersey and National Registers of Historic Places.

The modifications to the Preferred Alternative that resulted in changes in the historic architectural resource analysis include:

- **Change in project terminus**: the Preferred Alternative would now terminate at the proposed Englewood Hospital and Medical Center Station instead of the proposed Tenafly North Station. Therefore, historic resources located in the section of the Northern Branch Corridor between the Englewood Hospital and Medical Center Station and Tenafly North have been removed from the study.
- **West Side Avenue**: the Preferred Alternative in North Bergen would travel at grade on West Side Avenue until 83rd Street; therefore an APE has been mapped to include this new area for study.
- **85th Street Viaduct and 85th Street Extension**: a viaduct is proposed to connect the Northern Branch from West Side Avenue over the NYS&W alignment and the elevated CSX River Line alignment to the existing Northern Branch running track. The viaduct would begin rising near 79th Street, crossing over CSX at the height of 65 feet near 85th Street, returning back down to grade near 90th Street. The connection of 85th Street through to West Side Avenue via a new underpass beneath the CSX River Line, as described in the DEIS, would remain. 83rd Street would be closed as described in the DEIS.
- **91st Street Station**: the 91st Street Station has been relocated to the northern side of 91st Street; however, the APE previously studied in the 2011 DEIS was sufficiently large to include this new area. Therefore no change to the APE was required.
- **Leonia Station**: the Leonia Station parking has been relocated to Overpeck County Park where a four-story parking deck has been proposed. The Leonia Station APE has been expanded to include this new area for study.
- **Leonia pedestrian overpass**: a new pedestrian overpass would be constructed to extend over the railroad from Leonia High School to Overpeck County Park. A new APE has been mapped to include this new area in the study.
- **Englewood Route 4 Station and Vehicle Base Facility (VBF)**: the Englewood Route 4 Station and VBF would be co-located in the same area that was previously studied for the Englewood Route 4 Station and parking facility. The Englewood Route 4 Station and VBF APE has been expanded due to the additional three stories of parking deck at this facility.
- **Englewood Town Center Station**: the Englewood Town Center Station platforms have been relocated to the east side of North Van Brunt Street between Palisade Avenue and Demarest
Avenue. Two commercial properties would be acquired and two structures demolished for the reconfiguration of the surface parking area adjacent to the station. An additional track would also be added in this area, requiring the partial taking of the parking area and sidewalk associated with Depot Square Park (Veterans Memorial Park). One commercial property would be acquired and a structure demolished on West Palisade Avenue and South Van Brunt Street for the construction of a new park. The Englewood Town Center Station APE has been expanded to include this new area for study. Two existing alleyways on the west side of North Dean Street would be maintained to serve as pedestrian walkways to the new station. Properties that directly face the walkways have been included in the APE.

- **Englewood Hospital and Medical Center Station**: the Englewood Hospital and Medical Center Station has been shifted north closer to Cambridge Avenue and a three-story high pedestrian overpass would be constructed across North Dean Street. Pedestrian improvements are also being included between Durie and Cambridge Avenues. The Englewood Hospital and Medical Center Station APE has been expanded to include this new area for study.

Comments on historic resources submitted during the DEIS comment period presented concerns regarding the potential for adverse effects on the historic Tenafly Station. The SDEIS Preferred Alternative no longer provides service to Tenafly, eliminating the potential for adverse effects resulting from Northern Branch light rail service operation and/or the installation of catenary within the viewshed of the resource. This reanalysis therefore addresses only impacts related to the changes to the Preferred Alternative and the incorporation of updated historic preservation data.

### 23.1.2. Summary of Findings of the DEIS and the SDEIS

The federal and state laws that protect historic resources are the same as those outlined in the DEIS. This section is a preliminary summary of the findings that pertain to these laws and regulations.

Revised APEs were established for each new or revised area of proposed construction activity within the Northern Branch Corridor, such as stations, viaducts, parking decks, the VBF, overpasses, and roadway extensions. As described in the DEIS, a general APE was developed for the Northern Branch Corridor right-of-way to identify potential resources and potential impacts that would result from the proposed catenary. Historic resources that were located within clear and close view of the proposed catenary were considered to be within the Northern Branch Corridor right-of-way APE.

The SDEIS evaluated more than 200 potentially historic architectural resources in addition to those studied in the DEIS. Between the DEIS and the SDEIS, over 400 potentially historic architectural resources, including 20 bridges, were identified in the APE and evaluated to determine their potential for eligibility for listing on the National Register of Historic Places. Ten of these resources were found to be listed, eligible, or potentially eligible for listing on the State and National Registers of Historic Places. The findings of the DEIS and SDEIS are summarized as follows:

- The Preferred Alternative presents the potential for visual impacts associated with the proposed Englewood Town Center Station, which includes the reconfigured parking area, and the new park on Palisade Avenue, as well as the two existing pedestrian walkways from North Dean Street that would lead to the station site.
  - Mitigation measures for the proposed Englewood Town Center Station, the reconfigured parking area, and the new park would be implemented by the use of design and materials for the new station that would be compatible with historic resources in downtown Englewood that are closest, and in view of, the project sites: the Englewood Municipal Building, the Professional Building, the Depot Square Building, and the Palisades Trust and Guaranty Company Building.
• All resources, except the US Route 46 Corridor, would be potentially affected by the proposed overhead catenary poles and overhead power system. Construction of the catenary may change the visual context of the resources; however, these impacts can be mitigated.
  o The potential adverse visual effects of the catenary poles and the overhead power system would be mitigated through the selection of appropriate poles that are compatible with the character of historic resources. Spacing, height, size, location, design, profile, finish, and color of poles or frames would mitigate the impacts to views from historic resources. The design, color, and placement of the catenary poles at or near historic resources would be reviewed and approved by the SHPO.
• The Preferred Alternative presents the potential for impacts associated with construction noise, vibration, and air quality; however, with mitigation measures, impacts to historic resources are not anticipated.
  o Mitigation measures for construction activities are aimed at buffering historic resources from noise, vibration, and dust, and include relatively simple measures such as establishing staging areas away from the resources and establishing truck routes that would avoid travel near the resources.
• The Preferred Alternative presents the potential for impacts associated with construction staging areas.
  o Staging areas for construction would avoid close proximity to historic resources and would be reviewed and approved by the SHPO.

The locations of all ten historic architectural resources within the APEs are identified in Table 23-1. The APEs and resources, including four previously identified resources and six newly identified historic resources, are mapped on Figures 23-1 through 23-9.

