



HPO Log# 08-0811  
HPO-E2019-001-Prod

## State of New Jersey

DEPARTMENT OF ENVIRONMENTAL PROTECTION

PHILIP D. MURPHY  
Governor

NATURAL & HISTORIC RESOURCES  
HISTORIC PRESERVATION OFFICE

CATHERINE R. MCCABE  
Commissioner

SHEILA Y. OLIVER  
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May 13, 2019

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

Dear Ms. Rutson:

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

**Hudson County, Jersey City  
Harsimus Branch Abandonment  
Surface Transportation Board (STB) Office of Environmental Analysis (OEA)  
STB Docket Nos. AB 167 (Sub-No. 1189X), AB 55 (Sub-No. 686X) and AB 290 (Sub-No. 306X)**

Thank you for providing the Historic Preservation Office (HPO) with the opportunity for review and comment on the above referenced undertaking. This letter is in response to the cultural resource reports received at our office in hard copy on March 29, 2019 and electronically on October 17, 2018, respectively:

Office of Environmental Analysis, Surface Transportation Board  
March 2019 *Cultural Resources Effects Assessment Report, 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  
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.*  
Prepared by RGA, Inc. Prepared for Surface Transportation Board, Office of Environmental Analysis.

**Summary:** It appears likely that the project as proposed will have some adverse effects on identified historic properties. We look forward to exploring means to avoid, reduce, or mitigate those adverse effects through consultation with you and other consulting parties. That consultation will result in the execution of an agreement document which will finalize the Section 106 process.

#### **800.4 Identification of Historic Properties**

Previous consultation resulted in the identification of 17 properties which are listed in or eligible for listing in the National Register of Historic Places. It is my opinion as Deputy State Historic Preservation Officer for New Jersey that they remain eligible for listing in the New Jersey and National Registers of Historic Places. They are:

1. Pennsylvania Railroad (New York to Philadelphia) Historic District – SHPO Opinion 3/3/2003;
2. New Jersey Railroad Bergen Cut Historic District – SHPO Opinion 5/21/1999;
3. Public School No. 5, 182-196 Merseles Street – SHPO Opinion 2/28/1991;
4. Pennsylvania Railroad Harsimus Branch Embankment – COE 2/17/1999, New Jersey Register listed 12/29/1999, DOE due to owner objection 3/16/2000;
5. Saint Anthony's Polish Roman Catholic Church and School Complex – SHPO Opinion 4/13/1994;
6. Saint Anthony of Padua Roman Catholic Church – New Jersey Register listed 12/24/2003, National Register listed 3/22/2004;
7. Hamilton Park Historic District – New Jersey Register listed 4/27/1978, National Register listed 1/25/1979;
  - Hamilton Park Historic District Extension – New Jersey Register listed 10/1/1982, National Register listed 12/2/1982;
8. Harsimus Cove Historic District – New Jersey Register listed 10/15/1987, National Register listed 12/9/1987;
9. Albaniel Dye & Chemical Co., 88-92 Erie Street – SHPO Opinion 7/2/1980, DOE 8/27/1980;
10. Warehouse Historic District – SHPO Opinion 2/28/1991 \*note bene: many of the resources in this historic district are also covered under the subsequent Multiple Property Documentation Form (MPDF) for the Terminal Distribution Warehouses of Hudson County, New Jersey, 1870-1945 – New Jersey Register listed 10/26/2015;
11. Hudson & Manhattan Railroad Powerhouse – COE 10/7/1999, National Register listed 11/23/2001;
12. Great Atlantic & Pacific Tea Company Warehouse – New Jersey Register listed 6/2/1978, National Register listed 6/2/1978, National Historic Landmark designation 6/2/1978;
13. Jersey City and Harsimus Cemetery Historic District – SHPO Opinion 7/14/2017;
14. Holy Rosary Roman Catholic Church Complex, 344 Sixth Street and 183 Brunswick Street (Blocks 9907 & 9803, Lots 9 & 6) – SHPO Opinion 7/14/2017;
15. Immigrant Roman Catholic Church (St. Anthony's/Holy Rosary) Historic District – SHPO Opinion 7/14/2017;
16. Jersey City Fire Department Engine 5 / Ladder 6, 355 Newark Avenue (Block 10901, Lot 129) – SHPO Opinion 7/14/2017; and
17. Fifth Ward Savings Bank – SHPO Opinion 7/14/2017.

