

CULTURAL RESOURCES IDENTIFICATION REPORT ADDENDUM



CONRAIL HARSIMUS BRANCH ABANDONMENT STB DOCKET NOS.

AB 167 (Sub-No. 1189X), AB 55 (Sub-No.
686X), and AB 290 (Sub-No. 306X)

City of Jersey City , Hudson County, New Jersey



Office of Environmental Analysis
Surface Transportation Board
Washington, DC 20423

October 2018

CULTURAL RESOURCES IDENTIFICATION REPORT ADDENDUM

**CONRAIL HARSIMUS BRANCH ABANDONMENT
STB DOCKET NOS. AB 167 (Sub-No. 1189X), AB 55
(Sub-No. 686X), and AB 290 (Sub-No. 306X)
City of Jersey City, Hudson County, New Jersey**

Executive Summary

On January 6, 2009, Consolidated Rail Corporation (Conrail), CSX Transportation, Inc. (CSXT), and Norfolk Southern Railway Company (NSR) jointly filed a verified notice of exemption with the Surface Transportation Board (the Board) under 49 CFR 1152 Subpart F—Exempt Abandonments and Discontinuances of Service seeking authority for Conrail to abandon and for CSXT and NSR to discontinue service over an approximately 1.36-mile portion of a line of railroad known as the Harsimus Branch, between Milepost 0.00, CP Waldo Avenue, and Milepost 1.36, a point east of Washington Street, in the City of Jersey, Hudson County, New Jersey (Jersey City). The Harsimus Branch is a historic rail line that includes the Sixth Street Embankment (the Embankment), located between Milepost 0.36 and Milepost 0.88. The Harsimus Branch has been out of service since 1992 and has been significantly altered since that time due to salvage, including the complete removal and redevelopment of the eastern portion of the rail line from Milepost 0.88 to Milepost 1.36. Both the Embankment and the eastern portion of the rail line were sold by Conrail prior to seeking abandonment authority in 2009 and are owned by non-railroad entities. The westernmost portion, from Milepost 0.00 to Milepost 0.36, is owned by Conrail and has been largely salvaged, though some rail-related materials remain within that portion of the right-of-way.

Before the Board decides whether to grant a railroad applicant authority to abandon a rail line, the Board must comply with Section 106 of the National Historic Preservation Act (NHPA), which requires federal agencies with federal licensing or funding roles to consider the effects of their actions on historic properties. The Board's Office of Environmental Analysis (OEA) is the office tasked with fulfilling the Board's Section 106 responsibilities. In this case, OEA's Section 106 process was initiated in 2008, when OEA began consultation with the New Jersey State Historic Preservation Office (NJ SHPO). On March 26, 2009, OEA informed the Advisory Council on Historic Preservation (ACHP) that there was a potential for adverse effects to historic properties listed in or eligible for listing in the National Register of Historic Places (the National Register) and invited ACHP to participate in the Section 106 process. On April 10, 2009, ACHP agreed to participate. On March 29, 2009, OEA issued an Environmental Assessment (EA) that examined the potential environmental and historic impacts of the proposed abandonment. In the EA, OEA also documented the Area of Potential Effects (APE) for the proposed undertaking and recommended that the Board impose a condition barring consummation of the proposed abandonment until the Section 106 process is complete. OEA received approximately 2000 comments on the EA, most of which were concerned with potential adverse effects to National Register-eligible historic properties, including the Embankment.

In consultation with ACHP and the NJ SHPO, OEA then identified potential Section 106 consulting parties and invited those parties to participate in the Section 106 process. To date, the parties listed below have agreed to participate as consulting parties:

- Advisory Council on Historic Preservation
- City of Jersey City
- Civic Jersey City
- Conrail
- Friends of Liberty State Park

- Hamilton Park Neighborhood Association
- Harsimus Cove Association
- Historic Paulus Hook Association
- Hudson County Office of Cultural & Heritage Affairs
- Hudson County Division of Planning
- Jersey City Landmarks Conservancy
- Marin Blvd., LLC et al.
- New Jersey Committee for the East Coast Greenway
- New Jersey Historic Preservation Office
- New York/New Jersey Baykeeper
- Newport Neighborhood Association
- Pennsylvania Railroad Harsimus Stem Embankment Coalition
- Pennsylvania Railroad Technical & Historical Society
- Powerhouse Arts District Neighborhood Association
- Preservation New Jersey
- Rails-to-Trails Conservancy
- The Van Vorst Park Association
- The Village Neighborhood Association

The Section 106 process in this case was stayed from 2010 until 2014 due to litigation in federal court related to the abandonment proceeding but unrelated to historic preservation. After the Board lifted the stay in an August 14, 2014 decision, OEA reinitiated the Section 106 process. In July 2015, OEA provided ACHP and the NJ SHPO with its plan for completing the remaining steps of the Section 106 process and retained RGA, Inc. (RGA) to assist OEA in completing the process as OEA's third-party contractor. Also in July 2015, OEA notified all of the consulting parties that it was beginning Step 2 the Section 106 process and requested that those parties confirm their continued interest in participating in that process. OEA and RGA, in consultation with the NJ SHPO and other consulting parties, then developed a detailed plan for identifying historic properties within the APE that could be affected by the proposed abandonment. OEA hosted meetings in Jersey City and Washington, DC in May and June of 2016 to discuss the status of the identification process with the consulting parties and to receive comments on the identification plan and the preliminary results. OEA and RGA modified the identification plan in response to consulting party comments and considered those comments in implementing the plan.

OEA provided the results of the identification efforts to ACHP and the NJ SHPO in February and March 2017, respectively, for review and comment. After receiving and considering comments from the NJ SHPO and ACHP, OEA then finalized a Cultural Resource Identification Report (CRI Report) summarizing the results. OEA issued the CRI Report to the consulting parties and the public on May 5, 2017. The CRI Report identified all properties within the APE that are 50 years old or older and evaluated the eligibility of those properties for listing on the National Register. The CRI Report recommended the following properties as National Register-eligible:

- Pennsylvania Railroad (New York to Philadelphia) Historic District
- New Jersey Railroad Bergen Cut Historic District
- Public School No. 5 (182-196 Merseles Street)
- Pennsylvania Railroad Harsimus Branch Embankment
- Saint Anthony's Polish Roman Catholic Church and School Complex
- Saint Anthony of Padua Roman Catholic Church
- Hamilton Park Historic District
- Harsimus Cove Historic District
- Albaniel Dye & Chemical Co. (88-89 Erie Street)
- Warehouse Historic District
- Hudson & Manhattan Railroad Powerhouse
- Great Atlantic & Pacific Tea Company Warehouse
- Holy Rosary Roman Catholic Church Complex
- Jersey City and Harsimus Cemetery
- Jersey City Fire Department Engine 5/Ladder 6 (355 Newark Avenue)
- Public School No. 4/St. Anthony's High School (175 Eighth Street)

Ten additional properties were evaluated in the CRI Report and were recommended not eligible for listing in the National Register:

- Pennsylvania Railroad Harsimus Branch Right-of-Way
- Fifth Ward Savings Bank (495 Manila Avenue)
- Mary Benson Park
- Healy's Tavern (374 Newark Avenue)
- 194-196 Bay Street
- Luis Munoz Marin Boulevard Streetscape
- Merseles Street Streetscape
- Fifth Street Streetscape
- Sixth Street Streetscape
- First Street Streetscape

The purpose of this document is to (1) summarize and respond to comments received on the CRI Report, (2) provide the NJ SHPO with specific additional information that the NJ SHPO believes is necessary to allow it to concur with OEA's identification of historic properties, and (3) request comments from the consulting parties and other interested parties regarding the potential for direct and indirect effects to the historic properties identified within the APE.

In total, OEA received comments from 21 consulting and interested parties during and following the comment period for the CRI Report, which ended on June 19, 2017. OEA has carefully considered these comments in making its final conclusions regarding the presence of historic properties within the APE of the requested abandonment. This document specifically responds to all substantive comments received from consulting parties, other interested parties, and the public,

including the NJ SHPO. As a result of the additional identification efforts undertaken by OEA and RGA, and careful consideration of all of the comments received, OEA has made some changes to its conclusions regarding National Register-eligible properties within the APE, as discussed below.

The NJ SHPO has concurred with OEA that the following properties are eligible for listing on the National Register:

- Pennsylvania Railroad Harsimus Branch Embankment
- Saint Anthony's Polish Roman Catholic Church and School Complex
- Saint Anthony of Padua Roman Catholic Church
- Hamilton Park Historic District
- Harsimus Cove Historic District
- Jersey City and Harsimus Cemetery
- Jersey City Fire Department Engine 5/Ladder 6 (355 Newark Avenue)

The NJ SHPO has also concurred with OEA that the following properties are not eligible for listing on the National Register

- Healy's Tavern (374 Newark Avenue)
- 194-196 Bay Street
- Luis Munoz Marin Boulevard Streetscape
- Merseles Street Streetscape
- Fifth Street Streetscape
- Sixth Street Streetscape
- Mary Benson Park

OEA's conclusions regarding those properties are unchanged from the CRI Report.

The NJ SHPO disagreed with OEA's finding that the Fifth Ward Savings Bank is not eligible for listing in the National Register due to the loss of historic integrity. The NJ SHPO concluded that the Fifth Ward Savings Bank is individually eligible for listing under Criterion C in the area of Architecture as a good example of an early twentieth century bank. OEA has reviewed the available information and concurs with the NJ SHPO's comments regarding the National Register eligibility of the Fifth Ward Savings Bank.

The NJ SHPO also disagreed with OEA's finding that the Harsimus Branch right-of-way is not eligible for listing on the National Register due to the loss of historic integrity. The NJ SHPO concluded that a segment of the Harsimus Branch is eligible for listing on the National Register as the Pennsylvania Railroad Harsimus Branch Right-of-Way Historic District under Criteria A and C of the National Register Evaluation Criteria. OEA has carefully considered the available information, including the comments submitted on the CRI Report, and concurs with the NJ SHPO's opinion that the 0.86-mile segment of the Harsimus Branch extending from Milepost 0.00 near CP Waldo to Milepost 0.86 near Marin Boulevard, is eligible for listing on the National Register under Criteria A and C, with a period of significance from 1868 to 1915.

The NJ SHPO has not yet concurred with OEA's opinion that the following properties are eligible for listing on the National Register:

- Pennsylvania Railroad (New York to Philadelphia) Historic District
- New Jersey Railroad Bergen Cut Historic District
- Public School No. 5 (182-196 Merseles Street)
- Albaniel Dye & Chemical Co. (88-89 Eric Street)
- Warehouse Historic District
- Hudson & Manhattan Railroad Powerhouse
- Great Atlantic & Pacific Tea Company Warehouse
- Public School No. 4 (175 Eighth Street)

Although the NJ SHPO had previously recommended all of those properties as National Register-eligible, with the exception of Public School No. 4, the NJ SHPO stated in its comments on the CRI Report that additional information is required before the NJ SHPO can concur with OEA's conclusion that those properties are National Register-eligible.

The NJ SHPO also has not concurred with OEA's opinion that the First Street Streetscape is not eligible for listing on the National Registers. The NJ SHPO requested that OEA provide additional information regarding that property.

The NJ SHPO also requested that OEA provide additional information regarding several properties that were evaluated as part of broader streetscapes in the CRI Report, as specified in the identification plan that was developed in consultation with the NJ SHPO and other consulting parties. Those properties are:

- 384 Manila Avenue
- 364 Luis Munoz Marin Boulevard
- 382 Luis Munoz Marin Boulevard

The NJ SHPO requested that OEA prepare an addendum to the CRI Report providing information that will enable the NJ SHPO to issue final comments regarding the identification of historic properties within the APE. The specific points that the NJ SHPO requested that OEA address in the addendum are:

- Photokey for the evaluated streetscapes.
- Evaluation of Italian Village neighborhood as a potential Historic District.
- Intensive-level survey forms for 364 and 382 Luis Munoz Marin Boulevard.
- Additional historical information regarding the First Street Streetscape.
- Current photographs and professional recommendations as to whether properties that the NJ SHPO had previously identified as National Register-eligible continue to exhibit sufficient historic integrity for National Register listing.
- An intensive-level survey form for 382 Manila Avenue.
- Additional context regarding Jersey City schools built by architect John T. Rowland to provide an adequate basis for the evaluation of Public School No. 4.

On conference calls on August 24, 2017 and December 1, 2017, the NJ SHPO clarified the recommended approach for addressing those seven points and informed OEA that the NJ SHPO would be able to issue final comments regarding the identification of historic properties once those seven points have been addressed.

The seven points raised by the NJ SHPO are addressed in this CRI Report Addendum. This report includes updated survey forms for the Luis Munoz Marin Boulevard Streetscape, the Merseles Street Streetscape, and the First Street Streetscape, none of which are recommended National Register-eligible, including maps of photo locations and additional historical information. Photo keys for the Fifth Street Streetscape and the Sixth Street Streetscape are included in an evaluation of the Italian Village neighborhood. That evaluation concludes that, although the Italian Village neighborhood may be National Register-eligible as a historic district, the boundaries of that district would not intersect the APE of the proposed abandonment. In this Addendum, a reevaluation of properties that were previously recommended as National Register-eligible by the NJ SHPO concluded that each of those properties retain sufficient historical integrity necessary for listing on the National Register. Also included are intensive-level survey forms for 384 Manila Avenue, 364 Luis Munoz Marin Boulevard, and 382 Luis Munoz Marin Boulevard, none of which are National Register-eligible. Finally, additional historical context is provided on the work of John T. Rowland, architect for Jersey City Public Schools, in support of OEA's conclusion that Public School No. 4 is National Register-eligible under Criterion C as part of a thematic historic district based on Rowland's work.

OEA believes that the NJ SHPO now has all the information it requested in order to issue any final recommendations related to the identification of historic properties. Based on the extensive research conducted by OEA and RGA, and upon consideration of the comments received from the consulting parties, including the NJ SHPO, the National Register-eligible properties identified within the APE are as follows:

- Pennsylvania Railroad (New York to Philadelphia) Historic District
- New Jersey Railroad Bergen Cut Historic District
- Public School No. 5 (182-196 Merseles Street)
- Pennsylvania Railroad Harsimus Branch Embankment
- Saint Anthony's Polish Roman Catholic Church and School Complex
- Saint Anthony of Padua Roman Catholic Church
- Hamilton Park Historic District
- Harsimus Cove Historic District
- Albaniel Dye & Chemical Co. (88-89 Erie Street)
- Warehouse Historic District
- Hudson & Manhattan Railroad Powerhouse
- Great Atlantic & Pacific Tea Company Warehouse
- Pennsylvania Railroad Harsimus Branch Right-of-Way Historic District (Milepost 0.00 near CP Waldo to Milepost 0.86 near Luis Munoz Marin Boulevard)
- Jersey City and Harsimus Cemetery Historic District (Jersey City and Harsimus Cemetery)
- The Immigrant Roman Catholic Church (St. Anthony's/Holy Rosary) Historic District (comprising St. Anthony's Polish Roman Catholic Church and School Complex, Saint

Anthony of Padua Roman Catholic Church, and Holy Rosary Roman Catholic Church Complex)

- Jersey City Fire Department Engine 5/Ladder 6 (355 Newark Avenue)
- Fifth Ward Savings Bank (495 Manila Avenue)
- Public School No. 4/St. Anthony's High School (175 Eighth Street)

The locations of those properties in relation to the APE are shown in the maps in Figure 1.2 and Figure 1.3 in Chapter 1 of this CRI Report Addendum. Interactive maps of the project area are available on the Board's Railroad Map Depot website at <http://stb.maps.arcgis.com>.

OEA has made a reasonable and good faith effort, as required by Section 106, to identify historic properties within the APE and will now move forward with Step 3 of the Section 106 process. As part of Step 3, OEA will prepare a report summarizing the potential for direct and indirect effects to the National Register-eligible historic properties list above that could occur as a result of the proposed abandonment. Because the Board's jurisdiction is limited to the decision whether to authorize the abandonment, OEA has no role in planning or regulating any potential future uses of the rail right-of-way. However, for reasons discussed in the CRI Report and the unique circumstances here, OEA intends to assess the effects of two potential post-abandonment scenarios: (1) the complete preservation of the rail right-of-way and the Embankment and (2) demolition and redevelopment of the Embankment. These two scenarios represent, from the perspective of the preservation of historic properties, outcomes with the least and greatest potential for adverse impacts, respectively. Therefore, the analysis of the effects of those two scenarios would encompass all potential effects of all other reasonably foreseeable potential post-abandonment activities, including partial removal and redevelopment of the Embankment.

Although OEA will accept comments from all parties on any aspect of the Section 106 process, including the identification of historic properties, we are specifically requesting comment pertaining to the potential for direct and indirect effects, including adverse effects, to the historic properties that have been identified in the CRI Report and in this document. Comments may be submitted online through the Board's website at www.stb.gov or mail at the address below:

Office of Environmental Analysis
Surface Transportation Board
Attn: Joshua Wayland
395 E Street SW
Washington, DC 20472

Please reference STB Docket No. AB 167 (Sub-No. 1189X) in all correspondence related to the Harsimus Branch abandonment case.

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1.0 INTRODUCTION

Consolidated Rail Corporation (Conrail), CSX Transportation, Inc. (CSXT), and Norfolk Southern Railway Company (NSR) are seeking authority from the Surface Transportation Board (the Board) to abandon and discontinue freight service on a line of railroad known as the Harsimus Branch, in the City of Jersey City, Hudson County, New Jersey (Jersey City), from Milepost 0.00 to Milepost 1.36.

Before the Board decides whether to grant a railroad applicant abandonment authority for a rail line, the Board must comply with Section 106 of the National Historic Preservation Act (NHPA), which requires federal agencies with licensing or funding roles to consider the effects of their actions on historic properties. In this case, the Section 106 process was initiated in 2008, when OEA began consultation with the New Jersey State Historic Preservation Office (NJ SHPO). In 2009, OEA delineated the Area of Potential Effects (APE) for the proposed abandonment in consultation with the NJ SHPO, the Advisory Council on Historic Preservation (ACHP), and other Section 106 consulting parties. Following a stay in the abandonment proceeding from 2010 until 2014, OEA reinitiated Section 106 consultation. In consultation with the NJ SHPO, the ACHP, and other Section 106 consulting parties, OEA then developed and implemented a plan for identifying historic properties within the APE that are listed in or eligible for listing in the National Register of Historic Places (the National Register). On May 5, 2017, OEA issued a Cultural Resource Identification Report (CRI Report) identifying the National Register-eligible historic properties within the APE for review and comment.

The purpose of this CRI Report Addendum is to (1) summarize and respond to comments received on the CRI Report, (2) provide the NJ SHPO with specific additional information that the SHPO believes is necessary to allow the NJ SHPO to concur with OEA's identification of historic properties, and (3) solicit comments from the consulting parties and other interested parties regarding the potential for direct and indirect effects to the historic properties identified within the APE.

OEA will continue to involve the consulting parties and the public in the assessment of potential adverse effects to historic properties related to the proposed abandonment. Typically, adverse effects are addressed by developing a Memorandum of Agreement (MOA) between the parties that outlines the measures to be taken to avoid, minimize, or mitigate adverse effects.

1.1 Proceeding Background

In January 2006, Jersey City, the Embankment Preservation Coalition, the Rails-to-Trails Conservancy, and New Jersey Assemblyman Louis M. Manzo asked the Board for a declaratory order finding the Harsimus Branch to be a line of railroad subject to the Board's abandonment authority, rather than an unregulated spur that could be abandoned and sold without Board authority. In August 2007, the Board found that the Harsimus Branch was a line of railroad requiring Board abandonment authority.¹ That Board decision was appealed. On appeal, the D.C. Circuit vacated the Board's order on jurisdictional grounds, holding that only the U.S. District Court

¹ City of Jersey City—Pet. For Declaratory Order (Jersey City Dec. Order), FD 34818 (served Aug. 9, 2007).

had jurisdiction to decide the status of the Harsimus Branch. The District Court then granted summary judgement holding that the Harsimus Branch was a line of railroad based on the parties' stipulation that it was conveyed to Conrail as a line of railroad. The D.C. Circuit affirmed this decision in 2014.

Following the Board's August 2007 decision regarding the status of the Harsimus Branch, Conrail, CSXT, and NSR instituted the abandonment proceeding. Pursuant to the requirements of the National Environmental Policy Act (NEPA) and the NHPA, OEA assessed the potential environmental impacts of the proposed abandonment, consulted with local, state, and federal agencies, and issued an Environmental Assessment on March 23, 2009 for public review and comment. Consistent with Board and court precedent, the review of environmental impacts in the EA focused on the potential environmental effects that could result from the diversion of traffic from rail to other modes and also from salvage activities. Comments on the EA were due April 7, 2009. OEA received approximately 2,000 comments on the EA.

In addition, a report was prepared in 2009 that delineated the APE for the Section 106 process, proposed a methodology for conducting the investigation, recommended the consulting and interested parties, and suggested a public participation plan for Section 106 consultation. Before either the NEPA or the NHPA processes proceeded further, however, the abandonment proceeding was stayed while the federal district court and appellate court litigation in the Line Status Proceeding moved forward. When that litigation concluded, the Board vacated the stay and reinstituted these abandonment proceedings in an August 11, 2014 order. In that order, the Board determined that, because the courts have resolved the status of the Harsimus Branch, these abandonments and discontinuance proceedings are within the jurisdiction of the Board.

Following the Board's August 2014 order, OEA reinitiated Section 106 consultation with ACHP, the NJ SHPO, and other consulting and interested parties.

1.2 Project Description

The 1.36-mile line Harsimus Branch extends through a highly developed landscape characterized by passenger and freight lines, modern highway viaducts, contemporary single-story commercial and industrial buildings, warehouses, a cemetery, parking lots, public parks, athletic fields, attached and detached townhouses, civic and religious buildings, and multi-story residential and business structures built from the mid-nineteenth century to the present day (see Figure 1.1). The western end of the right-of-way begins at the Bergen Cut, a 40-foot deep channel carved through a ridge of trap rock on the western side of Jersey City. From there, the track (no longer extant) originally descended along a gentle gradient to the edge of Bergen Hill, where a viaduct (now removed) and the stone-lined Sixth Street Embankment (the Embankment) carried the elevated line over the lower flats and streets down to the Jersey City waterfront. The portion of right-of-way east of the Embankment, formerly an expansive railyard along the Hudson River, has been removed and redeveloped. Today, the central portion of the right-of-way is most conspicuously recognized by the Embankment, which rises as high as 27 feet above the south side of Sixth Street.

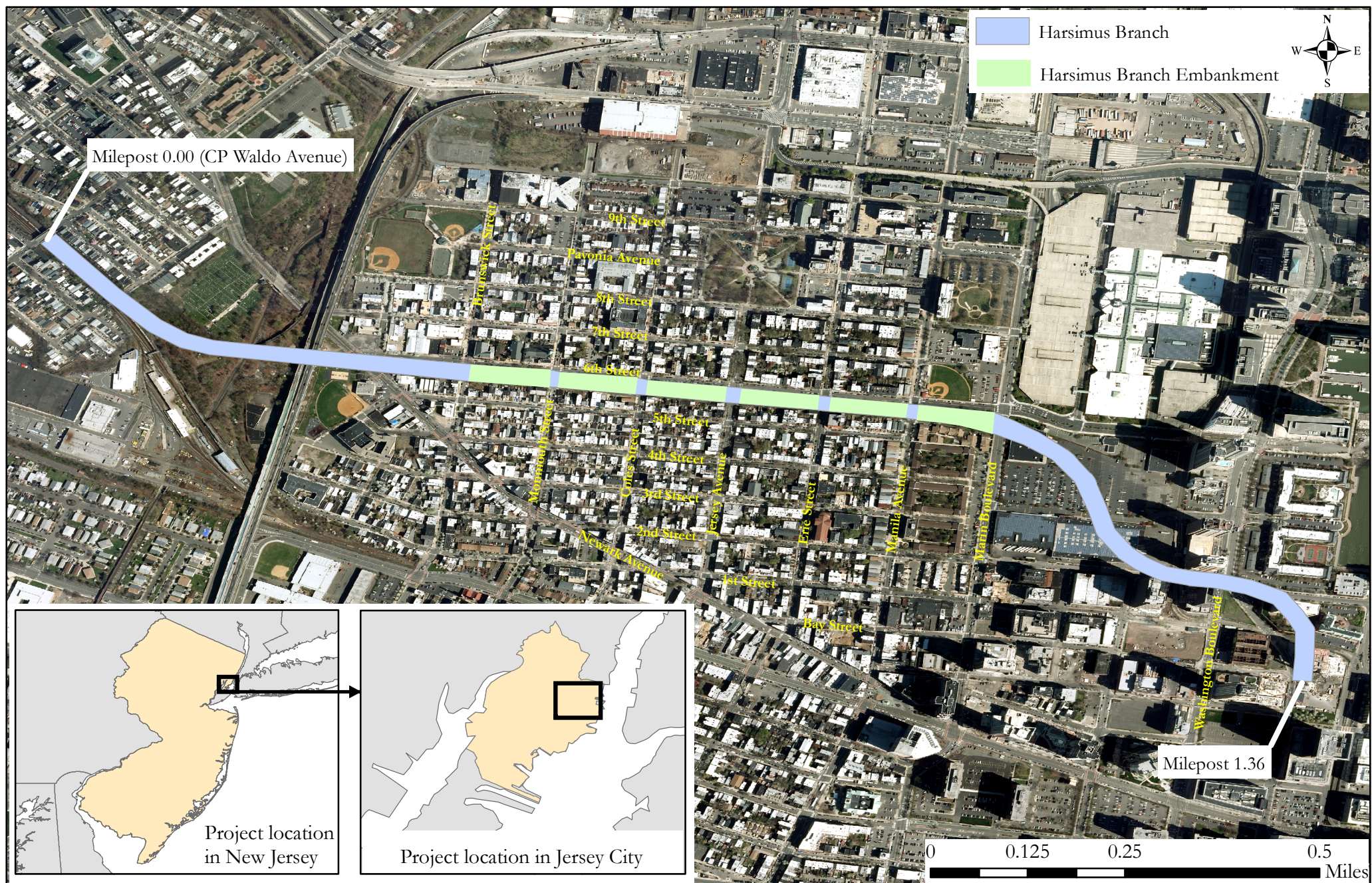


Figure 1.1: Project Location

The Embankment carried an elevated freight line first planned by the United New Jersey Railroad and Canal Company (UNJRR&C) in the 1890s and completed by the Pennsylvania Railroad (PRR) in the mid-1870s after PRR leased the UNJRR&C. Constructed between 1901 and 1905, the Embankment comprises six stone and earthen segments extending along Sixth Street between Brunswick Street and Luis Munoz Marin Boulevard. The elevated portions originally passed over timber trestlework. Later, iron deck trusses and finally deck plate girders were substituted for the trestle at its western end. The eastern end of the trestle was replaced with retaining walls and fill to form the stone-lined segments of the Embankment that are present today.

The Harsimus Branch has been out of service since 1992 and has been substantially altered over the intervening years. The bridges that formed the viaduct and connecting links between the segments of the Embankment were removed beginning in the mid-1990s. Some rail-related materials and structures remain in place on the line from Milepost 0.00 to Milepost 0.18, including the track bed and original grading; an affiliated ditch and culvert on the north side of the track bed; a rock cut resulting in an exposed rock wall excavated to provide the track bed; ten catenary pole foundation blocks; one complete catenary pole; and remnants of the junctions of the Harsimus Branch with the Conrail mainline. In addition, the six raised Embankment segments remain intact in the middle segment of the line from Milepost 0.18 to Milepost 0.88. All other rail-related resources, including all materials from the easternmost portion of the line, from Milepost 0.88 to Milepost 1.36, have been removed.

Most of the property underlying the rail right-of-way has been sold to non-railroad entities. Conrail owns the fee interest only in the western segment of the right-of-way, from Milepost 0.00 to Milepost 0.18. The middle part of the right-of-way, between Milepost 0.18 and Milepost 0.88 is divided into eight parcels that are owned by several limited liability companies controlled by SLH Properties (the LLCs). The easternmost part of the rail right-of-way between Milepost 0.88 and Milepost 1.36 is owned by several different entities. That portion of the right-of-way has been completely transformed over the years by modern urban renewal and development of retail, residential, and hotel properties.

1.3 Section 106 Process

The Section 106 process consists of four steps. The first step requires the federal agency to define the federal undertaking and the APE. In this case, the Section 106 was initiated in 2008, when OEA began consultation with the NJ SHPO. On March 26, 2009, OEA informed ACHP that there was a potential for adverse effects to historic properties listed in or eligible for listing in the National Register of Historic Places (the National Register) and invited ACHP to participate in the Section 106 process. On April 10, 2009, ACHP agreed to participate. On March 29, 2009, OEA issued an Environmental Assessment (EA) that examined the potential environmental and historic impacts of the proposed abandonment. In the EA, OEA also documented the APE for the proposed undertaking and recommended that the Board impose a condition barring consummation of the proposed abandonment until the Section 106 process is complete. OEA received approximately 2000 comments on the EA, most of which were concerned with potential adverse effects to National Register-eligible historic properties, including the Embankment.

In consultation with ACHP and the NJ SHPO, OEA then identified potential Section 106 consulting parties and invited those parties to participate in the Section 106 process. To date, the parties listed below have agreed to participate as consulting parties:

- Advisory Council on Historic Preservation
- City of Jersey City
- Civic Jersey City
- Conrail
- Friends of Liberty State Park
- Hamilton Park Neighborhood Association
- Harsimus Cove Association
- Historic Paulus Hook Association
- Hudson County Office of Cultural & Heritage Affairs
- Hudson County Division of Planning
- Jersey City Landmarks Conservancy
- Marin Blvd., LLC et al.
- New Jersey Committee for the East Coast Greenway
- New Jersey Historic Preservation Office
- New York/New Jersey Baykeeper
- Newport Neighborhood Association
- Pennsylvania Railroad Harsimus Stem Embankment Coalition
- Pennsylvania Railroad Technical & Historical Society
- Powerhouse Arts District Neighborhood Association
- Preservation New Jersey
- Rails-to-Trails Conservancy
- The Van Vorst Park Association
- The Village Neighborhood Association

In railroad abandonment cases before the Board, the federal undertaking is limited to the Board's decision whether to authorize the exit of a rail line from the interstate freight rail network. The Board does not fund abandonment projects; does not own or manage the railroad property; and does not license, fund, review, approve, or participate in any post-abandonment activities, including the sale, reuse, or redevelopment of a rail line. Accordingly, the APE is typically defined as the rail right-of-way and OEA's Section 106 review is typically limited to analyzing the potential effects of salvage activities within the rail right-of-way and the potential effects of diverting rail traffic to truck traffic.¹ When historic properties are identified within the rail right-of-way, and OEA determines that those properties are eligible for listing in the National Register, OEA consults with the appropriate SHPO (or THPO, if on tribal lands), other consulting parties, the public, and the

¹ Iowa Southern R. Co.—Exemption—Abandonment, 5 I.C.C.2d 496, 503 (1989), *aff'd sub nom. Goos v. ICC*, 911 F.2d 1283 (8th Cir. 1990).

railroad applicant to determine whether the proposed salvage activities could adversely affect those properties.

When an adverse effect to National Register-eligible properties is possible, OEA invites ACHP to participate in the Section 106 process and consults with all the consulting parties to develop a plan to avoid, minimize, or mitigate adverse effects. Because the Board's regulatory authority over abandonment projects is limited, the Board's ability to mitigate adverse effects to National Register-eligible properties in abandonment cases is also limited.² The Board can require that a railroad applicant document a historic property before undertaking salvage activities that could adversely affect it, which may include taking pictures of a property and writing a narrative description. In addition, a railroad applicant may volunteer to undertake additional mitigation measures, such as donating its property for preservation purposes, but the Board cannot impose mitigation measures other than documentation without the railroad's agreement. In rail line abandonment proceedings, the Board can impose historic preservation mitigation measures only on the railroad applicant seeking abandonment authority and only on the property proposed for abandonment. Mitigation measures in an abandonment case are typically set forth in a Memorandum of Agreement (MOA) between the Board, the appropriate SHPO or THPO, the railroad applicant, and ACHP, if ACHP decides to participate. Other consulting parties may be invited to participate in an MOA as invited signatories or concurring parties, as appropriate.

The Harsimus Branch abandonment case presents unique circumstances that have warranted some changes to the scope of OEA's typical Section 106 review process. Because of these unusual circumstances, the scope of the Section 106 review is broader than in the typical abandonment case. These unusual circumstances include the fact that the LLCs provided preliminary development plans for the Embankment properties early in the Section 106 process, giving OEA more information about post-abandonment activities than is typically the case. Therefore, OEA's Section 106 analysis, including the development of the APE, has taken into account reasonably foreseeable post-abandonment activities, including the potential removal and redevelopment of the Embankment.

1.4 Area of Potential Effects (APE)

Step 1 of the Section 106 process involves the definition of the APE for the federal undertaking, which is defined in 36 CFR 800.16(d) as:

The geographical area or areas which an undertaking may directly or indirectly causes changes in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of the undertaking and may be different for different kinds of effects.

In the typical abandonment case, OEA defines the APE as the rail right-of-way because it represents the geographical area in which abandonment-related salvage activity would take place. The change in federal jurisdiction that accompanies a railroad abandonment, which may be considered an adverse effect to historic properties, is also typically limited to the rail right-of-way.

² See 7 ICC 2d 807 (1991), p. 828-829.

The unique circumstances of this case led OEA to extend the APE beyond the rail right-of-way. Based on a development plan submitted by the LLCs early in the process, OEA developed an APE for visual impacts to architectural resources that encompasses the geographical area from which the proposed changes to the viewshed would be visible (see Figures 1.2 and 1.3). OEA developed a separate APE for archeological resources that is confined to areas within the rail right-of-way where ground disturbance could occur as a result of reasonably foreseeable post-abandonment activities. OEA developed the APE in consultation with the NJ SHPO and other consulting parties in 2009, as documented in the March 23, 2009 EA.

1.5 Identification of Historic Properties

Based on consultation with the NJ SHPO and other consulting parties, OEA finalized the definition of the APE for the proposed abandonment in 2009. This concluded Step 1 of the four-step Section 106 process. Before OEA could proceed to Step 2, the identification of historic properties within the APE, the abandonment case was stayed while litigation proceeded in court on matters unrelated to historic preservation. After the stay was lifted in August 2014, OEA reinitiated Section 106 consultation with ACHP, the NJ SHPO, and the other consulting parties. In July 2015, OEA engaged RGA, Inc. as its third-party contractor to assist OEA in conducting the identification of historic properties.

Consistent with OEA's typical practice in railroad abandonment and construction cases, OEA proposed to combine Step 2 of the Section 106 process with Step 3, which is the assessment of effects to historic properties in the APE. Combining Step 2 and Step 3 is permitted under 36 CFR §800.3 and is widely used by federal agencies to improve the efficiency of the Section 106 process. With RGA's assistance, OEA developed a plan to identify historic properties within the APE and assess potential effects to those properties. The plan and preliminary findings were presented to the consulting parties, including the NJ SHPO, at meetings held in May and June 2016 in Washington, DC and Jersey City, and during continuing consultation. OEA and RGA completed the plan in 2016 and prepared a report to document the findings. OEA provided a draft copy of the report to the NJ SHPO in March 2017 for review and comment and the NJ SHPO offered some comments on the report. Among those comments, the NJ SHPO requested that OEA separate Step 2 and Step 3, rather than combining the steps as initially planned, because the NJ SHPO believed that combining the steps could confuse the consulting parties and the public.

OEA followed the NJ SHPO's request to separate Step 2 and Step 3 of the Section 106 process and the other recommendations that the NJ SHPO made on the identification process. In April 2017, OEA notified all consulting parties and other potentially interested parties that the CRI Report would be made available on the Board's website. On May 5, 2017, OEA issued the CRI Report on its public website, served a notice to the parties of the availability of the CRI Report, and provided hard copies of the CRI Report to parties upon request.

In the CRI Report, OEA concluded that the following historic properties within the APE are eligible for listing in the National Register:

- Pennsylvania Railroad (New York to Philadelphia) Historic District
- New Jersey Railroad Bergen Cut Historic District

- Public School No. 5 (182-196 Merseles Street)
- Pennsylvania Railroad Harsimus Branch Embankment
- Saint Anthony's Polish Roman Catholic Church and School Complex
- Saint Anthony of Padua Roman Catholic Church
- Hamilton Park Historic District
- Harsimus Cove Historic District
- Albaniel Dye & Chemical Co. (88-89 Erie Street)
- Warehouse Historic District
- Hudson & Manhattan Railroad Powerhouse
- Great Atlantic & Pacific Tea Company Warehouse
- Holy Rosary Roman Catholic Church Complex
- Jersey City and Harsimus Cemetery
- Jersey City Fire Department Engine 5/Ladder 6 (355 Newark Avenue)
- Public School No. 4/St. Anthony's High School (175 Eighth Street)

Ten additional properties were evaluated in the CRI Report and were recommended not eligible for listing in the National Register:

- Pennsylvania Railroad Harsimus Branch Right-of-Way
- Fifth Ward Savings Bank (495 Manila Avenue)
- Mary Benson Park
- Healy's Tavern (374 Newark Avenue)
- 194-196 Bay Street
- Luis Munoz Marin Boulevard Streetscape
- Merseles Street Streetscape
- Fifth Street Streetscape
- Sixth Street Streetscape
- First Street Streetscape

OEA received numerous comments from the consulting parties during and following the 45-day comment period. The consulting parties were generally in agreement with the CRI Report regarding the National Register-eligibility of the majority of those properties. In particular, most, though not all, consulting parties concurred with OEA that the Embankment is a National Register-eligible historic property that contributes to the historic significance of the adjacent Hamilton Park Historic District and Harsimus Cove Historic District.

However, there were several conclusions reached in the CRI Report with which some commenters disagreed. One issue on which consulting parties were in disagreement is the National Register-eligibility of the Harsimus Branch. Although the CRI Report concluded that the Harsimus Branch was historically significant due to its role in the development of Jersey City, OEA concluded that the Harsimus Branch did not retain sufficient historical integrity to justify listing in the National Register. In particular, OEA noted that the easternmost segment of the Harsimus Branch, from

Milepost 0.88 to Milepost 1.36, has been completely removed and redeveloped as commercial and residential buildings. In addition, the westernmost segment of the Harsimus Branch, from Milepost 0.00 to Milepost 0.18, has been salvaged, and few rail-related structures and materials remain. Therefore, OEA concluded that the Harsimus Branch, from Milepost 0.00 to Milepost 1.36 no longer conveys the sense of being a railroad and is not eligible for National Register listing. Many consulting parties disagreed with OEA's assessment and provided additional evidence of remaining rail-related materials on the western portion of the Harsimus Branch—including some remaining track bed, a rail-related ditch, a culvert, an exposed rock wall, ten catenary pole foundation blocks, and one complete catenary pole—to support that conclusion. Summaries of all comments received on the CRI Report and OEA's responses to substantive comments are provided in Section 2 of this CRI Report Addendum.

The NJ SHPO submitted comments on the CRI Report on July 14, 2017. In those comments, the NJ SHPO concurred with many of OEA's conclusions regarding the National Register-eligibility of historic properties within the APE. The NJ SHPO has concurred with OEA that the following properties are eligible for listing on the National Register:

- Pennsylvania Railroad Harsimus Branch Embankment
- Saint Anthony's Polish Roman Catholic Church and School Complex
- Saint Anthony of Padua Roman Catholic Church
- Hamilton Park Historic District
- Harsimus Cove Historic District
- Jersey City and Harsimus Cemetery
- Jersey City Fire Department Engine 5/Ladder 6 (355 Newark Avenue)

The NJ SHPO also concurred with OEA that the following properties are not eligible for listing on the National Register

- Healy's Tavern (374 Newark Avenue)
- 194-196 Bay Street
- Luis Munoz Marin Boulevard Streetscape
- Merseles Street Streetscape
- Fifth Street Streetscape
- Sixth Street Streetscape
- Mary Benson Park

The NJ SHPO disagreed with OEA's finding that the Fifth Ward Savings Bank is not eligible for listing in the National Register due to the loss of historic integrity. The NJ SHPO concluded that the Fifth Ward Savings Bank is individually eligible for listing under Criterion C of the National Register Evaluation Criteria in the area of Architecture as a good example of an early twentieth century bank. OEA has reviewed the available information and concurs with the NJ SHPO's comments regarding the National Register eligibility of the Fifth Ward Savings Bank.

The NJ SHPO also disagreed with OEA's finding that the Harsimus Branch is not eligible for listing on the National Register due to the loss of historic integrity. The NJ SHPO concluded that a segment of the Harsimus Branch is eligible for listing on the National Register as the Pennsylvania Railroad Harsimus Branch Right-of-Way Historic District under Criteria A and C of the National Register Evaluation Criteria. OEA has carefully considered the available information, including the comments submitted on the CRI Report, and now concurs with the NJ SHPO's opinion that the 0.86-mile segment of the Harsimus Branch extending from Milepost 0.00 near CP Waldo to Milepost 0.86 near Marin Boulevard, is eligible for listing on the National Register under Criteria A and C, with a period of significance from 1868 to 1915.

The NJ SHPO also did not concur with OEA's opinion that the following properties are eligible for listing on the National Register:

- Pennsylvania Railroad (New York to Philadelphia) Historic District
- New Jersey Railroad Bergen Cut Historic District
- Public School No. 5 (182-196 Merseles Street)
- Albaniel Dye & Chemical Co. (88-89 Eric Street)
- Warehouse Historic District
- Hudson & Manhattan Railroad Powerhouse
- Great Atlantic & Pacific Tea Company Warehouse
- Public School No. 4 (175 Eighth Street)

With the exception of Public School No. 5, the NJ SHPO previously recommended all of those properties as eligible for listing on the National Register. However, the NJ SHPO stated in its comments on the CRI Report that additional information is required for the NJ SHPO to concur with OEA's conclusion that those properties are National Register-eligible.

The NJ SHPO also has not concurred with OEA's opinion that the First Street Streetscape is not eligible for listing on the National Registers. The NJ SHPO has requested that OEA provide additional information regarding that property.

The NJ SHPO also requested that OEA provide additional information regarding several additional properties that were not evaluated at an individual level in the CRI Report. Those properties are:

- 384 Manila Avenue
- 364 Luis Munoz Marin Boulevard
- 382 Luis Munoz Marin Boulevard

In its comments on the CRI Report, the NJ SHPO also requested that OEA prepare an addendum to the CRI Report providing information that the NJ SHPO believes is necessary for the NJ SHPO to issue final comments regarding the identification of historic properties within the APE. The specific points that the NJ SHPO requested that OEA address in the addendum are:

- Photokey for the evaluated streetscapes.
- Evaluation of Italian Village neighborhood as a potential Historic District.

- Intensive-level survey forms for 364 and 382 Luis Munoz Marin Boulevard.
- Additional historical information regarding the First Street Streetscape.
- Current photographs and professional recommendations as to whether properties that the NJ SHPO had previously identified as National Register-eligible continue to exhibit sufficient historic integrity for National Register listing.
- An intensive-level survey form for 382 Manila Avenue.
- Additional context regarding Jersey City schools built by architect John T. Rowland to provide an adequate basis for the evaluation of Public School No. 4.

On conference calls on August 24, 2017 and December 1, 2017, the NJ SHPO clarified the recommended approach for addressing those seven points and informed OEA that the NJ SHPO would be able to issue final recommendations regarding the identification of historic properties once OEA has addressed those seven points.

OEA and RGA have now completed the additional historical identification effort requested by the NJ SHPO. The seven points raised by the NJ SHPO are addressed in Section 3 of this CRI Report Addendum. That section includes updated survey forms for the Luis Munoz Marin Boulevard, Merseles Street, and First Street streetscapes, none of which are recommended National Register-eligible, including maps of photo locations. An evaluation of the Italian Village neighborhood is also included, which concludes that, although the Italian Village neighborhood may be National Register-eligible as a historic district, the boundaries of that district would not intersect the APE of the proposed abandonment. A reevaluation of properties that were previously recommended as National Register-eligible by the NJ SHPO concluded that all those properties retain sufficient historical integrity necessary for listing on the National Register. Also included is an intensive-level survey form for Philippine Plaza, a park located at 384 Manila Avenue, which was opened in 1992 and is not eligible for listing on the National Register. Finally, additional historical context is provided on the work of John T. Rowland, architect for Jersey City Public Schools, in support of OEA's conclusion that Public School No. 4 is National Register-eligible under Criterion C as part of a thematic historic district based on Rowland's work.

Based on the extensive research conducted by OEA and RGA, and upon consideration of the comments received from the consulting parties, including the NJ SHPO, the National Register-eligible properties identified within the APE are as follows:

- Pennsylvania Railroad (New York to Philadelphia) Historic District
- New Jersey Railroad Bergen Cut Historic District
- Public School No. 5 (182-196 Merseles Street)
- Pennsylvania Railroad Harsimus Branch Embankment
- Saint Anthony's Polish Roman Catholic Church and School Complex
- Saint Anthony of Padua Roman Catholic Church
- Hamilton Park Historic District
- Harsimus Cove Historic District
- Albaniel Dye & Chemical Co. (88-89 Eric Street)
- Warehouse Historic District

- Hudson & Manhattan Railroad Powerhouse
- Great Atlantic & Pacific Tea Company Warehouse
- Pennsylvania Railroad Harsimus Branch Right-of-Way Historic District (Milepost 0.00 near CP Waldo to Milepost 0.86 near Luis Munoz Marin Boulevard)
- Jersey City and Harsimus Cemetery Historic District (Jersey City and Harsimus Cemetery)
- The Immigrant Roman Catholic Church (St. Anthony's/Holy Rosary) Historic District (comprising St. Anthony's Polish Roman Catholic Church and School Complex, Saint Anthony of Padua Roman Catholic Church, and Holy Rosary Roman Catholic Church Complex)
- Jersey City Fire Department Engine 5/Ladder 6 (355 Newark Avenue)
- Fifth Ward Savings Bank (495 Manila Avenue)
- Public School No. 4/St. Anthony's High School (175 Eighth Street)

The locations of those properties in relation to the APE are shown in the maps in Figure 1.2 and Figure 1.3. Interactive maps of the project area are available on the Board's Railroad Map Depot website at <http://stb.maps.arcgis.com>.

OEA has made the required 'reasonable and good faith effort' to identify National Register-eligible historic properties within the APE for this project and the NJ SHPO now has the additional information it requested in order to issue any final recommendations regarding the identification phase of the Section 106 process. OEA is now moving forward to Step 3 of the Section 106 process, which involves the assessment of potential effects to historic properties resulting from the federal undertaking. As part of Step 3, OEA will issue a report that will summarize OEA's conclusions regarding potential effects to the historic properties identified above.

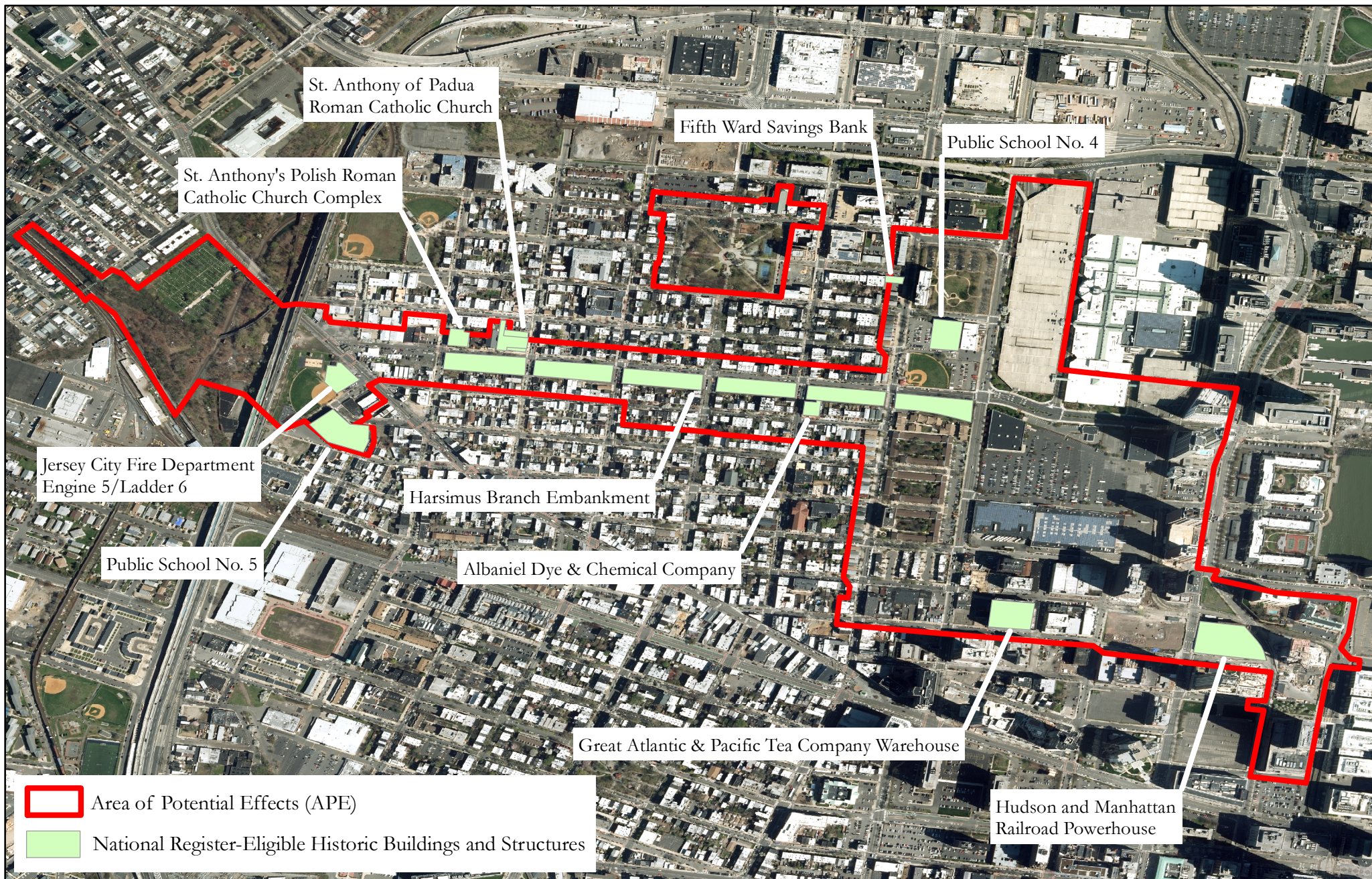


Figure 1.2: Historic Properties within APE

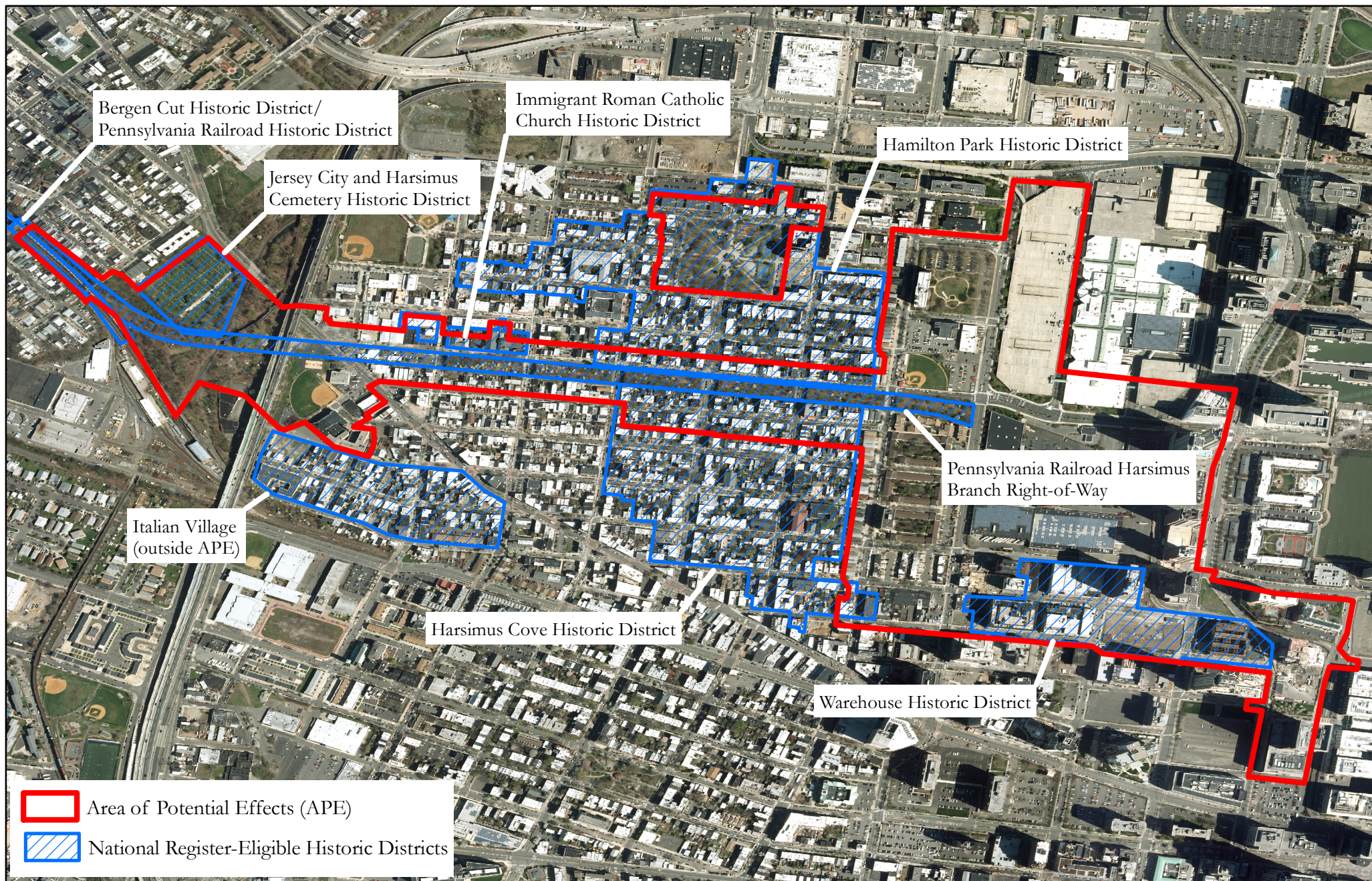


Figure 1.3: Historic Districts within APE

2.0 COMMENTS ON THE CULTURAL RESOURCES IDENTIFICATION REPORT AND OEA RESPONSES

OEA notified consulting and other identified interested parties in advance of the availability of the CRI Report and made the CRI Report available to consulting parties and the public on May 5, 2017. OEA requested that consulting parties and the public submit comments within a 45-day comment period that ended on June 19, 2017. At the request of the NJ SHPO, OEA allowed the NJ SHPO to submit comments within a 60-day comment period, which was later extended to 70 days, at the request of the NJ SHPO, to July 14, 2017. OEA received comments from 21 parties and individuals during the comment period, as well as supplemental comments from several parties following the end of the comment period. Many of the comments received were outside of the scope of the identification phase of Section 106, or outside of the scope of the Section 106 review entirely. In this section, OEA summarizes and addresses those comments that were related to the identification phase of the Section 106 process in the present case. The comments are presented in the order that OEA received them and individual responses are provided for each comment to facilitate consulting party review.

2.1 Comments from the Riverview Neighborhood Association

The Riverview Neighborhood Association provided comments on June 6, 2017.

2.1.1 Preservation of the Harsimus Branch

Comment Summary: In its comments, the Riverview Neighborhood Association expresses support for the preservation of the Harsimus Branch right-of-way, including the Embankment.

OEA Response: OEA notes the comments from the Riverview Neighborhood Association.

2.2 Comments from Mr. Richard James

On June 18, 2017, Mr. Richard James, an author of the Pennsylvania Railroad Harsimus Stem Embankment nomination to the New Jersey Register of Historic Places, submitted comments on the CRI Report as an individual member of the community. Mr. James provided additional comments to the NJ SHPO on July 7, 2017.

2.2.1 Invalidating Sale of Embankment Properties

Comment Summary: Mr. James states that the Board should void the sale of the Embankment properties and begin the Section 106 process anew to ensure an objective process that does not assume any particular outcome.

OEA Response: Although these comments are outside of the scope of the identification of historic properties under Section 106, OEA is responding to provide clarity. As explained in the CRI Report and elsewhere, the Board's authority to impose mitigation condition related to historic preservation is very limited. The Board can impose mitigation measures that the parties have voluntarily agreed to. The Board can also impose involuntary mitigation in the form of documentation of a historic

property. The Board does not have the authority to void a property sale as a form of mitigation for potential effects to historic properties.

2.2.2 Applying Restrictions to Deeds

Comment Summary: Mr. James suggests that the Board should attach the relevant set of the Secretary of Interior's Standards for Preservation to any deed of sale of the Harsimus Branch property.

OEA Response: These comments are outside the scope of the identification phase of the Section 106 process.

2.2.3 Avoiding Adverse Impacts to Historic Properties

Comment Summary: Mr. James states that the Board must seek ways to avoid, minimize, or mitigate adverse impacts to historic properties, pursuant to Section 106.

OEA Response: These comments are outside the scope of the identification phase of the Section 106 process. OEA will seek ways to resolve adverse effects to historic properties, if any adverse effects are identified, during the appropriate stage of the Section 106 process.

2.2.4 National Environmental Policy Act Review

Comment Summary: Mr. James states that the Board should examine all feasible alternatives in the National Environment Policy Act review of the proposed abandonment.

OEA Response: These comments are outside of the scope of the identification phase of the Section 106 process.

2.2.5 Offer of Financial Assistance

Comment Summary: Mr. James states that Jersey City has sought to submit an Offer of Financial Assistance (OFA) to the Board, that the OFA process should be combined with the Section 106 process, and that granting an OFA from Jersey City would provide an alternative to avoid adverse effects to historic properties.

OEA Response: The OFA process is unrelated to and outside the scope of the Section 106 process. OEA does not have the authority to recommend that the Board make any decision in the OFA process to mitigate potential effects to historic properties.

2.2.6 Historic Integrity of the Harsimus Branch

Comment Summary: Mr. James concurs with OEA that the Harsimus Branch is historically significant, but disagrees that the line no longer retains sufficient historic integrity to justify listing on the National Register. Mr. James states that, based on personal inspection, the westernmost portion of the Harsimus Branch is identifiable as a railroad line and that various rail-related materials, including ballast, concrete footings of electrical catenary, and drainage and grading features are in place.

OEA Response: Following careful consideration of the available information, including the information provided by Mr. James and the consulting parties, and in consultation with the NJ

SHPO, OEA has concluded that an approximately 0.89-mile segment of the Harsimus Branch, between Marin Boulevard and CP Waldo, is eligible for listing on the National Register as the Pennsylvania Railroad Harsimus Branch Right-Of-Way Historic District. The property is significant under Criteria A & C in the areas of Commerce, Community Planning and Development, Engineering, Politics/Government, and Transportation with a period of significance of 1868 to 1915.

2.2.7 Relationship between the Embankment and neighboring Historic Districts

Comment Summary: In supplemental comments submitted on July 7, 2017, Mr. James states that the Embankment contributes to the historical significance of both the Hamilton Park and Harsimus Cove Historic Districts.

OEA Response: As discussed in the CRI Report, OEA concurs with Mr. James that the Embankment is a contributing resource to both historic districts and that the boundaries of both historic districts should be extended to include the Embankment.

2.3 Comments from the Jersey City Landmarks Conservancy

The Jersey City Landmarks Conservancy submitted comments on the CRI Report on June 18, 2017.

2.3.1 Extension of CRI Report Comment Period

Comment Summary: The Jersey City Landmarks Conservancy states that the 45-day comment period on the CRI Report was not sufficient for that organization to comment fully and requests that OEA provide a longer comment period during the assessment of effects phase of the Section 106 process.

OEA Response: OEA notes the comments from the Jersey City Landmarks Conservancy. Although OEA concluded that the comment period was sufficient and did not extend the 45-day comment period specified in the CRI Report, OEA nevertheless accepted and considered the numerous comments submitted following the end of that comment period.

2.3.2 National Register-Eligibility of the Embankment

Comment Summary: The Jersey City Landmarks Conservancy concurs with OEA's conclusion that the Embankment is a contributing resource to the Hamilton Park Historic District and the Harsimus Cove Historic District.

OEA Response: OEA notes the comment from the Jersey City Landmarks Conservancy.

2.3.3 National Register-Eligibility of the Harsimus Branch

Comment Summary: The Jersey City Landmarks Conservancy concurs with OEA's finding that the Harsimus Branch is historically significant, but disagrees with the conclusion that the property lacks sufficient historic integrity to make it eligible for listing on the National Register.

OEA Response: Upon careful consideration of the available information, including the information provided by the consulting parties, and in consultation with the NJ SHPO, OEA has concluded that

an approximately 0.89-mile segment of the Harsimus Branch, between Marin Boulevard and CP Waldo, is eligible for listing on the National Register as the Pennsylvania Railroad Harsimus Branch Right-Of-Way Historic District. The property is significant under Criteria A & C in the areas of Commerce, Community Planning and Development, Engineering, Politics/Government, and Transportation with a period of significance of 1868 to 1915.

2.4 Comments from the Jersey City Parks Coalition

The Jersey City Parks Coalition provided comments on the CRI Report on June 19, 2017.

2.4.1 Extension of CRI Report Comment Period

Comment Summary: The Jersey City Parks Coalition states that the 45-day comment period on the CRI Report was not sufficient for that organization to comment fully.

OEA Response: OEA notes the comment from the Jersey City Parks Coalition. Although OEA concluded that the comment period was sufficient and did not extend the comment period for the CRI Report, OEA nevertheless accepted and considered the numerous comments submitted following the end of that comment period.

2.4.2 National Register-Eligibility of the Jersey City & Harsimus Cemetery

Comment Summary: The Jersey City Parks Coalition concurs with OEA's finding that the Jersey City & Harsimus Cemetery is eligible for listing on the National Register of Historic Places.

OEA Response: OEA notes the comment from the Jersey City Parks Coalition. In the CRI Report, OEA concluded that the Jersey City & Harsimus Cemetery National-Register under Criterion A in the area of Social History. The NJ SHPO has since concluded that the Jersey City and Harsimus Cemetery is also eligible under Criteria C and D. OEA concurs with the NJ SHPO's conclusions.

2.4.3 National Register-Eligibility of the Embankment

Comment Summary: The Jersey City Parks Coalition concurs with OEA's finding that the Embankment is an historic property that is eligible for listing on the National Register.

OEA Response: OEA notes this comment from the Jersey City Parks Coalition.

2.4.4 National Register-Eligibility of the Harsimus Branch

Comment Summary: The Jersey City Parks Coalition disagrees with OEA's finding that the Harsimus Branch lacks sufficient integrity to make it eligible for listing on the National Register.

OEA Response: Upon careful consideration of the available information, including the information provided by the consulting parties, and in consultation with the NJ SHPO, OEA has concluded that an approximately 0.89-mile segment of the Harsimus Branch, between Marin Boulevard and CP Waldo, is eligible for listing on the National Register as the Pennsylvania Railroad Harsimus Branch Right-Of-Way Historic District. The property is significant under Criteria A & C in the areas of Commerce, Community Planning and Development, Engineering, Politics/Government, and Transportation with a period of significance of 1868 to 1915.

2.4.5 Trails Use

Comment Summary: The Jersey City Parks Coalition states that the use of the Harsimus Branch as a trail would be a preferable alternative from a historical preservation perspective to redevelopment for residential or commercial use.

OEA Response: Although these comments are beyond the scope of the identification phase of the Section 106 process, OEA is responding to provide clarity. Rail lines may be converted into trails in Board abandonment proceedings through the railbanking process under the National Trails Systems Act (the Trails Act). Under the Trails Act, a railroad may enter into a voluntary agreement with a trail sponsor to preserve a right-of-way that has been authorized for abandonment. The Board cannot require a railroad to sell a rail right-of-way to another entity for the purposes of trails use or to enter into a railbanking agreement involuntarily.

2.4.6 Adverse Effects to Historic Properties

Comment Summary: The Jersey City Parks Coalition states that abandonment of the Harsimus Branch and the redevelopment of the Embankment for residential or commercial use would result in adverse effects to the Harsimus Branch and the National Register-eligible Embankment.

OEA Response: The assessment of effects to historic properties is beyond the scope of the identification phase of the Section 106 process. OEA will consider this and similar comments in the preparation of its assessment of effects report, which OEA will prepare following the issuance of this document and the close of the public comment period.

2.5 Comments from the Embankment Preservation Coalition

On June 19, 2017, the Pennsylvania Railroad Harsimus Stem Embankment Preservation Coalition (the Embankment Coalition) submitted approximately 70 pages of comments on the CRI Report. The Embankment Coalition was also party to comments submitted subsequently by the Jersey City, the Embankment Coalition, and the Rails to Trails Conservancy.

2.5.1 Public and Consulting Party Engagement

Comment Summary: The Embankment Coalition states that OEA has not been responsive to comments and inquiries from the consulting parties during the Section 106 process. Specifically, the Embankment Coalition states that OEA did not respond to a letter dated June 22, 2016 and that the CRI Report did not directly address the comments raised in that letter.

OEA Response: OEA notes the Embankment Coalition's comments. OEA is committed to considering all comments submitted by consulting parties and the public in its Section 106 review. Throughout this Section 106 process, OEA has diligently responded to comments and inquiries from the consulting parties. Moreover, OEA addressed in the CRI Report and this CRI Report Addendum the comments the Embankment Coalition made in its June 22, 2016 letter that are relevant to the identification phase of the Section 106 process.

2.5.2 Insufficiency of Section 106 Review

Comment Summary: The Embankment Coalition states that the Section 106 process cannot proceed because Conrail, in the Embankment Coalition's view, illegally sold the Embankment and altered structures within the rail right-of-way prior to obtaining abandonment authority.

OEA Response: These comments are beyond the scope of the identification phase of the Section 106 process. In consultation with ACHP and the NJ SHPO, OEA has decided to proceed with the Section 106 review while the legal issues in this case are pending before the Board.

2.5.3 Offer of Financial Assistance

Comment Summary: The Embankment Coalition states that the Board has imposed unusual requirements on Jersey City's efforts to pursue an OFA. The Embankment Coalition states that a successful OFA by Jersey City would avoid adverse impacts to historic properties in this case.

OEA Response: The OFA process is unrelated to and outside the scope of the Section 106 process. OEA does not have the authority to recommend that the Board make any decision in the OFA process to mitigate potential effects to historic properties.

2.5.4 Changes to the APE

Comment Summary: The Embankment Coalition submits numerous recommendations regarding the delineation of the APE. First, the Embankment Coalition states that it and other organizations did not provide comments on the APE during its development because they did not understand the importance of the APE, but have learned much subsequently and would now like to revisit the subject. Second, the Embankment Coalition states that the APE that was developed in 2009 should be withdrawn and redeveloped with additional consulting party input. Third, the Embankment Coalition states that the Architectural APE should be expanded to include any structures from which any part of the Harsimus Branch is visible, rather than just those areas from which potential development on the Embankment would be visible. Fourth, the Embankment Coalition states that the APE should be expanded to include areas that would potentially be affected by staging, storage, and transportation related to the potential removal of the Embankment. Fifth, the Embankment Coalition states that the APE should be expanded to include any areas that could potentially be affected by vibration, noise, dirt, dust, or contaminants related to the possible removal of the Embankment and that OEA should assume that any debris resulting from the potential demolition of the Embankment would not be cleaned up. Sixth, the Embankment Coalition states that the APE should be expanded to include historic land features. Seventh, the Embankment Coalition states that the APE should be expanded to account for the possibility that zoning laws could be changed in the future to allow developers of the Embankment properties to construct larger buildings than are currently permissible. Eighth, the Embankment Coalition recommends that the APE be expanded to include the National Register-listed William L. Dickinson High School. Ninth, the Embankment Coalition recommends that the APE be expanded to include areas that may be listed on the National Register as historic districts in the future, including the Village neighborhood, the wider Hilltop area, and the Island. Finally, the Embankment Coalition recommends that the Archaeological APE be expanded to include the western end of the rail line that is still owned by Conrail.

OEA Response: OEA notes that the APE in this case was developed in 2009 in consultation with the NJ SHPO, ACHP, the consulting parties, and the public. OEA delineated the appropriate dimensions of the APE in accordance with ACHP's Section 106 regulations and in consideration of the unique circumstances of the Harsimus Branch abandonment case. Comments relating to the delineation of the APE are beyond the scope of the identification phase of the Section 106 process.