Table 23-1: Historic Resources Within the Areas of Potential Effect

<table>
<thead>
<tr>
<th>Resource Name</th>
<th>Location</th>
<th>APE</th>
<th>Document In Which Resource was Evaluated</th>
<th>Designation of Resource</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dutch Reformed Church in the English Neighborhood</td>
<td>1040 Edgewater Avenue, Ridgefield</td>
<td>Northern Branch Corridor right-of-way APE</td>
<td>2011 DEIS</td>
<td>State and National Register Listed</td>
</tr>
<tr>
<td>US Route 46 Corridor Between George Washington Bridge and Grand Avenue Interchange</td>
<td>US Route 46 and Grand Avenue, Ridgefield/ Palisades Park</td>
<td>Northern Branch Corridor right-of-way APE</td>
<td>2011 DEIS</td>
<td>SHPO Opinion of Eligibility</td>
</tr>
<tr>
<td>Barrett’s, Palmer &amp; Heal Dyeing &amp; Cleansing Establishment</td>
<td>60 Cedar Lane, Englewood</td>
<td>CSX Northern Branch Bridge over Flat Rock Brook APE</td>
<td>2011 DEIS</td>
<td>SHPO Opinion of Eligibility</td>
</tr>
<tr>
<td>DeMott House</td>
<td>488 Grand Avenue, Englewood</td>
<td>Englewood Route 4 Station and VBF APE</td>
<td>Newly identified in 2015 SDEIS</td>
<td>State Register Listed</td>
</tr>
<tr>
<td>Palisades Trust and Guaranty Company Building</td>
<td>21 Park Place, Englewood</td>
<td>Englewood Town Center Station APE</td>
<td>Identified in 2011 DEIS; Re-assessed in 2015 SDEIS</td>
<td>SHPO Opinion of Eligibility</td>
</tr>
<tr>
<td>Englewood Municipal Building</td>
<td>2-10 North Van Brunt Street, Englewood</td>
<td>Englewood Town Center Station APE</td>
<td>Newly identified in 2015 SDEIS</td>
<td>Potentially Eligible</td>
</tr>
<tr>
<td>Professional Building</td>
<td>12-20 North Van Brunt Street, Englewood</td>
<td>Englewood Town Center Station APE</td>
<td>Newly identified in 2015 SDEIS</td>
<td>Potentially Eligible</td>
</tr>
</tbody>
</table>
Table 23-1: Historic Resources Within the Areas of Potential Effect (continued)

<table>
<thead>
<tr>
<th>Resource Name</th>
<th>Location</th>
<th>APE</th>
<th>Document In Which Resource was Evaluated</th>
<th>Designation of Resource</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adriance Van Brunt &amp; Moses E. Springer Office and First Englewood Women’s Exchange Building</td>
<td>Rear of 95 North Dean Street, Englewood, Bergen County</td>
<td>Englewood Town Center Station APE</td>
<td>Newly identified in 2015 SDEIS</td>
<td>Potentially Eligible</td>
</tr>
<tr>
<td>The Depot Square Building</td>
<td>16 Depot Square Englewood</td>
<td>Englewood Town Center Station APE</td>
<td>Newly identified in 2015 SDEIS</td>
<td>Potentially Eligible</td>
</tr>
<tr>
<td>Brookside Cemetery</td>
<td>350 Engle Street, Englewood</td>
<td>Englewood Hospital and Medical Center Station APE</td>
<td>Newly identified in 2015 SDEIS</td>
<td>Potentially Eligible</td>
</tr>
</tbody>
</table>

Source: Lynn Drobbin and Associates, 2015

23.1.3. Methodology

The methodology for the SDEIS historic architectural resource analysis was the same as that described in the DEIS, and was conducted in accordance with National Park Service professional qualification standards for historic preservation consultants as specified in the Federal Register (36 CFR 61, Section 61.5). This analysis was prepared in order to:

- Identify all resources in the supplemental APEs that are National Historic Sites or Landmarks, listed on the State and/or National Registers of Historic Places, have been determined eligible by the Keeper of the National Register, or have SHPO opinions of eligibility.
- Locate and identify all structures in the 2011 DEIS APEs that have turned at least 50 years of age since 2011 and therefore require re-evaluation for eligibility in accordance with SHPO survey guidelines.
- Locate and identify all previously unrecorded structures in the APEs that are now at least 50 years of age and therefore require evaluation for eligibility in accordance with SHPO survey guidelines.
- Evaluate the potential eligibility of these resources for listing on the New Jersey and National Registers of Historic Places.
- Evaluate the potential impacts of the project on resources that are National Historic Sites or Landmarks, listed on the State and/or National Registers of Historic Places, have been determined eligible by the Keeper of the National Register, or have SHPO opinions of eligibility, or that are potentially eligible for National Register listing.

This SDEIS chapter contains a summary of the results of the above identification and analysis process. A discussion of all of the new historic architectural resources that were evaluated as part of the SDEIS will be included in the Northern Branch Supplemental HARBS and Effects Assessment.

23.1.4. Definition of the Areas of Potential Effect

23.1.4.1. Areas of Potential Effect for Station and VBF Locations

The term APE continues to be defined as it was in the DEIS. In consultation with the SHPO, APEs have been defined for each new or revised area of construction activity, including the new proposed West Side Avenue at-grade alignment, the Viaduct over the CSX North Bergen Yard, the 85th Street Viaduct, station site locations and parking facilities, the VBF, and the pedestrian overpasses at Leonia High School and Englewood Hospital and Medical Center. The APEs for Fairview, Ridgefield, and Palisades Park remain unchanged since the DEIS as no revisions have been made to the rail right-of-way or station facilities in these communities.
Figure 23-1

Northern Branch Historic Resources West Side Avenue

Proposed Alignment

- At Grade
- Viaduct

Source: USDA NRCS HiRes County Mosaic

Historic Resources APE

0 1,000 2,000 Feet

Bergen County
Hudson County
Manhattan

Source: USDA NRCS HiRes County Mosaic
Northern Branch Historic Resources 91st Street Station

Figure 23-2

Source: USDA NRCS HiRes County Mosaic
Northern Branch Historic Resources Ridgefield Station

Figure 23-3

Dutch Reformed Church in the English Neighborhood

Historic Resource
Historic Resources APE

Station Area Features
- Bus Pullout
- Parking Area
- Pedestrian Walkway
- Platform

Proposed Alignment
- At Grade
- Underpass

Feet

Source: USDA NRCS HiRes County Mosaic

NJTRANSIT
The Way To Go.

JACOBS
Northern Branch
Historic Resources
Palisades Park
Station

Figure 23-4
Northern Branch
Historic Resources
Leonia
Station

Figure 23-5

Source: USDA NRCS HiRes County Mosaic

- Historic Resources APE
- Station Area Features
  - Bus Pullout
  - Parking Area
  - Pedestrian Walkway
  - Pedestrian Overpass
  - Platform
- Proposed Alignment
- At Grade

NJTRANSIT
The Way To Go.

JACOBS
Northern Branch Historic Resources Englewood Route 4 Station

Figure 23-6

Source: USDA NRCS HiRes County Mosaic

Station Area Features
- Drop Off Area
- Parking Area
- Pedestrian Walkway
- Pedestrian Overpass
- Platform
- VBF

Proposed Alignment
- At Grade
- Underpass

Historic Resources APE

Historic Resource

Proposed Alignment

At Grade

Underpass
Northern Branch
Historic Resources
Englewood
Town Center Station

Figure 23-7

Source: USDA NRCS HiRes County Mosaic
Northern Branch Historic Resources
Englewood Hospital & Medical Center Station

Figure 23-8

Source: USDA NRCS HiRes County Mosaic
North Bergen
To reflect revisions to the rail right-of-way in North Bergen (Viaduct over the CSX North Bergen Yard, West Side Avenue alignment, 85th Street Viaduct, and 91st Street Station), the APE has been revised to include the parcels that are located one lot west of West Side Avenue from where 57th Street would be located (not mapped though), and extend north to 86th Street. The APE has also been revised to include the properties west and east of Tonnelle Avenue that would have clear, direct and relatively close and unobstructed views of the 85th Street Viaduct. Photo simulations, presented in Figures 23-9 and 23-10, have been created to depict the view of the 85th Street Viaduct from these properties. The APE has also been expanded to consider the views of the viaduct where it would be at its highest point of 65 feet at 85th Street (refer to Figures 23-1 through 23-2). The properties in the vicinity of the Viaduct over the CSX North Bergen Yard, those to the east of West Side Avenue, and those that are located near the proposed east and west portals of the new 85th Street Extension underpass were previously studied in the original APEs that were mapped as part of the 2011 DEIS.