Public School No. 4 (now St. Anthony's High School), 175 Eighth Street (Block 10103, Lot 11) was recommended by the identification report and addendum as eligible as part of a largely undefined Multiple Property Documentation Form (MPDF) of schools by John T. Rowland. Rowland was the architect for the Jersey City School Board from 1900-1945. However, I must respectfully disagree with STB's finding. Even when the MPDF mechanism is used for listing, properties still need to be individually listed in the register. Public School No 4 is not one of the better examples of Rowland's work. It is a stripped-down version of the Jacobethan Revival style. It has suffered from several iterations of incompatible window replacements, remnants of each of which survive. For these reasons, it is my opinion that Public School No. 4 is not individually eligible for listing in the New Jersey and National Registers of Historic Places and would not be eligible as part of an MPDF listing of Rowland's work.

The Italian Village neighborhood was evaluated as eligible in the addendum to the cultural resource report. I concur that the Italian Village Historic District is eligible to be listed in the New Jersey and National Registers of Historic Places under Criteria A and C. Under Criterion A it is significant in the areas of Ethnic Heritage and Social History. The period of significance is from c1880 (the date that Italian immigrants began residing in the neighborhood in substantial numbers) to c1967 (the date that changes to transportation services – the closing of the Central Railroad Terminal on Johnston Avenue and the discontinuance of the Brunswick Street crosstown bus – drastically reduced the number of shoppers and sounded a death knell to the Village as it was). It is significant at the local level. The neighborhood is the most prominent location of Italian immigrant settlement in Jersey City. The neighborhood served as a thriving cultural and commercial hub throughout the first half of the twentieth century. Under Criterion C, it is a distinguishable entity. However, I respectfully disagree with the boundaries delineated in the reviewed report. The small area delineated is insufficient to convey the character of what was once a much larger entity. Streetscapes beyond the delineated area retain resources of similar association, character, and integrity to those within the delineated area. It is, therefore, my opinion that the eligible district is significantly larger than proposed by STB. Please see expanded boundaries on attached map (Attachment A). A portion of the Embankment lies within the revised boundary. As resource that independently meets the National Register Criteria, according to the National Register counting rules, the Embankment contributes to the significance of the Italian Village Historic District.

364 Luis Munoz Marin Boulevard, I concur that this property is not individually eligible to be listed in the New Jersey and National Registers of Historic Places. It has replacement windows on the second floor and the first-floor fenestration appears heavily altered.

Philippine Plaza, 384 Manila Avenue, built in 1976, this property is less than 50 years old and does not appear to have exceptional significance, therefore I concur that it is not individually eligible to be listed in the New Jersey and National Registers of Historic Places.

#### **800.5 Assessment of Effects**

The STB has asked for comments on their effect assessment report. However, it is common in consultation for the federal agency to identify an initially preferred alternative and to

ask the SHPO to concur with the agency's effect assessment for their initially preferred alternative.

In the Historic Preservation Office's extensive experience consulting with other Federal agencies under Section 106, de-acquisition of eligible property is a no adverse effect if an appropriate covenant or easement is attached to the property ensuring its future preservation. Had the listed Embankment property not been sold by Conrail prior to the initiation of the Section 106 process, HPO would have recommended to STB that the abandonment of the eligible line would have No Adverse Effect as long as a preservation covenant/easement was attached to the property ensuring that the property would be protected from demolition and/or development incompatible with its historic character if/when it was sold.

A marked deficiency in the reviewed report was the lack of explanation and legal reference to the Criteria of Adverse Effects [36 CFR Part 800.5(a)(1)], which reads:

"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. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the National Register. Adverse effects may occur later in time, be farther removed in distance or be cumulative."