2.5.5 Third Party Contractor

Comment Summary: The Embankment Coalition states that OEA's use of a third-party contractor that was previously employed by Conrail creates the appearance of a conflict that undermines public confidence in the CRI Report.

OEA Response: OEA is committed to undertaking the Section 106 process in an open, transparent, and collaborative manner. OEA regularly relies on third-party contractors to provide specialized expertise for historic reviews under NHPA. OEA maintains a list of qualified contractors on its website and allows railroad applicants to request a qualified contractor from that list, subject to approval by OEA.¹ In this case, Conrail requested RGA and OEA approved that request because of RGA's local expertise pertaining to historic resources in Jersey City, including RGA's historical knowledge of the Harsimus Branch. All third-party contractors working on behalf of OEA are required to sign a disclosure statement stating that they have no financial interest in the outcome of the case they are working on. Before a third-party contractor begins work on a project, OEA, the railroad applicant, and the contractor sign an MOU that outlines the roles and responsibilities of each party. Under the terms of the MOU, the third-party contractor works solely on behalf of OEA and not the railroad applicant. Although the railroad applicant is responsible for paying for the third-party contractor's work, the scope of that work is defined by OEA, as the federal agency. OEA relies on third-party contractor expertise in conducting historical research and surveys, and professional opinions regarding historical significance of properties, but OEA thoroughly reviews all documents prepared by the third-party contractor and is fully responsible for all work conducted and all conclusions based on that work.

2.5.6 Invalidating Sale of Embankment Properties

Comment Summary: The Embankment Coalition states that the CRI Report does not discuss the authority of the Board to void sales that violate its jurisdiction and that the failure to discuss this issue undermines the Section 106 process.

OEA Response: Although these comments are outside of the scope of the identification of historic properties under Section 106, OEA is responding to provide clarity. As explained in the CRI Report and elsewhere, the Board's to impose mitigation conditions related to historic preservation is very limited. The Board can adopt mitigation measures that the parties have voluntarily agreed to. The Board can also impose certain involuntary mitigation conditions, such as the documentation of a

¹ See Surface Transportation Board, "Policy Statement On Use Of Third-Party Contracting In Preparation Of Environmental Documentation," (Mar. 19, 2001), https://www.stb.gov/stb/environment/contracting_seacss25a.html.

historic property. The Board does not have the authority to void property deeds or otherwise invalidate sales of private property as a form of mitigation for potential effects to historic properties.

2.5.7 National Register-Eligibility of the Embankment

Comment Summary: The Embankment Coalition concurs with OEA's finding that the Embankment is a historic property that is eligible for listing on the National Register.

OEA Response: OEA notes the comment from the Embankment Coalition.

2.5.8 National Register-Eligibility of the Harsimus Branch

Comment Summary: The Embankment Coalition concurs with OEA's finding that the Harsimus Branch is a historically significant property, but disagrees with the finding that the rail line does not have sufficient historic integrity to make it eligible for listing on the National Register. The Embankment Coalition states that rail line from approximately Marin Boulevard to the western terminus retains historic integrity. This portion of the rail line includes both the Embankment, which is owned by the LLCs, and the segment to the west of the Embankment, which is owned by Conrail. Regarding the segment to the west of the Embankment, the Embankment Coalition states that historic integrity of the rail line is evident in the presence of rail-related structures, including stanchions, piers, culverts, and railroad ballast, which together convey the sense of being a railroad right-of-way.

OEA Response: Following careful consideration of the available information, including the information provided by the consulting parties, and in consultation with the NJ SHPO, OEA has concluded that an approximately 0.89-mile segment of the Harsimus Branch, between Marin Boulevard and CP Waldo, is eligible for listing on the National Register as the Pennsylvania Railroad Harsimus Branch Right-Of-Way Historic District. The property is significant under Criteria A & C in the areas of Commerce, Community Planning and Development, Engineering, Politics/Government, and Transportation with a period of significance of 1868 to 1915.

2.5.9 National-Register-Eligibility of Public School No. 5

Comment Summary: The Embankment Coalition recommends that OEA should consider the historical significance of Public School No. 5 under Criterion A of the National Register Criteria for Evaluation due to its relationship to the Harsimus Branch and the Italian Village. The Embankment Coalition states that Public School No. 5 was one of the first public projects in the immigrant Italian Village and displaced many of the residents that it served. The Embankment Coalition states that projects like Public School No. 5, as well as the New Jersey Turnpike, the Firehouse, and the Ferris superblock school contributed to the decline of the tight-knit immigrant community centered on the Holy Rosary Church.

OEA Response: On the recommendation of the Embankment Coalition and the NJ SHPO, OEA reevaluated the significance of Public School No. 5 in the context of the broader Italian Village neighborhood. OEA concluded that, although the Italian Village neighborhood may be National Register-eligible as a historic district, the boundaries of that district would not fall within the APE for the Harsimus Branch abandonment project and the historic district would not include Public School No. 5. OEA also reevaluated the individual National Register-eligibility of Public School

No. 5 at the request of the NJ SHPO. OEA concluded that Public School No. 5 retains sufficient historic integrity for listing on the National Register.

2.5.10 National Register-Eligibility of Mary Benson Park

Comment Summary: The Embankment Coalition disagrees with OEA that Mary Benson Park does not retain sufficient historic integrity to justify National Register listing. The Embankment Coalition believes that Mary Benson Park is National Register-eligible under Criterion B for its association with Mary Benson. The Embankment Coalition also states that OEA should reconsider that National Register-eligibility of Mary Benson Park in the context of the Italian Village neighborhood.

OEA Response: Following careful consideration of the Embankment Coalition's comments and consultation with the NJ SHPO, OEA has concluded that Mary Benson Park is not individually eligible for listing on the National Register for the reasons discussed in the CRI Report and does not contribute to the historic significance of a potential Italian Village Historic District because of its geographical separation from the potentially National Register-eligible core of the Italian Village Neighborhood, as discussed in Section 3.2 of this CRI Report Addendum.

2.5.11 National Register-Eligibility of Healy's Tavern for Listing on the National Register

Comment Summary: The Embankment Coalition requests that OEA reconsider its finding that Healy's Tavern, located at 374 Newark Avenue, is not National Register-eligible. The Embankment Coalition states that the property may have been associated with the Harsimus Branch as the site of the Jersey City Coal Company and may therefore be a contributing resource to the Harsimus Branch. The Embankment Coalition also suggests that Healy's Tavern may be individually National Register eligible under Criterion A as an example of a building associated with a marginal area made less valuable because of its proximity to the railroad and its use for rail-related business.

OEA Response: Following careful consideration of the Embankment Coalition's comments and consultation with the NJ SHPO, OEA has concluded that Healy's Tavern is not individually eligible for listing on the National Register and does not contribute to the historic significance of any historic districts within the APE for the reasons discussed in the CRI Report.

2.5.12 National Register Eligibility of Unidentified Properties Within the APE

Comment Summary: The Embankment Coalition states that OEA should reconsider the historical significance and integrity of unidentified "modest" buildings within the APE that were not recommended as eligible for listing on the National Register.

OEA Response: The CRI Report identifies and evaluates all properties 50 years old or older within the APE. The Embankment Coalition does not identify which "modest" buildings it thinks should be reevaluated. OEA does not believe that reevaluation of all properties that were determined to not be eligible for listing on the National Register is warranted based on the information provided by the Embankment Coalition.

2.5.13 Section 110(k)

Comment Summary: The Embankment Coalition asks for clarification regarding when the allegations of Section 110(k) violations will be addressed.

OEA Response: Decisions and recommendations regarding alleged Section 110(k) violations are not responsibilities that have been delegated to OEA and are beyond the scope of the identification phase of the Section 106 process. OEA will proceed with the Section 106 process and the Board will consider the Section 110(k) question in making its final determination whether to authorize the abandonment and, if so, under what conditions. ACHP has agreed with this approach.

2.5.14 Issuance of the CRI Report as a Decision

Comment Summary: The Embankment Coalition expresses concern that the CRI Report was issued on the Board's website under the Decisions heading.

OEA Response: OEA's typical practice is to issue documents related to environmental and historic review under the Decisions heading on the Board's website to facilitate public access to those documents.

2.5.15 Development of an MOA

Comment Summary: The Embankment Coalition asks for clarification as to how OEA proposes to develop an MOA to resolve potential adverse effects, if any, to historic properties, given the atypical nature of the Harsimus Branch abandonment case, the divergent interests of stakeholders, and the potential for the destruction of historic assets.

OEA Response: Although this comment raises issues that are beyond the scope of the identification phase of the Section 106 process, OEA is addressing it here to provide additional explanation of the next steps in the Section 106 process. OEA is committed to moving forward with the Section 106 process in continuing consultation with the consulting parties. When a Board action has the potential to adversely affect historic properties that are listed in or eligible for listing on the National Register, OEA initiates the preparation of an MOA. The MOA is typically signed by OEA, the railroad applicant, the applicable SHPO(s) or THPO(s), and ACHP, if ACHP is participating, pursuant to 36 C.F.R. § 800.6(c)(1). The MOA specifies the actions that will be taken to address adverse effects to historic properties. Other parties may be invited to participate in an MOA as invited signatories as consulting parties (see 36 C.F.R. § 800.6(c)(2)). Invited signatories to an MOA are typically parties that have committed to undertake actions related to addressing adverse effects and who are willing to be bound by the terms of the MOA. Concurring parties may sign an MOA to register their concurrence with the terms of the MOA, but are not bound by its terms to undertake actions related to resolving adverse effects. The required signatories to any MOA developed in this case would be OEA, Conrail, the NJ SHPO, and ACHP.

2.5.16 Other Concerns

Comment Summary: The Embankment Coalition raised numerous concerns relating to perceived bias in the CRI Report's language. First, the Embankment Coalition states that the Background Summary contained in the CRI Report is unnecessary, misleading, and "treads lightly on unlawful acts of Conrail." Second, the Embankment Coalition states that use of passive voice in some sentences in the CRI Report seems intended to obscure the actions of Conrail. Third, the Embankment Coalition states that the CRI Report implicitly relies on certain claims made by Conrail regarding the presence of a railroad easement in the Embankment properties. Fourth, the Embankment Coalition takes issue with the use of the legal term 'reasonably foreseeable' to describe

potential future development activity discussed in the report because the term does not, in the Embankment Coalition's view, sufficiently convey the certainty of those activities. Finally, the Embankment Coalition contends that other statements in the CRI Report appear to have been influenced by Conrail's positions.

OEA Response: OEA notes the Embankment Coalition's comments, which are outside of the scope of the identification of historic properties under Section 106. OEA takes full responsibility for all the analysis and conclusions presented in the CRI Report and in this CRI Report Addendum.

2.6 Comments from the LLCs

On June 19, 2017, the LLCs submitted approximately 42 pages of comments on the CRI report. The LLCs supplemented these comments on July 3, 2017 and July 28, 2017 with additional information, including approximately 140 pages of documents related to Docket No. FD 34818 that the LLCs state are relevant to the Section 106 review in the present case.²

2.6.1 Development Plans for Embankment Segments

Comment Summary: The LLCs state that, as owners of the six Embankment segments, the LLCs have no definitive or final plans for development of those properties. The LLCs also state that the LLCs have submitted various plans in the past, some of which have included preservation of one or more Embankment segments. The LLCs state that the LLCs remain willing to preserve one or more Embankment segments.

OEA Response: In the typical railroad abandonment case, OEA only considers the effects to historic properties that could result from salvage of the rail right-of-way and diversion of rail traffic to truck traffic. However, as explained in the CRI Report and in this CRI Report Addendum, due to the unusual circumstances in the present case, including the availability of limited information regarding potential future uses of the rail right-of-way, OEA expanded the scope of its typical Section 106 review. OEA developed the APE in 2009 in consultation with the NJ SHPO, ACHP, the consulting parties, and the public. In delineating the APE for visual effects to architectural resources and developing the CRI Report, OEA considered multiple plans for development of the Embankment properties that the LLCs have submitted to Jersey City. OEA's assessment of the two potential post-abandonment scenarios of preservation and demolition and redevelopment of the Embankment represent, from the perspective of the preservation of historic properties, the outcomes with the least and greatest potential for adverse impacts, respectively. Therefore, analysis of the effects of those two scenarios encompasses all potential effects of other reasonably foreseeable potential post-abandonment activities, including partial removal and redevelopment of the Embankment.

² The proceeding in FD 34818 was a petition for a declaratory order filed by the City of Jersey City et al. asking the Board to find that the Harsimus Branch is a line of railroad subject to federal abandonment regulation. In that proceeding, the Board determined that Conrail needed to seek abandonment authority from the Board prior to abandoning the Harsimus Branch.

2.6.2 Delay of Abandonment Process

Comment Summary: The LLCs state that the Section 106 process, including the preparation of the CRI Report, contributed to delay of the abandonment proceeding. The LLCs note that the Harsimus Branch abandonment proceeding has greatly exceeded the timeline specified in the Board's rules for review and approval of the abandonment of out-of-service rail lines. The LLCs state that the delay in the proceeding undermines the National Transportation Policy to minimize the need for federal regulatory control over the rail transportation system, require fair and expeditious handling and resolution of all proceedings brought to the Board, require fair and expeditious regulatory decisions, and reduce regulatory barriers to exit from the industry.

OEA Response: OEA notes the comments from the LLCs. As OEA has explained in this CRI Report Addendum, the CRI Report, and its Environmental Assessment, the unusual and complex circumstances present here that have resulted in broadening the scope of the Section 106 process beyond that typical in an abandonment proceeding. This broader scope, the controversial nature of this proceeding, and the associated litigation, have resulted in this proceeding exceeding the typical timeline for the resolution of a rail line abandonment.

2.6.3 Expansion of Section 106 Review

Comment Summary: The LLCs state that the Board has significantly expanded the scope of its Section 106 review beyond what is typical in an abandonment case for an out-of-service rail line. The LLCs state that the CRI Report does not provide adequate rationale for the expansion of the APE beyond the rail right-of-way. The LLCs state that the APE does not account for the fact that the easternmost segment of the Harsimus Branch has been removed and redeveloped. The LLCs state that OEA's consideration of certain post-abandonment uses of the Harsimus Branch is unwarranted, in part because the Board has no authority over any post-abandonment activities by non-railroad actors, including the LLCs. The LLCs state that that Board is not a planning agency and that the identification and development of post-abandonment uses of an abandonment rail line is the responsibility of state and local planning agencies. The LLCs state that, because post-abandonment activities, such as the reuse of an abandoned rail line, are outside of the Board's jurisdiction, those actions cannot be said to be caused by the Board's action and thus should not be considered as part of the Board's historic review process.

OEA Response: OEA notes the comments from the LLCs.

2.6.4 National Register-Eligibility of the Harsimus Branch

Comment Summary: The LLCs concur with OEA's finding that the Harsimus Branch is not eligible for listing on the National Register either individually or as a contributing resource to the PRR Historic District because the rail right-of-way does not evince sufficient historic integrity to convey the sense of being a railroad.

OEA Response: Upon careful consideration of the available information, including the information provided by the consulting parties, and in consultation with the NJ SHPO, OEA has concluded that an approximately 0.89-mile segment of the Harsimus Branch, between Marin Boulevard and CP Waldo, is eligible for listing on the National Register as the Pennsylvania Railroad Harsimus Branch Right-Of-Way Historic District. The property is significant under Criteria A & C in the areas of

Commerce, Community Planning and Development, Engineering, Politics/Government, and Transportation with a period of significance of 1868 to 1915.

2.6.5 National Register-Eligibility of the Embankment

Comment Summary: The LLCs disagree with OEA's finding that the Embankment is individually eligible for listing on the National Register and the finding that the Embankment is a contributing resource to the Harsimus Cove Historic District and the Hamilton Park Historic District. The LLCs state the Embankment was specifically excluded from the National Register nominations for the two historic districts and was used to define a boundary of the properties, signifying its lack of association with historic development patterns during the districts' periods of significance. The LLCs state that, because the Embankment was constructed between 1901 and 1905, outside of the period of significance of the two historic districts, expanding the boundaries of the historic districts to include the Embankment is not justified.

OEA Response: Upon considering the comments received from the NJ SHPO and all consulting parties to date, OEA has concluded that the Embankment is individually eligible for listing on the National Register and is also a contributing resource to both the Hamilton Park and the Harsimus Cove Historic Districts, for the reasons discussed in the CRI Report.

2.6.6 Mitigation Conditions to Resolve Adverse Effects

Comment Summary: The LLCs state that the CRI Report improperly presumes that the Board may address the disposition of the property post-abandonment, by an entity that is not even a common carrier subject to the Board's regulatory jurisdiction, and perhaps that the Board may impose a nonconsensual condition other than documentation.

OEA Response: Although these comments are outside of the scope of the identification of historic properties under Section 106, OEA is responding to provide clarity. OEA notes that the Board does not have the authority to dictate disposition of rail property for which abandonment has been consummated. OEA further notes that documentation of historic properties is the only form of nonconsensual mitigation related to historic preservation that the Board can impose in an abandonment case.

2.6.7 Response to Comments from Jersey City Commenters

Comment Summary: In supplemental comments filed on July 3, 2017, the LLCs provided a number of documents that the LLCs believe are relevant to the Harsimus abandonment case. The LLCs believe that these documents, which include letters from Jersey City to other parties, development plans produced by Jersey City, and Jersey City resolutions, refute some of the claims made by the City of Jersey City, the Embankment Coalition, and the Rails-to-Trails Conservancy (collectively Jersey City Commenters) in their comments on the CRI Report.

OEA Response: OEA notes the comments from the LLCs.

2.6.8 Response to Comments from NJ SHPO

Comment Summary: In a second set of supplemental comments submitted on July 28, 2017, the LLCs state that the NJ SHPO's requests for an addendum to the CRI Report, and in particular the

NJ SHPO's request for reevaluation of previously-identified National Register-eligible properties, are unnecessary and unfounded. The LLCs note that the NJ SHPO's requests go well beyond the methods for the identification of historic properties that OEA proposed in the 2009 APE Report, which was reviewed and approved of by the NJ SHPO in 2009. The LLCs also note that the NJ SHPO had numerous opportunities to comment on OEA's methods and preliminary results during consulting party meetings in 2016 and during subsequent consultations. The LLCs also state that the NJ SHPO's specific requests deviate from well-established rules and guidance for Section 106 review. Finally, the LLCs state that the CRI Report and its supporting documentation represent a 'good faith effort' on behalf of OEA to identify National Register-eligible properties as required by NHPA and ACHP guidance.

The LLCs state that the NJ SHPO based its recommendation that the Harsimus Branch is eligible for listing on the National Register on a selective reading of comments from the consulting parties. The LLCs state that the documentation provided by the Embankment Coalition and Jersey City Commenters did not document new or previously unidentified rail-related features that warrant the NJ SHPO's rejection of OEA's conclusions.

OEA Response: OEA notes the comments from the LLCs.

2.7 Comments from Mr. Steve Hyman

Mr. Steven Hyman submitted comments as an individual on June 19, 2017.

2.7.1 Development of an MOA

Comment Summary: Mr. Hyman states that the Board must finalize the Section 106 process by negotiating an MOA between the consulting parties that is limited only to the scope of the right-of-way and that is consistent with the Board's regulations.

OEA Response: Actions to resolve adverse effects to historic properties are beyond the scope of the present phase of the Section 106 process, which is the identification of historic properties within the APE. However, to clarify the Board's process, OEA notes that historic review under Section 106 is typically completed in abandonment cases with the development of an MOA between OEA, the appropriate SHPO(s) and/or THPO(s), the railroad applicant, and ACHP, if ACHP has decided to participate.

2.7.2 Development Plans for Embankment Segments

Comment Summary: Mr. Hyman states that the CRI Report incorrectly assumes that all of the plans that have been proposed by the LLCs involve demolition of the Embankment. Mr. Hyman notes that the LLCs have proposed various plans for the property, some of which involve preservation of one or more Embankment segment.

OEA Response: The APE was finalized in 2009 in consultation with the NJ SHPO, ACHP, the consulting parties, and the public. In delineating the APE for visual effects to architectural resources and developing the CRI Report, OEA considered multiple plans for developing the Embankment properties that the LLCs have submitted to Jersey City, including plans that did not

propose complete demolition of the Embankment. While OEA acknowledges that development plans may change and vary, OEA's conclusion that some development is reasonably foreseeable and that this development may involve demolition of the entire Embankment and the construction of building on the Embankment properties is reasonable and supported by the record.

2.7.3 Adverse Effects from Visual Impacts

Comment Summary: Mr. Hyman states that the Architectural APE should not extend beyond the rail right-of-way of the Harsimus Branch because it is not plausible, in his opinion, that adverse effects to historic properties could occur as a result of visual changes that would occur if the Embankment were demolished and 11-story building were constructed on the property.

OEA Response: Although these comments are outside of the scope of the identification of historic properties under Section 106, OEA is responding to clarify. The APE in this case was finalized in 2009, in consultation with the LLCs, the NJ SHPO, ACHP, other consulting parties, and the public, to encompass the area that could potentially be affected by visual impacts, including potential adverse visual effects.

2.7.4 The Embankment as a Contributing Resource to Historic Districts

Comment Summary: Mr. Hyman states that the Embankment should not be considered a contributing resource to the Hamilton Park and Harsimus Cove Historic Districts. Mr. Hyman notes that the boundaries for both historic districts at the time of their establishment excluded the Embankment and that there is no basis for concluding that the Embankment contributes to the sense of time, place, and historical development of the historic districts. In the case of the Hamilton Park Historic District, Mr. Hyman notes that the Embankment was constructed several decades after the period of significance of the district, which is between circa 1835 and circa 1887.

OEA Response: Upon considering the comments received from the NJ SHPO and all consulting parties to date, OEA has concluded that the Embankment is a contributing resource to both the Hamilton Park and the Harsimus Cove Historic Districts, for the reasons discussed in detail in the CRI Report.

2.8 Comments from the Historic Jersey City & Harsimus Cemetery

The Board of Trustees of the Historic Jersey City & Harsimus Cemetery (Historic Jersey City & Harsimus Cemetery) submitted comments on June 19, 2017.

2.8.1 Significance of the Historic Jersey City & Harsimus Cemetery

Comment Summary: The Historic Jersey City & Harsimus Cemetery concurs with OEA that the Jersey City & Harsimus Cemetery is eligible for listing on the National Register under Criteria A and D, but states that the property may also be eligible under Criteria B and C.

OEA Response: Upon review of the information provided by the Board of Trustees of the Historic Jersey City & Harsimus Cemetery and following consultation with the NJ SHPO, OEA has

concluded that the Jersey City & Harsimus Cemetery is eligible for listing on the National Register under Criteria A, B, C, and D.

2.9 Comments from Conrail

Conrail submitted comments on the CRI Report on June 19, 2017. Conrail submitted supplemental comments on June 29, 2017 and September 8, 2017.

2.9.1 Reasonably Foreseeable Post-Abandonment Activities on the Embankment

Comment Summary: Conrail states that OEA's conclusions regarding reasonably foreseeable post-abandonment reuse of the Harsimus Branch are not supported by the facts of the case. Conrail states that demolition of the Embankment by the LLCs is not a reasonably foreseeable outcome of the approval of Conrail's proposed abandonment because the LLC's development plans have been repeatedly rejected by Jersey City.

OEA Response: Although these comments are outside of the scope of the identification of historic properties under Section 106, OEA is responding to clarify. As discussed in this CRI Report Addendum, the CRI Report, and the EA, OEA expanded the scope of Section 106 review in this case because of its unique circumstances. The APE in this case was finalized in 2009 in consultation with Conrail, the NJ SHPO, ACHP, other consulting parties, and the public. In determining the APE for visual effect to architectural resources and developing the CRI Report, OEA considered multiple plans for developing the Embankment properties that the LLCs have submitted to Jersey City. While OEA acknowledges that development plans may change and vary, OEA's conclusion that some development is reasonably foreseeable and that this development may involve demolition of the entire Embankment and the construction of buildings on the Embankment properties is reasonable and supported by the record. OEA's assessment of the two potential post-abandonment scenarios of preservation and demolition and redevelopment of the Embankment represent, from the perspective of the preservation of historic properties, the outcomes with the least and greatest potential for adverse impacts, respectively. Therefore, the analysis of the effects of those two scenarios encompasses all potential effects of all other reasonably foreseeable potential post-abandonment activities, including partial removal and redevelopment of the Embankment.

2.9.2 Changes to the Contract Between OEA, Conrail, and RGA

Comment Summary: Conrail states that OEA has required revisions to the Statement of Work (SOW) between Conrail, OEA, and RGA, OEA's third-party contractor. Conrail states that the estimated dates for the release of the CRI Report in the SOW were not met and that the CRI Report, contrary to the SOW, did not make any determinations regarding the potential to adverse effects to National Register-eligible properties within the APE.

OEA Response: In cases where OEA requires the assistance of a third-party contractor to meet the Board's Section 106 obligations, OEA and the third-party contractor will typically develop a SOW based on the anticipated extent of the analysis. When additional work beyond the original scope of a SOW is necessary, the SOW may need to be amended during the course of historic review. In this case, OEA revised the SOW several times based on ongoing consultation with the NJ SHPO during

the identification process. As a result, the original SOW has been amended three times, at the request of OEA, in order to allow RGA to continue assisting OEA.

As indicated in the original SOW, OEA initially intended to combine steps two and three of the four-step Section 106 process, pursuant to 36 C.F.R § 800.3(g) and consistent with OEA's typical practice in railroad abandonment cases. The NJ SHPO was apprised of this approach when consultation was reinitiated and during continuing consultation, including in-person meetings in May and June 2016. In April 2017, the NJ SHPO requested that OEA separate steps two and three of the process. Because Section 106 allows federal agencies to combine steps of the Section 106 process only with the consent of the appropriate SHPO, OEA agreed to the NJ SHPO's request.

2.9.3 Response to Comments from the City of Jersey City Commenters

Comment Summary: In supplemental comments filed on June 29, 2017 and September 8, 2017, Conrail responded to comments submitted jointly by the Jersey City Commenters, which are summarized below. Conrail's response addresses numerous issues raised by Jersey City Commenters, most of which are unrelated to the identification of historic properties under Section 106. Conrail states that Jersey City Commenters have raised issues with the intention of introducing unnecessary delay into the Section 106 process. In its supplemental comments, Conrail also states that the Harsimus Branch is not eligible for listing on the National Register because, having been out of service for many years, the rail line no longer retains structural and visual integrity.

OEA Response: OEA notes the comments from Conrail.

2.10 Comments from the Jersey City Commenters

The City of Jersey City, the Embankment Coalition, and the Rails-to-Trails Conservancy (collectively Jersey City Commenters) submitted joint comments on the CRI Report on June 19, 2017. Jersey City Commenters submitted supplemental comments on June 23, 2017; July 24, 2017; July 28, 2017; and October 6, 2017.

2.10.1 Third Party Contractor

Comment Summary: Jersey City Commenters state that the CRI Report was prepared by a contractor because OEA lacks the resources to undertake an independent investigation. Jersey City Commenters allege that OEA's contractor has a conflict of interest because the contractor previously conducted work on behalf of Conrail. Jersey City Commenters also allege that the contract between the contractor, Conrail, and OEA places restrictions of the extent of the efforts that OEA and its contractor can take in their identification of historic properties within the APE.

OEA Response: OEA is committed to undertaking the Section 106 process in an open, transparent, and collaborative manner. In cases where OEA requires outside expertise to meet its responsibilities under NHPA and NEPA, OEA retains the services of a contractor to assist with data collection and document preparation. OEA maintains a list of prequalified contractors on its website and railroad applicants may request a preferred consultant from this list. In this case, Conrail requested RGA, a consulting firm that had previously worked on behalf of Conrail. OEA approved that request

because of RGA's local expertise pertaining to historic resources in Jersey City and RGA's historical knowledge of the Harsimus Branch.

Under OEA's third-party contracting process, consultants must sign a statement confirming that they have no financial interest in the outcome of a project and an MOU defining the roles and responsibilities of OEA, the consultant, and the railroad applicant. According to the provisions of the MOU, a third-party contractor performs work on behalf of and at the sole direction of OEA. OEA relies on third-party contractor expertise in conducting historic research and surveys, and professional opinions regarding historical significance of properties, but OEA thoroughly review all documents prepared by the third-party contractor, and is fully responsibly for all work conducted and all conclusions based on that work.

The MOU and SOW between OEA, RGA, and Conrail, which has been publicly available on the Board's website since their execution, define the scope of the project, as is necessary, but otherwise place no restrictions on the analysis that RGA is conducting for OEA to comply with Section 106.

2.10.2 Use of Consistent Mileposts

Comment Summary: Jersey City Commenters state that the CRI Report did not accurately report the rail mileposts associated with the Harsimus Branch. Jersey City Commenters state that the Harsimus Branch extends from approximately milepost MP 1.0 (Hudson River) to approximately milepost MP 2.54 (CP Waldo).

OEA Response: The CRI Report describes the location of the Harsimus Branch by referencing the mileposts that have been used consistently throughout this proceeding.

2.10.3 Ownership Interest of Jersey City

Comment Summary: Jersey City Commenters take issue with the statement in the CRI Report that Jersey City does not own any portion of the Harsimus Branch and that no trace of the rail right-of-way exists in the old Harsimus Cove Yard area east of Marin Boulevard. Jersey City Commenters state that the CRI Report is incorrect in this regard. Jersey City Commenters state that Jersey City owns in fee simple absolute the Harsimus Cove Yard track adjacent to the eastern terminus of the Embankment.

OEA Response: Although this comment is outside of the scope of the identification process, OEA is responding to provide clarity. Jersey City does not state that it owns any portion of the Harsimus Branch as defined in this proceeding. Jersey City states that it owns property adjacent to the eastern terminus of the Harsimus Branch that was formerly part of the Harsimus Cove Yard. The Harsimus Cove Yard was not a line of railroad subject to Board jurisdiction and is not at issue in this proceeding.

2.10.4 Presentation of Case Background

Comment Summary: Jersey City Commenters raise a number of other issues related to the presentation of the case background in the CRI Report. Jersey City Commenters state that the CRI Report fails to discuss (1) the legality of the sale of the Harsimus Branch, (2) the Board's ability to invalidate illegal sales, (3) a contract between Conrail and the LLCs related to the terms of the sale of the Harsimus Branch right-of-way, (4) application permits submitted to state or local governments

by the LLCs to redevelop the Embankment, and (5) the removal of a stanchion by the LLCs prior to the initiation of the Section 106 process.

OEA Response: The issues raised by Jersey City Commenters in these comments are outside the scope of the Section 106 process.

2.10.5 Reasonably Foreseeable Post-Abandonment Activities on Conrail Property

Summary of Comments: Jersey City Commenters disagree with OEA's conclusion that post-abandonment activities on the western portion of the Harsimus Branch, which is owned by Conrail, are not reasonably foreseeable under NHPA.

OEA Response: Unlike the eastern portion of the Harsimus Branch and the Embankment segments, the western end of the rail line is owned by Conrail and not developers who have submitted multiple development plans to Jersey City for approval. Consistent with OEA's typical abandonment process, OEA does not consider post-abandonment activities on this portion of the Harsimus Branch to be reasonably foreseeable under NHPA. In typical abandonment cases, the railroad applicant owns the rail property proposed for abandonment and review under NHPA and NEPA is limited to analysis of the potential impacts of salvaging the rail right-of-way and diversion of rail traffic to truck traffic.

2.10.6 Reasonably Foreseeable Post-Abandonment Activities on the Embankment

Comment Summary: Jersey City Commenters state that the removal of the Embankment by the LLCs would be a reasonably foreseeable result of the approval of Conrail's proposed abandonment.

OEA Response: Because of the unique circumstances in this case, OEA concurs with Jersey City Commenters that certain post-abandonment activities on the Embankment properties are reasonably foreseeable under NHPA, as discussed in detail in the CRI Report.

2.10.7 Assessment of Effects

Comment Summary: Jersey City Commenters state that the CRI Report includes unwarranted discussion about potential effects to historic properties rather than dealing exclusively with the identification of historic properties.

OEA Response: As discussed in detail in the CRI Report, limited discussion of reasonably foreseeable post-abandonment activities in the rail right-of-way was necessary in the CRI Report to explain the basis on which the APE in this proceeding was developed, in consultation with the NJ SHPO, in 2008 and 2009.

2.10.8 National Register-Eligibility of Harsimus Branch

Comment Summary: Jersey City Commenters disagree with OEA's finding that the Harsimus Branch lacks sufficient historic integrity to qualify the property as eligible for listing on the National Register. Jersey City Commenters state that, although rail and related track materials have been removed, the rail right-of-way between Marin Boulevard to the east and CP Waldo to the west is clearly demarcated by a number of rail-related structures, including stanchions and pediments to the west of the Embankment, as well as the Embankment itself. Jersey City Commenters included with

their comments opinions prepared by Jersey City’s historic preservation staff and other historic preservation experts that are in support of the historic integrity of the Harsimus Branch.

OEA Response: Upon careful consideration of the available information, including the information provided by Jersey City Commenters and other consulting parties, and in consultation with the NJ SHPO, OEA has concluded that an approximately 0.89-mile segment of the Harsimus Branch, between Marin Boulevard and CP Waldo, is eligible for listing on the National Register as the Pennsylvania Railroad Harsimus Branch Right-Of-Way Historic District. The property is significant under Criteria A & C in the areas of Commerce, Community Planning and Development, Engineering, Politics/Government, and Transportation with a period of significance of 1868 to 1915.

2.10.9 Section 110(k)

Comment Summary: Jersey City Commenters state that the CRI Report fails to address allegations made by Jersey City Commenters that the sale of the Embankment properties from Conrail to the LLCs may have constituted a violation of Section 110(k) of NHPA.

OEA Response: Decisions regarding alleged Section 110(k) violations are not responsibilities that have been delegated to OEA and are beyond the scope of the identification phase of the Section 106 process. OEA will proceed with the Section 106 review and the Board will consider the Section 110(k) question in making its final determination whether to authorize abandonment and, if so, under what conditions. ACHP has agreed with this approach.

2.10.10 Response to Comments from the LLCs

Comment Summary: In supplemental comments submitted after the comment deadline on July 24, 2017, Jersey City Commenters state that various documents provided by the LLCs in their comments on the CRI Report are not germane to the Harsimus Branch abandonment proceeding.

OEA Response: These comments are outside the scope of the identification phase of the Section 106 process.

2.10.10 Request for additional environmental correspondence

Comment Summary: Jersey City Commenters request that OEA make publicly available all written correspondences, notes of telephone calls, billing records, and drafts of and amendments to the contract between Conrail, OEA, and RGA related to this proceeding.

OEA Response: These comments are outside the scope of the identification phase of the Section 106 process. Following OEA’s established process for ensuring public transparency, all relevant communications between OEA and any outside parties, including Conrail, are publicly available on the Board’s website.

2.10.11 Response to Conrail’s comments

Comment Summary: In supplemental comments submitted on July 24, 2017 and October 6, 2017, Jersey City Commenters respond to a number of issues raised in comments submitted by Conrail that are outside of the scope of the identification phase of the Section 106 process, including

Conrail's presentation of the proceeding background, the Section 110(k) process, and delay of the abandonment process. Jersey City Commenters also disagree with Conrail's conclusion that the entire Harsimus Branch is ineligible for listing on the National Register.

OEA Response: OEA notes the comments from Jersey City Commenters.

2.11 Comments from Dr. Emmy Tiderington

Dr. Emmy Tiderington, committeewoman for the E13 district of the Jersey City Democratic Committee, submitted comments on the CRI Report on June 13, 2017.

2.11.1 National Register-Eligibility of the Harsimus Branch

Comment Summary: Dr. Tiderington disagrees with the conclusion in the CRI Report that the Harsimus Branch lacks sufficient historic integrity to justify National Register eligibility.

OEA Response: Upon careful consideration of the available information, including the information provided by Jersey City Commenters and other consulting parties, and in consultation with the NJ SHPO, OEA has concluded that an approximately 0.89-mile segment of the Harsimus Branch, between Marin Boulevard and CP Waldo, is eligible for listing on the National Register as the Pennsylvania Railroad Harsimus Branch Right-Of-Way Historic District. The property is significant under Criteria A & C in the areas of Commerce, Community Planning and Development, Engineering, Politics/Government, and Transportation with a period of significance of 1868 to 1915.

2.12 Comments from Friends of Liberty State Park

The Friends of Liberty State Park submitted comments on the CRI Report to the NJ SHPO on June 29, 2017. The NJ SHPO forwarded those comments to OEA.

2.12.1 Notification of CRI Report Availability

Comment Summary: Friends of Liberty State Park state that Friends of Liberty State Park was not aware of the issuance of the CRI Report until after the comment deadline had passed.

OEA Response: OEA provided timely notice of the issuance of the CRI Report using the contact information that Friends of Liberty State Park has provided to OEA. OEA has since consulted with Friends of Liberty State Park again regarding notification and has been informed that Friends of Liberty State Park does not check its mailbox regularly. Friends of Liberty State Park requested that future communications be sent to the home address of a member. OEA will do so.

2.12.2 National Register-Eligibility of the Harsimus Branch

Comment Summary: Friends of Liberty State Park disagrees with the conclusion in the CRI Report that the Harsimus Branch lacks sufficient historic integrity to justify National Register eligibility.

OEA Response: Upon careful consideration of the available information, including the information provided by Jersey City Commenters and other consulting parties, and in consultation with the NJ SHPO, OEA has concluded that an approximately 0.89-mile segment of the Harsimus Branch, between Marin Boulevard and CP Waldo, is eligible for listing on the National Register as the Pennsylvania Railroad Harsimus Branch Right-Of-Way Historic District. The property is significant under Criteria A & C in the areas of Commerce, Community Planning and Development, Engineering, Politics/Government, and Transportation with a period of significance of 1868 to 1915.

2.12.3 National Register-Eligibility of the Harsimus Branch

Comment Summary: Friends of Liberty State Park state that that the Board's Section 106 process is flawed because OEA's thirty-party contractor, RGA, previously conducted work on behalf of Conrail.

OEA Response: OEA is committed to undertaking the Section 106 process in this case in an open, transparent, and collaborative manner. OEA regularly relies on third-party contractors to provide specialized expertise for historic reviews under NHPA. OEA maintains a list of qualified contractors on its website and allows railroad applicants to request a qualified contractor from that list, subject to approval by OEA. In this case, Conrail requested RGA and OEA approved that request because of RGA's local expertise pertaining to historic resources in Jersey City, including RGA's historic knowledge of the Harsimus Branch. All third-party contractors working on behalf of OEA are required to sign a disclosure statement stating that they have no financial interest in the outcome of the case they are working on. Before a third-party contractor begins work on a project, OEA, the railroad applicant, and the contractor sign an MOU that outlines the roles and responsibilities of each party. Under the terms of the MOU, the third-party contractor works solely on behalf of OEA, not the railroad applicant. Although the railroad applicant is responsible for paying for the third-party contractor's work, the scope of that work is defined by OEA, as the federal agency. OEA relies on third-party contractor expertise in conducting historical research and surveys, and professional opinions regarding historical significance of properties, but OEA thoroughly review all documents prepared by the third-party contractor, and is fully responsible for all work conducted and all conclusions based on that work.

2.12.4 Offer of Financial Assistance

Comment Summary: Friends of Liberty State Park states that the Board should allow Jersey City to file an OFA to avoid adverse effects to historic resources.

OEA Response: OEA notes that the OFA process is unrelated to and outside the scope of the Section 106 process.

2.12.5 Public Meetings

Comment Summary: Friends of Liberty State Park states that OEA did not take minutes at a consultation meeting that representatives of the organization attended. Friends of Liberty State Park recommend that OEA host a public meeting and take minutes.

OEA Response: OEA notes the comments from Friends of Liberty State Park.

2.13 Comments from the Harsimus Cove Association

The Harsimus Cove Association submitted comments on the CRI Report to the NJ SHPO on July 2, 2017. The NJ SHPO forwarded those comments to OEA.

2.13.1 National Register-Eligibility of the Harsimus Branch

Summary of Comment: The Harsimus Cove Association concurs with OEA that the Harsimus Branch is historically significant, but disagrees with OEA's conclusion that the rail line lacks sufficient historical integrity to make it eligible for listing on the National Register. The Harsimus Cove Association states that the portion of the Harsimus Branch between Marin Boulevard and Chestnut street retains such rail-related features as stanchions, roadbeds, and abutments, which, in the opinion of the Harsimus Cove Association, convey the historic significance of this segment.

OEA Response: Following careful consideration of the available information, including the information provided by Jersey City Commenters and other consulting parties, and in consultation with the NJ SHPO, OEA has concluded that an approximately 0.89-mile segment of the Harsimus Branch, between Marin Boulevard and CP Waldo, is eligible for listing on the National Register as the Pennsylvania Railroad Harsimus Branch Right-Of-Way Historic District. The property is significant under Criteria A & C in the areas of Commerce, Community Planning and Development, Engineering, Politics/Government, and Transportation with a period of significance of 1868 to 1915.

2.13.2 The Embankment as a Contributing Resource to Historic Districts

Comment Summary: The Harsimus Cove Association states that the Embankment contributed to the development of the historic neighborhoods of Harsimus Cove and Hamilton Park and, although originally intended to be made a part of the Harsimus Cove Historic District, was excluded from that district for expediency.

OEA Response: OEA concurs with the Harsimus Cove Association that the Embankment is a contributing resource to both the Harsimus Cove and Hamilton Park Historic Districts. The Embankment is also a contributing resource to the recommended Pennsylvania Railroad Harsimus Branch Right-Of-Way Historic District.

2.13.3 The Harsimus Branch as a Contributing Resource to Historic Districts

Comment Summary: The Harsimus Cove Association states that the entire Harsimus Branch should be considered part of the Pennsylvania Railroad (New York to Philadelphia) Historic District.

OEA Response: Following careful consideration of the available information, including the information provided by the consulting parties, and in consultation with the NJ SHPO, OEA has concluded that an approximately 0.89-mile segment of the Harsimus Branch, between Marin Boulevard and CP Waldo, is eligible for listing on the National Register as the Pennsylvania Railroad Harsimus Branch Right-Of-Way Historic District. For the purposes of Section 106 review, OEA will treat the recommended Pennsylvania Railroad Harsimus Branch Right-Of-Way Historic District as a contributing resource to the Pennsylvania Railroad (New York to Philadelphia) Historic District.

or other historic districts with which the boundaries of the property overlap (Need to revise this language).

2.13.4 Third Party Contractor

Comment Summary: The Harsimus Cove Association states that the Board's Section 106 process is flawed because OEA's thirty-party contractor, RGA, previously conducted work on behalf of Conrail. The Harsimus Cove Association suggests that OEA should hire new consultants that would be independent.

OEA Response: OEA is committed to undertaking the Section 106 process in an open, transparent, and collaborative manner. OEA regularly relies on third-party contractors to provide specialized expertise for historic reviews under NHPA. OEA maintains a list of qualified contractors on its website and allows railroad applicants to request a qualified contractor from that list, subject to approval by OEA. In this case, Conrail requested RGA and OEA approved that request because of RGA's local expertise pertaining to historic resources in Jersey City, including historical knowledge of the Harsimus Branch. All third-party contractors working on behalf of OEA are required to sign a disclosure statement stating that they have no financial interest in the outcome of the case they are working on. Before a third-party contractor begins work on a project, OEA, the railroad applicant, and the contractor sign a Memorandum of Understanding (MOU) that outlines the roles and responsibilities of each party. Under the terms of the MOU, the third-party contractor works solely on behalf of OEA and not the railroad applicant. Although the railroad applicant is responsible for paying for the third-party contractor's work, the scope of that work is defined by OEA, as the federal agency. OEA relies on third-party contractor expertise in conducting historical research and surveys, and professional opinions regarding historical significance of properties, but OEA thoroughly reviews all documents prepared by the third-party contractor and is fully responsible for all work conducted and all conclusions based on that work.

2.13.5 Invalidating Sale of Embankment Properties

Comment Summary: The Harsimus Cove Association states that the sale of the Embankment properties by Conrail should be reversed.

OEA Response: Although these comments are outside of the scope of the identification of historic properties under Section 106, OEA is responding to provide clarity. As explained in this CRI Report Addendum, the CRI Report, and elsewhere, the Board's authority to impose mitigation conditions related to historic preservation is very limited. The Board does not have the authority to void a property sale as a form of mitigation for potential effects to historic properties.

2.13.6 Section 110(k)

Comment Summary: The Harsimus Cove Association states that the Section 106 process should include an analysis of potential Section 110(k) violations.

OEA Response: Decisions and recommendations regarding alleged Section 110(k) violations are not responsibilities that have been delegated to OEA and are beyond the scope of the identification phase of the Section 106 process. OEA will proceed with the Section 106 review and the Board will

consider the Section 110(k) question in making its final determination whether to authorize the abandonment and, if so, under what conditions. ACHP has agreed with this approach.

2.13.7 Offer of Financial Assistance

Comment Summary: The Harsimus Cove Association states that the Board should allow Jersey City to file an OFA to avoid adverse effects to historic resources

OEA Response: OEA notes that the OFA process is outside the scope of the Section 106 process.

2.14 Comments from BikeJC

Bike JC submitted comments on the CRI Report to the NJ SHPO on July 7, 2017. The NJ SHPO forwarded those comments to OEA.

2.14.1 National Register-Eligibility of the Harsimus Branch

Summary of Comment: BikeJC states that the Harsimus Branch should be recommended for listing on the National Register because this listing would allow the rail line to be preserved as a trail that could be incorporated into the East Coast Greenway system.

OEA Response: These comments are outside of the scope of the identification of historic properties under Section 106. Rail lines may be converted into trails in a Board abandonment proceeding through the railbanking process under the Trails Act. Under the Trails Act, a railroad may enter into a voluntary agreement with a trail sponsor to preserve a right-of-way that has been authorized for abandonment. The Board does not have the authority to require a railroad to sell a rail right-of-way to another entity for the purposes of trails use or to enter into a railbanking agreement involuntarily.

2.13.7 Offer of Financial Assistance

Comment Summary: The Harsimus Cove Association states that the Board should allow Jersey City to file an OFA to avoid adverse effects to historic resources

OEA Response: OEA notes that the OFA process is outside the scope of the Section 106 process.

2.15 Comments from CivicJC

CivicJC submitted comments on the CRI Report to the NJ SHPO on July 7, 2017. The NJ SHPO forwarded those comments to OEA.

2.15.1 Notification of CRI Report availability

Comment Summary: CivicJC states that CivicJC, despite being a consulting party, was not aware of the issuance of the CRI Report until after the comment deadline had passed.

OEA Response: OEA provided timely notice of the issuance of the CRI Report using the contact information that CivicJC had provided to OEA. OEA has since asked CivicJC to confirm the

correct contact information for the organization to ensure timely notification in the future. To date, CivicJC has not responded to OEA's inquiry.

2.15.2 National Register-Eligibility of the Harsimus Branch

Summary of Comment: CivicJC disagrees with the conclusion in the CRI Report that the Harsimus Branch lacks sufficient historic integrity to justify National Register eligibility, based on CivicJC's review of aerial imagery.

OEA Response: Upon careful consideration of the available information, including the information provided by Jersey City Commenters and other consulting parties, and in consultation with the NJ SHPO, OEA has concluded that an approximately 0.89-mile segment of the Harsimus Branch, between Marin Boulevard and CP Waldo, is eligible for listing on the National Register as the Pennsylvania Railroad Harsimus Branch Right-Of-Way Historic District. The property is significant under Criteria A & C in the areas of Commerce, Community Planning and Development, Engineering, Politics/Government, and Transportation with a period of significance of 1868 to 1915.

2.16 Comments from the Van Vorst Park Association

The Van Vorst Park Association submitted comments on the CRI Report to the NJ SHPO on July 7, 2017. The NJ SHPO forwarded those comments to OEA.

2.16.1 National Register-Eligibility of the Harsimus Branch

Summary of Comment: The Van Vorst Park Association disagrees with the conclusion in the CRI Report that the Harsimus Branch lacks sufficient historic integrity to justify National Register eligibility based on the Van Vorst Park Association's review of photos taken by other consulting parties and other publicly available photos.

OEA Response: Upon careful consideration of the available information, including the information provided by Jersey City Commenters and other consulting parties, and in consultation with the NJ SHPO, OEA has concluded that an approximately 0.89-mile segment of the Harsimus Branch, between Marin Boulevard and CP Waldo, is eligible for listing on the National Register as the Pennsylvania Railroad Harsimus Branch Right-Of-Way Historic District. The property is significant under Criteria A & C in the areas of Commerce, Community Planning and Development, Engineering, Politics/Government, and Transportation with a period of significance of 1868 to 1915.

2.16.2 The Embankment as a Contributing Resource to the PRR Historic District

Summary of Comments: The Van Vorst Park Association states that the Harsimus Branch should be considered a 'contiguous' part of the Pennsylvania Railroad (New York to Philadelphia) Historic District.

OEA Response: OEA has concluded that an approximately 0.89-mile segment of the Harsimus Branch, between Marin Boulevard and CP Waldo, is eligible for listing on the National Register as the Pennsylvania Railroad Harsimus Branch Right-Of-Way Historic District.

2.17 Comments from the NJ SHPO

At the request of the NJ SHPO, OEA extended the NJ SHPO's deadline for submitting comments on the CRI Report. The NJ SHPO provided comments on the CRI Report on July 14, 2017.

2.17.1 Sufficiency of Archaeological Evaluation

Comment Summary: The NJ SHPO states that it disagrees with OEA's conclusion that the construction of the Embankment would have removed archeological potential within the APE for archeaeology because intact stratigraphy and features may exist between the footer foundations and because remains of construction equipment and temporary building supports may be entombed within the upper fill of the Embankment.

OEA Response: OEA's approach to the identification of archeological resources has been discussed with the NJ SHPO and the other consulting parties at various times during the identification phase of the Section 106 process. During a phone call with the NJ SHPO on April 20, 2017 the NJ SHPO specifically informed OEA that NJ SHPO archeological staff reviewed OEA's methods related to the identification of archeological resources and concurred with OEA's conclusion that the potential for archeological resources to exist within the archeological APE is negligible. The NJ SHPO has informed OEA that it is not recommending any additional identification efforts related to archaeological resources and OEA does not intend to conduct any such efforts.

2.17.2 National Register-Eligibility of Previously Identified Historic Properties

Comment Summary: The NJ SHPO notes that the CRI Report identifies 12 properties within the APE that were determined to be eligible for listing on the National Register by previous studies or reviews. The NJ SHPO states that OEA did not survey those 12 properties during the identification phase of the Section 106 process. The NJ SHPO states that, because significant time has elapsed since the previous studies and reviews were conducted, it would be helpful to the NJ SHPO if OEA were to undertake surveys of those properties to assess whether they continue to exhibit sufficient historic integrity to retain eligibility for listing on the National Register.

OEA Response: The NJ SHPO is incorrect that OEA did not conduct surveys of any of the properties previously identified as eligible for listing on the National Register. OEA conducted an extensive study of the Embankment, a previously-identified National Register-eligible property, and provided numerous pictures of the property, copies of historical maps of the property, and a narrative of the history of the property. OEA surveyed Public School No. 5 as part of the Merseles Street Streetscape, and St. Anthony's Polish Roman Catholic Church and School Complex and St. Anthony of Padua Roman Catholic Church as part of the Sixth Street Streetscape. OEA also evaluated both the Hamilton Park and Harsimus Cove Historic Districts in the context of their relationship with the Embankment.

The NJ SHPO is correct that OEA did not survey the Pennsylvania Railroad (New York to Pennsylvania) Historic District, the New Jersey Railroad Bergen Cut Historic District, the Warehouse Historic District, the Hudson & Manhattan Railroad Powerhouse, and the Great Atlantic & Pacific Tea Company Warehouse, all properties that are listed in or identified by the NJ SHPO as eligible for listing on the National Register. The reliance on previous SHPO opinions and other studies and reviews by qualified professionals is a standard practice in Section 106 review. For example, in its comments on the CRI Report, the NJ SHPO relies on a 1994 study to define a proposed Immigrant Roman Catholic Church Historic District. OEA relied on the same study in making its findings in the CRI Report.

OEA developed its approach to the identification of historic properties, including its reliance on previous studies of the project area, in consultation with the NJ SHPO and other consulting parties, including in-person meeting in Jersey City in May and June of 2017. OEA acknowledges that it is sometimes appropriate in the course of Section 106 review to reassess the National Register-eligibility of historic properties when there is reason to believe that the historic integrity of those properties has been diminished so as to make the property no longer eligible for listing on the National Register, pursuant to 36 C.F.R. § 800.4(c)(1). At the request of the NJ SHPO, therefore, OEA is providing a reevaluation of each of the previously-identified properties that were not reevaluated in the CRI Report in Section 3.5 of this CRI Report Addendum.

2.17.3 Identification of Properties 50 Years Old or Older

Comment Summary: The NJ SHPO states that the property located at 384 Manila Avenue was not established in the CRI Report as being less than 50 years old and requests that OEA conduct a survey of that property.

OEA Response: In preparing the CRI Report, OEA and RGA reviewed available tax records and historical imagery to identify properties in the APE that are 50 years old or older. At the time that screening was conducted in 2015 and 2016, the property at 384 Manila Avenue was established as being less than 50 years old. In its comment, the NJ SHPO suggests that property may have become 50 years old by the time the NJ SHPO provided comments to OEA on the CRI Report. At the request of the NJ SHPO, OEA is providing an evaluation of the property in Section 3.6 of this CRI Report Addendum. The property is a park that was built in 1976 and formally opened as the Philippine Plaza in 1992. Because the Philippine Plaza is less than 50 years old, and does not meet the criteria of Criteria Consideration g, OEA has concluded that the property is not eligible for listing on the National Register.

2.17.4 National Register Eligibility of the Harsimus Branch

Comment Summary: The NJ SHPO disagrees with OEA that the Harsimus Branch lacks sufficient historic integrity to make it eligible for listing on the National Register. The NJ SHPO cites the narrative and photographic evidence provided by the consulting parties

OEA Response: The historic integrity of a rail corridor is difficult to assess, particularly when that corridor has been substantially altered, as is the case here. Because the major rail-related structures have been removed from much of the Harsimus Branch, including especially on the easternmost

portion of the rail line, where no trace of the rail line remains, OEA concluded in the CRI Report that the Harsimus Branch retains insufficient integrity to convey its historical significance.

Upon reconsideration of the evidence presented by the consulting parties and the NJ SHPO, OEA now believes that a portion of the Harsimus Branch retains sufficient integrity to justify National Register eligibility under Criteria A, C, and D. Therefore, we concur with the NJ SHPO's opinion that the segment of the Harsimus Branch extending from the Second Bergen Cut (near CP Waldo) to Marin Boulevard, including the Harsimus Branch Embankment, is eligible to be listed on the National Register as the Pennsylvania Railroad Harsimus Branch Right-of-Way Historic District. OEA concurs with the NJ SHPO's recommended period of significance for this property of 1868 to 1915. OEA disagrees, however, with the NJ SHPO's description of the property. The right-of-way of the National Register-eligible portion of the Harsimus Branch is approximately 0.89 miles in length, from the Second Bergen Cut (near CP Waldo) to Marin Boulevard, not 1.36 miles as the NJ SHPO states. The easternmost 0.47-mile segment of the Harsimus Branch, to the east of Marin Boulevard, is no longer extant and does not exhibit sufficient historic integrity to be included on the National Register-eligible Historic District.

2.17.5 National Register Eligibility of the Jersey City and Harsimus Cemetery

Comment Summary: The NJ SHPO concurs with OEA that the Jersey City and Harsimus Cemetery is eligible for listing on the National Register. While OEA concluded that the cemetery is eligible under Criterion A in the area of Social History, the NJ SHPO concludes that it is also eligible under Criterion C and Criterion D. The NJ SHPO recommends the cemetery eligible for listing in both the State Register and the National Register as the Jersey City and Harsimus Cemetery Historic District.

OEA Response: OEA has reviewed the available information and we concur with the NJ SHPO's comments regarding the National Register eligibility of the Jersey City and Harsimus Cemetery.

2.17.6 National Register Eligibility of the Holy Rosary Roman Catholic Church Complex

Comment Summary: The NJ SHPO states that OEA's recommendation that the Holy Rosary Roman Catholic Church Complex is eligible for listing on the National Register was not sufficiently evidenced in the CRI Report. Instead, the NJ SHPO concludes that the Holy Rosary Roman Catholic Church Complex constitutes, along with the Saint Anthony's Polish Roman Catholic Church, the National Register-eligible Immigrant Roman Catholic Church Historic District. The NJ SHPO recommends that Immigrant Roman Catholic Church Historic District eligible for listing on the National Register under Criteria A and C with a period of significance from 1890 to 1959.

OEA Response: OEA has reviewed the available information and we concur with the NJ SHPO's comments regarding the National Register-eligibility of the proposed Immigrant Roman Catholic Church Historic District.

2.17.7 National Register Eligibility of the Jersey City Fire Department Engine 5/Ladder 6

Comment Summary: The NJ SHPO concurs with OEA that the Jersey City Fire Department Engine 5/Ladder 6 is eligible for listing on the National Register under Criterion C in the area of Architecture.

OEA Response: OEA notes the NJ SHPO's comment.

2.17.8 National Register Eligibility of the Fifth Ward Savings Bank

Comment Summary: The NJ SHPO disagrees with OEA's finding that the Fifth Ward Savings Bank is not eligible for listing on the National Register due to the loss of historic integrity. The NJ SHPO concludes that the Fifth Ward Savings Bank is individually eligible for listing under Criterion C in the area of Architecture as a good example of an early twentieth century bank.

OEA Response: OEA has reviewed the available information and we concur with the NJ SHPO's comments regarding the National Register eligibility of the Fifth Ward Savings Bank.

2.17.9 National Register Eligibility of Public School No. 4

Comment Summary: The NJ SHPO states that the rationale for OEA's recommendation that Public School No. 4 is National Register-eligible under Criterion C was not persuasively articulated in the CRI Report. The NJ SHPO states that the architect of Public School No. 4, John T. Rowland, has not been demonstrated to be a master architect. The NJ SHPO requests that OEA provide additional contextual information on the relationship between the architectural work of John T. Rowland and the history of Jersey City to justify OEA's conclusions.

OEA Response: At the request of the NJ SHPO, OEA has prepared a report discussing the historical context of John T. Rowland's work as architect for Jersey City in general and of Public School No. 4 specifically. That context is included in this CRI Report Addendum in Section 3.7. OEA concludes that Public School No. 4, as part of a body of work designed by John T. Rowland, is National Register-eligible under Criterion C as an example of the adoption of Progressive-Era ideals in the Jersey City school system.

2.17.10 National Register Eligibility of Mary Benson Park

Comment Summary: The NJ SHPO concurs with OEA that Mary Benson Park is not individually eligible to be listed on the National Register. The NJ SHPO states, however, that Mary Benson Park may be a contributing resource to a presently undefined historic district that may correspond to the Italian Village neighborhood.

OEA Response: OEA and its third-party contractor have conducted, at the request of the NJ SHPO, an historic evaluation of the Italian Village neighborhood as a potential historic district. OEA concluded that, although the Italian Village may be a National Register-eligible historic district, the boundaries of that district would not intersect the APE of the proposed abandonment and would not include Mary Benson Park.

2.17.11 National Register Eligibility of Healy's Tavern

Comment Summary: The NJ SHPO concurs with OEA that Healey's Tavern is not individually eligible for listing on the National Register.

OEA Response: OEA notes the NJ SHPO's comments.

2.17.12 National Register Eligibility of 194-196 Bay Street

Comment Summary: The NJ SHPO concurs with OEA that 194-196 Bay Street is not individually eligible for listing on the National Register.

OEA Response: OEA notes the NJ SHPO's comments.

2.17.13 National Register Eligibility of the Luis Munoz Marin Boulevard Streetscape

Comment Summary: The NJ SHPO concurs with OEA that the Luis Munoz Marin Boulevard Streetscape is not eligible for listing on the National Register. The NJ SHPO, however, requests that OEA conduct additional survey work on the two buildings within the streetscape and submit evaluation forms assessing these properties.

OEA Response: At the NJ SHPO's request, OEA has prepared intensive-level survey evaluations of the two buildings located at 364 and 382 Luis Munoz Marin Boulevard. These forms are provided in Sections 3.3 of this CRI Report Addendum. OEA concludes that neither building is individually eligible for listing on the National Register.

2.17.14 National Register Eligibility of the Merseles Street Streetscape

Comment Summary: The NJ SHPO concurs with OEA that the Merseles Street Streetscape is not eligible for listing on the National Register. The NJ SHPO notes that the property at 202 Merseles Street is the only historic-age structure in the Merseles Street Streetscape that was not evaluated individually previously. Therefore, the NJ SHPO states that the CRI Report would have been clearer if 202 Merseles Street was evaluated at the intensive level as an individual resource.

OEA Response: OEA notes the NJ SHPO's comments. OEA understands that the NJ SHPO has not requested that OEA undertake additional identification work related to the property at 202 Merseles Street.

2.17.15 National Register Eligibility of the Fifth Street Streetscape

Comment Summary: The NJ SHPO concurs with OEA that the Fifth Street Streetscape is not eligible for listing on the National Register. However, the NJ SHPO states that the Fifth Street Streetscape is part of the Italian Village Neighborhood, which the Embankment Coalition has suggested may be a potential historic district. The NJ SHPO states that the Fifth Street Streetscape should be evaluated in the context of that historic district, if it is identified as a historic district.

OEA Response: OEA and its third-party contractor have conducted, at the request of the NJ SHPO, an historic evaluation of the Italian Village neighborhood as a potential historic district. OEA concluded that, although the Italian Village may be a National Register-eligible historic district, the boundaries of that district would not intersect the APE of the proposed abandonment and would not include the Fifth Street Streetscape.

2.17.16 National Register Eligibility of Sixth Street Streetscape

Comment Summary: The NJ SHPO concurs with OEA that the Sixth Street Streetscape is not eligible for listing on the National Register.

OEA Response: OEA notes the NJ SHPO's comment.

2.17.17 National Register Eligibility of the First Street Streetscape

Comment Summary: The NJ SHPO requests additional information regarding the First Street Streetscape. Specifically, the NJ SHPO asks OEA to explain the history and historical uses of the buildings in the streetscape, identify the physical changes that have occurred to the buildings over time, and discuss the relationship between the buildings in the streetscape with other extant and nonextant buildings. The NJ SHPO also asks OEA to provide the NJ SHPO with relevant Sanborn Fire Insurance maps of the streetscape.

OEA Response: OEA understands that NJ SHPO is unable to evaluate the National Register eligibility of the First Street Streetscape based on the information provided in the CRI Report. OEA has, at the request of the NJ SHPO, prepared an intensive-level survey form for the First Street Streetscape, which is included in this document under 3.1 First Street Streetscape.

2.17.18 The Embankment as a Contributing Resource to Historic Districts

Comment Summary: The NJ SHPO states that there is an adequate rationale for expanding the boundaries of both the Hamilton Park and Harsimus Cove Historic District to include the Embankment, which, being individually National Register-eligible, would then contribute to the historic significance of both districts.

OEA Response: OEA concurs with the NJ SHPO's comment.

2.17.19 National Register Eligibility of White Eagle Hall

Comment Summary: The NJ SHPO states that White Eagle Hill is a historic property that is individually eligible for listing on the National Register. The NJ SHPO notes that the property is located outside of the APE for the Harsimus Branch abandonment.

OEA Response: OEA notes the NJ SHPO's comment.

2.17.20 National Register Eligibility of the Island Neighborhood

Comment Summary: The NJ SHPO notes that the Embankment Coalition has suggested that the Island neighborhood should be evaluated as a potential historic district. The NJ SHPO states that NJ SHPO staff has attempted to delineate boundaries of this neighborhood based on consultation with a neighborhood association and has provided a map of these proposed boundaries to OEA. The NJ SHPO states that the boundaries may not be accurate and additional consultation may be necessary. The NJ SHPO also states that the relationship between the Island neighborhood and the APE is unclear.

OEA Response: OEA understands that NJ SHPO has not identified the Island neighborhood as a historic district and has not requested that OEA evaluate this neighborhood for historical significance. Based on a review of the boundaries proposed boundaries provided by the NJ SHPO, the Island neighborhood does not fall within the APE of the Harsimus Branch abandonment. Accordingly, because the Island neighborhood has not been identified as a National Register-eligible property and because it does not appear to fall within the APE, OEA does not intend to consider this property in the assessment of effects phase of the Section 106 process.

2.17.21 National Register Eligibility of the Hilltop Neighborhood

Comment Summary: The NJ SHPO notes that the Embankment Coalition has suggested that the Hilltop neighborhood should be evaluated as a potential historic district. The NJ SHPO states that NJ SHPO staff has attempted to delineate boundaries of this neighborhood based on consultation with a neighborhood association and has provided a map of these proposed boundaries to OEA. The NJ SHPO states that the boundaries may not be accurate and that additional consultation may be necessary. The NJ SHPO also states that the relationship between the Hilltop neighborhood and the APE is unclear.

OEA Response: OEA understands that NJ SHPO has not identified the Hilltop neighborhood as a historic district and has not requested that OEA evaluate this neighborhood for historical significance. Based on a review of the proposed boundaries provided by the NJ SHPO, the Hilltop neighborhood does not fall within the APE of the Harsimus Branch abandonment. Accordingly, because the Hilltop neighborhood has not been identified as a National Register-eligible property and because it does not appear to fall within the APE, OEA does not intend to consider this property in the assessment of effects phase of the Section 106 process.

2.17.22 National Register Eligibility of the Italian Village Neighborhood

Comment Summary: The NJ SHPO notes that other commenters have suggested that the Italian Village neighborhood should be evaluated as a potential historic district. The NJ SHPO states that NJ SHPO staff has attempted to delineate boundaries of this neighborhood based on consultation with a neighborhood association and has provided a map of these proposed boundaries to OEA. The NJ SHPO states that the boundaries may not be accurate and that additional consultation may be necessary. The NJ SHPO requests that OEA evaluate the eligibility of the Italian Village neighborhood as a potential historic district.

OEA Response: OEA and its third-party contractor have conducted, at the request of the NJ SHPO, an historic evaluation of the Italian Village neighborhood as a potential historic district. OEA concluded that, although the Italian Village may be a National Register-eligible historic district, the boundaries of that district would not intersect the APE of the proposed abandonment.

2.17.23 Quality of Photographs

Comment Summary: The NJ SHPO states that some of the photographs included in the CRI Report were not effective at accurately and clearly conveying the subject matter.

OEA Response: OEA notes the NJ SHPO's comment. OEA has provided additional photographs of historic properties within the APE in this CRI Report Addendum.

2.17.24 Reconnaissance-Level Architectural Survey

Comment Summary: The NJ SHPO states that reconnaissance-level architectural survey is not adequate for regulatory compliance under the NJ SHPO's 1999 guidance and requests that future consultations with the NJ SHPO include intensive-level surveys.

OEA Response: OEA notes that, as a federal agency, the Board is subject to the requirements of Section 106 of NHPA. Under Section 106, federal agencies must undertake a 'reasonable and good

faith effort' to identify historic properties within the APE that are eligible for inclusion on the National Register. Neither Section 106 nor ACHP guidance requires that intensive-level surveys be undertaken for all properties that are potentially National Register-eligible. In this case, OEA developed an identification plan in consultation with the NJ SHPO, ACHP, and other consulting parties. That plan included reconnaissance-level surveys of streetscapes. The NJ SHPO was apprised of this plan in 2009 and at the recommencement of Section 106 consultation in 2015. Preliminary results were presented to the NJ SHPO and other consulting parties at meetings in 2016. The NJ SHPO did not object to OEA's identification plan during this extensive consultation.

2.17.25 Inclusion of Eligibility Worksheets

Comment Summary: The NJ SHPO states that the forms assessing the National Register eligibility of the streetscapes would have been enhanced by the inclusion of eligibility worksheets.

OEA Response: OEA notes the NJ SHPO's comment.

2.17.26 Inclusion of Additional Historic Maps

Comment Summary: The NJ SHPO states that the CRI Report would have been strengthened by the inclusion of more detailed historic maps, including Sanborn fire insurance maps, as well as historic post card views and historic photographs.

