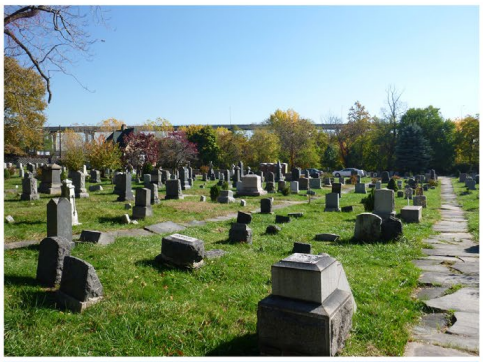
CULTURAL RESOURCES IDENTIFICATION REPORT



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

PREPARED FOR:

Office of Environmental Analysis
Surface Transportation Board
Washington, DC 20423

May 2017

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City of Jersey City, Hudson County, New Jersey

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EXECUTIVE SUMMARY

On January 6, 2009, Consolidated Rail Corporation (Conrail), CSX Transportation, Inc. (CSXT), and Norfolk Southern Railway Company (NSR) (collectively, applicants) 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 City, Hudson County, New Jersey (Jersey City).

When the Board decides whether to grant permission to abandon a rail line, that decision is subject to 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. In this case, OEA initiated the Section 106 process in 2009 by requesting that the Advisory Council on Historic Preservation (ACHP) participate in the Section 106 process. OEA also informed the ACHP and the New Jersey State Historic Preservation Office (SHPO) that there was a potential for adverse effects to historic properties that are listed in or eligible for listing in the National Register of Historic Places (National Register).

In consultation with the ACHP and SHPO, OEA determined the extent of the Area of Potential Effects (APE) and issued a report in 2009 delineating the APE. Also in consultation with the ACHP and SHPO, OEA identified parties that may be interested in participating in the Section 106 process. To date, the parties listed in Appendix D of this document have agreed to participate as consulting parties. Beginning in 2015, OEA and its third-party contractor, RGA, Inc. (RGA), undertook a cultural resources investigation to identity historic properties and other cultural resources that could potentially be affected by the proposed abandonment. Meetings were held in Jersey City and Washington, DC in May and June of 2016 to discuss the Section 106 process with consulting parties, update the consulting parties on the status of the investigation, and to receive comments on the methodology of preliminary results. OEA and RGA considered the comments from the parties and from the public in undertaking the cultural resources investigation. This final document presents OEA's findings regarding the presence and historic significance of cultural resources located within the APE for the Harsimus Branch abandonment project.

The purpose of this document is to (1) inventory the historic properties and other cultural resources that are located in the area that could potentially be affected by the proposed abandonment and (2) assess the historical significance of those resources and their eligibility for listing in the National Register, pursuant to Section 106 of the NHPA. OEA is providing this document to all parties that have been identified to date as potentially being interested in participating in the Section 106 process in this case, including parties that have agreed to participate as consulting parties. This document will also be made available to the public on the Board's website (www.stb.gov). OEA will continue to consult with the parties to develop a plan for resolving adverse effects to historic properties. 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 the adverse effects.

Originally part of the Pennsylvania Railroad (PRR) system, the Harsimus Branch is an historic rail line that includes the Sixth Street Embankment (the Embankment), located between Milepost 0.36 to Milepost 0.88. The Embankment is an elevated feature that once carried railroads within the central segment of the Harsimus Branch. The Harsimus Branch has been out of service since 1992. Bridges that formed the viaduct and connecting links between the segments of the Embankment were removed beginning in the mid-1990s. Only the viaduct abutments, piers, and embankment segments located on the middle and western part of the right-of-way remain. All other railroad-related resources—such as bridges, culverts, stations, interlocking towers, signals, bulkheads, and other structures—have been removed.

Most of the property underlying the Harsimus Branch right-of-way has been sold for development. Conrail owns the fee interest only in the western part of the right-of-way, from Milepost 0.00 to 0.18. The fee interest in the middle part of the right-of-way between Milepost 0.18 and 0.88 is divided into eight parcels owned by eight limited liability companies (LLCs) controlled by SLH Properties. The fee interest in the easternmost part of the right-of-way between Milepost 0.88 and 1.36 is owned by several different entities and has been completely transformed by modern urban renewal and development of retail, residential, and hotel properties. No trace of the rail right-of-way remains in the eastern portion of the Harsimus Branch.

The undertaking in this case is the Board's decision as to whether to authorize the proposed abandonment of the Harsimus Branch as described above and, if it does authorize the abandonment, whether and what mitigation conditions will be imposed. The Board's approval of abandonments typically occurs prior to any salvage of tracks, ties, ballast, and bridges or other structures within a right-of-way. In this case, however, salvage has already occurred. Most of the tracks, ties, ballast, bridges and other structures were removed in the mid-1990s, at least in part at the request of Jersey City and before Conrail sought abandonment authority. Additionally, much of the right-of-way has already been sold by Conrail. Normally, the scope of analysis conducted under Section 106 in an abandonment undertaking is limited to considering the effects of the removal of a line from the national rail transportation system and the immediate effects of traffic diversion and salvage, and the APE is limited to the right-of-way. However, potential preservation and mitigation options are different here because the track and some structures have already been removed and most of the property underlying the right-of-way has been sold with plans for redevelopment. Because of the unique circumstances of this case, OEA has taken into consideration the potential effects of reasonably foreseeable post-abandonment changes to the rail right-of-way that could occur if abandonment authority is granted. In addition, also because of the unique circumstances in this case, the APE for archaeology and architecture for the Harsimus Branch abandonment has been expanded to include not only the rail right-of-way, but also a broader surrounding area in which historic properties near the rail line may be affected by potential redevelopment and reuse.

While Jersey City does not own any portion of the right-of-way, according to documents submitted to OEA, it has incorporated the central segment of the right-of-way into its Master Plan. In a number of reports and updates adopted by or included in the Master Plan, a group of reuse concepts for the Embankment are being considered as part of the overall planning strategy for Jersey City. These concepts include pedestrian and bike trails in a public walkway, a public trail joining the East Coast Greenway, and a light rail transit line that would connect to an existing system. Although Jersey City commits to adaptive reuse for multiple functions, there are no specific plans or design parameters that can be analyzed for the purpose of assessing effects to historic properties, with the important exception of preservation of the Embankment. Any future transportation or trail construction, which would involve the erection of bridges, alteration of the Embankment surfaces, and construction of light rail infrastructure, remains at the conceptual stage. Because Mayor Steven M. Fulop of Jersey City has indicated that the "planned acquisition will maximize preservation of historic assets in the Branch," in the absence of specific project designs, it is assumed that Jersey City's action, if it were to acquire the property, would involve some basic preservation. Modification of the Embankment, construction of bridges, trails, and light rail remain speculative.

The LLCs that currently own the Embankment portion of the right-of-way are seeking to develop at least a portion of the property. While specific construction plans are not available for analysis, the LLCs submitted development applications to Jersey City in 2005, 2007, and 2012 that form the basis of the development plans. Jersey City provided copies of these applications to OEA in 2015. For the parcel immediately west of the Embankments, an application from 2005 proposes a two-story detached residence. Applications for five lots within the Embankment, between Brunswick Street and Manila Avenue, consistently feature subdivision of lots into 16 units with attached two-family housing on each unit. The latter applications indicate a building height of 35 feet. Finally, a 2012 application indicates the development of an 11-story, mid-rise 158-residential unit building

with 144 garage parking spaces on the easternmost Embankment parcel. All applications involving Embankment lots include demolition of the Embankment and new construction projects.

Given the uncertainties surrounding the ability of the LLCs to develop the eight middle parcels and the fact that Jersey City does not own the eight middle parcels, it is questionable whether any third-party reuse of the Embankment is reasonably foreseeable under the NHPA. Nevertheless, the third-party use plans of the Embankment by the LLCs and Jersey City as outlined above are being considered in this report. This report does not analyze future uses of either the previously developed eastern portion of the Harsimus Branch or the western portion of the Harsimus Branch that is currently owned by Conrail. OEA has concluded that there would be no foreseeable effects to historic properties in those areas as a result of the proposed abandonment. Therefore, this report, to the extent that it considers possible future uses, focuses on the following future uses within the central segment: (1) Jersey City's plans to acquire and develop the Embankment for light rail and/or park and trail use; and (2) The LLCs' plans to demolish and develop the Embankment and other properties for residential use.

In consultation with the SHPO, OEA, and OEA's third-party contractor, RGA, identified two APEs for the proposed undertaking. For archeological resources, the APE comprises the Embankment (hereafter APE-Archaeology) because OEA does not anticipate any changes to the rail right-of-way beyond the Embankment that could affect archeological resources. For architectural resources, the APE includes the entire right-of-way and adjacent areas that could experience changes to the visual landscape as a result of the removal or alteration of historic architectural resources within the rail right-of-way (hereafter APE-Architecture). The cultural resources investigation summarized in this report consisted of background research, a Phase IA archaeological survey, and a combined reconnaissance-level and intensive-level historic architectural survey to identify all resources within the APE-Architecture that are listed in or eligible for listing in the National Register.

Archaeological Survey

The goal of the Phase IA archaeological survey was to assess the probability for undocumented archaeological resources in the APE-Archaeology. Based upon the results of the background research and environmental setting, the APE-Archaeology was assessed to have a low potential for intact, significant prehistoric resources. The potential for historic archaeological resources, other than the Embankment itself, was also determined to be low, due to extensive ground disturbance likely associated with construction of the Embankment. The overall potential for all archaeological resources eligible for National Register listing under Criterion D is low and no further archaeological survey work is recommended in the APE-Archaeology.

Architectural Survey

The historic architectural survey conducted for this cultural resources investigation identified 26 architectural resources more than 50 years of age in the APE-Architecture. Twelve of these resources were previously listed in or determined eligible for listing in the State and/or National Register:

- Pennsylvania Railroad (New York to Philadelphia) Historic District (SHPO Opinion: 3/3/2003)
- New Jersey Railroad Bergen Cut Historic District (SHPO Opinion: 5/21/1999)
- Public School No. 5 at 182-196 Merseles Street (SHPO Opinion: 2/28/1991)
- Pennsylvania Railroad Harsimus Branch Embankment (SR: 12/29/1999; DOE: 3/16/2000; COE: 2/17/1999)
- St. Anthony's Polish Roman Catholic Church and School Complex (SHPO Opinion: 4/13/1994)

- St. Anthony of Padua Roman Catholic Church (SR: 12/24/2003; NR: 3/22/2004)
- Hamilton Park Historic District (SR: 4/27/1978; NR: 1/25/1979) and Extension (SR: 10/1/1982; NR: 12/2/1982)
- Harsimus Cove Historic District (SR: 10/15/1987; NR: 12/9/1987)
- Albaniel Dye & Chemical Co. at 88-92 Erie Street (SHPO Opinion: 7/2/1980; DOE: 8/27/1980)
- Warehouse Historic District (SHPO Opinion: 2/28/1991)
- Hudson & Manhattan Railroad Powerhouse (COE: 10/7/1999; NR: 11/23/2001)
- Great Atlantic & Pacific Tea Company Warehouse (SR: 6/2/1978; NR: 6/2/1978; NHL ID No. 1504)

Of the remaining 14 resources in the APE-Architecture, eight possessed sufficient architectural and/or historical importance to make them potentially eligible for listing in the National Register and were subjected to additional survey at the intensive level. The six remaining resources, consisting of one building and five extensively altered streetscapes, were only surveyed at the reconnaissance level as they were found to lack the requisite significance and integrity to justify further investigation at the intensive level. As a result of the intensive-level survey, four resources were recommended eligible to the National Register: the Jersey City and Harsimus Cemetery, the Holy Rosary Roman Catholic Church Complex, the Jersey City Fire Department Engine 5/Ladder 6, and Public School No. 4.

The Jersey City and Harsimus Cemetery is recommended eligible to the National Register under Criterion A in the area of Social History as the first non-sectarian cemetery established under a board of trustees in the State of New Jersey. The Jersey City and Harsimus Cemetery contributes significantly to the history of burial practices in New Jersey and the United States by embodying the transition between the church graveyards of the eighteenth century and the rural or garden cemeteries of the latter half of the nineteenth century. Founded at a time of burial reform in New Jersey, the Jersey City and Harsimus Cemetery illustrates the manner in which both overpopulation and the impermanence of church graveyards were remedied. The Cemetery also meets Criteria Consideration D for cemeteries, as its primary importance derives from its association with historical reforms in burial practice.

The Holy Rosary Roman Catholic Church Complex is also recommended eligible for the National Register under Criterion A in the area of Social History for its important role in the religious and ethnic history of Italian immigrants in northern New Jersey and as the first parish in the Diocese of Newark dedicated specifically to Italians. From its inception in 1885 and throughout the twentieth century, it has served as a central focal point in the Italian-American community of Jersey City. This community, poor and marginalized in the late nineteenth century, supported the Holy Rosary Church through patronage and fundraising to continually improve the church and its related institutions, including a school, day nursery, and Sister's House. Through this community investment, the Church became a central social and religious anchor for Italian-Americans in Jersey City.

Additionally, OEA recommends the Jersey City Fire Department Engine 5/Ladder 6 eligible for the National Register under Criterion A in the areas of Community Planning and Development and Politics/Government and under Criterion C in the area of Architecture. The construction of the firehouse occurred during a period of vast urban renewal during the 1960s under the administration of Mayor Thomas J. Whelan. The firehouse was designed by the architectural firm of Comparetto & Kenny. Through simple horizontal and vertical lines created by the building's two-part massing, the overall fenestration, and treatment of the east elevation of the stair tower, the architects crafted a notable civic symbol for Jersey City while also generating an efficient, utilitarian fire station. The

building still functions as one of Jersey City's primary fire stations and is a physical vestige of the transformation period in which it was built.

Built in 1917, Public School No. 4 is recommended eligible for listing in the National Register under Criterion C as part of a thematic historic district based on the work of John T. Rowland, longtime architect for the Jersey City Board of Education.

As a result of its historic architectural survey, OEA also recommends the previously listed Embankment as a contributing resource to the National Register-eligible PRR (New York to Philadelphia) Historic District, the State- and National-listed Hamilton Park Historic District and District Extension, and the State- and National Register-listed Harsimus Cove Historic District.

OEA is specifically requesting comments on this Cultural Resources Identification Report. Comments may be submitted online through the Board's website at www.stb.gov or by mail at the address below.

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

Comments on this report will be due by June 19, 2017. Please reference STB Docket No. AB 167 (Sub-No. 1189) in all correspondence related to the Harsimus Branch abandonment case.

Following the end of the comment period, OEA will issue a report that will address the comments received and will report OEA's findings regarding the potential effects of the Harsimus Branch abandonment on all identified cultural resources that are listed in or eligible for listing in the National Register.

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1.0 INTRODUCTION

Consolidated Rail Corporation (Conrail), CSX Transportation, Inc. (CSXT), and Norfolk Southern Railway Company (NSR) are requesting permission from the Surface Transportation Board (the Board) to abandon and discontinue freight service on a railroad right-of-way 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 (Figure 1.1).

When the Board decides whether to grant permission to abandon a rail line, that decision is subject to 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. In this case, OEA initiated the Section 106 process in 2009 by requesting that the Advisory Council on Historic Preservation (ACHP) participate in the Section 106 process. OEA also informed the ACHP and the New Jersey State Historic Preservation Office (SHPO) that there was a potential for adverse effects to historic properties that are listed in or eligible for listing in the National Register of Historic Places (National Register).

In consultation with the ACHP and SHPO, OEA determined the extent of the Area of Potential Effects (APE) and issued a report in 2009 delineating the APE. Also in consultation with the ACHP and SHPO, OEA identified parties that may be interested in participating in the Section 106 process. To date, the parties listed in Appendix D of this document have agreed to participate as consulting parties. Beginning in 2015, OEA and its third-party contractor, RGA, Inc. (RGA), undertook a cultural resources investigation to identity historic properties and other cultural resources that could potentially be affected by the proposed abandonment. Meetings were held in Jersey City and Washington, DC in May and June of 2016 to discuss the Section 106 process with consulting parties, update the consulting parties on the status of the investigation, and to receive comments on the methodology of preliminary results. OEA and RGA considered the comments from the parties and from the public in undertaking the cultural resources investigation. This final document presents OEA's findings regarding the presence and historic significance of cultural resources located within the APE for the Harsimus Branch abandonment project.

The purpose of this document is to (1) inventory the historic properties and other cultural resources that are located in the area that could potentially be affected by the proposed abandonment and (2) assess the historical significance of those resources and their eligibility for listing in the National Register, pursuant to Section 106 of the NHPA. The cultural resources investigation discussed here consisted of background research, a Phase IA archeological survey, and a combined reconnaissance-level and intensive-level historic architectural survey. OEA is providing this document to all parties that have been identified to date as potentially being interested in participating in the Section 106 process in this case, including parties that have agreed to participate as consulting parties. This document will also be made available to the public on the Board's website (www.stb.gov). A copy of the report will also be placed on file with the SHPO in Trenton, New Jersey.

OEA will continue to consult with the parties to develop a plan for resolving adverse effects to historic properties. 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 the adverse effects.

1.1 Regulatory Context

Section 106 of the NHPA, as implemented by the Code of Federal Regulations (36 CFR Part 800), mandates that federal agencies must consider the effects of their actions on any properties listed in or determined eligible for listing in the National Register. Federal

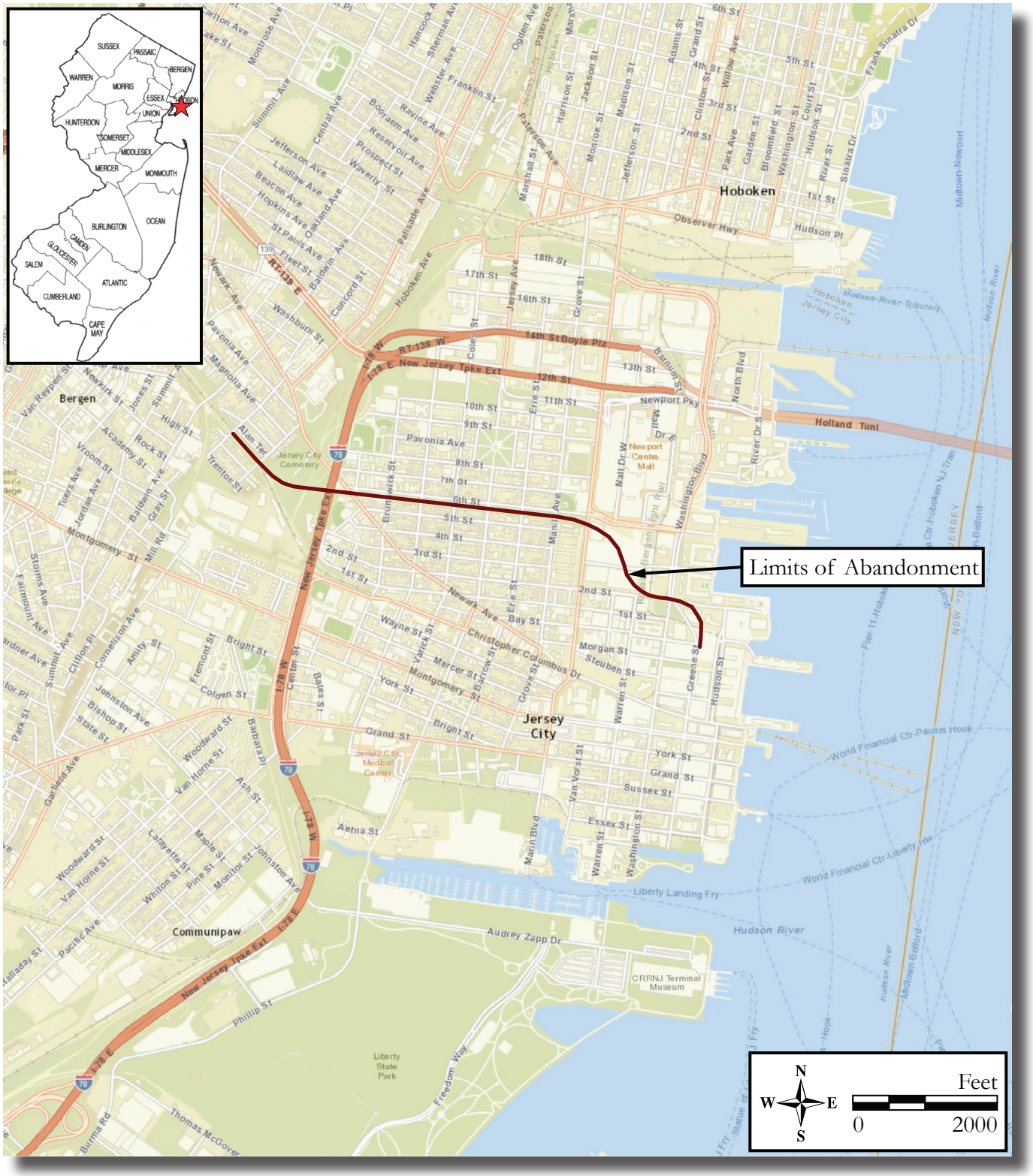


Figure 1.1: Limits of abandonment.

agencies, in consultation with the SHPO and ACHP, if participating, must determine whether a proposed action would have any beneficial or adverse effects on the characteristics of a property that qualify it for the National Register. The criteria for adverse effects or no adverse effects are set forth in the regulations (36 CFR 800.5).

This proceeding presents unique circumstances for an abandonment. The Harsimus Branch abandonment is unique in that salvage has already occurred and most of the tracks, ties, ballast, bridges, and other structures were removed in the mid-1990s, at least in part at the request of Jersey City and before Conrail sought abandonment authority from the Board. Additionally, much of the rail right-of-way has already been sold by Conrail. Normally, the scope of analysis conducted under Section 106 in an abandonment undertaking is limited to considering the effects of the removal of a line from the national rail transportation system and the immediate effects of traffic diversion and salvage. The APE is typically limited to the rail right-of-way in abandonment cases. However, because potential preservation and mitigation options are more limited in this case and because most of the property underlying the right-of-way has been sold with plans for redevelopment, there will be limited consideration of some effects of reasonably foreseeable land use in the analysis of the effects of abandonment under the NHPA than would usually be the case.

1.2 Proceeding Background

In January 2006, Jersey City, the Embankment Preservation Coalition, the Rails-to-Trails Conservancy, and New Jersey Assemblymen Louis M. Manzo asked the Board for a declaratory order finding that the Harsimus Branch was a line of railroad subject to the Board's abandonment authority and not an unregulated spur that could be abandoned and sold without Board authority (Line Status Proceeding). In August 2007, the Board found that the Harsimus Branch was a line of railroad subject to its abandonment authority.[1] The Board's decision, however, was appealed. On appeal, the D.C. Circuit vacated the Board's order on jurisdictional grounds, holding that only the U.S. District Court had jurisdiction to decide the status of the Harsimus Branch. The District Court then granted summary judgment 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 summarily affirmed this decision in 2014.

Following the Board's August 2007 decision in the Line Status Proceeding, the railroads instituted the abandonment proceeding for which this report is being prepared. Pursuant to the obligations of the National Environmental Policy Act (NEPA) and NHPA, OEA assessed the potential environmental impacts of the proposed abandonment, consulted with state and federal agencies as required by the Board's environmental rules, and issued an Environmental Assessment (EA) 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 resulting from 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 that delineated the APE for the Section 106 cultural resources investigation, 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 the August 2014 order, the Board determined that, because the courts have resolved the status of the Harsimus Branch, these abandonment and discontinuance proceedings are within the jurisdiction of the Board.

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

The Board then proceeded with the historic and environmental review process including completion of the cultural resources investigation described here.

At this time, OEA is specifically requesting comments on this Cultural Resources Identification Report. Comments may be submitted online through the Board's website at www.stb.gov or by mail at the address below.

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

Comments on this report will be due by June 19, 2017. Please reference STB Docket No. AB 167 (Sub-No. 1189) in all correspondence related to the Harsimus Branch abandonment case.

Following the end of the comment period, OEA will issue a report that will address the comments received and will report OEA's findings regarding the potential effects of the Harsimus Branch abandonment on all identified cultural resources that are listed in or eligible for listing in the National Register.

1.3 Project Description

The 1.36-mile line proposed for abandonment 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. The western end of the right-of-way begins at Milepost 0.00 inside 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 (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 redeveloped. Today, the central portion of the right-of-way is most conspicuously recognized by the Embankment, which rises as much as 27 feet above the south side of Sixth Street.

The Embankment carried an elevated freight line first conceived by the United New Jersey Railroad and Canal Company (UNJRR&C) in the 1860s and initially completed by the Pennsylvania Railroad (PRR) in the mid-1870s after its lease of 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 Embankment is an historic property and a local municipal landmark. The Certification of Eligibility (COE) issued in 1999 determined the resource eligible for listing in the National Register 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 State 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.

One of the goals of this investigation is to evaluate the eligibility of the entire Harsimus Branch right-of-way, to determine whether or not the Harsimus Branch is a potential contributing resource to the National Register-eligible PRR (New York to Philadelphia) Historic District, as well as a potential contributing resource to adjacent historic districts: the Hamilton Park Historic District (NR: 12/2/1982; SR: 10/1/1982), and the Harsimus Cove Historic District (NR: 12/9/1987; SR: 10/5/1987). For further information on these two historic districts, see Section 5.0.

The Harsimus Branch has been out of service since 1992. Bridges that formed the viaduct and connecting links between the segments of the Embankment were removed beginning in the mid-1990s. Only the viaduct abutments, piers, and embankment segments located on the middle and western part of the right-of-way remain. All other railroad-related resources no longer survive.

Most of the property underlying the right-of-way has been sold for development. Conrail owns the fee interest only in the western part of the right-of-way, from Milepost 0.00 to 0.18. The fee interest in the middle part of the right-of-way between Milepost 0.18 and 0.88 is divided into eight parcels owned by the limited liability corporations (LLCs), which are controlled by SLH Properties (Figures 1.2a and 1.2b). The fee interest in the easternmost part of the right-of-way between Milepost 0.88 and 1.36 is owned by several different entities. That part of the right-of-way has been completely transformed by modern urban renewal and development of retail, residential, and hotel properties.

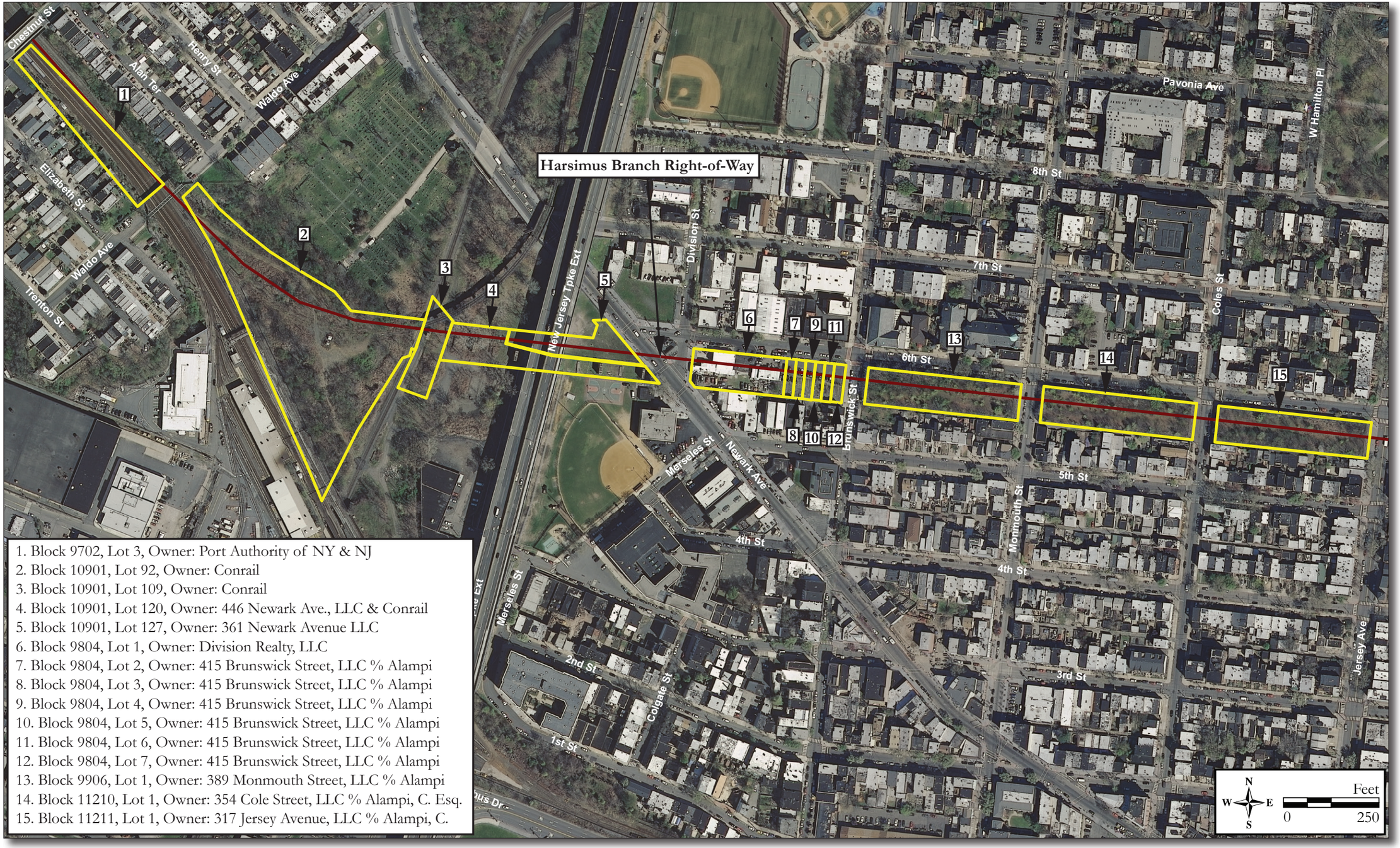
The undertaking in this case is the Board's decision whether to authorize the abandonment of the Harsimus Branch and, if so, under what conditions. For the purpose of Section 106 review, rail line abandonment typically involves salvage of tracks, ties, ballast and possibly structures or bridges within a right-of-way. However, the Harsimus Branch abandonment is unusual in that such salvage has already occurred. Most of the tracks, ties, and ballast were removed years before Conrail sought abandonment authority. Bridges and other structures (e.g. catenary systems) were also removed. Additionally, Conrail sold much of the right-of-way.

Due to unusual circumstances in this case, OEA has expanded the scope of its Section 106 analysis to include a limited consideration of the two general scenarios of possible post-abandonment land use outlined below.

Scenario 1: Reuse by the City of Jersey City

While Jersey City has not developed specific plans for future use of the undeveloped portion of the central part of the Harsimus Branch, it has incorporated the right-of-way and the Embankment into its Master Plan. In a number of reports and updates adopted by or included in its Master Plan, a group of reuse concepts are embedded as part of the overall planning strategy for Jersey City. These concepts include pedestrian and bike trails in a public walkway, a public trail joining the East Coast Greenway, and a light rail transit line that would connect to an existing system. These concepts appear to involve reuse of the Embankment and no demolition.[2] However, though Jersey City commits to adaptive reuse for multiple functions, there are no specific plans or design parameters that can be analyzed for the purpose of assessing future effects to historic properties. Any future transportation or rail construction, which would involve erection of bridges, alteration of the Embankment surfaces, and construction of light rail infrastructure, remains at the conceptual stage. Because Mayor Steven M. Fulop of Jersey City has indicated that the "planned acquisition

2 Letter from Charles Montange to OEA (Montange), 1/22/2016 (EI-21336).



1. Block 9702, Lot 3, Owner: Port Authority of NY & NJ
2. Block 10901, Lot 92, Owner: Conrail
3. Block 10901, Lot 109, Owner: Conrail
4. Block 10901, Lot 120, Owner: 446 Newark Ave., LLC & Conrail
5. Block 10901, Lot 127, Owner: 361 Newark Avenue LLC
6. Block 9804, Lot 1, Owner: Division Realty, LLC
7. Block 9804, Lot 2, Owner: 415 Brunswick Street, LLC % Alampi
8. Block 9804, Lot 3, Owner: 415 Brunswick Street, LLC % Alampi
9. Block 9804, Lot 4, Owner: 415 Brunswick Street, LLC % Alampi
10. Block 9804, Lot 5, Owner: 415 Brunswick Street, LLC % Alampi
11. Block 9804, Lot 6, Owner: 415 Brunswick Street, LLC % Alampi
12. Block 9804, Lot 7, Owner: 415 Brunswick Street, LLC % Alampi
13. Block 9906, Lot 1, Owner: 389 Monmouth Street, LLC % Alampi
14. Block 11210, Lot 1, Owner: 354 Cole Street, LLC % Alampi, C. Esq.
15. Block 11211, Lot 1, Owner: 317 Jersey Avenue, LLC % Alampi, C.

Figure 1.2a: Map identifying the undeveloped parcels of the Pennsylvania Railroad Harsimus Branch right-of-way and the associated current owners for each.

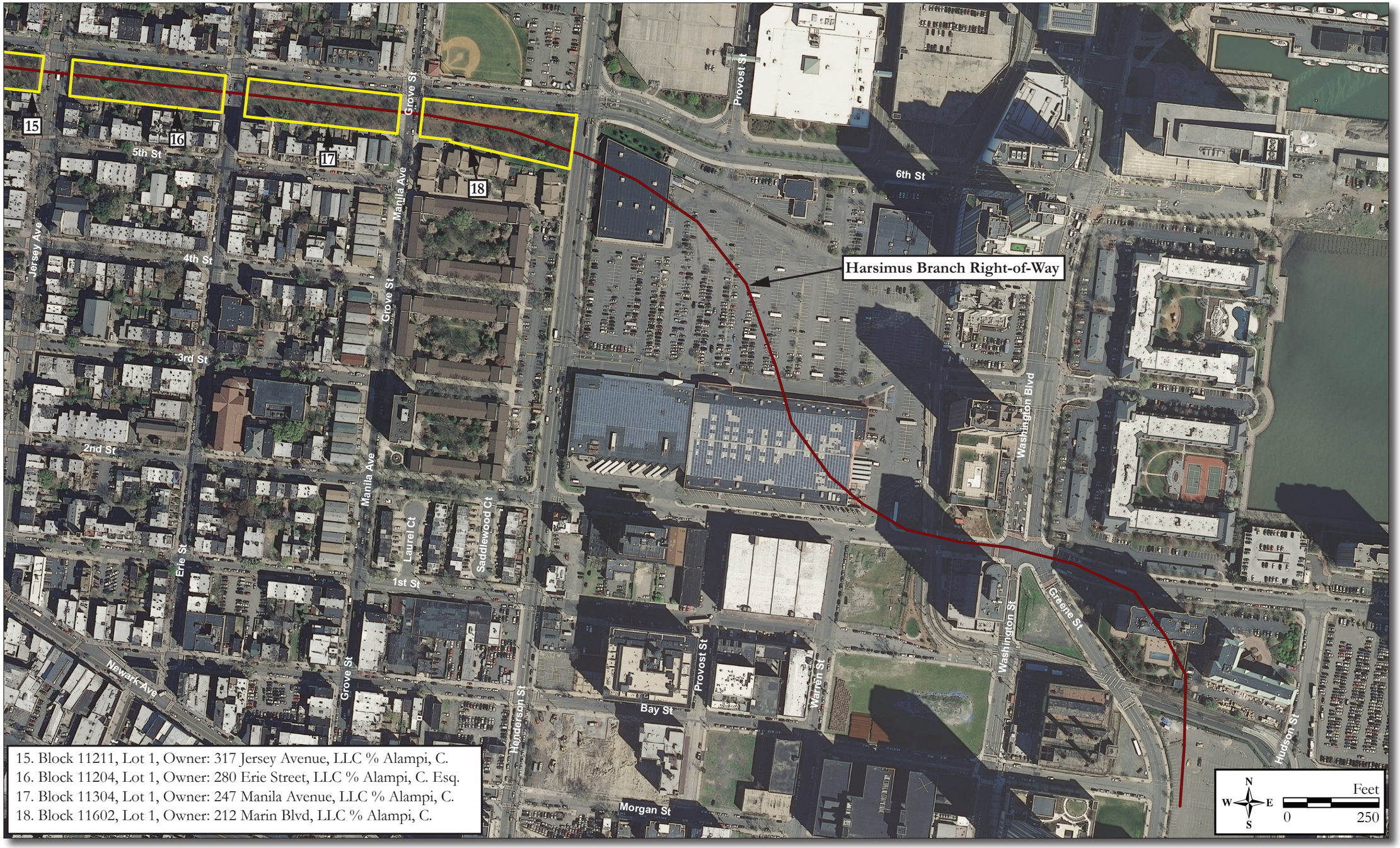


Figure 1.2b: Map identifying the undeveloped parcels of the Pennsylvania Railroad Harsimus Branch right-of-way and the associated current owners for each.

will maximize preservation of historic assets in the Branch," in the absence of specific project designs, it is assumed that Jersey City's action, if it were to acquire the property, would involve basic preservation.[3] Modification of the Embankment, construction of bridges, trails, and light rail remain speculative.

Scenario 2: Development by LLCs

The eight LLCs that own the portion of the right-of-way between Milepost 0.18 and 0.88 intend to develop at least a portion of the property. While specific construction plans are not available for analysis, the LLCs submitted development applications to Jersey City in 2005, 2007, and 2012 that form the basis of this development scenario. Jersey City provided copies of these applications to OEA in 2015.[4] On the westernmost parcel, along Newark Avenue, a 2007 application calls for a four-story, mixed-use building (upper three floors residential; ground floor commercial). For a parcel immediately west of the Embankment, an application from 2005 proposes a two-story detached residence. Applications for the five embankment lots between Brunswick Street and Manila Avenue consistently feature subdivision of lots into 16 units with attached two-family housing on each unit. The latter applications indicate a building height of 35 feet. Finally, a 2012 application indicates development of an 11-story, mid-rise 158-residential unit building with 144 garage parking spaces on the easternmost embankment parcel. All applications involving the Embankment include demolition of the entire Embankment and new construction in its place.

Table 1.1 includes summary information on the applications highlighted above. Application number, date, land parcel, a brief project description, and current zoning classification are provided. Zoning information is taken from an analysis by the Jersey City Division of City Planning.[5]

Because a developer has sought approval of development plans and currently owns most of the undeveloped portion of the right-of-way, including the Embankment, it is assumed for the purpose of Section 106 review that some development is reasonably foreseeable. However, as the summary above illustrates, specific dimensions, architectural style, materials, and other details remain unknown. At best, building dimensions allowed for by current Jersey City zoning can be utilized as a basis for the potential future development. Based on those zoning requirements, For the purposes of this report, OEA assumed building heights of 40 feet for Block 10901; 35 feet for Blocks 9804, 9906, 11210, 11211, 11204, and 11304; and, 110 feet for Block 11602.

1.4 Area of Potential Effects

The APE is defined in 36 CFR 800.16(d) as follows:

The geographic area or areas within which an undertaking may directly or indirectly cause 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 cause[d] by the undertaking.

Included within the APE are those locations where an undertaking may result in disturbance of the ground, from which elements of the undertaking may be visible from public areas, and where the activity may result in changes in traffic patterns, land use, or public access. The APE for archaeology and architecture are different as a result of this definition.

APE-Archaeology

The APE-Archaeology includes the area that could be physically disturbed by reasonably foreseeable

3 Letter from Mayor Fulop to OEA, 12/14/2015 (EI-21253).
4 Montange, 1/22/2016.
5 Jersey City's analysis of zoning pertinent to the embankment parcels was certified by the Planning Director of Jersey City and included in correspondence submitted to OEA in response to the OEA's request for information on plans for post-abandonment use of the Harsimus Branch right-of-way (Montange, 1/22/2016).

Table 1.1: Summary of the permit applications submitted by the LLCs and the related zoning information for the parcels in question.

Application #	Date	Property	Embankment	Description	Zoning[6]
P12-082	10/15/12	437 Marin Blvd (Between Manila Ave. & Marin Blvd.)	✓	11-story 158 residential unit building, 144 garage parking spaces	R-4
P05-159 / 153	11/22/15	441-447 Manila Ave., 11304/1 (Between Manila Ave. & Erie St.)	✓	16 attached two-family townhouses; 35 feet in height; 40,000 cubic yards soil removal	R-1
P05-116	8/24/05	Block 11204, Lot 1 (Between Erie St. and Jersey Ave.)	✓	Subdivision of 16 proposed lots with attached two-family housing; 29,000 yards soil removal	R-1
P05-115	8/24/05	Block 11211, Lot 1 (Between Jersey Ave. and Coles St.)	✓	Subdivision of 16 proposed lots w/ attached 2-family housing; 29,000 cubic yards soil removal	R-1
P05-112 SP / P05-113 Sub	8/24/05	Block 9906, Lot 1 (Between Monmouth St. and Brunswick St.)	✓	Subdivision of 16 proposed lots with attached two-family housing; 29,000 cubic yards soil removal	R-1
P05-119 SP / P05-118 Sub	8/24/05	Block 11210, Lot 1 Between Coles and Monmouth St.)	✓	Subdivision of 16 proposed lots with attached two-family housing; 38,000 cubic yards soil removal	R-1
P05-059 Revised	5/25/05	Block 9804, Lots 1 through 7 (Between Division St. and Brunswick St.)	X	Two-family detached	R-1
207-017 & 207-018	4/4/07	Block 10901, Lot 120 (West of Newark Ave.)	X	Subdivision for two proposed lots: one for Conrail, one fronting Newark Ave to have four-story mixed use building with retail and 12 condo units	P/OS Parks/Open Spaces

✓: The parcel is currently occupied by a segment of the embankment.
X: The parcel is not occupied by a segment of the embankment.

post-abandonment activities. Such disturbance could have the potential to affect archeological resources in the APE-Archaeology. Specifically, the APE-Archaeology comprises the six elevated Embankment segments, and two parcels to the west of the Embankment, all of which are owned by the LLCs (Figure 1.3). These are areas in which redevelopment could occur if abandonment authority is granted under either or both of the potential post-abandonment scenarios that OEA considered.

APE-Architecture

The APE-Architecture includes the entire area of the APE-Archaeology and the area in which the project may directly or indirectly cause changes in the character or use of historic properties (Figure 1.4). As a general matter, the APE-Architecture encompasses land adjacent to, and in the immediate

6 Based on city analysis.

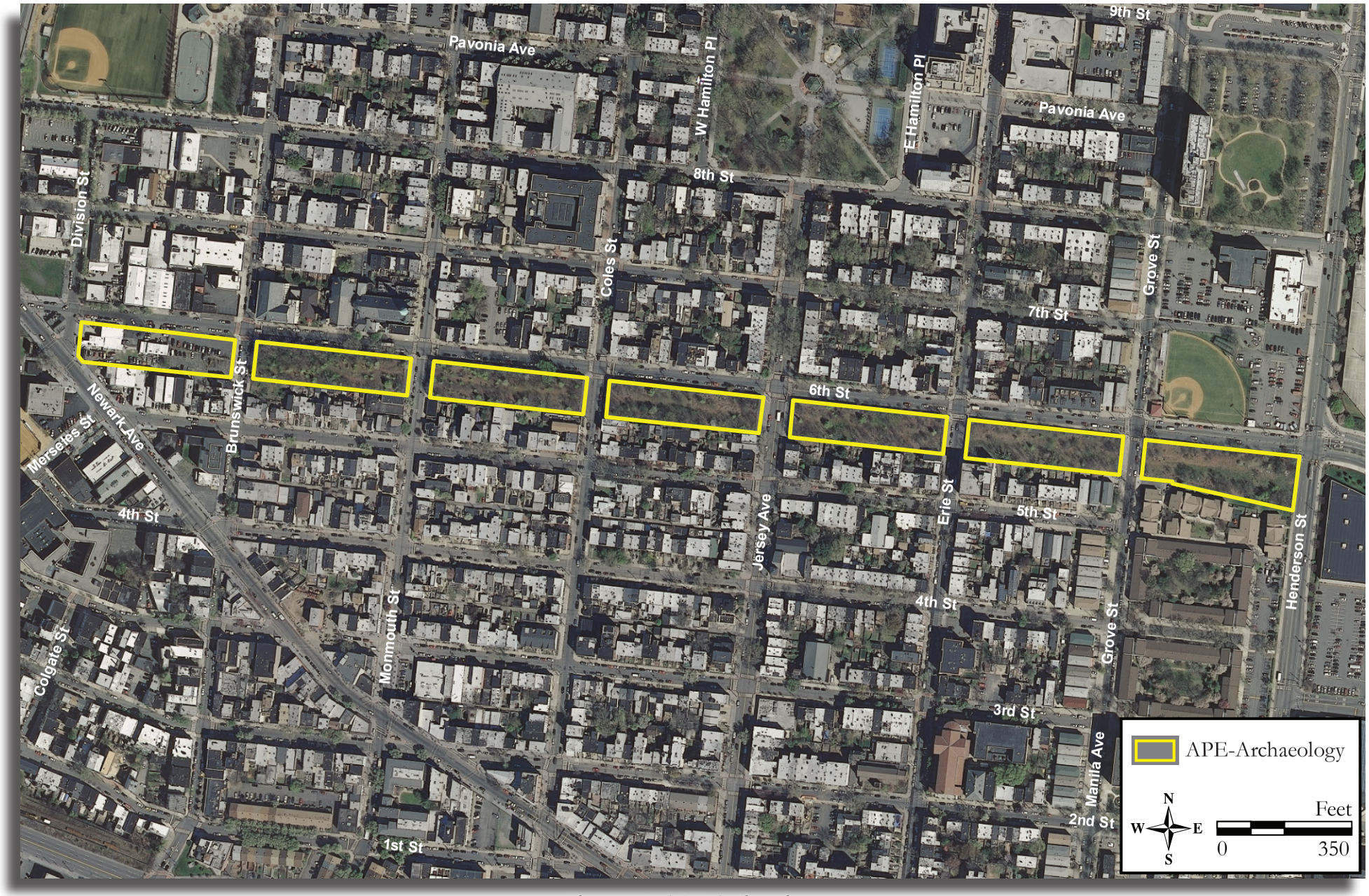


Figure 1.3: APE-Archaeology

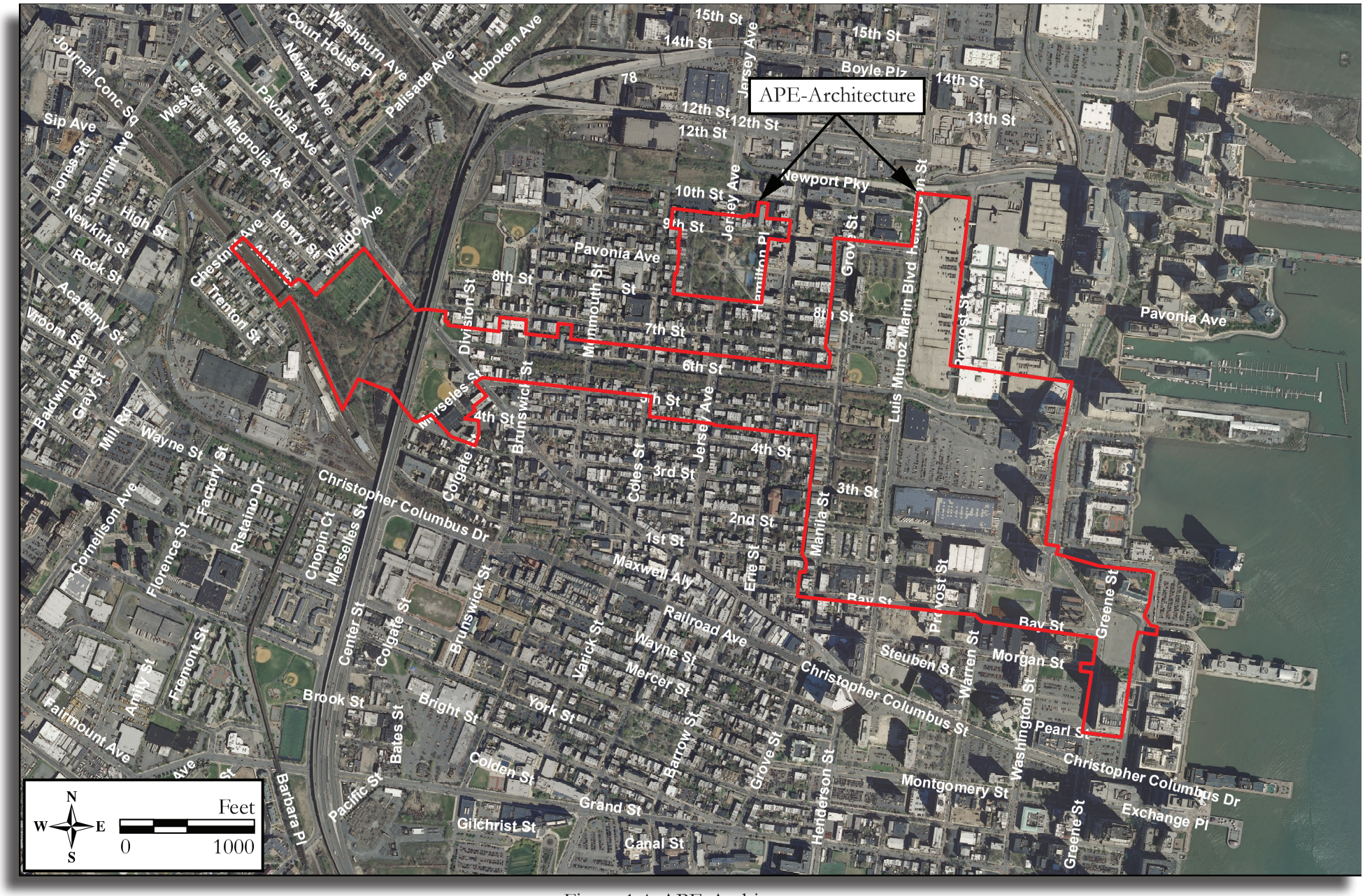


Figure 1.4: APE-Architecture

vicinity of, the Harsimus Branch. However, the potential visibility of a possible 110-foot (11-story) apartment building, as permitted by local zoning, on the easternmost embankment parcel, requires a broader APE in the vicinity of that building. Three techniques were employed to delineate the APE-Architecture: electronic viewshed mapping, computer-generated building simulations, and field reconnaissance.

The western end of the APE-Architecture encompasses the parcel between Milepost 0.018 and Milepost 0.888 that is still owned by Conrail. It begins at the bottom of the 40-foot deep Bergen Cut, a significant engineering project from the mid-nineteenth-century that involved a massive excavation of trap rock, and which is currently utilized by the Port Authority Trans Hudson (PATH) transit system. Resources located on the north rim of the Bergen Cut, immediately above the Harsimus Branch, are less than 50 years of age; resources located on the south rim are approximately 75 feet away from the branch, and are largely less than 50 years of age. Because above-ground resources on both rims of the Bergen Cut are located high above the Harsimus Branch, are generally less than 50 years of age, and are beyond the reach of direct or indirect effects from the proposed undertaking, the APE-Architecture has been confined to the area enclosed by the walls of the Bergen Cut. The remainder of the western end of the APE-Architecture follows the tax parcel boundaries of the properties that are adjacent to the right-of-way between Milepost 0.00 and 0.18 (see Figure 1.4).

The eastern end of the Harsimus Branch beyond Milepost 0.88 (Marin Boulevard) no longer exists, and the area has been largely developed with modern commercial and residential buildings during the late twentieth century. Because it adjoins the National Register-eligible Warehouse Historic District, the eastern end of the APE-Architecture takes in a portion of the Warehouse Historic District, as well as existing property boundaries immediately surrounding the location of the old right-of-way (see Figure 1.4).

As discussed above, one potential post-abandonment outcome is that Jersey City would acquire the eight parcels in the middle of the right-of-way for use as pedestrian and bike trails in a public walkway, a public trail joining the East Coast Greenway, and/or a light rail transit line that would connect to an existing system. It is assumed that all of these concepts involve reuse of the Embankment and no demolition. If Jersey City does not acquire those parcels, another potential post-abandonment outcome is that such parcels would be privately developed by the LLCs, consistent with local zoning requirements.

As noted, though Jersey City commits to adaptive reuse for multiple functions, there are no specific plans or design parameters that can be analyzed for the purpose of assessing effects to historic properties, with the important exception of preservation of the Embankment. Any future transportation or trail construction, which would involve erection of bridges, alteration of the Embankment surfaces, and construction of light rail infrastructure, remains at the conceptual stage. While the Mayor of Jersey City has indicated that the " planned acquisition will maximize preservation of historic assets in the Branch," we are forced by the absence of specific project designs to assume that Jersey City's action, if it were to acquire the property, would involve basic preservation. Modification of the Embankment, construction of bridges, trails, and light rail remain speculative. In general, however, these potential plans are expected to have limited physical impacts on the Embankment segments and limited visual effect on surrounding properties

The LLCs' plans to demolish the Embankment segments and remaining bridge piers on the eight parcels and replace them with residential housing would have a physical impact on the Embankment, and a limited visual effect on surrounding properties. While specific dimensions, architectural style, materials, and other details remain unknown, the general dimensions allowed for by current Jersey City zoning helped to inform the delineation of the APE-Architecture. The housing that would be built on most of the parcels likely would consist of buildings at a height of 35 feet which is similar in scale to the surrounding buildings. Thus, the APE-Architecture for most of the middle section

would encompass a one-half block deep buffer along Fifth and Sixth Streets, and a slightly wider buffer around the proposed four-story building near Newark Avenue.

Zoning regulations for the easternmost block (Block 11602) permit construction of a 110-foot high building, which would be visible over a broader area; accordingly, the APE-Architecture has been expanded outward from that block to take into account possible visual effects within a one-half mile buffer zone. Computer- generated modeling was primarily used to determine the extent of the visibility of an 11-story building (approximately 110 feet high). A conservative average height of three stories (35 feet) was used to simulate the majority of the rest of the buildings in the half-mile buffer zone. Digital elevation models were layered over aerial photographs. The areas in which existing buildings would obstruct views of the proposed 11-story building from all public spaces (i.e. streets and parks) were filled with a dark blue crosshatch. The electronic viewshed map for the 11-story building appears in Figure 1.5. This computer-generated viewshed map was checked using computer-generated simulations of actual building heights created through Google Earth. The simulation allows for a virtual model of the proposed building to be inserted into the database of existing building heights in Google Earth, which can then be viewed from any point within the half-mile buffer zone. When compared against the viewshed map, the map simulation was found to be accurate in regard to the elimination of sightlines, due to the heights of interceding buildings. Figure 1.6 depicts a computer-generated "bird's eye view" of the proposed building within the larger cityscape.

Both computer models were also checked in the field and found to accurately reflect conditions on the ground. Because the modeling and field checking indicate that a portion of the 11-story building may be visible from parts of Hamilton Park in the wintertime (when trees have lost their leaves), the APE-Architecture includes a noncontiguous section embracing the entirety of this public area. The APE Report was submitted to the Board and the SHPO in September 2008. The SHPO approved that APE in consultation comments dated December 23, 2008 (see Appendix B).

Figure 1.5: Computer-generated Viewshed Map with a one-half mile buffer around the proposed 11-story building.

Figure 1.6: Computer-simulated bird's-eye view depicting the possible 110-foot building (red) within the context of the larger cityscape. The computer program allows the building to be viewed from any point in Jersey City (From Google Earth).

2.0 PROJECT APPROACH

The purpose of this cultural resources investigation is to identify all buildings, structures, and objects listed in or eligible for listing in the National Register within the APE. The investigation included three components: (1) background and historical research; (2) an archeological survey; and (3) a combined reconnaissance-level and intensive-level historic architectural survey.

2.1 Research Methods

Background and historical research was performed at an early stage of this cultural resources investigation. A search of existing literature and map sources was conducted to provide a comprehensive overview of the prehistoric and historic development of the local area and region. There is no shortage of information concerning the history of Jersey City and the Harsimus Branch. Specifically, the investigation examined previous cultural resources reports conducted in the vicinity of the APEs, as well as National Register Nominations, relevant Historic American Engineering Records, SHPO files, New Jersey State Museum (NJSM) site files, and local and county inventories of historic/cultural resources. Primary sources consulted included historic photographs, maps, atlases, plat plans, Sanborn fire insurance maps, Jersey City directories, and numerous available railroad records. Examples of such records include, but are not limited to: the New Jersey Secretary of State's Transportation Corporation Records, the 1910-1911 New Jersey Revaluation Field Notebooks, the 1916-1925 Interstate Commerce Commission Valuation Records, the New Jersey Public Utility Tax Bureau's Railroad Company Annual Reports and Plan Files, the Penn-Central Corporation's Predecessor Company Records, and a multitude of newspapers, periodicals, and secondary works pertaining to railroads and the history of railroading in New Jersey. In addition to the above sources, in order to construct an analysis of the impact of the Harsimus Branch on the historical trajectory of the neighborhoods immediately bordering the Embankment, United States census data were sampled for the years 1880, 1910, and 1940 for sections of Fourth and Eighth Streets. The social histories of these neighborhoods were reconstructed by weaving these data into map and newspaper analyses, recent dissertation research on Jersey City politics in the nineteenth century, and early-twentieth-century Jersey City historical narratives.

2.2 Archaeology

The archaeological survey methods were developed in consultation with the SHPO at the outset of the Section 106 process in 2008 and 2009. Preliminary results were presented to the ACHP, SHPO, and the consulting and interested parties at meetings held in 2016 in Jersey City and Washington, DC. This final survey report takes into account the comments received during and following those meetings.

The first step of the archaeological survey process is to identify the areas where activities caused by the undertaking have the potential to affect archaeological sites through ground disturbance, referred to as the APE-Archaeology as described in Section 1.3. After defining the APE-Archaeology, documentary research is conducted to determine which locations people could have used during the prehistoric (i.e. Native American) or historic periods and to identify areas where intact archaeological evidence, such as foundations, structural remains, or Native American artifacts and activity areas, may be present. A site reconnaissance is then undertaken to observe the existing conditions and to determine the extent to which the original topography is still present and the effects that subsequent landscape alterations may have had on potential archaeological resources. Archaeologically sensitive areas based on topographic features, vegetation, and soils are noted, as are disturbances that would have compromised archaeological resources. The results of the

site visit are used to determine whether archaeological testing is necessary and, if so, to develop appropriate management recommendations for further survey (i.e. archaeological monitoring), if warranted. For this undertaking, the scope of work was confined to a Phase IA or reconnaissance-level archaeological survey.

2.3 Historic Architecture

The historic architectural survey methods were developed in consultation with the SHPO at the outset of the Section 106 process in 2008 and 2009. Preliminary results were presented to the ACHP, SHPO, and the consulting and interested parties at meetings held in 2016 in Jersey City and Washington, DC. This final survey report takes into account the comments received during and following those meetings. The goals of the historic architectural survey were as follows:

- To update the inventory of known historic properties within the APE-Architecture as listed in Hayden (2008). Confirm the presence of previously recorded historic properties, check for demolition of previously recorded properties, and check SHPO files for newly identified properties. Historic properties in the APE-Architecture previously listed in or eligible for the State and/or National Registers were not resurveyed since all have been adequately documented.

- Identify all previously unevaluated resources more than 50 years of age to be surveyed first at the reconnaissance level and then, if appropriate, at the intensive level. A reconnaissance-level survey involves limited background research and provides a preliminary assessment of National Register eligibility based upon available source materials and field inspection. An intensive-level survey involves extensive background research to determine architectural and/or historical significance, field inspection, and an assessment of NR eligibility based upon established historic contexts. Those resources found during the reconnaissance-level survey to lack sufficient significance and/or integrity were not investigated further at the intensive level. Resources identified as potentially eligible for the National Register and worthy of additional survey during the reconnaissance-level survey were subjected to a full intensive-level investigation.

- Evaluate the eligibility of the Harsimus Branch, and determine whether or not the Harsimus Branch is a potential contributing resource to the National Register-eligible PRR (New York to Philadelphia) Historic District. The National Register-eligible Embankment was also evaluated to determine whether or not it is a potential contributing resource to the National Register-eligible PRR (New York to Philadelphia) Historic District, as well as a potential contributing resource to the adjacent Hamilton Park Historic District (NR: 12/2/1982; SR: 10/1/1982), and the Harsimus Cove Historic District (NR: 12/9/1987; SR: 10/5/1987).

2.4 Public Consultation

Because the views of the public are essential to informed federal decision-making in the Section 106 process, the public should be informed about the undertaking and its potential effects on historic properties, and given the opportunity to comment. As a result of its initial filing of an Environmental and Historic Report with the Board on March 6, 2008, Conrail received detailed comments from several parties regarding potential indirect effects of the abandonment. OEA received numerous additional comments following the issuance of its 2009 Draft EA. These comments were thoroughly reviewed as part of the present investigation and addressed in this report insofar as they relate to cultural resources. Several additional organizations and individuals with an identified interest in history or historic preservation were added to the contact list during and following the preparation of the 2008 APE Report.

In order to provide a complete and thorough foundation of cultural resources issues, this final report will be circulated to all of the parties on the contact list, including parties that have already provided comments related to Section 106 issues and those that were identified during and following the preparation of the 2008 APE Report. All interested parties will be invited to comment and provide information regarding potential measures that could be implemented to mitigate adverse effects to the historic resources identified in this report. A record of correspondence with all individuals and organizations contacted during the cultural resources investigation will be maintained on the Board's public website (www.stb.gov) throughout the Section 106 process. A list of consulting and interested parties to date is contained in Appendix D of this report.

3.0 BACKGROUND RESEARCH

Background research was conducted to locate previously identified archaeological and architectural resources in the APE and to evaluate previously unidentified cultural resources within an appropriate historic context. Research was conducted at the offices of the SHPO in Trenton to identify architectural and archaeological resources within the APE that are listed in or eligible for the State and National Registers, and to review previously conducted cultural resources surveys. Site files at the NJSM in Trenton were examined to identify the location of registered archaeological sites. Primary and secondary source research, including maps and local/county histories, was conducted at the following repositories: New Jersey State Library and New Jersey State Archives in Trenton, and the Jersey City Public Library in Jersey City.

3.1 Environmental Context

The APE-Archaeology is located in the Piedmont Lowlands, a physiographic province characterized by gently undulating topography that slopes from the Highlands to the Coastal Plain (Figure 3.1; Wolfe 1977). Rocks, clays, and marls, as well as soft shales, argillites, sandstones, and siltstones that formed during periods of glacial activity and geological plate movements are common in this province (Wolfe 1977). An erosion resistant plateau-like topography punctuates the lowlands. The Piedmont contains lowlands, with low gently rounded hills that range from 200 to 400 feet above sea level, as well as higher areas of volcanic basaltic ridges such as the Sourland and Watchung Mountains. The bedrock underlying the APE-Archaeology consists of sandstone, mudstone, siltstone, and shale of the Upper Triassic Stockton Formation (Drake et al. 1996). Surficial sediments within the APE-Archaeology consist predominantly of tidal marsh and estuarine deposits with pockets of Glacial Lake Bayonne deposits (Stone et al. 2002). Soils in the project area consist of Sulfaquents-Udorthents-Psamments, which are defined as nearly level, very poorly drained, very deep mineral and organic soils found on tide-flooded flats, and similar areas overlain by fill materials (Figure 3.2; United States Department of Agriculture 1993).

The APE-Archaeology is located on flat terrain with an elevation of approximately 10 feet above mean sea level. The closest watercourse is the Hudson River, located approximately 2,000 feet east of the APE-Archaeology's eastern terminus. Natural vegetation for this region includes mixed oak forest in the upland areas, as well as saline-tolerant marsh grasses, plants and shrubs found toward the inner zones of the tidal marsh (Collins and Anderson 1994). Vegetation on top of the Embankment segments consists of colonizing trees, shrubs, and grasses commonly found in abandoned urban lots.

3.2 Prehistoric Context

Largely due to the effects of time and changes in the natural environment, prehistoric archaeological resources are highly ephemeral and often difficult to locate. In order to organize information from the archaeological record about the pre-European occupants of the New World, archaeologists have devised a three-stage framework. This culture history is constantly changing and undergoing re-organization whenever new evidence is unearthed. The culture history of the pre-Contact period Native inhabitants in New Jersey is divided into three broad time periods: Paleo-Indian 10,000-6,000 B.C., Archaic 6,000-1,000 B.C., and Woodland 1,000 B.C.-A.D. 1,600 (Chesler 1982). Details regarding each of these periods are available, and need not be repeated here. Table 3.1 presents a summary of each time period. Further details on New Jersey prehistory can be accessed in the following sources: Chesler (1982), Grossman-Bailey (2001), Kraft (1986, 2001), and Mounier (2003).

Table 3.1: New Jersey prehistory.

Time Frame	Period	Characteristics
1350-1600 A.D.	Minisink (Late Woodland)	-Unfortified hamlets, camps -Round-ended long houses -Foraging with agriculture -Petroglyphs -High-collared, decorated ceramic vessels
1000-1350 A.D.	Pahaquarra (Late Woodland)	-Occupation of unfortified hamlets, camps -Long houses -Foraging with limited agriculture -Flexed burials -Collarless, cord-decorated ceramic vessels -Triangular projectile points
1000 B.C.-1000 A.D.	Early/Middle Woodland	-Hunter-gatherers, spring/summer congregation and fall/winter dispersal -Large and small camps -Band-level society with first evidence of community identity -Mortuary ceremonialism -Extensive trade networks for exotic raw materials -Shellfish exploitation
1000-7000 B.C.	Archaic	-Hunter-gatherers -Large and small camps -Band level society -Mortuary ceremonialism -Extensive trade networks for exotic raw materials -First use of ceramic vessels
7000-9000 B.C.	Paleo-Indian	-First human occupation of New Jersey -Hunters of caribou and now-extinct Pleistocene mammals -Fluted projectile points -Small camps -Band level society

3.3 Historic Context

This historic context presents only a very general discussion of the history of the region, focusing instead on the specific, nineteenth- and twentieth-century railroad developments that directly affected the study area. A series of historic maps, photographs, and aerial photos (see Figures 3.3 through 3.28) serve to illustrate this development.

The municipal history of the project area began when the fortified Dutch town of Bergen, located on top of Bergen Hill, was incorporated in 1661 and later became part of Bergen Township, Bergen County in 1683 (Snyder 1969: 145). The salt marshes and flatlands of Harsimus Island and Paulus Hook, located between the foot of Bergen Hill and the riverfront, were formed into Jersey City in 1820. In 1840, both Jersey City and Bergen Township were set off to Hudson County. North Bergen Township, comprising most of Bergen Hill on the north side of the New Jersey Railroad and Transportation Company's (NJRR's) tracks, was created in 1843. On April 12, 1852, the portion of North Bergen Township making up the bulk of the project area was formed into Hudson Town, which was renamed Hudson City in 1855. Hudson City was formally added to Jersey City on May 2, 1870 (Snyder 1969: 145-147).

European settlement started in the 1630s along the west bank of the Hudson River at Pavonia. In the 1640s and 1650s, a series of conflicts with local Native American tribes resulted in every plantation on the western banks of the Hudson River being destroyed (Eaton 1899). In 1660,

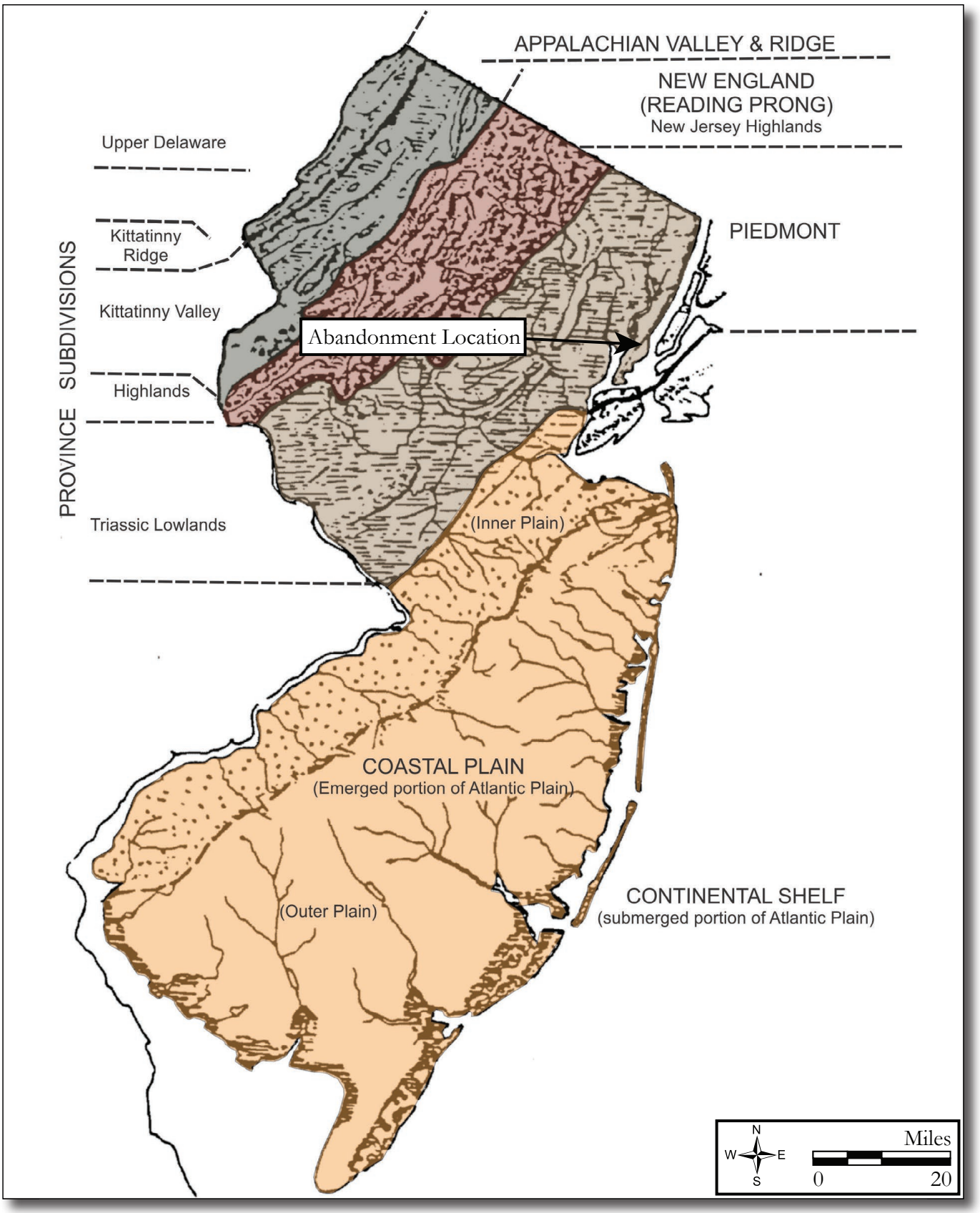


Figure 3.1: Physiographic Provinces Map
(adapted from Wolfe 1977).

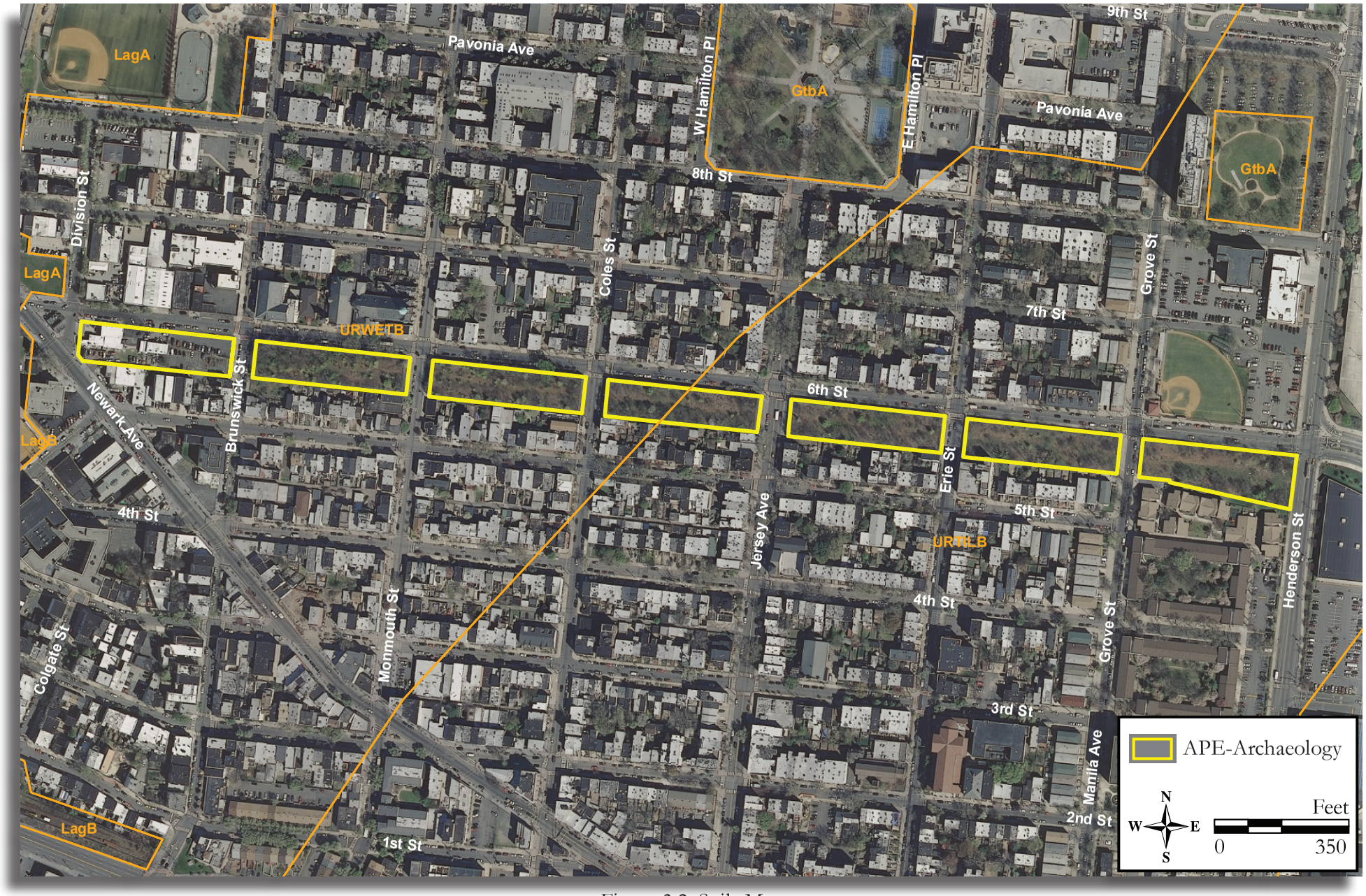


Figure 3.2: Soils Map

(from 2015 Soil Survey Staff, Natural Resources Conservation Service, United States Department of Agriculture. Soil Survey Geographic [SSURGO]).

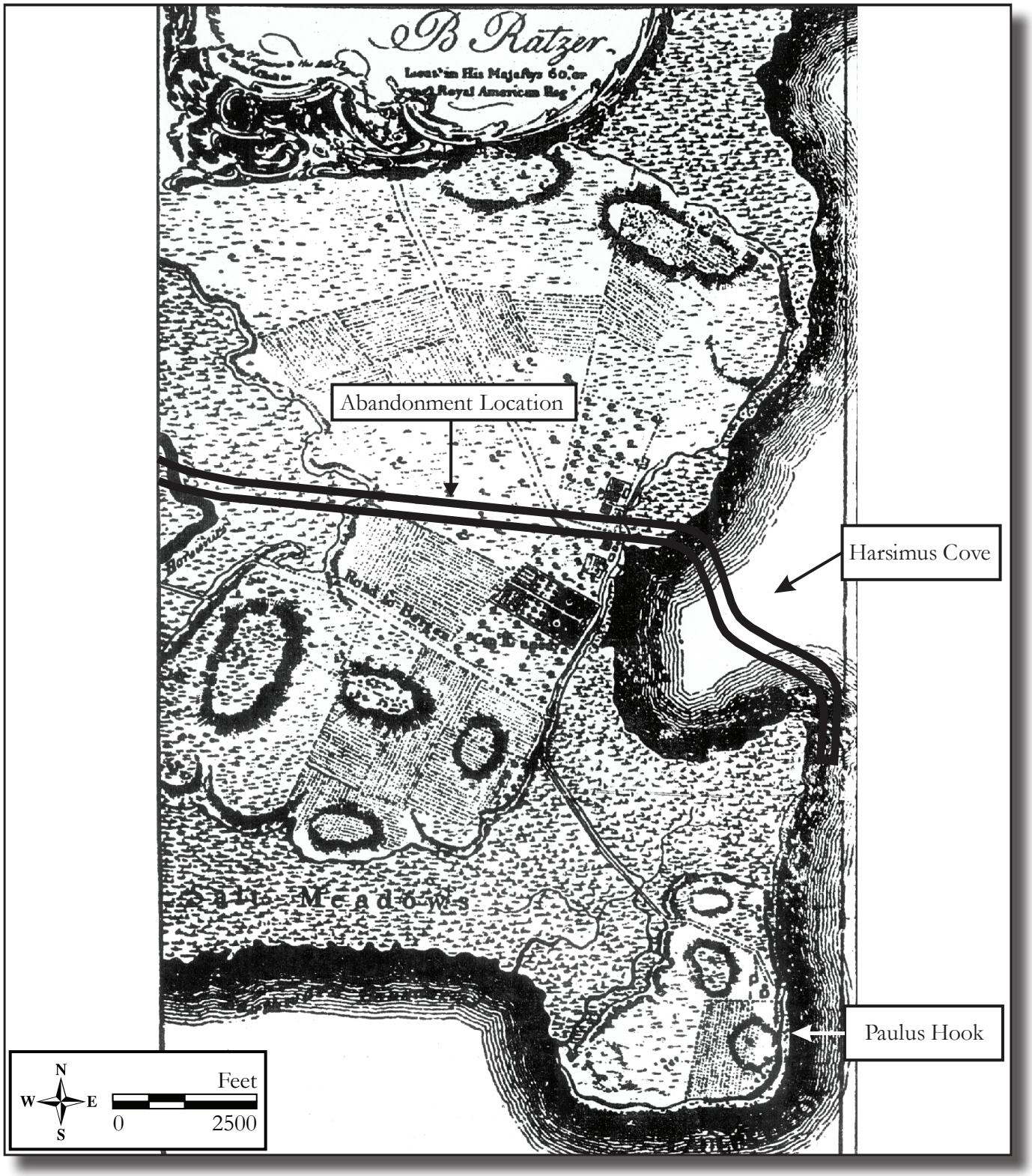


Figure 3.3: 1767 Bernard Ratzer, Plan of the City of New York and its Environs. Note locations of salt meadows and high ground
(Source: McLean 1895: 21).

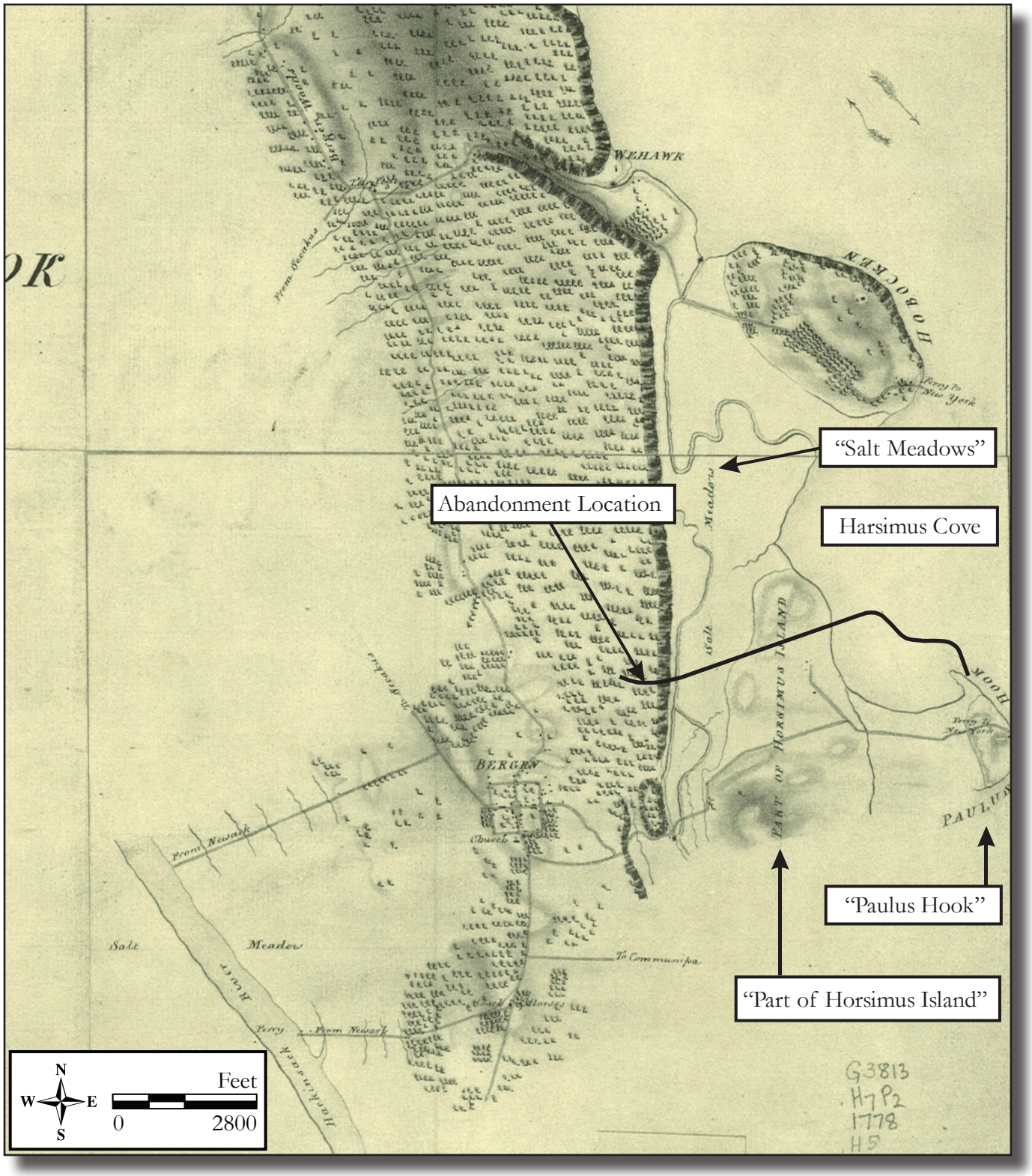


Figure 3.4: 1778 John Hills, Sketch of the Road from Paulus Hook and Hoboken to New Bridge. Note distinctions between salt meadows and high ground.

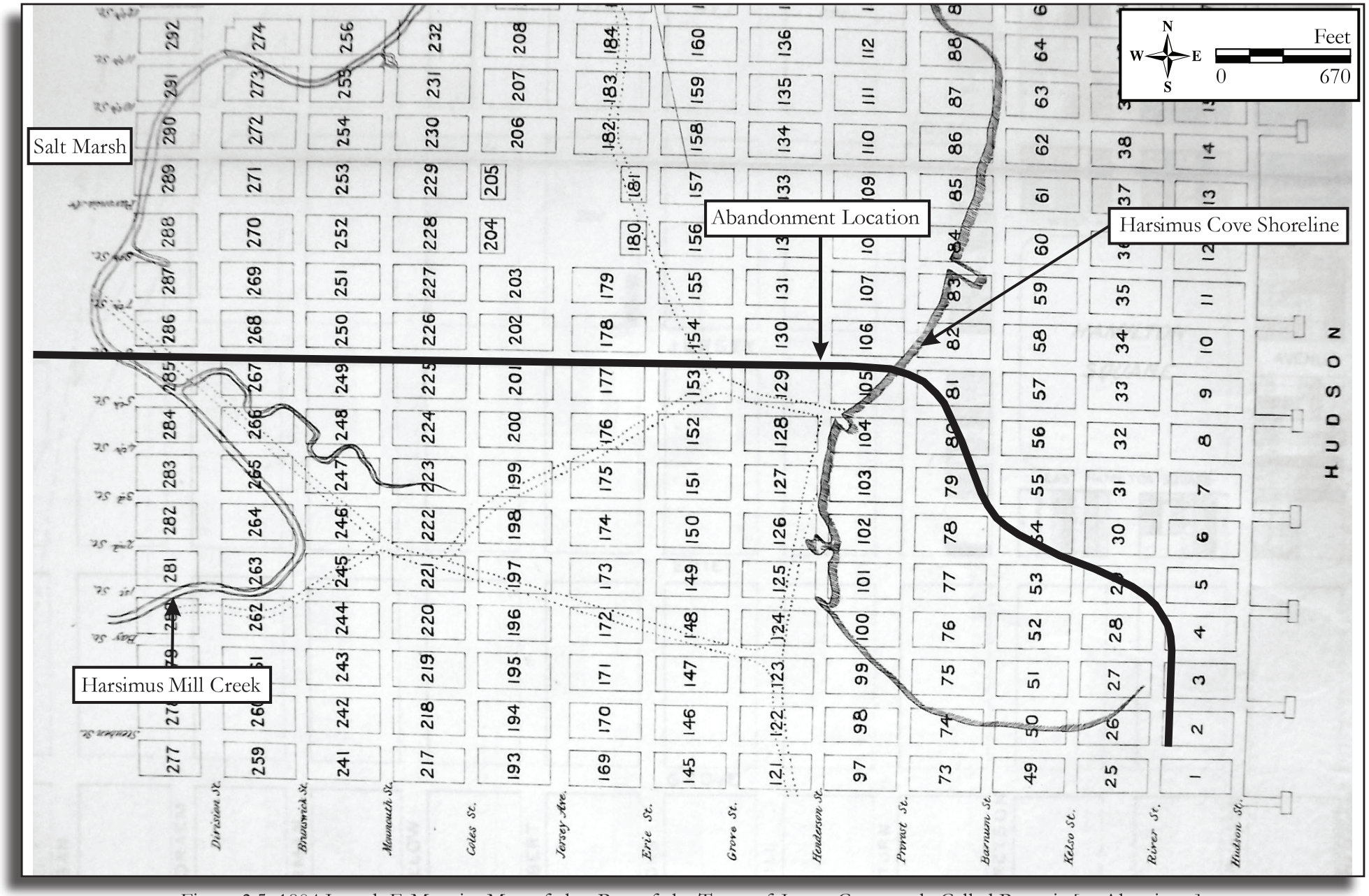


Figure 3.5: 1804 Joseph F. Mangin, Map of that Part of the Town of Jersey Commonly Called Pavonia [or Aharsimus]. This map and another of "Powles Hook" together established to existing street grid. Note the former shoreline (Source: from certified copy of original in Spielman & Brush 1882).

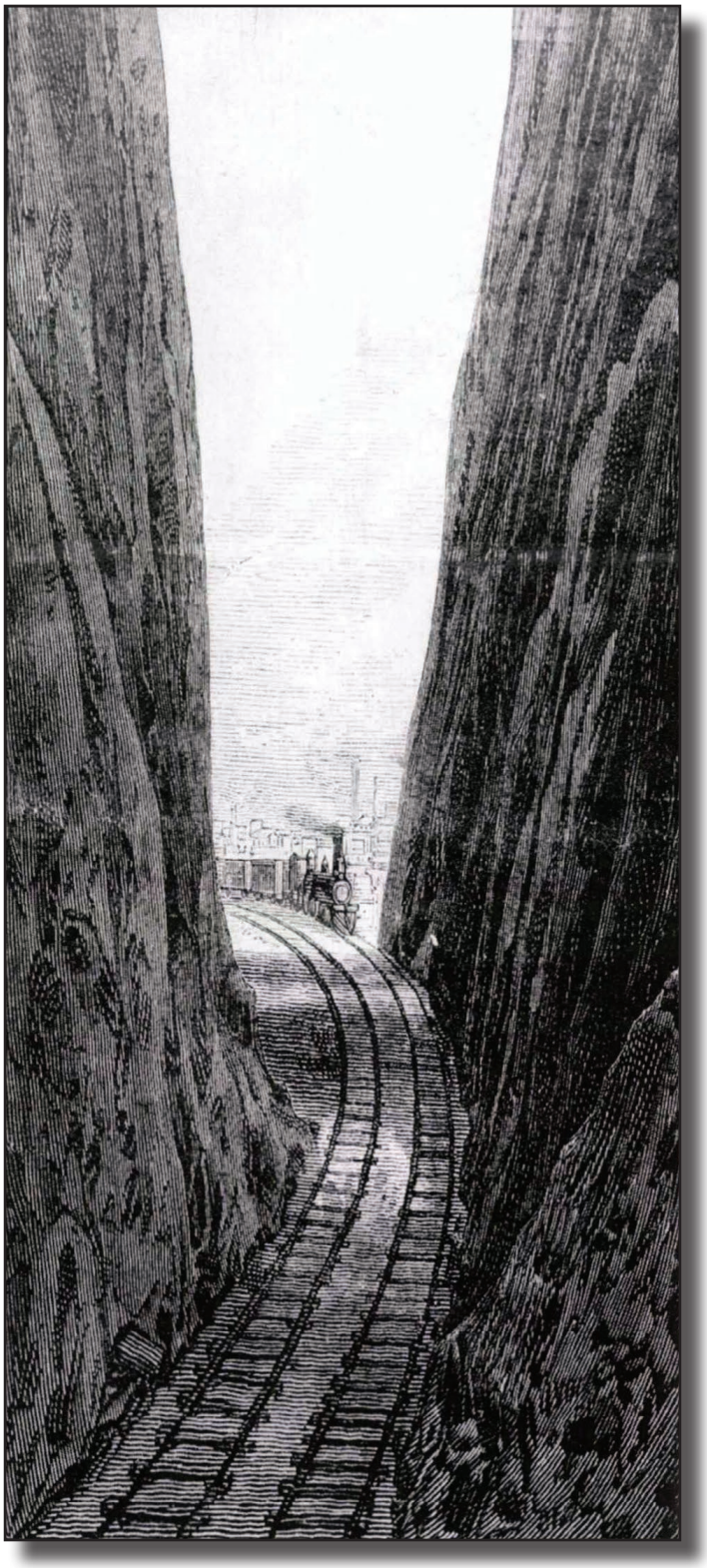


Figure 3.6: Undated view of 1830s original Bergen Cut with Jersey City in the background (Source: Cunningham 1997: 60).

Figure 3.7: 1841 L. F. Douglass, Jersey City, Hoboken, and the Adjacent Country. The map shows the nature of the topography in the area. Note the NJRR railroad terminal and the original serpentine alignment of the Bergen Cut.

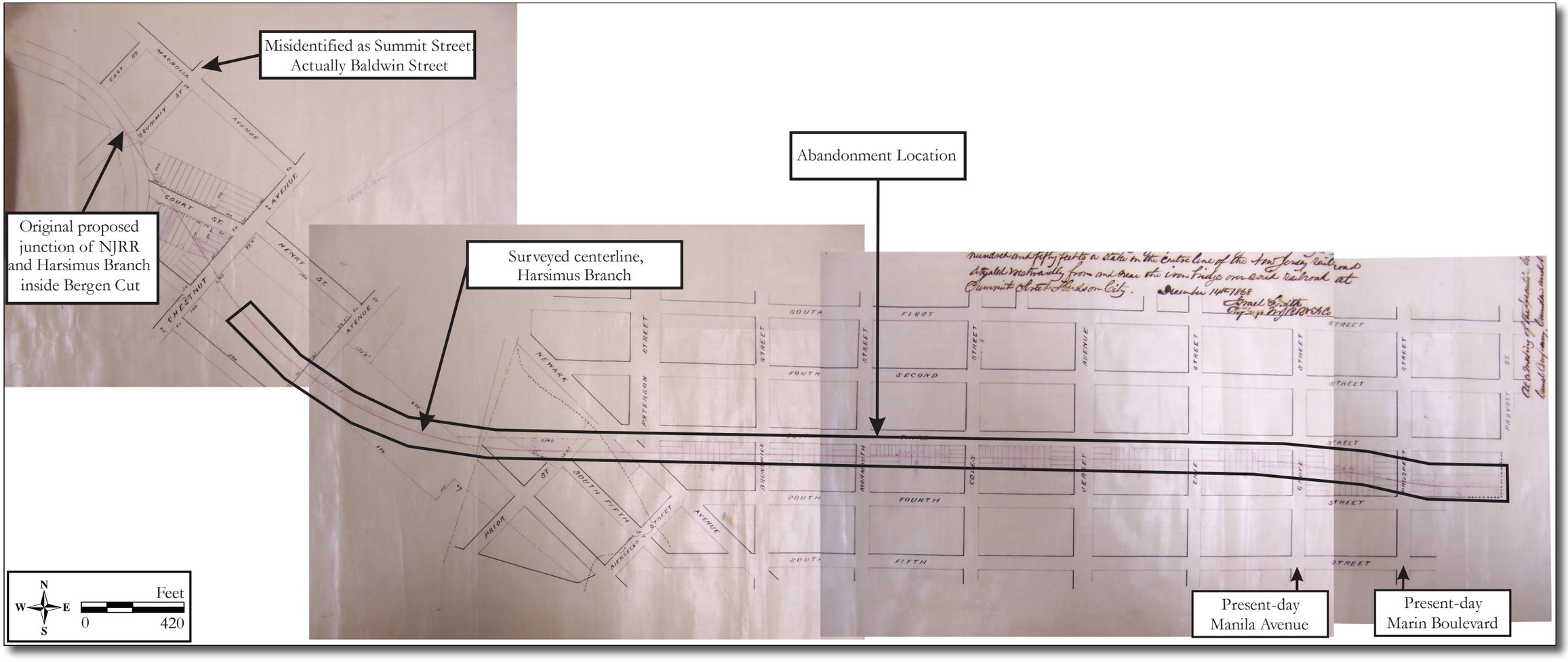


Figure 3.8: 1868 Israel Smith, Survey of a Branch Railroad to Extend from the Harsimus Cove Property, December 14, 1868.
(Source: New Jersey Railroad and Transportation Company 1868).

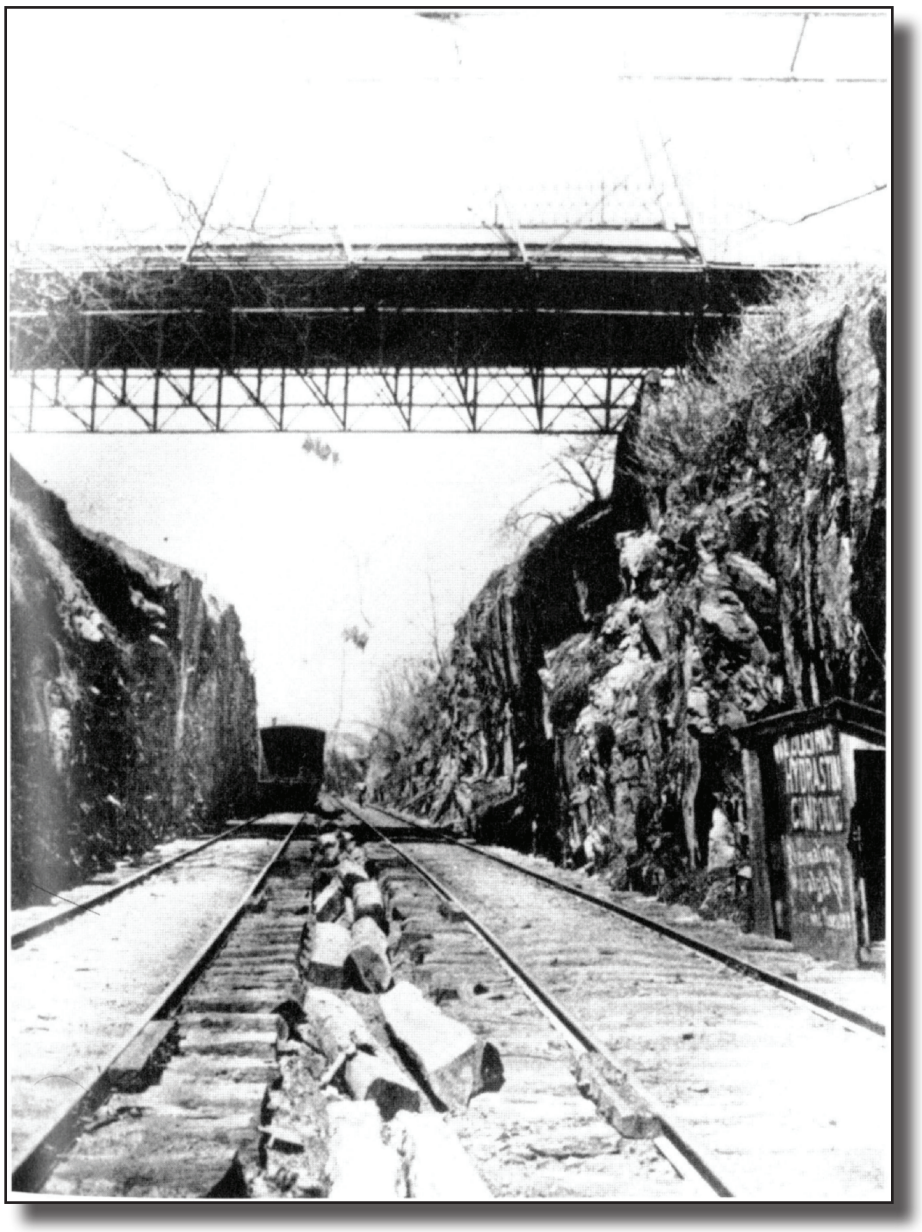


Figure 3.9: Circa 1870 View of the original Bergen Cut near the Summit Avenue over-grade crossing.
The cut was later widened and straightened, nearly obliterating the original excavation (Source: Messer and Roberts 2002).

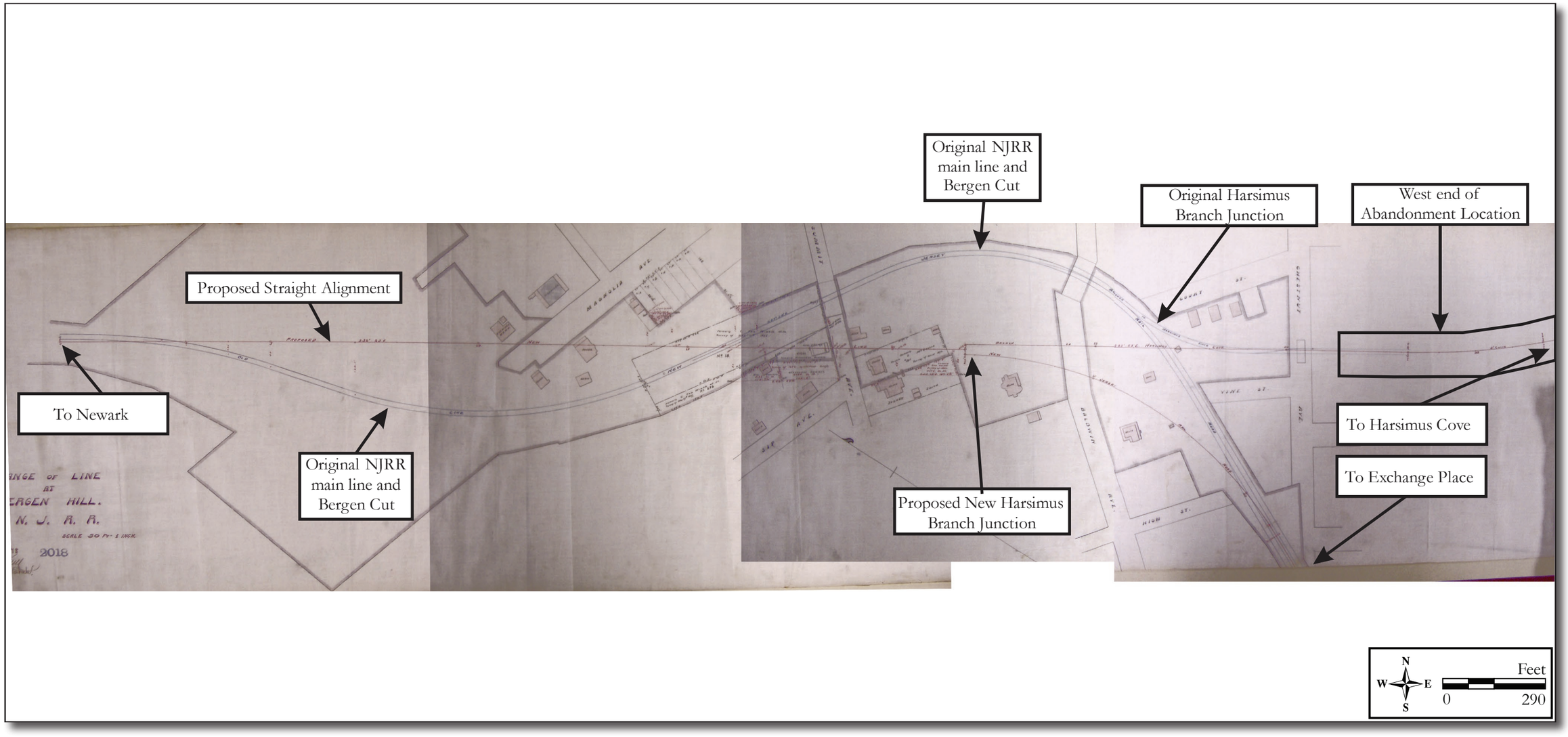


Figure 3.10: 1878 [Ashbel Welsh] Change of Line at Bergen Hill, U.N.J.R.R., June 25, 1878.
The straightened alignment through Bergen Hill was known as "Shanley's cut" and largely obliterated the original serpentine Cut built by the NJRR. The Harsimus Branch junction shifted as the main line was reconfigured (Source: United New Jersey Railroad and Canal Company 1878).

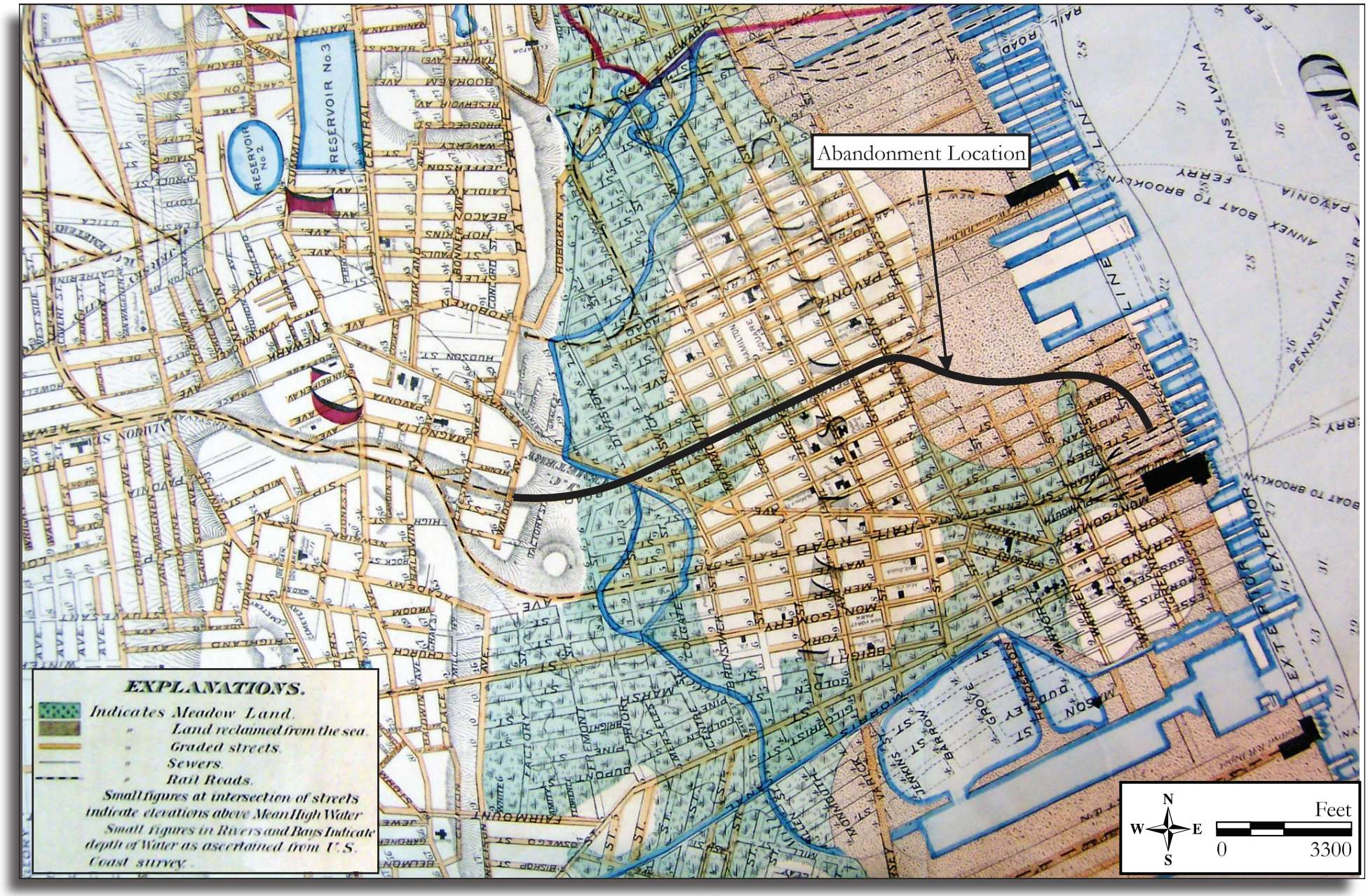


Figure 3.11: 1880 Speilmann and Brush, Sanitary and Topographical Map of Hudson County, New Jersey. The map clearly distinguished between high ground, salt marsh, and fill.

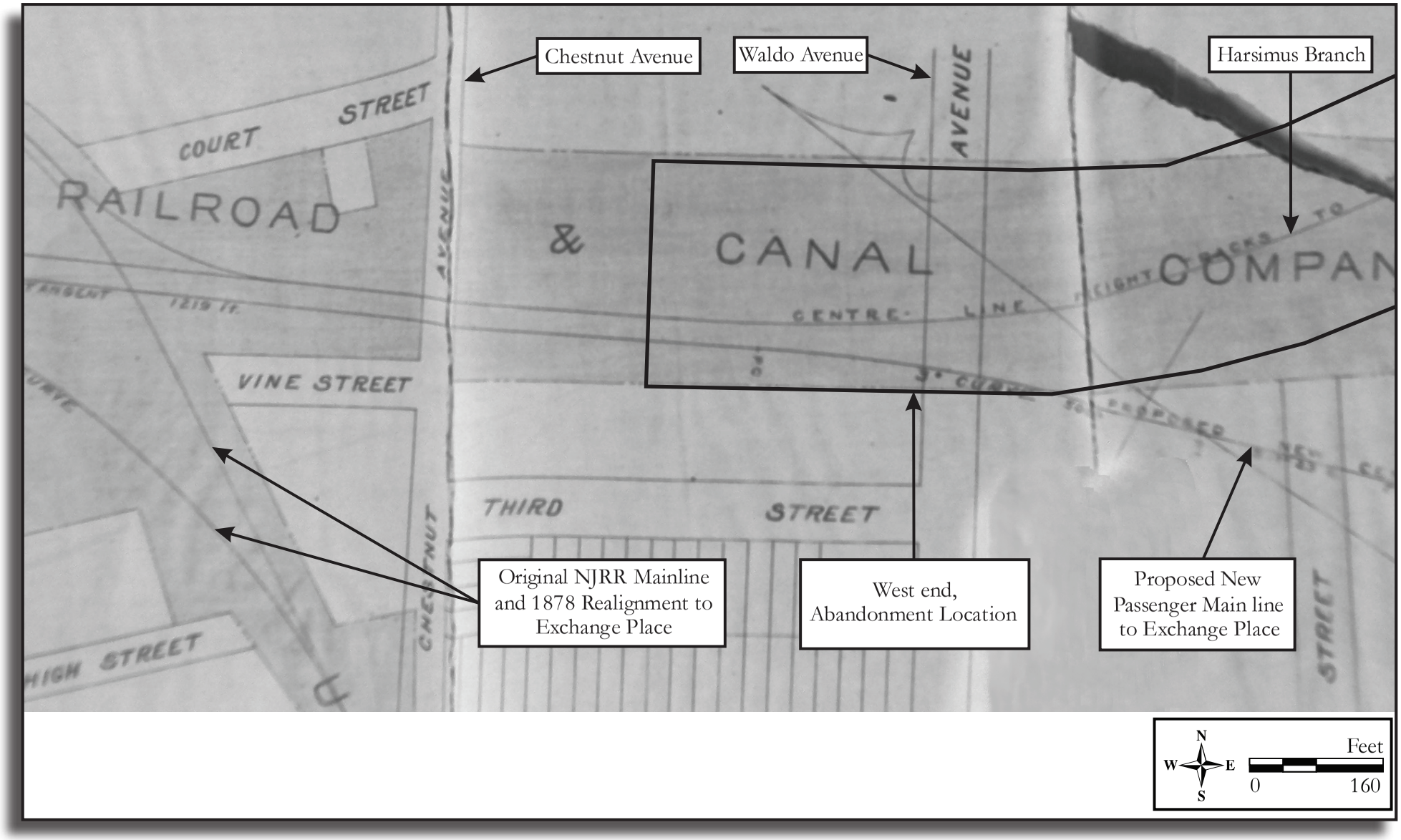


Figure 3.12: 1881 Pennsylvania Railroad Additional Tracks at Bergen Hill.
The realignment of the passenger main line paralleled the Harsimus Branch through the Second Bergen Cut between Chestnut Street and Waldo Avenue (Source: Pennsylvania Railroad 1881).

Figure 3.13: 1883 Birdseye View of Jersey City.
The view clearly depicts Harsimus Branch's wooden trestlework and new iron truss bridge spans at major cross streets. Note the trestlework carrying the yard tracks trough the partially filled Cove (Source: Reproduced from Louis Berger and Associates, Inc. 1999).

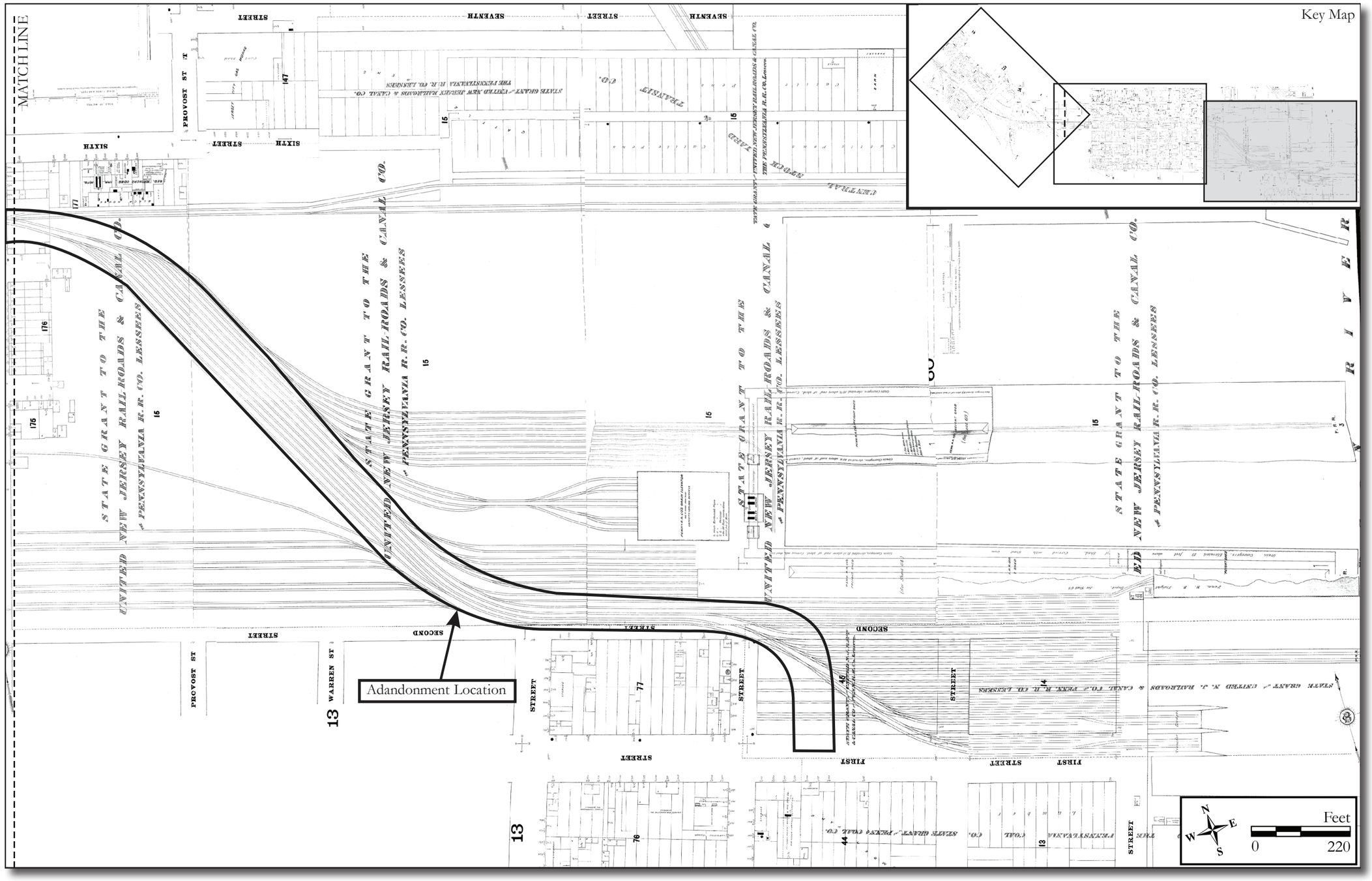


Figure 3.14a: 1885 Sanborn Map Company, Insurance Maps of Hudson County, New Jersey depicting Harsimus Cove Yard.
The Yard remains relatively undeveloped in this view.

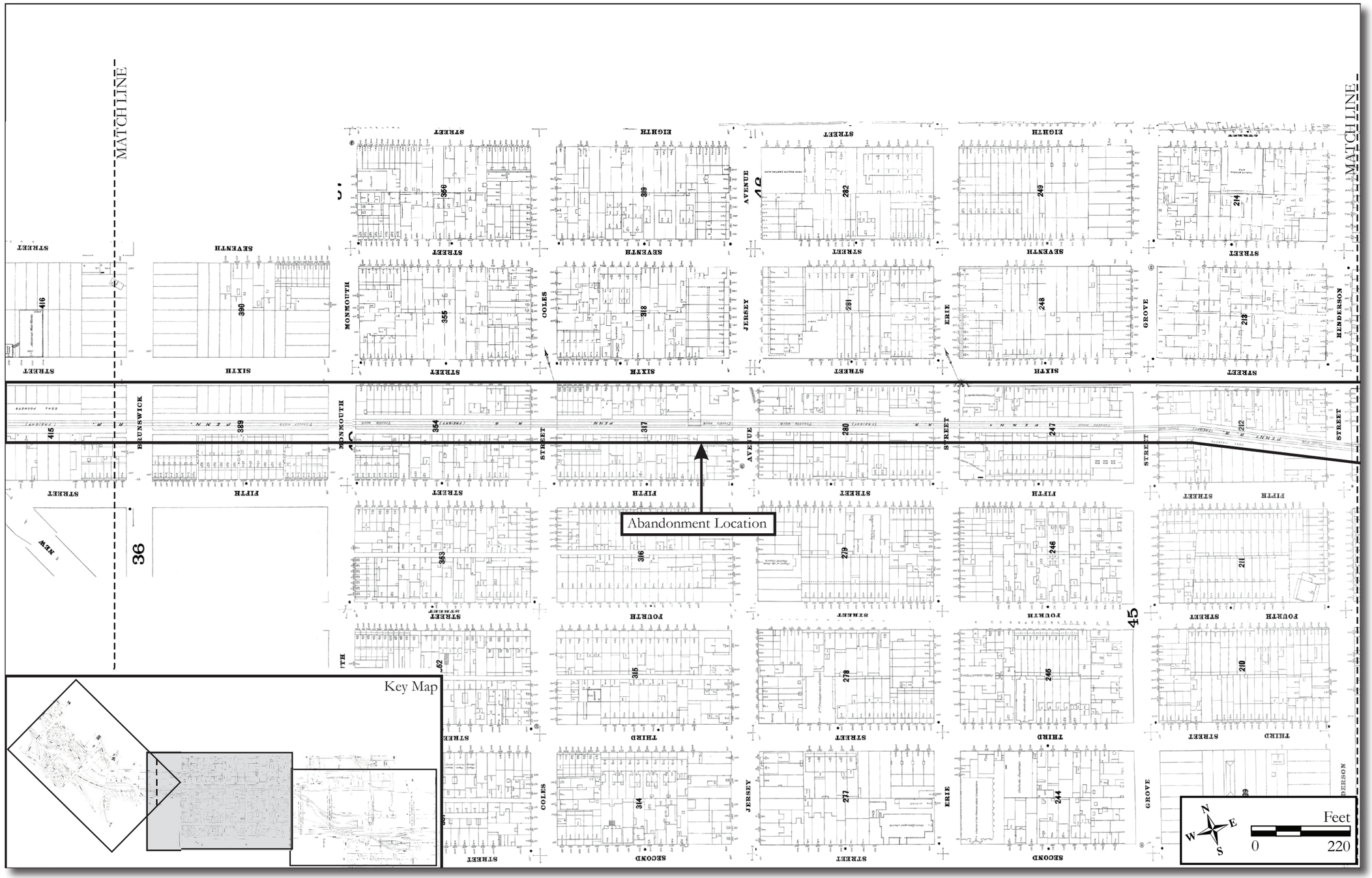


Figure 3.14b: 1885 Sanborn Map Company, Insurance Maps of Hudson County, New Jersey depicting Harsimus Cove Yard.
The Yard remains relatively undeveloped in this view. The two-track line is labeled as passing over "Trestle Work."

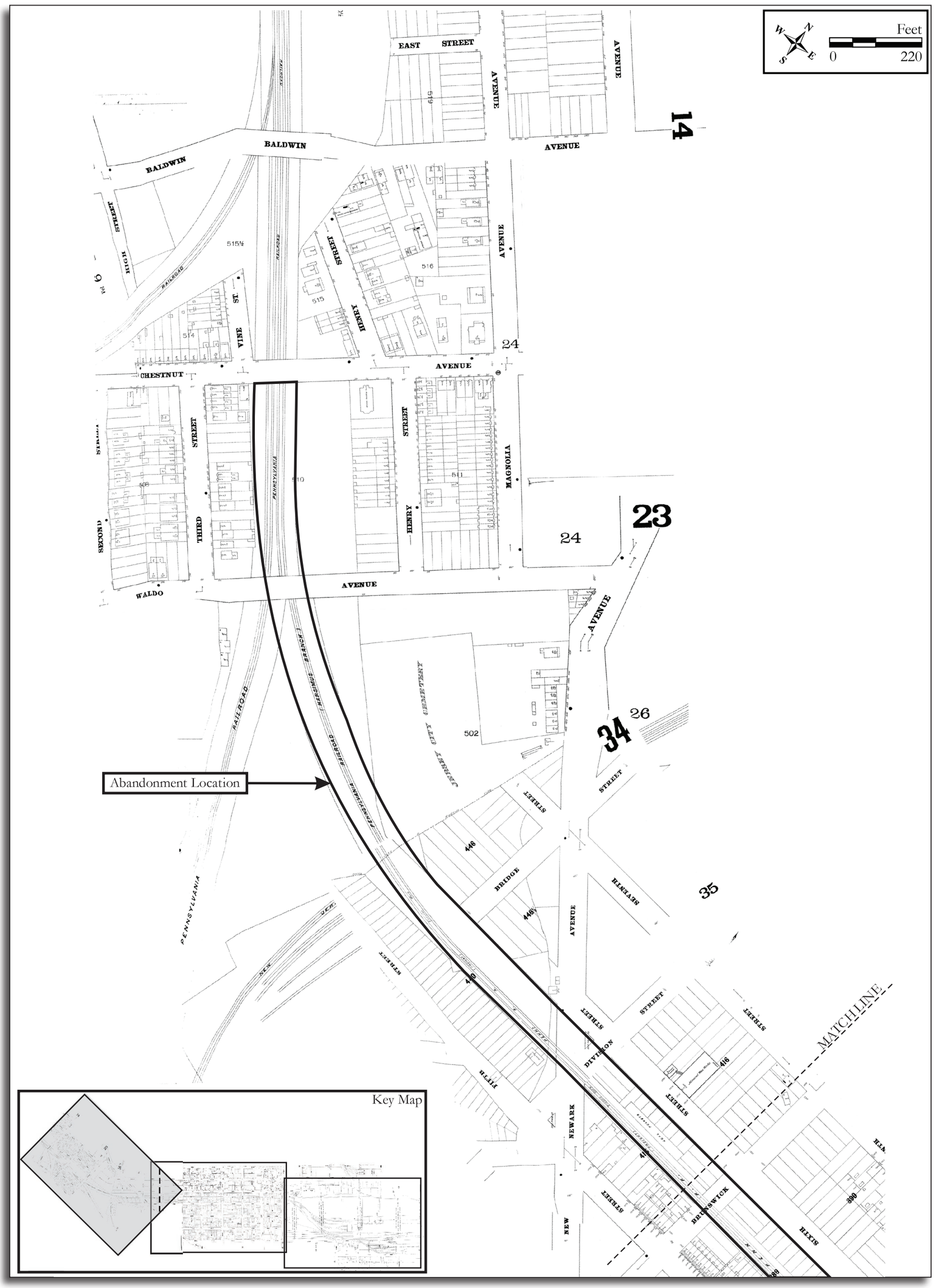


Figure 3.14c:1885 Sanborn Map Company, Insurance Maps of Hudson County, New Jersey depicting the Harsimus Branch. The two-track line is labeled as passing over "Trestle Work."

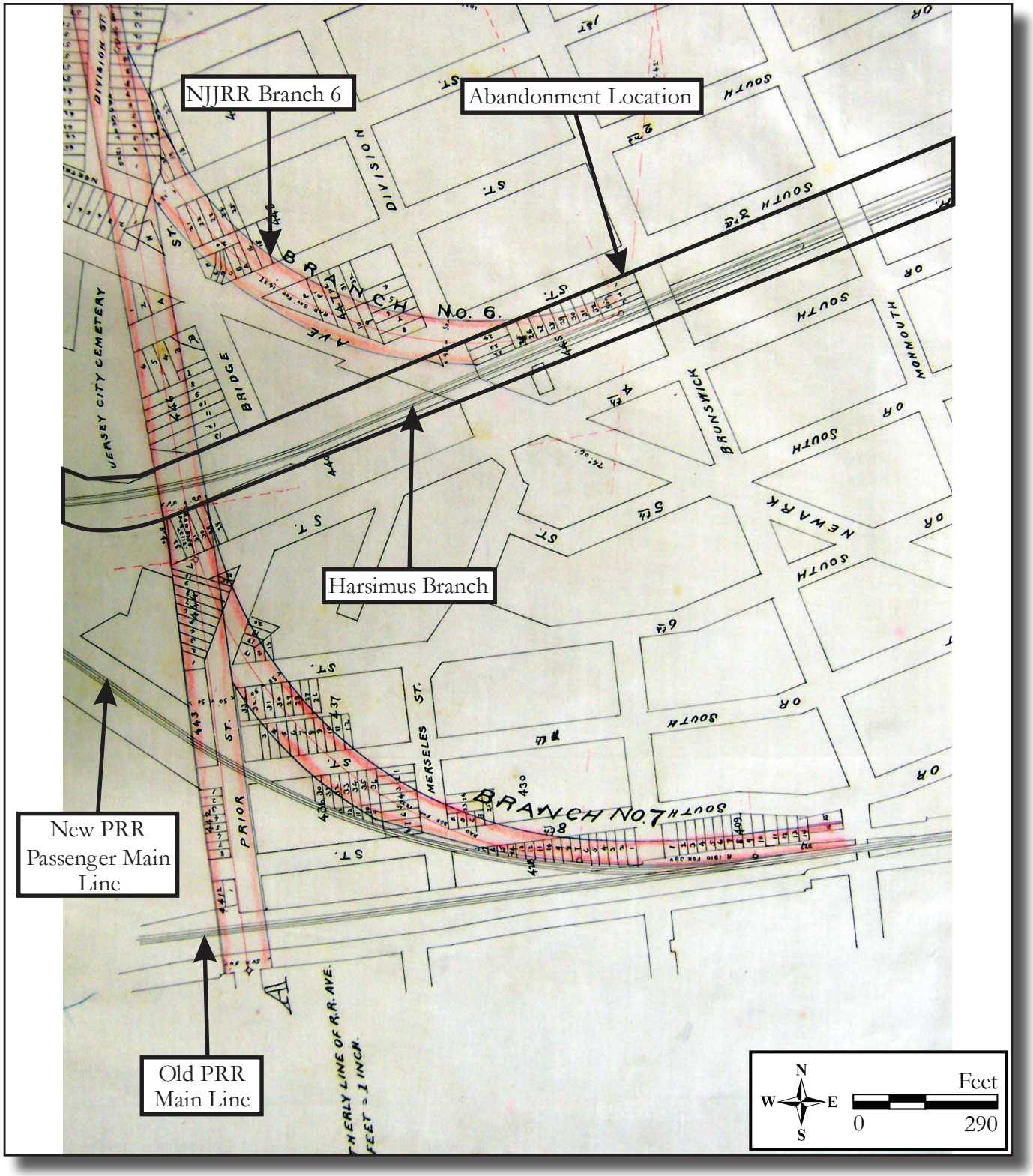


Figure 3.15: 1886 Survey and Map of the Route of the Railroad of the New Jersey Junction Railroad Company, February 27, 1886.
Branch 6 connected directly to the Harsimus Branch. Branch 7 connected directly to the PRR passenger main line (Source: New Jersey Junction Railroad 1886).