Figure 23-9: Photo Simulation of the 85th Street Viaduct Looking West from 83rd Street
The proposed Leonia Station for the Preferred Alternative has been relocated to Overpeck County Park, south of Fort Lee Road and would now include a four-story parking deck just north of the existing equestrian center. The Preferred Alternative would also include a new pedestrian overpass that would be constructed from the Leonia High School over the railroad to the school’s athletic fields in Overpeck County Park. The overpass is proposed to be located at the approximate alignment of Christie Heights Street.

To reflect these project changes, the APE has been revised to include the properties that are located east of Overpeck County Park that would have clear and close views of the proposed parking deck and the properties that would have clear and close views of the proposed pedestrian overpass to the high school (refer to Figure 23-5). The other areas/properties in Leonia that would have clear views of the proposed new construction were previously studied in the 2011 DEIS.

**Englewood Route 4 Station and Vehicle Base Facility**

The Preferred Alternative’s proposed location for the Englewood Route 4 Station and VBF has been revised to include a four-story parking deck over the VBF. To reflect the project change, the APE for the Englewood Route 4 Station and VBF (refer to Figure 23-6) has been expanded from the original APE defined in the 2011 DEIS to include those properties that would have clear and close views of the proposed parking deck. The revised APE includes properties that are located within the area that is roughly bounded by Brookside Avenue to the south, one lot to the east of Grand Avenue, the northern
boundary of Route 4 and Van Nostrand Avenue, and the approximate alignment of South Van Brunt Street to the west. Some of the properties in this revised APE were previously studied in the DEIS.

**Englewood Town Center Station**
The proposed site for the Englewood Town Center Station has been relocated to the east side of North Van Brunt Street between Palisade Avenue and Demarest Avenue. The reconfiguration of the adjacent surface parking lot requires the acquisition and demolition of two commercial properties. In addition, the construction of a new park, to be located on the corner of Palisade and South Van Brunt Avenues, requires the acquisition and demolition of one commercial property. None of the three properties proposed for demolition are potentially eligible for National Register listing.

The APE has also been revised to include properties that would have a clear line-of-sight to the two existing alleyways that would be used as pedestrian walkways from North Dean Street to the Englewood Town Center Station. To reflect the project changes, the APE for the Englewood Town Center Station has been expanded to include those properties that would have clear and close views of the proposed new station location, the parking areas, the new park, and the new pedestrian walkways (refer to Figure 23-8). The revised APE includes properties that are located within the area that is roughly bounded by West Englewood Avenue to the south; 600 feet north of Demarest Avenue to the north; buildings that front North Dean Street to the east; and buildings that front North Van Brunt Street and Depot Square to the west.

**Englewood Hospital and Medical Center Station**
The proposed Englewood Hospital and Medical Center Station has been shifted north to be located between Cambridge and Durie Avenues, opposite the existing hospital parking deck. The Preferred Alternative would construct a pedestrian overpass to connect the parking deck to the station, as well as new sidewalks to connect Cambridge and Durie Avenues to the station. To reflect these changes, the APE has been revised to include nine residential properties that are located on Cambridge, Curry, and Highwood Avenues and Brookside Cemetery (refer to Figure 23-8).

23.1.4.2. **Area of Potential Effect for Northern Branch Corridor Right-of-Way**

The APE for the Northern Branch Corridor right-of-way, as described in the 2011 DEIS, has not changed with the exception of the new at-grade section on West Side Avenue and the omission of the Northern Branch right-of-way that extends beyond the Englewood-Tenafly border to Tenafly North. Tenafly Town Center and Tenafly North Stations are no longer included in the Preferred Alternative; therefore, the APE in this portion of the right-of-way is omitted from the study.

23.1.5. **Inventory and Identification of Resources Within the Project Area**

The process for the evaluation of the significance of potential historic architectural resources (i.e.; evaluating their eligibility for listing in the National Register) is the same as that which was outlined in the DEIS.

23.1.6. **Preliminary Determination of Effect**

The Advisory Council on Historic Preservation (ACHP) criteria to determine whether a proposed project would have an effect on a property listed on, or eligible for listing on, the National Register is the same as that which was outlined in the DEIS. Legal and regulatory requirements for the protection of historic resources at the state and federal levels have also remained the same as those outlined in the DEIS.
23.1.7. Mitigation Methods

Accepted best management practices and protocols for mitigation measures to reduce or eliminate the potential for impact to historic resources are the same as those outlined in the DEIS. Potential impacts to historic resources are related to the potential for noise and vibration impacts during the construction phase and incongruities in the visual landscape presented by the installation of catenary wires and poles. Construction impacts can be mitigated with careful planning that considers the sensitivity of nearby historic resources. Visual impacts resulting from the catenary can be mitigated through context-sensitive design elements that harmonize the catenary with the surrounding development patterns and styles, paying particular attention to the character of nearby historic resources. These elements will be reviewed by the SHPO through a design review process, as documented in the Draft Programmatic Agreement. A copy of the Draft Programmatic Agreement that would be reviewed/revised and then signed by the SHPO, FTA, and NJ TRANSIT can be found in Appendix K. Prior to the issuance of a Record of Decision, the SHPO, FTA, and NJ TRANSIT would agree upon the stipulations and mitigation measures required to maintain no adverse effect on any listed historic resources.

23.2. Environmental Review

This section updates potential impacts and mitigation to previously identified and newly identified historic resources located in the revised APEs in each municipality. The existing conditions, potential impacts, and mitigation for historic resources located within the APEs of Fairview, Ridgefield, and Palisades Park remain unchanged since the DEIS. No revisions have been made to the rail right-of-way and station facilities in these communities and no additional historic resources have been identified within the DEIS APEs. In addition, although revised APEs were reviewed in the municipalities of North Bergen and Leonia, the analysis found that there are no additional listed, eligible, or potentially eligible historic resources within the revised APEs or right-of-way APE of these communities.

Six of the ten historic resources within the Northern Branch Corridor APEs have been identified as part of the expanded APEs described in this SDEIS. These six newly identified resources are all located in Englewood, New Jersey. The existing conditions and potential impacts and mitigation for these six resources are described in greater detail below. The four previously identified historic resources were evaluated in the DEIS.

23.2.1. Existing Conditions

Englewood Route 4 Station and Vehicle Base Facility

One historic resource located within the revised APE for the Englewood Route 4 Station and VBF site (refer to Figure 23-6) is the New Jersey Register of Historic Places-listed DeMott House.