OEA Response: OEA believes that the maps included in the CRI Report and in this CRI Report Addendum are sufficient to allow the NJ SHPO to issue its final recommendations regarding the identification of historic properties. In addition to those maps, OEA has prepared an interactive online map that will be made publicly available concurrently with this CRI Report Addendum through the Board's interactive mapping platform at <https://stb.maps.arcgis.com/>.

2.17.27 Report Addendum

Comment Summary: The NJ SHPO requests that OEA prepare an addendum to the CRI Report addressing the following seven specific points:

- Photokey for the evaluated streetscapes.
- Evaluation of Italian Village neighborhood as a potential Historic District.
- Intensive-level survey forms for 364 and 382 Luis Munoz Marin Boulevard
- Additional historical information regarding the First Street Streetscape.
- Current photographs and professional recommendations as to whether properties that the NJ SHPO had previously identified as National Register-eligible continue to exhibit sufficient historic integrity for National Register listing.
- An intensive-level survey form for 382 Manila Avenue
- Additional context regarding Jersey City schools built by architect John T. Rowland to provide an adequate basis for the evaluation of Public School No. 4.

On conference calls on August 24, 2017 and December 1, 2017, the NJ SHPO clarified the recommended approach for addressing those seven points and informed OEA that the NJ SHPO

would be able to issue final recommendations regarding the identification of historic properties once those seven points have been addressed.

OEA Response: The seven points raised by the NJ SHPO are addressed in the following section of this CRI Report Addendum. Therefore, OEA will now move forward with Step 3 of the Section 106 process, the assessment of effects to historic properties within the APE.

3.0 ADDITIONAL HISTORICAL IDENTIFICATION EFFORTS

By letter dated July 14, 2017, the NJ SHPO commented on the CRI Report. The NJ SHPO concurred with many of OEA's conclusions, including the National Register-eligibility of the Jersey City and Harsimus Cemetery, the Holy Rosary Roman Catholic Church Complex, and the Jersey City Fire Department Engine 5/Ladder 6, as well as the ineligibility of Healy's Tavern, 194-196 Bay Street, the Luis Munoz Marin Boulevard Streetscape, that Merseles Street Streetscape, the Fifth Street Streetscape, and the Sixth Street Streetscape. The NJ SHPO disagreed with other conclusions, including the National Register-eligibility of the Harsimus Branch, which the NJ SHPO has determined to be eligible as the Pennsylvania Railroad Harsimus Branch Right-Of-Way Historic District and the National Register-eligibility of the Fifth Ward Savings Bank, which the NJ SHPO determined to be eligible under Criterion C. OEA has reviewed the available information and we concur with the NJ SHPO's determinations regarding the National Register-eligibility of the Pennsylvania Railroad Harsimus Branch Right-Of-Way Historic District and the Fifth Ward Savings Bank.

The NJ SHPO also requested some additional information in order to make its final recommendations regarding identification of historic properties within the APE. OEA hosted conference calls with the NJ SHPO on August 24, 2017 and December 1, 2017 to clarify the NJ SHPO's requests and to ensure that OEA's approach to gathering the requested information was acceptable to the NJ SHPO. On those phone calls, the NJ SHPO concurred with OEA's proposed approach to finalizing the identification phase of the Section 106 process. Summaries of the phone calls are available to the public on the Board's website at www.stb.gov. The NJ SHPO's specific requests, as outlined in the NJ SHPO's letter and discussed during consultation, are as follows:

- Photokey for the evaluated streetscapes.
- Evaluation of Italian Village neighborhood as a potential Historic District.
- Intensive-level survey forms for 364 and 382 Luis Munoz Marin Boulevard
- Additional historical information regarding the First Street Streetscape.
- Current photographs and professional recommendations as to whether properties that the NJ SHPO had previously identified as National Register-eligible continue to exhibit sufficient historic integrity for National Register listing.
- An intensive-level survey form for 382 Manila Avenue
- Additional context regarding Jersey City schools built by architect John T. Rowland to provide an adequate basis for the evaluation of Public School No. 4.

Because the items requested by the NJ SHPO were beyond the scope of the original identification plan developed in consultation with the NJ SHPO and the other consulting parties, OEA requested that the SOW between OEA, Conrail, and RGA be amended to allow RGA to continue to work on OEA's behalf and under OEA's sole direction. An amended SOW was executed between OEA, Conrail and RGA in April 2017.

This section provides the information requested by the NJ SHPO. The requested items are presented in the order requested by the NJ SHPO. Section 3.1 provides the revised survey forms for the Luis Munoz Marin Streetscape and the Merseles Street Streetscape, with photokey maps

(maps associated with the other streetscapes are included elsewhere). Section 3.2 provides an evaluation of the Italian Village neighborhood as a potential historic district, which concludes that, although the Italian Village may be eligible for National Register listing, the portion of the neighborhood that intersects the APE of the proposed abandonment would not be included in that historic district. Section 3.3 provides intensive level survey forms for 364 and 383 Luis Munoz Marin Boulevard, neither of which are recommended eligible for listing in the National Register. Section 3.4 provides additional historic context for the First Street Streetscape, which was found to be ineligible for National Register listing.

Section 3.5 provides re-evaluation of 12 properties that the NJ SHPO recommended as National Register eligible prior to the start of OEA's identification process, some of which were further analyzed in the CRI Report. Those properties are:

- Pennsylvania Railroad (New York to Philadelphia) Historic District
- New Jersey Railroad Bergen Cut Historic District
- Public School No. 5 (182-196 Merseles Street)
- Pennsylvania Railroad Harsimus Branch Embankment
- Saint Anthony's Polish Roman Catholic Church and School Complex
- Saint Anthony of Padua Roman Catholic Church
- Hamilton Park Historic District
- Harsimus Cove Historic District
- Albaniel Dye & Chemical Co. (88-89 Erie Street)
- Warehouse Historic District
- Hudson & Manhattan Railroad Powerhouse
- Great Atlantic & Pacific Tea Company Warehouse

The re-evaluation concludes that all 12 properties retain sufficient historic integrity to warrant continued National Register listing or National Register eligibility. Section 3.6 provides an intensive-level survey form for Philippine Plaza, located at 384 Manila Avenue, which is recommended not eligible for the National Register because it is less than 50 years old and does not meet National Register Criteria Consideration G. Section 3.7 provides additional historical context in support of OEA's conclusion, also discussed in the CRI Report, that Public School No. 4 is National Register-eligible under Criterion C as part of a thematic historic district based on Rowland's work.

The NJ SHPO informed OEA that the information presented in this section is necessary to allow the NJ SHPO to issue its final recommendations regarding the identification of National Register-eligible historic properties within the APE of the proposed abandonment. The NJ SHPO also informed OEA that the information presented in this section will be sufficient to allow the NJ SHPO to issue its final recommendations and that no additional efforts related to the identification of historic properties will be necessary in this case.

3.1 Revised Eligibility Forms for Streetscapes with Photokeys

BASE SURVEY FORM

Historic Sites #:

Property Name: Luis Munoz Marin Boulevard Streetscape

Street Address: Street #: 360 382 Apartment #: (Low) (High)

Prefix: Street Name: Luis Munoz Marin Suffix: Type: Blvd

County(s): Hudson County **Zip Code:** 07302

Municipality(s): City of Jersey City **Block(s):** 11502; 11508; 11509

Local Place Name(s): Lot(s): 1, 12-14; 6-7; 1, 3

Ownership: Private **USGS Quad(s):** Jersey City

Description:

The Luis Munoz Marin Boulevard Streetscape extends from Bay Street to Second Street. The built environment along the subject streetscape is characterized by mixed-use commercial and residential buildings dating from the nineteenth century to the mid-twentieth century, with modern construction and paved parking lots interspersed throughout (Plates 1-5; Table 1). Of note are 382 Luis Munoz Marin Boulevard (Block 11502, Lot 1), 174 First Street (Block 11502, Lot 12), and 364 Luis Munoz Marin Boulevard (Block 11509, Lot 1). Number 382 Luis Munoz Marin Boulevard is a four-story, mixed-use commercial and residential building. The building was constructed circa 1885 as a masonry building faced with brick (Sanborn Map Company 1885). Intricate detailing is found on the molded wood cornice. Number 174 First Street is a similar masonry, four-story, mixed-use building erected circa 1906 with an intact ornamental cornice on the west and south elevations (Sanborn Map Company 1906). *See Continuation Sheet*

Registration and Status Dates:

National Historic
Landmark:

SHPO Opinion:

National Register:

Local Designation:

New Jersey Register:

Other Designation:

Determination of Eligibility:

Other Designation Date:

Photograph:



Survey Name: Conrail Harsimus Branch Abandonment

Surveyor: Allee Davis and Lynn Alpert

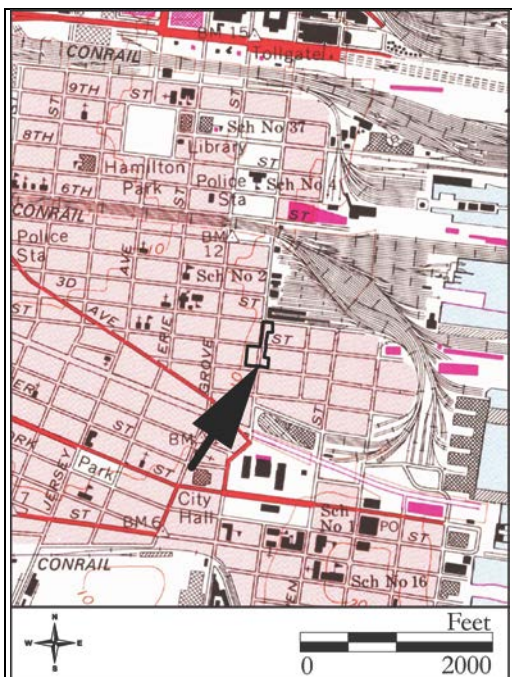
Date: May 2018

Organization: RG A, Inc.

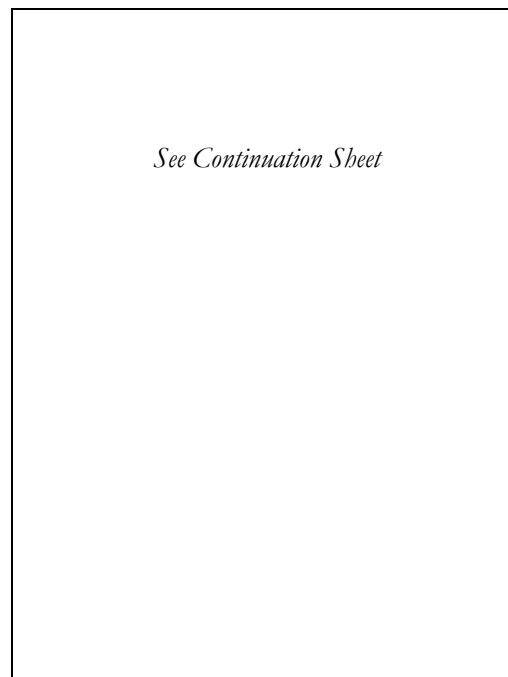
BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources:

See Continuation Sheet

Additional Information:

None.

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: _____ Building _____ Landscape _____ Farm
_____ Bridge _____ Industry

Within Historic District? ☐ Yes ☒ No **Historic District Name:** _____

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No
(Known or potential Sites – if yes, please describe briefly)

Survey Name: Conrail Harsimus Branch Abandonment

Surveyor: Allee Davis and Lynn Alpert

Date: May 2018

Organization: RGA, Inc.

ELIGIBILITY WORKSHEET

Historic Sites #:

History:

See Continuation Sheet

Significance:

In the late nineteenth and early twentieth centuries, Henderson Street, today's Luis Munoz Marin Boulevard, was one of the important commercial avenues of the city, with stores, offices and factories intermixed with dwellings. The majority of the extant buildings within the streetscape exemplify that period in Jersey City's history in the form of former tenement buildings, with commercial spaces on the first floor and apartments above.

Eligibility for New Jersey and National Registers:

☐ Yes

☒ No

National

Register Criteria:

☐ A

☐ B

☐ C

☐ D

Level of Significance

☐ Local

☐ State

☐ National

Justification of Eligibility/Ineligibility:

The Luis Munoz Marin Boulevard Streetscape is recommended not eligible for listing in the National Register of Historic Places (NRHP), as it lacks architectural and historical significance. Though the majority of extant buildings within the streetscape retain relatively high levels of integrity of materials, workmanship, and design, the high level of demolition and infill construction, along with numerous surface parking lots, has left the streetscape without a feeling of continuity. This high loss of historic fabric detracts from the streetscape's overall integrity of setting, feeling, design, and association. The lack of cohesion renders the streetscape unable to represent a significant and distinguishable entity. For these reasons, the streetscape does not meet Criterion C. Additionally, the streetscape is not associated with any significant historic events or important persons, and does not meet Criteria A or B. For these reasons, the Luis Munoz Marin Boulevard Streetscape is recommended ineligible for listing in the NRHP.

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:

Narrative Boundary Description:

N/A

Survey Name: Conrail Harsimus Branch Abandonment

Surveyor: Allee Davis and Lynn Alpert

Date: May 2018

Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

Description (continued):

Number 364 Luis Munoz Marin Boulevard consists of three attached mixed-use buildings. The northern two-story buildings were constructed circa 1885, with the southern one-story addition dating to circa 1906 (Sanborn Map Company 1885, 1906). The two buildings to the north feature brick patterning in the parapet on the west elevation. Below are brick-framed, double-hung windows. The building to the south has a stepped parapet. The first-story elevations facing Luis Munoz Marin Boulevard have been heavily modified to adapt the buildings for commercial purposes.

Number 361 Luis Munoz Marin Boulevard (Block 11508, Lot 7) is a one-story, steel-framed, brick-faced commercial building constructed circa 1966 (NETR 1966). The majority of the property consists of paved parking lots in support of the property's use as an auto body and service center. The remaining four parcels (Block 11508, Lot 6; Block 11502, Lots 13 and 14; Block 11509, Lot 3) of the Luis Munoz Marin Boulevard Streetscape are primarily vacant lots or paved, surface parking lots. At the time of this survey, Lots 13 and 14 of Block 11502 were being developed as a condominium building.

Table 1: Tax parcels included in the Luis Munoz Marin Boulevard Streetscape.

Block	Lot	Address	Date of Construction	Description
11502	1	382 Luis Munoz Marin Boulevard	Circa 1885	Four-story, mixed-use building
11502	12	174 First Street	Circa 1906	Four-story, mixed-use building
11502	13	N/A	N/A	Vacant lot
11502	14	N/A	N/A	Vacant lot
11508	6	N/A	N/A	Surface parking lot
11508	7	361 Luis Munoz Marin Boulevard	Circa 1966	One-story, commercial building
11509	1	364 Luis Munoz Marin Boulevard	Circa 1885	Two-story, mixed-use building
11509	3	N/A	N/A	Surface parking lot

History:

The Luis Munoz Marin Boulevard Streetscape was heavily developed during the second half of the nineteenth century, when the road was then known as Henderson Street. Prior to this time, the area including the subject streetscape was marshland (Douglas 1841). In the 1870s, the southern portion of the subject streetscape was densely built upon, though the northern portion still consisted primarily of vacant lots (Hopkins 1873). By the 1880s, the subject streetscape included a dense mixture of residential and commercial properties, including the two-story, mixed-use building at 362-364 Henderson Street and the four-story, mixed-use building at 382 Henderson Street that are extant within the streetscape today (Sanborn Map Company 1885).

In the late nineteenth and early twentieth centuries, the Luis Munoz Marin Boulevard Streetscape was dominated by a concentration of mixed-use tenements, with shops on the first floor and apartments above (Sanborn Map Company 1885, 1906). By the end of the Civil War, the tenement was well established as part of the "technical vocabulary of housing for the urban poor" (Plunz 1990: 13). This building type was developed based on the narrow, long lots available within the layout of gridded city streets and the concurrent need to house increasing numbers of families in these small spaces (Plunz 1990: 13). The interior spaces of tenements were cramped, subdivided into multiple units on each floor, and often lacked ventilation from even an interior air shaft (Plunz 1990: 16).

Many tenement buildings with first-floor businesses lined Henderson Street by the late nineteenth century. For example, dwellings at 382, 380, 378, 376, 368, 356, 354, and 352 Henderson Street housed an average of seven families each (US Census Bureau 1880). Sanborn Fire Insurance maps from the early twentieth century show that most of

Survey Name: Conrail Harsimus Branch Abandonment

Surveyor: Allee Davis and Lynn Alpert

Date: May 2018

Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

History (continued):

these structures had a commercial component (Sanborn Map Company 1906). In 1880, Patrick Hogan, an Irish immigrant with native-born children, lived at 382 Henderson Street with his family as well as four other Irish-American families: the Collins, Casey, Connelly and Marrissey families. Hogan was described as a “real-estate agent,” while his 21-year-old son kept a liquor store, which likely occupied the storefront on the first floor. Other tenants in the building worked as laborers, blacksmiths, factory workers, and dressmakers, all of whom likely worked at the nearby businesses such as the foundry on First Street, east of Henderson Street. Workers in these buildings held similar jobs to those individuals at 382 Henderson; they were employed in labor capacities such as railroad workers, iron moulders, factory workers, bakers, machinists, stone cutters, and boiler workers; in service jobs such as posts on the police force; and in retail capacities with individuals identified as a butcher, an oyster dealer, a saddler, or owner of an ice wagon. Women were generally noted as “keeping house” or worked as seamstresses (US Census Bureau 1880).

The Luis Marin Munoz Boulevard Streetscape remained relatively unaltered into the middle of the twentieth century, though residents of the apartments and uses for the shops that lined the street likely changed regularly with times (Hopkins 1919, 1928; Sanborn Map Company 1938). In the 1940s, the tenement apartments directly south of present-day 382 Luis Marin Munoz Boulevard were demolished, creating a small gap in the east side of the streetscape that would grow over the remainder of the century (Sanborn Map Company 1949). Changes were more heavily seen during that time on the west side of the streetscape; between Bay and First streets all but three of the shops that had lined the street since the late nineteenth century were no longer standing by 1949 (Sanborn Map Company 1949).

By 1966, additional buildings had been demolished between Bay and First streets on the west side of the streetscape and the one-story masonry building at 361 Luis Munoz Marin Boulevard had been constructed, along with the majority of the surface parking area that surrounds the building to this day (NETR 1966). The eastern block of the streetscape between First and Second streets lost additional buildings at its center by this time, taking on the block’s present appearance, capped by the mixed-use shop and tenement buildings that are extant at 382 Luis Munoz Marin Boulevard and 174 First Street (NETR 1966). Additional losses to the late nineteenth- and early twentieth-century fabric took place in the 1970s when all of the buildings on the west side of the streetscape between First and Second streets were demolished and replaced with modern housing (NETR 1979). The shops and apartments occupying the southern portion of Luis Munoz Marin Boulevard between Bay and First streets were also demolished during this time and converted to the surface parking lot that remains today (NETR 1979).

By the 1980s, the streetscape had taken on much of its present form. Though the upper stories of the tenements on the east side of the streetscape remained relatively unaltered into the early twenty-first century, the commercial spaces on the first stories appear to have been updated regularly to support changing styles and building uses. At the time of writing, the shop at 382 Luis Munoz Marin Boulevard was occupied by a footwear and accessory boutique, and the commercial spaces at 174 First Street and 364 Luis Munoz Marin Boulevard contained pub-style restaurants.

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Survey Name: Conrail Harsimus Branch Abandonment

Surveyor: Allee Davis and Lynn Alpert

Date: May 2018

Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

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United States [US] Census Bureau

1880 Population Schedule, City of Jersey City, Hudson County, New Jersey.

United States Geological Survey [U.S.G.S.]

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Survey Name: Conrail Harsimus Branch Abandonment

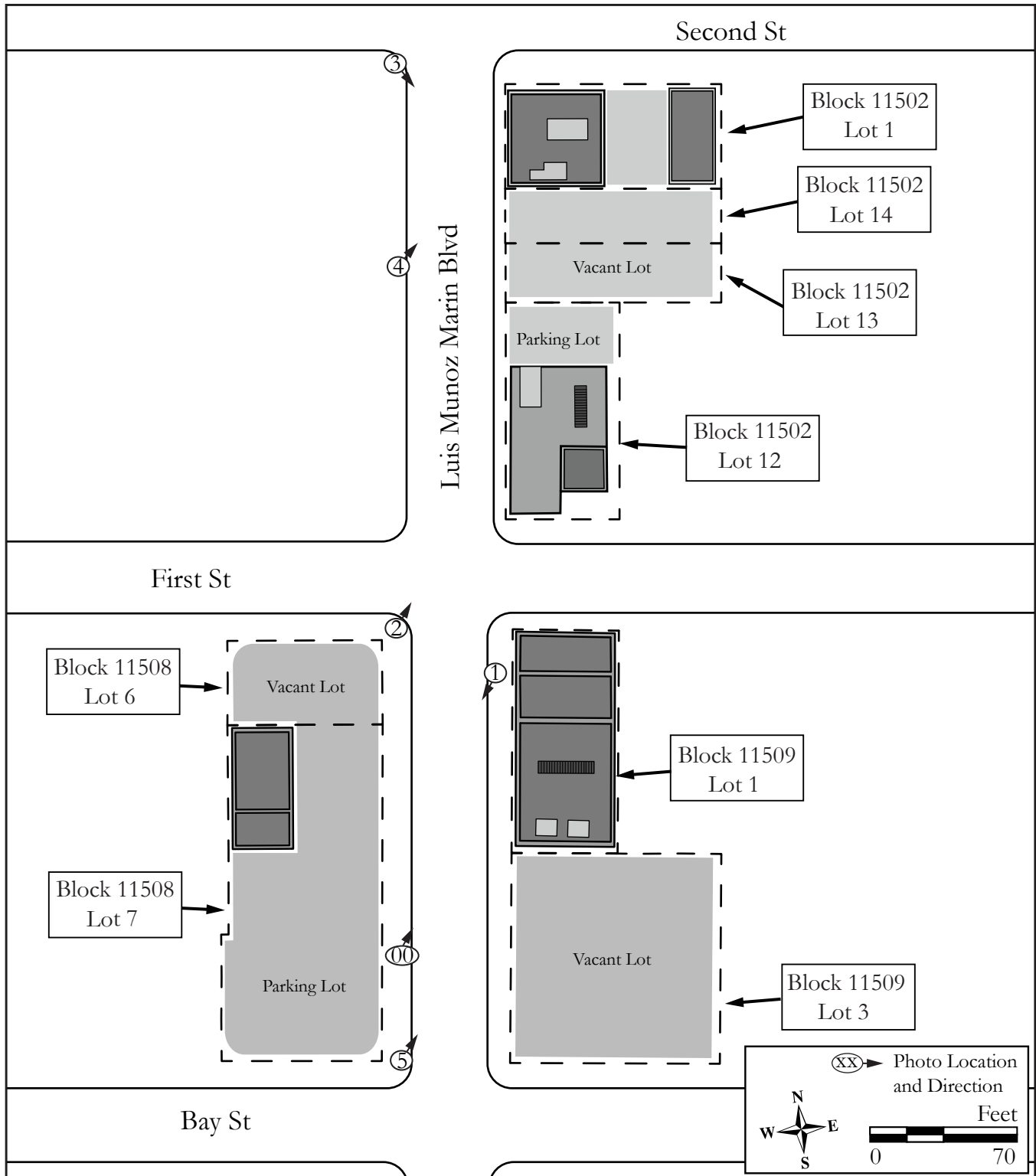
Surveyor: Allee Davis and Lynn Alpert

Date: May 2018

Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:



Site Map.

Survey Name: Conrail Harsimus Branch Abandonment

Surveyor: Allee Davis and Lynn Alpert

Organization: RG&A, Inc.

Date: May 2018

CONTINUATION SHEET

Historic Sites #:



View along the west side of Marin Boulevard near the intersection of First Street.

Plate: 1

Photo view:

Southwest

Photographer:

Allee Davis

Date:

November 4,
2015



View along the east side of Luis Munoz Marin Boulevard from the southwest corner of the intersection of First Street.

Plate: 2

Photo view:

Northeast

Photographer:

Allee Davis

Date:

November 4,
2015

Survey Name: Conrail Harsimus Branch Abandonment

Surveyor: Allee Davis and Lynn Alpert

Organization: RGA, Inc.

Date: May 2018

CONTINUATION SHEET

Historic Sites #:



View along the east side of Luis Munoz Marin Boulevard from the intersection of Second Street.

Plate: 3

Photo view:

Southeast

Photographer:

Allee Davis

Date:

November 4,
2015



View along the east side of Luis Munoz Marin Boulevard in between First and Second Streets.

Plate: 4

Photo view:

Northeast

Photographer:

Allee Davis

Date:

November 4,
2015

Survey Name: Conrail Harsimus Branch Abandonment

Surveyor: Allee Davis and Lynn Alpert

Organization: RGA, Inc.

Date: May 2018

CONTINUATION SHEET

Historic Sites #:



Plate: 5

Photo view:

North

Photographer:

Allee Davis

Date:

November 4,
2015

Looking north along Luis Munoz Marin Boulevard in between Bay
and First Streets.

Survey Name: Conrail Harsimus Branch Abandonment

Surveyor: Allee Davis and Lynn Alpert

Organization: RGA, Inc.

Date: May 2018

BASE SURVEY FORM

Historic Sites #:

Property Name: Merseles Street Streetscape

Street Address: Street #: 182 202 Apartment #: (Low) (High)

Prefix: Street Name: Merseles Suffix: Type: St

County(s): Hudson County **Zip Code:** 07302

Municipality(s): City of Jersey City **Block(s):** 11001; 11002

Local Place Name(s): Lot(s): 1, 2; 1

Ownership: Private **USGS Quad(s):** Jersey City

Description:

The Merseles Street Streetscape is bounded by Newark Avenue to the northeast, Third Street to the south, and Mary Benson Park to the northwest. The subject streetscape consists of two buildings lining the southeast side of the street which are primarily commercial and institutional in nature (Plates 1-4; Table 1). Near the intersection of Newark Avenue and Merseles Street is 339-345 Newark Avenue (Block 11001, Lot 2) which is a contemporary, commercial building constructed circa 1994 (NETR 1994). Adjacent to the southwest is 202 Merseles Street (Block 11001, Lot 1), on the northeast corner of Merseles and Fourth streets. This one-story, brick building was built circa 1935 as a warehouse (Jersey Journal [JJ], 24 October 1941:1). The building has since been altered through the addition of two large garage door openings on the northwest elevation and by the removal and concealing of original window openings. The southern half of the subject streetscape is occupied by the National Register-eligible Public School No. 5 (SHPO Opinion: 2/28/1991), built in 1915 and designed by Jersey City architect John Rowland.

Registration and Status Dates:

National Historic
Landmark:

SHPO Opinion:

National Register:

Local Designation:

New Jersey Register:

Other Designation:

Determination of Eligibility:

Other Designation Date:

Photograph:



Survey Name: Conrail Harsimus Branch Abandonment

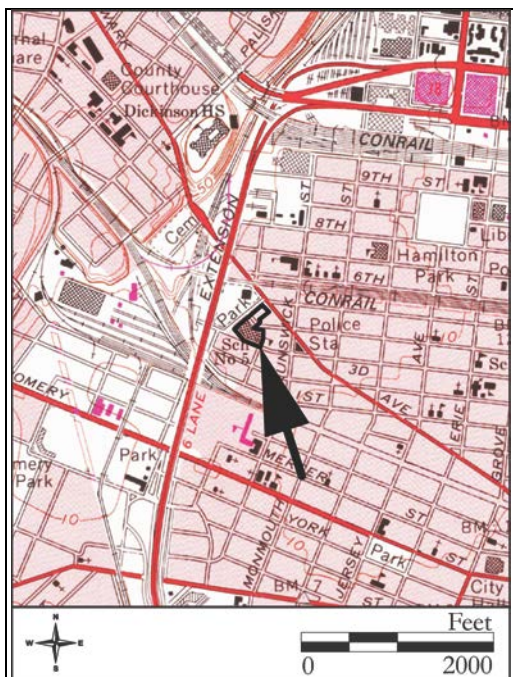
Surveyor: Allee Davis Date: May 2018

Organization: RG 11, Inc.

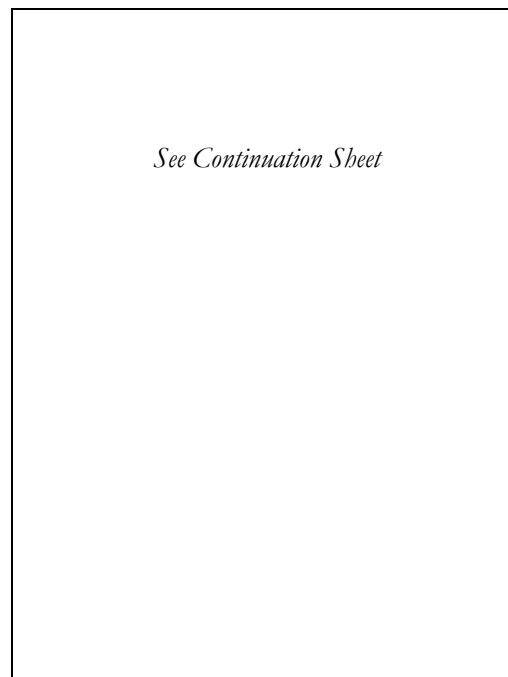
BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources:

See Continuation Sheet

Additional Information:

None.

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: _____ Building _____ Landscape _____ Farm
_____ Bridge _____ Industry

Within Historic District? ☐ Yes ☒ No Historic District Name: _____
Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No
(Known or potential Sites – if yes, please describe briefly)

Survey Name: Conrail Harsimus Branch Abandonment

Surveyor: Allee Davis

Date: May 2018

Organization: RGA, Inc.

ELIGIBILITY WORKSHEET

Historic Sites #:

History:

See Continuation Sheet

Significance:

From the late nineteenth century to the late twentieth century, the Merseles Street Streetscape was characterized by mostly industrial, secondary buildings interspersed with several mixed-used properties that contained residential units to the northeast. Public School No. 5, built in 1915 and designed by John T. Rowland, anchors the southwest half of the subject streetscape. For most of the first half of the twentieth century, Felice Palangio owned a number of buildings that supported his junk dealing business, several of which were subject to a number of fires in the 1930s and 1940s. The majority the buildings that exemplified the light industrial nature of the subject streetscape have since been demolished. The one-story, masonry warehouse at 202 Merseles Street is the only extant building representative of this industrial period.

Eligibility for New Jersey and National Registers:

☐ Yes

☒ No

National

Register Criteria:

☐ A

☐ B

☐ C

☐ D

Level of Significance

☐ Local

☐ State

☐ National

Justification of Eligibility/Ineligibility:

The Merseles Street Streetscape is recommended not eligible for listing in the National Register of Historic Places (NRHP) as it lacks architectural and historical significance. The Merseles Street Streetscape includes the National Register-eligible Public School No. 5 (SHPO Opinion: 2/28/1991). The loss of historic fabric detracts from the streetscape's overall integrity of feeling, setting, design, and association. The lack of cohesion renders the streetscape unable to represent a significant and distinguishable entity. The buildings that remain following twentieth-century demolition episodes along the subject streetscape are commercial buildings which lack the architectural significance that would allow them to meet Criterion C. The Merseles Street Streetscape does not meet either Criteria A or B as it does not contribute significantly to the history of Jersey City, and it is not associated with any persons of historic importance. For these reasons, the Merseles Street Streetscape is recommended ineligible for listing in the NRHP.

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:

Narrative Boundary Description:

N/A

Survey Name: Conrail Harsimus Branch Abandonment

Surveyor: Allee Davis

Date: May 2018

Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

Description (continued):

Table 1: Tax parcels included in the Merseles Street Streetscape.

Block	Lot	Address	Date of Construction	Description
11001	1	202 Merseles Street	Circa 1935	One-story, brick building
11001	2	339-345 Newark Avenue	Circa 1994	Two-story, contemporary building
11002	1	182 Merseles Street	1915	Public School No. 5 (SHPO Opinion: 2/28/1991)

History:

The Merseles Street Streetscape began to be developed during the late nineteenth and early twentieth centuries and is located within the neighborhood known as the “Village” in Jersey City. The types of buildings constructed along this portion of Merseles Street were primarily secondary buildings used for storage and other light industrial activities (Sanborn Map Company 1906). Adjacent to Merseles Street, the built environment exhibited more of a mixed-use setting with modest dwellings and commercial properties interspersed throughout. By the 1910s, Felice Palangio, operator of a “junk-dealing” business, acquired several lots and built multiple buildings along the subject streetscape.

In 1913, the city’s Board of Education began enacting efforts to construct Public School No. 5 on land composing the southwestern half of the subject streetscape. Several buildings required demolition to clear the lot for construction, which included one of Palangio’s properties. In June of 1913, a wrecking crew began demolishing 186 Merseles Street, which was a three-story building with a store on the ground floor and residential units on the upper two floors (Sanborn Map Company 1906). Unbeknownst to Palangio, who was in the rear of the building on the first floor, workers began dismantling the front (JJ, 27 June 1913:14). After a brief legal battle, the remainder of Palangio’s building was razed in preparation for Public School No. 5 which was designed by John T. Rowland, architect for the city’s Board of Education. When completed in 1915, the four-story, Renaissance Revival-style building built of brick and stone overlooked Mary Benson Park to the northwest and became an anchoring presence along the subject streetscape.

The northeastern half of the subject streetscape remained mostly composed of secondary structures with few residential properties during the first half of the twentieth century. In 1914, Palangio was issued a building permit to construct a one-story, frame warehouse at 198-202 Merseles Street that would be used for storage for his junk dealing business (JJ, 9 March 1914:15). Palangio resided in the building adjacent to the north at 204 Merseles Street. In the summer of 1935, Palangio’s warehouse suffered damage from a fire that spread to three adjoining buildings, purportedly caused by spontaneous combustion (JJ, 1 July 1935:2). Following the fire, the charred one-story, frame warehouse was demolished and replaced with a one-story, concrete-block building faced with brick which remains today (JJ, 24 October 1941:1; Sanborn Map Company 1938).

By 1938, in the northern section of the subject streetscape, at the intersection of Merseles Street with Newark Avenue, stood an automobile garage that consisted of a two-story building with a dwelling on the second floor to the north and a one-story building to the south. Up until the early 1990s, the L-shaped area surrounding the automobile garage was used as a junkyard for automobiles and other similar machinery (NETR 1966, 1979, 1987, 1994). By 1994, the garage and junkyard was removed and replaced with modern construction including a parking lot lining Merseles Street.

Survey Name: Conrail Harsimus Branch Abandonment

Surveyor: Allee Davis

Organization: RGA, Inc.

Date: May 2018

CONTINUATION SHEET

Historic Sites #:

Bibliography:

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- 1967 7.5' Quadrangle: Jersey City, NJ-NY [photorevised 1981].

Survey Name: Conrail Harsimus Branch Abandonment

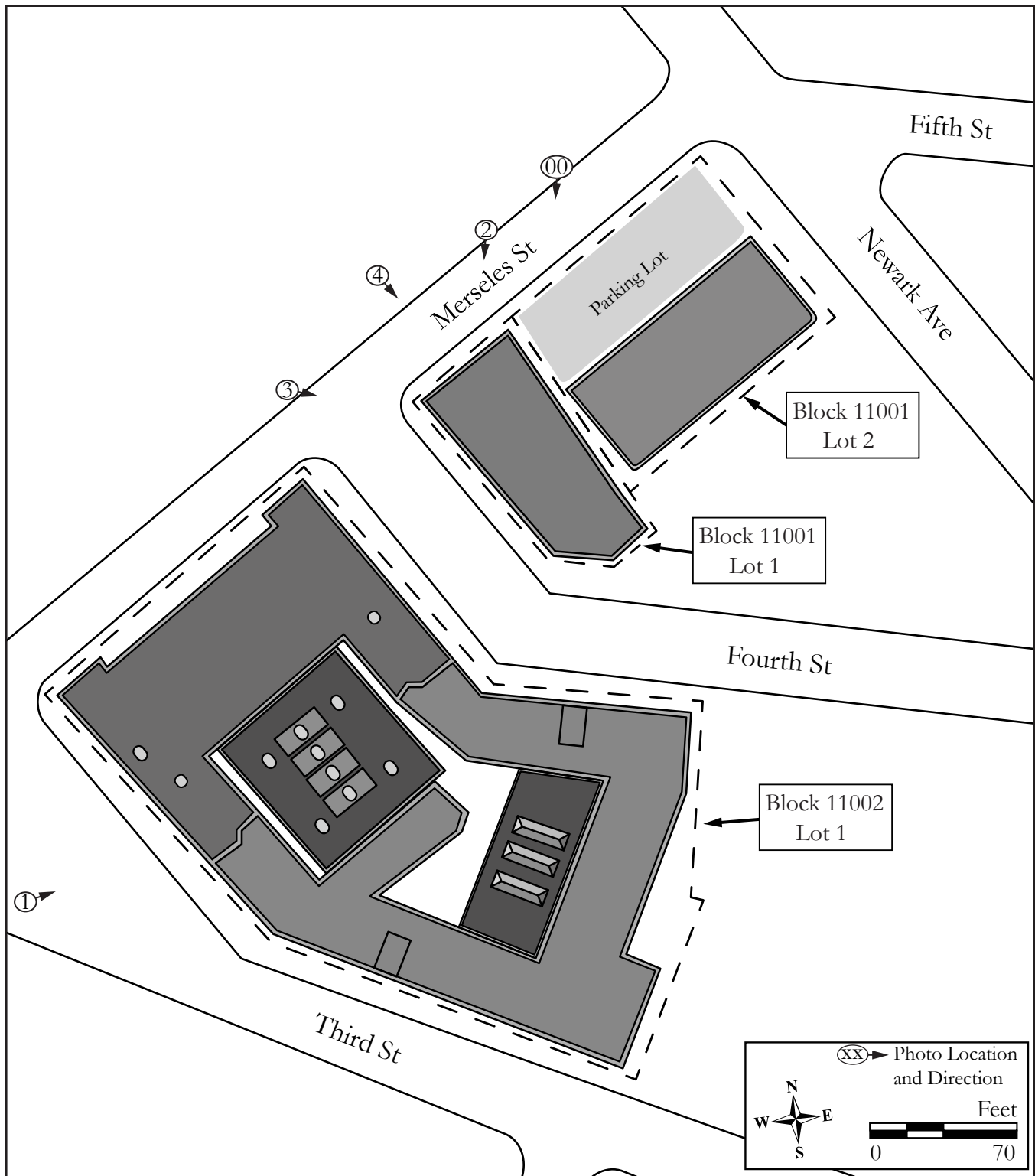
Surveyor: Allee Davis

Date: May 2018

Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:



Site Map.

Survey Name: Conrail Harsimus Branch Abandonment

Surveyor: Allee Davis

Organization: RGA, Inc.

Date: May 2018

CONTINUATION SHEET

Historic Sites #:



View along Merseles Street from the intersection of Third Street showing the National Register-eligible Public School No. 5.

Plate: 1

Photo view:

Northeast

Photographer:

Allee Davis

Date:

November 3,
2015



View along the east side of Merseles Street showing the one-story former "F. Palancio Paper Stock" building constructed circa 1919.

Plate: 2

Photo view:

South

Photographer:

Allee Davis

Date:

November 3,
2015

Survey Name: Conrail Harsimus Branch Abandonment

Surveyor: Allee Davis

Organization: RGA, Inc.

Date: May 2018

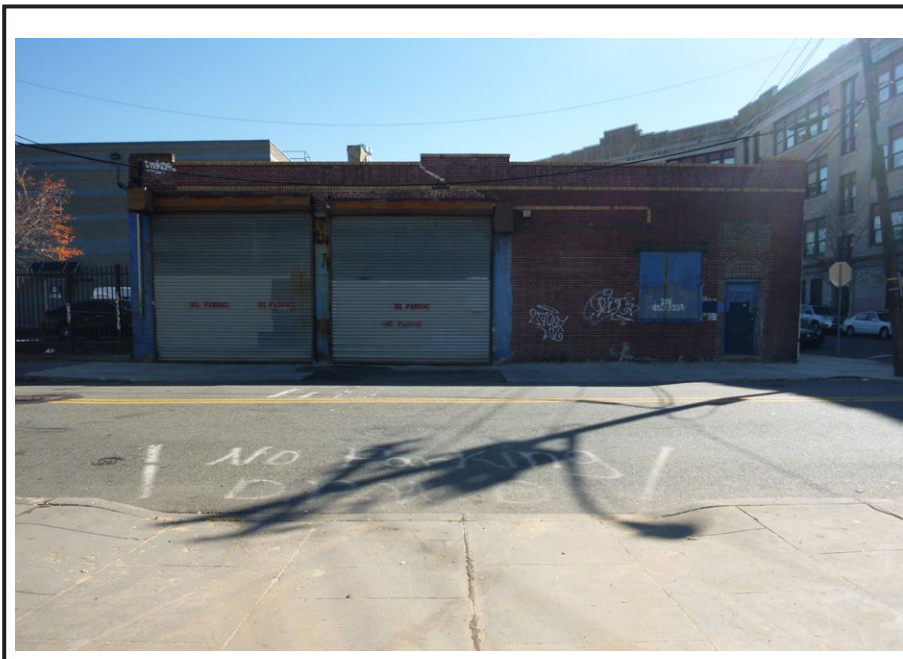
CONTINUATION SHEET

Historic Sites #:



View along the east side of Merseles Street at the intersection of Fourth Street.

Plate: 3
Photo view:
Northeast
Photographer:
Allee Davis
Date:
November 3,
2015



View of the one-story former "F. Palancio Paper Stock" building constructed circa 1919 which is now used as a garage.

Plate: 4
Photo view:
Southeast
Photographer:
Allee Davis
Date:
November 3,
2015

Survey Name: Conrail Harsimus Branch Abandonment

Surveyor: Allee Davis

Organization: RGA, Inc.

Date: May 2018

3.2 Italian Village Neighborhood Evaluation

BASE SURVEY FORM

Historic Sites #:

Property Name: Italian Village Historic District

Street Address: Street #: (Low) (High) Apartment #: (Low) (High)

Prefix: Street Name: Suffix: Type:

County(s): Hudson County **Zip Code:** 07302

Municipality(s): City of Jersey City **Block(s):** Multiple

Local Place Name(s): The Village **Lot(s):** Multiple

Ownership: Public, Private, and Non-profit **USGS Quad(s):** Jersey City

Description:

At its height in the 1930s and 1940s, the area of Italian and Italian-American settlement in Jersey City known today as the Italian Village was bounded roughly by Pavonia Avenue to the north, Bergen Hill to the west, Montgomery Street to the south, and Coles and Varick streets to the east (Plates 1-51). Buildings within the neighborhood generally consisted of two-, three-, and four-story attached frame tenements built during the second half of the nineteenth century. A number of these buildings are extant, though almost all have been altered to various degrees.

See continuation sheet

Registration and Status Dates:

National Historic
Landmark: _____

SHPO Opinion: _____

National Register: _____

Local Designation: _____

New Jersey Register: _____

Other Designation: _____

Determination of Eligibility: _____

Other Designation Date: _____

Photograph:



Survey Name: Conrail Harsimus Branch Abandonment

Surveyor: Lynn Alpert and Teresa Bulger

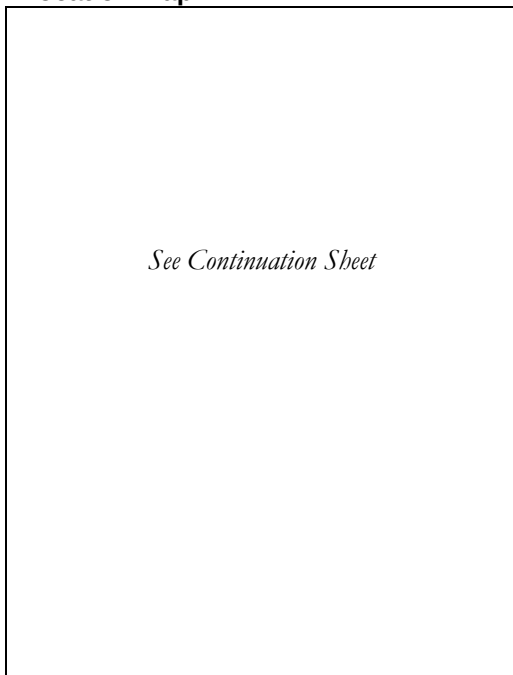
Date: May 2018

Organization: RGA, Inc.

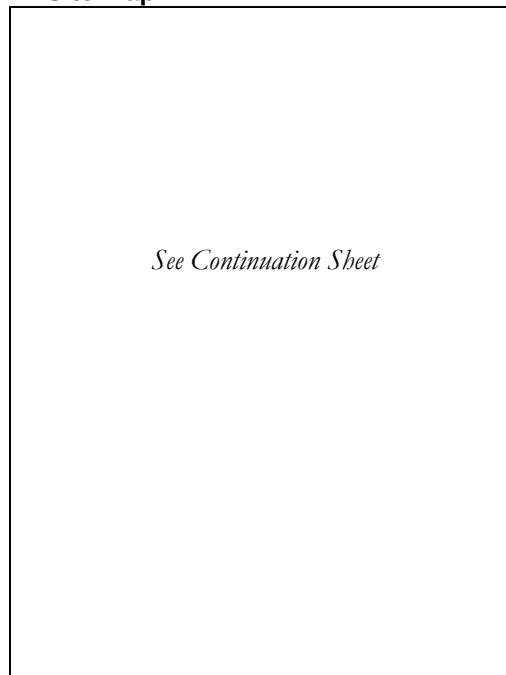
BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources:

See Continuation sheet

Additional Information:

Multiple blocks within the Italian Village neighborhood were surveyed as streetscapes in the 1981 Jersey City Historic Sites Inventory of Jersey City (Brooks 1982: Inventory Nos. 0906 – E86, E133, E340, E316, E106, E293, E209, E34, E22, E211, E27, and E270). The survey generally noted that these blocks were a part of the “Italian Village” area of Jersey City, but recommended the majority of the streetscapes as not eligible for listing in the National Register of Historic Places (NRHP) based on extensive alterations, intrusions, and loss of integrity. The Fourth Street Streetscape, located from Merseles to Coles streets, was noted to be possibly eligible based on the number of extant but highly altered frame tenements; the survey noted the importance of preserving Public School No. 5 at the west end of the streetscape (Brooks 1982: Inventory No. 0906-E133). Newark Avenue between Coles and Merseles streets was also noted as possibly eligible, though the building stock had generally been drastically altered (Brooks 1982: Inventory No. 0906-E270). The visible Italianate design extant on tenements along the Second Street Streetscape was also identified as possibly eligible (Brooks 1982: Inventory No. 0906-E316).

More Research Needed? ☐ Yes ☐ No

INTENSIVE LEVEL USE ONLY

Attachments Included: _____ Building _____ Landscape _____ Farm
_____ Bridge _____ Industry

Within Historic District? ☐ Yes ☒ No Historic District Name: _____

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No
(Known or potential Sites – if yes, please describe briefly)

Survey Name: Conrail Harsimus Branch Abandonment
Surveyor: Lynn Alpert and Teresa Bulger Date: May 2018
Organization: RGA, Inc.

HISTORIC DISTRICT OVERLAY

Historic Sites #:

District Name:	<u>Italian Village Historic District</u>		
County(s):	<u>Hudson County</u>	District Type:	<u>Commercial, Residential</u>
Municipality(s):	<u>City of Jersey City</u>	USGS Quad(s):	<u>Jersey City</u>
Local Place Name(s):	<u>The Village</u>		
Development Period:	<u>1880</u>	To:	<u>1940</u>
Source:	<u>Hopkins 1873; Sanborn Map Company 1951; USCB 1880, 1900, 1920, 1940, and 1961</u>		
Physical Condition:	<u>Good</u>		
Remaining Historic Fabric:	<u>Medium</u>		
Registration and Status Dates:	National Historic Landmark:	SHPO Opinion:	
	National Register:	Local Designation:	
	New Jersey Register:	Other Designation:	
Determination of Eligibility:		Other Designation Date:	

Description (continued from Base Survey Form):

The highest concentration of extant contiguous tenements is located in the area bound by Merseles, First, Third, and Monmouth streets and Newark Avenue. A number of tenements historically contained commercial uses on the first story, especially those along the primary shopping streets of Brunswick Street and Newark Avenue. Some of these buildings continue to house businesses on the first story (see Plates 34, 36, 37, 42, and 43). Beyond these commercial corridors of Brunswick Street and Newark Avenue, though, most former mixed-use tenements have been converted for solely residential use (see Plates 44, 45, 47, and 48).

Newark Avenue bisects the neighborhood on a northwest-southeast axis. The wide street with its numerous large intersections forms a physical division within the Italian Village (see Plates 32, 33, 35, and 39). Blocks northeast of Newark Avenue have been subject to a higher concentration of demolition and infill development in the twenty-first century, though this demolition and infill is intermixed with extant nineteenth-century tenements (see Plates 32-35, 37, and 39). South of Christopher Columbus Drive, almost all of the former tenements have been replaced by the construction of the James J. Ferris High School campus on the west side of Brunswick Street in the 1970s and housing projects and surface parking lots on the east side of Brunswick Street in the 1980s (NETR 1979, 1987) (see Plates 50-51).

See continuation sheet

Setting:

The Italian Village neighborhood is located within a densely-developed urban landscape in downtown Jersey City, Hudson County, New Jersey. Various Jersey City neighborhoods surround the Italian Village on all sides. The New Jersey State Register- and National Register-listed Harsimus Cove Historic District is located just east of the neighborhood. The slope of Bergen Hill and the elevated New Jersey Turnpike Extension create solid, physical boundaries along the west side of the neighborhood, with additional neighborhoods located at the top of the hill further west. The Hamilton Park neighborhood is located to the north of the Italian Village, with the New Jersey State Register- and National Register-listed Hamilton Park Historic District to the northeast. The Hudson River runs north-south approximately one mile east of the Italian Village neighborhood.

Survey Name:	<u>Conrail Harsimus Branch Abandonment</u>		
Surveyor:	<u>Lynn Alpert and Teresa Bulger</u>	Date:	<u>May 2018</u>
Organization:	<u>RGA, Inc.</u>		

ELIGIBILITY WORKSHEET

Historic Sites #:

History:

See Continuation Sheet.

Significance:

The Italian Village neighborhood represents a late nineteenth- and early to mid-twentieth-century community which developed around a core of residential, business, and institutional buildings at the foot of Bergen Hill, between Coles Street to the east, Montgomery Street to the south, Pavonia Street to the north, and Bergen Hill to the west. Leaving homes in rural parts of Southern Italy, early immigrants to the Jersey City's downtown neighborhood established a community which maintained cultural ties with their homeland while forging new Italian-American traditions. Although the Italian Village neighborhood was never entirely ethnically homogeneous, as pockets of Polish, Irish and Eastern European immigrants were interspersed at the edges of the community, it served as a focal point for the broader Italian-American community of Hudson County. Many entrepreneurs of Italian heritage started businesses within the Italian Village neighborhood, making it a destination for shoppers from all over the city in the early twentieth century. The Italian immigrants who came to occupy and expand upon the existing buildings in the neighborhood beginning in the 1880s developed a cultural and commercial hub in the western part of Downtown Jersey City that reached its zenith in the decades between 1900 and 1940. This working-class neighborhood was characterized by multi-story frame and brick tenements and apartment buildings with retail or trade spaces on the first floor or basement levels occupied by bakeries, groceries, restaurants, and saloons. Italian immigrants that settled in this neighborhood helped to shape Jersey City's history through the establishment of cultural, educational, political, and religious institutions as well as through economic contributions to the city's commercial and manufacturing landscape.

Eligibility for New Jersey and National Registers:

☒ Yes

☐ No

National Register Criteria:

☒ A

☐ B

☐ C

☐ D

Level of Significance

☒ Local

☐ State

☐ National

Justification of Eligibility/Ineligibility:

See Continuation Sheet.

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:

Narrative Boundary Description:

The Italian Village Historic District is generally bounded by Merseles Street to the west, Third Street to the north, Newark Avenue to the northeast, Monmouth Street to the east, and portions of First and Second streets to the south.

Note: Due to the limited nature of the survey outside of the APE-Architecture for the Harsimus Branch Abandonment Project, the boundaries of the district are not defined in further detail, and a property count has not been completed.

Survey Name: Conrail Harsimus Branch Abandonment

Surveyor: Lynn Alpert and Teresa Bulger

Organization: RGA, Inc.

Date: May 2018

CONTINUATION SHEET

Historic Sites #:

Description (continued):

A section of the larger Italian Village neighborhood overlaps with a portion of the Area of Potential Effects for Architecture (APE-Architecture) for Conrail's Harsimus Branch Abandonment Project, including blocks of Fifth, Sixth, and Merseles streets between Coles Street to the east and the New Jersey Turnpike Extension overpass to the west (see Plates 1-31). Building types within the APE-Architecture vary and include areas of late nineteenth-century residences along Fifth Street, industrial and ecclesiastical buildings along Sixth Street, industrial buildings and a school building on the southeast side of Merseles Street, and a public park and firehouse on the northwest side of Merseles Street.

Between Brunswick and Monmouth streets, Sixth Street is occupied by ecclesiastical buildings associated with the NRHP-eligible Immigrant Roman Catholic Church (St. Anthony's/Holy Rosary) Historic District (see Plates 1 and 3-7). These include the NRHP-eligible St. Anthony's Polish Roman Catholic Church and School Complex located at 350 Sixth Street, the Holy Rosary Roman Catholic Church and Rectory at 344 Sixth Street, and the individually State- and NRHP-listed St. Anthony of Padua Roman Catholic Church at 459 Monmouth Street. The extant buildings along this block were constructed during the late nineteenth and mid-twentieth centuries. St. Anthony's Church was designed by architect Louis H. Giele in the Victorian Gothic and Byzantine styles. The building is notable for its extant collection of ethnic art, stained glass windows, and mosaics.

The Holy Rosary Roman Catholic Church is a three-bay, two-story building with raised basement, constructed of brick, clad with cement brick veneer, and covered with an asphalt shingle roof (see Plates 3 and 5). The church was designed by architect Eugene Ciccarelli. A traditional tripartite design emphasizes the church's verticality. A paneled plinth in the center of the door pediment forms the base for a statue of the Virgin Mary and Child, which are set partly within a half-domed niche. Multiple crosses adorn the church's southern elevation. The southwestern corner of the church includes an altered campanile surmounted by a new conical steeple. The Holy Rosary Rectory is a two-story, three-bay building constructed of brick, and clad with an asphalt shingle roof (see Plate 4). The building has a center hall plan, with the entrance door centrally-located and flanked on either side by one-over-one, double-hung windows. A slightly asymmetrical bay on the first story extends out from the south elevation approximately four feet and is covered by a shed roof. The eaves of the roof are wide and overhang.

The NRHP-eligible Immigrant Roman Catholic Church (St. Anthony's/Holy Rosary) Historic District extends across Brunswick Street and includes buildings lining the west side of Brunswick Street between Sixth and Seventh streets (see Plate 10). A paved, surface parking lot composes the southwest corner of Sixth and Brunswick streets and is used by the Holy Rosary Convent, located at 183 Brunswick Street. The Convent is a three-story, three-bay brick building resting on a high basement level. The entrance is centered on the south elevation. Above the entrance door, the word "Covent" is inscribed into the architrave. Projecting bands of horizontally-laid brickwork surround the first and second floor windows of each bay and join them into a common decorative architrave. The spandrels between the first and second floors are ornamented with Roman crosses.

A small arcaded walkway connects the Convent with the neighboring Holy Rosary Parochial School, a three-story, five-bay structure constructed of brick with concrete quoining. A molded concrete belt course separates the second and third floors of the school and demarcates the original two-story structure from the 1953 third-story addition. A molded concrete cornice and frieze extends around the top of the third story and supports a solid brick parapet fitted with a slightly taller central cartouche and cross and recessed tablet inscribed with the name, "Holy Rosary School." The central entrance door is two stories high and surrounded by an arching rusticated architrave. The style of the 1953 extension mimics the design of the earlier structure, but the use of two-over-two windows and the absence of decorative concrete window surrounds and quoining makes the extension appear more modern.

Survey Name: Conrail Harsimus Branch Abandonment

Surveyor: Lynn Alpert and Teresa Bulger

Organization: RGA, Inc.

Date: May 2018

CONTINUATION SHEET

Historic Sites #:

Description (continued):

The south side of Sixth Street, between Brunswick and Monmouth streets, is dominated by a section of the Pennsylvania Railroad Harsimus Branch Embankment (Embankment) (see Plates 2, 8, and 9). The Embankment carried part of an elevated freight line and yard track first conceived by the United New Jersey Railroad and Canal Company (UNJRR&C) in the 1860s and completed by the Pennsylvania Railroad (PRR) in the mid-1870s, after its lease of the UNJRR&C. Elevated portions of the line originally passed over timber trestlework. The eastern end of the trestle was replaced with retaining walls and fill between 1901 and 1905, forming the stone-lined embankment segments present today (James 1999). The section of the Embankment between Brunswick and Monmouth streets is defined by the quarry-faced, coursed large-block ashlar masonry retaining walls. All tracks, ties, and other supporting equipment have been removed and in their place a variety of vegetation such as tall grasses, shrubs, and trees have grown.

The western block of Sixth Street, between Division and Brunswick streets, contains primarily commercial and industrial businesses housed in buildings that date from the mid- to late twentieth century (Sanborn Map Company 1938; NETR 1954, 1966) (see Plates 12-15). None of the buildings located on this block of Sixth Street are architecturally distinctive, and a majority have been altered by insensitive modifications over the years. The only building of note is number 360 Sixth Street which was built circa 1906 as a two-story dwelling with a carpenter shop in the rear. Although modern alterations, such as the installation of vinyl windows and wood shingles on the second story, denigrate the original design, the building retains its decorative wood cornice supported by wood, scrolled brackets, as well as some modest brickwork on the first story of the south elevation.

The south side of the Sixth Street block consists primarily of surface parking areas. Buildings on the block include a car wash and auto shop, developed after the removal of the elevated Pennsylvania Railroad Harsimus Branch that extended east-west through the center of the block into the 1990s (NETR 1997) (see Plate 11). An extant stone and concrete pier historically associated with the elevated rail line is located at the west end of the block on Division Street (see Plate 20).

There is only one building located on the small, triangular lot that is formed by the intersection of Sixth and Division streets and Newark Avenue. Healy's Tavern is a one-story tall, three-bay wide frame building constructed circa 1885 and altered circa 1906 into its present form (see Plate 16). The building assumes a T-shape and is capped by a cross-gabled roof covered with asphalt shingles. A large, rectangular sign which reads "Healy's Tavern" rests on the ridgeline of the roof. On the primary (southwest) elevation, two large, two-pane picture windows flank a single wood door. A semi-circular, louvered wood window pierces the southwest gable end. A two-pane picture window with a faux double-hung window above and a single, canted metal door puncture the northwest elevation.

Mary Benson Park is a 2.73-acre park situated at the southwest corner of Newark Avenue and Merseles Street, west of Healy's Tavern (see Plates 17 and 18). A chain-link fence forms a majority of the park's perimeter. The park is largely occupied by athletic fields. A baseball field oriented to the west dominates the center of the park. The northern portion of the park contains a basketball court oriented on an east-west axis. Extant stone and concrete piers historically associated with the Pennsylvania Railroad Harsimus Branch run along the northern edge of the basketball court. A small playground of recent construction is located in the southernmost portion of the park and is surrounded by a chain-link fence. Situated in the northeast corner of the property is the NRHP-eligible Jersey City Fire Department Engine 5/Ladder 6, built in 1965. Adjacent to the north of the fire station is a one-story, brick comfort station, also built in 1965, for use by park-goers. Two monuments are located in between the fire station and comfort station: a 1907 Mary Benson Monument and a VFW Memorial. Both monuments are oriented towards Newark Avenue. The park was dramatically reduced in size in the 1960s after being bisected by the New Jersey Turnpike overpass (NETR 1966).

Survey Name: Conrail Harsimus Branch Abandonment

Surveyor: Lynn Alpert and Teresa Bulger

Organization: RGA, Inc.

Date: May 2018

CONTINUATION SHEET

Historic Sites #:

Description (continued):

The NRHP-eligible Jersey City Fire Department Engine 5/Ladder 6 fire station is a two-story, steel-framed building oriented with its primary elevation facing east towards the intersection of Newark Avenue and Merseles Street (see Plates 17 and 21). The fire station was designed with a simple rectangular footprint as the principal mass and a smaller, yet slightly taller, rectangular stair tower adjoining the north elevation. The stair tower is set back from the primary (east) elevation of the principal mass. The main entrance is located on the east elevation of the stair tower. The fire station has a concrete exterior envelope. A flat, concrete roof sheathed in rolled asphalt caps the building and is bordered by a shallow, masonry parapet. A paved apron and parking lot dominates the eastern and southern portions of the lot, respectively. The fenestration of the fire station is characteristic of mid-century modern architectural design consisting primarily of aluminum-sash ribbon windows and simple doorways. The stair tower is dominated by distinctive aluminum-sash-framed polychrome glazing on its east elevation. Arranged in a grid that rises nearly the full height of the stair tower, the glazing varies in size.

Two early twentieth-century buildings are extant along the southeast side of Merseles Street, along with one contemporary building (see Plates 18 and 19). Near the intersection of Newark Avenue and Merseles Street is number 339-345 Newark Avenue, a contemporary, commercial building constructed circa 1994 (NETR 1994). Adjacent to this building to the southwest is 202 Merseles Street, located at the northeast corner of Merseles and Fourth streets. This one-story, brick building was built circa 1935 as a warehouse (Jersey Journal [JJ], 24 October 1941:1). The building has since been altered through the addition of two large garage door openings on the northwest elevation and by the removal and concealing of original window openings. The southern half of the block is occupied by the NRHP-eligible Public School No. 5, built in 1915 and designed by Jersey City architect John Rowland. The four-story brick and stone building is an intact and representative example of the monumental late-Classical Revival-style educational buildings erected throughout Jersey City during the early twentieth century. Aside from alterations made to the fenestration in terms of type of sash and doors, exterior alterations to the building have been minimal. Extant architectural features representative of the building's late Classical Revival style include the exterior stone and brickwork, monumental entrance, stone-bracketed cornice, and stone-lined coping of the parapet.

The buildings between Newark Avenue and Brunswick Street on the north side of Fifth Street consist of two commercial buildings at the western end, with the remainder being residential (see Plates 22-24). The center of the block is dominated by three-story dwellings of contemporary construction, which are recessed from the street and contain large garage doors on the first story. Number 386 Fifth Street and number 386½ Fifth Street are similar one-story, brick-faced buildings constructed circa 1938 at the west end of the block (Sanborn Map Company 1938). The larger of the two buildings, 386½ Fifth Street, is a former poultry market, while 386 Fifth Street was built as a dwelling. Numbers 374, 376, and 376½ Fifth Street, at the east end of the block, were constructed circa 1885, but have all been unsympathetically altered by the concealing or removal of original exterior elements with vinyl siding and the removal of original window fixtures (Sanborn Map Company 1885). An exception is number 370 Fifth Street, at the east corner of the block, which was built circa 1906 as a three-story, brick dwelling (Sanborn Map Company 1906). The primary (south) elevation of the building retains much of its original brickwork and its patterned cornice, though the east elevation has been highly altered with the alteration of window openings on the first story, the addition of vinyl windows throughout, and the addition of a stone-patterned stucco finish on the upper stories.

Between Brunswick and Monmouth streets, the north side of Fifth Street consists entirely of residential buildings, the majority of which were built circa 1885 (Sanborn Map Company 1885) (see Plates 25-29). Buildings at the center of the block are set back from the street approximately 25 feet and range in height from two stories to two-and-a-half stories, all with raised basements. At the intersection of Fifth and Monmouth streets, numbers 338 Fifth Street and 338½ Fifth Street were built circa 1906 as three-story, Italianate rowhouses (Sanborn Map Company 1906). Nearly all of the circa-1885 and circa-1906 buildings have been unsympathetically altered with modern materials. Several were recently demolished and replaced with contemporary residences.

Survey Name: Conrail Harsimus Branch Abandonment

Surveyor: Lynn Alpert and Teresa Bulger

Organization: RGA, Inc.

Date: May 2018

CONTINUATION SHEET

Historic Sites #:

Description (continued):

The easternmost block of Fifth Street spans between Monmouth and Coles streets and is defined primarily by residential buildings constructed during the late nineteenth and early twentieth centuries (see Plates 30 and 31). Of note are number 328 Fifth Street and number 322 Fifth Street. Number 328 Fifth Street is a four-story, Italianate-style apartment building, constructed circa 1885 (Sanborn Map Company 1885). A few original details remain, including the detailing on the pressed metal cornice and the rounded arches above the windows and doors. Number 322 Fifth Street is the El Shaddai Church, constructed circa 1919 (Hopkins 1919). The building was used as a research laboratory during the mid-twentieth century, before its conversion for use as a church, which included the addition of a gabled false front surmounted by a cross on the first story (Sanborn Map Company 1951). Insensitive alterations, such as the addition of vinyl siding and vinyl window fixtures, denigrate the integrity of most of the buildings on this block of Fifth Street. Buildings at numbers 310 and 312 Fifth Street, located toward the east end of the block, are of contemporary construction with garage doors dominating the first story of the primary (south) elevation.

History:

History of Italian Village Location

The “Italian Village” in downtown Jersey City (Italian Village/Village) functioned as an economic, cultural, political, and social center for immigrant Italians and people of ethnic Italian descent from the mid-1880s to the mid-1960s (see Location Map). The majority of the buildings in the Italian Village were constructed during the last quarter of the nineteenth century; many were built when Irish immigrants were the dominant group in the area in the 1870s and 1880s (Figure 1; Hopkins 1873). The ethnic Italian character of the Village would develop over the course of 40 years, as a late nineteenth-/early twentieth-century wave of Italian immigration gradually caused a demographic shift. These new residents shaped the community by opening their own bakeries and stores, tailor shops and butcher shops, saloons and barber shops to serve the Italian-American community. Italian immigrants and their families formed mutual aid societies and social clubs and founded institutions including a church, school, and community center. Perhaps most importantly they built a sense of community rooted in a newly forged Italian-American identity that would endure long after the time when Italian-Americans were the predominant group living in the neighborhood. The Italian Village was not Jersey City’s only Italian neighborhood but it served as the anchor for the city’s broader Italian-American community through much of the twentieth century.

The area now containing the Italian Village was originally part of Bergen County and was transferred to Hudson County when the latter was created in 1840 (Snyder 1969:145, 148). The municipalities encompassing this location have been Bergen Township (1661-1841), Van Vorst Township (1841-1851), and Jersey City (since 1851). The location of the Italian Village was within Van Vorst Township when that township was formed from part of Bergen Township in 1841; Van Vorst Township was subsequently annexed by Jersey City in 1851 when the two municipalities consolidated (Snyder 1969:145, 148).

The area where the Italian Village emerged was primarily vacant tidal marsh until the last quarter of the nineteenth century (Figure 2; Spielman and Brush 1880). As part of “Ahsimus”/Harsimus, the future village location was within a land grant along the Hudson River received by Dutch colonist Michael Pauw in 1630; the grant extended from Communipaw in the south to Weehawken in the north, excluding Paulus Hook to the east (Snyder 1969). Seventeenth-century occupation of the region was centered on Bergen, a fortified village to the west that was established in 1661 when the English seized control of the area from the Dutch. In the eighteenth century, settlement was focused primarily on Bergen, Paulus Hook, the causeway between them (Newark Avenue), the Van Vorst farmstead to the east, and Pavonia to the northeast. In the nineteenth century Jersey City to the east of the location of the Italian Village continued to develop. To the west, the Bergen Cut was completed on January of 1838, bringing rail traffic along Railroad Avenue (later Christopher Columbus Avenue) toward the Jersey City waterfront (Sentinel of Freedom, 9 Jan 1838). Into the 1840s, the location of the Italian Village remained as marshland associated with Mill Creek; areas of higher-elevation continued to be favored for development (Douglas 1841).

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Jersey City saw a surge of immigration in the mid-nineteenth century associated with the arrival of groups such as the Irish and German. In the 1870s, poor Irish immigrants were concentrated along the waterfront, at the north end of the city, and at the foot of Bergen Hill along Mill Creek. In 1872, these three areas were consolidated into one ward (Ward 2) and given the appellation “The Horseshoe” (Figure 3; Beers 1872). The motivation behind the creation of the new ward seems to have been to concentrate poor and lower class voters into a single district and limit their political influence (Shaw 1973). The growing number of Irish immigrants led to an increase in the demand for real estate which ultimately resulted in the filling of portions of the swamp around Mill Creek. New buildings rose on the lots fronting the newly laid out First, Second, Third, Colgate, Brunswick, and Monmouth streets as well as along Newark Avenue (see Figure 1; Hopkins 1873).