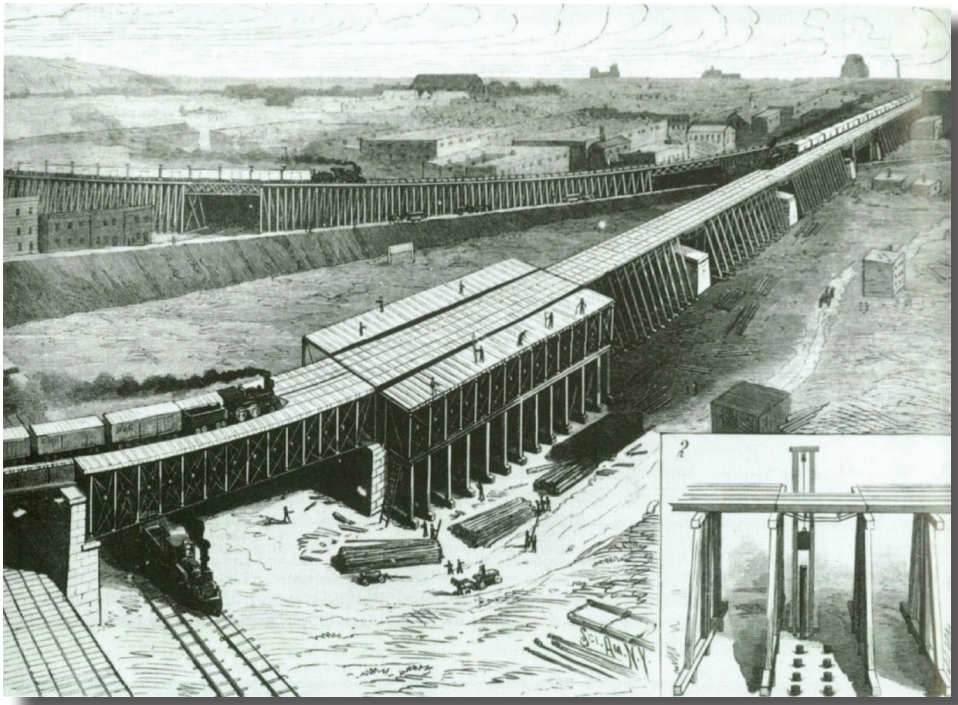


Figure 3.16: 1888 Scientific American, Bridge Building on the Pennsylvania Railroad in Jersey City. The Harsimus Branch trestlework (foreground) is in the process of being replaced by iron deck trusses supported on masonry piers and pilings. Branch No. 6 of the NJJRR (background) joins the Harsimus Branch just beyond the Newark Avenue under-grade crossing (upper right) (Source: Scientific American 1888).

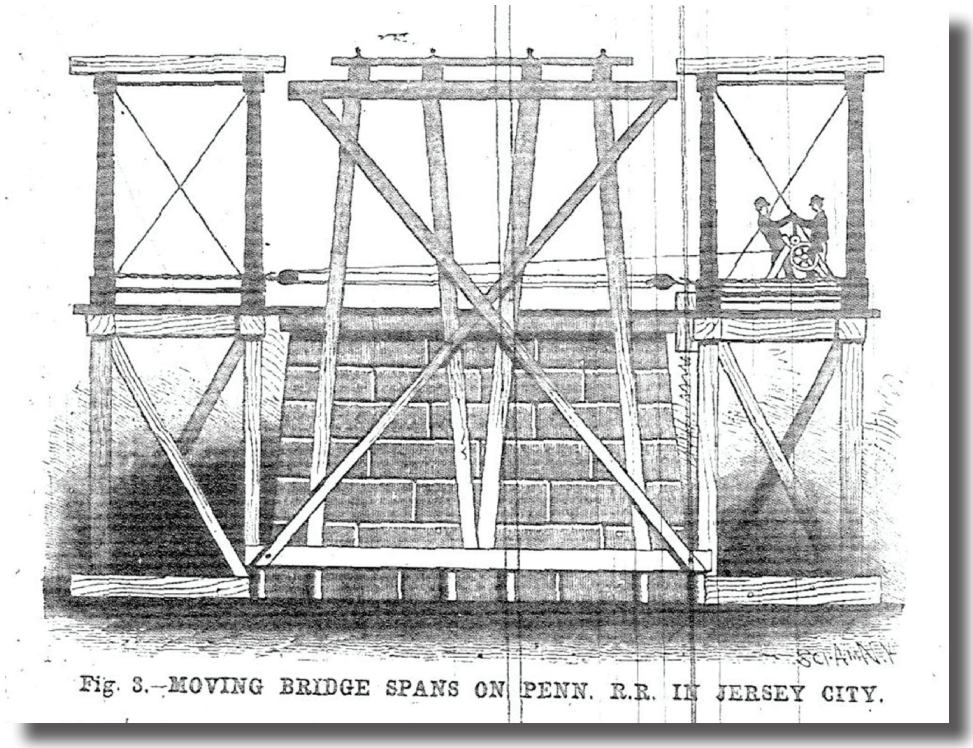


Figure 3.17: 1888 Scientific American, Moving Bridge Spans on Penn. R.R. in Jersey City. The drawing shows the new stone piers of the Harsimus Branch in detail. Note the six pilings underpinning the original timber trestle bent (Source: Scientific American 1888).

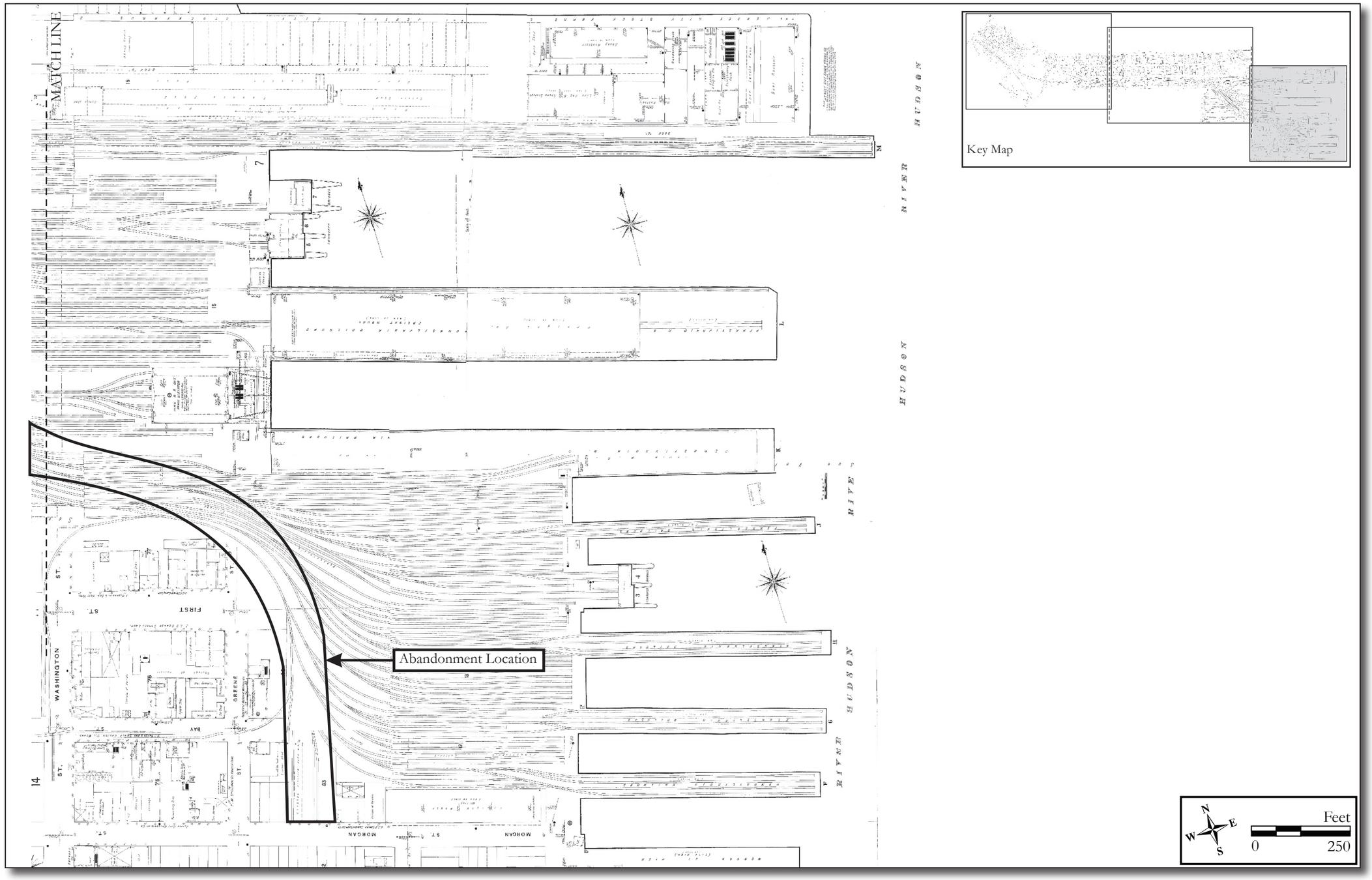


Figure 3.18a: 1906 Sanborn Map Company, Insurance Maps of Hudson County, New Jersey, depicting Harsimus Cove Yard.

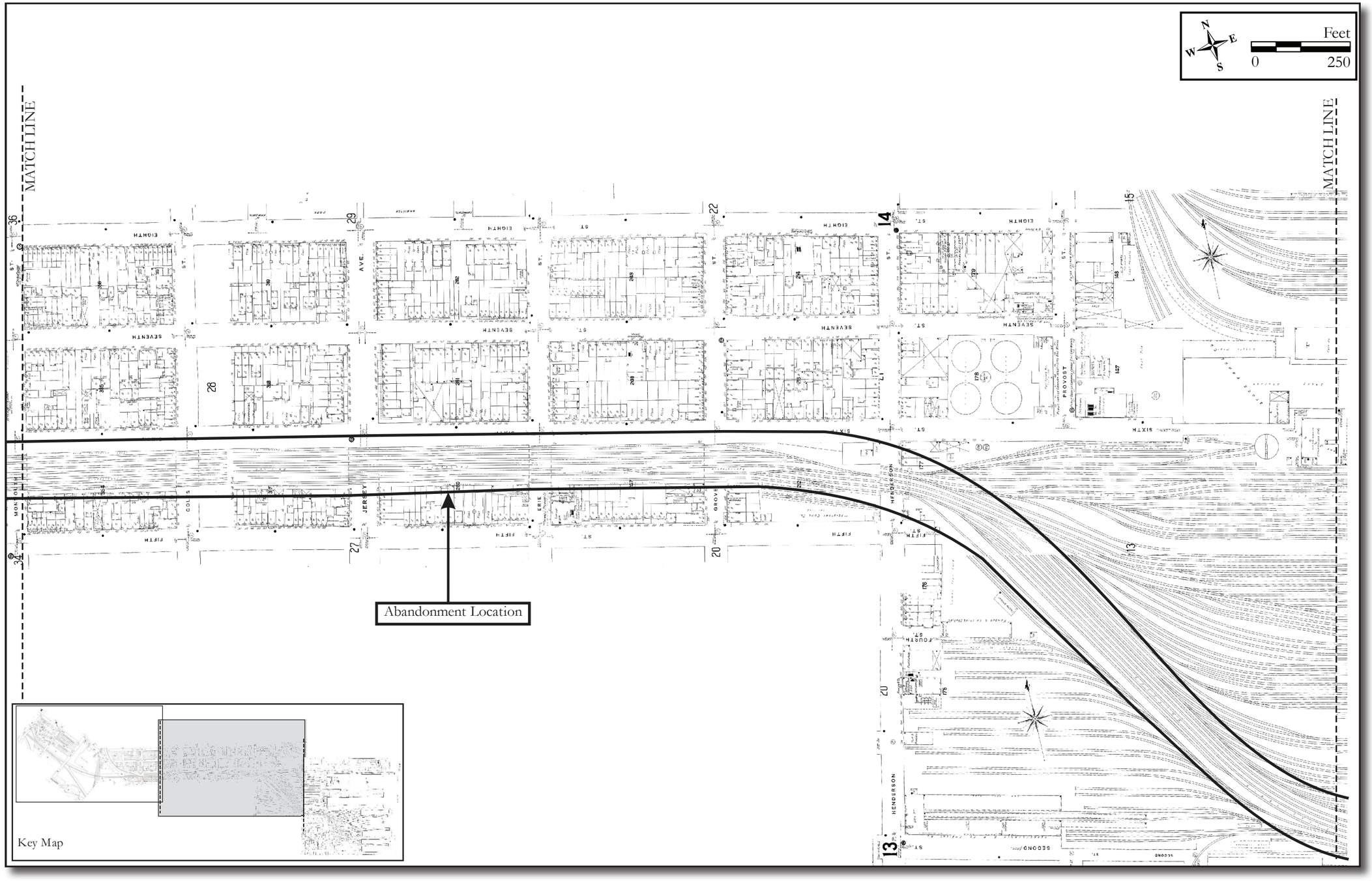


Figure 3.18b: 1906 Sanborn Map Company, Insurance Maps of Hudson County, New Jersey, depicting Harsimus Cove Yard and east end of stone embankments.

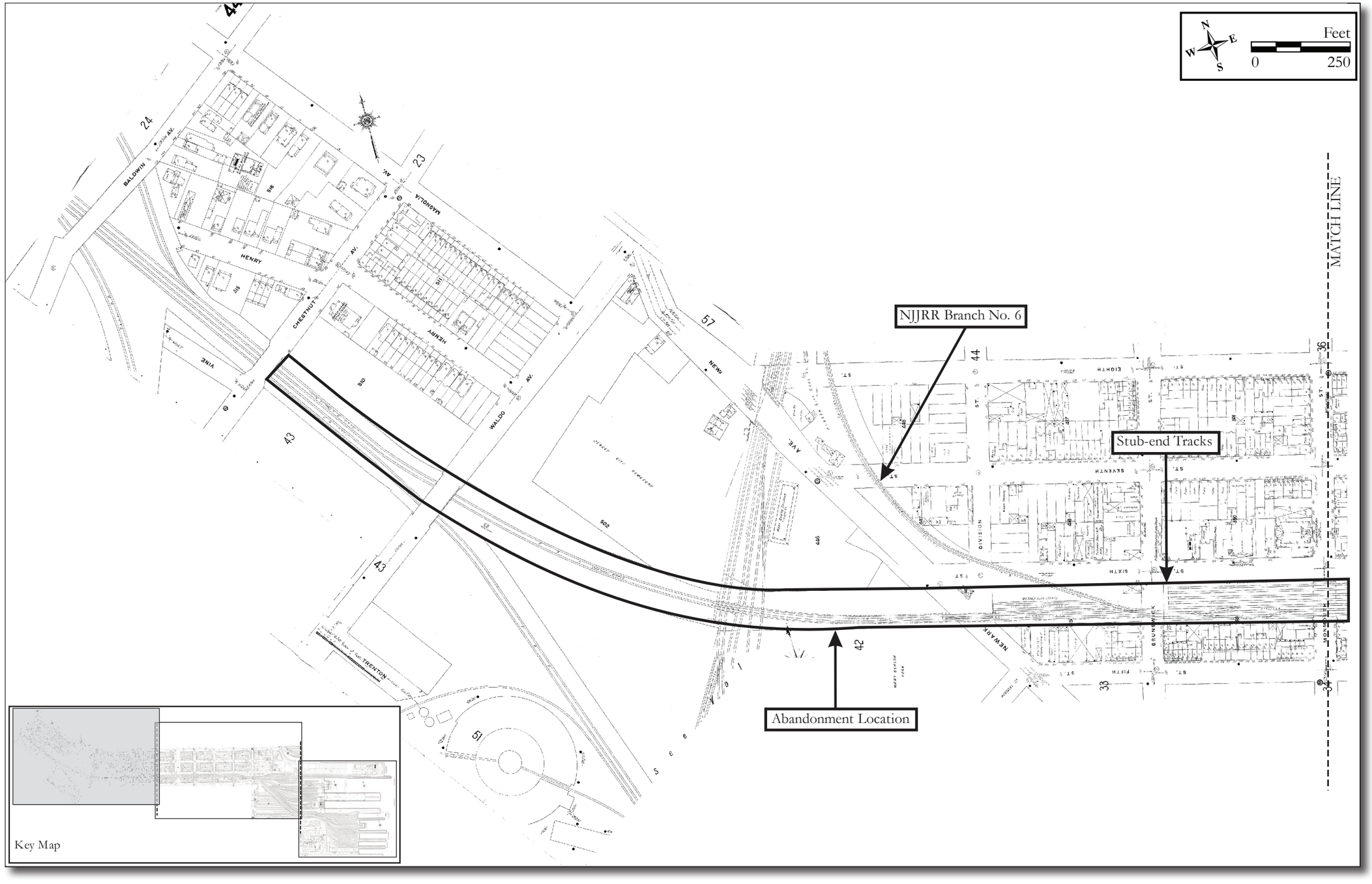


Figure 3.18c: 1906 & 1910. Sanborn Map Company Insurance Maps of Hudson County, New Jersey, depicting the Harsimus Branch.
The stone embankment has been constructed to carry the two-track branch line and five stub-end yard tracks. West of Brunswick Street, the two-track branch is labeled "Track on Iron Trestle." Note NJJRR Branch No. 6 diverging north at Brunswick Street.

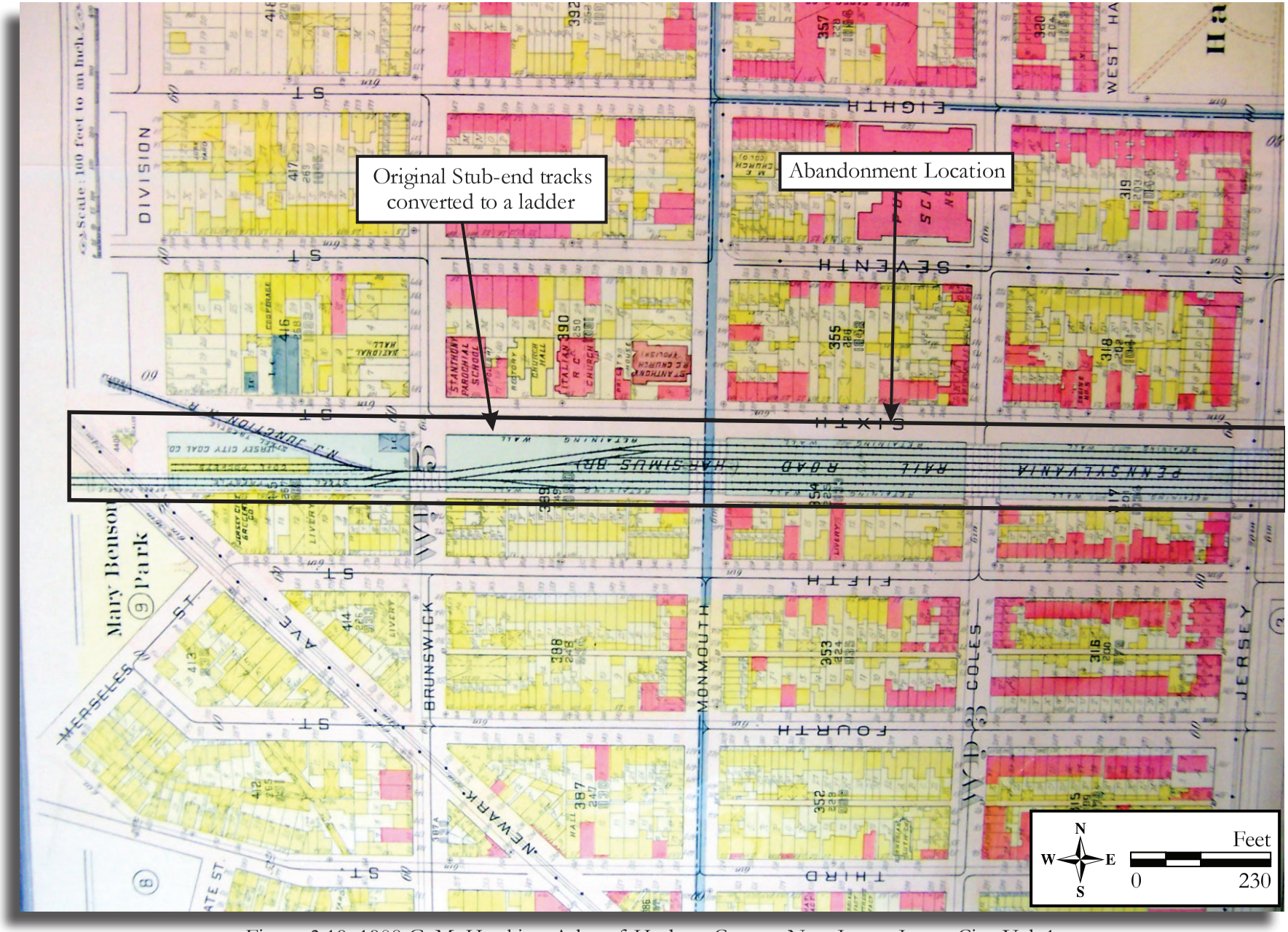


Figure 3.19: 1908 G. M. Hopkins, Atlas of Hudson County, New Jersey, Jersey City, Vol. 1.

By 1908, the stud-end tracks at the west end of the Embankment were converted to a ladder track and the bridge at Brunswick Street converted to three tracks.

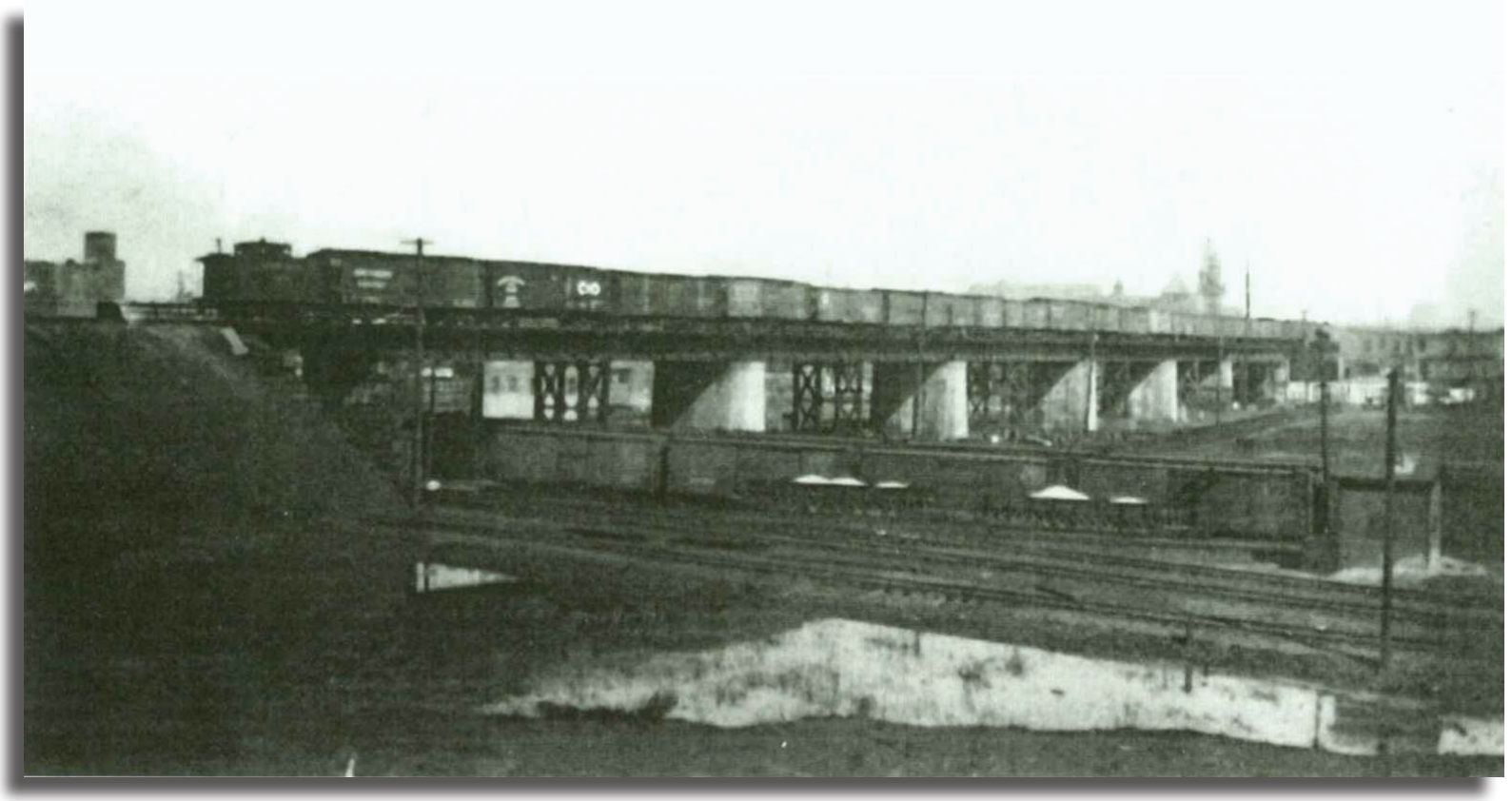


Figure 3.20: 1917 View of new deck plate girder viaduct built between 1908 and circa 1915.
This view looking northeast from the base of Bergen Hill shows the viaduct as it existed until the 1990s. Note the four new reinforced concrete piers, five new iron bents, and an entirely new bridge superstructure. The train on the viaduct is descending to Harsimus Cove Yard (Source: Messer and Roberts 2002).

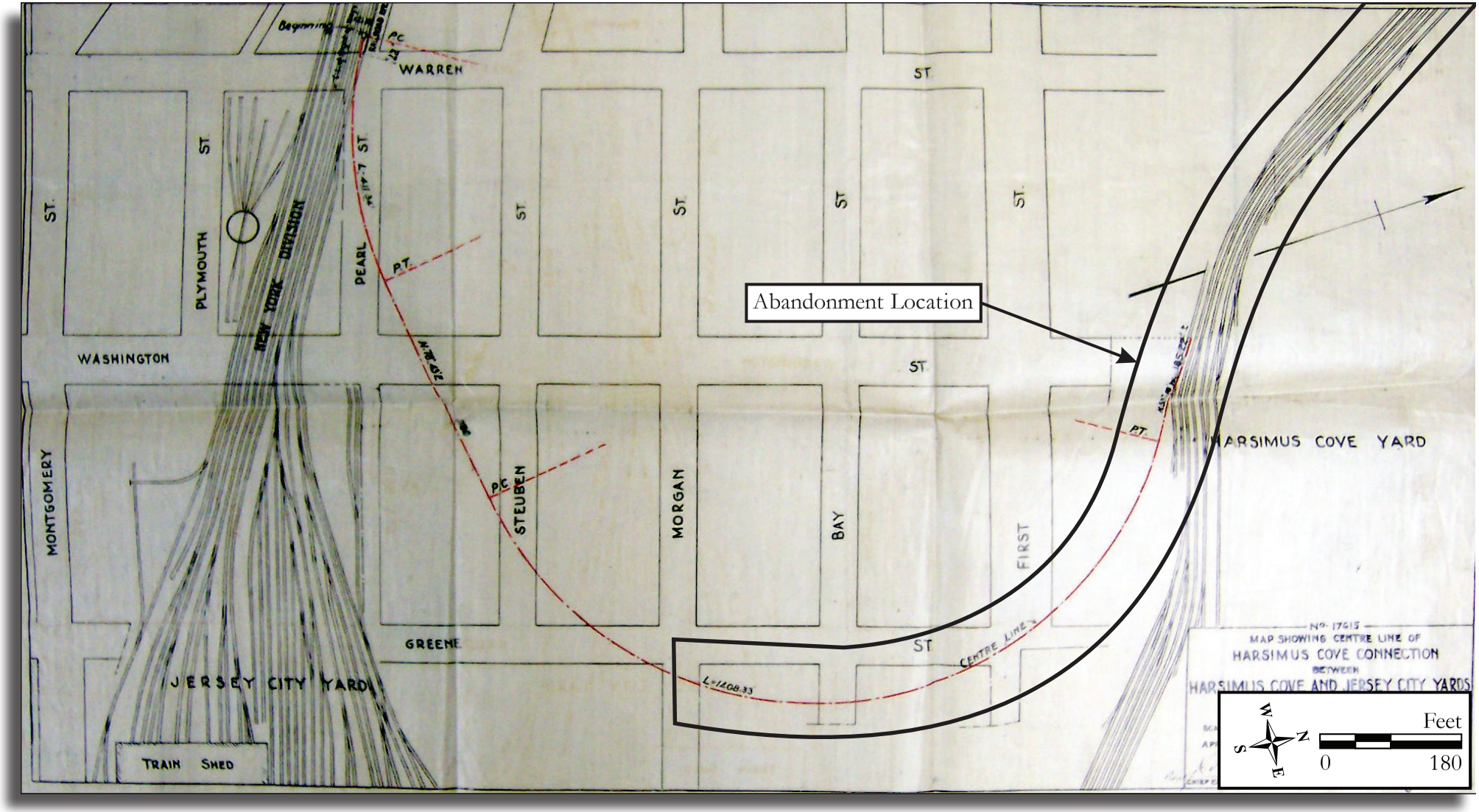


Figure 3.21: 1918 Map Showing Center Line of Harsimus Cove Connection Between Harsimus Cove and Jersey City Yards, Jersey City, New Jersey. This right-of-way forms the easternmost limit of the Harsimus Branch as it was conveyed to Conrail. The connection allowed the PRR to join the passenger and freight lines with a loop track to facilitate train movements. The connection made the NJJRR Branch No. 6 obsolete, and it was abandoned not long after (Source: Pennsylvania Railroad 1918).

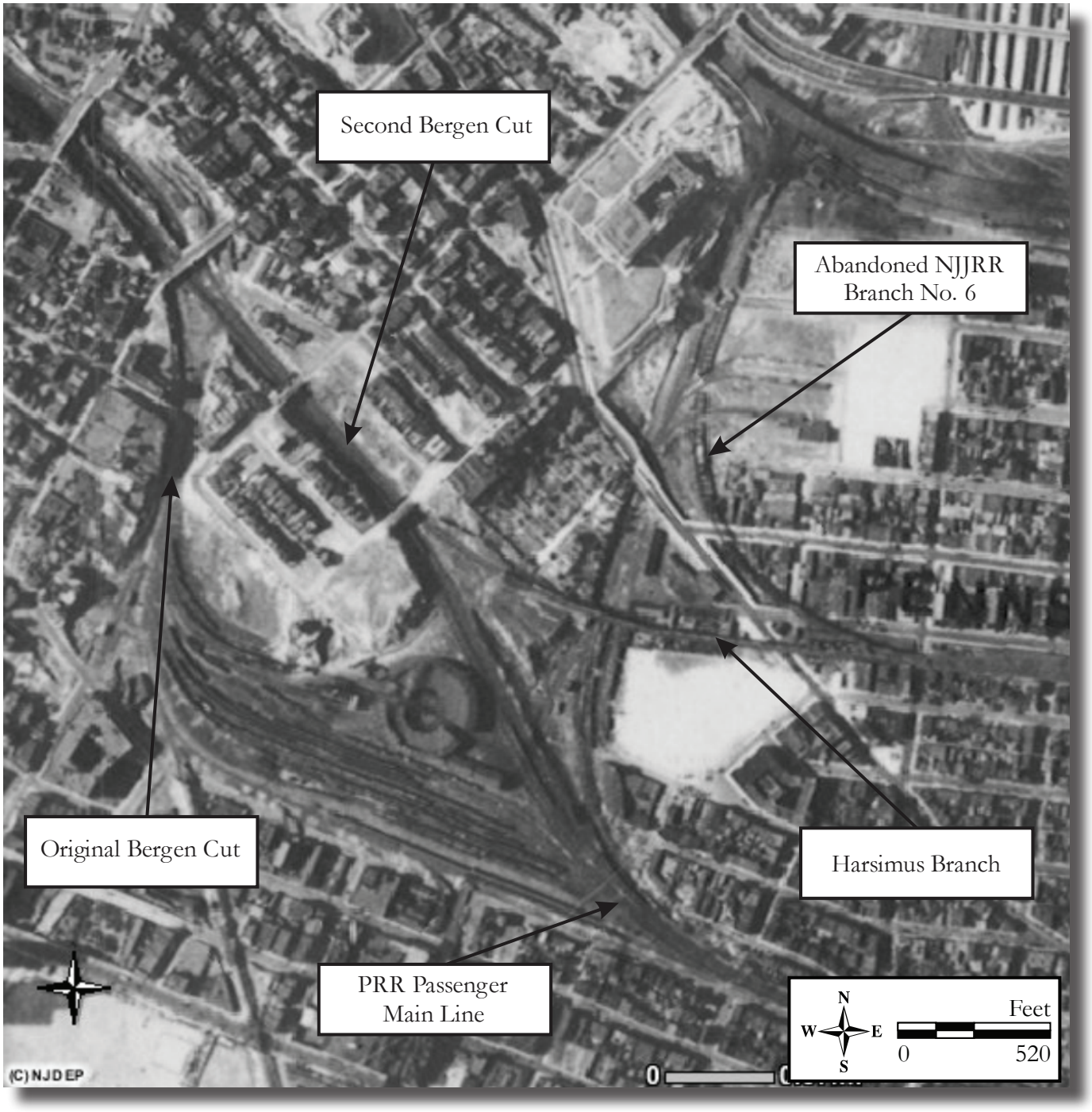


Figure 3.22: 1930 Aerial view of Jersey City, Hudson County, New Jersey.
The original and new channels of the Bergen Cut (left) are clearly visible. The NJJRR Branch No. 6 trestle is abandoned and dilapidated (Source: New Jersey Department of Environmental Protection 1930).

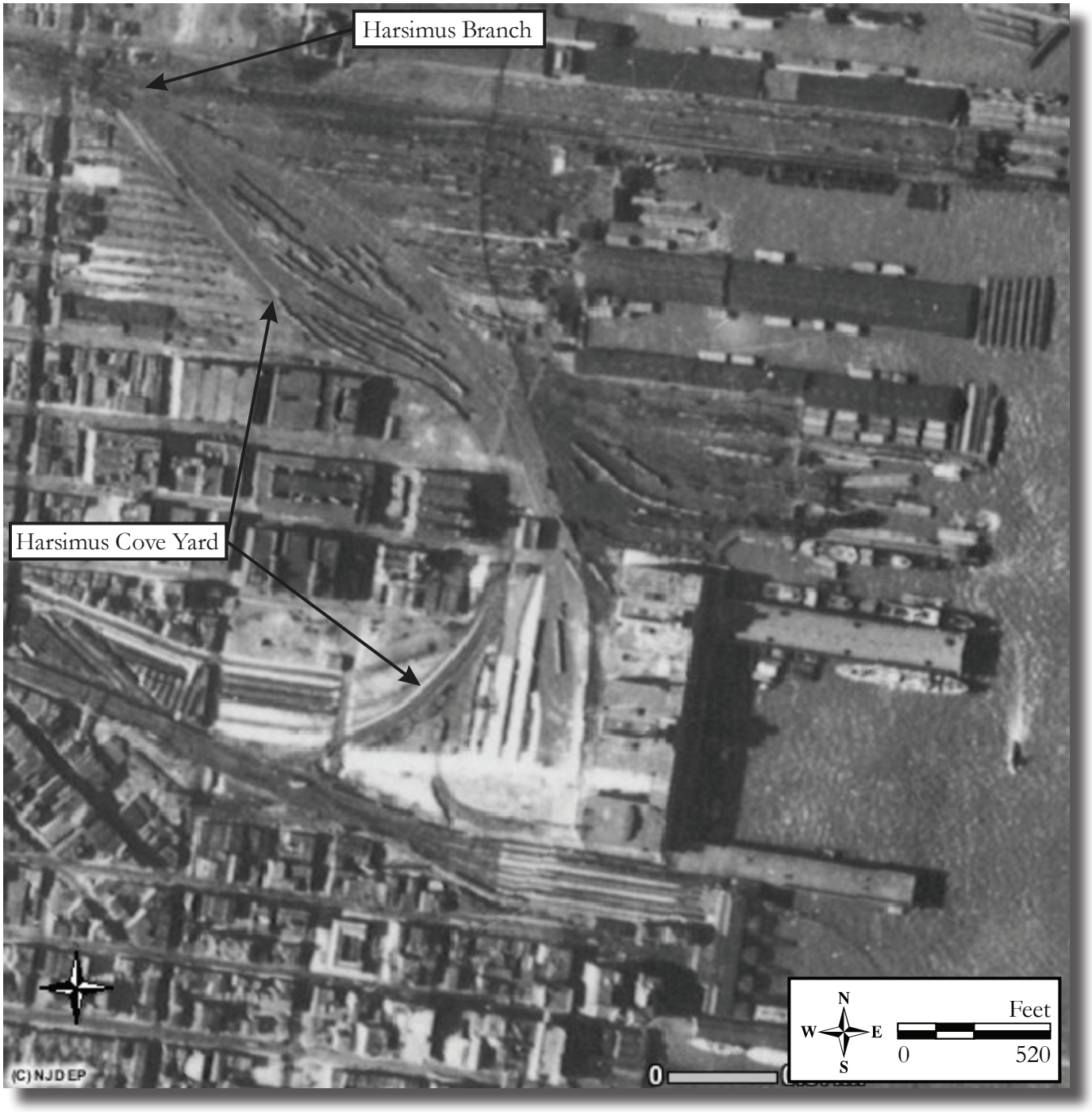


Figure 3.23: 1930 Aerial view of Jersey City, Hudson County, New Jersey.
Harsimus Cove Yard is fully built out in this view (Source: New Jersey Department of Environmental Protection 1930).

Figure 3.24: 1955 Night view of Harsimus Cove Yard.
The photograph of the yard throat at the corner of Sixth Street and Marin Boulevard (formerly Henderson Street) was taken from the interlocking tower located there. Note the dense network of overhead catenary. Floodlights allowed the yard to operate 24 hours a day. It handled all cross-river traffic destined for Manhattan, illuminated in background. The Bed, Bath, and Beyond store currently occupies this site (Source: The Pennsy 1955a: 1).

Figure 3.25: Circa 1960 View of National Junction with Harsimus Branch viaduct visible in the background. Note the circa 1880s stone pier, the circa 1915 reinforced concrete pier, and the steel bent between them. The electrified catenary system is also visible. The brick interlocking tower and wooden freight house are demolished (Source: Greenburg and Fischer 1997).

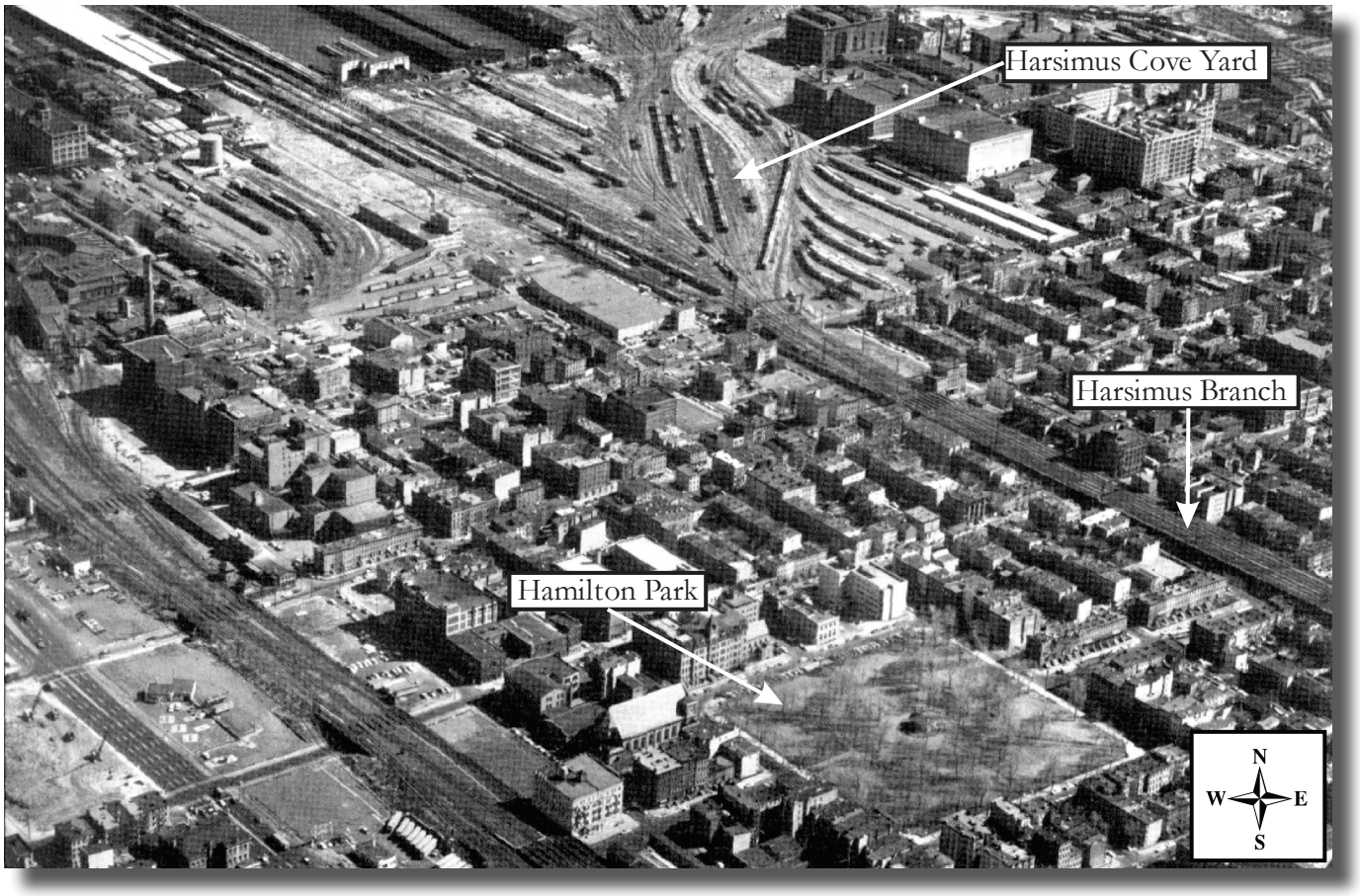


Figure 3.26: 1964 Bird's Eye view of Hamilton Park with Harsimus Branch and Harsimus Cove Yard in the Background
(Source: French 2002:17).

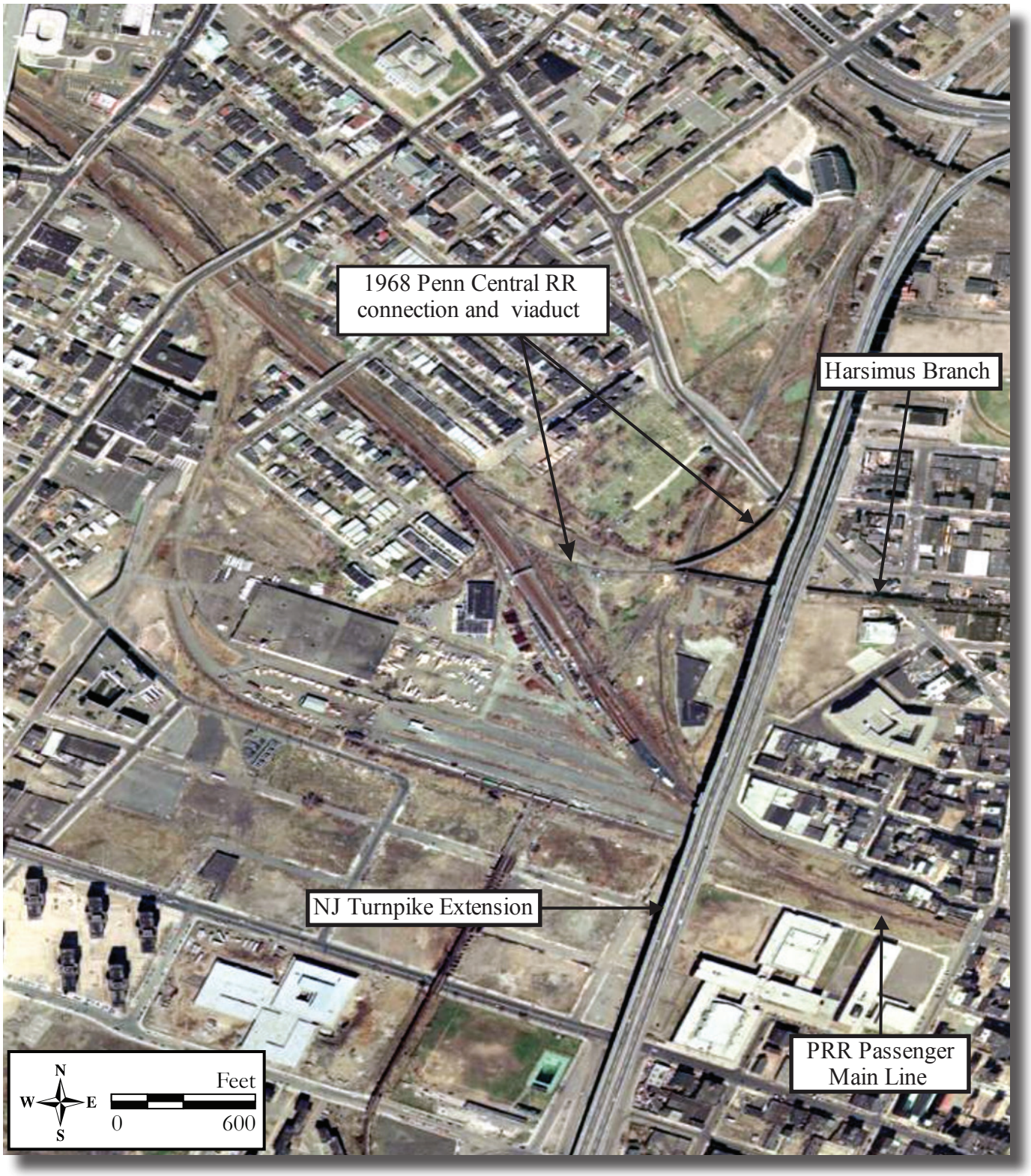


Figure 3.27: 1979 Aerial view of the western end of the Harsimus Branch.
The 1968 Penn Central connection branches from the old passenger main line, crosses the Harsimus Branch at the NJJRR bridge abutment, and runs across the new steel viaduct (Source: Historic Aerials.com)

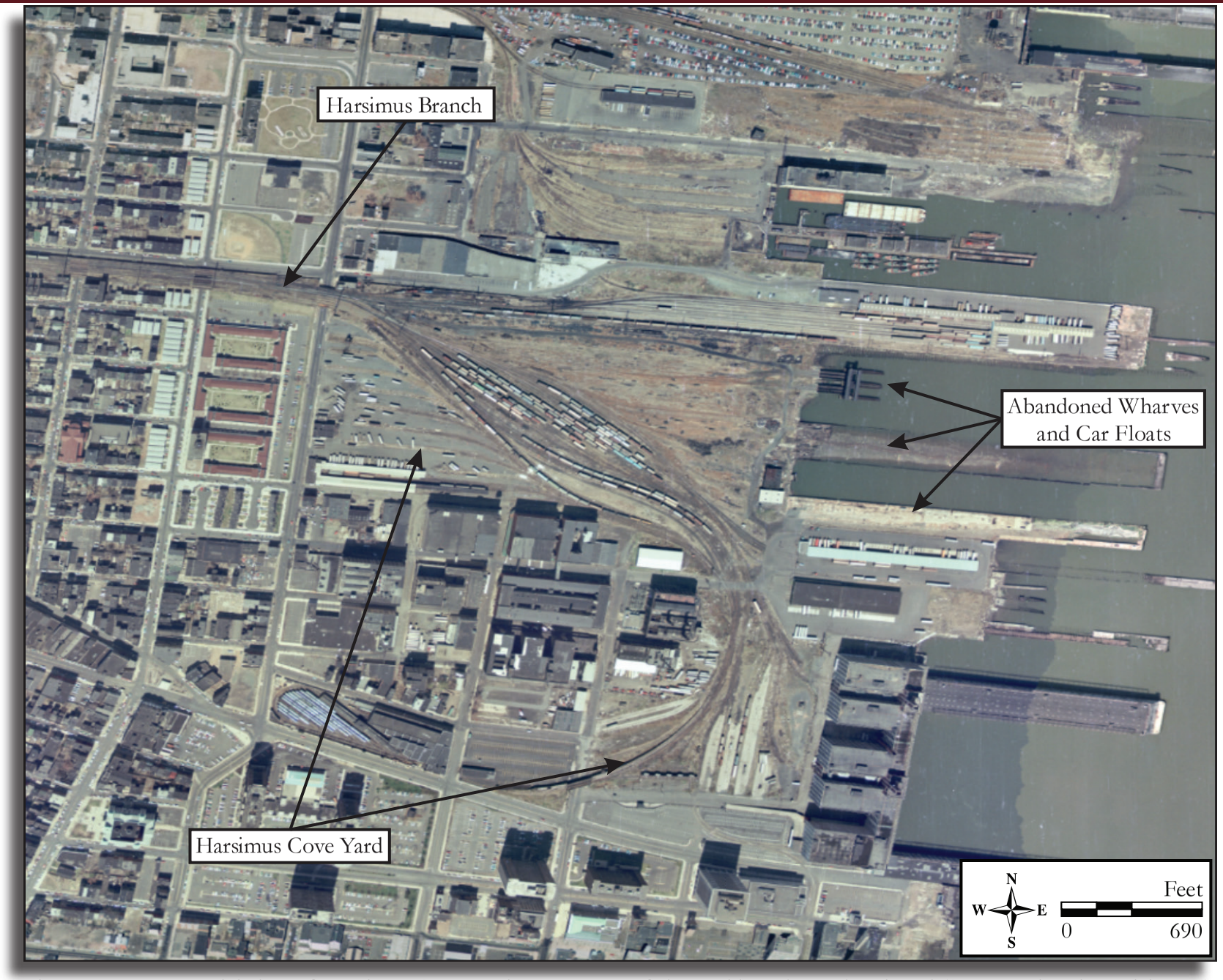


Figure 3.28: 1979 Aerial view of Harsimus Cove Yard. Large areas of the yard have been abandoned (Source: Historic Aerials.com).

permission to resettle the west side of the Hudson River was authorized by the Dutch Colonial government in New Amsterdam, provided that the settlements were grouped together in a fortified village for safety. Bergen on the Palisades Ridge (1660) and then Communipaw south of Paulus Hook on Communipaw Bay (1661) were surveyed and opened for settlement (Miller 1910; see Figures 3.3 and 3.4).

During the eighteenth century, Bergen became a major crossroads and agricultural center, providing produce for sale in New York City. Roads connected Bergen to Hoboken, Communipaw, and the ferries plying the Hudson River to New York. Bergen also stood on the principal route between New York and the growing community at Newark. Most of the flatlands near the ferry comprised the Cornelius Van Vorst farm (Sullebarger Associates 1987). Actions of the Revolutionary War period were centered largely in Paulus Hook and Old Bergen Road (Newark Avenue, Railroad Avenue, and Academy Streets) to the south of the project area (see Figure 3.2).

In 1804, speculators from New York, including John B. Cole, purchased land, laid out a grid of city streets, and announced the sale of property lots (see Figure 3.5). The prospect for development was based in large part on the proximity to New York ferry service. The service, and the ensuing railroad traffic, all contributed to the area's economic viability, so that by mid-century Jersey City had become a de facto suburb of Manhattan (Sullebarger Associates 1987: Sec 8, p. 7-8). Residential settlement concentrated on the dry ground of Harsimus Island then gradually spread into the marshlands on reclaimed land (see Figure 3.7; Douglass 1841; Sullebarger Associates 1987). The new settlement, called Jersey Town, expanded rapidly. In 1820, when the name was changed to Jersey City, the population was listed at 300; by 1845, it reached 4,000 (Trust Company of New Jersey 1921). The Harsimus Cove residential area contained more than 200 structures by this time (Sullebarger Associates 1987). The population growth was driven by waves of immigration.

Jersey City's first major commercial district emerged along Newark Avenue near the waterfront. The area farther west at the foot of Bergen Hill remained largely swampland, while the heights on top of the hill stayed sparsely settled (see Figure 3.5). The marginal areas at the base of the hill proved ideal sites for less desirable uses such as cemeteries. The Jersey City and Harsimus Cemetery on the eastern side of the hill was founded in 1831 as a non-sectarian burying ground for Jersey City residents (Karnoutsos 2008; See Appendix S, Form RGA 2).

Jersey City industry began on a large scale in the 1820s with the opening of the Dummer Glass Works and the Jersey City Pottery Company (Van Winkle 1924). Additional commercial development was facilitated by the construction of the NJRR, which was chartered in 1832 (Burgess and Kennedy 1949: 255). Railroads became the catalyst for a surge in industrial and residential growth (Cunningham 1997: 250-265). The NJRR line was the first to reach the Jersey City riverfront in 1838 after the opening of the Bergen Cut, a 40-foot deep channel excavated through the solid rock of Bergen Hill (see Figures 3.6 and 3.9; Messer and Roberts 2002: 117). The Bergen Cut followed an existing streambed in two sharp reverse curves. Rock tailings removed during the excavation were used to underpin a long embankment of earth that carried the tracks down from the hill near a place called Point-of-Rocks to the street level near present-day Brunswick Street (Messer and Roberts 2002: 117).

The Bergen Cut was a significant engineering accomplishment for its time and provided the first and only practical rail route through the Bergen Hill for over 20 years (Burgess and Kennedy 1949: 257). As a result, other railroads vied for access to the Bergen Cut for their own businesses (Cunningham 1997: 60). In conjunction with the Camden & Amboy Railroad (C&ARR), the NJRR formed the first all-rail route between New York and Philadelphia. The Paterson & Hudson River Railroad (P&HRRR), chartered in 1833, accessed the riverfront via the Cut in 1838 (see Figure 3.5). In 1852, the larger New York & Erie Railroad (NY&ERR), in search of its own route to the Port of New York, leased the P&HRRR and formed the first direct all-rail route between the Great Lakes and New York Harbor by way of the Bergen Cut (Hungerford 1946: 132-133). The Morris & Essex Railroad (M&ERR) made a connection with the NJRR in Newark in 1853, and its trains traveled

to Jersey City by way of the Bergen Cut (Taber 1977: 50). Eventually, the PRR achieved its long-sought-after outlet to the Hudson River through the Bergen Cut by leasing the C&ARR's and the NJRR's successor company, the UNJRR&C, in 1871 (Burgess and Kennedy 1949: 240).

The PRR played the dominant role, but other railroad systems contributed to forming the interlocking network of terminal facilities, trunk lines, and secondary tracks that came to characterize Jersey City. They included the Erie Railroad (ERR) system (in June 1861 the NY&ERR was reorganized as the ERR), the Central Railroad of New Jersey system (CRRNJ), the Delaware, Lackawanna & Western Railroad (DL&WRR) system, the New York Central Railroad (NYCRR) system, and the Lehigh Valley Railroad (LVRR) system. For clarity, this historic context focuses its attention on the PRR and addresses the contributions of the other large railroad systems only insofar as they relate to the former.

3.3.1 The Pennsylvania Railroad System

With its lease of the UNJRR&C in 1871, the PRR achieved its long-sought-after entry into the Port of New York, and moved aggressively to expand harbor facilities. This included improvements to freight service. These improvements allowed the PRR to form an all-rail route between the Midwest and the Port of New York in direct competition with its rivals, the NYCRR and ERR. Through its partnership with the New York, New Haven & Hartford Railroad (NYNH&HRR), the PRR also gained a share of the heavy New England traffic (Messer and Roberts 2002: 236, 341).

In the years leading up to the PRR lease of the UNJRR&C, the two railroads negotiated a reciprocal agreement for a share of each other's traffic. To link the two railroads, the PRR agreed to build a connecting line outside Philadelphia. The NJRR and its partners agreed to rebuild their outdated and ill-equipped terminal facilities in Jersey City. In particular, the NJRR planned to use Harsimus Cove, a shallow bay adjoining the railroad's existing terminal to the north. As early as 1856, the railroad had been working to secure a stake in this valuable water frontage for expansion purposes and to keep out competitors, particularly the ERR (The Atlantic Reporter 1887: 587). The ERR, which up until this time had been sharing the NJRR's Jersey City terminal, was preparing to build its own facilities at the north end of the Cove in direct competition with the NJRR.

Clear title to Harsimus Cove, however, had been in dispute for a considerable time. Private owners and the state all claimed rights to the lands underwater, called riparian rights. Competing individual claims were eventually merged under later owners representing railroad interests, but the question of the state's riparian rights remained unresolved (The New York Times 1869a:3; The Atlantic Reporter 1887: 587). The dispute over Harsimus Cove, and similar claims all along the Hudson River, led the New Jersey Legislature to create a commission in 1864 to ascertain the rights of the state and private property owners to riparian lands. Between 1863 and 1867, the NJRR successfully secured title from all other claimants except the Long Dock Company, which represented the interests of the ERR. On September 10, 1867, the two railroads finally agreed to partition the cove between them (The Atlantic Reporter 1887: 587). The deal was consummated on October 1, 1867 at a cost of $700,000 for the entire tract (The New York Times 1869a: 3; The Atlantic Reporter 1887: 587).

In order to extinguish all claims of the state and to perfect the title to Harsimus Cove, as well as to obtain authority to build a new branch line to the proposed terminal, the UNJRR&C secured an official act of the legislature, known at the time as the Harsimus Cove Bill (New Jersey Legislature 1868; The New York Times 1868a: 5; 1868b: 1). The initial bill was met with concern and protest from Jersey City residents and officials (James 1999; Platt 1973: 254-261). When finally approved on March 30, 1868, the act included three important provisions designed to placate Jersey City leaders while satisfying the railroad's needs. First, the legislature established a deadline for filing the route for the new line to Harsimus Cove. Second, it gave Jersey City the power to construct sewers across the railroad's new property. Third, it required the new line to be elevated at least 12 feet over the existing Jersey City streets (New Jersey Legislature 1868: 551). In exchange for its right to the riparian lands at Harsimus Cove, the act also required compensation from the railroad, which amounted to $500,000 (The New York Times 1869a: 3). By forcing the UNJRR&C to pay for the

riparian rights, the state established an important precedent in its exercise of control over riparian lands (Platt 1973: 262; Development Commission 1920: 86). The following year, the Legislature made permanent the state's Riparian Commission (Development Commission 1920: 86).

As prescribed in the enabling legislation, the NJRR filed its right-of-way survey for the Harsimus Branch freight line with the New Jersey Secretary of State on December 14, 1868 (see Figure 3.8; Smith 1868). The proposed route followed the established street grid, passing through the middle of the blocks in order to preserve neighborhood buildings fronting Fifth and Sixth Streets, and running on elevated tracks across Jersey City streets to preserve the connectivity between neighborhoods, according to its legislative mandate. Contemporary newspaper accounts explained that the new double-track line would connect with the main line inside the Bergen Cut and pass through a new secondary rock cut to a brick arched viaduct, which would carry the tracks down to Harsimus Cove (The New York Times 1869b:3). The work of filling in the cove and building the branch line began under the corporate auspices of the NJRR in 1869, but the project was completed under the guidance of the PRR, following its lease of the railroad in 1871. Construction dragged on for a number of years. Wooden trestle work, which was substituted for the planned brick viaduct, was described as "now building" on July 1, 1873, when The New York Times reported the fatal fall of a workman from atop the structure (The New York Times 1873: 8). Improvements at the Harsimus Cove were completed before workers could finish blasting the new channel through the Bergen Hill. The Harsimus Cove freight terminus—minus the connecting rail line—was finally placed into service on October 1, 1873 (PRR Annual Report 1874:74). It was reached by a temporary track built along the waterfront from the PRR main line near Exchange Place (Burgess and Kennedy 1949: 240). Within three months, the volume of western traffic handled by the PRR increased 60 percent (PRR Annual Report 1874:74). Finally, in 1875, the PRR's annual report noted that the "new railway to connect with the Harsimus Cove property has been opened for use through a portion of Bergen Hill from its connection with the Main Line" (see Figures 3.11 and 3.14a-3.14c; PRR Annual Report 1875: 46).

The new rock cut made for the Harsimus Branch altered the eastern end of the original Bergen Cut. Later, in 1878, the PRR would begin to straighten and widen the rest of the Bergen Cut, which enabled it to eliminate the sharp curves in the original structure and gain enough room to build a four-track main line through the bottleneck (see Figures 3.9 and 3.10; UNJRR&C 1878; Pennsylvania Railroad 1881). The straightening project was undertaken by the team of Bernard M. and John F. Shanley of Newark, long-time PRR contractors (Messer and Roberts 2002: 187; The New York Times 1911: 13). The newly straightened Bergen Cut, also known as "Shanley's Cut," opened in March 1882 and effectively obliterated most of the original 1830s Cut (The New York Times 1882: 5). The Harsimus Branch junction was relocated eastward to a point near Waldo Avenue (see Figure 3.12).

Almost from the beginning, the Harsimus Branch's wooden trestlework proved troublesome, although specific descriptions of problems are few. A one-sentence line in the 1878 PRR annual report noted simply, "extensive repairs were made to the trestle at Harsimus Cove" (PRR Annual Report 1878: 175). A process of replacement began with the substitution of iron truss bridges for the original wooden spans over Jersey City streets, and this was largely completed by 1883. The 1883 bird's-eye view of Jersey City clearly depicts a series of large iron truss bridges at each of the major street crossings (see Figure 3.13). An 1888 article confirmed the presence of the iron bridges when it described the Branch as "carried on wooden trestle work with iron bridges across the streets" (Scientific American 1888: 1).

Alterations to the Branch were required when the New Jersey Junction Railroad (NJJRR) built its own connection to the PRR's freight line (see Figure 3.15). A major rebuilding of the Harsimus Branch occurred in the late 1880s. The PRR, pressed for terminal space and confronted with the need to elevate its passenger main line, considered shifting its passenger operations over to the Harsimus Branch and moving freight operations south (The New York Times 1887: 8). As reported in The New York Times:

> They [the PRR] have determined to replace the elevated structure of wood now running from the city line to the foot of First-street with an iron structure four tracks wide instead of two, and to remove the passenger station and ferries to the foot of first street… The work has already been commenced from the foot of the hill near the city line, and the iron for 2,000 feet of the new trestle is already received. It will be built upon piers of solid stone masonry about 30 feet apart, four of which are already complete. One of the spans has also been laid and is ready to be jacked into position (The New York Times 1887: 8).

Work on replacing the wooden trestle with a series of iron deck trusses was well underway in 1888, when Scientific American published an illustrated article depicting the construction (see Figures 3.16 and 3.17; Scientific American 1888: 1, 36). Stone piers were built on pilings. Recycled pairs of cast iron Whipple deck trusses obtained from elsewhere on the railroad, including bridges over the Juniata River in central Pennsylvania, were reused on the Harsimus Branch (Scientific American 1888: 1; State Board of Assessors 1910: 58-62; Messer 1999: 110-111, 141; Messer 2001: 97-99). The process of reconstruction appears to have been completed by 1891, when the Harsimus Branch was described as "a double track line crossing Jersey City on an iron viaduct and terminating at the docks and yards on the water front" (Engineering News September 26, 1891, quoted in James 1999).

The plan for widening the eastern end of the Harsimus Branch to seven tracks on stone-faced embankment segments of solid fill appears to have developed as part of the railroad's overall expansion of its freight facilities in Jersey City. On June 1, 1901, the full extent of the project was revealed in the press. A "massive retaining wall" would extend along Sixth Street and the rear property line of the houses on the north side of Fifth Street and would run the length of the present trestle (James 1999). Standing structures located within the railroad's right-of-way on the south side of Sixth Street would be removed. The local contracting firm of Sanford & Stillman Co. was ready to commence work early the following week and expected the project to take about two years (James 1999).

Stone became the construction material of choice for the PRR at the turn of the twentieth century (Karschner 1979). Stone structures were in widespread use all along the railroad and a form favored by the railroad's chief engineer at the time, William H. "Stone" Brown, who believed the extra upfront costs were more than made up for in strength and reduced maintenance costs over the long run (Messer and Roberts 2002: 106). In addition to replacing many of its largest bridges with stone arches (Susquehanna River Bridge, Rockville 1901; Raritan River Bridge, New Brunswick 1903; Delaware River Bridge, Trenton 1903), the railroad used the material for numerous bridge abutments and long stretches of elevated track. A program of grade separations resulted in a string of similar stone embankments from Newark to Trenton (Messer and Roberts 2002: 66-181).

Physical evidence suggests that the Embankment was actually constructed in two phases. The north wall and northerly ends of the cross-street bridge abutments appear to have been constructed first on ground newly cleared of buildings. Railroads typically erected new work adjacent to existing track in order to maintain service through the construction zone. Once the new work was complete, trains were usually diverted onto the new alignment, while the old tracks were removed or replaced. Once the northerly side of the Embankment was completed and traffic diverted, the old iron truss viaduct was probably taken out of service, demolished, and the south wall and southerly ends of the cross street abutments erected and tied into the other stonework. Staggered seams in the abutments at each cross street, as well as variations in the tooling and finish of the stonework on each side of the seam and on the abutment back walls, suggest that the north and south sides of the Embankment segments were erected at separate times. The 1910 State Board of Assessors' field notebooks support this construction chronology. They note that the bridges carrying the northerly five tracks were all constructed of one distinct type, while the bridges carrying the southerly two tracks were of a slightly different design (State Board of Assessors 1910: 1-30).

To facilitate construction and to erect the new steel bridges over the cross streets, the PRR installed temporary wooden trestles as the work progressed. Typically, the railroad buried these trestles in place as the filling process progressed. In June 1902, permission was granted to erect a "temporary trestle" across Erie Street (James 1999). Such trestles served to run construction equipment and dump cars to aid in building the structures and depositing fill (see Figures 3.18a-3.16c).

Beginning about 1908, the rest of the 1880s iron deck truss viaduct was replaced with deck plate girders (Board of Public Utility Commissioners 1925). A few of the older stone piers were capped with concrete and retained. The rest were demolished and replaced with new reinforced concrete piers and iron bents. The work was complete by 1917, when the entirely new viaduct was photographed for the ICC valuation (see Figures 3.19 and 3.20; Messer and Roberts 2002: 214). Additional changes took place to the Harsimus Cove Yard during the post-World War I period (see Figures 3.21–3.23).

Between 1934 and 1935, the whole of the Harsimus Branch and Harsimus Cove Yard were electrified as part of the PRR's massive long-distance electrification project, carried out in stages between 1928 and 1938 (Arch2 2002: 9-11; Burgess and Kennedy 1949: 612-616; Hayden 2008). Through electric freight service between New York and Washington, D.C. was inaugurated on May 20, 1935, and it allowed the railroad to meet explosive demand during World War II (Messer and Roberts 2002: 236; Burgess and Kennedy 1949: 687; PRR Annual Report 1935: 5).

The PRR's presence in Jersey City began to wane in the years following World War II (see Figures 3.24–3.26). Passenger service into and out of Exchange Place ended in 1961 and freight service steadily declined (Messer and Roberts 2002: 207). In an effort to stave off financial collapse, the PRR merged with its great rival the NYCRR on February 1, 1968, to form the Penn Central Railroad (PCRR). The merger required expanded interchanges and new connections to be constructed between the two former rivals. One of these connections involved the construction of a sweeping curved viaduct connecting the PRR's Harsimus Branch at the edge of Bergen Hill to the NYCRR's NJJRR line. This project involved rebuilding the stone abutment at Bergen Hill with a new concrete bridge seat and the partial demolition of the adjoining stone pier in order to accommodate the new PCRR trestle (see Figure 3.27).

The PCRR finally filed for bankruptcy protection on June 21, 1970 (Messer and Roberts 2002: 352). At the time, it was the single largest American corporate bankruptcy ever (Penn Central Corporation Records n.d.). Most railroad assets, including the Harsimus Branch, were transferred to Conrail on April 1, 1976. Conrail soon thereafter stopped using electric locomotives. Conrail stopped using the overhead electrified catenary system along the Harsimus Branch, and with the exception of a few catenary poles still inside the Bergen Cut and a scattering of discarded insulators on top of the Embankment, the catenary system was completely dismantled.

Conrail eventually became a publicly traded company in 1987. Freight service into Harsimus Cove ended not long after (see Figure 3.28), and at the request of Jersey City in the 1990s, Conrail removed all remaining bridge spans, track, and iron bents from the Harsimus Branch. In 1998, CSXT and NSR received approval to acquire control over most of Conrail's assets, and the transaction was consummated on June 1, 1999 (Reilly 2004: 37). Common property, including the tracks and yards of the former PRR operating in the Jersey City area, was placed in the hands of a jointly owned corporation called Conrail Shared Assets Corporation and operated by Conrail.

3.3.2 Downtown Neighborhoods and the Embankment

The neighborhoods bordering the Embankment developed long before the PRR began construction of a wood railroad trestle that ran down the backlots of the buildings on the block between Fifth and Sixth Street in the early 1870s. The Hamilton Park and Harsimus Cove neighborhoods had begun with small farming and fishing operations along the Hudson waterfront but by the mid-nineteenth century contained a small number of manufacturing concerns (Maclean 1895: 50). During the late nineteenth and early twentieth centuries, these neighborhoods made significant contributions to the social history of Jersey City.

As noted in Section 3.3.1 above, commercial activity in Jersey City in 1841 was largely centered along Newark Avenue and Old Jersey City (Figure 3.7, Douglass 1841). Smaller clusters of development were also present on high ground west of Old Jersey City, however, including the neighborhood of "Harsimus" (which is today Van Vorst) and "Pavonia" (which today corresponds roughly with the Hamilton Park and Harsimus Cove neighborhoods). In Pavonia most businesses were oriented toward the water or were arranged along Pavonia Avenue, which began west of Hamilton Park and stretched east into the Hudson River at "Long Dock." Hamilton Park had been laid out by John B. Coles as early as 1827; however, development proceeded slowly over subsequent years (Hamilton Park Neighborhood Association 2016; Sheehan 1977). In 1841 only one railroad traversed Jersey City via Railroad Avenue, and Jersey City was otherwise devoid of rail lines; instead, a mixture of "maritime and proto-industrial land uses" were evident (James 1999). These industries included carpet manufacturers, distilleries, a rope walk, a glass factory and an oil manufacturing plant. In 1861, the ERR arrived in the neighborhood, its alignment running between Tenth and Eleventh streets, (Maclean 1895: 319). That same year, the Pavonia ferry was operating from the end of Long Dock (Maclean 1895: 50).

While a majority of Jersey City's population were native-born Americans in the 1840s, over the next 20 years, an influx of immigration brought residents from northern Europe (Shaw 1973). The population of Jersey City in 1860 was predominantly immigrant, composed primarily of Irish, British, and German settlers (Table 3.2). Based on an analysis of data gathered from the 1860 census, Shaw argues that the "political and social conflicts between 1850 and 1877 largely reflected… ethnic, class, and religious differences" (1973:14). One important pattern identified was the way that ethnic identity correlated with employment opportunities available to Jersey City's workers. For example, Shaw found that 55.9 percent of Irish immigrants were employed in unskilled labor as day laborers, teamsters, railroad workers and factory operators (Shaw 1973: 20, 25). Despite having a population on par with immigrant Irish residents, only 9 percent of Jersey City natives were employed in unskilled jobs. Native-born workers were more likely to be in high status jobs as part of the economic elite (16.7 percent), the white-collar working class (20.2 percent), or working in jobs as artisans (25.8 percent).

Table 3.2: All white Males 20 and older by Ethnicity, Jersey City, 1860 (from Shaw 1973, Table I, p. 18).

Birthplace	Count	Percentage of Total
Native Born	2,818	39.2
Irish	2,636	36.7
British	918	12.8
German	810	11.3
Total	7,182	100.0

Other immigrant groups, such as the British and Germans, made up only a little over 10 percent of Jersey City's population and tended to fare much better economically than the Irish in 1860. The working class within these groups were mostly skilled laborers; German and British immigrants were both more likely to be working as artisans, in trades such as coopers, shoemakers, machinists, wheelwrights, carpenters, and builders (Shaw 1973: 20-21). Of the 918 British immigrants, 365 (39.5 percent) were artisans, while 413 (52 percent) of the 810 German immigrants were artisans. British immigrants appear to have assimilated into the native-born population more readily than either the Irish or Germans as they were able to take on occupations associated with higher status more frequently. The British were more likely to be part of the economic elite (9 percent of British), employed in white-collar industries (14.7 percent of British), or work in government (0.8 percent of British), although the Irish were quickly finding their footing in politics (0.5 percent of Irish). The Germans, while less likely to have elite occupations, were also not likely to be very poor. The German population was "prosperous without being wealthy" (Shaw 1973: 26).

The inequality seen in the distribution of skilled and unskilled labor also shaped the physical landscape of Jersey City in the 1860s. The poor were primarily concentrated in the areas where low-lying salt-water marshes dominated the terrain in the northern and central portion of Jersey City or along the Hudson River. The political influence of the poor immigrant neighborhoods was deliberately reduced when the newly established town charter revised ward boundaries in 1872. The Second Ward thereafter included the lowlands and the waterfront in a single, awkward "horseshoe-shaped" ward that concentrated high numbers of poor, a group dominated by the Irish, into one district (Figure 3.29, Beers 1872; Shaw 1973: 205).

By the mid-1860s, Jersey City had been built up and was traversed by a series of railroads, along Railroad Avenue (PRR) and along Tenth Street (ERR), with additional rail lines further north (Figure 3.30; Lexow et al. 1867). The land to the north of Tenth Avenue was still largely tidal swamp, though it too was crossed by the DL&WRR at Ferry Street, near the Hoboken border. The portion of Harsimus Cove located north of Long Dock had been filled in by the mid-1860s and a series of warehouses occupied the new land. The area also likely contained some residences and businesses.

In the Hamilton Park neighborhood, a variety of institutions had begun to cluster around the park by the late 1860s, including a Savings Bank, a Catholic Church (St. Michaels), a Dutch Reformed Church and a Methodist Episcopal Church on Ninth Street near Coles (Maclean 1895) (Table 3.3). A neighborhood had begun to form around the square. Similarly, a center of activity was also evident south of Sixth Street, which was associated with the dense occupation and business activity along Newark Avenue. Sullebarger Associates (1987:4) note that by the early 1870s "Grove and Erie Streets and Jersey Avenue supported a small number of commercial buildings as a result of their proximity to the heavily commercial Newark Avenue."

Into the context of these thriving neighborhoods came the PRR's Harsimus Branch. Much debated when it was proposed in 1867, the original proposed alignment would have cross-cut the present-day Harsimus Cove Historic District, running between Third Street and Fourth Street (originally South Fifth and South Sixth) (James 1999). Resistance from residents of Jersey City's Fourth and Fifth Wards (the two wards immediately west of Harsimus Cove, the water feature), expressed the community's frustration with the power of the railroads and the disregard they had for the people upon which they imposed (Another Railroad Meeting, Jersey Journal, March 9, 1868).

The final chosen alignment for the Harsimus Branch railroad was directed along an existing boundary. The 1870 boundary between the Fourth and Fifth Wards ran east to west along Fifth Street. It was just north of this that the Harsimus Branch was built, on the block between Fifth and Sixth streets. Assuming the ward boundaries in 1870 were not arbitrary, the railroad may have decided it would be appropriate to make use a liminal space between the more densely developed neighborhoods.

In addition to the extant ward boundaries, the reasoning behind the chosen alignment may have been somewhat based on the natural topography and the settlement pattern it had created. The Speilmann and Brush (1880) Sanitary and Topographical Map of Hudson County shows the contrast between high ground, low-lying salt marsh, and fill along the waterfront (Figure 3.11, Speilmann & Brush 1880). The Harsimus Branch follows a band of low-lying marshland which stretched from the area around Mill Creek in the west as far east as Jersey Avenue and Sixth Street. Development between Brunswick in the west and Grove in the East on the block between Fifth Street and Sixth Street was somewhat less dense than on neighboring blocks, based on the structures represented on the 1873 Hopkins map, perhaps due in part to unfavorable building conditions or that significant land-clearing had already taken place (Figure 3.31, Hopkins1873). The 1873 map shows the NJRR's alignment, which the PRR would later lease. The rail line, which was required to be elevated 12 feet, passed through or directly over 15 structures between Brunswick Street and Grove Street, indicating that the map had been drawn before the trestle itself was constructed on these blocks. Blocks west of Monmouth do not show structures within the right-of-way, and indicate that the "NJ RR & T Co." (UNJRR&C) had acquired the properties.

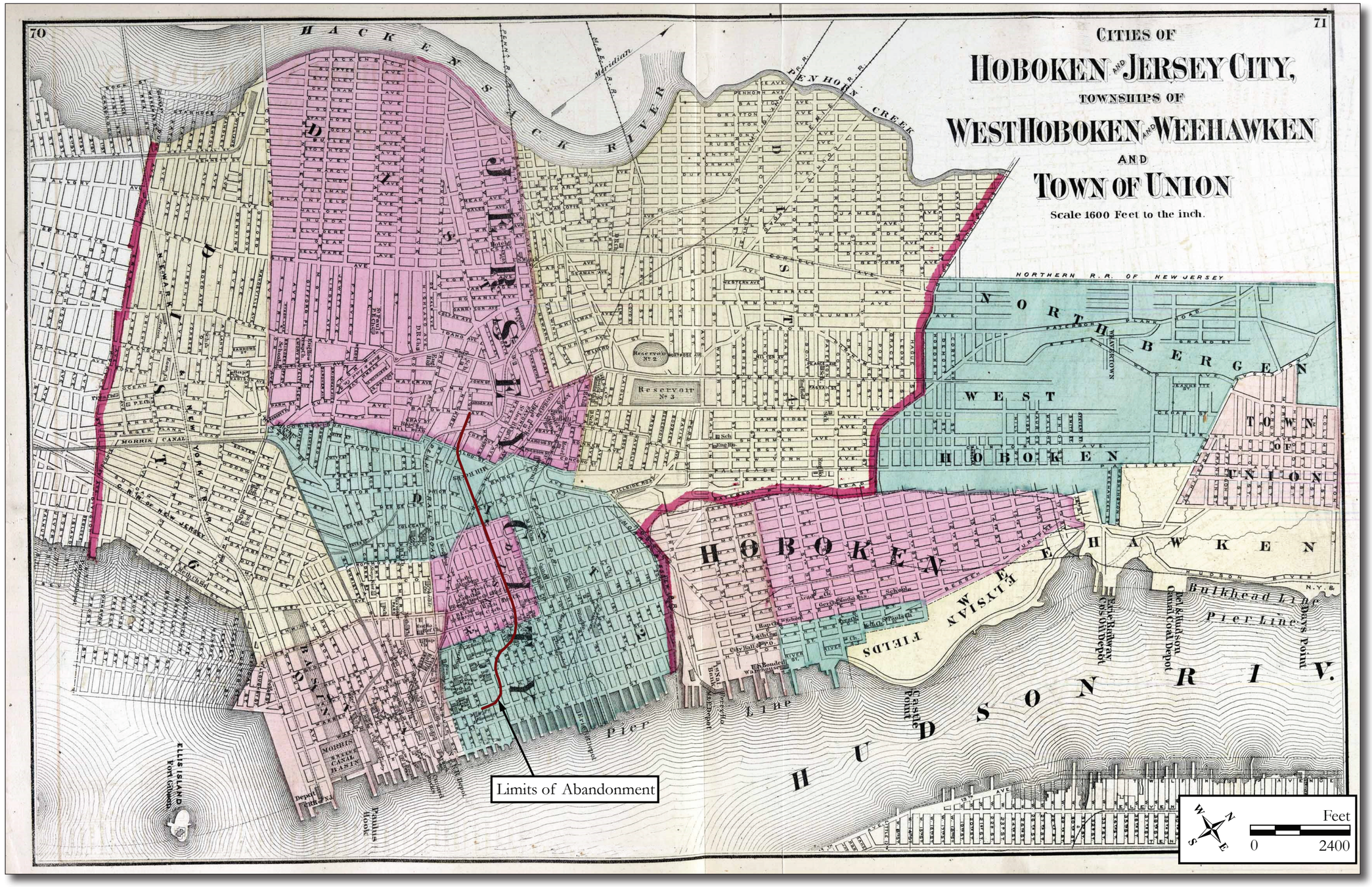


Figure 3.29: 1872 F.W. Beers, Cities of Hoboken and Jersey City.
Note the horseshoe-shaped Ward 2, which begins at the waterfront and turns west to encapsulate the low-lying marshy areas of the Jersey City (Source: David Rumsey Map Collection).

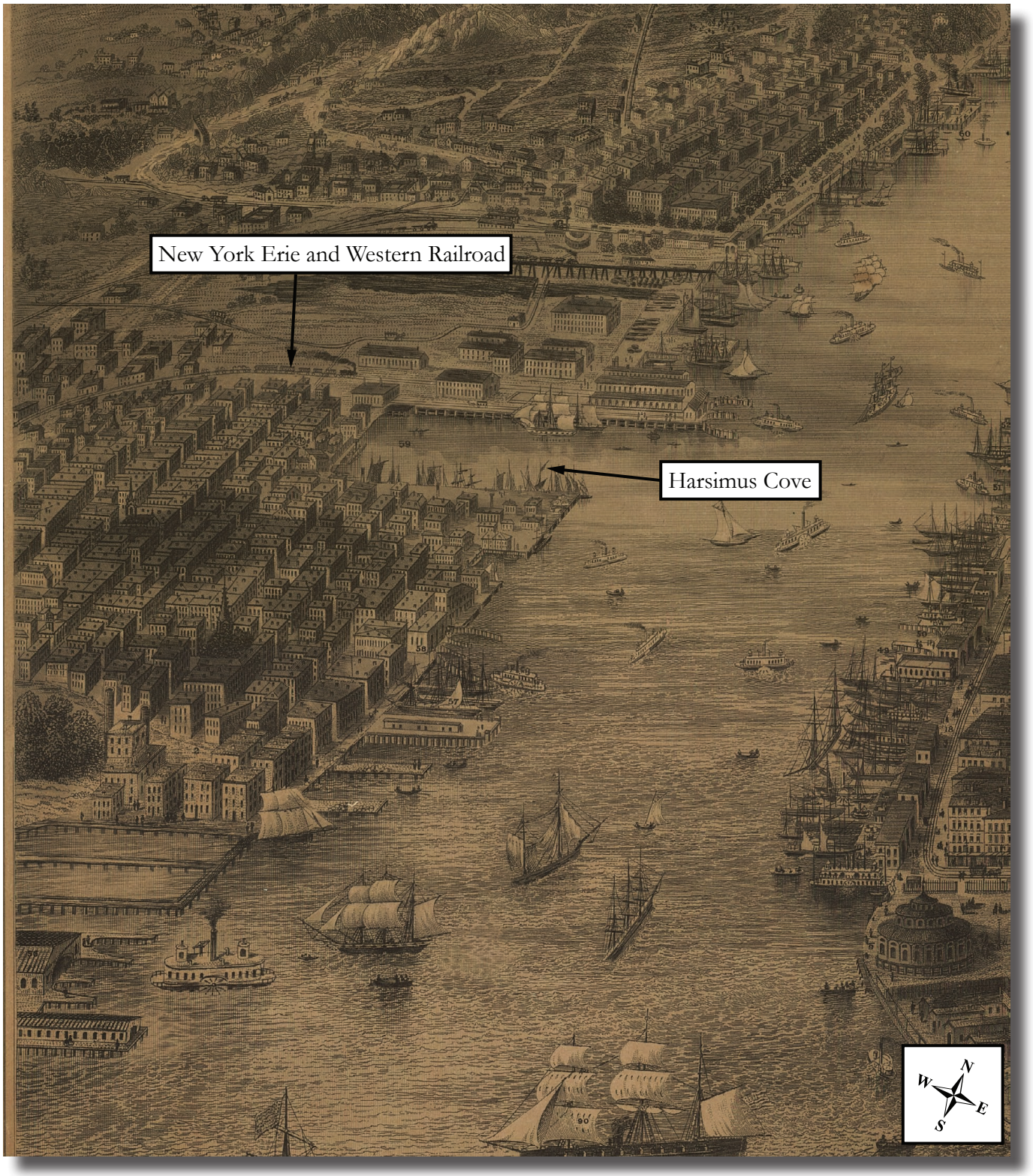


Figure 3.30: Excerpt from an 1867 Birds-Eye View of New York and surroundings by R. Lexow, H. Peters and R. Kupfer, titled New York and Umgegend.
Note Jersey City at left, Harsimus Cove, and several rail road alignments (Source: Library of Congress).

Table 3.3: Hamilton Park and Harsimus Cove institutions and amenities present by 1872 (Source: Maclean 1895 and Hopkins' 1872 map).

Neighborhood	Institution	Name	Affiliation	Notes
Hamilton Park	Bank	Savings Bank/Hollins Real Estate Office	N/A	Est. 1869 Ninth & Erie (Maclean 1895)
	Church	St. Michael's Catholic Church	Catholic	Est.1854; originally St. Mary's
		Dutch Reformed Church	Dutch Reformed	Built 1859
		Centenary Methodist Episcopal Church	Methodist Episcopal	Org. 1867 (Maclean 1895:297)
	Hospital	Saint Francis Hospital	Catholic	Est. 1864 in Harsimus Cove neighborhood, moved to Hamilton Park 1869
	School	Public School No. 4	N/A	Prior to 1867
		St. Michael's Catholic School	Catholic	Est. 1863 in old St. Mary's Building
Hamilton Cove	Church	2nd Presbyterian Church	Presbyterian	Third between Erie and Jersey, Incorporated 1863
		3rd Presbyterian Church	Presbyterian	Sixth and Erie, Scotch. Moved in 1874 when new church built
		Baptist Church	Baptist	Jersey between Fourth and Fifth
		German Catholic Church	Catholic	Built 1864
		Grace Episcopal Church	Episcopal	Organized 1847, Built 1853, later expanded.
		Roman Catholic Church, St. Mary's	Catholic	Built 1863
		Reformed Church	Lutheran	St. Mathew's Lutheran, church purchased from Baptists 1863
	Hospital	Hospital, "Sisters of the Poor of Saint Francis	Catholic	Est. 1864, relocated to Hamilton Park in 1869
	Orphanage	Catholic Asylum	Catholic	St. Mark's Orphan Asylum established by St. Mary's
	School	Catholic "Pay School"	Catholic	Mr. Smith 1851, at Grove and Fifth (Maclean 1895: 147)
		Public School No. 2	N/A	(Source: Hopkins 1872)

The railroad came in spite of public outcry and the PRR's outright admission that it saw its rights as paramount and the needs of Jersey City and its residents as secondary. This attitude encouraged animosity and ill will toward the railroad even as many found work on railroads or in industries which supported them. The frustrated citizens fought back in any way they could. In 1881, for example, the PRR was successfully sued for tearing up flagstones on its Sixth Street property without a permit. The defendant, William Atchenson, an agent for PRR, argued that he tore the flagstones up to make repairs. Despite this defense, Atchenson was convicted and the flagstones were replaced (The Pennsylvania Railroad Convicted, Jersey Journal, July 26, 1881).

The Harsimus Branch was built between 1872 and 1875 (James 1999). The development of the neighborhoods at this time can be seen most clearly on the 1873 Hopkins map of Jersey City, which

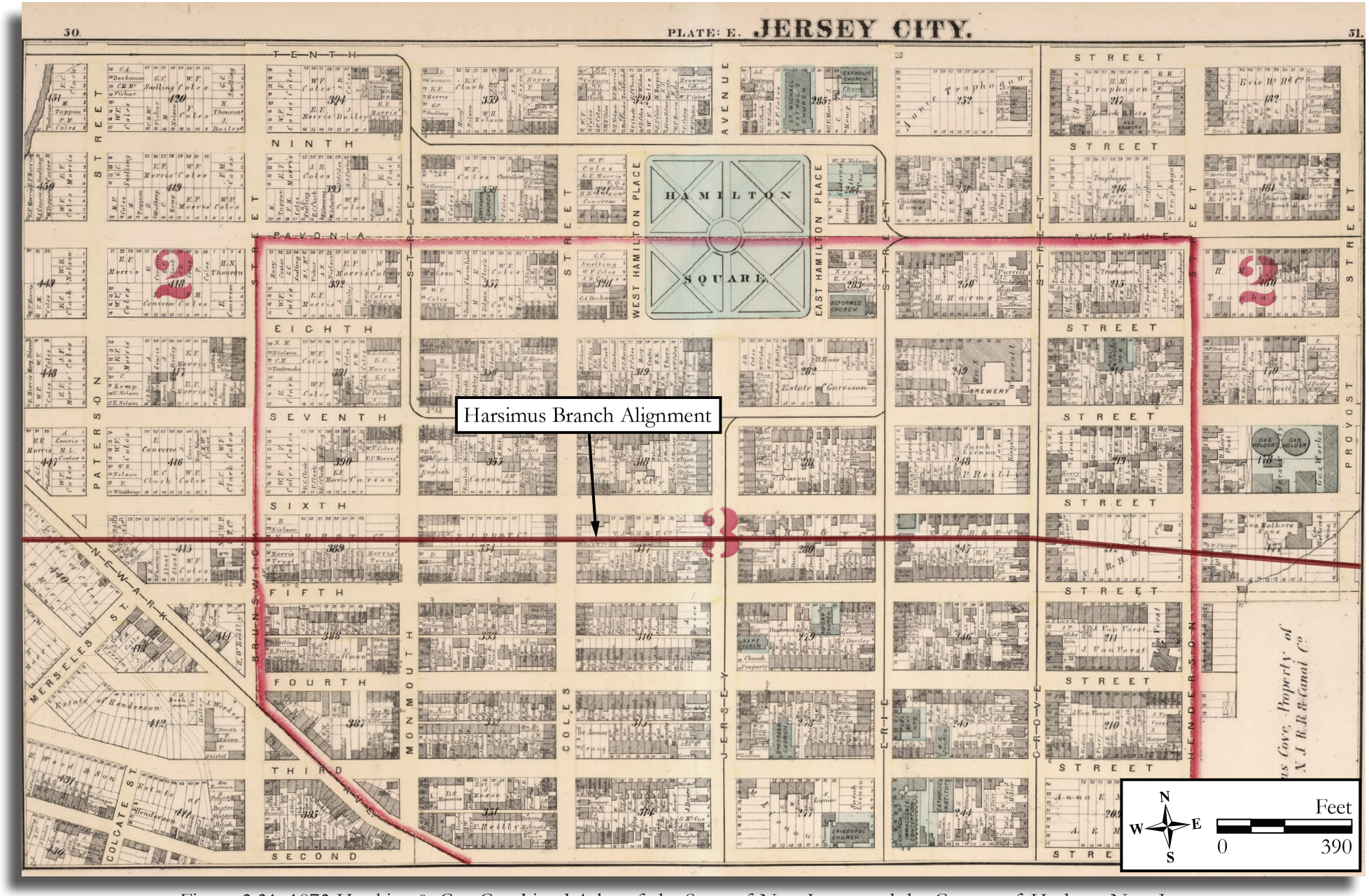


Figure 3.31: 1873 Hopkins & Co., Combined Atlas of the State of New Jersey and the County of Hudson, New Jersey
(Source: David Rumsey Map Collection)

depicts the boundaries and outlines of most buildings (Figure 3.31, Hopkins 1873). In 1873, at least seven religious and educational institutions were present in the immediate Hamilton Park vicinity. While outside the bounds of the present-day Hamilton Park Historic District, the vibrancy of this area was closely linked with the commerce associated with Long Dock, which formed the north edge of Harsimus Cove when it was still a water feature, and corresponded roughly with the eastern alignment of Pavonia Avenue. Just to the north of Hamilton Park on the block between Tenth and Eleventh streets was the east-west running ERR. The ERR line was established in 1861 at street level and included not only rail tracks, but a series of repair shops, sheds, and other support facilities for the railroad which in some places overtook the entire width of the block (Hopkins 1873; Maclean 1895).

In 1872, south of the Harsimus Branch, at least 12 churches and schools were concentrated on the blocks of Jersey Avenue and Erie Avenue, between Sixth Street and Newark. A horse-drawn streetcar line marked the center of the neighborhood, with two lines traveling north up Jersey and Erie, meeting at Seventh and Erie and continuing north toward Hamilton Park (Figure 3.32).

The dividing line of the elevated Harsimus Branch rail line had a variety of effects on the neighborhood, including reinforcing neighborhood boundaries, depreciating some property values, and attracting poorer residents. A July 1909 article states that "when the company sent an agent to buy the houses on the half block extending from the water front to the hill, that section of Jersey City afforded homes to a great many well-to-do persons. When the elevated track was built through the back yards of the Sixth Street property, the Fifth Street property went down fully one-half in value" (Railroad Revaluation, Jersey Journal, July 23, 1909). In the late nineteenth century, immigrants from Northern, Central, and Eastern Europe began coming to the United States' east coast cities in high numbers, and many of these immigrants found homes in Jersey City's low-income neighborhoods. The depressed real estate values along alignments of the cities' many railroads presented opportunities for immigrant communities to move into new neighborhoods, such as those seen along the alignment of the Harsimus Branch rail line in the late nineteenth century.

While the properties immediately bordering the Harsimus Branch may have seen a decline in value, the majority of the Hamilton Park and Harsimus Cove neighborhood was doing well during Jersey City's era of prosperity in the late-nineteenth century (Grundy 1976: 45). During this time period, a large number of industrial concerns had located in Jersey City, "optimism and progress were evident, on every hand" and cultural societies such as the Academy of Music had made their homes there (Grundy 1976:45).

The 1880 census provides a window into the Hamilton Park and Harsimus Cove neighborhoods just a few years after the trestle was finished, perched in the backlots of the houses on Fifth and Sixth streets.[7] This census offers a look at the time when the original native Euro-American population still dominated these neighborhoods, even as Jersey City as a whole would have been more than 60-percent immigrant already (Shaw 1973). A sample of 67 households along Eighth Street between Monmouth and Jersey Avenue, in today's Hamilton Park Historic District, showed that 48 (72 percent) of the households were headed by native-born Americans, and 10 of those households were first generation Americans (United State Census Bureau 1880; District 3, Enumeration District [ED] 6 and District 2, ED 12). The remaining 19 (28 percent) households were headed by

7 The following census analysis focuses on portions of two blocks: Eighth Street and Fourth Street between Monmouth and Jersey. As blocks close to, but not directly abutting the Harsimus Branch, they are good candidates to represent the zones north and south of the Harsimus Branch and the population changes to those areas over time. Census returns for these blocks were tracked in the 1880, 1910, and 1940 censuses. The occupations, birthplace, and parental birthplaces (where available) of heads-of-households were recorded as part of this study. Our surveys of these blocks included several enumeration districts (in some cases only one side of the street) in order to get a sample from which to generalize. A larger and more comprehensive neighborhood study would be necessary to confirm our generalizations with certainty and to identify potential ethnic or social enclaves on different blocks, patterns of movement between neighborhoods, and family relationships between and within neighborhoods.

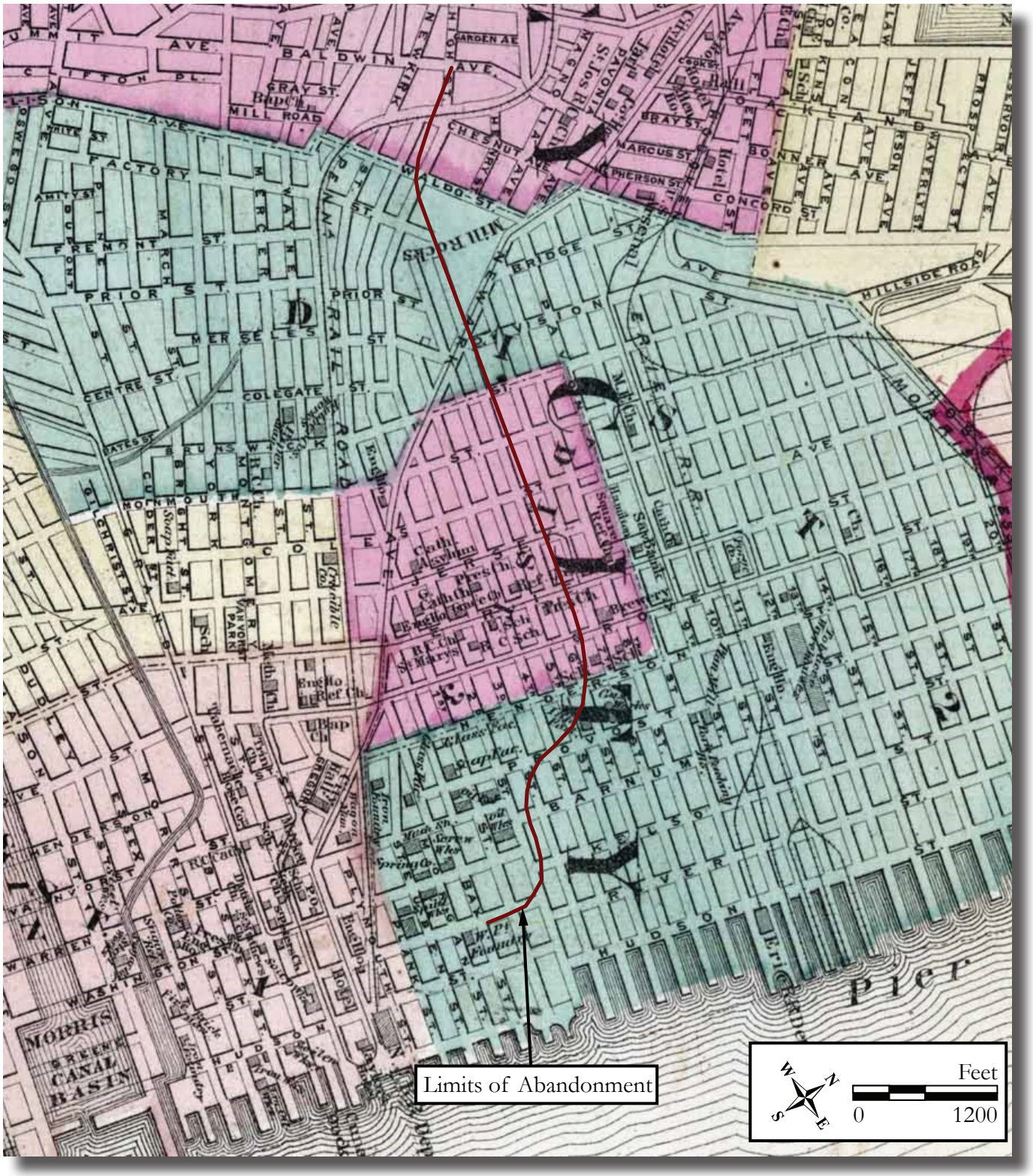


Figure 3.32: Excerpt from the 1872 F.W. Beers map, Cities of Hoboken and Jersey City. Note the clustering of institutions around Hamilton Park and on Erie Street and Jersey Avenue, near Newark Avenue (Source: David Rumsey Map Collection).

immigrants from Germany, England, Ireland, and Switzerland. A series of multi-family homes were present between 313 and 317 Eighth Street, though no single ethnicity occupied these homes.

The jobs of male heads-of-household on Eighth Street include foundry worker, captain, carpenter, clerk, expressman (pack & deliver cargo), fireman, jeweler, lawyer, machinist, merchant, messenger, milkman, organ builder, policeman, printer, salesman, stevedore and porter, and telegraph operator. Only three heads-of-household were listed specifically as working at the railroad; however, the 12 carpenters enumerated may have worked on the railroad but did not indicate so specifically. Some ethnic patterning of occupations among the female heads of households was present; six women were housekeepers running boardinghouses,[8] five of whom were Irish or first generation Irish-American.

South of the Harsimus Branch, in today's Harsimus Cove Historic District, there was a similar pattern in the 1880 census (United States Federal Census 1880, Enumeration District 20). A review of 63 head-of-households living on Fourth Street between Erie and Coles in 1880 found that 51 (81 percent) were led by native-born Americans, with five of these heads-of-household being first generation Irish- or English-American. The remaining 12 (19 percent) households were headed by immigrants from Ireland, Germany, Scotland and Switzerland. The occupations of these individuals indicated that they represented a variety of professional, middle-class, semi-skilled, and working class occupations. No correlation between occupation and ethnicity was immediately evident. The men heading these households were working as bookkeepers, clerks, doctors, engineers, salesmen and grocery clerks, foundry workers, sea captains, shoemakers, and tea merchants. Few entries could be identified affirmatively with the railroad industry, with the exception of four: a clerk for the railroad, two engineers, and a supplier for the railroad. While multi-family homes were common along Fourth Street in 1880, none of the houses included in the enumeration district reviewed for this study appear to have been boardinghouses or tenements.

In general, the residents north and south of the Harsimus Branch appear to have been very similar, with the households on Fourth Street having a higher percentage of native-born Americans and a somewhat higher number of white-collar professionals. For example, among the Eighth Street sample, there were 12 head-of-households working as carpenters, while on Fourth Street, there was only one. Conversely, on Fourth Street there were ten heads of household in white collar jobs (book-keepers, superintendents, doctors) and 12 in clerk positions, while on Eighth Street there were five white collar workers (book-keepers, brokers) and five clerks (United States Census Bureau 1880).

These neighborhoods were supported by a variety of public and private institutions, many of which were identified on the 1885 Sanborn Fire Insurance map of the neighborhood (Table 3.4). Despite the two-track rail line running down the block between Fifth and Sixth streets, the neighborhoods on both sides of the rail line flourished. Hamilton Park was encircled by residences, Roman Catholic and Dutch Reformed churches, a roller skating rink, and Saint Francis Hospital. Within a few blocks, more institutions were available, including the Centenary Methodist Episcopal Church, an additional church on Monmouth, and a second roller skating rink. The 1880s were the first time that roller skates were mass-produced in America, and the two rinks in the Hamilton Park neighborhood attest to the popularity of the sport in 1885 and the vibrancy of the neighborhood and the continued availability of large lots in the neighborhood. Between Tenth and Eleventh streets, the imposing six-track-wide railroad complex for the DL&WRR was still present. Occasional vacant lots were scattered throughout the neighborhood and several industrial operations were nearby, the largest being the repair shops and machine shops for the New York Lake Erie and Western Railroad. Other smaller operations in the immediate neighborhood included a bell oil factory, foundry and butcher on Tenth Street; a soap and perfume factory on Ninth Street, and a shirt manufacturer on Erie Street.

8 Residences are considered tenements within this study if three or more heads-of-households reside therein. Residences with two households were considered two family homes.

Table 3.4: Hamilton Park and Harsimus Cove neighborhood institutions and amenities in 1885 (Source: 1885 Sanborn Fire Insurance Map).

Neighborhood	Institution	Name	Affiliation
Hamilton Park	Bank	Pavonia Trust Co.	N/A
	Church	St. Michael's Church	Catholic
		Dutch Reformed Church	Dutch Reformed
		Centenary M.E. Church	Methodist Episcopal
		"Church"	Unknown
	Firehouse	Engine House	N/A
	Hospital	Saint Francis Hospital	Catholic
	Orphanage	Saint Michael's Orphanage	Catholic
	Recreation	Park Roller Skating Rink	N/A
		Pavonia Roller Skating Rink	N/A
	School	Catholic School	Catholic
		Public School No. 4	N/A
Harsimus Cove	Church	Chapel of the North Baptist Church	Baptist
		Church of the Immaculate Conception	Catholic
		St. Boniface German Church	Catholic
		Reformed Dutch Evangelical Church	Dutch Reformed
		Methodist Church	Methodist
		2nd Presbyterian Church	Presbyterian
		Third Presbyterian Church	Presbyterian
		Grace Episcopal Church	Episcopal
	Club	Catholic Institute	Catholic
		Teutona Hall	Masons
	Recreation	Bowling Alley	N/A
	School	Episcopal School	Episcopal
		Public School No. 2	N/A

During the late-1880s, a number of institutions were established that served the growing ethnic communities in Jersey City. By 1886, the Slavic population in Jersey City had grown large enough in other portions of the city to warrant its own church. These clusters of settlement were not concentrated within our census sample corridor. In October 1886 the original frame structure of the St. Anthony of Padua Church on Monmouth, near Sixth Street, was dedicated (Polanders in Regalia, Jersey Journal, Oct. 18, 1886). This Polish congregation took advantage of a series of open lots that had been left vacant along Sixth and Monmouth to build their church.

While St. Anthony of Padua Church was identified as a Polish church, Polish cultural identity was intertwined with German and Russian identities in the late nineteenth century. The visibility of Poles within the historical documentary record was obscured by the geopolitical status of Poland in 1880, a time when portions of what is today Poland was included in the German-speaking empire of Prussia. Census data reveals that some Slavic residents listed their birthplace as Poland, while others listed Germany-Poland or Prussia (U.S Census Bureau 1880). While only 79 families had heads of household or matriarchs which were born in Poland (246 persons), many more

individuals were listed as being born in Prussia. St. Anthony of Padua was built to house up to 500 congregants, and as the first Polish Catholic Church on the west side of the Hudson River, it likely attracted people from all parts of Hudson County for services on Sunday (Polanders in Regalia, Jersey Journal, Oct. 18, 1886). In Jersey City, the largest concentration (40 percent; 39 families; 98 persons) of the people in Polish families were living in tenements along Essex and Morris streets in Paulus Hook (First Ward), many working at the American Sugar Refinery ('Sugar House"). In the vicinity of the Harsimus Branch, 22 percent of the Polish population (16 families; 53 persons) were living in the Second Ward, which included Hamilton Park neighborhood, and 0.04 percent of the Polish population (4 families, 10 people) were living in the Harsimus Cove neighborhood.

Polish residents were concentrated in the Paulus Hook neighborhood of the city. Until the opening of Saint Anthony of Padua Church, no Polish Catholic congregation was located west of the Hudson River. According to the history of the church, congregants would travel by ferry to New York City to attend mass.

Also not reflected in the census data or on the 1885 Sanborn Map is that the Italian population of Jersey City had grown large enough to establish a congregation on Sixth Street in 1886, just around the corner from St. Anthony's, in a frame building (Another Catholic Church Incorporated, Jersey Journal, August 14, 1886; Among the Churches, Jersey Journal, February 28, 1887).

South of the Harsimus Branch, the Harsimus Cove neighborhood was also vibrant and densely populated according to the 1885 Sanborn Fire Insurance Map. Eight churches were present including two Presbyterian, two Catholic, a Baptist, a Dutch Reformed, an Episcopal, and a Methodist Episcopal Church. One public and one Episcopal school were present. Other local organizations included the Teutona Hall (Masons), the Catholic Institute, and a bowling alley nearby. Vacant lots were scarce and businesses such as bakeries were interspersed throughout the neighborhood. Few industrial concerns were present, save for a steam carpet factory on Fifth and Erie and a printer on Third near Coles.

As described in detail in Section 3.3.1 above, the Harsimus Branch underwent a dramatic expansion in 1888, when the span was widened from two to four tracks and the wooden trestle supports were replaced by iron bents and supported with masonry piers. These improvements increased use of the Harsimus Branch, whose use was seen as more advantageous for freight traffic than the PRR's alignment which ran down Railroad Avenue (The Newark Advertiser Makes an Announcement, Jersey Journal, May 25, 1888). In anticipation of the expansion many residents along Sixth Street were served eviction notices and given two months to leave (Important R.R. Changes, Jersey Journal, March 5, 1886). Where initially the Harsimus Branch had been used as a route through the neighborhood, after 1888, the tracks were increasingly used as an extension of the rail yard at Harsimus Cove itself, with trains frequently backed up on the tracks and idling overnight. In 1894, for example, disturbances caused by the idling trains were reported in the Jersey Journal. Residents complained that "every night many cars filled with cattle stand for hours on the tracks. The animals bellow for hours. Their monotonous noise is varied very often by the bleating of scores of lambs, all of which the people along the line object to" (Sleep Destroyers, Jersey Journal Aug. 9, 1894). Similar disturbances were reported in the following years, when the hum of engines, ringing of bells, smoke, and vibrations from impacts between cars were causes of complaint (They Can't Sleep Because of Trains, Jersey Journal, May 12, 1902). With the expansion, the quality of life along the track likely was affected more dramatically than when the tracks were first installed in 1872-1875.

Ten years after the piers and irons bents replaced the wood trestlework, the neighborhood would be subjected to an exponentially higher amount of rail traffic in 1901 when the Harsimus Branch was widened to seven tracks with the construction of the extant stone embankment. Between 12 and 35 feet high, 100 feet wide, and extending 400 feet along each block, the Embankment concretized a division between neighborhoods that dated back to the mid-nineteenth century, but never before had this division been marked with such imposing heft. The original points of permeability between Fifth and Sixth streets remained and some movement between the

neighborhoods continued; however, an underpass 100 feet wide created dark, noisy spaces between the neighborhoods which were devoid of businesses, homes, and other features that would have encouraged social connections between the Hamilton Park and Harsimus Cove neighborhoods. The stone embankment required the acquisition of neighboring properties, resulting in the Sixth Street frontage of the embankment being the stone wall of the embankment itself while the backlots of the Fifth Street frontage abutted the wall. The planning for the new stone embankment led to a smattering of complaints in local newspapers and a new round of eviction notices. A 1901 newspaper article announced that "a number of brick and frame dwellings on the south side of Sixth Street, between Erie and Brunswick Street" were being sold by the PRR to buyers agreeing to move the structures (Houses Must Make Way, Jersey Journal, September 26, 1901). The article went on to say that once the Embankment was erected, "the railroad company will be enabled to handle its ever increasing freight traffic with greater celerity than ever before" and concluded that many men in the meantime were gainfully employed in the project. While providing jobs initially for neighborhood residents, a 1909 article recalled that "when the company tore down the buildings on Sixth Street and built a stone retaining wall, the property on the northerly side of Sixth Street caught the blight. The railroad holding because of its continuity increased in value and the surrounding property went off in value not less than fifty percent" (Railroad Revaluation, Jersey Journal, July 23, 1909). The division the Embankment created was reflected in the ensuing years when the two neighborhoods continued on separate, though not entirely dissimilar, trajectories, sharing in common the blot of the Embankment itself between them.

The expansion not only led to increased traffic and a decrease in real estate values, but also brought with it new environmental hazards. A 1914 article documents the ongoing problems of pollution, stating that "all who live along the line of the Harsimus Branch of the Pennsylvania Railroad complain of the smoke, gas, and dust from the locomotives" (The Smoke Nuisance, Jersey Journal, May 27, 1914). The article went on to describe the specific woes of the Church of St. Anthony of Padua, located on Monmouth Street near Sixth Street. The church had apparently been complaining and filing suits for years and "had carried its suits from the State to the Federal courts and now it is announced that the United State Supreme Court will hear the case." The smoke had damaged property along several Jersey City rail lines, a problem the writer suggests could be solved by electrifying the line. Electrification did not happen until 1934. The drop in quality of life led to a decrease in real estate values adjacent to the alignment, which opened the neighborhood to lower income residents to live in the neighborhood.

The 1910 census reflects how these changes had taken hold of the neighborhoods around the Embankment which was still under construction until 1917. In the 1910 Census, a sample of 43 heads-of-household along Eighth Street blocks were examined to see the ethnicity and occupation of the occupants on the north side of the Embankment. Eighteen of the 43 households were native-born American (42 percent), with ten (10) of those households being first generation American, the children of Irish and German immigrants. The remaining 25 (58 percent) households were immigrant families, with heads-of-household born in Germany, Ireland, England, Denmark, Russia, and Sweden. The assortment of occupations represented by these households was broad, with no one ethnicity dominating a single occupation. Nine heads-of-household were involved in the railroad industry as carpenters, clerks, engineers, inspectors and machinists. Other occupations represented on this block included truck drivers (many of whom were Native born in New Jersey), laborers, leather workers, a dealer in ice and coal, moulders at the nearby foundries, painters and housekeepers.

As in 1880, Eighth Street was a mixture of working class, semi-skilled, and middle-class laborers and an occasional professional in 1910. Based on this sample, the block was ethnically heterogeneous, with immigrants and native-born Americans living as neighbors. The only noticeable shift between 1880 and 1910 appears to be toward slightly more diversity—in the 1910 census immigrants from Russia have joined the northern European immigrants who had been moving into the area for decades. The percentage of native-born American households also went down over time.

In 1910 the stretch of Fourth between Erie and Coles had a similar economical and ethnic make-up. A survey of 39 of the households on these blocks (Enumeration Districts 103 & 105) found that 23 (59 percent) of the heads-of-households were native-born Americans, seven of whom were first generation Irish-Americans and one a first generation German-American. The remaining 16 (41 percent) households were headed by immigrants from Germany, Ireland, Russia, Italy, and England. The occupations represented in these households varied wildly, with most being semi-skilled labor—including painters, retailers, a candy-maker, and a driver—and several skilled or professional class workers, including book-keepers, a county judge, a teacher, a professor, and a doctor. While the population on this block appears to have shifted toward a proportionally more culturally or ethnically diverse make-up, the occupations of these individuals suggest that it remained a mixture of working and middle-class residents.

Contrasts in housing patterns between Eighth and Fourth streets were evident by 1910. Along Eighth Street, only 15 structures housed all 43 of the households enumerated there. Of these structures, seven (7) were houses with three or more families, seven (7) were single-family homes and one (1) was occupied by two families. The number of structures surveyed on Fourth Street was 32, with 28 of these occupied by a single family. Only one house could be characterized as a tenement, with three households, and three structures were home to two families. While cultural patterns of multiple generations of a family may be obscured by this numerical analysis, most of the "tenement" structures north of the Embankment appear to be unrelated and some structures had six or more household units living in close quarters.

Changes to the neighborhood that began with the installation of the Harsimus Branch in 1872-1875, and were escalated by expansions of the railroad in 1888 and 1901, continued into the twentieth century. The neighborhoods north and south of the Embankment developed along divergent, but not entirely dissimilar, paths. The changes being experienced in the Hamilton Park and Harsimus Cove neighborhoods were magnified by the broader shifts in the Jersey City economy in the early twentieth century. The construction of the Hudson and Manhattan Railroad in 1908 and the PRR tunnel in 1910 led to a depression in the local economy as trains began traveling directly to New York and both passenger and freight traffic through Jersey City began to decline (Grundy 1976: 47). The importance of the railroads on Jersey City's economy was recognized in the first Jersey City development plan, produced in 1921, which detailed a variety of strategies for diversifying Jersey City's economy in the face of reduced rail traffic (Jersey City Board of Engineers 1921). This idealistic document asserted that "the reorganization of the port, urgently and imperatively necessary, presents a great opportunity for the City of Jersey City to come into its own, to take its place as a dominant factor in the port, subservient to no other part; the opportunity to develop Jersey City into the great maritime, commercial and industrial city for which its magnificent location on the most important part of New York Bay and the lower Hudson River intended it" (Jersey City Board of Engineers 1921: 6). Few of the changes proposed were implemented, however, and Jersey City continued to suffer an economic downturn in the following decades.

Jersey City's economic and ethnic make-up shifted in the early twentieth century after the close of World War I and the end of the Progressive Era. Many white families moved to suburbs while second and third generation Irish moved to more affluent neighborhoods (Grundy 1976: 55). According to Grundy (1976: 65), Italian immigrants were the largest group of foreign-born whites in Jersey City in 1920, and in 1930 Italian and first-generation Italian-Americans numbered 44,000. In 1930, Polish immigrants and first-generation Polish-Americans were the third largest immigrant group (Grundy 1976:65). Examination of the 1938 Sanborn Fire Insurance map for the areas around the Harsimus Branch's alignment shows that many of the neighborhood institutions which had been present in 1885 continued to be present in 1938, though some changes reflect shifting ethnic make-up and housing patterns (Table 3.5).

In the Hamilton Park neighborhood, the 1938 Sanborn Map shows the St. Anthony's Roman Catholic Church (Polish) and the Holy Rosary Roman Catholic Church (Italian), both of which had been established in the mid-1880s. These congregations had started out relatively small but

Table 3.5: Hamilton Park and Harsimus Cove neighborhood institutions and amenities in 1938 (Source: 1938 Sanborn Fire Insurance Map).

Neighborhood	Institution	Name	Association
Hamilton Park	Bank	"Bank"	N/A
		Fifth Ward Savings Bank	N/A
	Church	Park Reformed Church	Dutch Reformed
		St. Anthony Roman Catholic Church(Polish)	Catholic
		St. Michael's Church	Catholic
		Italian Church	Italian/Catholic
	Civil	2nd Precinct Police Station	N/A
		Free Public Library	N/A
		Goodwill Industries furniture and hardware	N/A
	Club	John Rotherham Association Clubhouse	
	Fire Safety	Engine House No. 5	
		Hook and Ladder No. 2	
	Hospital	Saint Francis Hospital	Catholic
	School	Public School No. 32	N/A
		Public School No. 4	N/A
		Public School No. 37	N/A
Harsimus Cove	Church	2nd Presbyterian Church	Presbyterian
		Chapel of the North Baptist Church	Baptist
		Grace Episcopal Church	Episcopal
		Saint Mary's Roman Catholic Church	Catholic
		St. Boniface Church	Catholic
		St. Paul's Methodist Episcopal Church	Methodist Episcopal
	Civil	NJ Department of Labor & Museum	N/A
		1st Precinct Police Station	
		Goodwill Industries community house and dry nursery	N/A
	Club	Catholic Institute	Catholic
		Polish Community Center	Catholic/Polish
	Recreation	Palace Theatre	N/A
		Russian Baths	N/A
	School	St. Boniface School	Catholic
	Synagogue	Congregation Tifereth Israel Synagogue	Jewish

the support of new immigrants enabled them to grow and establish stone edifices, parish halls, rectories, a Catholic School (Polish) and a nursery. In total, the neighborhood had three public and two Catholic Schools. Stores interspersed with residences lined the commercial streets of Coles, Pavonia, and Grove. A Free Public Library, the Fifth Ward Savings Bank, the Second Precinct Police Station on Seventh Street, Fire Engine No. 5 and the Hook and Ladder Company No. 2 added to the amenities and services available in the neighborhood.

Most of the structures in the Hamilton Park neighborhood were labeled as dwellings (single family homes), 'flats' (apartments and tenements) or stores. While most residential buildings were dwellings in the Hamilton Park neighborhood, banks of flats were clustered along Seventh, Eighth, and Ninth streets. Flats were also interspersed with single-family homes and businesses on other blocks and would have provided much needed housing for the increasing population of the area. A variety of new businesses and factories lined the block between Ninth and Tenth Streets. The density of occupation can be seen in a 1939 photograph, taken from the elevated rail line of the ERR along Tenth Street (Figure 3.33). The high density tenements and flats that faced Hamilton Park are in the center of the photograph, with the multi-level laundry lines attached to backyard poles. While many businesses and families were thriving, a contemporary image along Sixth Street suggests that the land and structures directly adjacent to the Embankment were often blighted, and the property of the PRR itself was neglected (Figure 3.34).

In the Harsimus Cove neighborhood, the 1938 Sanborn Fire Insurance Map shows new institutions as well. Several of the church edifices had changed hands and new religious organizations were present, including Congregation Tifereth Israel Synagogue on Fifth Street between Jersey and Erie. In addition to the synagogue, five churches served the community, including two Catholic, one Episcopal, one Presbyterian and one Baptist church. Commercial streets included the north-south running Coles and Grove streets, and to a lesser extent Erie Street. In these areas, first-floor businesses with flats above lined several streets. Flats and single-family domestic buildings were interspersed throughout the neighborhood, though on some streets stretches of apartment buildings dominated the block.

Harsimus Cove neighborhood civil institutions and utilities were closer to Newark Avenue, including the First Precinct of the Jersey City Police on Bay Street near Erie, the Public Service Corporation on Morgan, NJ Bell Telephone Company on Bay at Erie, and the General Repair Shop for the Board of Education on Bay Street. Neighborhood recreation options also appear concentrated in the south, including the Palace Theatre (First between Jersey and Erie), Russian Baths (Fourth at Henderson/Marin), the Polish Community Center (Bay near Grove), and the Catholic Institute (Third near Erie). Other neighborhood landmarks included the State of New Jersey Department of Labor, Industrial Museum and Goodwill Industries Community House and Day Nursery both near the intersection of Third Street and Jersey Avenue.

The Harsimus Cove housing stock in 1938 was represented by row houses, both single-family homes and multi-family buildings, arranged along the east-west running residential streets. In some areas, such as the block between Jersey Avenue, Third Street, Erie Street, and Second Street, flats dominated the area. However, on most blocks flats and single-family dwellings were interspersed, with fewer overall flats than were present in the Hamilton Park neighborhood.

New businesses and living arrangements became common in both neighborhoods in the early twentieth century as increasing population encouraged the breaking up of single-family homes into multi-family homes and the building of apartment buildings. The Sanborn map from 1938 suggests that this occurred to a somewhat greater extent on the north side of the Embankment.

The 1940 Federal Census for Eighth and Fourth streets reinforces the suggestion that contrasting settlement patterns characterized the neighborhoods north and south of the Embankment. In Hamilton Park, 101 heads-of-household in three enumeration districts on Eighth Street between Jersey and Coles were surveyed for ethnic and occupational patterns (United States Census Bureau 1940, Enumeration Districts 24-33, 23-46, 24-31). Of the 101 heads of household, 48 (48 percent) were native-born Americans, 25 (25 percent) were Polish, 12 (12 percent) were Italian, and 11 (11 percent) were Irish. Of the remaining 4 percent, one Greek, one English, and one Austrian family were present. While the block appears to have been made up of 52-percent immigrants, proportionally fewer of these immigrants were Irish or English when compared to earlier years. In the Harsimus Cove neighborhood, 56 households were reviewed in the 1940 Federal Census for Fourth Street, between Jersey Avenue and Coles Street (United States Federal Census 1940;

Figure 3.33: 1939 View of Hamilton Park from the New York Lake Erie and Western Railroad.
View southeast. Note alignment of NYLE&W Railroad in foreground, tenements and Hamilton Park in middle-ground, and view of New York City in background (Source: Library of Congress).

Figure 3.34: Circa 1940-1960 Photograph by Dan MacNulty at Sixth Street and Brunswick Street, Jersey City, New Jersey.
View East. Note the unkempt property around the railroad alignment. The spires of St. Anthony of Padua Catholic Church and Holy Rosary Catholic Church are visible in the background (Source: French 1997).

Enumeration Districts 24-47 & 24-50). Of the 56 heads-of-household, 21 (37 percent) were native-born Americans, 23 (41 percent) were Italian, and 5 (9 percent) were Polish. Of the remaining 13 percent, two (2) households were Russian, two (2) Lithuanian, two (2) Austrian, and one (1) Irish.

In both neighborhoods native-born Americans made up less than half the population. On Eighth Street, Polish residents made up the next most abundant ethnicity while on Fourth Street, Italians predominated over native-born Americans. The high concentrations of Polish and Irish may be the result of the research process (only looking at two or three blocks along one street); however, the available data does shed light on the way that immigrant communities were clustered together in enclaves where residents could speak the same language, socialize, and support the same religious and educational institutions.

The difference in population density north and south of the Embankment, which is suggested by the distribution of flats and other dwellings on the 1938 Sanborn Fire Insurance Map, is clearly illustrated in the 1940 US Federal Census. In the Hamilton Park neighborhood, the 101 households enumerated were living in 37 separate structures. Single-family homes accounted for 14 of these buildings, while 12 were tenements with 3 or more families living therein, and seven were two family homes. The large majority of households were living in the 12 tenements, where 73 heads-of-household alone were enumerated (this does not include their families), attesting to a much greater population density than had been seen in previous years. In the Harsimus Cove neighborhood, fewer households were enumerated on the Fourth Street block; however, they were living in 40 separate structures slightly more than the 37 structures along the stretch of Eighth Street described above. The lower density of the Fourth Street area is further illustrated by the fact that 29 of these structures were single-family homes, nine were multi-family homes, and only two were tenements. Based on the sample of the 1940 census, the Hamilton Park neighborhood saw a higher population density than the Harsimus Cove neighborhood in the mid-twentieth century. As noted above, however, this is a relatively small sample and the Sanborn maps do indicate that several blocks south of the Embankment were home to flats and tenements not unlike those seen north of the Embankment.

Occupations in the Hamilton Park neighborhood were varied, including many working-class positions. In this neighborhood, low, semi-skilled, and skilled laborers made up the majority of the heads-of-household. These included bartenders, blacksmiths, carpenters, butchers, truck drivers, janitors, factory workers, foundry workers, laborers on the docks or the railroad, plumbers, servicemen, laundry workers, salesmen, stock-keepers, and others. White-collar workers were much fewer, including only one head-of-household, working as a secretary at an insurance company. Eleven men were identified as working for the railroad, including a carpenter, fireman, machinist, laborers, a repairman, and a stock keeper. Eleven heads-of-household had no profession listed.

In Harsimus Cove, male heads-of-household were working in a variety of semi-skilled and low-skill jobs. These included barbers, construction workers, house painters, truckers, machine operators, shopkeepers, salesmen, sheet metal workers, laborers, and a longshoreman. In contrast to the Eighth Street population, many white collar and government workers were present as well, including clerks, a clothing designer, an inspector, a doctor, an owner of a hat factory, a rabbi at a synagogue, a lieutenant and a traffic officer with the Jersey City police, and a public school teacher. Four individuals worked at the railroad, including a foreman, inspector, laborer, and a switchman. Eleven heads-of-household were listed as having no profession.