Four alternatives were reviewed for their reasonably foreseeable effects on previously identified historic properties. They are:

- Alternative 1 – a.k.a. Scenario 1– Complete preservation of the Embankment as public park
- Alternative 2 – a.k.a. Scenario 2 – Complete demolition of the Embankment and maximum redevelopment of the property in accordance with local zoning
- Alternative 3 – a.k.a. Scenario 3 – Partial preservation of the Embankment as a public park with demolition and redevelopment on the easternmost segment with an 11-story building, and construction in the western right-of-way of a mixed use building fronting Newark Ave and backing onto the right-of-way of the NJ Turnpike extension,
- Alternative 4 – a.k.a. the No Action Alternative – abandonment would not occur and it is presumed, by the Surface Transportation Board (STB), that lack of maintenance would result in demolition by neglect of the Embankment.

Since some of the analysis of effect to historic properties included consideration of protections afforded by the NJ Register of Historic Places Act, I would like to take this opportunity to clarify the regulatory protection conferred to properties by the New Jersey Register of Historic Places Act. State, county, and municipal government agencies and instrumentalities must receive prior authorization from the Commissioner of the New Jersey Department of Environmental Protection prior to undertaking any action which may impact a

property listed in the New Jersey Register of Historic Places. There is an actual application form – the Application for Project Authorization – it is available on the Historic Preservation Office website at [https://www.nj.gov/dep/hpo/2protection/sr\\_revapp\\_min.pdf](https://www.nj.gov/dep/hpo/2protection/sr_revapp_min.pdf). However, please note again, that this protection is only afforded when there is a government undertaking which may impact NJ Register listed property (eligible, but as of yet not listed property, does not receive protection under this act). It does not apply to private owners, developers, or companies. Based on the current ownership structure, it cannot be assumed that all park development projects with the potential to impact the listed Harsimus Embankment would be subject to this protection. Therefore, in order for Scenario 1 to have no adverse effect on any historic property, the finding would be subject to extensive and specifically worded conditions.

I respectfully disagree with STB's presumption that the No Action Alternative would result in the demolition by neglect of the Embankment. The Embankment is solidly built. Since it was put out of service in 1992, it has had very little if any maintenance yet survives virtually unchanged. No persuasive rationale has been given to suggest that the Embankment would not continue to survive as is for the next 30 years without any significant maintenance. Indeed, during the 27 years since it served rail traffic the most substantial changes have been the removal of tracks, track structure, and overhead bridges by Conrail. The effect assessments below reflect our specific comments regarding the assessment of effects in the report:

1. **Pennsylvania Railroad (New York to Philadelphia) Historic District** – SHPO Opinion 3/3/2003
  - Scenario 1 (Preservation as Park) – concur, no adverse effect with conditions
  - Scenario 2 (Demolition and Development) – concur, adverse effect
  - Scenario 3 (Partial Preservation/Partial Development) – concur, adverse effect
  - No Action Alternative – respectfully disagree, no effect
2. **New Jersey Railroad Bergen Cut Historic District** – SHPO Opinion 5/21/1999
  - Scenario 1 (Preservation as Park) – concur, no adverse effect with conditions
  - Scenario 2 (Demolition and Development) – concur, adverse effect
  - Scenario 3 (Partial Preservation/Partial Development) – concur, adverse effect
  - No Action Alternative – respectfully disagree, no effect
3. **Public School No. 5, 182-196 Merseles Street** – SHPO Opinion 2/28/1991
  - Scenario 1 (Preservation as Park) – concur, no effect
  - Scenario 2 (Demolition and Development) – concur, no effect
  - Scenario 3 (Partial Preservation/Partial Development) – concur, no effect
  - No Action Alternative – respectfully disagree, no effect
4. **Pennsylvania Railroad Harsimus Branch Embankment** – COE 2/17/1999, New Jersey Register listed 12/29/1999, DOE due to owner objection 3/16/2000
  - Scenario 1 (Preservation as Park) – concur, no adverse effect with conditions
  - Scenario 2 (Demolition and Development) – concur, adverse effect
  - Scenario 3 (Partial Preservation/Partial Development) – concur, adverse effect
  - No Action Alternative – respectfully disagree, no effect
5. **Saint Anthony's Polish Roman Catholic Church and School Complex** – SHPO Opinion 4/13/1994
  - Scenario 1 (Preservation as Park) – concur, no adverse effect with conditions