By 1873, businesses and institutions, such as a paper factory, a mission school, Saint Bridget’s Catholic Church, and a Fire Engine House on Wayne Street, were located in areas of higher elevation to the south and east of the location that would become the Italian Village. Rowhouses and detached buildings lined the streets east of Merseles Street with many Irish, English and German surnames recorded as landowners on the 1873 Hopkins map (see Figure 1).¹ Despite development, the alignment of Mill Creek through the neighborhood was still evident in 1873 when its path crosscut lots near the intersection of Merseles Street and Third Street. Settlement along the historic alignment of Mill Creek remained sparse at the foot of Bergen Hill, resulting in fewer buildings west of Brunswick Street and north of Fifth Street, save for the close network of streets around Colgate, First, and Second streets as mentioned above. Into the 1880s, the project of building up the lots near Mill Creek was ongoing as refuse and ash were carted into the marshy areas “above Brunswick” at the west ends of First, Second, and Third streets (Evening Journal [EJ], 7 Sep 1883). It was into this neighborhood that Italian immigrants began to move starting in the 1880s.

Early Years of the Italian Village (1880-1900)

Economic conditions in Italy and the United States led to the large-scale immigration of southern Italians to the U.S. during the last quarter of the nineteenth century into the twentieth century (Starr 1985; Tardi 1989). Before the mid-nineteenth century, most Italian immigrants to the United States were from northern Italy and their numbers were relatively small. After the Civil War, the United States was experiencing labor shortages at the same moment that industrialization required a larger work force. As early as 1873, large numbers of southern Italians were immigrating to large cities like New York City, New York and Newark, New Jersey (Immerso 1997:1). The industrial revolution in Europe had led to a shift away from subsistence farming while the unification of Italy in 1870 had increased the tax burden on the rural poor (Starr 1985: 2). As a result, Italian peasants moved to industrial centers, many making their homes across the Atlantic Ocean in the United States. The largest surge of Italian immigrants to the United States occurred between 1898 and 1922 (Starr 1985: 2-3).

Jersey City was at first not a major destination for Italians moving to the New York Metropolitan Area. In 1880, only 178 foreign-born Italian immigrants were counted in Jersey City, in contrast to the 12,223 Italians in New York City and 407 Italians in Newark in 1880 (U.S. Census Bureau [USCB] 1882). Many of those that did live in Jersey City settled in the Second Ward, including at least 45 individuals of Italian nativity or ancestry in tenements on Colgate and First streets (USCB 1880). As part of the Ward 2 “Horseshoe,” the west side of downtown Jersey City was already considered one of the less desirable parts of the city in which to live. Criss-crossed by railroads, including along Railroad Avenue to the south and Sixth Street to the north, and abutting the garbage dumps and marshy land surrounding Mill Creek, the area was home to Irish immigrant families, many of whom were landowners, before the arrival of Italian immigrants to the area (Figures 1-5).

¹ On the 1873 Hopkins map, surnames along First, Second, Colgate, and Brunswick streets include Irish, English, German, Scottish, Dutch and Jewish surnames as well as several surnames of indeterminate origin. Some examples of Irish surnames: Cassidy, Collins, Connally, Donahue, Egan, Hanley, Gaffney, Kennedy, Kilroy, Lynck, O’Connor, McCue, Murphy, Murray, Reily, and Sheridan. Some examples of English surnames: Holden, Hopkins, Howeth, Lemon, and Roundtree. Some examples of German Surnames: Van Glahn, Keller, Goesling, Kuntz.

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The few Italian families that had already set down roots the neighborhood by 1880 lived in tenements, surrounded by mostly Irish immigrants and first generation Irish-American families with some immigrants from “Prussia” (USCB 1880). Many of the Italian households were made up of families, some of which were multi-generational. The 1880 Federal Census enumerated single, male boarders of between 30 and 40 years old who were living amongst the families. This pattern would continue into the twentieth century. A large percentage of the Italian immigrant community in New Jersey was made up of young and middle-aged men who earned money to send home to Italy to support their families in Italy, to finance the emigration of family and friends, or to support their eventual return (Starr 1985: 27). Even as some people intended to return to Italy, in many cases social and familial bonds forged in America as well as business and job opportunities anchored them to their new communities (Starr 1985).

Among the small number of the Italian residents, some were employed as rag-pickers or rag-merchants, an occupation that supported the glass, paper, and cloth recycling industries. The Italian community also included several laborers, two organ grinders, and a shoemaker (USCB 1880). Even as the community was of a modest size, and of humble means, by 1883 there were at least two Italian grocery stores in the neighborhood (EJ, 15 March 1883:1).

The Italian population in Jersey City increased rapidly between 1880 and 1900. The 1900 census identified 3,832 foreign-born Italians living in Jersey City, an increase of more than 2,000 percent over 1880s population of 173 (USCB 1901:798). Many of these households had begun to coalesce in a core neighborhood on the east side of Bergen Hill. At that time the neighborhood was primarily located within the Fifth Ward (Second Precinct) between Newark Avenue, Brunswick Street, and Railroad Avenue and the New Jersey Junction Railroad, though a portion of the neighborhood also stretched eastward along First Street to Coles Street (Figure 6).² In 1900, the Second Precinct was 66 percent Italian-American and highly concentrated along Colgate, First, Second, Third, and Fourth streets west of Brunswick Street.³ In 1890, the area “west of Newark Ave and north of the Pennsylvania Railroad Tracks” was described as “Little Italy” (EJ, 6 Sept 1890: 6), a name which by 1900 was used interchangeably with the term “Italian Village” (EJ, 10 May 1897: 3; EJ, 16 Sep 1902: 4; EJ, 30 Nov 1904: 4). In 1900, most Italian-American families in the location of the Italian Village were renting their homes and some took in boarders in their 20s or 30s or a close relative such as a brother-in-law or nephew. While most families were Italian-American, the neighborhood was interspersed with families and individuals of ethnic Russian, German, and Irish backgrounds and their American-born children, especially along Brunswick Street and north of Newark Avenue (USCB 1900).

In 1900, many Italian businesses were flourishing along Colgate, First, Second, and Third streets including bakeries, grocers, tailors, butchers, saloons, and barber shops (USCB 1900; Sanborn 1906). Few Italian businesses were located along Brunswick Street at this time, as this area was still largely controlled by other immigrant groups. Several outlying Italian businesses were located further north, such as a saloon on Newark Avenue, or further east along First Street, such as Congress Music Hall, which hosted everything from wedding receptions, to retirement events, to wrestling matches (EJ, 23 Aug 1899:5; EJ, 23 Jan 1901:12; EJ, 4 Feb 1904: 7).

In the last quarter of the nineteenth century, Jersey City experienced rapid industrial growth. Early railroad development associated with transporting people and goods to the Jersey City waterfront had brought a host of jobs for local workers. Work in the railroad yards— at terminals, on ferries, on the trains or in construction of new railroad infrastructure— became an important source of employment for the Italian population by 1900. Censuses indicate that most Italian residents worked as day laborers, including as laborers for the railroads in Jersey City (USCB 1900).

² Ward 5 was bounded by the NJ Junction Railroad to the west, Pavonia Avenue to the north, Monmouth Avenue to the east, and Montgomery Street to the south.

³ Italian-American here refers to both foreign-born Italians and American-born individuals with Italian ancestry. In 1900, Ward 5, District 2 (Newark Ave, Brunswick, Railroad Avenue, NJ Junction RR) had 2,623 residents, 1,732 of which were foreign born Italian or had Italian or mixed ancestry.

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With the railroads came a wide array of industrial concerns, located both in downtown Jersey City and in the west part of Jersey City along the Hackensack River. In 1910, the principal products manufactured or processed in Jersey City included “tobacco, sugar, oil, foundry products, lumber, iron work, rubber goods, and chemicals” (Muirheid 1910: 31). Many of the workers in these factories and foundries came from the Italian-American community. According to the 1900 census, Italian occupations in addition to day laborers and railroad workers included painters, bootblacks, barbers, factory workers, masons, tailors, stone cutters, saloon keepers, junk dealers and rag sorters (USCB 1900).

The arrival of Italian laborers, small as their numbers were, and the cheap labor they represented was met with a surge of nativist sentiment in Jersey City among the entrenched residents. Local newspaper accounts in the early 1880s point to the increasing discomfort with the new Italian immigrants. For example, Italian immigrants secured control of the boot-blackening business on the railroads in the 1890s, putting many native-born boys and men out of work (EJ, 9 Aug 1890: 5; EJ, 6 Jul 1895: 1). Interactions with the groups already living in the area were sometimes punctuated by violence, such as when a group of Irish men living on Second Street stoned Italian tenements on the west side of Colgate (EJ, 24 Mar 1884: 3). The anxiety associated with changes to the economic landscape of the city and shifting neighborhood demographics led to widespread racist stereotyping of Italian-American culture. For example, newspaper articles in the early 1880s lampooned Italian language and foodways while stereotyping them as either preoccupied with rag-picking or too lazy to work (EJ, 18 Feb 1880: 4; EJ, 15 Mar 1883: 1).

The poor communities into which the Italian immigrants moved were stereotyped as harmful to public health, even as city inspections found the residents were making strides toward maintaining cleanliness. In 1895, the “Italian Quarter” was described simply as “very filthy and dangerous to health” (EJ, 29 Jun 1895: 2). During neighborhood health inspections, however, observers noted that a lack of services were more to blame than the inhabitants themselves. In 1885, the “Italian quarters in Colgate Street” were subject to the scrutiny of the city’s sanitary patrol (EJ, 24 Apr 1885:1). The inspectors reported that in contrast to prior surveys of the area, “the yards which once reeked with offal and rubbish were cleanly swept, while a labyrinth of clothes lines overhead were hung with clouds of linen more or less snowy in hue.” Despite this positive, if reluctant review, the Italian neighborhood continued to be the subject of curiosity and criticism.

Early twentieth-century Settlement House activist and public health reformer Mary Sayles studied “Little Italy” along with other poor neighborhoods in 1903 (Sayles 1903). As part of her research on health problems among Jersey City’s poor, Sayles interviewed the Italian families densely clustered along First and Second streets between Monmouth and Merseles streets (Sayles 1903:7). She described the area as “dilapidated and neglected” with an “intensely foreign aspect” (Sayles 1903:7). Despite the limitations of sanitation she found (lack of access to sinks or proper garbage collection), the poor households were generally kept in good condition as a result of “the laborious and patient efforts by which the poorest and most overburdened mother of a large family will often succeed in keeping her little three-room apartment as immaculate as the finest residence” (Sayles 1903: 30-31).

The public health reform movement resulted in at least one city service coming to the Italian Village in the form of the Coles Street Public Bath in 1904 (JJ, 18 Apr 1903: 3; JJ, 9 May 1904: 12). The site was chosen partially based on the fact that fully one-third of the city’s population was within 10 blocks of the site; however, its close proximity to the heart of the newly arrived potential voters in the poor Italian-American and Irish-American neighborhoods was intentional. At the laying of the cornerstone, Mayor Fagan declared that the bathhouse would “bring home to this class of citizens the fact that an honest, intelligent, and economical administration of our city affairs will make it possible...to vastly improve in various ways the condition of life among the masses of the people” (JJ, 08 Jul 1903: 1).

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Another reformer involved in the settlement house movement was Mary Hupsbeth-Benson, the namesake for Mary Benson Park. Located in the heart of the Italian Village, the park was initially conceived in 1900 to provide a “breathing spot for one of the most thickly populated localities in the city,” provide a source of clean drinking water to promote good health, and to mitigate the undesirable effect the “unsightly colony” creates when viewed by train passengers as they emerge from the Bergen Cut (JJ, 7 Mar 1900: 2; EJ, 31 Mar 1905: 4). In some ways, the park

encroached upon the neighborhood, as businesses and dwellings were already present along the portion of Third Street at Merseles Street that the park was slated to occupy (see Figures 5 and 6; Sanborn Fire Insurance Company 1885/1886, 1906; USCB 1900).⁴ The park was not at first well received by the community as within its first eight years of existence, the trees were stolen or allowed to die, the monumental drinking fountain was vandalized, and the band stand was dismantled (EJ, 9 Jun 1909: 14).

While outside groups worked to improve the Italian Village in ways they saw appropriate, the residents took control of their own neighborhood by establishing institutions to serve themselves. The first major institution to form was the Holy Rosary R. C. Church (Holy Rosary) (Contributing Resource to the Immigrant Roman Catholic Church [St. Anthony’s/Holy Rosary] Historic District, SHPO Opinion: 7/14/2017), which was established in a timber-framed building located on Sixth Street near Monmouth Avenue in 1885. A parochial school was established in 1888 and by 1893 it boasted 100 pupils (EJ, 9 Nov 1888: 3; EJ, 7 Mar 1893: 1). The church was the center of community life as host to religious ceremonies, family events, and feast days during the year (EJ 8 Oct 1888: 4; EJ, 27 Jul 1891: 4). In 1890, the Holy Rosary congregation of 4,000 held the first Italian *fiesta* for the Feast of St. Ann in July of that year, including a parade through the downtown Italian Village (Petrick 1995: 299).

Community social and religious clubs were established in the late 1880s and 1890s, with many groups directing their efforts at raising money for the benefit of the church. For example, in 1891 the Young Ladies Benevolent Society of Holy Rosary R.C. Church gave a variety show performance to raise money for the church (EJ, 7 Apr 1891: 3). In 1899, the Young Men’s Lyceum of Holy Rosary held a benefit reception at National Hall as a benefit for the church (EJ, 28 Oct 1899: 5). Non-religious groups also participated, such as the Italian Dramatic Circle of Gabriele D’Annunzio, which put on a performance of Othello at St. Anthony’s Hall as a fundraiser for Holy Rosary in 1902 (EJ, 17 May 1902: 5). While the church met with difficult financial hurdles in its early years, by 1903 enough money had been raised by parishioners and community groups to erect a monumental brick church for the community that continues to stand today (Figure 7; EJ, 3 Oct 1903: 5; EJ, 21 Mar 1904: 10).

During the early years that the neighborhood was emerging, the physical landscape of the Italian Village continued to change as infrastructure developments encroached upon the neighborhood. In 1886, the New Jersey Junction Railroad line was laid with the new tracks cutting into the western edge of the neighborhood. In 1891, the Pennsylvania Railroad elevated a passenger rail line along Railroad Avenue in an attempt to make the area safer for pedestrians. In 1888, the Pennsylvania Railroad’s freight line traveling down Sixth Street was widened from two tracks to four, and the wooden trestle was replaced by stone pier supports. In 1901, the freight branch was widened again to be seven tracks in width and the extant Pennsylvania Railroad Harsimus Branch Embankment was constructed along Sixth Street between Brunswick Street and Luis Munoz Marin Boulevard (then known as Henderson Street) (SHPO Opinion: SR: 12/29/1999; DOE: 3/16/2000; COE: 2/17/1999) (RGA, Inc. 2016). Despite the increased intensity of rail traffic and the noise, dust, and dirt that it brought, the Italian Village blossomed in the early decades of the twentieth century, though most commercial and institutional buildings were located south of the embankment.

⁴ These included a butcher, saloon, and grocer as well as several tenements located between 420 and 440 Third Street enumerated in the 1900 census which fell within the footprint of plans for Mary Benson Park (USCB 1900).

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Height of the Italian Village 1900-1940

The Italian population of Jersey City grew exponentially between 1900 and 1910. By 1910, Italian immigrants and first generation Italian-Americans living in Jersey City numbered 20,691; of these 12,060 were foreign-born Italians (USCB 1913). This rate of population growth represents more than a 215 percent increase in the Italian foreign-born population over the previous decade, and a 440 percent increase in the Italian-American community more generally (USCB 1913: 136). This resulted in residents with Italian ancestry constituting 6.5 percent of the entire population of Jersey City (316,715) in 1910 whereas in 1900 they made up less than 2 percent of the city's population (206,433) (USCB 1901: 463). The Fifth Ward, in which the Italian Village was most concentrated, was in 1910 home to 25 percent of the Italian-American population. Each of the other 11 wards accounted for between 3 percent and 10 percent of the Italian population; Ward 10 held 10 percent of the Italian population and was on west side of Bergen Hill where the Italian Marion neighborhood was growing (USCB 1901). That neighborhood built a church, Our Lady of Mount Carmel, in 1904 (Casa Colombo 2018).

Between 1910 and 1930, the Italian-born population of Jersey City continued to grow but less rapidly. Foreign-born Italians living in Jersey City numbered 14,855 in 1920, a 23 percent increase over the previous decade (USCB 1922: 652). In 1930, foreign-born Italians numbered 16,097, an 8 percent increase (USCB 1932: 210). Regardless of the slowing influx of new immigrants, the Italian Village continued to flourish and even expanded as it grew to accommodate second- and third-generation Italian-American families. Jersey City's combined Italian-born and native-born Italian-American population numbered upwards of 44,000 in 1930 (Grundy 1976: 65).

The slowed rate of Italian immigration was due in part to changes in national immigration policy. The United States welcomed over 200,000 Italian immigrants in 1921, but this would soon change. In 1921, immigration legislation in the form of the Emergency Quota Act was passed which severely restricted the number of immigrants from southern and eastern Europe. Consequently, 1921 was the last year that more than 100,000 Italians entered the United States and Italians shifted the focus of their immigration to South America (Starr 1985: 4). Thereafter, immigration did continue, but at a slower pace, in part due to immigration laws but also as a result of the Great Depression (Starr 1985: 4). These changes may have affected growth within the Italian Village Neighborhood. Between 1930 and 1940, the Italian-born population of Jersey City contracted, shrinking 14 percent from 16,097 to 13,832 (USCB 1943). The trend continued until the onset of World War II when immigration fell to new lows due to the conflict (Starr 1985: 4).

While Italian settlement in Jersey City was spread over several neighborhoods, downtown's Italian Village had the highest concentration of Italian-American residents and businesses. The Italian Village between 1910 and 1940 was defined by a concentration of residences, businesses, and institutions in the downtown Jersey City area, largely within Ward 5. In 1920, the core of the neighborhood was located just west of Jersey City's Harsimus Cove neighborhood, in the network of narrow streets at the foot of Bergen Hill sandwiched between Wayne Street at the south, Newark Avenue at the north, Coles Street at the east, and extending northward along Brunswick Street to Pavonia Avenue (Figure 8; Hopkins 1919). Within this area, immigrant Italian families occupied most residences (USCB 1920).⁵ More than 4,000 Italian or Italian-American people lived, worked, and owned businesses in this neighborhood in 1920 while a small number of Greek, Irish, and Polish families shared tenements and ran businesses alongside them and near the edges of the neighborhood.⁶

⁵ This area was part of Jersey City's Ward 5, including Election Districts 2 and 4.

⁶ This estimate is based on the 1920 census population enumerated in Ward 5, District 2 (Newark Ave/NJ Junction RR/Railroad Ave/ Brunswick St), Ward 5, District 4 (Newark Ave/Brunswick St, Railroad Ave/Monmouth St) and parts of Ward 5 District 5 (Railroad Ave/Monmouth St/Montgomery St/Colgate St) and Ward 3 District 8 (Monmouth St/Fourth St/Coles St/Railroad Ave).

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The core of the Italian Village in 1920 was surrounded by areas of less-dense Italian residential settlement and fewer storefronts. Census records indicate that Italian settlement stretched northward along Brunswick Street to Pavonia Street, eastward to Coles Street, and southward to Mercer Street (USCB 1920) (Figures 8 and 9; Hopkins 1919, 1928). Within these outlying areas around the core, concentrated pockets of Italian tenements, businesses, and organizations were interspersed with pockets of Polish, Russian, native-born, German, and Irish settlement. Italian or Italian-American families occupied almost every tenement and business along Brunswick Street north to Pavonia, while the neighboring side-streets were home to many Russian and Polish families as well as native-born Americans and some Irish families along Eighth, Seventh, and Fifth streets (through Ward 5, Election Districts 3 and 1). In 1920, pockets of Polish, Russian, and native-born households were also common east of Monmouth Street along Second, Third, and Fourth streets (Ward 3, Elections District 8). To the south, pockets of dense Italian settlement in 1920 could also be seen along Railroad Avenue (Christopher Columbus Avenue), and further south on Wayne Street and Mercer Street between Colgate and Monmouth.

Workers in the Italian Village in 1920 were employed in a variety of industries both inside and outside of the community (USCB 1920). Most men worked as laborers, on the railroads, in the iron works, machine works, or electrical companies. Additional labor positions might be found at one of the many factories nearby including the macaroni, cigar, clothing, pencil, soap, auto, bag, candy, or tobacco factories. Some men found jobs in service industries as chauffeurs or barbers or in performance such as in the case of musicians. Still others were employed close to home in recycling industries, and were enumerated by the census under the umbrella of “junk dealers” (USCB 1920). Within the tightly knit streets of the Italian Village, many residents of the Italian Village directed their efforts inward toward serving their community. These workers demonstrated an entrepreneurial spirit in buildings businesses around Italian imports, restaurants, clothing, and other businesses.

Italian Commercial Center

Italian businesses in the core of the Italian Village area flourished during the first four decades of the twentieth century. Census data, historic maps, city directories, and other historic documents illustrate the vibrancy of the community with Italian restaurants, bakeries, butchers, taverns, tailors, and banquet halls strewn amongst the retail storefronts throughout the Village. The retail character of the neighborhood can be seen on the 1938 Sanborn Fire Insurance Maps of the neighborhood, which provides notations for stores lining Brunswick Street, Newark Avenue, and much of the real estate along the side streets of Wayne, First, Second, Third, and Colgate streets as well as on Monmouth Avenue (Figure 10; Sanborn Fire Insurance Company 1938).

The types of businesses operating in the community were wide-ranging. An Italian business directory for 1911-1912 lists dozens of shops, services, and factories run by Italian-Americans in the Village neighborhood (Italian Chamber of Commerce 1911). Shops selling groceries, fruit, meat, medicine and even bicycles, lined Newark Avenue. Brunswick Street was home to saloons and restaurants as well as a grocery store, bottle store, and the offices of contractors, undertakers, and insurance agents. The side-streets in the heart of the Italian Village — Merseles, First, Second, Third and Colgate streets — were host to numerous saloons and restaurants as well as buildings contractors, insurance agents, bankers, groceries, and liquor stores (Italian Chamber of Commerce 1911: 516-518).

A similar picture is painted by a 1925 souvenir program from an Italian-language play performed at White Eagle Hall (Southern Union Lodge 330 1925). Italian businesses included a wide range of manufacturing concerns, grocery stores, and services. Included among the retail establishments were meat and poultry markets, pharmacies, jewelers, a music shop, a cigar manufacturer, a macaroni factory, bakeries, and several groceries offering imported Italian specialties such as cheese and olive oil (Southern Union Lodge 330 1925). A wide range of services were also on offer, including medicinal care, photography, tailoring, undertaking, printing and bookbinding, upholstering, plumbing, electrical work, painting, and masonry work.

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In addition to retail shops and factories, public halls were important to the life of the community. Liberty Hall (340 Fourth Street) and Holy Grace Hall (365 Second Street; Plate 41) served as venues for the meetings of numerous political and social groups as well as being venues for wedding and party receptions for Italian and non-Italian families alike (Jersey Journal [JJ], 18 Feb 1930: 11; JJ, 20 May 1930: 19; JJ, 12 Dec 1930: 8). Additionally, White Eagle Hall (337 Newark Avenue; SHPO Opinion: 7/14/2017) was constructed by the Polish-American community in Jersey City in 1910 but nonetheless was used by the Italian-American community when a large auditorium was needed.

Community Institutions

In addition to Italian businesses and the church, community life within the Italian Village neighborhood in the first four decades of the twentieth century was built around a variety of Italian fraternal organizations, mutual aid societies, and political organizations. Mutual aid societies were often established by immigrants from shared Italian hometowns where large numbers had settled together. These groups provided financial aid to members dealing with sickness or funeral expenses, while also serving as social collectives (Immerso 1997:16). Jersey City's Italian Village had a number of these organizations including the Societa Palomontese and the Maria Della Assunta Society (JJ, 30 Oct 1931: 8). Members of the Maria Della Assunta Society hailed from the southern Italian town of Morrone Del Sannio, in the province of Campobasso. Founded in 1902 and incorporated in 1904, members of the society shared in the celebration of the Feast of the Assumption of the Virgin Mary (Feast of the Assumption) on August 15 each year (EJ, 30 Nov 1904:4; JJ, 7 Jun 1950: 21). Importantly, while the parade and celebration associated with the feast day included high mass at Holy Rosary Church at the northern end of the Village, the society was not officially associated with the church at that time and the parade began and ended squarely within the heart of the Italian Village, on Colgate Street between First and Third streets (*pers. comm.* Carmine Colasurdo 2018; Figure 11). The Morrone del Sannio Social Club, the social complement to the religious organization the Maria Della Assunta Society, met in the Colasurdo Tavern at the corner of Colgate and Third streets (Figure 12). The tavern, initially located at 303 Third Street circa 1910 and moved across the street to 381 Third Street by 1938, was an important cultural and social space for the Italian-American community during the first half of the twentieth century (Figure 13).

Newspaper accounts and Sanborn Fire Insurance Maps give a sense of the range and spatial distribution of Italian fraternal organizations and the clubrooms they maintained. The 1938 Sanborn Fire Insurance map for the neighborhood labeled at least 10 clubroom buildings within the core of the Italian Village while newspaper accounts described the meetings of clubs in additional spaces (see Figure 10).

Many Italian-American clubs were organized around support for political parties and began to play an important role in the political landscape of Jersey City beginning early in the twentieth century. Most clubs were self-described as "democratic" and were led by standard bearers who sat on ward committees. In some cases, the clubs were named after the individual committeeman who communicated the needs of the club's members to the candidates for mayor or other public office. This naming convention was used for the Joseph Diglio Democratic Club (164 Brunswick Street, 340 Fourth Street, 173 Brunswick Street), the Daniel Turi Regular Democratic Club (313 First Street), D. Tamburri Association (317 Railroad Ave), and the Thomas O. Sabbio Democratic Club (232 Wayne Street).⁷ Some political clubs were formed around the common home of the members, such as in the case of the Santomennial Political Democratic Club (365 Second Street), the Monopoli Democratic Club (339 Newark Avenue), Marcellinarese Political Association (409 Third Street, 339 Newark Ave), and the Knights of Sicily Democratic Club (351 Fourth Street). The clubs appear to be associated with towns and regions such as Santomena, Marcellinara, Monopoli, and the island of Sicily; these political clubs may have also acted as mutual aid societies. Still other Italian political clubs appear to have been for more general Italian-American membership such as in the case of the Amerigo Regular Democratic Club (410 Second Street), the Avanti Association (365 Second Street), the Pizaza Boys Association (381 Third Street), and the New Deal Democratic Club (Brunswick Street).

⁷ Addresses for specific clubs are based on *Jersey Journal* newspaper references to club meetings during the 1930s.

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Political clubs would align themselves vocally with candidates for public office, stances often reported in the *Jersey Journal*. In the decades when democrat Frank Hague was in office as mayor (1917-1947), his name came up frequently as the ally of many Fifth Ward candidates for office (JJ, 8 Dec 1931: 11; JJ, 17 May 1932: 10). Support for A. Harry Moore for governor was also a popular political position in the 1930s (JJ, 19 October 1937: 11). After his election, Moore came to community events such as the consecration of Holy Rosary Church in 1935, to reinforce his support within the community. Organizations such as the Village Business Men's Association (348 First Street) were also directed at protecting the interests and needs of the Italian Village community. In 1932, that association had obtained support for a paving project in the Village, provided legal support to members, and met with the Police Department to discuss traffic conditions in the Village (JJ, 26 Mar 1932: 7).

While residents of the Italian Village were politically active in the first half of the twentieth century, the social and community service aspects of clubs were also vital to the community. In the 1930s for example, the Daniel Turi Regular Democratic Social Club organized both an outing the Blasburg Grove in Hawthorne, New Jersey and naturalization services for newly-arrived Italian immigrants (JJ, 22 Aug 1932: 8; JJ, 27 Sept 1932: 7). Italian social and athletic clubs were also established to accomplish these goals. These societies included the Italian War Veterans (330 Third Street), Monmouth Social & Athletic Club (349 Fourth Street), Behind the Eight Ball Club (364 ¼ Fourth Street), and Casa Colombo (380 Monmouth Street).

Casa Colombo in particular became a vital community institution that continues to serve Italian-Americans in Jersey City and in the wider Hudson County area (*pers comm.* Carla Mastropierro 2018). Originally owned by Holy Rosary Church, Casa Colombo's headquarters at 380 Monmouth Street were constructed in 1936 after extensive fund-raising and the donation of "mechanical services" from Italian masons in the city (JJ, 6 Nov 1936: 17; *pers comm.* Carla Mastropierro 2018; Plate 40). The building was constructed to house an Italian Free School, a large auditorium, and a recreation center for children. In 1937 Casa Colombo was dedicated on Columbus Day when "public officials and prominent men of Italian heritage" spoke at the inauguration ceremonies (JJ, 30 Sept 1937: 17). As a non-political organization directed at serving the Italian-American community, Casa Colombo embraced a generalized Italian-American identity in order to serve the broad and wide-ranging needs of the community.

In addition to the opening of Casa Colombo, Holy Rosary also expanded its elementary educational offerings during this time period, opening a new school in 1939, with 134 children enrolled (Gerbino 1960; JJ, 18 April 1939: 20). In 1960 the school served 760 children (Gerbino 1960). The school was located at the corner of Seventh and Brunswick streets and continues to stand today. Though no longer owned by Holy Rosary Church, it is a Contributing Resource to the Immigrant Roman Catholic Church [St. Anthony's/Holy Rosary] Historic District (SHPO Opinion: 7/14/2017; Plate 10).

During the height of the commercial, social, and cultural life of the Italian Village, the physical landscape of the Italian Village continued to change as infrastructure and public works projects impacted the neighborhood. The construction of Public School No. 5 (SHPO Opinion: 2/28/1991; Plates 18 & 19) in 1915 and its expansion to almost double its original size by 1921, encroached upon residences and businesses at the center of the Italian-American community along Third Street where several homes and businesses were torn down to build the school (see Figures 8 and 9; Hopkins 1919, 1928; Dierickx 1985; JJ, 7 Oct 1921: 24). In addition to this, the wide-scale adoption of the automobile changed the neighborhood, resulting in the need for paving campaigns (as noted above) and attempts to solve the traffic problems that came with cars navigating narrow streets that were shared with shoppers and fruit stands.

Decline of the Community (1940-1967)

The bustling downtown atmosphere of the Italian Village began to slow down in the 1940s and 1950s as a host of changes came to the neighborhood resulted in families leaving the neighborhood, businesses closing, and fewer new Italian families moving to the downtown neighborhood. Between 1940 and 1950, the Italian-born population of

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Jersey City continued to decline. In 1950, 11,394 foreign-born Italians were still living in Jersey City (down 17% from 13,832 in 1940) while 27,950 Italians of foreign or mixed parentage were present (USCB 1954). Fire insurance maps of the area made between 1948 and 1951 show a strong commercial presence continued along Brunswick Street, First Street, and Newark Avenue, but fewer store and club buildings were depicted in the Italian Village's interior streets in the vicinity of Colgate Street and Merseles Street (Figure 14; Sanborn Fire Insurance Map 1948-1951).

By 1941, this shift had already been recognized by Village old-timers and the first efforts at consolidating and "saving" the Italian-American character of the Italian Village were made. In the inaugural issue of *The Village News*, the editors lamented that "in the past decade [the Village] has gradually declined, until at the present time this section ranks far below those other sections of Jersey City, it had the honor of once leading" (*The Village News* [VN], Jan 1941:4). A host of causes for the decline of the Village were cited, such as a "lack of interest and co-operation among the people of the Village" including the professional, business, and laboring classes as well as an absence of a clear community leader. The editors offered that the publication of *The Village News* represented a step toward renewed cooperation within the community and expressed hope that these efforts should be carried forward by individuals and businesses alike. The sentiments of the editors were echoed by community members' letters which expressed hope that *The Village News* would help the community be "again one of the leading communities in Jersey City" (VN, Jan 1941:4).

What the editors of *The Village News* sensed as a decline of the community may have been more of a wider dispersal of the densely concentrated settlement that had once characterized the Italian Village in the early decades of the twentieth century. In 1940, Italian immigrant families with native-born children continued to predominate in the core of the Italian Village neighborhood along Third Street, Colgate Street, Second Street and Brunswick Street (USCB 1940; Hudson County, Jersey City, Ward 5, Enumeration District 24-77). However, an increased numbers of Italian immigrant families were establishing themselves further afield. To the south, Italian immigrant families were opting for two- and three-family homes on Center, Brook, and Bright streets, and some of them owned their property (USCB 1940). On the side-streets further north, on Seventh Street, Eighth Street, and Pavonia Avenue second- and third-generation Italian-American families were choosing to live in an ethnically diverse enclave. The stretch of Pavonia between Brunswick Street and Monmouth Street in 1940 illustrates this shift. At that time, 19 (51%) of the 37 families enumerated on the north side of the block were described as having native-born heads-of-household and household members. Within this group, family names such as Calabrezzo, Constantino, and Pessotta point to the Italian-American ethnic identity of many of the households while names such as Hmielewski and Makowski point to the Polish or Russian ancestry of the other families. Families with one or more Italian-born parent only accounted for 35 percent (13) of the families on the block, while Polish-born heads-of-household were found in 11 percent (4) of families. One (1) family was headed by a German-born parent (3%) (USCB 1940; Hudson County, Jersey City, Ward 2, Enumeration District 24-32).

While Italian settlement continued to permeate the surrounding neighborhoods over the course of the 1940s and 1950s, many of the political and social clubs disappeared from newspaper mentions. Those that remained were generally clustered in the core of the Italian Village. Italian-American businesses in particular were clustered along Brunswick Street where retail businesses and open-air markets thrived. Community member Michael Colasurdo reflected on the Village as it had been during the 1940s and 1950s, remembering Brunswick Street as the central commercial artery of the neighborhood (Colasurdo n.d.). Colasurdo reflected that fruit and vegetable stands, butcher shops, ladies wear shops, dry goods, tailors, barbers, dairies, bakeries and many other businesses "made Brunswick St. the Main St. of Jersey City" (Colasurdo n.d.). The "shopping area" along Brunswick Street extended from Newark Avenue in the north to Montgomery Street in the south, and "there were no [fruit and vegetable] stands beyond Newark Ave, toward Holy Rosary Church" (Colasurdo n.d.). A personal memoir written by Cosmo Ferrara about his childhood in the Italian Village during the 1950s and 1960s described a similar scene. Brunswick Street was lined with

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“open air grocery stands” along with produce stores, fish markets, and pastry shops (Ferrara n.d.: 39). While Ferrara waxed nostalgic about the bustling streets, he acknowledged that things were changing as most women did their “heavy shopping” at A&P supermarkets. This shift away from family-owned grocery stores toward large, national chains had broad impacts on the commercial viability of the businesses in the Italian Village.

Community institutions, including Holy Rosary Church and many of the political and social clubs in the Village, continued to be active in the 1940s and 1950s, in some cases into the 1960s. World War II veteran James Calabrese organized the Holy Rosary Catholic War Veterans Post 1536 in 1947 (Gerbino 1960). In 1956, the Maria Della Assunta Society celebrated the 54th anniversary of the Feast of the Assumption parade (JJ, 11 Aug 1956: 3). As it had in earlier years, the procession began and ended at the intersection Third and Colgate streets on the first day of the festival, where celebrations included decorations, a brass band, and specialty food stands. The following day, high mass at Holy Rosary Church and a procession with the statue of the Virgin Mary were followed by fireworks (JJ, 11 Aug 1956: 3). The Maria Della Assunta Society continued its celebrations in the 1950s and into the early 1960s (Figure 15), though it was acknowledged that the festival was an artifact of a by-gone era when Italians predominated the area (JJ, 30 Jul 1964). It wasn’t until October of 1965, that the Assunta Society disbanded (Unione del Sannio Minutes 1965). While Holy Rosary School was still educating hundreds of students in 1960, the congregation at the church had decreased as many Italian residents moved out of the neighborhood (Gerbino 1960).

Political societies such as the Fifth Ward Democratic Club (339 First Street), the Lega Fratellanza “Morrone” (380 Monmouth) and the Marcellianarese Political Association (409 Third Street) continued to hold meetings (JJ, 26 July 1951). Some mutual aid societies and social clubs continued activities during this period, including the Assunta Society and the Holy Name Society. Additionally, a few new societies were initiated during the late 1940s and 1950s, including the Village Mothers Organization, Society of Mutual Benefit of St. Constanzo, Martyr and the Third Street Old-Timer’s Club (JJ, 9 Feb 1951: 15; JJ, 14 Jun 1949: 4; JJ, 26 Dec 1956).

Casa Colombo continued to be an important meeting place for the Italian American community. For example, this location hosted the committee for a Columbus Memorial in 1950 and meetings of the Lega Fratellanza Morronese Political Society in 1952 (JJ, 16 Jun 1950: 2; JJ, 25 Mar 1952). In 1950, the newly-formed Casa Colombo Women’s Auxiliary planned a Christmas tea as a free social event. The goal of the society was to assist Italian-Americans in the area, establish an Italian Community Center at the Monmouth Street headquarters “with recreational facilities for the elderly and crafts and hobbies for teen-agers of Italian extraction” (JJ, 7 Dec 1956: 11). The society offered classes in citizenship and naturalization and led an effort to petition senators and congressmen to liberalize immigration laws which restricted immigration from Italy. Immigration quotas were eased as part of the new Immigration and Nationality Act of 1965.

In the early 1960s, observations about the declining popularity of the community were frequently voiced in newspapers. An article from 1963 observed the decline of the St. Rocco street festival which took place in August each year (JJ, 13 July 1963: 11). The article noted that in the 1940s “thousands of people would jam the streets to attend the festivities at night” but in the 1950s low attendance led to the celebration becoming “financially impractical” (JJ, 13 July 1963: 11). The St. Rocco Society saw its membership plummet as a generational shift in the post-World War II years led second- and third-generation Italian-Americans to either move away or lose interest in the church and its organizations.

The density of Italian-American residency, and the many political, commercial, and cultural institutions that had come to define the community in the 1900-1940 era, did not return. Many Italian-American families moved to suburbs and those which stayed were subject to the slow decline of commercial and cultural institutions that once proliferated in the community.

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A host of infrastructure changes in the 1950s and 1960s destroyed portions of the community and precipitated the exodus of those families that were not outright displaced (Stokvis 1979: 6). On the west side of the Italian Village, the construction of the New Jersey Turnpike Extension in the early 1950s displaced many Italian residents, bisected Mary Benson Park, and became a towering blight over the community thereafter (JJ, 22 Mar 1954). South of Railroad Avenue/Christopher Columbus Avenue, large portions of the Italian-American community were eliminated when school construction projects took over multiple blocks within the neighborhood, including for the new Ferris High School and new Public School No. 9 in the mid-1960s (JJ, 21 Dec 1964). Neighborhood historian Jack Stokvis asserted in 1979 that “this ‘urban renewal’ created turmoil in the Village, hastened the already growing exodus to the suburbs, and placed new strains on the rest of the Village” (Stokvis 1979: 6). The Village was further handicapped when in 1967 the Central Railroad of New Jersey Terminal on Johnston Avenue closed and the crosstown bus service along Brunswick Street was discontinued, cutting off the commercial heart of the district from much-needed shoppers (Stokvis 1979: 6).

A prolonged effort at revitalizing the community came in the 1970s when a group of Village activists initiated beautification campaigns, engaged in political lobbying, and organized local businesses in what came to be termed the “Risorgimento” or Resurgence (New York News Magazine, 16 May 1976; Stokvis 1979). Anthony Cucci, a community leader in the 1970s who helped to launch the Resurgence, hoped to reverse the decline of the Village. In 1976, he argued that “up until a few years ago the Village section of Jersey City was one of the great shopping areas of Jersey City” and that the area could be buoyed “economically, civically, and socially” by increased shopping amenities (JJ, 5 May 1976: 36). Cucci helped to organize VITA (Village Italians Take Action) which took on a variety of projects including publishing a Village Shopper’s Guide which introduced the history of the community and provided a map and index to all the specialty shops in the area (Stokvis 1979). The Assunta Society also reunited in the 1970s and began holding the annual Feast of the Assumption celebration again (*pers. comm.* Carmine Colasurdo, April 2018). In 1974, a student group from the Urban Studies Department at St. Peter’s College produced a multi-media neighborhood history of Brunswick Street (Einreinhofer 1976). The revitalization efforts, while widely supported by the community, did not slow the decline of the commercial district in the Italian Village and the businesses listed in the Village Shopper’s Guide were forced to close or move to other neighborhoods. Individual Italian-American societies and organizations within the Italian Village neighborhood continue to function into the present, including the Holy Rosary Church, Casa Colombo, the Assunta Society, and the Columbus Democratic Club. Many of the members of these organizations seek to continue the traditions of the Italian Village, even as Italian residents are few in number and gentrification has begun to transform portions of the Village over the past several decades.

Justification of Eligibility/Ineligibility:

The Italian Village Historic District is eligible for listing in the National Register of Historic Places (NHRP) under Criterion A for its significance in the areas of Community Planning and Development, European Ethnic Heritage, and Social History at the local level. The neighborhood is the best-known location of Italian immigrant settlement in Jersey City. It was one of the largest cities in New Jersey in the late nineteenth century and a city greatly shaped by its various vibrant immigrant communities. The steady increase in ethnic Italian settlement in the neighborhood and the regular expansion of the bounds of the neighborhood into the mid-twentieth century is representative of the growth and importance the Italian ethnic community in Jersey City, and the neighborhood functioned as thriving cultural and commercial hub throughout the first half of the twentieth century.

Under the limited scope of the Harsimus Branch Abandonment Project, only the area of the larger Italian Village neighborhood that falls within the APE-Architecture for the project was surveyed in detail. Based on that detailed survey, the blocks of the neighborhood along Fifth, Sixth, and Merseles streets do not appear to retain sufficient integrity to contribute to the Italian Village Historic District. The majority of extant late nineteenth- and early

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twentieth-century buildings within the APE-Architecture where it intersects with the Italian Village neighborhood no longer retain their integrity of materials and design due to the installation of modern cladding materials, primarily vinyl and aluminum siding. The number of buildings altered, along with the significant loss of historic fabric due to an early twenty-first-century spate of demolition and infill construction along the Fifth, Sixth, and Merseles streets, detract from the area's overall integrity of feeling, setting, and association.

Newark Avenue has come to serve as a barrier and division between the northeast and southwest portions of the Italian Village neighborhood. The high level of infill development and alteration that has taken place along and to the northeast of Newark Avenue has diminished the commercial corridor's integrity of setting, feeling, and association. The visual barrier formed by Newark Avenue further separates the blocks of Fifth and Sixth streets within the APE-Architecture for the Harsimus Branch Abandonment Project from areas of the Italian Village that retain higher levels of integrity and cohesion. Though there are some well-preserved groupings of tenements northeast of Newark Avenue, the boundary created by Newark Avenue and the high level of demolition and infill construction keeps these groupings from being easily recognized as a larger distinguishable and contiguous district.

In the portion of the APE-Architecture southeast of Newark Avenue, along Merseles Street, the Public School No. 5 building stands as a similar physical barrier, dividing the larger Italian Village neighborhood. The building visually separates Mary Benson Park, along with the remaining early twentieth-century industrial buildings along Merseles Street to the north from the relatively well-preserved blocks of former tenements along Second and Third streets to the south. Late nineteenth- and early twentieth-century residences along Third Street near the intersection with Merseles Street, directly south of the park, were demolished in 2013, further diminishing the park's physical connection with the neighborhood. The integrity of the park has also been diminished through the loss of almost all of the original park design, the construction of the New Jersey Turnpike Extension overpass through the center of the park, and the development of modern sports fields and courts, along with the construction of the firehouse on the property. All of these alterations detract from any sense of the park's former relationship to the neighborhood around it.

Based on the limited survey conducted throughout the remainder of the Italian Village, it does appear that certain areas retain sufficient integrity to contribute to the NRHP-eligible Italian Village Historic District. The area bounded by Merseles Street to the west, Third Street to the north, Newark Avenue to the northeast, Monmouth Street to the east, and portions of First and Second streets to the south, continues to convey the working-class residential and commercial atmosphere of the Italian Village as it was before 1967. The greatest alteration to the built fabric in this part of the neighborhood has been in the addition of various facing materials on individual buildings within the community. Most of the houses in the district have been resurfaced with vinyl and aluminum siding, and many windows have been altered and replaced with vinyl and aluminum sash of varying types. Despite these alterations, together the buildings form a distinguishable identity and continue to convey the feeling of a thriving early to mid-twentieth-century working-class immigrant community.

A number of buildings that can be considered landmarks of the Italian Village neighborhood are located within the bounds of the Italian Village Historic District. These include several long-standing ethnic Italian businesses such as the Antique Bakery at 279 Newark Avenue, the Second Street Bakery at 402 Second Street, and the Introcaso-Angelo Funeral Home at 141 Brunswick Street. The building at 365 Second Street, which formerly housed Holy Grace Hall, is also within the district. Two landmarks, Casa Colombo at 380 Monmouth Street and the headquarters of the Columbus Democratic Club at 365 First Street, are located at the edges of the district.

One important landmark is located far beyond the bounds of the Italian Village Historic District; the Holy Rosary Roman Catholic Church, along with its associated rectory, convent, and school buildings, sits at the north end of the Italian Village neighborhood on Sixth Street. The church is separated from the district by several physical divisions.

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One is Newark Avenue and the blocks northeast of the commercial street which are marked by a large amount of demolition and contemporary infill construction. The Pennsylvania Railroad Harsimus Branch Embankment, directly south of the church, creates a further physical barrier. The nature of these divisions makes it difficult to incorporate this important landmark into the overall district. The church and associated buildings are, however, all contributing resources within the NRHP-eligible Immigrant Roman Catholic Church (St. Anthony's/Holy Rosary) Historic District.

The recommended period of significance for the Italian Village Historic District is from circa 1880, when Italian immigrants began moving into select tenements within this section of Jersey City, to circa 1940, the height of Italian and Italian-American settlement in the neighborhood.

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Survey Name: Conrail Harsimus Branch Abandonment

Surveyor: Lynn Alpert and Teresa Bulger

Organization: RGA, Inc.

Date: May 2018

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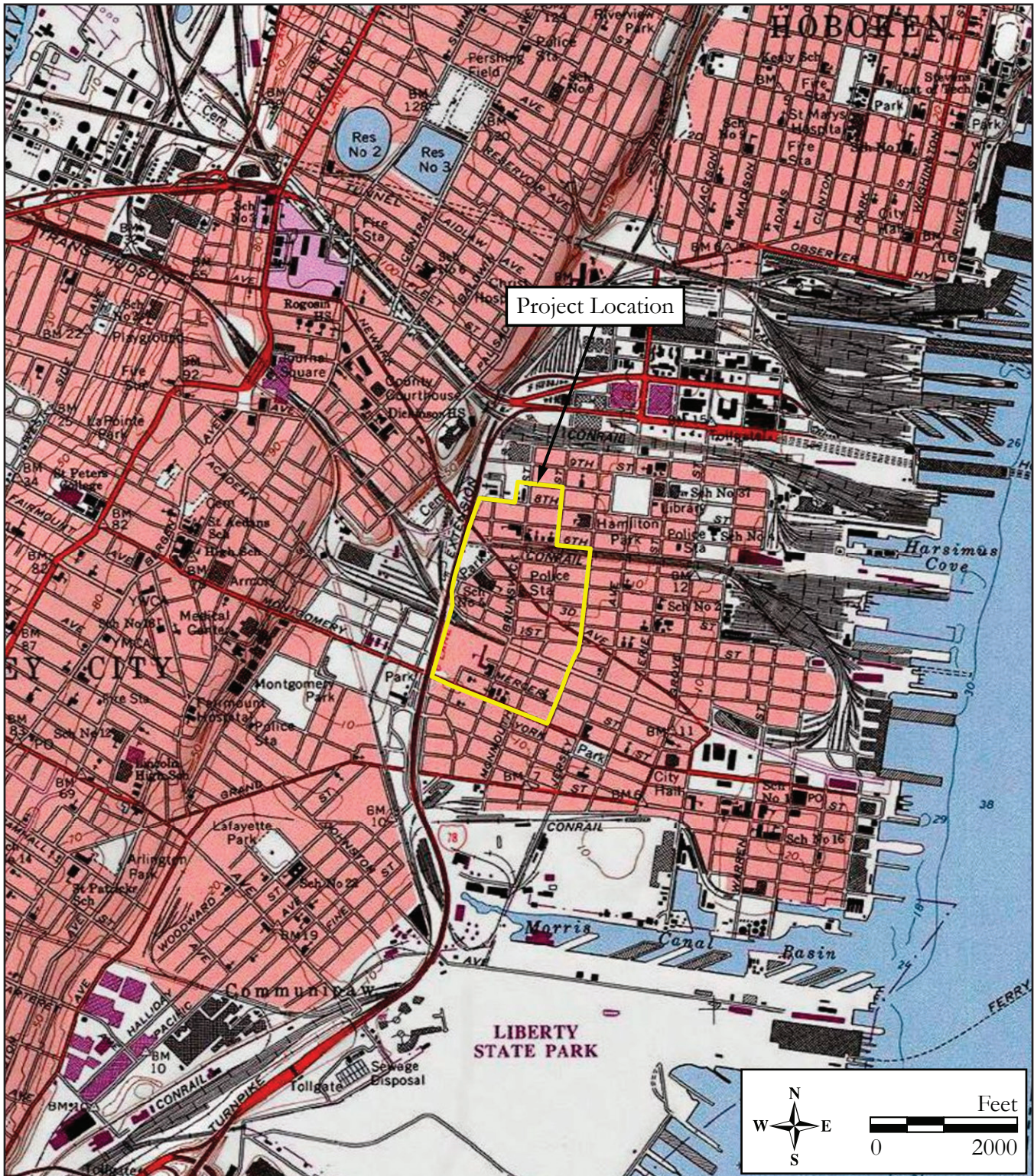
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Historic Sites #:



Location Map (1967 U.S.G.S. 7.5' Quadrangle: Jersey City, NJ [photorevised 1981]).

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Historic Sites #:



Site Map showing photographs (NJGIS Digital Orthographic Imagery, 2015).

Historic Sites #:



Figure 1: 1873 Hopkins, Atlas of the State of New Jersey and Hudson County.

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Historic Sites #:

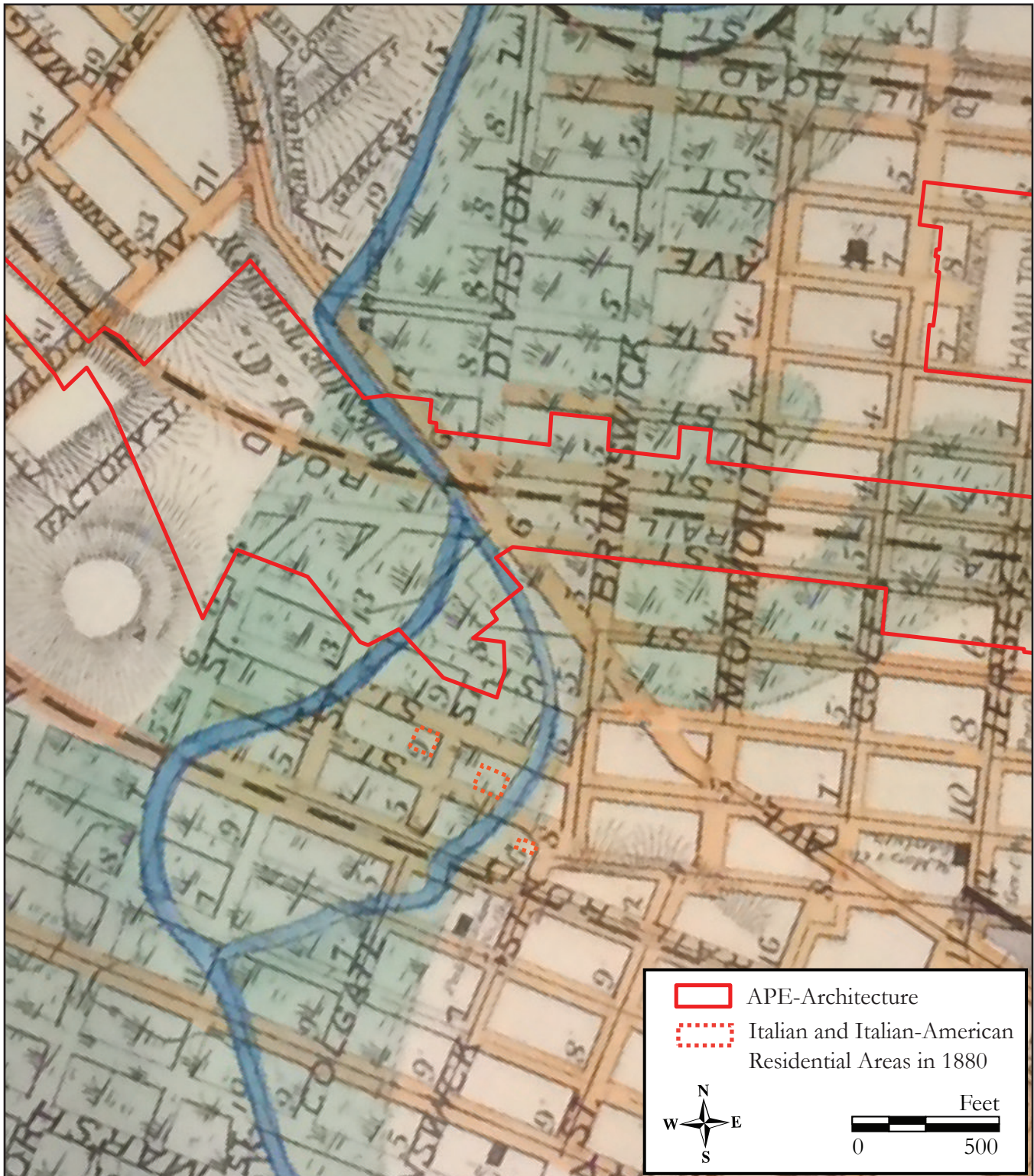


Figure 2: 1880 Spielman and Brush, Sanitary and Topographical Map of Hudson County.

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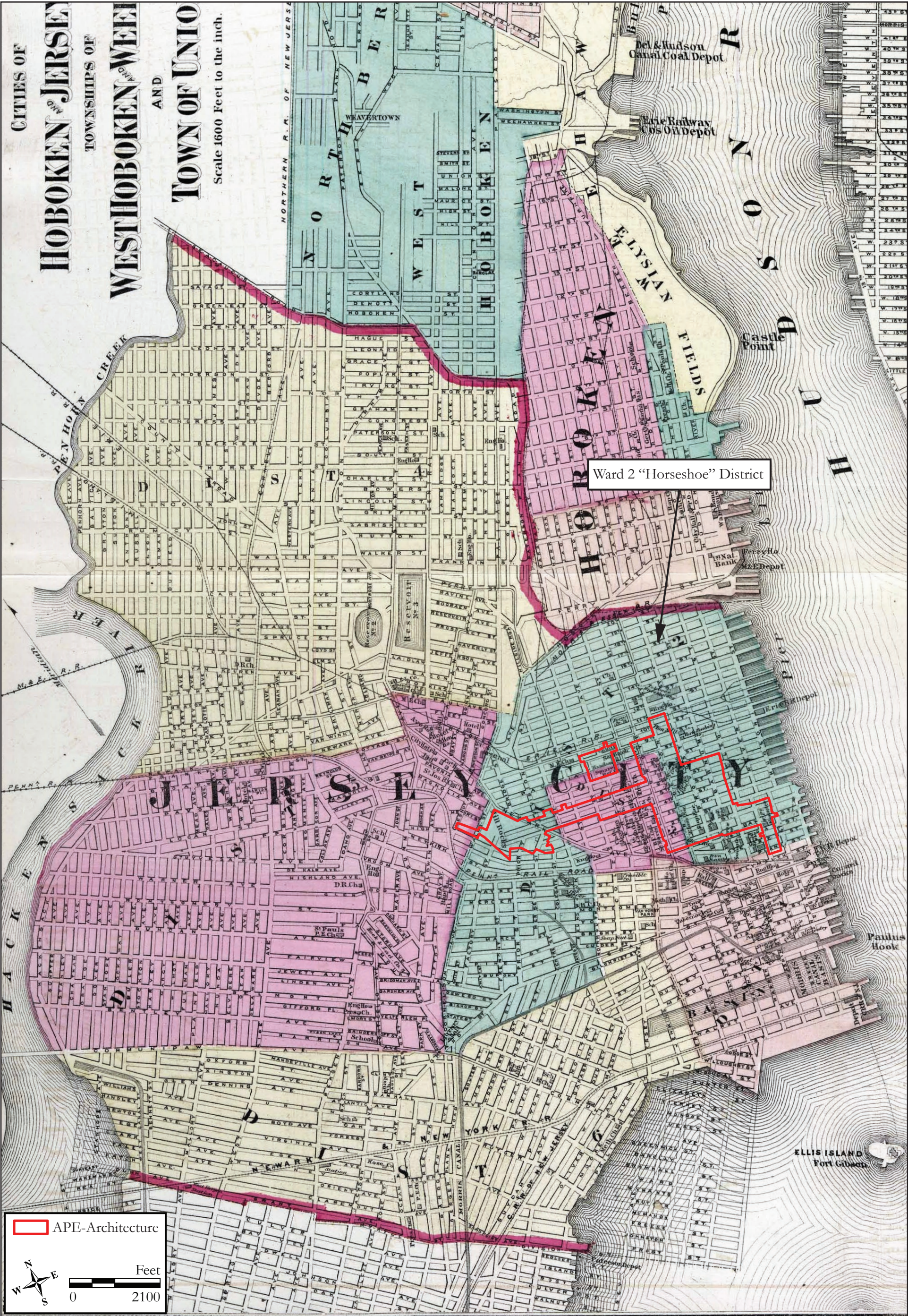


Figure 3: 1872 F.W. Beers map, Cities of Hoboken and Jersey City.

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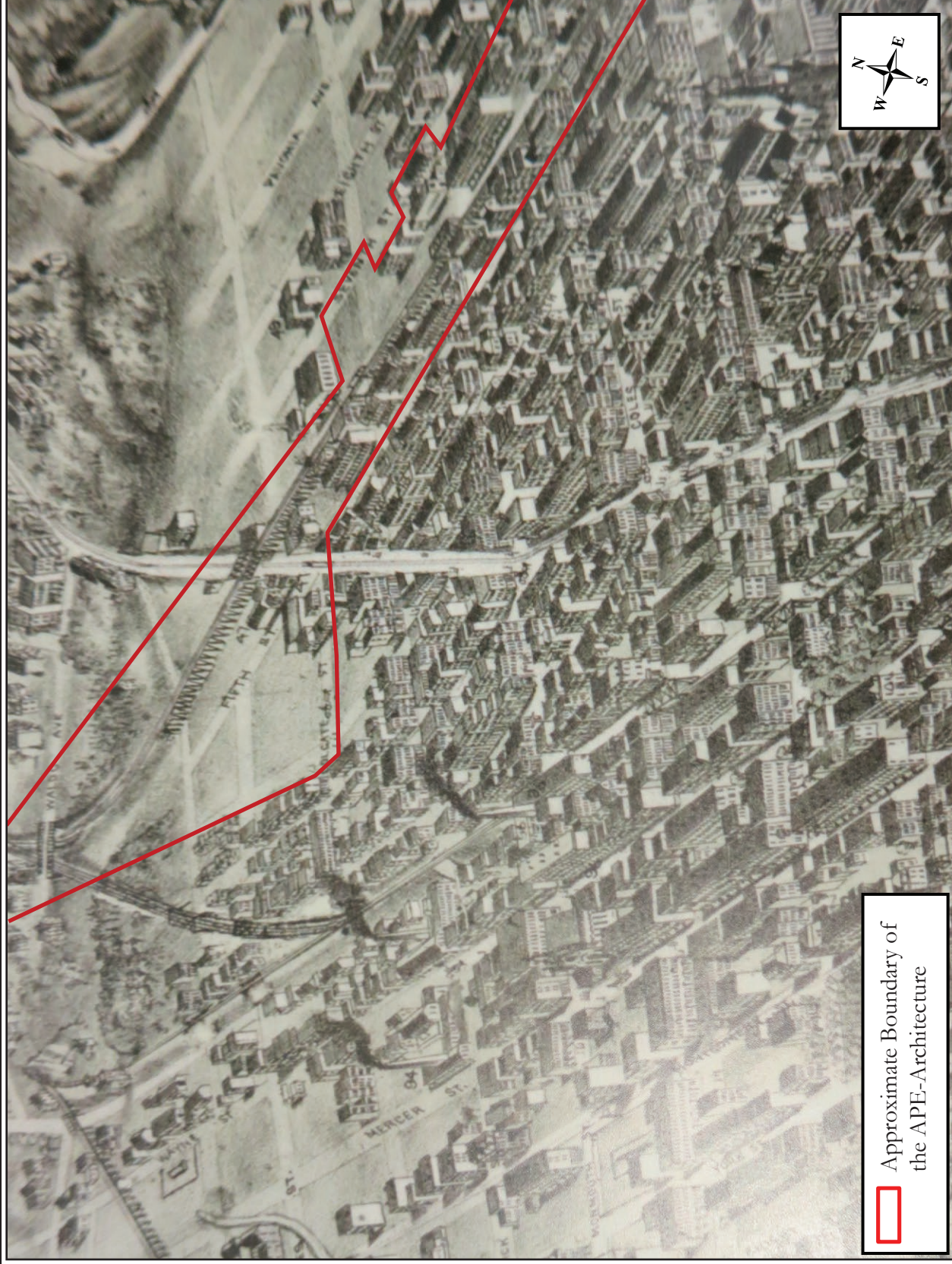


Figure 4: 1883 O.H. Bailey & Co., Bird's Eye View of Jersey City.

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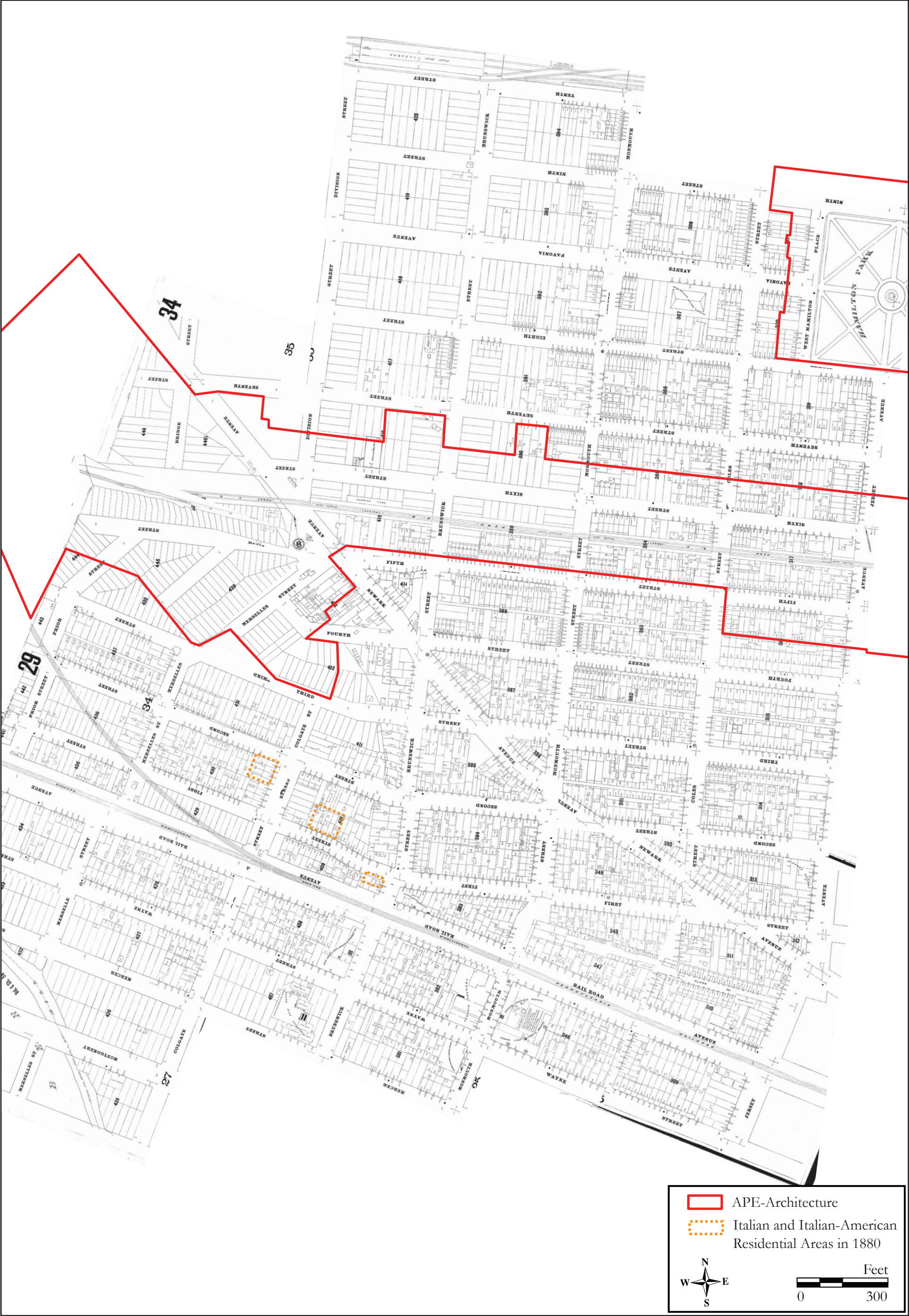


Figure 5: 1885/1886 Sanborn Fire Insurance Company Maps for Jersey City, Hudson County. Vol. 1, Sheets 26, 28, 29 and Vol. 2, Sheets 34, 35, 36, 37, 40, 41.

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Historic Sites #:

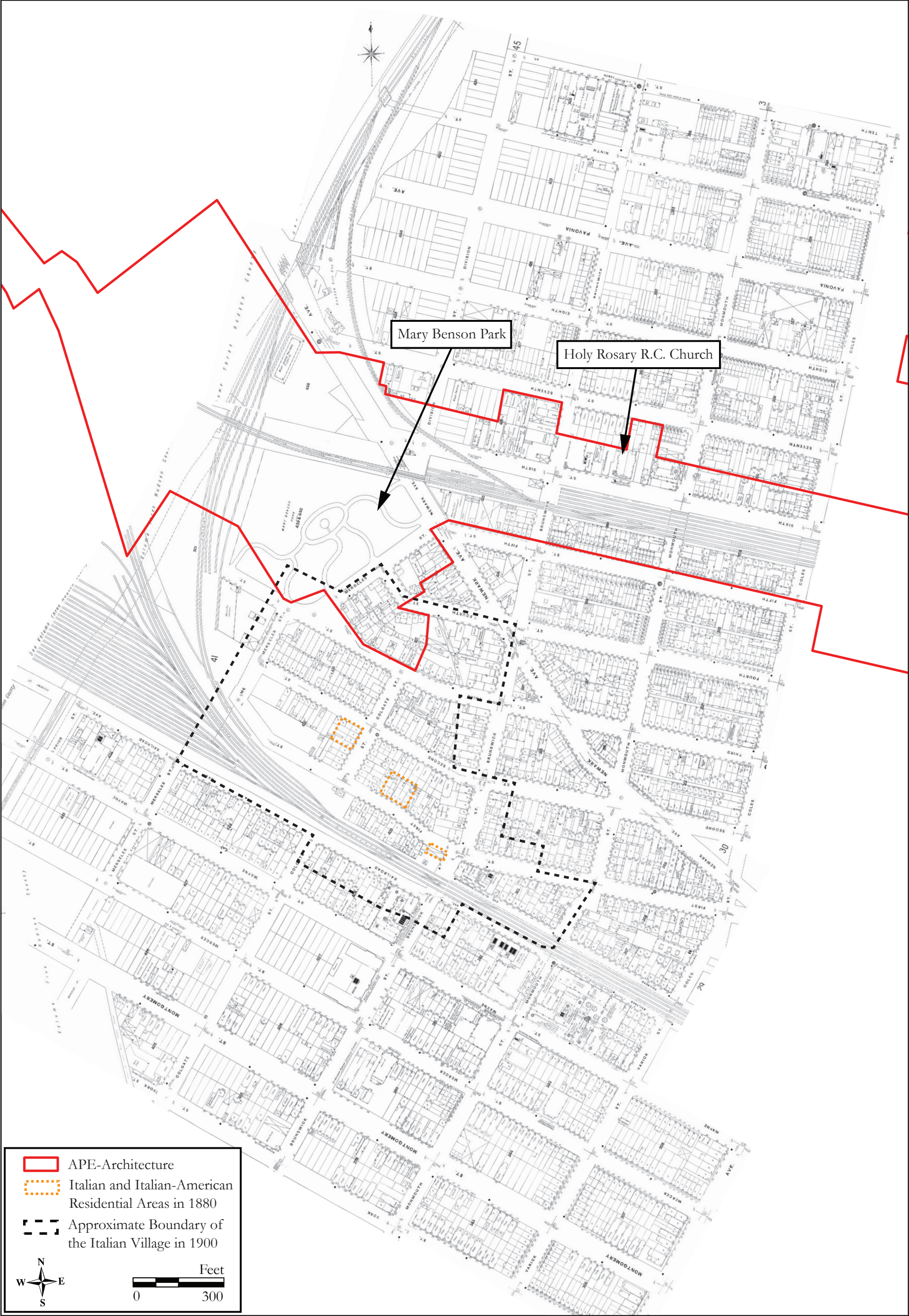


Figure 6: 1906 Sanborn Fire Insurance Company Map, Hudson County, New Jersey.