The ethnic, occupational, and residential patterns suggested by the 1940 census point to a pattern wherein the Harsimus Cove and Hamilton Park neighborhoods had developed in different directions after the Embankment was constructed in 1901-1917. As discussed above, the Embankment had created a monumental wall between the neighborhoods, which magnified the differences that had previously existed. North of the Embankment, high population density and higher numbers of low-skilled workers created a squarely working class neighborhood in the early to mid-twentieth century. In contrast, south of the Embankment, the neighborhood had many low-skilled working-

class residents, but continued to have many skilled artisans, business owners, and professional class residents as well. The ethnic patterns seen in the two neighborhoods in the 1940 census should not be overstated as only a few blocks are represented.

Although the neighborhoods to the north and south of the Embankment developed along different paths following the construction of the Embankment, the division was not absolute. Perhaps pointing to some movement between the neighborhoods are the several ethnic institutions that drew people on both sides of the Embankment, including St. Anthony's of Padua (Polish Catholic) and the church of the Holy Rosary (Italian Catholic), the Polish Community Center, and the Catholic Institute. These institutions were located on both sides of the Embankment, in both neighborhoods, and are evidence of the movement that continued between the neighborhoods.

Jersey City was subject to political corruption under Mayor Frank Hague's administration from 1917-1947 which further damaged its political, social, and economic environment. Beginning in the 1940s, in the wake of the 1934 National Housing Act, a series of "slum clearance" projects and public housing projects were enacted in Jersey City, artificially reworking neighborhoods and destroying local landmarks (Grundy 1976). Cycles of similar projects continued into the 1960s and 1970s. While some mayors made attempts at enticing business and industrial concerns to relocate to Jersey City, the economy continued to suffer (Grundy 1976).

These changes also created opportunities in the 1960s and 1970s for new ethnic groups to move into Jersey City. Whereas African Americans made up only 4 percent and Puerto Ricans made up 1 percent of Jersey City's population in 1940, by 1970, African Americans made up 21 percent and Puerto Ricans made up 6.2 percent (Grundy 1976: 65). As minority families moved in, white people left in increasing numbers for the suburbs. The overall economy of Jersey City saw significant setbacks during that time. In the 1960s and 1970s, much of the industry that had provided jobs for the population left, as did the railroads themselves, most of which had gone bankrupt. The ERR shifted its service to the Hoboken Terminal and merged with the Lackawanna Railroad in 1960 and a few years later in 1967 the CRRNJ closed its Jersey City terminal. As detailed in Section 3.3.1, the PCRR's 1970 bankruptcy was one symptom of this downturn. The Harsimus Branch was transferred to Conrail in 1976, but it was not until the late 1980s that rail traffic stopped and then in the 1990s the tracks and bridge spans were removed. Today, some rail structures are present at the western end of the Harsimus Branch and the six sections of the stone Embankment remain.

Historian J. Owen Grundy writes that "after 1950 Jersey City was no longer the thriving and growing community of an earlier time" (1976:65). During this time, complaints about the Harsimus Branch continued, though the bleating of sheep and the mooing of cattle was no longer the culprit. As one 1960s letter to the Jersey Journal's "Mr. Fix-it" complained, "refrigerator trains [are] left standing for hours on Pennsylvania Railroad's tracks on Sixth Street. The drone of the motors through the night makes sleeping difficult" (Mr. Fix-it Reports!, Jersey Journal. August 9, 1961). In response, a representative of the PRR offered apologies, but made no promises that this pattern would change.

Today, the Embankment is on the State Register of Historic Places, is eligible for the National Register, and is situated between two historic districts on the National Register. Jersey City, and especially the historic Hamilton Park and Harsimus Cove Historic Districts, is seeing a renaissance in the wake of waterfront development projects and new condominium projects that bring gentrification (Hughes 2012). The preservation of the Embankment has in recent decades become a focal point for local community groups. Associations such as the Hamilton Park Neighborhood Association, formed in 1975, and the Harsimus Cove Association, established in 1999, have worked toward the improvement of their respective neighborhoods. These efforts include creating clean and safe spaces, representing their respective neighborhoods at Jersey City meetings, and pursuing neighborhood revival (Hamilton Park Neighborhood Association Website, May 2016; Harsimus Cove Association Website, May 2016). In 1998 the Embankment Preservation Coalition was formed in order to "preserve the historic Pennsylvania Railroad Harsimus Stem Embankment" and develop it as open space (Embankment Preservation Coalition Website May 2016).

The Harsimus Branch, from its first incarnation as a wooden trestle elevated rail line in the 1870s, through its expansion in 1888, and its further expansion in the first decades of the twentieth century, has been an important component of the adjacent neighborhoods. As a massive boundary marker and source of disruptive sound and smoke, the Harsimus Branch contributed to the development of the two distinct and largely separate neighborhoods of Hamilton Park and Harsimus Cove. As a corollary to this, the depreciated value of the lots bordering the Harsimus Branch created a space for new communities to flourish. These new communities—largely Polish and Italian in the late nineteenth and early twentieth century—built churches, schools, and community centers to serve and improve their quality of life despite the blot on their neighborhoods imposed by the train tracks overhead. As Jersey City continued to change with the influx of new residents, these neighborhoods became home to other low-income populations willing to live and worship near train tracks in exchange for access to inexpensive housing, land, jobs, and transportation to New York City.

3.4 National and State Register of Historic Places Eligible and Listed Properties

Research conducted at the SHPO identified the following 12 resources in the APE-Architecture that are presently eligible for or listed in the State and/or National Register of Historic Places:

- Pennsylvania Railroad (New York to Philadelphia) Historic District (SHPO Opinion: 3/3/2003)
- New Jersey Railroad Bergen Cut Historic District (SHPO Opinion: 5/21/1999)
- Public School No. 5 at 182-196 Merseles Street (SHPO Opinion: 2/28/1991)
- Pennsylvania Railroad Harsimus Branch Embankment (COE: 2/17/1999; SR: 12/29/1999; DOE: 3/16/2000)
- St. Anthony's Polish Roman Catholic Church and School Complex (SHPO Opinion: 4/13/1994)
- St. Anthony of Padua Roman Catholic Church (SR: 12/24/2003; NR: 3/22/2004)
- Hamilton Park Historic District (SR: 4/27/1978; NR: 1/25/1979) and Extension (SR: 10/1/1982; NR: 12/2/1982)
- Harsimus Cove Historic District (SR: 10/15/1987; NR: 12/9/1987)
- Albaniel Dye & Chemical Co. at 88-92 Erie Street (SHPO Opinion: 7/2/1980; DOE: 8/27/1980)
- Warehouse Historic District (SHPO Opinion: 2/28/1991)
- Hudson & Manhattan Railroad Powerhouse (COE: 10/7/1999; NR: 11/23/2001)
- Great Atlantic & Pacific Tea Company Warehouse (SR: 6/2/1978; NR: 6/2/1978; NHL ID No. 1504)

Individual descriptions of historic properties in the APE-Architecture can be found in Section 5.0.

The New Jersey Turnpike, which crosses over the project area, is more than 50 years of age, but the SHPO formally found it not eligible for listing in the National Register in 2006 (Guzzo 2006).

National Junction, comprising portions of the New Jersey Junction Railroad and the National Docks & New Jersey Junction Connecting Railway Company and located partly in the western end of

the APE-Architecture, was surveyed in 2008 and determined not eligible for the National Register (Richard Grubb & Associates, Inc. 2008; Saunders 2009).

The Journal Square/Newark extension of the Hudson & Manhattan Railroad (H&MRR), which shares the old PRR passenger mainline right-of-way at the western extreme of the APE-Architecture, is not within the identified boundaries of the National Register-eligible H&MRR (PATH) Transit System (SHPO Opinion: 3/4/2002), which are loosely identified as "the Hudson River Tubes, the system of underground tunnels built on both sides of the river, and the passenger stations" (Tranter 2002). While the original H&MRR system between Manhattan and Jersey City opened in 1908, the extension to Journal Square/Newark, built as a cooperative effort between the H&MRR, the PRR, and Public Service Corporation of New Jersey, was not open for service until 1910 (The New York Times 1906: 9; 1909a: 3; 1909b: 3; 1910: 13). Because project impacts will have no effect on the former H&MRR and because refining the boundaries of the eligible H&MRR (PATH) Transit System is beyond the scope of the present undertaking, it has been excluded from this investigation.

3.5 Known Archaeological Sites and Prior Investigations

An examination of the NJSM and SHPO site files and other standard references indicate that no known prehistoric or historic archaeological sites are located within the APE-Archaeology (Skinner and Schrabisch 1913; Cross 1941). There are three registered archaeological sites within one mile of the APE-Archaeology. These sites include one prehistoric site and two historic period sites. The prehistoric site (28-Hd-8) is located approximately 3,000 feet to the northwest of the APE-Archaeology. Limited information exists about this site, other than its location and general designation as prehistoric. The former location of a nineteenth-century railroad depot and ferry terminal (28-Hd-19) is located approximately 3,000 feet to the southeast of the APE-Archaeology. The most noteworthy site is the Apple Tree House (28-Hd-37), located approximately 4,000 feet to the northwest of the APE-Archaeology. The site contains one building and an asphalt parking lot that falls within the original boundaries of the 1660 Village of Bergen (Hunter Research, Inc. 2004). The Apple Tree House site has the potential to contain significant stratified archaeological deposits from the seventeenth through the twentieth century.

A review of reports on file at the SHPO indicates that three cultural resources surveys have taken place within the APE-Archaeology. Louis Berger & Associates, Inc. (1999) conducted an evaluation of the Embankment to determine the potential effects of abandonment or development of the Embankment. A detailed discussion of this report follows in the Historic Architecture section and does not warrant repeating here. RGA conducted an APE Report for the Conrail Harsimus Branch Abandonment, and identified the APE-Archaeology as the six elevated Embankment segments and two additional lots to the west (Richard Grubb & Associates, Inc. 2006). Historic Sites Research (1980) performed a cultural resources survey that included a portion of the western terminus of the APE-Archaeology. This survey was conducted as part of a feasibility and locational study for a proposed four-lane land service road (never constructed) between Jersey City and Edgewater along an alignment eastward of the National Docks Railway/New Jersey Junction Railroad right-of-way. No resources were identified as part of the study within the current APE-Archaeology.

There were several cultural resources surveys conducted within 1,000 feet of the APE-Archaeology. These include surveys for road and sewer improvements (Richard Grubb & Associates, Inc. 2006); waterfront development (Louis Berger & Associates, Inc. 1986); and wireless communications (Archaeological & Historical Consultants, Inc. 2003; Edward Otter, Inc. n.d.). None of these surveys uncovered potentially significant archaeological resources.

In 2011, a metal detector survey was completed at the Historic Jersey City and Harsimus Cemetery and Memorial Park. The goal of the survey was to identify traces of a Revolutionary War skirmish and encampment involving General Lafayette that had been part of local lore, but unsubstantiated

through documents or archaeological remains. No military artifacts were recovered during the investigation (Sivilich 2011).

3.6 Known Historic Architectural Resources and Prior Investigations

New Jersey Historic Bridge Survey
The 1994 New Jersey Historic Bridge Survey conducted by A.G. Lichtenstein & Associates identified two bridges adjacent to, but outside, the APE-Architecture (A.G. Lichtenstein & Associates 1994). The Chestnut Avenue Bridge over PATH and Conrail (Structure No. 0954164), a through girder span constructed in 1918 and altered in 1989, was recommended not eligible for listing in the National Register. The Newark Avenue Bridge over Conrail's River Line (Structure No. 0900013), a Warren pony truss built in 1918, was also recommended not eligible in the Lichtenstein survey. The SHPO concurred with both recommendations in 1995. In 1997, the superstructure of the Newark Avenue Bridge was replaced by Hudson County.

New Jersey Transit Historic Railroad Bridge Survey
The 1991 New Jersey Transit Historic Railroad Bridge Survey identified no railroad bridges inside the APE-Architecture (DeLeuw, Cather and Co. 1991).

Planning Surveys
Both the 1982 Jersey City Phase 1 Survey of Ward E by Joseph C. Brooks, and the 1986 Jersey City Phase 2 Survey of Ward E prepared by Mary B. Dierickx Architectural Planning Consultants, examined many individual structures, streetscapes, and possible historic districts inside or abutting the APE-Architecture (Brooks 1982; Mary B. Dierickx Architectural Planning Consultants 1986). A number of these resources are now part of the Harsimus Cove Historic District and the Warehouse Historic District. Others have since been demolished. Table 3.6 identifies all extant resources and streetscapes examined as part of the Phase 1 and Phase 2 surveys, with the exception of those resources presently within established districts, and it summarizes the recommendations and current status of these resources.

Two of the streetscapes in the Phase 1 Survey singled out individual buildings located inside the APE-Architecture. The Fifth Street streetscape (Brooks 1982: Survey No. 0906 E 86) made special note of two four-story tenement buildings at 323 and 328 Fifth Street. The Monmouth Street streetscape (Brooks 1982: Survey No. 0906 E 211) highlighted the three-story building at 443 Monmouth Street on the west side of the street next to the Embankment segments, between Fifth and Sixth Streets. In both instances, the streetscapes and buildings were recommended not eligible (see Table 3.2).

Regulatory Surveys
In 1980, Historic Sites Research completed the revised Hudson River Route Feasibility and Locational Study for the proposed construction of a four-lane land service road along the Hudson River waterfront. The proposed road extended for approximately 8.8 miles from Bayview Avenue in Jersey City to the intersection of River and Gorge roads in Edgewater, passing through Jersey City, Hoboken, Union City, Weehawken, West New York, Guttenberg, and North Bergen in Hudson County, and terminating at the southerly end of Edgewater in Bergen County. The historic architectural survey conducted as part of this study identified five railroad-related resources. Surveyed were three bridges and a portion of the National Docks Railroad which are located approximately 6,000 feet south of the APE-Architecture near the intersection of Communipaw and Johnston avenues in Jersey City. The study recommended the three bridges eligible as part of a National Docks Historic District (Historic Sites Research 1980). The same investigation also surveyed the Erie Bergen Hill Tunnel, located approximately 1,900 feet north of and outside the APE-Architecture, and recommended it individually eligible for inclusion in the State and National Registers. The corresponding review letter for this project could not be found at the SHPO, and there is no formal Opinion of Eligibility for the National Docks Historic District.

Table 3.6: Summary of Jersey City Phase 1 and Phase 2 Surveys of extant resources* located inside the APE-Architecture.

Jersey City Survey No.	Resource Name/Address	Phase 1 Survey Recommendation (Brooks 1982)	Phase 2 Survey Recommendation (Dierickx 1986)	Current Status
0906 E 22	Brunswick Street Streetscape, between Railroad Avenue and Sixth Street	Not eligible	Not eligible	N/A
0906 E 27	Coles Street Streetscape, between Railroad Avenue and Sixth Street	Not eligible	Not eligible	N/A
0906 E 86	Fifth Street Streetscape, between Newark Avenue and Coles Street	Not eligible	Not eligible	N/A
0906 E 133	Fourth Street Streetscape, between Coles Street and Merseles Street	Possibly eligible	Not eligible	N/A
0906 E 209-210	Public School No. 5/182-196 Merselles Street	Possibly eligible	Eligible	SHPO Opinion: 2/28/1991
0906 E 211	Monmouth Street Streetscape, between Railroad Avenue and Sixth Street	Not eligible	Not eligible	N/A
0906 E 212A	St. Anthony's Polish Roman Catholic Church/457 Monmouth Street	Eligible	Eligible	SR: 12/24/2003; NR: 3/22/2004
0906 E 212B	St. Anthony's Parochial School and Convent/348-353 Sixth Street	Eligible	Eligible	SHPO Opinion: 4/13/1994
0906 E 270	Newark Avenue Streetscape, between Coles Street and Merseles Street	Possibly eligible	Not eligible	N/A
0906 E 273B	Ninth Street, between Erie Street and Manila Avenue (formerly Grove Street)	Not eligible	Not eligible	N/A
0906 E 321	Holy Rosary Roman Catholic Church/336 Sixth Street	Possibly eligible	Not eligible	N/A
0906 E 340	Third Street Streetscape, between Coles Street and Merseles Street	Not eligible	Not eligible	N/A

* Excluding resources inside listed or eligible historic districts.
NR: National Register of Historic Places
SR: State Register of Historic Places

In 1986, Louis Berger & Associates conducted a cultural resources investigation for the proposed Harsimus Cove South Development, a residential development on a 96-acre waterfront site along the Hudson River. The project area, which is in the eastern portion of the APE-Architecture for the current project, was bounded by Marin Boulevard on the west, Sixth Street on the north, the Hudson River on the east, and First and Second streets on the south. No significant architectural resources were identified in the investigation, and this area has since been completely redeveloped (Louis Berger & Associates, Inc. 1986).

The most relevant cultural resources investigation with an architectural component is the Historic Resources Evaluation of the Sixth Street Railroad Embankment Study prepared for Jersey City (Louis Berger & Associates, Inc. 1999). At the time of the survey, the Embankment had not been listed on the State or National Registers. The investigation assessed the potential effects of

preserving the Embankment in whole or in part, of removing and redeveloping the Embankment for housing and/or recreational space, and of various combinations of the above. The survey concluded that if no action were taken, the Embankment would continue to deteriorate, and the adjacent Hamilton Park Historic District and Harsimus Cove Historic District would continue to be "affected by blight." The report concluded that if development of the Embankment was pursued, the two historic districts could be integrated through compatible design (Louis Berger & Associates, Inc. 1999: 25).

With respect to the Hamilton Park Historic District and Harsimus Cove Historic District, the report stated that the "embankment was built with total disregard for the surrounding residential neighborhoods," that it "created a barrier rather than a link" between the two districts, and that the "preservation of these embankment structures continues to impede the integration" of the districts.

A cultural resources investigation conducted approximately 5,000 feet northwest outside of the APE-Architecture in the section of Jersey City known as Marion, but relevant to the current undertaking, is the RBA Group's 1999 survey in advance of proposed improvements to U.S. Route 1&9 (RBA Group 1999). Included in the proposed improvements were the replacement of the U.S. Route 1&9 Truck/St. Paul's Avenue-Conrail Bridge and an associated program of new highway and viaduct construction. The survey identified the New Jersey Railroad Bergen Cut Historic District, which subsequently received a SHPO Opinion of Eligibility in 1999. The eastern limit of the Bergen Cut Historic District is located at the end of the existing stone abutment on the west side of Brunswick Street at Christopher Columbus Drive (formerly Railroad Avenue) (Saunders 2009). A portion of the Bergen Cut is located at the western end of the APE-Architecture for the current project.

In 2008, RGA completed a cultural resources investigation in advance of proposed improvements by Conrail to the Erie Bergen Hill Tunnel and the Waldo Yard Tunnel (Richard Grubb & Associates, Inc. 2008). These improvements were part of the larger "Liberty Corridor" project which entails a number of combined road and rail improvements to: improve freight movements in the region; support the continued growth of Port Elizabeth and Port Newark on the east coast; ease roadway congestion; improve air quality; expand brownfields redevelopment; and provide new incentives to spur the continued growth of New Jersey's research and development sectors. A discrete segment of the APE-Architecture for that investigation overlaps the western portion of the current APE-Architecture and includes both the Waldo Avenue Yard and that portion of the Conrail National Docks Secondary Line right-of-way located at the foot of Bergen Hill, between Waldo Avenue Yard and the Harsimus Branch right-of-way. The Waldo Avenue Yard was recommended not eligible both individually and as a possible contributing resource to the PRR (New York to Philadelphia) Historic District (Richard Grubb & Associates, Inc. 2008: Survey Form No. 2). The Conrail National Docks Secondary Line right-of-way was evaluated for National Register eligibility as part of a possible historic district (National Junction Historic District), and was also recommended not eligible for listing in the National Register (Richard Grubb & Associates, Inc. 2008: Survey Form No. 1). The SHPO subsequently concurred with these recommendations in consultation comments dated February 27, 2009 (Saunders 2009). The comments also formally delineated the eastern boundary of the PRR (New York to Philadelphia) Historic District as the end of the existing stone abutment on the west side of Brunswick Street at Christopher Columbus Drive (formerly Railroad Avenue) (Saunders 2009).

Historic American Engineering Record

One previous HAER report of the Conrail Overhead Electrified Catenary System contained background information of relevance to the present undertaking (Hayden 2008). It examined the history of freight operations in the Port of New York region and the process of electrification of the Harsimus Branch, among others.

Historic Preservation Element (Master Plan)

The Jersey City Master Plan, adopted in 2000, contains an Historic Preservation Element that was amended in March of 2015. In general, the Historic Preservation Element of the Jersey City Master Plan identifies all State and National Register listed and eligible properties in Jersey City, as well as locally designated historic districts and landmarks (Wallace Roberts & Todd, LLC et al; Jersey City Planning Division: IX1 through IX26). The Historic Preservation Element also identifies a list of potentially eligible resources for possible future listing. According to the element, both the Hamilton Park Historic District and the Harsimus Cove Historic District are locally designated historic districts under the jurisdiction of the Historic Preservation Ordinance and Commission. In 2006, Jersey City added the Embankment to the official list of local landmarks. Subsequently, the Great Atlantic & Pacific Tea Company Warehouse (150 Bay Street) and associated Auxiliary Building and Bakery (124-130 Bay Street), and the Merchants' Refrigerating Company Warehouse (142-144 First Street) were designated local landmarks by the Commission in March of 2011. The Master Plan also inventoried all State and National Register-listed and eligible properties as well as resources recommended eligible from the Phase 2 Survey of Ward E by Mary B. Dierickx Architectural Planning Consultants, and it recommended that the inventoried resources "should be prioritized for eventual local designation and nomination to the State and National Registers" (Wallace Roberts & Todd, LLC et al). There are no other identified historic properties, locally designated historic districts, or local landmarks inside the APE-Architecture.

4.0 PHASE IA ARCHAEOLOCIAL SURVEY

The research design included preliminary background research of the entire project area and a visual inspection of existing conditions within the APE-Archaeology. Background research was conducted prior to the field investigation to determine whether the APE-Archaeology contained documented cultural resources, and to assess the potential for undocumented significant prehistoric or historic cultural resources. This assessment was used to determine whether archaeological testing would be necessary, and, if so, to devise a field-testing strategy to locate documented and/or undocumented significant archaeological resources within the APE-Archaeology.

4.1 Assessment of Archaeological Sensitivity

The assessment of archaeological resources sensitivity is based on two allied concepts: the potential for archaeological sites to exist in a given area, and the sensitivity of that area to contain intact cultural resources. In areas where no sites are documented, the potential presence of prehistoric resources is based primarily on environmental setting: topography, proximity to water, and soil quality. The potential presence of historic resources is usually determined through analysis of historic sources and historic cartographic materials. The presence of historic roads documented on historic maps also increases the potential for historic sites.

Prehistoric Archaeological Sensitivity

Several studies have been performed analyzing data from archaeological sites to formulate predictive models of prehistoric site location. Settlement pattern studies conducted in New Jersey and elsewhere in the Middle Atlantic Region have defined areas of well-drained soils in proximity to water as prime loci for prehistoric sites (Cavallo and Mounier 1982; Pagoulatos and Walwer 1991; Ranere and Hansell 1987). Areas within 300 feet of wetlands are considered to have the highest sensitivity for prehistoric archaeological resources. In addition, level terrain, good drainage, proximity to historic trails, and a commanding view have also been cited as predictors of site location (Pagoulatos and Walwer 1991).

The results of background research indicated that limited registered archaeological sites are present within 1,000 feet of the APE-Archaeology. A single registered prehistoric site (28-Hd-8) is located approximately 3,000 feet to the northwest of the APE-Archaeology. The paucity of information about the size and function of this site precludes an assessment of prehistoric activity within the region. It is clear that extensive urban development during the nineteenth and twentieth century would have obliterated many traces of prehistoric habitation, if present. The construction activity associated with the stone-lined Embankment segments is part of this activity. In addition, the low-lying topography and historic presence of salt marshes puts limitations on the extent of human prehistoric utilization. Researchers hypothesize that in similar areas prehistoric populations occupied the higher ground away from the saltwater marshes (Kraft 1977:6). The marshes undoubtedly provided a valuable source of sustenance as the prehistoric inhabitants made brief resource procurement forays. These procurement forays undoubtedly left limited archaeological evidence on the landscape. In addition, the historic documentation of salt marsh infilling puts limitations on interpreting how prehistoric inhabitants utilized the landscape. Consequently, the Harsimus Branch right-of-way, including the APE-Archaeology, has limited potential to contain undocumented significant cultural resources related to the prehistoric period.

Historic Archaeological Sensitivity

A review of historic maps and documents indicates that limited development would have occurred during the eighteenth century due to the presence of salt meadows. The 1778 Hills map depicts the western half of the APE-Archaeology as salt meadows bordering

dense woodlands to the west (see Figure 3.4). The stone Embankment segments within the APE-Archaeology are primarily located on a piece of land identified as Part of "Horsimus Island." The presence of roads and two houses to the south of the APE-Archaeology confirms that this portion of the APE-Archaeology was habitable. The eastern edge of the stone Embankment segments is located in Harsimus Cove, an area that was filled during the nineteenth and twentieth century. In fact, the 1804 Mangin map depicts several street blocks and lots laid out within the APE-Archaeology, including lots that extend beyond the shoreline and into Harsimus Cove (see Figure 3.5). This map confirms that by at least the early-nineteenth century there were plans to fill in the cove and develop the shoreline. The 1841 Douglas map indicates that the proposed project did not extend beyond the planning stage within the APE-Archaeology (see Figure 3.7). Nevertheless, dock construction to the north of the APE-Archaeology and construction of the NJRR Terminal to the south confirms that waterfront development and salt meadow infilling had occurred during this period.

The 1868 Smith map depicts the proposed right-of-way for the Harsimus Branch, including the eventual location of the stone Embankment segments within the APE-Archaeology (see Figure 3.8). In 1880, the Spielman and Brush map provides an overview of the APE-Archaeology, and depicts the railroad running along the southern side of the site of the future Embankment segments (see Figure 3.11). The 1885 Brush map provides the best overview of the extent of buildings within the APE-Archaeology before construction of the Embankment segments (see Figure 3.14a-3.14c). This map depicts numerous buildings fronting Sixth Street within the area that the Embankment segments currently occupy. The only exception is the block between Brunswick and Monmouth Avenues, which only depicts surveyed lots, but no buildings. This map also shows the trestlework running over the southern third of the area currently occupied by the Embankment segments. The PRR began to tear down the houses on the south side of Sixth Street in 1901 to begin construction of the Embankment segments (Jersey Journal 1901, quoted in James 1999). A 1906 Sanborn map depicts the extant Embankment segments within the APE-Archaeology (see Figure 3.18a-3.18c). A review of later historic period maps and aerial photographs indicate that no substantial changes occurred within the APE-Archaeology until all rail use ceased in 1992.

The results from the map review indicate that there is limited potential for the APE-Archaeology to contain historic period resources. Although the 1885 Brush map depicts houses within the APE-Archaeology, the extent of ground disturbance associated with construction of the Embankment segments makes it unlikely that these resources would have been preserved. Consequently, the only cultural resources that would be affected by the proposed project are the six Embankment segments within the APE-Archaeology. A review of historic documentation and maps suggests that the PRR used a temporary trestle to run equipment and dump cars to facilitate fill deposition during construction of the Embankment segments (James 1999). The possibility exists that the Embankment fill contains preserved portions of this temporary trestle. If present, these temporary structures have the potential to provide information about the methods used in constructing the PRR Harsimus Branch. These resources would represent a contributing element to the Embankment under Criterion C and potentially under Criterion D.

4.2 Archaeological Field Inspection Results

The Phase IA Archaeological Survey included a visual examination of the APE-Archaeology by Robert J. Lore (Principal Investigator, Archaeology), Philip A. Hayden (Principal Investigator, Historic Architecture), Adam R. Heinrich (Principal Investigator, Archaeology) and crew chief Sean Bratton. Fieldwork for the archaeological survey occurred on December 15, 2008 and January 22, 2016, and consisted of a surface reconnaissance and photo documentation (Figures 4.1a and 4.1b and Plates 4.1-4.10). The site assessment began at Embankment No. 1, which is bordered by Sixth Street to the north, Brunswick Street to the west, Monmouth Street to the east, and residential buildings to the south. A visual inspection of the area indicated level topography surrounding the cut stone retaining walls forming each Embankment segment. In some areas, particularly along

Figure 4.1a: Photo locations and directions for the APE-Archaeology.

Figure 4.1b: Photo locations and directions for the APE-Archaeology.

Plate 4.1: Northwest corner of Embankment No. 1 along Sixth Street and Brunswick Street showing repaired settlement cracks.

Photo view: Southeast

Photographer: Adam R. Heinrich

Date: January 22, 2016

the northern and western walls, there was evidence of settlement cracks (see Plate 4.1). Due to the height of Embankment segment No. 1, and safety constraints, the principal investigators were unable to access its surface. Nevertheless, they were able to view it from Embankment segment No. 2 to the east. The surface of Embankment segment No. 1 contained colonizing trees, shrubs, and grasses that are commonly found on abandoned urban lots (see Plate 4.2).

The visual inspection continued in an easterly direction along Sixth Street, which comprises the northern boundary of all the Embankment segments. An inspection of Embankment segment Nos. 2 through 5 indicated that they contained identical building materials constructed in the same manner as Embankment segment No. 1. The southeastern edge of Embankment segment No. 6, however, is low enough to ground level to require only sloping fill in this location with a low retaining wall along Sixth Street and Marin Boulevard (see Plate 4.7). Because the grade of the former railroad alignment slopes downward in an easterly direction, each Embankment segment is slightly lower than the previous one. This enabled access to their surface with an extended ladder. The surface of Embankment segment Nos. 2 through 6 contain colonizing trees, shrubs, and grasses

Plate 4.2: Surface of Embankment No. 1 as viewed from Embankment No. 2.

Photo view: West

Photographer: Robert J. Lore

Date: December 15, 2008

Plate 4.3: Eastern Terminus of Embankment No. 3.

Photo view: Southwest

Photographer: Adam R. Heinrich

Date: January 22, 2016

Plate 4.4: Surface of Embankment No. 4 from its western terminus.

Photo view: East

Photographer: Robert J. Lore

Date: December 15, 2008

Plate 4.5: Iron railings located near the southwest corner of Embankment No. 4.

Photo view: West

Photographer: Robert J. Lore

Date: December 15, 2008

Plate 4.6: Abandoned compressed air line located at the western terminus of Embankment No. 5.

Photo view: East

Photographer: Philip A. Hayden

Date: December 15, 2008

Plate 4.7: Low retaining wall of Embankment No. 6 along Sixth Street.

Photo view: Southwest

Photographer: Allee Davis

Date: November 3, 2015

Plate 4.8: Concrete piers at the western edge of the APE-Archaeology.

Photo view: West

Photographer: Allee Davis

Date: November 3, 2015

Plate 4.9: Stone and concrete piers located along Newark Avenue.

Photo view: East

Photographer: Allee Davis

Date: November 3, 2015

Plate 4.10: Parking lot located to the west of Embankment No. 1.

Photo view: Southwest

Photographer: Adam R. Heinrich

Date: January 22, 2016

that are similar to those observed on Embankment segment No. 1. Older growth is concentrated along the outer edges of each Embankment segment and younger growth is centered in the middle where the last tracks were removed in the 1990s (see Plates 4.3 and 4.4). The surface of each of Embankment segment was walked; except as noted below, no surface features or artifacts were observed.

On Embankment segment No. 4, a section of discarded iron railing identified in the southwest corner was probably associated with the Harsimus Branch (see Plate 4.5). Although Conrail removed all of the tracks from the Embankment segments, it is not particularly surprising to find evidence related to the railroad's active period. Independently, these railings have no potential to contribute significant information about the Harsimus Branch. Similarly, discarded electrical insulators and remnants of old signal boxes, compressed air lines, and electrical and telecommunications conduit found on Embankment segment No. 5 has no potential to contribute significant information about the Harsimus Branch (see Plate 4.6).

The size of the Embankment segments indicates that their construction resulted in substantial ground disturbance within the APE-Archaeology. A geophysical investigation adjacent to the APE-Archaeology documented fill deposits overlaying natural deposit of gray silty sands and gravels, and clays silts. In most borings, the fill deposits were less than two-and-a-half-feet thick, but measured approximately seven feet thick at boring B-6, located adjacent to Embankment segment No. 4 (MATRIX Environmental & Geotechnical Services, Inc. 1997). The fill deposits were identified by the presence of brick fragments or cinders. The borings all contained moist to wet soils, which supports the depictions on early maps of wetlands and forested areas. Examination of the soil borings was useful to documenting the environmental setting and the archaeological potential of the APE-Archaeology.

The final field inspection occurred on the two lots at the western edge of the APE-Archeology. The first area was relatively flat and contained weeds, grasses, and small trees commonly identified in disturbed urban lots. Stone and concrete piers associated with the Harsimus Branch were present in this area (see Plates 4.8 and 4.9). This area did not contain cultural resources other than the piers associated with the Harsimus Branch. The area was walked, and no additional features or artifacts were observed. The second area was a parking lot located across the street from Embankment segment No. 1 (see Plate 4.10). This area contained slightly sloping topography that was presumably created by fill deposits. The lot is smoothed over with crushed gravel and asphalt. No artifacts or surface features were observed. It is unlikely that these areas contain potentially significant cultural resources associated with the prehistoric or historic periods.

The results of the Phase IA archaeological survey confirm that ground disturbance has occurred within the APE-Archaeology from the nineteenth through twentieth centuries. This assessment is based on a visual inspection, a geotechnical evaluation, and a review of historic maps and documents. The results from the geotechnical evaluation indicate that fill deposits overlaying wet natural soils are ubiquitous throughout the project area. A review of an eighteenth-century map complements this data by its depiction of the area as primarily wetlands and forested areas. These areas would have been unsuitable for extended habitation by the region's prehistoric inhabitants, and the area is unlikely to contain undocumented prehistoric resources eligible under Criterion D. Although nineteenth-century maps depict houses within the APE-Archaeology, the construction of the Embankment segments led to their demolition and extensive ground disturbance. It is unlikely that the APE-Archaeology contains undocumented historic period resources other than the Embankment.

5.0 HISTORIC ARCHITECTURAL SURVEY

5.1 Survey of Historic Architectural Resources

The combined reconnaissance- and intensive-level historic architectural survey was conducted in November 2015 with supplemental work taking place in April of 2017 and consisted of a survey of resources more than 50 years of age within the APE-Architecture. Figure 5.1 shows the locations of all listed and eligible properties in the APE-Architecture and all surveyed architectural resources. Figures 5.2a-5.2c show photo locations and directions. Photographs of the survey are included as Plates 5.1-5.77 and are located on Figures 5.2a-5.2c. The architectural survey, including individual descriptions, historical development, and assessments of significance, integrity, and National Register eligibility was conducted in accordance with the SHPO Guidelines for Architectural Survey (Splain 1999) and compiled on SHPO Survey Forms located in Appendix S.

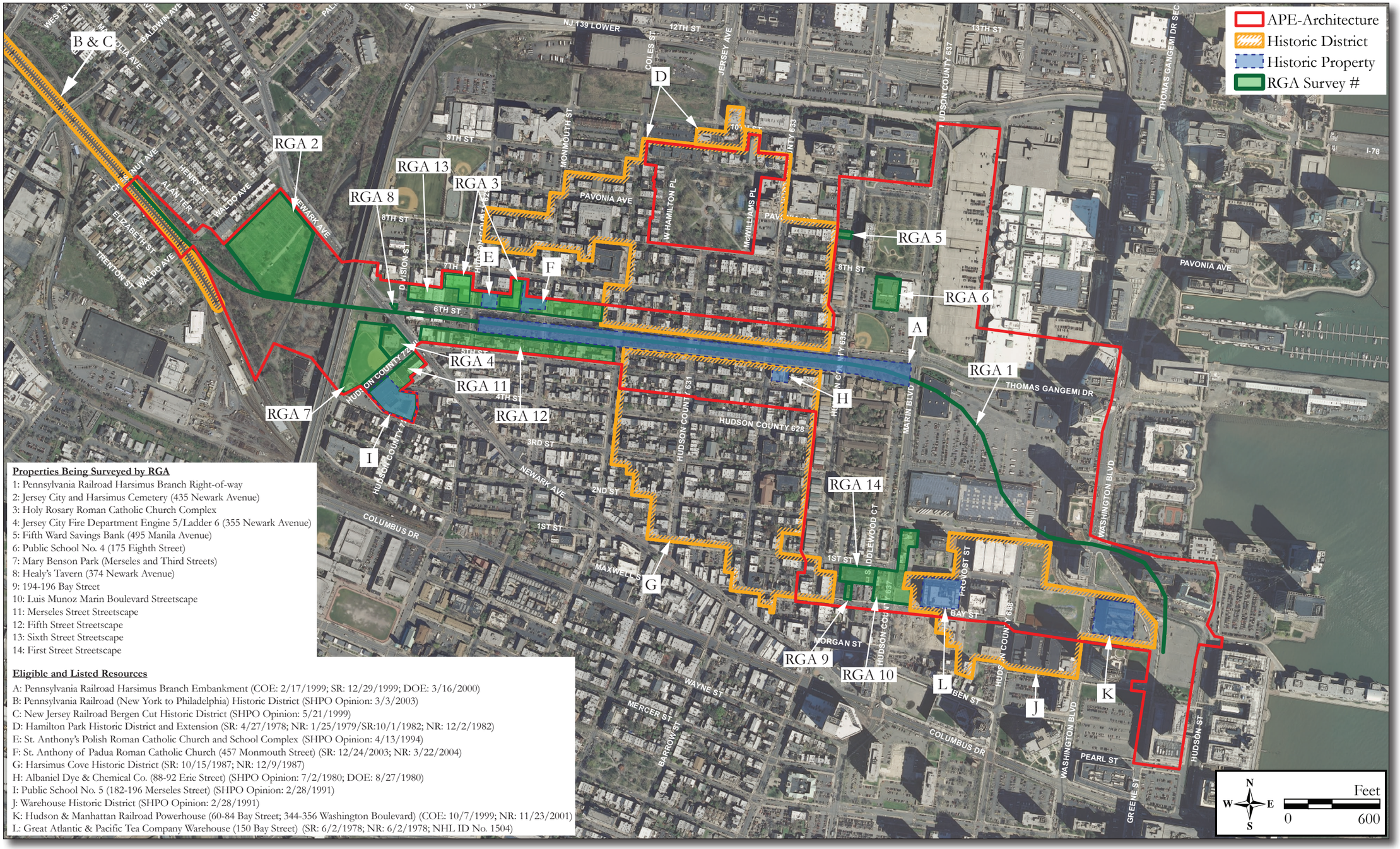
Twenty-six resources more than 50 years of age were identified in the APE-Architecture. Of these, 12 properties were previously determined eligible for or listed in the State and/or National Registers. Of the remaining 14 unevaluated resources, eight possessed sufficient architectural and/or historical importance to make them potentially eligible for listing in the National Register and were subjected to additional survey at the intensive level. Six resources, consisting of one building and five extensively altered streetscapes, were surveyed at the reconnaissance level and found to lack the requisite significance and integrity to justify further investigation at the intensive level. Table 5.1 lists all of the resources within the APE that are 50 years old or older that were identified during the survey.

Resources less than 50 years old were excluded from the architectural survey, pursuant to Section 106 of the NHPA. These modern resources were identified through the review of Hudson County tax assessment records, which record the date of construction for some buildings, and of historical aerial imagery. Table 5.2 lists the resources in the APE-Architecture that are less than 50 years of age, based on OEA and RGA's research. In that table, two estimates for the construction date are given. The first refers to the date of construction recorded in the Hudson County tax assessment records, where available. The second is a range of possible construction dates based on the review of available historical aerial photographs.

5.2 Identification of Historic Properties

The historic architectural survey identified 12 resources previously determined eligible for or listed in the State and/or National Registers in the APE-Architecture. A summary of each resource follows below.

A. Pennsylvania Railroad Harsimus Branch Embankment
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 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 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



Properties Being Surveyed by RGA

1: Pennsylvania Railroad Harsimus Branch Right-of-way
2: Jersey City and Harsimus Cemetery (435 Newark Avenue)
3: Holy Rosary Roman Catholic Church Complex
4: Jersey City Fire Department Engine 5/Ladder 6 (355 Newark Avenue)
5: Fifth Ward Savings Bank (495 Manila Avenue)
6: Public School No. 4 (175 Eighth Street)
7: Mary Benson Park (Merseles and Third Streets)
8: Healy's Tavern (374 Newark Avenue)
9: 194-196 Bay Street
10: Luis Munoz Marin Boulevard Streetscape
11: Merseles Street Streetscape
12: Fifth Street Streetscape
13: Sixth Street Streetscape
14: First Street Streetscape

Eligible and Listed Resources

A: Pennsylvania Railroad Harsimus Branch Embankment (COE: 2/17/1999; SR: 12/29/1999; DOE: 3/16/2000)
B: Pennsylvania Railroad (New York to Philadelphia) Historic District (SHPO Opinion: 3/3/2003)
C: New Jersey Railroad Bergen Cut Historic District (SHPO Opinion: 5/21/1999)
D: Hamilton Park Historic District and Extension (SR: 4/27/1978; NR: 1/25/1979/SR:10/1/1982; NR: 12/2/1982)
E: St. Anthony's Polish Roman Catholic Church and School Complex (SHPO Opinion: 4/13/1994)
F: St. Anthony of Padua Roman Catholic Church (457 Monmouth Street) (SR: 12/24/2003; NR: 3/22/2004)
G: Harsimus Cove Historic District (SR: 10/15/1987; NR: 12/9/1987)
H: Albaniel Dye & Chemical Co. (88-92 Erie Street) (SHPO Opinion: 7/2/1980; DOE: 8/27/1980)
I: Public School No. 5 (182-196 Merseles Street) (SHPO Opinion: 2/28/1991)
J: Warehouse Historic District (SHPO Opinion: 2/28/1991)
K: Hudson & Manhattan Railroad Powerhouse (60-84 Bay Street; 344-356 Washington Boulevard) (COE: 10/7/1999; NR: 11/23/2001)
L: Great Atlantic & Pacific Tea Company Warehouse (150 Bay Street) (SR: 6/2/1978; NR: 6/2/1978; NHL ID No. 1504)

Figure 5.1: Map of known and surveyed historic properties.

Table 5.1: Resources 50 years old or older within the APE-Architecture.

RGA Survey No.	Property Name	Address	Block/Lot	Level of Current Survey	NR Status and/or Recommendation
N/A	Pennsylvania Railroad Harsimus Branch Embankment	Sixth Street between Brunswick Street and Luis Munoz Marin Boulevard	Blocks 9804; 9906; 11210; 11211; 11204; 11304; 11602; Lots 1; 1; 1; 1; 1; 1; 1	N/A	COE: 2/17/1999; SR: 12/29/1999; DOE: 3/16/2000. Recommended as a discontiguous key contributing resource to the PRR (New York to Philadelphia) Historic District
N/A	Pennsylvania Railroad (New York to Philadelphia) Historic District	N/A	Multiple	N/A	SHPO Opinion: 3/3/2003
N/A	New Jersey Railroad Bergen Cut Historic District	N/A	Multiple	N/A	SHPO Opinion: 5/21/1999
N/A	Hamilton Park Historic District and Extension	N/A	Multiple	N/A	SR: 4/27/1978; NR: 1/25/1979/SR:10/1/1982; NR: 12/2/1982
N/A	St. Anthony's Polish Roman Catholic Church and School Complex	350 Sixth Street and 457 Monmouth Street	Block 9907, Lots 1 and 10	N/A	SHPO Opinion: 4/13/1994
N/A	St. Anthony of Padua Roman Catholic Church	457 Monmouth Street	Block 9907, Lot 10	N/A	SR: 12/24/2003; NR: 3/22/2004
N/A	Harsimus Cove Historic District	N/A	Multiple	N/A	SR: 10/15/1987; NR: 12/9/1987
N/A	Albaniel Dye & Chemical Co.	88-92 Erie Street	Block 11304, Lot 15	N/A	SHPO Opinion: 7/2/1980; DOE: 8/27/1980
N/A	Public School No. 5	182-196 Merseles Street	Block 11002, Lot 1	N/A	SHPO Opinion: 2/28/1991
N/A	Warehouse Historic District	N/A	Multiple	N/A	SHPO Opinion: 2/28/1991
N/A	Hudson & Manhattan Railroad Powerhouse (60-84 Bay Street; 344-356 Washington Boulevard)	60-84 Bay Street; 344-356 Washington Boulevard	Block 11609, Lots 1 and 2	N/A	COE: 10/7/1999; NR: 11/23/2001
N/A	Great Atlantic & Pacific Tea Company Warehouse (150 Bay Street)	150 Bay Street	Block 11509, Lot 2	N/A	SR: 6/2/1978; NR: 6/2/1978; NHL ID No. 1504
1	Pennsylvania Railroad Harsimus Branch Right-of-way	N/A	Multiple	Intensive	Not eligible
2	Jersey City and Harsimus Cemetery (435 Newark Avenue)	435 Newark Avenue	Block 10901, Lot 107	Intensive	Eligible
3	Holy Rosary Roman Catholic Church Complex	344 Sixth Street; 183 Brunswick Street	Blocks 9907 and 9803, Lots 9 and 6	Intensive	Eligible
4	Jersey City Fire Department Engine 5/Ladder 6	355 Newark Avenue	Block 10901, Lot 129	Intensive	Eligible
5	Fifth Ward Savings Bank	495 Manila Avenue	Block 10105, Lot 13	Intensive	Not eligible

Table 5.1; cont.

RGA Survey No.	Property Name	Address	Block/Lot	Level of Current Survey	NR Status and/or Recommendation
6	Public School No. 4	175 Eighth Street	Block 10103, Lot 11	Intensive	Eligible
7	Mary Benson Park	Merseles and Third Streets	Block 10901, Lot 129	Intensive	Not eligible
8	Healy's Tavern	374 Newark Avenue	Block 9805, Lot 1	Intensive	Not eligible
9	194-196 Bay Street	194-196 Bay Street	Block 11508, Lots 13 and 14	Reconnaissance	N/A
10	Luis Munoz Marin Boulevard Streetscape	Bay Street to Second Street	Blocks 11502; 11508; and 11509; Lots 1, 12-14; 6-7; 1, 3	Reconnaissance	N/A
11	Merseles Street Streetscape	Newark Avenue to Third Street	Blocks 11001 and 11002; Lots 1 and 2; 1	Reconnaissance	N/A
12	Fifth Street Streetscape	Newark Avenue to Coles Street	Blocks 9084; 9905; 11209; Lots 8-22; 3-25, 28-35; 1-21	Reconnaissance	N/A
13	Sixth Street Streetscape	Newark Avenue to midway between Monmouth and Cole Streets	Blocks 9803; 9907; 11201; Lots 6-15; 1, 9, 10, 23; 29-43	Reconnaissance	N/A
14	First Street Streetscape	Grove Street to Luis Munoz Marin Boulevard	Blocks 11508 and 11509; Lots 2-4, 6; 1 and 2	Reconnaissance	N/A

* Project Effects were only assessed on resources listed in or eligible for the National Register
COE: Certification of Eligibility, New Jersey Register
DOE: Determination of Eligibility, National Register
NHL: National Historic Landmark
NR: National Register
SHPO Opinion: State Historic Preservation Officer Opinion of Eligibility
SR: State Register

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 State 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. Photographs of the Embankment appear in Plates 5.1, 5.2, and 5.6-5.14 and are located on Figures 5.2a-5.2c.

As a result of this cultural resources investigation, it is recommended that the Embankment should also be considered a discontiguous key contributing resource within the National Register-eligible PRR (New York to Philadelphia) Historic District.

B. Pennsylvania Railroad (New York to Philadelphia) Historic District

The PRR (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 NJRR

Table 5.2: Resources less than 50 years of age within the APE-Architecture

Block	Lot	Address	Year Built (Tax Records)	Year Built (Imagery)	Description
11402	13	381 Manila Avenue	1980	1979-1987	Two-and-a-half-story dwelling
11402	14	379 Manila Avenue	1980	1979-1987	Two-and-a-half-story dwelling
11402	15	377 Manila Avenue	1980	1979-1987	Two-and-a-half-story dwelling
11402	16	375 Manila Avenue	1980	1979-1987	Two-and-a-half-story dwelling
11402	17	373 Manila Avenue	Circa 1979	1979-1987	Two-and-a-half-story dwelling
11402	18	371 Manila Avenue	Circa 1979	1979-1987	Two-and-a-half-story dwelling
11402	19	369 Manila Avenue	Circa 1979	1979-1987	Two-and-a-half-story dwelling
11602	2	434 Manila Avenue	1993	1987-1994	Affordable housing complex
11602	3	398 Manila Avenue	1976	1966-1979	Affordable housing complex
11301	4	399 Grove Street	1977	1966-1979	Two-and-a-half-story dwelling
11301	5	395 Manila Avenue	Circa 1979	1966-1979	Two-and-a-half-story dwelling
11301	6	393 Manila Avenue	1977	1966-1979	Two-and-a-half-story dwelling
11301	7	391 Manila Avenue	1977	1966-1979	Two-and-a-half-story dwelling
11301	8	389 Manila Avenue	Circa 1979	1966-1979	Two-and-a-half-story dwelling
11301	9	387 Manila Avenue	1978	1966-1979	Two-and-a-half-story dwelling
11301	10	385 Manila Avenue	Circa 1979	1966-1979	Two-and-a-half-story dwelling
11302	17	415 Manila Avenue	1977	1966-1979	Two-and-a-half-story dwelling
11302	18	411 Manila Avenue	Circa 1979	1966-1979	Two-and-a-half-story dwelling
11302	19	409 Manila Avenue	Circa 1979	1966-1979	Two-and-a-half-story dwelling
11302	20	407 Manila Avenue	1977	1966-1979	Two-and-a-half-story dwelling
11302	21	405 Manila Avenue	Circa 1979	1966-1979	Two-and-a-half-story dwelling
11302	22	403 Manila Avenue	1972	1966-1979	Two-and-a-half-story dwelling
11302	23	401 Manila Avenue	Circa 1979	1966-1979	Two-and-a-half-story dwelling
11303	24	431 Manila Avenue	Circa 1976	1966-1979	Two-and-a-half-story dwelling
11303	25	427 Manila Avenue	1976	1966-1979	Two-and-a-half-story dwelling
11303	26	425 Manila Avenue	1976	1966-1979	Two-and-a-half-story dwelling
11303	27	423 Manila Avenue	1976	1966-1979	Two-and-a-half-story dwelling
11303	28	421 Manila Avenue	1976	1966-1979	Two-and-a-half-story dwelling
11303	29	419 Manila Avenue	Circa 1976	1966-1979	Two-and-a-half-story dwelling
11303	30	417 Manila Avenue	Circa 1976	1966-1979	Two-and-a-half-story dwelling
11304	2	196 Fifth Street	Circa 1979	1966-1979	Two-and-a-half-story dwelling
11304	3	198 Fifth Street	Circa 1979	1966-1979	Two-and-a-half-story dwelling
11304	4	200 Fifth Street	Circa 1979	1966-1979	Two-and-a-half-story dwelling
11501	1	1 Laurel Court	1975	1966-1979	Three-story dwelling
11501	2	3 Laurel Court	Circa 1975-1977	1966-1979	Three-story dwelling
11501	3	5 Laurel Court	Circa 1975-1977	1966-1979	Three-story dwelling
11501	4	7 Laurel Court	Circa 1975-1977	1966-1979	Three-story dwelling
11501	5	9 Laurel Court	Circa 1975-1977	1966-1979	Three-story dwelling
11501	6	11 Laurel Court	1977	1966-1979	Three-story dwelling
11501	7	13 Laurel Court	1975	1966-1979	Three-story dwelling
11501	8	15 Laurel Court	1977	1966-1979	Three-story dwelling
11501	9	384 Manila Avenue	Circa 1966-1979	1966-1979	Park
11501	10	20 Laurel Court	Circa 1975-1977	1966-1979	Three-story dwelling
11501	11	19 Saddlewood Court	Circa 1975-1977	1966-1979	Three-story dwelling
11501	12	18 Laurel Court	Circa 1975-1977	1966-1979	Three-story dwelling
11501	13	17 Saddlewood Court	Circa 1975-1977	1966-1979	Three-story dwelling
11501	14	16 Laurel Court	Circa 1975-1977	1966-1979	Three-story dwelling
11501	15	15 Saddlewood Court.	Circa 1975-1977	1966-1979	Three-story dwelling
11501	16	14 Laurel Court	1977	1966-1979	Three-story dwelling
11501	17	13 Saddlewood Court	Circa 1975-1977	1966-1979	Three-story dwelling
11501	18	12 Laurel Court	1977	1966-1979	Three-story dwelling
11501	19	11 Saddlewood Court	1977	1966-1979	Three-story dwelling

Table 5.2; cont.

Block	Lot	Address	Year Built (Tax Records)	Year Built (Imagery)	Description
11501	20	10 Laurel Court	Circa 1975-1977	1966-1979	Three-story dwelling
11501	21	9 Saddlewood Court	Circa 1975-1977	1966-1979	Three-story dwelling
11501	22	8 Laurel Court	1977	1966-1979	Three-story dwelling
11501	23	7 Saddlewood Court	Circa 1975-1977	1966-1979	Three-story dwelling
11501	24	6 Laurel Court	Circa 1975-1977	1966-1979	Three-story dwelling
11501	25	5 Saddlewood Court	Circa 1975-1977	1966-1979	Three-story dwelling
11501	26	4 Laurel Court	Circa 1975-1977	1966-1979	Three-story dwelling
11501	27	3 Saddlewood Court	Circa 1975-1977	1966-1979	Three-story dwelling
11501	28	2 Laurel Court	Circa 1975-1977	1966-1979	Three-story dwelling
11501	29	1 Saddlewood Court	1975	1966-1979	Three-story dwelling
11501	30	2 Saddlewood Court	Circa 1975-1977	1966-1979	Three-story dwelling
11501	31	4 Saddlewood Court	1977	1966-1979	Three-story dwelling
11501	32	6 Saddlewood Court	Circa 1975-1977	1966-1979	Three-story dwelling
11501	33	8 Saddlewood Court	Circa 1975-1977	1966-1979	Three-story dwelling
11501	34	10 Saddlewood Court	Circa 1975-1977	1966-1979	Three-story dwelling
11501	35	12 Saddlewood Court	Circa 1975-1977	1966-1979	Three-story dwelling
11501	36	14 Saddlewood Court	Circa 1975-1977	1966-1979	Three-story dwelling
11501	37	16 Saddlewood Court	Circa 1975-1977	1966-1979	Three-story dwelling
11501	38	18 Saddlewood Court	Circa 1975-1977	1966-1979	Three-story dwelling
11501	39	20 Saddlewood Court	Circa 1975-1977	1966-1979	Three-story dwelling
11305	19	199 Seventh Street	Circa 1975-1977	1966-1979	One-story dwelling
11305	20	197 Seventh Street	Circa 1975-1977	1966-1979	One-and-a-half-story dwelling
11305	21	195 Seventh Street	Circa 1979	1966-1979	One-and-a-half-story dwelling
11305	22	193 Seventh Street	1979	1979-1987	One-and-a-half-story dwelling
11305	23	194 & 196 Seventh Street	Circa 1979	1966-1979	Two-story dwelling
11305	24	198 Sixth Street	Circa 1979	1966-1979	Two-story dwelling
10104	16	479 Manila Avenue	1976	1966-1979	Two-and-a-half-story dwelling
10104	17	477 Manila Avenue	Circa 1979	1966-1979	Two-and-a-half-story dwelling
10104	18	475 Manila Avenue	Circa 1979	1966-1979	Two-and-a-half-story dwelling
10104	19	473 Manila Avenue	Circa 1979	1966-1979	Two-and-a-half-story dwelling
10104	20	471 Manila Avenue	Circa 1979	1966-1979	Two-and-a-half-story dwelling
10104	21	469 Manila Avenue	Circa 1979	1966-1979	Two-and-a-half-story dwelling
10104	22	467 Manila Avenue	Circa 1979	1966-1979	Two-and-a-half-story dwelling
10105	16	487 Manila Avenue	Circa 1979	1966-1979	Two-and-a-half-story dwelling
10105	17	485 Manila Avenue	Circa 1979	1966-1979	Two-and-a-half-story dwelling
10105	18	483 Manila Avenue	1976	1966-1979	Two-and-a-half-story dwelling
10101	8	511A Manila Avenue	1984	1979-1987	Three-story dwelling
10101	9	511 Manila Avenue	1984	1979-1987	Three-story dwelling
10101	10	509A Manila Avenue	1984	1979-1987	Three-story dwelling
10101	11	509 Manila Avenue	1984	1979-1987	Three-story dwelling
10101	12	507A Manila Avenue	Circa 1984	1979-1987	Three-story dwelling
10101	13	507 Manila Avenue	Circa 1984	1979-1987	Three-story dwelling
10101	14	505A Manila Avenue	Circa 1984	1979-1987	Three-story dwelling
10101	15	505 Manila Avenue	1984	1979-1987	Three-story dwelling
10101	16	503A Manila Avenue	Circa 1984	1979-1987	Three-story dwelling
10101	17	503 Manila Avenue	1984	1979-1987	Three-story dwelling
10101	18	501A Manila Avenue	1984	1979-1987	Three-story dwelling
10101	19	501 Manila Avenue	1991	1987-1984	Three-story dwelling
10102	1	500 Manila Avenue	1978	1966-1979	Thirteen-story apartment building
10103	12	465 Marin Boulevard	Circa 1987	1979-1987	Fire station
11601	1	450 Manila Avenue	1998	1966-1979	Recreational Park
7303	2	25 Mall Drive West	Circa 1987-1994	1987-1994	Shopping mall

Table 5.2; cont.

Block	Lot	Address	Year Built (Tax Records)	Year Built (Imagery)	Description
7303	3	50 Mall Drive West	Circa 1979-1987	1979-1987	Shopping mall
7303	4	60 Mall Drive East	2001	1997-2002	Shopping mall
7303	5	575 Washington Boulevard	2002	1997-2002	Twenty-one-story commercial building
7303	6	545 Washington Boulevard	Circa 1997-2002	1997-2002	Twenty-story commercial building
7303	7	40 Mall Drive East	Circa 1979-1987	1979-1987	Shopping mall
7303	8	30 Mall Drive West	Circa 1984	1979-1987	Shopping mall
7303	9	525 Washington Boulevard	1993	1987-1994	Forty-story commercial building
7303	10	499 Washington Boulevard	2000	1997-2002	Fourteen-story office building
7303	11	479 Washington Boulevard	2009	2009	Twenty-story commercial building
7303	12	2 Mall Drive East	1991	1987-1994	Shopping mall
7303	13	10 Mall Drive West	1986	1987-1994	Shopping mall
7303	14	20 Mall Drive East	Circa 1997-2002	1987-1994	Shopping mall
11603	2	145 Gangemi Drive	2004	Post-2000	Single-story commercial building
11603	3	474 Warren Street	2015	Post-2000	Under Development
11603	4	465 Washington Boulevard	2011	Post-2000	Forty-eight-story apartment building
11603	6	444 Washington Boulevard	1996	1994-1997	Multistory apartment building
11603	18	150 & 2000 Hudson Street	Circa 1997-2002	Post-2000	Multistory commercial building
11603	20	1 Harborside Place	2003	Post-2000	Multistory apartment building
11603	22	3 Second Street	2002	Post-2000	Multistory apartment building
11603	23	3 Second Street	2002	Post-2000	Multistory apartment building
11603	24	2 Second Street	2010	Post-2000	Multistory apartment building
11603	25	20 Second Street	2000	Post-2000	Multistory apartment building
11603	27	242 Hudson Street	Circa 1997-2002	Post-2000	Parking lot
11603	29	20 Columbus Drive	Circa 1997-2002	Post-2000	Parking lot
11603	30	185 Hudson Street	Circa 1997-2002	Post-2000	Multistory commercial building
11603	31	200 Greene Street	2017	Post-2000	Under development
11603	33	45 Second Street	2001	Post-2000	Eight-story hotel
11603	34	65 Second Street	2000	Post-2000	Twenty-two-story apartment building
11603	39	389 Washington Street	2007	Post-2000	Thirty-three-story commercial building
11603	41	108 First Street	Circa 2007-2008	Post-2000	Park
11603	42	110 First Street	2015	Post-2000	Thirty-five-story apartment building
11603	45.01	401 Washington Boulevard	2016	Post-2000	Under development
11603	45.02	425 Washington Boulevard	2004	Post-2000	Forty-story apartment building
11603	46	Washington Boulevard	Circa 1987-1994	Circa 1987-1994	Private street
11603	47	396 Luis Munoz Marin Boulevard	1994	1994-1997	One-story commercial building
11603	50	400 Luis Munoz Marin Boulevard	1995	1994-1997	One-story commercial building
11603	51	420 Luis Munoz Marin Boulevard	Circa 1994-1997	1994-1997	One-story commercial building

between 1832 and 1838, folded into the UNJRR&C in 1867, and leased to the PRR in 1871. On June 29, 2007, the SHPO formally determined that the period of significance for the entire PRRHD extends from 1863 to 1957. The 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 SHPO letter did not differentiate between the older Jersey City-to-Newark segment and other sections of the eligible rail corridor. In 2008, the 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).

Figure 5.2a: Photo locations and directions.

Figure 5.2b: Photo locations and directions.

Figure 5.2c: Photo locations and directions.

The investigation described in this report considered the relationship between the Embankment (see above) and the larger PRRHD. The Harsimus Branch, a part of which eventually became the Embankment, was one of several rail lines dedicated to handling PRR freight in Jersey City. The PRR's other freight rail lines included a branch constructed circa 1886 to connect the PRR's Harsimus Branch with the national Docks facility on the south side of Jersey City, and the Waverly & New York Bay Railroad, chartered in 1889, which ran from Newark to the Greenville Yard. This branch would come to dominate the PRR freight operations in Jersey City. These lines allowed the PRR to form an all-rail route between the Midwest and the Port of New York, and were all part of the PRR's larger plan to compete with its rivals, the NYCRR and the ERR. Through its partnership with the NYNH&HRR, the PRR also obtained a share of the heavy New England traffic (Messer and Roberts 2002: 236, 341). In the process, the freight lines contributed directly to the prosperity of the PRR, which became one of the nation's major rail carriers, and transformed the Jersey City waterfront.

The Embankment is significant for its historical associations in the areas of Transportation, Community Planning and Development, and Engineering. The railroad and the Embankment are, however, disconnected. The intervening space lacks integrity as a rail corridor (see Appendix S, Form RGA 1) and the visual continuity between the two parts is limited by distance and topography. Nevertheless, due to the Embankment's strong and intrinsic historic relationship with the larger PRR, the cultural resources investigation recommends the Embankment eligible to the National Register as a discontiguous key contributing resource to the PRRHD.

C. New Jersey Railroad Bergen Cut Historic District

Built under the auspices of the 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 "Erie Cut," which was constructed by the ERR in Jersey City after the turn of the twentieth century. The NJRR Bergen Cut Historic District is eligible for 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 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 Tonnelle 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.

D. Hamilton Park Historic District and Hamilton Park District Extension

The Hamilton Park Historic District gains its distinction from its intact collection of row houses and its mid-nineteenth-century park square. Some 518 buildings comprised the original district when it was nominated to the State 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 iron work. 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. Based on the dates referenced in the nomination, the period of significance extends from circa 1835 to circa 1887, when the majority of the buildings were constructed. In 1982, the Hamilton Park Historic District was extended northward with the inclusion of seven additional buildings and four vacant lots. Photographs of the historic district are depicted in Plates 5.16-5.23 and located on Figure 5.2b.

Although the existing nomination to the National Register only defines the district as eligible under Criterion C, OEA recommends that the Hamilton Park Historic District and Hamilton Park District Extension should also be considered eligible for listing on the National Register under Criterion A in recognition of the neighborhood's significant broader contributions to urban development and social history of Jersey City in the late-nineteenth century and early-twentieth centuries. The development of the Hamilton Park Historic District in the mid-to-late nineteenth century is representative of the social and ethnic changes which the larger City underwent during this period. By 1861, when the rail line that ran on the block between Tenth and Eleventh streets was opened, businesses, religious institutions, and houses had begun to grow around the park, supporting the manufacturing concerns located closer to the Hudson River waterfront. This locus of activity contributed to the commercial prosperity of Jersey City and attracted a wide variety of affluent, middle-class, and working class immigrant families in the mid-nineteenth century. This neighborhood also represents an important part of the social history of Jersey City as it became a haven for immigrant communities such as the Irish and Polish beginning in the late-nineteenth century. The informal bounds of the neighborhood between Fifth and Seventh streets in the early 1870s were further realized with the installation of the Harsimus Branch, beginning in 1876, on the block between Fifth and Sixth streets. In addition to being a public nuisance and barrier between the Hamilton Park neighborhood and those settlements further south, it discouraged middle- and upper-class settlement in the vicinity, and provided opportunities for poorer immigrants to build institutions and homes in the Hamilton Park neighborhood that might otherwise have remained composed of more affluent and native born families.

With the revisions to the eligibility statement acknowledging the Hamilton Park Historic District's significance under Criterion A in the area of Social History, OEA has reexamined the role of the nearby Embankment to this history. The Embankment contributes to the Hamilton Park Historic District and the boundaries of the historic district should be expanded to fully encompass this historic resource. 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. OEA concludes that 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 existing boundaries of the Hamilton Park Historic District require revision in light of the relationship between the Historic District and the Embankment. The Hamilton Park Historic District is both distinguished by its concentration of architecturally distinct and intact residential structures at its core and by its contribution to urban development and social history in Jersey City in the late-nineteenth and early twentieth centuries. We recommend that, in light of the Embankment's impact on the historic community of Hamilton Park, the boundaries of the Historic District should be expanded to encompass the full limits of the extant Embankment.

Presently, the period of significance of the Hamilton Park Historic District extends from circa 1835 to circa 1887 based on architectural styles of the majority of residential structures in the district. In light of the historic district's significance under Criterion A and its relationship with the Embankment, it is proposed that the period of significance of that resource be expanded from circa 1835 to 1917. The revised period of significance would begin circa 1835 when the earliest documented buildings were constructed, and run through 1917 when the construction of the Embankment was completed.

E. St. Anthony's Polish Roman Catholic Church and School Complex (Block 9907, Lots 1 and 10)

St. Anthony's Polish Roman Catholic Church (1890-94) and Parochial School and Convent (1899) are discontiguous components that together comprise the St. Anthony's Polish Roman Catholic Church and School Complex. 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 5.1. St. Anthony's Polish Roman Catholic Church is also individually listed on the State and National Registers of Historic Places (see below). Photographs of the St. Anthony's Polish Roman Catholic Church and School Complex are depicted as Plates 5.24 and 5.25, and located on Figure 5.2a.

F. St. Anthony of Padua Roman Catholic Church (Block 9907, Lot 10)

The St. Anthony of Padua Roman Catholic Church, the oldest Polish church and parish in New Jersey, is individually listed on the State and National Registers 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. 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). The property's boundary includes the lot (Block 9907, Lot 10) on which it stands. A photograph of the property is depicted in Plate 25 and located on Figure 5.2a.

G. Harsimus Cove Historic District

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. Some 431 buildings make up the district and consist primarily of well-preserved Italianate-style brick town houses of three stories. A few wood 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 present study 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. In the original 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). No change to the period of significance is recommended. The district boundaries are delineated on Figure 5.1. Photographs of the historic district are depicted in Plates 5.26-5.33 and located on Figure 5.2b.

With the reexamination of the social history of Harsimus Cove Historic District in this study, it has been determined that the Embankment is a contributing resource to the Harsimus Cove Historic District as it played an important role in the social history of that district. 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. OEA concludes that the Embankment should be included within 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.

The existing boundaries of the Harsimus Cove Historic District require revision in light of the relationship between the historic district and the Embankment. The Harsimus Cove Historic District is distinguished both by its concentration of architecturally distinct and intact residential structures at its core and by its contributions to industry, politics and government, and social history. OEA and RGA recommend that, in light of the Embankment's impact on the historic community of Harsimus Cove, the boundaries of the Historic District should be expanded to encompass the full limits of the extant Embankment.

H. Albaniel Dye & Chemical Co. (88-92 Erie Street, Block 247, Lot 1)
Built around 1906 by the firm of Herman Kreither & Hubbard to house the Albaniel Dye & Chemical Co., the five-story Romanesque-style structure includes brick bearing walls and elaborate terra cotta decorative elements. It represents the only industrial building in what is otherwise a residential area. The property is eligible under Criterion C for Architecture and is a key contributing resource to the Harsimus Cove Historic District. A formal SHPO Opinion regarding a period of significance has not been established for this historic property. The resource boundaries comprise tax parcel lot Block 11304, Lot 15. A photograph of the property is depicted in Plate 5.33, and located on Figure 5.2b.

I. Public School No. 5 (182-196 Merseles Street; Block 11002, Lot 1)
Constructed in 1915 following designs prepared 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. 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 Rowland (Brooks 1982: Inventory No. 0906 E 209-210; Mary B. Dierickx Architectural Planning 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. A photograph of the property is depicted in Plate 5.34 and located on Figure 5.2a.

J. Warehouse Historic District
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. 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 in the National Register under Criteria A and C. District boundaries

vary, depending on which map is consulted in the official SHPO files. For the purposes of this investigation, the boundary was drawn to encompass the largest mapped area and is delineated on Figure 5.1. Photographs of the historic district are depicted in Plates 5.35-5.41 and located on Figure 5.2c.

K. Hudson & Manhattan Railroad Powerhouse (Block 11609, Lots 1 and 2)
Listed on the National Register of Historic Places 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. 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 Warehouse Historic District. Its period of significance extends from 1906 to 1929. A photograph of the property is depicted in Plate 5.41, and located on Figure 5.2c.

L. Great Atlantic & Pacific Tea Company Warehouse (Block 11509, Lot 2)
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). 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 Warehouse Historic District and a National Historic Landmark. Photographs of the property are depicted in Plates 5.39 and 5.40, and located on Figure 5.2c.

5.3 Reconnaissance-level and Intensive-level Survey

The reconnaissance-level survey identified 14 unevaluated resources inside the APE-Architecture. Eight resources were determined to possess sufficient distinctive features to be surveyed at the intensive level:

- Pennsylvania Railroad Harsimus Branch right-of-way (as distinguished from the six-block Pennsylvania Railroad Harsimus Branch Embankment)
- Jersey City and Harsimus Cemetery (435 Newark Avenue)
- Holy Rosary Roman Catholic Church Complex (344 Sixth Street; 183 Brunswick Street)
- Jersey City Fire Department Engine 5/Ladder 6 (355 Newark Avenue)
- Fifth Ward Savings Bank (495 Manila Avenue)
- Public School No. 4 (175 Eighth Street)
- Mary Benson Park (Merseles and Third Streets)
- Healy's Tavern (374 Newark Avenue)

The six remaining resources, consisting of one building and five extensively altered streetscapes, were only surveyed at the reconnaissance level as they were found to lack the requisite significance and integrity to justify further investigation at the intensive level:

- 194-196 Bay Street
- Luis Munoz Marin Boulevard Streetscape

- Merseles Street Streetscape
- Fifth Street Streetscape
- Sixth Street Streetscape
- First Street Streetscape

Each streetscape is being considered under its individual merits and as a possible extension to one or more existing historic districts.

Reconnaissance-level and Intensive-level Survey Forms are included in Appendix S of this report. The survey was conducted in accordance with the SHPO Guidelines for Architectural Survey (Splain 1999). The locations of the surveyed resources are delineated on Figure 5.1. Photographs of each resource are depicted in Plates 5.1-5.15 and 5.42-5.77 and located on Figures 5.2a-5.2c. A summary of findings for each resource follows below beginning with resources surveyed at the intensive level.

The Harsimus Branch right-of-way was found to lack sufficient significance and/or integrity to justify listing in the National Register. Four resources were identified as eligible for listing in the State and National Registers: the Holy Rosary Roman Catholic Church Complex, the Jersey City and Harsimus Cemetery, Jersey City Fire Department Engine 5/Ladder 6, and Public School No. 4. A summary of findings and justifications for eligibility/ineligibility for each resource follows below.

A. Pennsylvania Railroad Harsimus Branch Right-of-Way
The Harsimus Branch played an important role in the history of commerce and transportation. It was one of several rail lines dedicated to handling freight traffic for the PRR in Jersey City and allowed the PRR to compete with its rivals by giving it a major presence in the Port of New York. In the process, these improvements contributed directly to the prosperity of the PRR, which became one of the nation's key rail carriers, and helped to transform the Jersey City waterfront. Construction of the Harsimus Branch also played a role in shaping government policy. The PRR became the first entity to pay the state for its riparian rights, thus establishing the precedent and strengthening New Jersey's claims to sovereign jurisdiction over riparian lands. The case of the Harsimus Cove lands led eventually to the permanent appointment of the State's Riparian Commission in 1869. In terms of community planning and development, portions of the Harsimus Branch were also required to be elevated by legislative decree. Because it was elevated and located in a topographically complex area, the railroad faced specific engineering challenges, although none were new or particularly unique. These included alterations to the Bergen Cut by blasting a new channel through a section of Bergen Hill, and almost constant experimentation in the type of structure used to carry the elevated tracks down to the Harsimus Cove Yard. Some structures proved better suited than others. This, along with normal wear and tear, led to extensive alterations and the total rebuilding of the original elevated structure twice during its lifetime.

The Harsimus Branch has significance in the areas of Commerce, Community Planning and Development, Engineering, Politics/Government, and Transportation, but the resource no longer possesses the level of integrity necessary to convey that significance and therefore does not meet National Register Criteria for eligibility. With the exception of the previously listed Embankment (Milepost 0.36 to Milepost 0.88), approximately two-thirds of the Harsimus Branch right-of-way is either obliterated by subsequent development or lacking in physical cohesiveness. Only a handful of potentially contributing resources survive. They include the Second Bergen Cut, the NJRR Bridge substructure (partial), the NJRR-to-Newark Avenue Viaduct substructure (partial), the Newark Avenue Bridge substructure, and the previously listed Embankment segments. In contrast, most of the branch's potential contributing resources are non-extant. These include: the entirety of the Harsimus Cove Yard (including all track, buildings, and terminal facilities); NJRR Bridge superstructure and supporting bent; the NJRR-to-Newark Avenue Iron Viaduct superstructure and supporting bents; Newark Avenue Bridge superstructure and supporting bents; Newark Avenue-

to-Brunswick Street Iron Viaduct substructure and superstructure; Brunswick Street Bridge superstructure; Monmouth Street Bridge superstructure; Coles Street Bridge superstructure; Jersey Avenue Bridge superstructure; Erie Street Bridge superstructure; Manila Avenue (formerly Grove Street) Bridge superstructure; the Marin Boulevard (formerly Henderson Street) Bridge substructure and superstructure; and the Overhead Electrified Catenary System.

The absence of so much of the physical integrity of the Branch, including the twice replaced original elevated structure, also represents a significant loss in the Branch's integrity of materials and workmanship. Without its connecting bridges or large stretches of iron viaduct, the Branch's integrity of design is largely eroded. The additional absence of numerous iron support bents, two bridge abutments (Brunswick Street and Marin Boulevard), and the entire viaduct between Newark Avenue and Brunswick Street breaks up the resource's linear continuity and diminishes the sense of a distinguishable railroad corridor. Together with the absence of the original rail yard and tracks, terminal facilities, and overhead electrified catenary system, the resource no longer retains the character and setting of a major transportation operation. With significant losses in its original design, materials, workmanship, and setting, the Harsimus Branch no longer conveys the feeling of a major railroad operation or its associations with the contributions of the PRR in the areas of Commerce, Community Planning and Development, Engineering, Politics/Government, and Transportation under Criteria A or C. Due to its lack of physical integrity, the Harsimus Branch right-of-way is recommended not eligible individually for listing in the National Register or as a contributing resource to the PRR (New York to Philadelphia) Historic District.

The location of the surveyed resource is delineated on Figure 5.1. Photographs of the property are depicted in Plates 5.1-5.15 and located on Figures 5.2a-5.2c

B. Jersey City and Harsimus Cemetery, 435 Newark Avenue (Block 10901, Lot 107)
The Jersey City and Harsimus Cemetery was the state's first independent, non-denominational cemetery association governed by a board of trustees elected by the individual lot holders. Formally established by the New Jersey Legislature in February 1831, the cemetery contributes significantly in the area of Social History to the understanding of evolving burial practices in New Jersey by embodying the transition between the crowded urban churchyards of the eighteenth century and the rural or garden cemeteries of the nineteenth century. This transition included changing attitudes regarding religion, domestic life, and the role of mourning and memory in everyday life. Eventually, the Jersey City and Harsimus Cemetery and others like it paved the way for the New Jersey Legislature to enact a general law governing procedures for the establishment of cemetery corporations in March 1851. The cemetery retains a pattern of orderliness and collection of family plots and individual graves that convey the essence of early nineteenth-century burial reforms in New Jersey.

The Jersey City and Harsimus Cemetery is recommended eligible for listing in the National Register under Criterion A in the area of Social History as the first corporate burying ground established by a non-sectarian cemetery board of trustees in the State of New Jersey. Founded at a time of general burial reform in America, it illustrates the manner in which overcrowding and impermanence of existing church graveyards was remedied in the nineteenth century and reflects changing attitudes regarding religion, domestic life, and the role of mourning and memory in everyday life. The cemetery retains its integrity of location, setting, materials, and workmanship. Although the design of the cemetery has changed over the years to reflect evolving tastes and rituals, it nevertheless includes the type of burial plots, degree of order, and sense of openness that came to characterize cemetery associations. It retains the feeling of an early nineteenth-century rural cemetery, which conveys its associations with burial reform during this period.

Although cemeteries are normally excluded from consideration for listing on the National Register, exceptions are made for properties which derive their primary importance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events. The Jersey City and Harsimus Cemetery also meets Criteria Consideration D for

cemeteries as its primary importance is derived from its association with important reforms in burial practices. The Jersey City and Harsimus Cemetery does not contain individuals of outstanding historical importance and is therefore not eligible under Criterion B. The cemetery lacks significance both architecturally and as an example of a planned landscaped and does not meet Criterion C. The recommended period of significance extends from 1830, the date of the first known internment, to the 50-year cutoff of 1966. Contributing resources include the Gatehouse, and all structures, monuments, paths, steps, fences, and walls dating to the period of significance. The location of the surveyed resource is delineated on Figure 5.1. Photographs of the property are depicted in Plates 5.42-5.45 and located on Figure 5.2a

C. Holy Rosary Roman Catholic Church Complex, 344 Sixth Street and 183 Brunswick Street (Blocks 9907; 9803, Lots 9; 6)

The Holy Rosary Roman Catholic Church Complex consists of four buildings: the 1903-4 Catholic Church; the 1958 Rectory; the 1938 Holy Rosary Parochial School; and the 1958 Convent. The Holy Rosary Church property is discontiguous. The church and rectory are located along Sixth Street, between the St. Anthony of Padua Parochial School to the west, and the St. Anthony of Padua Rectory and Church to the east.

The parish of the Holy Rosary Roman Catholic Church played a role in the history of religion and Italian ethnic heritage in North Jersey. Established in 1885, the parish was the first of its kind exclusively dedicated to Italian Catholics in the Diocese of Newark and was founded in direct response to the wave of Italian Catholic immigrants entering New Jersey in the final decades of the nineteenth century. In a Diocese dominated by an Irish and German Catholic establishment, language barriers and social customs, among other issues, necessitated the establishment of a separate Italian Catholic church. This set the stage for numerous additional Italian parishes throughout the Diocese. None of the buildings associated with the founding and early years of Holy Rosary survive. The parish's first permanent church building, completed in 1885, was demolished in 1956. By the time the present—and much-altered—church building was completed in 1904, Holy Rosary was one of 13 Italian Catholic churches throughout the Diocese of Newark. While the Italian Roman Catholic Church was expanding in the region, Holy Rosary remained a local focal point for the Jersey City community and continued to be a social center throughout the twentieth century. The extant buildings that today comprise the Holy Rosary Roman Catholic Church Complex, including the Church, the School, the Convent, and the Rectory, were all built to replace earlier buildings that no longer survive. These newer buildings are ordinary, institutional structures built or significantly altered in the years following the end of World War II and lack architectural and/or artistic distinction.

The parish comprising the Holy Rosary Roman Catholic Church Complex is eligible for the National Register under Criterion A in the area of Social History for its vital role in the religious and ethnic history of Italian immigrants in northern New Jersey, and more specifically in Jersey City, and as the first parish in the Diocese of Newark dedicated specifically to Italian Americans.
The location of the surveyed resource is delineated on Figure 5.1. Photographs of the property are depicted in Plates 5.46-5.49 and located on Figure 5.2a.

D. Jersey City Fire Department Engine 5/Ladder 6, 355 Newark Avenue (Block 10901, Lot 129)

Built in 1965, the Jersey City Fire Department Engine 5/Ladder 6 is situated at the intersection of Newark Avenue and Merseles Street. The architectural mid-century-modern building is angled on its lot which is shared by Mary Benson Park. The firehouse is primarily recommended eligible for listing in the National Register under Criterion C in the area of Architecture. The Jersey City Fire Department Engine 5/Ladder 6 is distinctive architecturally for fusing commonly-used architectural components of a traditional firehouse with mid-century-modern elements characteristic of the International Style. Most notable is the east elevation of the stair tower, which features polychrome glazing framed by aluminum sash evoking the work of Dutch painter Piet Mondrian. Moreover, the design of the firehouse is significant for the context in which it was designed. During the 1960s, the

design of fire stations across the United States shifted focus from architectural merit to efficiency and fireproof construction due to budgetary concerns. The building's architects, Comparetto & Kenny, thoughtfully struck a balance between crafting a notable civic symbol and generating a utilitarian building that functioned efficiently. A photograph of the property is depicted in Plate 5.50 and located on Figure 5.2a.

The Jersey City Fire Department Engine 5/Ladder 6 is recommended eligible for listing in the National Register under Criterion A for its significance in the areas of Community Planning and Development and Politics/Government. When constructed, the firehouse combined Engine Companies 4, 5, and 6 in an effort to provide better access to downtown areas in Jersey City. This was the first new firehouse built in Jersey City in nearly 50 years and was part of the efforts of the Mayor Whelan Administration to redevelop vast portions of Jersey City during the 1960s. With the new consolidated firehouse, the Jersey City Fire Department was effectively modernized and equipped to provide state-of-the-art fire protection to Jersey City. The fire department was subsequently rated the best in New Jersey by the National Fire Protection Association for the next five years, and continues to excel in promoting public safety. Jersey City's fire department was started in 1829 following the outbreak of several fires and a general call from the public demanding fire protection. Since its formation, Jersey City's fire department has grown to include 17 fire stations.

E. Fifth Ward Savings Bank, 495 Manila Avenue (Block 10105, Lot 13)
Founded in 1863, the Fifth Ward Savings Bank has long since been a community anchor in the Hamilton Park neighborhood of Jersey City. Despite having to relocate several times before becoming permanently situated in its present location, the bank steadily prospered throughout the nineteenth century as neighborhood demographics evolved and was only one of four savings bank in Hudson County for many years. In 1970, the bank merged with the Hudson City Savings Bank under which it continues to operate as a branch.

The Fifth Ward Savings Bank is recommended not eligible for listing in the National Register, as it lacks sufficient architectural and historical significance in order to meet the requisite criteria for listing. The Classical Revival-style building is not an exceptional example of its type and does not represent the work of a master. The architectural integrity of the building has been denigrated through the unsympathetic replacement of the large arched windows throughout the building, as well as the installation of a modern security door. The building does not meet Criterion C. Additionally, the building does not contribute significantly to any historical events or movements, and is not associated with any important persons, and does not meet Criteria A or B. Photographs of the property are depicted in Plate 5.51 and 5.52 and located on Figure 5.2b.

F. Public School No. 4, 175 Eighth Street (Block 10103, Lot 11)
Public School No. 4 was built in 1917 following designs prepared by John T. Rowland, longtime architect for the Jersey City Board of Education, to replace 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 40 years 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, 23, and 34, have received SHPO Opinions based on the recommendations of the 1986 Jersey City Historic Resources Survey (Mary B. Dierickx Architectural Preservation Consultants 1986). The 1986 survey indicated that there was potential for a thematic listing of educational/public buildings designed by Rowland. A complete investigation into the eligibility of a thematic listing is outside the scope of the current project and

was not undertaken. Photographs of the property are depicted in Plates 5.53 and 5.54 and located on Figure 5.2b.

G. Mary Benson Park, Merseles and Third Streets (Block 10901, Lot 129)
Due to the untiring efforts of one of Jersey City's most philanthropic citizens, Mary Benson Park was built and opened in 1901 in what was then referred to as the Little Italy neighborhood. The park provided a clean, open space for children and their families to enjoy amid an area that was considered to be one of the more dilapidated sections of Jersey City. Mary Benson Park was designed with several curving pathways along the southeastern portion of the park that led to an oval pathway. Centered in the oval created by the pathway was a frame bandstand. In 1909, Mary Benson Park was greatly improved after having fallen into disrepair due to neglect. The improvements were directed by landscape architect John T. Withers and included the construction of a baseball field. From then on, the park has since hosted myriad baseball teams despite the construction of the New Jersey Turnpike Extension (I-78) in the 1950s which effectively cut the amount of available space of the park in half. Even more space was taken from the park when the Jersey City Fire Department Engine 5/Ladder 6 was built in 1965 in the northeast region of the property. The construction of I-78 and the firehouse greatly altered not only the original amount of acreage afforded to park users, but also entirely destroyed the park's original design, which included a series of winding pathways, benches, and a frame bandstand.

Mary Benson Park is recommended not eligible for listing on the National Register. Although the park was established at the beginning of the twentieth century and is associated with the broader settlement house movement in the United States, little remains of the original park design. Most of the current park space is occupied by athletic fields and the Jersey City Fire Department Engine 5/Ladder 6. Although the efforts of Mary Benson and the Jersey City Woman's Club can be associated with the settlement movement of the early twentieth century, Mary Benson Park no longer retains the degree of integrity necessary to convey its historical association with this important movement in history. Neither does the park meet Criterion B as the place most directly associated with an individual. The Boyle/Hudspeth-Benson House, located in Millington, Morris County, New Jersey, is listed on the New Jersey and National Registers, partially due to its association with Mary Benson (NR: 12/10/1975; SR: 12/5/1974). The Boyle/Hudspeth-Benson House meets Criteria Consideration B as it is the most important surviving structure associated with Mary Benson. Her house in Jersey City was demolished in 1929. The park no longer reflects its appearance from Mary Benson's lifetime and does not retain the necessary amount of integrity to adequately represent the significance of Mary Benson's philanthropic efforts. Additionally, the park does not meet Criterion C as its original dimensions have been reduced in size by the construction of the New Jersey Turnpike Extension (I-78) and the Jersey City Fire Department Engine 5/Ladder 6. The park has been remodeled and reworked and no longer resembles its original design. Photographs of the property are depicted in Plates 5.55-5.58 and located on Figure 5.2a.

H. Healy's Tavern, 374 Newark Avenue (Block 9805, Lot 1)
Constructed circa 1885, the building that today houses Healy's Tavern is associated with the industrial history of Jersey City. Until the mid-1960s, the building served as an office for the Jersey City Coal Company, as well as for its successor companies. Shortly thereafter, the building was converted for use as a restaurant. In 2010, the restaurant was renamed "Healy's Tavern," for co-owner Patrick Healy, a firefighter and son of former Jersey City Mayor Jerry Healy.

Healy's Tavern is recommended not eligible for listing in the National Register of Historic Places, as it lacks sufficient architectural and historical significance in order to meet the requisite criteria for listing. Architecturally, the building is not significant or a particularly good example of its type. Furthermore, modern alterations to the building have diminished its integrity in terms of materials, design, and workmanship. Unsympathetic alterations include replacement of original windows and the installation of other modern materials. The building does not meet Criterion C. Additionally, the building does not contribute significantly to any historical events or movements, and is not associated with any important persons, and does not meet Criteria A or B. A photograph of Healy's Tavern is depicted in Plate 5.59 and located on Figure 5.2a.

I. 194-196 Bay Street (Block 11508, Lots 13 and 14)
194-196 Bay Street is a three-and-a-half-story tall, six-bay wide masonry rowhouse with a raised basement constructed circa 1887 (Fowler 1887). The building was built as part of a row of four brick, semi-detached rowhouses. By 1997, two of the four rowhouses were demolished and replaced by paved surface parking lots (NETR 1997). 194-196 Bay Street is recommended not eligible for listing in the National Register, as it lacks architectural and historical significance. The building has been heavily modified by unsympathetic alterations and, therefore, does not meet Criterion C. Furthermore, research did not uncover any information to suggest the building was associated with any significant historic events or important persons, and does not meet Criteria A or B. A photograph of 194-196 Bay Street is depicted in Plate 5.60 and located on Figure 5.2b.

J. Luis Munoz Marin Boulevard Streetscape
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. Of note are 382 Luis Munoz Marin Boulevard (Block 11502, Lot 1), 174 First Street (Block 11502, Lot 12), and 360-364 Luis Munoz Marin Boulevard (Block 11509, Lot 1). 382 Luis Munoz Marin Boulevard is a four-story, mixed-use commercial and residential building. The building was constructed circa 1906 as a masonry building faced with brick (Sanborn Map Company 1906). Intricate detailing is found on the pressed metal cornice. 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). 360-364 Luis Munoz Marin Boulevard consists of two two-story, mixed-use buildings constructed circa 1906 (Sanborn Map Company 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.

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 are being developed as a condominium building.

The Luis Munoz Marin Boulevard Streetscape is recommended not eligible for listing on the National Register, as it lacks architectural and historical significance. The buildings along the Luis Munoz Marin Boulevard Streetscape are largely commercial in nature and have diminished architectural integrity due to unsympathetic alterations. 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. Photographs of the subject streetscape are depicted in Plates 5.61-5.63 and located on Figures 5.2b and 5.2c. Table 5.3 lists the known resources included in the Luis Munoz Marin Boulevard Streetscape, along with their street address, block and lot number, and estimated or known date of construction.

K. Merseles Street Streetscape
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 buildings lining the southeast side of the street which are primarily commercial and institutional in nature. Near the intersection of Newark Avenue 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 1919 as the "F. Palancio Paper Stock" building (Hopkins 1919). The building has since been altered through the addition of two large

Table 5.3: Resources in the Luis Munoz Marin Boulevard Streetscape.

Block	Lot	Address	Date of Construction	Description
11502	1	382 Luis Munoz Marin Boulevard	Circa 1906	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 1906	Two-story, mixed-use building
11509	3	N/A	N/A	Surface parking lot

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.

The Merseles Street Streetscape is recommended not eligible for listing on the National Register, 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 remaining buildings along Merseles Street are commercial buildings, and 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 is not associated with any persons of historic importance. A photograph of the subject streetscape is depicted in Plate 5.66 and located on Figure 5.2a. Table 5.4 lists the known resources included in the Merseles Street Streetscape, along with their street address, block and lot number, and estimated or known date of construction.

Table 5.4: Resources in the Merseles Street Streetscape.

Block	Lot	Address	Date of Construction	Description
11001	1	202 Merseles Street	Circa 1919	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)

L. Fifth Street Streetscape

The Fifth Street Streetscape is bounded by Newark Avenue to the west and the State and National Register-listed Harsimus Cove Historic District (SR: 10/15/1987; NR: 12/9/1987) at Coles Street to the east. Fifth Street is primarily residential, with a small number of commercial buildings located at the western end.

The buildings defining the Fifth Street Streetscape between Newark Avenue and Brunswick Street consist of two commercial buildings at the western end with the remainder being residential. Nearly half of the block contains dwellings of contemporary construction. 386 Fifth Street (Block 9804, Lot 20) and 386½ Fifth Street (Block 9804, Lot 21) are similar one-story, brick-faced buildings constructed circa 1938 (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. Nos. 374, 376, and 376½ Fifth Street (Block 9804, Lots 13, 14, and 15) were constructed circa 1885, but have all been unsympathetically altered by the concealing or removal of original exterior elements by vinyl siding and the removal of original window fixtures (Sanborn Map Company 1885). Of note on this

block of the subject streetscape is 370 Fifth Street (Block 9804, Lot 11) which was built circa 1906 as a three-story, brick dwelling (Sanborn Map Company 1906). The exterior of the building retains much of its original brickwork and patterned cornice.

Between Brunswick and Monmouth Streets, the Fifth Street Streetscape consists entirely of residential buildings; the majority of which were built circa 1885. Most 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, 338 Fifth Street (Block 9905, Lot 28) and 338½ Fifth Street (Block 9905, Lot 29) 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 contextually sensitive contemporary buildings.

The easternmost block of the Fifth Street Streetscape spans between Monmouth and Coles Streets and is defined by mostly residential buildings constructed during the late-nineteenth and early-twentieth centuries. Of note are 328 Fifth Street (Block 11209, Lot 8) and 322 Fifth Street (Block 11209, Lot 11). 328 Fifth Street is a four-story, Italianate-style apartment building, constructed circa 1885 (Sanborn Map Company 1885). A few originals details of the building remain, including the detailing on the pressed metal cornice and the rounded arches above the windows and doors. 322 Fifth Street is the El Shaddai Church, constructed circa 1919, and was used as a research laboratory during the mid-twentieth century (Hopkins 1919; Sanborn Map Company 1951). A gabled false front, surmounted by a cross, occupies the first story of 322 Fifth Street. Insensitive alterations, such as vinyl siding and vinyl window fixtures denigrate the integrity of most of the buildings on this block of the subject streetscape. Several buildings are of contemporary construction.

The Fifth Street Streetscape is excluded from the State and National Register-listed Harsimus Cove Historic District (SR: 10/15/1987; NR: 12/9/1987) as it does not contribute to the district. The Harsimus Cove Historic District is primarily residential in nature, marked by blocks of intact Italianate rowhouses constructed during the second half of the nineteenth century. The western boundary of the district ends at Coles Street, "beyond which is an increasing ratio of buildings that have been unsympathetically altered" (Sullebarger and Arms 1987).

The Fifth Street Streetscape is recommended not eligible for listing in the National Register as it lacks architectural and historical significance. The streetscape does not meet Criterion C as most of the buildings have experienced diminished architectural integrity over the course of the twentieth century. The subject streetscape does not meet Criteria A or B as it is not associated with any significant historic events or important individuals. Photographs of the subject streetscape are depicted in Plates 5.68-5.71 and located on Figure 5.2a. Table 5.5 lists the known resources included in the Fifth Street Streetscape, along with their street address, block and lot number, and estimated or known date of construction.

M. Sixth Street Streetscape

The Sixth Street Streetscape extends from Division Street on the west to the Hamilton Park Historic District (SR: 4/27/1978; NR: 1/25/1979) and Extension (SR: 10/1/1982; NR: 12/2/1982) on the east, halfway between Monmouth and Coles Streets. The Sixth Street Streetscape is characterized by a mixture of residential, commercial, and ecclesiastical buildings that line the northern side of the street, a majority of which face the Pennsylvania Railroad Harsimus Branch Embankment (COE: 2/17/1999; SR: 12/29/1999; DOE: 3/16/2000).

At the western end of the Sixth Street Streetscape, between Division and Brunswick Streets, are primarily commercial and industrial businesses housed in buildings that date from the mid- to late-twentieth century (Sanborn Map Company 1938; NETR 1954, 1966). None of the buildings located on this block of the Sixth Street Streetscape are architecturally distinctive and a majority have been altered by insensitive modifications over the years. The only building of note is 360 Sixth Street (Block 9803, Lot 7) which was built circa 1906 as a two-story dwelling with a carpenter

Table 5.5: Resources in the Fifth Street Streetscape.

Block	Lot	Address	Date of Construction	Description
9804	8	N/A	N/A	Surface parking lot
9804	9	173 Brunswick Street	Circa 1885	Four-story dwelling
9804	10	171 Brunswick Street	Circa 1885	Four-story dwelling
9804	11	370 Fifth Street	Circa 1906	Three-story dwelling
9804	12	372 Fifth Street	Circa 2002	Three-story duplex
9804	13	374 Fifth Street	Circa 1885	Two-story dwelling
9804	14	376 Fifth Street	Circa 1885	Two-story dwelling
9804	15	376½ Fifth Street	Circa 1885	Two-story dwelling
9804	16	378 Fifth Street	Circa 2007	Three-story dwelling
9804	17	380 Fifth Street	Circa 2001	Three-story dwelling
9804	18	382 Fifth Street	Circa 2001	Three-story dwelling
9804	19	384 Fifth Street	Circa 2001	Three-story dwelling
9804	20	386 Fifth Street	Circa 1938	One-story garage
9804	21	386½ Fifth Street	Circa 1938	One-story garage
9804	22	390 Fifth Street	Circa 1947	One-story commercial building
9905	3	366½ -368½ Fifth Street	Circa 1951	Three-story dwelling
9905	4	366 Fifth Street	Circa 1885	Three-story dwelling
9905	5	N/A	N/A	Vacant land
9905	6	364 Fifth Street	Circa 1885	Two-and-a-half-story dwelling
9905	7	362 Fifth Street	Circa 1885	Two-and-a-half-story dwelling
9905	8	N/A	N/A	Vacant land
9905	9	N/A	N/A	Vacant land
9905	10	N/A	N/A	Vacant land
9905	11	360½ Fifth Street	Circa 1885	Three-and-a-half-story dwelling
9905	12	360 Fifth Street	Circa 1885	Two-and-a-half-story dwelling
9905	13	358 Fifth Street	Circa 1885	Two-and-a-half-story dwelling
9905	14	356½ Fifth Street	Circa 1885	Two-and-a-half-story dwelling
9905	15	356 Fifth Street	Circa 1885	Two-and-a-half-story dwelling
9905	16	354 Fifth Street	Circa 1885	Three-and-a-half-story dwelling
9905	17	N/A	N/A	Vacant land
9905	18	352½ Fifth Street	Circa 2007	Three-and-a-half-story dwelling
9905	19	352 Fifth Street	Circa 1885	Three-and-a-half-story dwelling
9905	20	350 Fifth Street	Circa 1885	Three-and-a-half-story dwelling
9905	21	348½ Fifth Street	Circa 2016	Four-and-a-half-story dwelling
9905	22	348 Fifth Street	Circa 1885	Three-and-a-half-story dwelling
9905	23	346 Fifth Street	Circa 1885	Two-and-a-half-story dwelling
9905	24	N/A	N/A	Vacant land
9905	25	445 Monmouth Street	Circa 1900, Circa 1966	Three-story dwelling and one-story commercial building
9905	28	338 Fifth Street	Circa 1885	Three-story dwelling
9905	29	338½ Fifth Street	Circa 1885	Three-story dwelling
9905	30	340 Fifth Street	Circa 1912	Three-story dwelling
9905	31	340½ Fifth Street	Circa 2007	Three-story dwelling
9905	32	342 Fifth Street	Circa 1885	Three-story dwelling
9905	33	342½ Fifth Street	Circa 2007	Three-story dwelling
9905	34	N/A	N/A	Vacant land
9905	35	344½ Fifth Street	Circa 1885	Three-story dwelling
11209	1	444 Monmouth Street	Circa 1979	One-story garage
11209	2	336 Fifth Street	Circa 1906	Three-and-a-half-story dwelling
11209	3	334½ Fifth Street	Circa 1906	Three-and-a-half-story dwelling
11209	4	334 Fifth Street	Circa 1906	Three-and-a-half-story dwelling
11209	5	332½ Fifth Street	Circa 1906	Two-and-a-half-story dwelling
11209	6	332 Fifth Street	Circa 1906	Two-story dwelling

Table 5.5; cont.

Block	Lot	Address	Date of Construction	Description
11209	7	330-330½ Fifth Street	Circa 1906	Two-story dwelling
11209	8	328 Fifth Street	Circa 1885	Four-and-a-half-story dwelling
11209	9	326 Fifth Street	Circa 1885	Four-story dwelling
11209	10	324 Fifth Street	Circa 1885	Two-story dwelling
11209	11	322 Fifth Street	Circa 1919	El Shaddai Church
11209	12	320 Fifth Street	Circa 1979	One-story garage
11209	13	318 Fifth Street	Circa 1906	Three-and-a-half-story dwelling
11209	14	316 Fifth Street	Circa 1885	Four-story dwelling
11209	15	314 Fifth Street	Circa 1885	Three-and-a-half-story dwelling
11209	16	N/A	N/A	Vacant land
11209	17	93 Coles Street	Circa 2005	Three-story dwelling
11209	18	91 Coles Street	Circa 1885	Three-story dwelling
11209	19	308 Fifth Street	Circa 1938	Three-story dwelling
11209	20	310 Fifth Street	Circa 2002	Three-story dwelling
11209	21	312 Fifth Street	Circa 2002	Three-story dwelling

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. 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 (Block 9803, Lot 6; see RGA 12).

Between Brunswick and Monmouth Streets, the Sixth Street Streetscape is occupied by ecclesiastical buildings, including the National Register-eligible St. Anthony's Polish Roman Catholic Church and School Complex (SHPO Opinion: 4/13/1994) located at 350 Sixth Street (Block 9907, Lot 1), the Holy Rosary Roman Catholic Church and rectory (see RGA 12) at 344 Sixth Street (Block 9907, Lot 9), and the individually State and National Register-listed St. Anthony of Padua Roman Catholic Church (SR: 12/24/2003; NR: 3/22/2004) at 459 Monmouth Street (Block 9907, Lot 10). The extant buildings along this block were constructed between the late nineteenth and mid-twentieth centuries.

Located adjacent to the State and National Register-listed Hamilton Park Historic District the contributing or non-contributing status of nos. 300, 304, and 314 through 320 Sixth Street was evaluated in relation to the historic district. Based on dates referenced in the Nomination Form for the State and National Register-listed historic district, the period of significance appears to extend from circa 1835 to circa 1875, when the majority of the buildings in the district were constructed. The Nomination Form also notes that the residential row on Coles Street, near the southern boundary of the district, was included due to the "architectural quality of the residential structures" (Sheehan 1977). 300 Sixth Street and 304 Sixth Street are not architecturally distinct, and due to their late construction dates and their lack of architectural integrity and significance, they should be excluded from the Hamilton Park Historic District. Unlike the majority of other residential rowhouses located within the historic district boundaries, 300 Sixth Street and 304 Sixth Street lack architectural distinction and detailing, and are recommended not eligible for listing in the National Register, either individually or as contributing resources to the Hamilton Park Historic District.

Aside from the block between Brunswick and Monmouth Streets which consists primarily of eligible and listed historic architectural resources, the remainder of the Sixth Street Streetscape is recommended not eligible for listing in the National Register, as it lacks architectural and historical significance. The buildings along the subject streetscape have diminished architectural integrity due to unsympathetic alterations. 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. Photographs of the subject streetscape are depicted in Plates 5.72 and 5.73 and located on Figure 5.2a. Table 5.6 lists the known resources included in the Sixth Street Streetscape, along with their street address, block and lot number, and estimated or known date of construction.

Table 5.6: Resources in the Sixth Street Streetscape.

Block	Lot	Address	Date of Construction	Description
9803	6	183 Brunswick Street	1938-1939	Holy Rosary School and Convent of the Holy Rosary Roman Catholic Church Complex (see RGA 3)
9803	7	360 Sixth Street	Circa 1906	Two-story dwelling
9803	8	364 Sixth Street	Circa 1938	One-story garage
9803	9	366 Sixth Street	Circa 1938	One-story garage
9803	10	374 Sixth Street	Circa 1938	One-story garage
9803	11	N/A	N/A	Surface parking lot
9803	12	N/A	N/A	Surface parking lot
9803	13	N/A	N/A	Surface parking lot
9803	14	10 Division Street	Circa 1966	One-story commercial building
9803	15	N/A	N/A	Surface parking lot
9907	1	350 Sixth Street	1899	St. Anthony's Polish Roman Catholic Church and School Complex (SHPO Opinion: SHPO Opinion: 4/13/1994)
9907	9	344 Sixth Street	1904; 1958	Holy Rosary Roman Catholic Church Complex (see RGA 3)
9907	10	459 Monmouth Street	1890-1894	St. Anthony of Padua Roman Catholic Church (SR: 12/24/2006; NR: 3/22/2004)
9907	23	455 Monmouth Street	Circa 1900	Three-story dwelling; Parish for the St. Anthony of Padua Roman Catholic Church
11201	29	298 Sixth Street	Circa 2015	Four-story dwelling
11201	30	300 Sixth Street	Circa 1906	Four-story dwelling
11201	31	302 Sixth Street	Circa 2016	Two-story dwelling
11201	32	304 Sixth Street	Circa 1906	Three-story dwelling
11201	33	N/A	N/A	Surface parking lot
11201	34	N/A	N/A	Surface parking lot
11201	35	N/A	N/A	Surface parking lot
11201	36	314 Sixth Street	Circa 1885	Four-story dwelling
11201	37	316 Sixth Street	Circa 1873	Three-story dwelling
11201	38	316 ½ Sixth Street	Circa 1873	Three-story dwelling
11201	39	318 Sixth Street	Circa 1873	Three-story dwelling
11201	40	320 Sixth Street	Circa 1873	Three-story dwelling
11201	41	320 ½ Sixth Street	Circa 2016	Under construction at time of survey
11201	42	460 Monmouth Street	Circa 2002	One-story garage
11201	43	462 Monmouth Street	Circa 1885	Four-story dwelling

N. First Street Streetscape

The First Street Streetscape consists of buildings lining the southern side of First Street between Grove Street and Luis Munoz Marin Boulevard. Historically, much of First Street in this area of Jersey City was dominated by foundries, chemical companies, and auto-related businesses. The majority of buildings associated with these industrial entities were demolished during the latter half of the twentieth century, leaving several open lots now used for surface parking. Today, the subject streetscape is flanked by the Harsimus Cove Historic District (SR: 10/15/1987; NR: 12/9/1987) to the west and the Warehouse Historic District (SHPO Opinion: 2/28/1991) to the east.

Three parcels containing two one-story, masonry buildings define the First Street Streetscape: 187-197 First Street (Block 11508, Lot 2) and 181-185 First Street (Block 11508, Lots 3 and 4). 187-197 First Street was built circa 1938 as a brick building with wired-glass skylights and originally functioned as a motor freight station (Sanborn Map Company 1938). The building retains much of

its original brickwork on the north elevation despite alterations to the original fenestration pattern. 181-185 First Street was constructed circa 1966 as a one-story garage and is currently occupied by an auto body business (NETR 1966).

The First Street Streetscape is recommended not eligible for listing in the National Register as it lacks architectural and historical significance. The buildings of the subject streetscape have experienced diminished architectural integrity over the course of the twentieth century as a result of insensitive alterations. Due to the 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. A photograph of the subject streetscape is depicted in Plate 5.74 and located on Figure 5.2b. Table 5.7 lists the known resources included in the First Street Streetscape, along with their street address, block and lot number, and estimated or known date of construction.

Table 5.7: Resource in the First Street Streetscape.

Block	Lot	Address	Date of Construction	Description
11508	2	187-197 First Street	Circa 1938	One-story, brick building
11508	3	183-185 First Street	Circa 1966	One-story garage
11508	4	181 First Street	Circa 1966	One-story garage

Plate 5.1: View looking along the New Jersey Railroad with a view of the western abutment of the New Jersey Railroad Under-grade Bridge.

The top quarter of the 1870s abutment was replaced with concrete about 1968 when Penn Central built an unrelated steel viaduct.

Photo view: South

Photographer: Damon Tvaryanas

Date: November 3, 2015

Plate 5.2: View along the out-of-service 1968 Penn Central steel viaduct which resulted in alterations to the western end of the Harsimus Branch.

At less than 50 years of age, this Viaduct was not surveyed.

Photo view: North

Photographer: Damon Tvaryanas

Date: November 3, 2015

Plate 5.3: Eastern elevation, circa 1915 reinforced concrete pier. Note a similar pier in the left background.

Four such piers were built to replace shorter stone piers erected in the 1880s. Note the NJ Turnpike Extension towering above.

Photo view: Northwest

Photographer: Allee Davis

Date: November 3, 2015

Plate 5.4: Western elevation, circa 1915 reinforced concrete pier.

Note the west stone abutment of the 1880s Newark Avenue Bridge with a circa 1910 concrete cap in the background.

Photo view: East

Photographer: Allee Davis

Date: November 3, 2015

Plate 5.5: Eastern elevation of the west stone abutment of the 1880s Newark Avenue Bridge with a circa 1910 concrete cap.

Photo view: Northwest

Photographer: Allee Davis

Date: November 3, 2015

Plate 5.6: Overview, Brunswick Street Bridge east abutment and Embankment.

The abutment supported a non-extant single span deck plate girder bridge carrying three tracks. Granite was used for the abutments due to the material's greater compressive strength to support the non-extant iron bridges used at each of the cross streets.

Photo view: Southeast

Photographer: Allee Davis

Date: November 3, 2015

Plate 5.7: Overview of the northern corner of the Coles Street Bridge east abutment and the north wall of the Embankment.

Note the transition of granite (right) to sandstone (left)

Photo view: Southeast

Photographer: Allee Davis

Date: November 3, 2015

Plate 5.8: View along Sixth Street with a view of the Jersey Avenue Bridge east abutment and north wall of the Embankment.

Photo view: East

Photographer: Allee Davis

Date: November 3, 2015

Plate 5.9: Overview, Sixth Street stone Embankment looking west from Erie Street.

The six segments collectively make up the New Jersey Register-listed PRR Harsimus Branch Embankment.

Photo view: West

Photographer: Allee Davis

Date: November 3, 2015

Plate 5.10: View along Jersey Avenue looking northwest from Fifth Street.

Note the west abutment of the Jersey Avenue Bridge in the background.

Photo view: Northwest

Photographer: Allee Davis

Date: November 3, 2015

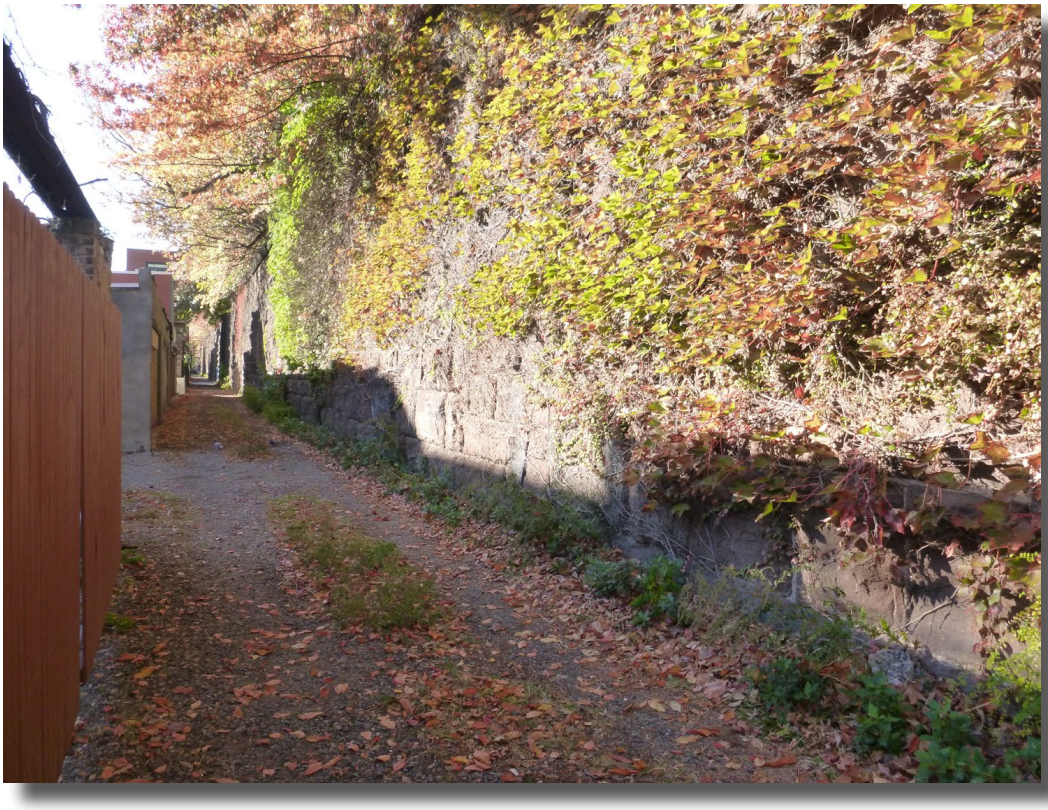


Plate 5.11: Overview, south wall of the Embankment as seen from just west of Jersey Avenue.

The sidewalls of the first five Embankments are constructed of similar irregularly-coursed brown sandstone.

Photo view: Northwest

Photographer: Allee Davis

Date: November 3, 2015

Plate 5.12: Overview of the stone abutments of the Erie Street Bridge which supported a non-extant single span deck plate girder bridge carrying three tracks.

Photo view: Southwest

Photographer: Allee Davis

Date: November 4, 2015

Plate 5.13: Detail, west stone abutment of the Erie Street Bridge that directly abuts the north elevation of the adjacent building.

Photo view: West

Photographer: Allee Davis

Date: November 4, 2015

Plate 5.14: Overview, the eastern end of the easternmost Embankment and the Luis Munoz Marin Boulevard (formerly Henderson Street) Bridge west abutment which has since been altered with concrete.

The abutment has stepped wing walls originally designed to retain the earthen slop of the Embankment.

Photo view: Southwest

Photographer: Allee Davis

Date: November 4, 2015

Plate 5.15: View from atop the easternmost Embankment looking towards the location of the former Harsimus Cove Yard which has since been demolished and developed.

Photo view: East

Photographer: Allee Davis

Date: November 3, 2015

Plate 5.16: View of the northwest entrance to Hamilton Park located in the northern half of the Hamilton Park Historic District.

Photo view: Southeast

Photographer: Allee Davis

Date: November 4, 2015

Plate 5.17: View along the southern side of Seventh Street between Jersey Avenue and Erie Street, in the Hamilton Park Historic District.

Most houses on this side of the street were built before 1873 in a vernacular Queen Anne style.

Photo view: Southwest

Photographer: Allee Davis

Date: November 4, 2015

Plate 5.18: Overview of the intersection of Seventh Street and Jersey Avenue, in the Hamilton Park Historic District.

Photo view: Southwest

Photographer: Allee Davis

Date: November 4, 2015

Plate 5.19: View along the east side of Jersey Avenue between Eighth and Seventh Streets.

Located roughly in the center of the Hamilton Park Historic District, these well-preserved, brick rowhouses were largely constructed between 1865 and 1873.

Photo view: Southeast

Photographer: Allee Davis

Date: November 4, 2015

Plate 5.20: View along the north side of Ninth Street, adjacent to Hamilton Park.

Situated near the northern boundary for the Hamilton Park Historic District, the rowhouses pictured here illustrate typical architectural features found on most of the facades in the Historic District such as heavy cornices and decorative lintels.

Photo view: Northeast

Photographer: Allee Davis

Date: November 4, 2015

Plate 5.21: Overview of the intersection of Ninth Street and West Hamilton Place, at the northwest entrance to Hamilton Park, in the northwest corner of the Hamilton Park Historic District.

Photo view: Northwest

Photographer: Allee Davis

Date: November 4, 2015

Plate 5.22: Overview of the intersection of West Hamilton Place and Pavonia Avenue in the Hamilton Park Historic District.

Here, the three-story, brick rowhouses above a high basement feature heavy cornices and ornamental lintels which is characteristic for much of the architecture included in the Historic District.

Photo view: Southwest

Photographer: Allee Davis

Date: November 4, 2015

Plate 5.23: View along the northern side of Sixth Street between Jersey Avenue and Coles Street.

Located along the southern boundary line for the Hamilton Park Historic District, this view shows Engine Company No. 5, one of the district's more architecturally distinct buildings built towards the end of the nineteenth century.

Photo view: Northwest

Photographer: Allee Davis

Date: November 3, 2015

Plate 5.24: Overview of St. Anthony's School, part of the National Register-eligible St. Anthony's Polish Roman Catholic Church and School Complex.

Photo view: Northeast

Photographer: Allee Davis

Date: November 3, 2015

Plate 5.25: View of St. Anthony of Padua Roman Catholic Church, a key contributing resource to the National Register-eligible St. Anthony's Polish Roman Catholic Church and School Complex.

Photo view: Northwest

Photographer: Allee Davis

Date: February 17, 2016

Plate 5.26: View along the south side of Fifth Street between Erie Street and Jersey Avenue, in the Harsimus Cove Historic District.

The rowhouses pictured here are characteristic of the two- and three-story Italianate-style rowhouses built between 1850 and 1887.

Photo view: Southwest

Photographer: Allee Davis

Date: November 3, 2015

Plate 5.27: Overview of the intersection of Fifth Street and Jersey Avenue, in the Harsimus Cove Historic District.

Photo view: Southwest

Photographer: Allee Davis

Date: November 3, 2015

Plate 5.28: View of the Second Presbyterian Church, built in 1869, and is now Iglesia Cristiana Bethsaida.

This church is a contributing resource to the Harsimus Cove Historic District.

Photo view: Northwest

Photographer: Allee Davis

Date: November 4, 2015

Plate 5.29: Overview of the intersection of Third Street and Jersey Avenue, in the Harsimus Cove Historic District.

Photo view: Southwest

Photographer: Allee Davis

Date: November 4, 2015

Plate 5.30: View of two two-story, frame circa 1850 cottages located on the south side of Second Street between Erie Street and Jersey Avenue.

These two houses are contributing resources to the Harsimus Cove Historic District.

Photo view: South

Photographer: Allee Davis

Date: November 4, 2015

Plate 5.31: View along the northern side of First Street between Erie Street and Jersey Avenue, in the Harsimus Cove Historic District.

The rowhouses pictured here are characteristic of the Italianate architectural used for much of the buildings include in the Historic District.

Photo view: Northwest

Photographer: Allee Davis

Date: November 4, 2015

Plate 5.32: Overview of the intersection of First and Erie Streets, in the Harsimus Cove Historic District.

Photo view: Northeast

Photographer: Allee Davis

Date: November 4, 2015

Plate 5.33: Overview of the Albaniel Dye & Chemical Co. building constructed around 1906.

Located on the northeast corner of the intersection of Fifth and Erie Streets, the five-story, Romanesque-style building is a key contributing resource to the Harsimus Cove Historic District.

Photo view: Northeast

Photographer: Allee Davis

Date: November 3, 2015

Plate 5.34: Overview of the National Register-eligible Public School No. 5 at 182-196 Merseles Street.

Photo view: Northeast

Photographer: Allee Davis

Date: November 3, 2015

Plate 5.35: View of the former Merchant's Refrigerating Company, a contributing resource to the National Register-eligible Warehouse Historic District.

Photo view: Southwest

Photographer: Allee Davis

Date: November 4, 2015

Plate 5.36: Partial view of the National Register-eligible Great Atlantic & Pacific Tea Company Warehouse. Built between 1900 and 1929, this building is also a key contributing resource to the National Register-eligible Warehouse Historic District.

Photo view: Southwest

Photographer: Allee Davis

Date: November 4, 2015

Plate 5.37: View of the former J. Ribon Machine Shop, built between 1873 and 1887, and is a contributing resource to the National Register-eligible Warehouse Historic District.

Photo view: Northwest

Photographer: Allee Davis

Date: November 4, 2015

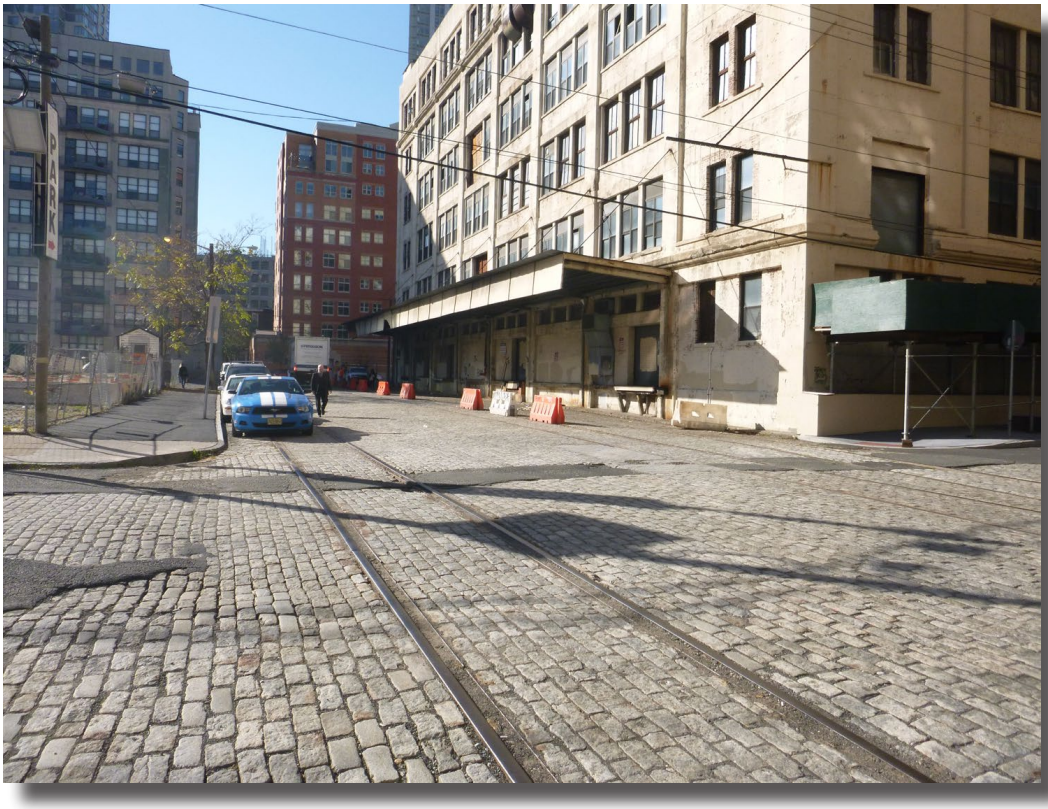


Plate 5.38: Partial view of the A&P Co. building, built circa 1910, and is a contributing resource to the National Register-eligible Warehouse Historic District.

Photo view: Southwest

Photographer: Allee Davis

Date: November 4, 2015

Plate 5.39: Overview of the former Butler Brothers Warehouse, a contributing resource to the National Register-eligible Warehouse Historic District.

Built in 1905, this massive industrial building features ornamental brickwork emphasizing the horizontal planes of the building. This building was designed by Chicago architect Jarvis Hunt, nephew of Richard M. Hunt.

Photo view: Southeast

Photographer: Allee Davis

Date: November 4, 2015

Plate 5.40: Overview of the former Butler Brothers Warehouse, a contributing resource to the National Register-eligible Warehouse Historic District.

Photo view: Southwest

Photographer: Allee Davis

Date: November 34 2015

Plate 5.41: Overview of the National Register-listed Hudson & Manhattan Railroad Powerhouse, a key contributing resource to the National Register-eligible Warehouse Historic District.

Photo view: Southeast

Photographer: Allee Davis

Date: November 4, 2015

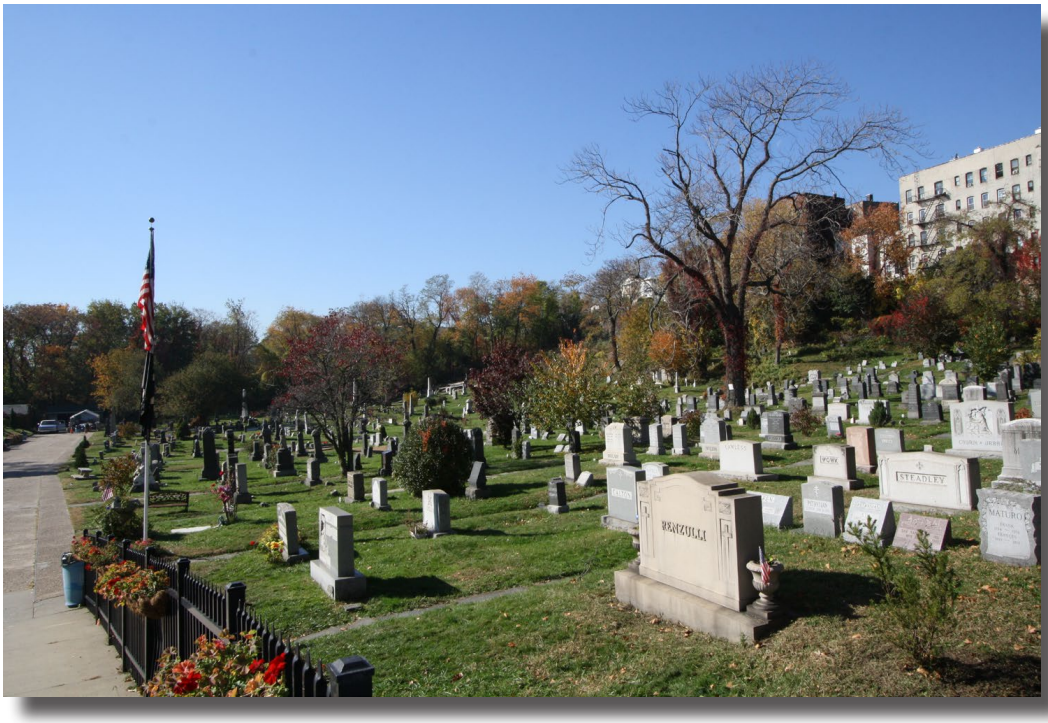


Plate 5.42: Overview of the western half of the Jersey City and Harsimus Cemetery with a view of the rear of the buildings on Waldo Avenue (right).