DeMott House, 488 Grand Avenue, Englewood

Thematic Nomination of Early Stone Houses of Bergen County, State Register: 10/03/1980 Determination of Eligibility (DOE): 01/09/1983

The DeMott House is one of 204 pre-1840 stone houses in Bergen County, New Jersey that are part of a Thematic Nomination of Early Stone Houses of Bergen County. Six of these historic Dutch stone houses are in Englewood, New Jersey. All of the stone houses included in the thematic nomination are listed on the National Register with the exception of the DeMott House which is not listed due to owner objection; listing in the National Register of Historic Places, unlike the New Jersey Register of Historic Places, requires the approval of the owner. This group of one-and-one-half-story stone houses, associated with the Dutch cultural group who settled Bergen County, represents one of the most important early American residential building types. These early stone houses are significant for their architecture; their associations with Bergen County's earliest families; for being representative of a regional early American
architectural type associated with Dutch culture; and for their association with the exploration and settlement of the Bergen County area. They are reasonably well-preserved examples of a specific form/plan type and retain a sufficient amount of their original historic fabric. The early stone houses generally have very visible locations along the oldest roads, which today are major county thoroughfares.

The DeMott House is located on a small, grassy site that faces Grand Avenue near the intersection of Rockwood Place. The small house remains intact, though out of context, surrounded by warehouses and large multi-story office buildings. The house consists of a one-and-one half-story three-bay main block with a gambrel roof, and to the south, a single-story two-bay gable roof wing with a brick chimney. The façade has a wood porch with a pergola. The main entry is offset and has a fanlight. Windows are 12-over-12-light double-hung sash with wood shutters. The gambrel roof has a pair of gabled dormers with six-over-six double-hung windows. The earliest section of the DeMott House was built circa 1740, while other sections were constructed between 1770 and 1800. The house is currently used as an office for an industrial and warehouse facility, which is located on the lot behind the historic house.

Englewood Town Center Station

Five historic resources are located within the revised APE for the Englewood Town Center Station (refer to Figure 23-7). One historic resource, the Palisades Trust and Guaranty Company Building, was identified as eligible for National Register listing by the SHPO in the 2011 DEIS. It is being re-evaluated in the SDEIS because it is now in close proximity to the new location for the Englewood Town Center Station and parking area and, therefore, the project’s potential effects to this resource have changed. Four other historic resources in the Englewood Town Center Station APE have been identified in the SDEIS as potentially eligible for National Register listing: the Englewood Municipal Building, the Professional Building, the Adriance Van Brunt & Moses E. Springer Office/First Englewood Women’s Exchange Building, and the Depot Square Building.

The Englewood Municipal Building and the Professional Building were described in the Historic Architectural Resource Background Study (June 2008), but were not evaluated by the SHPO for their eligibility for National Register listing. As stated in the SHPO correspondence dated July 28, 2009, “Because the project, as described in the Historic Architectural Resource Background Study (June 2008), would 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.” In 2014 the SHPO requested that these properties be evaluated as part of the SDEIS due to the revised location of the proposed Englewood Town Center Station and the reconfiguration of the associated parking area on North Van Brunt Street that would be in close proximity to these buildings.

Palisades Trust and Guaranty Company Building (Bank of America), 21 Park Place, Englewood

SHPO Opinion of Eligibility: 07/28/09

Refer to the DEIS for a description of the Palisades Trust and Guaranty Company Building.

Englewood Municipal Building, 2-10 North Van Brunt Street, Englewood

(Potentially Eligible)

The Englewood Municipal Building, built 1922, is potentially eligible for listing on the National Register of Historic Places under Criterion C as an excellent and relatively intact example of an early twentieth century municipal structure designed in the Neo-Classical style. The Englewood Municipal Building was designed by architects Graham King and I.C. Eagles and has served as the municipal building for the City of Englewood since its construction. Despite the alterations at the front and side entrances and the removal of the parapet that formerly faced North Van Brunt Street, the Englewood Municipal Building is potentially eligible as a relatively intact (including the interiors) early twentieth century public building that has been in continuous use for its original function as a town hall.
The Englewood Municipal Building, located at the corner of East Palisade and North Van Brunt Avenues, is a two-story red brick building with a raised basement and a flat roof. The structure has a limestone foundation, engaged, fluted Colossal limestone pilasters of the Ionic order, and a limestone entablature surmounted by a brick parapet, which has a limestone tablet with “Municipal Building” inscribed. The brick is laid in alternating courses of headers and stretchers. A datestone on the West Palisade Avenue (south) side reads “1922”. The front entrance is set within a limestone surround with a pedimented overdoor. Above the front entrance, windows are arranged in triplet and have limestone surrounds. Windows on the front (Van Brunt Avenue) façade are arranged in singles and pairs, and on the Palisade Avenue façade in triplets. Blank limestone plaques are located at the spandrels. A sympathetically designed brick and limestone accessible ramp has been constructed at the front (Van Brunt Avenue) façade.

The interior of the Englewood Municipal Building is remarkably intact for a public structure that has been in continuous use for almost a century. It retains the original grand decorative stairway in the front entry foyer, and original wood moldings, wood doors, terrazzo floor, faux marble finishes, and Art Deco style lighting fixtures. However, office and hallway spaces have been renovated and are covered with plywood or sheetrock.

**Professional Building, 12-20 N. Van Brunt Street, Englewood**
*(Potentially Eligible)*

The Professional Building, faced with terra cotta and black Carrera glass, decorative motifs, and glazed polychrome terra cotta tile in relief, is potentially eligible for listing on the National Register of Historic Places under Criterion C as an excellent example of an early twentieth century commercial building with polychrome terra cotta. The Professional Building was constructed between 1922 and 1929, likely while under the ownership of L.W. & F.R. Realty Company, who acquired the building in 1925. The building has been used for commercial purposes from the time of its construction.

The Professional Building is a two-story commercial building with polychrome glazed terra cotta tile in relief in a cartouche, shield, and swag and garland motif applied to the façade at several locations. The building is divided into three wide bays by full height terra cotta faced piers. Broad, Tudor-style arches span each bay at the first story. The first story storefronts are modern and consist of metal tube frames with large plate glass windows. Above the storefronts, the Tudor-style arches are glazed with back-painted plate glass. The upper story windows, paired in the end bays and three in the center bay, are modern replacements with opening casements and large plate glass panels. The crenellated parapet wall is decorated with polychrome terra cotta tiles with a swag and garland motif. The central bay has a large terra cotta cartouche and a bell-cast parapet wall.

**Depot Square Building, 16 Depot Square, Englewood**
*(Potentially Eligible)*

The Depot Square Building is a Tudor-Revival style two-story commercial building with five bays on the Depot Square façade and two bays that face North Dean Street. The main roof is flat, but the building also has pent, mansard, and gable roofs; all are covered with polychrome slate. The first story exterior is faced with red brick and randomly spaced rock-faced stone. The second story has tripartite “Chicago School” windows, stucco, and faux half-timbering. Above the main entrance, set within a Tudor arch, is a leaded and stained glass transom that reads “Depot Square Building.”