- Scenario 2 (Demolition and Development) – respectfully disagree, adverse effect. This property is directly adjacent to the Embankment. Removal of the historic embankment from the setting of this property will constitute an Adverse Effect.
  - Scenario 3 (Partial Preservation/Partial Development) – concur, adverse effect
  - No Action Alternative – respectfully disagree, no effect
6. **Saint Anthony of Padua Roman Catholic Church** – New Jersey Register listed 12/24/2003, National Register listed 3/22/2004
- Scenario 1 (Preservation as Park) – concur, no adverse effect with conditions
  - Scenario 2 (Demolition and Development) – respectfully disagree, adverse effect. This property is directly adjacent to the Embankment. Removal of the historic embankment from the setting of this property will constitute an Adverse Effect.
  - Scenario 3 (Partial Preservation/Partial Development) – concur, adverse effect
  - No Action Alternative – respectfully disagree, no effect
7. **Hamilton Park Historic District** – New Jersey Register listed 4/27/1978, National Register listed 1/25/1979; **and the Hamilton Park Historic District Extension** – New Jersey Register listed 10/1/1982, National Register listed 12/2/1982
- Scenario 1 (Preservation as Park) – concur, no adverse effect with conditions
  - Scenario 2 (Demolition and Development) – concur, adverse effect
  - Scenario 3 (Partial Preservation/Partial Development) – concur, adverse effect
  - No Action Alternative – respectfully disagree, no effect
8. **Harsimus Cove Historic District** – New Jersey Register listed 10/15/1987, National Register listed 12/9/1987
- Scenario 1 (Preservation as Park) – concur, no adverse effect with conditions
  - Scenario 2 (Demolition and Development) – concur, adverse effect
  - Scenario 3 (Partial Preservation/Partial Development) – concur, adverse effect
  - No Action Alternative – respectfully disagree, no effect
9. **Albaniel Dye & Chemical Co.**, 88-92 Erie Street – SHPO Opinion 7/2/1980, DOE 8/27/1980
- Scenario 1 (Preservation as Park) – concur, no adverse effect with conditions
  - Scenario 2 (Demolition and Development) – respectfully disagree, adverse effect. This property is directly adjacent to the Embankment. Removal of the historic embankment from the setting of this property will constitute an Adverse Effect.
  - Scenario 3 (Partial Preservation/Partial Development) – concur, adverse effect with conditions
  - No Action Alternative – respectfully disagree, no effect
10. **Warehouse Historic District** – SHPO Opinion 2/28/1991 \*note bene: many of the resources in this historic district are also covered under the subsequent Multiple Property Documentation Form (MPDF) for the Terminal Distribution Warehouses of Hudson County, New Jersey, 1870-1945 – New Jersey Register listed 10/26/2015
- Scenario 1 (Preservation as Park) – concur, no effect
  - Scenario 2 (Demolition and Development) – concur, no effect

- Scenario 3 (Partial Preservation/Partial Development) – concur, no effect
  - No Action Alternative – concur, no effect
11. **Hudson & Manhattan Railroad Powerhouse** – COE 10/7/1999, National Register listed 11/23/2001
    - Scenario 1 (Preservation as Park) – concur, no effect
    - Scenario 2 (Demolition and Development) – concur, no effect
    - Scenario 3 (Partial Preservation/Partial Development) – concur, no effect
    - No Action Alternative – concur, no effect
  12. **Great Atlantic & Pacific Tea Company Warehouse** – New Jersey Register listed 6/2/1978, National Register listed 6/2/1978, National Historic Landmark designation 6/2/1978
    - Scenario 1 (Preservation as Park) – concur, no effect
    - Scenario 2 (Demolition and Development) – concur, no effect
    - Scenario 3 (Partial Preservation/Partial Development) – concur, no effect
    - No Action Alternative – concur, no effect
  13. **Jersey City and Harsimus Cemetery Historic District** – SHPO Opinion 7/14/2017
    - Scenario 1 (Preservation as Park) – concur, no adverse effect with conditions
    - Scenario 2 (Demolition and Development) – respectfully disagree, adverse effect
    - Scenario 3 (Partial Preservation/Partial Development) – concur, no effect
    - No Action Alternative – concur, no adverse effect
  14. **Holy Rosary Roman Catholic Church Complex**, 344 Sixth Street and 183 Brunswick Street (Blocks 9907 & 9803, Lots 9 & 6) – SHPO Opinion 7/14/2017
    - Scenario 1 (Preservation as Park) – concur, no adverse effect with conditions
    - Scenario 2 (Demolition and Development) – respectfully, disagree, adverse effect
    - Scenario 3 (Partial Preservation/Partial Development) – concur, no adverse effect with conditions
    - No Action Alternative – respectfully disagree, no effect
  15. **Immigrant Roman Catholic Church** (St. Anthony's/Holy Rosary) Historic District – SHPO Opinion 7/14/2017
    - Scenario 1 (Preservation as Park) – concur, no adverse effect with conditions
    - Scenario 2 (Demolition and Development) – respectfully disagree, adverse effect
    - Scenario 3 (Partial Preservation/Partial Development) – concur, no adverse effect with conditions
    - No Action Alternative – respectfully disagree, no effect
  16. **Jersey City Fire Department Engine 5 / Ladder 6**, 355 Newark Avenue (Block 10901, Lot 129) – SHPO Opinion 7/14/2017
    - Scenario 1 (Preservation as Park) – concur, no effect
    - Scenario 2 (Demolition and Development) – concur, no effect
    - Scenario 3 (Partial Preservation/Partial Development) – concur, no effect
    - No Action Alternative – concur, no effect
  17. **Fifth Ward Savings Bank** – SHPO Opinion 7/14/2017
    - Scenario 1 (Preservation as Park) – concur, no effect