Photo view: Southwest

Photographer: Allee Davis

Date: November 3, 2015

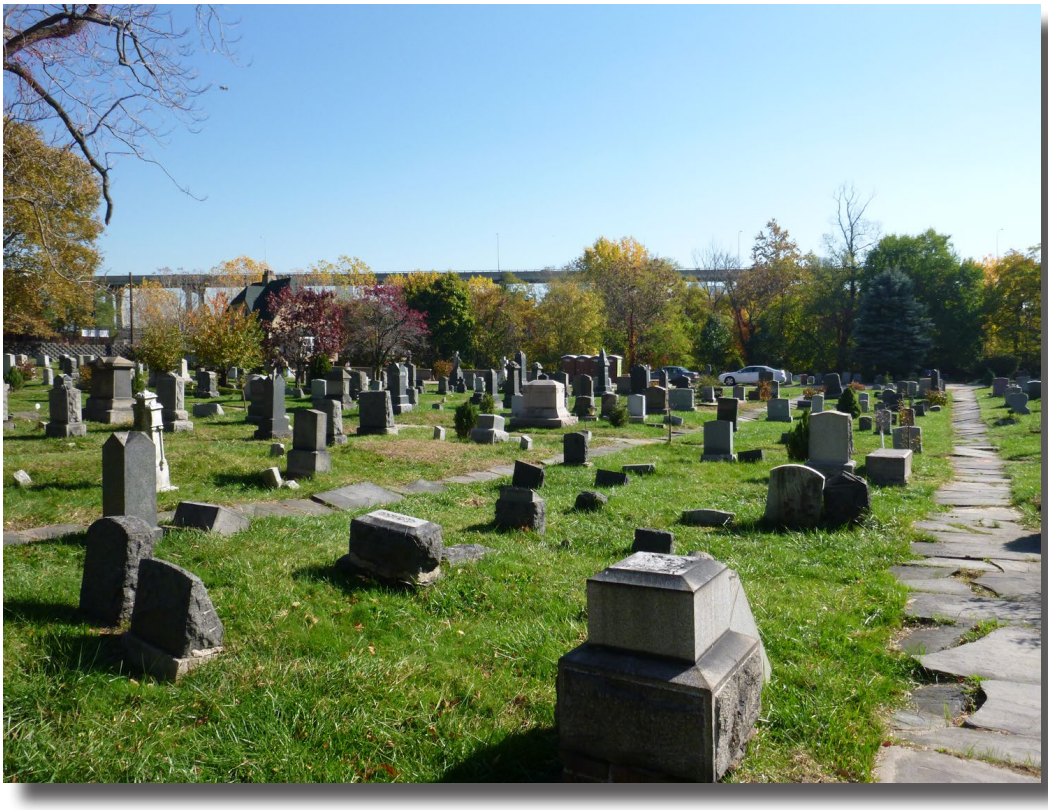


Plate 5.43: Overview of the Jersey City and Harsimus Cemetery depicting some of the masonry walkways that aid in the layout of the cemetery.

Photo view: East

Photographer: Allee Davis

Date: November 3, 2015

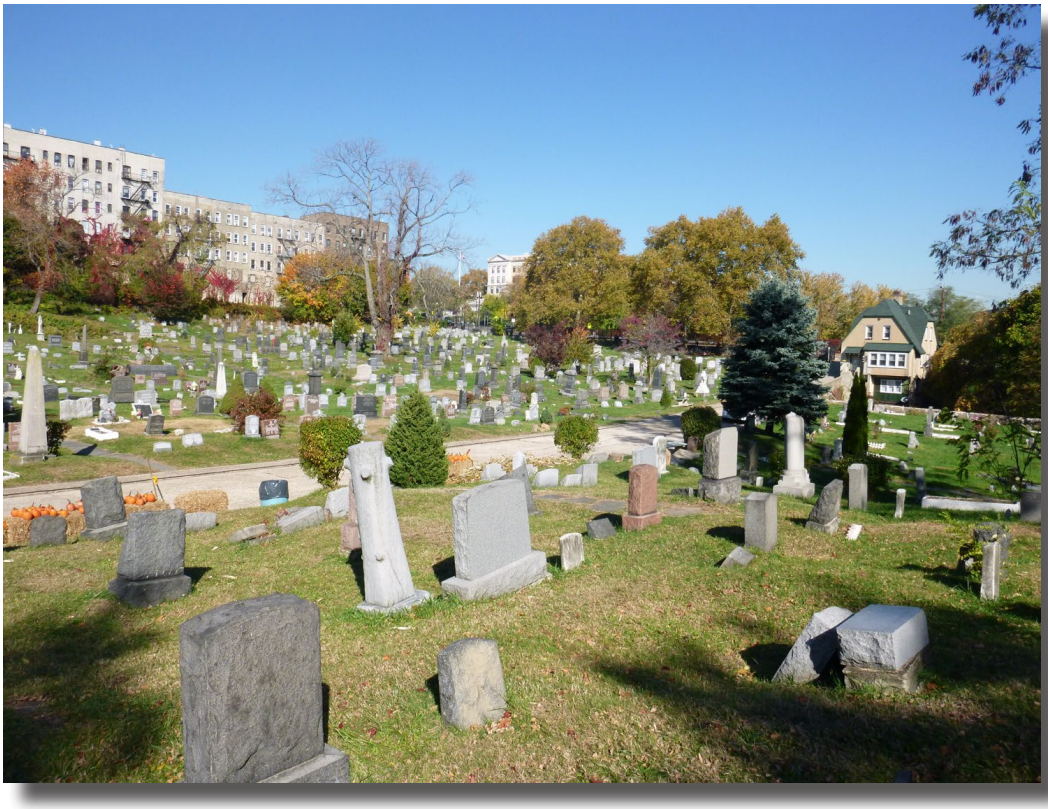


Plate 5.44: Overview of the Jersey City and Harsimus Cemetery.

Photo view: North

Photographer: Allee Davis

Date: November 3, 2015

Plate 5.45: Overview of the southern corner of the Jersey City and Harsimus Cemetery looking towards the defunct 1968 Penn Central steel viaduct.

Note the advanced state of disrepair of many of the grave makers in this area of the cemetery and unkempt vegetation.

Photo view: South

Photographer: Allee Davis

Date: February 17, 2016

Plate 5.46: Overview of the Holy Rosary Roman Catholic Church at 344 Sixth Street.

This church was designed by Eugene Ciccarelli and built by 1904.

Photo view: Northeast

Photographer: Allee Davis

Date: November 3, 2015

Plate 5.47: View of the Holy Rosary Parish which is part of the Holy Rosary Roman Catholic Church Complex.

The parish was designed by George Voinovich and built in 1958.

Photo view: North

Photographer: Allee Davis

Date: November 3, 2015

Plate 5.48: Overview of the convent and school of the Holy Rosary Roman Catholic Church Complex.

The convent was designed by David Scrocco and built in 1953. The Holy Rosary School was also built in 1953, but designed by Anthony De Pace.

Photo view: Northwest

Photographer: Allee Davis

Date: November 3, 2015

Plate 5.49: View of the Holy Rosary School, built in 1953 and designed by Anthony De Pace.

Photo view: Norhtwest

Photographer: Allee Davis

Date: November 3, 2015

Plate 5.50: Overview of Jersey City Fire Department Engine 5/Ladder 6 at 355 Newark Avenue, built in 1965.

Photo view: West

Photographer: Allee Davis

Date: November 3, 2015

Plate 5.51: Overview of the Fifth Ward Savings Bank, now a Hudson City Savings Bank, at 495 Manila Avenue.

This bank was built in 1925.

Photo view: Southwest

Photographer: Allee Davis

Date: November 4, 2015

Plate 5.52: View of the primary façade of the Fifth Ward Savings Bank, now a Hudson City Savings Bank, at 495 Manila Avenue.

Photo view: West

Photographer: Allee Davis

Date: November 4, 2015

Plate 5.53: Overview of Public School No. 4, now St. Anthony's High School, at 175 Eighth Street. This Classical Revival-style building was erected in 1917.

Photo view: Southwest

Photographer: Allee Davis

Date: November 4, 2015

Plate 5.54: View of the date stone which reads "1917" for Public School No. 4, now St. Anthony's High School, at 175 Eighth Street.

Photo view: Southeast

Photographer: Allee Davis

Date: November 4, 2015

Plate 5.55: Overview of Mary Benson Park which was established in 1907.

Photo view: Southeast

Photographer: Allee Davis

Date: November 3, 2015

Plate 5.56: View of the brick, one-story building that contains a restroom and storage space for Mary Benson Park, and was likely built around 1965, the same time as the Jersey City Fire Department Engine 5/ Ladder 6.

Photo view: West

Photographer: Allee Davis

Date: November 3, 2015

Plate 5.57: Overview of the pocket park attached to Mary Benson Park and abutted on the south by the Jersey City Fire Department Engine 5/ Ladder 6.

This pocket park contains two monuments, the 1907 Mary Benson Monument and the circa-1945 VFW Memorial.

Photo view: Northwest

Photographer: Allee Davis

Date: November 3, 2015

Plate 5.58: View of the circa-1945 VFW Memorial pocket park within Mary Benson Park.

Photo view: South

Photographer: Allee Davis

Date: November 3, 2015

Plate 5.59: Overview of the intersection of Sixth Street and Newark Avenue, with a view of Healy's Tavern.

Mary Benson Park and the Jersey City Fire Department Engine 5/Ladder 6 are located to the right (south).

Photo view: Southwest

Photographer: Allee Davis

Date: November 3, 2015

Plate 5.60: View of 194-196 Bay Street.

Photo view: Northeast

Photographer: Allee Davis

Date: April 28, 2017

Plate 5.61: Overview of the intersection of First Street and Luis Munoz Marin Boulevard.

Photo view: Southwest

Photographer: Allee Davis

Date: November 4, 2015

Plate 5.62: View along the east side of Luis Munoz Marin Boulevard between First and Bay Streets.

Photo view: Northeast

Photographer: Allee Davis

Date: November 4, 2015

Plate 5.63: Overview of the intersection of Second Street and Luis Munoz Marin Boulevard.

Photo view: Southeast

Photographer: Allee Davis

Date: November 4, 2015

Plate 5.64: View along Newark Avenue near the intersection of Merseles Street.

Photo view: North

Photographer: Allee Davis

Date: November 3, 2015

Plate 5.65: View along Newark Avenue where it intersects with Sixth Street.

Also pictured is the western elevation of the east stone abutment of the 1880s Newark Avenue Bridge. The concrete cap was there by 1910, according to the State Board of Assessors notebooks. It also formed the west abutment for the non-extant Newark Avenue-to-Brunswick Street iron viaduct.

Photo view: Southwest

Photographer: Allee Davis

Date: November 3, 2015

Plate 5.66: View along the eastern side of Merseles Street with a view of the National Register-eligible Public School No. 5.

Photo view: South

Photographer: Allee Davis

Date: November 3, 2015

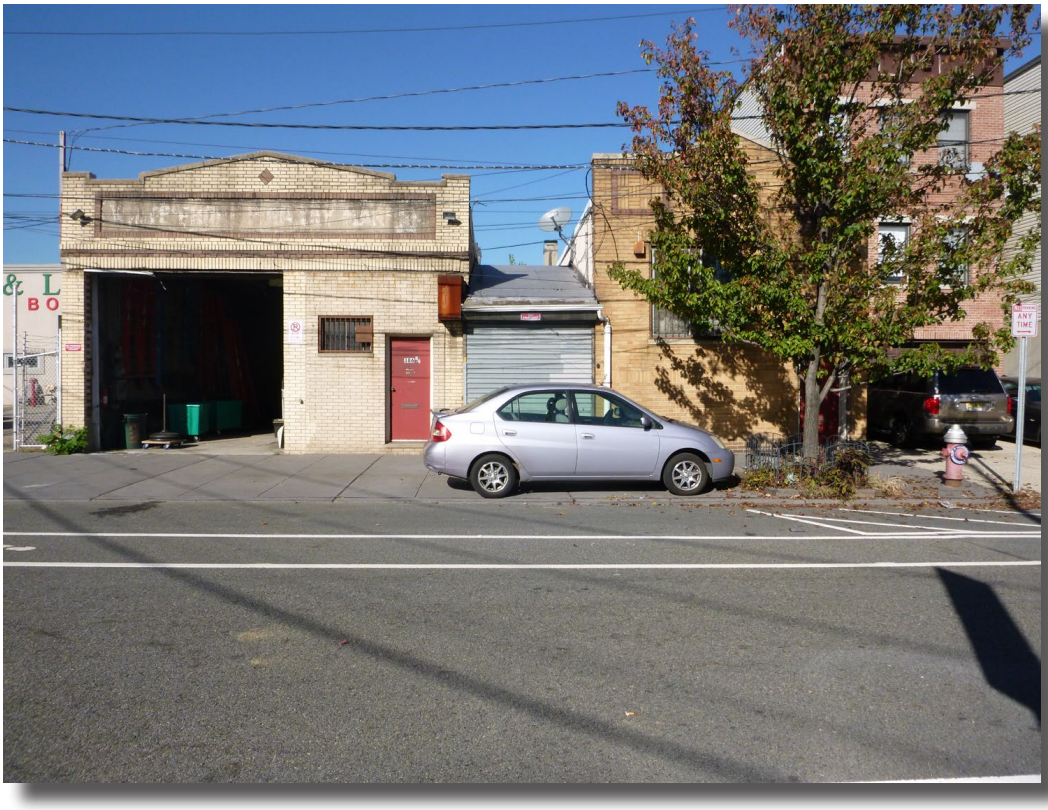


Plate 5.67: View of two circa-1910 one-story, brick buildings located on the north side of Fifth Street.

The building on the left (west) is a former poultry market

Photo view: North

Photographer: Allee Davis

Date: November 3, 2015

Plate 5.68: View along the northern side of Fifth Street showing recent construction of new townhouses.

Photo view: Northwest

Photographer: Allee Davis

Date: November 3, 2015

Plate 5.69: Overview of the intersection of Fifth and Brunswick Streets.

Photo view: Northwest

Photographer: Allee Davis

Date: November 3, 2015

Plate 5.70: View of the northern side of Fifth Street between Brunswick and Monmouth Streets.

Photo view: Northeast

Photographer: Allee Davis

Date: November 3, 2015

Plate 5.71: View of the northern side of Fifth Street between Brunswick and Monmouth Streets.

Photo view: Northwest

Photographer: Allee Davis

Date: November 3, 2015

Plate 5.72: View of the northern side of Sixth Street between Division and Brunswick Streets.

Photo view: Northwest

Photographer: Allee Davis

Date: November 3, 2015

Plate 5.73: View of the northern side of Sixth Street between Division and Brunswick Streets.

Photo view: Northeast

Photographer: Allee Davis

Date: November 3, 2015

Plate 5.74: View along the southern side of First Street between Grove Street and Luis Munoz Marin Boulevard.

Photo view: Southeast

Photographer: Allee Davis

Date: November 4, 2015

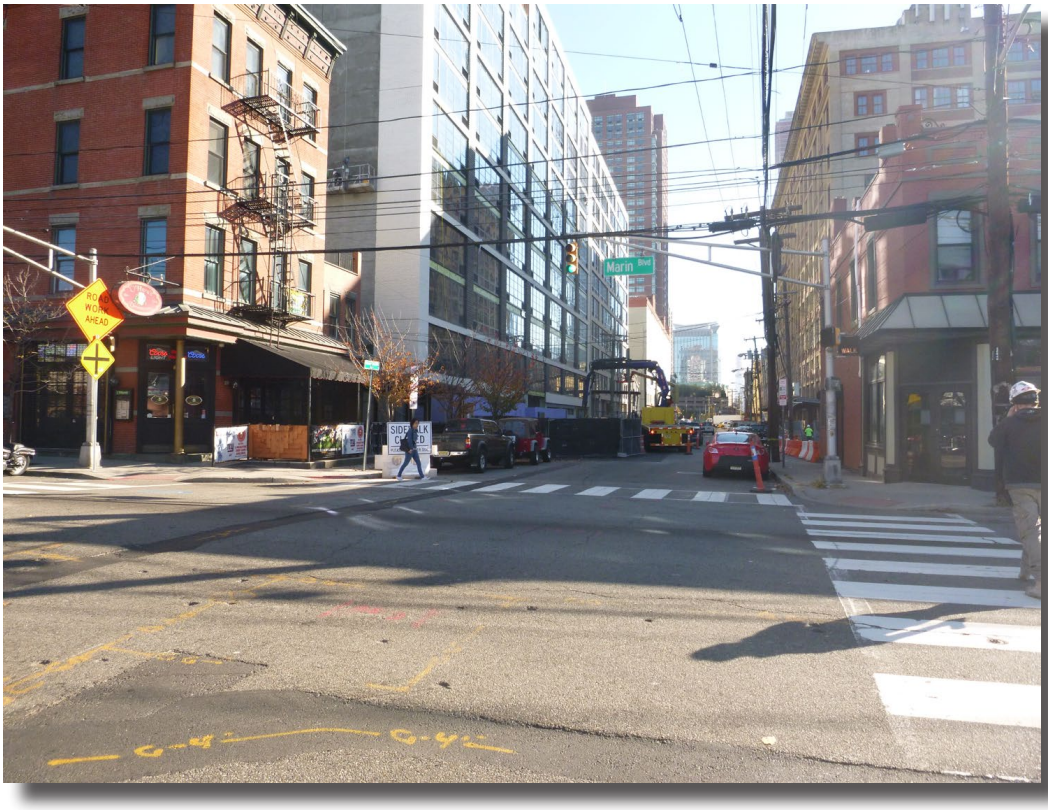


Plate 5.75: Overview of the intersection of Second Street and Luis Munoz Marin Boulevard.

Photo view: East

Photographer: Allee Davis

Date: November 4, 2015

Plate 5.76: View along the southern side of Second Street between Luis Munoz Marin Boulevard and Provost Street, with a view of the recently-constructed Waldo Lofts at 159 First Street.

Photo view: Southeast

Photographer: Allee Davis

Date: November 4, 2015

Plate 5.77: Partial view of the southern side of Second Street between Luis Munoz Marin Boulevard and Provost Street illustrating the industrial nature of the street.

Photo view: Southwest

Photographer: Allee Davis

Date: November 4, 2015

6.0 CONCLUSIONS AND RECOMMENDATIONS

A cultural resources investigation was conducted within the APE for the proposed abandonment and discontinuation of freight service on a railroad right-of-way known as the Harsimus Branch, Milepost 0.00 to Milepost 1.36, in Jersey City. This investigation included historical research, a Phase IA archaeological survey, and a combined reconnaissance-level and intensive-level historic architectural survey.

Archaeology

The results of background research, an analysis of environmental setting, and the extent of historic disturbance within the APE-Archaeology indicate that the potential for prehistoric resources is low. The potential for historic period resources other than the Embankment is considered low. Although nineteenth-century maps depict houses within the APE-Archaeology during the nineteenth century, the construction of the Embankment led to the demolition of these houses, and considerable ground disturbance. The potential for archaeological resources under Criterion D is low. As a result, RGA and OEA's third party contractor, recommends no additional archaeological survey connected with respect to the Embankment.

Historic Architecture

The historic architectural survey identified 26 architectural resources of more than 50 years of age in the APE-Architecture. Twelve of these resources were previously listed in or determined eligible for listing in the State and/or National Registers (see Table 5.1). The remaining 14 resources (see Table 5.1) were surveyed at the reconnaissance level. As a result of the reconnaissance-level survey, eight resources were determined to possess sufficient distinctive features to be surveyed at the intensive level. Table 6.1 below summarizes the findings of the historic architectural survey conducted for previously unevaluated resources.

Based on the results of its historic architectural survey, RGA and OEA also recommend the previously listed Embankment a contributing resource to the PRR (New York to Philadelphia) Historic District, the Hamilton Park Historic District and District Extension, and the Harsimus Cove Historic District. The boundaries of each historic district should be defined to reflect this relationship.

OEA is specifically requesting comments on this Cultural Resources Identification Report. Comments may be submitted online through the Board's website at www.stb.gov or by mail at the address below.

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

Comments on this report will be due by June 19, 2017. Please reference STB Docket No. AB 167 (Sub-No. 1189) in all correspondence related to the Harsimus Branch abandonment case.

Following the end of the comment period, OEA will issue a report that will address the comments received and will report OEA's findings regarding the potential effects of the Harsimus Branch abandonment on all identified cultural resources that are listed in or eligible for listing in the National Register.

Table 6.1: Summary of findings of the historic architectural survey.

RGA Survey No.	Property Name (address)	NR Recommendation
1	Pennsylvania Railroad Harsimus Branch Right-of-Way	Not eligible
2	Jersey City and Harsimus Cemetery	Eligible
3	Holy Rosary Roman Catholic Church Complex	Eligible
4	Jersey City Fire Department Engine 5/Ladder 6	Eligible
5	Fifth Ward Savings Bank	Not Eligible
6	Public School No. 4	Eligible
7	Mary Benson Park	Not Eligible
8	Healy's Tavern	Not Eligible
9	194-196 Bay Street	Not Eligible
10	Luis Munoz Marin Boulevard Streetscape	Not Eligible
11	Merseles Street Streetscape	Not Eligible
12	Fifth Street Streetscape	Not Eligible
13	Sixth Street Streetscape	Not Eligible
14	First Street Streetscape	Not Eligible

NR: National Register of Historic Places

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APPENDIX A: QUALIFICATIONS OF THE PRINCIPAL INVESTIGATORS

CULTURAL RESOURCE CONSULTANTS

ALLEE DAVIS
ARCHITECTURAL HISTORIAN (36 CFR 61)

YEARS OF EXPERIENCE:
With this firm:
2013-Present
With other firms: 3

EDUCATION:
MS 2013
University of Pennsylvania
Historic Preservation

BS 2010
Philadelphia University
Architectural Studies

PROFESSIONAL ORGANIZATIONS:
Board Member of the DOCOMOMO Philadelphia Chapter

Steering Committee Member of the Young Friends of the Preservation Alliance for Greater Philadelphia

Member of the Philadelphia Chapter for the Society of Architectural Historians

Member of the National Trust for Historic Preservation

Professional Experience Summary:

Allee Davis' experience includes historical research and writing, architectural surveys and analysis, preparation of National Register of Historic Places nominations, and Historic American Buildings Survey recordation. Ms. Davis has experience using computer-aided mapping programs including ArcGIS, ArcView, and AutoCAD. She has facilitated the completion of research and writing projects on behalf of municipal historic preservation groups. Her educational and professional experience meet the qualifications set forth in the Secretary of Interior's Standards for an Architectural Historian [36 CFR 61].

Representative Project Experience:

Monmouth County Bridge S-32 on Rumson Road over the Shrewsbury River, Boroughs of Rumson and Sea Bright, Monmouth County, NJ (Sponsor: Monmouth County/North Jersey Transportation Planning Authority/NJDOT) Principal Investigator, Architectural Historian for a cultural resources investigation for the proposed replacement of Bridge S-32 over the Shrewsbury River. Work included defining the Area of Potential Effects for Architecture and conducting an intensive-level historic architectural survey to identify all properties more than 50 years of age and evaluating their eligibility for the National Register of Historic Places. The architectural survey identified two resources previously determined National Register-eligible: Monmouth County Bridge S-32 and the Sea Bright Service Center (Sea Bright Gas and Oil Company Station). As a result of the survey, the Dod-Alexander Estate & Windmill, the Conover Park Historic District, the William Bryan House, and the James R. Minugh House were also recommended eligible for the National Register. The William Bryan House and the James R. Minugh House were both recommended individually eligible and key contributing resources to the Conover Park Historic District.

Trenton Central High School, City of Trenton, Mercer County, NJ (Sponsor: New Jersey School Development Authority) As Architectural Historian, participated in the intensive-level historic architectural survey for the proposed demolition and replacement of Trenton Central High School. The survey was undertaken to identify properties listed on or eligible for the National Register of Historic Places that could potentially be effected by the project. The architectural survey identified the previously determined National Register-eligible Trenton Central High School and three additional historic properties, which RGA recommended as eligible for the National Register: the mid-twentieth-century, Georgian Revival, St. Francis Medical Center, the Ardmore Section Historic District an early twentieth century residential development, and the Samuel Mountford House recommended individually eligible and a key contributing resource to the Ardmore Section Historic District.

800 Eagle Farm Road, Villanova, Lower Merion Township, Montgomery County, PA (Sponsor: Private Developer) Principal Investigator, Architectural Historian for a Historic Resource Impact Study and preliminary National Register evaluation for the Ed and Audrey Sabol House. The Ed and Audrey Sabol House was built in 1959 and designed by architects Armand de Courtieux Carroll and William John Stephenson. As a result of the study, the property was recommended potentially eligible for the National Register under Criterion B for its association with Ed Sabol, the founder of NFL Films for whom the house was designed, and under Criterion C for its architecture and the historical context in which it was designed.

CULTURAL RESOURCE CONSULTANTS

ADAM R. HEINRICH
SENIOR ARCHAEOLOGIST (36 CFR 61)

YEARS OF EXPERIENCE:
With this firm:
2014-Present
With other firms: 12

EDUCATION:
Ph.D. 2010
Rutgers University
Anthropology

M.A. 2005
Rutgers University
Anthropology

B.S. 2000
Rutgers University
Evolutionary
Anthropology

PROFESSIONAL TRAINING:
40-Hour Health and Safety Training for Hazardous Waste Operations and Emergency Response (OSHA 29 CFR 1910.120), January 2014; 8-Hour HAZWOPER Refresher, March 2016

PROFESSIONAL REGISTRATION:
Register of Professional Archaeologists (RPA)

PROFESSIONAL ORGANIZATIONS:
Archaeological Society of New Jersey

Society for Historical Archaeology

Professional Experience Summary:

Adam R. Heinrich has experience conducting archaeological field investigations for Phase I-III archaeological projects and has worked in New Jersey, Virginia, Pennsylvania, New York, and South Africa. Dr. Heinrich's experience includes in-field and laboratory artifact analysis as well as detailed zooarchaeological analysis of animal bones from prehistoric and historic sites throughout the Mid-Atlantic Region and South Africa. He exceeds the qualifications set forth in the Secretary of Interior's Standards for Archaeologists [36 CFR 61].

Representative Project Experience:

Gloucester City Elementary/Middle School, Gloucester City, Camden County, NJ (Sponsor: New Jersey School Development Authority) Principal Investigator, Senior Archaeologist for a Phase II archaeological survey for the Gloucester City Elementary/Middle School project. The goal of the Phase II archaeological survey was to determine the National Register of Historic Places-eligibility of prehistoric resources. The work identified evidence of habitation structures and horticultural practices during the Middle to Late Woodland Periods. The site has been considered eligible for listing on the National and State Registers of Historic Places as the Gloucester City Native American Archaeological Historic District (NJHPO Opinion 9/15/2015).

U.S. Route 301 (Levels Road Mitigation Site), Rumsey/Polk Tenant/Prehistoric Site, St. George's Hundred, New Castle County, DE (Sponsor: DelDOT) Conducted detailed faunal analysis in connection with Phase III archaeological data recovery investigations at the Rumsey/Polk Tenant/Prehistoric site. The analysis employed magnified taphonomic observations to examine site formation processes and human modification of the bone in order to more accurately address dietary, husbandry, and environmental research questions. The identified faunal remains, which include domestic stock, fowl, and wild fauna including fish, carnivores, and rodents are part of a large artifact assemblage recovered from over 620 subsurface features representing two periods of occupation: an initial occupation from circa 1742 to the 1780s, and a second occupation from circa 1804 to circa 1852.

Howell Medical Office Project, Jackson Forge House Site, Howell Township, NJ (Sponsor: Lion Holdings) Principal Investigator, Senior Archaeologist for a Phase II archaeological survey. The goal of the Phase II archaeological survey was to determine the National Register of Historic Places-eligibility of the Jackson Forge House Site (28-Mo-423). The work identified domestic and industrial features and artifacts related to the Jackson family circa 1760s to 1830s during the period of their operation of a nearby furnace and forge. The site has been considered eligible for listing on the National and New Jersey Registers of Historic Places (NJHPO Opinion 5/11/2016).

Rehabilitation of the Glenburn House and Store, Borough of Riverdale, Morris County, NJ (Sponsor: Borough of Riverdale) Senior Archaeologist performed archaeological monitoring as required for ground disturbance activities associated with the Phase I rehabilitation of the store building. Project tasks include recordation of monitoring results using field notes, digital photography, and measured line drawings as necessary, and artifact processing, cataloging, and reporting.

APPENDIX B: NJHPO CORRESPONDENCE

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State of New Jersey

DEPARTMENT OF ENVIRONMENTAL PROTECTION
NATURAL & HISTORIC RESOURCES, HISTORIC PRESERVATION OFFICE
PO Box 404, Trenton, NJ 08625
TEL: (609) 292-2023 FAX: (609) 984-0578
www.state.nj.us/dep/hpo

JON S. CORZINE
Governor

MARK N. MAURIELLO
Acting Commissioner

December 23, 2008

Mr. Kenneth H. Blodgett
Section on Environmental Analysis
Surface Transportation Board
Patriots Plaza
395 E Street SW
Washington, DC 20423

Dear Mr. Blodgett:

As Deputy State Historic Preservation Officer for New Jersey, in accordance with 36 CFR Part 800: Protection of Historic Properties, as published in the ***Federal Register*** on December 12, 2000 (65 FR 77725-77739) and amended on July 6, 2004 (69 FR 40544-40555), I am providing **Initial Consultation Comments** for the following proposed undertaking:

Conrail (former Pennsylvania Railroad) Harsimus Branch and Embankment
City of Jersey City, Hudson County, New Jersey
Application for Abandonment Docket Number AB-167-1189-X
Surface Transportation Board (STB).

This letter is in response to the submission of the *Area of Potential Effects (APE) Report and Proposed Methodology for Section 106 Consultation, Conrail Harsimus Abandonment, STB Docket No. AB 167 (Sub-No. 1189X)*, dated September 2008, prepared by Richard Grubb and Associates, Inc., and submitted by Mr. Robert M. Jenkins III of Mayer-Brown LLP, requesting the initiation of consultation in accordance with 36 CFR Parts 800.3 and 800.4.

SUMMARY: In addition to concurring with the Area of Potential Effects and the preliminary list of consulting and interested parties (with a request for some potential additions), the Historic Preservation Office is requesting additional information regarding the role in the consultation process of those listed as "Party of Record" in the Surface Transportation Board's Service List, requesting additional consultation to enhance the public involvement plan, and, consistent with previous comments from the public, requesting consideration of the preparation of an Environment Impact Statement in place of a less detailed Environmental Assessment. The details of these requests are presented hereafter in **800.3 Initiation of the Section 106 Process, 800.4 Identification of Historic Properties, and Additional Comments.**

800.3 Initiation of the Section 106 Process

I concur that the Historic Preservation Office (HPO), Conrail, City of Jersey City, and Hudson County are appropriate consulting parties for the initiation of consultation. The HPO is

aware that previous STB proceedings involving the proposed abandonment of the Harsimus Branch elicited a substantial public response from organizations and individuals that appear to qualify for consulting party status and that the HPO also reasonably anticipates that public involvement activities may identify a number of additional public and private consulting parties.

Consequently, the HPO would appreciate knowing the meaning or definition of "Party of Record" and "Non-Party" as listed on the STB Service List for AB-167-1189-X and the relation, if any, between Party of Record / Non-Party and consulting party as defined by 36 CFR Part 800.3. The STB Service List for AB-167-1189-X lists the following:

Party of Record:
Robert Crowell, Monroe County Planning Department
Jill Edelman, Powerhouse Arts District Neighborhood Association
Ron Emrich, Preservation, New Jersey
Eric Fleming and Luccio Valerio, Harsimus Cove Association
Daniel Frohwirth, Jersey City Economic Development Corporation
Mike Greely
Robert M. Jenkins III, Mayer-Brown LLP
Stephen Marks, Hudson County
Charles H. Montange, Esq.
Dolores P. Newman, NJ Committee for the East Coast Greenway
Sam Pesin, Friends of Liberty State Park
Gretchen Scheiman, Historic Paulus Hook Association
Michael D. Selender, Jersey City Landmarks Conservancy
Robert Viven, Newport Neighborhood Association
Dan Weber, Van Vorst Park Association

Non-Party:
Greg Remaud, NY-NJ Baykeeper.

The requested information regarding the meaning of Party / Non-Party of Record will substantially assist the HPO in evaluating the appropriateness of recommending additional consulting parties. Based upon their railroad transportation responsibilities and interest in the preservation of railroad rights-of-way, two additional potential consulting parties are the New Jersey Department of Transportation and New Jersey Transit.

The HPO appreciates the commitment (mentioned in the submitted report) to actively involving consulting parties and the public in the identification of historic properties, the assessment of effects, and the resolution of any adverse effects. The proposed public participation plan acknowledges that the cultural resources report(s) will document the comments and / or information provided by consulting parties and individuals and organizations with a knowledge of or an interest in historic properties within the project Area of Potential Effects and that the cultural resource report(s) will also be sent to all consulting parties and made available to the public in order to solicit input on the various elements of the project. The documentation of public participation in the evaluation of historic resources and project effects will substantially enhance the quality, the timeliness, and, especially, the public value of the Section 106 consultation. The HPO requests that all consulting parties and the public be afforded a simultaneous opportunity to review and comment on the cultural resources report(s) and that, in the event of an adverse effect, the consultation include meetings and face to face discussions in accordance with an enhanced public involvement plan as requested below.

The public involvement plan must be enhanced to include more specific provisions for involving consulting parties and interested members of the public in the consultation regarding the resolution of any adverse effects. This component of the public involvement plan must be responsive to the requirements of 36 Part 800.6 Resolution of Adverse Effects that all consulting and interested parties are afforded an opportunity to actively participate in the consultation regarding the avoidance, minimization, and/or mitigation of any adverse effects. The HPO looks forward to consulting and discussing with the STB regarding the details of this component of a public involvement plan for the consultation required by the regulations.

800.4 Identification of Historic Properties

The Area of Potential Effects (APE) for archaeological resource identification (as delineated on the Figure 2) appears to include all of the area that may be subject to the direct effects of any proposed abandonment. The HPO also agrees that the Area of Potential Effects (APE) for architectural (above ground) resource identification (delineated in Figures 6 and 7a-e) is appropriate to evaluating both direct and reasonably foreseeable (as currently understood) indirect (secondary) effects.

The HPO appreciates the inclusion in the submitted APE report of the list and brief summary of the large number and high density of currently known (New Jersey and / or National Registers of Historic Places (NRHP) listed or State Historic Preservation Officer (SHPO) opinioned NRHP eligible) historic properties within, abutting or in proximity the Harsimus Branch. This list includes:

Pennsylvania Railroad Harsimus Branch Embankment (listed on the NJ Register of Historic Places (NJRHP) 12/29/1999 and Determination of Eligibility (DOE) for the National Register of Historic Places (NRHP) 3/16/2000)
Hamilton Park Historic District (NJRHP 4/27/1978, NRHP 1/25/1979)
Hamilton Park Historic District Extension (NJRHP 10/1/1982, NRHP 12/2/1982)
Harsimus Cove Historic District (NJRHP 10/15/1987, NRHP 12/9/1987)
St. Anthony of Padua Roman Catholic Church (NJRHP 12/24/2003, NRHP 3/22/2004)
Hudson and Manhattan Railroad Powerhouse (NJRHP 11/23/2001)
Great Atlantic and Pacific Tea Company Warehouse (NJRHP 6/2/1978, NRHP 6/21/1978, National Historic Landmark)
88-92 Erie Street, Albaniel Dye and Chemical Company (DOE 8/27/1984)
Pennsylvania Railroad New York to Philadelphia Main Line Historic District (SHPO Opinion of Eligibility 3/3/2003)
New Jersey Railroad Bergen Cut Historic District (SHPO Opinion 5/21/1999)
Warehouse Historic District (SHPO Opinion 2/28/1991)
Public School Number 5, 182-196 Merseles Street (SHPO Opinion 2/28/1991)
St. Anthony's Roman Catholic School Complex (SHPO Opinion 4/13/1994)
Hudson and Manhattan (PATH) Railroad Transit System (SHPO Opinion 3/4/2002).

I agree that, based upon their potential interest in and knowledge of historic properties within the APE, the Jersey City Historic Preservation Commission, Hudson County Office of Cultural and Heritage Affairs, Jersey City Landmarks Conservancy, Hamilton Park Neighborhood Association, Harsimus Cove Association, National Park Service North-East

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Regional Office, NJ Committee for the East Coast Greenway, Pennsylvania Railroad Harsimus Stem Embankment Coalition, Preservation New Jersey, Rails to Trails Conservancy, Pennsylvania Railroad Technical and Historical Society, Camden and Amboy Railroad Historical Group, and Roebling Chapter of the Society for Industrial Archaeology should be considered information resources and interested parties. A number of the above listed information resources / interested parties may qualify for or request consulting party status and the HPO is aware that the Pennsylvania Railroad Harsimus Stem Embankment Coalition is one of the above listed organizations that is or will be seeking consulting party status for this proposed undertaking.

Additional Comments

The HPO understands that, in accordance with the STB regulations implementing the National Environmental Policy Act (NEPA), an Environmental Assessment prepared by the STB is required for all abandonment proceedings and that the Environmental Assessment will include, but is in addition to, the Historic Report required by the STB rules implementing the requirements of Section 106 of the National Historic Preservation Act. The HPO would appreciate confirmation that this understanding is correct and would also appreciate knowing whether STB will be classifying Conrail's request for abandonment of the Harsimus Branch and Embankment as a Notice of Exemption, Petition for Exemption or Regulated Abandonment. The HPO requests that the STB deliberations regarding the appropriate abandonment procedure recognize and give serious consideration to the historic, engineering, and transportation significance of the Harsimus Branch and Embankment, the potential for substantial adverse effects to multiple historic properties, and the existing record of substantial public interest in and concern for both the historic resources and the substance of the abandonment proceedings.

Based upon these issues of substance and procedure raised by the public during the original April 2008 submission by Conrail of a Notice of Exemption, the HPO requests that the STB give serious consideration to classifying the proposed abandonment of the Harsimus Branch and Embankment as at least a Petition for Exemption and also give serious consideration to requesting the preparation by the applicant of an Environmental Impact Statement (EIS) that fully explores all of the environmental issues associated with the proposed abandonment and thoroughly examines the alternatives that would avoid adverse effects or impacts on both the human and historic environments.

The Historic Preservation Office appreciates the inclusion of over 100 photographs of the APE in the submitted report. Should you need any further assistance or if you have any questions regarding these comments, please contact Charles Scott at (609) 633-2396 or Charles.Scott@dep.state.nj.us.

Sincerely,

Daniel D. Saunders
Deputy State Historic
Preservation Officer

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Log # 08-0811-1, 2, 3 & 4

C: Jerramiah Healy, Mayor, City of Jersey City
Thomas DeGise, County Executive, Hudson County
John Enright, Conrail
Advisory Council on Historic Preservation
Stephen Gucciardo, Jersey City Historic Preservation Commission
Michael Selender, Jersey City Landmarks Conservancy
William LaRosa, Hudson County Office of Cultural and Heritage Affairs
Alan Buchan, Pennsylvania Railroad Technical and Historical Society
John Kilbride, Camden and Amboy Railroad Historical Group
Maureen Crowley, Harsimus Embankment Coalition
Lynn Rakos, Roebling Chapter, Society for Industrial Archaeology
Martin Judd, NJ Transit
Robert Miller, Assistant Commissioner, NJDOT
Ken Koschek, NJDEP
Historic Sites Council
Jill Edelman, Powerhouse Arts District Neighborhood Association
Ron Emrich, Preservation, New Jersey
Eric Fleming, Harsimus Cove Association
Daniel Frohwirth, Jersey City Economic Development Corporation
Robert M. Jenkins III, Mayer-Brown LLP
Charles H. Montange, Esq., Harsimus Embankment Coalition
Dolores P. Newman, NJ Committee for the East Coast Greenway
Sam Pesin, Friends of Liberty State Park
Gretchen Scheiman, Historic Paulus Hook Association
Robert Viven, Newport Neighborhood Association
Dan Weber, Van Vorst Park Association
Greg Remaud, NY-NJ Baykeeper
Andrea Fester, Rails to Trails Conservancy
Jennifer Greely, Hamilton Park Neighborhood Association
William Bolger, National Park Service, North-East Regional Office

CS:C/STBConrailHarsimusInitofConsult

APPENDIX C: SUMMARY OF NATIONAL REGISTER CRITERIA

Significant historic properties include districts, structures, objects, or sites that are at least 50 years of age and meet at least one National Register criterion. Criteria used in the evaluation process are specified in the Code of Federal Regulations, Title 36, Part 60, National Register of Historic Places (36 CFR 60.4). To be eligible for inclusion in the National Register of Historic Places, a historic property(s) must possess:

> the quality of significance in American History, architecture, archaeology, engineering, and culture [that] is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and:

a) that are associated with events that have made a significant contribution to the broad patterns of our history, or

b) that are associated with the lives of persons significant in our past, or

c) that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components lack individual distinction, or

d) that have yielded, or may be likely to yield, information important in prehistory or history (36 CFR 60.4).

There are several criteria considerations. Ordinarily, cemeteries, birthplaces, or graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past 50 years shall not be considered eligible for the National Register of Historic Places. However, such properties will qualify if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

a) a religious property deriving primary significance from architectural or artistic distinction or historical importance, or

b) a building or structure removed from its original location but which is sig-nificant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event, or

c) a birthplace or grave of a historical figure of outstanding importance if there is no other appropriate site or building directly associated with his/her productive life, or

d) a cemetery which derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events, or

e) a reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived, or

f) a property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own historic significance, or

g) a property achieving significance within the past 50 years if it is of exceptional impor-

tance. (36 CFR 60.4)

When conducting National Register evaluations, the physical characteristics and historic significance of the overall property are examined. While a property in its entirety may be considered eligible based on Criteria A, B, C, and/or D, specific data is also required for individual components therein based on date, function, history, and physical characteristics, and other information. Resources that do not relate in a significant way to the overall property may contribute if they independently meet the National Register criteria.

A contributing building, site, structure, or object adds to the historic architectural qualities, historic associations, or archeological values for which a property is significant because a) it was present during the period of significance, and possesses historic integrity reflecting its character at that time or is capable of yielding important information about the period, or b) it independently meets the National Register criteria. A non-contributing building, site, structure, or object does not add to the historic architectural qualities, historic associations, or archeological values for which a property is significant because a) it was not present during the period of significance, b) due to alterations, disturbances, additions, or other changes, it no longer possesses historic integrity reflecting its character at that time or is incapable of yielding important information about the period, or c) it does not independently meet the National Register criteria.

APPENDIX D: RECORD OF PUBLIC CONSULTATION

Under the revised 36 CFR Part 800 Protection of Historic Properties, the Advisory Council on Historic Preservation has established an enhanced role for the public and interested parties to participate in the Section 106 Consultation process. As a result of its initial filing of an Environmental and Historic Report with the Surface Transportation Board (the Board) on March 6, 2008, Conrail received detailed comments from several parties regarding potential indirect effects of the abandonment. These comments were thoroughly reviewed as part of the present investigation and addressed in this report insofar as they relate to cultural resources. Copies of all previous filings, petitions, and comments from Consulting and Interested Parties are available on-line at www.stb.dot.gov and search under the "filings" category in the website's e-library using docket No. AB 167 (Sub No. 1189X). The present list of Consulting and Interested Parties includes the following:

Consulting Parties

Advisory Council on Historic Preservation
Charlene Dwin Vaughn
Office of Federal Agency Programs
401 F Street NW, Suite 308
Washington DC 20001-2637

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

Civic Jersey City
Ester Wintner
64 Wayne Street
Jersey City, NJ 07302

Conrail
Robert M. Jenkins, III
Mayer Brown LLP
1999 K Street, NW
Washington, DC 20006-1101

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

Hamilton Park Neighborhood Association
Mark Isikoff, President
PMB 166 344 Grove Street
Jersey City, NJ 07302

Harsimus Cove Association
Rebecca Symes, President
PMB #101
344 Grove Street
Jersey City, NJ 07302

Historic Paulus Hook Association
Diane Kaese, President
121 Grand Street
Jersey City, NJ 07302

Hudson County Office of Cultural & Heritage Affairs
Bill LaRosa, Division Director
583 Newark Avenue
Jersey City, NJ 07306

Hudson County Division of Planning
Massiel Ferrara, Director
Building 1, Floor 2
Meadowview Complex
595 County Avenue
Secaucus, NJ 07094

Jersey City Landmarks Conservancy
Norrice Raymaker, President
P.O. Box 68
Jersey City, NJ 07303-0068

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

New Jersey Committee for the East Coast Greenway
Andy Hamilton
Mid-Atlantic Coordinator
1099 Pebble Hill Road
Doylestown, PA 18901

New Jersey Historic Preservation Office
Katherine Marcopul
Historic Preservation Office
NJ Department of Environmental Protection
P.O. Box 404
Trenton, NJ 08625-0404

New York/New Jersey Baykeeper
Gregory A. Remaud, Conservation Director
52 West Front Street
Keyport, NJ 07735

Newport Neighborhood Association
Robert Vivien, President
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, President
North Central Chapter
25 Maplewood Drive
Etters, PA 17319

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

Preservation New Jersey
Scot D. Pannepacker, President
P.O. Box 7815
West Trenton, NJ 08628

Rails to Trails Conservancy
Andrea Ferster
General Counsel
2121 Ward Court, NW, 5th Floor
Washington, DC 20037

Surface Transportation Board
Victoria J. Rutson
Office of Environmental Analysis
Surface Transportation Board
395 E. Street, SW
Washington, D.C. 20423-0001

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

The Village Neighborhood Association
Jose Vazquez, President
365 Second Street
Jersey City, NJ 07302

Interested Parties

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

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

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

National Park Service
Joshua Laird, Acting Regional Director
NPS – Northeast Regional Office
US Custom House
200 Chestnut Street, 5th Floor
Philadelphia, PA 19106

New Jersey Department of Transportation
Dominick Critelli
Bureau of Rail Services
NJ Department of Transportation
1035 Parkway Avenue
Trenton, NJ 08625-0600

and

Paula Scelsi
NJ Department of Transportation
1035 Parkway Avenue
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

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

APPENDIX E: PENNSYLVANIA RAILROAD HISTORIC DISTRICT

Kenny

State of New Jersey

James E. McGreevey
Governor

Department of Environmental Protection
Division of Parks & Forestry, Historic Preservation Office
PO Box 404, Trenton, NJ 08625
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Bradley M. Campbell
Commissioner

HPO-C2003-013 PROD
March 3, 2003
Log # 03-0817-1

Mr. Jack McQuillan
Manager
Bureau of Environmental Services
New Jersey Department of Transportation
1035 Parkway Avenue
Post Office Box 600
Trenton, New Jersey 08625-0600

Dear Mr. McQuillan:

As Deputy State Historic Preservation Officer for New Jersey, in accordance with 36 CFR Part 800: Protection of Historic Properties, as published in the **Federal Register** on 12 December 2000 (65 FR 77725-77739), I am providing **continuing consultation comments** for the following federally funded proposed undertaking:

US Route 1, Sections 2S and 3J
Penns Neck Area Environmental Impact Statement (EIS)
(previously Millstone By-Pass Environmental Assessment)
West Windsor Township, Mercer County and
Plainsboro Township, Middlesex County.

These comments are in response to your letter requesting review of and comments on the ***Penns Neck Area EIS Cultural Resources Effects Document*** (dated December 2002), received at the Historic Preservation Office (HPO) on January 10, 2003. The HPO has also reviewed the *Summary of Potential Impacts to the Built Environment – Cultural Resources* memorandum (dated January 23, 2003) that was distributed to the Penns Neck Area EIS Partners' Roundtable. The *Penns Neck Area EIS draft Historic Architectural Survey* (2 volumes, revised draft report, August 2002) and *Phase 1 Archaeological Survey* (2 volumes, revised draft report, August 2002) included HPO comment letter HPO-H98-1, August 5, 1998, but did not include HPO-C97-9, March 10, 1997 and HPO-B2000-72, February 16, 2000. These letters responded to the earlier effects assessment for the following historic properties: Penns Neck [Baptist] Church, Penns Neck Cemetery, Washington Road Elm Allee, Covenhoven-Silvers-Logan House (31 Logan Drive), Princeton Operating Station AT&T Building (Eden Institute), Aqueduct Mills Historic District and Historic District Extension, Delaware and Raritan Canal Historic District, Lake

Carnegie Historic District, and three (3) archaeological sites (28 ME 2, 23, and 86).

The identification of additional historic properties (Pennsylvania Railroad Historic District [including contributing resources Princeton Junction Hotel, County Route 571 Bridge, and Nassau Interlocking Tower], Pennsylvania Railroad (NJ Transit) Bridge over the Delaware & Raritan Canal, David S. Voorhees House, David Sarnoff Research Center (3740 Brunswick Pike [US Route 1]), and 1 archaeological site [28 ME 91]) and the revised delineation of a number of alternative alignments and project components necessitate the reconsideration of the previous assessment of effects.

The HPO appreciates the graphic presentation of two (2) perspectives on adverse effects, first, adverse effects to individual historic resources by individual alternatives A through G.2 (table *Possible Adverse Effects on National Register Listed and Eligible Historic Architectural Resources*) and, second, adverse effects by proposed project component (table *Adverse Effects to National Register Eligible or Listed Properties by Major Design Components*), as well as the table *Major Design Components of the Action Alternatives*.

Alternative Alignments A through G.2

The submitted effects assessment states and the table *Effects on Historic Architectural Resources* acknowledges that modification (expansion) of Route 1 and/or the replacement of the Route 1 bridge over the Millstone River, a feature of all currently delineated alternative alignments (A – G.2), will have an adverse effect on the Aqueduct Mills Historic District / Historic District Extension. This anticipated adverse effect is the result of the proposed removal of a stone wall located along the west side of Route 1. The widening of Route 1 and the replacement of the Route 1 bridge over the Millstone River may occur even if a No Build (No Action) alternative is selected.

The submitted effects assessment states and the table *Effects on Historic Architectural Resources* acknowledges that neither the No Build (No Action) Alternative nor Alternative G.2 would cause adverse effects through the demolition or physical alteration of other historic properties. I agree with this conclusion. I also agree with the conclusions presented in the effects assessment and the table *Effects on Historic Architectural Resources* that adverse effects arising from the demolition or physical alteration of the following historic properties will be generated by the following alternatives as currently delineated:

Alternative A, A.1, A.2, A.3, A.4 (adverse effects to 7 additional historic resources)
Covenhoven-Logan-Silvers House, Princeton Operating Station, and Pennsylvania Railroad Historic District (contributing resources) and 4 archaeological resources (28 ME 2, 23, 86, and 291)

Alternative B (adverse effects to 6 additional historic resources)
Covenhoven-Logan-Silvers House, Princeton Operating Station, and Washington Road Elm Allee and 3 archaeological resources (28 ME 2, 23, and 86)

Alternative B.1, B.2 (adverse effects to 8 additional historic resources)
Covenhoven-Logan-Silvers House, Princeton Operating Station, Washington Road Elm Allee, and Pennsylvania Railroad Historic District (contributing resources) and 4 archaeological resources (28 ME 2, 23, 86, and 291)

Alternative C (adverse effects to 5 additional historic resources)
Princeton Operating Station, Washington Road Elm Allee, and Pennsylvania Railroad Historic District (contributing resources) and 2 archaeological resources (28 ME 2 and 291)

Alternative C.1 (adverse effects to 4 additional historic resources)
Princeton Operating Station and Pennsylvania Railroad Historic District (contributing resources) and 2 archaeological resources (28 ME 2 and 291)

Alternative D, D.1 (adverse effects to 5 additional historic resources)
Pennsylvania Railroad Historic District (contributing resources) and 4 archaeological resources (28 ME 2, 23, 86, and 291)

Alternative E (adverse effects to 4 additional historic resources)
Pennsylvania Railroad Historic District (contributing resources) and 3 archaeological resources (28 ME 23, 86, and 291)

Alternative F, F.1 (adverse effects to 6 additional historic resources)
Princeton Operating Station and Pennsylvania Railroad Historic District (contributing resources) and 4 archaeological resources (28 ME 2, 23, 86, and 291)

Alternative G (adverse effects to 2 additional historic resources)
Pennsylvania Railroad Historic District (contributing resources) and 1 archaeological resource (28 ME 291)

Alternative G.1 (adverse effects to 3 additional historic resources)
Washington Road Elm Allee and Pennsylvania Railroad Historic District (contributing resources) and 1 archaeological resource (28 ME 291)

East-Side Connector Alignments

The table *Adverse Effects by Design Components* indicates that all east-side connector alignments will have adverse effects to historic properties, primarily archaeological historic properties. I agree with this conclusion. The revised regulations implementing Section 106 of the National Historic Preservation Act, (65 FR 65 FR 77725-77739, December 12, 2000) classify the disturbance of an archaeological site as an adverse effect. This change in the regulations applies to the no adverse effect with data recovery assessment previously given to archaeological

sites 28 Me 2, 23, and 86 that are within the path of some proposed east-side connector road alignments.

The effect of an east-side connector road on the David Sarnoff Research Center (3740 Brunswick Pike [US Route 1]) remains to be evaluated.

West-Side Connector Alignments

I agree with the assessment that the west-side connector alignments will not adversely affect the historic character of the Lake Carnegie Historic District. Correspondingly, all three (3) west-side connector alignments (B, B.1, and B.2) would have an adverse effect upon the Washington Road Elm Allee.

Previous HPO comments respectfully disagreed with the assessment that the proposed west-side connector road would have no adverse effect upon the Delaware and Raritan Canal Historic District (D&R Canal). Currently, alternatives B, B.1, and B.2 propose a west-side connector road between Route 1 / Harrison Street and Washington Road. The west-side connector road in B and B.1 is closest to the D&R Canal and the west-side connector road in B.2 is approximately 1,000 feet east of the D&R Canal. Consistent with previously issued HPO comments, construction of a west-side connector road as delineated in both Alternatives B and B.1 would substantially change the character of physical features within a portion of the D&R Canal's setting and would introduce visual, atmospheric, and audible elements that diminish the integrity of significant historic features in this portion of the D&R Canal.

The introduction of a west-side connector roadway along alignment B or B.1 would result in a significant change in the character of the setting of the D&R Canal in the area between Washington Road and Harrison Street. The area to the east of the D&R Canal between Washington Road on the south and Harrison Street on the north has historically been undeveloped and lightly vegetated with no substantial roadway features. Currently, the land to the east of the D&R Canal is undeveloped open space used primarily for recreation and for the storage of cut wood, stone, and recycled construction material. A narrow paved driveway provides limited access to the area.

The roadway proposed by alternatives B and B.1 would introduce visual, atmospheric, and audible elements that diminish the integrity of this particular portion of the D&R Canal. The Federal Highway Administration (FHWA) noise impact criteria assist in understanding the magnitude of potential noise impacts but do not establish a decibel level threshold for determining an adverse effect pursuant to 36 CFR Part 800, Protection of Historic Properties.

Currently some noise is transmitted up and down the D&R Canal as vehicles make a perpendicular crossing of the D&R Canal at Washington Road and Harrison Street. No significant noise source abuts or parallels the D&R Canal to either the east or west between these two perpendicular roadway crossings. The introduction of a roadway, with a 40 mile per hour design speed, abutting and parallel to this section of the D&R Canal would substantially expand

the noise paths, currently limited to the perpendicular crossings at Washington Road and Harrison Street, to the length of this section of the D&R Canal, despite the presence of some natural and possibly engineered noise attenuators.

Previous HPO comments also noted that the introduction of berms and supplemental vegetation to screen the roadway and dampen roadway noise represented one approach to mitigating adverse visual and audible effects, however, these comments also noted that the berms and supplemental vegetation would not preclude these adverse effects to this portion of the Canal Historic District. I recognize that immediately north of Washington Road a large earthen berm rises on the eastern side of the D&R Canal and would separate a segment of the proposed roadway from the Historic District. However, heading north from Washington Road the land east of the Historic District flattens and, beginning approximately 1,400 feet north of Washington Road, is level with the D&R Canal. This is also where the proposed roadway would be closest to the Historic District. Here, project plans originally called for the construction of an earthen berm and the planting of supplemental vegetation to visually screen the roadway from the D&R Canal and dampen the roadway noise. Consequently, the proposed roadway would substantially alter the physical and visual setting of this portion of the Historic District and represent the introduction of visual elements not currently or previously present. This segment of the D&R Canal has been devoid of development or transportation infrastructure since the removal of the Camden and Amboy Branch Railroad from the eastern berm in the 1860s.

Vaughn Drive Connector Road

The submitted materials indicate that of the three (3) currently delineated Vaughn Drive connector road alignments, alignment number 2 will not affect any historic properties, number 1 may possibility adversely affect 1 or 2 historic properties (Princeton Junction Hotel of the Pennsylvania Railroad Historic District and David S. Voorhees House), and number 3 may possibility adversely affect 1 archaeological history property (28 ME 291). I agree with this assessment.

Route 1 in a Cut

The submitted effects assessment states that the impacts to the Penns Neck [Baptist] Church arising from the depression of Route 1 in a cut would be temporary. I agree that, with conditions, depressing Route 1 in a cut would have no adverse effect on the Penns Neck [Baptist] Church and would, as noted in the effects assessment, result in a long term improvement to the physical environment in proximity to this historic property.

Route 1 at Grade

The submitted effects assessment states that the only effect associated with widening Route 1 at grade (as per the preliminary geometry plans included with the effects assessment) would be the removal of a stone wall within the Aqueduct Mills Historic District. I agree with this conclusion.

Eastern Frontage Road

Although an eastern frontage road might require the acquisition of property within the David Sarnoff Research Center, I agree that the retention of a substantial landscape buffer between Route 1 and the Sarnoff Research Center buildings would permit a no adverse effect or possibly even a no effect determination.

Western Frontage Road

The submitted effects assessment states that a western frontage road would not adversely affect any historic properties. With continued access to Washington Road and an alignment that avoided disturbing the Washington Road Elm Allee, I agree that a western frontage road could avoid adversely affecting historic properties.

Loop-Type Interchange at Harrison

The submitted effects assessment states that a loop-type interchange in the vicinity of Harrison Street would adversely affect archaeological site 28 ME 2, Covenhoven-Logan-Silvers House, and Princeton Operating Station. I agree with this conclusion.

Diamond Interchange at Harrison

The submitted effects assessment states that a diamond interchange in the vicinity of Harrison Street would adversely effect archaeological site 28 ME 2 and Princeton Operating Station. I agree with this conclusion.

Archaeological Resources

Public comments, received at the HPO and expressed at the meetings of the Penns Neck Area EIS Partners' Roundtable have questioned the adequacy of the evaluation of archaeological resources. These comments have focused upon the potential for an archaeological historic district encompassing as contributing resources both the archaeological resources evaluated as individually eligible for the National Register of Historic Places (NRHP) and some of the archaeological resources evaluated as individually not eligible for inclusion in the NRHP and the archaeological sites discovered but not evaluated, (such as 28 ME 185, 284, 91, 201, 60, 283, 282, 186, 181, 55, 190 and 28 MI 129, 136). Given the large number of archaeological sites within the immediate APE and larger Study Area, the potential for an archaeological historic district that includes as contributing resources individual sites currently unevaluated or evaluated as not individually eligible for inclusion in the NRHP must be seriously explored. This consideration of an archaeological historic district is especially important for Site 28 ME 264 within the right of way of the proposed west-side connector road associated with Alternatives B, B.1, and B.2

Additionally, recognizing both the quantity and quality of the currently identified archaeological resources (including those within the APE but outside of currently delineated alignments), cultural resources section of the pending Draft Environmental Impact Statement (DEIS) must give serious consideration to the merits of in situ preservation of NRHP eligible archaeological sites. A serious discussion of the merits of both in situ preservation and data recovery must be presented in the DEIS. Again, this is especially important for archaeological sites, located in proximity to the environmentally important Millstone River, that may be adversely affected by an east-side connector road.

Additional Comments

Section 800.5(a)(1), Assessment of Adverse Effects, defines adverse effect as altering "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. ... Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative." The Council on Environmental Quality regulations define cumulative effects as "the impact...which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such actions." United States Department of Transportation guidance notes that indirect, secondary, and cumulative impact assessment is especially appropriate in areas of moderate to rapid development and when the stated purpose of a transportation project is to enhance economic development.

The number, quality, and diversity of the archaeological and architectural historic properties within the EIS Area of Potential Effects (APE) makes the effort to anticipate and examine indirect, secondary, and cumulative effects particularly important.

Although the HPO looks forward to the public distribution of the DEIS as the formal opportunity to comprehensively evaluate and comment on the relationships among historic properties, environmental resources, transportation needs, and proposed project alternatives, the submitted effects assessment clearly suggests that the avoidance or minimization of adverse effects to historic architectural and archaeological properties, consistent with the goal of eliminating at grade intersections and traffic signals, substantially enhancing the capacity of Route 1, and minimizing east-west traffic volumes on Washington Road and Fisher Place in West Windsor should focus on:

1 Avoiding adverse effects to the Delaware and Raritan Canal Historic District and Washington Road Elm Allee by eliminating the proposed west-side connector road

2 Avoiding adverse effects to archaeological sites 28 ME 2, 23, and 86 by eliminating the proposed east-side connector road

3 Providing enhanced east-west access to Route 1 by constructing a Vaughn Drive

connector road (possibly along the no historic properties affected alignment G.2) that permits and encourages the use of the existing multiple lane Alexander Road grade separated interchange (The application of traffic calming techniques to Washington Road and Fisher Place in conjunction with this alternative would further encourage the diversion of east-west traffic from these roads to the already multi-lane Alexander Road grade separated interchange. This alternative might also provide a viable opportunity for diverting some traffic from Alexander Road east of the Northeast Corridor (NEC) Railroad once a new Alexander Road bridge over the NEC is built.)

4 Avoiding adverse effects to historic properties in the vicinity of Harrison Street by using frontage road access to Route 1 and avoiding a loop interchange in this area.

5 Maintaining Washington Road access to Princeton and West Windsor and substantially improving the environment of the National Register of Historic Places listed Penns Neck [Baptist] Church (despite any temporary construction impacts associated with this project component), by depressing Route 1 in a cut, creating a grade separated Washington Road crossing, and using frontage roads for access to local streets.

Because these five (5) strategies focus on avoiding adverse effects to historic properties and satisfying all presently identified project needs, they have the added benefit of being compatible with the United States Department of Transportation Act Section 4F requirements to develop prudent and feasible alternatives that avoid the taking of historic properties.

The Washington Road Elm Allee, Penns Neck [Baptist] Church, and Aqueduct Mills Historic District are listed on the New Jersey Register of Historic Places, therefore, the effects of the preferred or chosen alignment(s) on these historic resources will, eventually, need to be assessed and reviewed in accordance with the New Jersey Register of Historic Places Act.

I look forward to continuing consultation as the EIS data is refined and the public comments are compiled and integrated into the EIS. If you have questions concerning this project review, please call HPO Transportation and Planning Coordinator Charles Scott at 609-633-2396 and/or HPO staff Mike Gregg for archaeology at 609-633-2395.

Sincerely,

Dorothy P. Guzzo
Deputy State Historic
Preservation Officer

APPENDIX F: BERGEN CUT HISTORIC DISTRICT

State of New Jersey

Christine Todd Whitman
Governor

Department of Environmental Protection
Division of Parks & Forestry
Historic Preservation Office
PO Box 404
Trenton, N.J. 08625-0404
TEL: (609)292-2023
FAX: (609)984-0578

Robert C. Shinn, Jr.
Commissioner

May 21, 1999
HPO-E99-121

Steve Hochman
E-Team Leader
Bureau of Environmental Services
New Jersey Department of Transportation
1035 Parkway Avenue
P.O. Box 600
Trenton, NJ 08625-0600

Dear Mr. Hochman:

As Deputy State Historic Preservation Officer for New Jersey, in accordance with 36 CFR Part 800: Protection of Historic Properties, as published in the Federal Register on September 2, 1986 (51, FR 31115-31125), I am providing Additional Consultation Comments for the following project:

Hudson County, City of Jersey City
US Route 1&9T (25)
Replacement of 1&9T over St. Paul's Avenue and Conrail
NJDOT Proj. # 0904505
Federal Project # BRM-0046(111)

These comments were prepared in response to your April 22, 1999 transmittal of a revised architectural survey report.

SUMMARY: *One additional architectural property has been evaluated as National Register eligible* ***(new SHPO Opinion)****. The project will have no effect on this property. However, as previously stated the project will have an adverse effect on other historic properties.*

The reviewed report is:

"Reconnaissance-/Intensive-Level Historic Architectural Survey, U.S. Route 1 & 9 Truck Improvements Project, City of Jersey City, Hudson County, New Jersey" volumes 1 and 2 by the RBA Group (April 1999).

800.4 Identifying Historic Properties

Twelve resources in the Area of Potential Effect (APE) have previous opinions of eligibility:

(1) *St. Peter's Roman Catholic Cemetery* was found eligible to be listed in the National Register of Historic Places by a SHPO Opinion dated 6/18/96. This property is eligible as both an above-ground and a below-ground resource.

(2) *Old Main Delaware Lackawanna and Western Railroad Historic District* was found eligible to be listed in the National Register of Historic Places by a SHPO Opinion dated 9/24/96.

(3) *US Route 1 & 9 Historic District* was found eligible to be listed in the National Register of Historic Places by a SHPO Opinion dated 3/8/96.

(3a) *St. Paul's Avenue Viaduct* (Str. # 0906156) is a contributing resource within the US Route 1 & 9 Historic District.

(4) *People's Gas Light Company/PSE&G Marion Office Historic District* (444 and 460-468 St. Paul's Avenue) was found eligible to be listed in the National Register of Historic Places by a SHPO Opinion dated 3/10/99.

(5) *P. Lorillard Company/American Can Company Historic District* (888 Newark Avenue and 315-362 St. Paul's Avenue) was found eligible to be listed in the National Register of Historic Places by a SHPO Opinion dated 3/10/99.

(6) *261-267 Van Wagenen Avenue* was found eligible to be listed in the National Register of Historic Places by a SHPO Opinion dated 3/10/99.

(7) *St. Ann's Polish Roman Catholic Church Historic District* (southeast corner of St. Paul's Avenue and Tonnele Avenue) was found eligible to be listed in the National Register of Historic Places by a SHPO Opinion dated 3/10/99. Please note that in my opinion the boundaries of the eligible district are smaller than those recommended in the reviewed report. Only the Church and Rectory are included in this opinion of eligibility. The former convent and former Parish Hall/School (located on the southwest corner of St. Paul's Avenue and Tonnele Avenue) have been omitted. The 1988 alterations resulted in a loss of integrity for these buildings.

(8) *New Jersey Art Foundry* (433-435 Tonnele Avenue) was found eligible to be listed in the National Register of Historic Places by a SHPO Opinion dated 3/10/99.

(9) *Erie Railroad Marion Main Line Historic District* (the right-of-way of the Erie Railroad from approximately Coles Street east of the eastern end of the Bergen Archways through the area of potential effect continuing westward to an undetermined location including all adjacent features and appurtenances – n.b. although the boundaries of the eligible resource extend beyond the APE no further identification work is required as part of this project, however additional work may be required for future projects) was found eligible to be listed in the National Register of Historic Places by a SHPO Opinion dated 3/10/99.

(10) *Covert/Larch Historic District* (18 contributing buildings: 26, 34, & 36 Covert Street; 73, 75, 76-78, 77, 79, 80, 81, 83, 85, 87, 88, 90, 91, 93 & 96 Larch Street) was found eligible to be listed in the National Register of

Historic Places by a SHPO Opinion dated 3/10/99. A SHPO Opinion dated 5/7/99 stated that archaeological deposits on six lots contribute to the significance of this historic district

(11) *Brunswick Laundry Powerhouse* (68-72 Liberty Avenue) was found eligible to be listed in the National Register of Historic Places by a SHPO Opinion dated 3/10/99.

(12) *Jersey City Water Works Pipeline* was found eligible to be listed in the National Register of Historic Places by a SHPO Opinion dated 5/7/99.

It is my opinion as Deputy State Historic Preservation Officer for New Jersey, in concurrence with the reviewed report, that the **New Jersey Railroad Bergen Cut Historic District (all of the original right-of-way within the APE and the Bergen Cut, with eastern and western boundaries outside of the APE undetermined)** is individually eligible to be listed in the National Register of Historic Places under Criteria A and C for the reasons stated in the reviewed report. The period of significance of this historic district is 1832-1937. In 1937, the extension of the Hudson and Manhattan Raiload tracks was completed which marked the completion of the electrified system now operated by PATH.

800.5 Assessing Effects

Additional information is necessary to assess effects on the following properties:

(1) Old Main DL&W Historic District
(2) Erie Railroad Marion Mainline Historic District
(3) New Jersey Railroad Bergen Cut Historic District.

Current plans show new crossings over these historic railroad corridors. A final effect finding is dependent on the character and configuration of the new crossing. If the new crossing is compatible is design, materials, and configuration with the character and integrity of the historic district it crosses, then a no adverse effect finding would be possible.

The project will have no effect on the following properties:

(1) People's Gas Light Company/PSE&G Marion Office Historic District
(2) P. Lorillard Company/American Can Company Historic District
(3) 261-267 Van Wagenen
(4) St. Ann's Polish Roman Church Historic District
(5) New Jersey Art Foundry
(6) Brunswick Laundry Powerhouse

The project will have no adverse effect on the following property:

(1) St. Peter's Roman Catholic Cemetery

The project will have an adverse effect on the following properties:

(1) The US Route 1 & 9 Historic District. The project involves the demolition of the St. Paul's Avenue Viaduct, a contributing resource in the historic district.

(2) The Covert/Larch Historic District. The project involves the demolition of all of the contributing and non-contributing resources in this historic district.

Additional Comments

As currently designed, the proposed US Route 1 & 9 Truck Improvements Project is a substantial threat to the integrity of the US Route 1 & 9 Historic District and contrary to the very thoughtful conclusions and recommendations contained in the US Route 1 & 9 Historic Corridor Preservation Plan. The Preservation Plan established very positive goals and objectives for both transportation and historic preservation and recognized that the attainment of these goals and objectives might require the compilation and analysis of detailed traffic flow, traffic safety, and physical conditions data as input to both project need statements and project design and as part of the consultation among NJDOT, FHWA, and HPO. As part of the continuing consultation, the HPO would very much appreciate an opportunity to discuss with NJDOT and FHWA the connections between the Preservation Plan's recommendations and the design of the proposed US Route 1 & 9 Truck Improvements Project.

If you have any questions regarding this letter, please contact Andrea Tingey regarding architecture at (609-984-0539) or Mike Gregg regarding archaeology at (609-633-2395). Thank you.

Sincerely,

Dorothy P. Guzzo
Deputy State Historic
Preservation Officer

C David Hawk, FHWA
Robin Schroeder, FHWA
Victoria Martinez, FHWA
Andras Fekete, NJDOT-BES
Borivoj Jasek, Hudson County Engineer
Windell Jones, Jersey City Historic Preservation Officer
Rick James

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NEW JERSEY DEPT OF TRANSPORTATION
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TRENTON,NEW JERSEY 08625
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NEW JERSEY DEPARTMENT OF TRANSPORTATION

Fax

To: David Leimeister **From:** Cyndi Goldsmith

Fax: 732-452-0023 **Date:** 3/3/09

Phone: 732-452-9200 **Pages:** 11 with cover page

Re: Conrail Doublestack **CC:**

Urgent **For Review** **Please Comment** **Please Reply** **Please Recycle**

Comments:

Attached pls find:

(1) Sec. 106 E&E Letter (2/27/09)

(2) Sample cover letter for Programmatic 4(f) for Net Benefit

ENVIRON. SERVICES Fax:609-530-3767 Mar 3 2009 12:10 P.01

HPO-B2009-137 PROD
Log # 09-0218-3

State of New Jersey

DEPARTMENT OF ENVIRONMENTAL PROTECTION
NATURAL & HISTORIC RESOURCES, HISTORIC PRESERVATION OFFICE
PO Box 404, Trenton, NJ 08625
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JON S. CORZINE
Governor

MARK N. MAURIELLO
Acting Commissioner

February 27, 2009

Mr. John McQuillan
New Jersey Department of Transportation
1035 Parkway Avenue
Post Office Box 600
Trenton, New Jersey 08625-0600

Dear Mr. McQuillan:

As Deputy State Historic Preservation Officer for New Jersey, in accordance with 36 CFR Part 800: Protection of Historic Properties, as published in the ***Federal Register*** on December 12, 2000 (65 FR 77725-77739) and amended on July 6, 2004 (69 FR 40544-40555), I am providing **Consultation Comments** for the following proposed undertaking:

Bergen Tunnel / Waldo Tunnel Doublestack Clearance Project
Conrail National Docks Secondary Line
City of Jersey City, Hudson County, New Jersey

This letter is in response to your submission of the *Cultural Resources Investigation, Conrail Bergen Tunnel / Waldo Tunnel Improvements, National Docks Secondary Line*, prepared by Richard Grubb and Associates, Inc. and dated December 8, 2008 (Cultural Resources Investigation Report).

SUMMARY: Nine (9) previously identified historic properties and one (1) newly identified historic property, the National Docks & New Jersey Junction Connecting Railroad Waldo Tunnel, are within the Area of Potential Effects of the proposed project. This new **SHPO Opinion** finds the **National Docks & New Jersey Junction Connecting Railroad Waldo Tunnel** (hereafter Waldo Tunnel), to be eligible for listing on the National Register of Historic Places under Criterion A, for its association with the broad patterns of our history. Two historic properties, the Erie Railroad Bergen Hill Tunnel and the Waldo Tunnel, will be **adversely affected** by the project as currently proposed. Finally, I concur that archaeological monitoring is necessary at the former site of the Erie Railroad roundhouse and turntable.

800.4 Identification of Historic Properties

Archaeological Historic Properties

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The above-referenced report documents the results of background research and sensitivity assessment of the Area of Potential Effects (APE) for archaeology. Based upon the background research, the consultant concluded that most of the APE for archaeology has been subject to disturbance as a result of railroad infrastructure construction, and therefore, has a low potential for the presence of prehistoric and historic period archaeological deposits. However, the area of the former Erie Railroad roundhouse and turntable that is within the APE for archaeology has the potential to yield archaeological remains associated with the roundhouse and turntable that once existed. If present, these remains could contribute to the significance of the National Register eligible Erie Railroad Main Line Historic District. As a result, the consultant recommended that the area of the APE for archaeology that includes the site of the former Erie Railroad roundhouse and turntable be subject to archaeological monitoring during construction to identify any archaeological remains associated with the roundhouse and turntable, and if present, assess their National Register eligibility. *The Historic Preservation Office (HPO) concurs with this assessment.*

In light of the above, a plan for archaeological monitoring and documentation during construction shall be developed and submitted to the HPO for review and comment. The archaeological monitoring and documentation plan shall include:

1) A provision that all work related to the archaeological monitoring and documentation of the site is performed by an archaeologist who meets the *Professional Qualification Standards for Archaeology* set forth by the National Park Service;

2) A protocol outlining the responsibilities of all parties with respect to the archaeological monitoring and documentation to be performed during construction;

3) A provision that reports of archaeological monitoring results and documentation will conform to the *Guidelines for Preparing Cultural Resources Management Archaeological Reports submitted to the Historic Preservation Office, 1994;*

In addition, the New Jersey Department of Transportation, in consultation with the archaeological consultant for the project, shall prepare a section in the plans and specifications for the archaeological monitoring and documentation during construction. The applicant shall submit that portion of the project plans and specifications to the HPO for review and approval. This section shall include:

a) the name, address, phone number, and e-mail address of the archaeological consultant;

b) the individual who will contact the archaeological consultant;

c) how far in advance of construction the notification will occur;

d) delineation of which sections will be subject to archaeological documentation.

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The plan for archaeological monitoring and documentation shall be referenced in the project documents and be either included or appended to them.

Architectural / Engineering Historic Properties

I concur with the submitted Cultural Resources Investigation Report (see especially Figure 6.1) that the following previously identified historic properties are within the Area of Potential Effects (APE) of the proposed project:

Erie Railroad Main Line Historic District (SHPO Opinion 3/10/1999 and 2/20/2003)
Erie Railroad Bergen Hill Tunnel (SHPO Opinion 4/27/2000)
Erie Railroad Bergen Archways Historic District (SHPO Opinion 4/27/2000)
Saint Peter's Cemetery (SHPO Opinion 6/18/1996)
Old Main Delaware, Lackawanna, and Western Railroad Historic District (SHPO Opinion 9/24/1996)
West End Through Truss Bridges (SHPO Opinion 3/31/1997)
New Jersey Railroad Bergen Cut Historic District (SHPO Opinion 5/21/1999)
Pennsylvania Railroad New York [Jersey City] to Philadelphia Historic District (SHPO Opinion 3/3/2003)
Hudson and Manhattan [Railroad Company] Transit System Tunnels (SHPO March 4, 2002)

The Pennsylvania Railroad Waldo Yard is crossed by the New Jersey Railroad Bergen Cut/Pennsylvania Railroad New York [Jersey City] to Philadelphia Historic District, including the original and subsequent alignments of the New Jersey Railroad and the Pennsylvania Railroad. The eastern limit of the New Jersey Railroad Bergen Cut/Pennsylvania Railroad New York [Jersey City] to Philadelphia Historic District is at the end of the existing stone abutment on the west side of Brunswick Street at Christopher Columbus Drive (formerly Railroad Avenue). Both the Pennsylvania Railroad East Bound Bridge over National Docks & New Jersey Junction Connecting Railroad and the Pennsylvania Railroad West Bound Bridge over National Docks & New Jersey Junction Connecting Railroad are within and contributing to the New Jersey Railroad Bergen Cut/Pennsylvania Railroad New York [Jersey City] to Philadelphia Historic District.

The survey form for the National Docks & New Jersey Junction Connecting Railroad Waldo Tunnel documents the lengthy, complex, and contentious legal and physical history as well as the transportation significance of this particular railroad resource. Consequently, I must respectfully disagree with the conclusion of the survey form and offer a **new SHPO opinion** that the **National Docks & New Jersey Junction Connecting Railroad Waldo Tunnel** is individually eligible for inclusion in the National Register of Historic Places under Criterion A.

The submitted survey form notes that the Waldo Tunnel was first conceived in 1879 by the National Docks Railroad Company as a means for connecting all of the east-west trunk line railroads originating or terminating on the west side of the Hudson [North] River in

Bayonne, Jersey City, and Hoboken (and, thereafter, also Weehawken). The Pennsylvania Railroad line through the "Bergen Cut" to the Jersey City waterfront physically precluded connecting the Central Railroad of New Jersey and Lehigh Valley Railroad (and their affiliated lines the Baltimore and Ohio Railroad and the Reading Railroad) in Bayonne and Jersey City directly to the Erie, Delaware, Lackawanna, and Western and, after 1885, the New York, West Shore, and Buffalo [New York Central], and New York, Susquehanna, and Western railroads in Hoboken and Weehawken. Eventually, the efforts of the New York Central controlled National Docks & New Jersey Junction Connecting Railroad to build a north-south line connecting the entire Hudson River waterfront and all of the waterfront railroad yards resulted in a classic "frog war" between two of the nation's most competitive railroads.

The National Docks & New Jersey Junction Connecting Railroad incorporated in February 1886 and filed the plans to construct its right-of-way across the Pennsylvania Railroad in September 1886. Despite this early action, the Waldo Tunnel (ultimately constructed as a "cut and cover" rather than a bored or drilled tunnel) was not completed and placed into operation until January 1, 1897, after the end of litigation with the Pennsylvania Railroad in 1896. In between these two dates, litigation and physical battles raged between the Pennsylvania Railroad and the National Docks & New Jersey Junction Connecting Railroad. The litigation involved filings and appeals by politically prominent attorneys to New Jersey Superior, Supreme, and Appeals courts and United States District Court, and physical confrontation and violence was a frequent occurrence reported in Jersey City, New York, and, on occasion, Washington DC and Chicago newspapers. Ultimately, through the success of its National Docks & New Jersey Junction Connecting Railroad subsidiary, the New York Central gained unrestricted access to all of the railroads and railroads facilities along the Bayonne, Jersey City, Hoboken, and Weehawken waterfront (including the docks and extensive Standard Oil petroleum refineries in Bayonne), the Pennsylvania Railroad lost the ability to apportion or prevent the free flow of traffic among these railroads, and New Jersey's only north-south rail line through the port (a waterfront "belt line") was created.

Despite the changes to the southern portal and the demolition of the Railroad Avenue pedestrian underpass, the Waldo Tunnel retains the ability to convey its historic origins, significance, and character. Included within the boundaries of the eligible historic property are the stone remnants of the pedestrian underpass, the surviving stone wing walls at the modified south portal of the tunnel, the surviving length of tunnel (rusticated stone walls, dressed arch spring line stones and voussoirs, brick barrel arch, and quoined treatment where the north portal arch joins the brick barrel vault), and the ashlar stone bridge abutments (north of the north tunnel portal) constructed by the Pennsylvania Railroad in 1887.

800.5 Assessment of Adverse Effects

I concur with the submitted report that the project, as currently proposed, will have an **adverse effect** on the Erie Railroad Bergen Hill Tunnel and the Erie Railroad Main Line Historic District. The project will also have an **adverse effect** upon the newly evaluated National Docks & New Jersey Junction Connecting Railroad Waldo Tunnel.

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I also concur that neither the Erie Railroad Bergen Archways Historic District, Saint Peter's Cemetery, Old Main Delaware, Lackawanna, and Western Railroad Historic District nor West End Through Truss Bridges will be affected by the proposed project. Likewise, the project will not affect either the New Jersey Railroad Bergen Cut Historic District, Pennsylvania Railroad New York [Jersey City] to Philadelphia Historic District or Hudson and Manhattan [Railroad Company] Transit System Historic District (or any contributing features within these three historic districts).

800.6 Resolution of Adverse Effects

The HPO understands that there is no reasonable way to avoid the project's adverse effects. Further consultation should therefore focus on means to reduce and mitigate the adverse effect, through the stipulations of a memorandum of agreement.

The submitted *Cultural Resources Investigation* recommends (Page 7.2) three measures to mitigate the adverse effects of the project on the Erie Railroad Bergen Hill Tunnel:

> Context-sensitive treatment of the replacement tunnel lining that closely matches the existing circa 1910 concrete in design, color, and texture. Where the new lining joins the existing concrete portals, care should be taken to preserve the older materials.
>
> Enhanced preservation and/or restoration, as needed of the east and west portals of the Erie Railroad Bergen Hill Tunnel, including, but not necessarily limited to, clearing the portals of intrusive vegetation, overall masonry and concrete cleaning, and stone repointing (East Portal) using in-kind concrete patching or repair.
>
> Level III written and photographic documentation of the Erie Railroad Bergen Hill Tunnel according to the standards of the Historic American Engineering Record (HAER), with special attention paid to recording the design and construction of the brick and stone lining.

These three measures, with some site specific refinements, would also be appropriate as partial mitigation for the project's adverse effects on the Waldo Tunnel.

The Historic Preservation Office looks forward to consultation among the consulting parties and the interested public in accordance with 800.6 Resolution of Adverse Effects. Some additional mitigation measures, beyond any that may be proposed by consulting or interested parties, should focus on:

> a more detailed graphic delineation of railroad construction and the evolution (between 1830 and 1980) of railroad property ownership and operations in the area of the Waldo Tunnel and the Erie Railroad Bergen Hill Tunnel;

precise delineation of ownership and protection for future transportation or pedestrian use of currently unused Harsimus Branch railroad right of way within the APE up to the western boundary of the Harsimus Branch Embankment Historic District;

enhanced recordation that uses printed and/or electronic media to promote a wider public understanding of the complex railroad history associated with the Waldo Tunnel and Erie Railroad Bergen Hill tunnel and reproduces or makes more readily accessible key archival documents and graphics associated with these two historic properties.

Additional Comments

The Historic Preservation Office appreciates having received a very thorough and well researched cultural resources investigation. The extensive use of primary and archival sources and historic graphics was especially helpful in understanding the complex history of the railroads and litigation associated with the historic properties located within the Area of Potential Effects of this project.

Should you need any further assistance or if you have any questions regarding these comments, please contact Charles Scott at (609) 633-2396 or Charles.Scott@dep.state.nj.us with questions regarding historic architecture or Kate Marcopul at (609) 984-5816 with any questions regarding archaeology.

Sincerely,

Daniel D. Saunders
Deputy State Historic
Preservation Officer

C: Jeanette Mar, FHWA, Environmental Coordinator
John Enright, Conrail
Dara Callender, New Jersey Transit
Hudson County
City of Jersey City
Stephen, Gucciardo, Jersey City Historic Preservation Commission
Michael Selender, Jersey City Landmarks Conservancy
William LaRosa, Hudson County Office of Cultural and Heritage Affairs
Alan Buchan, Pennsylvania Railroad Technical and Historical Society
John Kilbride, Camden and Amboy Railroad Historical Group
Harsimus Embankment Coalition
Erie-Lackawanna Railroad Historical Society
Lynn Rakos, Roebling Chapter, Society for Industrial Archaeology
Anthracite Railroads Historical Society

CS:C/NJDOTConrailBergenWaldo2

RECEIVED
NOV 25 2008
HISTORIC PRESERVATION OFFICE

U.S. Department of Transportation
Federal Highway Administration

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
New Jersey Division Office
840 Bear Tavern Road, Suite 310
West Trenton, New Jersey 08628-1019

November 25, 2008

IN REPLY REFER TO:
HPL-NJ

Sample

Route 50 over the Tuckahoe River
Bridge Replacement
Upper Township, Cape May County
and Corbin City, Atlantic County
Federal ID# BRF-5(112)PE
Net Benefit Concurrence

04-1490-14 AT
HPO-L2008-013

Mr. Daniel Saunders
Acting Deputy SHPO
Department of Environmental Protection
Historic Preservation Office
PO Box 404
Trenton, NJ 08625

Dear Mr. Saunders:

The New Jersey Department of Transportation (NJDOT) is requesting federal funding to replace the Rt. 50 Bridge over the Tuckahoe River and implement Safety Improvements along NJ Route 50 through the Village of Tuckahoe. The Federal Highway Administration (FHWA) cannot authorize funding for this project without meeting the Department of Transportation Act (DOT Act) of 1966, unless a special provision-Section 4(f) is met.

Through the National Environmental Policy Act (NEPA) process, FHWA has determined that two 4(f) resources exist within the project area: the individually eligible Rt. 50 Bridge, and the National Register listed South Tuckahoe Historic District. During the concurrent federal Section 106 process, it was determined through consultation with your office, that this project will have an adverse effect on these resources. These adverse affect findings are documented in your consultation comment letter dated August 10, 2005. Under 800.5 Assessment of Adverse Effects you state the following: *"I concur that the existing bridge merits replacement. I concur that although replacement of the existing alignment precludes preservation of the existing eligible bridge in place, it will minimize adverse impacts to the surrounding historic districts and is, therefore, appropriate."* Through extensive coordination, consultation, and public outreach with the Historic Preservation Office (HPO), residents and business owners of the affected communities, and the N.J. State Historic Sites Council, the project footprint was refined. The intersection reconfiguration and corner cutbacks originally proposed have been reduced, therefore reducing the adverse impacts to the historic district.

MOVING THE AMERICAN ECONOMY

A Section 106 Memorandum of Agreement (MOA) between HPO, FHWA, and NJDOT was signed on July 10, 2008 and includes measures to minimize harm and mitigate impacts to the 4(f) property. These enhancements will re-establish lost historic elements. Sidewalks and curbing will be made of tinted concrete with native South Jersey rounded quartzose aggregate appropriate for the Period of Significance. The street lighting will be powder coated black and will utilize a style which evokes early twentieth century gas lighting. The new bridge will be designed to complement the historic district's Period of Significance. These historic elements, except for the currently non-existent gas-like lighting, would continue to degrade and would not be replaced or installed without the NJDOT project and federal funding. Property and business owners have been independently replacing sidewalks with non-historically appropriate materials such as brick pavers, adding to the discontinuity of the elements within the district. Additionally sidewalks will be constructed on the new bridge to connect the North & South Tuckahoe and South Tuckahoe Historic districts and this will allow safe pedestrian traffic over the bridge. Also, data recovery is being conducted at the William-Shoemaker House Site and the Mosquito Landing Road Native American Site. An artifact display will be developed for use by the Historical Preservation Society of Upper Township if material is recovered.

The applicability criteria for a Programmatic Evaluation That Have a Net Benefit to a Section 4(f) Property are listed below:

1. The proposed transportation project uses a Section 4(f) park, recreation area, wildlife or waterfowl refuge, or historic site.
2. The proposed project includes all appropriate measures to minimize harm and subsequent mitigation necessary to preserve and enhance those features and values of the property that originally qualified the property for Section 4(f) protection.
3. For historic properties, the project does not require the major alteration of the characteristics that qualify the property for the National Register of Historic Places (NRHP) such that the property would no longer retain sufficient integrity to be considered eligible for listing. For archeological properties, the project does not require the disturbance or removal of the archaeological resources that have been determined important for preservation in-place rather than for the information that can be obtained through data recovery. The determination of a major alteration or the importance to preserve in-place will be based on consultation consistent with 36 CFR part 800.
4. For historic properties, consistent with 36 CFR part 800, there must be agreement reached amongst the SHPO and/or THPO, as appropriate, the FHWA and the Applicant on measures to minimize harm when there is a use of Section 4(f) property. Such measures must be incorporated into the project.
5. The official(s) with jurisdiction over the Section 4(f) property agree in writing with the assessment of the impacts; the proposed measures to minimize harm; and the mitigation necessary to preserve, rehabilitate and enhance those features and values of the Section 4(f) property; and that such measures will result in a net benefit to the Section 4(f) property.

MOVING THE AMERICAN ECONOMY

6. The Administration determines that the project facts match those set forth in the Applicability, Alternatives, Findings, Mitigation and Measures to Minimize Harm, Coordination, and Public Involvement sections of this programmatic evaluation.

FHWA has determined that the proposed project includes all appropriate measures to minimize harm and mitigation necessary to preserve those features that qualify the property for Section 4(f) protection and it meets the applicability criteria for a Programmatic Evaluation That Have a Net Benefit to a Section 4(f) Property. FHWA believes criteria 1-4 and 6 have been met through the Section 106 MOA process. Criteria number 5 has also been addressed through the Section 106 MOA process and will be met through your concurrence with the above findings. A concurrence line for your signature is provided below.

Thanks for all your help in this matter. If you have any questions, please call me at (609) 637-4239.

Sincerely yours,

Jeanette Mar

Jeanette Mar
Environmental Coordinator

cc: Tina Shutz, NJDOT- Bureau of Landscape Architecture & Environmental Solutions

✓ I concur with FHWA's determination of a Programmatic Evaluation for Transportation Projects That Have a Net Benefit to a Section 4(f) Property. *

12/2/2008

Daniel Saunders, Acting Deputy SHPO

* I HAVE ATTACHED MY 11/14/2008 E-MAIL TO ELKINS GREEN WHICH LAYS OUT OUR RATIONALE FOR THE FINDING IN THIS CASE

MOVING THE AMERICAN ECONOMY

From: Dan Saunders
To: Green, Elkins
Date: 11/14/2008 3:51:51 PM
Subject: Route 50 Bridge over Tuckahoe River

Elkins,

Thank you for your time (and space) this morning to discuss the changes in 4F made as a result of SAFETLU. We are still concerned, in general, about finding's of net benefit in cases where a contributing or individually eligible property is completely lost.

In the case of Route 50, we recognize the time the Department of Transportation has spent planning the project (over 15 years - beginning long in advance of the recent changes to 4F) and the extent of the additional review imposed by the New Jersey Register of Historic Places Act process. I appreciate the extent to which the project has been modified to reduce effects on historic properties. Other factors that influenced our decision on the net benefit include the severely deteriorated condition of the eligible bridge. Finally, the loss of the individually eligible and therefore key contributing bridge was acknowledged by the use of the Programmatic Bridge 4F document.

The Historic Preservation Office will concur with NJDOT's finding that the Route 50 Bridge over Tuckahoe River project will have a net benefit to the 4F property, the eligible North and South Tuckahoe Historic District (which includes the Register listed South Tuckahoe Historic District.)

We look forward to formalizing the acknowledgment of our agreement in the administrative record for the project.

Thank you again, for taking the time to advance our understanding of the net benefit issue with us this morning.

Daniel D. Saunders
Acting Administrator and
Deputy State Historic Preservation Officer
New Jersey Historic Preservation Office
PO Box 404
Trenton, New Jersey 08625

(609) 633-2397 Phone
(609) 984-0578 Fax

CC: Fittipaldi, Janet; Mar, Jeanette; McQuillan, John; Rappleye, Lauralee; Tingey, Andrea

APPENDIX G: PUBLIC SCHOOL NO. 5, 182-196 MERSELES STREET

State of New Jersey
Department of Environmental Protection and Energy
Natural and Historic Resources
Division of Parks and Forestry
Office of New Jersey Heritage
CN 404
Trenton, NJ 08625-0404
Tel. # 609-292-2023
Fax. # 609-292-8115

Scott A. Weiner
Commissioner

James F. Hall
Assistant Commissioner

ONJH-L91-4
February 28, 1991

Ms. Chitra R. Radin
Project Manager
New Jersey Transit
Hudson River Waterfront Transportation
2 Journal Square Plaza, 8th Floor
Jersey City, New Jersey 07306

Dear Ms. Radin:

The Office of New Jersey Heritage (ONJH) has received the November draft of Chapters 3 and 5 of the Draft Environmental Impact Statement (DEIS) prepared for the proposed Hudson River Waterfront Alternatives Analysis. I understand that these comments will be incorporated into the final version of the EIS. Therefore, as Deputy State Historic Preservation Officer for New Jersey, in accordance with 36 C.F.R. Part 800: Protection of Historic Properties, as published in the Federal Register 2 September 1986 (51, 169, 31115-31125), I am providing preliminary Consultation Comments for the project:

Counties of Hudson and Bergen
Hudson River Waterfront Corridor
Alternatives Analysis Draft EIS
New Jersey Transit
Urban Mass Transportation Administration

800.4 **Identifying Historic Properties**

Architecture

I have reviewed the draft EIS chapters mentioned above and a report, **Hudson River Waterfront AA/DEIS, Historic Architectural Resources Background Study, Draft 10/14, by** Sullebarger Associates.

The following properties listed on the National Register of Historic Places are within the project's immediate impact

a, as noted in Table 1 (p.vii) of the Background Study and Section 3.8.4 (a), (p.3-157) of the DEIS:

Erie-Lackawanna Railroad and Ferry Terminal	One Observer Highway, Hoboken
Jersey City (William Dickinson) High School	Two Palisade Avenue, Jersey City
Paulus Hook Historic District and Extension	Jersey City
Van Vorst Park Historic District and Extension	Jersey City

Based on the information and conclusions of the ckground Study, I am of the opinion, as Deputy State storic Preservation Officer, that the following properties e eligible for the National Register and are within the oject's immediate impact area, as noted in Table 1 (pp.vii ix) of the Background Study and Section 3.8.4(b), p.3-157 to 3-166) of the DEIS:

West Shore Railroad Tunnel	Weehawken/North Bergen
Lincoln Tunnel Entrance and Ventilation Buildings	Weehawken
Former Elevator Supply and Repair Company	Hoboken
Central Hoboken Historic District	Hoboken
Stevens Historic District	Hoboken
Southern Hoboken Historic District	Hoboken
L.O. Koven and Brothers Sheet Iron and Plate Steel Works	Paterson Plank Road, Jersey City
Holbrook Manufacturing Co.	319 Coles Street, Jersey City
American Railway Express Building	262 Brunswick Street, Jersey City
Public School No.5	182-196 Merseles Street, Jersey City

Warehouse Historic District	Jersey City
PATH Train Repair Shed	Marin Boulevard, Jersey City
PATH Exchange Place Station Entrance (2)	14-16 Exchange Place, Jersey City
One Exchange Place (Bank Building)	Jersey City
Former Candy Factory	374-378 Westside/ 346-370 Clarvemont St., Jersey City
Public School No.5	Avenue F & 30th Street, Bayonne
Mount Carmel Historic District	22nd Street, Bayonne

Based on the information and evaluation contained in the Background Study, I am of the opinion as Deputy State Historic Preservation Officer, that the Central Railroad bridge over Communipaw Avenue is eligible for the National Register of Historic Places under Criteria A and C. It is visually prominent, is one of the most significant, contributing structures along the Central Railroad corridor, and has a strong visual and historical association with the Central Railroad Terminal and yards.

As Deputy State Historic Preservation Officer, I am of the opinion that the properties listed below are also eligible for the National Register of Historic Places and may be within the project's area of impact. My opinion is based on the descriptions and comparative evaluations of significance found in the applicable Phase 2 Ward Surveys of Jersey City, done in 1985 and 1986, and referenced in the Background Study. These properties are identified as "not eligible" in the Background Study (p.52) on the basis of a simple assertion repeated for each property: "lack of individual significance". Unfortunately no facts, points of discussion, or arguments are adduced for the above assertions. On the other hand, the Background Study's recent photographs, combined with the thoughtful analyses found in the Phase 2 surveys, provide sufficient evidence and justification for my findings of eligibility. The additional eligible properties are:

269-71 Ogden Avenue	Jersey City
268-72 Ogden Avenue	Jersey City

153 Ogden Avenue	Jersey City
108-110 Ogden Avenue	Jersey City
104-110 Palisade Avenue	Jersey City
74 Palisade Avenue	Jersey City

I also request that your architectural historian re-evaluate the eligibility of 287 Communipaw Avenue, Jersey City, with regard to whether the alterations (synthetic panning on roof eaves and porch valences) have permanently damaged or destroyed significant, original details, such as roof brackets, or have just covered over such features, in which case eligibility would still be likely.

Archaeological Resources

The Morris Canal Historic District, listed on the National Register of Historic Places in 1974, is within the project area. A discussion of the listed and identified eligible historic archaeological resources that are not associated with above ground historic districts should be included in Chapters 3 and 5 of the EIS where appropriate.

The identification of other eligible archaeological resources in the project area will be conducted at later stages of the proposed project. Chapter 3 (rather than Chapter 5) of the EIS should include a discussion of methodology to be employed in the identification of these resources, including the use of deep test trenches where appropriate.

800.5 Assessing Effects

Architecture

As Deputy State Historic Preservation Officer I concur with the findings of adverse effect summarized in Section 5. 9. 4(a), as follows:

- Erie-Lackawanna (Hoboken) Terminal -- Alternatives III, IV, VII, and VIII (effects on the design and setting of the terminal, and particularly on the terminal's train sheds; demolition of the Records Building, a contributing element, for all alternatives except Alternative VII; possible effects from vibration during construction).

- Southern Hoboken Historic District -- Alternatives III, IV, VII, and VIII (effects resulting from the effects on the Erie-Lackawanna Terminal, a major element within the district).

- L.O. Koven and Brothers Works -- Alternatives III through VIII (possible effects from vibration during construction).

- Holbrook Manufacturing Company -- Alternatives V and VI (possible effects from vibration during construction).

- Warehouse Historic District -- Alternatives III through VII (possible effects from vibration during construction).

- PATH Train Repair Shed -- Alternatives III through VIII (acquisition and transfer of property from the site for additional right-of-way).

- PATH Exchange Place Station Entrance -- Alternative VIII (visual, audible, and atmospheric effects during construction and operations).

- One Exchange Place -- Alternative VIII (visual, audible and atmospheric effects during construction and operations).

- Central Railroad, Parker-Truss Bridge at Communipaw Avenue -- All alternatives (demolition of the bridge).

I am especially concerned about the adverse effects on the Erie-Lackawanna Terminal and the Communipaw Avenue Bridge.

I request that your architectural historican assess the potential for effects and adverse effects on the additional properties (including 287 Communipaw Avenue) that I identified as eligible earlier in the letter.

Archaeological Resources

The effects of the project on archaeological resources will be assessed when the identification of eligible archaeological resources is completed. Please include "preservation in place" as an explicit mitigation measure within Chapter 5.

Additional Comments

Please ensure that there is a full evaluation of effects on all of the above-mentioned eligible properties in your pending analysis of the newly proposed Alternate IX. Since this alternative is being considered a "more optimal solution", I would expect that the relative impact on historic properties be given equal weight among all other considered factors.

If there are any questions or if you wish to discuss the above comments, please do not hesitate to contact C. Terry Pfoutz (architecture) or Pam Stephenson (archaeology) of my staff at (609) 984-0140.

Sincerely,

James F. Hall
Deputy State Historic
Preservation Officer

JFH:vs

c. David Koenig, NJTransit
Larry Schmidt, DEPE
UMTA, Region II

Disk#4A:\92176, 92362

APPENDIX H: ST. ANTHONY'S POLISH ROMAN CATHOLIC CHURCH AND SCHOOL COMPLEX

State of New Jersey
Department of Environmental Protection and Energy
Natural and Historic Resources
CN 402
Trenton, NJ 08625-0402
Tel. # 609-292-3541
Fax. # 609-984-0836

Robert C. Shinn, Jr.
Commissioner

James F. Hall
Assistant Commissioner

April 13, 1994
HPO-D94-49

Mr. Jeffrey B. Parsons, AIA
Parsons + Fernandez-Casteleiro, PC
588 Broadway, Suite 210
New York, NY 10012

Dear Mr Parsons:

As Deputy State Historic Preservation Officer for New Jersey, in accordance with 36 CFR Part 800: Protection of Historic Properties, as published in the Federal Register 2 September 1986 (51, 169, 31115-31125), I am providing consultation comments for the following project:

Hudson County, Jersey City
Padua Housing, St. Anthony's School and Convent
346-352 Sixth Street
U.S. Department of Housing and Urban Development

800.4 Identifying Historic Properties

It is my opinion, as Deputy State Historic Preservation Officer, that St. Anthony's School and Convent is eligible for the National Register of Historic Places under Criterion C as a contributing part of the St. Anthony's Polish Roman Catholic Church and School Complex. My opinion is based, in part, on the 1985 **Cultural Resources Survey of Jersey City.** (I have enclosed a copy of the survey form.)

800.5 Assessing Effects

The proposed rehabilitation is in conformance with the Secretary of the Interior's Standards for Rehabilitation and will have **no adverse effect** on St. Anthony's School and Convent.

Consequently, pursuant to 800.5(d), summary documentation along with a request for acceptance of a no adverse effect finding should be sent to the Advisory Council on Historic Preservation, (address below). If the Council does not object to the finding of no adverse effect within 30 days, the Section 106 process is complete.

PHASE 2 SURVEY OF WARD E, JERSEY CITY

RECOMMENDED LIST OF PROPERTIES AND DISTRICTS ELIGIBLE FOR THE NATIONAL REGISTER

0906-E212A,B
ST. ANTHONY'S POLISH R.C. CHURCH AND SCHOOL
457 MONMOUTH STREET AND 346-352 SIXTH STREET
BLOCK 390

St. Anthony's Church is an excellent example of Victorian Gothic architecture and meets Criterion C of the National Register's standards for evaluation. Dating from 1890-94, it is a very late example of the style. The church was described in the Hamilton Park Historic District National Register Nomination in 1978, even though the district did not extend as far as the church. "The height of the tower and the exceptional rock-faced masonry of granite plentifully trimmed with brownstone - the light colored portals here are modern - make it an exceptional accent in relation to its modest neighbors." The church is intact except for the 1955 stone trim around the door.

St. Anthony's school is at the other end of the block from the church, on Sixth Street. The sites are not contiguous. The 1899 school is an unusual building, basically a tenement with an overlay of Gothic detailing, apparently original. There are brownstone, pointed-arched windows, a cornerstone and a cross above the cornice. The proportions, the window size and the cornice are typical of a nineteenth century tenement. It is intact except for new aluminum windows and a fire escape. Its unique design and its relation to St. Anthony's Church make it eligible for the National Register, meeting Criterion C of the National Register's standards for evaluation.

APPENDIX I: ALBANIEL DYE & CHEMICAL CO., 88-92 ERIE STREET

E.O. 11593

DETERMINATION OF ELIGIBILITY NOTIFICATION
National Register of Historic Places
Heritage Conservation and Recreation Service

Name of property: 88-92 Erie Street

Location: Jersey City, Hudson County State: NJ

Request submitted by: HUD James P. Sweeney

Date received: 8/18/80 Additional information received:

Opinion of the State Historic Preservation Officer:

☐ Eligible ☐ Not Eligible ☐ No Response

Comments:

The Secretary of the Interior has determined that this property is:

☒ Eligible Applicable criteria: C ☐ Not Eligible

Comments: 36 CFR Part 63.3 Determination

☐ Documentation insufficient
(Please see accompanying sheet explaining additional materials required)

W. Ray Luce

Acting Keeper of the National Register

Date: AUG 27 1980

FHR 8-265 2/79

GPO 942 576

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
AREA OFFICE
GATEWAY 1 BUILDING, RAYMOND PLAZA, NEWARK, NEW JERSEY 07102

REGION II
26 Federal Plaza
New York, New York 10007

August 13, 1980

IN REPLY REFER TO:
2.4H DH:Kehoe

Ms. Carol D. Shull, Acting Keeper
National Register of Historic Places
Heritage Conservation & Recreation Service
18th and C Streets, N. W.
Washington, D. C. 20243

Dear Ms. Shull:

Subject: Request of Determination of Eligibility for the National Register of Historic Places
Project No. NJ 9-14, 88-92 Erie Street, Jersey City, New Jersey

In accordance with 36 CFR Part 633, I am requesting a Determination of Eligibility for the National Register of Historic Places for the subject project. I am enclosing the documentation required and a copy of the opinion of the New Jersey SHPO. HUD concurs in the opinion of eligibility.

This project is being processed by HUD under the Low Income Public Housing Program.

If you or your staff have any questions about this letter, please contact Ms. Kathy Kehoe of my staff at FTS-341-3372. If you have any questions about the documentation enclosed, please contact Mr. Charles Vogelstein, A.I.A., at (212) 869-9609.

Thank you for your attention to this matter.

Sincerely,

James P. Sweeney
Area Manager

Enclosures

cc: Mr. Robert Rigby, Executive Director
Housing Authority of Jersey City

Oppenheimer, Brady and Vogelstein, Architects

Sheridan/Kehoe

STATE OF NEW JERSEY
DEPARTMENT OF ENVIRONMENTAL PROTECTION
OFFICE OF THE COMMISSIONER
P. O. BOX 1390
TRENTON, N. J. 08625
609-292-2885

July 2, 1980

Mr. Robert J. Rigby, Jr.
Executive Director
Housing Authority of Jersey City
514 Newark Avenue
Jersey City, New Jersey 07306

Dear Mr. Rigby:

As Deputy State Historic Preservation Officer for New Jersey, in accordance with 36 C.F.R. Part 800: Protection of Historic and Cultural Properties, as published in the Federal Register, January 30, 1979 (Vol. 44, No. 21, pp. 6072-6081), I am attaching Consultation Comments for the following project:

Rehabilitation of 88-92 Erie Street and
Demolition of 215, 215-1/2, 217, 217-1/2, 218-1/2,
and 219 Fifth Street
Jersey City, Hudson County
U.S. Department of Housing and Urban Development
Turnkey Program - N.J.9-14

If you have any questions after reviewing the attached document, please feel free to contact the Office of Cultural and Environmental Services at (609) 292-2662.

Sincerely,

Betty Wilson
Deputy State Historic
Preservation Officer

Enclosure

BW:cg

cc: Jordan Tannenbaum, Advisory Council on Historic Preservation
James P. Sweeney, HUD
Kathy Kehoe, HUD
Oppenheimer, Brady, and Vogelstein, Architects

NEW JERSEY STATE HISTORIC PRESERVATION OFFICE

Deputy State Historic Preservation Officer
Betty Wilson
Deputy Commissioner
Department of Environmental Protection

ADVISORY COUNCIL ON HISTORIC PRESERVATION

SECTION 106: SHPO Consultation and Comments (36 CFR Part 800)

PROJECT TITLE: Rehabilitation of 88-92 Erie Street and Demolition of 215, 215-1/2, 217, 217-1/2, 218-1/2, and 219 Fifth Street
Jersey City, Hudson County
Turnkey Program - NJ9-14

FEDERAL AGENCY: U.S. Department of Housing and Urban Development
c/o Mr. Robert J. Rigby, Jr.
Executive Director
Housing Authority of Jersey City
514 Newark Avenue
Jersey City, New Jersey 07306

I. 800.4 (a) Identification of Cultural Resources

It is the opinion of the Deputy SHPO that the building located at 88-92 Erie Street is eligible for inclusion in the National Register of Historic Places inaccordance with 36 C.F.R. Part 60.6 (c) that embody the distinctive characteristics of a type, period, or method of construction.

This structure, built c. 1906, was used for industrial purposes. It was designed in the Romanesque Style with masonry bearing walls and wood interior construction. It is detailed with terra cotta decorative elements.

It is the opinion of the Deputy SHPO that the buildings located at 215, 215-1/2, 217, 217-1/2, 218-1/2 and 219 Fifth Street are not eligible for inclusion in the National Register of Historic Places.

II. 800.4 (b) Determination of Effect

It is the opinion of the Deputy SHPO that the proposed rehabilitation of 88-92 Erie Street will have an effect upon that cultural resource.

III. 800.4 (c-e) Determination of Adverse Effect

It is the opinion of the Deputy SHPO that the scope of rehabilitation work outlined by Oppenheimer, Brady, and Vogelstein is in conformance with The Secretary of the Interior's Standards for Historic Preservation Projects and thus, will

not have an adverse effect upon this cultural resource. Instead, the project, as proposed, will enhance the qualities of the architectural resource which qualify it for inclusion in the National Register of Historic Places.

Additional Comments:

1. The comments above are based upon information submitted to the SHPO by the City of Jersey City and the architectural team of Oppenheimer, Brady, and Vogelstein on 5/1/80, 6/18/80, and 6/25/80; along with telephone conversations with Cynthia Goldsmith of my staff. This information included photographs, historic background, architectural descriptions, and rehabilitation plans and procedures.

2. We would like to remind the City of Jersey City that the project which has been reviewed through this document must also be submitted to the Advisory Council on Historic Preservation for their review and concurrence with the comments of the SHPO, or for their corrections and/or additional comments. This step in the Section 106 process follows the final Determination of Eligibility which is made by the Keeper of the National Register of Historic Places. If this D.O.E. has not been requested to date (refer to 36 CFR Part 63), we urge you to complete this step as soon as possible.

APPENDIX J: WAREHOUSE HISTORIC DISTRICT

State of New Jersey
Department of Environmental Protection and Energy
Natural and Historic Resources
Division of Parks and Forestry
Office of New Jersey Heritage
CN 404
Trenton, NJ 08625-0404
Tel. # 609-292-2023
Fax. # 609-292-8115

Scott A. Weiner
Commissioner

James F. Hall
Assistant Commissioner

ONJH-L91-4
February 28, 1991

Ms. Chitra R. Radin
Project Manager
New Jersey Transit
Hudson River Waterfront Transportation
2 Journal Square Plaza, 8th Floor
Jersey City, New Jersey 07306

Dear Ms. Radin:

The Office of New Jersey Heritage (ONJH) has received the November draft of Chapters 3 and 5 of the Draft Environmental Impact Statement (DEIS) prepared for the proposed Hudson River Waterfront Alternatives Analysis. I understand that these comments will be incorporated into the final version of the EIS. Therefore, as Deputy State Historic Preservation Officer for New Jersey, in accordance with 36 C.F.R. Part 800: Protection of Historic Properties, as published in the Federal Register 2 September 1986 (51, 169, 31115-31125), I am providing preliminary Consultation Comments for the project:

Counties of Hudson and Bergen
Hudson River Waterfront Corridor
Alternatives Analysis Draft EIS
New Jersey Transit
Urban Mass Transportation Administration

800.4 **Identifying Historic Properties**

Architecture

I have reviewed the draft EIS chapters mentioned above and a report, **Hudson River Waterfront AA/DEIS, Historic Architectural Resources Background Study, Draft 10/14,** by Sullebarger Associates.

The following properties listed on the National Register of Historic Places are within the project's immediate impact

area, as noted in Table 1 (p.vii) of the Background Study and in Section 3.8.4 (a), (p.3-157) of the DEIS:

Erie-Lackawanna Railroad and Ferry Terminal	One Observer Highway, Hoboken
Jersey City (William Dickinson) High School	Two Palisade Avenue, Jersey City
Paulus Hook Historic District and Extension	Jersey City
Van Vorst Park Historic District and Extension	Jersey City

Based on the information and conclusions of the Background Study, I am of the opinion, as Deputy State Historic Preservation Officer, that the following properties are eligible for the National Register and are within the project's immediate impact area, as noted in Table 1 (pp.vii to ix) of the Background Study and Section 3.8.4(b), (pp.3-157 to 3-166) of the DEIS:

West Shore Railroad Tunnel	Weehawken/North Bergen
Lincoln Tunnel Entrance and Ventilation Buildings	Weehawken
Former Elevator Supply and Repair Company	Hoboken
Central Hoboken Historic District	Hoboken
Stevens Historic District	Hoboken
Southern Hoboken Historic District	Hoboken
L.O. Koven and Brothers Sheet Iron and Plate Steel Works	Paterson Plank Road, Jersey City
Holbrook Manufacturing Co.	319 Coles Street, Jersey City
American Railway Express Building	262 Brunswick Street, Jersey City
Public School No.5	182-196 Merseles Street, Jersey City

Warehouse Historic District	Jersey City
PATH Train Repair Shed	Marin Boulevard, Jersey City
PATH Exchange Place Station Entrance (2)	14-16 Exchange Place, Jersey City
One Exchange Place (Bank Building)	Jersey City
Former Candy Factory	374-378 Westside/ 346-370 Clarvemont St., Jersey City
Public School No.5	Avenue F & 30th Street, Bayonne
Mount Carmel Historic District	22nd Street, Bayonne

Based on the information and evaluation contained in the Background Study, I am of the opinion as Deputy State Historic Preservation Officer, that the Central Railroad bridge over Communipaw Avenue is eligible for the National Register of Historic Places under Criteria A and C. It is visually prominent, is one of the most significant, contributing structures along the Central Railroad corridor, and has a strong visual and historical association with the Central Railroad Terminal and yards.

As Deputy State Historic Preservation Officer, I am of the opinion that the properties listed below are also eligible for the National Register of Historic Places and may be within the project's area of impact. My opinion is based on the descriptions and comparative evaluations of significance found in the applicable Phase 2 Ward Surveys of Jersey City, done in 1985 and 1986, and referenced in the Background Study. These properties are identified as "not eligible" in the Background Study (p.52) on the basis of a simple assertion repeated for each property: "lack of individual significance". Unfortunately no facts, points of discussion, or arguments are adduced for the above assertions. On the other hand, the Background Study's recent photographs, combined with the thoughtful analyses found in the Phase 2 surveys, provide sufficient evidence and justification for my findings of eligibility. The additional eligible properties are:

269-71 Ogden Avenue	Jersey City
268-72 Ogden Avenue	Jersey City

153 Ogden Avenue	Jersey City
108-110 Ogden Avenue	Jersey City
104-110 Palisade Avenue	Jersey City
74 Palisade Avenue	Jersey City

I also request that your architectural historian re-evaluate the eligibility of 287 Communipaw Avenue, Jersey City, with regard to whether the alterations (synthetic panning on roof eaves and porch valences) have permanently damaged or destroyed significant, original details, such as roof brackets, or have just covered over such features, in which case eligibility would still be likely.

Archaeological Resources

The Morris Canal Historic District, listed on the National Register of Historic Places in 1974, is within the project area. A discussion of the listed and identified eligible historic archaeological resources that are not associated with above ground historic districts should be included in Chapters 3 and 5 of the EIS where appropriate.

The identification of other eligible archaeological resources in the project area will be conducted at later stages of the proposed project. Chapter 3 (rather than Chapter 5) of the EIS should include a discussion of methodology to be employed in the identification of these resources, including the use of deep test trenches where appropriate.

800.5 Assessing Effects

Architecture

As Deputy State Historic Preservation Officer I concur with the findings of adverse effect summarized in Section 5. 9. 4(a), as follows:

- Erie-Lackawanna (Hoboken) Terminal -- Alternatives III, IV, VII, and VIII (effects on the design and setting of the terminal, and particularly on the terminal's train sheds; demolition of the Records Building, a contributing element, for all alternatives except Alternative VII; possible effects from vibration during construction).

- Southern Hoboken Historic District -- Alternatives III, IV, VII, and VIII (effects resulting from the effects on the Erie-Lackawanna Terminal, a major element within the district).

- L.O. Koven and Brothers Works -- Alternatives III through VIII (possible effects from vibration during construction).

- Holbrook Manufacturing Company -- Alternatives V and VI (possible effects from vibration during construction).

- Warehouse Historic District -- Alternatives III through VII (possible effects from vibration during construction).

- PATH Train Repair Shed -- Alternatives III through VIII (acquisition and transfer of property from the site for additional right-of-way).

- PATH Exchange Place Station Entrance -- Alternative VIII (visual, audible, and atmospheric effects during construction and operations).

- One Exchange Place -- Alternative VIII (visual, audible and atmospheric effects during construction and operations).

- Central Railroad, Parker-Truss Bridge at Communipaw Avenue -- All alternatives (demolition of the bridge).

I am especially concerned about the adverse effects on the Erie-Lackawanna Terminal and the Communipaw Avenue Bridge.

I request that your architectural historican assess the potential for effects and adverse effects on the additional properties (including 287 Communipaw Avenue) that I identified as eligible earlier in the letter.

Archaeological Resources

The effects of the project on archaeological resources will be assessed when the identification of eligible archaeological resources is completed. Please include "preservation in place" as an explicit mitigation measure within Chapter 5.

Additional Comments

Please ensure that there is a full evaluation of effects on all of the above-mentioned eligible properties in your pending analysis of the newly proposed Alternate IX. Since this alternative is being considered a "more optimal solution", I would expect that the relative impact on historic properties be given equal weight among all other considered factors.

If there are any questions or if you wish to discuss the above comments, please do not hesitate to contact C. Terry Pfoutz (architecture) or Pam Stephenson (archaeology) of my staff at (609) 984-0140.

Sincerely,

James F. Hall
Deputy State Historic
Preservation Officer

JFH:vs

c: David Koenig, NJTransit
Larry Schmidt, DEPE
UMTA, Region II

Disk#4A:\92176, 92362

APPENDIX K: HUDSON & MANHATTAN RAILROAD POWERHOUSE

HPO-J99-20

State of New Jersey

Department of Environmental Protection

Christine Todd Whitman
Governor

Robert C. Shinn, Jr.
Commissioner

Division of Parks & Forestry
Historic Preservation Office
PO Box 404
Trenton, NJ 08625-0404
TEL: (609)292-2023
FAX: (609)984-0578

October 7. 1999

CERTIFICATION of ELIGIBILITY

Mr. John Gomez
P.O. Box 68
Jersey City, NJ 07303-0068

Dear Mr. Gomez:

This letter is in response to your request for a formal certification of eligibility for the Hudson & Manhattan Railroad Powerhouse, 70-90 Bay Street, Jersey City, Hudson County, for inclusion in the New Jersey and National Registers of Historic Places.

Based on a review of the submitted documentation and other information already on file, it is my opinion, as Deputy State Historic Preservation Officer, that the Hudson & Manhattan Railroad Powerhouse is eligible for listing in the New Jersey and National Registers of Historic Places under Criterion A for its importance in electrical engineering history and transportation history. The completion of the Hudson & Manhattan Railroad tunnels (now the PATH tubes) was a major transportation and engineering event both for New Jersey and for the New York City metropolitan region. It is also my opinion that the building is eligible under Criterion C for its bold architectural expression, which befits the size and power that the powerhouse embodied, as one of the most impressive examples of the urban industrial system powerhouse as a building type whose survival is becoming increasingly rare.

A National Register nomination packet is enclosed. If you have questions about how to prepare a nomination, please contact Mr. Robert Craig of my staff, at (609) 984-0541.

Sincerely,

Dorothy P. Guzzo
Administrator

DPG/BCL:320

NPS Form 10-900
(Oct. 1990)

OMB No. 10024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration For* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for 'not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instruction. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name: The Hudson and Manhattan Railroad Powerhouse

other names/site number: Washington Street Powerhouse

2. Location

street and number: 60-84 Bay Street; 344-56 Washington Boulevard N/A not for publication

city or town: Jersey City N/A vicinity

state: New Jersey county: Hudson County zip code. 07302

3. State/Federal/Tribal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this X nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. I recommend that this property be considered significant X nationally ☐ statewide ☐ locally. (☐ See continuation sheet for additional comments.)

Signature of certifying official/Title Date

Assistant Commissioner, Natural and Historic Resources/DSHPO

State or Federal agency and bureau American Indian Tribe

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. (☐ See continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau American Indian Tribe

4. National Park Service Certification

I hereby certify that the property is: Signature of the Keeper Date of Action

☐ entered in the National Register.
☐ See continuation sheet.
☐ determined eligible for the National Register.
☐ See continuation sheet.
☐ determined not eligible for the National Register.
☐ removed from the National Register.
☐ other. (explain:)

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

X A Property is associated with events that have made a significant contribution to the broad patterns of our history.

X B Property is associated with the lives of persons significant in our past.

X C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is

A owned by religious institution or used for religious purposes..

B removed from its original location.

C a birthplace or grave.

D a cemetery.

E a reconstructed building, object, or structure.

F a commemorative property.

G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

Architecture
Engineering
Transportation

Period of Significance

1906-1929

Significant Dates

1906
1908
1929

Significant Person

(Complete if criterion B is marked above)

McAdoo, William Gibbs

Cultural Affiliation

Architect/Builder

Hazelton, Hugh/engineer
Oakman, Johh/architect
Stillwell, L.B./engineer
Van Vleck, John/engineer

11. Form Prepared By

name/title: John K. Gomez, President

organization: Jersey City Landmarks conservancy date: 12/1/1999

street & number: P.O. Box 68 telephone: (201) 420-1885

city or town: Jersey city state: New Jersey zip code: 07303-0068

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name: City of Jersey City

street & number: 280 Grove Street telephone: (201) 547-4900

city or town: Jersey City state: New Jersey zip code: 07302-

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget. Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

US GOVERNMENT PRINTING OFFICE : 1993 O - 350-416 QL 3

NARRATIVE DESCRIPTION

The Hudson & Manhattan Railroad Powerhouse, an enormous turn-of-the-century (1906) industrial brick and steel building, stands majestically on the bustling waterfront of Jersey City, New Jersey (Photos 1-3; 5-6; Historical View/Figure 1). Almost two square acres in size, roughly 200 feet wide by 200 feet long, and nine stories tall (not including its magnificent smokestacks which rise 150 feet above the sidewalk), the Powerhouse is bounded by Washington Boulevard, First Street, Bay Street and Greene Street, and exists within the Warehouse District, an historically significant area adorned with mid-nineteenth and early twentieth century industrial structures. The Powerhouse, with its impending Industrial Romanesque Revival style of architecture, stands in startling contrast to the sprawling residential/commercial development that is making Jersey City's waterfront so economically valuable and sought-after. Abandoned for exactly seventy years, the coal-fired Powerhouse, enveloped in dark, brooding brick and shaped by brilliant cliffs of interior steel, is physically intact; for a structure that has been neglected for so long, it miraculously retains its historic integrity. Very little exterior alterations have occurred; the most sizeable, noticeable exterior alteration consists of the dismantling of one of four smokestacks due to structural damage (Photo 4). Unfortunately, most of the interior electrical machinery, including massive turbines and boilers, have long been removed and presumably discarded. Otherwise key architectural and engineering details remain with minimal alteration, damage or deterioration.

The vast foundation of the Powerhouse is just one of its engineering highlights, as described in the local newspaper of that era, *The Evening Journal*:

> *Great oblong pillars of cement set on a bed of rock anywhere from 35 to 45 feet below tidewater level are part of the foundations. It was an engineering feat of no small importance to erect these pillars and their composition is of such a nature as to make them, like wood under water, practically everlasting (Evening Journal, October 6, 1906, pg. 3)...The foundations for the permanent power house at Washington and First streets, Jersey City, was constructed and required 23,000 cubic yards of excavation, 11,000 cubic yards of special backfill and 7,800 cubic yards of concrete (Evening Journal, Feb. 12, 1907, pg. 1).*

The Powerhouse, a rare large-scale example of Industrial Romanesque Revival architecture, is sheathed in thick, deep-red brick, an important, original architectural element that greatly contributes to the building's industrial appearance. The exterior brick walls are battered at the building's base on all four sides; deeply recessed base windows, enclosed by massive iron gates, or

STATEMENT OF SIGNIFICANCE

The Powerhouse qualifies for the National Register for Historic Places based on the following criterion: Criterion A; Criterion B; and Criterion C. The Powerhouse's Areas of Significance consist of the following: Architecture; Engineering; and Transportation. From 1908 until 1929 the coal-powered, steam-generating Powerhouse energized the Hudson & Manhattan Railroad Company's "Hudson Tunnels," a new rapid transit system that physically connected, for the first time, New Jersey with New York (Carleton, pg. 126). The Powerhouse, designed by John Oakman of the architectural firm of Robins & Oakman, and engineered by the firm of L.B. Stillwell, illuminated this entire subway system (now part of the Port Authority Trans-Hudson Corporation), whose fabled origins stretch back to 1874, and which was deemed to be one of the greatest large-scale engineering feats of that era (the American Society of Civil Engineers designated the Hudson Tunnels a National Civil Engineering Landmark on October 31, 1978). The Powerhouse provided constant power to the Hudson & Manhattan Railroad's numerous tunnel lines, trolleys, stations and terminals on both sides of the Hudson River, including the Hudson Terminal in New York City, at that time the world's largest office and train terminal complex. William G. McAdoo, a visionary lawyer who emerged from the South virtually penniless, and who would go on to become the Secretary of the Treasury under President Woodrow Wilson, was able to convince a group of famous financiers to invest in what was deemed a necessary (and of course lucrative) form of transportation.