The Depot Square Building was constructed between 1902 and 1908 by John Hull Browning (1841-1914). The property was sold to Browning in 1888 by John J. Duff. Duff was secretary of the Northern Railroad of New Jersey and the Nyack and Northern Railroad and served on the Board of Directors with
Browning for both companies. John Hull Browning succeeded Charles Grandison Sisson, his father-in-law, as president and treasurer of the Northern Railroad of New Jersey after 1883, a position that Browning held for 22 years. Browning was also on the Board of Directors for the Nyack and Northern Railroad Company. This railroad extended from Sparkill to Nyack, NY, a distance of 4.37 miles.\(^1\) Browning also served as secretary and treasurer of the East and West Railroad of Alabama and, for twenty years, was the president of the Richmond Gas Company. He was also the treasurer of the Cherokee Iron Company of Cedartown, Georgia, and a director in the Citizen’s National Bank of Englewood, New Jersey. He also served as a presidential elector. John Hull Browning was married to Eva B. Sisson, daughter of Charles Grandison Sisson, a contractor and railroad president.

The Depot Square Building is potentially eligible for listing on the National Register of Historic Places under Criterion A for its historic associations with the Northern Railroad of New Jersey, a railroad that was largely responsible for the development of Englewood and the other towns along its line; and in addition, under Criterion B, for its associations with John Hull Browning, who served as president and treasurer of the Northern Railroad of New Jersey for 22 years.

The Depot Square Building exemplifies how the men who were instrumental in the development of the Northern Railroad worked together to develop the towns along the railroad line and also illustrates the close relationship between the families who directed the Northern Railroad. John Hull Browning purchased the property from John J. Duff, who served as secretary of the Northern Railroad; John Hull Browning’s brother and former business partner in the clothing business was William Charles Browning, who served as vice president of the Northern Railroad. John Hull Browning married Charles G. Sisson’s daughter, Eva B. Sisson. Charles G. Sisson (1807-1874) founded and constructed the Northern Railroad of New Jersey. He was the largest stockholder and served as director and president for many years. When Sisson retired, his son-in-law, John Hull Browning, assumed his position at the railroad. When Sisson died at his home in Tenafly in 1874, he was one of the wealthiest and largest capitalists in the state; his estate was believed to be worth $7-10 million.\(^2\)

The building was constructed and designed to reflect its prominent corner location on Depot Square, directly opposite the Northern Railroad Station. The building was likely remodeled at some point to reflect the Tudor Revival style, popular in the 1920s. With its brick and randomly-spaced rock-faced first story, gabled and half-timbered second story, and polychrome slate pent, gable, and mansard roofs, the Depot Square Building stands as an excellent example of the Tudor Revival style as applied to a commercial building.

In a city whose vibrant downtown shopping district has resulted in the obliteration of most of the original historic facades, the Depot Square Building remains an exception and reflects the stylistic diversity that characterized commercial architecture during the first half of the twentieth century. Despite the modern turquoise-colored awnings that are not sympathetic to the Tudor Revival style, the Depot Square Building has retained sufficient historic architectural integrity and is therefore also potentially eligible for National Register listing under Criterion C as it embodies the distinctive characteristics of a Tudor Revival style commercial building.

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\(^1\) Thirteenth Annual Report, Board of Railroad Commissioners, 1895
\(^2\) A New Jersey Millionaire. The Death of Charles G Sisson. The New York Times, August 23, 1874
Adriance Van Brunt and Moses E. Springer Office/First Englewood Women’s Exchange Building, Rear of 95 North Dean Street (Potentially Eligible)

The Adriance Van Brunt and Moses E. Springer Office/First Englewood Women’s Exchange Building, a small Gothic Revival style structure built in 1860, is potentially eligible in accordance with National Register Criteria A for its historic associations as the first home of the Englewood Women’s Exchange. The Englewood Women’s Exchange was a pioneering women’s organization that provided economic and social empowerment that went beyond the restrictions of nineteenth century domesticity. The Women’s Exchange utilized the building from 1884 until 1887, then known as the Athenaeum Jr., as a “salesroom for cakes, jellies, embroideries, and other products.” In 1887 they relocated into their new building on Engle Street, which was later destroyed by fire. The First Englewood Women’s Exchange continued operations until 1960. The building is also potentially eligible in accordance with National Register Criteria B for its use as the offices for architect Adriance Van Brunt and builder Moses E. Springer who built many of the early buildings in Englewood, and later as an office for Adriance’s father, John Van Brunt, who was instrumental in the effort to bring the Northern Railroad through Englewood and served as secretary, treasurer, and director of the railroad.

The building was also used as a coal office, as the office of the Road Board, which laid out and maintained roads as well as set rates and taxes to fund construction and maintenance, as an office to pay gas bills, and as an auto upholstery shop. It is currently used for storage.

This structure, originally located on East Palisade Avenue near the railroad, was relocated five times within the central business district of Englewood and has accommodated at least seven different uses over more than 150 years. Between 1915 and 1922, the building was moved to its current location at 95 North Dean Street, where it is largely hidden from view behind a three-story structure.

The Adriance Van Brunt and Moses E. Springer Office/First Englewood Women’s Exchange Building is a small one-and-one-half-story frame Gothic Revival style building, located in the rear of 95 North Dean Street. It has a rectangular plan that measures approximately 18 by 25 feet. The steep gable roof is sheathed with asphalt shingles and is trimmed with bargeboards with quatrefoil cutouts. The exterior is clad with clapboard siding. Two sets of double wood garage doors are at the west façade. The south wall has a door, a square window, and an arch window at the gable head, all of which have been covered with plywood. Single-story shed roof additions have been appended to the north and east walls.

Englewood Hospital and Medical Center Station

There is one potentially eligible historic resource within the revised Englewood Hospital and Medical Center Station APE. Brookside Cemetery was described in the in the Historic Architectural Resource Background Study (June 2008), but not evaluated by the SHPO as to its eligibility for National Register listing. As stated in the SHPO correspondence dated July 28, 2009, “Because the project, as described in the Historic Architectural Resource Background Study (June 2008), would not adversely affect the following properties (Brookside Cemetery), the SHPO does not believe that further evaluation of the National Register of Historic Places eligibility is needed at this time.” In 2014 the SHPO requested that the property be evaluated as part of the SDEIS study due to the revised location of the proposed Englewood Hospital and Medical Center Station, which would be in close proximity to the Cemetery.

Brookside Cemetery 420 & 425 Engle Street, Englewood (Potentially Eligible)

Brookside Cemetery, laid out in 1876, is bounded by Engle Street on the west; east of Whitewood Road on the east; East Hudson Avenue on the north; and Davison Place on the south. The western part of the cemetery between Engle and Dean Streets that was added between 1891 and 1912 is included as part of
the potentially eligible resource as it possesses character-defining features that are similar to the older section. Brookside Cemetery encompasses 36 acres of wooded, rolling terrain near Overpeck Creek. Its plan with winding roads, meandering paths, small bridges, and artfully landscaped specimen plantings express a distinct romantic nineteenth century aesthetic. The Cemetery has low stone walls along its perimeter and entrances with large stone piers and cast iron gates. On its south and east sides are several small bridges that cross the brook.