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Historic Sites #:



Figure 7: 1921 Panoramic of Holy Rosary R.C. Church Congregation in front of original timber-frame church (est. 1885) and the extant brick church (built 1903). Taken during Feast of the Assumption, August 1921. Courtesy of Carmine Colasurdo and Casa Colombo.

CONTINUATION SHEET

Historic Sites #:

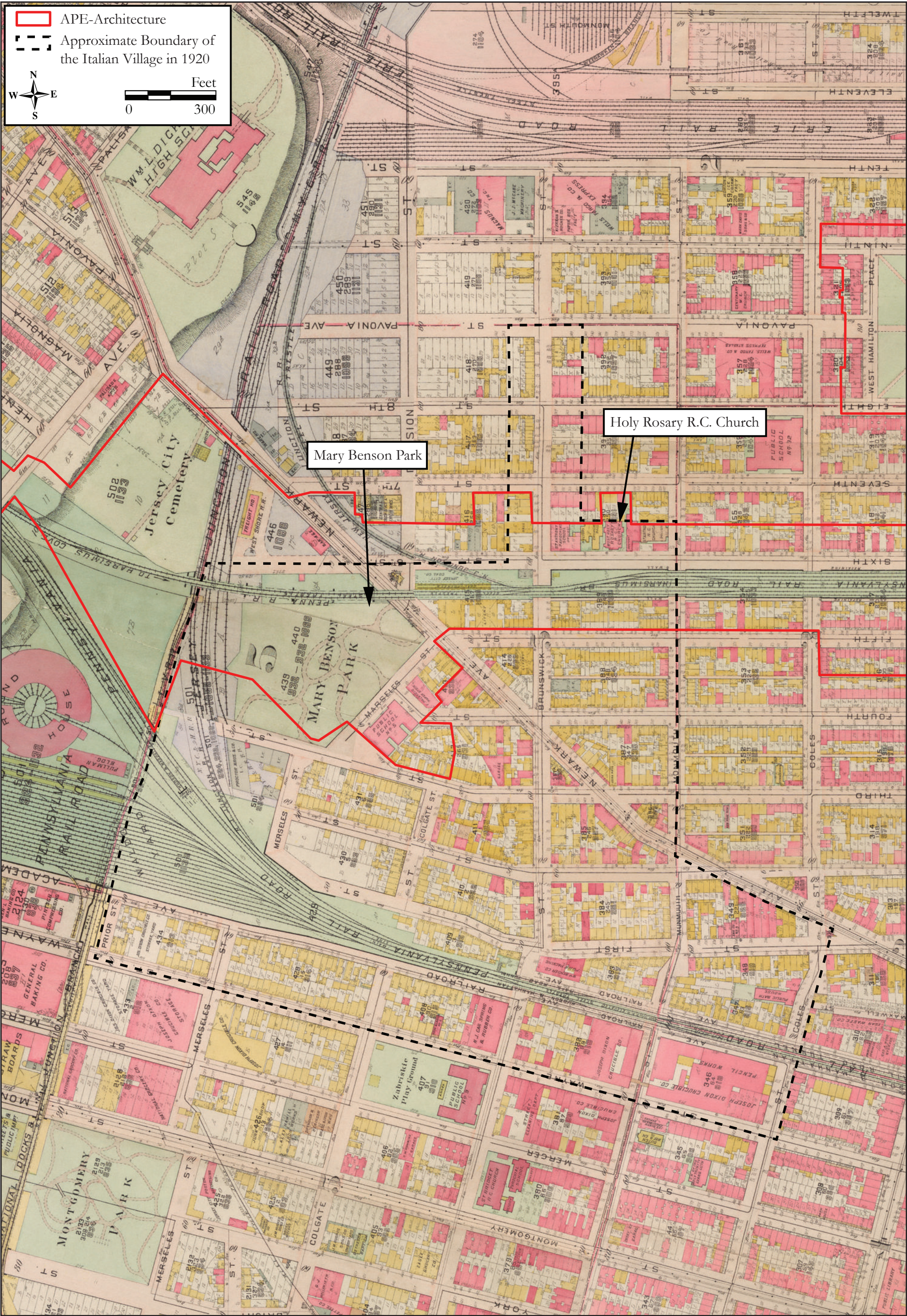


Figure 8: 1919 Hopkins, Plat Book of Jersey City and Bayonne, New Jersey.

Historic Sites #:

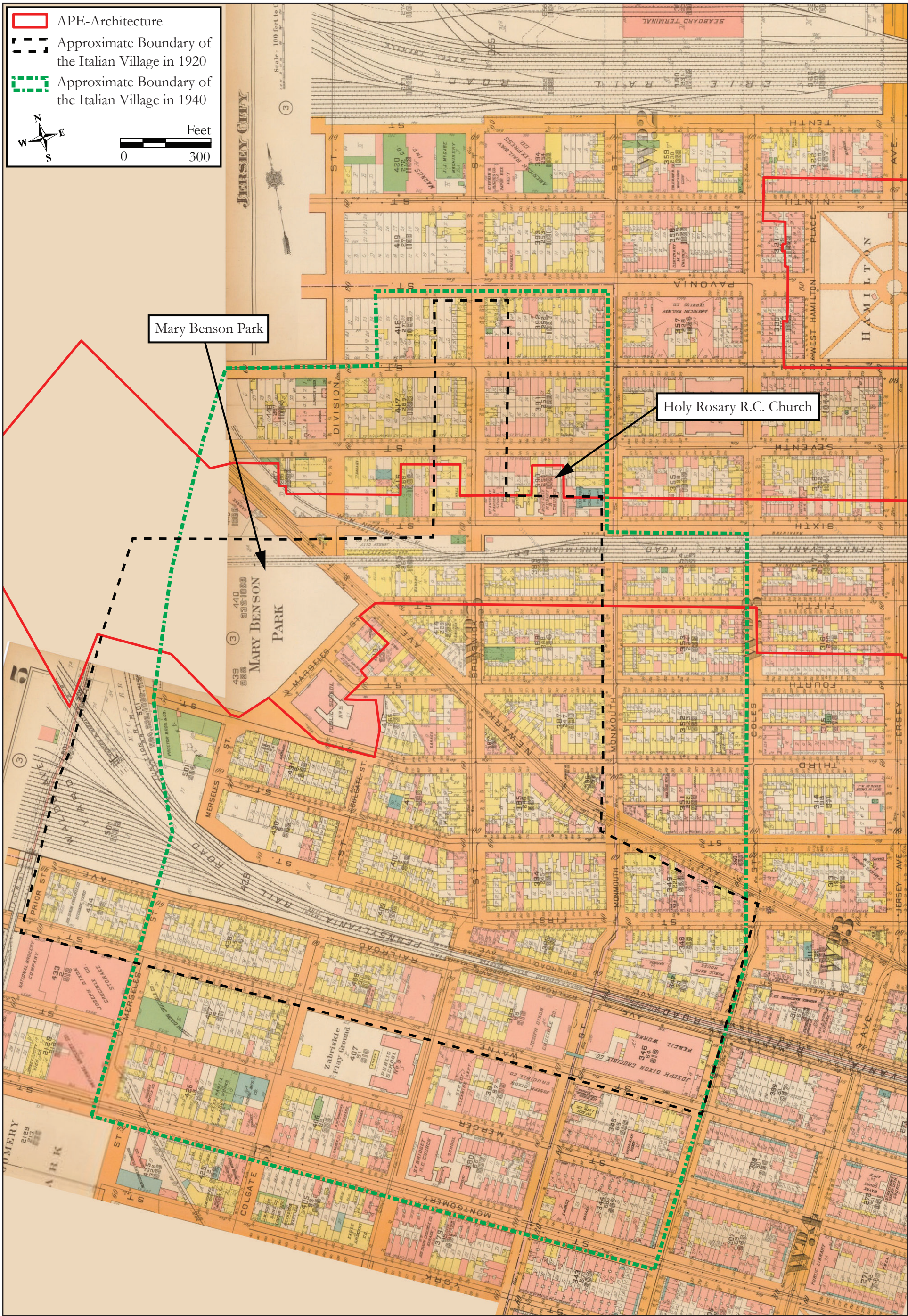


Figure 9: 1928 Hopkins, Plat Book of Jersey City and Bayonne, New Jersey.

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Historic Sites #:

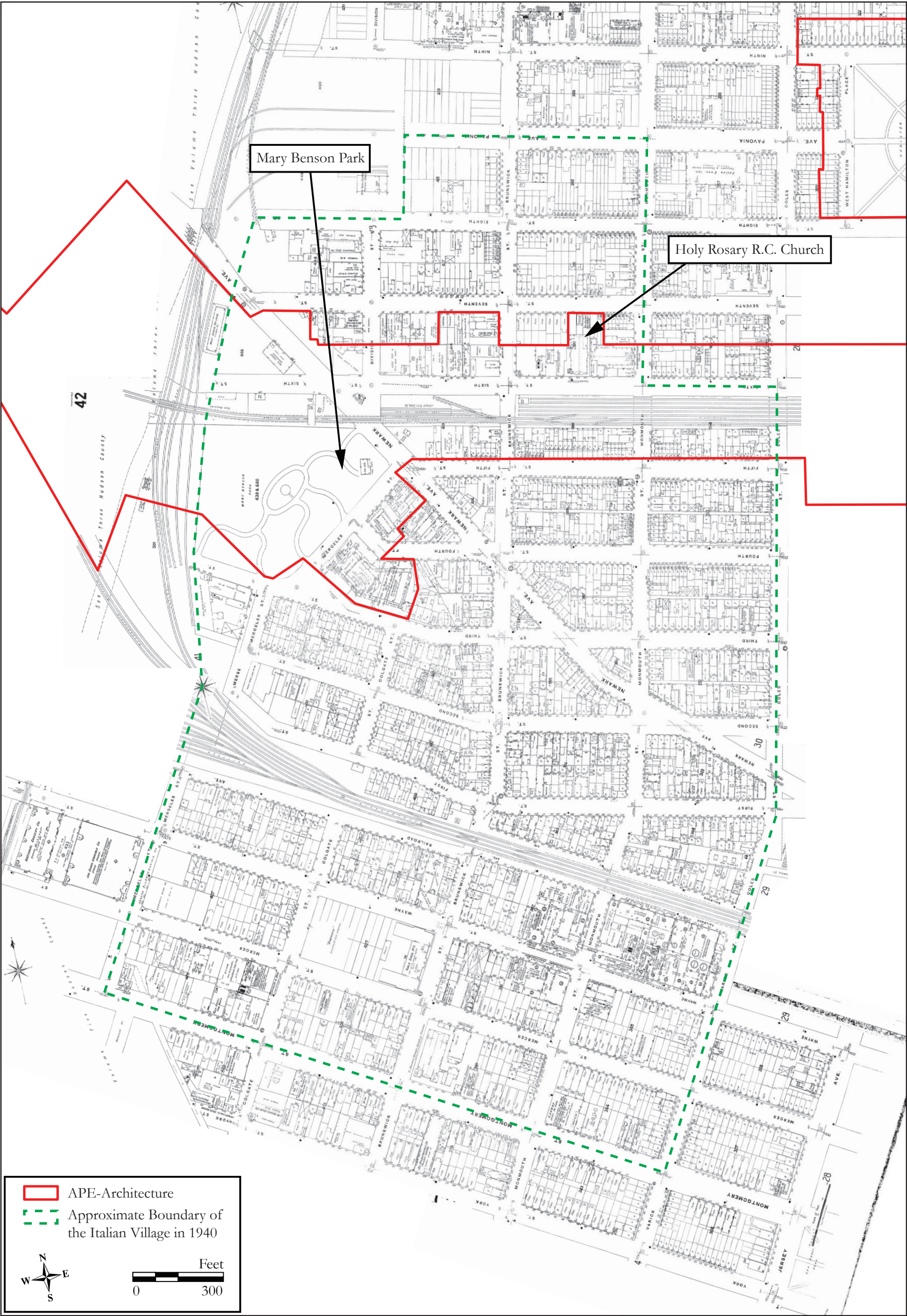


Figure 10: 1938 Sanborn Fire Insurance Company Map for Hudson County, New Jersey.

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Historic Sites #:



Figure 11: Mid-twentieth-century photo of Feast of Assumption procession at First Street and Colgate. Courtesy of Carmine Colasurdo.

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Figure 12: Circa 1910 photo of southwest corner of Colgate and Third streets. The first Colasurdo Tavern was host to several Italian mutual aid and social societies in the early twentieth century. Courtesy of Carmine Colasurdo.

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Figure 13: Circa 1940 photo of southeast corner of Colgate and Third streets. The second Colasurdo Tavern was host to several Italian mutual aid and social societies through the mid-twentieth century. Courtesy of Carmine Colasurdo.

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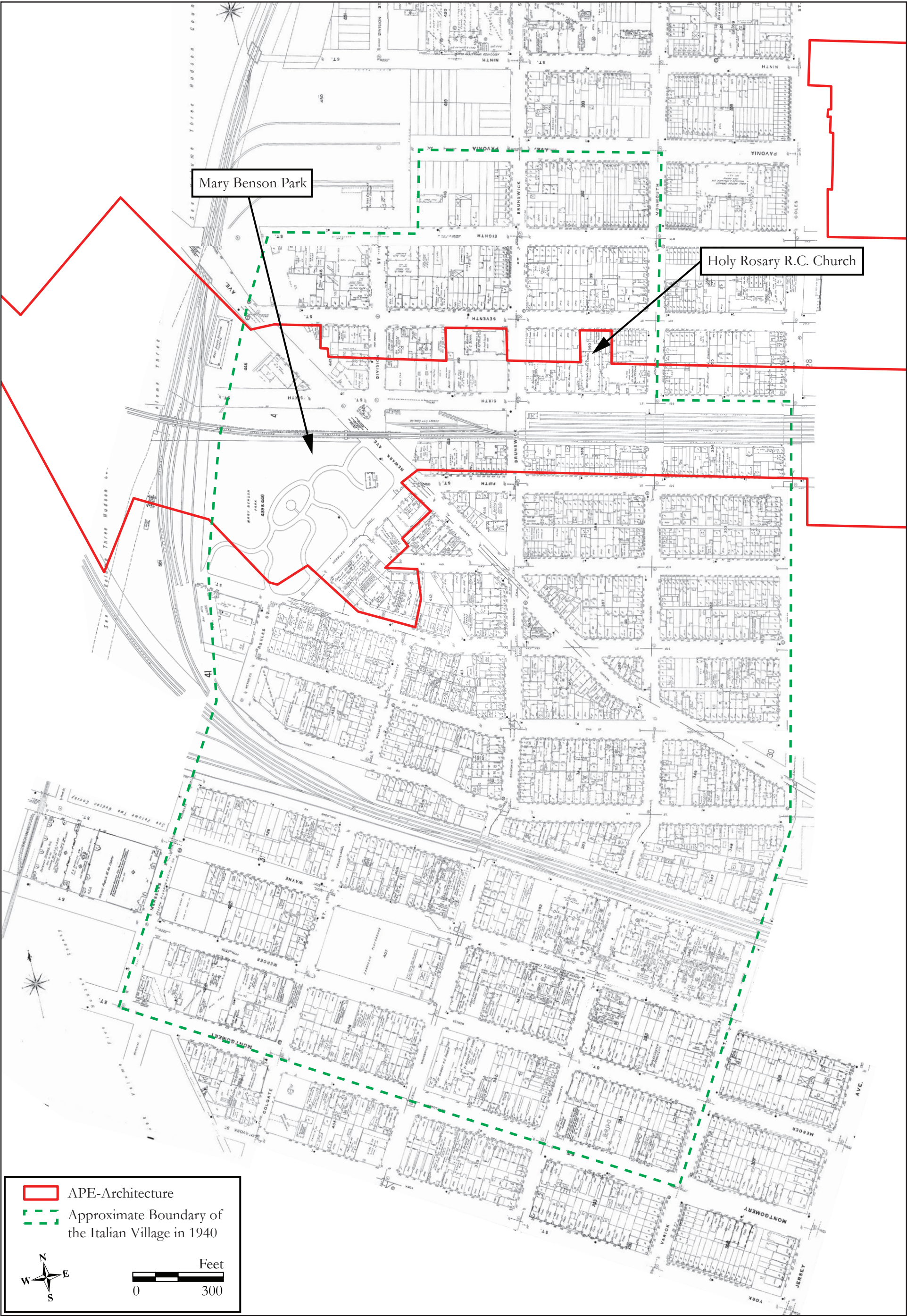


Figure 14: 1948/1949 Sanborn Fire Insurance Company Map for Hudson County, New Jersey.

CONTINUATION SHEET

Historic Sites #:



Figure 15: Circa 1950 Photograph of the Feast of the Assumption Procession. The congregation carries the statue of the Virgin Mary down Sixth Street towards Holy Rosary R.C. Church. Courtesy of Carmine Colasurdo.

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Historic Sites #:



Plate: 1

Photo view:

Northwest

Photographer:

Lynn Alpert

Date:

April 20, 2018

View of the National Register-eligible St. Anthony's Polish Roman Catholic Church, with the associated parish in the foreground, at Sixth and Monmouth streets. The buildings are part of the National Register-eligible Immigrant Roman Catholic Church (St. Anthony's/Holy Rosary) Historic District.



Plate: 2

Photo view:

Southwest

Photographer:

Allee Davis

Date:

May 22, 2018

View of a section of the National Register-eligible and New Jersey State Register-listed Pennsylvania Railroad Harsimus Branch Embankment, at Sixth and Monmouth streets.

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Date: May 2018

CONTINUATION SHEET

Historic Sites #:



Plate: 3

Photo view:

Northwest

Photographer:

Allee Davis

Date:

May 22, 2018

View of the Holy Rosary Roman Catholic Church, with the associated Rectory at center and the St. Anthony's Parochial School at left. The buildings are part of the National Register-eligible Immigrant Roman Catholic Church (St. Anthony's/Holy Rosary) Historic District.



Plate: 4

Photo view:

Northwest

Photographer:

Allee Davis

Date:

May 22, 2018

Detail of the Holy Rosary Church Rectory.

Survey Name: Conrail Harsimus Branch Abandonment

Surveyor: Lynn Alpert and Teresa Bulger

Organization: RGA, Inc.

Date: May 2018

CONTINUATION SHEET

Historic Sites #:



Plate: 5

Photo view:

Northeast

Photographer:

Allee Davis

Date:

May 22, 2018

View of the Holy Rosary Roman Catholic Church with St. Anthony's steeple and associated parish at right.

Survey Name: Conrail Harsimus Branch Abandonment

Surveyor: Lynn Alpert and Teresa Bulger

Organization: RGA, Inc.

Date: May 2018

CONTINUATION SHEET

Historic Sites #:



Plate: 6

Photo view:

Northeast

Photographer:

Allee Davis

Date:

May 22, 2018

View of buildings along Sixth Street from Brunswick Street with the St. Anthony's Parochial School at left and the Pennsylvania Railroad Harsimus Branch Embankment at far right, on the south side of Sixth Street.



Plate: 7

Photo view:

Northeast

Photographer:

Lynn Alpert

Date:

April 2, 2018

Detail of the buildings on the north side of Sixth Street, within the National Register-eligible Immigrant Roman Catholic Church (St. Anthony's/Holy Rosary) Historic District.

Survey Name: Conrail Harsimus Branch Abandonment

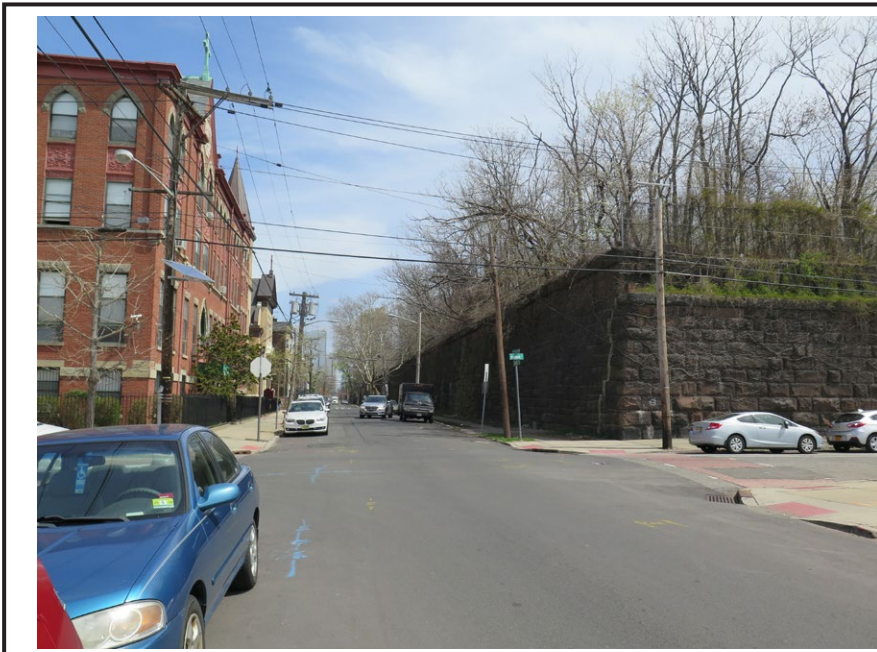
Surveyor: Lynn Alpert and Teresa Bulger

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Date: May 2018

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Historic Sites #:



Detail of the Pennsylvania Railroad Harsimus Branch Embankment, from Sixth and Brunswick streets.

Plate: 8

Photo view:

Southeast

Photographer:

Lynn Alpert

Date:

April 20, 2018



View along Brunswick Street from the Pennsylvania Railroad Harsimus Branch Embankment at Sixth Street.

Plate: 9

Photo view:

Southwest

Photographer:

Lynn Alpert

Date:

April 2, 2018

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CONTINUATION SHEET

Historic Sites #:



Plate: 10

Photo view:

Northwest

Photographer:

Allee Davis

Date:

May 22, 2018

View of the Holy Rosary Parochial School along Brunswick Street, north of Sixth Street. The school is part of the National Register-eligible Immigrant Roman Catholic Church (St. Anthony's/Holy Rosary) Historic District.



Plate: 11

Photo view:

Southwest

Photographer:

Lynn Alpert

Date:

April 2, 2018

View of surface parking lot at the southwest corner of Sixth and Brunswick streets, with the rear of buildings along Fifth Street visible at center and the New Jersey Turnpike overpass visible at right.

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CONTINUATION SHEET

Historic Sites #:



View of Sixth Street, west of Brunswick Street, with a surface parking lot at center and extant industrial buildings at left.

Plate: 12

Photo view:

Northwest

Photographer:

Allee Davis

Date:

May 22, 2018



Detail of extant industrial buildings along Sixth Street, with infill construction and surface parking lots at left.

Plate: 13

Photo view:

Northwest

Photographer:

Allee Davis

Date:

May 22, 2018

Survey Name: Conrail Harsimus Branch Abandonment

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Historic Sites #:



Detail of infill construction and surface parking lot on Sixth Street, east of Division Street.

Plate: 14

Photo view:

Northeast

Photographer:

Allee Davis

Date:

May 22, 2018



Detail of infill construction and surface parking lot on Sixth Street at right and contemporary mid-rise residential construction on the west side of Division Street at left.

Plate: 15

Photo view:

Northwest

Photographer:

Allee Davis

Date:

May 22, 2018

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CONTINUATION SHEET

Historic Sites #:



Plate: 16

Photo view:

Northwest

Photographer:

Allee Davis

Date:

May 22, 2018

View of Healy's Tavern on the triangular lot that is formed by the intersection of Sixth and Division streets and Newark Avenue, with mid-rise contemporary residential construction in the background.



Plate: 17

Photo view:

Southeast

Photographer:

Allee Davis

Date:

November 3,
2015

View of monuments associated with Mary Benson Park adjacent to the Jersey City Fire Department Engine 5/Ladder 6.

Survey Name: Conrail Harsimus Branch Abandonment

Surveyor: Lynn Alpert and Teresa Bulger

Organization: RGA, Inc.

Date: May 2018

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Historic Sites #:



Plate: 18

Photo view:

Southeast

Photographer:

Allee Davis

Date:

November 3,
2015

View of Mary Benson Park with the National Register-eligible Public School No. 5 building along Merseles Street visible in the background.



Plate: 19

Photo view:

South

Photographer:

Lynn Alpert

Date:

April 2, 2018

View of buildings along Merseles Street, with an extant industrial building at center, the National Register-eligible Public School No. 5 building at right, and the parking lot of the Jersey City Fire Department Engine 5/Ladder 6 building at far right in the foreground.

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Surveyor: Lynn Alpert and Teresa Bulger

Organization: RGA, Inc.

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CONTINUATION SHEET

Historic Sites #:



Plate: 20

Photo view:

East

Photographer:

Lynn Alpert

Date:

April 2, 2018

View from Mary Benson Park across Newark Avenue toward Division Street and an extant stone and concrete pier historically associated with the Pennsylvania Railroad Harsimus Branch.



Plate: 21

Photo view:

Northwest

Photographer:

Lynn Alpert

Date:

April 20, 2018

View of the Jersey City Fire Department Engine 5/Ladder 6 building from the southeast corner of Fifth Street and Newark Avenue.

Survey Name: Conrail Harsimus Branch Abandonment

Surveyor: Lynn Alpert and Teresa Bulger

Organization: RGA, Inc.

Date: May 2018

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Historic Sites #:

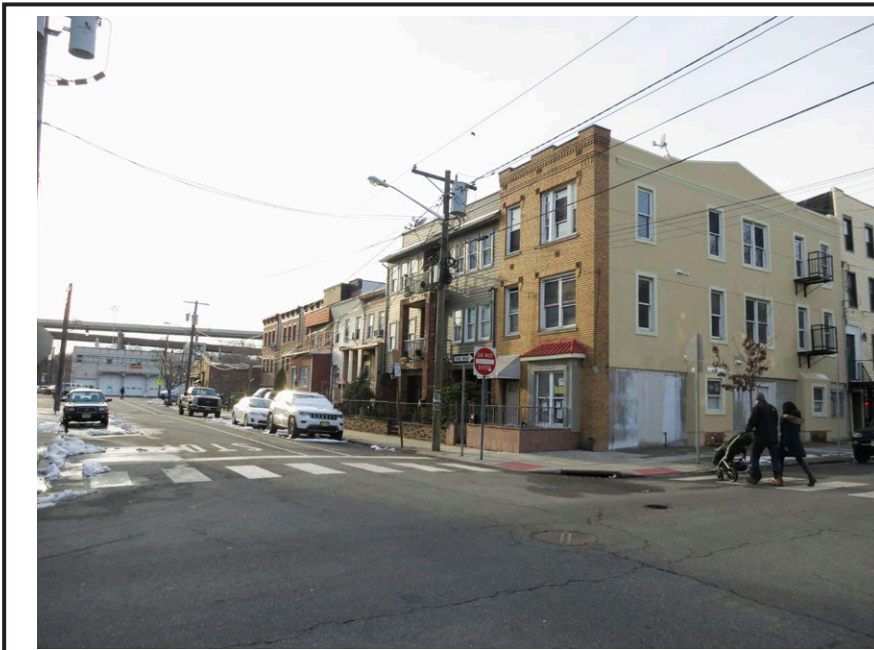


Plate: 22

Photo view:

Northwest

Photographer:

Lynn Alpert

Date:

April 2, 2018

View of buildings along the north side of Fifth Street, between Brunswick Street and Newark Avenue. The Jersey City Fire Department Engine 5/Ladder 6 building is visible in the background at left.

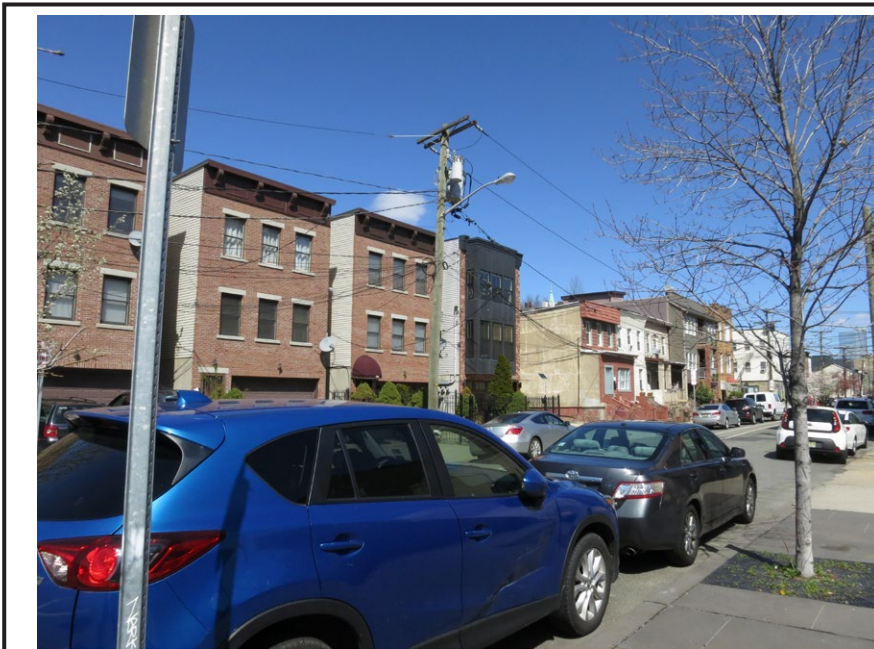


Plate: 23

Photo view:

Northeast

Photographer:

Lynn Alpert

Date:

April 20, 2018

Detail of buildings along the north side of Fifth Street, with contemporary infill construction at left and altered late nineteenth-century residences at right.

Survey Name: Conrail Harsimus Branch Abandonment

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Historic Sites #:



Plate: 24

Photo view:

North

Photographer:

Lynn Alpert

Date:

April 2, 2018

Detail of the former early twentieth-century poultry market and dwelling on Fifth Street, east of Newark Avenue.



Plate: 25

Photo view:

Northeast

Photographer:

Lynn Alpert

Date:

April 2, 2018

View of late nineteenth-century residences along the north side of Fifth Street from Brunswick Street.

Survey Name: Conrail Harsimus Branch Abandonment

Surveyor: Lynn Alpert and Teresa Bulger

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Historic Sites #:



View of late nineteenth-century residences set back at the center of Fifth Street between Monmouth and Brunswick streets.

Plate: 26

Photo view:

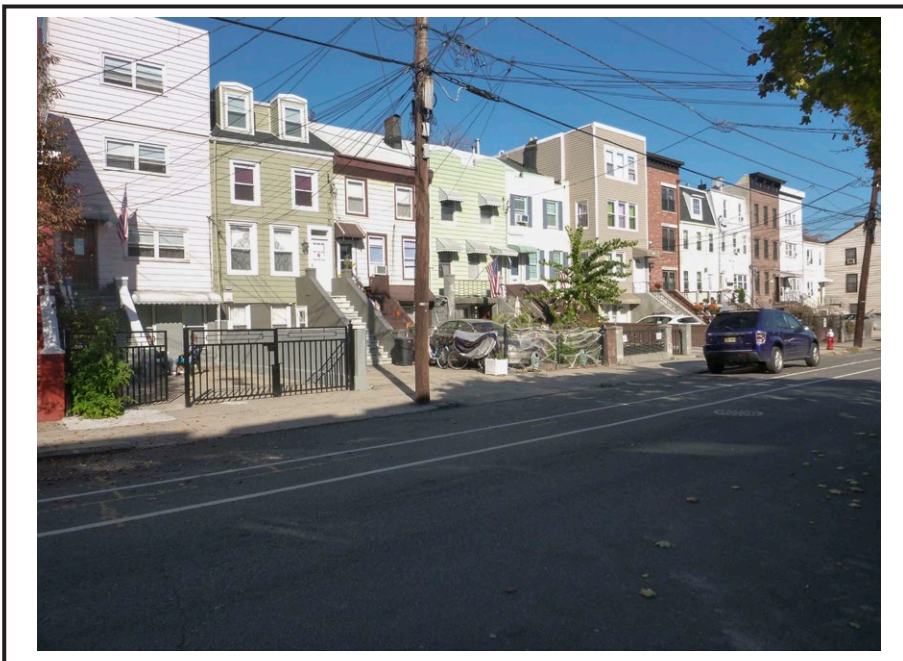
Northeast

Photographer:

Allee Davis

Date:

November 3,
2015



Detail of late nineteenth-century residences set back at the center of Fifth Street between Monmouth and Brunswick streets.

Plate: 27

Photo view:

Northeast

Photographer:

Allee Davis

Date:

November 3,
2015

Survey Name: Conrail Harsimus Branch Abandonment

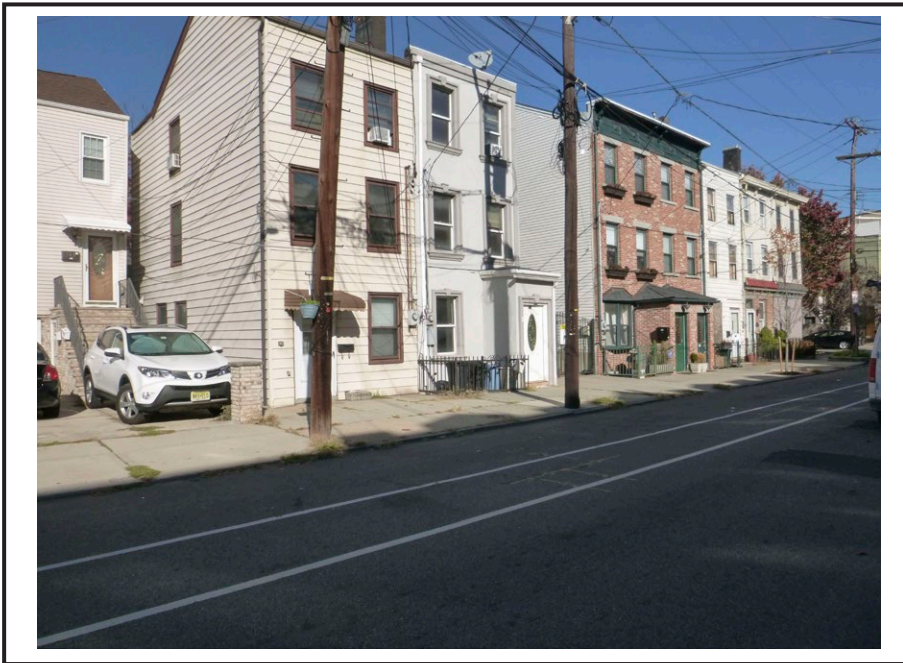
Surveyor: Lynn Alpert and Teresa Bulger

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Historic Sites #:



Detail of late nineteenth- and early twentieth-century residences at the east end of Fifth Street between Monmouth and Brunswick streets.

Plate: 28

Photo view:

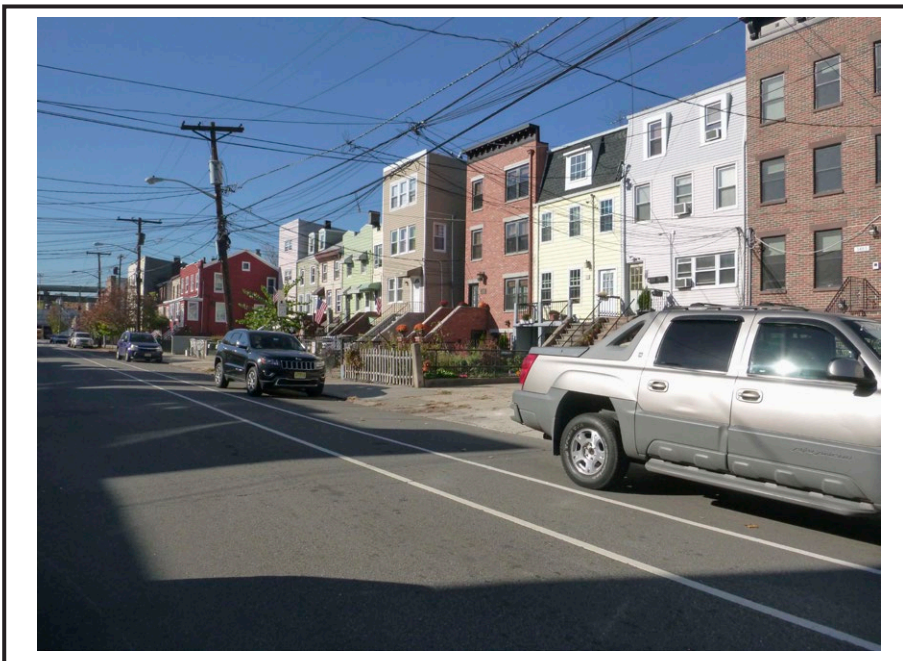
Northeast

Photographer:

Allee Davis

Date:

November 3,
2015



View of late nineteenth-century residences along the north side of Fifth Street between Monmouth and Brunswick streets.

Plate: 29

Photo view:

Northwest

Photographer:

Allee Davis

Date:

November 3,
2015

Survey Name: Conrail Harsimus Branch Abandonment

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Historic Sites #:



View of late nineteenth- and early twentieth-century residences on the north side of Fifth Street, looking toward Monmouth Street.

Plate: 30

Photo view:

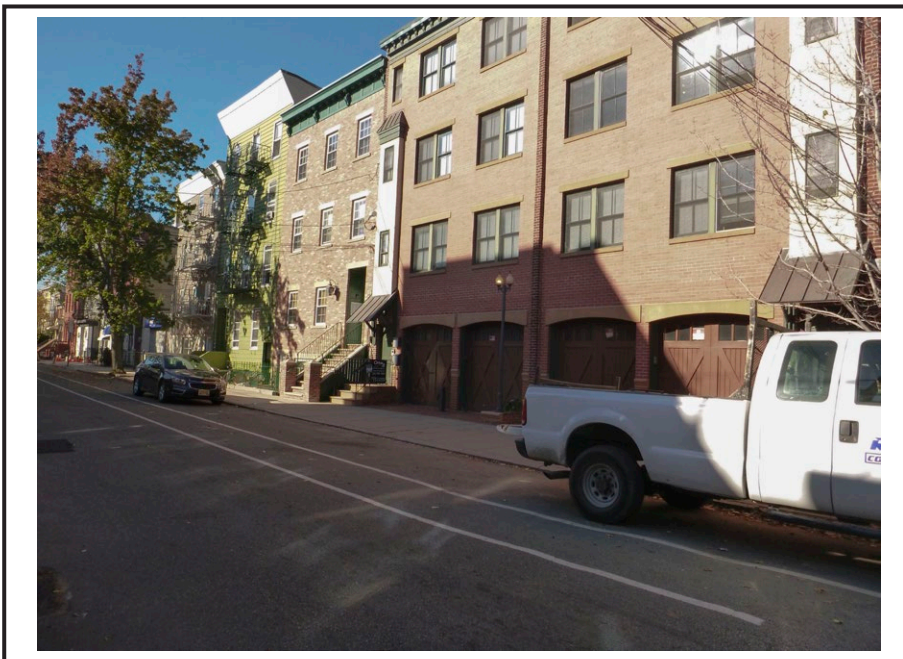
Northwest

Photographer:

Allee Davis

Date:

November 3,
2015



View of late nineteenth- and early twentieth-century residences on the north side of Fifth Street, from Coles Street, with contemporary infill construction visible at right.

Plate: 31

Photo view:

Northwest

Photographer:

Allee Davis

Date:

November 3,
2015

Survey Name: Conrail Harsimus Branch Abandonment

Surveyor: Lynn Alpert and Teresa Bulger

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CONTINUATION SHEET

Historic Sites #:



View from the intersection of Brunswick and Newark streets of vacant lots and contemporary infill development along Brunswick and Fifth streets. The APE-Architecture for the Harsimus Branch Abandonment Project is visible in the background.

Plate: 32

Photo view:

Northeast

Photographer:

Lynn Alpert

Date:

April 2, 2018



View along Newark Avenue from Fourth Street, looking toward the APE-Architecture for the Harsimus Branch Abandonment Project.

Plate: 33

Photo view:

North

Photographer:

Lynn Alpert

Date:

April 2, 2018

Survey Name: Conrail Harsimus Branch Abandonment

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Historic Sites #:



Plate: 34

Photo view:

Southeast

Photographer:

Lynn Alpert

Date:

April 2, 2018

View of mixed-use buildings along Newark Avenue, south of Fourth Street, with mid-rise contemporary infill construction visible at right.



Plate: 35

Photo view:

Northwest

Photographer:

Lynn Alpert

Date:

April 2, 2018

View of the complex intersection at Brunswick and Fourth streets and Newark Avenue. Surface parking lots and areas of recent demolition are located in the foreground, with the APE-Architecture for the Harsimus Branch Abandonment Project in the background.

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Historic Sites #:



View of tenements along Third Street, east of Monmouth Street, associated with mid-twentieth-century Italian and Italian-American settlement in Jersey City.

Plate: 36

Photo view:

Northeast

Photographer:

Lynn Alpert

Date:

April 20, 2018



View of mixed-used tenements along Newark Avenue, between Second and Third streets, with the extant Antique Bakery, a longstanding Italian business, at right.

Plate: 37

Photo view:

West

Photographer:

Lynn Alpert

Date:

April 2, 2018

Survey Name: Conrail Harsimus Branch Abandonment

Surveyor: Lynn Alpert and Teresa Bulger

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CONTINUATION SHEET

Historic Sites #:



View of extant four-story tenements along Brunswick Street from Third Street. The intersection with Newark Avenue and Fourth Street is visible at right.

Plate: 38

Photo view:

Northwest

Photographer:

Lynn Alpert

Date:

April 2, 2018



View of the intersection of Newark Avenue and Third Street, with mixed-use tenements at right and contemporary mid-rise infill construction visible at left.

Plate: 39

Photo view:

Southeast

Photographer:

Lynn Alpert

Date:

April 2, 2018

Survey Name: Conrail Harsimus Branch Abandonment

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Historic Sites #:



Detail of the 1936 building that houses Casa Colombo at right with adjacent contemporary rowhouses.

Plate: 40

Photo view:

Northeast

Photographer:

Lynn Alpert

Date:

April 20, 2018



View of 365 Second Street at right, the former location of Holy Grace Hall, between Monmouth and Brunswick streets.

Plate: 41

Photo view:

South

Photographer:

Teresa Bulger

Date:

April 26, 2018

Survey Name: Conrail Harsimus Branch Abandonment

Surveyor: Lynn Alpert and Teresa Bulger

Organization: RGA, Inc.

Date: May 2018

CONTINUATION SHEET

Historic Sites #:



View of the north side of Second Street, from Brunswick Street, with mixed-use tenements.

Plate: 42

Photo view:

Northeast

Photographer:

Lynn Alpert

Date:

April 20, 2018



View of the north side of Second Street, looking toward Brunswick Street, with the extant 2nd Street Bakery at center.

Plate: 43

Photo view:

Northeast

Photographer:

Lynn Alpert

Date:

April 20, 2018

Survey Name: Conrail Harsimus Branch Abandonment

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CONTINUATION SHEET

Historic Sites #:



Plate: 44

Photo view:

Northwest

Photographer:

Lynn Alpert

Date:

April 20, 2018

View of late nineteenth-century tenements along Second Street west of Colgate Street. The easternmost building formerly housed an Italian saloon on the first story.



Plate: 45

Photo view:

Southwest

Photographer:

Lynn Alpert

Date:

April 20, 2018

View of late nineteenth-century tenements along Colgate Street, south of Second Street. The northernmost building formerly housed an Italian saloon.

Survey Name: Conrail Harsimus Branch Abandonment

Surveyor: Lynn Alpert and Teresa Bulger

Organization: RGA, Inc.

Date: May 2018

CONTINUATION SHEET

Historic Sites #:



View of contemporary mid-rise residential development on the south side of Second Street, west of Colgate Street. The New Jersey Turnpike overpass is visible at right.

Plate: 46

Photo view:

Southwest

Photographer:

Lynn Alpert

Date:

April 20, 2018



View of late nineteenth-century tenements along Colgate Street, north of First Street.

Plate: 47

Photo view:

Northeast

Photographer:

Lynn Alpert

Date:

April 20, 2018

Survey Name: Conrail Harsimus Branch Abandonment

Surveyor: Lynn Alpert and Teresa Bulger

Organization: RGA, Inc.

Date: May 2018

CONTINUATION SHEET

Historic Sites #:



View of late nineteenth-century tenements along Colgate Street, north of First Street, with contemporary infill development visible at left.

Plate: 48

Photo view:

Northwest

Photographer:

Lynn Alpert

Date:

April 20, 2018



View of the extant Columbus Democratic Club at 365 First Street, flanked by contemporary infill development.

Plate: 49

Photo view:

Southeast

Photographer:

Lynn Alpert

Date:

April 20, 2018

Survey Name: Conrail Harsimus Branch Abandonment

Surveyor: Lynn Alpert and Teresa Bulger

Organization: RGA, Inc.

Date: May 2018

CONTINUATION SHEET

Historic Sites #:



View of the intersection of Brunswick Street and Christopher Columbus Drive.

Plate: 50

Photo view:

Northeast

Photographer:

Allee Davis

Date:

May 22, 2018



View of fields and buildings along Christopher Columbus Drive, west of Brunswick Street, associated with the Ferris High School campus, built in the late twentieth century.

Plate: 51

Photo view:

Southwest

Photographer:

Allee Davis

Date:

May 22, 2018

Survey Name: Conrail Harsimus Branch Abandonment

Surveyor: Lynn Alpert and Teresa Bulger

Organization: RGA, Inc.

Date: May 2018

3.3 Intensive-Level Survey Forms for 364 and 382 Marin Blvd.

BASE SURVEY FORM

Historic Sites #:

Property Name: 364 Luis Munoz Marin Boulevard

Street Address: Street #: 364 (Low) (High) Apartment #: (Low) (High)

Prefix: Street Name: Luis Munoz Marin Suffix: Type: BLVD

County(s): Hudson County **Zip Code:** 07302

Municipality(s): City of Jersey City **Block(s):** 11509

Local Place Name(s): Lot(s): 1

Ownership: Private **USGS Quad(s):** Jersey City

Description:

Number 364 Luis Munoz Marin Boulevard is a brick commercial building located at the southeast corner of the intersection of Luis Munoz Marin Boulevard and First Street. The building consists of two blocks: a two-story tall, three-bay wide northern block built circa 1885; and a one-story tall, five-bay wide southern block built in phases, with the southernmost third of the block built circa 1906 and the remaining northern portion built circa 1928 (Sanborn Map Company 1906; Hopkins 1928). The northern block is capped by a flat roof, accented by a low parapet wall. A decorative frieze band with an alternating rectangle and diamond pattern runs along the cornice line on the primary (west) elevation. *Continued on Building/Element Attachment*

Registration and Status Dates:

National Historic
Landmark:

SHPO Opinion:

National Register:

Local Designation:

New Jersey Register:

Other Designation:

Determination of Eligibility:

Other Designation Date:

Photograph:



Survey Name: Conrail Harsimus Branch Abandonment

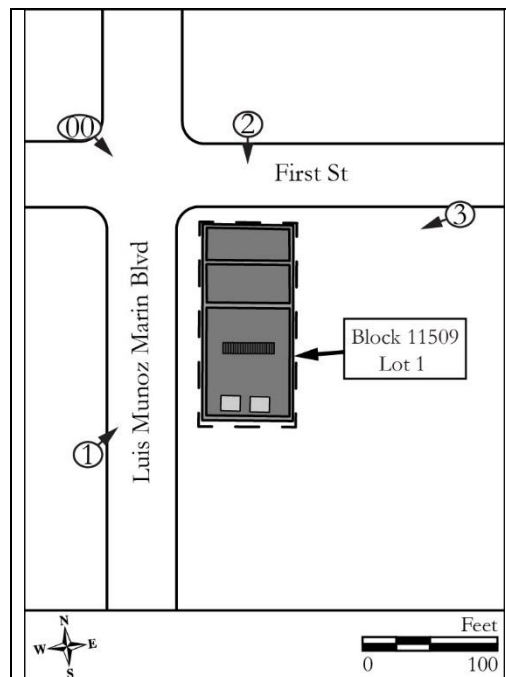
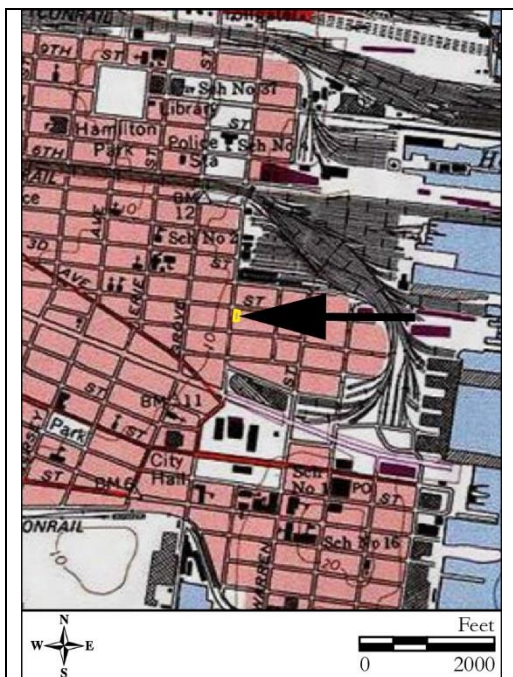
Surveyor: Lynn Alpert

Date: May 2018

Organization: RGA, Inc.

Historic Sites #:

Site Map:



See Continuation Sheet

None.

More Research Needed? ☐ Yes ☒ No

Attachments Included: 1 Building _____ Landscape _____ Farm
 Bridge Industry

Within Historic District? ☐ Yes ☒ No **Historic District Name:** _____

Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No
(Known or potential Sites – if yes, please describe briefly)

Survey Name: Conrail Harsimus Branch Abandonment

Surveyor: Lynn Alpert

Organization: RGA, Inc.

Date: May 2018

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ BUILDING ☐ STRUCTURE ☐ OBJECT

Common Name: 364 Luis Munoz Marin Boulevard

Historic Name: 364 Luis Munos Marin Boulevard

Present Use: Commercial Activity – Eating, Drinking

Historic Use: Residential Activity – Permanent

Construction Date: Circa 1885
Circa 1906; Circa

Source: Sanborn Map Company 1885

Alteration Date(s): 1926

Source: Sanborn Map Company 1906; Hopkins 1928

Designer: Unknown

Physical Condition: Excellent

Builder: Unknown

Remaining Historic Fabric: Low

Style: Other

Form: Row

Stories: N/A

Type: N/A

Bays: N/A

Roof Finish Materials: Rolled Asphalt

Exterior Finish Materials Brick, Running Bond

Exterior Description (continued):

Fenestration on the primary elevation consists of one-over-one, double-hung sash windows set in plain surrounds on the second floor. On the ground level, the northwest corner of the building is canted and features an entrance with paired doors, set into a surround with multiple segmented lights above rectangular panels. The center bay on the west elevation is occupied by paired, six-light fixed windows, each with three rectangular panels, below a large, segmented transom. The southernmost bay contains a single door, which provides entrance to the second floor. The ground level storefront is sheltered by a metal, pent roof which extends across the west elevation to the building's southern block. The north elevation has one-over-one, double-hung sash windows with plain surrounds on the second floor with a single one-over-one, double-hung sash window, obscured by metal bars, on the first floor. A single entryway with a brick lintel is located in the center of the north elevation.

The southern block is capped by a low-pitched gable roof, accented by a stepped parapet wall on the primary (west) elevation. Entry to the southern block is gained through a single door with four lights and two rectangular panels. The ground level contains four identical windows, each with multiple lights and rectangular panels. The south elevation is devoid of any openings. On the rear (east) elevation, the ground floor of both blocks is devoid of any openings. The second floor of the northern block contains one-over-one, double-hung sash windows.

Interior Description:

Not accessible.

Setting:

Number 364 Luis Munoz Marin Boulevard is located on the southeast corner of the intersection of Luis Munoz Marin Boulevard and First Street. The building fills the entire lot. Sidewalks line the north and west elevations and adjacent surface parking lots abut the east and south elevations. The surrounding area is composed of mixed-use commercial and residential buildings and light industrial buildings dating from the nineteenth century to the mid-twentieth century, with modern construction and paved parking lots interspersed throughout. Buildings generally become larger in height and scale to the east of the subject property, toward the Hudson River.

Survey Name: Conrail Harsimus Branch Abandonment

Surveyor: Lynn Alpert

Organization: RGA, Inc.

Date: May 2018

ELIGIBILITY WORKSHEET

Historic Sites #:

History:

See Continuation Sheet

Significance:

Number 364 Luis Munoz Marin Boulevard is an example of a late-nineteenth-century, mixed-use building, with commercial space on the first floor and apartments above, and an early-twentieth-century auto maintenance shop incorporated at the building's south end. In the late nineteenth and early twentieth centuries, Henderson Street, today's Luis Munoz Marin Boulevard, was one of the important commercial avenues of the city, with stores, offices and factories intermixed with dwellings. The building at 364 Luis Munoz Marin Boulevard exemplifies this mix of uses.

Eligibility for New Jersey and National Registers:

☐ Yes

☒ No

National

Register Criteria:

☐ A

☐ B

☐ C

☐ D

Level of Significance

☐ Local

☐ State

☐ National

Justification of Eligibility/Ineligibility:

Number 364 Luis Munoz Marin Boulevard is recommended not eligible for listing in the National Register of Historic Places (NRHP), as it lacks sufficient architectural and historical significance. Unsympathetic alterations, especially those undertaken in the early twenty-first century converting the building for use as a restaurant, have diminished the building's integrity of materials, workmanship, and design. Furthermore, the high loss of historic fabric through demolition and the construction of multiple surface parking lots surrounding the subject building detract from its integrity of setting, feeling, and association. For these reasons, the building does not meet Criterion C. As the subject building is not associated with any important individuals or historic events, it does not meet Criteria A or B. For these reasons, the building at 364 Luis Munoz Marin Boulevard is recommended ineligible for listing in the NRHP.

For Historic Districts Only:

Property Count:

Key Contributing: _____

Contributing: _____

Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:

Narrative Boundary Description:

N/A

Survey Name: Conrail Harsimus Branch Abandonment

Surveyor: Lynn Alpert

Organization: RGA, Inc.

Date: May 2018

CONTINUATION SHEET

Historic Sites #:

History:

The blocks adjacent to the mixed-use building at number 364 Luis Munoz Marin Boulevard were heavily developed during the second half of the nineteenth century, when the road was known as Henderson Street. Prior to this time, the area including the subject property was marshland (Douglas 1841) (Figure 1). By 1873, several buildings owned by W. W. Knight were standing on the subject property, though it does not appear that any of these buildings are standing today (Hopkins 1873) (Figure 2). William W. Knight, the owner of the subject property identified on the 1873 atlas, did expand his fountain soda water business around that time, moving his operation to the subject property at the intersection of Henderson and First streets (Jersey Journal [JJ] 1872). Just a few years later, in 1874, Knight went into business with John McDonough, forming the firm of Knight & McDonough, and it may have been around the time of this merger that the buildings within the northern block of the subject property took on their present form, seen clearly on an 1885 fire insurance map (Jersey City Directory 1874: 406; Sanborn Map Company 1885) (Figure 3).

Shortly after the death of John McDonough in November of 1885, William Knight retired from the soda water business (JJ 1886, 1900). When William Knight died in 1900, all of his property passed to his wife, Annie Knight (Hudson County Will 51: 249). Annie Knight retained ownership of the property into the 1920s, but the former soda water manufacturing plant was rented out for other uses (Hudson County Deed 1444: 506). A 1906 fire insurance map noted that the majority of the subject property was occupied at that time by the Eagle Tube Company, who had constructed one detached building at the south end of the subject property (Sanborn Map Company 1906) (Figure 4). The company used the majority of the property for storage. The northernmost building within the subject property housed a shop on the first story, with residential units above. From at least 1899 through 1905, Charles Paukschen ran a saloon at this location, where he also lived (Jersey City Directory 1899: 618, 1905: 398). By 1908, the saloon had changed hands and was being operated by Leon Balinski (Jersey City Directory 1908). Balinski, like Paukschen, lived above the saloon with his family, including his wife, Annie, and his four children, Tony, John, Helen, and Lottie (US Census Bureau 1910). Leon and Annie Balinski immigrated to the United States from Poland in 1889, but all of their four children were born in New Jersey. Fred Stuart, a native New Yorker, lived next door, above the Eagle Tube Company's storage facility (US Census Bureau 1910).

In the late nineteenth and early twentieth centuries, Henderson Street was dominated by a concentration of mixed-use tenements, with shops on the first floor and apartments above (Sanborn Map Company 1885, 1906). By the end of the Civil War, the tenement was well established as part of the "technical vocabulary of housing for the urban poor" (Plunz 1990: 13). This building type was developed based on the narrow, long lots available within the layout of gridded city streets and the concurrent need to house increasing numbers of families in these small spaces (Plunz 1990: 13). The interior spaces of tenements were cramped, subdivided into multiple units on each floor, and often lacked ventilation from even an interior air shaft (Plunz 1990: 16).

Many four-story tenement buildings with first-floor businesses lined Henderson Street by the late nineteenth century. For example, dwellings at 382, 380, 378, 376, 368, 356, 354, and 352 Henderson Street housed an average of seven families each (US Census Bureau 1880). Sanborn Fire Insurance maps from the early twentieth century show that most of these structures had a commercial component (Sanborn Map Company 1906). The mixed-used residential and commercial buildings within the northern block of the subject property, which were only two stories in height and accommodated only one family per building, were an exception along this block of large and cramped tenement buildings (US Census Bureau 1910).

Survey Name: Conrail Harsimus Branch Abandonment

Surveyor: Lynn Alpert

Organization: RGA, Inc.

Date: May 2018

CONTINUATION SHEET

Historic Sites #:

History, continued:

In 1922, the executors of Annie Knight's estate, Sadie and Henry Russell, sold the property to Matthias Last (Hudson County Deed 1444: 506). Last, who had emigrated from Austria in 1895, maintained ownership of the subject property until 1936 (Hudson County Deed 1875: 139). Under Last's ownership, in the 1920s, a central frame building was constructed on the subject property connecting the southern frame building with the brick mixed-use buildings at the north end of the property (Hopkins 1928) (Figure 5). It was at this time that the subject property took on its present form. It appears that the now-completed southern block of the property was designed for use as a garage or auto repair shop (JJ 1926, 1927, 1929).

In 1936, Mathias Last sold the subject property to Henry Russell and his wife, Sadie Russell (Hudson County Deed 1875: 139). Sadie Russell was a niece of William Knight, one of the daughters of his sister, Jane Clynes (Hudson County Will 51: 249). The couple had also served as the executors of Annie Knight's will and had aided in selling the property to Mathias Last fourteen years before (Hudson County Deed 1444: 506). In the 1940s, the commercial space at the north end of the building was operated as a corner grocery (JJ 1940, 1947, 1949). The southern block of the building continued to operate as an auto repair shop (Sanborn Map Company 1949; JJ 1957) (Figure 6).

In 1944, after Sadie's death, Henry sold the property to Zygmunt Karwosky (Hudson County Deed 2024: 449). As early as 1940, Zygmunt had been living in the four-story tenement at 358 Henderson Street, next door to the subject property (US Census Bureau 1940). Zygmunt was an automobile mechanic and possibly worked at the garage composing the southern block of the subject property until he was able to earn enough money to purchase the building (US Census Bureau 1940). When Zygmunt sold the building in 1966, he listed his address as 364 Henderson Street, likely indicating that he had moved into one of the apartments contained within the northern block of the building (Hudson County Deed 3008: 1119).

The subject property changed hands several more times during the second half of the twentieth century (Hudson County Deeds 3224: 376, 4353: 348). In 2003, the building was purchased by Katherine R. Carroll and Demetrios Goletsos for \$1.125 million (Hudson County Deed 7168: 179). The early twenty-first century brought a number of changes to the outside of the building, along with changes in use. In 2007, the property housed a comedy club, and while the southern block of the property retained several rolling metal garage doors, the northern block of the property had been highly altered with the addition of modern storefront windows and doors, as well as a replacement metal awning between the first and second stories (Google Maps 2007). By 2012, the southern block of the property was also heavily altered and converted for use as a lounge, with a glass awning above three modern metal and glass garage doors (Google Maps 2012). Today, the entire building houses Hudson Hall, a beer hall and smokehouse, for which the building was further remodeled and the fenestration heavily altered (Google Maps 2017).

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Google Maps

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2017 Street View Image Capture, September 2017. Electronic document, <https://www.google.com/maps>, accessed May 7, 2018.

Survey Name: Conrail Harsimus Branch Abandonment

Surveyor: Lynn Alpert

Organization: RGA, Inc.

Date: May 2018

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Historic Sites #:

Bibliography, continued:

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1927 Dodge touring car... 6 May. Jersey City, New Jersey.

1929 Chrysler sedan six-cylinder... 18 July. Jersey City, New Jersey.

1940 Experienced clerk wanted... 22 August. Jersey City, New Jersey.

1947 Buchen Grocery. 27 March. Jersey City, New Jersey.

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1957 Nash, 1955, Rambler station wagon... 2 February. Jersey City, New Jersey.

Plunz, Richard

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1910 Population Schedule, City of Jersey City, Hudson County, New Jersey.

1940 Population Schedule, City of Jersey City, Hudson County, New Jersey.

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1967 7.5' Quadrangle: Jersey City, NJ-NY [photorevised 1981].

Survey Name: Conrail Harsimus Branch Abandonment

Surveyor: Lynn Alpert

Organization: RGA, Inc.

Date: May 2018

CONTINUATION SHEET

Historic Sites #:

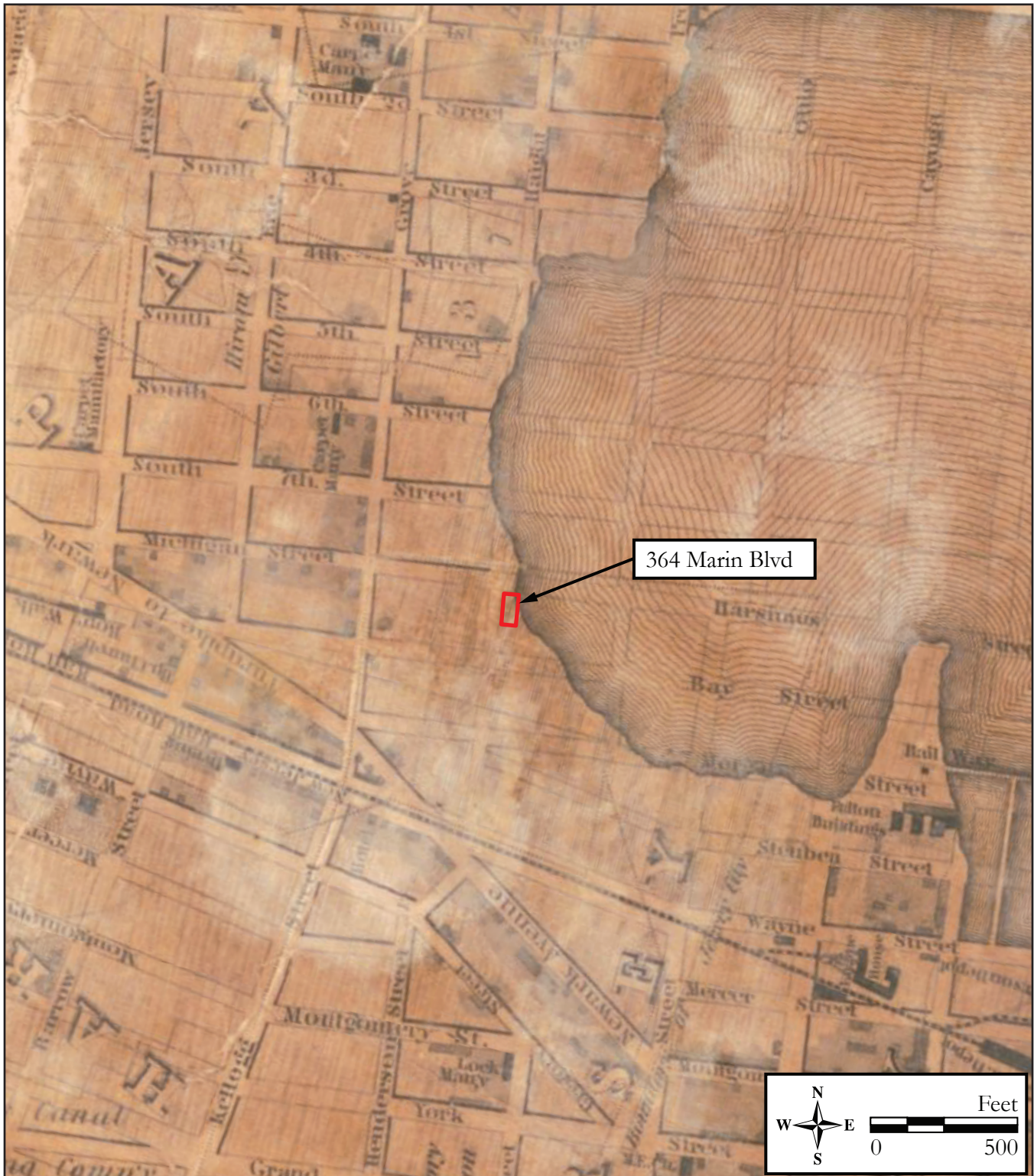


Figure 1: The location of the subject property in 1841 when it consisted of marshland (Douglass 1841).

Survey Name: Conrail Harsimus Branch Abandonment

Surveyor: Lynn Alpert

Organization: RGA, Inc.