The Powerhouse was perceived by William G. McAdoo as his remarkable system's New Jersey centerpiece, as if it were one of the ornamental train/ferry depots that dotted the Hudson County waterfront; its architectural beauty and engineering majesty, quite unheard of for a powerhouse, mirrored and celebrated the miraculous system that ran beneath city streets, bedrock, clay, and water, as well as above street level in some areas of Jersey City, Harrison and Newark.

The citizens of Jersey City regarded the Powerhouse as highly as other "City Beautiful" monuments being built on their land during the same period: the Hudson County Court House, the new High School, the United States Post Office, the City Hospital, and All Saint's Church, among many others. Yet the Powerhouse, although on the same ornamental scale, was intentionally different; it unapologetically lacked rows of thick Corinthian columns, winged flagstones, or colossal statuary. Facing the Hudson River, it made its own architectural statement. Its irregular shape and large soldiered windows suggested that of a church. Its crowned smokestacks were its spires; its curved tower its steeple.

The Powerhouse would never have been conceived and constructed (nor, for that matter, would the Hudson & Manhattan Railroad Company and its mass transit system) if it weren't for

(Significance continued)

events that transpired in the late 19th century and early 20th century. In the mid 1860's political and business officials in New York and New Jersey, two extremely populated industrial areas, were calling for a "subaqueous" or underwater rail tunnel under the wide Hudson River, whose waters were increasingly congested with sluggish ferryboats (Fitzherbert, pg. 1; Carleton, pg. 7). A more convenient, quicker means of transportation was necessary for further economic and physical growth. Wealthy businessmen and institutions with regional interests in mind were more than willing to finance such an engineering endeavor, which was already proven possible by two successful tunnels under England's famed Thames River. As luck would have it, a man named DeWitt Clinton Haskins, who had had considerable experience building railroads and tunnels on the West coast, arrived in New York with a sensational dream: to connect New York to New Jersey using a vast compressed-air tunnel under the mile-wide Hudson River (White, pgs. 17-18). Haskins must have been surprised at how easily investors accepted his proposal and dug deeply into their pockets. Despite some doubts, this complete stranger to the area was able to raise an astounding $10,000,000 with which he promptly formed the Hudson Tunnel Railroad Company (Fitzherbert, pg. 1).

Shortly thereafter, in November, 1874, an adventurous team of "sandhogs" started the sinking of the planned system's shaft at the foot of 15th Street in Jersey City. But Haskins's endeavor was suddenly stopped by the powerful Lackawanna Railroad, which obtained an injunction against him with the absurd argument that a river tunnel would seriously cripple the railroad and ferry industries (White, pg. 18). Five years later, in September of 1879, the digging resumed. The shaft was sunk an amazing sixty feet below the sandy surface, but not without difficulties. Haskins relied on air pressure alone to keep the river's mighty silt at bay until masons could construct a brick shield lining, but an awful accident occurred before Haskins could realize his massive mistake: on July 21, 1880, the river suddenly crashed through the bored tunnel, instantly drowning twenty workers. Despite this tragedy, the digging went on for two more years until 1882 when Haskins's investors withdrew. After several brief episodes of renewed financing and consequent withdrawals, Haskins abandoned his 2000-foot tunnel. In 1890, several English businessmen sent a famous English civil engineer, Sir Benjamin Baker, to look into the possibility of continuing the work. After Baker informed them that he would like to resume digging, but this time with the same shields used to reinforce the Thames River tunnels, the businessmen promptly commissioned the renowned English contractor, Pearson & Sons, and teams of sandhogs. Excellent progress was made; however, only 1600 feet needed to be finished in the "North" tube when a

(Significance continued)

financial crisis suddenly crippled the English investors. Work ceased once again, and the tunnel flooded (White, pgs. 18-20).

In 1892, William G. McAdoo, a young Southern lawyer, moved to New York with his own lofty idea of building an electric rail tunnel under the Hudson River (his only rail experience included the semi-electrification of the Knoxville, Tennessee Railroad). By sheer chance McAdoo became acquainted with another lawyer, John Dos Passos (note: it is not known if he was related to John Dos Passos, the writer) who just happened to be president of DeWitt Haskins's defunct Hudson Tunnel Railroad Company. After hearing McAdoo's prodigious idea, Dos Passos introduced him to Charles Jacobs, of the renowned engineering firm of Jacobs & Davies, who had come to America with Pearson & Sons to work on the first tunnel with Haskins. Jacobs had the abandoned tunnel at the foot of 15th Street drained of sea water and informed McAdoo that the tunnel was in excellent condition. McAdoo, forming and presiding over a new company, the New York and New Jersey Tunnel Company, which would soon join with other interested companies to become the singular Hudson & Manhattan Railroad Company, was able to raise sufficient funds to complete the tunnel. Finally, after more than a decade, work resumed in 1902. As soon as the North tube was "holed" through on March 11, 1904, McAdoo was summoned from his office by Chief Engineer Jacobs; they hurried through the tunnel and emerged from the shaft near Christopher Street. On September 24, 1905, the South tube was completed (Fitzherbert, pg. 2). Interest in the "McAdoo Tunnel," or "Hudson Tubes," as they were sometimes called, swelled throughout the region, particularly in Jersey City, which banked on the tunnels' financial rewards. While other excavations on the tunnel line proceeded (along a long stretch of Sixth Avenue in Manhattan; from Exchange Place in Jersey City to the rising Hudson Terminals at Cortlandt Street; and from Grove Street to Newark), McAdoo fueled the Hudson & Manhattan Railroad Company with new, powerful investors: Pliny Fisk, Cornelius Vanderbilt, and J.P.Morgan, among others (Fitzherbert, pg. 2; Carleton, pg. 8). Soon the company had $70,000,000 to bring McAdoo's vision to fruition—"unlimited money," as the *Evening Journal* wrote (Evening Journal, Oct. 19, 1906, pg. 10).

It was at this opulent point in time that the Hudson & Manhattan Railroad Company hired the new architectural firm of Robins & Oakman to design several of the system's sub-stations, as well as the necessary powerhouse. The architects, of 27 East Twenty-second Street, New York, had previously designed simple, yet elegant, commissions, particularly brick and brownstone mansions in Manhattan and Massachusetts. This was the limited, though respectful scope of their work. But the firm's greatest architectural challenge was generously handed to them when they were commissioned to design the Hudson & Manhattan Railroad Company's powerhouse, in Jersey City,

(Significance continued)

New Jersey, along a busy bed of railroad and ferry depots. The proposed powerhouse was 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; it had to be mighty enough to fuel and illuminate an entire subway system, including the gargantuan New York Terminal complex which when finished would be the world's largest office/subway complex (it was demolished in the late sixties to make way for the World Trade Center). As K.B. Conger, Secretary of the Hudson & Manhattan Railroad Company, shouted to a reporter: "You can now realize how necessary it is for us to have that big power station over in Jersey City. We will depend upon Jersey City to furnish the motive power for the big enterprises which the Hudson Companies are now hustling to put in operation at the earliest possible date (Evening Journal, Nov 21, 1906, pg. 1)."

The architect, John Oakman, formerly of the architectural firm of Carrere & Hastings, perhaps recognized this as an opportunity by which to explore certain elements of classical architecture. But this was a powerhouse, an industrial building, not a civic center. No great slabs of sparkling granite from the famed quarries of nearby Pompton would be cut; no cylindrical mounds of smoked marble from the mountains of Vermont would find their way here. Bright sculpted boulders would have to be shunned, replaced by simple brick and steel: two key elements in industrial architecture. Of course this shunning of sorts helped to heighten the architectural and engineering challenge. Instead Oakman would create classical architectural shapes (Romanesque windows, Greek crosses, pillared arcades) brick by brick: each one mathematically arranged, perfectly stacked, precisely positioned, on a scale rarely seen before. The Powerhouse's erection and electrical machinery carried a total cost of four million dollars. As the *Evening Journal* wrote:

> *The power house when completed and fitted with all its equipments will be a place well worth the scrutiny of all who are interested in electrical power transmitting appliances. Dynamos of colossal size are to be installed and the driving wheels will be the largest of their kind in the United States. The leather belting will be in proportion. The house will be a veritable show place because of its great size and the vast amount of the latest improved electrical machinery it will contain. As far as human ingenuity can devise the plant will be such as to reduce to a minimum any chance of a general breakdown (Evening Journal, Oct. 6, 1906, pg. 3).*

Also hired was the renowned engineering firm of L.B. Stillwell. John Van Vleck, who worked in Stillwell's office, designed the steel framework of the Powerhouse; Hugh Hazelton, of

(Significance continued)

the same firm, designed the electrical machinery (Electric Railway Journal, pg. 392). Of course the *Evening Journal*, a trusted champion of Jersey City's architectural development, highly praised the Powerhouse throughout its phenomenal erection, sharing its impressive engineering qualities:

> *The power house which is being erected for the Hudson Companies on the block bounded by Washington, Greene, Bay and First streets will not only be the biggest structure of its kind in New Jersey, but will in addition possess features not found in any other power house in the country…*
> *Aside from the engineering features, there are other things about this structure that will interest even the layman. To begin with, it will be a power house "de luxe," so to speak, for it will be provided with porcelain enameled lavatories and bath tubs, also shower baths, for the comfort of the workmen. The interior walls will be covered with white tile.*
> *Having started to reverse the usual order of things by taking people under the river instead of over it, the Hudson Companies will also turn things upside down at the power house, at least so far as the coal supply is concerned. The coal bins, instead of being in the basement or cellar, will be on the roof, 90 feet from the ground, and the coal will be fed automatically, by a gravity system, to the furnaces. The coal will be brought in freight cars to the door of the building and will be dumped so that it can be picked up by belt conveyors and carried to the bunkers on the upper floor. From there it will be fed automatically to the furnaces, so that at no stage of the proceedings will it be touched by the hand of man. It will be a power house without coal heavers.*
> *The building will be as thoroughly fireproof as it is possible to make it. The facade will be constructed of selected red brick, and all doors and window frames will be of metal. No combustible material will be used in the construction. The immense skylight, which will run the full length of the building, thus giving an abundance of light, will be of copper-covered metal work. Every window in the structure will be fitted with fireproof wire glass.*
> *The boiler house is designed to accommodate 16 water-tube safety boilers, each having 9,000 square feet of effective heating surface, or 900 horsepower, as customarily rated. These boilers will be larger than any that have heretofore been used in this country. The boiler settings will be encased in steel, and all door*

(Significance continued)

> *openings into these casings will be made air tight by the employment of details of construction that are quite new to American engineering practice. The boilers will be supplied with superheating apparatus, and all piping and valves will be specially constructed for use in connection with superheated steam.*
> *For each 6,000 kilowatts of generating capacity four boilers will be provided, and for each set of four boilers one chimney will be provided, by which the design of the plant will be developed on what is called the unit, or sectional, basis. The chimneys are to be constructed of heavy steel plate lined with brick. The lining will be eight inches thick and will be erected in self-supporting sections, by which plan any section of the lining can be renewed or repaired without disturbing the other sections. The inside diameter of each chimney will be 10 feet 6 inches. The chimneys will rise to a point 175 feet above the sidewalk. The chimneys will also present a novelty in form of construction, for instead of running to the ground level they will be supported upon steel columns. This will permit of the space under the chimneys being utilized for other purposes.*
> *The turbo-generators will be operated condensing, with water taken from the Hudson River. These turbo-generators will be of the vertical shaft type, representing the latest improvements in turbine construction. In short, the plant will incorporate all that is best in the engineering art for the attainment of maximum reliability along with economy of production.*
> *The steelwork included in the building will be of special construction, due to the increased size of boiler employed, along with their superimposed economizers, which necessitated spans of more than ordinary length. Four thousand tons of steel will be used in the construction of the building...(Evening Journal, Dec. 3, 1906, pg. 16)*

In early 1908 the Hudson & Manhattan Railroad tested the tunnels by loading train cars with sandbags to simulate the weight of passenger-filled cars. Reporters were also whisked through the tunnels for promotional purposes, and the day before the official opening the *Evening Journal* printed a special "Tunnel Edition" to commemorate what was already deemed an historic day in Jersey City. Finally, on Tuesday, February 25, 1908, a crowd of invited dignitaries and reporters, including New Jersey Governor John Franklin Fort and New York Governor Charles E. Hughes, gathered in the darkened 19th Street station, in Manhattan, for a first-run to the Hoboken terminal in New Jersey. Among the crowd was a central telegraph operator, who signaled President Theodore Roosevelt at

(Significance continued)

his desk in the White House, who in turn sent a signal to the Powerhouse, thereby igniting the entire system and setting off jubilant shouts and cheers (Fitzherbert, pgs. 2-3). The *New York Times* commented:

> *The opening marked the realization of a dream which has occupied the minds of engineers for nearly half a century. It is conceded to be one of the greatest engineering feats that has ever been accomplished, greater perhaps than the Panama Canal will be when completed, considering the obstacles which had to be overcome (New York Times, Feb. 26, 1908, pg. 1).*

Although not present for the opening ceremonies, President Theodore Roosevelt sent a letter to be read aloud:

> *My Dear Mr. McAdoo: Now that a beginning is to be made in opening for operation the Hudson tunnel system I write to express my regret that I cannot be present in person and my high appreciation of what you have accomplished. The tunnelling of the Hudson River is indeed a notable achievement–one of those achievements of which all Americans should be proud. The tunnel itself and the great buildings constructed in connection therewith represent the work of extraordinary magnitude, represent extraordinary difficulties successfully overcome, while the difficulty and magnitude are even surpassed by the usefulness of the achievement. The whole system is practically below tidal water, and this makes it the greatest subaqueous tunnel in the world. It is a bigger undertaking than any Alpine tunnel which has yet been constructed, and the successful completion represents moving New Jersey bodily three miles nearer to New York in point of time, and immensely increases the case of access from one state to the other. All the engineers and business men who have taken part in bringing this great achievement to a successful conclusion are to be congratulated. It is the kind of business achievement which is in the highest degree creditable to the American people, and for which the American people should feel and publicly acknowledge their hearty gratitude.*
> *Sincerely yours, Theodore Roosevelt (New York Times, Feb. 26, 1908, pgs. 1-2).*

The Hudson & Manhattan Railroad's Hudson Tunnels were predicted to be financially rewarding to Northern and even Central New Jersey—and Hudson County's waterfront

(Significance continued)

municipalities, particularly Jersey City and Hoboken, were the main beneficiaries of this prediction. Merchants in both Hudson County and Manhattan took out extensive newspaper advertisements, hailing the convenience that the new system would bring shoppers. The Hudson County real estate market bloomed:

> *The island of Manhattan will be linked to the rest of the continent by the greatest system of subaqueous tunnels in the world. The method of travel will be revolutionized, for then the ferryboat will cease to be the only means of communication between New York and Jersey City. The importance of this to Jersey City can hardly be told in type, for the linking of Jersey City to the metropolis of the Western hemisphere by means of the river tunnels will practically make this city a part of the big city across the river. Even the most optimistic will be at a loss to figure the tremendous advantage this will be to Jersey City. What its effect will be upon Jersey City real estate can in a measure be estimated by what already has taken place, for no one familiar with the real estate conditions here will dispute the fact that the steady rise in real estate values during the past year or two has been due to the tunnels. (Evening Journal, March 23, 1907, pg. 14).*

And:

> *Jersey City, the gateway to the Western world, enters the real estate arena...Is it any wonder that land in Jersey City is in demand or that the opening of the McAdoo tunnels under the Hudson River will bring to this municipality thousands of homeseekers and hundreds of manufacturing corporations and perfect the era of prosperity that has been increasing with every passing cycle of time? (Evening Journal, April 3, 1907, pg. 16)*

Sadly, the Powerhouse was shut down and abandoned in 1929 (precise reasons for this have not been determined as of this writing). Electricity was eventually purchased from outside sources and sent to the system's sub-stations (Carleton, pg. 126). The Hudson & Manhattan Railroad Company continued to operate and maintain the Hudson Tunnels until 1962 when it filed for bankruptcy and was taken over by the Port Authority of New York &

(Significance continued)

New Jersey, which then created the Port Authority Trans-Hudson Corporation (PATH) to run the newly-acquired subway system. Since this acquisition, the expensive, state-of-the-art electrical machinery inside the Powerhouse has been dismantled and sold as scrap (Gray, NY Times, Nov. 18, 1990, pg. 6). The exterior PATH transformer yard was probably added in the early sixties when the system was taken over.

Although abandoned and neglected for precisely seventy years, the Powerhouse is still virtually the same bold industrial building that rose on the Left Bank of the Hudson River. Its unique design and architectural elements, particularly its splendid, intricate brickwork, are highly regarded by architects and historians. Christopher Gray, the architectural history columnist of the New York Times, captured its essence perfectly when he wrote that the Powerhouse is a "masterpiece of brickwork…it is like some ancient, partly ruined cathedral." (Gray, NY Times, Nov. 18, 1990, pg. 6).

APPENDIX L: ST. ANTHONY OF PADUA ROMAN CATHOLIC CHURCH NOMINATION (PARTIAL)

NPS Form 10-900
(Oct. 1990)

OMB No. 10024-0

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

RECEIVED
JUN 25 2003
HISTORIC PRESERVATION OFFICE

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name St. Anthony of Padua Roman Catholic Church

other names/site number

2. Location

street & number 457 Monmouth Street ☐ not for publication

city or town Jersey City ☐ vicinity

state New Jersey code NJ county Hudson code 017 zip code 07302

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this ☒ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. I recommend that this property be considered significant ☐ nationally ☐ statewide ☒ locally. (☐ See continuation sheet for additional comments.)

Signature of certifying official/Title — Date 12/24/03

Marc A. Matsil, Assistant Commissioner Natural & Historic Resources/DSHPO
State of Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. (☐ See continuation sheet for additional comments.)

Signature of certifying official/Title — Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is: — Signature of the Keeper — Date of Action

☐ entered in the National Register
☐ See continuation sheet.

☐ determined eligible for the National Register
☐ See continuation sheet

☐ determined not eligible for the National Register

☐ removed from the National Register

☐ other, (explain:)

St. Anthony of Padua Church
Name of Property

Hudson County, NJ
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply)

- ☒ private
- ☐ public-local
- ☐ public-State
- ☐ public-Federal

Category of Property
(Check only one box)

- ☒ building(s)
- ☐ district
- ☐ site
- ☐ structure
- ☐ object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
1	0	buildings
		sites
		structures
		objects
1	0	Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions)

RELIGION: church

Current Functions
(Enter categories from instructions)

RELIGION: church

7. Description

Architectural Classification
(Enter categories from instructions)

Victorian Gothic

Materials
(Enter categories from instructions)

foundation Stone, granite
walls Granite, brownstone
roof Slate
other

Narrative Description
(Describe the historic and current condition of the property on one or more continuation sheets.)

St. Anthony of Padua Church
Name of Property

Hudson County, NJ
County and State

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- ☒ **A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ **B** Property is associated with the lives of persons significant in our past.
- ☒ **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ **D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations
(Mark "x" in all the boxes that apply.)

Property is:

- ☒ **A** owned by a religious institution or used for religious purposes.
- ☐ **B** removed from its original location.
- ☐ **C** a birthplace or grave.
- ☐ **D** a cemetery.
- ☐ **E** a reconstructed building, object, or structure.
- ☐ **F** a commemorative property.
- ☐ **G** less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance
(Enter categories from instructions)
Ethnic Heritage – European
Architecture
Art

Period of Significance
1892-1940

Significant Dates
1892, 1940

Significant Person
(Complete if Criterion B is marked above)

Cultural Affiliation

Architect/Builder
Louis H. Giele

Narrative Statement of Significance
(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography
(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey # _____
- ☐ recorded by Historic American Engineering

Primary location of additional data:

- ☐ State Historic Preservation Office
- ☐ Other State agency
- ☐ Federal agency
- ☐ Local government
- ☐ University
- ☐ Other

Name of repository:

St. Anthony of Padua Church
Name of Property

Hudson County, NJ
County and State

10. Geographical Data

Acreage of Property Approx. 25 acre

UTM References
(Place additional UTM references on a continuation sheet.)

	Zone	Easting	Northing
1	18	580291	4508782
2			
3			
4			

☐ See continuation sheet

Verbal Boundary Description
(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification
(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Ulana D. Zakalak

organization Zakalak Associates date June 13, 2003

street & number 30 Linden Place telephone (732) 212-8800

city or town Red Bank state NJ zip code 07701

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items
(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name St. Anthony of Padua Church

street & number 330 Sixth Street telephone (201) 653-0343

city or town Jersey City state NJ zip code 07302

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of

Statement of Significance

St. Anthony of Padua Roman Catholic Church, the oldest Polish church and parish in New Jersey, is being nominated to the National Register of Historic Places under Criterion A for its long and historic association with the Polish immigrant community in Jersey City, and as the mother church of all Polish churches in Hudson County. Since its construction in 1892, the church has been the gathering spot and focus of the large Polish community in Jersey City, as well as the surrounding neighborhoods. St. Anthony of Padua Church is also being nominated under Criterion C, for Architecture and Art. The church is architecturally significant as one of the most unique religious edifices in Jersey City. It is a colorful mixture of western and eastern design influences, with its Victorian Gothic exterior, and Byzantine-influenced interior, and has retained its ethnic art and symbolism. In both design and workmanship, St. Anthony of Padua Church is indicative of the high quality of late nineteenth century architecture built in Jersey City. The church is characterized by significant examples of stained glass windows from the stained glass school of Munich, as well as exquisite mosaics.

Historical Background and Significance

The earliest Polish immigrants found their way to Jersey City around 1870. Most of them were poor, little educated, and spoke no English. They had fled an oppressive government at home, poverty, and forced conscription into the Austrian army, in some cases. Deeply religious, they were uncomfortable in the local Roman Catholic churches that could not provide them with the religious or ethnic traditions they so desperately sought. Nor could they provide them with Polish language services. By 1882, enough Poles had gathered to think about forming a local church. Most of them had met at St. Stanislaus Church on Stanton Street in New York, the only Polish church in the metropolitan area at the time. In need of religious services as well as catechismal education, local residents desired to form their own parish. With limited funds, a small group of Polish residents gathered $225, enough money to purchase three building lots on Monmouth Street. In May 1884, Newark Bishop Wigger blessed the cornerstone for the first wood frame church, which was completed that autumn. Bishop Wigger was a supporter of the new parish and spearheaded a fund drive to raise funds for St. Anthony's Church. He appointed Reverend Ignatius Barszcz as the first pastor (1884-1887). The parish grew, and within less than a decade, membership expanded to 10,000. The small wood frame church could not accommodate the burgeoning population, and once again, under the leadership of the second pastor, Rev. Alexander Michnowski, money was collected to build a larger building. The original church was moved to a lot on Brunswick Street near the corner of Sixth Street, and a new granite and brownstone church began to rise on the original lot. The new church was completed in 1892. From 1892 to 1895, the pastor was Rev. Ladislaus Kukowski.

After Father Kukowski, St. Anthony was assigned a pastor, Rev. Boleslaw Kwiatkowski, who stayed with the parish for thirty-nine years. The arrival of Rev. Kwiatkowski was marred by a large fire, which destroyed the interior of the church except for a large crucifix which hung over the main altar. The survival of the crucifix imbued it with a miraculous aura that the congregation recognizes and reveres still today. Rev. Kwiatkowski led the congregation in the rebuilding of the church. Through the kind benevolence and generosity of the parishioners of Saint Anthony's, the church was completely restored and even enlarged to seat eleven hundred people.

The Polish population in Hudson County continued to grow. St. Anthony of Padua church originally served the Polish residents not only of Jersey City but also of Bayonne and Cliffside. Realizing the need to expand, in 1905, St. Anthony purchased the former St. Matthew's Protestant Episcopal Church on Sussex Street in Paulus Hook as a mission church to serve the burgeoning Polish community on the waterfront. St. Matthew's congregation agreed to

sell the church to St. Anthony's for $15,000, with the promise that the inexpensive real estate transaction would guarantee the building's continuing function as a church. The mission church was named after Our Lady of Czestochowa. By 1911 there were 1,000 families registered at Our Lady of Czestochowa, enough to separate as a distinct parish. On August 26, 1911, Our Lady of Czestochowa was incorporated as an independent Catholic church, no longer connected to St. Anthony's.

The Newark archdiocese continued placing pressure on St. Anthony's Church to start other mission churches throughout Jersey City. In 1911, another mission church was organized, St. Ann on St. Paul's Street, near Tonnelle Avenue. In the 1920s, pressure was put on Rev. Kwiatkowski to start yet another church, this time in the Greenville section of Jersey City. Although land was purchased and construction begun, the project fell through and the land was eventually sold.

After the completion of the renovation of St. Anthony's Church, Rev. Kwiatkowski started a major building campaign. He added the three-story rectory at 330 Sixth Street in 1896, and two years later, built the 23-classroom school at the corner of Sixth Street and Brunswick Street with an adjoining convent for the Felician Sisters who arrived from Detroit to teach (both the school and convent were sold c.1994). The school replaced the original wood frame church, which had previously been moved to the site.

When the Rt. Rev. Msgr. Ignatius Szudrowicz became Pastor in 1934, he dedicated himself to the task of modernizing the church. Over the next six years, Rev. Szudrowicz raised $100,000 to redecorate the interior and modernize the utilities. A large part of the money went to add fluorescent light fixtures, a feature very popular with churches in the late 1930s. More significantly, the redecoration resulted in the addition of new marble altars, marble wainscot on the walls and a new Botticino marble baptismal font (*The Catholic News*, 12/7/40). The new altars were of imported white marble. The new main altar featured a magnificent crucifixion group above the altar, and a double tabernacle, opening in the rear as well as at the front. The sanctuary was repainted with the four evangelists pictured in medallions just below the gold-leafed ceiling. Similar medallions depicting the life of St Anthony decorate the surrounding walls. The two additional side altars were the Sacred Heart Altar and the Blessed Virgin Altar. The floor of the sanctuary was laid in marble and a new marble baptistery was added.

After the death of Rev. Szudrowicz, the Rev. Stanislaus Rosinki was appointed temporary administrator in 1948, followed by the Rev. Leo Godlewski, who died six weeks after his installation as pastor. Rev. Leo Hak was appointed the seventh Pastor of St. Anthony of Padua Church. Rev. Hak repainted the entire church on the occasion of the 60th anniversary of the laying of the cornerstone. He purchased a nearby public school building and converted it to St. Anthony High School in 1952. Rev. Hak was followed by Rev. Edward Majewski (1961-1971), Rev. Marion Walichowski (1971??), Rev. Michael Gubernat and Rev. Joseph Urban, the current pastor.

Architectural and Artistic Significance

In both design and workmanship, St. Anthony's Church is indicative of the high quality of late nineteenth century church architecture in Jersey City. The building is a very late example of the Victorian Gothic architectural influence and is characterized by the use of polychromatic masonry, in the rock-faced brownstone walls with contrasting granite trim, ogee arches, ornamental detailing and stone carvings throughout. The polychromatic High Victorian Gothic was in style only from about 1865 to 1876, resulting in very few notable architectural monuments. St. Anthony's Church is a particularly late example of this style. The German-born architect Louis H. Giele designed the church.

The architectural significance of the church is further enhanced by its interior ornamentation. St. Anthony's Church is decorated with murals, polychromatic banding of stylized floral and geometric motifs, colorful ceilings with gilded fields and faux ashlar masonry- painted vault ribs, elaborate bas-reliefs and altars, and exquisite stained glass from the Munich School of stained glass design. The church ornamentation is a blend of eastern and western influences. While the statues and sculptures are western, the icons and the painted decorations are Byzantine in nature. The secular and sacred are intertwined in the use of Polish symbolism, folk heroes and sacred images from the life of Jesus Christ and Saint Anthony of Padua. Traditional cultural values, as well as lessons in Polish history, meld with religious associations to provide a sanctuary for a displaced immigrant. Religion and culture become one in Saint Anthony's Church.

An outstanding feature of St. Anthony's Church is its stained glass windows. Approximately 30 windows were installed in the church after the fire of 1895. Although it is unknown which German stained glass studio manufactured the windows, they are outstanding examples of the Munich style of windows and have very distinct characteristics which qualify them as such. The figures are highly realistic, painted in a German Baroque style on antique glass utilizing the traditional "trace and matte" technique of glass painting. The figures are set in a realistic scene framed by elaborate white and gold columns and canopies. Unlike medieval windows, where the line forms by the lead is an important part of the design, the lead lines becomes subordinate to the highly painted glasses.

The Munich School windows had great success with German, Bohemian, Polish and other central European ethnic congregations. They had the sensitive understanding of the subject matter these congregations desired. The style was also very similar to the style of windows of the churches in the old country. The windows of Saint Anthony's Church are not signed and extensive searching through the church archives has not revealed the manufacturer of the windows.

Architect: Louis H. Giele

Architect Louis H. Giele was responsible for the design of St. Anthony of Padua Roman Catholic Church. Born in Hanover, Germany, Giele immigrated to the Untied States in his early twenties and immediately began practicing his profession. He designed many Catholic churches and institutional buildings, the most notable being St. Charles Borromeo in Brooklyn, New York; St. Adalbert's Church in Philadelphia, Pennsylvania; Assisium Institute in New York, and Sacred Heart Hospital in Allentown, Pennsylvania. Locally, Giele designed St. Anne's Church on Kennedy Boulevard, and the school and convent for St. Anthony's. Giele died on October 4, 1932 (*American Art Annual*: 1932).

APPENDIX M: PRR HARSIMUS BRANCH EMBANKMENT NOMINATION (PARTIAL)

SYNOPSIS FOR NATIONAL REGISTER NOMINATION FORM

NAME OF PROPERTY TO BE DESIGNATED PA RR Harsimus Branch Embankment

STREET AND NUMBER 163-351 Sixth Street

MUNICIPALITY Jersey City

COUNTY Hudson County

SHPO OPINION Certification of Eligibility **DOE** no

DATE PRESENTED TO STATE REVIEW BOARD 06/09/99

COMMENTS: Passed without opposition. (see attached portion of minutes)

DATE OF NOTIFICATION LETTER TO OWNER(S) 03/06/99

COMMENTS: Conrail has objected to listing. The property may still be listed on the SR but cannot be listed on the NR over private property owner objection. A Determination of Eligibility must now be requested from the NPS.

DATE OF NOTIFICATION LETTER TO MUNICIPAL/COUNTY OFFICIALS 03/06/99

COMMENTS: Jersey City has asked for delay in the consideration of this nomination. Verbal indication has been that they object to listing. (See letter received 7/12/99)

PROPONENT'S COMMENTS: **NUMBER RECEIVED FOR** 0

OPPONENT'S COMMENTS: **NUMBER RECEIVED AGAINST** 1

State of New Jersey

Christine Todd Whitman
Governor

Department of Environmental Protection
Division of Parks & Forestry
Historic Preservation Office
PO Box 404
Trenton, NJ 08625-0404
TEL: (609)292-2023
FAX: (609)984-0578

Robert C. Shinn, Jr.
Commissioner

Ms. Carol Shull
Chief of Registration
National Register of Historic Places
National Park Service
Department of the Interior
Washington, D.C. 20240

Dear Ms. Shull:

I am pleased to request a Determination of Eligibility for the Pennsylvania Railroad Harsimus Branch Embankment, Jersey City, Hudson County, New Jersey. Conrail, as private owner of the property, has objected to listing on the National Register.

This application has received majority approval from the New Jersey State Review Board for Historic Sites. All procedures were followed in accordance with regulations published in the Federal Register.

Should you want any further information concerning this application, please feel free to contact Dorothy P. Guzzo, Administrator, New Jersey Historic Preservation Office, P.O. Box 404, Trenton, New Jersey 08625 or call her at (609) 984-0176.

Sincerely,

Cari J. Wild
Deputy State Historic
Preservation Officer

New Jersey is an Equal Opportunity Employer
Recycled Paper

PS Form 10-900
t. 1990)

OMB No. 10024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Pennsylvania Railroad Harsimus Branch Embankment

other names/site number _____

2. Location

street & number 163-351 Sixth St. N/A ☐ not for publication

city or town Jersey City ☐ vicinity

state New Jersey code 034 county Hudson code 017 zip code 07302

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this ☐ nomination ☒ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. I recommend that this property be considered significant ☐ nationally ☐ statewide ☒ locally. (☐ See continuation sheet for additional comments.)

Signature of certifying official/Title — Date 12/29/99

Assistant Commissioner for Natural & Historic Resources/DSHPO
State of Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. (☐ See continuation sheet for additional comments.)

Signature of certifying official/Title — Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

	Signature of the Keeper	Date of Action
☐ entered in the National Register. ☐ See continuation sheet.		
☐ determined eligible for the National Register ☐ See continuation sheet.		
☐ determined not eligible for the National Register.		
☐ removed from the National Register.		
☐ other, (explain:) _____		

Pennsylvania Railroad Harsimus Branch Embankment
Name of Property

Hudson County, NJ
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply)

- [X] private
- [ ] public-local
- [ ] public-State
- [ ] public-Federal

Category of Property
(Check only one box)

- [ ] building(s)
- [ ] district
- [ ] site
- [X] structure
- [ ] object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
		buildings
		sites
1		structures
		objects
1	0	Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

N/A

6. Function or Use

Historic Functions
(Enter categories from instructions)

TRANSPORTATION/rail related

Current Functions
(Enter categories from instructions)

VACANT/NOT IN USE

7. Description

Architectural Classification
(Enter categories from instructions)

Other: rail embankment

Materials
(Enter categories from instructions)

foundation
walls STONE/Sandstone, Granite
roof
other EARTH (fill/berm)

Narrative Description
(Describe the historic and current condition of the property on one or more continuation sheets.)

See Continuation Sheet Section #7

'ennsylvania Railroad Harsimus Branch Embankment — Hudson County, NJ

Name of Property — County and State

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- [X] A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- [X] B Property is associated with the lives of persons significant in our past.
- [ ] C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- [ ] D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations N/A
(Mark "x" in all the boxes that apply.)

Property is:

- [ ] A owned by a religious institution or used for religious purposes.
- [ ] B removed from its original location.
- [ ] C a birthplace or grave.
- [ ] D a cemetery.
- [ ] E a reconstructed building, object, or structure.
- [ ] F a commemorative property.
- [ ] G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance
(Enter categories from instructions)
TRANSPORTATION (Criterion A)
COMMUNITY PLANNING AND DEVELOPMENT (Criterion A)
POLITICS/GOVERNMENT (Criteria A and B)
ENGINEERING (Criterion B)

Period of Significance
1867-1949

Significant Dates
1875, 1901

Significant Person
(Complete if Criterion B is marked above)
Ferris, James J. (*c.* 1860-1914)

Cultural Affiliation
N/A

Architect/Builder
Ferris, James J., A.S.C.E., Superintending Engineer

Narrative Statement of Significance
(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibilography
(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS): N/A

- [ ] preliminary determination of individual listing (36 CFR 67) has been requested
- [ ] previously listed in the National Register
- [ ] previously determined eligible by the National Register
- [ ] designated a National Historic Landmark
- [ ] recorded by Historic American Buildings Survey # _____
- [ ] recorded by Historic American Engineering Record # _____

Primary location of additional data:

- [ ] State Historic Preservation Office
- [ ] Other State agency
- [ ] Federal agency
- [X] Local government
- [ ] University
- [ ] Other

Name of repository:
Jersey City Public Library, Main Branch
New Jersey Room

Pennsylvania Railroad Harsimus Branch Embankment
Name of Property

Hudson County, NJ
County and State

10. Geographical Data

Acreage of Property 5.4

Jersey City, NJ Quad

UTM References
(Place additional UTM references on a continuation sheet.)

	Zone	Easting	Northing
1	18	580200	4508580
2	18	581040	4508480
3	18	581020	4508400
4	18	580180	4508480

☐ See continuation sheet

Verbal Boundary Description
(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification
(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Richard A. James

organization Pennsylvania Railroad Embankment Preservation Coalition date 1/27/99

street & number 226 Fifth St. telephone (201) 798-7157

city or town Jersey City state New Jersey zip code 07302

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items
(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name See cover letter

street & number _____ telephone _____

city or town _____ state _____ zip code _____

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

NARRATIVE DESCRIPTION

The Pennsylvania Railroad Harsimus Branch Embankment carried freight across six blocks of downtown Jersey City to the Railroad's Harsimus Yards, located on the Hudson River directly across from Manhattan Island. The embankment, which fronts and runs parallel to Sixth St., consists of six segments, each approximately 400 feet long and 100 feet wide (see *Photos 18, 25*). The segments were until very recently joined by plate girder bridges which spanned the intervening north-south cross-streets. The five western segments are constructed of massive masonry retaining walls and earthen fill. The easternmost segment, closest to the former Harsimus Yards, is of the same construction as the other sections at its western end, but was built largely as an earthen sloped embankment, permitting access to a coal yard railroad siding on Fifth Street. The eastern end of this segment is a stepped masonry bridge abutment (see *Photos 30, 31*). Because the swampy land at the foot of the Palisades is lower than that at the Hudson's original edge, the embankment rises from a height of approximately twelve feet at its eastern end to approximately thirty-five feet at its western end.

The western three segments of the embankment abut narrow public alleys, which provide access to garages and outbuildings of row housing fronting on Fifth St. (see *Photos 4, 5, 10, 12*). The two alleys between Jersey Ave. and Monmouth Streets existed prior to the establishment of the rail right-of-way. The eastern three segments' southern retaining walls form the rear or side property lines of abutting row housing (see *Photos 20, 21, 27)*. Eastern and western exposures of all segments front on public sidewalks. Northern exposures front on a strip of packed earth and grass approximately ten feet wide (see *Photos 1, 2, 3,18*); the packed earth strip of the easternmost segment is only about five feet wide. A poured concrete sidewalk on the Sixth St. exposure, near Brunswick St., resembles many provided in Jersey City in the 1930s by the WPA. Near it are several mature trees.

Constructed in the period 1901-1905, the Harsimus Branch Embankment was a major component of the once predominant railroad landscape of Downtown Jersey City. It was connected to the Pennsylvania's Main Stem by an elevated, two-track line from which it branched near the Waldo Ave. Yard. This freight line traversed the edge of the Jersey City Cemetery and an ash dump transformed into a park (Mary Benson Park), then crossed Newark Ave. and continued to Brunswick St., where it fed into the seven-track embankment. This freight line connected to a spur of the New Jersey Junction Railroad just before reaching the embankment, allowing Pennsylvania waterfront freight to be moved north at the base of the Palisades to other rail systems. Approaching the

easternmost bridge to the Harsimus Yards, embankment tracks funnelled into five that continued over the Henderson St. bridge. There is no evidence that the embankment was ever electrified. Night and day, steam powered locomotives chugged upon it above the streets of Jersey City. Heavy traffic continued into the early post World War II period (see *Illustration 10*). Much of the cargo was produce and cattle headed for slaughter at waterfront abattoirs. (Local lore abounds in tales of condemned animals leaping from the cars and charging through the streets.) Soon after World War II, competition from trucking and containerized shipping rendered much of Jersey City's railroad infrastructure superfluous. Operated less intensely after the demise of the Penn-Central by Conrail, the embankment carried (if only to reverse direction) lengthy diesel powered "piggy back" container trains as recently as the early 1990s.

The embankment traversed a densely built, largely residential neighborhood with some commercial and industrial admixture. Row houses, most brick, some wood frame, predominated. Any vacant or redeveloped land was by 1900 covered with higher density "flats" or tenement housing. The adjacent residential neighborhood to the north and south of the embankment is today largely intact. Several major non-residential structures have recently been converted to residential use. The section north of the Embankment is today generally known as Hamilton Park, much of which is listed on the State and National Registers, as well as being locally designated as an historic district. The section south of the embankment is generally knows as Harsimus Cove, much of which is also listed on the State and National Registers, as well as being locally designated as an historic district. The westernmost segment of the embankment faces, across Sixth St., St Anthony's Polish Roman Catholic Church and School Complex (Eligible for National Register, SHPO opinion, 4/13/94), as well as the *circa* 1900 Holy Rosary Church (see *Photo 3*).

To the east, the Harsimus Yards have been entirely replaced by a mixed commercial/residential redevelopment project. North of the Harsimus Yards, the Erie Railroad Yards have been entirely replaced by another residential/commercial redevelopment. The elevated line connecting the embankment to the P.R.R.'s Main Stem has been dismantled. The masonry and concrete stanchions that supported it remain, standing rather forlornly surrounded by junked vehicles and vacant land. The elevated New Jersey Junction Railroad line to the embankment has also been dismantled. In the 1970s, several blocks south of the easternmost segment of the embankment were levelled and replaced with non-profit housing. This project expanded recently into what had been the Fifth Street right-of-way, resulting in the construction of row housing extremely close to the berm of the embankment's most eastern segment (see *Photo 31*).

The embankment replaced an earlier elevated iron freightway that was planned in the late 1860s and constructed in the mid-1870s. Contemporary accounts of the embankment's construction (see *Section 8*) indicate that the iron freightway was used in the embankment's construction, and that rail service to the Harsimus Yards continued throughout the period of construction. Quite possibly part or most of the freightway was left within the earthen fill. Given local soil conditions, and contemporary accounts of the construction of the slightly later Pennsylvania Railroad elevated passenger line at Railroad Avenue, Jersey City, extensive subsurface preparation, including pile driving, is assumed. At the time of the embankment's construction, the civil engineering profession's theoretical understanding of the lateral pressure of earthwork was quite limited (see Boardman, 1905), suggesting that the structure was designed empirically and probably "overbuilt."

The five western segments of the embankment are similar in design, but differ in height. All have slightly battered masonry retaining walls (see *Photo 6*), protected by a course of slightly projecting coping blocks. The segments do, however, exhibit subtle variations in construction, especially in the choice of materials. All of the "long walls," those running the full 400 ft.of each block east/west, are constructed of brown sandstone ashlar, laid with mortar in a random pattern (see *Photos 4, 11, 12*). The blocks are quarry faced; some retain quarry markings. The "short" retaining walls, running north-south approximately 100 ft. along cross-streets, are constructed of carefully coursed quarry faced ashlar, laid in mortar (see *Photo 23*). At the height appropriate to street clearance, these walls step back several feet, forming a masonry ledge upon which were set the seven-track plate girder bridges (see *Photos 9, 13, 17*). Rising above the masonry ledge is a second, recessed wall, originally largely concealed by the bridges. The masonry here has been more finely tooled to the tolerance required when setting the girder bridging. (see *Photo 16*).

Rust from the bridges has accumulated on the north-south coursed masonry walls, making identification of the masonry material difficult. Most, but not all of these walls are granitic in appearance below the bridge "shelf." The walls facing Erie St., Grove St. (now Manila Ave.) and Monmouth St. are clearly granitic. Those facing Jersey Avenue, presumably the most "high style" street in terms of quality of housing, are a curious mix of sandstone and granite (see *Photo 13*). The single wall facing Brunswick St. is coursed brown sandstone. Above the "shelf," tooled brown sandstone predominates. Oddly, an effort has been made at the Monmouth and Coles Street crossings, hardly "high style" streets, to continue the granitic ashlar above the shelf near the upper corners of the embankment where visible beyond the bridge (see *Photo 6*). The "shelf" that supported the Erie St. bridge is either composed of, or covered with concrete (see *Photo 22*). Some minor patching of masonry previously in touch with bridging is evident, especially on Coles St. As a rule, where the

harder granitic ashlar is employed, it is continued around exterior corners (see *Photo 7*). The edges of the ashlars forming the corners are rebated, forming a sharp, classical "arris" (see *Photo 8*).

The Grove St. (today Manila Ave.) abutment of the easternmost segment is similar in design to the other five. Its southern sandstone retaining wall continues for approximately 80 feet, at which point it is intersected by a short, perpendicular sandstone wall that steps down, ziggurat style, to the ground (see *Photo 28*). This short wall is the retaining wall of the end of the earthen berm that continues to the Henderson St .(today Marin Blvd.) sandstone abutment. At the point where the retaining walls intersect the embankment bends slightly to the southeast. The grass and shrub covered berm appears stable on this flank. The embankment's inflection repeats that of the earlier two-track freightway. This slight bend was probably introduced to avoid prior existing housing on the east side of Henderson St., as well as an "ink factory" on Sixth St. east of Henderson. The bend also delivered trains closer to the center of the Harsimus Yards.

The northern retaining wall of this eastern segment also continues for approximately 80 ft.; it then ceases to be covered by coping stone (see *Photo 29*). The sandstone wall gradually lowers as it runs parallel to Sixth St.; the sandstone appears to be displaced by lateral earth and water pressure. Finally, the sandstone is replaced by short segments of railroad ties, Belgian block, stucco covered Belgian block and concrete, all seemingly of recent construction. At one point it appears that trucks have been driven up an eroded section of the berm.The 1908 Hopkins *Atlas* (see *Illustration 7B*) indicates that this section of the embankment was also berm, without retaining wall, and that it too bent towards the southeast. This is confirmed by the location and configuration of the Henderson St. abutment, which is clearly not constructed to interlock with a retaining wall. The narrow right triangle of land north of the berm running along Sixth St. was, according to the 1908 *Atlas*, covered with two sheds or outbuildings, suggesting that the confused pile of earth and masonry parallel to Sixth St. is the product of a later disturbance. Today, this narrow triangle is listed by the local Tax Assessor as "Class 2 Railroad Property," distinguishing it from the "Class 1" property of the Harsimus Branch Main Stem. Conversely, the Sanborn Co. 1906 basemap indicates that a "three foot high stone retaining wall" continued parallel to Sixth St. all the way to Henderson St.. The Sanborn does not indicate any outbuildings at the corner of Sixth and Henderson, nor does the 1928 Hopkins *Atlas* show any such buildings. It might be supposed that, because the Pennsylvania owned sufficient land on this block, it did not need to go the great expense of the masonry retaining wall to construct its seven-track embankment. It had the land to allow the earth to assume the angle of repose, removing the need for the retaining wall.

Had the same approach been taken in the other blocks, the bermed earth would have severely reduced the number of tracks fitting on the structure.

With the exception of the aforementioned section of non-original and disturbed material, the masonry of the entire embankment is in remarkably sound condition. None appears to have ever been parged. The sandstone exhibits some areas of spalling, but this certainly does not threaten structural integrity. Some cracks due to differential settlement are also detectable, especially near the Monmouth St. abutments. One large block of sandstone was apparently displaced during the recent bridge removal at Jersey Ave. and Sixth St. It sits on the ground.

All tracks and ties have been removed from all segments of the embankment, as have any vestiges of signaling, switching or watering systems. Regularly spaced metal flats remain attached to the upper surface of the coping along much of the northern retaining wall. Tall grasses and the quicker growing sorts of shrubs and trees have spread over much of the fill. All plate girder bridges have very recently been removed, chain link fencing has been attached to the coping at north-south cross-streets. There is some evidence that the bridges were strengthened or replaced soon after initial construction (*Jersey Journal*, *Want the P.R.R. to Remove Shoring*, Oct 15, 1913), so that the removed bridges, while, quite old, were not original. The problematic 1906 Sanborn indicates a square brick building for "yard men" set upon the embankment at the corner of Brunswick St. and Sixth St. Neither the 1908 nor the 1928 Hopkins *Atlas* shows any such building. The 1906 Sanborn also indicates a seven-track bridge at Henderson to the Harsimus Yards; the Hopkins *Atlases* depict five tracks.

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 stated program of enduring, low maintenance civil engineering. It clearly possesses integrity of **location**, **design**, **materials** and **workmanship**. The adjacent residential **setting**, broadly contemporary with its period of significance, is remarkably intact, providing a rare surviving **feeling** of the intimate **association** between the railroads and daily life in Railroad Age Jersey City. The precipitate elimination of much of the related railroad landscape and architecture does make the Embankment initially more difficult to interpret as a component of a rail system. Conversely, its rarity as survivor makes it especially deserving of protection.

STATEMENT OF SIGNIFICANCE

The Pennsylvania Railroad Harsimus Branch Embankment is significant in **American transportation history**; it enabled a major trunk rail line to establish a large freight yard on the Hudson River, contributing greatly to the growth of the Port of New York and New Jersey. The embankment, part of what would become "the largest transportation system in the country," (Schotter, p.1) facilitated the dedication of most of the Jersey City Hudson waterfront to rail and rail-related uses, significantly inflecting the social and political history of the City, as well as its physical outline. The driving of a busy freight line through an already established, largely middle/artisanal class residential neighborhood, coupled with the concomitant physical separation of the neighborhood from its original Hudson shoreline, makes both the advent of the original elevated freightway (c. 1867) and its expansion into the-seven track embankment (c. 1901) key moments in the **social, political and community planning history of Jersey City, New Jersey**. Landscape historian John Stilgoe, in his influential *Metropolitan Corridor* (Stilgoe, 1983), depicts the extension of metropolitan space into the rural hinterland. The Harsimus Branch Embankment is a classic instance of the less studied converse: the accommodation of the "high iron" by the metropolis. Additionally, the embankment was constructed under the direction of **James J. Ferris, A.S.C.E., a major figure in both the civil engineering and political history of Jersey City.**

Originally, those sections of the Harsimus Branch Embankment falling within the study area of the Harsimus Cove Historic District were included within the proposed district. This proposal (*Harsimus Cove Historic District [As Proposed]*, 1982), the product of research by a team of graduate students from Columbia University's School of Architecture, Planning and Preservation, presented the "viaduct" [*sic*] as a "landmark in and gateway to the district (*Ibid.*, p.1). The Harsimus Cove Historic District northern boundary was drawn down the midpoint of Sixth Street: "The Sixth Street Boundary, therefore, will insure the inclusion and full protection of this landmark and link Harsimus Cove with the Hamilton Park Historic District to the North" (*Ibid.* pp. 1-2). The 1982 study tersely states: "The Harsimus Cove Historic District provides an excellent example of the influence of Railroads" (*Ibid.*, p.22).

The *Harsimus Cove National Register Nomination Form* (Sullebarger Associates, 1987) did not include the embankment within the proposed district because: (1) it would have been "arbitrary to consider part but not all of the viaduct" [*sic*]--two western segments and one eastern segment are not contiguous with the Harsimus District boundaries. (2) the railroad was a "distinct use." The *Nomination Form* does, however, describe the "viaduct" as the "northern boundary of the district" (*Ibid.*, *Item 10*, p.2). The earlier

HPO-B99-86

State of New Jersey

Christine Todd Whitman
Governor

Department of Environmental Protection
Division of Parks & Forestry
Historic Preservation Office
PO Box 404
Trenton, N.J. 08625-0404
TEL: (609)292-2023
FAX: (609)984-0578

Robert C. Shinn, Jr.
Commissioner

February 17, 1999

CERTIFICATION of ELIGIBILITY

Mr. Richard A. James
Pennsylvania Railroad Embankment Preservation Coalition
226 Fifth Street
Jersey City, NJ 07302

Dear Mr. James:

This letter is in response to your request for a formal certification of eligibility for the Pennsylvania Railroad Harsimus Branch Embankment, in Jersey City, Hudson County, for inclusion in the New Jersey and National Registers of Historic Places.

Based on a review of the submitted documentation and other information already on file, it is my opinion, as Deputy State Historic Preservation Officer, that the Pennsylvania Railroad Harsimus Branch Embankment is eligible for listing in the New Jersey and National Registers of Historic Places under Criterion A for its association as a significant part of the railroad grade separation campaigns that especially affected the politics and quality of life in Jersey City and Newark during the two decades flanking the turn of the 20th century. The embankment is also eligible under National Register Criterion C as both an important example of the large-block ashlar masonry favored by the Pennsylvania Railroad during this period for its bridges and viaducts, and of the work of James J. Ferris, a notable Jersey City civil engineer.

If you have further questions about this finding, please contact Mr. Robert Craig of my staff, at (609) 984-0541.

Sincerely,

B. Craig

Copies

Dorothy P. Guzzo
Administrator

DPG/bc|..\b86

c: Michael Alterman

APPENDIX N: HAMILTON PARK HISTORIC DISTRICT NOMINATION (PARTIAL)

10-300 (Rev. 10-74)

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ONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

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SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC
Hamilton Park Historic District

AND/OR COMMON
same as above

2 LOCATION

STREET & NUMBER Irregular pattern at 6th, 7th, 8th, 9th Streets and Brunswick, Monmouth, Coles, Hamilton Place and Erie Streets — NOT FOR PUBLICATION

CITY, TOWN
Jersey City — VICINITY OF

CONGRESSIONAL DISTRICT
14

STATE	CODE	COUNTY	CODE
New Jersey	34	Hudson	017

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
X DISTRICT	PUBLIC	X OCCUPIED	AGRICULTURE	MUSEUM
BUILDING(S)	PRIVATE	X UNOCCUPIED	X COMMERCIAL	X PARK
STRUCTURE	X BOTH	X WORK IN PROGRESS	X EDUCATIONAL	X PRIVATE RESIDENCE
SITE	**PUBLIC ACQUISITION**	**ACCESSIBLE**	ENTERTAINMENT	X RELIGIOUS
OBJECT	IN PROCESS	YES: RESTRICTED	GOVERNMENT	SCIENTIFIC
	BEING CONSIDERED	X YES: UNRESTRICTED	INDUSTRIAL	TRANSPORTATION
		NO	MILITARY	OTHER:

4 OWNER OF PROPERTY

NAME Multiple Ownership
See Attachment ⇨ Inventory of Properties in Hamilton Park Dist.

STREET & NUMBER

CITY, TOWN — STATE

VICINITY OF

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC. Hudson County Administration Building

STREET & NUMBER
595 Newark Avenue

CITY, TOWN — STATE
Jersey City — New Jersey

6 REPRESENTATION IN EXISTING SURVEYS

TITLE
New Jersey Historic Sites Inventory

DATE
1977 — FEDERAL X STATE COUNTY LOCAL

DEPOSITORY FOR SURVEY RECORDS
Office of Historic Preservation, Dept. of Env. Protection

CITY, TOWN — STATE
Trenton — New Jersey

DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
_EXCELLENT	_DETERIORATED	_UNALTERED	X ORIGINAL SITE
X GOOD	_RUINS	X ALTERED	_MOVED DATE_____
_FAIR	_UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

DESCRIPTION OF THE STRUCTURES IN THE
HAMILTON PARK DISTRICT

Architecturally, the Hamilton Park District derives its greatest interest from the intact continuity of the row houses along its various streets.

Starting with Sixth Street, along the southern boundary of the district and west of Grove Street, we encounter a series of turn-of-the-century, small scale apartment houses simply detailed in red brick with stone sills, lintels, water tables and low entrance stoops. Intermittently there are groups of two, four or six town houses, all of them in the Victorian vernacular and most of them built during the period immediately prior to and immediately post Civil War.

One of the more distinguished buildings along Sixth Street is the late 1800's firehouse at 278 Sixth Street. Although small in scale it displays admirable proportions of monumentality in its facade of buff colored brick with limestone and copper ornamentation.

Moving one block north to Seventh Street, the block between Grove and Erie was partially developed with small scale apartment houses in the late 1800's. Some of the other townhouses in this block are of a much earlier date, notably the modest wood frame houses at numbers 122 and 124 Erie Street and at 214 through 220 1/2 Seventh Street. Judging by their profiles, it can be assumed that they were built sometime between 1820 and 1840. Some original details remain, but most of the facades have been clad in inappropriate new materials.

Continuing west on Seventh Street one finds, between Erie and Jersey Avenues, a series of townhouses that were built in two's and three's. Most of those on the south side of the block were built before 1873, in the Victorian vernacular. Those on the north side were built after 1873, in the late Victorian vernacular and usually on a grander scale and with richer detailing.

Seventh Street between Jersey Avenue and Coles Street has somewhat more modest townhouses along its south side. Also in the Victorian vernacular, they were built during the period just before the Civil War and up to 1873. A series of semi-attached houses of the same period runs along the north side of this block. They were vastly altered early in this century by the addition of enclosed porches.

One block north along Eighth Street, again moving west from Grove the block between Grove and Erie Streets is almost intact with both sides of the street lined with continuous row houses of red brick with cast iron lintels, brownstone sills and water tables, and continuous wood and metal cornices. Some of these houses date back to the post Civil War period just before 1873 and others were built after this period but they continued with the identical design of their predecessors making them absolutely uniform even though the construction period probably spans two decades.

m No 10-300a
v 10-74)

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CONTINUATION SHEET ITEM NUMBER 7. PAGE 5.

It is important to note that most of the Hamilton Park Historic District has also been designated as one of Jersey City's Neighborhood Preservation Areas (N.P.A.'s). The Neighborhood Preservation Program, funded by the City under the Community Development Block Grant Program is providing rehabilitation assistance to property owners through grants designed to reduce the effective interest rate of conventional property improvement loans. All rehabilitation work is being undertaken to conform to the architectural significance and integrity of a given structure. Special facade renovation grants are also available to homeowners. In addition, Hamilton Park is scheduled to be renovated within the near future, using the joint funds of the State of New Jersey's Green Acres Program and the City's Community Development Block Grant Program.

The edges of the Hamilton Park Historic District have been delineated based upon various considerations.

The eastern edge was determined based upon the existence of newly constructed housing in the City's Grove Street Renewal Area. The eastern boundary line includes all structures that are adjacent to the new residential construction. Similarly the remainder of the eastern boundary was drawn to exclude a newly constructed parking facility built by St. Francis Hospital.

The northern boundary was determined primarily by land use and visual considerations. The wide expanses of vacant land which exist on Tenth Street resulted in the northern boundary being drawn to the rear lot lines of Ninth Street, with the exception of St. Michael's Roman Catholic Church, since a portion of the rear of the Church is located on Tenth Street. Moving toward the west, the northern boundary in the vicinity of Monmouth and Pavonia was determined primarily by architectural and land use criteria. Vacant land, the sites of recently demolished buildings on Ninth Street, and the lack of any distinct architectural qualities of the structures on Pavonia Avenue, resulted in the northern boundary of the far western portion of the District being drawn to omit the negative uses cited above.

The far western boundary of Brunswick Street was drawn to include both sides of Eighth Street since the architectural quality of the residential structures merited inclusion. Similar considerations justified the inclusion of the residential row on Coles Street near the southern boundary. The southern edge was drawn primarily by topographical considerations. The railroad overpass creates a natural boundary which clearly indicated the logic of using Sixth Street as the southern boundary.

5 SIGNIFICANCE

OD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
PREHISTORIC	__ARCHEOLOGY-PREHISTORIC	__COMMUNITY PLANNING	X LANDSCAPE ARCHITECTURE	X RELIGION
1400-1499	__ARCHEOLOGY-HISTORIC	__CONSERVATION	__LAW	__SCIENCE
1500-1599	__AGRICULTURE	__ECONOMICS	__LITERATURE	__SCULPTURE
1600-1699	X ARCHITECTURE	__EDUCATION	__MILITARY	__SOCIAL/HUMANITARIAN
1700-1799	__ART	__ENGINEERING	__MUSIC	__THEATER
1800-1899	__COMMERCE	__EXPLORATION/SETTLEMENT	__PHILOSOPHY	__TRANSPORTATION
1900-	__COMMUNICATIONS	__INDUSTRY	__POLITICS/GOVERNMENT	__OTHER (SPECIFY)
		__INVENTION		

SPECIFIC DATES BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

Much of the analysis of the significance of the Hamilton Park District has been prepared by the architectural/historian Professor Henry Russel Hitchcock. Portions of Professor Hitchcock's Historic District Designation Report for the Hamilton Park District is presented below.

Hamilton Park District

The lower town of Jersey City grew up around three squares, Paulus Hook, Hamilton and Van Vorst, in the middle decades of the last century. The earliest of the three areas is that around Paulus Hook. The Jersey City story begins in 1804 when Anthony Dey acquired property in the district that was soon taken over by a group called the Associates of the Jersey Company. At that point the population consisted of less than twenty. For thirty years and more, development proceeded very slowly. Such edifices as the one that later became the Hudson Hotel, the house where Robert Fulton lived until his death in 1815, and the more considerable one called "Prospect Park" of Richard Varick of 1816 on what became Essex Street, must have stood in almost total isolation. A "City of Jersey" or of Jersey City within Bergen County was incorporated in 1820, provided with a new charter in 1829, and reincorporated in 1838; but the settlement had not grown much since 1804. In 1834 there were, within the then agreed boundaries, only 170 houses and when the first census was taken in 1840 there were only several thousand inhabitants. Not surprisingly, few if any houses or other buildings before that date have survived in recognizable shape.

Paulus Hook is not a square; it consists of four small open spaces at the corners of the intersection of two streets. Hamilton Park is in the former town of Van Vorst which was annexed by Jersey City in 1851. It was this big square and the somewhat smaller Van Vorst Park that were the locus of building production in the 1850's and succeeding decades.

Relevant dates in Jersey City's history for the districts west of Paulus Hook are the annexation of Hudson City and Bergen in 1869 and of Greenville in 1873 when Jersey City also obtained a new charter.

In the late eighteenth century the land east of Bergen Hill, between Communipaw and Hoboken was divided between the Van Vorst estate (which included Paulus Hook) and a large tract forming, almost half of the area known as the "Dukes Farm". The Dukes Farm had many conflicting claims of ownership. In 1809 however, they all agreed to sell to John B. Coles. Most of the claimants were part owners of the West India Company.

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The residential square, of which Hamilton Park is a good example , had long been a major feature of Anglo-American town planning. The earliest was Covent Garden in London, laid out by the great architect Inigo Jones in 1631. For the next two hundred years, squares were the finest urban elements in Great Britain. The model was early emulated in America. Fifty years after Covent Garden, the plan of Penn's town of Philadelphia proposed no less than five squares and even more were provided early in the eighteenth century in the original plan for Charleston.

In the first half of the nineteenth century most of the cities on the eastern seaboard had their squares, of which more survive that the earlier eighteenth century ones. Only part of one side of Washington Square in Manhattan, as built up with the City's finest row houses in the 1830's, is extant. From the next decade, however, Lewisburg Square in Boston survives almost intact. But the largest and best preserved were planned and largely built up in the middle century decades. These are when the squares of Jersey City were established.

Although the finest single house that still stands in Jersey City, one which has lately been restored and registered the so-called Ionic House, dated from 1834, the greater part of what survives in Hamilton Park and Van Vorst Park was carried out in overlapping waves through the next forty years. The survival of a plan showing what had been built up by 1873 indicates how much that is still standing belongs to the preceding decades.

Characteristically, the houses in both districts were built in groups, some actually extending for blocks, not only along the sides of the squares but in the related streets. Some of the finest, however, though also row houses, went up only by threes and fours. Indeed, an exceptionally fine pair, a fill-in of the 1890's of what was still a gap in the 1873 plan, consists of only two. Their fine Roman brick work and discrete Renaissance trim of limestone reflect the later urban architecture of the leading architects of Manhattan at that date, McKim, Mead, and White. But such "high style" is rare for row-houses in Jersey City as in Manhattan, and the characteristic range of identical houses throughout most of Hamilton Park District may best be described as Victorian vernacular.

The surveying map of Jersey City made in 1873 indicates precisely what lot had been built on by that date, a date when the post Civil War building boom was coming to a close with the financial panic of that year which was comparable in its effect to the situation after the crash of 1929. Earlier dates in the 1840's and 50's must be largely still a matter of estimate. Certainly of early character, but only as regards their still Greek Revival vernacular design and their placing, are

the houses with verandahs set well back from the street along the north side of 7th Street. Presumably, many row houses of brick could be of equally early date, but the fact that their lots are not indicated as built on in the 1873 map makes clear that quite a few of the smaller ones - and some are very small indeed - are of later date.

More interesting in the Hamilton Park District are the larger houses, the greater part of them dating from 1865-73. Typical of this period are the range on the west side of Jersey Avenue between Sixth and Seventh Streets and between Seventh and Eighth Streets. With their high stoops, heavy segmental door and window lintels and richly moulded cornices of tan color paint to resemble brownstone, these are fine and, for the most part, well preserved examples of the mid-Victorian brownstone era. These relatively big houses are of three stories above high basements. Similar houses, usually narrower and only of two stories, survive in considerable number on the side streets.

A rather different type of house, with cast iron verandahs, recalling a little pre-Civil War building in southern cities, provides a less typically "brownstone" range of houses on the east side of Jersey Avenue between Seventh and Eighth Streets across from the range described above.

There are very few single or grouped houses of elaborate individual design, such as the very handsome houses fronted with beige limestone rather than brownstone, at 1-10 Paulmier Place in the Van Vorst Park District to the south, but the pair at 242-4 Seventh Street might be mentioned for their exceptionally heavy and elaborate Victorian lintels. These offer an instructive contrast to the three houses to their left. The latter, dating probably from the 90's, seem in their simple but elegant brownstone lintels and modest cornices almost like a reversion to the houses with restrained Greek Revival detailing of the forties and into the fifties that exist in some quantity in the Paulus Hook District to the southeast.

It is not necessary to assume that there was no building of houses in the Hamilton Park District before the annexation of the town of Van Vorst in 1851, though there is no plan like that of 1873 to make clear what was in existence at the mid-century. In particular the set-back row of houses on the north side of Seventh Street between Erie and Grove Streets, being of wood, may well be previous to 1851. Though they are already built in a continuous row with party walls they are designed more like free standing units though linked by a continuous cornice line at the front of their visible low pitched roofs and by the verandahs that run across the lower stories of these rather small two-storied houses. Almost none of their original wooden detail survives in original form, yet the proportion and the scale have been preserved and judicious restoration could enhance their exceptional

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character in the district. But it is the groups of houses built after the mid-century and before 1873 that offer the most characteristic detailing - all generally mid-Victorian - in the Hamilton Park District. The houses vary in size, some of them much less than the standard 25 foot width. The bigger brick houses and even some of the narrower ones, such as those on the north side of Seventh Street, are of three stories above a high basement, but many houses of almost identical design have only two stories.

Regardless of height and width, the architectural features of the facades are remarkably consistent. Only a few houses are faced with brownstone, but the treatment of these varies very little from that of the bigger brick houses. Heavy cornices link the houses horizontally and these are, throughout the 1860's and early 70's, very different from the simple Greek Revival ones seen on many of the earlier houses of the 40's in the Paulus Hook area. It is not easy to date the shift which probably began in the mid or even the early 50's, shortly after Van Vorst was annexed and the district began to be urban rather than suburban, at least in aspiration. But once scrolled brackets had been introduced as the bold three-dimensional elements of cornices, they would seem to have generally become heavier and richer as the possibilities of execution in tin painted to look like brownstone were realized.

Parallel with this came an increase in the elaboration of portals and window lintels. Here the exploitation of possibilities of the mass-production of cast-iron elements catered to the richer tastes of the decades that followed the mid-century. Where the "Greek Revival" houses of the Paulus Hook District and their inexpensive descendants, still being built after 1873, had echoed their simple cornices in the use of flat horizontal lintels, the characteristic lintels of the 60's and 70's were segmental and projected from the wall plane. Throughout the Hamilton Park District there is considerable variety in the decorative treatment of these segmental lintels.

What were probably the earliest, of which there are not many that survive, have rather delicate ornament. Later the ornament is bolder. Several of the earlier houses have rather elaborate portals similar to those of the late 60's on Manhattan's east side and in parts of Brooklyn. These doorways are round-arched and have pedimented hoods carried on carved brackets, for these portals are of stone, not iron. The later portals, characteristic of the 70's, merely have broader and larger-scaled versions of the segmental lintels over the windows.

Cast iron was not only used for lintels. It had from the mid-century been consistently used for the railings that surround the grass plots before the houses and on the stoops. The delicate scale of these gratings and the curvilinear

ornamentation suggest that the moulds in which the members of the iron railings were cast date from the 50's. But the moulds evidently long continued in use, for identical railings are associated with houses that are certainly fifteen or twenty years later in date. This is characteristic of the stability of design which makes so difficult the dating of individual houses and explains the urban consistency of the district. Yet the Hamilton Park District is by no means all filled with row-houses. Though the public buildings, churches, schools, hospitals and factories, bring some variety into the urban texture, providing by their bulk and their scale accents in the characteristic residential texture, only a very few are of much intrinsic interest. One church of interest is on the north side of Pavonia Avenue midway between Monmouth and Coles Streets. It is of rather unusual design and ambiguous as to date. The delicacy of the very original detailing, if not the dominant pair of round-arched windows, reflect the remodelling - or rebuilding - of 1882 rather than the original of 1879, yet the general effect is rather of the 1850's.

A grander edifice is St. Anthony's, actually beyond the western edge of the istrict on Monmouth between 6th and 7th Streets. This is of more conventional Victorian Gothic design, yet actually very late in date, 1890-94. The height of the tower and the exceptional rock-faced masonry of granite plentifully trimmed with brownstone - the light colored portals here are modern - make it an exceptional accent in relation to its modest neighbors. Quite different, but similarly conspicuous because of its height, is the brick factory building on Eighth Street, particularly as its neighbors are rather simple houses that are of what may be called "post-Greek Revival" character except for the brackets, here broadly spaced, that support the cornice.

The 1850's was a time when large numbers of immigrants were flooding into Jersey City. Many settled in the neighborhood near Hamilton Park. The need for a mission for the Catholic immigrants became clear to the Newark diocese. Thus in October, 1855 a small mission called St. Michaels was started on Erie Street. The oldest parish record shows a baptism on November 1, 1867. Sufficient funds to erect the church were not collected until 1872 and the church was completed the following year and still remains at its same location today.

More attractive elements in the total picture of the district are various firehouses, particularly that at 278 Sixth Street. Though not as tall as its domestic neighbors, the big door gives a more monumental scale and the facade, unlike that of any of the houses has certain architectural features - paired pilasters and a broad crowning pediment - not found on any other houses.

Although high-grade housing of the sort characteristic of the Hamilton Park istrict has survived in some quantity elsewhere in the New York metropolitan area

Jersey City's urbanistic heritage has been especially well preserved, in considerable degree by "benign neglect". But a time comes when positive measures of preservation and not mere minimal maintenance are needed. The gradual deterioration progresses more rapidly and some rising sense of the values of the district as a whole are required to balance the worthy efforts of individual owners to keep up and rehabilitate their properties.

The overall examination of such districts as those surrounding Paulus Hook and Hamilton Park is a necessary preliminary to proposing standards of repair and maintenance that will preserve and even enhance urbanistic values that are now being eroded. Fortunately Jersey City's urbanistic heritage has been especially well preserved, in considerable degree by "benign neglect". But a time comes when positive measures of preservation and not mere minimal maintenance are needed. The gradual deterioration progresses more rapidly and some rising sense of the values of the district as a whole are required to balance the worthy efforts of individual owners to keep up and rehabilitate their properties.

The overall examination of such districts as those surrounding Paulus Hook and Hamilton Park is a necessary preliminary to proposing standards of repair and maintenance that will preserve and even enhance urbanistic values that are now being eroded. Fortunately Jersey City considered both as a governmental entity and as the sum of its individual inhabitants and property owners, has come to recognize an obligation that is not, it may seem, an obligation to its past but to its future. The basic physical preservation of the nineteenth century housing of Jersey City is no longer in question. The days of area-wide bull-dozing are over. But buildings can be destroyed by kinds of neglect that are not "benign" and by ignorant proposals for the rehabilitation of individual houses whose visual and historical value lies in good-neighborly handling of their repair and maintenance.

Happily, what is covered in the broadest sense by the term "restoration" has come to be understood not alone by professionals - some of them, indeed, were rather slow to acquire an understanding of the social aspects of restoration they thought of primarily in terms of the architectural, as distinguished from the urbanistic, worthiness of individual structures - but by an increasingly interested and informed public. It is these social values, even more perhaps than the purely visual ones, that the handling of the Hamilton Park District in the near future should regard and, where possible, enhance.

In conclusion, the proposed limits of the proposed Hamilton Park District should be noted. The greater portion is the roughly square section of which the park occupies the north-central area. The southern boundary is Sixth Street, from t west of Grove to Coles, including the north side of Ninth Street. But there

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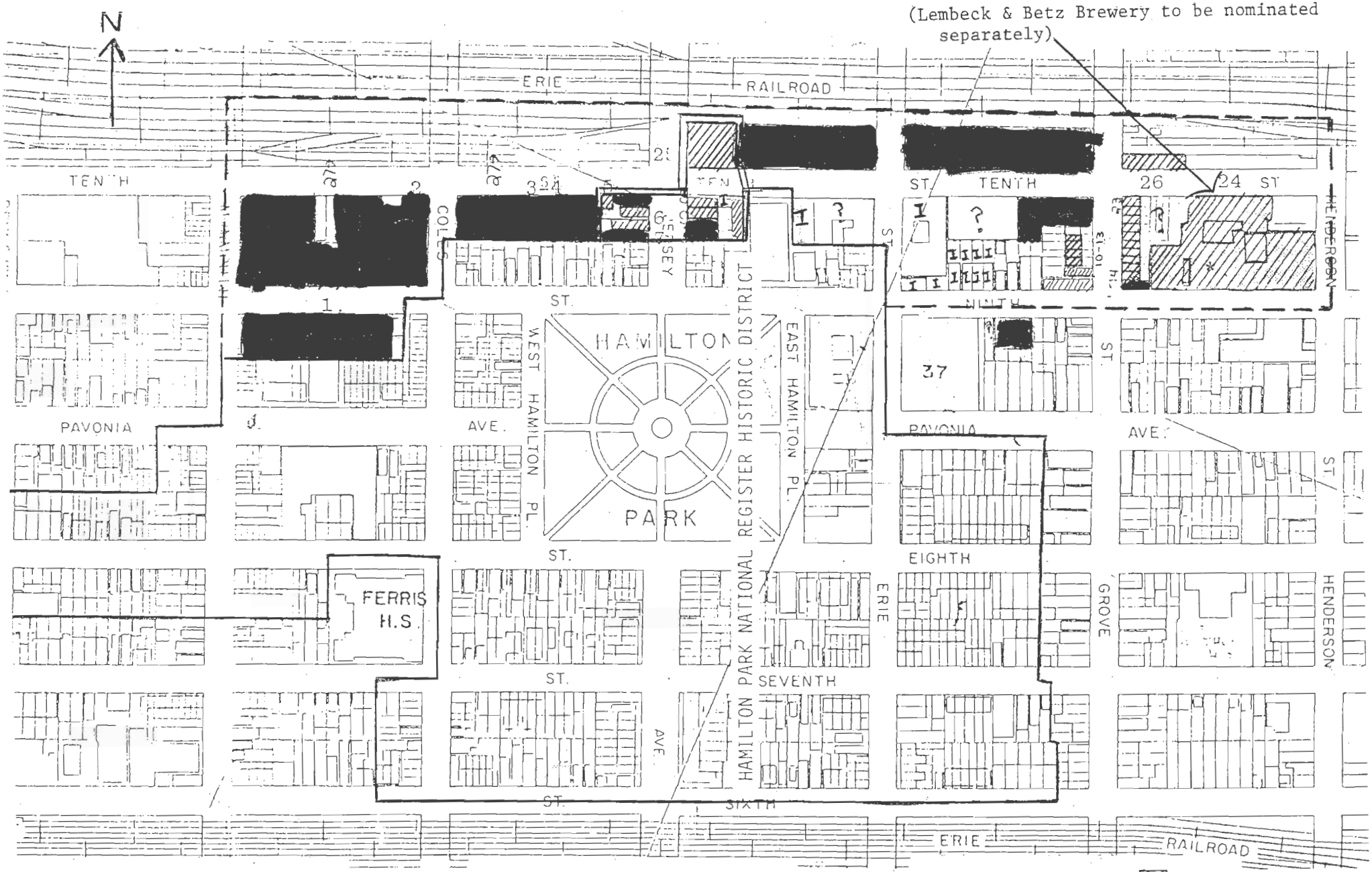
is a narrow extension westward of Coles Street that included Pavonia Avenue as far as Monmouth and both sides of Eighth Street as far as Brunswick Street. It is inside these boundaries that the highest proportion of good Victorian housing survives in a fair state of preservation. It might be hoped however, that the standards of maintenance and careful restoration to be established for the district would be emulated by the owners of comparable houses outside the formal boundaries of the district.

NOTES

1. Alexander McLean, History of Jersey City, New Jersey, (Jersey City; Jersey City Printing Company, 1895) pg. 22.
2. Ibid, pg. 50.
3. Ibid, pg. 51.
4. Ibid. pg. 55.
5. Ibid, pg. 54.



HAMILTON PARK HISTORIC DISTRICT AND EXTENSION
JERSEY CITY, HUDSON COUNTY
NEW JERSEY

Original boundaries ———

Extension ═══

General survey area — — —

Cultural resources

Vacant land

Intrusions

T. KARSCHNER 2/1982

STATE OF NEW JERSEY
DEPARTMENT OF ENVIRONMENTAL PROTECTION
HELEN C. FENSKE, ASST. COMMISSIONER
CN 402
TRENTON, N.J. 08625
609-292-2885 3541

October 13, 1982

Ms. Carol Shull
Chief of Registration
National Register of Historic Places
National Park Service
Department of the Interior
Washington, D.C. 20240

Dear Ms. Shull:

I am pleased to nominate the Hamilton Park Historic District Extension to the National Register. This extension is being appended to the current Hamilton Park Historic District, Jersey City, Hudson County which was entered onto the National Register on January 25, 1979.

The extension has received the majority approval from the New Jersey State Review Board. All procedures were followed in accord with the interim regulations published in the Federal Register on November 16, 1981 and your November 6, 1981 letter.

Should you want further information concerning this application, please feel free to call Susanne Hand, Chief, Office of Historic Preservation at (609)292-2028.

Sincerely,

Helen C. Fenske
Assistant Commissioner
for Natural Resources

Enclosure

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Heritage Conservation and Recreation Service

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Continuation sheet | Item number 7 | Page 1

Hamilton Park Historic District Extension
Jersey City, Hudson County, New Jersey

Hamilton Park Historic District is a well preserved mid-19th - early 20th century residential area surrounding an attractive 19th century urban park. This proposed extension projects the Jersey Avenue boundary to the intersection of 10th Street to include seven structures and four vacant parcels of land. Four of the buildings (including a double building on two lots) are late 19th - early 20th century apartment houses or tenements, four to five stories, four to five bays, brick with stone or terra cotta trim, similar to other tenements along Ninth Street and other areas of the original district. The fifth contributing building is an early 20th century garage, similar in style to the residences. The sixth is a five story brick warehouse with Romanesque detailing. The one non-contributing structure is a modern brick garage. Although most of the buildings are in poor condition and have missing windows and some damaged lintels and stoops, they retain a relatively high level of integrity. Original entrances, detailing, cornices and a corner storefront are extant on these buildings.

709 Jersey Avenue (Block 322, Lot 3). Five story brick tenement with eclectic brick, stone and terra cotta detailing. Taller and more elaborate than the other residential buildings, it features square headed and round arched windows, decorative spandrels and tower-like end bays, creating a distinctive roof line.

711 Jersey Avenue (Block 322, Lot T). Four story late Italianate brick tenement. Brownstone sills with incised Neo-Grecian detailing. Projecting bracketed cornice.

712-714 Jersey Avenue (Block 285, Lots 23 and 24A). Five story double brick tenement with eclectic Romanesque and Renaissance detailing in brick, metal and stone. Appears to be single building, but has two entrances and looks like a pair. Features intact corner store, colonetted entrances, an arcade of round arched windows at the top story, and square-paneled bracketed cornice.

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Description (continued)

716-722 Jersey Avenue (Block 286, Lot G). New Jersey Warehouse. Late 19th century Victorian Romanesque brick warehouse. Features segmental and round arched windows, corner entrance, arcaded fifth story windows and patterned brick cornice. Windows on upper floors have been filled in.

263 Tenth Street (Block 322, Lot S). Four story, three bay late Italianate brick residence, incised stone lintels, bracketed cornice.

247 Tenth Street (Block 285, Lot 24B). Early 20th century one story brick garage with stone trim, paneled brick detailings, rosettes.

249 Tenth Street (Block 285, Lot 25). Modern one story brick garage. Non-contributing.

The vacant lots are 707, 713, 708 and 710 Jersey Avenue (Block 322, Lots 4 and U., and Block 285, Lots 21 and 22).

This extension includes good, intact examples of a significant Hamilton Park building type - the early 20th century tenement. It shows the architectural and social evolution of the district from predominantly single family rowhouses to the interspersed multiple dwelling of similar scale and good quality architectural detailing. Extending the district to Tenth Street also provides a better-defined edge to the district. Beyond these new boundaries are vacant lands on Tenth Street west of Jersey Avenue and either intrusions, vacant lands or non-residential buildings on Tenth Street east of Jersey Avenue. New Jersey Warehouse, at the corner of Tenth Street and Jersey Avenue was included as a gateway to the district. Although it differs in use from the predominantly residential character of the district, New Jersey Warehouse is a handsome imposing and intact building of the period.

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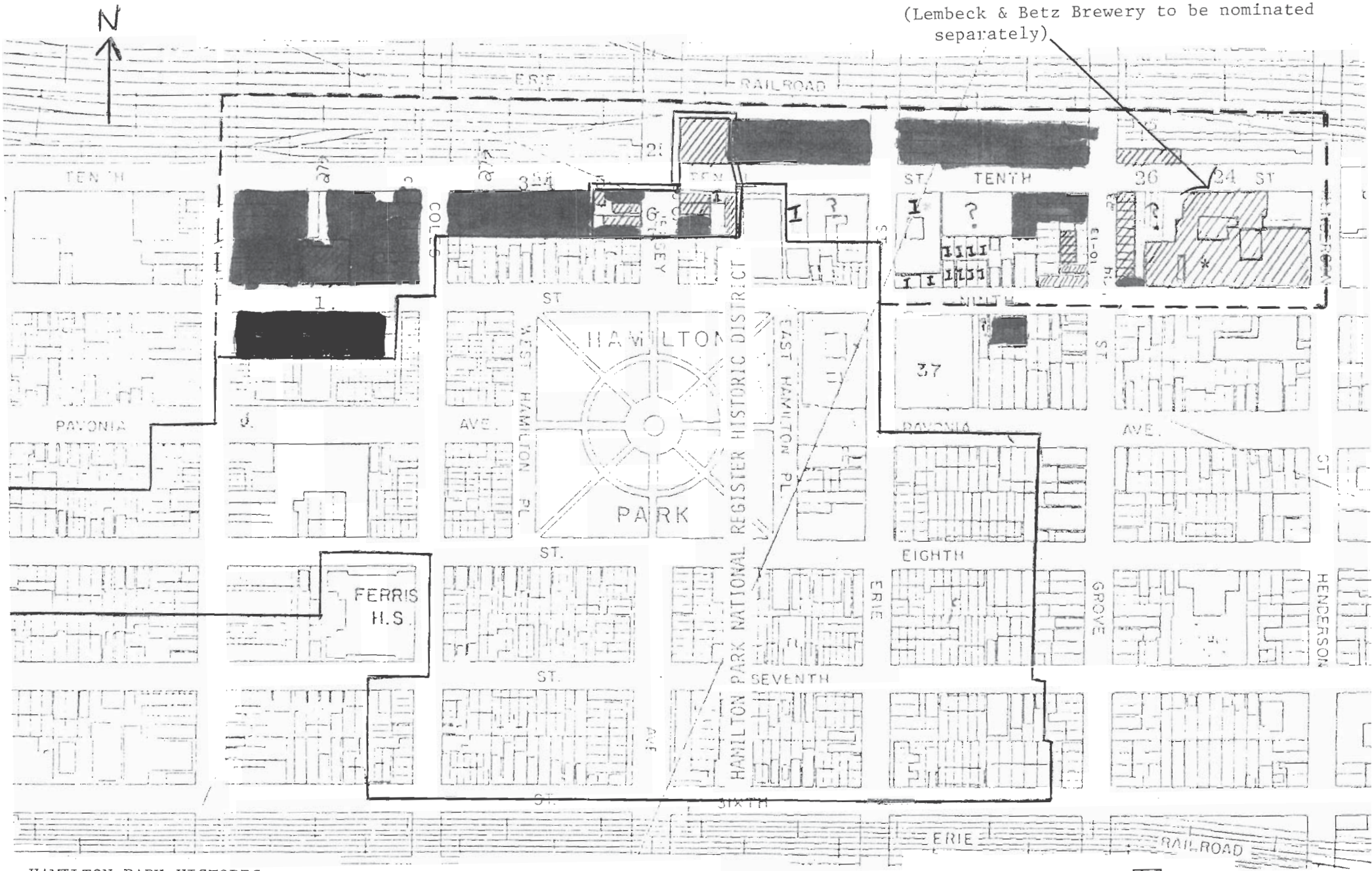
Continuation sheet | Item number 10 | Page 1

Hamilton Park Historic District Extension
Continuation Sheet
Geographical Data - page 1

Verbal Boundary Description

Beginning at the Northeast corner of Block 285, Lot 25 proceed North to the Southeast corner of Block 286, Lot G. Thence, proceed to the northeast corner and the northwest corner of said property. Thence, proceed South along said property projecting a line to the northwest corner of Block 285, Lot 24A. Thence, proceed west across Jersey Avenue to the northwest corner of Block 322, Lot S. Thence, proceed south to the southwest corner of Block 322, Lot 4. Thence, proceed east along said property and across Jersey Avenue to the southeast corner of Block 285, Lot 25. Thence, proceed north along said property to the point of beginning.



HAMILTON PARK HISTORIC DISTRICT AND EXTENSION
JERSEY CITY, HUDSON COUNTY
NEW JERSEY

Original boundaries ——

Extension ═══

General survey area — — —

Cultural resources ▨

Vacant land ■

Intrusions [I]

T. KARSCHNER 2/1982

APPENDIX O: HARSIMUS COVE HISTORIC DISTRICT NOMINATION (PARTIAL)

NPS Form 10-900
(3-82)

OMB No. 1024-0018
Expires 10-31-87

United States Department of the Interior
National Park Service

National Register of Historic Places Inventory—Nomination Form

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date entered DEC -9 1987

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Harsimus Cove Historic District

and/or common

2. Location

street & number Multiple NA not for publication

city, town Jersey City ___ vicinity of

state New Jersey code 034 county Hudson code 017

3. Classification

Category	Ownership	Status	Present Use	
X district	___ public	X occupied	___ agriculture	___ museum
___ building(s)	___ private	___ unoccupied	X commercial	___ park
___ structure	X both	___ work in progress	___ educational	X private residence
___ site	**Public Acquisition**	**Accessible**	___ entertainment	___ religious
___ object	___ in process	___ yes: restricted	___ government	___ scientific
	___ being considered	X yes: unrestricted	___ industrial	___ transportation
	NA	___ no	___ military	___ other:

4. Owner of Property

name Multiple

street & number

city, town ___ vicinity of state

5. Location of Legal Description

courthouse, registry of deeds, etc. Office of the Clerk of Hudson County

street & number County Administration Building, 595 Newark Avenue

city, town Jersey City state New Jersey 07306

6. Representation in Existing Surveys

title Jersey City Historic Sites Inventory Phases I and II has this property been determined eligible? ___ yes X no

date 1981 (Phase I) ans 1985 (Phase II) ___ federal ___ state ___ county X local

depository for survey records Office of New Jersey Heritage, CN 404,

city, town Trenton state New Jersey 08625

7. Description

Condition		Check one	Check one
X excellent	___ deteriorated	___ unaltered	X original site
X good	___ ruins	X altered	___ moved date _____
X fair	___ unexposed		

Describe the present and original (if known) physical appearance

The Harsimus Cove Historic District is a distinct urban residential neighborhood that developed during the second half of the nineteenth century largely in response to activity on the nearby waterfront related to the railroads and industry. The district is characterized by blocks of well-preserved Italianate rowhouses that have historically housed the families of workers as well as prominent businessmen. Predominantly brick, three stories high above a raised basement and two or three bays wide, they typically have bracketed wood cornices, brownstone straight or arched lintels, high stoops with decorative iron railings and double entrance doors. There are 431 properties in the district, over eighty-two percent of which retain their architectural integrity and contribute to the character of the district.

I. Introduction

The Harsimus Cove Historic District is located in downtown Jersey City, Hudson County, New Jersey. The neighborhood originally extended on the east to Harsimus Cove, which was eventually eliminated by landfill undertaken by the railroads during the second half of the nineteenth century. The present eastern boundary runs from the rear lot lines of contemporary incompatible houses on Manila Avenue (Grove Street) from Sixth to First Street, but includes one block of Manila between First and Bay Streets still retaining architectural integrity. On the north, the railroad viaduct separates Harsimus Cove from the Hamilton Park Historic District. On the west, the district is bounded by Coles Street, beyond which is an increasing ratio of buildings that have been altered unsympathetically. On the south, the boundary weaves just north of Newark Avenue to include intact portions of blocks.

II. Building Categories

Of the 431 properties within the district, 21 are vacant. There are 38 "key" buildings of outstanding architectural and historical significance. "Contributing" buildings include 317 rowhouses and tenements, which give the district its prevailing character. A contributing building is usually one built between 1850 and 1870 that retains most of its historic fabric or because of their size, massing, materials and setbacks, still harmonizes with the overall character of the district. "Intrusions" are structures that detract from the character of the district, having no relationship to it in age, physical features or historicity. There are 7 intrusions in the district.

8. Significance

Period	Areas of Significance—Check and justify below				
___ prehistoric	___ archeology-prehistoric	___ community planning	___ landscape architecture	___ religion	
___ 1400–1499	___ archeology-historic	___ conservation	___ law	___ science	
___ 1500–1599	___ agriculture	___ economics	___ literature	___ sculpture	
___ 1600–1699	X architecture	___ education	___ military	X social/ humanitarian	
___ 1700–1799	___ art	___ engineering	___ music	___ theater	
X 1800–1899	___ commerce	___ exploration/settlement	___ philosophy	___ transportation	
X 1900–	___ communications	X industry	X politics/government	___ other (specify)	
		___ invention			

Specific dates mid 19th - c. 1940 **Builder/Architect** Multiple

Statement of Significance (in one paragraph)

The Harsimus Cove Historic District is an excellent example of a late nineteenth century, middle- and working-class, residential neighborhood that grew up rapidly in response to activity on the nearby waterfront related to the railroads and industry. Architecturally, the district is characterized primarily by blocks of two- and three-story Italianate rowhouses built between 1850 and 1887. However, the streetscape is 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. Most importantly, the Harsimus Cove Historic District has retained its architectural integrity and a distinct presence of its history as one of Jersey City's oldest communities.

Early History

The district was originally part of a larger area known as Harsimus or Ahasimus, probably an Indian name. Harsimus included all of present-day Jersey City lying east of the Palisades except for Paulus Hook, a sandy hill that was separated from Harsimus by a salt marsh extending from Communipaw Cove to Harsimus Cove and roughly from Warren Street to Manila Avenue(Grove Street). (1) Until the Revolution, Harsimus was marshland dotted with a few fertile hills which at high tide werealmost surrounded by water.(2)

The first European claim to this land came in 1630 when Michael Pauw, Burgemeester of Amsterdam and a director of the Dutch West India Company, received a deed to the shore between Communipaw and Weehawkin.(3) Given the name Pavonia ("land of peacocks" in Latin) in honor of Pauw, by 1663 the settlement contained two Dutch homesteads, one at Communipaw and one at Harsimus.(4) A year later the Dutch West India Company purchased the land from Pauw and sent Cornelius Van Vorst as their representative to Pavonia. Although Van Vorst settled at Harsimus near the present intersection of Henderson and Fourth Streets (5), most seventeenth century settlement was in Bergen west of the Palisades where a fortified village was established in 1661.

When the English succeeded the Dutch in New Netherlands, Charles II granted to his brother the Duke of York all the land lying east of the Delaware River. From this grant came the name Duke's Farm for the Harsimus area. The Duke of York granted East Jersey to Sir George Carteret who appointed his brother Philip Governor of the colony. In 1668 Philip gave a new charter to Bergen which at that time covered nearly all of present-day Jersey City and Bayonne.

9. Major Bibliographical References

See attached.

10. Geographical Data

Acreage of nominated property approx. 60

Quadrangle name Jersey City

Quadrangle scale 1:24000

UTM References

	Zone	Easting	Northing
A	18	580960	4508460
B	18	580900	4508020
C	18	580720	4507940
D	18	580480	4508100
E	18	580400	4508280
F	18	580420	4508520
G			
H			

Verbal boundary description and justification

See attached.

List all states and counties for properties overlapping state or county boundaries NA

state	code	county	code
state	code	county	code

11. Form Prepared By

name/title Beth Sullebarger & Meredith Arms

organization Sullebarger Associates date 06/11/87

street & number 78 Essex Street telephone 201-332-6536

city or town Jersey City state New Jersey

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

___ national ___ state X local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

Deputy
State Historic Preservation Officer signature [signature]

title Assistant Commissioner for Natural Resources date 10/15/87

For NPS use only

I hereby certify that this property is included in the National Register

Linda McClelland date 12/9/87

Keeper of the National Register

Attest: date

Chief of Registration

GPO 911-399

III. Harsimus Cove Characteristics

As in Hamilton Park and Van Vorst Park Historic Districts, the streets in Harsimus Cove were laid out in a grid plan, although without a park. The grid is intersected diagonally by Newark Avenue on the southern edge of the district, creating irregularly shaped blocks. As illustrated by the accompanying maps, most of the structures in the district were built between 1850 and 1887, although a number of tenements and larger structures were constructed during the late nineteenth century and early part of the twentieth century. Groups of pre-1850 residences, some of which might predate the earliest known structures in the Hamilton Park Historic District, can still be found throughout the neighborhood. The development of Harsimus Cove is further reflected in its churches, public institutions, and commercial structures, built in the popular styles of their time.

The streetscape, created by rows of houses, whether of brick or frame construction, of high style or vernacular, is a major element in the definition of the character of Harsimus Cove. Its importance lies in the total effect of the rowhouses--built singly, in pairs, or in groups ranging from three to twelve units--and the resulting variety of cornice heights, rhythm of the windows, rows of high stoops, and fenced-in front yards. In addition, details such as original ironwork, elaborate doorways and decorative lintels contribute to the distinct historic character of Harsimus Cove. The intact blocks of rowhouses reflect the rapid development of the area during the nineteenth century as well as the importance placed upon the streetscape at that time.

The majority of the nineteenth-century buildings and their original architectural details still remain intact. Although many have undergone alterations in recent years, their scale, massing and uniform rows give the area a distinct and cohesive sense of history and continuity, time and place. While many of the buildings are of interest for their individual architectural significance, they gain significance in relation to one another.

IV. Architectural Styles

As stated above, the overwhelming majority of buildings in the Harsimus Cove Historic District are of the Italianate style. built between 1850 and 1887. However, there are also good individual examples of other contemporary and later styles--Greek Revival, Gothic Revival, Romanesque Revival, Renaissance Revival

and Beaux Arts.

In 1850, there were over 200 structures standing in Harsimus Cove, which was one of the older settlements in Jersey City. The first structures were simple wood-frame houses, reflecting a Greek Revival influence. Now very rare, some examples still remain, as follows:

265-269 Second Street (Photo #16A): these two-story wood-frame cottages built before 1850 were identified as the "D.S. Gregory Cottages" on the 1850 map of Jersey City and Van Vorst Township. They still have their steeply pitched roofs, simple porches and long parlor windows. 265 retains the original clapboard siding.

267-283 Third Street (Photo #30, #31): also built before 1850, these residences were labeled the Sisson Cottages on the 1850 map. Although only one of the nine cottages is still clad in wood siding, these frame structures may be some of the oldest in the area.

Because of fire and rot, most wood frame structures were replaced early on by brick rowhouses. Most of these structures were vernacular examples, built between 1850 and 1887, in the styles of the period--Greek Revival, Italianate and Gothic Revival. In many cases, Greek Revival structures were altered in the late nineteenth century with Italianate and Gothic Revival details. Good examples of early brick rowhouses are as follows:

27-33 Erie Street (Photo #78): Built prior to 1850, these brick two-story, three-bay rowhouses are set back from the street, as is typical of the older buildings. Representative of a simple, vernacular Greek Revival style, they have stone door lintels and window sills and small dentilled wood cornices. Several alterations have been made on individual buildings, such as new stoops, new doors, aluminum awnings and brickfacing. Two have double dormer windows projecting from their pitched roofs. Despite alterations, these houses remain historically important because of their age and their type.

286-298 Fourth Street (Photo #45): Built c. 1860, this row of three-story, three-bay brick houses, includes some good examples of Greek Revival. Although some of the facades have been brickfaced or stuccoed to resemble brownstone, they share dentilled wood cornices and straight, molded stone lintels and sills. 298 Fourth Street remains as an intact example.

Italianate is the predominant style of the district and is represented in both individual key buildings and rows, as follows:

569 Jersey Avenue (Photo #66): Built c. 1870, this three-story plus basement, three-bay brownstone house is of a high Italianate style, exceptional for the district. Its monumental proportions, boldly ornamented cornice and segmentally-arched windows capped on the first story by alternating triangular and arched pedimented lintels create an effect of grandeur, which marks Jersey Avenue as the location of some of lower Jersey City's finest homes.

548-562 1/2 Jersey Avenue (Photo #63): dating from c. 1860, this block of twelve buildings, stretching between First and Second Streets, is the finest row of Italianate rowhouses in the district. The facades, practically unchanged, are characterized by the typical, attenuated proportions, bracketed wood cornices, arched lintels, arched door hoods supported by brackets, panelled double entry doors, high brownstone stoops with original cast iron railing.

Examples of Gothic Revival in Harsimus Cove are limited mainly to churches, but also include a few houses:

Grace Van Vorst Church, 35 Erie Street (Photo #80): listed individually in the National Register in 1979, this church was built in the 1850s. With the adjacent rectory, the church is among the few brownstone structures in the district. The pointed arches and quatrefoil window details reflect the influence of the Gothic Revival style of the early through mid-nineteenth century. Both the church and rectory were designed by architect Detlef Lienau.

St. Boniface Church, 262 First Street (Photo #12): a fine example of Victorian Gothic church design, the cornerstone of St. Boniface was laid on May 8, 1865, and the facade completed in 1869. Originally built to accommodate a large German catholic population that had immigrated to Jersey City during the 1850s and 60s, the church today supports a parish which is largely Puerto Rican. The church bells were acquired in 1897 and windows were painted in Innsbruck, Austria and installed in 1896.

North Baptist Church and Chapel, 596-602 Jersey Avenue (Photo #70): Built c. 1880, this red brick Victorian Gothic church, North Baptist Church exhibits the use of polychromy, terra cotta

and molded brick decorative details. Stylistically, it is typical of many churches and public buildings of the late nineteenth century.

579 Jersey Avenue (Photo #67A): c. 1840. Despite the application of permastone to the facade, this one-and-a half-story, wood-frame residence still retains characteristics of the Carpenter Gothic style such as asymmetrical massing, projecting bay windows and pointed gables. The 1938 tax records record that the building originally had clapboard siding and decorative bargeboards at the gables.

The Queen Anne style was used only occasionally in the district, of which one example is the following:

605 Jersey Avenue (Photo #72): c. 1880. The rusticated brownstone first story, projecting oriel window ornamented with classical details, and round-arched window and door openings, indicate the influence of the Queen Anne style.

As in Gothic Revival, examples of Romanesque Revival are primarily churches, but also include a firehouse.

The Association of Exempt Firemen Building, 244 Bay Street (Photo #7): This Romanesque-inspired building has a rough stone first story, an arched entrance, projecting oriel, adding to the visual variety of the streetscape. Replacing an earlier 1847 structure, this structure is important to Harsimus Cove, both historically and architecturally, having served as town hall for Van Vorst Township and a police station as well as a fire station.

Iglesia Pentacostal Bethsaida (Second Presbyterian Church), 244-248 Third Street (Photo #28): originally built as the Second Presbyterian Church in 1869, this red brick structure is a simple Romanesque Revival basilica with round arched windows, an arcaded corbelled brick architrave and a wood cornice. The facade is divided in three parts by slender projecting towers. The two side entrances have stone archivolts with keystones.

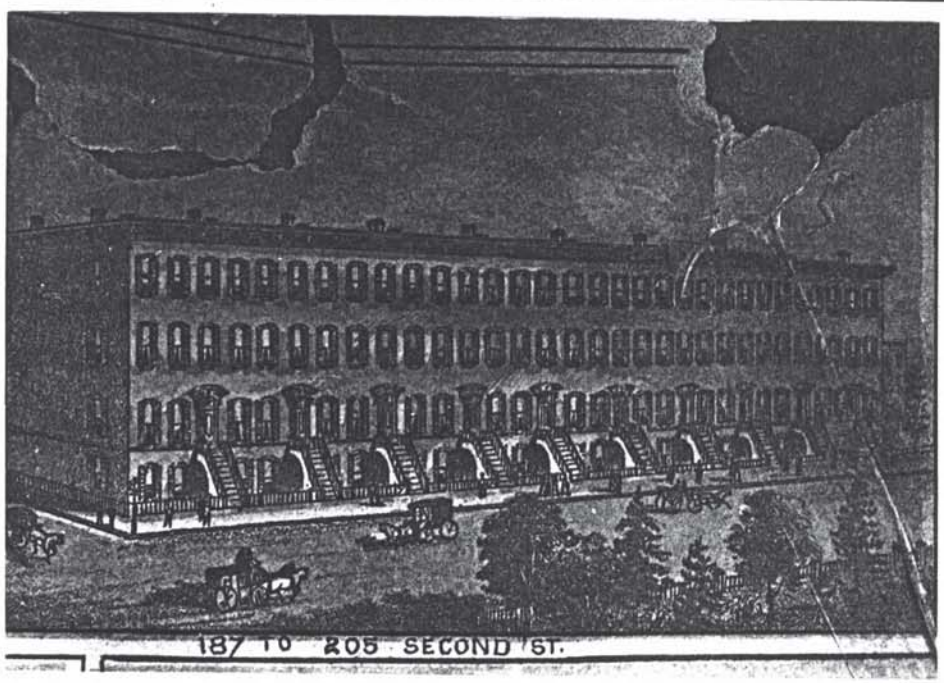
St. Mary's Roman Catholic Church, 250-256 Second Street (Photo #15): A yellow brick Byzantine Romanesque basilica, St. Mary's was modeled after the Cathedral of Monreale in Palermo, Sicily (1167), Built on foundations which were laid in 1901, it replaced an earlier church which was destroyed by a tornado. The architect, Robert J. Reiley, created an impressive interior space which features a barrel vaulted nave, wide aisles, and a half

dome in the apse decorated with glass mosaics.

In the late 1880s, more classical styles--Beaux Arts and Renaissance Revival--came into fashion. Structures began to show a new importance placed on monumental massing, the grand entrance and use of Renaissance elements such as columns, pediments and arcades. In Harsimus Cove, buildings erected at the turn of the century such as P.S. No. 2 and the Police Station, both on Erie Street, reflect this development.

Public School No. 2, 60-66 Erie Street (Photo #82): Built in 1902 by architect John Rowland, Jr., P.S. No. 2 replaced an older school and originally housed fourteen classrooms for primary and grammar school students. Like many of Rowland's public buildings throughout Jersey City, P.S. 2 was designed in a Beaux Arts style, with strong tripartite division of the facade, a heavy projecting cornice, and pronounced keystones.

Police Headquarters, 8 Erie Street (Photo #77): Formerly the New Jersey and New York Telephone Company Building, Police Headquarters was designed in the Beaux Arts style. The facade of this yellow brick, three-story building is divided in five bays with two-story arched openings at the upper floors resting on heavy multi-story pilasters. The windows within these arches are divided by terra cotta spandrels and pilasters. Colossal embellished Ionic pilasters mark the corners, supporting a dentilled cornice. The first-floor bays are infilled with large steel windows. The rectangular central entrance has been altered with ceramic veneer and new metal doors. The side and rear elevations are red brick and much simpler in design.

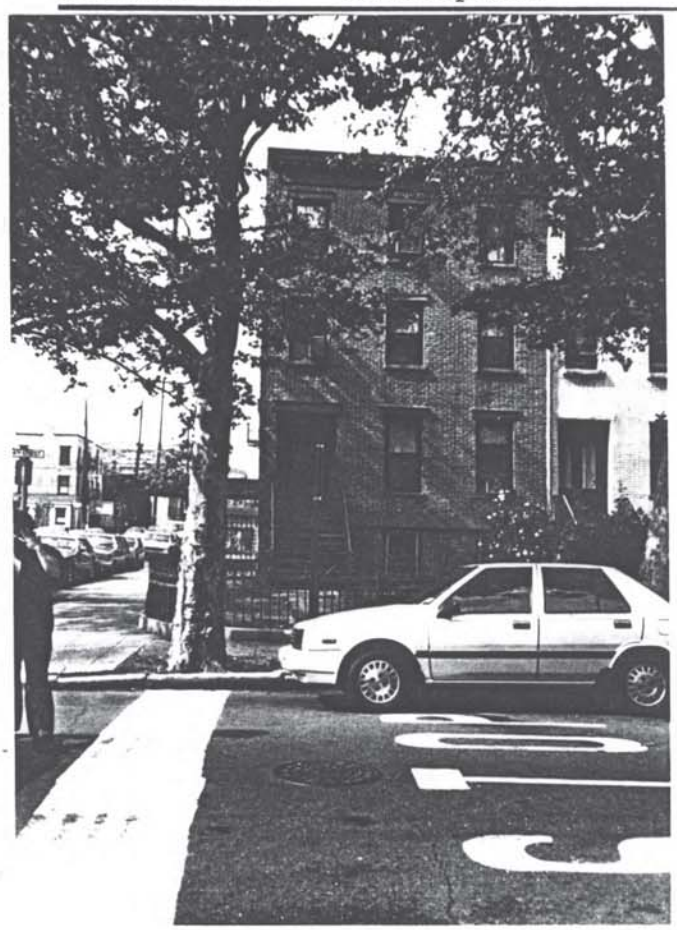


Booraem Houses, Detlef Lienau
1883 Bird's Eye View, Jersey City, NJ

265-269 Second Street #16A

267-283 Third Street #30

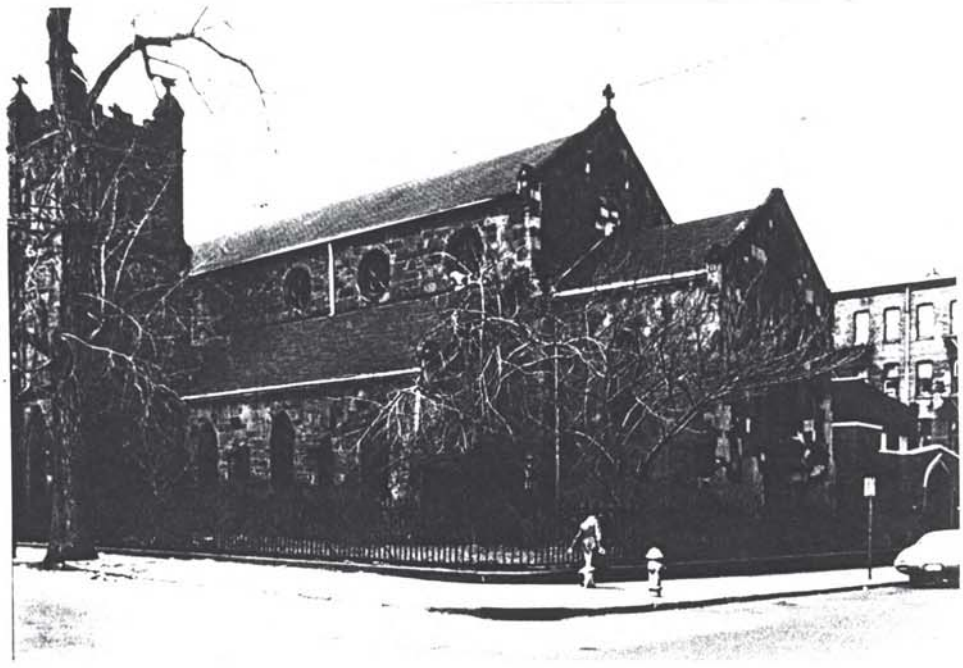
27-33 Erie Street #78 A



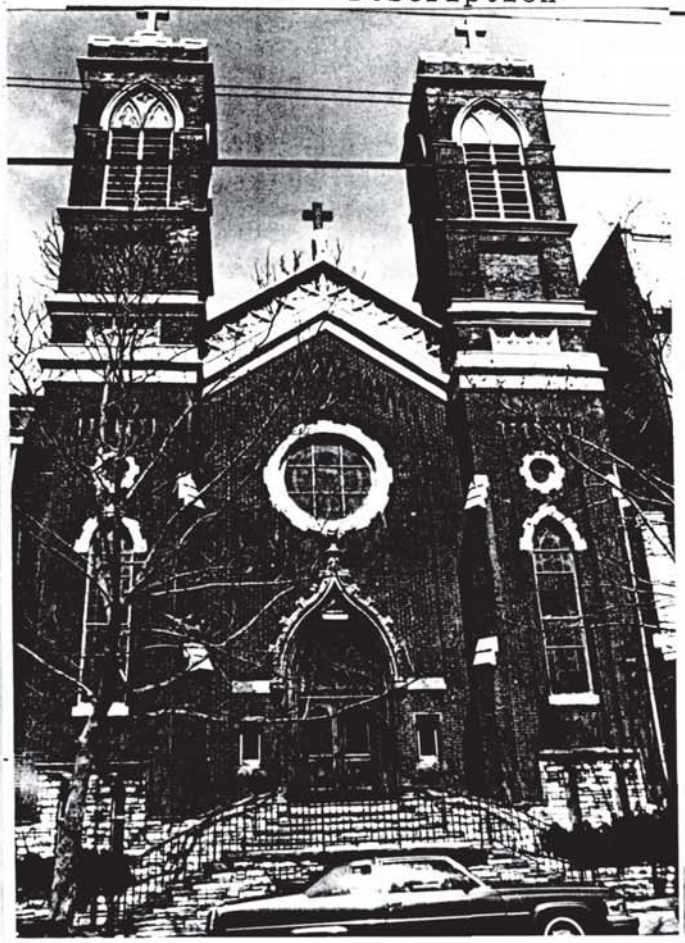
286-298 Fourth Street #45

569 Jersey Avenue #66

548-562 1/2 Jersey Avenue #63



Grace Van Vorst Church
35 Erie Street #80

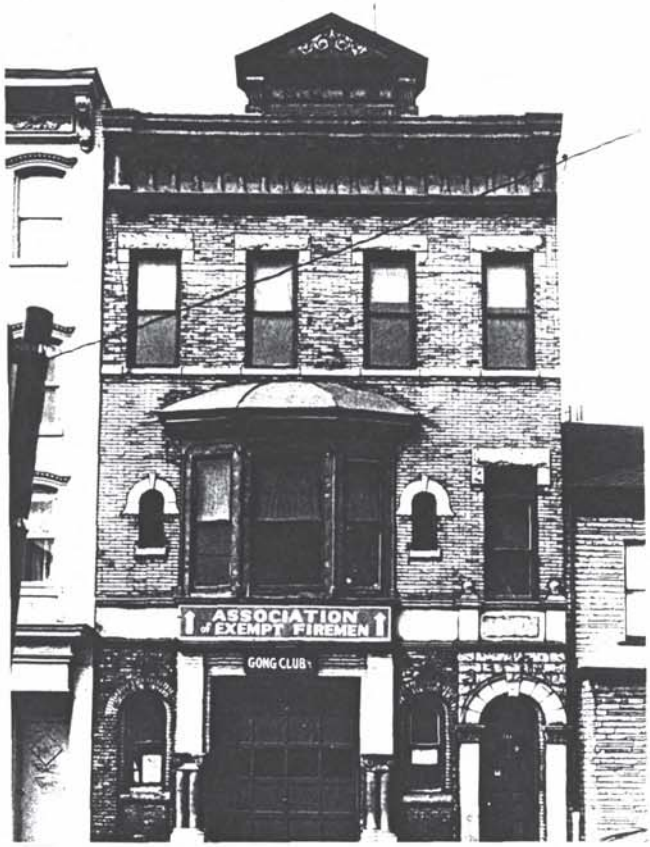


Saint Boniface Church #12
262 First Street

North Baptist Church and Chapel #70
596-602 Jersey Avenue

579 Jersey Avenue #67A

605 Jersey Avenue #72

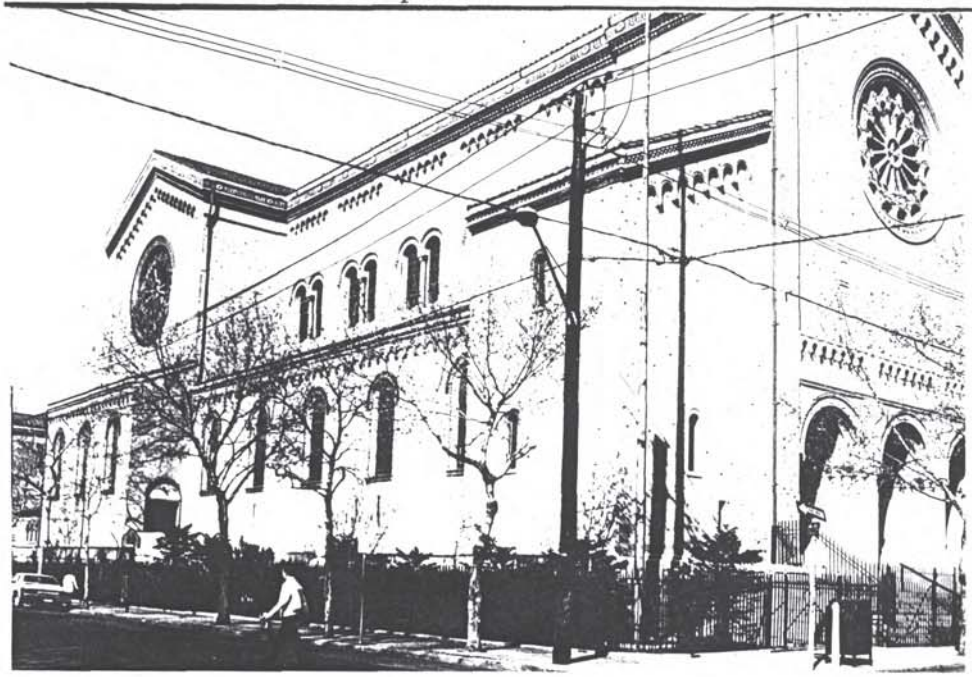


The Association of Exempt Firemen Building
244 Bay Street

#7

Iglesia Pentacostal Bethsaida
244-248 Third Street

#28



Saint Mary's Roman Catholic Church
250-256 Second Street

#15

Public School No. 2
60-66 Erie Street

#82

Police Headquarters #77
8 Erie Street

V. Individual Property Listing Photo #

BAY STREET: Blocks 241, 242

216 Bay Street: Vacant

218 Bay Street: Intrusion
Date unknown

One-story wood frame car repair shop.

220 Bay Street: Contributing
Italianate, ca. 1865

Three stories plus basement; wood frame covered with asphalt shingle; three bays wide. Door altered.

222-224 Bay Street: Contributing
Italianate, ca. 1865

Two red brick houses, three stories plus basement, bracketed wood cornices and original iron fences.

226 Bay Street: Contributing
Italianate, ca. 1850

Two stories plus basement; wood frame covered with aluminum siding; Victorian stoop.

228 Bay Street: Vacant

227-229 Bay Street: Contributing #4
Victorian Romanesque, ca. 1915

Two connected buff brick tenements, four stories plus basement; seven bays (4 at 229 and 3 at 227) with arch-headed windows on first and fourth floors, stone lintels and string coursing, original fire escapes and iron fence at areaway.

230 Bay Street: Contributing #3
Italianate, ca. 1860

Three stories plus basement, three bays, covered with brickface, wood cornice, stone lintels and coursing; entrance altered.

231 Bay Street: Contributing
Italianate, ca. 1900

Five-story, four-bay, grey-brick tenement with arched windows, bracketed and dentilled cornice with stepped parapet. Ornamental fire escape. Storefront on first floor is altered.

232 Bay Street: Non-contributing
Date unknown

One-story garage.

233 Bay Street: Contributing
Italianate, ca. 1890-1900

One-story remains of red-brick apartment building with decorative brick and terracotta frieze and coursing. Segmentally arched windows with projecting keystones. Stoop and ironwork removed, doorway filled in.

235 Bay Street: Contributing
Italianate, ca. 1880

Five-story, four-bay, red brick tenement with Neo-Grec lintels. Cornice removed, storefront altered, windows blocked.

BAY STREET: Blocks 274, 275

242 Bay Street: Non-contributing #6
Greek Revival, ca. 1850, altered

Two stories with attic, wood-frame structure with permastone facing. Presently used as a bar with residential use above. Although this is one of the earliest buildings in the district, it has been substantially altered.

244 Bay Street: Key #7
Eclectic with Romanesque influence, 1847
Association of Exempt Fireman, a.k.a. "The Gong Club"

Three-story, four-bay, buff brick structure with stone facing at first story. The ground floor has a side entrance and a garage door, which was originally arched, but enlarged and squared-off ca. 1950. Above the garage door is an metal clad oriel window. The facade also has stone lintels and band coursing, and an

elaborate metal cornice with a pedimented gable. It is flanked by paired polished granite pilasters and arched windows with molded brick jambs. The door surround is stone, with a segmental arch with projecting keystone, resting on granite colonnettes. Originally serving as town hall for the former Van Vorst Township from 1847 to 1851, this structure subsequently served as a firehouse and became a police station in the 1930's. It is now known as the "Gong Club" and occupied by the Association of Exempt Firemen.

FIRST STREET: Blocks 242, 243

209 First Street: Non-contributing

Twentieth century, one-story, brick commercial building.

211-221 First Street: Contributing #8
Italianate, ca. 1870s

Row of six four-story, three-bay, brick buildings with stone lintels, wood cornices, original doors, and original ironwork. Number 217 is faced with stone.

226-228 First Street: Contributing
Italianate, ca. 1880

Two brick structures, both four stories plus basement, four bays. Facade has pilasters with corbelled banding, an elaborate pediment and bracketed wood cornice. Recently rehabilitated.

230 First Street: Vacant

232 First Street: Contributing
Italianate, ca. 1860

Brick building with three stories plus basement, three bays, brownstone lintels and bracketed wood cornice. Entrance altered.

234 First Street: Contributing
Italianate, ca. 1850

Two stories plus basement, three bays, brick building with brownstone lintels and bracketed wood cornice.

235 First Street: Contributing

Italianate, ca. 1860-1870

Four stories, four bays, brick structure with arched stone lintels and bracketed wood cornice. Ground floor altered.

236-236 1/2-238 First Street: Contributing #9
Italianate, ca. 1860

Row of three brick rowhouses, three stories plus basement, three bays, with brownstone lintels and bracketed wood cornice.

FIRST STREET: Blocks 275, 276

240-246 First Street: Contributing #10
Italianate, ca. 1860

Five red brick rowhouses, three stories, three bays, with arched stone lintels and door hoods, bracketed wood cornices and some original ironwork.

245 First Street: Contributing
Italianate, ca. 1860-70

Two stories plus basement, three bay house with permastone facade. Bracketed wood cornice.

250 First Street: Key #11
Former St. Boniface Convent
Gothic Revival, 1872

Built shortly after St. Boniface Church, the convent is a red brick Victorian Gothic structure, 3 stories with basement and mansarded attic. Originally extending across five lots, the northernmost section was altered in the 20th century, retaining only the mansard roof. The massing is broken by a projecting section containing the entrance with a pointed arched door surround. The arched windows are grouped in twos and threes with limestone at the imposts. The slate mansard roof is pierced by dormers with decorative bargeboards.

258-260 First Street: Key #12
St. Boniface Church
Victorian Gothic, 1865

A red brick Victorian Gothic church, St. Boniface has a single

portal and side towers. Decorative details include pointed arched openings with limestone surrounds, circular windows, corbelled brick arcaded coursing and wood cornice with carved frieze. Although the front stoop was recently altered, St. Boniface retains most of its original configuration.

262 First Street: Contributing
St. Boniface Rectory
1860, altered

A three-story red brick rowhouse with basement, the rectory appears to have first been built in the Greek Revival style, with flat painted stone window lintels and sills. However, Gothic details were added, probably in the 1870s, to convert it to the style of the church and convent, specifically the pointed arcaded wood cornice and a metal clad canopy over the doorway.

264-6 First Street: Contributing
Italianate, ca. 1865

Two brick rowhouses, three stories plus basement, three bays. 264 has arched stone lintels and door hoods. 266 has bracketed wood cornice.

268 First Street: Contributing
Italianate, ca. 1870

One-story plus basement brick extension of 548 Jersey Avenue.

FIRST STREET: Blocks 312, 313

272 First Street: See 547 Jersey Avenue.

274 First Street: Non-contributing
20th-century

One-story commercial building.

276-278-280 First Street: Contributing #13
Italianate, ca. 1865

Four-story, three-bay brick rowhouses with flat brownstone lintels. Cornices removed, storefronts altered.

SECOND STREET: Blocks 243, 244

233-235 Second Street: Contributing
Greek Revival, ca. 1850

One building with two entrances. Three stories plus basement, seven bays. Simple bracketed cornice, stone lintels and sills, some 2/2 windows. Entrance with plain flat lintel transom, new brick stoops, new doors. Arched opening in center of basement, leading to courtyard.

234 Second Street: Non-contributing
Ca. 1850, altered

Rowhouse with three stories plus basement, three bays, asphalt siding, dentilled wood cornice, no window trim, new stoop and door.

236 Second Street: Contributing
Italianate, ca. 1850s

Three stories, three bays, brick. Bracketed wood cornice, stone lintels and sills. Porch added, new doors.

237-239-239 1/2-241-243-243 1/2-245 Second Street: Key #14
Italianate, ca. 1860s

Handsome row of seven brick rowhouses, three stories plus basement, three bays, with arched stone lintels and door hoods, bracketed wood cornices, stone sills, original stoops and 19th-century iron railings. Stone basements with horizontal coursing. (241 has storefront on first floor.)

238 Second Street: Contributing
Italianate, ca. 1865

Three stories plus basement, three bays, brick face. Stone water table, stone sills, bracketed wood cornice.

240-242 Second Street: Contributing
Greek Revival, ca. 1850s

Three stories plus basement, three bays, brick. Stone lintels, sills, and water table. Some 2/2 windows. Bracketed wood cornice. The entrance to 242 is altered.

244 Second Street: Contributing
Italianate, ca. 1870

Brick tenement with four stories plus basement, four bays. Brownstone lintels and sills, bracketed wood cornice, aluminum windows. New fence and door.

246 Second Street: Contributing
Anthony House (see St. Mary's, 250-256 Second Street)

247 Second Street: Contributing
Greek Revival, ca. 1850s

Two stories plus basement, three bays. Mansard roof, wood stoop, original pedimented door surround. Transom and double doors. Siding and asphalt shingles on mansard.

249 Second Street: Contributing
Greek Revival, ca. 1850s

Two stories plus basement, three bays. Mansard roof. Siding, porch added. Original wood door surround with bracketed cornice and flat pilasters.

250-256 Second Street: Key #15
Byzantine Romanesque, 1924-26

The present St. Mary's Roman Catholic Church replaced an older structure which was destroyed by tornado around the turn of the century. While the cornerstone was laid in 1902, the upper portion of the church was not completed until 1926. Designed by Robert J. Reiley, this structure is actually the third building to house the parish of St. Mary's, which is the second oldest parish in the city. Modeled after the Cathedral of Monreale, St. Mary's is a yellow brick basilica with traditional block-like massing, an arched limestone triple portal entry, wheel windows within the gables at the south front and transepts, as well as arcaded cornices. The interior has a half-dome decorated with glass mosaics.

251 Second Street: Non-contributing
Greek Revival, ca. 1850

Rowhouse with two stories plus basement, three bays, permastone facade with added porch, new entrance and stoop.

253 Second Street: Contributing
Italianate, ca. 1895

One-story, brick structure with bracketed wood cornice and brownstone lintels. Doors and window openings have been filled.

SECOND STREET: Blocks 276, 277

257-257 1/2-259-259A-261-263 Second Street: Contributing #16
Italianate, ca. 1850-60

Three-story, three-bay brick rowhouses with bracketed wood cornices and original iron fences.

265-267-269 Second Street: Key #16A
Greek Revival, ca. 1845

Three two-story, two-bay wood-frame cottages with wood bracketed cornices and some original iron fences and railings. Labelled the D.S. Gregory Cottages on the 1850 Dripps map. Steeply pitched roofs, simple porches. 265 retains original clapboard siding.

268 Second Street: Key
Gothic Revival, 1867
Rectory of Grace Van Vorst Church

The rectory is a two-story Gothic cottage of the same rough-faced random ashlar brownstone as the church. It has a wood entry porch.

271-277 Second Street: Vacant

272-272 1/2 Second Street: Contributing
Italianate, ca. 1870

Four-story, four-bay brick tenement buildings with stone lintels and bracketed wood cornice.

274 Second Street: Contributing
Italianate, ca. 1870

Four-story plus basement, 3-bay tenement. Facade covered with brickface and cornice removed.

276 Second Street: Contributing
Italianate, ca. 1870

Four-story plus basement, four-bay red brick tenement with stone lintels, bracketed wood cornice and original decorative iron fire escape.