Brookside Cemetery is potentially eligible for listing on the National Register of Historic Places under National Register Criterion C as an excellent and relatively intact example of a nineteenth century cemetery designed in accordance with Picturesque and Romantic ideals, a major movement in landscape architecture during that period. The Gothic Revival style stone-faced Brookside Chapel, located to the north of the entrance, also emulates these ideals and contributes to the property. The Chapel is a single-story, pink sandstone building with a decorative slate roof and diamond pane lancet windows; the original interior is also largely intact. The chapel was originally built in 1860 on East Palisade Avenue as the first Presbyterian Church in Englewood. When the Presbyterian Church outgrew the small chapel, it was donated, dismantled, and moved to Brookside Cemetery in 1877. It remains as one of the finest early examples of ecclesiastical Gothic Revival style in Englewood.

Brookside Cemetery is also of local historic importance, as many of Englewood’s earliest and most prominent citizens are buried here. The cemetery has many notable Beaux Arts mausoleums and statues that date from the early twentieth century.

23.2.2. Potential Impacts and Mitigation

23.2.2.1. No Build Alternative

There are no changes to the impacts associated with the No Build Alternative as compared with the DEIS.

23.2.2.2. Preferred Alternative

As there are no additional listed, eligible, or potentially eligible historic resources within the revised APEs or the ROW APE of the proposed Northern Branch improvements, including catenary, in North Bergen, Fairview, Ridgefield, Palisades Park, or Leonia, no impacts to historic resources would result and no mitigation is required. Potential impacts and mitigation are described for the six newly identified historic resources located in Englewood. The potential for impact is assessed in terms of the duration of the impact, long-term or construction/short-term, for each resource with appropriate mitigation recommendations.

Englewood Route 4 Station and Vehicle Base Facility

The DeMott House, 488 Grand Avenue, Englewood

Long-Term Impacts – The proposed Englewood Route 4 Station, VBF, and parking deck would be located approximately 600 feet west of the DeMott House. The rear of the one-and-one-half story DeMott House would have distant views of the Englewood Route 4 Station, VBF, and parking deck. However, those views would be largely blocked by the two-story industrial and warehouse buildings, some of which are on the same lot as the DeMott House, that are located between the DeMott House and the Englewood Route 4 Station, VBF, and parking deck.

The DeMott House may be affected by the noise emanating from the new VBF. However, it is already exposed to background sound levels associated with the existing freight traffic on the Northern Branch Railroad, vehicular and truck traffic on Route 4 and Grand Avenue, and by traffic in the surrounding...
industrial area. Also, per the Federal Transit Administration’s (FTA) Transit Noise and Vibration Impact Assessment guidance, historically significant sites are treated as noise-sensitive depending on the current land use of the historic site. Sites that are currently used for interpretive activities, residences, or museums would be noise-sensitive. Sites that are used for commercial or industrial purposes would not be noise-sensitive. Therefore, the DeMott House, currently utilized as an office at an industrial facility, is not considered to be a noise-sensitive receptor.

Construction Impacts – During construction, staging areas would be sited to avoid the DeMott House. The noise, vibration, and air quality for the construction of the Englewood Route 4 Station, parking deck, and VBF may affect the DeMott House for the short term. However, as discussed above, the DeMott House is not considered to be a sensitive noise receptor and, in addition, currently experiences background noise from an elevated portion of Route 4, located one and one half blocks north of the DeMott House.

Mitigation – The DeMott House is too distant from the alignment and the Englewood Route 4 Station to have any potential adverse visual effects from the new station, VBF, and parking deck, and is also too distant to have views or effects from the catenary poles and overhead power system. Staging areas for the construction of the Englewood Route 4 Station, VBF, and parking deck would avoid close proximity to the DeMott House and would be reviewed and approved by the SHPO. This review process is described in the Draft Programmatic Agreement (Refer to Appendix K). Therefore, with appropriate measures to minimize the effects of the project, the Preferred Alternative would have no adverse effect on the DeMott House.

Englewood Town Center Station and Parking Deck

The Palisades Trust and Guaranty Company Building (Bank of America), 21 Park Place, Englewood

Long-Term Impacts – The Palisades Trust and Guaranty Company Building, located east of the reconfigured parking area, would have views of the parking area along Depot Square and therefore may be visually affected by the new station. However, this area is currently used for parking and the Depot Square Park (Veterans Memorial Park) is located between the parking area and the Palisades Trust and Guaranty Company Building; therefore, views would not be altered significantly.

At its closest point, the bank building is 250 feet east of the Northern Branch right-of-way and has a clear view of the railroad due to the flat, grassy landscaped Depot Square Park (Veterans Memorial Park) and the parking area that is located between the bank and the railroad. The catenary and the overhead wires would also be visible from the bank building.

The Palisades Trust and Guaranty Company Building would not be affected by noise and vibration during the operation of the railroad as the bank is located in a busy downtown area and is sufficiently distant from the railroad right-of-way. Additionally, per FTA guidance, the bank building is not a noise-sensitive receptor due to its commercial use.

Construction Impacts – During construction, staging would be sited to avoid impact to the Palisades Trust and Guaranty Company Building. The noise, vibration, and air quality for the construction of the Englewood Town Center Station and reconfigured parking areas may affect the bank for the short term, and the resource may also be affected by the noise and vibration caused by the installation of the catenary poles due to the potential use of loud machinery, such as pile drivers. However, as discussed above, a commercial use is not considered by FTA to be a noise-sensitive receptor.

Mitigation – The potential adverse visual effects of the Englewood Town Center Station would be mitigated by the use of design and materials that would be compatible to the Palisades Trust and Guaranty
Company Building. The potential adverse visual effects of the catenary poles and the overhead power system would be mitigated through the selection of appropriate poles, traffic control signals, or signs that are compatible with the historic character of the bank building. Spacing, height, size, location, design, profile, finish, and color of poles or frames would mitigate the impacts to views from the bank building. The design, color, and placement of the catenary poles at or near these significant historic architectural resources would be reviewed and approved by the SHPO. This design review process is described in the Draft Programmatic Agreement (Refer to Appendix K).

Staging areas and traffic routes for trucks during construction would be carefully located so as not to affect the property. The location of construction staging areas would be reviewed and approved by the SHPO. This review process is also described in the Draft Programmatic Agreement (Refer to Appendix K). In addition, any changes to traffic patterns would consider the potential impacts to the Palisades Trust and Guaranty Company Building property. Therefore, with appropriate measures to minimize the effects of the project during construction, the Preferred Alternative would have no adverse effect on the Palisades Trust and Guaranty Company Building.

Englewood Municipal Building, 2-10 North Van Brunt Street, Englewood

Long-Term Impacts – The proposed Englewood Town Center Station and the parking area would be located opposite or approximately 350 feet northeast of the Englewood Municipal Building. The two-story Englewood Municipal Building would have direct views of the Englewood Town Center Station and the reconfigured parking areas and therefore would have potential adverse visual effects from the project. However, the parking areas are existing lots and would simply be reconfigured to maintain parking capacity in the area. The Englewood Municipal Building would also have potential adverse visual effects from the catenary poles and the overhead power system. The Englewood Municipal Building would also have direct views of the new park on West Palisade Avenue; however, these views would enhance the existing setting of the building.

The Englewood Municipal Building also may be affected by the noise emanating from the new rail service. However, it is already exposed to background sound levels associated with the existing freight traffic on the Northern Branch Railroad and the vehicular traffic on the busy commercial thoroughfares of Palisade Avenue and North Van Brunt Street. In addition, per FTA guidance, the Englewood Municipal Building, currently used for offices, is not considered to be a noise-sensitive receptor.