- Scenario 2 (Demolition and Development) – concur, no effect
  - Scenario 3 (Partial Preservation/Partial Development) – concur, no effect
  - No Action Alternative – concur, no effect
18. **Pennsylvania Railroad Harsimus Right-of -Way Historic District** – SHPO Opinion 7/14/2017
- Scenario 1 (Preservation as Park) – concur, no adverse effect with conditions
  - Scenario 2 (Demolition and Development) – concur, adverse effect
  - Scenario 3 (Partial Preservation/Partial Development) – concur, adverse effect
  - No Action Alternative – respectfully disagree, no effect
19. **Italian Village Historic District** – SHPO Opinion 5/13/2019 (see above)
- Scenario 1 (Preservation as Park) – No adverse effect with conditions
  - Scenario 2 (Demolition and Development) – Adverse effect. The Embankment is an individually eligible, and by the National Register counting rules therefore a contributing resource within the eligible Italian Village Historic District. The loss of a contributing resource will have an adverse effect on this historic district.
  - Scenario 3 (Partial Preservation/Partial Development) – concur, adverse effect
  - No Action Alternative – respectfully disagree, no effect.

## **800.6 Resolution of Adverse Effects**

I look forward to continuing consultation with you and consulting parties on methods to avoid, reduce, or mitigate adverse effects. However, at this time, I have a few thoughts to begin discussions.

First, I am troubled by the statement on page 1-6 that the only mitigation STB can require is documentation. In interactions with other Federal Agencies such as FTA and FHWA, it has been understood that documentation of historic properties under a federal agency's jurisdiction is part of their Section 110 responsibilities and does not constitute adequate mitigation for an adverse effect.

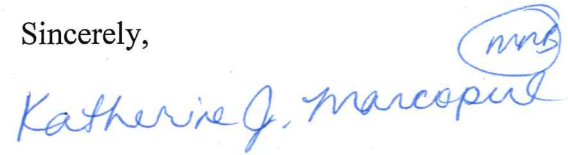
Second, unless a settlement agreement is executed before the Section 106 process is concluded, it seems that the Section 106 process will have to end with a Programmatic Agreement (PA) rather than a Memorandum of Agreement (MOA). The regulations state that "The Council and the agency official may negotiate a programmatic agreement to govern the implementation of a particular program or the resolution of adverse effects from certain complex project situations or multiple undertakings." This project is certainly complex, particularly as the Federal agency is unable to determine or influence which of three scenarios should be memorialized in an agreement document. Particularly because so many findings are based on the fulfillment of conditions. The agreement document will need to lay out those conditions with a sufficient degree of specificity. It will also need to lay out a path forward should any, or all, of the conditions not be met.