278 Second Street: Contributing #17
Italianate, ca. 1870

Four-story plus basement, four-bay red brick tenement with stone lintels, corbelled brick and bracketed wood cornice. Entrance altered.

280-282 Second Street: Contributing #19
Italianate, ca. 1870

Four-story, 3-bay brick tenements with stone lintels, corbelled brick and wood cornice. Entrance altered.

279-279 A-281-281 1/2, 283 Second Street: Contributing #18
Italianate, ca. 1865

Three-story plus basement, brick rowhouse with stone lintels, bracketed wood cornice, original iron fence and railings.

SECOND STREET: Blocks 313, 314

287-297 Second Street: Non-contributing
ca. 1980

Two-story plus basement brick rowhouses, set back, with brick stoops and iron railings. Security gates on doors and windows.

298 Second Street: Contributing
Italianate, ca. 1890

Five-story plus basement, three bay brick tenement building capped by a heavy bracketed cornice containing applied ornament. A central granite stoop leads to the entrance. The building features brownstone sills, lintels, and water table, as well as decorative brickwork. It has recently been rehabilitated.

300 Second Street: Non-contributing #20
Colonial Revival, ca. 1940s

Four-story plus basement, four-bay, brick tenement. Cornice removed, entrance altered, and colonial revival doorway added. Stepped parapet, concrete coping.

302 Second Street: Non-contributing #20
ca. 1870s

Three-story plus basement, three-bay tenement. Siding, aluminum windows, and new stoop added; trim removed.

304 Second Street: Contributing #20
Italianate, ca. 1870

Three-story plus basement, three bay structure covered with asbestos shingles. Wood 1/1 windows, original iron fence and gate at areaway. Entrance door and stoop replaced.

306 Second Street: Contributing
Italianate, ca. 1880

Four stories plus basement, four-bay brick tenement with stone lintels and sills, corbelled band coursing, corbelled brick and bracketed cornice. Stoop altered and door changed. Some original iron fencing.

308 Second Street: Contributing
Italianate, ca. 1870

Three stories plus basement, three bays. Arched brownstone lintels, door hoods, stone sills, yellow and white brickface, crenellated parapet, iron railing, metal windows, brownstone watertable.

THIRD STREET: Blocks 244, 245

201 Third Street: Non-contributing
Ca. 1860s, altered

Three stories plus basement, three bays, vinyl sided. Trim removed, cornice removed, new entry.

203 Third Street: Non-contributing
Ca. 1865, altered

Three stories plus basement, two bays (one projecting). Covered with siding, trim removed, aluminum awning.

204 Third Street: Non-contributing #21
Ca. 1860, altered

Three stories plus basement, three bays, aluminum siding. Cornice covered, no trim, new entry and stoop.

205-215 Third Street: Contributing #22
Eclectic, 1915
St. Mary's High School

St. Mary's High School is an eclectic mix of simplified Gothic and Deco details, four stories in height and constructed of yellow brick with gray granite details. Its facade is divided into three parts by projecting bays which function as modified towers. A terra cotta cornice further divides the facade above the second floor. On the two outer sections, the windows, in groups of four, form a continuous band, whereas the five windows of the center section are divided by slender brick piers. On the lower two stories, these piers are capped by decorative granite keystone motifs. The spandrels between the third and fourth stories are articulated by diamond pattern brick work and a small granite diamond. There are two entrances, each set in the projecting bays, with arched granite hoods. The building is capped with a simple parapet, stepped in the center and ornamented by a Greek cross.

206 Third Street: Non-contributing #21
Ca. 1865, altered

Two stories & basement, three bays, siding, aluminum windows, two window dormer, new stoop and door, trim removed.

208 Third Street: Non-contributing
Ca. 1860s, altered

Three stories, three bays, brickfaced. Cornice covered, windows altered, wall added.

210-210 1/2 Third Street: Contributing #21
Italianate, ca. 1865

Three stories, three byas, brick. Plain bracketed cornices, stone lintels and sills. 210 1/2 has been brickfaced.

212-216 Third Street: Vacant

218 Third Street: Vacant

220-220 1/2-222 Third Street: Contributing #23
Greek Revival, ca. 1850

Three stories & basement, three bays, surface with rolled asphalt simulating brick. Greek revival door surrounds, bracketed wood cornice with Neo-grec decoration. 1/1 windows, no window trim. Original iron fence.

224 Third Street: Non-contributing #23
Greek Revival, ca. 1850

Three stories and basement, three bays, aluminum siding. Stoop has been permastoned, and entrance altered. Only historic detail is cornice.

THIRD STREET: Blocks 277, 278

225-237 Third Street: Contributing #25
Italianate, ca. 1870s

Row of seven tenement buildings, each four-story & basement, four bay, brick buildings with stone lintels and sills, and bracketed wood cornices. 235 and 237 have original, panelled double doors; 235 also has the original stoop with iron railing and fence.

226-228-228 1/2-230-232-232 1/2 Third Street: Contributing #24
Italianate, ca. 1860s

Row of six transitional Greek Revival/Italianate brick rowhouses, three stories & basement, three bays, with bracketed wood cornices, brownstone lintels, and water tables. 226 has been stuccoed to resemble stone, and has a new stoop with iron railing; 228 1/2 has been rehabilitated, and has 4/4 sash windows; 232 has been brickfaced.

234-236-238-238 1/2 Third Street: Contributing #27
Italianate, ca. 1860s

Row of four rowhouses with four stories plus basement, three bays, brick with bracketed wood cornice, stone lintels and sills,

wood 1/1 sash windows, brownstone water table. 236 is undergoing rehabilitation, and features 2/2 sash windows, an entrance with transom, double doors, and windows extended on the first floor. 238 retains the original stoop with iron railing and newel. 238 1/2 has been brickfaced.

239 Third Street: Non-contributing #26
ca. 1850s, altered

Two stories, three bays, siding. Two dormers, no trim except aluminum window and door awnings, new entry.

240 Third Street: Non-contributing #27
ca. 1850a, altered

Two stories & basement, three bays, siding. Aluminum windows; new porch, stoop and door.

241 Third Street: Contributing #26
Italianate, ca. 1860

Three stories & basement, three bays, brick. Pedimented brick cornice, stone lintels and sills, 1/1 sash windows. Entrance porch added.

242 Third Street: Vacant

243 Third Street: Non-contributing #26
Italianate, ca. 1860

Three stories & basement, three bays, permastone, crenellated parapet, 1/1 sash windows, new entry and stoop.

244-248 Third Street: Contributing #28, 29
Romanesque Revival
Iglesia Pentacostal Bethsaida

Originally built as the Second Presbyterian Church in 1869, this red brick structure was converted to the Iglesia Pentacostal Bethsaida circa 1964. A simple Romanesque basilica, it has round arched windows, an arcaded corbelled brick architrave and wood cornice. Its two side entrances have stone archivolts with keystones. Other stone elements include a watertable and base.

245 Third Street: Contributing #26
Italianate, ca. 1860

Three stories & basement, three bays, brickface. Stepped parapet, stone sills. New stoop and door.

247 Third Street: Contributing #26
Italianate, ca. 1860

Three stories & basement, three bays. Second story bay window with corbelled panels. Cornice removed.

250 Third Street: Contributing #29
Italianate, ca. 1860

Two stories & basement, three bays, brick. Arched stone lintels and door hood, stone sills, original paired entry doors, original iron fence, 2/2 sash windows. Recently rehabilitated. New stoop.

THIRD STREET: Blocks 314, 315

263 Third Street: Non-contributing
Ca. 1865, altered

Three stories, four bays. Ground floor stucco, upper floors rolled asphalt siding. No trim.

264 Third Street: Contributing #32
Italianate, ca. 1870s

Four-story & basement, four-bay brick tenement with areaway, 1/1 windows, bracketed wood cornice, stone lintels and sills. Recently rehabilitated.

265 Third Street: Non-contributing #30
Ca. 1865, altered

Three-story, three-bay structure with permastone. entry door with transom and sidelights. 1/1 sash windows, stone lintel over door. New stoop, door, and fence.

266 Third Street: Contributing #32
Greek Revival, ca. 1860s

Three stories plus basement, three bays, brick. Cornice removed, brownstone lintels and sills.

267-269-271-273-275 Third Street: Contributing #30, 31
Greek Revival, ca. 1850s

Two stories, three bays, wood-frame houses with pitched roofs and porches. 267, 269, 271 covered with siding, 273 has rolled asphalt brick siding, 275 has asbestos shingles. Cornices covered.

268-270-272-274-276-278-280-282 Third Street: Contributing #32-3
Greek Revival, ca. 1850s

Row of eight houses, set back, three stories & basement in height, three bays wide. Stone lintels and sills, iron railings mostly intact. 268, 270, 274, 276, 282 have been stuccoed; 272 has permastone; 278 and 280 have brickface.

277 Third Street: Contributing
Greek Revival, ca. 1850s

Two stories, three bays, wood frame construction. Dormer window, asbestos shingles.

279 Third Street: Non-contributing
Greek Revival, ca. 1850s

Two-story, three-bay wood frame structure. Pedimented entrance porch, two bay dormer added. New stoop and fence.

281-283 Third Street: Contributing
Greek Revival, ca. 1850s

Two-story, three-bay wood frame structures which have been sided. Cornices have been covered. New entrances and stoop, new fence.

284-286 Third Street: Contributing #34
Italianate, ca. 1890

Five-story, six-bay tenement, buff brick. Heavy stone lintels with large keystones, limestone water table. First story has corbelled banding. Stone cornice. Frieze over entrance.

285 Third Street: Non-contributing
Ca. 1850s, altered

Two stories plus basement. Siding, cornice covered, metal

windows, new door and stoop, oriel removed.

285 1/2 Third Street: Vacant

287-287 1/2-289 Third Street: Contributing #35
Gothic/Italianate, ca. 1840

Two stories & basement, two bays. Buildings are wood frame, set back and distinguished by projecting oriel windows. 287 is covered with shingles and has a gable roof, 287 1/2 has rolled asphalt siding. Stoops are new.

288 Third Street: Contributing
See 54 Coles Street.

289 1/2 - 291 Third Street: Non-contributing #36
ca. 1840, altered

Similar to 287, 287 1/2, 289 Third Street, however these two-story & basement, two-bay structures have been stripped of oriel windows and cornices, and covered with asbestos shingles (289 1/2) and aluminum siding (291). Both have new entries and stoops.

FOURTH STREET: Blocks 245, 246

205 Fourth Street: Contributing
Italianate, ca. 1865

Three-story & basement, three-bay brick tenement. Bracketed wood cornice, stone sills and water table. Original iron stoop and railings. Door altered.

206 Fourth Street: Contributing #37
Italianate, ca. 1885

Four-story & basement, three-bay brick tenement. Elaborate bracketed wood cornice, flat brownstone lintels, sills, water table and stoop. Original panelled door.

207-209-209 1/2-211-213-213 1/2-215-215 1/2-217-217 1/2 Fourth Street: Contributing #38
Italianate, ca. 1860

Row of ten brick buildings 2 stories plus basement, two bays with

wood bracketed cornices, brownstone lintels, sills and water tables. 211 and 215 1/2 have had concrete porches added. 207, 211, 213 1/2, and 217 have been covered with permastone.

208 Fourth Street: Vacant

210-212 Fourth Street: Non-contributing #37
Ca. 1860s, altered

Two-story, 2-bay houses joined with entrances in center. Both have artificial siding, no trim and aluminum door awnings. 212 has aluminum porch.

214 Fourth Street: Non-contributing #37
Ca. 1860s, altered

Two-story, sided houses with no trim, new stoop and aluminum door awning.

216 Fourth Street: Vacant

218 Fourth Street: Contributing #37
Italianate, ca. 1860, altered

Three stories plus basement, 3-bay rowhouse sided with asphalt shingles. Bracketed wood cornice, wood door surround with lintel and transom. New stoop and railing.

219 Fourth Street: Contributing #38, 39
Italianate, ca. 1860

Three stories plus basement, three bays, rolled asphalt siding. Bracketed wood cornice, arched lintels.

220 Fourth Street: Non-contributing #37
ca. 1870, altered

Three-story, 3-bay rowhouse, modified with tripartite window, siding, new stoop and no trim.

221 Fourth Street: Contributing #38, 39
Italianate, ca. 1895

Five story plus basement, 2-bay brick tenement, painted white. At 2nd and 3rd floors, two cast iron oriel windows project, with decorative spandrels and twisted colonnettes, divided by 3

quoined pilasters. Corbelled brick cornice and pediment. Arched openings on 4th floor, arched entry with pediment above with large bracket keystone. Bluestone stoop with new railings.

222 Fourth Street: Non-contributing #37
ca. 1860, altered

Two-story plus basement, three-bay house with siding and no trim.

224-226 Fourth Street: Vacant

228 Fourth Street: See 71 Erie Street.

FOURTH STREET: Blocks 278, 279

230-230 1/2-232-232 1/2 Fourth Street: Contributing
Greek Revival, ca. 1855

Three-story, two-bay brick structures with bracketed wood cornices, brownstone lintels and sills. 232 and 232 1/2 have original iron fences; 232 1/2 also has a projecting oriel window.

234-236 Fourth Street: Contributing
Italianate, ca. 1865

Three-story & basement, three-bay rowhouses, brick with brownstone basements. Bracketed wood cornices, arched lintels and door hoods, recessed panelled doors.

237 Fourth Street: Contributing
Greek Revival/Italianate, ca. 1860

Two stories & basement, three bays. Wood frame with vinyl siding. Recently rehabilitated. Bracketed wood cornice with attic windows in frieze.

239 Fourth Street: Contributing
Italianate, ca. 1865

Three-story & basement, three-bay brick rowhouse. Bracketed wood cornice with scalloped bottom, cast iron arched windows, arched door hood with keystone. Original fence.

241 Fourth Street: Contributing
Greek Revival, ca. 1855

Two-story & basement, three-bay, brick building. Bracketed wood cornice, stright stone lintels and door hood, brownstone water table, original railing.

243 Fourth Street: Contributing
Greek Revival/Italianate, ca. 1860

Three stories plus basement, three bays, brick. Bracketed wood cornice with lattice decoration. Little or no alteration. Original railings.

238-240-240 1/2-242-244-244 1/2-246-248-248 1/2-250-252 Fourth Street: Contributing
Greek Revival/Italianate, ca. 1865

Eleven building row of three-story & basement, three-bay structures with bracketed wood cornices, stone lintels, sills, and watertables. 250 has original fence. 244 has been stuccoed, 244 1/2 has been brickfaced.

245 Fourth Street: Contributing
Italianate, ca. 1860

Brick with arched brownstone lintels, sills, string courses, water table. First floor lintels have exuberant shells and swags.

247 Fourth Street: Contributing
Italianate, ca. 1880

Three stories & basement, three bays, brick. Simple bracketed wood cornice, arched stone lintels and sills, water table. Original iron railing and fence.

249 Fourth Street: Contributing
Greek Revival/Italianate, ca. 1880

Three stories & basement, three bays, brick. Bracketed wood cornice, stone lintels, sills, and water table. Original cast iron railing and fence, original double doors.

251 Fourth Street: Contributing
Italianate, ca. 1880

Three stories & basement, three bays, painted brick with stone

basement. Bracketed wood cornice, arched stone lintels, sills, water table. Arched entry.

253-253 1/2-255 Fourth Street: Contributing #40
Italianate, ca. 1860

Three-story & basement, three-bay brick rowhouses. Bracketed wood cornices, arched stone lintels, sills. 253 and 255 have been painted.

254 Fourth Street: Contributing #41
Italianate, ca. 1886

Three-story & basement, two-bay brick house built by English architect Edward Simon. Elaborate bracketed wood cornice, decorative brick lintels, decorative terra cotta insets under windows. One bay projects forward.

259 Fourth Street: Contributing
Italianate, ca. 1860

Three-story plus basement brick corner building with three bays on Fourth Street and two bays on Jersey Avenue. Bracketed wood cornice, flat brownstone lintels, sills and water table, brick stoop.

FOURTH STREET: Blocks 315, 316

267-269-271-273-275-277 Fourth Street: Contributing #42
Greek Revival/ Italianate, ca. 1845

Row of six brick rowhouses, two stories and basement, three bays, with dentilled wood cornices (267, 269, 275, 277), brownstone lintels, sills and water tables. 267 has segmental arched lintels. All are painted except 271, 273, which have been covered with permastone.

268-270-272-274-276-278-280 Fourth Street: Contributing
Greek Revival/ Italianate, ca. 1845

Two stories & basement, three bays, brick. Dentilled wood cornice, stone lintels, sills, water table. 268 has stucco facade resembling brownstone. 278 and 280 have been surfaced with permastone.

279-281-283-285-287-289-291-293-295-297 Fourth Street:
Contributing #43
Greek Revival, ca. 1860

Row of ten brick rowhouses, three stories plus basement, three bays, with simple dentilled wood cornices, stone lintels and sills. 281 and 285 have been covered with permastone, 295 and 297 have been covered with brickface. Brownstone stucco on 283, 289, 291, 293. 283 and 293 have original iron fences, and most have original stoop railings.

282 Fourth Street: Contributing
Greek Revival/Italianate, ca. 1865

Three stories and basement, three bays, brick. Simple bracketed wood cornice, stone lintels and sills. Early twentieth century entry with decorative iron canopy.

284 Fourth Street: Contributing
Art Deco, ca. 1865, altered

Three-story and basement, three bay structure with two-tone brick Art Deco facade. Decorative stepped parapet and window aprons.

286-288-290-292-294-296-298 Fourth Street: Contributing
Greek Revival/Italianate, ca. 1860 #44, 45, 45A

Row of seven brick houses, three stories & basement, three bays. Simple dentilled wood cornices, brownstone lintels, sills and water tables. 290, 292, 294 are stuccoed to resemble brownstone. 288 has been painted. 286, 288, 296 have brickface facades. All doors altered except 288. 290, 292, 294 have original fences.

FIFTH STREET: Blocks 246, 247

201-203-205-207 Fifth Street: Intrusion
Twentieth century

New construction, residential.

202-204-204 1/2-206-208 Fifth Street: Contributing
Italianate, ca. 1865

Three-story plus basement, three-bay brick rowhouses with bracketed wood cornices, arched stone lintels and door surrounds.

Stone sills and water tables. All but 202 have brickface. Original iron fences and railings except 204, 206.

209 Fifth Street: Contributing
Italianate, ca. 1890

Four-story & basement, four-bay brick tenement. Stone lintels, sills and water table. Fire escape on facade.

210 Fifth Street: Contributing
Greek Revival/Italianate, ca. 1860s

Brick rowhouse with three stories plus basement, three bays wide. Bracketed wood cornice, brownstone lintels, sills and water table. Original fence and railings.

211 Fifth Street: Contributing
Greek Revival/ Italianate, ca. 1870s, altered

Three stories & basement, three bays, brickface. Bracketed wood cornice, flat stone lintels and sills. Permastone on base. New stoop and door.

212-214-216 Fifth Street: Contributing #46
Italianate, ca. 1860s, altered

Three stories plus basement, three bays, brickface. Cornices removed and replaced with stepped parapets. Stone sills.

213 Fourth Street: Non-contributing
ca. 1870s, altered

Three-story plus basement, 3-bay house, with shingles on basement and siding above. Cornice covered.

215-215 1/2-217-217 1/2-219 Fifth Street: Contributing
Greek Revival, ca. 1860

Row of five houses, two stories plus basement, two bays, covered with rolled asphalt siding, except for 217 1/2 and 219 which have aluminum siding. All have simple dentilled wood cornices.

218 Fifth Street: Non-contributing #46
Ca. 1860s, altered

Two-story plus basement, 3-bay house covered with permastone.

Metal windows, no cornice, entranced altered.

220-222-224 Fifth Street: Key #47
Victorian Romanesque, 1887, wing added 1893.
Former Thomas J. Stewart Co.

Originally built by the Thomas J. Stewart Co. for carpet-cleaning factory and storage, this handsome five-story red brick building at the corner of Fifth and Erie has a corner entrance and a rounded bay above extending from 2nd floor to parapet. The first floor is defined by an arcade with paired windows and iron grilles in the openings. The second, third and fourth floors are defined by a three-story arcade containing paired windows. Decorative terra cotta banding extends across the facade at the spring point of both arcades, constituting the capitals of pilasters dividing the arched bays. Stone band coursing links the stone lintels at the 2nd and 3rd floors. The top floor is articulated by smaller paired arched openings, linked by terra cotta banding at the spring point. The building is capped by a corbelled cornice and plain parapet. Set back from the street, the building has an areaway on both sides with an iron fence.

The 1893 wing at 220 Fifth Street is slightly taller and has six floors to the five in the original building. At the first floor is an arched garage door opening with steel lintel. The floors above are divided into a two-story arcade surmounted by a three-story arcade with a single window within each arch. Its corbelled cornice and plain parapet are slightly higher than those of the building adjacent.

221-223 Fifth Street: Contributing #48
Italianate, ca. 1845, altered

Two-story plus basement, 2-bay brick rowhouses with simple wood dentilled cornice, brownstone lintels, sills and water tables. Stoops are covered with permastone. New doors with aluminum awnings have been applied. 225 has been altered on the ground floor.

FIFTH STREET: Blocks 279, 280

225-227-229-231-233-235 Fifth Street: Contributing #50
Greek Revival/Italianate, ca. 1860

Two-story plus basement, 2-bay brick rowhouses with simple wood

bracketed cornices, brownstone lintels, sills and water table. Entries altered at 227, 229 and 233. Victorian oriel window with bracketed cornice added at 231.

237-243 Fifth Street: Contributing
Former Tifereth Congregation Synagogue
Originally German Lutheran Church
Italianate, ca. 1860

Originally built as a German Lutheran church, circa 1860, this one story, wood-frame building is three bays wide and has a side wing. Recently rehabilitated and converted to apartments, the exterior is wood clapboarded. The stained glass windows are noteworthy.

226-228-230-232-234-236 Fifth Street: Contributing #49
Italianate, ca. 1865

Row of six brick rowhouses, 3 stories plus basement, 3 bays, with bracketed wood cornice with panelled frieze, brownstone lintels, sills and watertable. 236 has been covered with permastone. All entries have been altered.

238-240-242 Fifth Street: Contributing
Italianate, ca. 1890

Row of three brick tenements, 5 stories, 5 bays. Entrances have been altered and fire escapes added to the facades.

244 Fifth Street: Vacant

245 Fifth Street: Contributing
Italianate, ca. 1860

Three-story plus basement, 3-bay brick rowhouse. Cornice removed, asphalt siding, entrance altered.

246-248-250-252 Fifth Street: Contributing
Italianate, ca. 1880

Row of four brick rowhouses, 3 stories plus basement, 3 bays with bracketed wood cornices, scalloped at the bottom. Arched lintels and sills. 252 has original cast iron railing and fence. 250 and 252 are surfaced with stucco. 246 and 248 are painted.

247-249-251-253-253 1/2 Fifth Street: Contributing

Italianate, ca. 1885

Row of five brick tenements, four stories plus basement, 3 bays (except 247, which has 4 bays). Bracketed wood cornices, straight brownstone lintels, sills and water tables. Pedimented stone lintels at ground level. Original doors on all but 243 1/2. Original iron fences and railings.

254-256-258-260 Fifth Street: Contributing #51
Greek Revival/Italianate, ca. 1860

Row of four brick rowhouses, 3 stories plus basement, 2 bays, with lintels, sills, water tables and bases of brownstone and bracketed wood cornices. 260 has permastone facade. All doorways have been altered.

255-257-259-261-263 Fifth Street: Contributing #52
Greek Revival/Italianate, ca. 1860

Row of five brick rowhouses, 2 stories plus basement, 3 bays. Bracketed wood cornices with dentils, flat, brownstone lintels, sills and water table. 255, 257 and 263 are painted.

FIFTH STREET: Blocks 316, 317

268 Fifth Street: Contributing
Italianate, ca. 1870

One-story, 1-bay brick commercial structure with bracketed wood cornice.

270-272-272 1/2 Fifth Street: Contributing #53
Italianate, ca. 1865

Row of 3 brick houses, 2 stories plus basement, 2 bays with bracketed wood cornice. Arched lintels and door surrounds, sills and water tables of brownstone. 272 has original cast iron fence.

273 Fifth Street: Contributing
Italianate, ca. 1870

Brick rowhouse, 3 stories plus basement, 2 bays with brownstone lintels, sills, water table, basement and stoop. Window lintels and door hood are arched. No cornice.

274 Fifth Street: Contributing
Italianate, ca. 1865

Three-story plus basement, three-bay brick rowhouse with bracketed wood cornice, arched stone lintels. Entrance altered, original cast iron fence.

275 Fifth Street: Contributing #54
Italianate, ca. 1870, altered

Three-story plus basement, two-bay rowhouse with brickface and stone lintels. All trim removed.

276 Fifth Street: Non-contributing
Greek Revival/Italianate, ca. 1865, altered

Three-story plus basement, two-bay rowhouse with permastone. Cornice removed, entry with transom remains.

276 1/2 Fifth Street: Contributing
Greek Revival/Italianate, ca. 1865, altered

Three-story plus basement, two-bay brick rowhouse with brownstone lintels and sills. Cornice removed, entry with transom remains.

277 Fifth Street: Contributing #54
Italianate, ca. 1885

Four-story, 3-bay brick rowhouse with bracketed wood cornice. Entry altered with aluminum awning.

278 Fifth Street: Contributing
Greek Revival, ca. 1865

Brick rowhouse with two and one-half stories plus basement, 3 bays, flat brownstone lintels and sills. Entrance with transom, cornice removed, attic story has eyebrow windows and siding.

279-Fifth Street: Non-contributing #54
Italianate, ca. 1865, altered

Three-story plus basement, three-bay rowhouse with permastone. Trim removed, new entry, stoop and railing. Aluminum awnings have been installed at door and windows.

280 Fifth Street: Contributing #55

Italianate, ca. 1865

Brick rowhouse with three stories plus basement, 3 bays, flat brownstone lintels and sills, bracketed wood cornice.

281 Fifth Street: Contributing #54
Greek Revival/Italianate, ca. 1865

Painted brick rowhouse with three stories plus basement, 3 bays, brownstone lintels, sills and water table. Cornice removed.

282 Fifth Street: Contributing #55
Italianate, ca. 1870

Painted brick rowhouse with four stories plus basement, 2 bays, flat brownstone lintels and sills, simple, bracketed wood cornice. First story altered.

283 Fifth Street: Contributing #54
Italianate, ca. 1865

Brick rowhouse with three stories plus basement, 3 bays, flat brownstone lintels, sills and water table, bracketed wood cornice. Original cast iron railing.

284-286-288-290-292-294-296-298-300-302-304 Fifth Street:
Contributing #57
Greek Revival/Italianate, ca. 1860

Row of 11 brick rowhouses with 2 stories plus basement, 2 bays. All have simple bracketed wood cornices, bluestone lintels and sills. 300 and 304 have been stuccoed to resemble brownstone. 288 and 294 have permastone facades. Most have simple doorways with rectangular transoms. 290 and 292 have fancy bracketed entablatures over the doorways with carved garlands in the frieze.

285-287-289-291-293-295-297-299 Fifth Street: Contributing #56
Greek Revival/Italianate, ca. 1855

Row of 8 brick rowhouses with 2 stories plus basement, 2 bays wide. All except two have original bracketed wood cornices. 285 has a cast iron porch. Six buildings have permastone facades. Most have bluestone lintels and sills.

301 Fifth Street (88 Coles): Contributing

Italianate, ca. 1860s

Three-story rowhouse, red brick at base, covered with yellow brickface on upper floors. Brownstone lintels and sills, simple bracketed wood cornice. Extending 6 bays on Fifth and two bays on Coles, some of the windows have been removed.

MANILA DRIVE (GROVE STREET): Blocks 241, 242

354-356-358-360-362-364 Manila Drive: Contributing #1
Italianate, ca. 1860

Row of six red brick rowhouses, 4 stories, 3 bays with arched lintels and bracketed wood cornice and stone coursing. Original wood storefront existing at 364; all others have been removed in preparation for rehabilitation.

355 Manila Drive: Contributing #2
Art Deco, ca. 1925

Three-story, 13-bay orange brick commercial building with storefronts at ground floor, characterized by decorative brickwork.

359 Manila Drive: Non-contributing

Three-story wood-frame building surfaced with stucco. Ground floor altered.

361 Manila Drive: Vacant

363-365-367 Manila Drive: Contributing
Italianate, ca. 1860, altered

Row of three four-story, 3-bay, red brick buildings with arched stone lintels and bracketed wood cornices. Storefronts at ground level have been altered.

ERIE STREET: Blocks 275, 242

8-14 Erie Street: Key #77
Beaux-Arts, 1910
Police Headquarters

Three-story, yellow brick Beaux-Arts building. Facade is divided into five bays with two-story arched openings at the upper floors resting on two-story pilasters. Terra cotta spandrels; corners are articulated by colossal Ionic pilasters which support a dentilled cornice. Entrance has been altered with ceramic veneer and new metal doors.

7-9-11 Erie Street: Contributing #76
Greek Revival, ca. 1850

Three, three-story brick rowhouses, 2 bays each. Wood storefronts with bracketed cornices largely intact. Floors above have stone lintels and sills.

13-15-17-17A-19-21 Erie Street: Contributing
Greek Revival, ca. 1850-1860

Row of six three-story plus basement, 3-bay rowhouses with brownstone basements and stoops. Original iron fences intact. Cornice removed. 19 has original entrance, but others altered. 13,19 and 21 have been covered with brickfacing.

16-18 Erie Street: Contributing
Italianate, ca. 1865-70

Four-story, 3-bay red brick rowhouses with arched stone lintels, bracketed cornices. Stoops partially intact.

18 1/2 Erie Street: Intrusion
Date unknown

One-story commercial infill structure.

20 Erie Street (237 First Street): Contributing

ERIE STREET: Blocks 276, 243

24 Erie Street: Contributing
Italianate, ca. 1865

Three-story, 3-bay brick structure, with commercial ground story. Curved stone lintels, wood cornice. Storefront partially altered.

26 Erie Street: Intrusion

Date unknown

One-story, wood-frame commercial structure, substantially altered.

27-29-29 1/2-31-33 Erie Street: Contributing #78, 78A
Greek Revival, ca. 1850

Two-story plus basement, 3-bay brick rowhouses, set back from the street. 27 and 29 have been brickfaced. 33 has original entrance.

28-30-32-34-34 1/2-36-36 1/2-38 Erie Street: Contributing #79
Italianate, ca. 1860

Three-story plus basement, 3 bay brick rowhouses. All except 30 have arched stone lintels and arched door hoods. 28, 32 and 34 have altered cornices. All are either painted or brickfaced. Entrances are largely intact.

ERIE STREET: Blocks 277, 244

35 Erie Street: Key, Individual NR listing, 1979 #80
Grace Van Vorst Episcopal Church
Gothic Revival, 1853, 1864, 1912-1913

Designed by Detlef Lienau and completed in 1853, Grace Van Vorst Episcopal Church is a Gothic Revival structure of random coursed ashlar brownstone, quarried in Belleville, N.J. The roof is slate, pointed for ornament, with iron cresting at the ridge and stone crosses surmounting the gables. Its clerestory is punctuated by circular windows with quatrefoil tracery and stained glass windows manufactured in England, France, and the United States.

Midway on the south side, where the entrance was originally located, there is now a baptistry with a groined ceiling and from this, a circular staircase of cut stone leads to the room above. Above is a square tower with embattlement sides, terminating at four corners with finials which are surmounted by quatrefoil crosses.

The interior has an open roof, supported by twelve solid stone columns, and has a nave, aisles, and vestry room. The floors are paved with inlaid mosaic tile bedded in cement.

40-54 Erie Street: See 250-256 Second Street
St. Mary's Church

39 Erie Street: Non-contributing

Twentieth-century, one-story gymnasium of concrete-block construction.

ERIE STREET: Blocks 278, 245

57 Erie Street: Vacant

58 Erie Street: Non-contributing
Date unknown

Two-story residential building surfaced with stucco and artificial siding.

60-66 Erie Street: Key #82
Public School No. 2
Renaissance Revival, ca. 1902

P.S. No. 2 is a monumental 3 1/2-story building of buff brick with limestone trim. Thirteen bays wide, its facade is divided in three sections, with a recessed center section of 5 bays, flanked by sections of 4 bays. The entrance is marked by a three-bay arcade with simple bracketed entablature supported by pilasters on dadoes. The first floor is stone, scored horizontally. The lintels in the side sections at the first floor and the center section upper floors are segmental with keystones. The building is capped by a bracketed cornice and parapet above articulated with recessed panels.

61 Erie Street: Contributing #81
Italianate, ca. 1870

Four-story, 3-bay tenement with stone lintels and bracketed wood cornice. Storefront alteration.

63 Erie Street: Contributing #81
Italianate, ca. 1860

Three-story plus basement, 3-bay brick rowhouse with stone lintels, bracketed wood cornice. Setback from street.

65-67-67 1/2-69 Erie Street: Contributing #81
Italianate, ca. 1850

Row of four rowhouses, two stories with basement, 3 bays, brick masonry, set back from street.

68-70 Erie Street: Vacant

ERIE STREET: Blocks 279, 246

71 Erie Street: Contributing #83
Greek Revival/Italianate, ca. 1860s

Three-story, two-bay brick rowhouse with a simple bracketed wood cornice, storefrount with original shop windows.

72-72 1/2-74 Erie Street: Contributing #85
Italianate, ca. 1885

Three-story, eight-bay brick structure with heavy bracketed cornice and decorative brick string courses. Storefront on ground story with bracketed wood cornice which has been bricked in.

73 Erie Street: Contributing #83
Italianate, ca. 1895

One-story wood frame commercial structure; storefront with bracketed wood cornice, original store windows.

75-75 1/2 Erie Street: Contributing #83
Greek Revival/Italianate, ca. 1865

Three-story, two-bay rowhouses with brownstone lintels and sills and bracketed cornices. Entry porches added.

76 Erie Street: Contributing #85
Italianate, ca. 1860s

Two-story plus basement, three-bay residential structure, covered with permastone, cornice removed and replaced with stepped parapet. Brownstone sills.

77 Erie Street: Contributing #83

Italianate, ca. 1860s

Three-story & basement, three-bay rowhouse with arched dentilled lintels and door hood, brownstone sills. Covered with permastone, door and stoop are new.

78 Erie Street: Non-contributing #85
Italianate, ca. 1860s

Three stories, three bays, residential, with aluminum siding. Cornice removed, parapet added, aluminum awning over first floor commercial.

79 Erie Street: Non-contributing
ca. 1860s

Two-story & basement, three-bay residential structure, covered with aluminum siding, cornice removed, stoop and basement permastoned. Aluminum awnings.

81-83 Erie Street: Contributing
Italianate, ca. 1860

Three-story & basement, two-bay brick rowhouses. Large bracketed cornices with ornate frieze. 83 has brownstone lintels and sills. 81 has been covered with brickface. New entry doors.

80, 80 1/2, 82, 82 1/2, 84, 84 1/2, 86 Erie Street: Contributing
Greek Revival/Italianate, ca. 1860s

Row of seven rowhouses, two stories with basement, two bays. 80, 80 1/2, and 86 have been covered with permastone, 82 and 84 1/2 have been covered with siding. 86 has a dentilled wood cornice, all other cornices have been covered, except 84, which has been removed. 84 has yellow brickface, a stepped parapet, and decorative brick window and door surrounds. Door has been converted to arched opening. 82 1/2, 84 1/2, and 86 have aluminum awnings.

ERIE STREET: Blocks 280, 247

88-92 Erie Street: See 220-224 Fifth Street

91 Erie Street: Contributing #84
ca. 1865

Two-story brick structure with a shed roof, current use is as a garage.

93 Erie Street: Contributing #84
Italianate, ca. 1865

Four-story, three-bay residential structure with a bracketed cornice and arched stone lintels.

JERSEY AVENUE: Blocks 313, 276

547 Jersey Avenue: Contributing #62
Italianate, ca. 1860

Three-story, three-bay brick rowhouse with wood cornice, arched stone lintels. Storefront has been rehabilitated.

548-550-550 1/2-552-554-554 1/2-556-558-558 1/2-560-562-562 1/2 Jersey Avenue: Key #63, 64
Italianate, ca. 1860

Three-story plus basement, three-bay brick rowhouses with bracketed wood cornices, arched cast iron lintels and sills and door hoods. Brownstone water table. Some with original brownstone stoops and iron fences.

549 Jersey Avenue: Non-contributing #62

Two-story commercial building, covered with brickface, with residential above.

551 Jersey Avenue: Contributing #62
Italianate, ca. 1860s

Four-story, three-bay painted brick rowhouse with bracketed wood cornice, brownstone lintels and sills. Storefront altered.

553 Jersey Avenue: Contributing #62
Italianate, ca. 1860s

Four-story, four-bay painted brickface rowhouse with bracketed wood cornice, brownstone lintels and sills. Storefront largely intact, with cornice.

JERSEY AVENUE: Blocks 314, 277

563 Jersey Avenue: Contributing
Italianate, ca. 1890s

Five-story plus basement, four-bay brick tenement with bracketed wood cornice, brownstone lintels and sills with band coursing, brownstone water table and stoop. Lintels incised with Neo Grec design.

564-566-568 Jersey Avenue: Contributing #65
Italianate, ca. 1870-80

Four-story painted brick residential; 566 and 568 are five bays wide, 564 is three bays wide. Bracketed corbelled brick and wood cornice covers the unit. Brownstone lintels.

565 Jersey Avenue: Contributing
Italianate, ca. 1860s

Three-story plus basement, three-bay rowhouse covered with brickface. Bracketed wood cornice with elaborate decorative frieze, brownstone lintels and sills.

567 Jersey Avenue: Contributing
Italianate, ca. 1860s

Three-story plus basement, three-bay rowhouse covered with brickface. Cornice removed. Brownstone sills.

569 Jersey Avenue: Key #66
Italianate, ca. 1870s

Three-story plus basement, three-bay brownstone rowhouse. Heavy bracketed wood cornice. Heavy, bracketed, pedimented door and window surrounds. Largely original, arched windows.

570-572 Jersey Avenue: Contributing #67
Italianate, ca. 1870s

Red brick four-bay, four-story tenements with heavy pedimented cornice, band and bead coursing, brownstone water table, and original fence with sunflower motif. Lintels of 572 have bracketed keystones.

574-578 Jersey Avenue: Intrusion
ca. 1970

One-story, twentieth-century supermarket.

571-573-575-575 A Jersey Avenue: Non-contributing
1860s, altered, ca. 1960

Row of four, three-story houses, substantially altered. 571 and 573 have been covered with permastone, numbers 575 and 575 A have been covered with brickface on the first story and siding above. Little or no trim remains.

577 Jersey Avenue: Non-contributing
ca. 1880s, altered

Four-story, three-bay structure, covered with brickface, trim removed. Modern storefront.

JERSEY AVENUE: Blocks 315, 278

579 Jersey Avenue: Contributing #67A
Gothic Revival, ca. 1860, altered

One and a half stories plus basement, with two pointed gables. One gable window has pointed drop arch window, the other has oriel window. Covered with permastone. Entry porch.

580 Jersey Avenue: Contributing
Italianate, ca. 1870

Four-story, four-bay residence; brickface on first floor, red brick above. Arched brownstone lintels, brownstone sills. Original door surround with beaded cast iron columns.

581 Jersey Avenue: Contributing
Italianate, ca. 1870

Four-story, four-bay brick rowhouse with bracketed wood cornice and elaborate bracketed lintels and sills. Wood storefront with bracketed, dentillated cornice and store windows. Recently rehabilitated.

582 Jersey Avenue: Contributing
Italianate, ca. 1870

Brick rowhouse, three stories plus basement, three bays. Bracketed wood cornice, arched lintels, brownstone sills, original door surround with transom and double doors. Brownstone water table and stoop.

583 Jersey Avenue: Contributing
Greek Revival/Italianate, ca. 1860s

Two-story plus basement, two-bay painted brick rowhouse. Bracketed wood cornice; brownstone lintels, sills, water table, and stoop.

584-584 1/2 Jersey Avenue: Contributing
Italianate, ca. 1860s

Three-story plus basement, two-bay brick rowhouses. Brownstone lintels and sills, brownstone band coursing and water table. Paired arched windows on first floor, entries with transom and double doors. Original cast iron fence and railings.

585 Jersey Avenue: Vacant

586 Jersey Avenue: Contributing
Italianate, ca. 1860s

Three-story plus basement, three-bay painted brick rowhouse. Bracketed wood cornice, brownstone sills, water table and stoop. Arched cast iron lintels. Original iron fence.

587 Jersey Avenue: Vacant

588 Jersey Avenue: Contributing
Italianate, ca. 1860s

Two stories plus basement, three bays. Painted brick. Bracketed wood cornice; brownstone lintels, sills, and water table.

589 Jersey Avenue: Contributing
Greek Revival, ca. 1850s, altered

Two stories, three bays, painted brick. Stepped parapet, brownstone lintels and sills. Garage door on first floor.

590-590 1/2-592 Jersey Avenue: Contributing #68
Italianate, ca. 1860s

Three stories plus basement, three bays. Bracketed wood cornices; arched, dentilled cast iron lintels and door hoods; brownstone water table and stoops.

591 Jersey Avenue: Contributing #69
Italianate/Second Empire, ca. 1860, altered

Freestanding two and a half story house, four bays across facade. White brickface, mansard roof with arch-headed dormers. Cornice covered.

594 Jersey Avenue: Contributing #68
Italianate, ca. 1860

Three stories plus basement, two bays, brick. Bracketed wood cornice, brownstone lintels, sills, and water table. Double wood doors.

JERSEY AVENUE: Blocks 316, 279

593 Jersey Avenue: Contributing #71
Art Deco, ca. 1940

Three stories, two bays of paired windows. Ground story commercial, storefront clapboarded with recent colonial revival doorway. Decorative brickwork.

596-602 Jersey Avenue: Key #70
North Baptist Church
Victorian Gothic, 1885

This Victorian Gothic church of red brick, stone and terra cotta is characterized by its assymmetry, polychromy and Gothic arches. The west front has a single pointed gable with a campanile rising at the southwest corner. Circa 1980, the roof and interior of the church was destroyed by fire. However, the west end and south wall were left intact and the building was enclosed with a new flat roof. At 602 is a smaller chapel of a similar style, presented February 26, 1891.

595-597-599-601 Jersey Avenue: Contributing #71
Italianate, ca. 1870

Four-story plus basement, three-bay painted brick rowhouses.

Bracketed wood cornices, arched lintels, brownstone sills and water table. Arched doorways and first floor windows. 599 has original cast iron fence and railing.

603 Jersey Avenue: Contributing
Greek Revival, ca. 1865

Brick rowhouse, 3 1/2 stories, 3 bays, slate mansard roof with two pedimented dormers. Dentilled wood cornice.

605 Jersey Avenue: Key #72
Queen Anne, ca. 1880

An oustanding residence, three-stories plus basement, two bays wide, with rusticated ashlar stone facing at first floor and base. A metal-clad oriel stretches from the 2nd floor to the roof, crowned by a hexagonal cone-shaped roof. The spandrels of the oriel are decorated with garlands and geometric medallions. The facade is further embellished by projecting molded brick pilasters extending from the 2nd floor to the roof with brownstone band coursing and brackets. An arched window opening with stained glass transom and arched doorway add interest to the first floor.

604-606 Jersey Avenue: Contributing
Italianate, ca. 1865

Three-story plus basement, 3-bay brick rowhouses with arched brownstone lintels, stone sills, water table and stoop. Bracketed wood cornices, original cast iron railings and fences, entry with transom and double wood doors.

607 Jersey Avenue: Contributing
Italianate, ca. 1865

Four-story, 3-bay brick building with bracketed brownstone lintels with incised decoration, lintels and sills linked by corbelled brick and brownstone coursing, elaborate double bracked wood cornice. Entry altered.

608 Jersey Avenue: Contributing
Italianate, ca. 1870

One-story brick garage with wood cornice with carved frieze. Two wood garage doors with cross bracing.

609 Jersey Avenue: Contributing #73
Italianate, ca. 1870

Four-story, 4-bay brick tenement with bracketed wood cornice, arched lintels, brownstone sills. Storefront at ground floor with bracketed wood cornice. Doorway, with double wood doors, is flanked by beaded cast iron columns supporting cast iron lintel with rosettes.

JERSEY AVENUE: Blocks 317, 280

611-611 1/2 Jersey Avenue: Contributing #74
Italianate, ca. 1870

Brick tenements, 4 stories plus basement, 2 bays with arched brownstone lintels, brownstone sills, and bracketed wood cornice. 611 1/2 has brownstone facing with double arched window.

613 Jersey Avenue: Contributing
Italianate, ca. 1865

Three-story, 3-bay rowhouse, faced with stucco resembling brownstone. Arched stone lintels and door surround, bracketed stone sills and bracketed wood cornice.

612-614-614 1/2-616-618 Jersey Avenue: Key #75
Greek Revival/Italianate, ca. 1860

Row of five brick rowhouses with arched dentilled lintels and door surrounds, browntone sills, water table and basements, and bracketed wood cornices.

615 Jersey Avenue: Non-contributing
Date unknown

Two-story, 3-bay structure covered with permastone, cornice covered and storefront altered.

617 Jersey Avenue: Contributing
Greek Revival/Italianate, ca. 1865

Painted brick rowhouse, three stories plus basement, 3-bays, with bracketed wood cornice, flat brownstone lintels and sills. Entry has original transom and double doors.

COLES STREET: Block 314

50 Coles Street: Non-contributing #58

Two-story & basement extension of 290 Third Street, sided with blue vinyl.

COLES STREET: Block 315

54-56 Coles Street: Contributing #59
Italianate, ca. 1870s

Four-story, four-bay brick tenements. Cornice removed. Flat brownstone sills. First story (once commercial) bricked in but retains dentillated wood cornice of storefront.

58-60 Coles Street: Intrusion #59
Date unknown

One-story brick commercial, no trim, resurfaced with stucco.

COLES STREET: Block 316

78 Coles Street: Contributing #60
Eclectic, ca. 1860s, altered

Three stories, 2 bays with stucco at 1st floor and brickface above. Palladian window at 1st floor and half-timbered gable.

80-82 Coles Street: Contributing #60
Greek Revival/Italianate, ca. 1860s

Three stories, 2-bay rowhouses with brickface facade, flat brownstone lintels and sills, simple bracketed wood cornice.

84 Coles Street: Vacant

88 Coles (301 Fifth) Street: Contributing #60
Greek Revival/Italianate, ca. 1860s

Three-story, brick rowhouse with brownstone lintels and sills, simple bracketed wood cornice. Extends two bays on Coles and 6 bays on Fifth St.

COLES STREET: Block 317

90 Coles (304 Fifth) Street: Contributing #61

92 Coles Street: Contributing #61

One story, 3-bay, brick structure faced with stucco resembling brownstone and simple bracketed wood cornice.

94 Coles Street: Contributing #61
Italianate, ca. 1860s

Three-story plus basement, 2-bay rowhouse with yellow brickface, bracketed wood cornice, brownstone sills and watertable.

96 Coles Street: Vacant

Throughout the late the seventeenth century and into the eighteenth century, Bergen continued to be the population center and seat of government. Lower Jersey City was still chiefly marshland with settlements clustered around four locations; the causeway between Paulus Hook and Bergen (later Newark Avenue), the Van Vorst farm near the water at Henderson Street, a neighborhood north of Pavonia Avenue, and the present Van Vorst Park Historic District area.(6) In 1685, a book published in Edinburgh reported that there were "seventy families living in Bergen, four at Communipaw, five or six at Ahasimus, two or three at Hoboken."(7) Late eighteenth century development too was largely confined to Bergen except for a ferry established in 1764 at Paulus Hook, then owned by Cornelius Van Vorst.(8) In 1804 Van Vorst sold the Hook and the ferry franchise to Anthony Dey who, with a group of New York lawyers and businessmen, formed the Associates of Jersey Company and commissioned Joseph Mangin to survey the purchase.(9)

The Harsimus area was also purchased and surveyed in the early nineteenth century although title to the land had long been in dispute. At Sir George Carteret's death his property was sold to pay his debts and was purchased by William Penn and eleven associates known as the Proprietors. In 1724 this group sold the land to Archibald Kennedy, the King's Receiver General in New York.(10) Title to the land was never clear since the Dutch living in the town of Bergen had a claim that preceded that of the English. In 1753, Kennedy brought suit against the Bergen freeholders, beginning a case that was not finally resolved until 1804. Although Kennedy had died by this time, his estate was paid $20,000 for his interest in the land by John B. Coles of New York. Coles also paid $14,285 to Bergen Township.(11)

Development: 1850-1887

Coles, one of the Associates of the Jersey Company and a wealthy New York flour merchant, had his 500-acre purchase surveyed by Mangin and laid out in a grid containing 294 blocks. Four of these blocks were smaller in order to allow land for a central square while the remaining 290 were each intended to have 32 lots measuring 25 by 100 feet.(12) There were no street names on the original map. Most of the nineteenth century maps list the east-west streets as follows: north of Bay Street is South Eighth Street (present day First Street) with the numbers decreasing until they reach Hamilton Park and Pavonia Avenue. North of the Park the numbers increase beginning with North First Street (currently Ninth Street).

Other street names were in use concurrently. On the 1850 Dripps Map and in some directory references, First Street is Harsimus; Second Street is Norman; Third Street is Willow; Fourth Street is Gilbert; Fifth Street is Brook; Sixth Street is Hill; Seventh Street is Minturn; and Eighth Street is listed as Garretson. Present day Coles Street appears as Ontario.

South of the area purchased by John Coles lay the Newark Turnpike (now Newark Avenue), important as the connector between Paulus Hook and Bergen. The investment opportunity of this route was recognized by the Associates of Jersey who also formed the Newark Turnpike Company. Aware of the impact that the configuration of the Turnpike would have on the surrounding area, Coles had a clause inserted in the company's charter that required the road to conform to street lines as laid out on his map. The Turnpike Company ignored this provision, however, and the road retained its original angle.(13) Thus the neighborhood departs from the grid pattern that usually dominates planned cities. The diagonal of Newark Avenue also resulted in unusually configurated blocks and buildings.

Both Harsimus and Jersey City were part of Bergen County and Bergen Township until 1838 when Jersey City became a separate municipality. Two years later Hudson County was formed from part of Bergen County and in 1841 the township of Van Vorst was established. The township was bounded "on the north by a creek separating it from Hoboken, on the east and south by Mill Creek, following Mill Creek to Communipaw Cove to Grove Street (the newly established limit of Jersey City) and on the east by Grove Street and Harsimus Cove."(14) Van Vorst Township was divided into two districts: the area north of Newark Avenue was known as Pavonia and Newark Avenue and the area south of it was referred to as Harsimus.

Over half of the township was still farmland in 1843, and even five years later the population was only 3600.(15) Although most of the land was vacant in 1850, as shown on the Dripps map, the area now known as Harsimus Cove contained three industries (H & G Soule Jewelers, Jersey City Gum and Color Works, and Smith, Darron and Company Pencil Case Factory); two churches (Pavonia M.E. and Grace Episcopal); a coal yard; and Weaver's Arms, an inn on Newark Avenue; as well as 213 other structures. From the map it is evident that in 1850 more buildings were located on Newark Avenue and Grove Street than on the other streets of the district.

This clustering of buildings on Newark and Grove was encouraged by the location of the developments sponsored by Van Vorst Township during its ten years of existence, 1841-1851. Physical improvements included a public pump at the corner of Bay Street and Newark Avenue, pavement on the west side of Grove Street from Newark to Pavonia, flag pavement sidewalks on the block bounded by Newark, Grove, Barrow, and Railroad, and the first street lamp at the corner of Grove Street and Christopher Columbus Drive (formerly Railroad Avenue).(16)

One of the biggest obstacles the township faced was establishing ownership of Newark Avenue. Still owned by the Turnpike Company in the 1840s, the road had open drainage ditches which posed a health and safety nuisance. Van Vorst citizens appealed successfully to the legislature to have the road from Grove Street to Monmouth ceded to the township.(17)

Town meetings were first held at David Bedford's inn on the south side of Newark Avenue between Grove and Barrow and subsequently in Weaver's Arms further west on Newark Avenue.(18) In 1850, the township requested two lots for a city hall site from the heirs of John Coles. Denied this donation, the town chose to refurbish a room in the fire station on Bay Street to serve as a meeting and voting place.(19) The original firehouse was destroyed by fire and replaced by the present Police Headquarters.(20)

A comparison of the 1850 and 1873 maps illustrates the tremendous building activity that took place during these years. In 1850, the first school, Harsimus Public School No. 1, was built on Third Street (South Sixth) near Grove. It was during this period, too, that Jersey City became a major transportation center with accompanying industrialization and immigration. The city also grew in area. By 1851, the physical separation between Jersey City and Van Vorst had been reduced as marshes and streams were filled in and streets extended; and the two municipalities, with a combined population of about 12,000 voted to consolidate. Van Vorst became the Third and Fourth Wards of Jersey City with polling places at the Bay Street fire station and at the corner of Grove Street and Columbus Drive.(21)

Grove and Erie Streets and Jersey Avenue supported a small number of commercial buildings as a result of their proximity to the heavily commercial Newark Avenue. J.H. Smyth, for example, advertised his Family Grocery Store at the corner of Grove and Fourth Streets, and his house was also located there.

Although a predominantly residential area north of Newark Avenue, during the last quarter of the 1800s Harsimus Cove contained three industries. The Thomas J. Stewart Company, a carpet cleaning and storage business, occupied the building at Erie and Fifth Streets, which was recently converted to a senior citizen residence. In 1879, Stewart purchased the jewelry manufacturing company of the Soule Brothers and in 1888 constructed a new building on that site.(22) This business, with a main office at 46th Street and Broadway in New York, was promoted in a local publication as the "largest and most successful carpet-cleaning industry in the world."(23) Other industries were a soap manufacturing plant at First and Coles Street owned by Seth Billington (24) and a chair factory located at 208 Bay Street between Erie and Jersey.

Six churches were constructed in the district between 1849 and 1892. Pavonia M.E. (1849), and the original St. Mary's (1863) are no longer standing. Churches that do remain, however, are Grace Van Vorst (1850-1853), St. Boniface (1865), Second Presbyterian (now Iglesia Pentacostal Bethsaida) (1869), and North Baptist (1891).(25) Another church, a simple wood-frame building on Fifth Street purchased by St. Matthew's Lutheran from a Baptist congregation and enlarged in 1871, also served as a synagogue before being converted into apartments.(26)

During this period a second school, Public School No. 5 was constructed on Bay Street. St. Francis Hospital was established in 1864 at the corner of Coles and Fourth Streets, and two years later moved to Erie and Second. In 1869, because of increasing demand for services, a lot on Hamilton Park was purchased and a new building erected.(27) (None of these buildings remain.)

Prominent Citizens

The character of the Harsimus Cove Historic District was defined by the inhabitants as well as by the buildings. In the late nineteenth century, the area was the home of many locally prominent citizens. Robert C. Bacot, whose cottage at Jersey and Third appears on the 1850 map, was an engineer, architect, and city surveyor who purchased the right of way for the Harsimus Branch of the New Jersey Railroad and Canal Company and was in charge of building the Hackensack waterworks.(28) David Bedford of Grove Street was a magistrate who owned the inn that served as the first meeting place of Van Vorst Township.

John B. Coles' son, Edward, had an office at the corner of Jersey and Fifth (South Fourth) where he managed his father's estate valued at $688,625--the largest real estate holding in Jersey City in 1856. (29) Isaac Corriell, principal of Van Vorst's public school, lived at the corner of Grove and Second (South Seventh), and Abner Corriell, a teacher at the school, boarded there. The principal of Jersey City's public school, Dr. Albert T. Smith, lived at 5 Pavonia Place, one of a row of buildings on Fourth (Gilbert) Street.

Other prominent local citizens living in the district included Frederick Payne, owner of the largest meat and provision house in Jersey City; (30) Seth Billington, who lived at 289 First Street (South Eighth) near his soap manufacturing company at First and Coles Streets; the Soule Brothers, whose jewelry factory was located at Fifth and Erie; Oscar Kopetschny, a physician who lived in the house now used as a funeral home on the corner of Jersey Avenue and Fourth Street; and John H. Ward, president of the Fifth Ward Savings Bank.(31)

In some cases people who were not residents were responsible for the development of the district. Dudley S. Gregory, the first mayor of Jersey City and resident of Paulus Hook was among them. In 1856, Gregory was the largest individual landowner in the city, holding real estate valued at $314,820, including a row of buildings on Second Street.(32) Indicated on the 1850 map, three of these houses still stand. Thomas J. Stewart, whose factory was established in 1879, lived on Bergen Avenue, outside the district.(33)

A large number of builders, developers, and architects apparently lived in the district between 1850 and 1890, the period of greatest development. William H. Wood appears in directories as a speculator and later as the city surveyor. Charles G. Sisson, whose buildings on Third Street appear on the 1850 map, and Alexander Arbunkle, who lived on the corner of Grove and Bay, were both contractors. Hiram Gilbert, with an office located at Erie and Fourth, advertised in 1854 that he was "proprietor of a large number of lots in the Fourth Ward..." as well as lots on Bergen Heights and in East Newark. William Keeney (Second Street) and John Halladay (Pavonia Avenue) developed the Lafayette section of Jersey City in 1856, and by 1862 both had moved to Lafayette.

Beginning in 1834, when the night ferry service to Manhattan was

established, (34) Jersey City developed as a suburb of New York, and many residents worked across the Hudson. These ranged from Daniel McLeod, a bookbinder at 59 Ann Street, to Henry A. Booraem, a successful New York businessman whose real estate in Jersey City was worth $66,500 in 1856.(35)

Another resident who worked in New York was Michael Lienau, a German immigrant who became wealthy as an importer of wines and liquors.(36) In Jersey City, Lienau served as President of the First National Bank of Jersey City and as a director of the Matthiessen-Weichers Sugar Refining Company, married twice into old Jersey City families, and was influential in securing a number of commissions for his brother, architect Detlef Lienau, who also lived in the district.(37) Michael's own house, a freestanding Carpenter Gothic cottage on the southeast corner of Third and Jersey Avenue(demolished), was the first building to be designed by Detlef following his immigration in 1848.

Architect Detlef Lienau

A prolific nineteenth-century architect who studied under Henri Labrouste in Paris, Lienau practiced architecture in America from 1848 to 1887, designing significant buildings in New York, Newport, and Savannah.(38) Among his better-known buildings are the Hart M. Schiff house in New York, the Lockwood-Matthews mansion, Norwalk, Connecticut, and the Delancey Kane house, Newport, Rhode Island.(39) In Jersey City, where he lived until shortly before his death, he designed Grace Church, its rectory and parish hall, the house for his brother, the J. Dickinson Miller house, the Matthiessen-Weichers Sugar Refinery, the First National Bank of Jersey City, and the Henry A. Booraem houses on Second Street between Grove and Henderson.

Grace Van Vorst Church, one of Jersey City's designated local landmarks and individually listed in the National Register, with its rectory, appears to be the only surviving example of Lienau's work in Jersey City.(40) The second structure to serve the Episcopal congregation, Grace Church was built in 1850 on Erie Street on three lots donated by Mrs. Sarah Van Vorst and three of her children.(41) Because Michael was an active member of the congregation at the time, and married to Sarah Adeline Booraem, the sister-in-law of Cornelia Van Vorst Booraem, one of the donors of the land for the church site, his brother was a logical choice to design the building.(42)

Important as one of Lienau's first large commissions that helped

to establish his reputation, the church took three years to build and was first used in 1853 for Detlef Lienau's marriage ceremony.(43) Designed in the Gothic Revival style, it was built of random ashlar brownstone quarried at Belleville, N.J.(44) Designed only four years after the completion of James Renwick's Grace Church in New York, one of the first Gothic Revival buildings in America, Grace Van Vorst is a less archeological interpretation of the style. The church has a slate roof ornamented with iron cresting, a corbelled arcaded cornice and buttresses. Its clerestory has circular windows with quatrefoil tracery. In 1864, the expanding congregation commissioned Lienau to enlarge the building by extending the nave and aisles by two bays. The Norman Gothic tower on the south side, enclosing the baptistry, was not built until 1912-1913.

In 1867, Lienau designed the rectory, located to the west of the church. Also faced with irregular Belleville brownstone, the rectory has an L-shaped plan and is two stories high with basement and attic. Its dormer windows with bargeboards and its steep hipped roof are characteristic of the Gothic Revival as applied in residential buildings. The church and rectory form a significant example of Lienau's early work.

Housing for the Working Class

Historically the neighborhood of Harsimus Cove served working class people as well as those who were locally prominent or wealthy. In the 1850s, residents' occupations included: butcher, saloonkeeper, druggist, foundryman, barber, mason, baker, carpenter, draper and tailor, laborer, pencil case maker, and china gilder.

Following the pattern for Jersey City as a whole, the immigrant, Catholic and working class population of the district probably increased from 1850 to 1880.(45) The availability of working class housing was one of Jersey City's major selling points. An 1875 publication boasted that businesses had been driven from New York due "to the onerous taxation and the almost insurmountable obstacle of providing suitable houses for the workingman and his family at a moderate cost; all these objections are obviated in Jersey City. She has residences within the reach of every economical workman."(46)

Characteristic of the type of housing built during this period was a row of ten, three-story houses designed in 1871 by Detlef Lienau and built on the south side of Second Street between

Henderson and Grove for Henry A. Booraem. Shown on the 1873 map, this row no longer exists and therefore could not now be included in the district. However, it was representative of the style of construction of many rows within the district, and may have influenced those built later. Each house, eighteen feet wide, had three bays, segmentally arched windows, a high stoop, and a double door. The architect's elevation indicates the window sills originally featured brackets, which were later erased.

The growth of the Harsimus Cove Historic District was greatly influenced by the development of the railroads. In 1867, the United Railroad and Canal Company (formerly the New Jersey Railroad and Transportation Company) purchased the waterfront at Harsimus Cove, east of the district. The company experienced financial problems and subsequently leased its roads and the cove to the Pennsylvania Railroad. The Pennsylvania continued the policy of reclaiming land from the cove begun in 1856 by the Long Dock Company, and by the 1880s the Harsimus Cove terminal was the largest installation in the harbor, and included piers, float bridges, elevators, freight houses, warehouses, a stock yard, engine terminal, and storage yard.(47) Prior to 1882, they purchased land for elevated tracks to the cove. The Harsimus Branch tracks were enlarged between 1895 and 1905 by construction of a viaduct which eliminated houses on the south side of Sixth Street. The viaduct forms the northern boundary of the proposed historic district and separates it from the Hamilton Park Historic District.

Early in the twentieth century, the area in downtown Jersey City around Newark Avenue and Grove Street lost some of its commercial importance. Because Jersey City was formed from several towns, there have historically been four major shopping centers, but Newark Avenue, from Warren Street to Jersey Avenue, was still the principal trading center with the highest property values as late as 1909.

However, shortly thereafter the chief commercial center shifted to the Journal Square area--a shift facilitated by the opening of the Hudson and Manhattan tube station at Summit Avenue in 1910. The 1927 opening of the Holland Tunnel also contributed to the transition, and by the early twentieth century the fashionable residential area was located above the Palisades.

This transition to uptown Jersey City has had the fortunate result in leaving largely intact a collection of fine late nineteenth- and early twentieth-century commercial, residential,

and public buildings that characterize the Harsimus Cove Historic District.

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12. J.F. Mangin, Map of that Part of the Town of Jersey Commonly Called Aharsimus; p. 22 of Map of Hudson County, Hoboken, 1880.

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22. W.G. Muirhead, ed., Jersey City of Today, Jersey City, 1909, 92.

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27. Van Winkle, 156.

28. McLean, 350, 351.

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33. Muirhead, 39.

34. D.V. Shaw, The Making of an Immigrant City: Ethnic and Cultural Conflict in Jersey City, New Jersey, 1850-1877, Unpublished PhD Dissertation, University of Rochester, 1973, 7.

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36. E.W. Kramer, The Domestic Architecture of Detlef Lienau,. A Conservative Victorian, Unpublished PhD Dissertation, New York University, 1957, 43.

37. Kramer, 42.

38. Kramer, 1.

39. Kramer, xi.

40. The house designed by Detlef Lienau for his brother Michael was still standing as late as 1938, as shown by records of the city's Department of Revenue and Taxation. Unfortunately, it has since been replaced by a supermarket.

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IV. Architectural Drawings and Photographs from the Lienau Collection, Avery Architectural and Fine Arts Library, Columbia University, New York, New York.

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Grace Van Vorst Church, Erie and Second Streets, Jersey City, 1850-1853, enlarged 1864, rectory, 1867. Original drawings, Portfolio III, No. 4 and old photographs.

Suburban house for J. Dickinson Miller, Henderson and Second Streets, Jersey City, 1852. Photostats of original drawings, Portfolio VI, No. 4.

Suburban Cottage for Michael Lienau, Third Street, Jersey City, c. 1849. Original drawings, Portfolio I, No. 2.

Verbal Boundary Description

From the center of the intersection of Manila Drive (Grove Street) and Bay Street; west on the centerline of Bay Street to the east lot line of 227 Bay Street; south to the rear lot line of 227 Bay Street; west along the rear lot lines to the west lot line of 235 Bay Street, north to the centerline of Bay Street; west to the west lot line of 244 Bay Street; north to the side lot line of 13 Erie Street, west to the rear lot line of 13 Erie Street; north along the rear lot lines of 13 through 17 Erie Street and the side lot line of 245 First Street to the centerline of First Street; west to the west lot line of 308 First Street, north to the rear lot line of 279 Second Street; west to the rear lot line of 46 Coles Street, north to the rear lot line of 285 Second Street; west along the rear lot lines to the centerline of Coles Street; north to the railroad viaduct north of 96 Coles Street; east along the railroad viaduct to the west lot line of 200 Fifth Street, south along the rear lot lines of 437 to 369 Manila Drive to the centerline of First Street; east to the center of the intersection of Manila Drive and First Street, south along the center line of Manila Drive to the north lot line of 364 Manila Drive, east to the rear lot line of 354 Manila Drive, south to the centerline of Bay Street, west to the center of the intersection of Bay Street and Manila Drive.

Boundary Justification

The boundaries of the Harsimus Cove Historic District were determined using the following guidelines:

1. The homogeneous residential character of the district as compared to the commercial development of Newark Avenue.

2. The historical development of the area.

3. The existence of concentrated new construction that is architecturally distinct from the pre-existing residential area.

4. The architectural significance of individual buildings including the degree of alteration to existing facades and overall relationship to the streetscape.

5. The existence of manmade barriers forming physical boundaries.

6. The potential benefit to the historic character of the existing streetscapes in the district by including certain vacant properties which, if developed, would have an impact on the streetscape.

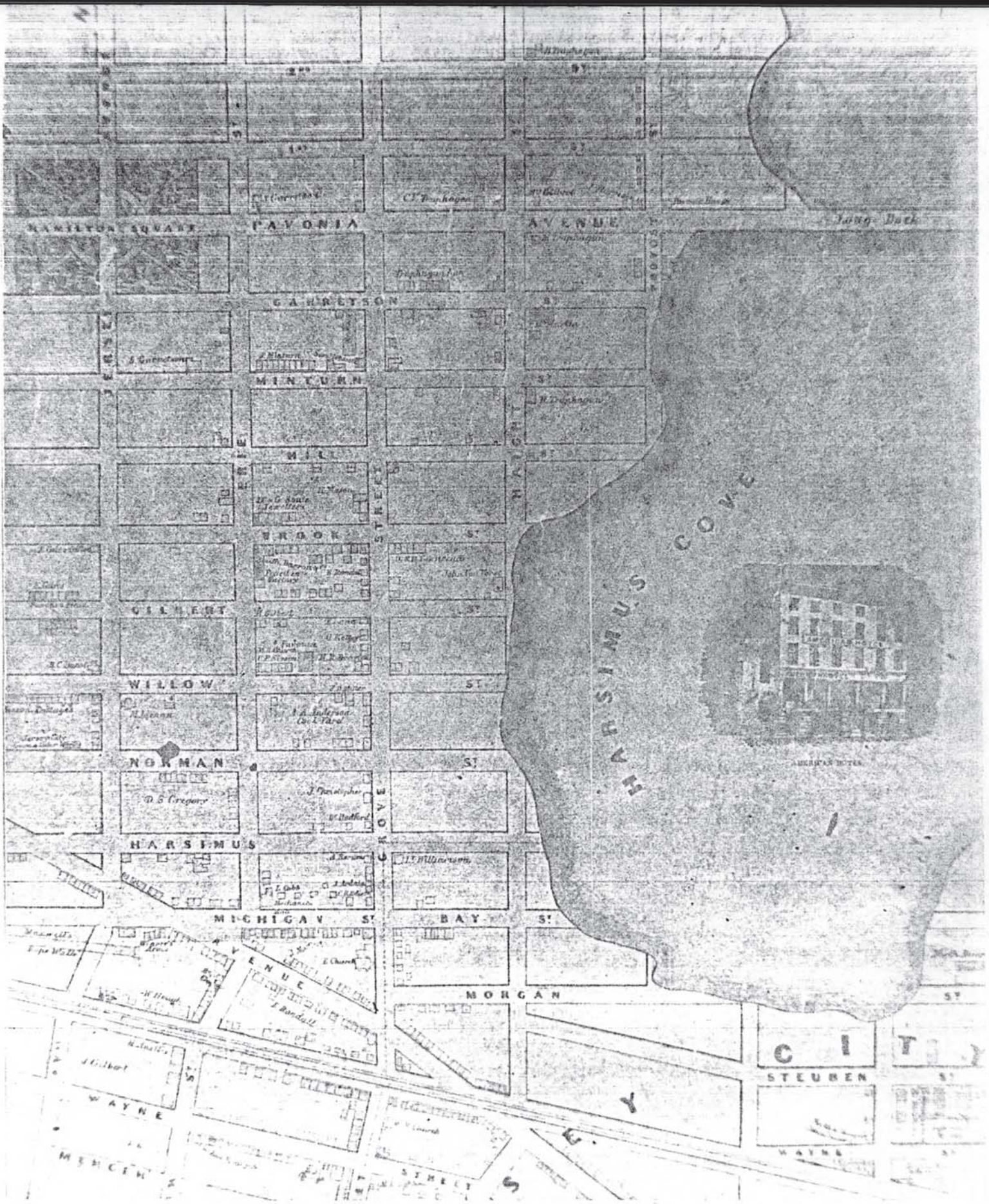
Utilizing these guidelines, the following general boundaries were established, and justified, as follows:

Southern Boundary: The southern boundary of the district was the most difficult to determine because Newark Avenue includes buildings similar to those in the district. However, it is felt that Newark Avenue is historically distinct in its development as an early highway and as a commercial thoroughfare serving the entire downtown, and may deserve separate historic designation. Although the proposed district does contain structures with light commercial uses, the district was built as and continues to function primarily as a residential area. In addition, the southern boundary was problemmatic to determine because of the number of parking lots and non-contributing structures lying adjacent to Newark Avenue. Consequently, the boundary lines omit portions of Bay Street, First Street, and Second Street from the district.

Western Boundary: The western boundary of the district is drawn partly from the distinction of Newark Avenue mentioned above and, more importantly, from the degree of alteration that has occurred to properties west of Coles Street. It extends from number 50 Coles Street to the Railroad viaduct.

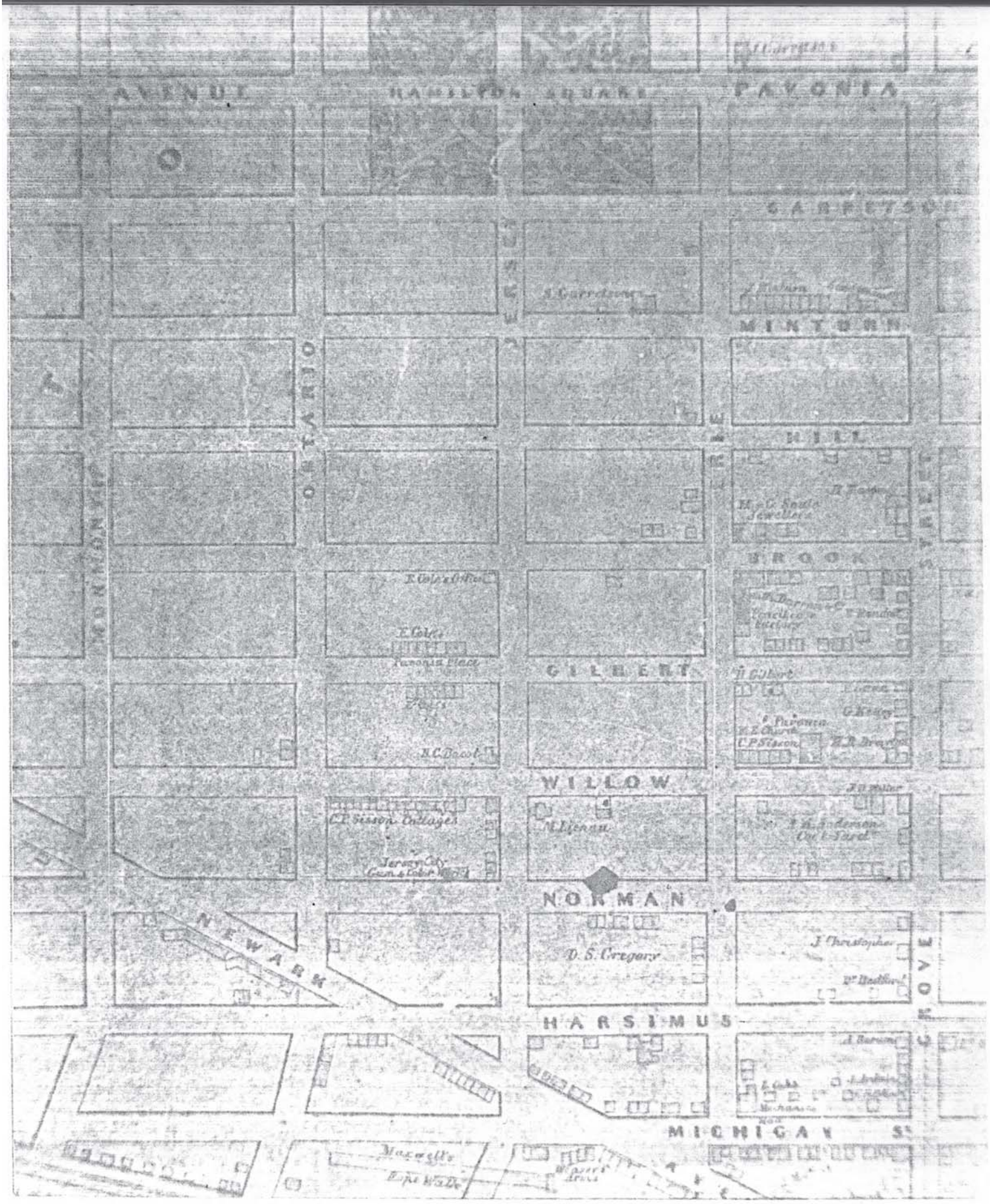
Northern Boundary: The railroad viaduct between Fifth and Sixth Streets forms a manmade barrier that separates Harsimus Cove from the neighboring Hamilton Park area. The possibility of including the viaduct was considered. However, it seemed arbitrary to include only that portion between Grove and Coles Streets and not the remainder. The railroad is also as distinct in use from the district as is Newark Avenue, which was also not included.

Eastern Boundary: Manila Avenue (formerly Grove Street) has recently been redeveloped with new housing that is not architecturally compatible with the typical historic residential development of the district. The rear lot lines of this new housing were selected to be the eastern boundary of the district. One row of tenement buildings on Manila Avenue, numbers 354, 356, 358, 360, 362, and 364, and the structures facing them (numbers 355-367 Manila Avenue) have been included in the district, as they have retained their architectural integrity and the essential residential character of the district.



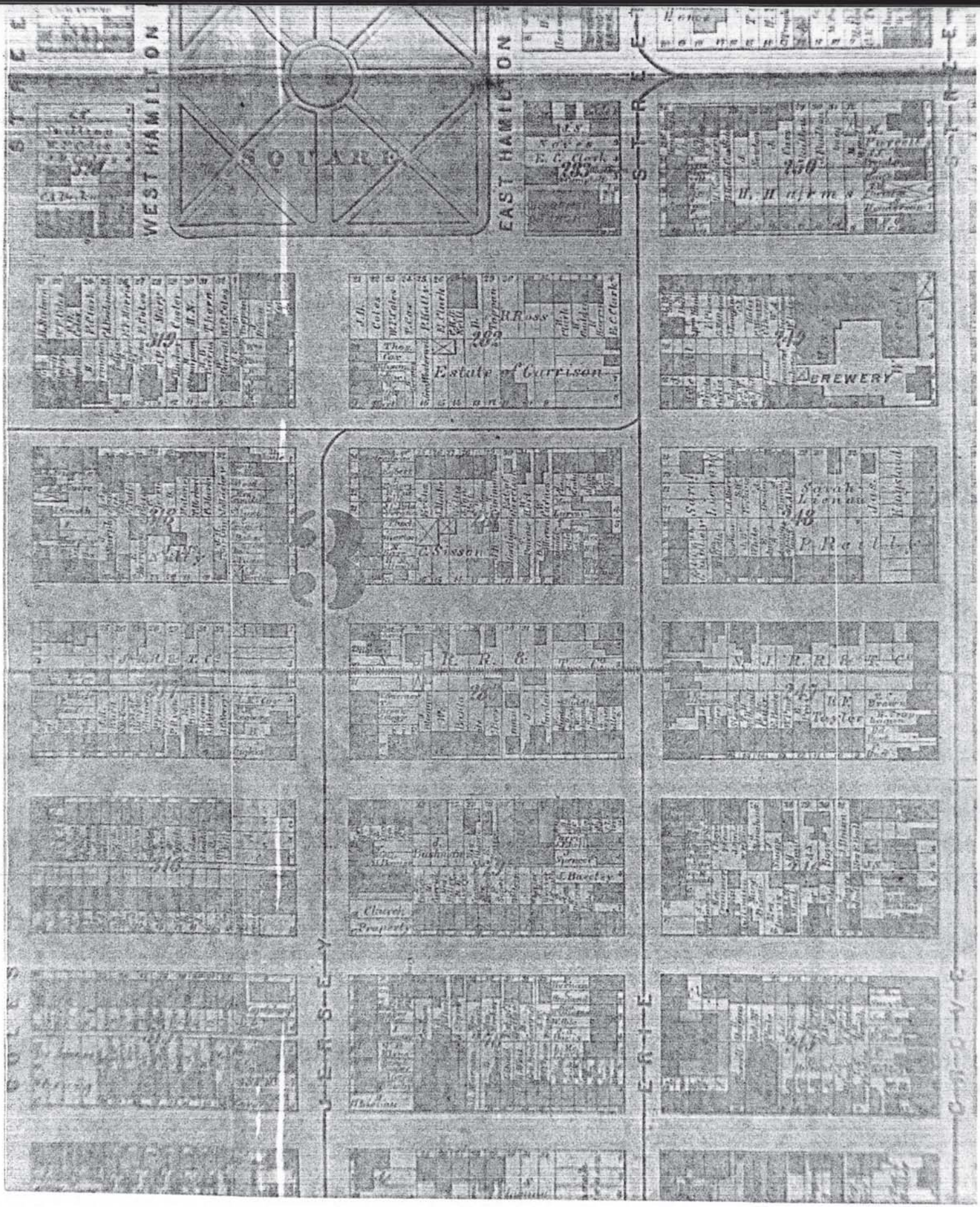
1850, M. Dripps, New York
Map of Jersey City & Van Vorst Township, NJ

Harsimus Cove HD, Jersey City, Hudson County, NJ



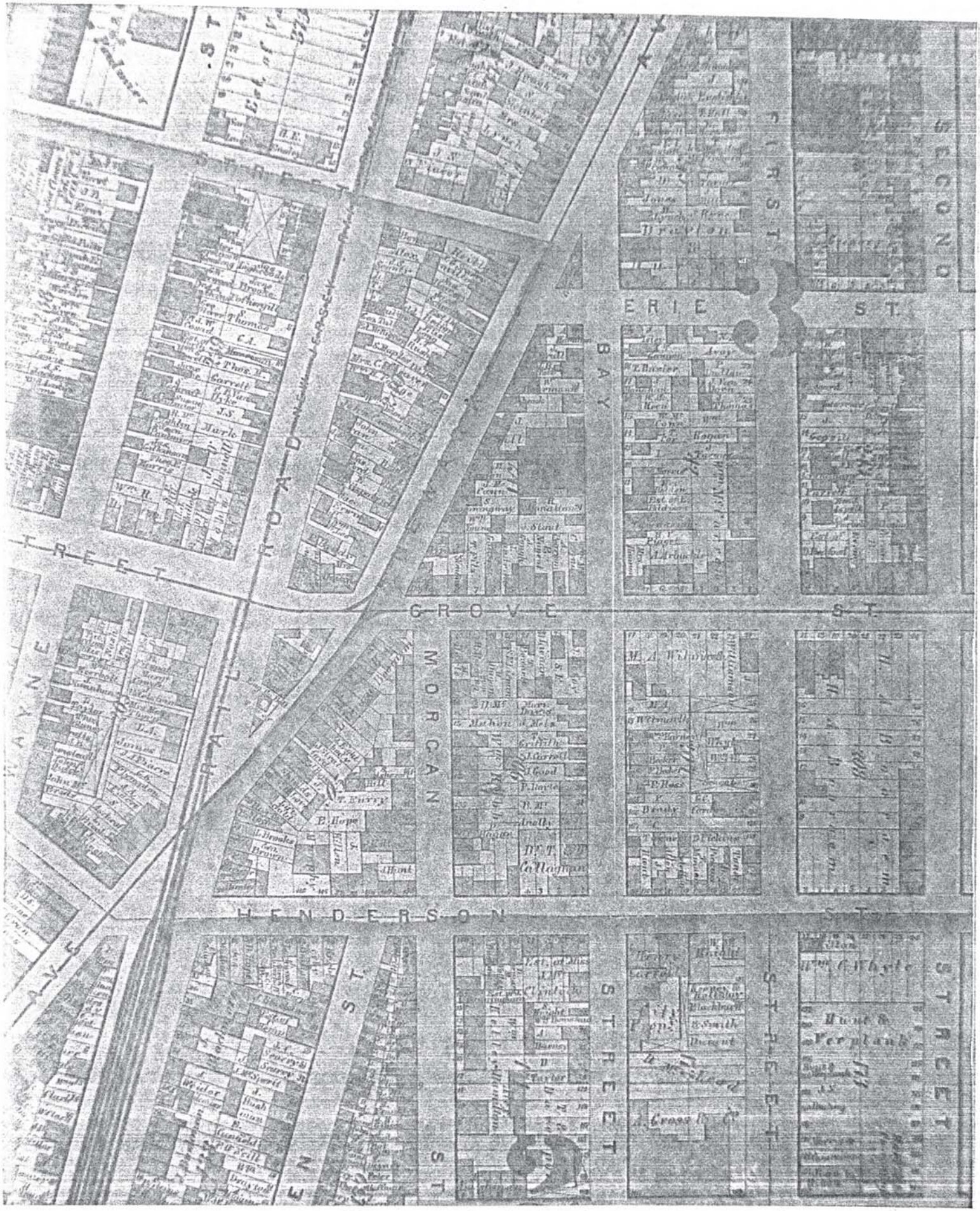
1850, M. Dripps, New York
Map of Jersey City & Van Vorst Township, NJ

Harsimus Cove HD, Jersey City, Hudson County, NJ



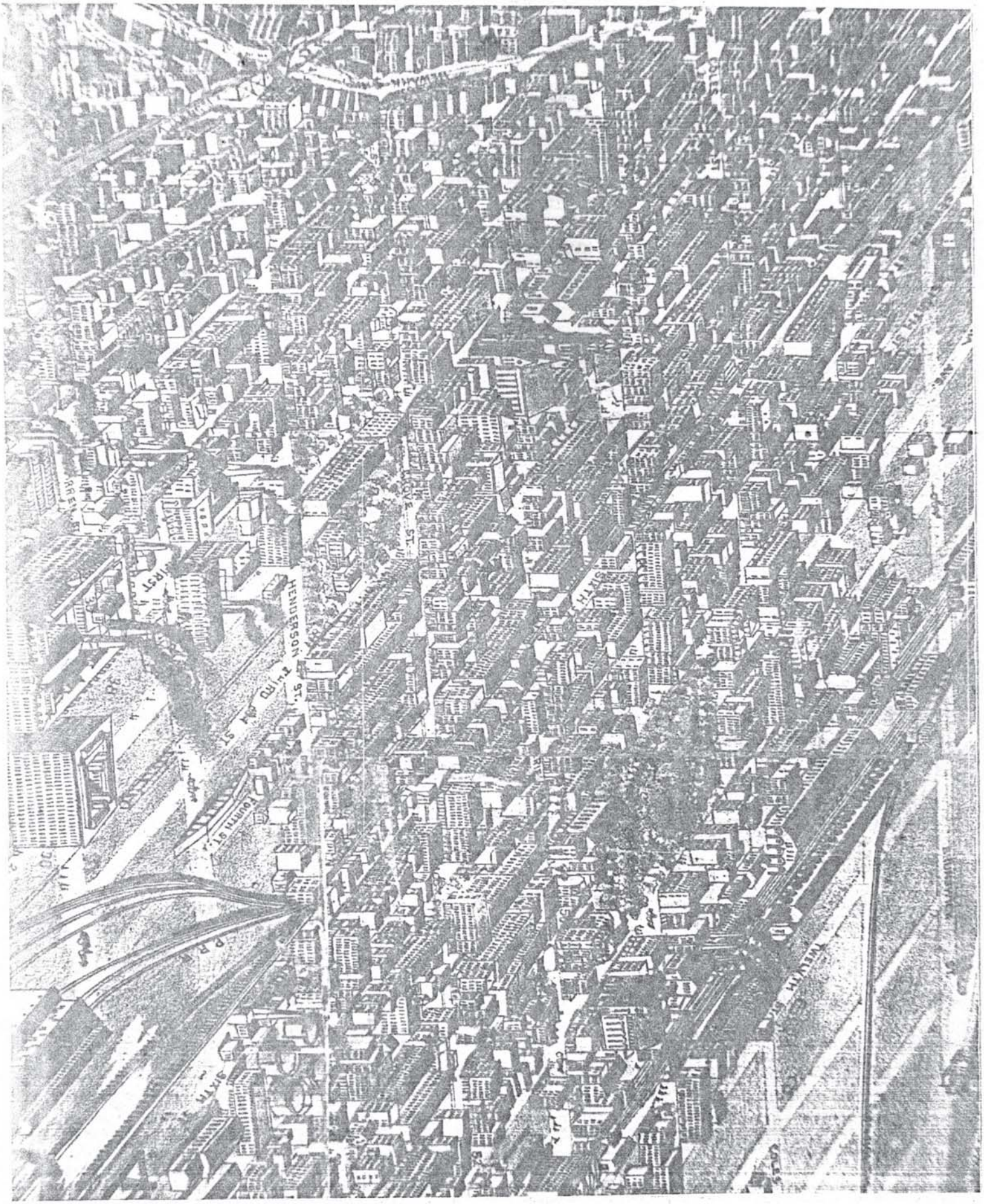
1873 Combined Atlas of the State of NJ & County of Hudson
Hopkins

Harsimus Cove HD, Jersey City, Hudson County, NJ



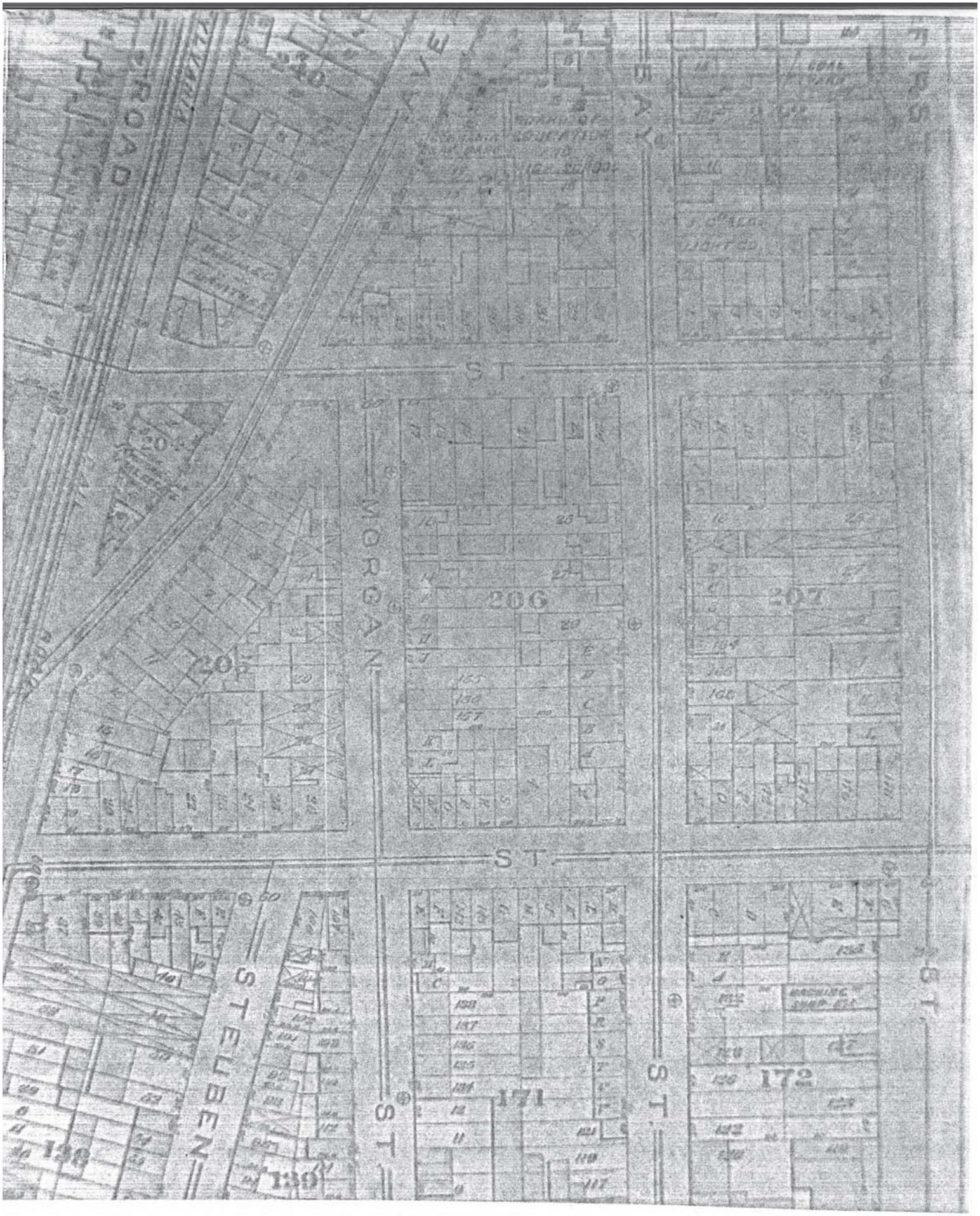
1873 Combined Atlas of the State of NJ & County of Hudson (Plate E)
Hopkins

Harsimus Cove HD, Jersey City, Hudson County, NJ



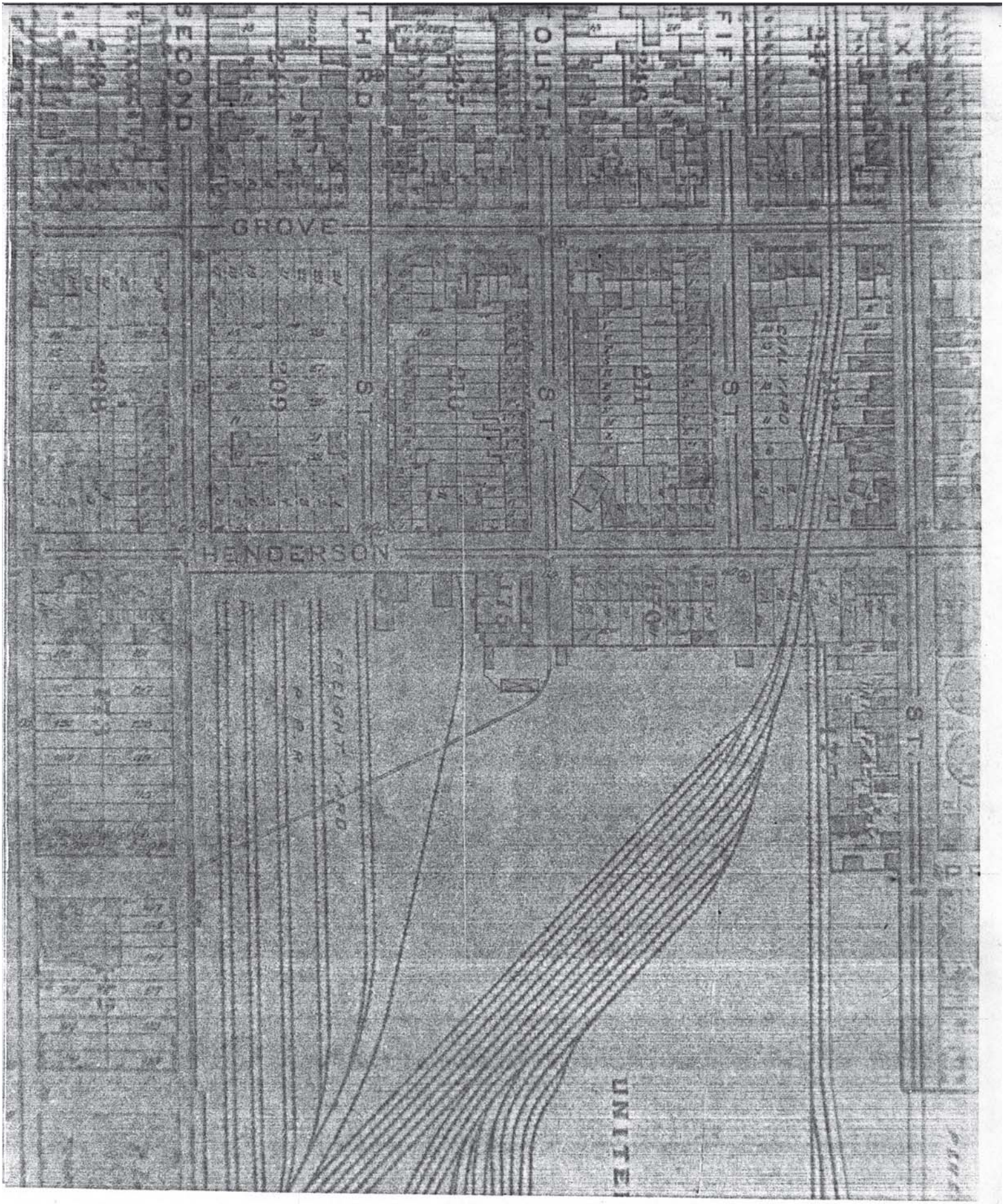
1883 Bird's Eye View
Jersey City

Harsimus Cove HD, Jersey City,
Hudson County, NJ



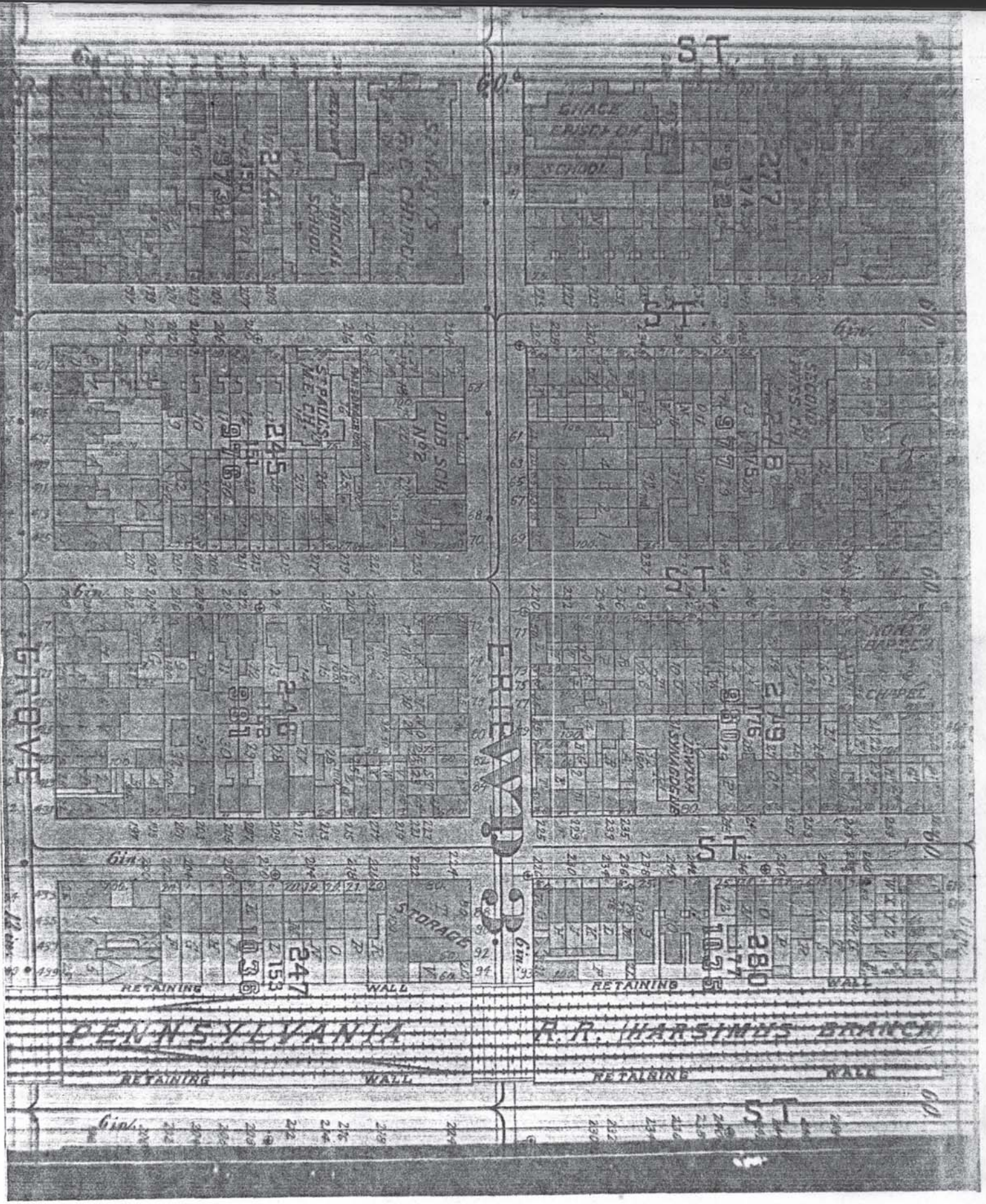
1887 Fowler, Atlas of Jersey City

Harsimus Cove HD, Jersey City, Hudson County, NJ



1887, Fowler, Atlas of Jersey City (Plate F)

Harsimus Cove HD, Jersey City, Hudson County, NJ



1908, Hopkins, Atlas of
Hudson County (Plate 3)

Harsimus Cove HD, Jersey City,
Hudson County, NJ

NPS Form 10-900-a
(8-86)

OMB Approval No. 1024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number _____ Page _____

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 87002118 Date Listed: 12/9/87

Harsimus Cove Historic District Hudson New Jersey

Property Name County State

Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

Linda McClelland
Signature of the Keeper

June 13, 1988
Date of Action

==========

Amended Items in Nomination:

238-240-242 Fifth Street is reclassified as **noncontributing.**

The nomination documentation (section 7, page 30) accepted in December, 1987, classified this property, a row of three five-story brick tenements built in the 1890s in the Italianate style, as contributing. The property was described as somewhat altered due to changes to the entrances and the addition of fire escapes.

Documentation contained in the owner's Part One application for certification of significance indicates that the alterations were more extensive and included the removal of the projecting bays and bracketed cornice after World War II. Few interior features remain. Although some of the original brick work and stone entrances remain intact, the most predominant and significant character-defining features have been lost. As a result, the property no longer reflects its historic character and has been determined not to contribute.

DISTRIBUTION:
National Register property file
Nominating Authority (without nomination attachment)
Regional Office (MARO)

APPENDIX P: GREAT ATLANTIC & PACIFIC TEA COMPANY WAREHOUSE NOMINATION (PARTIAL)

Form No. 10-300 (Rev. 10-74)

1597.31

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY
RECEIVED
DATE ENTERED

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC
Great Atlantic & Pacific Tea Company Warehouse

AND/OR COMMON
Great Atlantic & Pacific Tea Company Warehouse

2 LOCATION

STREET & NUMBER
Provost Street, between First & Bay Sts. NOT FOR PUBLICATION

CITY, TOWN
Jersey City — VICINITY OF

CONGRESSIONAL DISTRICT
14

STATE
New Jersey

CODE
34

COUNTY
Hudson

CODE
017

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
__DISTRICT	__PUBLIC	X OCCUPIED	__AGRICULTURE	__MUSEUM
X BUILDING(S)	X PRIVATE	__UNOCCUPIED	X COMMERCIAL	__PARK
__STRUCTURE	__BOTH	__WORK IN PROGRESS	__EDUCATIONAL	__PRIVATE RESIDENCE
__SITE	**PUBLIC ACQUISITION**	**ACCESSIBLE**	__ENTERTAINMENT	__RELIGIOUS
__OBJECT	__IN PROCESS	__YES: RESTRICTED	__GOVERNMENT	__SCIENTIFIC
	__BEING CONSIDERED	__YES: UNRESTRICTED	__INDUSTRIAL	__TRANSPORTATION
		X NO	__MILITARY	X OTHER: Warehous

4 OWNER OF PROPERTY

NAME
Kaycel Realty (Contact: J. Wohl)

STREET & NUMBER
10 East 40th Street

CITY, TOWN
New York — VICINITY OF

STATE
New York

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.
Registry Division, County Clerk's Office

STREET & NUMBER
Hudson County Courthouse

CITY, TOWN
Jersey City

STATE
New Jersey

6 REPRESENTATION IN EXISTING SURVEYS

TITLE
None

DATE

__FEDERAL __STATE __COUNTY __LOCAL

DEPOSITORY FOR SURVEY RECORDS

CITY, TOWN

STATE

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
_ PREHISTORIC	_ARCHEOLOGY-PREHISTORIC	_ COMMUNITY PLANNING	_LANDSCAPE ARCHITECTURE	_ RELIGION
_1400-1499	_ARCHEOLOGY-HISTORIC	_CONSERVATION	_LAW	_SCIENCE
_1500-1599	_AGRICULTURE	_ECONOMICS	_LITERATURE	_SCULPTURE
_ 1600-1699	_ARCHITECTURE	_EDUCATION	_MILITARY	_SOCIAL/HUMANITARIAN
_1700-1799	_ART	_ENGINEERING	_MUSIC	_THEATER
_1800-1899	X COMMERCE	_EXPLORATION/SETTLEMENT	_PHILOSOPHY	_TRANSPORTATION
X 1900-	_COMMUNICATIONS	_INDUSTRY	_POLITICS/GOVERNMENT	_OTHER (SPECIFY)
		_INVENTION		

SPECIFIC DATES Subject: 1859-present Site: circe 1900-present BUILDER/ARCHITECT Turner Construction Co.

STATEMENT OF SIGNIFICANCE

Writing in the Harvard Business Riview in 1933, economic historian Roy J. Bullock observed perceptively that "to undertake a history of the chain grocery or even the chain-store movement in general without the Great Atlantic & Pacific Tea Company would be like an attempt to produce Hamlet with Hamlet left out."[1] Examples of local chain store operations may be found in American history as early as the 1820's, but as business historian Alex Groner points out, "the first nationwide chain was the A. &. P., the beginnings of which trace back to 1859," 20 years before Frank W. Woolworth founded his variety chain.[2] For this reason and because of A. &. P.'s tremendously rapid expansion between 1912 and the mid-1930's, the unsurpassed number of stores it operated in those years, its unenviable position as the chief target of the anti-chain-store agitation in that same period, and its status as the Nation's largest retailer in the middle of this century, the company outstandingly symbolizes every major phase of chain-store history in America.

The A. & P. Warehouse is a little-altered, nine-story, reinforced concrete structure that, between about 1900 and 1929, formed part of a five-unit manufacturing and distribution center serving the entire New Jersey - New York - Long Island metropolitan area. Because the giant chain got its start in this area and because it used this method of regional disbribution throughout the country for many years, the warehouse outstandingly commemorates the firm's contributions to retailing.

History

According to Godfrey M. Lebhar, a leading authority on the history of chain stores in America, this unique form of retailing has passed through three distinct periods of development. In the first, 1859-1900, says Lebhar, "pioneers in several important

[1]Roy J. Bullock, "The Early History of the Great Atlantic & Pacific Tea Company," Harvard Business Review, XI (April, 1933), 289.

[2]Alex Groner, The American Heritage History of American Business and Industry (New York, 1972), 244.

chain-store fields got their start and had their early development." Next, between 1900 and 1930 "the chain-store idea captured the imagination of many alert retailers, brought hundreds of new chains into existence, and witnessed the expansion of the system." Finally, in the years after 1930, "the system had to fight for its very existence" against anti-chain-store legislation and charges of unfair competition but "emerged the stronger for its experience."[3] More than any other firm, the Great Atlantic and Pacific Tea Company symbolizes these three stages. In addition to being, as Lebhar notes, "the biggest chain in the country today, and . . . the oldest," it is known for having been one of the most frequent targets of anti-chain agitation, as evidenced by the impetus that its business practices gave to passage of both the Robinson-Patman Act of 1936 and the Miller-Tydings Act of 1937.[4]

There is some disagreement among historians about the year of A. & P.'s beginning, but the most commonly accepted date is 1859. In either that or the previous year, George Francis Gilman, son of a wealthy shipowner, opened a hide and leather importing business in New York City. Among his employees was 26-year-old George Huntington Hartford, with whom Gilman eventually formed a partnership. It is unclear which man suggested undertaking trade in tea, but by the end of 1859 the two had begun buying that popular and expensive product directly off clipper ships and retailing it along with their leather goods. By bypassing wholesalers of middlemen and getting their tea directly from suppliers, Gilman and Hartford found themselves able to reduce prices by 50 percent and more. In 1860 they opened a tea store on Front Street in Manhattan, and in 1862 they abandoned their trade in hides and leather. By 1864 they had formed the Great American Tea Company, opened their now legendary discount tea and grocery store on Vesey Street, started advertising widely with circulars, and begun to sell by mail order.[5]

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[3]Godfrey M. Lebhar, Chain Stores in America, 1859-1962, 3d ed. (New York, 1963), 24.

[4]Ibid., 10.

[5]Although most sources state that Gilman and Hartford had an outlet on Vesey Street in 1859, Bullock's search of the New York City Business Directory for those years revealed no Vesey Street listing before 1864. See "Early History of the Great Atlantic & Pacific Tea Company," 290-91.

Along with tea, the Great American Tea Company's shelves offered coffee, spices, flavoring extracts, condensed milk, baking powder, and other staples, and the low prices on these items attracted New Yorkers in ever increasing numbers. Gilman and Hartford wasted little time taking advantage of their initial success and expanding. They had five stores in the New York area by 1865, and in the next 4 years, they added six more and adopted a new name, the Great Atlantic and Pacific Tea Company. According to retailing historians Tom Mahoney and Leonard Sloane, this title reflected Hartford's vision of "a chain of stores that would reach from coast to coast, as the Union Pacific Railroad linked the two seaboards."[6] For whatever reason the partners chose this particular name, the old one was preserved until 1964 in an A. & P. subsidiary that peddled tea and coffee first on a successful mail-order "club plan" and then across the country along regular wagon and truck routes. In keeping with the grandiose name of their retail store operation, by 1876 Gilman and Hartford had opened stores as far west as St. Paul, Minn. By then the chain totaled 67 outlets, all of which were painted in the now-familiar red-and-gold facade that Frank W. Woolworth copied eventually for his variety chain.

In 1878 Gilman retired from active participation in company affairs, made Hartford a full partner with responsibility for general management, and thus opened the way for his family's rise to a preeminent position in American retailing history. As soon as they were old enough, two of Hartford's sons joined him in running the firm. George L. came aboard in 1880, and John followed in 1888. Under the Hartfords' direction A. & P. continued to grow, reaching 100 stores by 1880 and 200 by 1900. Meanwhile, in addition to Woolworth in 1879, other entrepreneurs entered the chain-store field and founded, among other firms, the predecessor of the Grand Union Company in 1872, Kroger in 1882, and Jewell Tea Company in 1899. "None of the competition seemed to hurt A. & P.," says Groner, for besides being soundly established already as "the first national chain," it "built up its product lines along with its outlets and sales volume."[7] Then in 1901 Gilman died without leaving a will or a written record of his co-ownership agreement with George H. Hartford. A year of litigation ensued, but when the court fight ended, the Hartfords had all the company's common stock.

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[6]Tom Mahoney and Leonard Sloane, The Great Merchants: America's Foremost Retail Institutions and the People Who Made Them Great (New York, 1974), 180.

[7]Groner, American Business and Industry, 244-45.

The family's acquisition of full control of A. & P. coincided with the start of the second or expansionist phase of chain-store history. Although the eldest Hartford remained active in company affairs until a year before his death in 1917, his sons played increasing managerial roles in the early 1900's. John Hartford was "the merchandising genius of the A & P," according to Mahoney and Sloane, "while his brother George looked after the financial end."[8] Having gone to work for his father immediately after finishing high school at age 16, John had started his career cleaning ink wells and sweeping floors. By 1912, says Furnas, he was about "to make commercial history."[9] With America in the middle of the so-called "Progressive Era," muckraking journalists and politicians were calling attention to the fact that food prices had jumped 35 percent since 1900, and government agencies were beginning to investigate the rapidly rising cost of living. As a result John became concerned about both A. & P.'s prices and costs. He worried particularly about the cost of keeping delivery fleets, giving away premiums, and maintaining credit accounts for customers. With the consent of his father and brother, he opened a small experimental store a few doors away from a major A. & P. outlet in Jersey City. The new "A. & P. Economy Store" maintained a low inventory, offered cut prices, and provided no credit and no deliveries, but within a few months it drove the larger "frill-oriented" store out of business. In response the Hartfords began opening economy stores throughout the country at the rate of one every 3 days. In 1912 A. & P. had 480 outlets, in 1915 almost 2,000, in 1920 more than 4,500, and in 1930 more than 15,700. Most were laid out exactly alike so that customers could find things in the same location in each store. Although no other single chain grew so fast or so large, A. & P.'s growth paralleled a chain-store boom in nearly every area of retailing. According to Groner, "almost 30 per cent of the national retail volume was being done by chains by the end of the 1920's."[10]

A. & P. reached an all-time high of 15,737 stores by the end of 1930, but this did not mark the pinnacle of the firm's success or of John Hartford's career. While he was making A. & P. the

[8]Mahoney and Sloane, The Great Merchants, 184.

[9]J. C. Furnas, "Mr. George & Mr. John," Saturday Evening Post (December 31, 1938), 55.

[10]Groner, American Business and Industry, 244.

largest chain in the country, several other food chains were turning to still another new kind of store, the supermarket. Introduced by Clarence Saunders of Memphis in 1916, the supermarket was no bigger than an ordinary store, but it featured two important retailing innovations, self-service and use of turnstiles. The former cut down overhead, while the latter boosted sales by directing customers through a maze of displays and past virtually every product the store offered. Because Hartford's economy stores were returning good profits and because he was leading the company successfully through the early depression years by decentralizing and expanding warehousing and manufacturing facilities--he organized Quaker Maid Company (later Ann Page), Nakat Packing Corporation, White House Milk Company, and American Coffee Corporation--he rejected the supermarket concept until the late 1930's. In 1937, however, he adopted the idea, soon improved it by introducing cellophane-wrapped meats and popularizing packaged produce, and eventually made it the primary basis fur future A. & P. operations. In fact, say Mahoney and Sloane, before he died in 1951, Hartford made A. & P. the country's "leading proponent of this method of distribution."[11] By 1959 supermarkets accounted for 69 percent of all food store sales in the United States, and A. & P. alone, having consolidated its over 15,000 economy stores into some 4,500 supermarkets, accounted for almost 10 percent of that total.[12]

As chain stores grew larger and more successful, they came under increasing attack, especially in the mid-1930's, from government officials, independent merchants, and organizations of wholesalers and retailers who feared that the chains' size, manufacturing capabilities, and expanded buying and selling capacities, threatened the entire wholesaler-retailer system. Those groups tried a number of strategies to counteract the trend they saw developing. Several States enacted "fair trade" laws, and Congress, in 1937, passed the Miller-Tydings Act, to sanction price maintenance agreements and thus protect the independents from chain competition. In 1936, following revealing testimony by A. & P. officials in a congressional hearing, Congress enacted the Robinson-Patman bill to prevent manufacturers from rebating to chains "advertising allowances" based on volume purchasing.

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[11]Mahoney and Sloane, The Great Merchants, 186.

[12]Groner, American Business and Industry, 246.

Two years later Representative Wright Patman introduced legislation to place a special Federal tax on all chain stores, but A. & P. led a successful fight to defeat the measure.

Opposition to chain stores did not end with this episode, but after 1940 the chains continued to grow and establish for themselves an ever stronger and more generally accepted role in American retailing. A. & P. encountered economic problems in the early 1970's, but it remained the Nation's largest food chain.

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
__EXCELLENT	__DETERIORATED	__UNALTERED	X ORIGINAL SITE
__GOOD	__RUINS	X ALTERED	__MOVED DATE_____
X FAIR	__UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Between about 1900 and 1929, this warehouse formed part of a five-structure A. & P. warehouse and manufacturing complex. At least two other units of the complex are extant, but they are significantly altered. The warehouse, on the other hand, is, for its age and location, remarkably little changed. It is situated about four blocks north of city hall, near the Holland Tunnel, and about three blocks west of the Hudson River, almost directly across from New York's World Trade Center. The warehouse's neighborhood has witnessed considerable change over the years, and now it is undergoing an era of revitalization.

A. & P. utilized the original complex as a manufacturing and distribution point from which to supply all its stores in the metropolitan area, including New Jersey, New York City, Bronx, Brooklyn, and Long Island. The company put the buildings up for sale in 1928-29 as part of a decentralization plan that called for the establishment of warehouses and manufacturing plants in smaller units in different localities. Because the giant got its start in this area and because it used this method of regional distribution throughout the country for many years, the warehouse outstandingly commemorates the firm's contributions to retailing.

The historic structure is a nine-story reinforced concrete building of beam and girder construction and red brick wall fill. Measuring on the whole about 225 by 180 feet, the structure was erected in three sections. The largest measures about 180 feet north to south and about 121 feet east to west. It faces east along Provost Street and contains 196,558 square feet of floor space. The other two sections each measure about 104 feet east to west and 90 feet north to south and form roughly the westernmost third of the building. Together, the three sections contain more than 360,000 square feet.

Along each facade, the building's concrete piers and girders divide its face uniformly into bays, almost all of which hold either a double or a triple window. Generally, double windows grace the north and south facades, and triple windows adorn the east and west facades. The double windows have two-over-two sashes, while the triple openings boast a central three-over-three sash set between a pair of two-over-two sashes.

A massive dentiled cornice crowns the warehouse on all sides but the west, which apparently was left plain during the construction. At ground level, the north, east, and south sides display a series of double, warehouse-type, sliding doors that open onto a circa

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

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3-foot-high, metal-shed-covered, concrete loading dock that passes continually around these sides of the structure. On the north side of the building, the dock exhibits a series of triangular metal projections that enable it to receive an increased number of motorized freight vehicles than the south dock, which lacks the projections. The east dock, which is also plain, served originally as an access point to a rail siding. The tracks remain in place and in use, and the dock remains in sound condition.

The AASLH representative was not permitted to inspect the interior of the warehouse, but it is known to be in use still as a storage facility. A. & P. records indicate that in 1928-29 the structure was serviced by eight large freight elevators and two passanger elevators and had a sprinkler system and three cold storage rooms.

Boundary Justification. Although there are several remnants of the former A. & P. complex here, the boundary includes only the main warehouse because only it appears to have sufficient historical integrity to meet the criteria for selection of NHL's. Moreover, it has always been the dominant building of the complex.

Boundary Description. As indicated in red on the accompanying maps [(1) U.S.G.S., 7.5' Series, N.J.-N.Y., Jersey City Quad., 1967 and (2) A. &. P. Sketch Map, circa 1928-29], a line beginning at the southwest corner of the intersection of First and Provost Streets and extending south approximately 180 feet along the west right-of-way of Provost to the intersection of Provost and Bay Streets; thence, west about 225 feet along the north right-of-way of Bay to a point opposite the outer plane of the west wall of the warehouse; thence, northward about 180 feet along the ourter plane of that wall to the south right-of-way of First Street; thence, east approximately 225 feet along the south right-of-way of First to the point of beginning.

A. & P. Warehouse
Provost St., bet. First & Bay
Jersey City, N.J.

Photo No. 1
By: George R. Adams, AASLH
Negative at: HSS, NPS
Date: February 1977

View: From northwest, showing
north and west facades.

A. & P. Warehouse
Provost St., bet. First & Bay
Jersey City, N.J.

Photo No. 2
By: George R. Adams, AASLH
Negative at: HSS, NPS
Date: February 1977

View: From west, showing
south facade.

Form 10-168
Rev. 3/84

UNITED STATES DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE

OMB Approved
No. 1024-0009
Expires 8/31/86

HISTORIC PRESERVATION CERTIFICATION APPLICATION
PART 1 – EVALUATION OF SIGNIFICANCE

NPS Office Use Only

Project Number:

Instructions: Read the instructions carefully before completing application. No certification will be made unless a completed application form has been received. Use typewriter or print clearly in black ink. If additional space is needed, use continuation sheets or attach blank sheets.

1. Name of property: A & P Warehouse(a.k.a. 150 BAY STREET)

Address of property: 150 Bay Street

City Jersey City County Hudson State N.J. Zip Code 07302

Name of historic district: N/A

☐ National Register district ☐ certified state or local district ☐ potential historic district

2. Check nature of request:

☐ certification that the building contributes to the significance of the above-named historic district for the purpose of rehabilitation.
☐ certification that the structure or building and, where appropriate, the land area on which such a structure or building is located contributes to the significance of the above-named historic district for a charitable contribution for conservation purposes.
☐ certification that the building does not contribute to the significance of the above-named district.
☐ preliminary determination for individual listing in the National Register.
☐ preliminary determination that a building located within a potential historic district contributes to the significance of the district.
☐ preliminary determination that a building outside the period or area of significance contributes to the significance of the district.

3. Authorized project contact:

Name Charles Wyatt Associates Title Preservation Consultants

Street 78 Essex Street City Jersey City

State New Jersey Zip 07302 Telephone Number (during day): 201 332 6536

4. Owner:

Name Bay Street Associates Attn: Brian Ring

Street Harborside Financial Center, Plaza Two City Jersey City,

State New Jersey Zip 07302 Telephone Number (during day): 201 434 6005

I hereby attest that the information I have provided is, to the best of my knowledge, correct, and that I own the above-named property.

Owner's Signature Brian Ring Date 10/25/85

Social Security Number or Taxpayer Identification Number 22-2483467

NPS Office Use Only

The National Park Service has reviewed the "Historic Preservation Certification Application – Part 1" for the above-named property and hereby determines that the property:

☐ contributes to the significance of the above-named district and is a "certified historic structure" for the purpose of rehabilitation.
☐ contributes to the significance of the above-named district and is a "certified historic structure" for a charitable contribution for conservation purposes in accordance with the Tax Treatment Extension Act of 1980.
☐ does not contribute to the significance of the above-named district.

Preliminary Determinations:

☐ appears to meet the National Register Criteria for Evaluation and will likely be listed in the National Register of Historic Places if nominated by the State Historic Preservation Officer according to the procedures set forth in 36 CFR Part 60.
☐ does not appear to meet the National Register Criteria for Evaluation and will likely not be listed in the National Register.
☐ appears to contribute to the significance of a potential historic district, which will likely be listed in the National Register of Historic Places if nominated by the State Historic Preservation Officer.
☐ appears to contribute to the significance of a registered historic district but is outside the period or area of significance as documented in the National Register nomination or district documentation on file with the NPS.
☐ does not appear to qualify as a certified historic structure.

Date | National Park Service Authorized Signature | National Park Service Office

&P Warehouse
operty Name

50 Bay St., Jersey City, N.J.
operty Address

ay Street Associates; 22-2483467
wner Name/Social Security or Taxpayer ID Number

HISTORIC PRESERVATION CERTIFICATION APPLICATION— PART 1

NPS Office Use Only

Project Number:

Description of physical appearance:

150 Bay Street is a nine story warehouse facility originally erected for the Great Atlantic and Pacific Tea Company as a distribution center for its retail outlets in the metropolitan New Jersey - New York region. Erected in two principal stages between 1909 and 1915, its western wall was left unfinished in anticipation of additional expansion. At 365,000 square feet the largest of a five building complex in the same general vicinity, 150 Bay Street was listed on the National Register of Historic Places in June 1978, and was subsequently named a National Historic Landmark.

The first building, bounded by First Street on the north, Provost Street on the east, and Bay Street on the south, was designed by Frank M. Wagonen. The second structure, identical in form and style characteristics, was designed by Howard Chapman, who also designed additional A&P Structures, as well as the Hartford Warehouse (built as an

Date of Construction: 1909-1915 Source of Date: Local Atlases, Records

Date(s) of Alteration(s): Minor alterations over time.

Has building been moved? ☐ yes ☒ no. If so, when?

Statement of significance:

The A&P Warehouse Building was one of a group of 50 commercial and industrial structures inventoried for National Historic Landmark status in 1976 and 1977 by the American Association for State and Local History. It was included as a structure associated with "Chain and Other Stores", which category also included the John A. Hartford House in Valhalla, N.Y., Tiffany's in New York City, and the J.C. Penney Historic District in Kemmerer, Wyoming. In the National Register nomination prepared for the structure, the survey said: "Because the giant chain got ts start in this area, and because it used this method of regional distribution throughout the country for many yearsa, the warehouse outstandingly commemorates the firm's contributions to retailing."

Its own Landmark Status notwithstanding, 150 Bay Street is also a pivotal structure in an unusual concentration of late 19th century and early 20th century warehouse and industrial structures located near the Hudson River waterfront in downtown Jersey City. The largest structure in the district is the Butler Brothers Warehouse, a block to the southeast, with over a million square feet, but 150 Bay Street, at 365,000 square feet (nearly 8.4 acres) is the largest and most significant of a related group of structures that were erected between 1900 and 1919 as a major warehouse, manufacturing, and distribution center for the nearly 500 neighborhood

Photographs and maps.

Attach photographs and maps to application.

ntinuation sheets attached: ☐ yes ☐ no

Form 10-168b
Rev. 3/84

OMB Approved
No. 1024-0009
Expires 8/31/86

CONTINUATION SHEET

Historic Preservation Certification Application

A&P Warehouse
Property Name

150 Bay Street, Jersey City, N.J.
Property Address

Bay Street Associates: 22-2483467
Owner Name/Social Security or Taxpayer ID Number

NPS Office Use Only

Project Number:

This sheet: ☒ continues Part 1 ☐ continues Part 2 ☐ amends Project. NPS Project Number: _____

Architectural Description(continued)

auto parts distribution center for an A&P vice president who was a member of the founding Hartford family) a block away. The A&P building is architecturally significant not so much because of exemplary design, but for its early and expansive use of reinforced concrete.

The building is nine stories in height, fifteen bays in length on its north and south elevations, and nine bays in length on its Provost Street (east) elevation and on its west elevation, which faces Henderson Street over a parking lot and over a portion of the old A&P garage which is presently being altered to serve as an off-street loading facility for 150 Bay Street.

The first floor level on all elevations differs from those of the upper floors, and with the exception of the west elevation, consists of active or formerly active and now infilled loading bays. The Bay Street elevation has only three openings along its raised platform, two rolldown gates toward either end, and a central bay roll-down opening and a pedestrian doorway beneath a projecting canopy. This entry serves as the principal employee and visitor entrance to the structure. A canopy runs the full length of the Provost Street elevation, which was originally constructed as the rail siding access to the building. The First Street elevation was the original truck access point, and features angled back-up loading bays cut into the continuous platform. This elevation, too, features a continuous canopy of corrugated metal.

The three finished upper elevations of the structure are similar in their massing and use of materials, window pattern, and overall scale, although there are slight differences on each elevation. The Bay Street elevation features single window end bays and a single window end bay extending from the second to the eighth floor. Except for the three single-window bays, windows are paired over brick aprons. The remainder of the surfacing is reinforced concrete forming a geometric pattern of squares into which the

Owner's Signature _____ Date 10/25/85

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☐ The National Park Service has determined that these project amendments meet the Secretary of the Interior's "Standards for Rehabilitation."

☐ The National Park Service has determined that these project amendments do not meet the Secretary of the Interior's "Standards for Rehabilitation."

Date | National Park Service Authorized Signature | National Park Service Office

Architectural Description (continued)

window configurations are set. The First Street elevation is almost identical, except that the end bays on the second and third story are similar to the overall bay pattern, with the end bay single windows extending from the fourth to the eighth floors. The Provost Street elevation is similar, except that the end bays are paired, and the central bays with brick aprons are tri-partite. With the exception of a few isolated window alterations made by tenants over time, the windows are 2/2, with upper and lower sash each featuring a central pivot.

The top, or Ninth floor, features tri-partite grouped windows on all bays of the three finished elevations, thus unifying the structure. These three elevations are also topped with a heavy concrete modillion cornice.