Construction Impacts – During construction, staging areas would be sited to avoid the Englewood Municipal Building. The noise, vibration, and air quality for the construction of the station and the reconfigured parking areas may affect the building for the short term. However, as discussed above, per FTA guidance, the Englewood Municipal Building is not considered to be a sensitive noise receptor and currently experiences background noise from the proximity of the railroad and the building’s location on the corner of Palisade Avenue and North Van Brunt Street.

Mitigation – The potential visual effects of the new Englewood Town Center Station, the reconfigured parking areas, and the new park on West Palisade Avenue would be mitigated by the use of design, materials, lighting, and landscaping for the new station, the parking, and the park that would be compatible to the Englewood Municipal Building. The potential adverse visual effects of the catenary poles and the overhead power system would be mitigated through the selection of appropriate poles, traffic control signals, or signs that are compatible with the historic character of the Englewood Municipal Building. Spacing, height, size, location, design, profile, finish, and color of poles or frames would mitigate the impacts to views from the building. The design, color, and placement of the catenary poles at or near the Englewood Municipal Building would be reviewed and approved by the SHPO. This design review process is described in the Draft Programmatic Agreement (Refer to Appendix K).
Staging areas for the construction of the Englewood Town Center Station, the parking areas, and the park would avoid close proximity to the Englewood Municipal Building and would be reviewed and approved by the SHPO. This review process is also described in the Draft Programmatic Agreement (Refer to Appendix K). Therefore, with appropriate measures to minimize the effects of the project, the Preferred Alternative would have no adverse effect on the Englewood Municipal Building.

**Professional Building, 12-20 N. Van Brunt Street, Englewood**

The long term impacts, construction impacts, and recommended mitigation measures for the Professional Building would be similar to those described for the Englewood Municipal Building, which is directly adjacent to the Professional Building on North Van Brunt Street.

**Adriance Van Brunt and Moses E. Springer Office/First Englewood Women’s Exchange Building, Rear of 95 North Dean Street, Englewood**

*Long-Term Impacts* – The proposed Englewood Town Center Station and reconfigured parking areas would be located south and west of the Adriance Van Brunt and Moses E. Springer Office/First Englewood Women’s Exchange Building. The building is located behind a three-story commercial building, would not have clear views of the Englewood Town Center Station, and, therefore, would have no potential adverse visual effects from the new station. However the reconfigured parking areas for the new station may visually affect the historic building. The Adriance Van Brunt and Moses E. Springer Office/First Englewood Women’s Exchange Building is located 310 feet from the rail alignment and would have partial views across Depot Square Park (Veterans Memorial Park). Therefore, the building would have potential adverse visual effects from the catenary poles and the overhead power system.

The Adriance Van Brunt and Moses E. Springer Office/First Englewood Women’s Exchange Building may be affected by the noise emanating from the new rail service. However, the building is already exposed to background sound levels associated with the existing freight traffic on the Northern Branch Railroad and the vehicular traffic on the busy commercial thoroughfares of North Dean Street and East Demarest Avenue. In addition, per FTA guidance, the Adriance Van Brunt and Moses E. Springer Office/First Englewood Women’s Exchange Building, currently used for storage, is not considered to be a noise-sensitive receptor.

*Construction Impacts* – During construction, staging areas would be sited to avoid the Adriance Van Brunt and Moses E. Springer Office/First Englewood Women’s Exchange Building. The noise, vibration, and air quality for the construction of the station would not affect the building in the short term, as it is too distant from the proposed station and is blocked from views to the station site by two- and three-story commercial buildings. The reconfigured parking areas would be able to be viewed from the building and therefore may have an effect. However, the parking areas are primarily existing lots and would simply be reconfigured to maintain parking capacity in the area.

*Mitigation* – The potential adverse visual effects of the new Englewood Town Center Station and the reconfigured parking areas would be mitigated by the use of design, materials, lighting, and landscaping for the new station and the parking areas that would be compatible to the Adriance Van Brunt and Moses E. Springer Office/First Englewood Women’s Exchange Building. The potential adverse visual effects of the catenary poles and the overhead power system would be mitigated through the selection of appropriate poles, traffic control signals, or signs that are compatible with the historic character of the building. Spacing, height, size, location, design, profile, finish, and color of poles or frames would mitigate the impacts to views from the building. The design, color, and placement of the catenary poles at or near this significant historic architectural resource would be reviewed and approved by the SHPO. This design review process is described in the Draft Programmatic Agreement (Refer to Appendix K).
Staging areas for the construction of the Englewood Town Center Station and the reconfigured parking areas would avoid close proximity to the Adriance Van Brunt and Moses E. Springer Office/First Englewood Women’s Exchange Building and would be reviewed and approved by the SHPO. This design review process is described in the Draft Programmatic Agreement (Refer to Appendix K). Therefore, with appropriate measures to minimize the effects of the project, the Preferred Alternative would have no adverse effect on the building.

**The Depot Square Building, 16 Depot Square, Englewood**

**Long-Term Impacts** – The proposed Englewood Town Center Station and reconfigured parking areas would be located behind, adjacent to, and directly to the northwest of the Depot Square Building. However, with the exception of the two adjacent lots, the parking areas are primarily existing lots that would simply be reconfigured to better accommodate the needs of the new station. The two adjacent detached commercial buildings, located at 4-6 and 8 Depot Square, would be demolished and replaced with approximately 26 new parking spaces and buffer landscaping. Both buildings have been evaluated and are not considered to be potentially eligible for National Register listing. The Depot Square Building would have a clear view of the Englewood Town Center Station and the parking area and may have potential adverse visual effects from the new station and parking areas. However the Depot Square Building has a direct association with the Northern Branch Railroad and in fact its significance is partially derived from its historic railroad associations. The Depot Square Building would also have potential adverse visual effects from the catenary poles and the overhead power system.

The Depot Square Building may be affected by the noise emanating from the new rail service. However, the building is already exposed to background sound levels associated with the existing freight traffic on the Northern Branch Railroad and the vehicular traffic on the busy commercial thoroughfares of North Dean Street and North Van Brunt Street. In addition, per FTA guidance, the Depot Square Building, currently a commercial use, is not considered to be a noise-sensitive receptor.

**Construction Impacts** – During construction, staging areas would be sited to avoid the Depot Square Building. The noise, vibration, and air quality for the construction of the station and the parking areas may affect the building in the short term as it is directly adjacent to the proposed station and the expanded parking areas. The Depot Square Building would be protected during the demolition of the two adjacent buildings with proper construction mitigation methods.

**Mitigation** – The potential adverse visual effects of the new Englewood Town Center Station and reconfigured parking areas would be mitigated by the use of design, materials, landscaping, and lighting for the new station and the reconfigured parking areas that would be compatible to the Depot Square Building. The potential adverse visual effects of the catenary poles and the overhead power system would be mitigated through the selection of appropriate poles, traffic control signals, or signs that are compatible with the historic character of the building. Spacing, height, size, location, design, profile, finish, and color of poles or frames would mitigate the effects to views from the building. The design, color, and placement of the catenary poles at or near this significant historic architectural resource would be reviewed and approved by the SHPO. This design review process is described in the Draft Programmatic Agreement (Refer to Appendix K).