Date: May 2018

Historic Sites #:Date: May 2018

Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

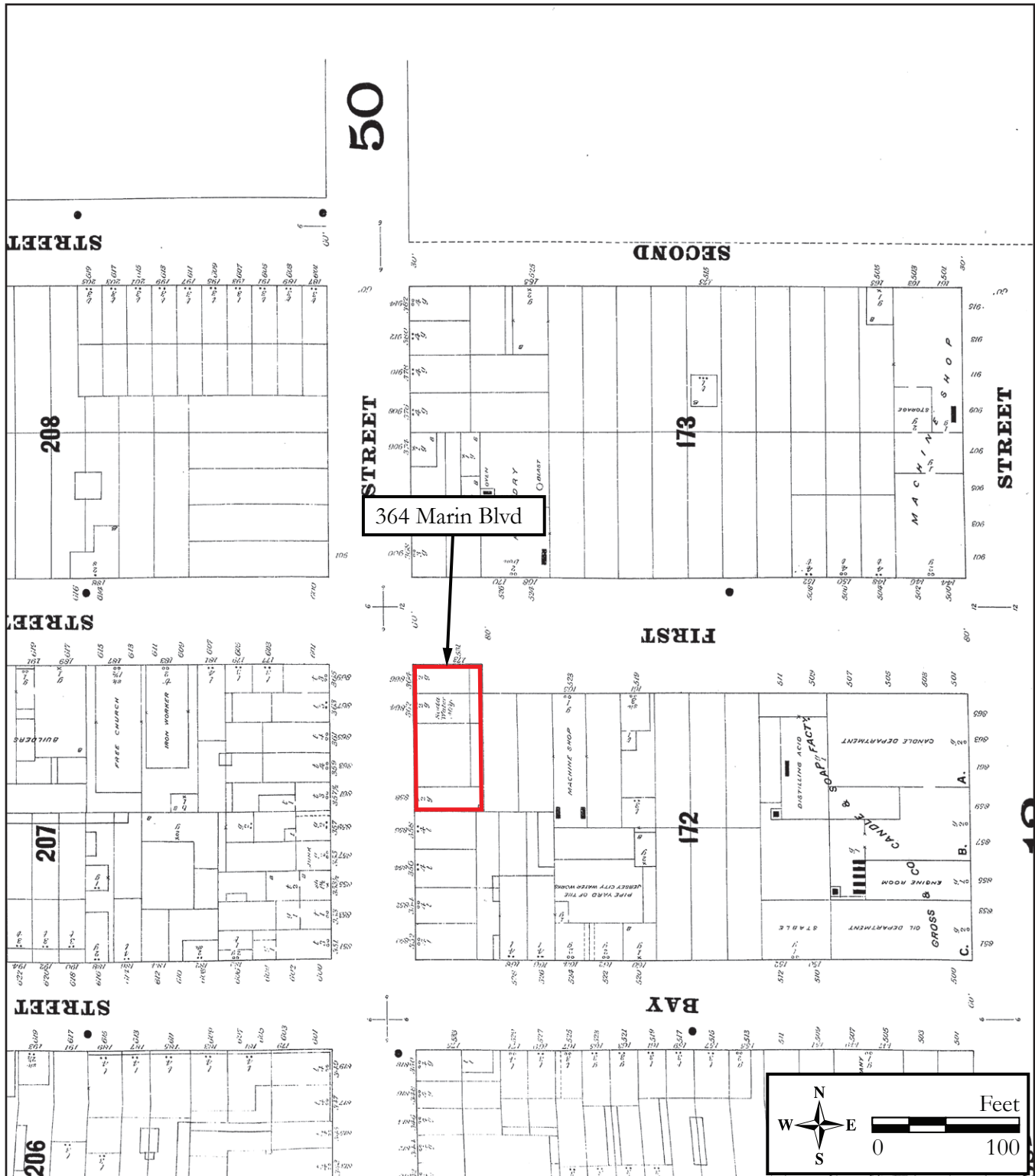


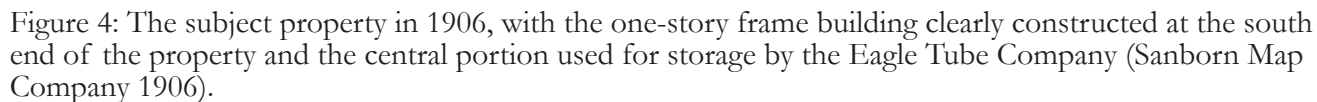
Figure 3: The subject property in 1885, showing the northern block containing the two-story brick buildings that are extant on the property today (Sanborn Map Company 1885).

Survey Name: Conrail Harsimus Branch Abandonment

Surveyor: Lynn Alpert

Organization: RGA, Inc.

Date: May 2018

Historic Sites #:Date: May 2018

Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

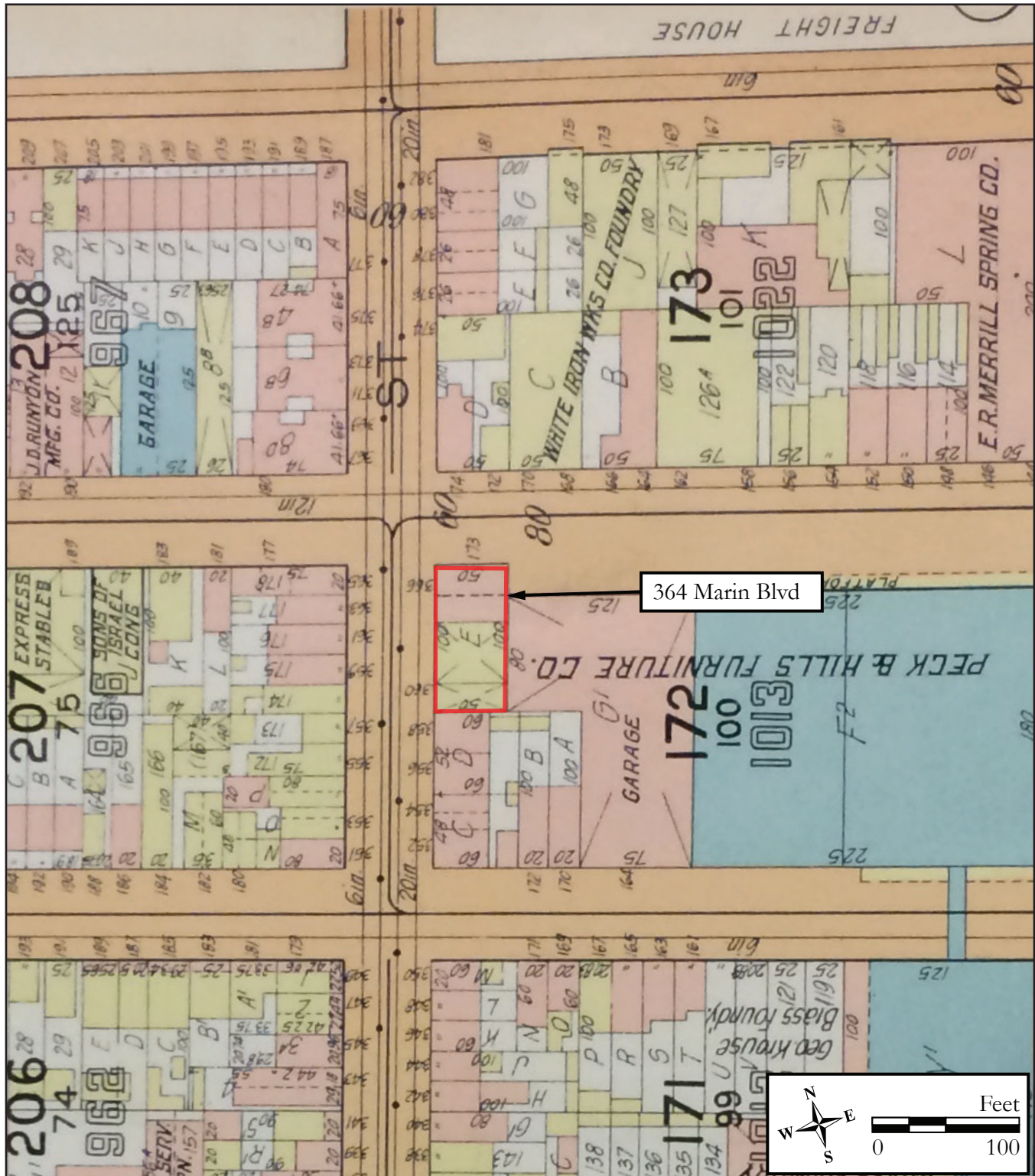


Figure 5: The subject property in 1928, having taken on its current building configuration (Hopkins 1928).

Survey Name: Conrail Harsimus Branch Abandonment

Surveyor: Lynn Alpert

Organization: RG&A, Inc.

Date: May 2018

CONTINUATION SHEET

Historic Sites #:

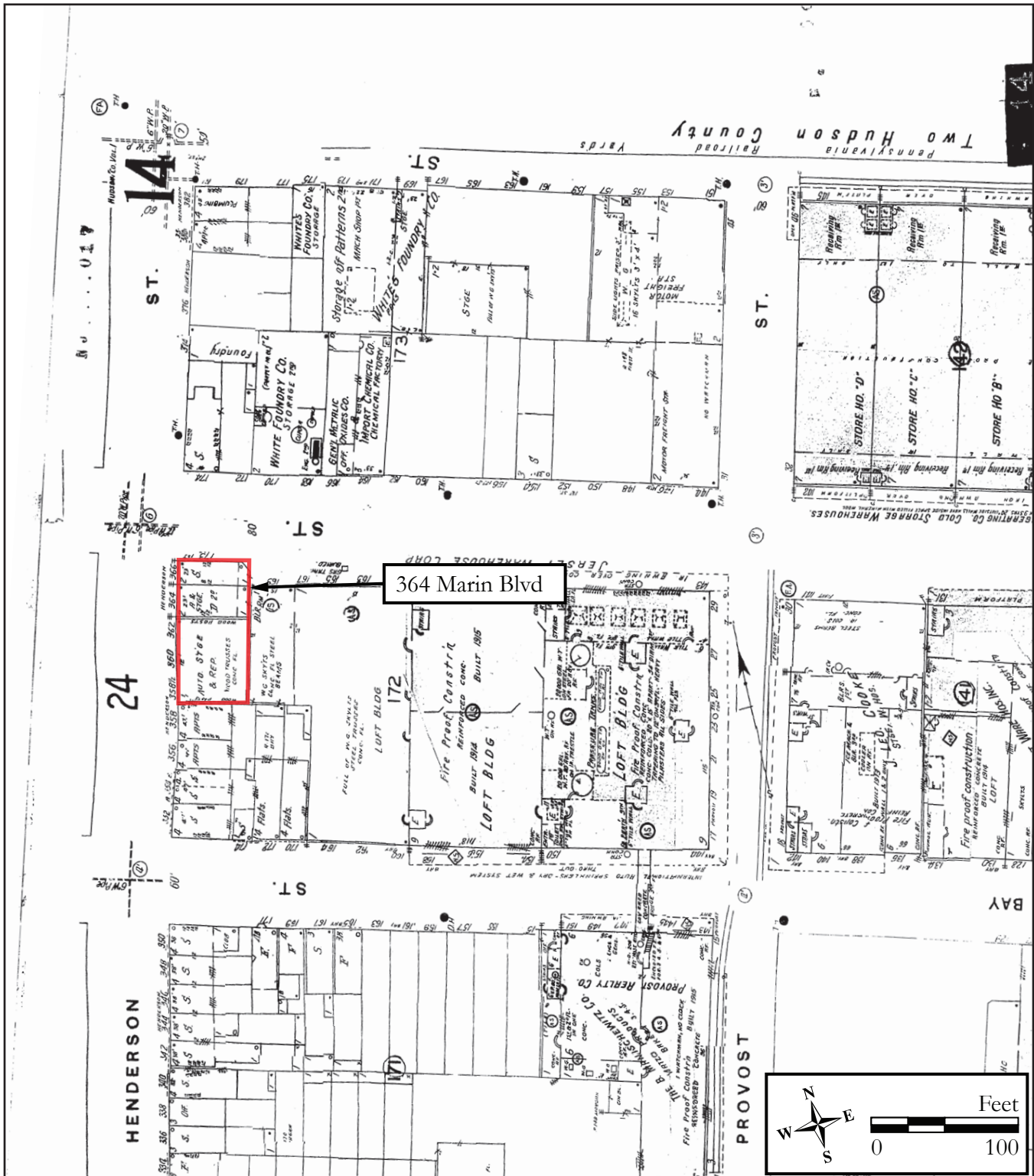


Figure 6: The subject property in 1949, with an auto storage and repair company occupying the southern block and stores with dwellings above occupying the northern block (Sanborn Map Company 1949).

Survey Name: Conrail Harsimus Branch Abandonment

Surveyor: Lynn Alpert

Organization: RGa, Inc.

Date: May 2018

CONTINUATION SHEET

Historic Sites #:



View of the primary (west) elevation of the building at 364 Luis Munoz Marin Boulevard.

Plate: 1

Photo view:

Northeast

Photographer:

Lynn Alpert

Date:

April 20, 2018



View of the north elevation of the building at 364 Luis Munoz Marin Boulevard.

Plate: 2

Photo view:

South

Photographer:

Lynn Alpert

Date:

April 20, 2018

Survey Name: Conrail Harsimus Branch Abandonment

Surveyor: Lynn Alpert

Organization: RGA, Inc.

Date: May 2018

CONTINUATION SHEET

Historic Sites #:



Plate: 3

Photo view:

Southeast

Photographer:

Lynn Alpert

Date:

April 20, 2018

View of the rear (east) elevation of the building at 364 Luis Munoz Marin Boulevard.

Survey Name: Conrail Harsimus Branch Abandonment

Surveyor: Lynn Alpert

Organization: RGA, Inc.

Date: May 2018

BASE SURVEY FORM

Historic Sites #:

Property Name: 382 Luis Munoz Marin Boulevard

Street Address: Street #: 382 (Low) (High) Apartment #: (Low) (High)

Prefix: Street Name: Luis Munoz Marin Suffix: Type: BLVD

County(s): Hudson County **Zip Code:** 07302

Municipality(s): City of Jersey City **Block(s):** 11502

Local Place Name(s): **Lot(s):** 1

Ownership: Private **USGS Quad(s):** Jersey City

Description:

Number 382 Luis Munoz Marin Boulevard is a four-story-tall apartment building built circa 1885 at the southeast corner of the intersection of Luis Munoz Marin Boulevard and Second Street. A flat roof caps the rectangular building which is accented by a semi-hexagonal projecting bay with a hipped, metal roof at the northwest corner. The molded wood cornice features decorative brackets. The exterior envelope of the building is built of brick laid in a running bond with a visible seam between the two halves of the building on the west elevation. *Continued on Building/Element Attachment*

Registration and Status Dates:

National Historic
Landmark:

SHPO Opinion:

National Register:

Local Designation:

New Jersey Register:

Other Designation:

Determination of Eligibility:

Other Designation Date:

Photograph:



Survey Name: Conrail Harsimus Branch Abandonment

Surveyor: Lynn Alpert

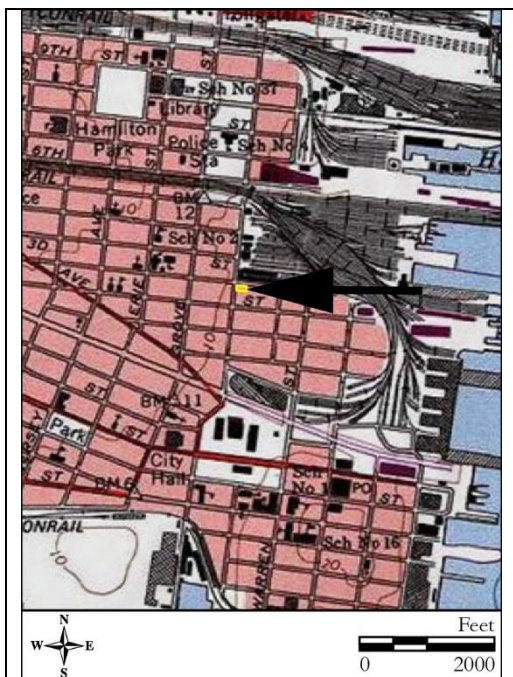
Date: May 2018

Organization: RGA, Inc.

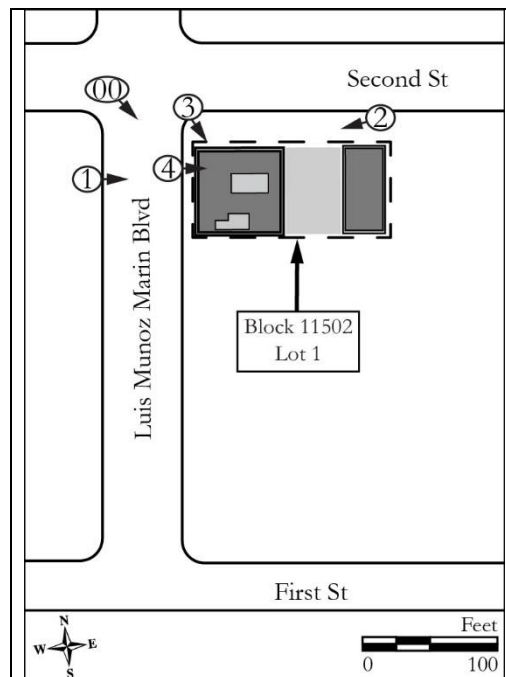
BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources:

See Continuation Sheet

Additional Information:

None.

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: 1 Building Landscape Farm
 Bridge Industry

Within Historic District? ☐ Yes ☒ No Historic District Name:
Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No
(Known or potential Sites – if yes, please describe briefly)

Survey Name: Conrail Harsimus Branch Abandonment

Surveyor: Lynn Alpert

Organization: RGA, Inc.

Date: May 2018

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ BUILDING ☐ STRUCTURE ☐ OBJECT

Common Name: 382 Luis Munoz Marin Boulevard

Historic Name: 382 Luis Munoz Marin Boulevard

Present Use: Residential Activity – Permanent

Historic Use: Residential Activity – Permanent

Construction Date: Circa 1885 **Source:** Sanborn Map Company 1885

Alteration Date(s): Circa 2003 **Source:** Hudson County Deed 7168: 183

Designer: Unknown

Physical Condition: Excellent

Builder: Unknown

Remaining Historic Fabric: High

Style: Other

Form: Row

Stories: 4

Type: N/A

Bays: 8

Roof Finish Materials: Rolled Asphalt

Exterior Finish Materials Brick, Running Bond

Exterior Description (continued):

Fenestration on the west elevation includes four-over-four, double-hung sash windows with two-over-two, double-hung sash windows on both floors of the projecting bay. All windows have plain concrete lintels and sills. The first floor of the west elevation contains two storefronts accented by a molded wood cornice with decorative brackets. The entrance in the northwest corner is canted and supported by fluted columns. The entryway consists of paired wood doors, each with six lights above molded square panels. The doors are flanked by thin fluted pilasters and surrounded by segmented sidelights and a segmented transom. Fenestration on the north elevation includes four-over-over, double-hung sash windows with concrete lintels and sills. A concrete belt course divides the upper and lower stories.

The rear (east) elevation is dominated by metal fire escapes that extend from the fourth floor to the second floor. Fenestration includes four-over-four and nine-over-nine, double-hung sash windows and single doors with molded panels at each floor. Windows on the first floor are obscured by metal bars. The south elevation is devoid of any openings.

Interior Description:

Not accessible.

Setting:

Number 382 Luis Munoz Marin Boulevard is located on the southeast corner of the intersection of Luis Munoz Marin Boulevard and Second Street. Sidewalks line the north and west elevations and surface parking areas and open lots abut the east and south elevations. The surrounding area is composed of mixed-use commercial and residential buildings and light industrial buildings dating from the nineteenth century to the mid-twentieth century, with modern construction and paved parking lots interspersed throughout. Buildings generally become larger in height and scale to the east of the subject property, toward the Hudson River.

Survey Name: Conrail Harsimus Branch Abandonment

Surveyor: Lynn Alpert

Organization: RGA, Inc.

Date: May 2018

ELIGIBILITY WORKSHEET

Historic Sites #:

History:

See Continuation Sheet

Significance:

Number 382 Luis Munoz Marin Boulevard is an example of a late-nineteenth-century, mixed-use tenement building, with commercial space on the first floor and apartments above. In the late nineteenth and early twentieth centuries, Henderson Street, today's Luis Munoz Marin Boulevard, was one of the important commercial avenues of the city, with stores, offices and factories intermixed with dwellings. The building at 382 Luis Munoz Marin Boulevard exemplifies this mix of uses.

Eligibility for New Jersey and National Registers:

☐ Yes

☒ No

National

Register Criteria:

☐ A

☐ B

☐ C

☐ D

Level of Significance

☐ Local

☐ State

☐ National

Justification of Eligibility/Ineligibility:

Number 382 Luis Munoz Marin Boulevard is recommended not eligible for listing in the National Register of Historic Places (NRHP), as it lacks sufficient architectural and historical significance. Unsympathetic alterations, especially those undertaken in the early twenty-first century converting the building for use as a condominium, have diminished the building's integrity of materials, workmanship, and design. Furthermore, the high loss of historic fabric through demolition, especially the demolition of the adjoining tenements to the south, and the construction of multiple surface parking lots surrounding the subject building detract from its integrity of setting, feeling, and association. For these reasons, the building does not meet Criterion C. Though the subject building was historically associated with several immigrant communities, it is not recommended eligible under Criterion A. There are better preserved and more intact examples of tenements that housed immigrant families found within Jersey City. As the subject building is not associated with any important individuals, it does not meet Criterion B. For these reasons, the building at 382 Luis Munoz Marin Boulevard is recommended ineligible for listing in the NRHP.

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:

Narrative Boundary Description:

N/A

Survey Name: Conrail Harsimus Branch Abandonment

Surveyor: Lynn Alpert

Organization: RGA, Inc.

Date: May 2018

CONTINUATION SHEET

Historic Sites #:

History:

The blocks adjacent to the mixed-use building at number 382 Luis Munoz Marin Boulevard were heavily developed during the second half of the nineteenth century, when the road was known as Henderson Street. Prior to this time, the area including the subject property was marshland (Douglas 1841) (Figure 1). By 1873, the subject property remained undeveloped and was owned by William C. Whyte (Hopkins 1873) (Figure 2). William C. Whyte was a Scottish immigrant and head of a masonry business (US Census Bureau 1870). His shop and yard were located on First Street, just west of Henderson Street, less than a block from the subject property (Hopkins 1873; Jersey City Directory 1875: 726). Based on his profession and the proximity of the property to his business, it is likely Whyte purchased these lots as part of a speculative development project, building the extant mixed-use tenement building on the subject property in the 1870s (Jersey Journal [JJ] 1879; Sanborn Map Company 1885) (Figure 3). Whyte's original development appears to have included four attached tenements occupying the northern half of the block fronting on Henderson Street (Sanborn Map Company 1885). The tenements at then 380 and 382 Henderson Street, the northern half of the row, together compose the subject building presently known as 382 Luis Munoz Marin Boulevard.

The building at 380 and 382 Henderson Street had certainly been constructed by 1879, when Patrick Hogan, Jr. was granted a license to run a restaurant there (JJ 1879). Two generations of the Hogan family lived together in one of the apartments on the upper floors of 382 Henderson Street: Patrick Hogan, Sr. and his wife, Kate, who emigrated from Ireland, while their children, John, Patrick, Jr., Annie, and Cassie, had all been born in New York (US Census Bureau 1880). Patrick Hogan, Sr. worked as a real estate agent, John Hogan worked as a clerk with a railroad company, and Patrick Hogan, Jr. ran a liquor store, likely the establishment for which he had been issued a license to operate in 1879 (US Census Bureau 1880).

In the late nineteenth and early twentieth centuries, Henderson Street was dominated by a concentration of mixed-use tenements, with shops on the first floor and apartments above (Sanborn Map Company 1885, 1906). By the end of the Civil War, the tenement was well established as part of the "technical vocabulary of housing for the urban poor" (Plunz 1990: 13). This building type was developed based on the narrow, long lots available within the layout of gridded city streets and the concurrent need to house increasing numbers of families in these small spaces (Plunz 1990: 13). The interior spaces of tenements were cramped, subdivided into multiple units on each floor, and often lacked ventilation from even an interior air shaft (Plunz 1990: 16).

Many tenement buildings with first-floor businesses lined Henderson Street by the late nineteenth century. For example, dwellings at 382, 380, 378, 376, 368, 356, 354, and 352 Henderson Street housed an average of seven families each (US Census Bureau 1880). Sanborn Fire Insurance maps from the early twentieth century show that most of these buildings had a commercial component (Sanborn Map Company 1906). In 1880, the Hogan family lived at 382 Henderson Street with four other Irish-American families: the Collins, Casey, Connelly and Marrissey families (US Census Bureau 1880). Tenants in the building worked as laborers, blacksmiths, factory workers, and dressmakers, all of whom likely worked at the nearby businesses such as the foundry on First Street, east of Henderson Street. The adjoining tenement at 380 Henderson Street was occupied by an additional eight families. The residents of this tenement were primarily Irish-American, though two families were German-American. Workers living at 380 Henderson Street and other nearby tenements held similar jobs to those individuals residing at 382 Henderson Street; they were employed in labor capacities such as railroad workers, iron moulders, factory workers, bakers, machinists, stone cutters, and boiler workers; in service jobs such as posts on the police force; and in retail capacities with individuals identified as a butcher, an oyster dealer, a saddler, or owner of an ice wagon. Women were generally noted as "keeping house" or worked as seamstresses (US Census Bureau 1880).

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Surveyor: Lynn Alpert

Organization: RGA, Inc.

Date: May 2018

CONTINUATION SHEET

Historic Sites #:

History, continued:

It is unclear exactly when the Hogan family came to own the subject property, though in his position as a real estate agent, Patrick Hogan, Sr., may have had the capital to purchase the building from William C. Whyte after its completion in the 1870s. By 1897, the tenements at 380 and 382 Henderson Street were owned by Anna M. Hogan, the daughter of Patrick Hogan, Sr. and Kate Hogan (Hudson County Deed 671: 598). The property passed back and forth between the Hogan siblings for three decades, though the family appears to have moved from the building by the 1890s (Hudson County Deeds 671:598, 980: 21, 1744: 31, 1744: 33). By 1900, Anna Hogan had married a Swiss immigrant, Hanse Piaget, and was living with him, their daughter, Eugene, and her sister, Catherine Hogan, in the Town of West Orange in Essex County. Patrick Hogan, Jr., and his wife, Charlotte, remained in Jersey City, though they do not appear to have continued living at 382 Henderson Street (US Census Bureau 1910).

Philip Cohen and Jacob Morrof purchased the subject property from the Hogan family for \$11,800.00 in 1930 (Hudson County Deed 1744: 31). Six years later, the property was sold at sheriff sale due to a foreclosure on Cohen and Morrof's mortgage, on which they owed \$12,832.00, more than the purchase price of the property six years earlier (Hudson County Deed 1882: 65; JJ 1936a). Samuel and Annie Schwartz purchased the property in June of 1936, and in July of the same year they sold the property to the Second Henderson Corp. (Hudson County Deed; JJ 1936b). The property continued operating as first-story commercial spaces with tenements above throughout the first half of the twentieth century (Sanborn Map Company 1906, 1949; Hopkins 1928) (Figures 4-6). Around 1949, the adjoining tenements to the south of the subject property were demolished (Sanborn Map Company 1949).

The subject property appears to have remained relatively unchanged until 2004, when it was subdivided into condominiums under the ownership and management of Olde Hudson Brownstone Condominiums, consisting of nine separate units (Hudson County Deed 7401: 140). It was likely at this time that the contemporary two-story corner bay window was built at the building's northeast corner, along with many interior upgrades and alterations to convert the building for condominium use. The commercial spaces on the first floor of the building were retained in the condominium conversion. At the time of writing, the store was occupied by Packer Shoes, a footwear and accessories shop.

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Survey Name: Conrail Harsimus Branch Abandonment

Surveyor: Lynn Alpert

Organization: RGA, Inc.

Date: May 2018

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1880 Population Schedule, City of Jersey City, Hudson County, New Jersey.

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Survey Name: Conrail Harsimus Branch Abandonment

Surveyor: Lynn Alpert

Organization: RGA, Inc.

Date: May 2018

CONTINUATION SHEET

Historic Sites #:

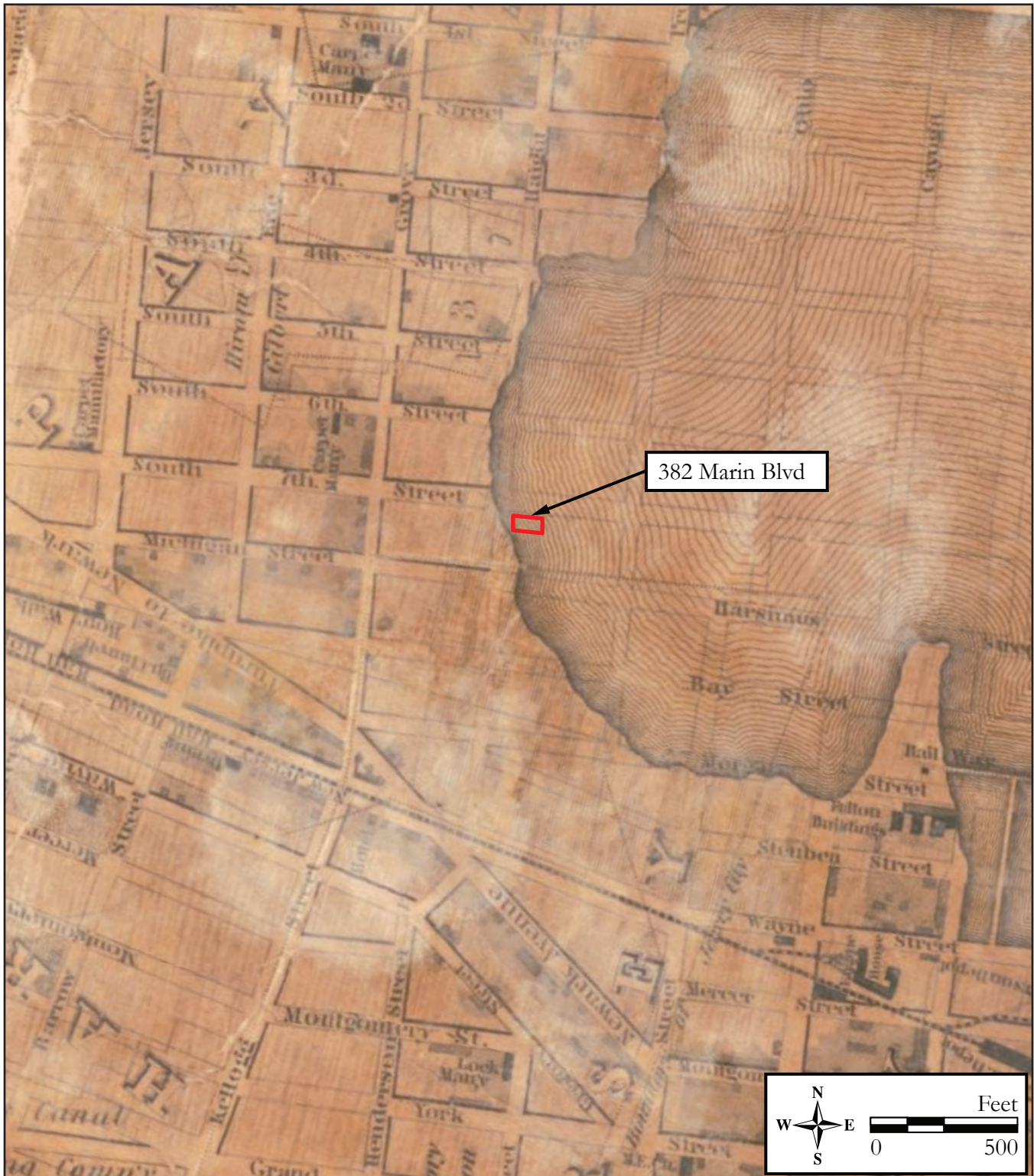


Figure 1: The location of the subject property in 1841 when it consisted of marshland (Douglass 1841).

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Surveyor: Lynn Alpert

Organization: RGA, Inc.

Date: May 2018

CONTINUATION SHEET

Historic Sites #:

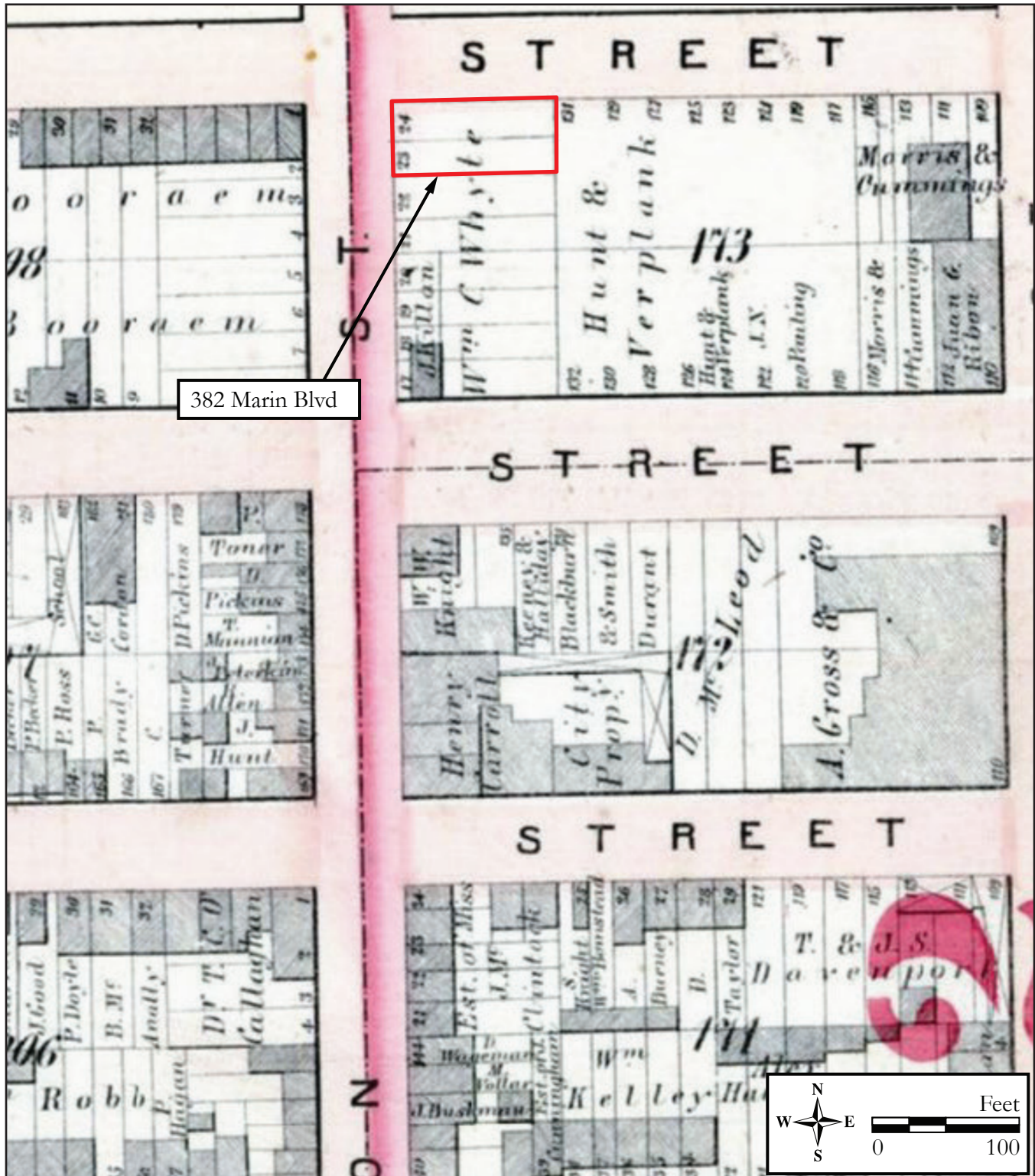


Figure 2: The subject property in 1873, which remained undeveloped under the ownership of William C. Whyte (Hopkins 1873).

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Surveyor: Lynn Alpert

Organization: RGA, Inc.

Date: May 2018

CONTINUATION SHEET

Historic Sites #:

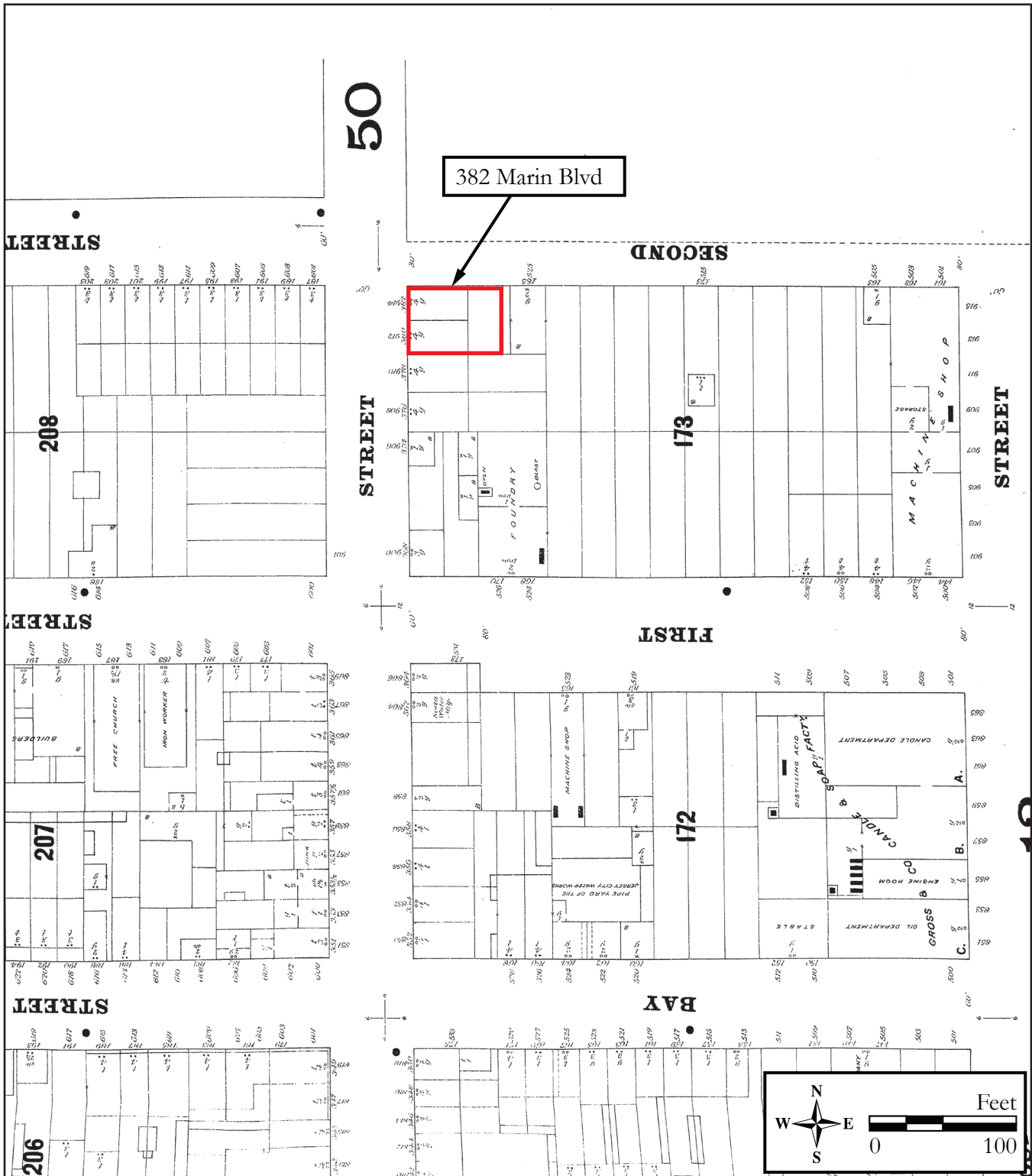


Figure 3: The subject property in 1885, showing the attached four-story tenement buildings that are extant on the property today (Sanborn Map Company 1885).

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Surveyor: Lynn Alpert

Organization: RGA, Inc.

Date: May 2018

Historic Sites #:Date: May 2018

Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

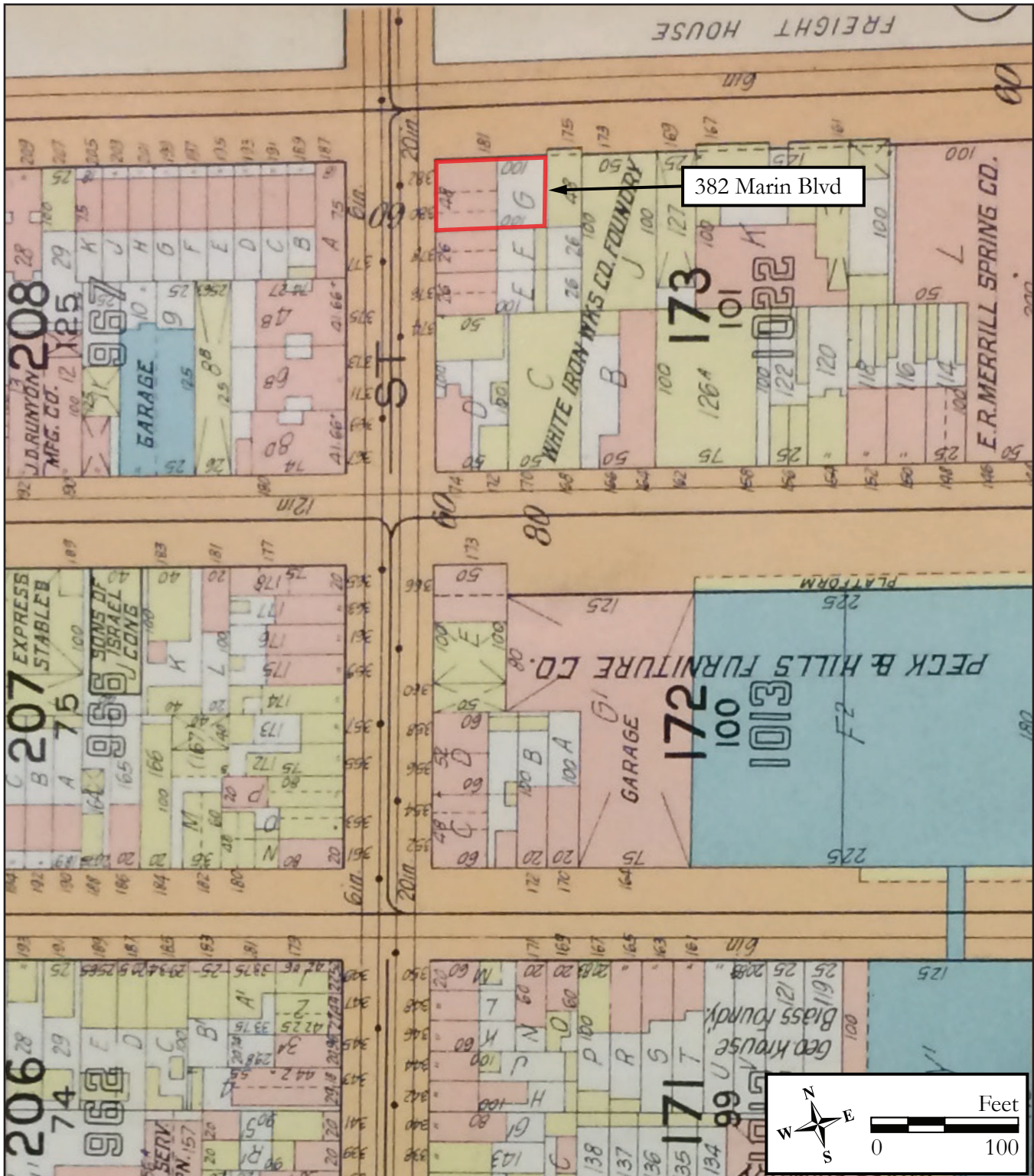


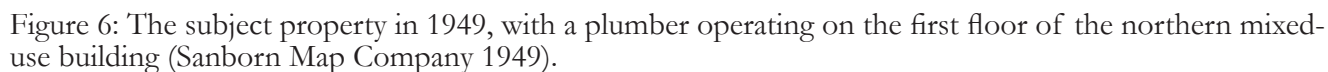
Figure 5: The subject property in 1928 (Hopkins 1928).

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Surveyor: Lynn Alpert

Organization: RG&A, Inc.

Date: May 2018

Historic Sites #:Date: May 2018

Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:



View of the primary (west) elevation of the building at 382 Luis Munoz Marin Boulevard.

Plate: 1

Photo view:

East

Photographer:

Lynn Alpert

Date:

April 20, 2018



View of the rear (east) and north elevations of the building at 382 Luis Munoz Marin Boulevard.

Plate: 2

Photo view:

Southwest

Photographer:

Lynn Alpert

Date:

April 20, 2018

Survey Name: Conrail Harsimus Branch Abandonment

Surveyor: Lynn Alpert

Organization: RGA, Inc.

Date: May 2018

CONTINUATION SHEET

Historic Sites #:



Plate: 3

Photo view:

Southeast

Photographer:

Lynn Alpert

Date:

April 20, 2018

Detail of the canted corner entry door providing access to the commercial space on the first floor.

Survey Name: Data

Surveyor: Name

Organization: RGA, Inc.

Date: Date

CONTINUATION SHEET

Historic Sites #:

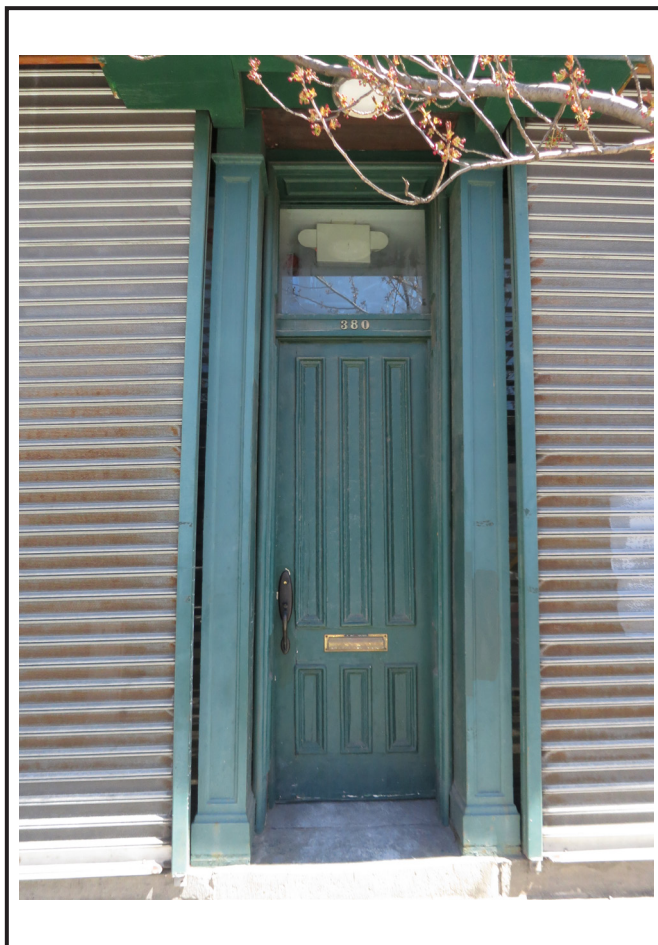


Plate: 4

Photo view:

East

Photographer:

Lynn Alpert

Date:

April 20, 2018

Detail of the entry door on the primary elevation providing access to the apartments on the upper stories of the building. The door retains the number "380" at the top, the former street number used to identify the eastern half of the building.

Survey Name: Data

Surveyor: Name

Organization: RGA, Inc.

Date: Date

3.4 Revised Survey Form for First Street Streetscape

BASE SURVEY FORM

Historic Sites #:

Property Name: First Street Streetscape

Street Address: Street #: 181 197 Apartment #: _____
(Low) (High) (Low) (High)

Prefix: _____ Street Name: First Suffix: _____ Type: ST

County(s): Hudson Zip Code: 07302

Municipality(s): City of Jersey City Block(s): 11508

Local Place Name(s): _____ Lot(s): 2, 3, and 4

Ownership: Private USGS Quad(s): Jersey City

Description:

The First Street Streetscape consists of two buildings situated along the southern side of First Street between Grove Street and Luis Munoz Marin Boulevard (Plates 1-8; Table 1). The larger, western brick building houses the Henderson Lumber Mills at 195 First Street. The smaller, eastern building houses the Avel Autoworks at 181 First Street and is one of several buildings within the larger city block (Block 11508) associated with Avel Autoworks. The autoworks' associated buildings front on Luis Munoz Marin Boulevard and Bay Street. Today, the subject streetscape is flanked by the Harsimus Cove Historic District (NJR: 10/15/1987; NR: 12/9/1987) to the west and the Warehouse Historic District (SHPO Opinion: 2/28/1991) to the east. *See Continuation Sheet*

Registration and Status Dates:

National Historic
Landmark: _____

SHPO Opinion: _____

National Register: _____

Local Designation: _____

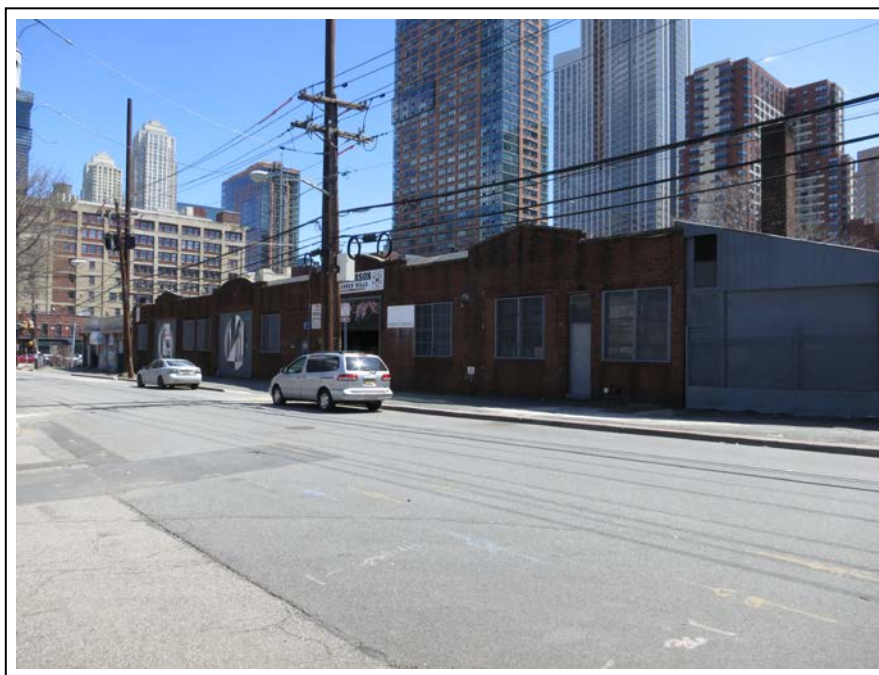
New Jersey Register: _____

Other Designation: _____

Determination of Eligibility: _____

Other Designation Date: _____

Photograph:



Survey Name: Conrail Harsimus Branch Abandonment

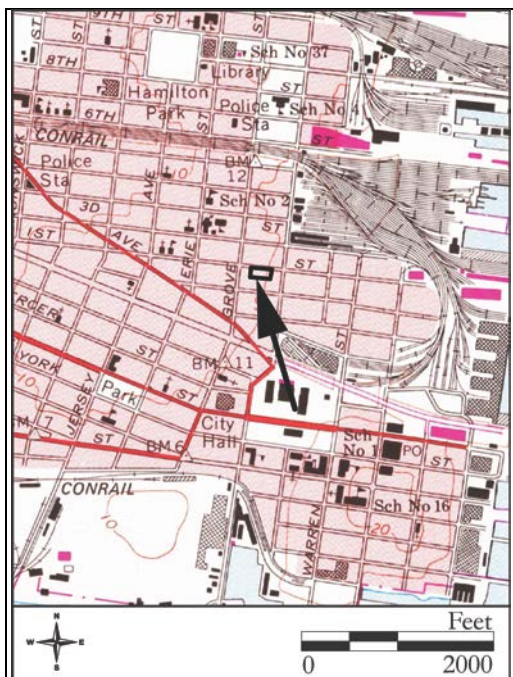
Surveyor: Allee Davis and Lynn Alpert Date: May 2018

Organization: RGA, Inc.

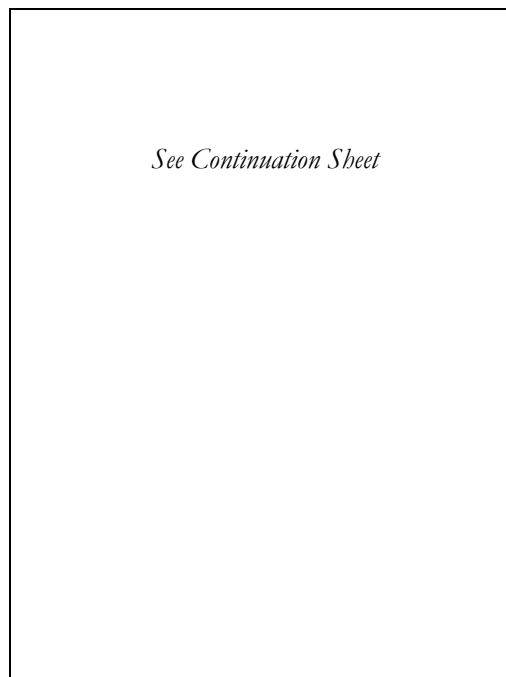
BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:



See Continuation Sheet

Bibliography/Sources:

See Continuation Sheet

Additional Information:

None.

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: _____ Building _____ Landscape _____ Farm
_____ Bridge _____ Industry

Within Historic District? ☐ Yes ☒ No Historic District Name: _____
Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No
(Known or potential Sites – if yes, please describe briefly)

Survey Name: Conrail Harsimus Branch Abandonment

Surveyor: Allee Davis and Lynn Alpert

Date: May 2018

Organization: RGA, Inc.

ELIGIBILITY WORKSHEET

Historic Sites #:

History:

See continuation sheet

Significance:

Constructed at various times during the twentieth century, the buildings that compose the First Street Streetscape are associated with the industrial history of Jersey City. The streetscape is adjacent to Henderson Street, today's Luis Munoz Marin Boulevard, which in the late nineteenth and early twentieth centuries was one of the important commercial avenues of the city, with stores, offices and factories intermixed with dwellings. Located directly off this important thoroughfare, First Street represented the character of the immediate area in the early twentieth century, with a combination of residential, institutional, and industrial and service buildings, seen today in the extant 1928 garage at 185 First Street.

Eligibility for New Jersey and National Registers:

☐ Yes

☒ No

National

Register Criteria:

☐ A

☐ B

☐ C

☐ D

Level of Significance

☐ Local

☐ State

☐ National

Justification of Eligibility/Ineligibility:

The First Street Streetscape is recommended not eligible for listing in the National Register of Historic Places (NRHP) as it lacks architectural and historical significance. The garage at 181 First Street has experienced diminished architectural integrity over the course of the late twentieth and early twenty-first centuries as a result of additions and insensitive alterations to the primary elevation. Though the building at 185 First Street retains a relatively high level of integrity of materials, workmanship, and design, the integrity of feeling, setting, design, and association for the streetscape as a whole has been diminished by the loss of the residential buildings that capped the block at either end, representing the mix of uses that historically defined the street. Due to this lack of architectural integrity, the First Street Streetscape does not meet Criterion C. Additionally, the First Street Streetscape is not associated with any significant historic events or important persons, and does not meet either Criteria A or B. For these reasons, the First Street Streetscape is recommended ineligible for listing in the NRHP.

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:

Narrative Boundary Description:

N/A

Survey Name: Conrail Harsimus Branch Abandonment

Surveyor: Allee Davis and Lynn Alpert

Organization: RGA, Inc.

Date: May 2018

CONTINUATION SHEET

Historic Sites #:

Description (continued):

Two one-story, masonry buildings contained within three parcels define the First Street Streetscape. The Henderson Lumber Mills' brick building is located on Block 11508, Lot 2 (187-197 First Street). The company uses the street address of 195 First Street as its official address. The Avel Autoworks' one-story garage is spread across two parcels, Block 11508, Lots 3 and 4 (183-185 First Street and 181 First Street, respectively). The company uses the street address of 181 First Street as the address for the entire garage building. West of the Henderson Lumber Mills' brick building, there is an attached shed addition with an adjoining associated fenced surface parking area. The fenced area extends west for the remainder of the block, to the intersection with Grove Street. To the east of the Avel Autoworks garage is an open surface parking lot, which is associated with the operation of Avel Autoworks and extends east to the intersection with Luis Munoz Marin Boulevard.

The building at 195 First Street was constructed for use as a garage in 1928 (Jersey Journal 1928a) (see Plates 1-4). The building retains much of its original brickwork on the primary (north) elevation fronting on First Street. The primary elevation measures 11 bays wide. The roof is accentuated by a parapet wall on all sides. On the primary elevation, the cornice is articulated by a band of vertical bricks with interspersed decorative glazed tiles. Four bays are accentuated by false pediments. A gabled pediment is sited toward the western end of the building, two vernacular Flemish gables are sited at the center of the building, and a second gabled pediment is located toward the eastern end of the building. The eastern three false pediments are situated above garage-sized entryways. Two of the three garage door openings have been sealed and decorated with abstract murals, while the westernmost garage door remains operational. The western false gabled pediment is situated above an offset human-sized metal entry door and a pair of six-over-six, metal sash windows. Windows on the primary elevation generally consist of six-over-six, metal sash windows with brick sills and are situated in pairs, flanking each entry door. There are additional six-over-six, metal sash windows on the rear (south) elevation, where it is not engaged with adjoining buildings. The east elevation is situated several feet from the Avel Autoworks garage to the east, and the west elevation has an attached shed addition dating to around 1987 (NETR 1987).

The building at 181 First Street was constructed in multiple phases (see Plates 5-8). The northwestern block of the building appears to have been completed around 1960 within the bounds of the present-day Block 11508, Lot 3 (Jersey Journal 1961; NETR 1954, 1966). By 1979, the northeastern portion of the building was completed on Lot 4 (NETR 1979). The rear, southern addition was constructed by 2002 (Sanborn Map Company 1906, 1949; NETR 2002). The primary elevation measures five bays wide. Each bay contains a rolling metal garage door, all decorated with colorful graffiti murals. The walls surrounding the garage doors are clad in modern stacked stone veneer paneling. The east elevation has a layer of stucco on the exterior and contains two offset rolling metal garage doors.

Table 1: Tax parcels included in the First Street Streetscape.

Block	Lot	Address	Date of Construction	Description
11508	2	187-197 First Street	1928	The Henderson Lumber Mills (street address: 195 First Street), house in a one-story brick building
11508	3	183-185 First Street	Circa 1960	Avel Autoworks (street address: 181 First Street), housed in a one-story masonry garage
11508	4	181 First Street	Circa 1979	Avel Autoworks (same address and building as above)

History:

Historically, much of First Street in this area of Jersey City was dominated by foundries, chemical companies, and auto-related businesses. A majority of buildings associated with these industrial entities was demolished over the course of the twentieth century. In the early twentieth century, this block of First Street contained a number of buildings that served residential, industrial, commercial, and religious purposes (Hopkins 1928) (Figure 1). Prior to

Survey Name: Conrail Harsimus Branch Abandonment

Surveyor: Allee Davis and Lynn Alpert

Organization: RGA, Inc.

Date: May 2018

CONTINUATION SHEET

Historic Sites #:

History (continued):

1928, the parcels that make up present-day 195 First Street contained a number of frame buildings, including several buildings that together made up the home of the Express Stables to the west, and a house of worship for the Sons of Israel Congregation to the east. The parcels that make up the present-day 181 First Street included a frame building that formerly contained a wagon works to the west and a four-story brick residence to the east (Sanborn Map Company 1906; Hopkins 1928). Through the 1940s, a two-story frame dwelling was located to the west of 195 First Street, with a vacant lot extending to the corner; into the 1950s, brick residential buildings were located to the east of 181 First Street, with the easternmost residential building fronting on present-day Marin Boulevard at the corner (Hopkins 1928; Sanborn Map Company 1938, 1949) (Figures 2 and 3).

The building at present-day 195 First Street was built in 1928 as “a new, modern, up-to-date, fireproof garage” according to an advertisement renting space in the building (Jersey Journal 1928) (Figure 4). The building was described as having an automatic sprinkler system and “no elevators, ramps or posts” allowing for easy access in and out of the building (Jersey Journal 1928a). This description is consistent with the appearance of the building on the 1938 Sanborn Atlas. There the building is depicted as a brick garage covering the entire parcel and divided into two sections. The large, eastern garage space had a concrete floor and a wood roof on steel trusses with nine wire-glass skylights. The long and narrow western garage space had a concrete floor, two wire-glass skylights in the roof, and an office space at the northwest corner that was separated from the main garage space with a tile wall. The eastern garage space had a 125-car capacity, while the western space had a capacity of 18 additional cars (Sanborn Map Company 1938).

It is unclear exactly who built the garage at present-day 195 First Street. In December 1927, the Capitol Construction Company purchased a frame garage then located at the western end of the present-day 195 First Street Property (Jersey Journal 1927). Just a week later, on January 6, 1928, the *Jersey Journal* reported that the company had gone into receivership, with receivers being named for the western portion of the present parcel, as well as the garage on the larger eastern portion (Jersey Journal 1928b). While under the control of the assigned receivers, it appears that the older frame buildings were demolished and the new brick garage constructed, supported by the advertisement for the “new” First Street Garage just six months later, in June 1928 (Jersey Journal 1928a). Shortly thereafter, in 1929, John Young of Glen Ridge, New Jersey, purchased the property and rented it out as a garage through the 1930s (Jersey Journal 1929, 1939). In 1940, the operation was incorporated as First Street Garage, Inc., with John Young as one of the incorporators (Jersey Journal 1940a). A week later, First Street Garage, Inc. expanded its operations, purchasing additional garage properties located on the north side of First Street, across from their garage at 195 First Street (Jersey Journal 1940b).

After that point, the garage at 195 First Street may have changed hands several times and appears to have been occupied by the U.S. government into the mid-1940s (Jersey Journal 1944). By 1947, the garage was home to the Transamerican Freight Lines Corporation and the building was described as a motor freight station on the 1949 Sanborn Fire Insurance map (Jersey Journal 1947; Sanborn Map Company 1949). Though Transamerican Properties, Inc. retained ownership of the garage through 1975, the garage was rented and used by the New Jersey Bell Telephone Company to house their vehicles for a number of years in the 1960s and early 1970s (Jersey Journal 1964, 1967, 1972). In 1975, Transamerican Properties sold the garage to Henderson Lumber Mills, Inc. (Hudson County Deed 3179:536). The Henderson Lumber Mills continues to operate out of the garage building at 185 First Street to this day. Other than some changes to fenestration, which likely date to the late 1970s transition of the building from a garage to a lumber workshop and storage facility, the garage remains largely unaltered from its original design.

The second garage within the First Street Streetscape, the present-day Avel Autoworks building at 181 First Street, was built in phases, the first section of which was completed around 1960 (Jersey Journal 1961; NETR 1954, 1966). By 1979, an eastern addition to the garage had been constructed (NETR 1979). The construction of the eastern

Survey Name: Conrail Harsimus Branch Abandonment

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Organization: RGA, Inc.

Date: May 2018

CONTINUATION SHEET

Historic Sites #:

History (continued):

addition bridged a gap between the 1966 western portion of the garage and an additional 1960s building that fronts on Luis Munoz Marin Boulevard, set back from First Street (NETR 1954, 1966). This one-story, brick-faced building is presently associated with the Avel Autoworks, the company that operates the garage at 181 First Street. A rear, southern addition was built on the garage's southern elevation around 2002 (NETR 2002). This addition connects the garage on First Street with the rear of an existing mid-twentieth-century garage fronting on Bay Street that had originally served the trucking industry (Sanborn Map Company 1949). At present, that building is part of the larger Avel Autoworks facilities. The primary elevation of 181 First Street has been highly altered since its construction, including the addition of graffiti murals on all of the garage doors and the cladding of the remaining building front in modern stacked stone veneer paneling.

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1940b Real Estate Activities: Jersey City. 8 November. Jersey City, New Jersey.

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1949 *Fire Insurance Maps of Hudson County, New Jersey*. Volume 1. Sanborn Map Company, New York, New York.

United States Geological Survey (U.S.G.S.)

1967 7.5' Quadrangle: Jersey City, NJ-NY [photorevised 1981].

Survey Name: Conrail Harsimus Branch Abandonment

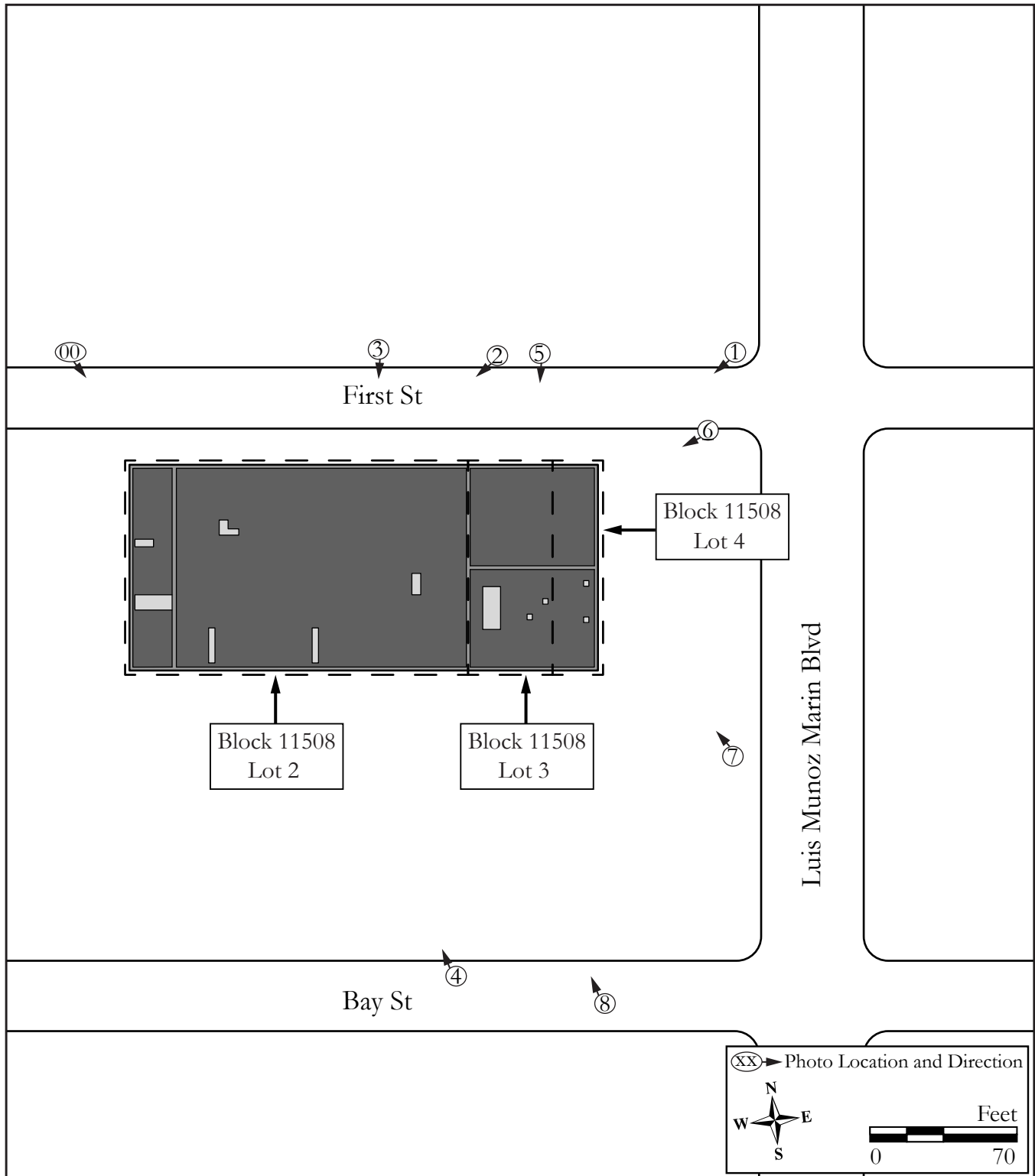
Surveyor: Allee Davis and Lynn Alpert

Date: May 2018

Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:



Site Map.

Survey Name: Conrail Harsimus Branch Abandonment

Surveyor: Allee Davis and Lynn Alpert

Organization: RGA, Inc.