The west, unembellished elevation, does not contain a consistent architectural treatment. Rather, there are variations in the overall pattern, some bays featuring a single or paired window within a terra cotta panel, others feature three grouped windows over a small brick apron, and a full concrete panel found only on floors two through eight on the southernmost bay. The first floor level has a number of loading bays which have been infilled into cinderblock, many of which provided access to the now demolished adjoining garage.

The interior contains vast open spaces, defined only by the heavy columns which become increasing smaller in diameter on the upper floors. Most of the columns, which are of concrete, are covered with plaster. The floors feature a dividing wall at the point where the two halves of the structure are joined. The ceilings feature exposed concrete beams, wiring, heating, and sprinkler pipes. Access to the floors is via firestairs, freight, and passenger elevators. A portion of the top floor contains hardwood maple flooring, warped in places over time by roof leaks. Overall, there are no significant interior spaces.

Although the overall condition of the building is sound, there is some rust and weather damage to the windows. The primary problem with the building, however, is a significant amount of spalling and deterioration of the reinforced concrete surfacing, with resultant rusting of the exposed iron reinforcement bars.

A&P Warehouse
Property Name

150 Bay Street, Jersey City.
Property Address

Bay Street Associates: 22-2483467
Owner Name/Social Security or Taxpayer ID Number

Historic Preservation
Certification Application

NPS Office Use Only

Project Number:

Statement of Significance (continued)

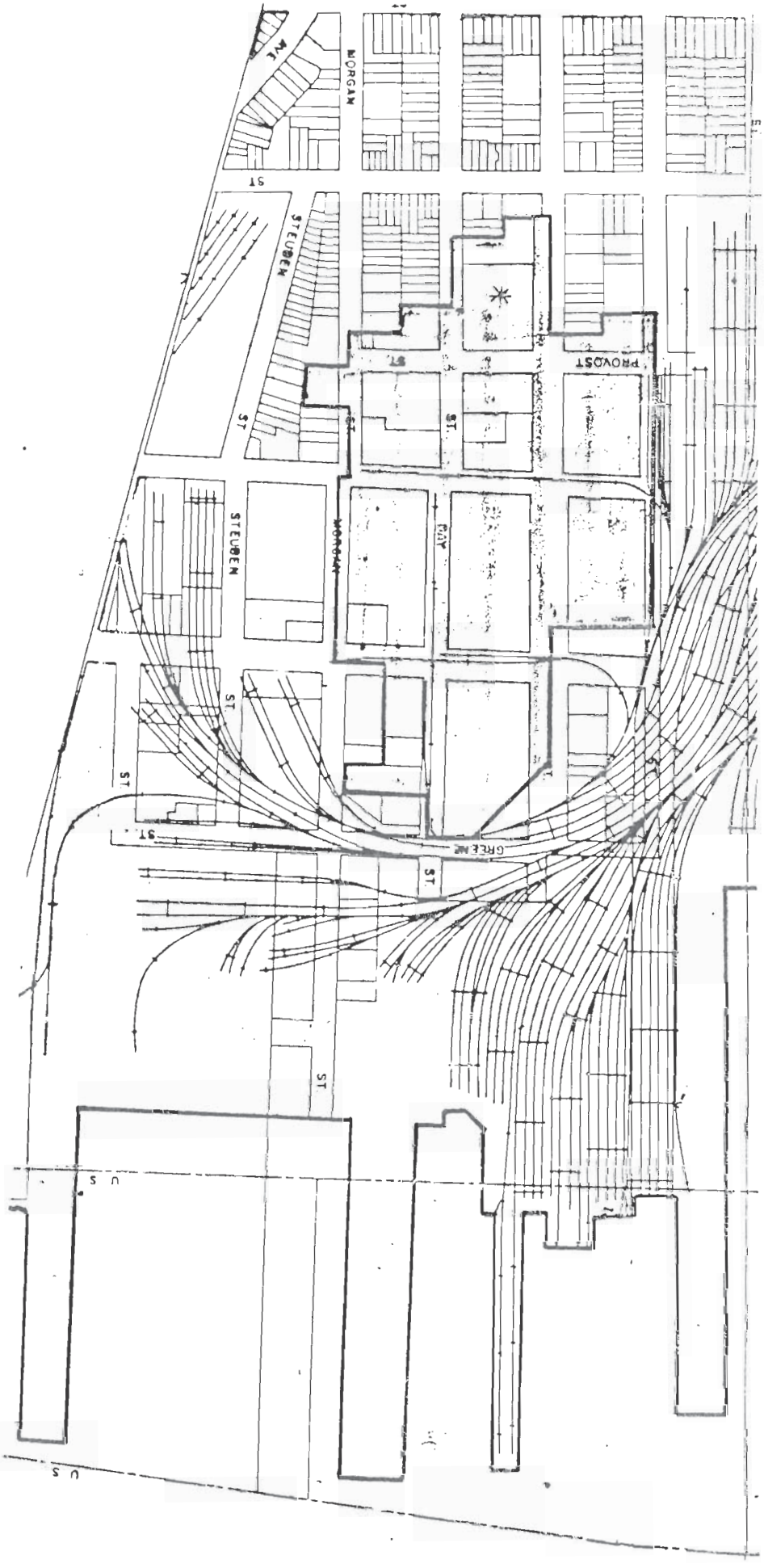
food stores of the Great Atlantic and Pacific Tea Company in the New York and New Jersey Metropolitan Area. The site was chosen for its central location within the region, its access to major transportation routes for distribution, and its proximinty to port facilities and to the Pennsylvania Railroad's Harsimus Cove yard, where raw and finished goods were received from manufacturers and distributors from across the country. The buildings in the A&P complex were the last major structures to be erected in the Warehouse District, although the earlier structures had been erected here for much the same reasons. A Warehouse District National Register Nomination was prepared for the City of Jersey City in 1983, but has never been submitted for review and processing.

NOTE: The National Register and National Historic Landmark status was conferred on this structure only, and not on the adjoining garage nor any of the other A&P structures nearby.

WAREHOUSE HISTORIC DISTRICT
Jersey City N.J.

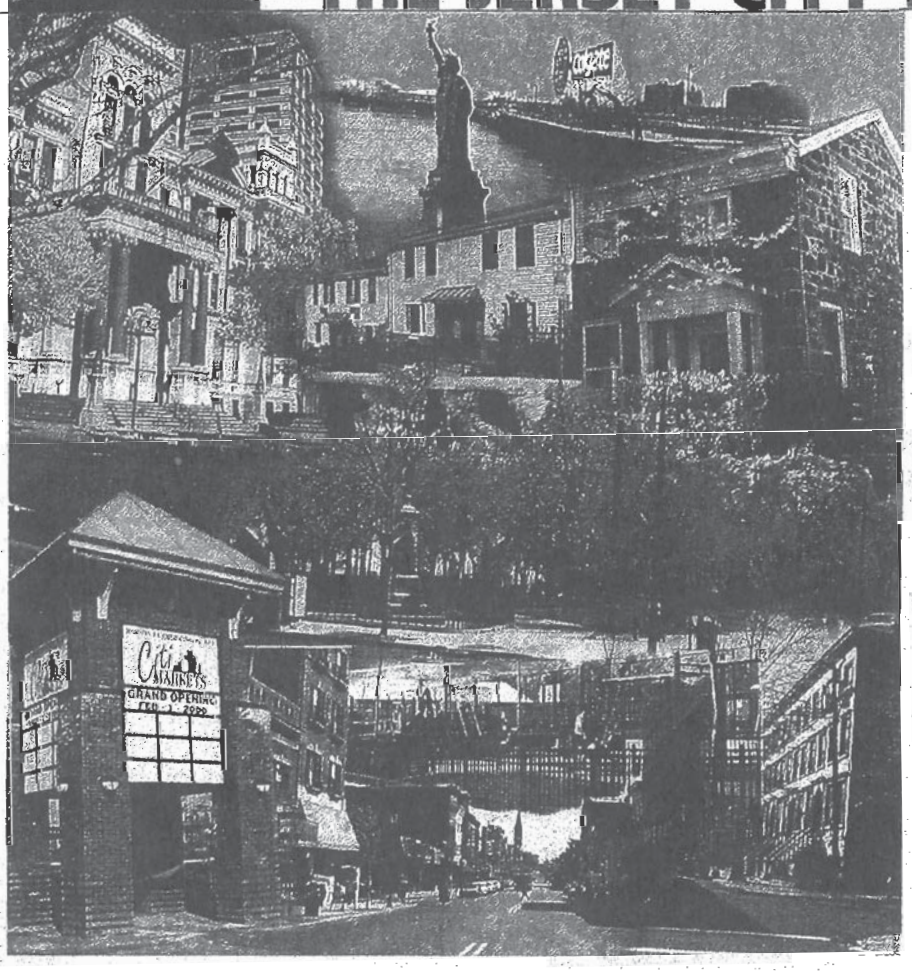
Recommended Boundaries

SITE LOCATION: 150 Bay Street



APPENDIX Q: HISTORIC PRESERVATION ELEMENT, JERSEY CITY MASTER PLAN (2000)

THE JERSEY CITY MASTER PLAN



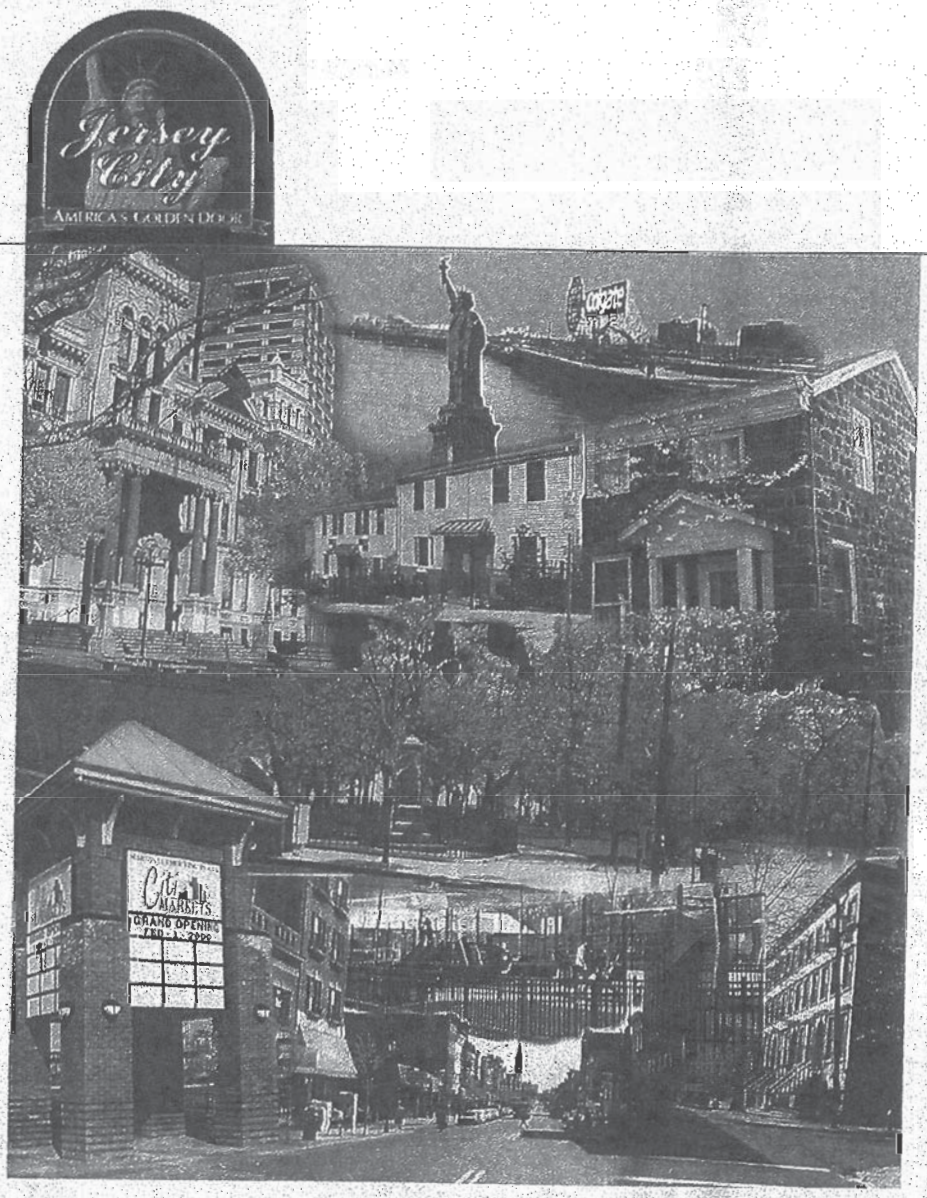
Volume 1 of 2

Goals and Objectives
Land Use Plan
Housing Element/Fair Share Plan
Circulation Plan
Utility Service Plan
Community Facilities Plan
Recreation and Open Space Plan
Historic Preservation Plan
Economic Plan
Relationship to Other Planning Efforts

Wallace Roberts & Todd, LLC
Heyer, Gruel and Associates, PA
Schoor dePalma, Inc.

May 2000

JC PLANNING BOARD
30 MONTGOMERY ST
14TH FLOOR



Historic Preservation Plan

AMENDMENT TO THE ENTIRE HISTORIC PRESERVATION PLAN ELEMENT (ARTICLE IX)

AMENDMENT APPROVED BY THE JERSEY CITY PLANNING BOARD ON MARCH 10,2015

IX. HISTORIC PRESERVATION PLAN ELEMENT

INTRODUCTION

Jersey City has both a long history of development and a long history of historic preservation. Jersey City's first historic preservation ordinance was enacted in 1974, at which time the Historic Preservation Commission and the Historic Preservation Officer position were created and the first local historic districts (Van Vorst Park, Paulus Hook and Hamilton Park) were designated. Those districts were later added to the State and National Registers of Historic Places. Since 1974, several other local districts and individual landmarks have been added to the Historic Preservation Commission's jurisdiction based on works like the 1987 Historic Preservation Element of the Jersey City Master Plan and the Cultural Resource Inventories (Phase I and Phase II) performed by Dr. Joseph Brooks and Mary Dierick, respectively, in the 1980s and, since 2000, Designation Reports of the Warehouse District and West Bergen-East Lincoln Park District. Though many of the recommendations of the 1987 Historic Preservation Element are on-going and still relevant and were carried-over into the Master Plan in 2000, a new City-wide Historic Preservation Survey should be untaken.

HISTORY[1]

Jersey City was originally settled in the seventeenth century by Dutch traders and colonists. The City was part of Bergen Township from 1660 to 1869. Bergen Township was divided into several municipalities between 1855 and 1863. Between 1869 and 1870, Hudson City, Bergen City and Jersey City were consolidated and in 1873 Greenville was added, creating the modern Jersey City.

The Early Settlers

The original inhabitants of the Jersey City area were the Lenni-Lenape Nation. The Hackensack tribe of the Lenni-Lenape Nation hunted animals, gathered shellfish and cultivated crops on small parcels of land. The earliest known land conveyance in Jersey City was a grant from the Native Americans to the Dutch on November 22, 1630. The Dutch settled the area and used slave labor to maintain and operate their large farms. African-Americans comprised the majority of the slave labor and settled in the community after they were emancipated.

[1] *Images of America-Jersey City,* Shalhoub, Patrick B., Arcadia Publishing, 1995; *History and Forms of Government from Early Dutch Days to the Present Time*, Grundy, J. Owen and Louis P. Caroselli, 1970, City of Jersey City web site, 1998; *Historic Preservation Element to the Master Plan*, City of Jersey, September, 1987.

The next settlers were Flemish, English and French Huguenot farmers and fisherman. The two main farming communities were Communipaw, located near Upper New York Bay and Bergen Village, located on the Palisades ridge. The English claimed the lands known as New Netherlands from the Dutch and the Dutch surrendered their colony on September 8, 1664. The Dutch recaptured the lost territory in 1672 but power was restored to England in 1674. In 1680, the Dutch Reformed Congregation erected a small stone church at the intersection of Vroom Street and Bergen Avenue in Old Bergen.

The Revolutionary War

The Paulus Hook Fort was constructed early in the Revolutionary War by the American revolutionaries. The Fort was captured by the British in September, 1776 and retaken by an American force led by Major Henry Lee in 1779. Later in the war a resident of Jersey City, Jane Tuers, learned of Benedict Arnold's plans to surrender West Point to the British and arranged for General George Washington to receive news of the conspiracy. This helped the American revolutionaries avert a loss that may have changed the course of the war.

Railroads, Canals and Industry

Jersey City's status as a major transportation and industrial center can be traced to the development of railroads, canals and ports in the nineteenth century. Several railroad companies located rail lines and terminals in Jersey City for freight, commuter, trolley and ferry services. The New Jersey Railroad established a rail line in 1837 which was taken over by the Pennsylvania Railroad in 1871. The terminal was expanded by the Pennsylvania Railroad, which provided train, trolley and ferry service. The Central Railroad of New Jersey established a railroad terminal and ferry slips on Communipaw Cove by 1863. The Morris Canal was built in the 1830's, starting in Phillipsburg and ending in Jersey City, near the present location of Liberty State Park. The Canal, which was filled in the 1920's, formed the boundary between Jersey City and Bayonne.

In 1825, the Drummer Brothers established the Jersey City Porcelain and Earthenware Company that was later known as Rouse & Turner's Pottery Works, where high quality ceramic products were manufactured. The Drummer family also established the Jersey City Glass Works in 1824 which produced glass until 1860, when a sugar refinery took over the site. Many industries operated successfully in Jersey City including Colgate, Lorillard Tobacco, Public Service Company and American Can Company.

International and Domestic Immigration

The first large wave of immigration in Jersey City consisted of Irish, German and British immigrants who settled in the City during the mid- to late 1800's. Between 1830 and 1880, a significant amount of land

was subdivided and housing was constructed to accommodate immigrants and native-born residents. The second wave of immigration included large numbers of Italian, Polish, Russian and Slovak newcomers who came to Jersey City between 1880 and 1920. A third wave of domestic migration occurred in the mid-twentieth century when African-American citizens from the rural south migrated to the northeast in search of employment in the region's many industries and an improved standard of living. Many of these newcomers to Jersey City settled in Bergen and Lafayette, which had an established African-American community dating to early in the City's history. The modern wave of immigration, which commenced in 1965, includes people of Puerto Rican, Asian Indian, Egyptian, Filipino and Haitian descent who have established growing communities in the City.

The Towns

Besides the historic communities of Bergen Village and Communipaw, which vanished long ago, there are several well-known historic communities in Jersey City. These include the Hamilton Park, Harsimus Cove, Paulus Hook and Van Vorst Park areas that have been designated as local, State and National Historic Districts. Other historic areas include Claremont, Greenville, Lafayette and Marion. They were once towns and villages that have been merged into modern Jersey City.

BENEFITS OF HISTORIC PRESERVATION

The benefits of historic preservation are many, but can be generally categorized as economic and civic benefits. The civic benefits of preservation include stabilization of potentially deteriorating older neighborhoods and housing stock, preservation of past culture and ways of life and maintenance of "living" history. Economic benefits include an increase in property values and the property tax base, job creation through rehabilitation and restoration and the indirect benefits of cultural tourism through increased local retail, restaurant and hotel activity. A study prepared for the New Jersey Historic Trust by the Rutgers University Center for Urban Policy Research[2] echoes the findings of many other studies on historic preservation that preservation activity increases property value, creates more jobs than new construction, and meets broad social objectives of funneling resources to existing developed areas. Residential preservation maintains a variety of housing types and focuses on the upgrade and retention of existing structures.

HISTORIC RESOURCES

A number of historically significant resources, including buildings, sites and districts, remain in Jersey City today. A number of resources have been listed in the New Jersey and National Registers of Historic Places as either districts such as Paulus Hook, or individual landmarks, such as William Dickinson High

[2] *Economic Impacts of Historic Preservation*. Center for Urban Policy Research. May 1997.

School. Of the four historic districts ~~in~~ ***on*** the State and National Registers, four have been designated as local historic districts. Of the 21 individual resources in ***on*** the State and National Registers, two have been designated as local historic landmarks. Numerous other resources have been identified as eligible for inclusion in the State and National Registers, but require further study and official nomination.

Locally-Designated Historic Districts and Landmarks

The City has designated four local historic districts and thirteen local landmarks for protection, as shown in Table IX-1 and the Historic Preservation Map. They are the Hamilton Park, Harsimus Cove, Paulus Hook and Van Vorst Park Historic Districts as well as Ellis Island, William Dickinson High School, the Apple Tree House, Holland Street, the Hudson and Manhattan Railroad Powerhouse, the Pennsylvania Railroad Harsimus Branch Embankment, the Butler Brothers Warehouse, Great Atlantic & Pacific Tea Company Warehouse Auxiliary Building and Bakery, Great Atlantic & Pacific Tea Company Warehouse (Headquarters), Merchants' Refrigerating Company Warehouse, The Former Whitlock Cordage Site, Women's Club and Saint John's Episcopal Church. These resources are under the jurisdiction of the Historic Preservation Ordinance and Commission.

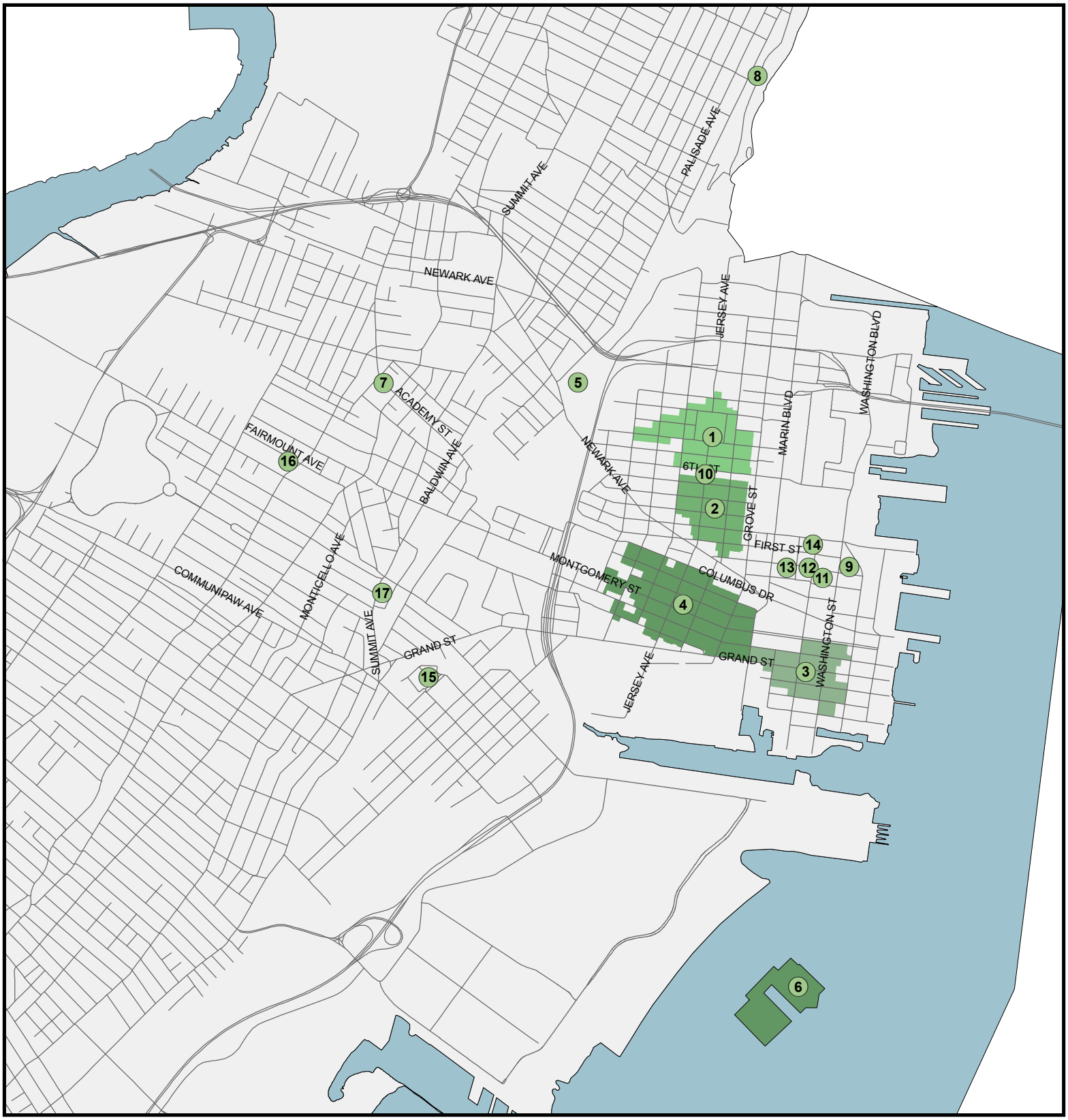
Table IX-1

LOCAL HISTORIC DISTRICTS AND LANDMARKS, 2015

City of Jersey City, N.J.

Map ID #	*Resource Name*	*Location*	*Date of Designation*
1	Hamilton Park Historic District	6th, 7th, 8th and 9th Streets at Hamilton Park, Jersey Avenue to 10th Street	2/1/77
2	Harsimus Cove Historic District	Portions of Jersey Avenue; Bay, Coles, Erie, First, Second, Third, Fourth, Fifth Streets; Manila Avenue	7/21/83
3	Paulus Hook Historic District	Portions of York, Grand, Sussex, Morris, Essex, Greene, Washington, Warren and Van Vorst Streets and Marin Boulevard	3/15/77
4	Van Vorst Park Historic District	Jersey Avenue; Varick, Barrow, Grove, Wayne, Mercer, Montgomery, York, Bright, Grand, Monmouth and Mercer Streets, Columbus Drive	2/1/77
5	William Dickinson High School (Jersey City High School)	2 Palisade Avenue	5/27/80
6	Ellis Island	Hudson River/Upper New York Bay	6/22/94
7	Apple Tree House	298 Academy Street	5/24/00
8	Holland Street	From Palisade Avenue to Paterson Plank Road	4/23/03
9	The Hudson and Manhattan Railroad Powerhouse	70-90 Bay Street	3/23/11
10	Pennsylvania Railroad Harsimus Branch Embankment	South Side of Sixth Street from Marin Boulevard to Brunswick Street	1/11/06
11	Butler Brothers Warehouse	335-341 Washington Street AKA 350 Warren Street	3/23/11
12	Great Atlantic & Pacific Tea Company Warehouse Auxiliary Building and Bakery	124-130 Bay Street	3/23/11
13	Great Atlantic & Pacific Tea Company Warehouse (Headquarters)	150 Bay Street	3/23/11
14	Merchants' Refrigerating Company Warehouse	142-144 First Street	3/23/11
15	The Former Whitlock Cordage Site	160-170 Lafayette Street	5/14/03
16	Women's Club	375 Fairmount Avenue	4/23/03
17	Saint John's Episcopal Church	118-120 Summit Avenue	6/19/13

Source: Jersey City Zoning Ordinance, as amended.



LOCAL HISTORIC DISTRICTS AND LANDMARKS

JERSEY CITY NJ

1. Hamilton Park Historic District
2. Harsimus Cove Historic District
3. Paulus Hook Historic District
4. Van Vorst Park Historic District
5. William Dickinson High School
6. Ellis Island
7. Apple Tree House
8. Holland Street
9. The Hudson and Manhattan Railroad Powerhouse
10. Pennsylvania Railroad Harsimus Branch Embankment
11. Butler Brothers Warehouse
12. Great Atlantic & Pacific Tea Company Warehouse Auxiliary Building & Bakery
13. Great Atlantic & Pacific Tea Company Warehouse (Headquarters)
14. Merchants' Refrigerating Company Warehouse
15. The Former Whitlock Cordage Site
16. Women's Club
17. St. John's Episcopal

N

1 in = 2,400 ft

0 1,200 2,400 4,800 Feet

Jersey City
City Planning Division
30 Montgomery Street Suite 1400
Jersey City, NJ 07302-3821
Phone: 201.547.5010
Fax: 201.547.4323

The Historic Preservation Commission has recommended the designation of the West Bergen-East Lincoln Park Historic District as a local landmarked district to the Planning Board. The historic district was added to the State Register of Historic Places on December 29. 2014 and is expected to be nominated to the National Register of Historic Places early in 2015.

No other resources are immediately planned for local designation by the Commission at this time. However, fears of gentrification, mentioned in the 2000 Master Plan as a barrier to further designation efforts, have somewhat dissipated. In 2000, those fears were great enough to forestall continued historic preservation efforts outside the downtown area. However, today, those same neighborhoods have approached the Division of City Planning to request inclusion on the national, state and local Registers of Historic Places. The benefits of historic preservation: the success of the downtown districts, stable and/or increased property values, stabilization and recycling of older historic housing stock, the retention of historic fabric, the creation of jobs, potential cultural tourism, a heightened sense of and pride in place and a deeper sense of community appear to be strong incentives for state and national register designation as well as municipal landmarking of additional districts. Additionally, the continued demand and the ever increasing valuation of historic properties in the existing historic districts have led to housing within potential and eligible historic districts outside of the designated districts coming into greater demand. In the past, many unprotected historic resources and districts retained integrity due to simple inertia as well as a respect for their integrity. As Jersey City residents have been displaced by high rents and real estate values Downtown, and as new residents looking for attractive alternatives to New York City purchase homes in these areas, unprotected historic resources and neighborhoods have become increasingly desirable and are threatened by inappropriate renovations, tear downs, and new, incompatible construction. Given the renewed public desire for historic preservation outside of downtown, it is now appropriate to revisit the local designation of additional historic districts.

As per the recommendation of the Historic Preservation Commission, the boundaries of the West Bergen-East Lincoln Park Historic District shall be as follows:

> Beginning at the northwestern corner of 178 Kensington Avenue where is located the St. Aloysius convent, shown as Block 16203, Lot 9 (as indicated on official tax maps, dated 2009, on file at the Jersey City Tax Assessor's Office), proceed southeast 1,346 feet along the rear property lines of the houses facing south on Kensington Avenue to the center line of Kennedy Boulevard at the northeast corner of Block 16402, Lot 33 (2511 Kennedy Boulevard). Turn northeast 830 feet along the center line of Kennedy Boulevard to the center of the intersection of Kennedy Boulevard and Duncan Avenue. Turn northwest along the centerline of Duncan Avenue a distance of 120 feet to the southwest corner of Block 16301, Lot 42 (2595 Kennedy Boulevard). Proceed northwest 125 feet along the western property line of Lot 42 and turn northwest 35 feet along the rear property line of Lot 40 to the southwest corner of Lot 40. From thence proceed 329 feet along the western boundary of Lot 40 and continuing in a line across Fairmount Avenue and northeast along Fairmount Terrace to the northwest corner of Block 14802, Lot 18 (384 Fairmount Avenue). Turn southeast and proceed southeast to northeast along the irregular rear property

lines of Lots 18 through 10 to the center line of Montgomery Street at the northwest corner of Block 14802, Lot 10 (2633 Kennedy Boulevard).

Proceed southeast 249 feet along the center line of Montgomery Street crossing Kennedy Boulevard to the northeast corner of Block 14906, Lot 1 (815 Montgomery Street). Thence continue south to southeast along the irregular rear property lines of Block 14906, Lots 1, 16, 15 and 14, crossing Britton Street and continuing southeast along the rear property line of Block 14905, Lot 28 (320 Fairmount Avenue) a distance of 125 feet, thence along the eastern property line of the same lot a distance of 132 feet to the center line of Fairmount Avenue, and thence 235 feet southeast along Fairmount Avenue to at the northeast corner of Block 16501, Lot 18 (297 Fairmount Avenue).

Turn southwest and continue along the irregular rear property lines of Block 16501, Lots 19, 21, 22, 23 and 24 and thence 114 feet southeast along the north side of Lot 23 to the centerline of Bergen Avenue. Then turn southwest along the center line of Bergen Avenue for a distance of 652 feet to the center of Bergen Avenue opposite the northwest corner of Block 16703, Lot 5 (654 Bergen Avenue) where is currently located the Jersey City YMCA building. Then follow the irregular north side of Lot 5 approximately 450 feet to the northeast corner of the lot, thence follow the irregular east side of Lot 5 approximately 193 feet to the southeast corner of the lot. Continue northwest along the irregular rear boundaries of Lots 18 to 28, and thence southwest along the rear of Lots 4 to 1, crossing Jewett Avenue and continuing southwest along the rear of a vacant lot at Block 16702, Lot 5 and thence southeast 139 feet along the north boundary of Lot 4 (630 Bergen Avenue) to the northeast corner of the Lot 4. Thence continue 93 feet southwest along the rear of Lot 4 to the southeast corner of the same lot. Continue northwest 297 feet along the south side of Lot 4 to the center line of Bergen Avenue north of its intersection with Kensington Avenue, turn southwest and following the center line of Bergen Avenue about one block or 330 feet the center of the intersection of Bergen Avenue and Belmont Avenue, and then turn southeast following the centerline of Belmont Avenue to the northeast corner of Block 16701, Lot 4 (596 Bergen Avenue). Follow the rear or eastern property lines of Lots 4 to 1 a distance of approximately 350 feet to center line of Emory Street opposite the southeast corner of Lot 1 (574 Bergen Avenue).

Follow the center line of Emory Street a distance of 161 feet northwest to the center line of Bergen Avenue, thence turn southwest and follow the center line of Bergen Avenue a distance of approximately 227 feet to the center of the intersection of Bergen Avenue and Brinkerhoff Street and thence 96 feet southeast along the center line of Brinkerhoff Street to opposite the northeast corner of Block 17906, Lot 7 (546 Bergen Avenue). Then follow the rear or eastern property lines of Lots 7 through 1 a distance of 254 feet southwest to the center line of Harrison Avenue.

Turn northwest and proceed 267 feet along the centerline of Harrison Avenue to the northeast corner of Block 18406, Lot 16 (145 Harrison Avenue), thence southwest 79 feet to the southeast corner of Lot 16. Turn northwest and proceed 1,950 feet following the irregular rear property lines of the houses facing north on Harrison Avenue comprised of Block 18406, Lots 16 to 1, crossing Kennedy Boulevard and continuing along the rear of the property lines of Block 18301, Lots 38 and 36 to 1 to the center line of West Side Avenue at the southwestern corner of Block 18301, Lot 1 (293 Harrison Avenue). Proceed northeast approximately 1,160 feet along the center line of West Side Avenue to opposite the southeast corner of St. Aloysius Church at Block 16204, Lot 1 (691 West Side Avenue). Continue northwest along the south side of Lot 1 a distance of 275 feet to the southwest corner of the lot, and then turn northeast following the west side of Lot 1 a distance of approximately 192 feet returning to the beginning, the northwestern corner of 178 Kensington Avenue.

State and National Registers of Historic Places

Jersey City has historic resources of statewide and national significance, as evidenced by the broad range of buildings, sites and districts listed in the State and National Registers of Historic Places. The City currently has ~~29~~ ***35*** listings in the State and National Registers ranging from the Grace Van Vorst Church to the former Morris Canal and the Hamilton Park Historic District. These are depicted in the

Historic Preservation Map. There are three national landmarks in Jersey City: The Great Atlantic and Pacific Tea Company Warehouse, the Holland Tunnel and the Statue of Liberty National Monument. The complete listing of buildings, sites and districts in the State and National Registers is shown below in Table IX-2.

Table IX- 2

NEW JERSEY AND NATIONAL REGISTERS OF HISTORIC PLACES, 2015

City of Jersey City, N.J.

Map ID #	*Resource Name*	*Location*	*Register and Date of Listing**
1	Dr. William Barrow Mansion (Ionic House)	83 Wayne Street	SR: 12/20/76 NR: 5/02/77
2	Fairmount Apartments	2595 Kennedy Boulevard	SR: 12/09/94 NR: 3/03/95
3	Fickens Warehouse	750-766 Grand Street	SR: 5/01/84 NR: 6/14/94
4	Great Atlantic and Pacific Tea Company Warehouse	Provost Street between First and Bay Streets	SR: 6/02/78 NR: 6/02/78 (National Historic Landmark)
5	Grace Van Vorst Church	268 Second Street	SR: 5/24/79 NR: 8/01/79
6	Hamilton Park Historic District	6th, 7th, 8th and 9th Streets at Hamilton Park	SR: 4/27/78 NR: 1/25/79
7	Hamilton Park Historic District Extension	Jersey Avenue to 10th Street	SR: 10/01/82 NR: 12/02/82
8	Harsimus Cove Historic District	Portions of Jersey Avenue; Bay, Coles, Erie, First, Second, Third, Fourth, Fifth Streets; Manila Avenue	SR: 10/15/87 NR: 12/09/87
9	Holland Tunnel	Terminus of U.S. Routes 1 & 9 and N.J. Turnpike Hudson County Extension (I-78); east of Provost Street	NR: 11/04/93 (National Historic Landmark)
10	Hudson and Manhattan Railroad Powerhouse	70-90 Bay Street	NR: 11/23/2001
11	Hudson County Court House	583 Newark Avenue	SR: 6/12/70 NR: 8/25/70
12	Jersey City Central Railroad Terminal	Audrey Zapp Drive (formerly Johnston Avenue)	SR: 8/27/75 NR: 9/12/75
13	Jersey City YMCA		SR: 1999 NR: 1999
14	William Dickinson High School (Jersey City High School)	2 Palisade Avenue	SR: 12/23/81 NR: 6/01/82
15	Jersey City Medical Center	Montgomery Street, Cornelison Avenue, Clifton Place and Baldwin Avenue	SR: 3/19/85 NR: 11/27/85

Table IX- 2 (cont'd.)

NEW JERSEY AND NATIONAL REGISTERS OF HISTORIC PLACES, 2015

City of Jersey City, N.J.

Map ID #	*Resource Name*	*Location*	*Register and Date of Listing**
16	Jersey City Reservoir 2 and 3 Complex	Central and Reservoir Avenues	SR: 4/10/2012 NR: 8/27/2012
17	Labor Bank Building	26 Journal Square	SR: 5/01/84 NR: 6/14/84
18	Lembeck and Betz Eagle Brewing Company District	9th, 10th and Manila Streets, Marin Boulevard	SR: 5/17/84 NR: 6/21/84 ***(Demolished c. 1997)***
19	Loew's Theater	54 Journal Square	SR: 8/15/85
20	Morris Canal	Hackensack River near Communipaw Avenue, south paralleling Route 440 to the border with Bayonne, north paralleling the N.J. Turnpike Hudson County Extension to Morris Canal Big Basin near Liberty State Park	SR: 11/26/73 NR: 10/01/74
21	Newkirk House	510 Summit Avenue	SR: 11/07/79
22	Old Bergen Church	Bergen and Highland Avenues	SR: 6/13/73 NR: 8/14/73
23	Paulus Hook Historic District	Portions of York, Grand, Sussex, Morris, Essex, Greene, Washington, Warren and Van Vorst Streets	SR: 8/07/81 NR: 6/21/82
24	Paulus Hook Historic District Extension	Portions of York and Van Vorst Streets, Marin Boulevard	SR: 3/12/85 NR: 5/13/85
25	Pennsylvania Railroad Harsimus Branch Embankment	Parallels Sixth Street, between Brunswick Street to Marin Blvd	SR: 12/29/99
26	Pohlmann's Hall	154 Ogden Avenue	SR: 7/09/85 NR: 9/05/85
27	St. Anthony of Padua Roman Catholic Church	457 Monmouth Street	SR: 12/24/2003 NR: 3/22/04
28	Stanley Theater	2932 J.F.K. Boulevard	SR: 5/12/81
29	Staten Island Ferry Route and Terminal Sites	Upper New York Bay	SR: 5/08/75
30	Statute of Liberty National Monument (Including Ellis Island)	Hudson River/Upper New York Bay	SR: 5/27/71 NR: 10/15/66 (National Historic Landmark)
31	U.S. Post Office	Washington and Montgomery Streets	SR: 1/31/86
32	Van Vorst Park Historic District	Jersey Avenue; Varick, Barrow, Grove, Wayne, Mercer, Montgomery, York, Bright and Grand Streets	SR: 8/02/78 NR: 3/05/80
33	Van Vorst Park Historic District Extension	Wayne, Barrow, Bright, Varick, Montgomery, York, Monmouth and Mercer Streets; Jersey Avenue; Columbus Drive	SR: 8/21/84 NR: 10/11/84

Table IX- 2 (cont'd.)

NEW JERSEY AND NATIONAL REGISTERS OF HISTORIC PLACES, 2015

City of Jersey City, N.J.

Map ID #	*Resource Name*	*Location*	*Register and Date of Listing**
34	Van Wagenen House	298 Academy Street	SR: 6/20/2005 NR: 8/16/2005
35	West Bergen-East Lincoln Park Historic District	Bergen, Harrison, West Side, Kensington Avenues, Kennedy Boulevard, Montgomery Street and Fairmount Avenue	SR: 12/29/2014
* SR - State Register of Historic Places; NR - National Register of Historic Places			
**The Lembeck and Betz structure has been demolished, however, the district remains intact.			
Source: New Jersey and National Registers of Historic Places, 1970-1995, NJDEP, Historic Preservation Office, 1996; U.S. Department of the Interior National Register Information System; Various other information from NJDEP Historic Preservation Office.			

Additional Historic Resources

In addition, the City also has several hundred buildings, sites and districts that are potentially eligible for listing on the State and National Registers of Historic Places, as identified in the Phase 2 Cultural Resources Survey performed for the City in the late 1980s (see Appendix A). These resources should be prioritized by the Commission for official nomination to the State and National Registers, and as local landmarks.

HISTORIC PRESERVATION ORDINANCE

In order to protect its resources, the City has adopted an historic preservation ordinance, found within the Land Development Ordinance, to regulate alterations to local landmarks and development within local historic districts. The ordinance was originally adopted in 1974, amended in 1989 and most recently amended in 2001. The historic preservation ordinance creates the regulatory framework for the preservation of historic resources and establishes an Historic Preservation Officer and an Historic Preservation Commission.

Regulatory Framework

The Historic Preservation ordinance contains information standards for rehabilitation, restoration and infill development within districts and for landmarks and Commission procedures. The ordinance should be amended regarding the designation procedure for resources, which is the review and recommendation of the Historic Preservation Commission, the review and recommendation of the Planning Board and the approval of the City Council. The ordinance is structured so that the historic districts are located in their

own zoning districts, and are subject to zone-specific standards. There are several elements of the ordinance that require modification due to insufficient information or inconsistencies. They are as follows:

Standards for Infill within Historic Districts

The local historic districts have experienced incompatible infill development, which undermines the character and value of the historic districts. The design standards for infill development are insufficient and should be supplemented with specific standards, including a requirement to meet the prevailing height and setback of adjacent structures facing the same street, as well as structures across the street. The Design Guidelines contained in the Urban Design Element can serve as the basis for standards that should be implemented in the Historic Preservation Ordinance.

Definitions Section

The definitions section of the ordinance should be reconciled with the definitions section of the main body of the Zoning Ordinance to ensure consistency between the two.

Historic Preservation Officer

The Historic Preservation Officer processes development applications within the four historic districts and the two local landmarks to ensure consistency with established design standards for rehabilitation and infill development, and zoning standards within the historic districts. Projects that are larger in scale or that require Planning Board or Zoning Board of Adjustment review, are referred by the Historic Preservation Officer to the Historic Preservation Commission for review and comment. According to the Historic Preservation Officer, approximately 500 such applications are processed per annum.

Historic Preservation Commission

The Historic Preservation Commission recommends districts and landmarks for designation to the City Council, specifies development standards and prescribes the process used to review development applications. The Historic Preservation Commission consists of 9 appointed members with two alternates and as of January 2015, two Historic Preservation Officers who serve as staff. The Commission members must meet prescribed qualifications criteria. All Commission members must have a demonstrated interest, competence or knowledge in historic preservation. The Commission has been given the power, via ordinance, to:[3]

- Identify, record and inventory all buildings, sites or landscape features of significant historical or architectural value based upon the standards of the U.S. Department of the Interior…

[3] Zoning Ordinance, City of Jersey City, Section 345-88, p.34605.

- Advise and assist City officers, boards and other bodies…on all matters which have potential impact on the landmark buildings, sites, structures, object or landscape features in the City or on the ambiance of an historic district.
- Recommend to the Planning Board and City Council the establishment and boundaries of additional historic districts…
- Recommend to the Board of Adjustment and Planning Board the grant or denial of development applications…
- Issue certificates of appropriateness, certificates of no effect or notice to proceed…

The Historic Preservation Commission serves in an advisory capacity to the Planning Board and Zoning Board of Adjustment. It reviews all proposals for development before the Boards that will either alter a landmark or occur within an historic district. The Commission may recommend the approval or denial of an application based upon its affect on the landmark or historic district in question, and compliance with the standards of the historic preservation ordinance. Approvals are granted through a certificate of appropriateness, a certificate of no effect or a notice to proceed in cases of emergency. Appeals of Commission decisions are heard by the Zoning Board of Adjustment. All proposed development in the historic districts on regulated properties is subject to the zoning standards contained within the historic preservation ordinance.

The Historic Preservation Commission also serves in an advisory capacity to the City Council for the designation of landmarks and historic districts. The Commission, at the request of the Council, may review and comment on applications for local landmark or historic district status. Its recommendation is non-binding and the Council is the sole body authorized to designate a landmark or historic district under the historic preservation ordinance. The Commission must use the U.S. Department of the Interior's National Register Criteria for Evaluation to determine if a property or district is eligible for designation as a landmark or historic district. Planning Board review and recommendation and City Council approval is necessary. In addition, all landmarks and historic districts listed on the State and National Registers of Historic Places are eligible for local designation.

RECOMMENDATIONS

General Recommendations

- The procedures and design standards of the Historic Preservation Ordinance for maintaining historic structures should be followed and maintained, except for those amendments recommended herein such as the reconciliation of the Zoning Ordinance definitions with those of the Historic Preservation

Ordinance, and compliance of structures owned by non-profits with use and bulk standards of the historic districts.

- Removal and below-grade placement of all over-head utility services should be a priority in all historic districts, with the exception of HBLRTS catenary systems and associated support and utility structures.
- The list of permitted uses in historic districts should be reviewed and evaluated. Uses that lend themselves to historic districts and adaptive reuse, such as bed and breakfasts, should be considered.

Certified Local Government Status

In order to better protect the cultural resources within Jersey City, the Commission should ~~to~~ achieve designation as a Certified Local Government. Status as a Certified Local Government will afford the Commission opportunities to receive matching grants from the federal government for historic studies and preservation efforts such as planning and education projects and historic register nomination plans. In order to achieve Certified Local Government status, local governments must be certified by the State Historic Preservation Officer as meeting State and Federal program requirements for the designation and protection of historic properties and districts in the City. It is recommended that the Historic Preservation Ordinance and the Historic Preservation Element of the Master Plan be submitted to the State Historic Preservation Officer for compliance review as the first step toward achieving Certified Local Government status.

Increase Public Awareness and Acceptance of Historic Preservation

Historic preservation in Jersey City has suffered in recent years due to misperceptions about the economic implications of historic designation at all levels. The importance of historic preservation from both cultural and economic perspectives should be disseminated to the public and policy makers. The Historic Preservation Commission should focus their efforts on re-educating property owners and policy makers of the significant benefits of preservation, including increases in property value and retention of cohesive neighborhood character. Along with the economic benefits of preservation, property owners should be informed of State and federal funding and technical assistance for rehabilitation and restoration, including the federal Investment Tax Credit Programs.

Other City departments and services can also help in the historic preservation effort in the following ways:

- The Building Division and Police Department can discourage non-demolition salvage operation of architectural elements from vacant buildings.
- The Jersey City Public Library can serve as the City repository for historic resources information.

- The Jersey City Public Schools can include preservation curricula in civics, history and art classes at all grade levels to promote awareness at younger ages.

If the Commission achieves Certified Local Government status, funding for such educational campaigns could be obtained.

Local Designation of Additional Resources

The City has the ability to designate additional historic resources as local historic districts and landmarks. The historic resources contained on the State and National Registers of Historic Places should be locally-designated, especially those that are publicly-owned. Resources that are not adequately maintained by private interests should be targeted for local public acquisition and adaptively reused for public purposes. Historic public buildings that are sold should encumbered by a protective easement that will maintain the historic character of the buildings. Consideration should be given to landmarking additional neighborhoods and properties as Local Historic districts and Landmarks, specifically Bergen Hill, using the Designation Report of 1977 by Columbia University as well as Sparrow Hill in the Heights. All existing Cobblestone Streets and yellow brick roads as well as additional statues, memorials, monuments in municipal parks should be considered for individual landmarking.

The resources inventoried in Appendix A should re-examined under a new citywide Historic Preservation Survey. Integral resources should be prioritized for eventual local designation and nomination to the Municipal, State and National Registers.

APPENDIX A

PHASE 2 SURVEY OF WARD A, JERSEY CITY List of Sites Eligible for the National Register		
Phase 2, Ward A Sites Eligible for the National Register		
0906-A3	JFK 2	1801-5 J.F. Kennedy Boulevard
0906-A3	JFK 3	Jersey City Free Library – 1843 J.F. Kennedy Boulevard
0906-A3	JFK 4	1855 J.F. Kennedy Boulevard
0906-A3	JFK 6	1887 J.F. Kennedy Boulevard
0906-A3	LEM 2	283 Lembeck Avenue
0906-A3	SUL 1	Van Leer Containers - Alex Sullivan Drive (Lembeck to Linden)
0906-A4	DAN 1	110 Danforth Avenue
0906-A4	DAN 4	Public School Number 20 - 160 Danforth Avenue
0906-A4	DAN 7	206 Danforth Avenue
0906-A4		St. Paul's Church Complex
GRNV 1,2	OLBERG 2	10-24 Greenville Avenue, 183 Old Bergen Road
0906-A4	LEM 4	St. Ann's R.C. Home for the Aged - 148 Lembeck Avenue
0906-A5	CAT 1	36-8 Cator Avenue
0906-A5	DAN 2	46 Danforth Avenue
0906-A5	GAR 5	232 Garfield Avenue
0906-A5	LIN 5	30 Linden Avenue
0906-A5	LIN 18	93 Linden Avenue
0906-A5	LIN 20	101 Linden Avenue
0906-A5	OC 3,4	Grace P.E. Church - 154 Ocean Avenue
0906-A5	OC 9, 10	164, 168 Ocean Avenue
0906-A5	OC 11	Trust Company of New Jersey - 165 Ocean Avenue
0906-A6	JFK 1	Public School Number 34 - 1830 J.F. Kennedy Boulevard
0906-A6	OC 1	301 Ocean Avenue
0906-A6	OC 2	Bayview Cemetery Gate – Ocean Avenue at Chapel Avenue
0906-A6	WAR 3	Church of the Redeemer – 33-7 Warner Avenue
0906-A7	BAYPK 1	500 Bayside Park Drive
0906-A7	BER 7	Corinthian Baptist Church - 132 Bergen Avenue
0906-A7	MLK 4,5	Sacred Heart R.C. Church Complex - 210-16 MLK Drive
		183 Bayview Avenue
0906-A7	MLK 6	First Fidelty Bank - 263 MLK Drive
0906-A7	OC 3	J.C. Fire Truck #4, Engine Co., #22 - 468 Ocean Avenue
0906-A7	OC 9	Hudson City Savings Bank - 532-4 Ocean Avenue
0906-A7	STEG 1	67 Stegman Street
0906-A7	STEV 5,6	Mount Olive Pentecostal Faith Church; 150-2 Stevens Avenue
0906-A7	VANN 1	27 Van Nostrand Avenue
0906-A7	WILK 1, 2, 3	1; 11-39 Wilkinson Avenue

PHASE 2 SURVEY OF WARD A, JERSEY CITY List of Sites Eligible for the National Register		
National Register Sites in Ward A		
There are no National Register Sites in Ward A		
Sites Determined Eligible for the National Register in Ward A		
0906-A4	LIN 4	Engine Company Number 13 - 152 Linden Avenue
0906-A		Greenville Yard Piers

PHASE 2 SURVEY OF WARD B, JERSEY CITY

List of Site Eligible for the National Register

Phase 2, Ward B Sites Eligible for the National Register

0906-B3	JFK 1	Hepburn Hall, Jersey City State College - 2051-9 J.F. Kennedy Boulevard
0906-B3	WOO 1, 2, 3	389-407; 388-408 Woodlawn Avenue
0906-B3	WS 1	Miss America Diner; 322 West Side Avenue
0906-B4	CLE 1	140-142 Clendenny Avenue
0906-B4	CLE 6	99 Clendenny Avenue
0906-B4	CLE 6	215 Clendenny Avenue (there are 2 CLE 6's)
0906-B4	CLT 1	260-2 Claremont Avenue
0906-B4	EG 1	180 Ege Avenue
0906-B4	EG 11	Our Lady of Victories School - 238 Ege Avenue
0906-B4	EG 15	279 Ege Avenue
0906-B4	LEX 4, WS 19	124 Lexington Avenue, 548-50 West Side Avenue
0906-B4	LEX 6	164 Lexington Avenue
0906-B4	LEX 7	168 Lexington Avenue
0906-B4	ROO 2	51 Roosevelt Avenue
0906-B4	ROO 6	77-9 Roosevelt Avenue
0906-B4	UN 11	315 Union Street
0906-B4	UN 14	Public School Number 33 - 362 Union Avenue
0906-B4	UN 15	389 Union Street
0906-B4	V I 2	Public School Number 24 - 220 Virginia Avenue
0906-B4	WS 1	374-8 West Side Avenue, Also 346-70 Claremont Avenue
0906-B4	WS 10	452-4 West Side Avenue
0906-B4	WS 13	477 West Side Avenue
0906-B4	WS 17	510-22 West Side Avenue
0906-B4	WS 19	See 0906-B4 LEX 4
0906-B4	WS 20	561-3 West Side Avenue
0906-B5	HAR 3	First Church of Christ Scientist - 154-6 Harrison Avenue
0906-B5	HAR 13	292 Harrison Avenue
0906-B5	JFK 2	Temple Beth-EL – 2415-31 J.F. Kennedy Boulevard
0906-B5	LPK	Lincoln Park
0906-B5	WS 1, 2, 3, 4	St. Aloysius Roman Catholic Church Complex - 691-703 West Side Avenue
		178 Kensington Avenue
0906-B6	FRW 1	162-4 Fairview Avenue
0906-B6	FRW 2	187, 187A, 189 Fairview Avenue
0906-B5		West Bergen Historic District

National Register Sites in Ward B

There are no National Register Sites in Ward B

Sites Determined Eligible for the National Register in Ward B

0906-B4	BOY 5	Engine Company No. 17 - 106-10 Boyd Avenue

PHASE 2 SURVEY OF WARD C, JERSEY CITY

List of Sites Eligible for the National Register

Phase 2, Ward C Sites Eligible for the National Register

0909-C2	BDY 1	P.S. 23 - 15-29 Broadway (143 Romaine Avenue)
0906-C2	BDY 5	Our Lady of Mount Carmel Church & Rectory – 99-101 Broadway
0906-C2	BDY 6	Manhattan Tobacco Warehouse - 106-8
0906-C2	BDY 7	Watch Factory - 124 Broadway
0906-C2	SI 3	P.S. 35 - 289 Sip Avenue
0906-C2	STY 2	112-6 Stuyvesant Avenue
0906-C2	VW 1	39-41 Van Wagenen Avenue
0906-C3	BER 6	Commercial Trust Company of N.J. - 729 Bergen Avenue
0906-C3	BER 11	Bergen Theater Building
0906-C3	BRI 3	17-19 Britton Street
0906-C3	DUN 1-8	10-14, 16-18, 22-26, 28, 36, 38-48, 54, 56 Duncan Avenue
		(see Ward B, West Bergen Historic District)
0906-C3	DUN 13	Public School No. 17 - 126-8 Duncan Avenue
0906-C3	DUN 14	138-42 Duncan Avenue
0906-C3	FMT 1	297-303 Fairmount Avenue
0906-C3	FMT 6	318 Fairmount Avenue
0906-C3	FMT 10	333 Fairmount Avenue
0906-C3	FMT 11	Melbro Towers Apartments - 340 Fairmount Avenue
0906-C3	FMT 22-24A	379-81, 382, 384, 386 Fairmount Avenue
0906-C3	GLW 1	19-21 1/2 Glenwood Avenue
0906-C3	GLW 3-6	54-6, 58, 60, 64-6 Glenwood Avenue
0906-C3	HIL 12, 3	41, 45 Highland Avenue
0906-C3	KEN 1	The Duncan Apartments, 2600 Kennedy Boulevard
		(see Ward B, West Bergen Historic District)
0906-C3	KEN 2	The Fairmount Hotel, 2595 Kennedy Boulevard
		(see Ward B, West Bergen Historic District)
0906-C3	KEN 4	Parmley Memorial Baptist Church, 2608 Kennedy Boulevard
0906-C3	KEN 5	2614 Kennedy Boulevard
0906-C3	KEN 6	2624 Kennedy Boulevard
0906-C3	KEN 7	2627 Kennedy Boulevard
0906-C3	KEN 8	2633 Kennedy Boulevard
0906-C3	MTG 2, 3	761, 763A, B Montgomery Street
0906-C3	MTG 4	Seventh Police Precinct, 765-9 Montgomery Street
0906-C3	MTG 9	802-4 Montgomery Street
0906-C3	MTG 15	891-3 Montgomery Street
0906-C4	BAL 2	C.F. Mueller Company, 168-184 Baldwin Avenue
0906-C4	BE 1	St. Aedan's Church Complex, 790-804 Bergen Avenue
0906-C4	JOR 7	88-90 Jordan Avenue
0906-C4	MTG 7	Jersey City Armory, 664 Montgomery Street (251-281 Summit Avenue)
0906-C4	TU 8	70-78 Tuers Avenue (81-89 Vroom Street)
0906-C4	VRM 5	115-7 Vroom Street
0906-C4	WAY 6	461 Wayne Street

PHASE 2 SURVEY OF WARD C, JERSEY CITY List of Sites Eligible for the National Register		
0906-C6	CLE PSK1	General Pulaski Skyway
0906-C6	CVT 1	34-6 Covert Street
0906-C6	JMS 1	15-17 James Street
0906-C6	LAH 1	91 Larch Avenue
0906-C6	NE 1	P. Lorrilard Factory Complex, 888 Newark Avenue
0906-C6	NE 2	Endicott & Johnson Shoe Factory, 930 Newark Avenue
0906-C6	ST. P1, 1b	American Can Company Complex, 315-61 St. Paul's Avenue
0906-C7	COT 2	20-24 Cottage Street
0906-C7	COT 3	54 Cottage Street
0906-C7	H1, 3	St. Paul's Evangelical Lutheran Church, 440, 442-6 Hoboken Avenue
0906-C7	KEN 2, 3, 4	St. John's R.C. Church Complex, 3018, 3026, 2046-52 Kennedy Boulevard
0906-C7	KEN 5	P.S. 31, 3055 Kennedy Boulevard
0906-C7	LBTY 1	20 Liberty Avenue
0906-C7	LBTY 2	63-85 Liberty Avenue
0906-C7	LBTY 3	Brunswick Laundry, 68-72 Liberty Avenue
0906-C7	STP 2	283-7 St. Paul's Avenue
0906-C7	SUM 2	Summit Avenue Baptist Church, 569-73 Summit Avenue (also 0906-C8 Sum 5)
0906-C8	ACA 2	Van Wagenen Homestead, "The Apple Tree House", 198 Academy Street
0906-C8	BER 3	Bergen Square Building (Lincoln Trust Company Building), 880 Bergen Avenue
0906-C8	BER 5	896 Bergen Avenue
0906-C8	BER 6	903 Bergen Avenue
0906-C8	COT 3	23 Cottage Avenue
0906-C8	HI 1	24-28 Highland Avenue
0906-C8	HI 2	38-40 Highland Avenue
0906-C8	KEN 4	2752 Kennedy Boulevard
0906-C8	KEN 8a	2775 Kennedy Boulevard
0906-C8	KEN 9	The Summit Apartment House, 2781-91 Kennedy Boulevard
0906-C8	KEN 11	Simpson Grace Methodist church, 2811 Kennedy Boulevard
0906-C8	KEN 16	State Theater, 2852 Kennedy Boulevard
0906-C8	PAV 1	595-7 Pavonia Avenue
0906-C8	SI 1	57-9 Sip Avenue
0906-C8	SI 6	Sevilla Apartments, 182-198 Sip Avenue
0906-C8	SI 7	Engine Company 15, 200 Sip Avenue
0906-C8	SMI 1	18-22 Smith Street
0906-C8	TON 8	Mayflower Apartment Hotel, 65 Tonnele Avenue
0906-C8	TON 11	88-94 Tonnele Avenue
0906-C8	VRA 8	49-59 Van Reypen Street
0906-C8	VRS 6	Alcazar Apartments, 68-70 Van Reypen Street
0906-C8	VRS 8	Stockadian Apartments, 76-90 Van Reypen Street
0906-C8	VRS 10	Shelbourne Apartments, 83-9 Van Reypen Street
0906-C9	BAL 1	Scott Printing Company Building, 190 Baldwin Street
0906-C9	BAL 4-6	St. Joseph's Church Complex, 253-7, 264, 263-9 Baldwin Avenue
(ALSO PAV 4)		503-5, 511, 531-9 Pavonia Avenue, 72 Magnolia Avenue
0906-C9	BAL 11a	282 Baldwin Avenue
0906-C9	CHT 5	145-7 Chestnut Avenue

PHASE 2 SURVEY OF WARD C, JERSEY CITY List of Sites Eligible for the National Register		
0906-C9	CHT 6	146 Chestnut Avenue
0906-C9	CHT 7, 8	161-7 Chestnut Avenue
0906-C9	HEN 3	31 Henry Street
0906-C9	MAG 9	75 Magnolia Avenue
0906-C9	MAG 18	Granada Apartment, 129 Magnolia Avenue
0906-C9	NEWA 1	515-7 Newark Avenue
0906-C9	NEWA 3	558-60 Newark Avenue
0906-C9	O 1	27-9 Oakland
0906-C9	PAV 3	510 Pavonia Avenue
0906-C9	PAV 6	545 Pavonia Avenue
0906-C9	PAV 8	Hudson County Jail and Power House, 55-80 Pavonia Avenue
0906-C9	S 1	Firehouse 7, 666 Summit Avenue
0906-C10	SP 1	P.S. 6, 98-108 St. Paul's Avenue
0906-C11	BAL 1, 2, 6	375-89, 376-82, 391-3 Baldwin Avenue
0906-C11	CON 3	61 Concord Street
0906-C11	FLT 4, 5	67-9, 64-74 Fleet Street
0906-C11	LAD 4	59 Laidlaw Avenue
0906-C11	PAL 1	74 Palisade Avenue
0906-C11	PAL 3	104-10 Palisade Avenue
0906-C11	PAL 4	124-30 Palisade Avenue
0906-C11	PAL 15	191 Palisade Avenue
0906-C11	PAL 17	203-5 Palisade Avenue
0906-C7		Newark Avenue-Five Corners Historic District
0906-C8		Journal Square Historic District
National Register Sites in Ward B		
1.	Old Bergen Reformed Church, 797-809 Bergen Avenue	
2.	Labor National Bank Building, 26 Journal Square	
3.	Hudson County Courthouse, Newark Avenue at Baldwin Avenue	
4.	William Dickinson High School, 2 Palisade Avenue	
5.	Newkirk House, 510 Summit Avenue (State Register)	
Sites Determined Eligible for the National Register		
1.	Stanley Theater, 2932 Kennedy Boulevard (State Register)	

PHASE 2 SURVEY OF WARD D, JERSEY CITY

List of Sites Eligible for the National Register

Phase 2, Ward D Sites Eligible for the National Register

0906-D1	BEA 3	20 Beach Street
0906-D1	CAR 5	26 Carlton Avenue
0906-D1	CAR 6	45 Carlton Avenue
0906-D1	JFK 11	3218 J.F. Kennedy Boulevard
0906-D1	MAN 5	189193 Manhattan Avenue
0906-D1	MAN 10	194 Manhattan Avenue
0906-D1	SPR 1	Reservoir No. 2
0906-D2	BOOR 3	61 Booream Avenue
0906-D2	BOOR 7	90 Booream Avenue
0906-D2	FER 1	119 Ferry Street (see 0906-D5, FER 3,4)
0906-D2	JEF 4, WA 6	116 Jefferson Avenue, 69 Waverly Street
0906-D2	NY 2	127 New York Avenue
0906-D2	PAL 7	Belvedere Court Apartments, 264-70 Palisade Avenue
0906-D2	PAL 10	Jersey City Municipal Offices, 325 Palisade Avenue
0906-D2	PAL 13	357 Palisade Avenue
0906-D2	SUM 1	Reservoir No. 3
0906-D3	CO 3	40-8 Columbia Avenue
0906-D3	GRC 3	120 Grace Street
0906-D3	JFK 1 and 2	Leonard Gordon Park
0906-D3	JFK 3a	3433-39 J.F. Kennedy Boulevard
0906-D3	JFK 7	3451 J.F. Kennedy Boulevard
0906-D3	JFK 15	St. Anne's R.C. Church, 3557 J.F. Kennedy Boulevard
0906-D3	NEL 9	101-3 Nelson Avenue
0906-D3	NOR 2	258 North Street
0906-D3	POP 3	97 Poplar Street
0906-D4	BOW 1	135 Bowers Street
0906-D4	BOW 2	Central Avenue Reformed Church, 137-9 Bowers Street
0906-D4	BOW 5	180 Bowers Street
0906-D4	CEN 12	357-9 Central Avenue
0906-D4	HUT 7	179 Hutton Street
0906-D4	JFK 3	3410-16 J.F. Kennedy Boulevard
0906-D4	JFK 10	3572 J.F. Kennedy Boulevard
0906-D4	LIN 12	128 Lincoln Street
0906-D4	SHERP 1	9 Sherman Place
0906-D4	SHERP 2	15 Sherman Place
0906-D4	SHERP 8	74 Sherman Place
0906-D4	SHERP 9	47-53 Sherman Place
0906-D4	SOU 3	133 South Street
0906-D4	SUM 5	895 Summit Avenue
0906-D4	SUM 6	897 Summit Avenue
0906-D4	SUM 7	901 Summit Avenue
0906-D4	SUM 9	912 Summit Avenue

PHASE 2 SURVEY OF WARD D, JERSEY CITY List of Sites Eligible for the National Register		
0906-D4	SUM 10	918 Summit Avenue
0906-D4	SUM 14	Second Reformed Church of Hudson City, 936 Summit Avenue
0906-D4	SUM 18	962-68 Summit Avenue
0906-D4	SUM 20	977 Summit Avenue
0906-D4	SUM 24	1105 Summit Avenue
0906-D4	SUM 25	1106-12 Summit Avenue
0906-D4	SUM 26, 28	1129-35 Summit Avenue
0906-D4	SUM 30	1138-40 Summit Avenue
0906-D4	SUM 38	1204-12 Summit Avenue
0906-D4	THOR 2	15-17 Thorne Street
0906-D4	ZAB 2	19 Zabriskie Street
0906-D5	BOW 2	The Greater Prayer Chapel (formerly St. Trinitatis), 66-8 Bowers Street
0906-D5	CEN 5	Sixth Precinct Police Station, 284 Central Avenue
0906-D5	CEN 6	286 Central Avenue
0906-D5	CEN 19	462 Central Avenue
0906-D5	CEN 20	former P.S. 7, 464-70 Central Avenue
0906-D5	FER 3, 4	St. Nicholas Church Complex, 112-22 Ferry Street
D2	FER 1	119 Ferry Street
0906-D5	FRA 6	138 Franklin Street
0906-D5	HAN 10	Public School No. 28, 139 Hancock Avenue
0906-D5	HAN 15	St. Paul of the Cross Church, 160 Hancock Avenue
0906-D5	HUT 5	85-7 Hutton Street
0906-D5	MAN 4	24 Manhattan Avenue
0906-D5	PAL 1	369-71 Palisade Avenue
0906-D5	PAL 21	The Van Vorst House, 531 Palisade Avenue
0906-D5	SHE 4	44-50 Sherman Avenue
0906-D5	SHE 6	Talmud Torah Associates, 100-2 Sherman Avenue
0906-D5	SHE 8	120-4 Sherman Avenue
0906-D5	SHE 10	Congregation Mount Sinai, 128-30 Sherman Avenue
0906-D5	WEB 2	123-5 Webster Avenue
0906-D5	WEB 4	122-34 Webster Avenue
0906-D5	WEB 9	Neumann's Hall – 158 Webster Avenue
0906-D6	OG 2	108-110 Ogden Avenue
0906-D6	OG 7	153 Ogden Avenue
0906-D6	OG 22	248 Odgen Avenue
0906-D6	OG 24	252-60 Ogden Avenue
0906-D6	OG 27	268-72 Ogden Avenue
0906-D6	OG 28	267-71 Ogden Avenue
0906-D6	OG 31	338-40 Ogden Avenue
0906-D6	OG 33	348 Ogden Avenue
0906-D6	OG 39	395 Ogden Avenue
0906-D6	PAL 1	The Clothilde Apartments, 300 Palisade Avenue
0906-D6	PAL 5	316 Palisade Avenue
0906-D6	PAL 6	PSE&G Transformer Station, 324 Palisade Avenue
0906-D6	PAL 9	334 Palisade Avenue

PHASE 2 SURVEY OF WARD D, JERSEY CITY List of Sites Eligible for the National Register		
National Register Sites in Ward D		
There are no National Register Sites in Ward D		
State Register Sites		
90906-D6	OG 8	154 Ogden Avenue
Sites Determined Eligible for the National Register		
0906-D2	CEN 5	Engine Company #18, 218 Central Avenue
0906-D3	LIN 2	Engine Company #11, 152 Lincoln Street
0906-D4	IRV 5	Engine Company #14, 46 Irving Street

PHASE 2 SURVEY OF WARD E, JERSEY CITY

List of Properties and Districts Eligible for the National Register

0906-E23		248 Brunswick Street & American Railway Express Building,
E24 , E273F		262 Brunswick Street
0906-E30		James J. Ferris High School, 123 Coles Street
0906-E31, 31A		Seabord Terminal Buildings, Coles Street Between 13th Street and Erie Railroad Tracks
0906-E32		Continental Can Company Complex, Coles Street Between 14th & 16th Streets
0906-E33		319 Coles Street
0906-E35		L.O. Koven Complex, 100 Patterson Plank Road & 31-5 Hope Street
0906-E62		39-41 Essex Street
0906-E132A		Fire House #12, 140 Morris Street
0906-E157		Lackawanna Warehouse, 16th Street between Jersey & Grove Streets
0906-E162		Path Train Repair Shed & Station, Steuben, Warren & Henderson Streets
0906-210		P.S. #5, 182-96 Merseles Street
0906-E212A,B		St. Anthony's Polish R.C. Church & School, 457 Monmouth St. & 346-52 Sixth St.
0906-E215B		1 Exchange Place
0906-E215C		Path Tube Entrance Station, 14-16 Exchange Place
0906-E225		Harborside Terminal, Morgan Street at Hudson River
0906-E227		Engine Company #1, 155 Morgan Street
0906-E275		Path Station, 64 Pavonia Avenue
0906-E294		Pennsylvania Railroad Train Shed, N/E/C Henderson & Second Streets
0906-E	District 3	Colgate Historic District
0906-E	District 6	Warehouse Historic District
0906-E	District 7	Harsimus Cove Historic District
0906-E	District 8	St. Lucy's Historic District
-----		Hamilton Park Historic District Extension
-----		Paulus Hook Historic District Extensions
-----		Van Vorst Park Historic District Extensions

National Register Sites in Ward E	
1.	Grace Van Vorst Church, 268 Second Street
2.	Great Atlantic & Pacific Tea Company Warehouse, Provost Street Between First and Bay Streets
3.	Ionic House, 83 Wayne Street
4.	Lembeck, Betz & Eagle Brewery, Manila Street, 9th, 10th and Henderson Streets
5.	Hamilton Park Historic District
6.	Van Vorst Park Historic District
7.	Paulus Hook Historic District
Site Declared Eligible for the National Register	
1.	Engine Company #2, 160 Grand Street *in Van Vorst Park National Register Historic District
2.	88-92 Erie Street *in Harsimus Cove Historic District
3.	273, 273 1/2 Tenth Street *in Hamilton Park National Register Historic District

PHASE 2 SURVEY OF WARD F, JERSEY CITY List of Properties and Districts Eligible for the National Register		
0906-F1BER12		Henry C. Snyder High School, 239 Bergen Avenue
0906-F1BER19		361-317 Bergen Avenue
0906-F1BER22		Cotton Temple, Church of God in Christ (formerly South Bergen Reformed First
		First Congregational Church), 383-387 Bergen Avenue
0906-F1BER29		477-487 Bergen Avenue
0906-F1BER30		Jersey City Free Public Library, Miller Branch (formerly Bergen Branch) 489-499 Bergen Avenue
0906-F1DWT1		254-272 Dwight Street
0906-F1FUL1		Semi-Detached Houses, 234-256 Fulton Avenue
0906-F1FUL2		Semi-Detached Houses, 235-245 Fulton Avenue
0906-F1KEN6		A. Harry Moore School for Crippled Children (P.S. # 36), 2078 Kennedy Blvd.
0906-F1RS1		P.S. # 29, 391-401 Rose Avenue
0906-F5BER6		New Hope Baptist Church (formerly Augudath Sholom Synagogue),
		472-476 Bergen Avenue
0906-F5CL1		Salem Community Center (formerly Jersey City Athletic Club;
		Jersey City Masonic Center); 34 Clinton Avenue
0906-F5GA2		Transformer Station, Public Service Corporation of New Jersey,
		1061-1065 Garfield Avenue
0906-F5MAD11		Salem Baptist Church (formerly Bergen Baptist Church; First Baptist Church),
		53-61 Madison Avenue
0906-F6BER1B		Department of Human Resources (formerly The People's Palace),
		376-382 Bergen Avenue
0906-F6CPW2		287 Communipaw Avenue
0906-F6CPW23		Jackson Funeral Home, 384 Communipaw Avenue
Index		
0906-F7BER2		532-542 Bergen Avenue
0906-F7BER7		Jewish Community Center (formerly Y.M.H.A./Y.W.H.A.),
		600-606 Bergen Avenue
0906-F7BER9		Y.M.C.A., 654-658 Bergen Avenue
0906-F7BER16		740-744 Bergen Avenue
0906-F7GRD1		751-753 Grand Street
0906-F7MTG4		The Montgomery Block, 729-737 Montgomery Street
0906-F8MAN1		Safety Pac Terminal (formerly Whitlock Cordage Company; Incorporating Parts of
		the former Passaic Zinc Company) Manning Avenue and Lafayette Park
0906-F8VH1		Lafayette Park
Phase 2 Historic District Eligible for the National Register		
0906-F District		Bergen Hill Historic District
0906-F District		Communipaw Lafayette Historic District

APPENDIX R: JERSEY CITY ORDINANCE NO. 03-010

City Clerk File No. Ord. 03-010

Agenda No. 3.J 1st Reading

Agenda No. 4.J. 2nd Reading & Final Passage

ORDINANCE OF JERSEY CITY, N.J.

COUNCIL AS A WHOLE
offered and moved adoption of the following ordinance:

CITY ORDINANCE 03-010

TITLE: **ORDINANCE OF THE MUNICIPAL COUNCIL OF THE CITY OF JERSEY CITY ADOPTING AMENDMENTS TO THE CITY CODE CHAPTER 345, LAND DEVELOPMENT ORDINANCE, ARTICLE 30, HISTORIC PRESERVATION (EMBANKMENT)**

WHEREAS, the "Pennsylvania Railroad Harsimus Branch Embankment" was built in 1901-1905 on the site of an earlier 19th century freight way to facilitate the Pennsylvania Railroad in establishing a major freight yard on the Hudson River which contributed greatly to the growth of the Port of New York and New Jersey; and

WHEREAS, the embankment, as part of the largest transportation system in the country, facilitated the dedication of most of the Jersey City Waterfront to rail and rail related uses; and

WHEREAS, the monumental stone and earth structures comprising the embankment, although lacking their connecting iron plate bridges, are rare survivors of the age of railroad transport and are especially deserving of protection; and

WHEREAS, the "Pennsylvania Railroad Harsimus Branch Embankment" deserves recognition as a series of historically significant structures which played an important part in the social and economic development of downtown Jersey City; and

WHEREAS, the designation of the "Pennsylvania Railroad Harsimus Branch Embankment" as a historic landmark would protect and preserve the structure from demolition or alteration without review by the Jersey City Historic Preservation Commission; and

WHEREAS, the subject property is currently located at the following blocks and lots:

Block:	Lot:
212	A
247	50.A
280	50.A
317.5	50.A
354.1	50.A
389.1	A

and

WHEREAS, the subject property is currently owned by the Consolidated Rail Corporation otherwise known as Conrail; and

WHEREAS, Chapter 345, Article 30, Section F, "Procedure for Nominating Sites, Landmarks and Districts for Local Designation" provides that "Any interested party may nominate a site, landmark or district for local designation. The nomination may originate at either the Historic preservation Commission, the Planning Board or City Council; however in any case, it shall be reviewed by all these bodies;" and

WHEREAS, a petition for local landmark designation for the "Pennsylvania Railroad Harsimus Branch Embankment" was submitted to the Historic Preservation Commission on July 8th 2002; and

WHEREAS, at the July 8th 2002 regular meeting of the Jersey City Historic Preservation Commission, the Commission did review the petition and recommend its approval; and

WHEREAS, at the December 16, 2002 regular meeting of the Jersey City Planning Board, the Planning Board did review the recommendation of the Historic Preservation Commission dated August 6th 2002 and the State and National Registers of Historic Places Nomination and recommended submission to the City Council for approval;

ORDINANCE OF THE MUNICIPAL COUNCIL OF THE CITY OF JERSEY CITY ADOPTING AMENDMENTS TO THE CITY CODE CHAPTER 345, LAND DEVELOPMENT ORDINANCE, ARTICLE 30, HISTORIC PRESERVATION (EMBANKMENT)

NOW, THEREFORE, BE IT ORDAINED, by the Municipal Council of the City of Jersey City that City Code Chapter 345 Land Development Ordinance §345-30 "Historic Preservation Review and Procedures" be amended as follows: (Material indicated by bold italic ***thusly*** is new material that is intended to be enacted.)

Section 345-30 Historic Preservation Review and Procedures

G. Historic Districts/Landmarks

Pursuant to this section, the following historic districts and landmark buildings, objects, sites, structures or landscape features are designated and recognized as "historic" and shall enjoy the protection of law as herein provided.

Landmarks:	**Date**
Pennsylvania Railroad Harsimus Branch Embankment	*[Date of City Council Adoption]*
Apple Tree House	5-24-2000
Ellis Island	6-22-1994
Dickinson High School	5-27-1980
Historic Districts:	
Harsimus Cove	7-21-1983
Hamilton Park	2-1-1977
Van Vorst Park	2-1-1977
Paulus Hook	2-1-1977

BE IT FURTHER ORDAINED THAT:

A. All ordinances and parts of ordinances inconsistent herewith are hereby repealed.
B. This ordinance shall be a part of the Jersey City Code as though codified and set forth fully herein. The City Clerk shall have this ordinance codified and incorporated in the official copies of the Jersey City Code.
C. This ordinance shall take effect at the time and in the manner as provided by law.
D. The City Clerk and the Corporation Council be and they are hereby authorized and directed to change any chapter numbers, article numbers and section numbers in the event that the codification of this ordinance reveals that there is a conflict between those numbers and the existing code, in order to avoid confusion and possible repealers of existing provisions.

Robert D. Cotter, PP, AICP
Director, Division of City Planning

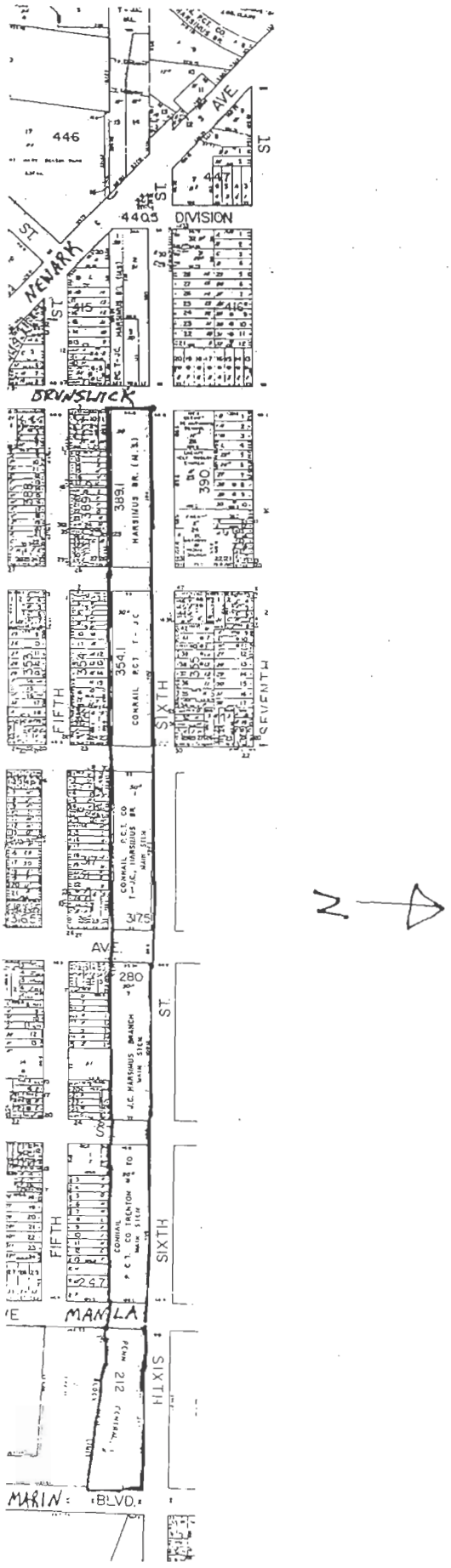
APPROVED: _____ APPROVED AS TO LEGAL FORM

APPROVED: _____ Business Administrator _____ Corporation Counsel

Certification Required _____

0 2 0 0 0 0 2 Not Required X

Pennsylvania Railroad Marisimus Branch Embankment



SUMMARY

ORDINANCE OF THE MUNICIPAL COUNCIL OF THE CITY OF JERSEY CITY ADOPTING AN AMENDMENT TO THE CITY CODE CHAPTER 345, LAND DEVELOPMENT ORDINANCE, ARTICLE 30, HISTORIC PRESERVATION (EMBANKMENT)

This ordinance would officially designate the "Pennsylvania Railroad Harsimus Branch Embankment" as a local historic landmark, ensuring protection and preservation of the structure from demolition or significant alteration pursuant to Chapter 345, Article 30, Section G.

Date Submitted to B.A._____

ORDINANCE FACT SHEET

1. **Full Title of Ordinance:**
   ORDINANCE OF THE MUNICIPAL COUNCIL OF THE CITY OF JERSEY CITY ADOPTING AMENDMENTS TO THE CITY CODE CHAPTER 345, LAND DEVELOPMENT ORDINANCE, ARTICLE 30, HISTORIC PRESERVATION

2. **Name and Title of Person Initiating the Ordinance:**
   Mark Munley, Director, HEDC

3. **Concise Description of the Program, Project or Plan Proposed in the Ordinance:**
   This ordinance adopts an amendment to the City's Land Development Ordinance recognizing the "Pennsylvania Rail Road Harsimus Branch Embankment" as a locally designated Historic Landmark.

4. **Reasons (Need) for the Proposed Program, Project, etc.:**
   The "Pennsylvania Rail Road Harsimus Branch Embankment" is a series of structures spanning six blocks along Sixth Street, which once carried freight through downtown Jersey City to the railroad's Harsimus Yards. The structures, once joined by plate girder bridges, are mainly constructed of massive masonry retaining walls and earthen fill and measure approximately 400 feet long by 100 feet wide.

   In 1997, local preservationists began the process of achieving landmark status in order to preserve these historically significant structures. The State Historic Preservation Office has listed the structures on the State Register of Historic Places. The Jersey City Historic Preservation Commission and the Jersey City Planning Board have formally recommended Municipal Landmark Designation.

5. **Anticipated Benefits to the Community:**
   The proposed amendments will protect the structures from demolition or significant alteration without review by the Jersey City Historic Preservation Commission and the City's Historic Preservation Specialist. The structures, which are a significant reminder of the role of railroads in the history of downtown Jersey City, are important to complete the interpretation of the adjoining historic districts of Harsimus Cove and Hamilton Park.

6. **Cost of Proposed Project (Requirement):**
   $0.00 There are no new costs to the City.

7. **Date Proposed Requirement will commence:**
   Immediately upon adoption

8. **Anticipated Completion Date:**
   Immediately upon adoption

9. **Person Responsible for Coordinating Proposed Program, Project, etc.:**
   Robert D. Cotter. Director of City Planning 547-5050

10. **Additional Comments:**
    None

I Certify that all the Facts Presented Herein are Accurate.

Robert D Cotter
Division Director Signature

12/30/02
Date

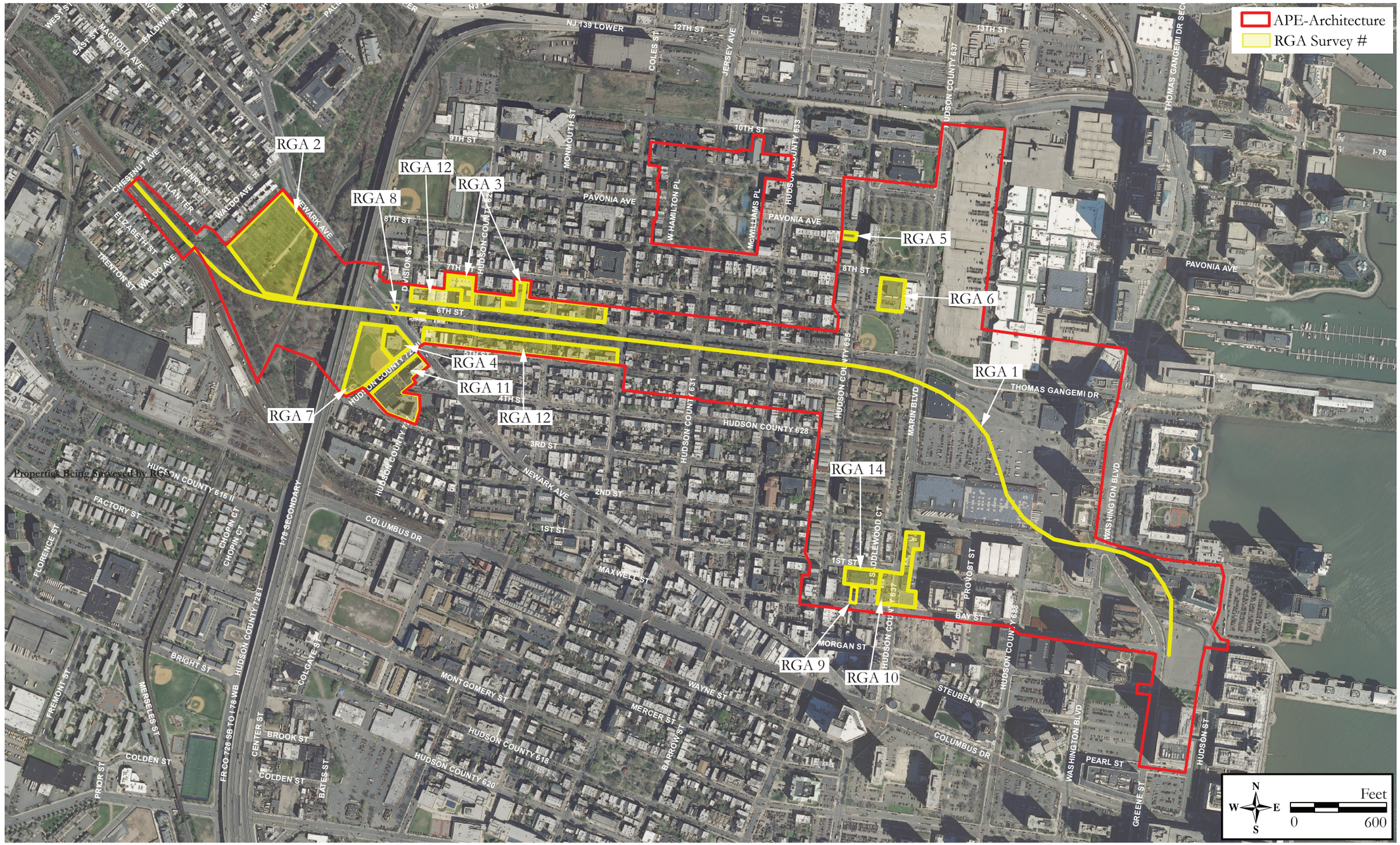
(Acting) Department Director Signature

12/30/02
Date

APPENDIX S: NEW JERSEY STATE HISTORIC PRESERVATION OFFICE SURVEY FORMS

Index to Forms:

1) Pennsylvania Railroad Harsimus Branch Right-of-Way
2) Jersey City and Harsimus Cemetery (435 Newark Avenue)
3) Holy Rosary Roman Catholic Church Complex (344 Sixth Street; 183 Brunswick Street)
4) Jersey City Fire Department Engine 5/Ladder 6 (355 Newark Avenue)
5) Fifth Ward Savings Bank (495 Manila Avenue)
6) Public School No. 4 (175 Eighth Street)
7) Mary Benson Park (Merseles and Third Streets)
8) Healy's Tavern (374 Newark Avenue)
9) 194-196 Bay Street
10) Luis Munoz Marin Boulevard Streetscape
11) Merseles Street Streetscape
12) Fifth Street Streetscape
13) Sixth Street Streetscape
14) First Street Streetscape



Map of surveyed historic resources.

HISTORIC DISTRICT OVERLAY

Historic Sites #:

District Name: Pennsylvania Railroad (PRR) Harsimus Branch Right-of-Way

County(s): Hudson **District Type:** Transportation

Municipality(s): City of Jersey City **USGS Quad(s):** Jersey City

Local Place Name(s):

Development Period: 1868 **To:** 1915 **Source:** Smith (1868); PRR Annual Report (1875); *The New York Times* (1882a); *Scientific American* (1888); Sanborn Map Company (1906); Messer and Roberts (2002)

Physical Condition: Poor

Remaining Historic Fabric: Low

Registration and Status Dates:

National Historic Landmark:
National Register:
New Jersey Register:
Determination of Eligibility:
SHPO Opinion:
Local Designation:
Other Designation:
Other Designation Date:

Description:

The Pennsylvania Railroad (PRR) Harsimus Branch Right-of-Way extends for 1.36 miles through Jersey City, New Jersey. It begins at Milepost 0.00 inside the Second Bergen Cut, a 40-foot deep addition to the original Bergen Cut dug specifically for the Harsimus Branch through a ridge of trap rock on the western side of Jersey City. The mostly elevated two-track Branch once descended over the lower flatlands and streets of the City along two under-grade viaducts (partly dismantled), six stone-lined embankment segments, and nine under-grade bridges to the Harsimus Cove Yard, a vast rail freight terminal at the Hudson River. In addition to the Second Bergen Cut, extant railroad–related resources inside the right-of-way include: the New Jersey Junction Railroad (NJJRR) Under-grade Bridge (abutment and partial substructure only); the NJJRR-to-Newark Avenue Iron Viaduct (partial substructure only); the Newark Avenue Under-grade Bridge (partial substructure only); and the six stone embankment segments making up the New Jersey Register-listed PRR Harsimus Branch Embankment. Because the Embankment is already listed, it has not been resurveyed as part of this investigation. The former Harsimus Cove Yard, comprising over one-third of the entire Harsimus Branch Right-of-Way has been demolished and developed. The entire superstructure and substructure of the viaduct between Newark Avenue and Brunswick Street has been completely demolished. All nine under-grade bridge superstructures, as well as two stone bridge abutments and five iron bents have been removed. All other railroad-related resources such as tracks, interlocking towers, signal systems, bulkheads, shanties, warehouses, transfer bridges, and overhead electrified catenary systems no longer survive.

Setting:

The PRR Harsimus Branch Right-of-Way extends through a highly developed, urban landscape characterized by passenger and freight rail lines, modern highway viaducts, contemporary single-story commercial and industrial buildings, warehouses, a cemetery, parking lots, public parks, athletic fields, attached and detached town homes, civic and religious buildings, and multi-story residential and business structures ranging in age from the mid-nineteenth century to the present day. The right-of-way passes through a deep cut in Bergen Hill and above the low-lying areas located at the eastern base of the Hill. The mouth of the Bergen Cut, through which the Port Authority Trans-Hudson (PATH) rapid transit trains now pass, shares the Bergen Cut at the branch's extreme western end. The concrete viaduct of the New Jersey Turnpike Extension passes overhead to the east.

BASE SURVEY FORM

Historic Sites #:

Location Map:

See Continuation Sheet

Site Map:

See Continuation Sheet

Bibliography/Sources:
See Continuation Sheet

Additional Information:
The six stone embankments comprising part of the Harsimus Branch Right-of-Way were designated as the Pennsylvania Railroad Harsimus Branch Embankment (COE: 2/17/1999; SR: 12/29/1999; DOE: 3/16/2000).

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: _____ Building _____ Landscape _____ Farm
3 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)

Temporary wooden trestles used in the construction of the six stone embankments may be present within the embankment fills.

Survey Name: Conrail Harsimus Branch Abandonment
Surveyor: Philip A. Hayden and Allee Davis Date: November 2015
Organization: RGA, Inc.

BRIDGE ATTACHMENT

Historic Sites #:

Common Name: New Jersey Junction Railroad (NJJRR) Under-grade Bridge (Substructure Only)

Historic Name: New Jersey Junction Railroad (NJJRR) Under-grade Bridge

Feature Carried: Pennsylvania Railroad Harsimus Branch Right-of-Way

Feature Crossed: Conrail National Docks Secondary Line (former NJJRR) **Milepost:** N/A

Owner/Operator: Conrail **SI&A Structure Number:**

Construction Date: 1868-1875 **Source:** Smith (1868); PRR Annual Report (1875)

Alteration Date(s): 1882-83; 1887-88; 1908-1910 **Source:** *The New York Times* (1882a); *Scientific American* (1888); State Board of Assessors (1910); Messer and Roberts (2002)

Engineer: Unknown

Builder: United New Jersey Railroad & Canal Company; Pennsylvania Railroad

Type: Girder, Deck

Design: N/A

Material: Stone

Physical Condition: Poor

Remaining Historic Fabric: Low

Spans: 3

Length: Approx. 158 ft.

Width: Approx. 27 ft.

Patent Holder: N/A

Patent Date: N/A

Description:

The partially demolished New Jersey Junction Railroad (NJJRR) Under-grade Bridge consists of three parts: a stone and concrete west abutment (partly rebuilt), one stone intermediate pier (altered and partly demolished), and one reinforced concrete bent foundation. The corresponding iron bent and the entire bridge superstructure of deck girders have been demolished. The surviving stonework is built of rusticated coursed Ashlar. The west abutment includes stepped wing walls that merge with adjoining stone retaining walls (not related to the Harsimus Branch). The abutment bridge seat, backwall, and several courses of stonework have been demolished and rebuilt in modern (1968) concrete. The abutment was modified about 1968 to accommodate an extant iron viaduct built by the Penn Central Corporation to link the PRR with the former New York Central Railroad (NYCRR). The intermediate stone pier features tapered sides and includes a modern top, rebuilt in concrete (1968). The circa-1910 reinforced poured concrete bent foundation (Foundation A; see Site Plan) includes tapered sides and supports four square concrete footings that once underpinned the non-extant iron bent.

Setting:

See Historic District Overlay Form

BRIDGE ATTACHMENT

Historic Sites #:

Common Name: NJJRR-to-Newark Avenue Iron Viaduct (Substructure only)

Historic Name: NJJRR-to-Newark Avenue Iron Viaduct

Feature Carried: Pennsylvania Railroad Harsimus Branch Right-of-Way

Feature Crossed: Vacant land **Milepost:** N/A

Owner/Operator: Conrail **SI&A Structure Number:**

Construction Date: 1868-1875 **Source:** Smith (1868); PRR Annual Report (1875)

Alteration Date(s): 1882-83; 1887-88; 1908 - c. 1915 **Source:** *The New York Times* (1882a); *Scientific American* (1888); State Board of Assessors (1910); Messer and Roberts (2002)

Engineer: Unknown

Builder: United New Jersey Railroad & Canal Company; Pennsylvania Railroad

Type: Girder, Deck

Design: N/A

Material: Concrete

Physical Condition: Poor

Remaining Historic Fabric: Low

Spans: 8

Length: Approx. 437 ft.

Width: Approx. 27 ft.

Patent Holder: N/A

Patent Date: N/A

Description:

The partially demolished NJJRR-to-Newark Avenue Iron Viaduct comprises four reinforced poured concrete piers (Piers I – IV; see Site Plan) and three intermediate reinforced poured concrete bent foundations (Foundations C-E; see site Plan). The piers feature tapered sides and are capped with overhanging concrete coping. The westernmost pier (Pier IV) includes a rebuilt top. The bent foundations include rust stains and occasional embedded iron bolts marking the locations of the iron bents they once supported. The entire superstructure and all of the intermediate iron bents have been demolished. In addition, one bent foundation (Foundation B) has been demolished.

Setting:

See Historic District Overlay Form

BRIDGE ATTACHMENT

Historic Sites #:

Common Name: Newark Avenue Under-grade Bridge (Substructure only)

Historic Name: Newark Avenue Under-grade Bridge

Feature Carried: Pennsylvania Railroad Harsimus Branch Right-of-Way

Feature Crossed: New Jersey Junction Railroad (NJJRR) **Milepost:**

Owner/Operator: Private **SI&A Structure Number:**

Construction Date: 1868-1875 **Source:** Smith (1868); PRR Annual Report (1875)

Alteration Date(s): 1882-83; 1887-88; 1908 - c. 1915 **Source:** *The New York Times* (1882a); *Scientific American* (1888); State Board of Assessors (1910); Messer and Roberts (2002)

Engineer: Unknown

Builder: United New Jersey Railroad & Canal Company; Pennsylvania Railroad

Type: Girder, Through

Design: N/A

Material: Stone

Physical Condition: Poor

Remaining Historic Fabric: Low

Spans: 3

Length: Approx. 145 ft.

Width: Approx. 27 ft.

Patent Holder: N/A

Patent Date: N/A

Description:

The partially demolished Newark Avenue Under-grade Bridge consists of two stone and concrete pier/abutments (east and west). The stone lower half (1887-1888) of each pier consists of rusticated coursed Ashlar with a top course of overhanging rusticated coping. The upper half of each pier (added about 1908) consists of reinforced poured concrete with a cap of overhanging coping. The east pier includes an additional block of concrete on the northern top edge. The top of the west pier appears to have been rebuilt. The three-span structure originally included a pair of intermediate iron bents. Both bents and their concrete foundations, as well as combination through- and deck-girder superstructure have been demolished.

Setting:

See Historic District Overlay Form

ELIGIBILITY WORKSHEET

Historic Sites #:

History:
See Continuation Sheet

Significance:
See Continuation Sheet

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: N/A Contributing: N/A Non Contributing: N/A

For Individual Properties Only:

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

Bridge Attachment – New Jersey Junction Railroad (NJJRR) Under-grade Bridge (Substructure Only)
Bridge Attachment – NJJRR-to-Newark Avenue Iron Viaduct (Substructure only)
Bridge Attachment – Newark Avenue Under-grade Bridge (Substructure only)

Narrative Boundary Description:
N/A

Survey Name: Conrail Harsimus Branch Abandonment
Surveyor: Philip A. Hayden and Allee Davis Date: November 2015
Organization: RGA, Inc.

History:

Introduction

The Pennsylvania Railroad (PRR), with its lease of the United New Jersey Railroad and Canal Company (UNJRR&C Co) in 1871, achieved its long-sought-after entry into the Port of New York and moved aggressively to expand harbor facilities for both passenger and freight operations (Droege 1916; Burgess and Kennedy 1949; Condit 1980; Messer and Roberts 2002).

The Harsimus Branch was the first of several rail lines dedicated to handling PRR freight traffic. Its construction was predicated on the purchase and filling-in of Harsimus Cove for a new freight terminal. As a prerequisite to that purchase, the PRR became the first entity to pay the state for the riparian rights to the lands under water at the Cove, thus establishing the precedent and strengthening New Jersey's claims to sovereign jurisdiction over riparian lands. The case of the Harsimus Cove lands led eventually to the permanent appointment of the State's Riparian Commission in 1869. The Harsimus Branch was also required to be elevated by legislative decree. Because it was elevated, the railroad also faced specific engineering challenges. First, it needed to blast a new channel through a section of Bergen Hill to connect to the main line located inside the Bergen Cut, a deep channel excavated through the hill in the mid-1830s and a significant engineering accomplishment in its own right. The new channel constitutes the northeastern-most segment of the present-day Bergen Cut—a section still in active use—and represents the first of many alterations to the original Cut. Second, the new line had to cross the soft lowlands and busy streets of Jersey City. This required a degree of experimentation as railroad officials tried several different methods of carrying the tracks down from the edge of Bergen Hill to the waterfront. Some devices proved better suited to site conditions than others. This, along with normal wear and tear, led to extensive alterations and the near total rebuilding of the Branch line twice during its lifetime. Today, large portions of the Harsimus Branch Right-of-Way have been demolished. The Harsimus Cove Yard, which comprised over one-third of the entire Branch, has been developed for modern commercial and residential use. Together with the absence of the original rail yard, terminal facilities, and overhead electrified catenary system, the resource no longer retains the character and setting of a major transportation operation.

The history of a portion of the Branch, comprising the New Jersey Register-listed Pennsylvania Railroad Harsimus Branch Embankment (COE: 2/17/1999; SR: 12/29/1999; DOE: 3/16/2000) is documented in the 1999 National Register Nomination Form (James 1999). Therefore, this survey focuses on previously unsurveyed portions of the Branch located outside the boundaries of the Embankment.

Predecessor Railroads and the PRR's Entry in Jersey City

Railroads transformed Jersey City, beginning with the New Jersey Railroad (NJRR), chartered in 1832 (Burgess and Kennedy 1949: 255). It and subsequent railroads became the catalyst for industrial and residential growth and came to dominate Jersey City physically, economically, and politically (Cunningham 1997: 250-265). The NJRR was the first to reach the Jersey City riverfront in 1838 after the opening of the Bergen Cut, a 40-foot deep channel excavated through the solid rock of Bergen Hill, which separated the riverfront from the interior (Messer and Roberts 2002: 117). The Cut followed an existing streambed in two sharp reverse curves through the hill. Rock tailings removed during the excavation were used to underpin a long embankment of earth that carried the tracks down from Bergen Hill to the Jersey City waterfront (New Jersey Court of Errors and Appeals Transcripts 1890: 4; Freeman 1892: 423; Messer and Roberts 2002: 117).

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 for over 20 years (Burgess and Kennedy 1949: 257). As a result, other railroads vied for access to the Cut for their own businesses (Cunningham 1997: 60). In conjunction with the Camden & Amboy Railroad (C&ARR), the NJRR formed the first all-rail route between the Port of New York and Philadelphia. The

History, cont:

Paterson & Hudson River Railroad (P&HRRR), chartered in 1833 to connect Paterson and Jersey City, accessed the riverfront via the Cut in 1838. In 1852, the larger New York & Erie Railroad (NY&ERR), in search of its own route to the Port of New York, leased the P&HRRR and formed the first direct all-rail route between the Great Lakes and New York Harbor by way of the Bergen Cut (Hungerford 1946: 132-133). The Morris & Essex Railroad (M&ERR) made a connection with the NJRR in Newark in 1853, and its trains traveled by way of the NJRR tracks through the Cut to Jersey City (Taber 1977: 50). Eventually, the PRR achieved its long-sought-after outlet to the Hudson River via the Bergen Cut, first by way of agreement with the C&ARR and the NJRR, and later in 1871 by means of a 999-year lease of their successor company, the UNJRR&C Co. (Burgess and Kennedy 1949: 240).

The Harsimus Cove Property

In the years leading up to the PRR lease of the UNJRR&C Co., the respective railroads negotiated a reciprocal agreement to carry each other's traffic. By that agreement, the PRR obtained an outlet at the Port of New York. The UNJRR&C Co. gained a share of the enormous traffic this would bring. The advantages of the reciprocal agreement were clearly spelled out in the press. "Passengers and freight," noted *The New York Times*, "may be transported from the West by a route so direct as to present advantages to travelers and shippers, equal to those offered by the lines which have hitherto monopolized the trade" (*The New York Times* 1869b: 3) To effect the connection, the PRR undertook the construction of a connecting railroad outside Philadelphia to link its system with that of the Philadelphia & Trenton Railroad (P&TRR), controlled by the C&ARR. The NJRR and its partners agreed to rebuild its outdated and ill-equipped terminal facilities in Jersey City in order to accommodate the anticipated traffic. In particular, the NJRR needed to enlarge its freight facilities along the crowded Jersey City waterfront. To remedy this, the NJRR planned to use Harsimus Cove, a shallow-water bay adjoining the railroad's existing terminal to the north. As early as 1856, the railroad had been working to secure a stake in this valuable water frontage as a means to expand its terminal facilities and keep out competitors, particularly the Erie Railroad (ERR) (*The Atlantic Reporter* 1887: 587). The latter, which had been using the NJRR's Jersey City terminal, was at the time preparing to build its own facilities in direct completion with the NJRR.

Clear title to Harsimus Cove, however, had been in dispute for a considerable time. Private owners and the state all claimed rights to the lands underwater, called riparian rights. As early as 1803, a tract comprising part of the Cove and adjoining lands had been conveyed to Elias Boudinot (New York, New Jersey Port and Harbor Development Commission [hereafter Development Commission] 1920: 85). In 1804 nearly all of the lands between Bergen Hill and the Cove were laid out in lots under the claim of John B. Cole (Mangin 1804; *The New York Times* 1869a: 5). Then in 1836, the New Jersey Legislature granted overlapping rights to half the Cove to Nathanial Budd (*The New York Times* 1869a: 5; Development Commission 1920: 86). The Cole family disputed the right of the state to make such a grant, and the matter dragged on for over a quarter century. Eventually the rights of both parties were merged under a subsequent purchaser with title vested in the hands of Charles. G. Sisson, A. O. Zabriskie and Peter Bentley, representing the various railroad interests (*The New York Times* 1869a: 5). This put an end to the Cole-Budd dispute, but it did not settle the question of the state's riparian rights.

Complicating matters further, in 1856 the Long Dock Company, chartered by the interests of the ERR, secured its own title from the state to riparian lands on the north side of Harsimus Cove and commenced filling and building its own terminal facilities there (*The New York Times* 1869a: 5). Thus, the ERR claimed its own right to a quarter of Cove property under the state grant. With both the Long Dock Company and the NJRR locked in a battle to secure clear title to the Cove, the parties began court proceedings to partition the land on August 15, 1857 (*The Atlantic Reporter* 1887: 587). By court decree, made September 21, 1862, the land was sold on August 24, 1863, to Moses Taylor and

History, cont:
Peter Bentley, trustees acting on behalf of the various claimants to the cove property (*The Atlantic Reporter* 1887: 587). The dispute over Harsimus Cove, and similar claims all along the Hudson River, led the Legislature to create a commission in 1864 to ascertain the rights of the state and private property owners to riparian lands. Between 1863 and 1867, the NJRR successfully secured title from all other claimants except the Long Dock Company, and on September 10, 1867, the two railroads finally agreed to partition the Cove between them (*The Atlantic Reporter* 1887: 587). The deal was consummated on October 1, 1867 at a cost of $700,000 for the entire tract (*The New York Times* 1869a: 5; *The Atlantic Reporter* 1887: 587).

In order to extinguish all claims of the state and to perfect the title to Harsimus Cove, as well as to obtain authority to build a new branch line to the proposed terminal, the UNJRR&C Co. obtained an official act of the legislature, known at the time as the Harsimus Cove Bill (New Jersey Legislature 1868; *The New York Times* 1868a: 5; 1868b: 1). The initial bill was met with concern and protest from city residents (James 1999; Platt 1973: 254-261). City fathers feared for the loss of local property tax revenues from lands condemned by the railroad (James 1999). They also worried about the fate of the existing sewer outflows in the Cove. Others stubbornly opposed the state's right to riparian lands, arguing that it usurped private property ownership. Still more residents, largely the occupants of the area through which the proposed branch line might pass, worried about the impact the line might have on their community, particularly on the possibility of dangerous grade crossings (James 1999). This part of town had been laid out on a grid system according to a plan devised by the Associates of Jersey Company, including John B. Coles, and surveyed by Joseph F. Mangin in 1804 (Mangin 1804; Sullebarger Associates 1987). Its limits were confined largely by topography, which included an area of high ground called Harsimus Island sandwiched between salt marshes and the Hudson River (Hills 1781; Spielmann and Brush 1880). The Douglas map of 1841 clearly depicts the area, by then called Pavonia (Douglas 1841). Many residents favored an expansion of the existing main line along Railroad Avenue (present-day Christopher Columbus Drive), or if that proved impractical, an alignment of a new track along the existing city grid though the middle of the blocks, thus preserving the taxable property fronting on the streets (James 1999).

When passed, the act included three important provisions designed to placate Jersey City leaders while satisfying the railroad's legal and operations needs. First, the Legislature established a deadline for filing the official survey route with the Secretary of State. Second, it gave the city the power to construct sewers across the railroad's property. Third, it required the new line to be elevated at least 12 feet over the existing city streets (New Jersey Legislature 1868).

The State Senate approved the bill unanimously on March 12, and the General Assembly gave its assent on March 19 by a vote of 50 to three (*The New York Times* 1868a: 5 and 1868b: 1). The final bill passed on March 30, 1868 (New Jersey Legislature 1868: 551). Specifically, the act declared:

> It shall be lawful for said united companies to lay out, construct and build a branch railroad not exceeding one hundred feet in width from the said property so purchased as aforesaid to some point in the present line of the New Jersey railroad, in or eastward of the deep cut in Bergen Hill, with as many sets of tracks and rails as the said directors shall deem necessary, and with power to procure the right of way for such branch railroad either by purchase or by appraisement of commissioners in the manner prescribed in and by the original charter or act of incorporation of the said New Jersey Railroad and Transportation company; and to make said branch railroad elevated, so as to pass above the streets of the city at least twelve feet in the clear above said streets (New Jersey Legislature 1868: 552).

In exchange for its right to the riparian lands at Harsimus Cove, the state required compensation from the railroad, which amounted to $500,000 (*The New York Times* 1869a: 5). By forcing the UNJRR&C Co. to pay for the riparian

History, cont:
rights, the state established a precedent in its exercise of control over the lands flooded by water (Platt 1973: 262; Development Commission 1920: 86). The following year, the Legislature made permanent the state's Riparian Commission (Development Commission 1920: 86).

Construction of the Harsimus Branch
As prescribed in the enabling legislation, the NJRR filed its right-of-way survey for the Harsimus Branch with the New Jersey Secretary of State on December 14, 1868 (Smith 1868). The proposed 100-foot-wide right-of-way began at the edge of the Railroad's Harsimus Cove property in the westerly line of Provost Street. It then proceeded west on a centerline located 50 feet south and parallel with South Third Street (present-day Sixth Street) until it reached the foot of the Bergen Hill. Curving north, the right-of-way cut through the Bergen Hill, beneath Waldo Avenue and Chestnut Avenue before joining with the NJRR's main line inside the Bergen Cut and slightly west of the Baldwin Avenue crossing (incorrectly labeled "Summit St" on the survey map) (Smith 1868). The actual alignment ended up joining the PRR main line on the easterly side of Baldwin Avenue, presumably to avoid cutting away too much of Court Street and destroying the houses located there (Smith 1868; Pennsylvania Railroad 1878).

The day after the consummation of the Harsimus Cove purchase from the state on January 4, 1869, *The New York Times* offered the first glimpse of plans for the improvements to the site:

> After filling in the land it is designed by the joint Railroad Companies before enumerated to construct an elevated air line railroad, a mile and a half long from the iron bridge that crosses the old Bergen Road to the water front, where huge depots and machine shops will be built, and whence a ferry will communicate with New-York. The road will be carried over the houses in Jersey City, and in some parts will be built on piles fifty feet deep. It will take as much as five years to complete it, and will cost fully $5,000,000 (*The New York Times* 1869a:5).

By August 1869, plans for the new branch and terminal facilities were still in flux, although the improvements to the Cove were reportedly already under way (*The New York Times* 1869b: 3). The newspaper described some of the plans for filling in and improving the inlet:

> In preparing the cove property for use it is proposed to construct three basins or ship canals from the deep water to the shore. The south basin, 250 feet from the middle of south seventh street, will be 180 feet wide, extending inland 1,500 feet. The middle basin will be 300 feet from the south basin, and will be 180 feet in width, extending inland 1,500 feet. The north basin will be distant 300 feet from the middle one. It will be 110 feet wide, and will extend 1,900 feet inland. The spaces between the basins will be filled up and used for storehouses (*New York Times* 1869b: 3).

With respect to the branch line, the newspaper offered some additional insights into its planned construction:

> The site of the proposed buildings is a long distance north of the present terminus of the railroad [at Exchange Place]. It will be connected with the present line by an elevated railway constructed over the streets from the cove to the Bergen cut. The road will be 1 1/3 miles in length and will leave the present track at the Summit street [actually Baldwin Avenue] iron bridge in Hudson City [annexed to Jersey City in 1869]. The first quarter of a mile will be a rock-cut through the eastern part of the Bergen Ridge. Over the remaining distance the track road will be carried on a brick arched viaduct twenty seven feet wide, parallel to and fifty feet south of south Third Street [present day Sixth Street]. A double track road will be laid, and the viaduct is so constructed that it can be easily widened at any time so as to admit more tracks (*New York Times* 1869b: 3).

History, cont:
This early account is interesting for two reasons. First, it describes the planned use of a substantial masonry structure to elevate the tracks. Second, it indicates that the railroad contemplated the possible widening of the viaduct from the very beginning.

Regarding the projected costs, the newspaper estimated a total of approximately $5,000,000:

> In addition to the $500,000 paid to the State for the lands under water, the companies have paid $450,000 to the owners of property fronting on the cove. The cost of the right of way and the property purchased for the branch road through the City has been $550,000. The railroad will cost $350,000; the wharfing and filling at the cove will cost $1,500,000; the piers, the warehouse, the engine shops and the new passenger depot [at Exchange Place] will, it is calculated, cost over $2,000,000 (*The New York Times* 1869b: 3).

The work of filling in the Cove and building the branch line began under the corporate auspices of the NJRR in 1869, but the project was completed under the guidance of the PRR, following its lease of the railroad in 1871. Ashbel Welsh, the president of the UNJRR&C Co., retained his presidency of that company and was given oversight of the Harsimus Cove improvements at the time of the merger (*The New York Times* 1871: 2). Construction dragged on for a number of years. In its 1873 annual report, the PRR reported that "as soon as the remaining right of way required for the Line from Bergen Cut to the property at Harsimus Cove could be secured, the work on the extension was commenced, and is now being prosecuted as rapidly as possible" (PRR Annual Report 1873: 67). Wooden trestle work on the elevated portion of the line was described as "now building" on July 1, 1873, when *The New York Times* reported the fatal fall of workman Andrew Lonx from atop the structure (*The New York Times* 1873a: 8). The Harsimus Cove freight terminus—minus the connecting rail line—was finally placed into service on October 1, 1873 (PRR Annual Report 1874:74). Within three months, the volume of western traffic handled by the PRR increased 60 percent (PRR Annual Report 1874:74).

Improvements at the Cove were completed before workers could finish blasting the new channel through the Bergen Hill. The Cove was therefore reached by a temporary track built along the waterfront between the PRR main line near Exchange Place (Burgess and Kennedy 1949: 240). The existence of this temporary connection was confirmed in the 1874 report of an investigating committee of the PRR stockholders, which noted: "To reach this property [Harsimus Cove], a temporary railroad has been constructed, which will answer the purpose until the coming fall, when a permanent connection will be made from the Bergen Cut to the Cove" (Pennsylvania Railroad 1874: 90).

Work on the Cut continued to progress slowly. In November 1873, *The New York Times* reported "the laborers employed on the new cut for the Pennsylvania Railroad, through Bergen Hill, Jersey City, have had their wages reduced from $1.50 to $1.40 per day" (*The New York Times* 1873b: 8). Finally, in 1875, the PRR's annual report noted that the "new railway to connect with the Harsimus Cove property has been opened for use through a portion of Bergen Hill from its connection with the Main Line (PRR Annual Report 1875: 46). Thus, the northeastern-most section of the present-day Bergen Cut—the section still in active use by the Port Authority Trans Hudson Corporation (PATH) rapid transit system—was first constructed specifically for the Harsimus Branch. Later, in 1878, the PRR would begin to straighten and widen the rest of the Bergen Cut, which enabled it to eliminate several sharp curves in the original structure and gain enough room to build a four-track main line through the bottleneck (Pennsylvania Railroad 1878; 1881). The straightening project was undertaken by the team of Bernard M. and John F. Shanley of Newark, long-time PRR contractors (Messer and Roberts 2002: 187; *The New York Times* 1911: 13). The newly straightened Bergen Cut, also known as "Shanley's Cut," opened in March 1882. It measured approximately one mile long, ran at an average depth of 25 feet, and cost over $500,000 (*The New York Times* 1882b: 5). By

History, cont:
straightening the line, the railroad obliterated most of the original 1830s Bergen Cut. It also enabled the railroad to relocate the Harsimus Branch junction with the mainline eastward to a point near Waldo Avenue.

The effect of the new freight line was immediate. In his 1875 history of the PRR, William Sipes noted that nearly 200 trains now arrived and departed from Jersey City in any day, with over half passing to the freight facilities (Sipes 1875: 45). The yard, in addition to piers for handing ships, included a stock yard and abattoir, a grain elevator, a freight house, transfer bridges for car floats, and additional space for warehouses (Sipes 1875: 45).

As noted earlier, the original double-track Branch line descended to the waterfront from the eastern edge of the Bergen Hill on a wooden trestle and crossed over the various city streets on wooden truss bridges (Brush 1885). Almost from the beginning, this trestlework proved troublesome, although specific descriptions of the problems encountered are few. A one-sentence line in the 1878 PRR annual report noted simply, "extensive repairs were made to the trestle at Harsimus Cove" (PRR Annual Report 1878: 175). This structure did not possess the kind of strength required for both the volume and loads encountered, and parts of it were gradually replaced with iron spans during the 1880s. The process of replacement began with the bridges over the city streets, and it was already well underway when, on March 10, 1883, the 125-foot wooden span above Newark Avenue collapsed, narrowly missing a passing trolley (*The New York Times* 1882a: 3). The newspaper account of the accident identified the trestle as "constructed a few years ago, and supports the branch freight road over which freight cars are carried to the receiving depot at Harsimus Cove" (*The New York Times* 1882a: 3). A westbound train carrying ashes and iron had just begun to cross the span over Newark Avenue when the bridge broke away cleanly at the abutments, taking six flat cars and two box cars down with it (*The New York Times* 1882a: 3). The article went on to note:

> The railroad company has taken out all the wooden spans in the trestle except the one which fell at Newark avenue last evening and one over Jersey-avenue. They were making preparations to replace the Newark-avenue span with an iron span, and will probably repair the break with only a temporary structure. The Jersey-avenue span will also probably be taken down soon and an iron one substituted for it (*The New York Times* 1882a: 3).

A similar wreck occurred a year later, as the railroad was in the process of removing the last of the wooden bridges at Jersey Avenue. A runaway locomotive, hurtling eastbound through the Bergen Cut toward the passenger depot at Exchange Place, was switched over to the freight line by a quick-thinking trackman (*The New York Times* 1883a: 5). The locomotive raced down the trestlework to Jersey Avenue. There, reported the newspaper, "the rails have been removed from this track to allow the substitution of an iron span for the wooden structure that crosses the street. When the runaway engine reached this point, it bounded upon the sleepers and crashed through the bridge……The damage was little more than the value of the locomotive, as the bridge would have been removed during the present week" (*The New York Times* 1883a: 5). The 1883 birdseye view of Jersey City clearly depicts the series of large iron truss bridges at each of the major street crossings (Figure 1). An 1888 article confirmed the use of iron bridges at the street crossings when it described the Branch as "carried on wooden trestle work with iron bridges across the streets" (*Scientific American* 1888: 1).

The operation of the Harsimus Branch line relied on a carefully orchestrated system of train movements stretching from Harsimus Cove to Meadows Yard, located in the marshes west of Bergen Hill. Locomotives of eastbound freight trains arriving at the western end of the Meadows Yard were detached from the train and sent to the shops at that facility for servicing. Four yard switching engines worked to break the train into sections, called "cuts," and sort them according to their final destination. Two additional switchers were used to shuttle the cars through the Bergen Cut to either the Harsimus Cove Yard or the old freight terminal located adjacent to the passenger station at

History, cont:
Exchange Place, and then to bring back the empties (Mordecal 1883: 30). At the Cove, an additional five switchers cut the trains still further and delivered them onto their respective terminal tracks. Because the grade of the yard fell markedly from the head of the yard at Henderson Street toward the water, the switchers were able to take advantage of gravity to run the cars into their respective yard tracks (Mordecal 1883: 32). Westbound freight was assembled at the Harsimus Yard and dispatched directly through without a stop at Meadows Yard (Mordecal 1883: 32). Helper engines were sometimes required at the rear of westbound trains to assist their climb up the grade to the junction inside the Bergen Cut. One such engine, operating blind at the rear of a westbound freight from the old yard near Exchange Place, succeeded in pushing its train through an eastbound string of cars heading toward Harsimus Cove (*The New York Times* 1883b: 8).

Additional newspaper accounts of accidents on the Harsimus Branch in 1886 continued to refer to it as a "trestle that stands high above the housetops," and made it clear that the tracks were used both for delivering freight to the Cove and for running strings of cars back and forth during the sorting process in the yard. On January 1, 1886, "while a freight train was being made up…on the trestle of the Pennsylvania Railroad in Jersey City," the locomotive rammed the rear cars, wrecking them and the locomotive (*The New York Times* 1886a: 8). On March 25, a train was backed down the trestle onto a standing line of cars over the junction of Sixth and Cole Streets, causing one of the freight cars to tumble "over the trestle," where it fell through a three-story frame tenement while the occupant was sleeping in an adjoining part of the building (*The New York Times* 1886b: 2). The Branch also served two coal yards along its right-of-way. One was located in the block between Henderson and Grove Streets (present-day Marin Boulevard and Manila Avenue). The other stood on the block between Brunswick Street and Division Place. Both businesses were in operation as early as 1885, when they appear on the Jersey City fire insurance map for that year (Brush 1885).

Expansion Needs and Solutions
In the mid-1880s, the PRR confronted two important challenges in Jersey City: expansion of its freight terminal facilities and elevation of its passenger main line. To solve the first problem, the PRR quietly maneuvered to gain control of additional water frontage along the shore of Bayonne, Greenville, and Pamrapo (*The New York Times* 1887b: 1) Then on February 25, 1886, interests of the NYCRR incorporated the New Jersey Junction Railroad (NJJRR) to build an eight-mile long line to connect their newly leased West Shore Railroad on the north side of the PRR's tracks in Jersey City with the CRRNJ located on the south side (Transportation Corporation Files 1886). The survey of the new railroad, filed with the Secretary of State on March 2, 1886, showed the proposed route running along the easterly base of the Palisades and Bergen Hill and directly beneath the PRR's Harsimus Branch and adjoining main line, on the alignment of a paper street called Prior Street. The proposed railroad included nine branches designed to connect with every other major trunk line between Weehawken and Greenville (New Jersey Junction Railroad 1886). Branch No. 6 would connect directly with the Harsimus Branch trestle at Sixth and Brunswick Streets. Branch No. 7 would link up with the PRR's main line near Brunswick Street and Railroad Avenue. If built, the NJJRR would give the NYCRR access to the PRR's major shippers along the Hudson River, threatening the latter's business there (*The New York Times* 1895: 8). The NJJRR could also give the NYCRR access to scarce water frontage toward Greenville, and potentially choke off the PRR's own expansion goals (*The New York Times* 1889: 10).

The PRR acted swiftly to block the NJJRR. Together with the affiliated National Docks Railway (NDR), which maintained a connection between the PRR and the National Docks facility on the south side of town, the railroad filed a survey on September 3, 1886 to construct a branch alongside the survey route for the NJJRR and to connect this new line to the PRR's Harsimus Branch (National Docks Railway 1886). Although the PRR and the NDR already possessed an interchange via the PRR's old passenger main line near Waldo Avenue, that connection required freight and passenger trains to share the same tracks inside the Bergen Cut, and one of the company's long-range plans in developing its New York port facilities involved separating the two types of traffic through this bottleneck. The new

History, cont:
connection between the Harsimus freight line and the NDR would duck the tracks beneath the PRR passenger tracks, thus allowing freight trains to pass freely without interference. The new connection offered the PRR the best way to operate freight trains to and from future terminal facilities to be located at points south while frustrating the NJJRR (Richard Grubb & Associates 2008: Form 3).

At the same time, the railroad negotiated with the City to elevate its separate passenger tracks and even contemplated using the Harsimus Branch tracks for passenger service. As reported in the newspaper, "They [the PRR] have determined to replace the elevated structure of wood now running from the city line to the foot of First-street with an iron structure four tracks wide instead of two, and to remove the passenger station and ferries to the foot of first street" (*The New York Times* 1887c: 8). The newspaper continued:

> The work has already been commenced from the foot of the hill near the city line, and the iron for 2,000 feet of the new trestle is already received. It will be built upon piers of solid stone masonry about 30 feet apart, four of which are already complete. One of the spans has also been laid and is ready to be jacked into position. The work is being pushed under orders from President Roberts with all possible dispatch (*The New York Times* 1887c: 8).