Staging areas for the construction of the Englewood Town Center Station and the parking areas would avoid close proximity to the Depot Square Building and would be reviewed and approved by the SHPO. This review process also is described in the Draft Programmatic Agreement (Refer to Appendix K). Therefore, with appropriate measures to minimize the effects of the project, the Preferred Alternative would have no adverse effect on the Depot Square Building.
Englewood Hospital and Medical Center Station

Brookside Cemetery

Long-Term Impacts – The proposed Englewood Hospital and Medical Center Station would be approximately 100 feet southwest of Brookside Cemetery and the new pedestrian overpass would be located approximately 50 feet southwest of Brookside Cemetery.

Brookside Cemetery would have views of the new pedestrian overpass and station. The overpass and station may have a potential adverse visual effect on the cemetery. However, the densely wooded cemetery grounds, which include evergreens and other plantings that retain their foliage year-round, would obscure most views from the historic cemetery to the pedestrian overpass and station. Also, the Englewood Hospital and Medical Center complex currently has an eight-story parking deck and a seven-story new hospital wing that is currently under construction; therefore the potential adverse visual effects of the new overpass and station would be somewhat diminished by the existing hospital structures. Brookside Cemetery would not be affected by the noise from the operations of the light rail trains.

Construction Impacts – During construction of the station and the pedestrian overpass, staging areas would be sited to avoid Brookside Cemetery. The noise, vibration, and air quality for the construction of the station pedestrian overpass and the installation of the catenary poles may affect Brookside Cemetery for the short term. However, the cemetery presently experiences background noise from the freight railroad and the vehicular traffic on Dean Street.

Mitigation – The potential adverse visual effects of the Englewood Hospital and Medical Center Station and the new pedestrian overpass would be mitigated by the use of design and materials that would be compatible to Brookside Cemetery. The potential adverse visual effects of the catenary poles and the overhead power system would be mitigated through the selection of appropriate poles, traffic control signals, or signs that are compatible with the historic character of Brookside Cemetery. Spacing, height, size, location, design, profile, finish, and color of poles or frames would mitigate the impacts to views from the cemetery. The design, color and placement of the catenary poles that would be near Brookside Cemetery would be reviewed and approved by the SHPO. This design review process is described in the Draft Programmatic Agreement (Refer to Appendix K).

Staging areas for the construction of the Englewood Hospital and Medical Center Station and the pedestrian overpass would avoid close proximity to Brookside Cemetery and would be reviewed and approved by the SHPO. This review process is also described in the Draft Programmatic Agreement (Refer to Appendix K). Therefore, with appropriate measures to minimize the effects of the project, the Preferred Alternative would have no adverse effect on Brookside Cemetery.

23.3. Summary of Potential Environmental Effects

As summarized in Table 23-2, including the six additional resources that have been identified in the SDEIS, ten historic resources were identified in the Northern Branch study area. Two of the ten resources are in the Northern Branch Corridor right-of-way APE, since they are within visual distance of the proposed overhead catenary. The remaining eight are in the APEs of proposed construction activity associated with station, parking deck, bridge, or roadway improvements proposed for the Northern Branch project.
Table 23-2: Summary of Potential Effects

<table>
<thead>
<tr>
<th>Municipality</th>
<th>Resource Name</th>
<th>Study in Which Evaluated</th>
<th>APE</th>
<th>Findings After Mitigation</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Bergen</td>
<td>No historic resources identified in the APEs</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fairview</td>
<td>No historic resources identified in the APEs</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Ridgefield</td>
<td>Dutch Reformed Church in the English Neighborhood</td>
<td>Identified in 2011 DEIS</td>
<td>Northern Branch Corridor right-of-way APE</td>
<td>No Adverse Impact</td>
</tr>
<tr>
<td>Palisades Park</td>
<td>US Route 46 Corridor Between George Washington Bridge and Grand Avenue Interchange</td>
<td>Identified in 2011 DEIS</td>
<td>Northern Branch Corridor right-of-way APE</td>
<td>No Adverse Impact</td>
</tr>
<tr>
<td>Leonia</td>
<td>No historic resources identified in the APEs</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Englewood</td>
<td>Barrett’s, Palmer &amp; Heal Dyeing &amp; Cleansing Establishment</td>
<td>Identified in 2011 DEIS</td>
<td>CSX Northern Branch Bridge over Flat Rock Brook APE</td>
<td>No Adverse Impact</td>
</tr>
<tr>
<td></td>
<td>DeMott House</td>
<td>Newly identified in 2015 SDEIS</td>
<td>Route 4 Station and VBF APE</td>
<td>No Adverse Impact</td>
</tr>
<tr>
<td></td>
<td>Palisades Trust and Guaranty Company Building</td>
<td>Identified in 2011 DEIS</td>
<td>Englewood Town Center Station APE</td>
<td>No Adverse Impact</td>
</tr>
<tr>
<td></td>
<td>Englewood Municipal Building</td>
<td>Newly identified in 2015 SDEIS</td>
<td>Englewood Town Center Station APE</td>
<td>No Adverse Impact</td>
</tr>
<tr>
<td></td>
<td>Professional Building</td>
<td>Newly identified in 2015 SDEIS</td>
<td>Englewood Town Center Station APE</td>
<td>No Adverse Impact</td>
</tr>
<tr>
<td></td>
<td>Adriance Van Brunt &amp; Moses E. Springer Office/First Englewood Women’s’ Exchange Building</td>
<td>Newly identified in 2015 SDEIS</td>
<td>Englewood Town Center Station APE</td>
<td>No Adverse Impact</td>
</tr>
<tr>
<td></td>
<td>The Depot Square Building</td>
<td>Newly identified in 2015 SDEIS</td>
<td>Englewood Town Center Station APE</td>
<td>No Adverse Impact</td>
</tr>
<tr>
<td></td>
<td>Brookside Cemetery</td>
<td>Newly identified in 2015 SDEIS</td>
<td>Englewood Hospital and Medical Center Station APE</td>
<td>No Adverse Impact</td>
</tr>
</tbody>
</table>

Potential effects to the identified historic resources would be caused by the visual effects of the station sites, parking decks, overpasses, bridge rehabilitations, and catenary poles and overhead wires. In addition, impacts to historic resources could be caused by noise, vibration, and air quality during the construction phase.

Adverse visual effects can be mitigated through the development of design and the selection of materials that are compatible to the affected historic resources. Adverse visual effects that may be caused by the catenary and the overhead wires can be mitigated through the design, color, and placement of the catenary and the careful and compatible selection of spacing, height, size, location, design, profile, finish, and color of poles or frames that would minimize effects to historic resources.
Recommendations for appropriate mitigation measures would be reviewed by the SHPO through a design review process, as stipulated in the Draft Programmatic Agreement, which would be reviewed/revised and then signed by the SHPO, FTA, and NJ TRANSIT. The Draft Programmatic Agreement can be found in Appendix K. Prior to the issuance of a Record of Decision, the SHPO, FTA, and NJ TRANSIT would agree upon the stipulations and mitigation measures required on the historic resources that are located within the project study area.