Date: May 2018

CONTINUATION SHEET

Historic Sites #:

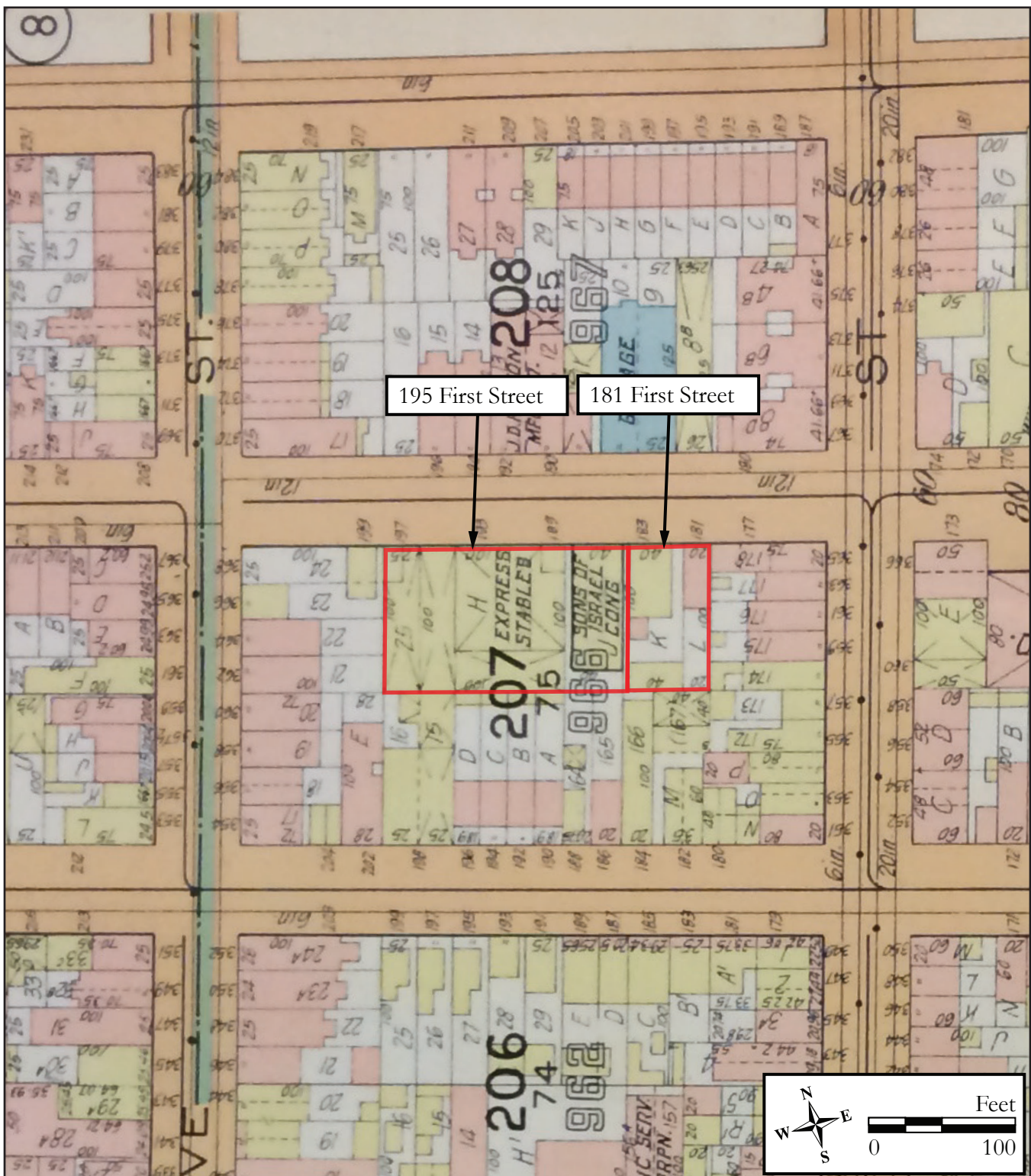


Figure 1: The 1928 Hopkins map shows the frame buildings, including a stable and synagogue, which occupied the 195 First Street property prior to the construction of the brick garage building, and the brick residence and frame workshop that occupied the 181 First Street property at that time (Hopkins 1928).

Survey Name: Conrail Harsimus Branch Abandonment

Surveyor: Allee Davis and Lynn Alpert

Organization: RG A, Inc.

Date: May 2018

CONTINUATION SHEET

Historic Sites #:

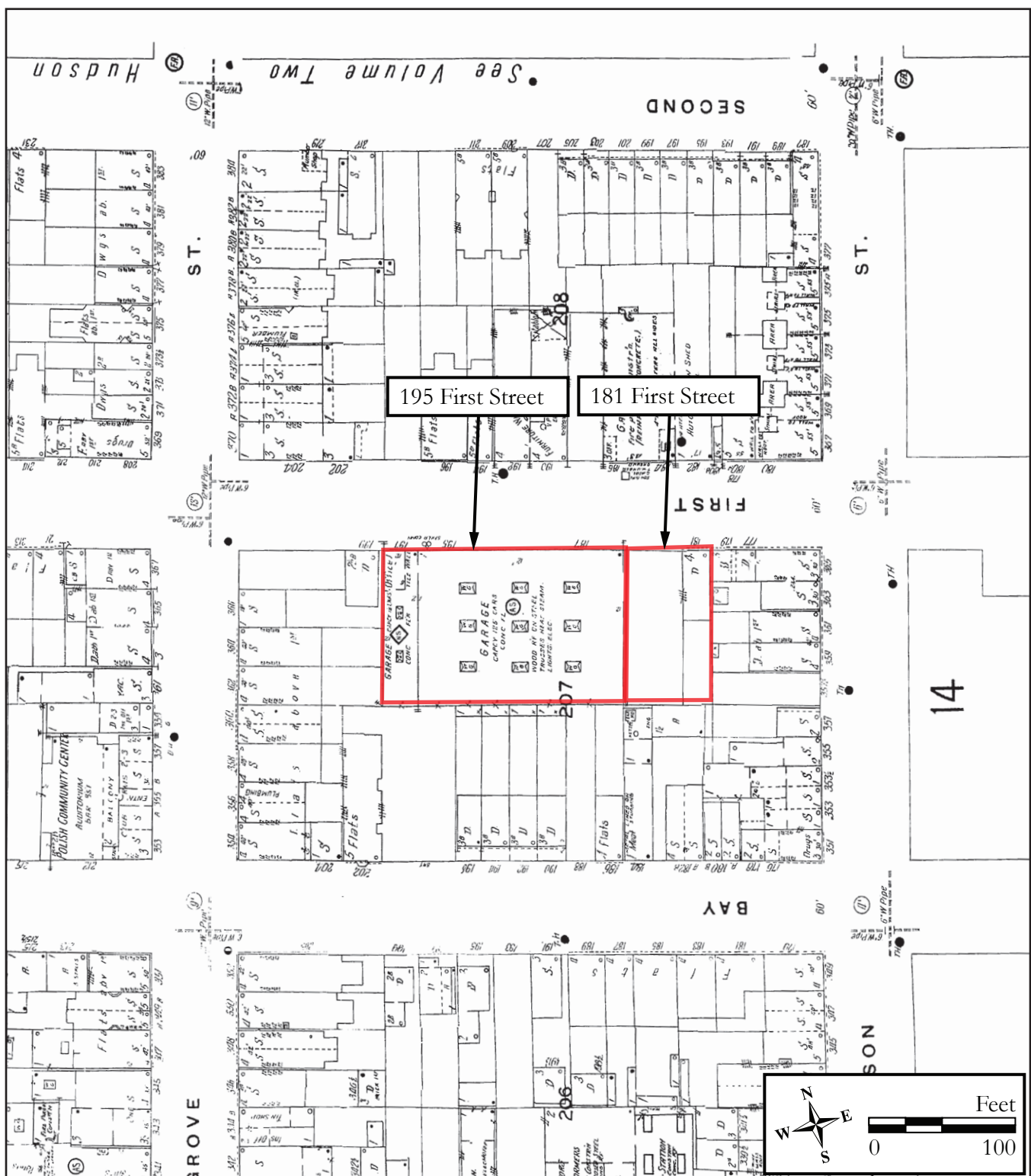


Figure 2: By 1938, a fire insurance map for Jersey City showed the completed brick garage at the 195 First Street property. All of the buildings within the 181 First Street property, except for the 4-story brick residence, had been demolished by this time (Sanborn Map Company 1938).

Survey Name: Conrail Harsimus Branch Abandonment

Surveyor: Allee Davis and Lynn Alpert

Organization: RGa, Inc.

Date: May 2018

CONTINUATION SHEET

Historic Sites #:

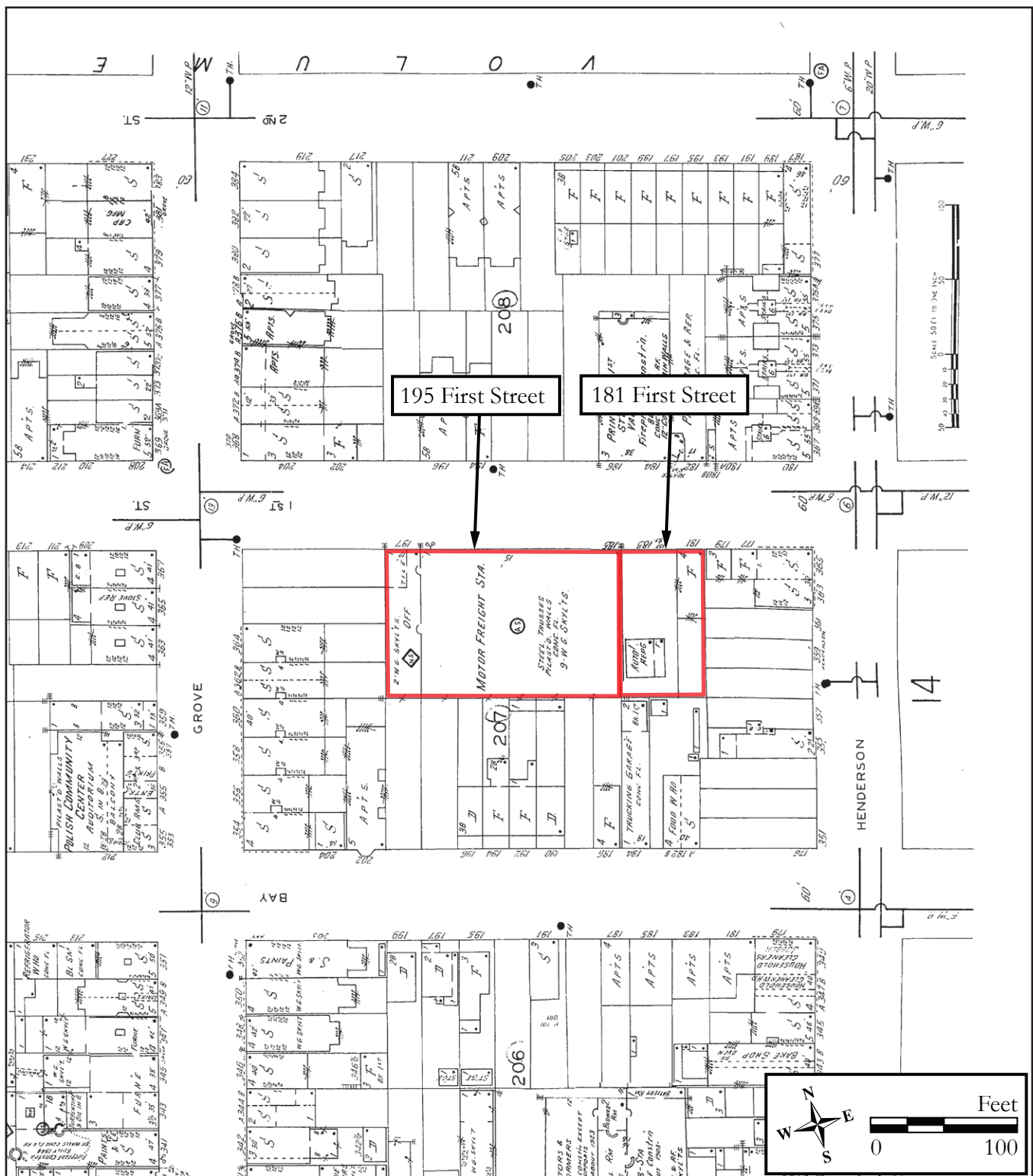


Figure 3: In 1949, a small auto repair garage had been constructed at the rear of the 181 First Street property, but the streetscape remained otherwise unaltered (Sanborn Map Company 1949).

Survey Name: Conrail Harsimus Branch Abandonment

Surveyor: Allee Davis and Lynn Alpert

Organization: RGa, Inc.

Date: May 2018

CONTINUATION SHEET

Historic Sites #:



Figure 4: 1928 advertisement for rental space in the newly-constructed brick garage at present-day 195 First Street (Jersey Journal 1928).

CONTINUATION SHEET

Historic Sites #:



View along the south side of First Street, defined by the Henderson Lumber Mills building at 195 First Street and the Avel Autoworks building at 181 First Street.

Plate: 1

Photo view:

Southwest

Photographer:

Lynn Alpert

Date:

April 20, 2018



Overview of Henderson Lumber Mills at 195 First Street.

Plate: 2

Photo view:

Southwest

Photographer:

Lynn Alpert

Date:

April 20, 2018

Survey Name: Conrail Harsimus Branch Abandonment

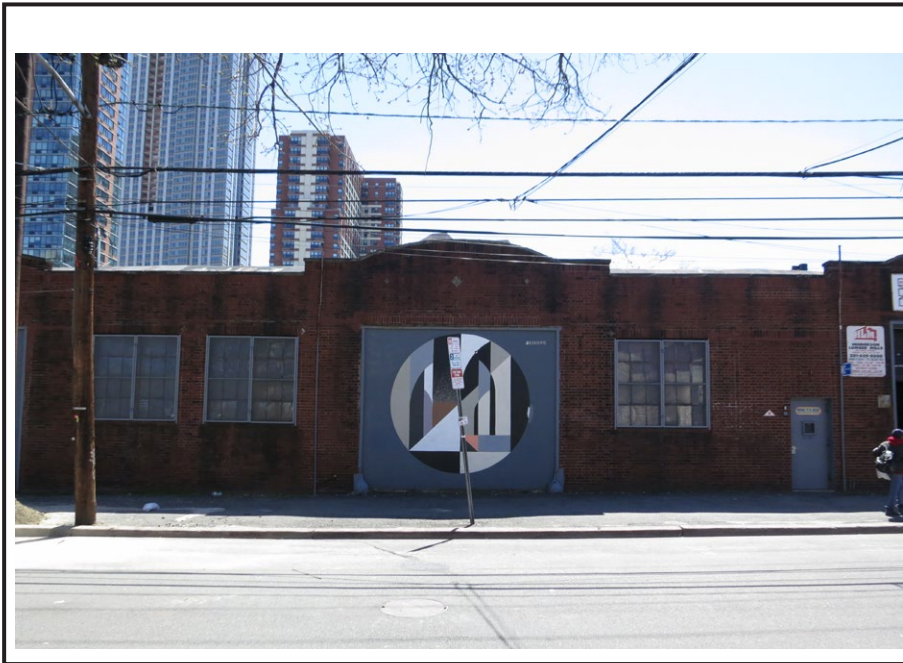
Surveyor: Allee Davis and Lynn Alpert

Organization: RGA, Inc.

Date: May 2018

CONTINUATION SHEET

Historic Sites #:



Detail view of a section of the primary (north) elevation of 195 First Street.

Plate: 3

Photo view:

South

Photographer:

Lynn Alpert

Date:

April 20, 2018



View of the rear (south) elevation of 195 First Street.

Plate: 4

Photo view:

Northwest

Photographer:

Lynn Alpert

Date:

April 20, 2018

Survey Name: Conrail Harsimus Branch Abandonment

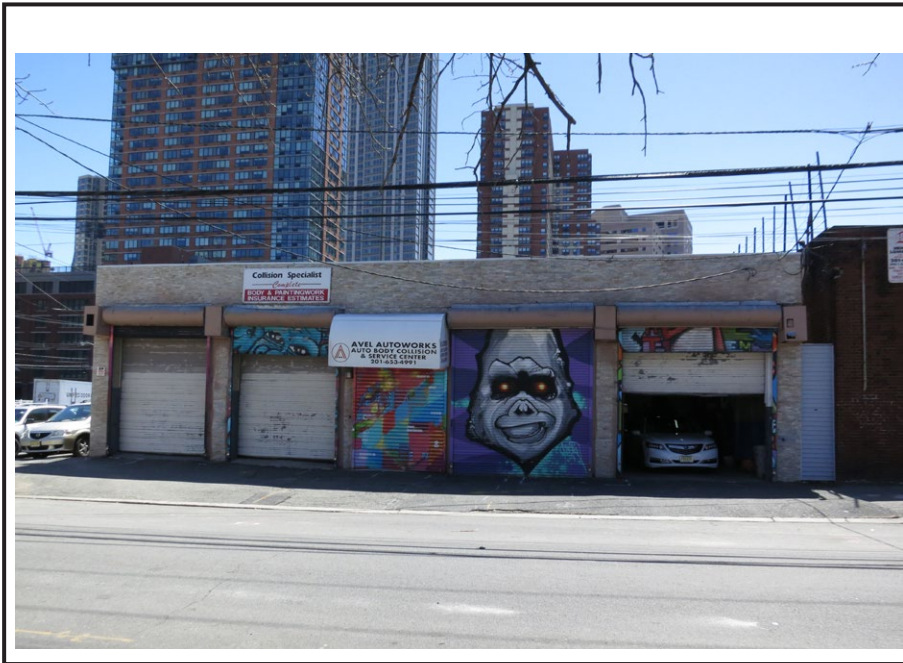
Surveyor: Allee Davis and Lynn Alpert

Organization: RGA, Inc.

Date: May 2018

CONTINUATION SHEET

Historic Sites #:



View of the primary (north) elevation of Avel Autoworks at 181 First Street.

Plate: 5
Photo view:
South
Photographer:
Lynn Alpert
Date:
April 20, 2018



View of the primary and east elevations of 181 First Street.

Plate: 6
Photo view:
South
Photographer:
Lynn Alpert
Date:
April 20, 2018

Survey Name: Conrail Harsimus Branch Abandonment

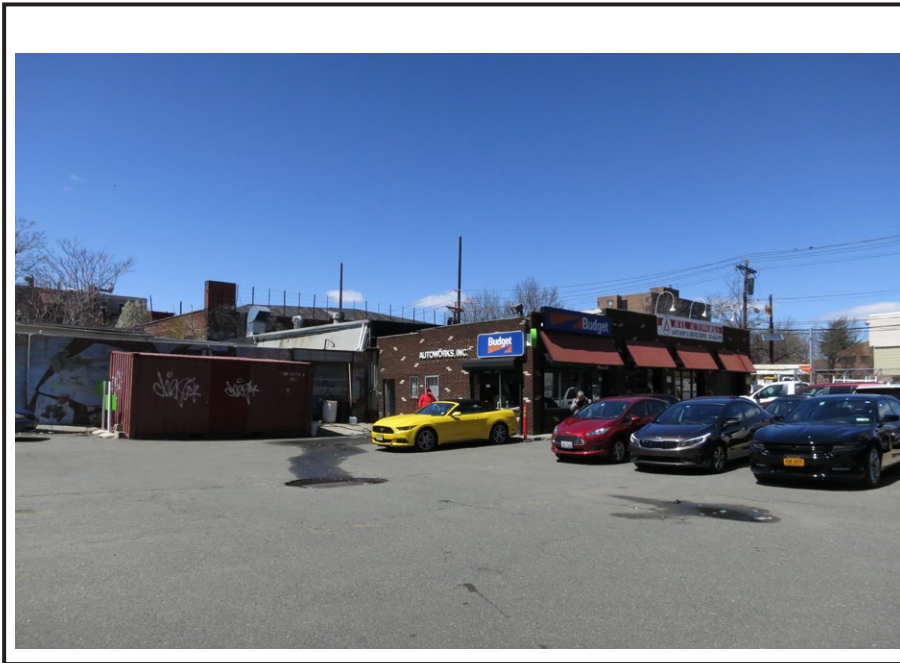
Surveyor: Allee Davis and Lynn Alpert

Organization: RGA, Inc.

Date: May 2018

CONTINUATION SHEET

Historic Sites #:



View of the southeast corner of 181 First Street, where it meets the brick building at 351 Marin Boulevard, also associated with Avel Autoworks.

Plate: 7

Photo view:

South

Photographer:

Lynn Alpert

Date:

April 20, 2018



View of the rear (southern) elevation of 181 First Street at right, and the southern garage building associated with Avel Autoworks on Bay Street at left.

Plate: 8

Photo view:

South

Photographer:

Lynn Alpert

Date:

April 20, 2018

Survey Name: Conrail Harsimus Branch Abandonment

Surveyor: Allee Davis and Lynn Alpert

Organization: RGA, Inc.

Date: May 2018

3.5 Reassessment of Previously Identified Historic Properties

3.5.1 Pennsylvania Railroad (New York to Philadelphia) Historic District (SHPO Opinion: 3/3/2003)

The Pennsylvania Railroad (New York to Philadelphia) Historic District (PRRHD) is eligible under Criterion A for its association in the areas of Transportation and Commerce and under Criterion C for its engineering features, including cuts, embankments, over-grade and under-grade bridges, culverts, stations, interlocking towers, and overhead catenary system. The PRRHD comprises several segments constructed at different times by different corporate entities with varying recommended periods of significance. The segment between Jersey City and Newark was originally built by the New Jersey Railroad (NJRR) between 1832 and 1838, folded into the United New Jersey Railroad and Canal Company (UNJRR&C) in 1867, and leased to the Pennsylvania Railroad (PRR) in 1871. On June 29, 2007, the NJ SHPO formally determined that the period of significance for the entire PRRHD extends from 1863 to 1957. The NJ SHPO also noted that the period of significance will increase annually, maintaining the 50-year cut-off date, until the historic district is no longer eligible under Criteria A and C. The NJ SHPO letter did not differentiate between the older Jersey City-to-Newark segment and other sections of the eligible rail corridor. In 2008, the NJ SHPO formally delineated the eastern boundary of the PRRHD as the end of the existing stone abutment on the west side of Brunswick Street at Christopher Columbus Drive (formerly Railroad Avenue) (Saunders 2009). The period of significance for the PRRHD was again revised to extend to 1835 to include the date of construction of the NJRR segment of the corridor (Saunders 2015).

For the purposes of this reassessment, only the portions of the PRRHD located within the Area of Potential Effects (APE) were considered (Plates 1-5; Figure 3.2a and Figure 3.2c). The linear historic district intersects with the westernmost boundary of the APE via the Bergen Cut and proceeds on a southeasterly course along a stone embankment that terminates at the existing stone abutment on the west side of Brunswick Street at Christopher Columbus Drive. Both the Bergen Cut and embankment are contributing resources to the NJRR Bergen Cut Historic District (SHPO Opinion: 5/21/1999), a key contributing resource to the PRRHD. Both the Bergen Cut and stone Embankment are representative of significant engineering features which afford the PRRHD sufficient integrity to remain eligible for listing on the National Register under Criteria A and C. The NJRR Bergen Cut Historic District is discussed in greater detail below. In addition to these extant engineering features, tracks, ties, and other supporting railroad-related operating equipment exist along the portion of the PRRHD located within the APE. Collectively, these elements continue to function as originally designed and are used by the Port Authority Trans-Hudson Corporation (PATH).

Further bolstering the PRRHD's high degree of integrity is the National Register-eligible PRR Harsimus Branch Right-of-Way Historic District. The PRR Harsimus Branch Right-of-Way Historic District is eligible for listing on the National Register under Criteria A and C in the areas of

Commerce, City Planning and Development, Engineering, Politics/Government, and Transportation (Marcopul 2017). The PRR Harsimus Branch Right-of-Way Historic District includes the Embankment, a key contributing resource that was listed on the New Jersey Register of Historic Places on December 29, 1999 and received a Certificate of Eligibility for listing on the National Register on February 17, 1999. The Embankment is discussed further below. As such, the PRRHD retains a high degree of integrity in terms of location, design, setting, materials, workmanship, feeling, and association. For these reasons, the PRRHD is recommended to still remain eligible for listing on the National Register.

3.5.2 New Jersey Railroad Bergen Cut Historic District (SHPO Opinion: 5/21/1999)

Built under the auspices of the New Jersey Railroad (NJRR) and completed in 1838, the Bergen Cut was a significant engineering accomplishment for its time, and it provided the first and only practical rail route through the Bergen Hill until the completion of the Erie Tunnel in 1861. The Bergen Cut should not be confused with the “Bergen Arches,” also known as the “Erie Cut,” which was constructed by the Erie Railroad in Jersey City after the turn of the twentieth century. The NJRR Bergen Cut Historic District is eligible for listing on the National Register under Criteria A and C. Its period of significance begins in 1832, when the NJRR was incorporated, and ends in 1937.

The district boundaries as currently defined extend from the westernmost limits of the approach spans of the key contributing Pennsylvania Railroad Harsimus Branch (now Conrail/CSXT) Bridge over the Hackensack River to the easternmost limits of the Bergen Cut, which were defined by the NJ SHPO in 2008 as the end of the existing stone abutment on the west side of Brunswick Street at Christopher Columbus Drive (formerly Railroad Avenue) (Saunders 2009). Six previously identified resources comprise the NJRR Bergen Cut Historic District. They include: the contributing Bergen Cut; the contributing elevated right-of-way between the Hackensack River and the area west of Tonnele Avenue; the contributing PATH Bridge over Wallis Avenue; the key contributing Wittpenn (NJ Route 7) Bridge over the Hackensack River; the key contributing Pennsylvania Railroad Harsimus Branch (now Conrail/CSXT) Bridge over the Hackensack River; and the key contributing Pennsylvania Railroad (now PATH) Bridge over the Hackensack River. For the purposes of this reassessment, only the portions of the NJRR Bergen Cut Historic District located within the APE were considered (see Plates 1 and 2).

When the NJRR Bergen Cut Historic District was initially surveyed by The RBA Group in May of 1998, the Bergen Cut was identified as the most significant physical component of the historic district. The survey described the Bergen Cut as a major engineering accomplishment for the 1830s as the excavation of tons of overburden and trap bedrock created the mile-long passage through the Bergen Ridge, which remains in use today as the corridor for the PATH (The RBA Group 1999). The 1998 survey also identified the elevated right-of-way that extends from the Hackensack River to the area west of Tonnele Ave in the City of Jersey City. Here, the PRR built massive masonry walls that retain the fill on which the railroad tracks connecting the Hackensack River and the Bergen Cut

were laid (The RBA Group 1999). While the elements constituting the NJRR Bergen Cut Historic District such as the Bergen Cut, elevated right-of-way, and several bridges continue to be used by PATH trains and light freight operations, little change has occurred to the character-defining features that qualify the historic district for listing on the National Register. As such, the NJRR Bergen Cut Historic District's current operations are still in accordance with its designed and intended use which further supports the resource's requisite integrity of design, setting, materials, workmanship, feeling, association, and location to retain eligibility for listing on the National Register.

3.5.3 Public School No. 5, 182-196 Merseles Street (SHPO Opinion: 2/28/1991)

Constructed in 1915 following designs prepared by Jersey City architect John T. Rowland, the four-story, brick and stone building is an intact and representative example of the monumental late-Classical Revival-style educational buildings erected throughout Jersey City during the early twentieth century (Plates 6-9; Figure 3.2a and Figure 3.2c). The existing SHPO Opinion of Eligibility does not identify the eligibility criteria or a period of significance. Based on the supporting documentation, Public School No. 5 is architecturally significant and meets Criterion C. The building was recommended additionally eligible under Criterion C as part of a thematic historic district based on the work of John T. Rowland (Brooks 1982: Inventory No. 0906 E 209-210; Mary B. Dierickx Architectural Preservation Consultants 1986: Inventory No. 0906-E210). Rowland was the architect for the Jersey City Board of Education from 1900 to 1945. The SHPO Opinion is silent on the issue of a thematic district focused on educational/public buildings designed by Rowland.

Aside from alterations made to the fenestration in terms of the type of sash and doors, as is a typical change observed in other National Register-eligible and -listed schools in New Jersey, minimal exterior alterations have been made to Public School No. 5. The Rowland-designed school retains a high degree of architectural integrity to maintain eligibility for listing on the National Register under Criterion C in terms of design, materials, and workmanship. This degree of integrity is evidenced by the extant architectural features representative of the building's late Classical Revival style, which includes the exterior stone and brickwork, monumental entrance, stone-bracketed cornice, and stone-lined coping of the parapet. Additionally, the school maintains integrity of setting, location, feeling, and association given its prominent location on Merseles Street, just south of Newark Avenue, and overlooking Mary Benson Park to the west. For these reasons, Public School No. 5 is recommended to remain eligible for listing on the National Register.

3.5.4 Pennsylvania Railroad Harsimus Branch Embankment (COE: 2/17/1999; New Jersey Register: 12/29/1999; DOE: 3/16/2000)

The Embankment carried part of an elevated freight line and yard track first conceived by the UNJRR&C in the 1860s and initially completed by the PRR in the mid-1870s after its lease of the

UNJRR&C. The embankment portion of this freight line, constructed between 1901 and 1905, comprises six stone and earthen segments extending along Sixth Street between Brunswick Street and Luis Munoz Marin Boulevard (Plates 10-21; Figure 3.2a and Figure 3.2b). The elevated portions originally passed over timber trestlework. Later, iron deck trusses and finally deck plate girders were substituted for the trestle at its western end. The eastern end of the trestle was replaced with retaining walls and fill to form the stone-lined embankment segments present today. The original Certification of Eligibility (COE) determined the resource eligible under Criterion A for its association as a significant part of railroad grade separation campaigns that especially affected the politics and quality of life in Jersey City (and other cities) during the late-nineteenth and early-twentieth centuries (Guzzo 1999: SHPO-B99-86). The COE also identified the resource eligible under Criterion C as both an important example of the use of large-block ashlar masonry favored by the PRR during the period for its bridges and viaducts, and of the work of James J. Ferris, a notable Jersey City engineer (Guzzo 1999: SHPO-B99-86). As listed on the New Jersey Register of Historic Places, the Embankment is eligible under Criterion A for its significant historical association in the areas of Transportation and Community Planning and Development, and under Criterion B for its associations with James J. Ferris in the areas of Politics/Government and Engineering (James 1999; New Jersey State Review Board for Historic Sites 1999). Its period of significance extends from 1867 to 1949 (James 1999). Additionally, in 2006, the Embankment was designated a local municipal landmark by Jersey City's Historic Preservation Commission.

When the National Register nomination form was completed in 1999, the narrative description of the Embankment provided a thorough evaluation of integrity based on the existing conditions of the six stone and earthen segments. It was indicated that none of the plate girder bridges that carried the railroad tracks over the north-south oriented cross streets survived but the bridge seats formed into the stone segments remained discernable (James 1999). Physically, the six segments were observed to be structurally sound despite several instances of spalling and cracking likely due to differential settlement of the quarry-faced, coursed ashlar masonry walls. All tracks, ties, and other supporting equipment had since been removed and in their place a variety of vegetation such as tall grasses, shrubs, and trees. The nomination further described the flanking, dense residential neighborhoods that are broadly contemporary with the Embankment's defined period of significance (1867-1949) which arguably provides a "rare surviving feeling of the intimate association between the railroads and daily life in Railroad Age Jersey City" (James 1999).

In comparison to the description detailed in the National Register Nomination form to its appearance at the time of this reevaluation, the Embankment differs little. The amount of spalling and cracking observed along the block ashlar masonry has not considerably worsened since the completion of the National Register nomination form in 1999, despite the increased growth of vegetation atop the six segments. The residential development adjacent to the Embankment remains largely unchanged with minimal demolition and infill. The most noticeable change in the surrounding built environment is the area adjacent to the west of the westernmost segment of the Embankment where Sixth Street intersects with Newark Avenue. Here, several small buildings have

been demolished and two mid-rise buildings are being constructed (NETR 2002, 2015). As indicated in the National Register Nomination form, and which remains accurate at the time of this reevaluation, “with the exception of the aforementioned removals and disturbances, the Harsimus Branch Embankment is very much as built almost one hundred years ago. It appears to have satisfied the Pennsylvania Railroad’s state program of enduring, low maintenance civil engineering” (James 1999). As such, the Embankment continues to possess integrity of location, design, materials, and workmanship. For these reasons, the PRR Harsimus Branch Embankment maintains the requisite integrity to retain eligibility for listing on the New Jersey Register and the National Register.

3.5.5 St. Anthony’s of Padua Polish Roman Catholic Church and School Complex (SHPO Opinion: 4/13/1994)

St. Anthony’s Polish Roman Catholic Church (1890-94) and Parochial School (1899) are discontinuous components that together compose the St. Anthony’s Polish Roman Catholic Church and School Complex (Plates 22-25; Figure 3.2a and Figure 3.2b). The complex is eligible under Criterion C as an example of Victorian Gothic architecture. The original SHPO Opinion of Eligibility does not identify a period of significance for this historic property. The resource boundaries are limited to the two lots (Block 9907, Lots 1 and 10) currently occupied by the buildings as delineated on Figure 3.1. The church and school also contribute to the National Register-eligible Immigrant Roman Catholic Church (St. Anthony’s/Holy Rosary) Historic District, which is eligible under Criteria A and C (SHPO Opinion: 7/14/2017) (Marcopul 2017). St. Anthony’s Polish Roman Catholic Church is also individually listed on the New Jersey and National Registers of Historic Places (see below).

When the complex was determined eligible for listing on the National Register in 1994, the SHPO Opinion of Eligibility was based, in part, on the second phase of the New Jersey Sites Inventory Survey of Jersey City, New Jersey conducted in 1985 by Mary B. Dierickx Architectural Preservation Consultants. The survey was comprised of brief descriptions for both the church and school which included observations of alterations, as well as brief statements of significance. For the Parochial School, the survey considered it to be an “unusual building” likened to a tenement based on its four-story, L-shaped configuration with Gothic architectural detailing evidenced by the use of brownstone, pointed-arched windows, ornate window aprons, pilasters, cornerstone, and cross above the cornice (Mary B. Dierickx Architectural Preservation Consultants 1986). The survey further observed the building to be “intact except for new aluminum windows and a fire escape” (Mary B. Dierickx Architectural Preservation Consultants 1986). Similar to when it was surveyed in the 1980s, much of these original architectural details remain intact today and provide the building a high degree of integrity in terms of design, materials, and workmanship. Recent alterations include the removal of the fire escapes from the south (primary) elevation; the installation of a modest, cloth awning sheltering the primary entrance on Sixth Street; and the replacement of the wooden casement windows at the basement level with metal sash. Although the use of the building was not

indicated in the 1985 survey, the former school has been converted into a residential apartment complex; however, the change in use does not denigrate the building's integrity of setting, feeling, and association.

St. Anthony's Polish Roman Catholic Church, also known as the St. Anthony of Padua Roman Catholic Church, retains a similar degree of architectural integrity as the Parochial School from when both were surveyed in 1985. Remarkable as an excellent example of Victorian Gothic architecture, the survey listed a number of character-defining features of the church such as the soaring copper-clad tower, octagonal belfry, rock-faced granite trimmed with brownstone, stone tracery, stained-glass windows, arched windows and doorways, and buttresses ending in pinnacles. Moderate alterations to the church included the addition of permastone to the basement level which was likely added during a restoration campaign that occurred in 1955, as indicated by the inscription in the tympanum over the central door, facing Monmouth Street (Mary B. Dierickx Architectural Preservation Consultants 1986). Little, if any, alterations appear to have been made to the church since 1985 that would compromise its integrity. As a discontinuous resource, the St. Anthony's Polish Roman Catholic Church and Parochial School still maintain a high degree of integrity of location, setting, and association. The immediate surrounding built environment has changed little since it was initially surveyed in 1985 which preserves the spatial relationship between the church and the school. For these reasons, the St. Anthony's of Padua Polish Roman Catholic Church and School Complex is recommended to remain eligible for listing on the National Register.

3.5.6 St. Anthony of Padua Roman Catholic Church (New Jersey Register: 12/24/2006; NR: 3/22/2004)

The St. Anthony of Padua Roman Catholic Church, the oldest Polish church and parish in New Jersey, is individually listed on the New Jersey and National Registers of Historic Places under Criterion A for its associations with European Ethnic Heritage and the Polish community of Jersey City. The church is also listed under Criterion C in the areas of Architecture and Art as an example of both the Victorian Gothic and Byzantine styles and for its surviving collection of ethnic art, stained glass windows, and mosaics (see Plates 22-24; see Figures 3.2a and 3.2b). The period of significance extends from the building's construction in 1892 to the last major period of alterations in 1940. The Church is also a key contributing resource to the St. Anthony's Polish Roman Catholic Church and School Complex (see above), as well as to the National Register-eligible Immigrant Roman Catholic Church (St. Anthony's/Holy Rosary) Historic District (SHPO Opinion: 7/14/2017). The property's boundary includes the lot (Block 9907, Lot 10) on which it stands.

The National Register Nomination prepared in 2003 for the St. Anthony of Padua Roman Catholic Church provides further detail regarding the exterior and interior of the New Jersey Register- and National Register-listed church, building on the information provided in the 1985 New Jersey Sites Inventory Survey of Jersey City, New Jersey. Much of the architectural elements described in the 1985 survey were extant during the preparation of the National Register nomination, as detailed

above for the National Register-eligible St. Anthony's Polish Roman Catholic Church and Parochial School complex. The description for the Byzantine-influenced interior of the church detailed the modified basilica plan with a central nave flanked by aisles; frescoes depicting the life of St. Anthony of Padua; polychromatic banding of stylized floral and geometric motifs; colorful, gilded ceilings; elaborate bas-reliefs and altars; and numerous stained glass windows (Zakalak 2003). The church continues to function as the oldest Polish church and parish in New Jersey. Given the impressive extent to which much of the church's original architectural interior and exterior features survive, the St. Anthony of Padua Roman Catholic Church retains a high degree of integrity in terms of location, design, setting, materials, workmanship, feeling, and association to maintain its eligibility for listing on the New Jersey Register and the National Register under Criteria A and C.

3.5.7 Hamilton Park Historic District (New Jersey Register: 4/27/1978; NR: 1/25/1979) and Extension (New Jersey Register: 10/1/1982; NR: 12/2/1982)

The Hamilton Park Historic District gains its distinction from its intact collection of row houses and its mid-nineteenth-century park square (Plates 26-28; Figure 3.2b). Some 518 buildings composed the original district when it was nominated to the New Jersey and National Registers in 1977. Buildings in the district range in height from two to four stories and are mostly residential, but also include a small number of mixed-use, commercial, and institutional buildings. Several taller structures are intermixed. The district features a wide range of architectural styles, including the Greek Revival, Gothic Revival, Romanesque Revival, and Renaissance Revival, as well as some modern buildings. Most are constructed of brick; a few are faced with brownstone. Many include decorative masonry details and ironwork. The district is significant in the areas of Architecture, Landscape Architecture, and Religion and therefore is eligible for the National Register under Criterion C. Although the original National Register Nomination does not identify the specific criteria under which the district was listed, it emphasizes the degree of preservation and structural qualities of the resources and is therefore assumed to be eligible under Criterion C in the area of Architecture for its distinctive and intact collection of well-preserved residential buildings. In 1982, the Hamilton Park Historic District was extended northward to include seven additional buildings and four vacant lots.

In a letter dated July 14, 2017, the NJ SHPO expanded the boundaries of the Hamilton Park Historic District to encompass the New Jersey-listed and National Register-eligible PRR Harsimus Branch Embankment, making the Embankment a key contributing resource to the district (Marcopul 2017). While the transportation qualities of the Embankment were not integral to the architectural and residential qualities of the Hamilton Park Historic District, the Embankment did create an imposing and enduring edge to this community. The Embankment effectively formed a broken wall that at once created blighted spaces along its corridor, encouraging the flight of affluent residents, while also opening up opportunities for new immigrant communities to thrive. The Embankment contributes to the Hamilton Park Historic District because it (1) physically reinforced a spatial boundary between the commercial and social centers of the Hamilton Park and Harsimus

Cove neighborhoods and (2) contributed to the social history of the adjacent neighborhoods by generating environmental nuisances that resulted in both lowering real estate values and resulting opportunities for community growth for immigrant populations in the late-nineteenth century.

The period of significance for the Hamilton Park Historic District extends from circa 1835 when the earliest documented buildings were constructed, to 1917, when the construction of the Embankment was completed. The National Register Nomination prepared for the Hamilton Park Historic District in 1977 begins the description with “architecturally, the Hamilton Park District [sic] derives its greatest interest from the intact continuity of the row houses along its various streets” (Sheehan 1977). The nomination then proceeds to describe the characteristic ranges of identical Victorian vernacular buildings that collectively convey the District’s distinct mid- to late-nineteenth century historic environment. Character-defining features include the use of brick and brownstone, decorative cast iron and/or stone lintels, stone water tables, distinct entrance stoops, and richly molded cornices. Although primarily residential, few public buildings, churches, schools, and hospitals bring complementary variety to the district’s urban texture (Sheehan 1977). Along Sixth Street, adjacent to the north end of the Embankment, the National Register nomination characterized the row houses as small-scale buildings detailed in red brick with stone sills, lintels, water tables, and low entrance stoops. Overlooking the Embankment, these modest buildings were built mostly during the period following the Civil War and clustered in intermittent groups of two, four, and six. Special attention was given in the National Register Nomination to the former firehouse at 278 Sixth Street with its buff-colored brick, limestone, and copper ornamentation.

At the time of this reevaluation, the Historic District was found to retain a high degree of integrity in terms of design, setting, materials, and workmanship, despite the small amount of infill construction that has since occurred. The infill construction is generally complementary in scale, design, and materials and does not denigrate the integrity of setting, feeling, or association of the contributing buildings within the district. Farther north in the district, this high degree of integrity is supported by the extant, grander, well-preserved townhouses with their heavy segmental doors and lintels, some of which are cast iron, brownstone sills and water tables, high stoops and railings featuring ornate cast iron, and continuous wood and metal cornices creating a uniform appearance. As a residential, urban square developed during the early- to mid-nineteenth century, Hamilton Park continues to flourish as a vibrant public space lined by opulent examples of Victorian vernacular row houses and ecclesiastical architecture. The park itself boasts much of its original design despite minor alterations over the years such as the construction of children’s playgrounds, enclosed dog parks, and basketball and tennis courts. Much of the Hamilton Park Historic District continues to maintain a similar degree of integrity detailed in the 1977 National Register nomination. As such, the New Jersey Register- and National Register-listed historic district retains the requisite integrity for listing on the National Register under Criterion C.

3.5.8 Harsimus Cove Historic District (New Jersey Register: 10/15/1987; NR: 12/9/1987)

The Harsimus Cove Historic District is an example of a middle- and working-class urban residential neighborhood established during the second half of the nineteenth century in response to rapidly developing activity along the waterfront related to railroads and industry (Plates 49-77; Figure 3.2c). Some 431 buildings make up the district and consist primarily of well-preserved Italianate-style brick townhouses of three stories. A few frame buildings are interspersed along with several churches and civic structures. Other represented styles include the Greek Revival, Gothic Revival, Romanesque Revival, Renaissance Revival, and Beaux Arts. The Harsimus Cove Historic District is significant under Criterion A in the areas of Industry, Politics/Government, and Social History (called Social Humanism in the National Register Nomination form). Findings from the CRI Report that was completed in 2017 reinforce the significance of the Harsimus Cove neighborhood with respect to Criterion A in the area of Social History as it contributed to patterns of urban development and social history in Jersey City in the late-nineteenth and early-twentieth centuries (RGA, Inc. 2017). In the original National Register Nomination, the district was also found to be significant under Criterion C in the area of Architecture for its distinct and well-preserved collection of buildings. While most of the contributing buildings were built between 1850 and 1887, the National Register Nomination identifies the district's official period of significance as extending from the mid-nineteenth century (circa 1850) to approximately 1926, when commercial activity finally shifted from the area around Newark Avenue and Grove Street toward Journal Square and the vicinity of the Holland Tunnel (Sullebarger and Arms 1987).

In a letter dated July 14, 2017, the NJ SHPO expanded the boundaries of the Harsimus Cove Historic District to encompass the New Jersey Register-listed and National Register-eligible PRR Harsimus Branch Embankment, making the Embankment a key contributing resource to the district (Marcopul 2017). As in the case of the Hamilton Park Historic District, the Harsimus Cove Historic District was affected by the construction of the Harsimus Branch. While the transportation qualities of the Embankment were not integral to the architectural and residential qualities of the Harsimus Cove Historic District, the Embankment created an imposing and enduring boundary, which at once created blighted spaces along its corridor, encouraging the flight of affluent residents, while also opening up opportunities for new immigrant communities to thrive. The Embankment contributes to the Harsimus Cove Historic District because it (1) physically reinforced a spatial boundary between the commercial and social centers of the Hamilton Park and Harsimus Cove neighborhoods and (2) contributed to the social history of the adjacent neighborhoods by generating environmental nuisances that resulted in both the depreciation of real estate values and creation of opportunities for community growth for immigrant populations in the late-nineteenth century.

When surveyed for the National Register Nomination prepared in 1987, the Harsimus Cove Historic District was noted for its cohesive architectural character both through the streetscapes lining the District's blocks and a number of distinct individual buildings found to be excellent examples of their architectural style and type. The National Register Nomination indicated that the District's

prevailing character comes from the 317 contributing rowhouses and tenements that retain most of their historic fabric or harmonize with the overall District due to their size, massing, materials, and setbacks (Sullebarger and Arms 1987). Although the nomination counted seven intrusions to the Historic District, it was determined that these unrelated buildings did not denigrate the overall historic architectural significance or integrity of the District.

When surveyed as part of this reevaluation, the Harsimus Cove Historic District was found to retain a high degree of integrity in terms of location, design, setting, materials, workmanship, feeling, and association. When written, the National Register Nomination noted that the “majority of the nineteenth-century buildings and their original architectural details still remain intact” (Sullebarger and Arms 1987). Of the more than 300 contributing buildings to the Harsimus Cove Historic District, this degree of historic architectural integrity was found to remain high. Although a small degree of modern infill has occurred since the Historic District was listed on the New Jersey Register and the National Register, the scale, massing, and uniform extant rows of contributing buildings continue to afford the Harsimus Cove Historic District a cohesive sense of history and continuity, time, and place (Sullebarger and Arms 1987). The streetscapes are comprised of blocks of two- and three-story Italianate rowhouses built of brick and adorned with wood cornices, brownstone lintels, high stoops with decorative iron railings, and double-entrance doors. Such architectural treatment was found to be largely intact within the Historic District continues, emphasizing the importance placed on the streetscapes during the latter half of the nineteenth century. Furthermore, the intact blocks of rowhouses characterizing the District continue to reflect the rapid development of the area during the District’s period of significance (circa 1850-1926). According to the National Register Nomination, the streetscapes are “further enhanced by numerous individual structures—churches, schools and public buildings—which are outstanding examples of the Greek Revival, Gothic Revival, Romanesque Revival, and Renaissance Revival styles” (Sullebarger and Arms 1987). These public institutions all remain extant today, display little alterations, and are emblematic of the development of the Harsimus Cove Historic District and larger neighborhood. For these reasons, the Harsimus Cove Historic District retains the requisite integrity to remain eligible for listing on the New Jersey Register and National Register.

3.5.9 Albaniel Dye & Chemical Co., 88-92 Erie Street (SHPO Opinion: 7/2/1980; DOE: 8/27/1980)

The five-story, Romanesque Revival-style, brick building at 88-92 Erie Street was determined eligible for listing on the National Register by the NJ SHPO on July 2, 1980 and subsequently received a Determination of Eligibility on August 27 that same year. Representing the only industrial building in an otherwise residential area, the property is eligible under Criterion C for Architecture and is a key contributing resource to the Harsimus Cove Historic District (Plates 71-77; Figure 3.2c). The resource boundaries comprise tax parcel lot Block 11304, Lot 15. When determined eligible for listing on the National Register, the construction date of the subject building was erroneously dated to circa 1906 and inaccurately indicated to have been built to house the Albaniel Dye & Chemical

Co. Based on research conducted to date as part of this reevaluation, the property was constructed in 1888 and inhabited by the Thomas J. Stewart Company, a carpet cleaning works (*The Jersey Journal* [JJ], 2 June 1888). The handsome brick building was designed by architect Herman Kreidler to house one of the largest carpet cleaning works and storages facilities in the country (JJ, 2 June 1888). An article published by the *Jersey Journal* prior to the start of construction enthused “a glance at the plans reveals the fact that the coming building will be in every way a valuable addition to Jersey City’s public ornaments, and a vast improvement upon the present frame house” (JJ, 2 June 1888). The article expressed further excitement for the new building describing the pressed brick, terra cotta, Belleville brownstone trimmings, and 85-foot tower that would ornament the corner of the structure that faces the intersection of Fifth and Erie streets (JJ, 2 June 1888). In 1893, the building was expanded by the construction of a two-bay wide, six-story high addition on the north side that is similar in appearance to the 1888 building (JJ, 29 March 1929).

The Determination of Eligibility for the subject property was issued in conjunction with the proposed rehabilitation of the building and conversion into a multi-unit residential property. The NJ SHPO determined that the proposed undertaking was in conformance with the “Secretary of the Interior’s Standards for Historic Preservation Projects” and would not constitute an adverse effect on the National Register-eligible historic property (DOE citation). The NJ SHPO further indicated that the project, as designed, would enhance the qualities of the historic architectural resource that qualify it for inclusion on the National Register. Since 1983, following the completion of its rehabilitation, the subject property functions as the Thomas J. Stewart Apartments and is owned and maintained by the Jersey City Housing Authority. Although converted from an industrial to a residential use, alterations to the historic property are minimal in nature with the loss of the 85-foot conical tower being the most noticeable. Alterations include minor changes to the fenestration through the modification of an entrance at the southwest corner, installation of metal window guards on the first floor, and the replacement of original window sash with metal sash. These alterations appear to have been designed to be complementary to the building’s historic architectural style. The metal window guards are painted green, shaped to conform and fit within the rounded openings, and include decorative elements that cull from the building’s decorative brickwork and ornamental terra cotta. The present window sash is similarly painted green and provides a pleasing contrast to the red masonry defining the exterior envelope of the building. Lining the majority of the west and south elevations at ground level is a metal picket fence with a similar decorative treatment and was likely added as a safety measure for the residential property. Despite these changes, the subject historic architectural resource retains a high degree of integrity in terms of location, design, setting, materials, and workmanship. Under National Register Criterion C, the building continues to embody distinctive characteristics of the Romanesque Revival style as evidenced by the rhythmic rounded, brick arches providing visual texture to the exterior envelope; structural and ornamental brickwork; decorative terra cotta elements; and overall monumentality as a masonry structure. Additionally, in light of recent research and as part of this reevaluation, it is recommended that the name of the historic property be changed to the Thomas J. Stewart Company

Building. For these reasons, the Thomas J. Stewart Company Building remains eligible for listing on the National Register.

3.5.10 Warehouse Historic District (SHPO Opinion: 2/28/1991)

The Warehouse Historic District is an historically significant and virtually intact manufacturing and distribution center with ties to the development of Jersey City and the Port of New York (Plates 78-95; Figure 3.2d). The proximity to Harsimus Cove Yard helped fuel the District's development, which is also linked to many early industries in Jersey City. Buildings are located along narrow streets and include examples of industrial architecture, including many of reinforced concrete and structural steel. The District is eligible for listing on the National Register under Criteria A and C. District boundaries vary, depending on which map is consulted in the official NJ SHPO files. For the purposes of this investigation, the boundary was drawn to encompass the largest mapped area and is delineated in Figure 3.1.

The SHPO Opinion of Eligibility for the Warehouse Historic District was issued in response to an Historic Architectural Resources Background Study (HARBS) completed by Sullebarger Associates in 1991 (Sullebarger Associates 1991). The HARBS identified and recommended the Warehouse Historic District eligible for listing on the National Register and based the majority of its recommendation off of the Phase 2 Survey of Wards C and D of Jersey City conducted by Mary B. Dierickx Architectural Preservation Consultants in the mid-1980s (Mary B. Dierickx Architectural Preservation Consultants 1986). When initially surveyed, the area surrounding the Warehouse Historic District was characterized by meadows and railroad yards, which formed an industrial enclave of nineteenth and early twentieth century industrial and commercial architecture (Mary B. Dierickx Architectural Preservation Consultants 1986). Although the industrial area was nearly twice the size of the recommended district boundaries when surveyed, the buildings included within the Historic District were deemed to represent the best industrial and commercial architecture of the area. Of the 14 contributing resources to the National Register-eligible Warehouse Historic District, the 1986 survey described in detail the historical architectural merit for nearly half including the Hudson & Manhattan Railroad Powerhouse (COE: 10/7/1999; NR: 11/23/2001), Butler Brothers' Warehouse (New Jersey Register: 10/25/2015), P. Lorillard Cigar Factory, Juan Ribon & Partner Machine Shop, and the Merchant's Refrigerating Company. These properties were described as large, impressive, intact warehouses exhibiting notable architectural detailing evidenced primarily by decorative brickwork and other masonry embellishments.

Today, a significant amount of development has occurred adjacent and proximate to the boundaries of the National Register-eligible Warehouse Historic District. Many of the new buildings neighboring the Historic District are similar in scale and massing and do not detract from the District's integrity of setting and association. In addition to the surrounding new construction, three of the District's 14 contributing resources have been demolished: the two buildings associated with the P. Lorillard Cigar Factory at 104-110 First Street and 343-353 Washington Street, and the

Dairyman's Manufacturing Complex at 126-134 Morgan Street. Additionally, the eastern half of the Juan Ribon & Partner Machine Shop has been demolished. Despite the demolition of the aforementioned contributing resources, alterations made to the Warehouse Historic District since it was surveyed in the 1980s are minimal in nature. While the uses of most of the contributing resources have changed from industrial to residential and commercial, the Historic District retains a distinct feeling and association as an historic industrial enclave. The extant contributing resources display much of their original industrial architectural features that were present when surveyed by Mary B. Dierickx Architectural Preservation Consultants, including the decorative brickwork, fenestration patterns, and unmistakable monumentality. In several areas, the narrow streets remain lined by loading docks that extend the length of their respective building which, in most cases, have been repurposed for pedestrian use and egress due to the buildings' change in use. Although not formally surveyed or considered to be a contributing resource to the District, Provost Street, from First Street to Morgan Street, still displays its original cobblestone paving and rail siding which supports the District's integrity of setting, feeling, location, and association. With the ongoing development occurring within and surrounding the Warehouse Historic District, the District continues to survive as a significant concentration of excellent examples of industrial and commercial architecture that is emblematic of the nineteenth and early twentieth century industrial history of the New Jersey-New York metropolitan area. As such, the Warehouse Historic District is recommended to still be eligible for listing on the National Register under Criteria A and C.

3.5.11 Hudson & Manhattan Railroad Powerhouse (COE: 10/7/1999; NR: 11/23/2001)

Listed on the National Register under Criteria A, B, and C for its significance in Architecture, Engineering, and Transportation, and for its associations with William Gibbs McAdoo, the Hudson & Manhattan Railroad Powerhouse is a large-scale example of industrial Romanesque Revival architecture (see Plates 90-95; Figure 3.2d). Constructed in 1906, the coal-fired powerhouse was a technological wonder of its day and the centerpiece for the first electrically powered trans-Hudson rapid transit rail system nicknamed the "Hudson Tubes." The Powerhouse is also a key contributing resource to the National Register-eligible Warehouse Historic District (SHPO Opinion: 2/28/1991). Its period of significance extends from 1906 to 1929.

The National Register Nomination prepared in 1999 for the Hudson & Manhattan Railroad Powerhouse detailed the character-defining features of the building, as well as its physical condition at the time of survey. Beginning with the building's setting, the Nomination remarked on the juxtaposition of the "sprawling residential/commercial development that is making Jersey City's waterfront so economically viable and sought-after" (Gomez 1999). While much of the surrounding industrial character of this section of Jersey City has succumbed to redevelopment, the Hudson & Manhattan Railroad Powerhouse still retains its feeling and association as a significant vestige of the nineteenth and early twentieth century industrial history of the New Jersey-New York metropolitan area. This integrity of feeling and association is bolstered by the building's location within the

National Register-eligible Warehouse Historic District, an historically significant and virtually intact manufacturing and distribution center.

In terms of the Hudson & Manhattan Railroad Powerhouse's integrity of design, materials, and workmanship, several changes have occurred since the historic property was listed on the National Register in 2001. The description included in the National Register Nomination indicated that "[v]ery little exterior alterations have occurred; the most sizeable, noticeable exterior alteration consists of the dismantling of one of four smokestacks due to structural damage" (Gomez 1999). The remaining three smokestacks, in addition to the three roof monitors, have since been removed leaving only the coal tower on the eastern side of the building the highest projecting element rising above the terra cotta-capped parapet. The other major alteration that has occurred is the removal or obscuring of the metal sash from the arched window frames. The National Register Nomination observed much of the metal sash to be corroding, as well as many glass panes having been broken or missing (Gomez 1999). Furthermore, several of the five-story, arched window openings were covered over with metal sheets. At the time of this reevaluation, nearly all of the window openings have been filled with wood paneling that are perforated with smaller, fixed windows and louvered vents of varying sizes. Aside from these noted alterations, many of the character-defining architectural details discussed in the National Register Nomination remain with minimal modifications, damage, or deterioration (Gomez 1999). The character-defining features include the deep red brick exterior, considered a significant architectural element that contributes to the building's industrial character and appearance; the five-story, arched windows soldiered across the facades; beveled corners; corbeled cornice; terra cotta diamond blocks capping the parapet; and the coal tower on the eastern side (Gomez 1999). However, the coal tower is currently wrapped with straps, likely to provide structural stability to this part of the building. When conceived in the early twentieth century, William Gibbs McAdoo wanted the proposed powerhouse "not to be a simple, quiet three-story brownstone mansion for a few top-hatted residents: it had to be vast, reaching, powerful, large, immense, beautiful, stunning..." (Gomez 1999). At the time of this writing, the striking Romanesque Revival-style building continues to achieve McAdoo's desires as a significant monumental, unapologetic, industrial building with a commanding presence on Jersey City's waterfront. For these reasons, the Hudson & Manhattan Railroad Powerhouse is recommended to remain eligible for listing on the National Register under Criteria A, B, and C.

3.5.12 Great Atlantic & Pacific Tea Company Warehouse (New Jersey Register: 6/2/1978; NR: 6/2/1978; NHL ID No. 1504)

Between 1900 and 1929, the nine-story, reinforced concrete structure formed part of a larger manufacturing and distribution center for the Great Atlantic & Pacific Tea Company (A&P) (see Plates 78-81; Figure 3.2d). This historically important retail chain had its origins in the area and grew to become the nation's largest by the mid-twentieth century. The building is historically significant and meets Criterion A in the area of Commerce and meets Criterion C for its significance and high level of architectural integrity. It is also a key contributing resource to the National

Register-eligible Warehouse Historic District (SHPO Opinion: 2/28/1991) and a National Historic Landmark.

Initially part of a five-unit manufacturing and distribution center, the A&P Warehouse was described as “a little-altered, nine-story, reinforced concrete structure” in the Statement of Significance of the National Register Nomination prepared in 1977 by the American Association for State & Local History (Adams 1977). While the surrounding area has undergone significant change over the years, the National Register Nomination made note of the emerging era of revitalization while remarking on the high degree of architectural integrity of the A&P Warehouse which, the Nomination celebrated, commemorates the A&P’s significant contributions to retailing. With its position in the industrial enclave that is the Warehouse Historic District, the A&P Warehouse continues to have a high degree of integrity of setting, feeling, location, and association despite its change in use as an industrial to a mixed-use commercial building. Architecturally, the A&P Warehouse is significant for its early and expansive application of reinforced concrete used as part of the beam and girder construction and red brick wall fill (Charles Wyatt Associates 1985; Adams 1977). This construction technique was and continues to be expressed through the concrete piers and girders that divide the facades uniformly into bays, almost all of which are pierced by either a double or triple window arrangement (Adams 1977). At the time of this reevaluation, the majority of the original two-over-two and three-over-three metal sashes are extant. On the north, south, and east elevations, the original massive, dentiled cornice continues to define the roofline. When built, the west elevation was deliberately left unfinished in anticipation of additional expansion, which never occurred but represents the degree to which the A&P grew rapidly (Charles Wyatt Associates 1985). The contrast of the unfinished nature and irregular fenestration pattern of the west elevation to the other three elevations remains discernable today, emphasizing the former retail giant’s tremendously rapid, and notable, expansion. At ground level, concrete loading docks line the north, east, and south elevations which have undergone minor modifications from their original construction including the installation of stairs and metal railings in conjunction with pedestrian use and egress. Otherwise, it appears the original metal canopies remain. In several areas, the loading docks and corresponding garage openings retain their original function as points of active loading. The portion of Provost Street that runs along the east elevation of the A&P Warehouse still displays its original cobblestone and rail siding, which was used by A&P during the subject warehouse’s years of operation. Given the minimal alterations that have occurred since being listed on the National Register and subsequently becoming a National Historic Landmark, the A&P Warehouse continues to retain sufficient historical integrity to meet the requisite criteria for listing on the National Register, as well as for selection as a National Historic Landmark.

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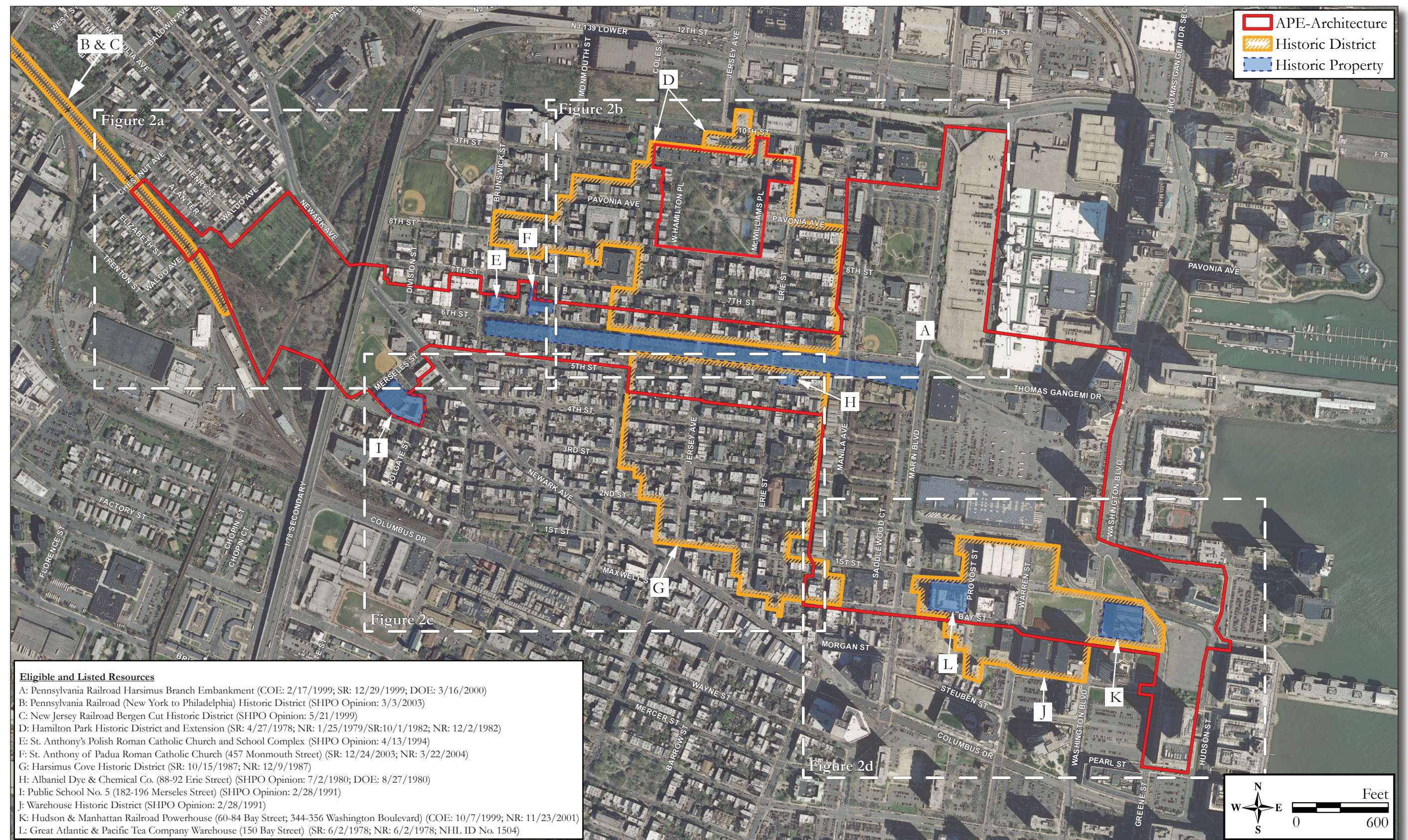


Figure 1: Map of known historic properties.



Figure 2a: Photo locations and directions.



Figure 2b: Photo locations and directions.



Figure 2c: Photo locations and directions.

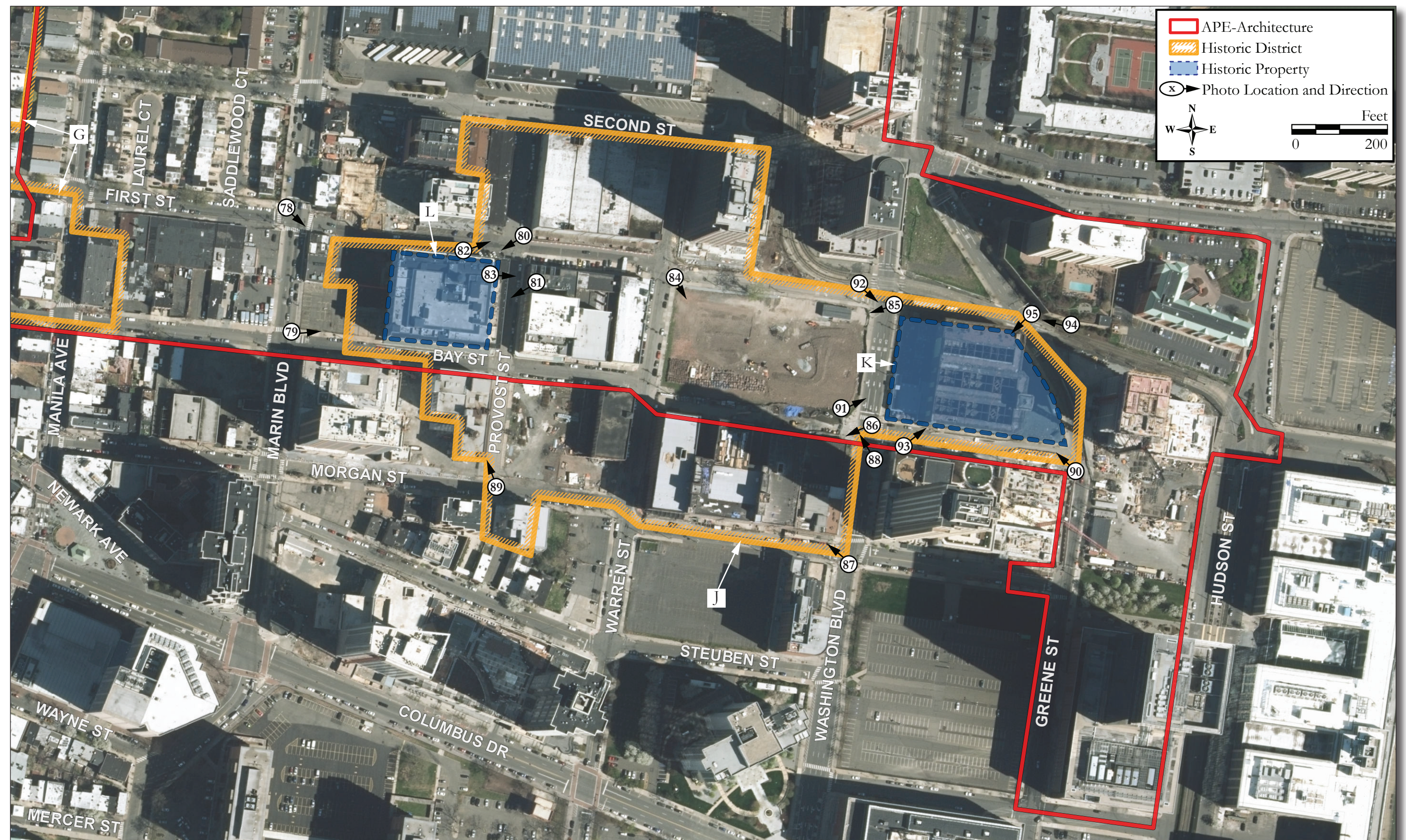


Figure 2d: Photo locations and directions.



Plate 1: General view along the New Jersey Railroad Bergen Cut Historic District, which is a key contributing resource to the Pennsylvania Railroad (New York to Philadelphia) Historic District.

Photo view: North

Photographer: Allee Davis

Date: May 22, 2018



Plate 2: General view along the New Jersey Railroad Bergen Cut Historic District, which is a key contributing resource to the Pennsylvania Railroad (New York to Philadelphia) Historic District.

Photo view: Southeast

Photographer: Allee Davis

Date: May 22, 2018



Plate 3: View along Christopher Columbus Drive looking towards the stone embankment of the Pennsylvania Railroad (New York to Philadelphia) Historic District as the district extends to its terminus at Brunswick Street.