## **Additional Comments**

Thank you again for providing the opportunity to review and comment on the identification of historic properties. I look forward to receiving a report which evaluates the effects on identified

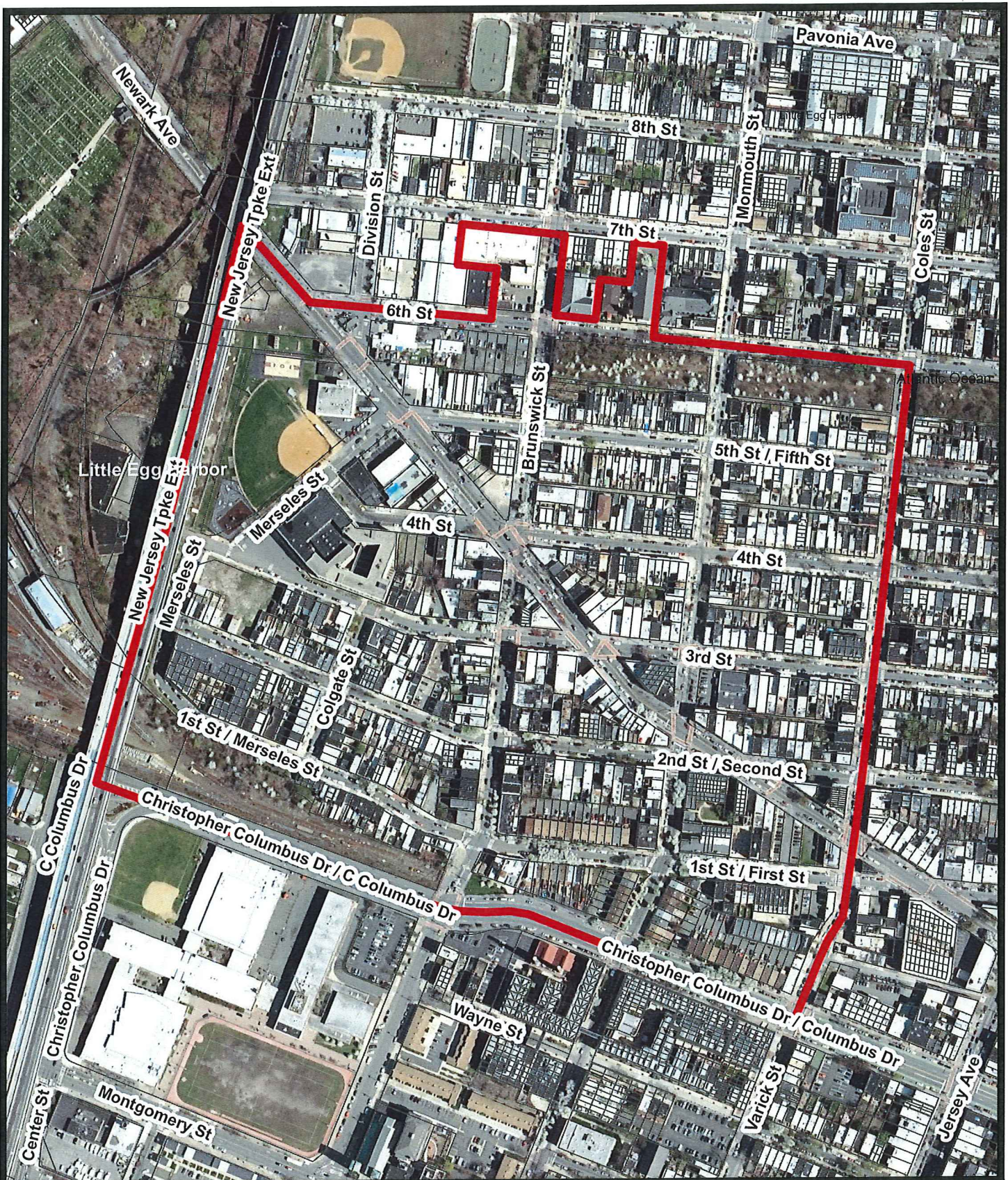
historic properties. Please reference the **HPO project number 08-0811** in any future calls, emails, submission or written correspondence to help expedite your review and response. If you have any questions, please feel free to contact Andrea Tingey of my staff at (609) 984-0539 or [Andrea.Tingey@dep.nj.gov](mailto:Andrea.Tingey@dep.nj.gov).

Sincerely,



Katherine J. Marcopul  
Deputy State Historic  
Preservation Officer

CC: Consulting and Interested Party lists (attached – Attachment B) (with attachments)  
KJM/AT



## Italian Village Historic District

Jersey City, Hudson County, New Jersey  
Project # 08-0811

Boundary and Tax Map

Scale: 1:4,000

0 125 250 500 Feet

Datum: NAD 1983 State Plane New Jersey

### Legend

- District's boundaries
- Tax Parcels

63 Acres



NJDEP,  
Historic Preservation Office  
May 2019

## Attachment B - Consulting Parties

### Advisory Council on Historic Preservation

Jaime Loichinger, Assistant Director  
Federal Permitting, Licensing and Assistance Section  
Advisory Council on Historic Preservation  
Office of Federal Agency Programs  
401 F Street NW, Suite 308  
Washington DC 20001-2637

Sarah C. Stokely, Program Analyst  
Advisory Council on Historic Preservation  
Office of Federal Agency Programs  
401 F Street NW, Suite 308  
Washington DC 20001-2637

### Bike JC

Patrick Conlon  
Bike JC  
28½ Laidlaw Avenue  
Jersey City, NJ 07306

### Camden & Amboy Railroad Historical Group

John J. Kilbride  
Camden & Amboy Railroad Historical Group  
W-11 Avon Drive  
East Windsor, NJ 08520-5647

### City of Jersey City

Mayor Steven M. Fulop  
City Hall  
280 Grove Street  
Jersey City, NJ 07302

Annisia Cialone  
City of Jersey City  
Historic Preservation Commission  
30 Montgomery Street, 14th Floor  
Jersey City, NJ 07302

### Civic Jersey City

Ester Winter  
Civic JC  
64 Wayne St.  
Jersey City, NJ 07302

Conrail

John K. Enright  
Consolidated Rail Corporation  
1000 Howard Blvd., 4th Floor  
Mt. Laurel, NJ 08054

Robert M. Jenkins III  
Mayer Brown LLP  
1999 K Street, N.W.  
Washington, D.C. 20006-1101

Jonathan M. Broder  
Consolidated Rail Corporation  
1717 Arch Street, Suite 1310  
Philadelphia, PA 19103

Friends of Liberty State Park  
Sam Pesin, President  
Friends of Liberty State Park  
580 Jersey Ave, Apt 3L  
Jersey City, NJ 07302

Sam Pesin, President  
Friends of Liberty State Park  
P.O. Box 3407  
Jersey City, NJ 07303-3407

Friends of the Historic Jersey City and Harsimus Cemetery  
Eileen Markenstein, President  
Friends of the Historic Jersey City and Harsimus Cemetery  
435 Newark Avenue  
P.O. Box 8026, Five Corners Station  
Jersey City, NJ 07038

Hamilton Park Neighborhood Association  
Shannon Pennock  
Hamilton Park Neighborhood Association  
344 Grove Street, PMB #166  
Jersey City, NJ 07302

Harsimus Cove Association  
Jake Hudnut  
Harsimus Cove Association  
PMB #101  
344 Grove Street  
Jersey City, NJ 07302

Historic Paulus Hook Association  
Andrew Macurdy  
Historic Paulus Hook Association  
121 Grand Street  
Jersey City, NJ 07302

Hudson County  
Thomas A. DeGise  
Hudson County Executive  
Justice Brennan Court House  
583 Newark Avenue  
Jersey City, NJ 07306

Hudson County Office of Cultural & Heritage Affairs  
Daryl Harrison-Rand, Chair  
Justice Brennan Court House  
583 Newark Avenue  
Jersey City, NJ 07306

Gina Hulings  
Office of Cultural & Heritage Affairs / Tourism Development  
583 Newark Avenue  
Jersey City, NJ 07306

Hudson County Division of Planning  
Francesca Giarratana, PP, AICP  
Division Chief  
Hudson County Division of Planning  
Bergen Square Center  
830 Bergen Avenue, Suite 6A  
Jersey City, NJ 07306

Jersey City Landmarks Conservancy  
Sanjay Chauhan, President  
Jersey City Landmarks Conservancy  
P.O. Box 3449  
Jersey City, NJ 07303-0049