Photo view: East

Photographer: Allee Davis

Date: May 22, 2018



Plate 4: View of the stone embankment of the Pennsylvania Railroad (New York to Philadelphia) Historic District along Christopher Columbus Drive.

Photo view: Northwest

Photographer: Allee Davis

Date: May 22, 2018



Plate 5: View of the stone abutment that serves as the terminus of the Pennsylvania Railroad (New York to Philadelphia) Historic District at the intersection of Christopher Columbus Drive and Brunswick Street.

Photo view: Northwest

Photographer: Allee Davis

Date: May 22, 2018



Plate 6: Perspective view of Public School No. 5. Note how the monumental late-Classical Revival-style school bends southeasterly along Third Street, giving the building its distinct footprint.

Photo view: Northeast

Photographer: Allee Davis

Date: May 22, 2018



Plate 7: View of Public School No. 5 from Merseles Street. Mary Benson Park is partly visible to the right (west).

Photo view: South

Photographer: Allee Davis

Date: May 22, 2018



Plate 8: View down Fourth Street depicting the bending footprint of Public School No. 5.

Photo view: Southeast

Photographer: Allee Davis

Date: May 22, 2018



Plate 9: View along the south elevation of Public School No. 5 on Third Street.

Photo view: Northwest

Photographer: Allee Davis

Date: May 22, 2018



Plate 10: View of the westernmost segment of the Pennsylvania Railroad Harsimus Branch Embankment at Sixth and Brunswick streets.

Photo view: Northeast

Photographer: Allee Davis

Date: May 22, 2018



Plate 11: General view of the Pennsylvania Railroad Harsimus Branch Embankment at the intersection of Sixth and Monmouth streets.

Photo view: Southwest

Photographer: Allee Davis

Date: May 22, 2018



Plate 12: View of one of the bridge seats facing Coles Street, at Sixth Street, of the Pennsylvania Railroad Harsimus Branch Embankment.

Photo view: West

Photographer: Allee Davis

Date: May 22, 2018



Plate 13: General view of one of the bridge seats facing Coles Street, at Sixth Street, of the Pennsylvania Railroad Harsimus Branch Embankment.

Photo view: Northeast

Photographer: Allee Davis

Date: May 22, 2018



Plate 14: Detail view of the soft brown sandstone used for the construction of the south retaining walls of the Pennsylvania Railroad Harsimus Branch Embankment.

Photo view: East

Photographer: Allee Davis

Date: May 22, 2018



Plate 15: Detail view of the Pennsylvania Railroad Harsimus Branch Embankment which depicts the different types of stone used in the embankment's construction. For bridge abutments, as shown here, granite was used whereas as soft brown sandstone was used for the south retaining walls.

Photo view: West

Photographer: Allee Davis

Date: May 22, 2018



Plate 16: General view of the bridge seat and abutment of the Pennsylvania Railroad Harsimus Branch Embankment at the intersection of Sixth Street and Jersey Avenue. For the north retaining walls of the embankment, a conglomerate-type of stone was used.

Photo view: Southeast

Photographer: Allee Davis

Date: May 22, 2018



Plate 17: View of the bridge seat and abutment of the Pennsylvania Railroad Harsimus Branch Embankment at the intersection of Sixth and Erie streets. Note how the height of the embankment is lower as the linear segments approach the Hudson River.

Photo view: Southwest

Photographer: Allee Davis

Date: May 22, 2018



Plate 18: General view of the Pennsylvania Railroad Harsimus Branch Embankment, along Sixth Street between Erie Street and Manila Avenue.

Photo view: Southwest

Photographer: Allee Davis

Date: May 22, 2018



Plate 19: View of the west elevation of the easternmost segment of the Pennsylvania Railroad Harsimus Branch Embankment.

Photo view: East

Photographer: Allee Davis

Date: May 22, 2018



Plate 20: View of the Pennsylvania Railroad Harsimus Branch Embankment along Sixth Street, between Manila Avenue and Luis Munoz Marin Boulevard. Note how the north elevation steps down as the segment stretches east, towards the Hudson River.

Photo view: Southwest

Photographer: Allee Davis

Date: May 22, 2018



Plate 21: Perspective view of the easternmost segment of the Pennsylvania Railroad Harsimus Branch Embankment, at the intersection of Sixth Street and Luis Munoz Marin Boulevard.

Photo view: Southwest

Photographer: Allee Davis

Date: May 22, 2018



Plate 22: View of the St. Anthony's of Padua Polish Roman Catholic Church, which is individually listed on the New Jersey and National Registers of Historic Places. The church is a key contributing resource to the St. Anthony's Polish Roman Catholic Church and School Complex, as well as to the NRHP-eligible Immigrant Roman Catholic Church (St. Anthony's/Holy Rosary) Historic District.

Photo view: Northwest

Photographer: Allee Davis

Date: May 22, 2018



Plate 23: View of the St. Anthony's of Padua Polish Roman Catholic Church. Note the distinct soaring copper-clad tower and octagonal belfry.

Photo view: Southwest

Photographer: Allee Davis

Date: May 22, 2018



Plate 24: Detail view of the primary (east) elevation of the St. Anthony's of Padua Polish Roman Catholic Church. Note the rock-faced granite trimmed with brownstone surrounding the stone, arched doorways.

Photo view: West

Photographer: Allee Davis

Date: May 22, 2018



Plate 25: View of the school of the St. Anthony's Polish Roman Catholic Church and School Complex. Visible are the architecturally notable pointed-arched windows, ornate window aprons, and pilasters.

Photo view: Northeast

Photographer: Allee Davis

Date: May 22, 2018



Plate 26: General view of the Hamilton Park Historic District at the intersection of Eight and Monmouth streets.

Photo view: North

Photographer: Allee Davis

Date: May 22, 2018



Plate 27: View of one of several institutional buildings of the Hamilton Park Historic District that complements the collection of row houses that constitute the majority of the district.

Photo view: Northwest

Photographer: Allee Davis

Date: May 22, 2018



Plate 28: Representative view of the decorative features common on many of the extant row houses composing the Hamilton Park Historic District, such as the ornamental ironwork, lintels, stone water tables, and distinct entrance stoops.

Photo view: East

Photographer: Allee Davis

Date: May 22, 2018



Plate 29: Representative view of the decorative features common on many of the extant row houses composing the Hamilton Park Historic District, such as the richly molded cornices, ornamental ironwork, lintels, stone water tables, and distinct entrance stoops.

Photo view: Northeast

Photographer: Allee Davis

Date: May 22, 2018



Plate 30: General view of the intact continuity of row houses of the Hamilton Park Historic District, at the intersection of Pavonia Avenue and Coles Street, adjacent to Hamilton Park.

Photo view: Southwest

Photographer: Allee Davis

Date: May 22, 2018



Plate 31: View of the type of intact, continuous collection of row houses within the Hamilton Park Historic District, some of which overlook Hamilton Park.

Photo view: North

Photographer: Allee Davis

Date: May 22, 2018



Plate 32: View within the Hamilton Park Historic District illustrating the different types of architectural styles found throughout the district.

Photo view: Southwest

Photographer: Allee Davis

Date: May 22, 2018



Plate 33: View looking towards the intersection of Ninth Street and Jersey Avenue. This view encompasses most of the buildings part of the Hamilton Park Historic District Extension.

Photo view: Northwest

Photographer: Allee Davis

Date: May 22, 2018



Plate 34: View of the gazebo sited in the center of Hamilton Park, a mid-nineteenth-century park square that contributes to the Hamilton Park Historic District.

Photo view: South

Photographer: Allee Davis

Date: May 22, 2018



Plate 35: General view of some of the modern infill extant in the Hamilton Park Historic District. Note the use of materials that are compatible in type and color to the existing buildings of the district.

Photo view: Northeast

Photographer: Allee Davis

Date: May 22, 2018



Plate 36: General view within the Hamilton Park Historic District at the intersection of Eight Street and Jersey Avenue.

Photo view: Southeast

Photographer: Allee Davis

Date: May 22, 2018



Plate 37: General view within the Hamilton Park Historic District at the intersection of Eight Street and Jersey Avenue.

Photo view: Southwest

Photographer: Allee Davis

Date: May 22, 2018



Plate 38: View of the intersection of Eight Street and McWilliams Place, at Hamilton Park, within the Hamilton Park Historic District.

Photo view: West

Photographer: Allee Davis

Date: May 22, 2018



Plate 39: General view within the Hamilton Park Historic District at the intersection of Eight and Erie streets.

Photo view: Southeast

Photographer: Allee Davis

Date: May 22, 2018



Plate 40: View along the south side of Seventh Street, between Jersey Avenue and Erie Street, within the Hamilton Park Historic District.

Photo view: Southwest

Photographer: Allee Davis

Date: May 22, 2018



Plate 41: View along the north side of Seventh Street, between Erie and Grove streets, within the Hamilton Park Historic District.

Photo view: Southwest

Photographer: Allee Davis

Date: May 22, 2018



Plate 42: General view along the west side of Jersey Avenue, between Seventh and Sixth streets, within the Hamilton Park Historic District.

Photo view: West

Photographer: Allee Davis

Date: May 22, 2018



Plate 43: View of the west side of Jersey Avenue, between Seventh and Sixth streets, within the Hamilton Park Historic District. Note the common architectural decorative elements such as the ornamental ironwork, richly molded lintels, and use of brick.

Photo view: Northeast

Photographer: Allee Davis

Date: May 22, 2018



Plate 44: View along the north side of Seventh Street, between Jersey Avenue and Erie Street, within the Hamilton Park Historic District.

Photo view: Northeast

Photographer: Allee Davis

Date: May 22, 2018



Plate 45: View along the north side of Seventh Street, between Erie and Grove streets, within the Hamilton Park Historic Districts. The group of houses depicted are typical Greek Revival vernacular dwellings set farther back from the street than most other row houses within the district.

Photo view: Northeast

Photographer: Allee Davis

Date: May 22, 2018



Plate 46: View along the north side of Sixth Street, between Erie and Grove Streets, within the Hamilton Park Historic District. Note the visual relationship between the row houses and the key contributing Pennsylvania Railroad Harsimus Branch Embankment.

Photo view: Northwest

Photographer: Allee Davis

Date: May 22, 2018



Plate 47: View along the north side of Sixth Street, between Coles Street and Jersey Avenue, within the Hamilton Park Historic District. Note the modern infill that is similar in scale and massing to the existing built fabric of the district.

Photo view: Northwest

Photographer: Allee Davis

Date: May 22, 2018



Plate 48: View of 278 Sixth Street, a late nineteenth-century firehouse that features buff-colored brick, limestone, and copper ornamentation, and which contributes to the Hamilton Park Historic District.

Photo view: Northwest

Photographer: Allee Davis

Date: May 22, 2018



Plate 49: General view of the Harsimus Cove Historic District at the intersection of First and Erie streets.

Photo view: Northeast

Photographer: Allee Davis

Date: May 22, 2018



Plate 50: View along the west side of Erie Street, between Second and First streets, within the Harsimus Cove Historic District. Note the intact collection of row houses which are reflective of the type of buildings comprising the district.

Photo view: Northwest

Photographer: Allee Davis

Date: May 22, 2018



Plate 51: General view of the Grace Van Vorst Church at 35 Erie Street, which is a contributing resource to the Harsimus Cove Historic District.

Photo view: Northwest

Photographer: Allee Davis

Date: May 22, 2018



Plate 52: General view of the Harsimus Cove Historic District at the intersection of Third and Erie streets.

Photo view: Northeast

Photographer: Allee Davis

Date: May 22, 2018



Plate 53: Representative view of the block of row houses featuring decorative ironwork, brownstone lintels, and high stoops which are typical throughout the Harsimus Cove Historic District.

Photo view: Southwest

Photographer: Allee Davis

Date: May 22, 2018



Plate 54: View of Public School No. 2 at 60-66 Erie Street, a contributing resource to the Harsimus Cove Historic District.

Photo view: Northeast

Photographer: Allee Davis

Date: May 22, 2018



Plate 55: View along Fourth Street, between Jersey Avenue and Erie Street, within the Harsimus Cove Historic District.

Photo view: Southwest

Photographer: Allee Davis

Date: May 22, 2018



Plate 56: Representative view of the block of row houses featuring decorative ironwork, molded lintels, and high stoops which are typical throughout the Harsimus Cove Historic District.

Photo view: Northwest

Photographer: Allee Davis

Date: May 22, 2018



Plate 57: View along the south side of Fourth Street, between Jersey Avenue and Erie Street, within the Harsimus Cove Historic District.

Photo view: Southwest

Photographer: Allee Davis

Date: May 22, 2018



Plate 58: View of one of the few freestanding buildings within the Harsimus Cove Historic District, at the southwest corner of the intersection of Fourth Street and Jersey Avenue.

Photo view: West

Photographer: Allee Davis

Date: May 22, 2018



Plate 59: General view of the Harsimus Cover Historic District at the intersection of Fifth Street and Jersey Avenue.

Photo view: Northwest

Photographer: Allee Davis

Date: May 22, 2018



Plate 60: General view of the Harsimus Cove Historic District at the intersection of Fifth Street and Jersey Avenue.

Photo view: Southwest

Photographer: Allee Davis

Date: May 22, 2018



Plate 61: Detail view of some of the characteristic decorative ironwork found throughout the Harsimus Cove Historic District.

Photo view: Southwest

Photographer: Allee Davis

Date: May 22, 2018



Plate 62: General view of the intersection of Fifth and Coles street, from the Harsimus Cove Historic District. Note the view of the Pennsylvania Railroad Harsimus Branch Embankment on Coles Street, a key contributing resource to the district.

Photo view: Northwest

Photographer: Allee Davis

Date: May 22, 2018



Plate 63: View along the south side of Fifth Street, between Coles Street and Jersey Avenue, within the Harsimus Cove Historic District.

Photo view: Southeast

Photographer: Allee Davis

Date: May 22, 2018



Plate 64: View along the south side of Fifth Street, between Jersey Avenue and Erie Street, within the Harsimus Cove Historic District.

Photo view: Southeast

Photographer: Allee Davis

Date: May 22, 2018



Plate 65: View of the typical two- and three-story intact row houses with decorative cornices and lintels which characterize the architectural distinction of the Harsimus Cove Historic District.

Photo view: South

Photographer: Allee Davis

Date: May 22, 2018



Plate 66: View along the south side of Fifth Street, between Jersey Avenue and Erie Street, within the Harsimus Cove Historic District. Visible are one of the many institution buildings that enhance the streetscapes of the district.

Photo view: Southwest

Photographer: Allee Davis

Date: May 22, 2018



Plate 67: General view of the south side of Fifth Street, between Erie Street and Manila Avenue, within the Harsimus Cove Historic District.

Photo view: South

Photographer: Allee Davis

Date: May 22, 2018



Plate 68: View along the south side of Fourth Street, between Erie Street and Manila Avenue, of the Harsimus Cove Historic District.

Photo view: Southeast

Photographer: Allee Davis

Date: May 22, 2018



Plate 69: Representative view of the block of row houses featuring decorative ironwork, molded lintels, and high stoops which are typical throughout the Harsimus Cove Historic District.

Photo view: Southeast

Photographer: Allee Davis

Date: May 22, 2018



Plate 70: General view of some of the modern infill within the Harsimus Cove Historic District. Note the complementary scale, materials, and massing so as to harmonize with the existing architecture of the district.

Photo view: Southeast

Photographer: Allee Davis

Date: May 22, 2018



Plate 71: Perspective view of the Thomas J. Stewart Company Building at 88-92 Erie Street, which is individually eligible for listing on the New Jersey and National Registers of Historic Places, as well as a key contributing resource to the Harsimus Cove Historic District.

Photo view: Northeast

Photographer: Allee Davis

Date: May 22, 2018



Plate 72: General view of the west elevation of the Thomas J. Stewart Company Building. Note the decorative brickwork, terra cotta, and brownstone trimmings.

Photo view: Southeast

Photographer: Allee Davis

Date: May 22, 2018



Plate 73: View of the intersection of Fifth and Erie streets, where the Thomas J. Stewart Company Building dominates the northeast corner.

Photo view: Northeast

Photographer: Allee Davis

Date: May 22, 2018



Plate 74: Detail view of the distinct architectural ornamentation of the Romanesque Revival-style Thomas J. Stewart Company Building.

Photo view: Southeast

Photographer: Allee Davis

Date: May 22, 2018



Plate 75: Detail view of the ground level of the Thomas J. Stewart Company Building illustrating the complementary metal window guards installed when the building was converted for residential use.

Photo view: East

Photographer: Allee Davis

Date: May 22, 2018



Plate 76: Detail view of the Thomas J. Stewart Company Building illustrating the complementary metal window guards and fence installed when the building was converted for residential use.

Photo view: East

Photographer: Allee Davis

Date: May 22, 2018



Plate 77: Detail view of the south elevation of the Thomas J. Stewart Company Building.

Photo view: West

Photographer: Allee Davis

Date: May 22, 2018



Plate 78: General view towards the National Register of Historic Place-eligible Warehouse Historic District.

Photo view: Southeast

Photographer: Allee Davis

Date: May 22, 2018



Plate 79: General view towards the National Register of Historic Place-eligible Warehouse Historic District.

Photo view: East

Photographer: Allee Davis

Date: May 22, 2018



Plate 80: Skewed perspective view of the Great Atlantic & Pacific Tea Company Warehouse, which is a National Historic Landmark and a key contributing resource to the Warehouse Historic District.

Photo view: Southwest

Photographer: Allee Davis

Date: May 22, 2018



Plate 81: General view along Provost Street within the Warehouse Historic District, adjacent to the Great Atlantic & Pacific Tea Company Warehouse illustrating the original cobblestone paving and rail siding.

Photo view: Southwest

Photographer: Allee Davis

Date: May 22, 2018



Plate 82: General view within the Warehouse Historic District, looking along First Street.

Photo view: Northeast

Photographer: Allee Davis

Date: May 22, 2018



Plate 83: View along First Street, between Provost and Warren streets, within the Warehouse Historic District.

Photo view: East

Photographer: Allee Davis

Date: May 22, 2018



Plate 84: General view of the Butler Brothers' Warehouse, built 1905. This large, monumental industrial building is individually listed on the National Register of Historic Places and is a key contributing resource to the Warehouse Historic District.

Photo view: Southeast

Photographer: Allee Davis

Date: May 22, 2018



Plate 85: General view of the Butler Brothers' Warehouse within the Warehouse Historic District.

Photo view: Southwest

Photographer: Allee Davis

Date: May 22, 2018



Plate 86: General view along south side of Bay Street, between Warren and Washington streets, within the Warehouse Historic District.

Photo view: Southwest

Photographer: Allee Davis

Date: May 22, 2018



Plate 87: General view along the north side of Morgan Street, between Warren and Washington streets, within the Warehouse Historic District.

Photo view: Northwest

Photographer: Allee Davis

Date: May 22, 2018



Plate 88: General view within the Warehouse Historic District at the intersection of Morgan and Washington streets. Note the intact, monumental industrial collection of extant warehouses comprising the district.

Photo view: Northwest

Photographer: Allee Davis

Date: May 22, 2018



Plate 89: View along Morgan and Provost streets, within the Warehouse Historic District.

Photo view: Northwest

Photographer: Allee Davis

Date: May 22, 2018



Plate 90: General view of the Hudson & Manhattan Railroad Powerhouse, which is eligible for listing on the New Jersey Register of Historic Places and individually listed on the National Register of Historic Places. This Romanesque Revival-style industrial building is a key contributing resource to the Warehouse Historic District.

Photo view: Northwest

Photographer: Allee Davis

Date: May 22, 2018



Plate 91: Perspective view of the Hudson & Manhattan Railroad Powerhouse. Note the distinct five-story, arched windows soldiered across the west and south elevations.

Photo view: Northeast

Photographer: Allee Davis

Date: May 22, 2018



Plate 92: General view of the north and west elevations of the Hudson & Manhattan Railroad Powerhouse.

Photo view: Southeast

Photographer: Allee Davis

Date: May 22, 2018



Plate 93: Detail view of the ground level of the Hudson & Manhattan Railroad Powerhouse.

Photo view: Northeast

Photographer: Allee Davis

Date: May 22, 2018



Plate 94: View of the canted northeast corner of the Hudson & Manhattan Railroad Powerhouse.

Photo view: West

Photographer: Allee Davis

Date: May 22, 2018



Plate 95: Detail view of the patterned and corbelled brickwork of the cornice of the Hudson & Manhattan Railroad Powerhouse. Note the distinct five-story, arched windows soldiered across the visible elevations.

Photo view: Southwest

Photographer: Allee Davis

Date: May 22, 2018

3.6 Intensive-level Survey Form for 384 Manila Ave.

BASE SURVEY FORM

Historic Sites #:

Property Name: Philippine Plaza

Street Address: Street #: 384 Apartment #: _____
(Low) (High) (Low) (High)

Prefix: _____ Street Name: Manila Suffix: _____ Type: AVE

County(s): Hudson Zip Code: 07302

Municipality(s): City of Jersey City Block(s): 11501

Local Place Name(s): _____ Lot(s): 9

Ownership: Public USGS Quad(s): Jersey City

Description:

Philippine Plaza, built as a park in 1976 and opened formally as the Philippine Plaza in 1992, is a city park sited on a rectangular lot accessed by a central metal gate on Manila Avenue at the west side of the park. The gate is marked with the initials "P" and "A." The majority of the open plaza is paved with poured concrete. The park is dominated by a central monument consisting of a metal bust of an unidentified Filipino soldier in uniform. The bust is supported on a rectangular poured concrete pillar atop a tiered concrete platform. The entire support for the bust is painted white. A dedication plaque is mounted on the west elevation of the concrete pillar. Narrow planting beds line the south and east sides of the park and small trees are planted at regular intervals along the north and west sides of the park. There is a bench at the northwest corner of the park. The park is enclosed by metal fencing to the west, north, and east. The south side of the park is enclosed partially by a concrete block wall to the west and chain link fencing to the east.

Registration and Status Dates:

National Historic
Landmark: _____

SHPO Opinion: _____

National Register: _____

Local Designation: _____

New Jersey Register: _____

Other Designation: _____

Determination of Eligibility: _____

Other Designation Date: _____

Photograph:



Survey Name: Conrail Harsimus Branch Abandonment

Surveyor: Lynn Alpert

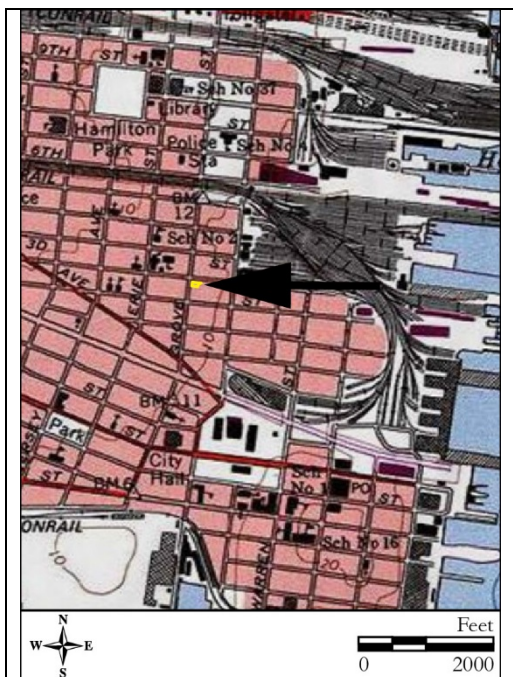
Date: May 2018

Organization: RGA, Inc.

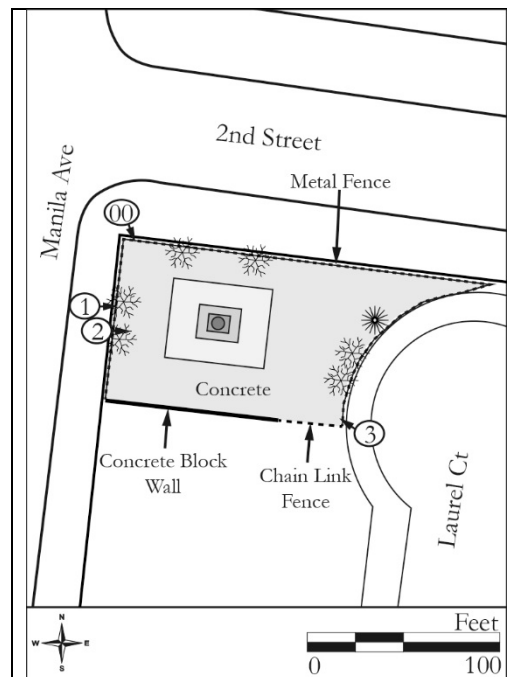
BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:



Bibliography/Sources:

See Continuation Sheet

Additional Information:

None

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: _____ Building 1 Landscape _____ Farm
_____ Bridge _____ Industry

Within Historic District? ☐ Yes ☒ No Historic District Name: _____
Status: ☐ Key-Contributing ☐ Contributing ☐ Non-Contributing

Associated Archaeological Site/Deposit? ☐ Yes ☒ No
(Known or potential Sites – if yes, please describe briefly)

Survey Name: Conrail Harsimus Branch Abandonment

Surveyor: Lynn Alpert

Organization: RGA, Inc.

Date: May 2018

LANDSCAPE ATTACHMENT

Historic Sites #:

Common Name:	<u>Philippine Plaza</u>		
Historic Name:	<u>N/A</u>		
Present Use:	<u>Passive recreation – outdoor (parks)</u>		
Historic Use:	<u>N/A</u>		
Construction Date:	<u>Circa 1976</u>	Source:	<u>Jersey Journal 1975a, 1977; Office of Planning 2015</u>
Alteration Date(s):	<u>1992</u>	Source:	<u>Personal communication, Flor Medel Reyes, 2018</u>
Primary Landscape Architect/Designer: <u>Unknown</u>			
Type:	<u>Plaza</u>	Physical Condition:	<u>Good</u>
Style:	<u>Other</u>	Remaining Historic Fabric:	<u>N/A</u>
Acreage:	<u>0.06</u>		
Hardscape:	<u>Walkways, Poured Concrete</u>		
Plantings:	<u>Planted Beds</u>		
Other Features:	<u>Sculpture</u>		

Description:

See Base Survey Form

Setting:

Philippine Plaza is located at the northwest corner of Manila Avenue and Second Street (Block 11509, Lot 9) within a densely-developed urban setting in the City of Jersey City, Hudson County, New Jersey. Residential blocks surround the park on all sides, with commercial areas further south and east, along First Street and Luis Munoz Marin Boulevard.

Survey Name:	<u>Conrail Harsimus Branch Abandonment</u>		
Surveyor:	<u>Lynn Alpert</u>	Date:	<u>May 2018</u>
Organization:	<u>RGA, Inc.</u>		

ELIGIBILITY WORKSHEET

Historic Sites #:

History:

See Continuation Sheet

Significance:

Philippine Plaza is a memorial park designed around 1991 and opened in 1992. The park is associated with the prominent Filipino community in Jersey City and honors this community's service to the United States in wars throughout the twentieth and twenty-first centuries, a contribution that is often overlooked. The statue within the plaza was funded and donated by a prominent Jersey City labor organizer and philanthropist, Edward Pulver.

Eligibility for New Jersey and National Registers:

☐ Yes

☒ No

National

Register Criteria:

☐ A

☐ B

☐ C

☐ D

Level of Significance

☐ Local

☐ State

☐ National

Justification of Eligibility/Ineligibility:

Philippine Plaza is less than 50 years of age, having been conceived of and designed around 1991 and opened in 1992. Though the park is an important and rare representation of the contributions of Jersey City's Filipino community and is associated with noted Jersey City resident Edward Pulver, it has not achieved a level of importance so exceptional as to qualify the resource for consideration under National Register Criteria Consideration G. For this reason, Philippine Plaza is not recommended eligible for listing in the National Register of Historic Places.

For Historic Districts Only:

Property Count: Key Contributing: _____ Contributing: _____ Non Contributing: _____

For Individual Properties Only:

List the completed attachments related to the property's significance:

Narrative Boundary Description:

N/A

Survey Name: Conrail Harsimus Branch Abandonment

Surveyor: Lynn Alpert

Organization: RGA, Inc.

Date: May 2018

CONTINUATION SHEET

Historic Sites #:

History:

The property at 384 Manila Street, formerly 384 Grove Street, was first developed as a park under the Henderson Street South Urban Renewal Project undertaken by the Jersey City Redevelopment Agency in the mid-1970s (Jersey Journal 1975a, 1975b). Prior to the reuse of the block under that urban renewal project, the parcel contained an early twentieth-century, two-story frame building with a shop on the first floor and residences above (Figure 1) (Sanborn Map Company 1906, 1949). The last known use for the commercial space on the first floor, prior to the building's demolition, was as "Lipka's Tavern" (Jersey Journal 1968). The tavern appears to have closed around 1970, after Chester Lipka, the tavern's operator, was arrested in his own bar on the charge of "possession of lottery slips" (Jersey Journal 1969). By 1970, the liquor license for the property was inactive, and the following year, the property's liquor license was officially surrendered (Jersey Journal 1970, 1971).

In August 1975, the entire city block bound by present-day Manila Avenue, First and Second streets, and Luis Munoz Marin Boulevard (formerly Henderson Street), including the subject property, was identified by the Jersey City Redevelopment Agency as the core of the newly-planned Henderson Street South Urban Renewal Project. The project was envisioned as an extension of the Henderson Street Urban Renewal Project, located on the blocks directly north of the subject property. The latter project was already underway by the mid-1970s, with construction of affordable housing units in progress at that time. The redevelopment objectives for the Henderson Street South Urban Renewal Project were the continued removal of deteriorating housing and the alleviation of "blighting influences" that had been started by the Redevelopment Agency under the nearby Henderson Street and Grove Street urban renewal projects (Jersey Journal 1975a; Office of Planning 2015).

The exact pace of project development and implementation is not known, but in January 1977, the Jersey City Redevelopment Agency advertised that they were accepting bids for the construction of Saddlewood and Laurel courts, the two new cul-de-sacs that were installed running north to south at the center of the redesigned residential block (Jersey Journal 1977). It is clear from historic aerial photographs that construction of the Henderson Street South Urban Renewal Project was complete by 1979 (NETR 1979). This included the transformation of the subject property from residential use to that of an open park or plaza, the former dwelling on the property having been demolished by this time (NETR 1979).

The subject property appears to have functioned as a public park since the completion of the Henderson Street South Urban Renewal Project. By the 1990s, the park had deteriorated; it was overgrown with trees, and had issues with litter and loitering. Around that time, Flor Medel Reyes, a longtime resident of Jersey City and member of the city's Filipino community, was searching for a way to give back to the city. In 1992, she selected the subject property as the location of the future Philippine Plaza. Ms. Reyes formed Philippine Plaza, Inc. to oversee the design and maintenance of the park, which is dedicated to all Filipino-American veterans of all wars and military campaigns in the twentieth and twenty-first centuries (Personal communication, Flor Medel Reyes, Founder, Philippine Plaza, Inc., April 25, 2018; Inquirer.net 2016).

The statue at the center of the park was donated by Edward Pulver (Personal communication, Flor Medel Reyes, Founder, Philippine Plaza, Inc., April 25, 2018). Mr. Pulver was a prominent figure in Jersey City. He led the Seafarers International Union in the city and founded and supported numerous non-profit organizations. Mr. Pulver was known as a "godfather" to the Filipino community in Jersey City. He was a veteran of World War II, and his close connection to military service and to the Filipino community likely inspired his funding and installation of the statue in the plaza (U.S. Government Printing Office 2004). About 80 percent of the veterans honored on the plaque in Philippine Plaza fought in World War II (Personal communication, Flor Medel Reyes, Founder, Philippine Plaza, Inc., April 25, 2018).

At present, the park is only open to the public on Veterans Day and Memorial Day. It is the hope of Ms. Reyes that additional funding can be secured for maintenance and security so that the park can be open and accessible year round in the future (Personal communication, Flor Medel Reyes, Founder, Philippine Plaza, Inc., April 25, 2018).

Survey Name: Conrail Harsimus Branch Abandonment

Surveyor: Lynn Alpert

Organization: RGA, Inc.

Date: May 2018

CONTINUATION SHEET

Historic Sites #:

Bibliography:

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Survey Name: Conrail Harsimus Branch Abandonment

Surveyor: Lynn Alpert

Date: May 2018

Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

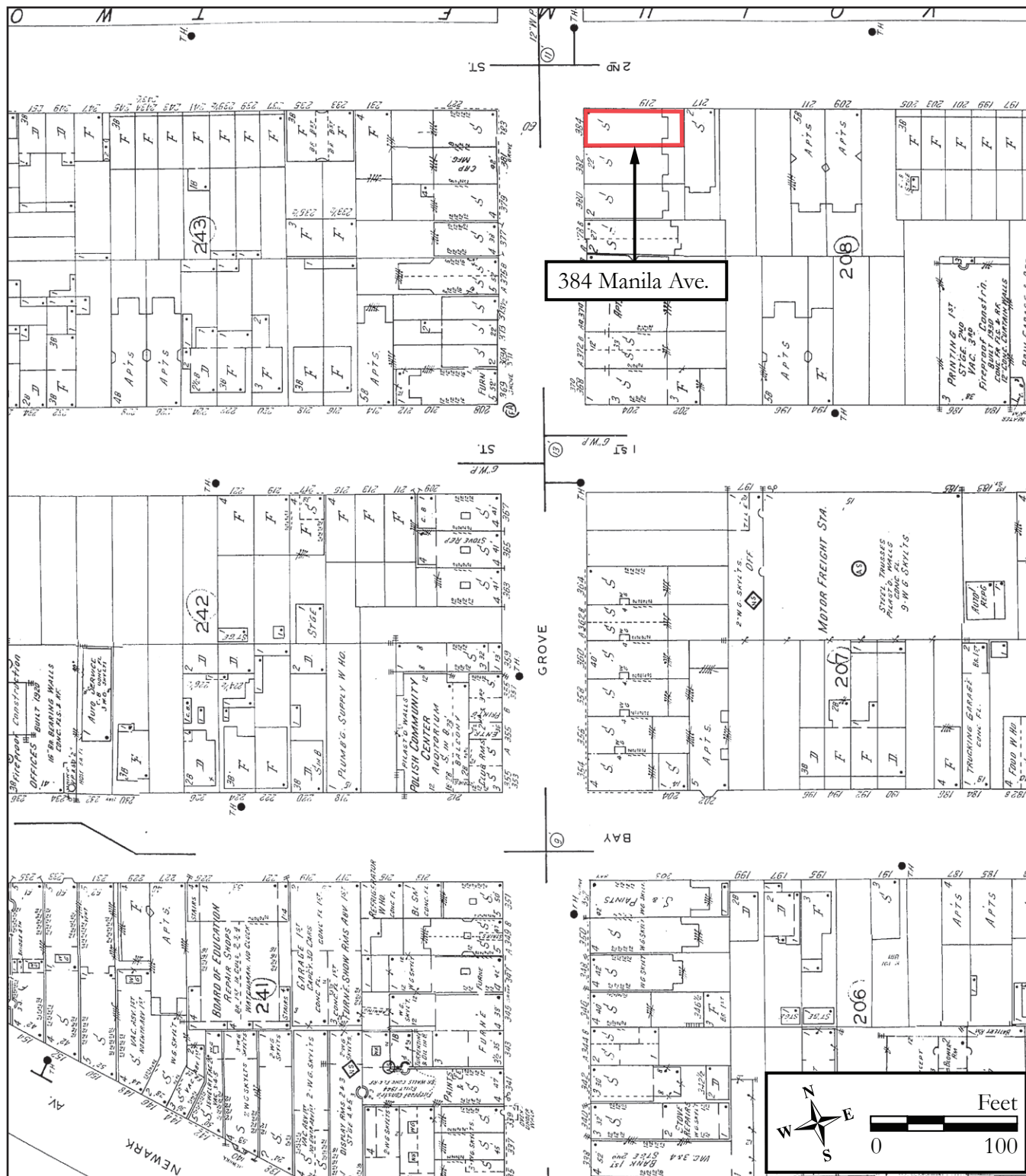


Figure 1: The property at 384 Manila Avenue in 1949, when it still contained an early twentieth-century frame building (Sanborn Map Company 1949).

Survey Name: Conrail Harsimus Branch Abandonment

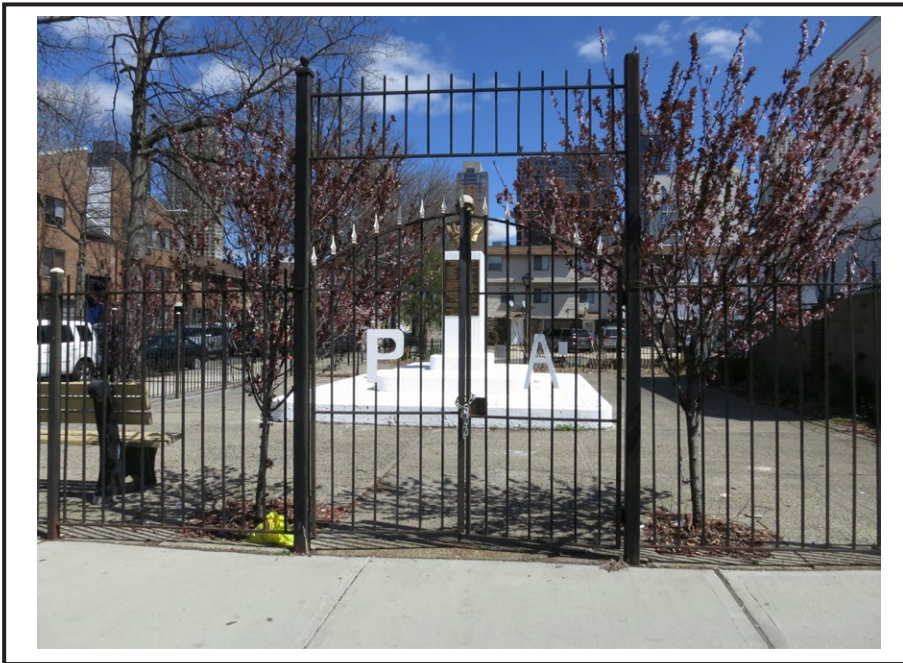
Surveyor: Lynn Alpert

Organization: RG&A, Inc.

Date: May 2018

CONTINUATION SHEET

Historic Sites #:



Entry gate at Philippine Plaza with the monument visible in the background.

Plate: 1

Photo view:

East

Photographer:

Lynn Alpert

Date:

April 20, 2018



Detail view of central monument within Philippine Plaza.

Plate: 2

Photo view:

East

Photographer:

Lynn Alpert

Date:

April 20, 2018

Survey Name: Conrail Harsimus Branch Abandonment

Surveyor: Lynn Alpert

Organization: RGA, Inc.

Date: May 2018

CONTINUATION SHEET

Historic Sites #:



Plate: 3

Photo view:

Northwest

Photographer:

Lynn Alpert

Date:

April 20, 2018

View of Philippine Plaza from the rear of the park, with planting beds visible in the foreground.

Survey Name: Conrail Harsimus Branch Abandonment

Surveyor: Lynn Alpert

Organization: RGA, Inc.

Date: May 2018

3.7 JOHN T. ROWLAND HISTORIC CONTEXT

3.7.1 Public School No. 4, 175 Eighth Street (Block 10103, Lot 11)

Public School No. 4 is a property located within the APE for Architecture for the Harsimus Branch abandonment project at 175 Eighth Street in Jersey City. Built in 1917 following designs prepared by John T. Rowland, Jr., architect for the Jersey City Board of Education, the building replaced a deteriorating mid-nineteenth century building that first housed the school. The three-story, masonry building is an intact and representative example of the Tudor Revival style. Although buildings designed by Rowland are neither innovative nor particularly distinguishable, the remarkably large number of commissions he received over the course of his 40-year career set the tone for civic architecture throughout Jersey City. Today, the buildings designed by Rowland that remain extant continue to characterize the architectural fabric of many of Jersey City's neighborhoods.

Public School No. 4 is recommended eligible for listing on the National Register under Criterion C as part of a thematic historic district based on the work of Rowland. Several other schools in Jersey City designed by Rowland, including Public School 5, Public School 23, and Public School 34, have received opinions from the NJ SHPO based on the recommendations of the 1986 Jersey City Historic Resources Survey, which indicated that there is potential for a thematic listing of educational and public buildings designed by Rowland. Although a complete investigation into the eligibility of a thematic listing is outside the scope of the current project, this section provides some historical context justifying the National Register eligibility of such a listing.

3.7.2 Development of Jersey City School Infrastructure from the Late Nineteenth to the Early Twentieth Century

Between 1870, when Jersey City was consolidated, and 1890, the city's school infrastructure suffered from a spate of problems, including over-crowding, unsanitary and often rented facilities, and limited budgets (Harney 1931: 112-120). The difficulty in supplying "proper school facilities" between 1870 and 1890 was due to the city's inadequate financial resources. The Board of Education was "hampered by lack of funds and lack of authority" (Harney 1931: 125).

This changed in the 1890s with the introduction of legislation that allowed the Board of Education to build new schools and that gave the city the power to allocate funds to pay for these improvements. With an acceleration in school building, problems such as overcrowding and unsanitary conditions began to be alleviated. It was not until the turn of the century, though, that strides were made toward truly managing the deficiencies of Jersey City's school infrastructure. These strides included the creation of the office of Supervising Architect by the city's Board of Education. Between 1900 and the start of World War I, a campaign of regular school construction and maintenance resulted in the city's school system being ranked "extremely high in the character of its school buildings" (Harney 1931: 125).

The intensity of construction and maintenance of school buildings that took place in the first few decades of the twentieth century was overseen by the newly-created position of Supervising Architect. In 1899, the Board of Education called for the creation of this position. The hope was to have one specialist oversee all of the repairs needed on existing schools and the design and construction of new schools. The Board of Education believed that having the work concentrated under one supervisor would save money. An example of cost savings is illustrated by the

construction of the newly-built Public School No. 20 in 1899. The Board of Education had paid six thousand dollars in architect's fees for the construction of that school, which was just one of multiple construction and maintenance projects for the year. The cost was cited to be more than twice what the Board of Education would have paid to employ one fulltime architect for an entire year's work (Board of Education 1899: 29).

The Board of Education was not wrong in their cost estimation. The following October, the Jersey City architect, John T. Rowland, Jr. (Figure 3.3), was hired as the first Supervising Architect of Public Schools at a yearly salary of three thousand dollars (Jersey Journal [JJ] 1900). In their annual report, the Board of Education lauded the decision as "one of the most important and most progressive steps taken" toward the improvement of Jersey City's public school system (Board of Education 1901: 78). Rowland was described in the report as "unusually well fitted, by training and experience, for the work" (Board of Education 1901: 78).

3.7.3 John T. Rowland, Jr., Architect

John T. Rowland, Jr. was born October 20, 1872 in Rockland County, New York. His father, a mason and contractor, moved the family to Jersey City in the early 1880s. After receiving his training in architecture at Cornell University and the University of Pennsylvania, Rowland returned to Jersey City and established a practice, although details of his work prior to his appointment as Supervising Architect in 1900 are unknown (JJ 1945).

Rowland remained in the position of Supervising Architect of Public Schools until the time of his death in 1945. Though he designed various types of buildings throughout Jersey City and beyond during that time, Rowland's 45-year tenure as school architect dictated that school buildings were the common project type throughout his career. Rowland designed at least 25 public school buildings and the first four high school buildings in Jersey City, as well as seven parochial schools and the Board of Education's Administration Building (JJ 1945; Board of Education 1919: 21).

Despite his position with the Board of Education, Rowland found time to privately practice architecture, designing numerous residential, commercial, and industrial buildings over the course of the early twentieth century. He was the architect of multiple buildings on Journal Square, including the Labor Bank Building, the Jersey Journal Building, and the South Wing of the Trust Company of New Jersey Building. Rowland was also the architect of the Duncan Apartments at 2600 Kennedy Boulevard, the apartment building where he lived from the 1920s until his death. Another notable resident of the building was Jersey City Mayor Frank Hague. Mayor Hague oversaw a major expansion of the Jersey City Medical Center Complex, for which he hired Rowland to design the majority of the buildings (JJ 1945).

3.7.4 The Progressive-Era Influence on Jersey City Public Schools

As the number of Irish and German immigrants settling in Jersey City increased in the mid-nineteenth century, native-born Protestant residents of the city started a movement in support of free, compulsory, public education (Petrick 1995: 255). The established residents saw this as a means of Americanizing immigrants, and initially, the movement was seen as a threat by immigrant communities. In response, many communities established private, parochial schools, in order to maintain control over education within their communities and to limit the influence of Protestants on their children. By the 1880s, however, the Irish and German immigrant populations grew large

enough to represent a new political majority in the city. With this increased political influence, immigrant communities began to question the resources they invested in parochial schools and take a more active interest in tailoring free, public schools to meet their needs (Petrick 1995: 256).

It was around this time that American politics evolved into the Progressive Era, a time marked by values emphasizing efficiency, centralization, social reform, and science (Petrick 1995: 256). By the turn of the century, Progressive-Era leaders had taken control of the public education system. Progressive-Era reformers were interested in advocating for a “one best system” program of schooling, which merged parochial and public education into an intertwined network. The system enabled public schools to focus on high school education, one component of which was the institution of vocational programs in high schools, while parochial schools helped to shoulder the burden of elementary education (Petrick 1995: 263).

Mark Fagan, an Irish Catholic and a Progressive, took advantage of close relationships with the Italian immigrant community in Jersey City to win the mayoral election in 1901 (Petrick 1995: 305). Fagan’s early political career emphasized a desire to improve and expand public schools, both the facilities that housed education and the offerings of the curriculum. Fagan called for increased funding and expansion of schools to provide vocational training, health services, and recreational and athletic activities (Petrick 1995: 307). Progressives continued to hold control of the education system into the second decade of the twentieth century, under the leadership of Mayor H. Otto Wittpenn. In 1911, after the state legislature passed a resolution allowing the appointment of Members at Large to school boards, Wittpenn appointed Cornelia Bradford, a Progressive reformer, to the Jersey City Board of Education. Bradford worked toward the Progressive ideal of transforming the public schools into central components of their communities (Petrick 1995: 315-317).

Fagan was again elected mayor in 1913, and his tone and position on school investment and reform shifted dramatically. Though investment in school improvements and construction continued under Fagan and Rowland retained his position as architect for the Board of Education, the pace and extent of work appears to have slowed (Board of Education 1914: 22-23; Board of Education 1915: 21-23). When Frank Hague was elected mayor in 1917, he held authority over the school system and the slow pace of school improvements continued (Petrick 1995: 330; Board of Education 1918: 21; Board of Education 1919: 21). In the 1920s, immigration was restricted, easing some pressure on the school system; this was followed by an exodus of middle-class families from urban areas in the post-World War II era, leading to a further drop in the numbers of students in the system and lessening public pressure for investment in schools (Petrick 1995: 331).

3.7.5 Rowland’s Buildings and Progressive-Era Ideals

The creation of the position of Supervising Architect and the hiring of Rowland exemplified the Progressive-Era values of efficiency and centralization in their desire to save money and concentrate work under one supervisor (Board of Education 1899: 29; Petrick 1995: 256). In his plans for the design of a replacement building for Public School No. 11 in 1903, one of the earlier school projects completed under his new position, Rowland took into consideration the school’s surroundings, the history of education in the state, and a desire to create monumental school architecture. The 1903 Annual Report of the Board of Education describes the new school as one that would be a “well constructed and beautiful building of a character appropriate to its location in one of the oldest parts of the city and on the oldest school site in the State” (Board of Education 1903: 19) (Figure 3.4 and

Figure 3.5). Many temporary buildings were constructed at this time to alleviate overcrowding and Rowland worked to make the classrooms in these buildings “similar in size and arrangement to the classrooms of permanent buildings” (Board of Education 1903: 31).

Rowland’s designs quickly came to favor the values of Progressive-Era educators. The High School as an institution was an important component of educational reform, especially when these schools were designed to provide useful and practical skills in the form of vocational training. Rowland met these needs in his design of William Dickinson High School (Figure 3.6 and Figure 3.7). When the building opened in 1906 as Jersey City High School, it was the first public high school in the city. The intention for the building to be a traditional academic institution could be seen in its traditional Beaux Arts design with state-of-the-art lecture halls and scientific laboratory equipment. The building was also designed to serve the larger community. The auditorium was the largest in the city, intended for use for cultural events and lectures for all audiences, and the largest branch of the public library was also housed in the new school building (Petrick 1981).

The new high school was only open for a few years before it was clear that it would need to be expanded. “Between 1900 and 1910 the population of Jersey City increased by 30% and high school enrollment more than doubled. The surge in immigration; the increasing industrialization and prosperity of the city; and compulsory education laws – all contributed to the dramatic growth and changes in the character of the student population” (Petrick 1981). The mission of the school grew to match this larger and more diverse student body, and the school building was doubled in size to accommodate this growth and the new curriculum. The expanded high school provided educational opportunities well beyond established academic offerings. The building was equipped with a forge and foundry shop in the basement, woodworking, electrical, machine, and print shops, as well as a photography studio and a girls’ industrial area for sewing, millinery, cooking, and art (Petrick 1995: 313) (Figure 3.8). Within the expanded high school, “the Progressive values of social efficiency (a differentiated education for all) and economy (an academic institution that produced tangible return on the taxpayer investment) were both served” (Petrick 1995: 313-314).

Several other projects undertaken by Rowland in the early twentieth century conformed to the Progressive-Era ideals of the time. In 1903, Rowland completed plans for a state-of-the-art bathing facility that could be accessed by the public at no cost (JJ 1903a). Upon the laying of the cornerstone, Mayor Fagan commended the hard work of Rowland and his team on “their intelligent investigation of conditions in other cities and their study of the subject” which “greatly aided in the formulation of the free bath house plans for this city” (JJ 1903b). It was estimated that the bath house, located on Coles Street near Newark Avenue, was within a 10-block radius of one-third of the city’s entire population, providing facilities for many who did not have baths in their tenements and flats (JJ 1903a).

3.7.6 Conclusion

As part of a thematic historic district comprising public schools and other public buildings designed by Rowland, Public School No. 4 is recommended eligible for listing on the National Register under Criterion C because the property embodies the distinctive characteristics of a formative period in the history of public education in Jersey City. Practically every school building constructed and renovated during the first half of the twentieth century in Jersey City was the work of John T. Rowland, Jr. The bulk of these projects took place during the first two decades of the twentieth century, an important period of vast school reform and expansion in the city, throughout New

Jersey, and the United States. The Progressive-Era ideals of the time, which heavily influenced the way schools were designed, are visible in Rowland's extant school buildings from this period. Many of these buildings are extant, continuing to form an important part of the urban landscape of the city and to serve as school buildings for the city's youth.

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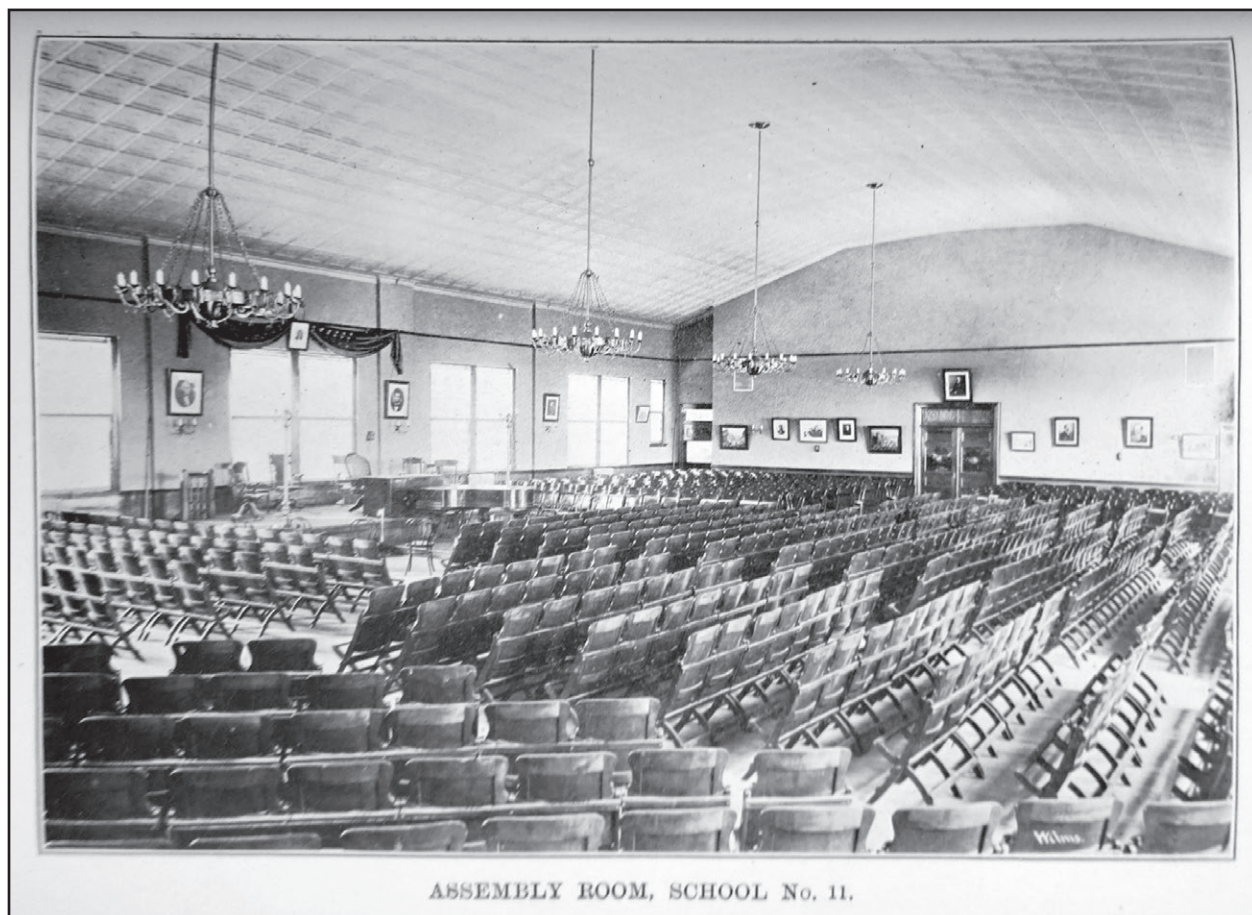
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Figure 1: Newspaper caricature of John T. Rowland, Jr.
(Harris and Yost 2009: 109).



Figure 2: Detail of the main entrance to Public School No. 11 as designed by John T. Rowland, Jr. (Board of Education 1904).



ASSEMBLY ROOM, SCHOOL No. 11.

Figure 3: The large assembly room within Public School No. 11
(Board of Education 1904).



Figure 4: The 1906 high school building just after completion
(Board of Education 1906).

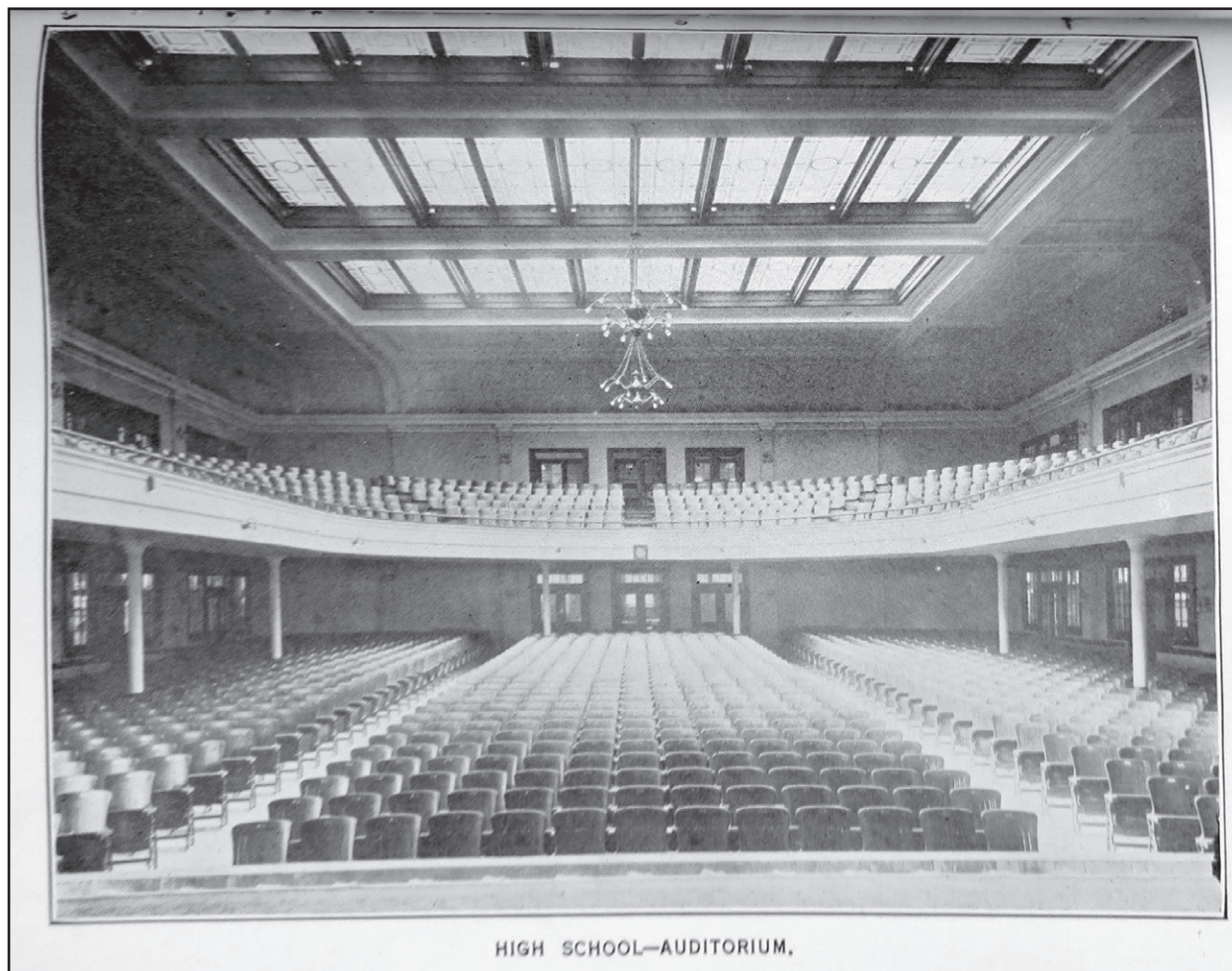


Figure 5: The 1906 high school auditorium, which was used regularly for public events (Board of Education 1906).

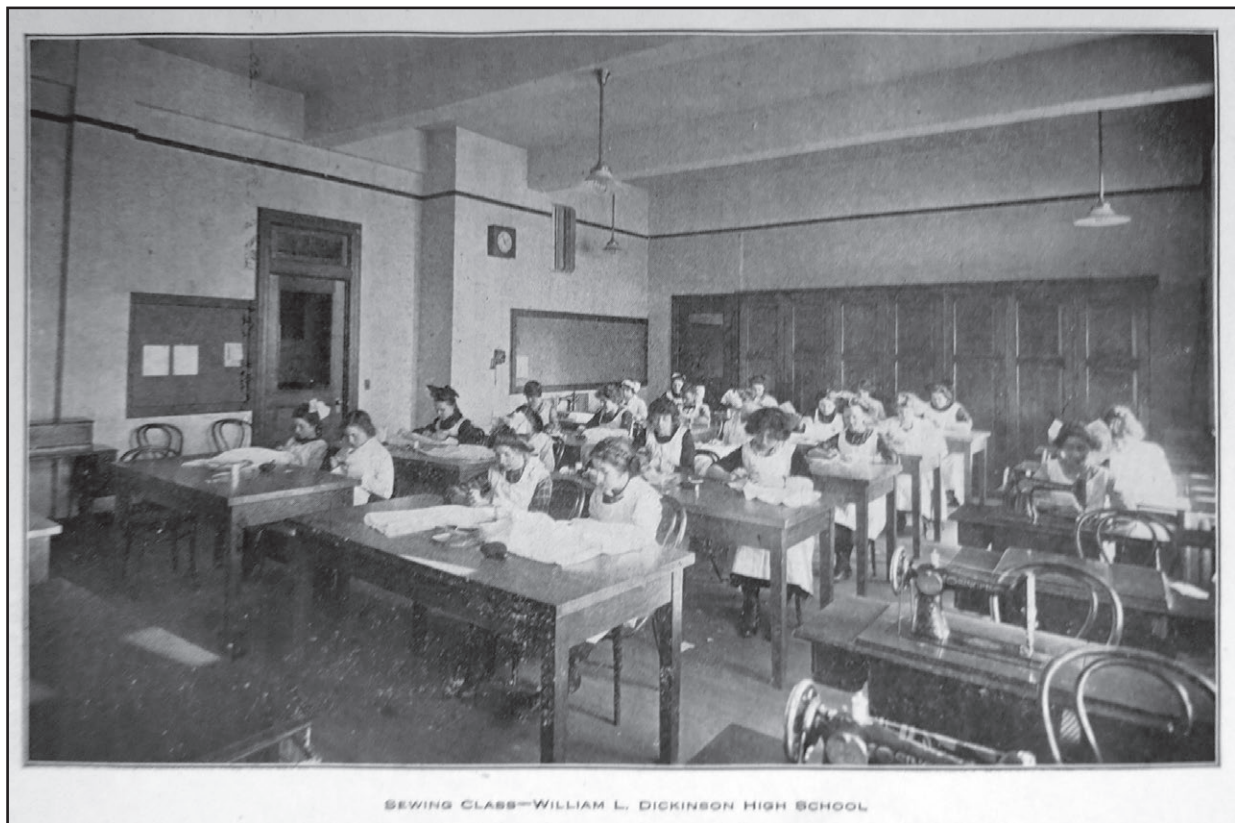


Figure 6: A sewing room within the girls' industrial area, one of multiple added educational opportunities in the expanded William L. Dickinson High School (Board of Education 1913).

4.0 CONCLUSIONS AND REQUEST FOR COMMENTS

The regulations implementing Section 106 of the National Historic Preservation Act, 36 CFR Part 800, require federal agencies to identify historic properties within the Area of Potential Effects (APE) that may be affected by their undertakings. Section 800.4(b)(1) of these regulations states that federal agency officials shall make a “reasonable and good faith effort” to identify historic properties.

The identification effort in this case has been lengthy, lasting more than three years and has included in-depth evaluation of 30 properties within the APE that are 50 years old or older, including two properties within the rail right-of-way and 29 properties within the Architectural APE for indirect visual effects. During this process, OEA adhered to an identification plan that was developed in close consultation with ACHP, the NJ SHPO, and the consulting parties. OEA also expanded the scope of identification efforts several times in response to comments from the NJ SHPO and other consulting parties, as documented in this CRI Report Addendum. The NJ SHPO informed OEA that the additional efforts that it requested are necessary for the NJ SHPO to issue final recommendations regarding the identification of historic properties in the APE and that no additional identification efforts will be required to complete the identification phase of the Section 106 process. In sum, OEA on behalf of the Surface Transportation Board has made a “reasonable and good faith effort” to identify historic properties.

Based on the extensive research conducted by OEA and RGA, and upon consideration of the comments received from the consulting parties, including the NJ SHPO, the National Register-eligible properties identified within the APE are as follows:

- Pennsylvania Railroad (New York to Philadelphia) Historic District
- New Jersey Railroad Bergen Cut Historic District
- Public School No. 5 (182-196 Merseles Street)
- Pennsylvania Railroad Harsimus Branch Embankment
- Saint Anthony’s Polish Roman Catholic Church and School Complex
- Saint Anthony of Padua Roman Catholic Church
- Hamilton Park Historic District
- Harsimus Cove Historic District
- Albaniel Dye & Chemical Co. (88-89 Erie Street)
- Warehouse Historic District
- Hudson & Manhattan Railroad Powerhouse
- Great Atlantic & Pacific Tea Company Warehouse
- Pennsylvania Railroad Harsimus Branch Right-of-Way Historic District (Milepost 0.00 near CP Waldo to Milepost 0.86 near Luis Munoz Marin Boulevard)
- Jersey City and Harsimus Cemetery Historic District (Jersey City and Harsimus Cemetery)
- The Immigrant Roman Catholic Church (St. Anthony’s/Holy Rosary) Historic District (comprising St. Anthony’s Polish Roman Catholic Church and School Complex, Saint Anthony of Padua Roman Catholic Church, and Holy Rosary Roman Catholic Church Complex)

- Jersey City Fire Department Engine 5/Ladder 6 (355 Newark Avenue)
- Fifth Ward Savings Bank (495 Manila Avenue)
- Public School No. 4/St. Anthony's High School (175 Eighth Street)

OEA notes that the Pennsylvania Railroad Harsimus Branch Embankment, in addition to be individually eligible for listing in the National Register, is also a contributing resource to the Pennsylvania Railroad Harsimus Branch Right-of-Way Historic District, the Hamilton Park Historic District, and the Harsimus Cove Historic District. Similarly, the Saint Anthony's Polish Roman Catholic Church and School Complex and Saint Anthony of Padua Roman Catholic Church are both individually National Register-eligible properties and contributing resources to the Immigrant Roman Catholic Church (St. Anthony's/Holy Rosary) Historic District, which also encompasses the Holy Rosary Roman Catholic Church Complex. The locations of all National Register-eligible properties within the APE are shown in Figure 4.1.

With the completion of the Step 2—identification of historic sites and structures in the APE—of the four step Section 106 process, OEA will now move forward with Step 3, the assessment of effects stage of the Section 106 process. OEA will prepare a report that will summarize the potential for direct and indirect effects to the historic properties list above. Pursuant to 36 C.F.R. 800.5, an adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Examples of adverse effects identified in the Section 106 regulations include the following:

- physical destruction of or damage to all or part of a property
- alteration of a property that is not consistent with the Secretary's Standards for the Treatment of Historic Properties
- removal of the property from its historic location
- change of the character of the property's use or of physical features within property's setting that contribute to its historic significance
- introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features
- neglect of a property which causes its deterioration, and
- transfer, lease, or sale of property out of federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.

The potential for adverse effects to historic properties depends on the nature of a federal undertaking. In railroad abandonment cases before the Board, the federal undertaking is limited to the Board's decision whether to authorize the exit of a rail line from the interstate freight rail network. The Board does not fund abandonment projects; does not own or manage the railroad property; and does not license, fund, review, approve, or participate in any post-abandonment activities, including the sale, reuse, or redevelopment of a rail line. Accordingly, OEA's Section 106 review is typically limited to analyzing the potential effects of salvage activities in the rail right-of-

way and the potential effects of diverting rail traffic to truck traffic.¹ Due to the unique circumstances in this case, and in response to comments from ACHP, the NJ SHPO, and other consulting parties, OEA expanded the scope of its Section 106 review in this case to include analysis of some potential post-abandonment uses of the rail right-of-way.

Direct and indirect effects to historic properties may result from potential post-abandonment activities by non-railroad entities. These effects could potentially include the alteration or removal of historic properties, as well as potential visual effects, resulting from the potential sale and redevelopment of portions of the rail right-of-way. However, as the comments from the Embankment Coalition, Jersey City, the LLCs, Conrail, and other consulting parties indicate, there are numerous proposed plans for the post-abandonment use of the rail right-of-way, some of which are speculative and would depend on decisions made outside of the Board's abandonment process.

Because the Board has jurisdiction only over Conrail's request to abandon the Harsimus Branch, OEA has no role in planning or regulating the future uses of the rail right-of-way by other entities and cannot determine or precisely predict those future uses. Nonetheless, for the reasons discussed in the CRI Report and the CRI Report Addendum, OEA intends to assess the potential effects of two potential post-abandonment scenarios. These would include (1) the complete preservation of the rail right-of-way and the Embankment and (2) demolition and redevelopment of the entire Embankment. These two scenarios represent, from the perspective of the preservation of historic properties, outcomes with the greatest and least potential for direct and indirect effects to historic properties, respectively. Therefore, the analysis of the effects of those two scenarios would encompass the potential effects of all other reasonably foreseeable potential post-abandonment activities, including partial removal and redevelopment of the Embankment.

Although OEA welcomes comments from all parties on any aspect of the Section 106 process, we are now specifically requesting comment pertaining to the potential for direct and indirect effects, including adverse effects, to the historic properties that have been identified in the CRI Report and in this document.

¹ Iowa Southern R. Co.—Exemption—Abandonment, 5 I.C.C.2d 496, 503 (1989), *aff'd sub nom. Goos v. ICC*, 911 F.2d 1283 (8th Cir. 1990).