Jersey City Parks Coalition  
Laura Skolar  
Jersey City Parks Coalition  
PO Box 17196  
Jersey City, NJ 07307

Marin Blvd., LLC et al.  
Daniel Horgan, Esq.  
Waters, McPherson, McNeill PC  
300 Lighting Way, 7th FL  
Secaucus, NJ 07094-3672

Michele Donato  
P.O. Box 145  
106 Grand Central Avenue  
Lavallette, NJ 08735

New Jersey Committee for the East Coast Greenway  
Megan Massey, Co-Chair  
Matt Johnson, Co-Chair  
NJ Committee for the East Coast Greenway  
P.O. Box 10505  
New Brunswick, NJ 08906

New York/New Jersey Baykeeper  
Gregory A. Remaud  
Baykeeper and Chief Executive Officer  
NY/NJ Baykeeper  
30 Washington Street  
Matawan, NJ 07747

Newport Neighborhood Association  
Robert Vivien  
Newport Neighborhood Association  
40 Newport Parkway, #604  
Jersey City, NJ 07310

Pennsylvania Railroad Harsimus Stem Embankment Coalition  
Stephen Gucciardo, President  
Embankment Preservation Coalition  
495 Monmouth Street  
Jersey City, NJ 07302

Pennsylvania Railroad Technical & Historical Society  
Jerry Britton  
Pennsylvania Railroad Technical & Historical Society  
25 Maplewood Drive  
Etters, PA 17319

Andy Hart  
P.O. Box 54  
Bryn Mawr, PA 19010

Powerhouse Arts District Neighborhood Association  
Jill Edelman, President  
Powerhouse Arts District Neighborhood Association  
140 Bay Street, Unit 6J  
Jersey City, NJ 07302

Preservation New Jersey  
Barton Ross, AIA, AICP  
President  
Preservation New Jersey  
P.O. Box 7815  
West Trenton, NJ 08628

Courtenay D. Mercer, PP, AICP  
Director  
Preservation New Jersey  
P.O. Box 7815  
West Trenton, NJ 08628

Rails-to-Trails Conservancy  
Andrea Ferster, General Counsel  
Rails to Trails Conservancy  
2121 Ward Ct NW, 5<sup>th</sup> Fl.  
Washington DC 20037

The Van Vorst Park Association  
Oona Jackson Moore, President  
Van Vorst Park Association  
The Barrow Mansion  
83 Wayne Street  
Jersey City, NJ 07302

The Village Neighborhood Association  
Rob Crow, President  
The Village Neighborhood Association  
365 Second Street  
Jersey City, NJ 07302

Charles H. Montange  
426 NW 162<sup>nd</sup> Street  
Seattle WA 98177

## Interested Parties

East Coast Greenway Alliance  
Dennis Markatos-Soriano  
Exec. Director  
East Coast Greenway Alliance  
5826 Fayetteville Rd., Suite 210  
Durham, NC 27713-8684

Jersey City Economic Development Corporation  
Florence Baron  
Jersey City Economic Development Corporation  
298 Academy Street  
Jersey City, NJ 07306

National Park Service  
National Park Service  
Northeast Regional Office  
US Custom House  
200 Chestnut Street, 5th Floor  
Philadelphia, PA 19106

New Jersey Department of Transportation  
Genevieve Clifton  
Manager of Maritime Resources, Freight Services and Multimodal Grants  
NJ Department of Transportation  
1035 Parkway Avenue  
P.O. Box 600  
Trenton, NJ 08625-0600

Paula Scelsi  
NJ Department of Transportation  
Bureau of Environmental Program Resources  
1035 Parkway Avenue  
P.O. Box 600  
Trenton, NJ 08625-0600

NJ Transit  
Dara Callender, P.E.  
Supervising Compliance Specialist  
Environmental Services Unit  
NJ Transit  
One Penn Plaza East  
Newark, NJ 07105

Riverview Neighborhood Association  
Kern Weisman  
Riverview Neighborhood Association  
P.O. Box 7176  
Jersey City, NJ 07307

Roebling Chapter, Society for Industrial Archaeology  
Sandy Needham  
Roebling Chapter  
Society for Industrial Archaeology  
235 West End Avenue  
Apartment 14C  
New York, NY 10023-3648