In November 1887, Jersey City gave its final approval for the PRR to elevate its passenger tracks (*The New York Times* 1887d: 4). A major component of the PRR's track elevation plan included the construction of a large passenger car yard on new fill to be deposited next to the PRR's passenger mainline, directly overtop the planned routes of both the NJJRR and the NDR (Messer and Roberts 2002: 196; *The New York Times* 1887d: 4). This helped frustrate the NJJRR still further, but it also forced the PRR to look for another way to run freight trains to points south, and a little over a year later, the PRR announced its plans to build a massive new freight yard at Greenville. On February 8, 1889, the PRR chartered the Waverly & New York Bay Railroad Company to run from the main line at Waverly Yard on the southwest side of Newark, across Newark Bay to the future yard at Greenville (Hayden 2008: 4). Ultimately, the Greenville Yard would come to dominate the PRR freight operations in Jersey City.

Meanwhile, work on Branch No. 6 of the NJJRR neared completion in February 1887, after a court ordered the Mayor and Alderman of Jersey City to stop interfering with the construction of its track across Sixth Street near the interchange with the Harsimus Branch (*The New York Times* 1887a: 8). The branch was in place by January of 1888, when *Scientific American* published an illustrated article depicting Branch No. 6 in operation (Figure 2).

The 1888 *Scientific American* article also illustrated a larger project then underway: the replacement of the Harsimus Branch wooden trestle with an iron viaduct (see Figure 2; *Scientific American* 1888: 1, 36). In addition to depicting the methods used for driving the pilings for the new stone piers, it described the way in which the cast iron deck trusses were winched into place. Stone piers were constructed on pilings. Recycled pairs of cast iron Whipple deck trusses were erected on temporary cribbing to each side of the trestle, and then winched horizontally into place (Figure 3; *Scientific American* 1888: 1; State Board of Assessors 1910: 58-62). The tubular cast iron elements of each truss, possibly those first patented by the Phoenix Iron Company, were composed of interchangeable parts pinned together for ease in assembly. Each truss had been previously used elsewhere on the railroad, including bridges over the Juniata River in central Pennsylvania, and this accounted for the slight variations in their size (*Scientific American* 1888: 1). Both the Granville, Pennsylvania and Mayes, Pennsylvania bridges over the Juniata, as well as spans across the Brandywine and Conestoga Creeks, were all constructed with similar trusses and were all replaced around the time of the rebuilding of the Harsimus Branch (Figure 4; Messer 1999: 110-111, 141; Messer 2001: 97-99). All may have furnished parts for the Jersey City undertaking.

History, cont:

Work on replacing the wooden trestlework with the iron truss viaduct appears to have been completed by 1891, when the Harsimus Branch was described as "a double track line crossing Jersey City on an iron viaduct and terminating at the docks and yards on the water front" (*Engineering News,* September 26, 1891, quoted in James 1999). This same article reported that the PRR ironwork on the branch was painted with red oxide of iron. Documentary evidence also indicates that the stone bridge abutments at Henderson Street (present-day Marin Boulevard) were built in 1896 to support a three-span through plate girder bridge at this location (State Board of Assessors 1910: 1-2; Board of Public Utility Commissioners 1918: 3149).

Construction of the Sixth Street Embankment

Traffic over all of the PRR freight lines exploded during the first quarter of the twentieth century, and the Port of New York received the bulk of it. Overcrowding at Jersey City forced the railroad to expand its classification and marshalling yards further back on the system at Waverly and Meadows Yards.

The plans for widening the eastern end of the Branch to seven tracks on a stone embankment and solid fill, which ultimately stretched from Henderson Street (present-day Marin Boulevard) to Brunswick Street, appears to have developed as part of the railroad's overall expansion of all of its freight facilities in Jersey City. The scope of the embankment plan was released to the press piecemeal. For example, the *Jersey City Evening Journal* article from April 3, 1901, noted that the railroad had taken the "initial steps in the matter of widening its tracks between Henderson St. and Jersey Ave," with only one additional track planned as far as Erie St. (*Jersey City Evening Journal* April 3, 1901: 2, quoted in James 1999). The same article also suggested that the PRR contemplated the expansion of the entire Harsimus Branch from two to four tracks, noting in the same newspaper article that "an extra double freight track to the foot of the hill will be a material fact in a year or so" (*Jersey City Evening Journal* April 3, 1901: 2, quoted in James 1999). A month later, on May 1, 1901, demolition of houses along the north side of Sixth Street between Grove and Erie was well underway (James 1999). By June 1, 1901, the full extent of the project was revealed in the press. A "massive retaining wall" would run the length of Sixth Street and along the rear property line of the houses on the north side of Fifth Street and would run the length of the viaduct (James 1999). Solid earth fill would be used, and it would accommodate seven tracks. The local contracting firm of Sanford & Stillman Co. was ready to commence work early the following week, and the project was expected to take about two years to complete (James 1999).

Physical evidence suggests that the stone embankments were actually constructed in two parts. The north wall and northerly ends of the cross-street bridge abutments appear to have been constructed first on ground newly cleared for the project. Railroads typically erected new work adjacent to existing track in order to maintain service through the construction zone. Once the new work was complete, trains were diverted to the new alignment and the old tracks replaced. By September 26, 1901, the local newspaper reported that the northerly wall between Grove Street and Erie Street was "almost completed," and the section between Grove Street and Henderson Street roughly half finished (James 1999). Work to clear houses along the remaining alignment between Erie and Brunswick Street was still underway at this time (James 1999). Rapid progress had been made by April 1902, according to the local press (James 1999). As noted in the National Register Nomination of the Embankment, the press was silent on descriptions of pile driving, excavations for footings, or the compaction of the fill, but large-scale disturbance of the subsurface must have been required during construction (James 1999).

To facilitate construction and erect the new steel bridges over the cross streets, the PRR installed temporary wooden trestle work across various city streets as the work progressed. In June 1902, permission was granted to erect a "temporary trestle" across Erie Street (James 1999). Such trestles served to run construction equipment and dump cars for depositing fill. Typically, the railroad buried these trestles in place as filling progressed. In July, while workers were using a railroad derrick to install one of the deck plate girders into place at the Coles Street bridge, the cable

History, cont:
snapped, sending the girder and the derrick into the street below (James 1999). The span was not actually finished until 1905 (Board of Public Utility Commissioners 1918: 3148). In November 1902, two more temporary trestles were erected across Monmouth and Brunswick Street (James 1999). The bridge girders at Brunswick Street were installed in 1903 and at Monmouth Street in 1904 (Board of Public Utility Commissioners 1918: 3148). The entire embankment structure was almost certainly completed by 1906, when it appeared fully built in the 1906 Sanborn Fire Insurance company maps. The installation of the remaining bridges was not yet complete. The deck plate girder bridges over Jersey Avenue and Erie Street were installed in 1908; the through plate girder spans at Henderson Street and Grove Street were installed in 1913 and 1917 respectively (Board of Public Utility Commissioners 1918: 3149).

Once the northerly side of the embankment was completed and traffic diverted, the old iron deck trusses and tracks were probably taken out of service, demolished, and the stone south wall and southerly ends of the cross street abutments erected and tied into the other stonework. Staggered seams in the abutments at each cross street, as well as variations in the tooling and finish of the stonework on each side of the seam and on the bridge seat back walls suggests that the north and south sides of the embankments were erected at slightly different times. The 1910 State Board of Assessors field notebooks support this construction chronology. They note that the bridges carrying the northerly five tracks were all of one distinct type, while the bridges carrying the southerly two tracks were of a slightly different variation (State Board of Assessors 1910: 1-30).

Stone became the construction material of choice for the PRR at the turn of the twentieth century (Karschner 1979). Such structures were in widespread use all along the railroad and a form favored by the railroad's chief engineer at the time, William H. "Stone" Brown, who believed the extra upfront costs associated with stone were more than made up for in strength and reduced maintenance costs over the long run (Messer and Roberts 2002: 106). In addition to replacing many of its largest bridges with stone arches (Susquehanna River Bridge, Rockville 1901; Raritan River Bridge, New Brunswick 1903; Delaware River Bridge, Trenton 1903), the railroad used the material for numerous bridge abutments and to create long stretches of elevated track between massive stone retaining walls (Figure 5). A program of grade separations resulted in a string of similar stone embankments from Newark to Trenton. The use of stone was "in accordance with [the PRR's] well-known policy of replacing steel bridges, when the conditions are favorable, with masonry arch structures" (*Engineering New-Record* 1902: 86-7). The railroad used different types of stone for the Harsimus Branch, depending on the function. For the bridge abutments, which were under compression from the overhead bridges, the railroad used sturdy granite. For the north retaining wall, the masonry blocks resemble a conglomerate-type stone. The south retaining wall is almost exclusively a soft brown sandstone. The source of the stone is not known, but a similar PRR project carried out in Elizabeth, New Jersey in 1893, used stone from the quarries in Stockton, New Jersey (*Stone Magazine* 1893: 79). Ultimately, the railroad's use of stone largely ended around World War I (Plowden 1974: 32).

By adding five additional yard tracks along the embankment the railroad created new storage tracks for the cramped freight yard. Trains could be assembled along these tracks prior to departure, while other tracks allowed switching engines to break down arriving trains and sort the cars out for their final destinations. A standard iron pipe railing around the top perimeter of each embankment segment affirmed the presence of track crew and brakemen all along the embankment (Figure 6). As early as May 1902, while construction of the embankments was still underway, local residents complained about "the noise in general made on the elevated freight road here in the heart of our city," noting that "engines running day and night at a high rate of speed…ringing their bells as they go for blocks at a time…jamming the cars together and making even brick buildings tremble," and the "drilling of cars here in a residential portion of our city was never dreamt of…" (*Evening/ Jersey Journal*, May 12, 1902: 5, quoted in James 1999).

History, cont:

A small change carried out before 1908 converted the five northernmost tracks on the embankment from dead-end "stub" tracks at Brunswick Street to a connected "ladder" design, and extended one additional track over Brunswick Street, forming a three-track bridge at that location (Hopkins 1908).

Viaduct Replacement

By 1910, the elevated portions of the Harsimus Branch extended across three types of structures: the 1880s iron deck truss viaduct between the NJJRR and Newark Avenue; a late 1890s iron deck plate girder viaduct between Newark Avenue and Brunswick Street; and the 1901-1905 stone embankments between Brunswick Street and Marin Boulevard (formerly Henderson Street), which were joined together by a series of deck plate and through plate girder bridges (Figures 7-14; State Board of Assessors 1910: 1-40, 42-46, 57-64; Board of Public Utility Commissioners 1918: 3147-3148). The State Board of Assessor's field notebooks of 1910 make it clear that much of the Branch was undergoing reconstruction. Each of the four iron trusses forming the old 1880s viaduct between the NJJRR and Newark Avenue was by this time braced below by eight temporary timber bents for added stability (State Board of Assessors 1910: 60, 63). The three-span bridge over Newark Avenue, fabricated by the American Bridge Company, had been newly replaced in 1908, and the bridge over the NJJRR tracks at the foot of Bergen Hill was in the process of replacement at the time of the 1910 state assessment (State Board of Assessors 1910: 49-56; 68). Between 1910 and 1915, the railroad demolished the entire deck truss viaduct and four of its stone piers and replaced it with a new deck plate girder structure supported on reinforced poured concrete piers and intermediate iron bents. The work on this third and final structure to carry the elevated tracks down to the yard was complete by 1917, when the entirely new viaduct was photographed for the Interstate Commerce Commission (ICC) valuation (Figures 15 & 16; Messer and Roberts 2002: 214).

Between 1916 and 1918 the Harsimus Cove Yard also underwent extensive modification and enlargement (Messer and Roberts 2002: 220). This included the creation of a 30-track eastbound yard for cargo destined for New York and a 46-track westbound yard for outgoing freight (Messer and Roberts 2002: 220). In 1918, the PRR filed a survey map to create the Harsimus Cove Connection, between the Harsimus Yard and the PRR's main passenger line into Exchange Place (Pennsylvania Railroad 1918). The valuation records and maps prepared by the ICC at the same time, provide the most detailed picture of the yard and branch line as of the end of the First World War.

More freight facilities were installed after the old passenger station shed was demolished in 1921-1922 and passenger service downsized (Messer and Roberts 2002: 206). One more right-of-way survey was filed in 1926 to enable the PRR to condemn five privately owned lots on the north side of Morgan Street and run a branch to a new transfer float pier built along the waterfront (Pennsylvania Railroad 1926). This eventually cleared the way for the PRR's new Pennsylvania Harborside Terminal, announced in 1928 (Messer and Roberts 2002: 221).

Electrification

The PRR's long-distance electrification project, carried out in stages between 1928 and 1938, benefited freight service as much as passenger (Arch2 2002: 9-11; Burgess and Kennedy 1949: 612-616). In electrifying its freight routes in the Port of New York, the railroad began with the line to Harsimus Cove. Catenary pole structures were erected through the Bergen Cut and down the Harsimus Branch to the yard. Along the embankment, the poles were set into the coping stones of the embankment walls and braced with a rectangular collar of concrete around their base. Guy wires were installed as needed. By late October 1934, New Jersey tax assessors made a survey of progress on the electrification efforts (Department of Treasury 1936). Between four and seven tracks inside the Harsimus Cove freight terminal were 90 percent wired for service. By February 1, 1935, seven additional yard tracks serving or adjoining Pier K in Harsimus Cove were in service (Department of Treasury 1937). Through electric freight service between New York and Washington, D.C. was inaugurated on May 20, 1935 (PRR Annual Report 1935: 5). The benefit to patrons

History, cont:
was immediately apparent (PRR Annual Report 1935: 5). Electric power eliminated time-consuming stops to change out engines or take on fuel and water. Coupled with the railroad's switch to regularly-scheduled through freights, the electric engines could pull a train from one end of the electrified territory to the other without stopping. The installation occurred just in time, allowing the railroad to meet explosive demand during World War II (Messer and Roberts 2002: 236; Burgess and Kennedy 1949: 687).

Decline and Abandonment
At mid-century, the section of the Pennsylvania Railroad between New York and Trenton was described as the most "phenomenal piece of railroad in the world" (McBride 1953). In any 24-hour period, 475 passenger and 120 freight trains rolled along its length, carrying the wealth of the nation (McBride 1953: 11). But all of the eastern carriers faced growing competition from truckers, bus services, and publicly-subsidized roadways, including the Garden State Parkway, the New Jersey Turnpike, and the Interstate Highway system. Airports, built and expanded with public dollars and exempt from many taxes, placed the railroads at a competitive disadvantage. In 1954, the PRR paid 2.5 million dollars in taxes on its Greenville Terminal, far more than the facility actually earned (Prizer 1954: 17). Higher costs, excise taxes, rate controls, and government-mandated passenger/commuter service prevented the railroads from competing, and bankruptcies followed in rapid succession. The PRR merged with its rival the NYCRR on February 1, 1968 in an effort to stave off collapse. The Penn Central merger required new connections between the former rivals. One of these connections involved the construction of a new steel viaduct between the PRR's Harsimus Branch and the NYCRR's NJJRR. The new connection essentially replaced the old Branch No. 6 of the NJJRR, which had been dismantled sometime between 1930 and 1938 (New Jersey Department of Transportation 1930; Sanborn Map Company 1938). The Penn Central company finally filed for bankruptcy protection on June 21, 1970 (Messer and Roberts 2002: 352). At the time, it was the single largest American corporate bankruptcy ever (Penn Central Corporation Records n.d.).

On October 30, 1970, President Nixon signed legislation creating the National Railroad Passenger Corporation (Amtrak). On May 1, 1971, Amtrak took over most of the nation's inter-city train service, including the busy Penn Central passenger route across New Jersey (Edmonson 1972: 11; Messer and Roberts 2002: 264). Each railroad remained responsible for their respective commuter and freight services. Congress then passed the Regional Rail Reorganization Act in 1973, which expressly conveyed the New York-to-Washington segment of the PRR main line to Amtrak for high speed operations, and it established the United States Railway Association (USRA) with the job of reorganizing the numerous remaining Northeast railroads (Holton 1992: 354). After much study, the USRA found federal control of the eastern railroads the only viable option, and they created the Consolidated Rail Corporation (Conrail) in 1974. The remaining assets of the former PRR/Penn Central, including the Harsimus Branch, were transferred to Conrail on April 1, 1976.

Conrail eventually diverted its traffic to non-electrified parallel routes (Middleton 2002: 114). It continued, however, to service the PRR's main port facilities with diesel power. The overhead electrified catenary system was abandoned and in some cases dismantled entirely. Conrail's many freight yards and support facilities, including Harsimus Cove Yard, were reduced or closed altogether. Large sections of the yard were sold off and developed into modern box retail stores, high-rise condominiums, hotels, and commercial office towers.

Conrail eventually became a publicly traded company in 1987. In the mid- 1990s, with City encouragement, the railroad removed all of the remaining bridge superstructures along the Harsimus Branch and pulled up the remaining track. In 1998 CSX Transportation Inc. and Norfolk Southern Railway Company received final approval to acquire Conrail's assets, and the final merger occurred on June 1, 1999 (Reilly 2004: 37). Each railroad took control of

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Historic Sites #:

History, cont:

different parts of the Conrail system. Common property, including the tracks and yards of the former PRR operating in the New York area, was placed in the hands of a jointly owned corporation called Conrail Shared Assets Corporation and operated by Conrail.

The six surviving stone Embankment segments received a Certificate of Eligibility (COE) from the New Jersey Historic Preservation Officer (SHPO) on February 17, 1999. Over the objection of Conrail and the City, these segments were subsequently listed on the State Register of Historic Places as the Pennsylvania Railroad Harsimus Branch Embankment on December 29, 1999. Because of Conrail's objection, the Embankment was accordingly not listed on the National Register, but the SHPO requested and received a Determination of Eligibility (DOE) from the National Park Service on March 16, 2000.

Significance:

The Harsimus Branch played an important role in the history of commerce and transportation in New Jersey and the Port of New York. It was one of several rail lines dedicated to handling freight traffic for the PRR in Jersey City and allowed the PRR to compete with its rivals by giving it a major presence in the Port of New York. In the process, these improvements contributed directly to the prosperity of the PRR and transformed the Jersey City waterfront.

Construction of the Harsimus Branch also played a role in shaping government policy. The PRR became the first entity to pay the state for its riparian rights, thus establishing the precedent and strengthening New Jersey's claims to sovereign jurisdiction over riparian lands. The case of the Harsimus Cove lands led eventually to the permanent appointment of the State's Riparian Commission in 1869. In terms of community planning and development, the Harsimus Branch was also required to be elevated by legislative decree. Because it was elevated and located in a topographically complex area, the railroad faced specific engineering challenges, although none were new or particularly unique. These included alterations to the Bergen Cut by blasting a new channel through a section of Bergen Hill, and almost constant experimentation in the type of structure used to carry the elevated tracks down to the waterfront. Some structures proved better suited than others. This, along with normal wear and tear, led to extensive alterations and the total rebuilding of the original elevated structure twice during its lifetime.

Justification of Eligibility/Ineligibility:

To be eligible for the National Register, a resource must possess both significance and sufficient integrity to convey that significance. The PRR Harsimus Branch right-of-way has significance in the areas of Commerce, Community Planning and Development, Engineering, Politics and Government, and Transportation, but the resource no longer possesses the level of integrity necessary to convey that significance and therefore does not meet National Register Criteria for eligibility. With the exception of the previously listed Harsimus Branch Embankment (Milepost 0.36 to Milepost 0.88), approximately two-thirds of the Harsimus Branch Right-of-Way (.66 miles) is either obliterated by subsequent development or lacking in physical cohesiveness. Only a handful of potential contributing resources survive. They include:

- Second Bergen Cut
- NJJRR Bridge Substructure (including one stone abutment [west], one stone pier [east], and one intermediate concrete bent foundation. See Bridge Attachment)
- NJRR-to-Newark Avenue Iron Viaduct Substructure (including four concrete piers and three intermediate concrete bent foundations. See Bridge Attachment)
- Newark Avenue Bridge Substructure (including two stone and concrete abutments [east and west]. See Bridge Attachment)
- Sixth stone Embankment segments (between Brunswick Street and Marin Boulevard)

Justification of Eligibility/Ineligibility, cont:

By contrast, most elements of the Branch's potential contributing resources are non-extant. They include:

- Entirety of the Harsimus Cove Yard (including all track, piers, float bridges, buildings, warehouses, freight houses, grain elevators, interlocking towers, signal bridges, and related structures)
- NJJRR Bridge Superstructure (three-span deck plate girder superstructure carrying two tracks) and one iron bent substructure)
- NJRR-to-Newark Avenue Iron Viaduct Superstructure (eight-span deck plate girder superstructure carrying two tracks, four iron bent substructures, and one intermediate concrete bent foundation)
- Newark Avenue Bridge Superstructure (including three-span combination through plate girder and deck plate girder superstructure carrying two tracks and two iron bent substructures)
- Newark Avenue-to-Brunswick Avenue Iron Viaduct Superstructure and Substructure (including seven-span deck plate girder superstructure and three iron piers)
- Brunswick Avenue Bridge (single-span deck plate girder superstructure carrying three tracks and one stone abutment [west])
- Monmouth Avenue Bridge (single-span deck plate girder superstructure carrying seven tracks).
- Coles Street Bridge (single-span deck plate girder superstructure carrying seven tracks)
- Jersey Avenue Bridge (single-span deck plate girder superstructure carrying seven tracks)
- Erie Street Bridge (single-span deck plate girder superstructure carrying seven tracks)
- Manila Avenue (formerly Grove Street) Bridge (single-span through plate girder superstructure carrying seven tracks)
- Marin Boulevard (formerly Henderson Street) Bridge (three-span through plate girder superstructure carrying five tracks, two iron bents, and one stone abutment [east])
- Overhead Electrified Catenary System

The absence of so much of the physical integrity of the branch also represents a significant loss in its integrity of workmanship. Without its connecting bridges or large stretches of iron viaduct, the Branch's integrity of design is largely eroded. The additional absence of numerous iron support bents and two bridge abutments (Brunswick Street and Marin Boulevard) breaks up the linear continuity of the surviving substructures and diminishes the sense of a distinguishable railroad corridor. Together with the absence of the original and all-important rail yard and terminal facilities, as well as the overhead electrified catenary system, the resource no longer retains the character and setting of a major transportation operation. With significant losses in its original design, materials, workmanship, and setting, the PRR Harsimus Branch no longer conveys the feeling of a major railroad operation or its associations with the contributions of the PRR in the areas of Commerce, Community Planning and Development, Engineering, Politics and Government, and Transportation under Criteria A or C. For its lack of physical integrity, therefore, the PRR Harsimus Branch Right-of-Way is recommended not eligible individually for listing in the National Register or as a contributing resource to the Pennsylvania Railroad Historic District.

With respect to the New Jersey Register-listed Pennsylvania Railroad Harsimus Branch Embankment, this section of the former Branch is significant for its historical associations in the areas of Transportation, Community Planning and Development, and Engineering. The Embankment, unlike the rest of the Branch, is a distinguishable railroad corridor (despite the absence of its connecting bridge spans) and an example of the large-block ashlar masonry favored by the PRR and its engineers for its bridges and viaducts. Due to the Harsimus Branch Embankment's historic relationship with the larger PRR, the Embankment is recommended as a contributing resource to the PRRHD. The two resources are, however, disconnected. The intervening space lacks integrity as a rail corridor for the reasons noted above, and the visual continuity between the two parts is limited, due to distance and topography. Therefore, the Pennsylvania Railroad Harsimus Branch Embankment is recommended eligible to the National Register as a discontiguous key contributing resource to the PRRHD.

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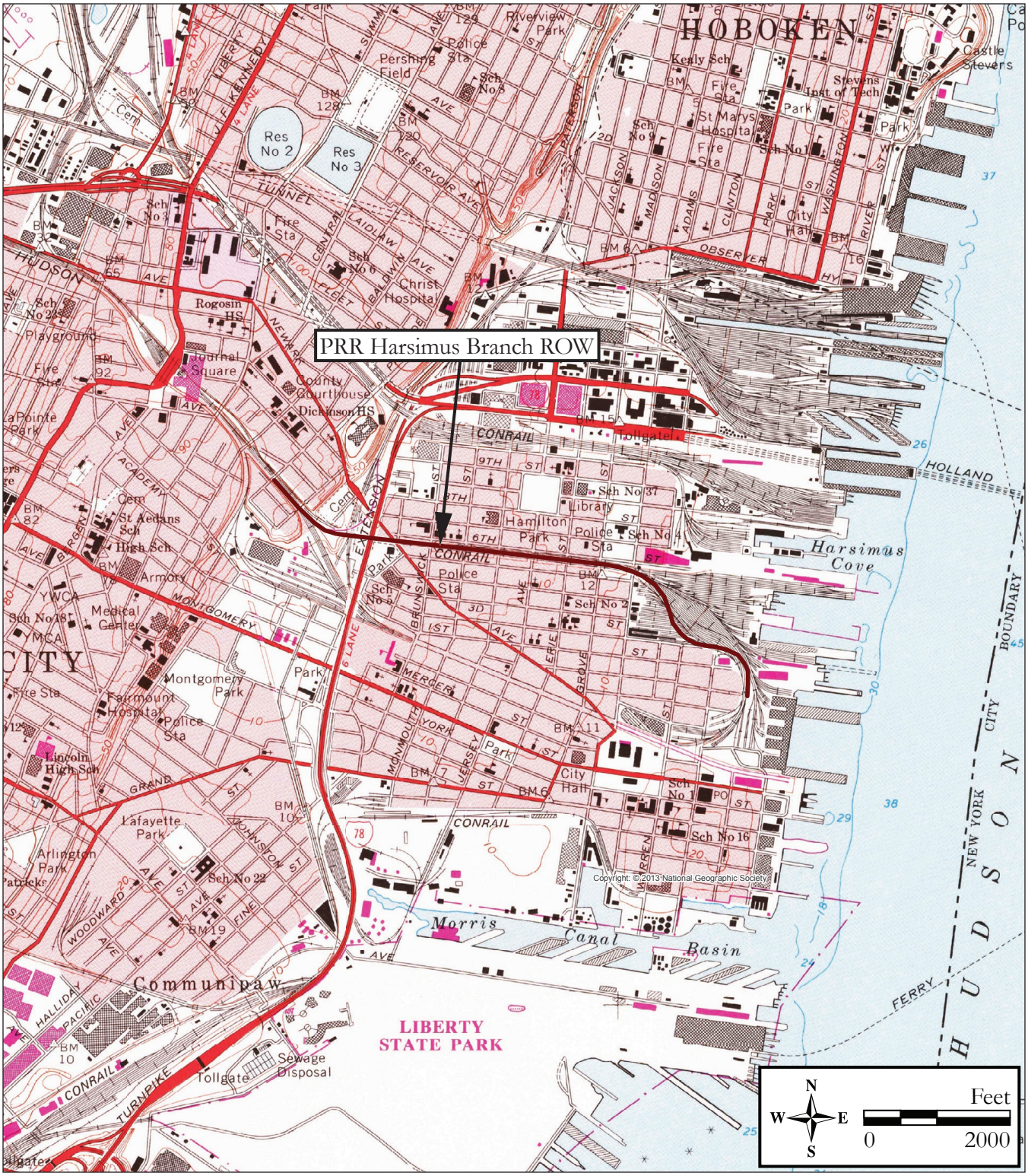

U.S.G.S. Location Map.

Survey Name: Conrail Harsimus Branch Abandonment
Surveyor: Philip A. Hayden and Allee Davis
Organization: RGA, Inc.
Date: November 2015

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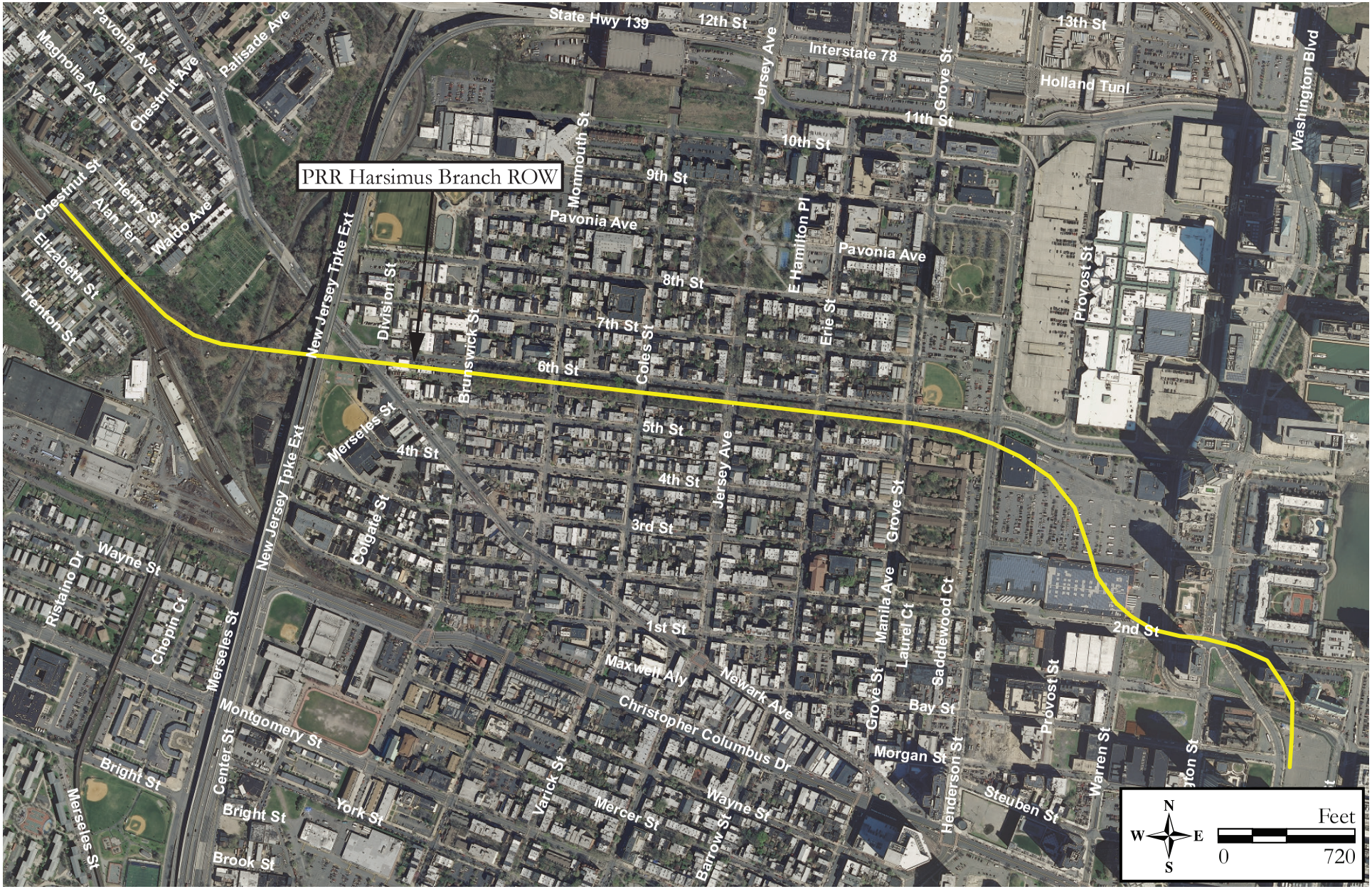

Overall Site Map.

Survey Name: Conrail Harsimus Branch Abandonment
Surveyor: Philip A. Hayden and Allee Davis
Organization: RGA, Inc.

Date: November 2015

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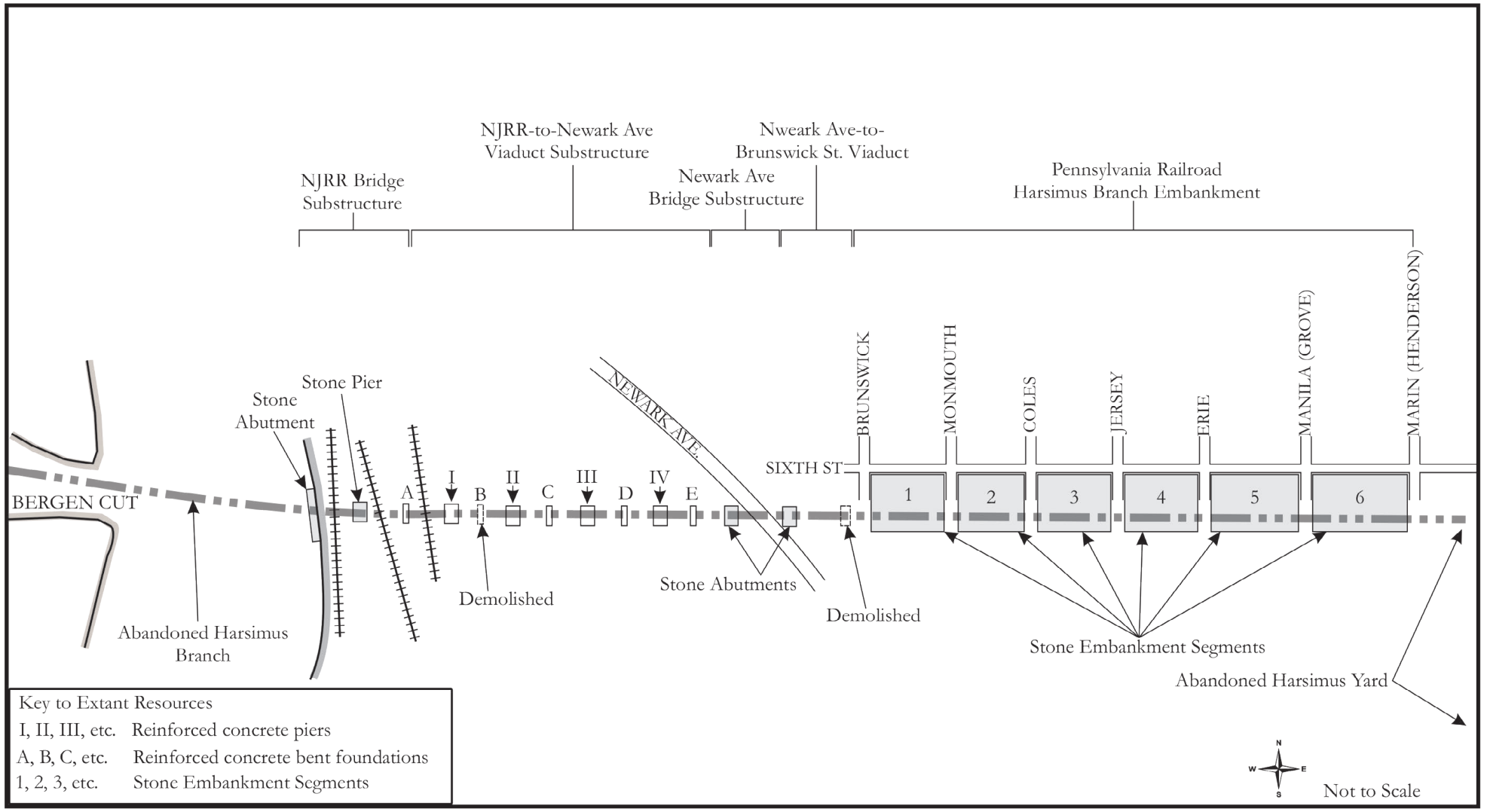

Site Plan.

Survey Name: Conrail Harsimus Branch Abandonment
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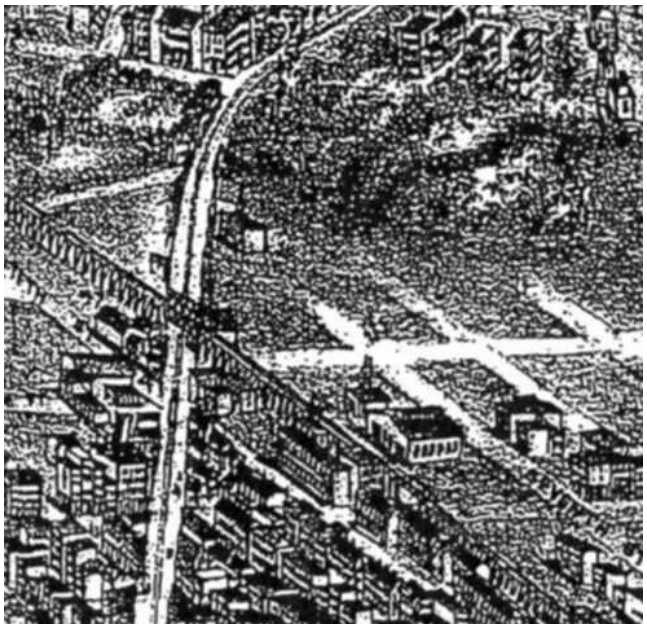

Figure 1: Detail 1883 Anonymous birds eye view of Jersey City, depicting the original Harsimus Branch wooden trestle work and the 1883 iron truss bridge over Newark Avenue (Source: 1883 Birdseye View of Jersey City, in Louis Berger Associates 1999).

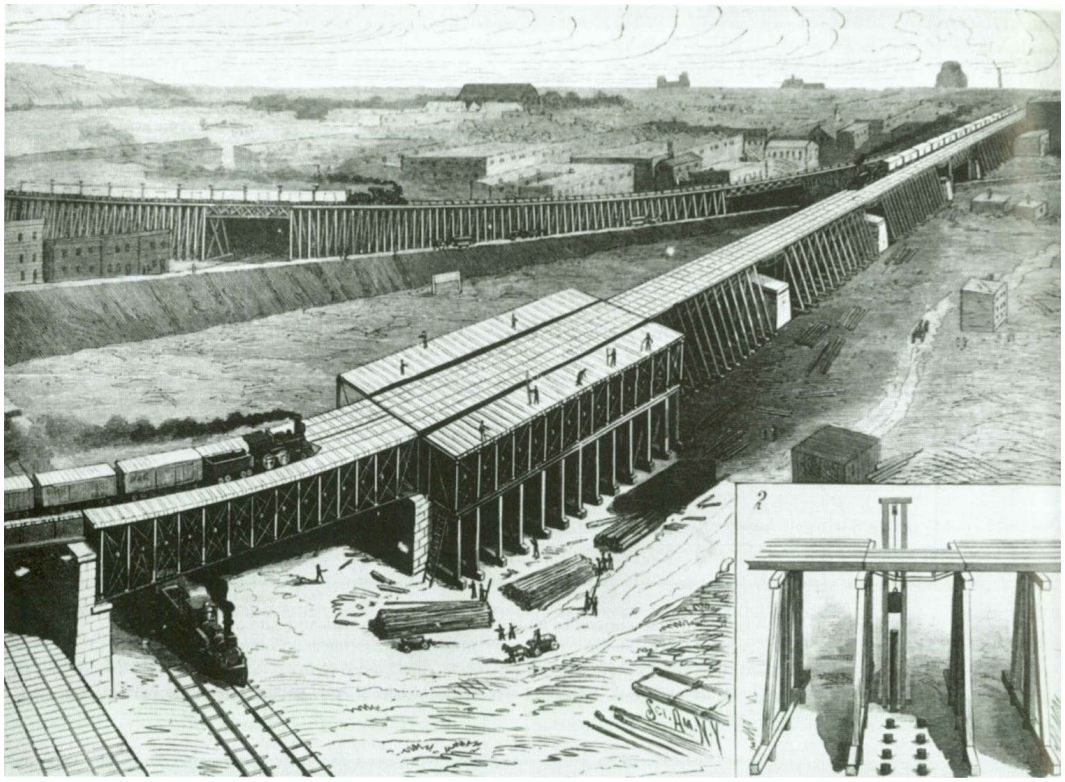

Figure 2: 1888 Scientific American view of the Harsimus Branch from Bergen Hill depicting the wooden trestle undergoing conversion into an iron viaduct made from reused Whipple deck trusses (Source: Scientific American 1888). Note new stone piers.

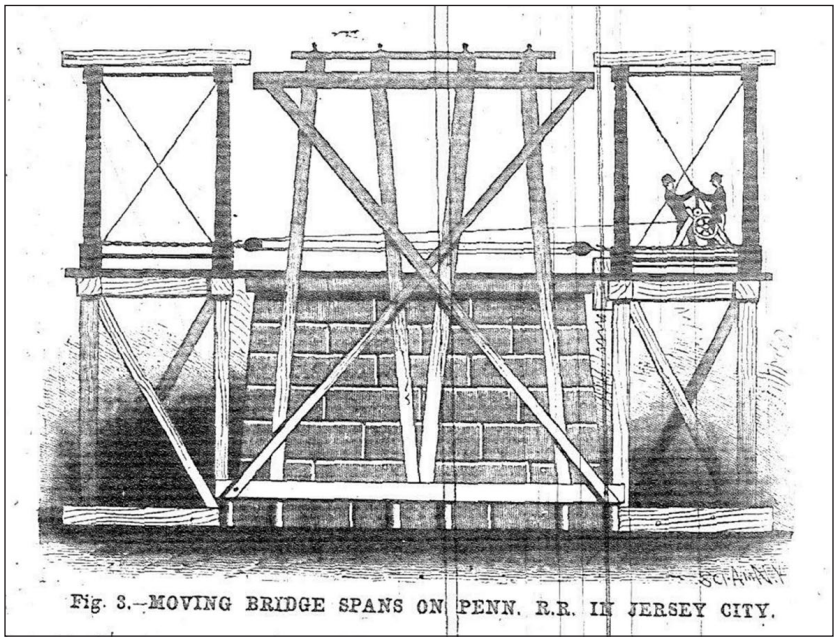

Figure 3: 1888 Scientific American illustration showing original 1870s Harsimus Branch wooden trestlework resting on six pilings in front of the new 1880s stone piers (Source: Scientific American 1888). Note the technique for moving the trusses into place.

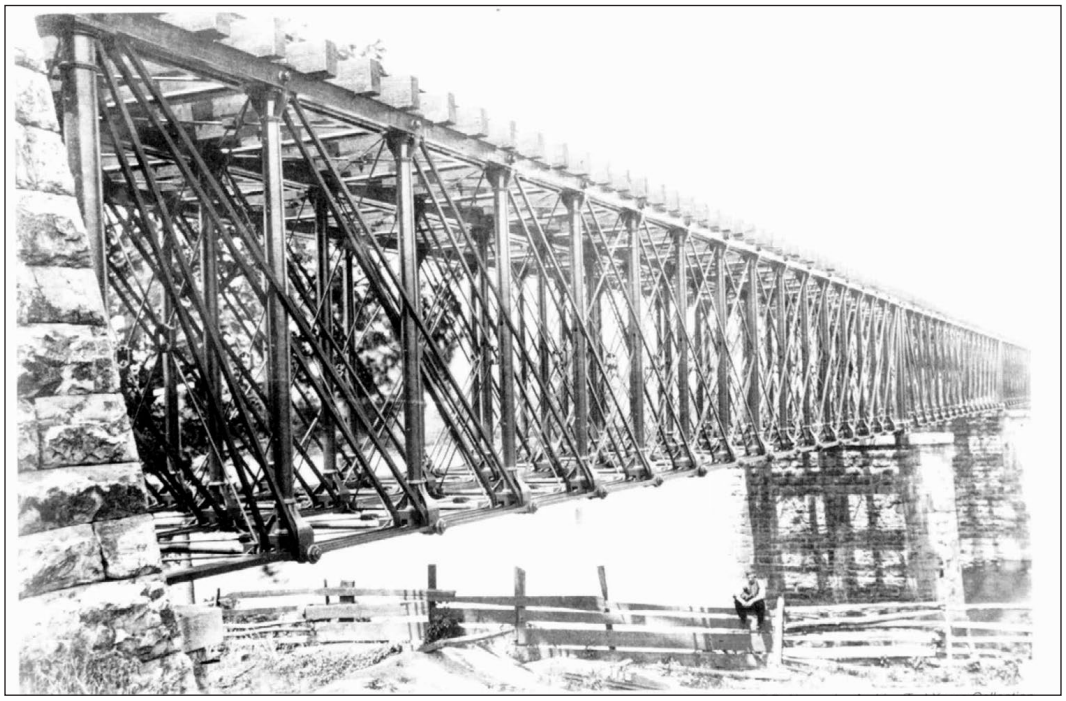

Figure 4: Circa 1875 view of the cast iron Whipple deck truss bridge over the Juniata River in Granville, Pennsylvania (Source: E. P. Alexander, in Messer 2001: 97). These spans were reused on the Harsimus Branch viaduct in the 1880s.

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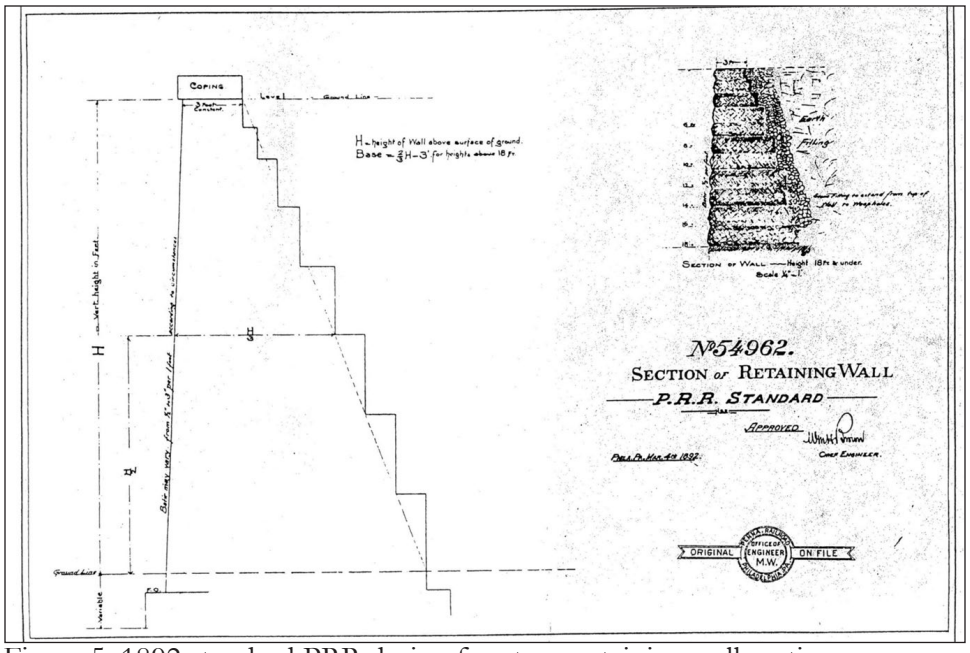

Figure 5: 1892 standard PRR design for stone retaining wall sections, prepared under the supervision of Chief Engineer William H. Brown (Source: Pennsylvania Railroad, in Louis Berger Associates 1999). The Harsimus Branch Embankments appear to match this design.

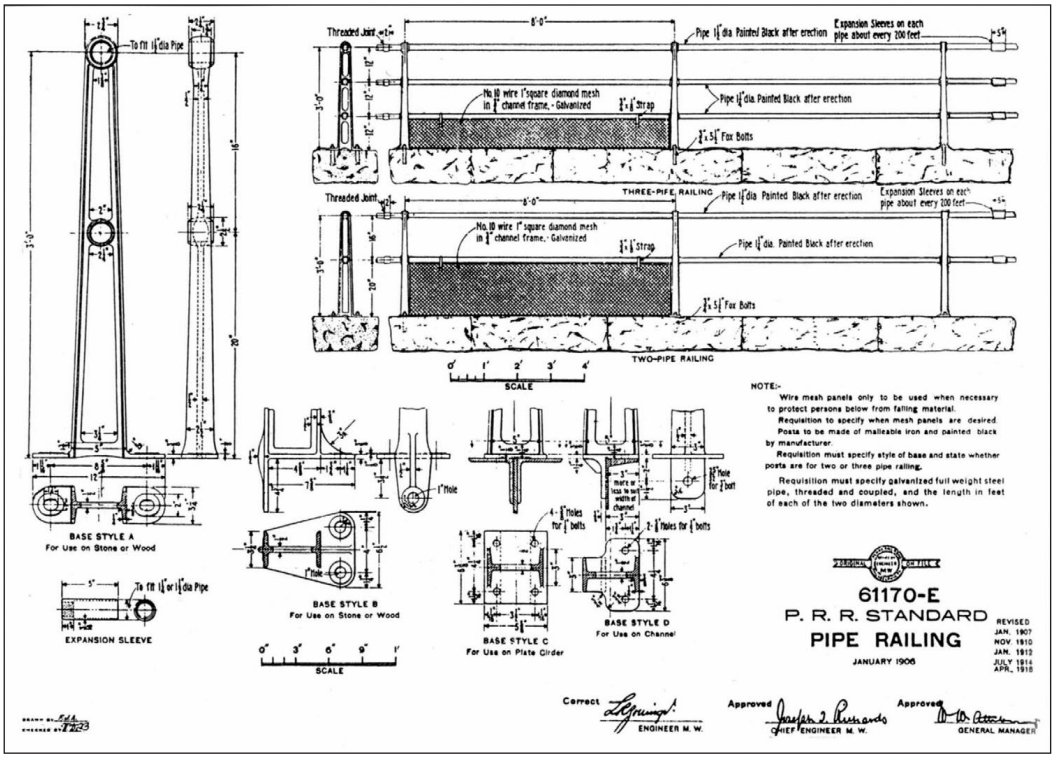

Figure 6: 1906 standard PRR pipe railing design (Source: Pennsylvania Railroad, in Messer 1999: 86). This design matches the style of railing used on the stone Embankment and recorded in the 1910 State Board of Assessors valuation field notebooks. Some sections remain.

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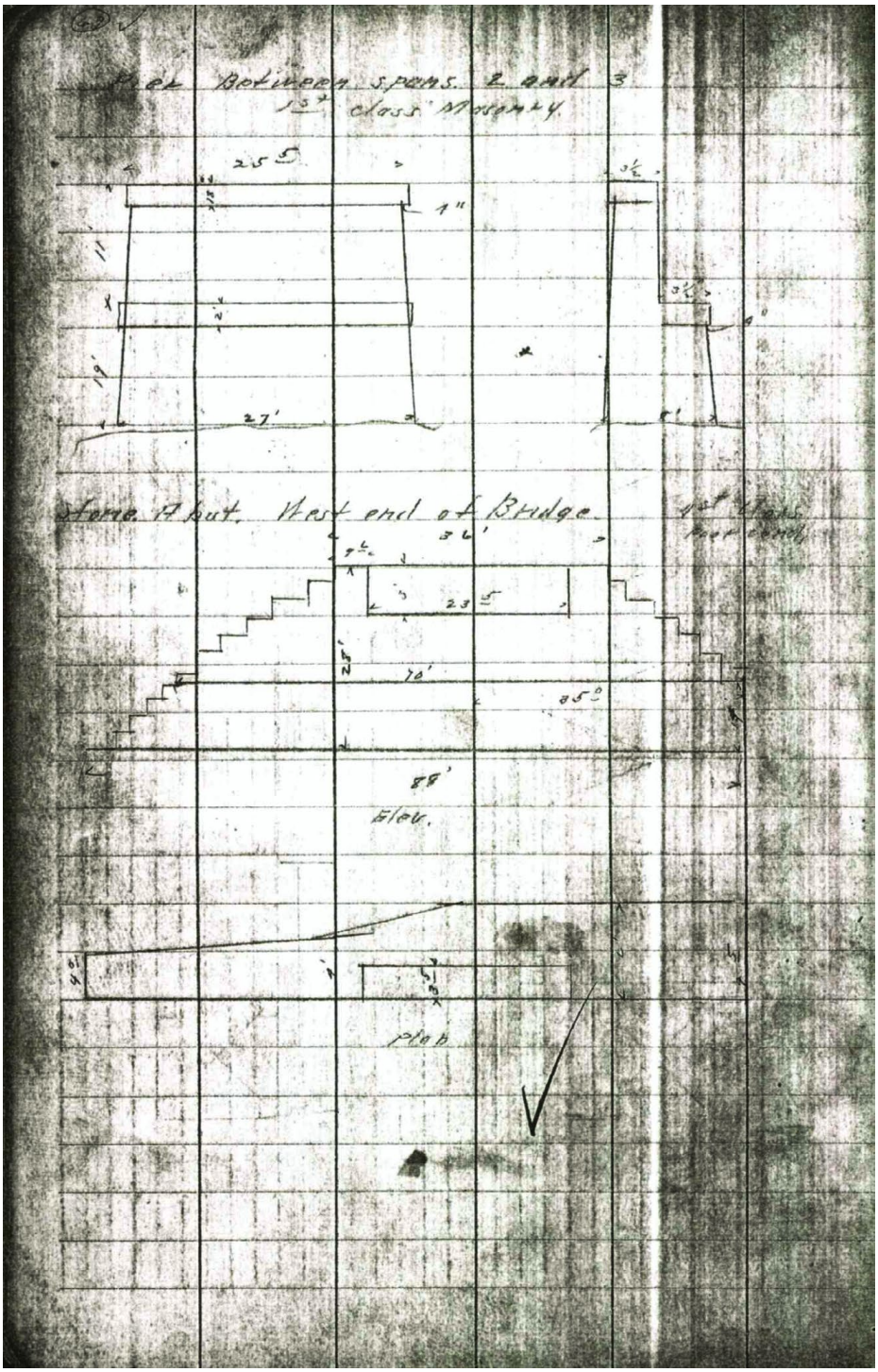

Figure 7: 1910, NJJRR Bridge Substructure, depicting the original appearance of the now much altered west abutment (center) and the intermediate stone pier (top) (Source: State Board of Assessors 1910).

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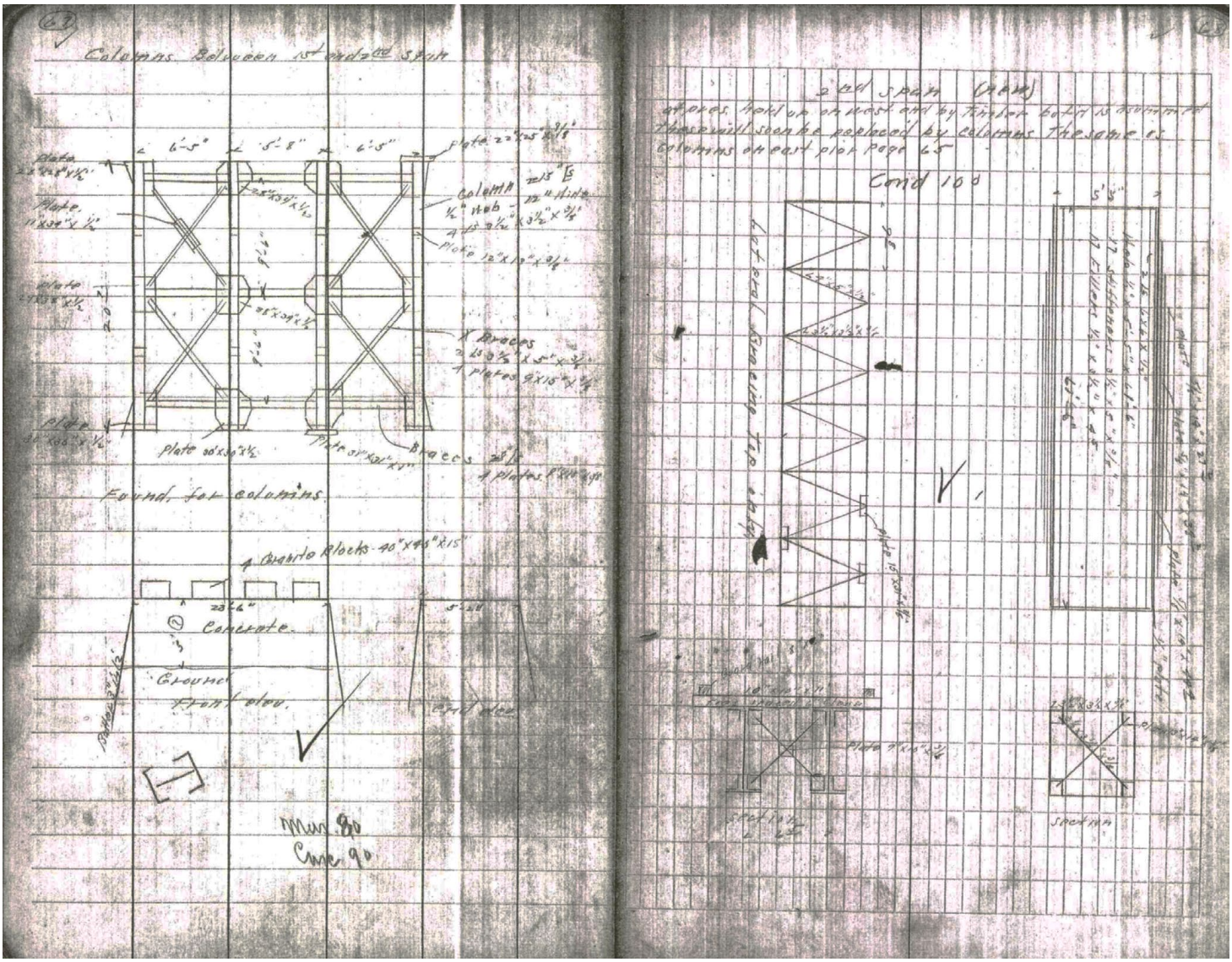

Figure 8: 1910, NJJRR Bridge Substructure, depicting the new iron bent (top left) and concrete foundation (bottom left) underpinning the new 3-span deck plate girder superstructure (Source: State Board of Assessors 1910).

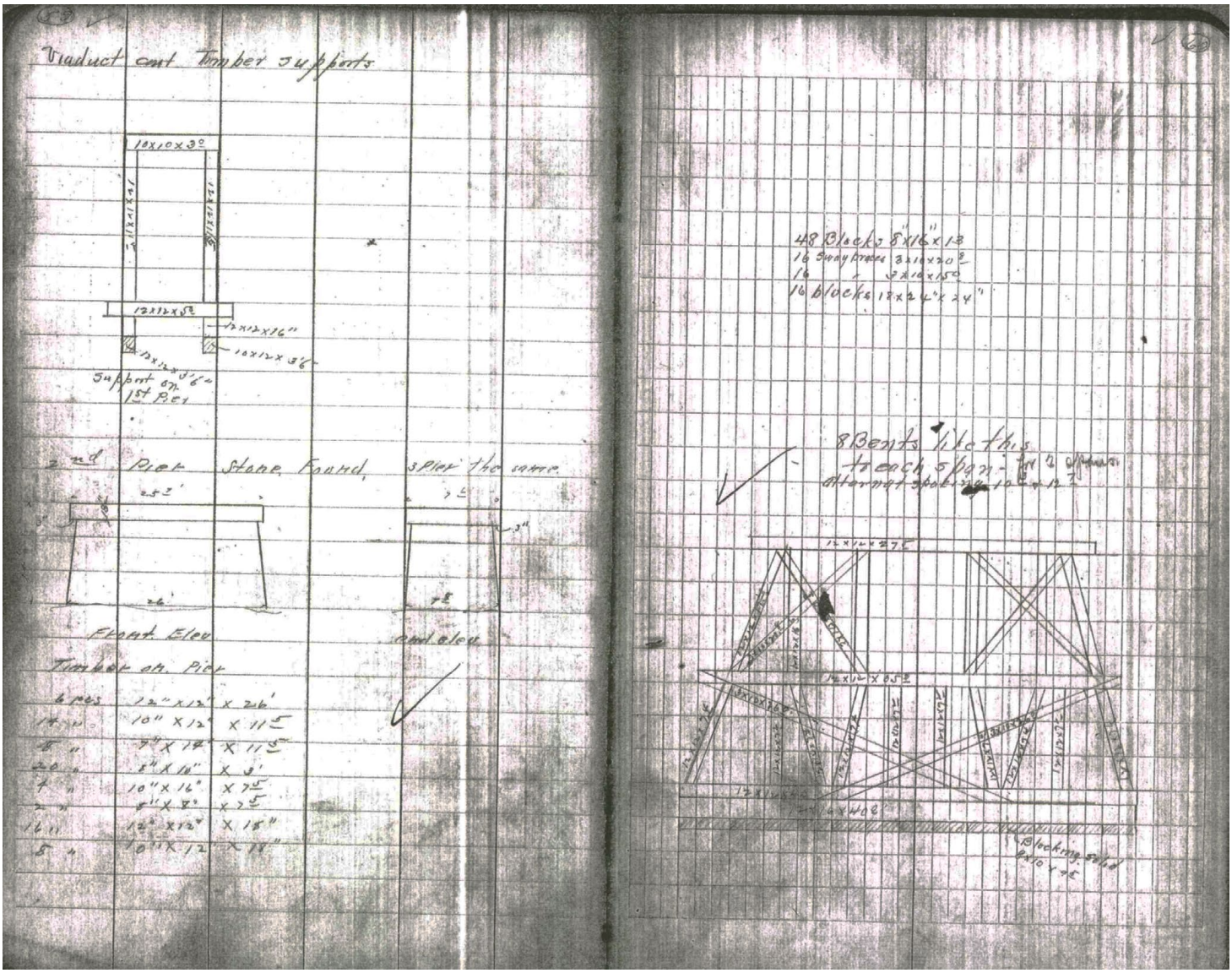

Figure 9: Detail, NJJRR-to-Newark Avenue Iron Viaduct, depicting low stone piers (left) and temporary wooden bents (right) underpinning the iron deck trusses (Source: State Board of Assessors 1910).

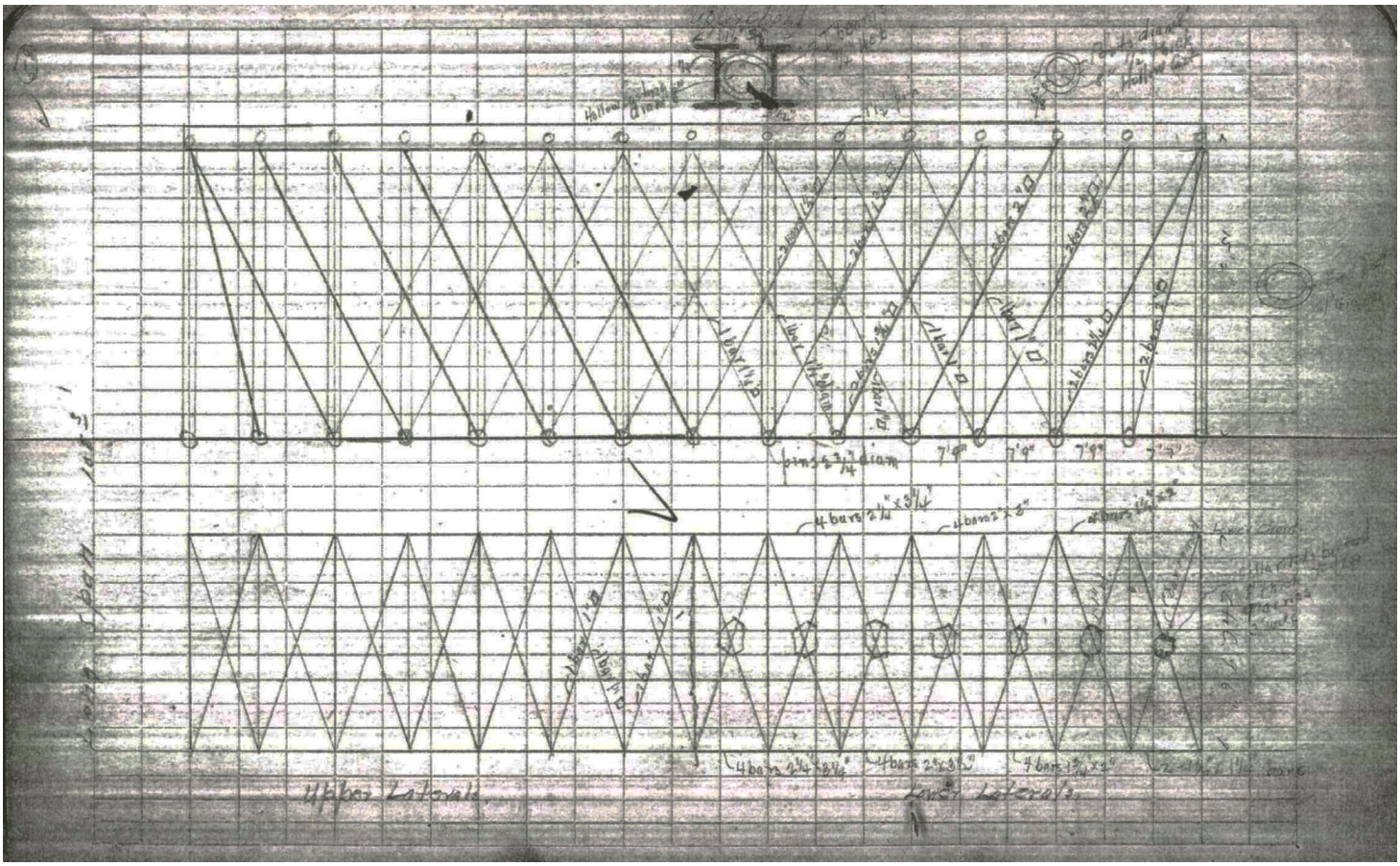

Figure 10: Detail, NJJRR-to-Newark Avenue Iron Viaduct, whipple deck trusses, installed in the 1880s, were still carrying the majority of the NJJRR-to-Newark Avenue Iron Viaduct (Source: State Board of Assessors 1910).

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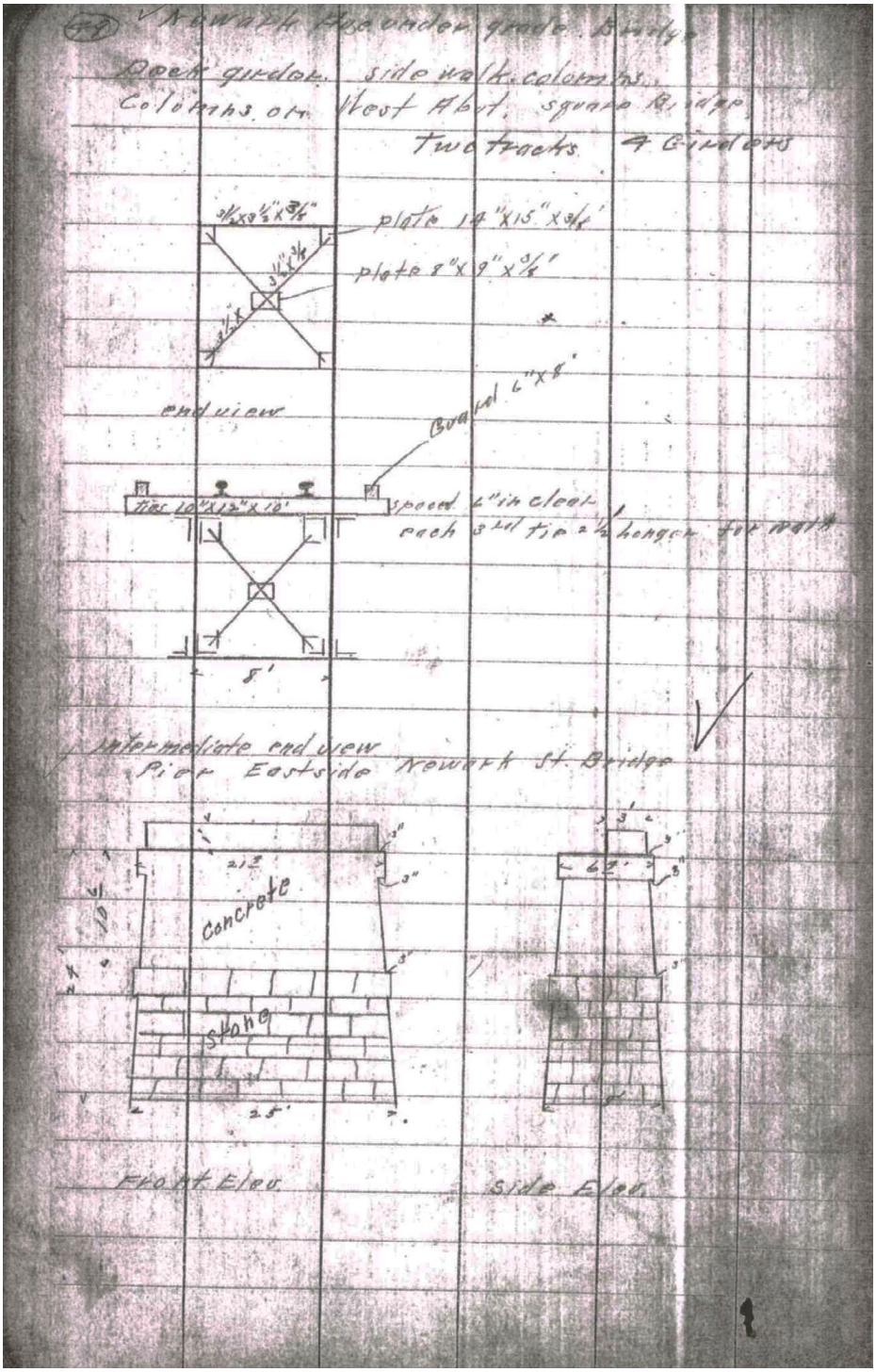

Figure 11: Newark Avenue Bridge East Abutment (bottom) depicting 1908 concrete on top of 1880s stone pier (Source: State Board of Assessors 1910).

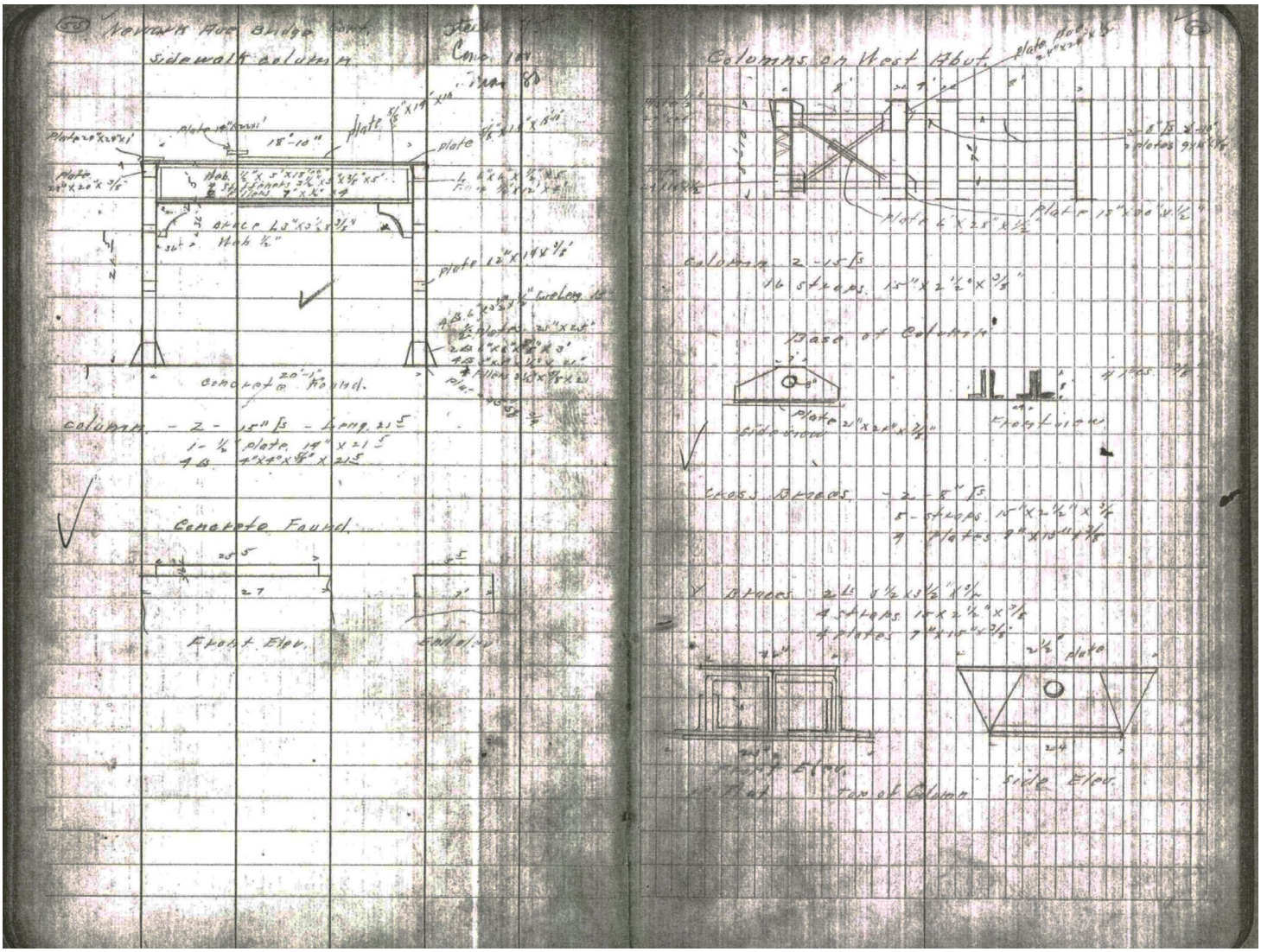

Figure 12: 1910, detail, non-extant Newark Avenue Bridge iron bents (upper left), installed in 1908 (Source: State Board of Assessors 1910).

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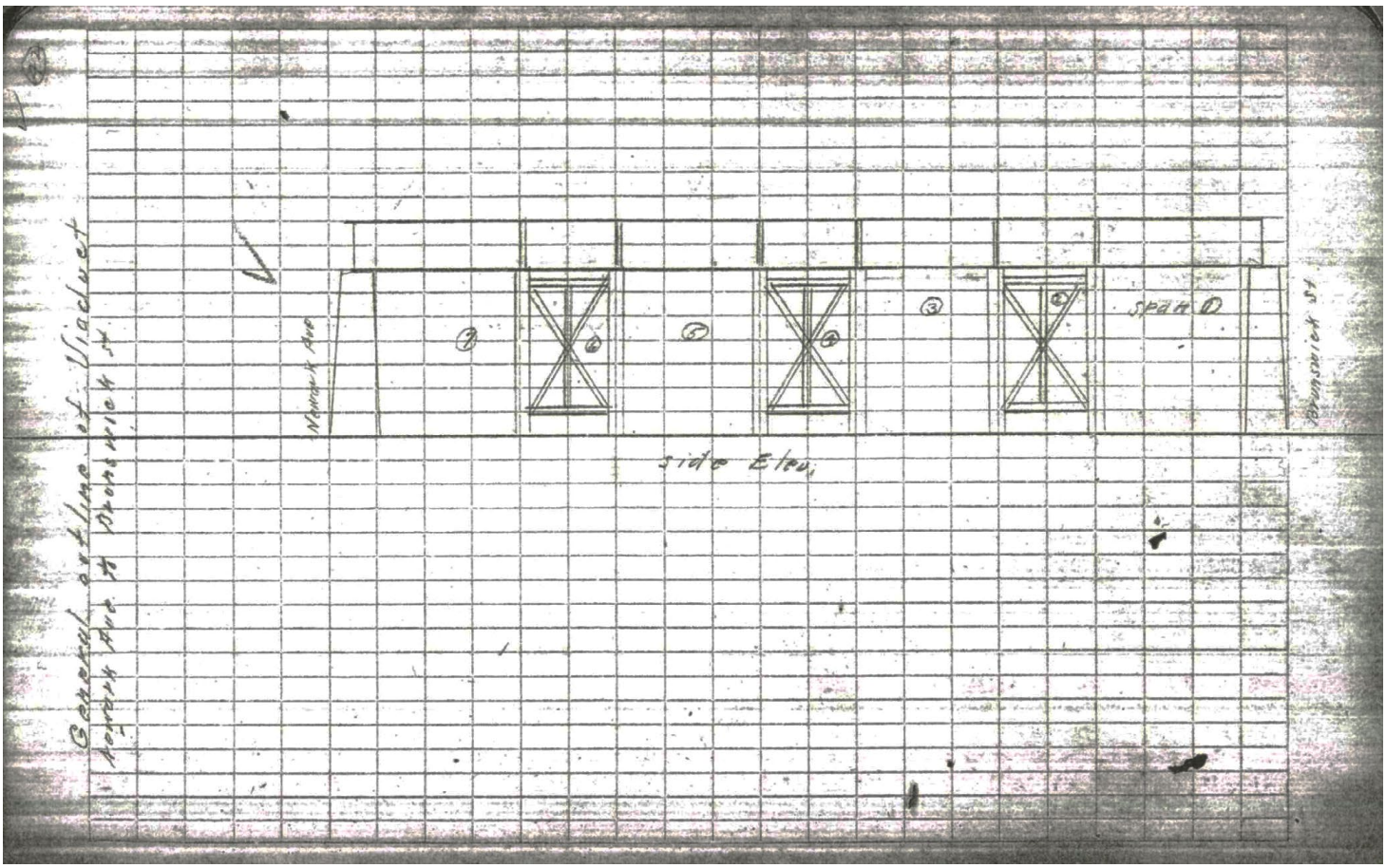

Figure 13: 1910, Newark Avenue-to-Brunswick Street Iron Viaduct. The non-extant 7-span deck plate girder superstructure rested on 3 iron piers (Source: State Board of Assessors 1910).

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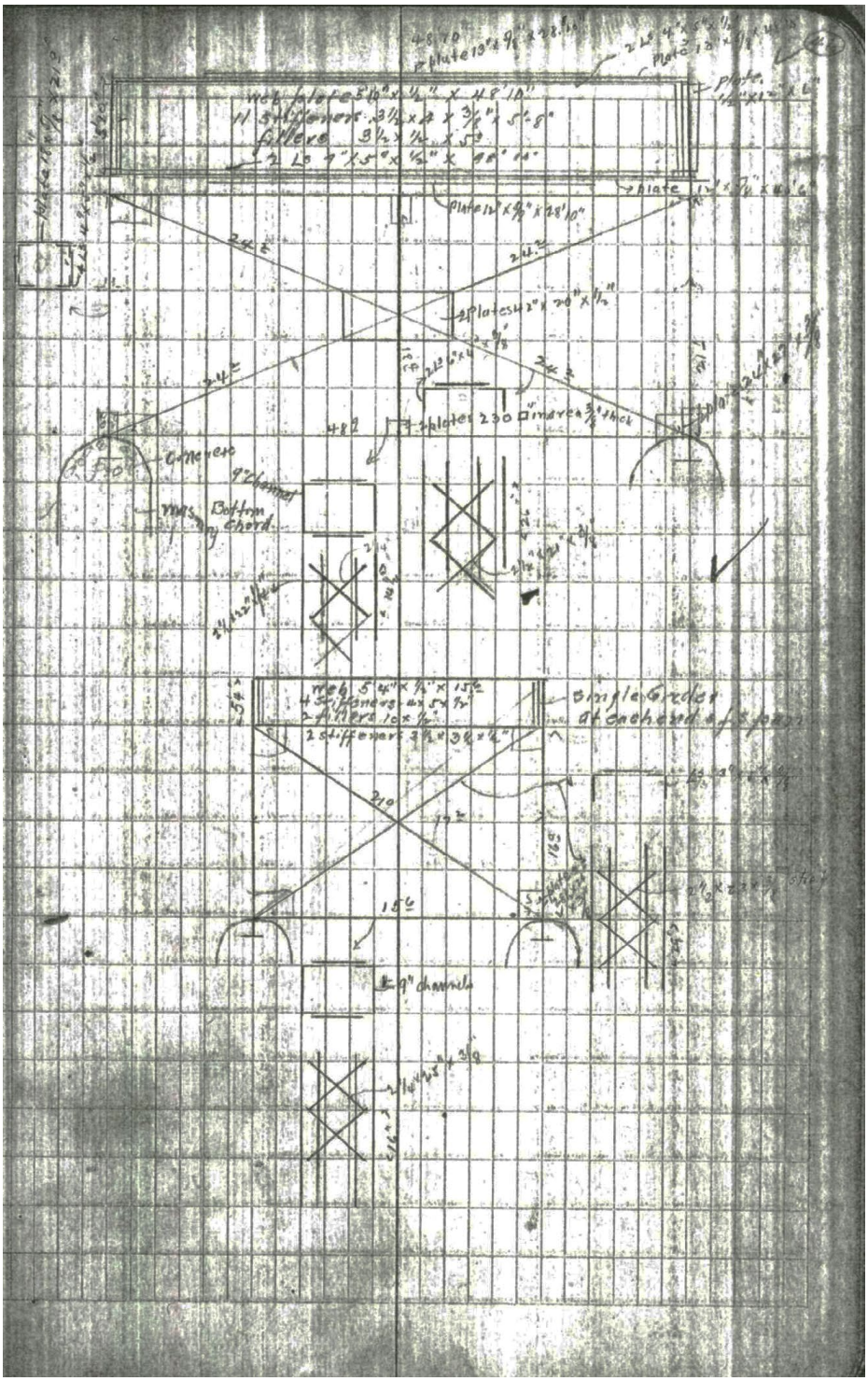

Figure 14: 1910, detail, Newark Avenue-to-Brunswick Street Iron Viaduct, depicting the iron pier design (Source: State Board of Assessors 1910).

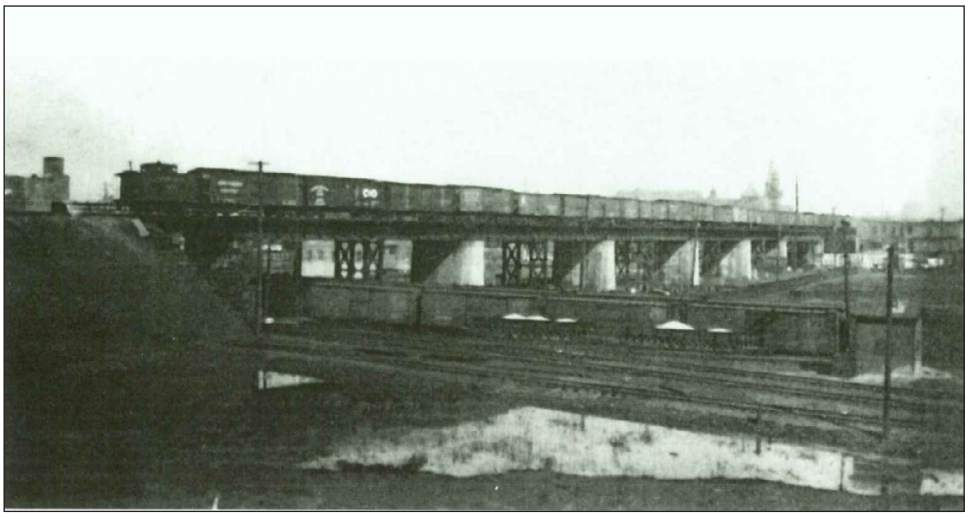

Figure 15: 1917 overview of the Harsimus Branch deck plate girder viaduct between the NJJRR (foreground) and Newark Avenue (background) [Source: Messer & Roberts 2002: 214]. Note the new concrete piers and intermediate iron bents forming the substructure.

Figure 16: The beginning of the Harsimus Branch NJJRR-to-Newark Avenue deck plate girder viaduct crosses over the NJJRR behind the abandoned interlocking tower (Source: Greenburg and Fischer 1997: 168). Note the catenary pole structures on the Harsimus Branch.

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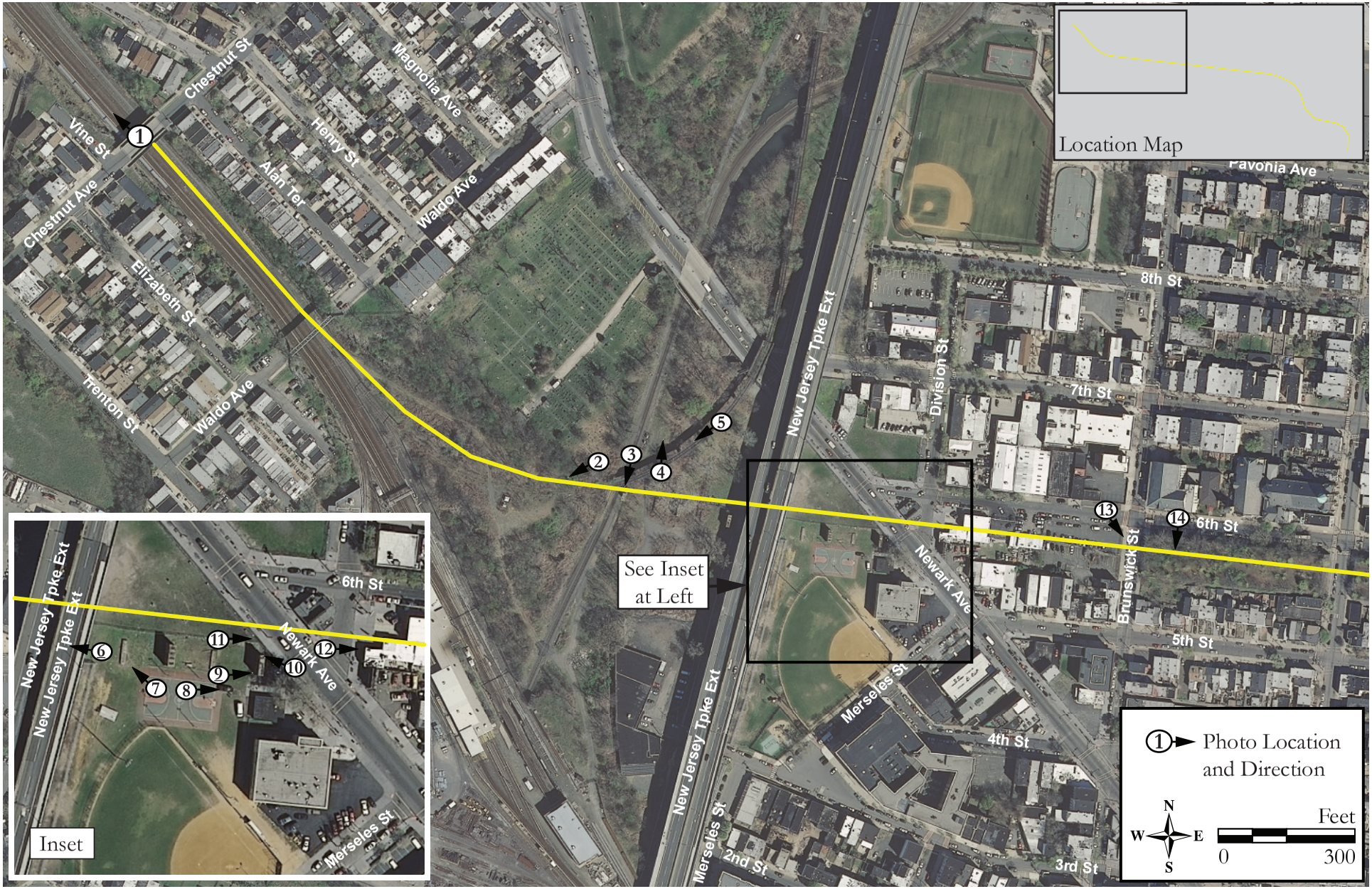


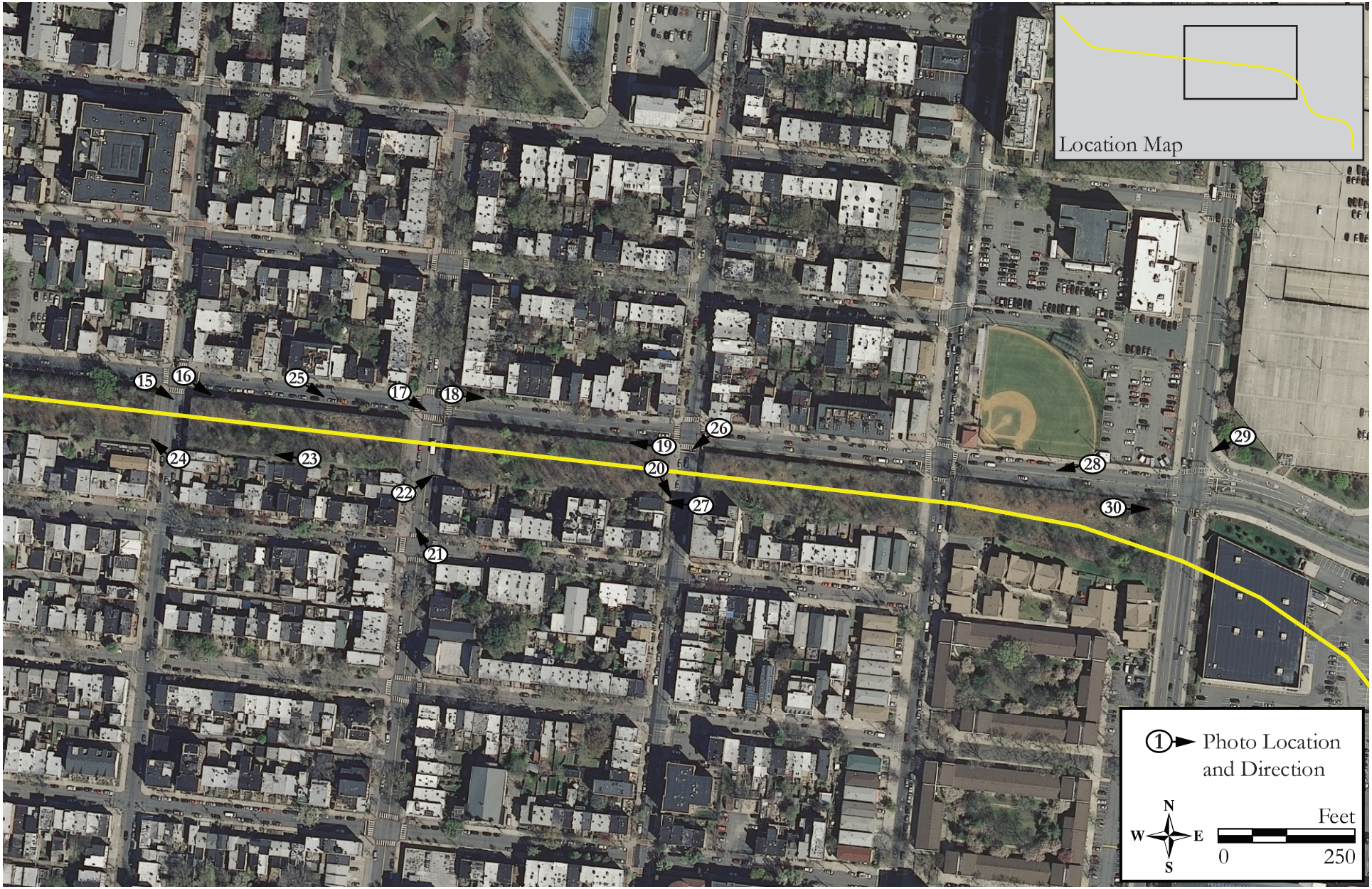
Photgraph Location Map 1.

Survey Name: Conrail Harsimus Branch Abandonment
Surveyor: Philip A. Hayden and Allee Davis
Organization: RGA, Inc.

Date: November 2015

CONTINUATION SHEET

Historic Sites #:



Photgraph Location Map 2.

Survey Name: Conrail Harsimus Branch Abandonment
Surveyor: Philip A. Hayden and Allee Davis
Organization: RGA, Inc.

Date: November 2015

CONTINUATION SHEET

Historic Sites #:

Plate: 1

Photo view:

Northwest

Photographer:

Damon Tvaryanas

Date:

November 3, 2015

View looking into the Second Bergen Cut. This part of the Cut was built for the Harsimus Branch and widened later to accommodate the PRR passenger main line.

Plate: 2

Photo view:

Southeast

Photographer:

Allee Davis

Date:

November 3, 2015

Western elevation of heavily altered 1880s stone pier at the NJJRR bridge. The pier originally supported part of the Harsimus Branch viaduct. The bridge pictured in the foreground was built by Penn Central about 1968.

CONTINUATION SHEET

Historic Sites #:

Plate: 3

Photo view:

South

Photographer:

Damon Tvaryanas

Date:

November 3, 2015

View looking along the NJRR with a view of the western abutment of the NJRR Under-grade Bridge. The top quarter of the 1870s abutment was replaced with concrete about 1968 when Penn Central built an unrelated steel viaduct.

Plate: 4

Photo view:

North

Photographer:

Damon Tvaryanas

Date:

November 3, 2015

View along the out-of-service 1968 Penn Central steel viaduct which resulted in alterations to the western end of the Harsimus Branch. At less than 50 years of age, this Viaduct was not surveyed.

CONTINUATION SHEET

Historic Sites #:

Plate: 5

Photo view:

Southwest

Photographer:

Damon Tvaryanas

Date:

November 3, 2015

View along the out-of-service 1968 Penn Central steel viaduct with a view of the west abutment of the NJRR Under-grade Bridge that carried the Harsimus Branch over the NJRR.

Plate: 6

Photo view:

Northwest

Photographer:

Allee Davis

Date:

November 3, 2015

Eastern elevation, circa 1915 reinforced concrete pier (No. 3). Note pier No. 2 in the left background. Four such piers were built to replace shorter stone piers erected in the 1880s. Note the NJ Turnpike Extension towering above.

CONTINUATION SHEET

Historic Sites #:

Plate: 7

Photo view:

Northwest

Photographer:

Allee Davis

Date:

November 3, 2015

View of circa 1915 reinforced concrete foundation (D) for intermediate iron bent. The bent has been demolished. Note piers No. 3 and 2 in the background.

Plate: 8

Photo view:

East

Photographer:

Allee Davis

Date:

November 3, 2015

Western elevation, circa 1915 reinforced concrete pier (No. 4). Note the west stone abutment of the 1880s Newark Avenue Bridge with a circa 1910 concrete cap in the background.

CONTINUATION SHEET

Historic Sites #:

Plate: 9

Photo view:

East

Photographer:

Allee Davis

Date:

November 3, 2015

Western elevation of the west stone abutment of the 1880s Newark Avenue Bridge with a circa 1910 concrete cap. This abutment and its eastern counterpart were raised when the earlier iron deck truss was replaced with a three-span deck plate girder bridge.

Plate: 10

Photo view:

Northwest

Photographer:

Allee Davis

Date:

November 3, 2015

Eastern elevation of the west stone abutment of the 1880s Newark Avenue Bridge with a circa 1910 concrete cap. Note piers No. 4 and 3 in the background.

CONTINUATION SHEET

Historic Sites #:

Plate: 11

Photo view:

Southeast

Photographer:

Allee Davis

Date:

November 3, 2015

View of the western elevation of the east stone abutment of the 1880s Newark Avenue Bridge. The concrete cap was there by 1910, according to the State Board of Assessors notebooks. It also formed the west abutment for the non-extant Newark Avenue-to-Brunswick Street iron viaduct.

Plate: 12

Photo view:

East

Photographer:

Allee Davis

Date:

November 3, 2015

Detail view of the western elevation of the east stone abutment of the 1880s Newark Avenue Bridge with a circa 1910 concrete cap.

CONTINUATION SHEET

Historic Sites #:

Plate: 13

Photo view:

Southeast

Photographer:

Allee Davis

Date:

November 3, 2015

Overview, Brunswick Street Bridge east abutment and Embankment No. 1. The abutment supported a non-extant single span deck plate girder bridge carrying three tracks. Granite was used for the abutments due to the material's greater compressive strength to support the non-extant iron bridges used at each of the cross streets.

Plate: 14

Photo view:

South

Photographer:

Allee Davis

Date:

November 3, 2015

Detail, north wall of Embankment No. 1 depicting the irregular coursing of the conglomerate-type stone used to construct the northern half of the Embankment's walls. The shallow drill holes are relics left over from the construction and mark the place where pincers clasped the stones for hoisting and lowering into place.

CONTINUATION SHEET

Historic Sites #:

Plate: 15

Photo view:

Southwest

Photographer:

Allee Davis

Date:

November 3, 2015

Overview, Coles Street Bridge east abutment and Embankment No. 3.

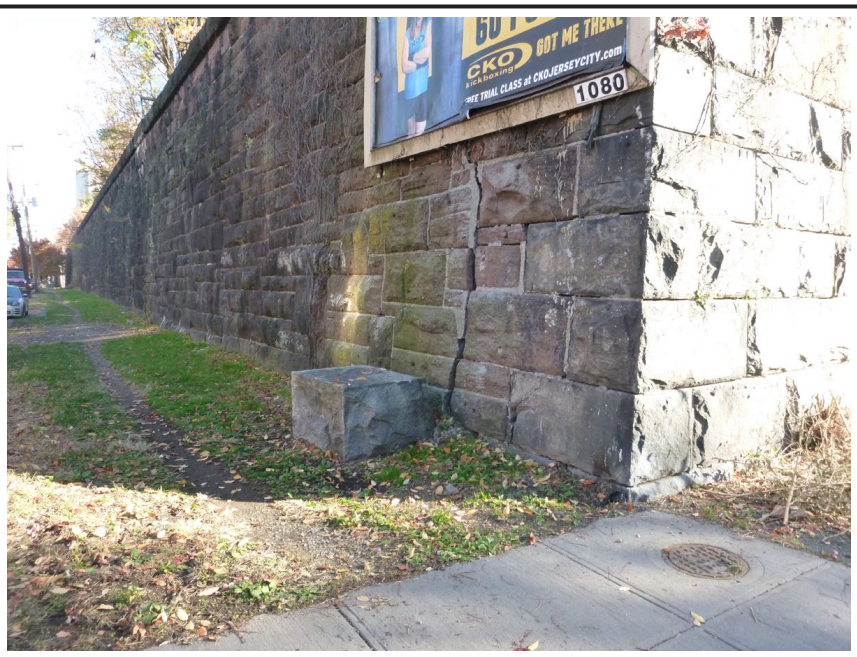


Plate: 16

Photo view:

Southeast

Photographer:

Allee Davis

Date:

November 3, 2015

Overview of the northern corner of the Coles Street Bridge east abutment and the north wall of Embankment No. 3. Note the transition of granite (right) to sandstone (left)

CONTINUATION SHEET

Historic Sites #:

Plate: 17

Photo view:

Southeast

Photographer:

Allee Davis

Date:

November 3, 2015

Overview, Jersey Avenue Bridge east abutment and Embankment No. 4.

Plate: 18

Photo view:

East

Photographer:

Allee Davis

Date:

November 3, 2015

View along Sixth Street with a view of the Jersey Avenue Bridge east abutment and north wall Embankment No. 4.

CONTINUATION SHEET

Historic Sites #:

Plate: 19

Photo view:

West

Photographer:

Allee Davis

Date:

November 3, 2015

Overview, Sixth Street stone Embankment looking west from Erie Street. The six segments collectively make up the New Jersey Register-listed PRR Harsimus Branch Embankment.

Plate: 20

Photo view:

Southeast

Photographer:

Allee Davis

Date:

November 3, 2015

Overview of the stone abutments of the Erie Street Bridge which supported a non-extant single span deck plate girder bridge carrying three tracks.

CONTINUATION SHEET

Historic Sites #:

Plate: 21

Photo view:

Northwest

Photographer:

Allee Davis

Date:

November 3, 2015

View along Jersey Avenue looking northwest from Fifth Street. Note the west abutment of the Jersey Avenue Bridge in the background.

Plate: 22

Photo view:

Northeast

Photographer:

Allee Davis

Date:

November 3, 2015

View of the east abutment of the Jersey Avenue Bridge.

CONTINUATION SHEET

Historic Sites #:

Plate: 23

Photo view:

Northwest

Photographer:

Allee Davis

Date:

November 3, 2015

Overview, south wall of Embankment No. 3 as seen from just west of Jersey Avenue. The sidewalls of the first five Embankments are constructed of similar irregularly-coursed brown sandstone.

Plate: 24

Photo view:

Northwest

Photographer:

Allee Davis

Date:

November 3, 2015

View of the west abutment of the Coles Street Bridge with a view of the south wall of Embankment No. 2. The abutments in all six Embankments include a vertical seam separating one style of masonry on the north (right) two-thirds of the structures from a second type on the south (left) one-third of the embankments. The seams, which are keyed to allow for an interlocking fit, are evidence that the Embankments were constructed in two phases. Note the distinct types of tool marks on the stones forming the bridge seat back walls at top.

CONTINUATION SHEET

Historic Sites #:

Plate: 25

Photo view:

Southeast

Photographer:

Allee Davis

Date:

November 3, 2015

View of Embankment No. 3 midway between Coles Street and Jersey Avenue. The Embankments carried seven tracks and decreased in height as they approach the Hudson River.

Plate: 26

Photo view:

Southwest

Photographer:

Allee Davis

Date:

November 4, 2015

Overview of the stone abutments of the Erie Street Bridge which supported a non-extant single span deck plate girder bridge carrying three tracks.

CONTINUATION SHEET

Historic Sites #:

Plate: 27

Photo view:

West

Photographer:

Allee Davis

Date:

November 4, 2015

Detail, west stone abutment of the Erie Street Bridge that directly abuts the north elevation of the adjacent building.

Plate: 28

Photo view:

West

Photographer:

Allee Davis

Date:

November 3, 2015

Detail, north wall of Embankment No. 6. Note how significantly lower in height this Embankment is compared to the preceding west five Embankments.

CONTINUATION SHEET

Historic Sites #:

Plate: 29

Photo view:

Southwest

Photographer:

Allee Davis

Date:

November 4, 2015

Overview, the eastern end of Embankment No. 6 and the Marin Boulevard (formerly Henderson Street) Bridge west abutment which has since been altered with concrete. The abutment has stepped wing walls originally designed to retain the earthen slop of the Embankment.

Plate: 30

Photo view:

East

Photographer:

Allee Davis

Date:

November 3, 2015

View from atop Embankment No. 6 looking towards the location of the former Harsimus Cove Yard which has since been demolished and developed.

BASE SURVEY FORM

Historic Sites #:

Property Name: Jersey City and Harsimus Cemetery

Street Address: *Street #:* 435 *(Low)* _____ *(High)* *Apartment #:* _____ *(Low)* _____ *(High)*

Prefix: _____ *Street Name:* Newark *Suffix:* _____ *Type:* Ave

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

Municipality(s): City of Jersey City **Block(s):** 10901

Local Place Name(s): _____ **Lot(s):** 107

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

Description:

The Jersey City and Harsimus Cemetery is a rectangular plot of land measuring 350 by 490 feet (Plates 1-25). The cemetery is bounded by Newark Avenue to the northeast, brick and stone retaining walls to the northwest, the Pennsylvania Railroad (PRR) Harsimus Branch right-of-way to the southwest, and the former New Jersey Junction Railroad (NJJRR) tracks to the southeast. The entrance to the cemetery is from Newark Avenue, marked by the 1916 Caretaker's Office and Dwelling. A modern iron fence is located along the northeast property line, separating the cemetery from Newark Avenue. The cemetery slopes down from Newark Avenue, with an undulating landscape. An access road separates the cemetery into two distinct sections. A retaining wall separates the cemetery from the right-of-way of the NJJRR at the southeast property boundary. A small, circa-1930 concrete block garage is located along the southwest property line of the cemetery, at the east end of the access drive.

Registration and Status Dates:

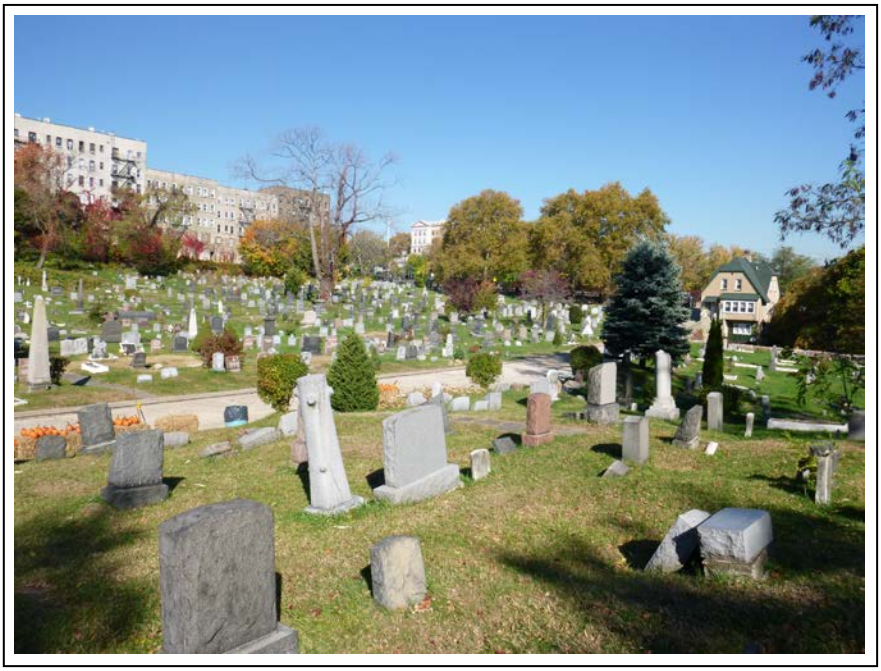
National Historic Landmark: _____ SHPO Opinion: _____

National Register: _____ Local Designation: _____

New Jersey Register: _____ Other Designation: _____

Determination of Eligibility: _____ Other Designation Date: _____

Photograph:



Survey Name: Conrail Harsimus Branch Abandonment

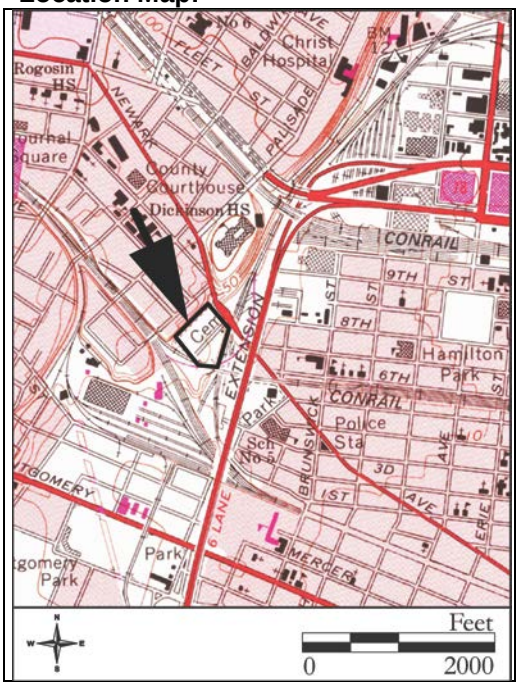
Surveyor: Allee Davis and Alana K. Stops Date: November 2015

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: 1 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)

Burials from the 1830s to the present.

Survey Name: Conrail Harsimus Branch Abandonment
Surveyor: Allee Davis and Alana K. Stops Date: November 2015
Organization: RGA, Inc.

LANDSCAPE ATTACHMENT

Historic Sites #:

Common Name: Jersey City and Harsimus Cemetery
Historic Name: Jersey City and Harsimus Cemetery
Present Use: Unclassifiable Activity (Burial Ground)
Historic Use: Unclassifiable Activity (Burial Ground)
Construction Date: 1831 **Source:** Eaton 1899
Alteration Date(s): **Source:**
Primary Landscape Architect/Designer: Unknown
Type: Church yards and cemeteries **Physical Condition:** Fair
Style: Urban Park **Remaining Historic Fabric:** High
Acreage: 4.00

Hardscape: Driveways, Asphalt; Walkways, Cast Concrete
Plantings: Mature Hardwoods; Other
Other Features: Fences, Iron; Retaining Walls, Sculpture

Description:
The Jersey City and Harsimus Cemetery is situated along Newark Avenue, near the intersection of Waldo Avenue, and is bounded by the PRR Harsimus Cove Branch to the southwest and the NJJRR to the southeast. A concrete access road running northeast to southwest bisects the cemetery. The entrance gate to the cemetery is located along Newark Avenue, and is marked by the presence of the Caretaker's Office and Dwelling, as well as a fence separating the cemetery from Newark Avenue. Both the entrance gate and fence are modern, with concrete gate posts. The western part of the cemetery is largely laid out into a regularly gridded landscape, with lot markers throughout. The eastern section of the cemetery is more irregular, with fewer walkways and gravestones at varying intervals. At the end of the access road there is a small concrete block storage garage.

Graves in the Jersey City and Harsimus Cemetery range in date from the 1830s to the present. The oldest grave in the cemetery is that of Andrew Gannel, who died on June 22, 1830 (Egan 1991:39). This predates the legislative act establishing the cemetery in February 1831. Gannel's gravestone is located in the western section of the cemetery, propped up against an illegible pedestal grave marker. The original location of the Gannel grave is unknown, as the cemetery has been largely neglected in recent years, resulting in vandalism and natural decay. *See Continuation Sheet*

Setting:
The Jersey City and Harsimus Cemetery is located southwest of Newark Avenue on the east slope of Bergen Hill in western Jersey City. The property is bounded by the PRR Harsimus Branch to the southwest, the NJJRR to the southeast. Retaining walls supporting residences along Waldo Avenue form the northwest boundary. The cemetery entrance is located near the Caretaker's Office and Dwelling along Newark Avenue. The land northwest is marked by twentieth century residential development. The Jersey City High School is northeast of the cemetery. The New Jersey Turnpike-Newark Bay Extension runs to the east, separating the cemetery from Mary Benson Park.

CONTINUATION SHEET

Historic Sites #:

Description (continued):

The design of the gravestones in the Jersey City and Harsimus Cemetery is marked by a predominance of nineteenth century styles. Numerous bedstead or cradle graves are found within the cemetery. Most are simple in form, constructed of concrete with simple stone headstones. Due to neglect, many of the cradle graves are without headstones. Counterintuitive to the name, cradle graves do not necessarily mark the graves of children. Cradle graves resembled nineteenth-century bedsteads and promoted the Romantic Victorian belief that the dead were only sleeping. The cradle graves also served as seasonal flowerbeds and were often planted with trees. Many of the cradle graves in the Jersey City and Harsimus Cemetery have been cleared of vegetation.

Upright stones make up the greatest portion of the cemetery. Stones dating to the late-nineteenth and early-twentieth centuries were often sculptural, depicting angels and crosses. Obelisks, pedestal tombs, and stylized grave markers indicate the Romantic nature of the graves. One pillow tomb in the cemetery marks the graves of 14 members of the Whyte family. William R. Whyte, who is buried beneath the pillow grave, was director of the Jersey City and Harsimus Cemetery (NYT 14 November 1946). Most headstones dating to the mid- to late-twentieth century, located primarily in the northern corner of the cemetery near Newark Avenue, are mass-produced stones, with generic designs of crosses, and sometimes with portraits of the dead. Also present in the northern corner of the cemetery are raised top and lawn style monuments, marking the graves of World War II veterans.

The southwestern section of the cemetery is marked by numerous obelisks, pedestal tombs, and other stylized grave markers. Cradle graves are also quite numerous in this section, dating from the early- to late-twentieth century. At the rear of the cemetery, closest to the Waldo Avenue retaining walls in the southwest corner, are a receiving vault, chamber tomb, and crypt located on an elevated section of land. Stone stairs built into the hillside provide access. The chamber tomb, built of brownstone and erected by the Edge family in 1855 for Isaac and Frances Edge, is located at the top of the stone steps and adjacent to the underground crypt. The chamber tomb has been sealed with concrete; the crypt is missing its door and appears to have been vandalized. The receiving vault has fared better than the chamber tomb and crypt, retaining its original metal doors and stone entry.

A second chamber tomb in the southeastern section of the cemetery is close to the access road and built into the hillside. It bears the name Durant and marks the grave of Charles Ferson Durant, the first American to make a hot air balloon flight. Durant died in 1873. Further southeast, the gravestones date to the mid- to late-nineteenth century, with several family lots marked by stone and iron fences. The land slopes down sharply past the rise, towards the NJJRR Harsimus Branch. The gravestones located in this section of the cemetery are oriented southeast towards the NJJRR, unlike the majority of the other graves in the cemetery, which are oriented towards the access road.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: Caretaker's Office and Dwelling
Historic Name: Caretaker's Office and Dwelling
Present Use: Residential-Permanent; Commercial activity-Office
Historic Use: Residential-Permanent; Commercial activity-Office
Construction Date: 1916 **Source:** Cornerstone
Alteration Date(s): **Source:**
Designer: Edward A. Lehmann **Physical Condition:** Fair
Builder: William R. Whyte **Remaining Historic Fabric:** Medium
Style: Tudor Revival
Form: Gable Front **Stories:** 2.5
Type: N/A **Bays:** 2
Roof Finish Materials: Asphalt shingle
Exterior Finish Materials Stucco

Exterior Description:
The Caretaker's Office and Dwelling is a two-and-a-half-story tall, two-bay wide Tudor Revival style dwelling clad in stucco and covered with an asphalt-shingle roof. The entrance is located on the northeast elevation of the building, oriented towards Newark Avenue. The northeast elevation is occupied by the entrance door and window on the first story, with two windows on the second story. All of the window and door openings on the northeast elevation have brick headers, and the windows all have brick sills. The northwest and southeast elevations both consist of an asymmetrical window arrangement. Similar to the windows found on the northeast elevation, all of the windows on the northwest and southeast elevations have brick headers and sills.

Interior Description:
Not accessible.

Setting:
The Caretaker's Office and Dwelling is located at the entrance to the Jersey City and Harsimus Cemetery, orientated towards Newark Avenue. The building abuts the sidewalk that runs along Newark Avenue and is lined by the cemetery's entrance drive to the west. At the rear of the building, the topography drops significantly and is partially cut into by concrete stairways and accompanying concrete walls close to the southwest elevation. The sunken backyard is bisected by a stone-paved walkway that extends southwest to a concrete wall situated on a northwest-southeast axis.

ELIGIBILITY WORKSHEET

Historic Sites #:

History:
See Continuation Sheet

Significance:
See Continuation Sheet

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:
Landscape Attachment - Jersey City and Harsimus Cemetery
Building/Element Attachment - Caretaker's Office and Dwelling

Narrative Boundary Description:
Situated on Block 10901, Lot 107 in the City of Jersey City, Hudson County, New Jersey, the Jersey City and Harsimus Cemetery is bounded on the northeast by Newark Avenue, on the southeast by the NJRR, on the southwest by the PRR Harsimus Branch, and the northwest by retaining walls that support the buildings along Waldo Avenue.

CONTINUATION SHEET

Historic Sites #:

History:

Accessible records pertaining to the early history of the cemetery are few. An advertisement published in the *Jersey City Advertiser and Bergen Republican* in 1839 offers a rare glimpse at the early rules and regulations governing the Jersey City and Harsimus Cemetery. According to the ad, subscribers could purchase family plots measuring 14-square-feet for a cost of $20. Owners became proprietors and were required to sign their names to the cemetery's Constitution, thus agreeing to abide by its rules. Single graves were also available at a cost of between $2 to $4, depending on the location. A sexton named Mr. Niblet had full control over the burying ground, and he was authorized to make all internments and collect a fee not exceeding $2 for adults and $1.50 for children. Internments could only take place for individual lot owners on their respective plots, unless authorized in writing by the Secretary or one of the Trustees. Mr. Niblet's residence, noted the article, was located on the "declivity of Bergen Hill, on the south side of the Cemetery." The trustees at the time were identified as Robert Gilchrist, Dudley S. Gregory, John K. Goodman, John Gilbert, George Dummer, Joseph Dodd, and Jonathan Jenkins. J.D. Miller was identified as the Secretary (*Jersey City Advertiser and Bergen Republican* [JCABR], 24 April 1839).

The Jersey City and Harsimus Cemetery was founded at a time of general burial reform in Protestant America (Snyder 1988: 241-242). Changing views regarding religion, domestic life, and the role of mourning and memory emerged during the early nineteenth century among a predominantly white, Christian, non-Catholic, urban, northern middle-class (Snyder 1988: 241; Ames 1981; Pike and Armstrong 1980). Increasingly, those who died were seen not as deceased, but as departed and sleeping eternally, assured of salvation in the afterlife (Snyder 1988: 242). The relationship between the living and the dead changed at the same time, with a greater emphasis on grief and remembrance. New rituals developed to accommodate the journey from death-bed to final resting place. Rural cemeteries were established in growing numbers as places of dignified repose for the dead and contemplative leisure for the living (Snyder 1988: 255). They were in stark contrast to the older urban church yards, which had grown overcrowded, disorderly, and unkempt. Parallel concerns over sanitation and public health also helped fuel the shift toward new burial practices.

New cemeteries favored individually owned plots arranged in neatly ordered grids amidst wide pathways and tidy stone or iron fence enclosures. Each plot could hold the owner's immediate family, marked by a central monument. Such an arrangement mirrored Victorian ideals of the domestic sphere, in which the burial plot assumed the role of the family dwelling (Snyder 1988: 263). These "private" spaces became appropriate settings for "public" mourning and were meant to be visited by the relatives of the deceased. In addition to family plots, chamber tombs became increasingly popular, providing another level of personal privacy in an otherwise highly communal setting (Rodgers 2001: 336). Situated on the eastern slope of Bergen Hill overlooking Jersey City, the cemetery was located outside the city limits when it was originally founded in the 1830s. The act authorizing the establishment of the Jersey City and Harsimus Cemetery described the setting as consisting of three acres on the "eastern declivity of Bergen Hill," and surrounded by a "substantial wall of stone" (Justice 1831: 87-89). A drawing depicts the burying ground in a rural setting with a giant tulip tree called the "King of the Woods" standing vigil on the hill overlooking the cemetery (Eaton 1899: 56; Figure 1). Unfortunately, this investigation could not produce a map of the cemetery's original design and layout.

The symbolism found in markers in the Jersey City and Harsimus Cemetery mirrored those found in other cemeteries, which characterized death as a state of sleep or rest, or contained allegorical imagery of Christian faith or of life cut short. Stylistically, they reflected the fashions of the day. Greek, Roman, Italian, and Egyptian motifs conjured images of permanence and immortality and were well-suited to cemeteries of the time. Obelisks, used in past cultures to mark the achievements of leaders, were co-opted to serve as grave markers (Rodgers 2001:335). As tastes changed to more naturalistic forms, markers took on rustic qualities with rough stone finishes. Plantings soon augmented the landscape, so that the dearly departed were laid to rest in proper, carefully landscaped surroundings.

CONTINUATION SHEET

Historic Sites #:

History, cont.:

The Jersey City and Harsimus Cemetery evolved accordingly; therefore, the layout of the original burial plots is hard to discern.

In the years following the opening of the Jersey City and Harsimus Cemetery, three additional cemeteries—religious and non-sectarian—were established in Jersey City. They included the New York Bay Cemetery, the Speer Cemetery, and the Holy Name Cemetery. The New York Bay Cemetery, established in response to an influx of immigrants, was opened in 1849 along Garfield and Ocean Avenues in the Greenville section of the City. The New York Bay Cemetery included a Jewish Cemetery, begun in the 1850s under the supervision of the Sol Benjamin Society (New Jersey City University 2008). The Speer Cemetery, at Vroom Street, served as the DeMott family burying ground from the 1660s until Abraham Speer purchased it in 1857 for public burial purposes. During the nineteenth century, the Speer Cemetery was used as a potter's field. The last cemetery to be opened within the Jersey City limits was the Holy Name Cemetery, located along West Side Avenue, and opened in 1866. The Holy Name Cemetery served the Catholic community and was operated by the Archdiocese of Newark (Egan 1991:38-40; New Jersey City University 2008).

The original boundary of the Jersey City and Harsimus Cemetery was L-shaped, following the New Jersey Junction Railroad (NJJRR) on the southeast and the Pennsylvania Railroad (PRR) Harsimus Branch to the southwest, with a large section at the intersection of Waldo Avenue and Newark Avenue excluded. Maps dating to the early-twentieth century show the L-shaped cemetery, with a Secretary's Office and greenhouse in approximately the same location as the current Caretakers' Office and Dwelling (Sanborn 1900; Hopkins 1908). Several shops were located along Newark Avenue, adjacent to the cemetery entrance. In 1912, an article in the *Jersey Journal* discussed an ordinance designed to allow the Jersey City and Harsimus Cemetery to acquire these properties and extend its grounds along Newark Avenue. This ordinance would permit the cemetery to expand into a 30-foot by 205-foot rectangle along Newark Avenue, thus squaring off the grounds (*Jersey Journal* [JJ], 23 May 1912). Maps clearly show the expansion of the cemetery boundaries, as well as the development of the buildings on the grounds (Sanborn 1900; 1912; 1951).

The Caretaker's Office and Dwelling was constructed in 1916, only a few years after the land along Newark Avenue was acquired and the cemetery expanded to its current size and shape. An article, published in the *Jersey Journal* in 1916 described the new "gate lodge" as one-and-a-half-stories in height, constructed of terra cotta block, stucco, and a red tile roof. The architect of the building was Edward A. Lehmann and the construction work was completed by William R. Whyte (JJ, 18 July 1916). The interior of the building was to contain a reception hall and general offices for the cemetery, a meeting room for the directors, a retiring room for ladies, and the caretaker's sleeping apartments. The architectural detailing found on the building is minimal and accomplished largely through the use of brick.

Little is known about the governing board of the Jersey City and Harsimus Cemetery throughout its history. Although names of trustees were identified at the inception of the cemetery, references to the directors are scarce. In the same 1916 *Jersey Journal* article concerning construction of the Caretaker's Office and Dwelling, R.J. Rendall is identified as the president, W.A. Henderson as vice-president, and Arthur Bradshaw as secretary (JJ, 18 July 1916). Interestingly, William R. Whyte, the contractor retained for the construction of the Caretaker's Office and Dwelling, later served as the director of the cemetery. He was the founder of the William R. Whyte & Sons Contracting Company in Jersey City and president of the Building Trade Employers Association (*New York Times* [NYT], 14 November 1946). Whyte was eventually interred in the cemetery (see below).

In recent years, the Jersey City and Harsimus Cemetery has fallen into an advanced state of disrepair. The caretakers left, leaving the cemetery with no one to maintain the property or dig new graves. Three members of the board of trustees died in 2007, and the two remaining members declined to serve any longer. In June 2008, a meeting of the New Jersey Cemetery Board was held and new members were elected to the board of trustees, including Eileen

CONTINUATION SHEET

Historic Sites #:

History, cont.:

Markenstein as president and Jorge Aviles as vice-president. Markenstein and Aviles, along with five other members of the board, were elected by a group of about 35 plot owners (JJ, 11 June 2008; 13 June 2008). The new board of trustees have since been working to get the cemetery's financial records in order (JJ, 19 May 2008; 13 June 2008). Under the purview of new board members, the cemetery has undergone extensive cleanup. The Caretaker's Office and Dwelling has been restored. Much of the cemetery's grounds has been landscaped to uncover the walkways and graves that have been concealed by overgrowth. The southeast area of the cemetery is still in an unkempt state, but measures are currently in place to help mitigate overgrown areas. With the help of volunteers, and the recent acquisition of goats, more areas of the cemetery are being cared for and uncovered on a daily basis.

Significance:

The Jersey City and Harsimus Cemetery is New Jersey's first independent, non-denominational cemetery association governed by a board of trustees elected by the individual lot holders. Formally established by the New Jersey Legislature in February 1831, the cemetery contributes significantly in the area of social history to the understanding of evolving burial practices in New Jersey by embodying the transition between the crowded urban churchyards of the eighteenth century and the rural or garden cemeteries of the nineteenth century. This transition included changing attitudes regarding religion, domestic life, and the role of mourning and memory in everyday life. Eventually, the Jersey City and Harsimus Cemetery and others like it paved the way for the New Jersey Legislature to enact a general law governing procedures for the establishment of cemetery corporations in March 1851.

Used consistently for over 170 years, the cemetery includes numerous burials, but none appear to represent individuals of transcendent significance in the past. The cemetery's artistic, architectural, and landscape features derive from evolving tastes and attitudes towards burial practices, funerary art, and general cemetery design, but these changes are not clearly delineated or differentiated in the cemetery's current condition. There is no known map indicating the layout of the first burial plots, and subsequent changes in the late-nineteenth and twentieth-centuries have obscured the original design. Nevertheless, the cemetery retains a pattern of orderliness and collection of family plots and individual graves that convey the essence of early nineteenth-century burial reforms in New Jersey. Extant buildings are ordinary. Most of the monuments, while representative of known styles and forms, lack artistic distinction and are undistinguished, plain, and/or mass-produced products used throughout the country.

Justification of Eligibility/Ineligibility:

The Jersey City and Harsimus Cemetery is recommended eligible for listing in the National Register of Historic Places under Criterion A in the area of Social History as the first corporate burying ground established by a non-sectarian cemetery board of trustees in the State of New Jersey. Founded at a time of general burial reform in America, it illustrates the manner in which overcrowding and impermanence of existing church graveyards was remedied in the nineteenth century and reflects changing attitudes regarding religion, domestic life, and the role of mourning and memory in everyday life. The cemetery retains its integrity of location, setting, materials, and workmanship. Although the design of the cemetery has changed over the years to reflect evolving tastes and rituals, it nevertheless includes the type of burial plots, degree of order, and sense of openness that came to characterize cemetery associations. It retains the feeling of an early nineteenth-century rural cemetery, which conveys its associations with burial reform during this period. The Jersey City and Harsimus Cemetery also meets Criteria Consideration D for cemeteries as its primary importance is derived from its association with important reforms in burial practices. The Jersey City and Harsimus Cemetery does not contain individuals of outstanding historical importance and is therefore not eligible under Criterion B. The cemetery lacks significance both architecturally and as an example of a planned landscaped and does not meet Criterion C. The recommended period of significance extends from 1830, the date of the first known internment, to the 50-year cutoff of 1966. Contributing resources include the Gatehouse, and all structures, monuments, paths, steps, fences, and walls dating to the period of significance.

CONTINUATION SHEET

Historic Sites #:

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Historic Sites #:

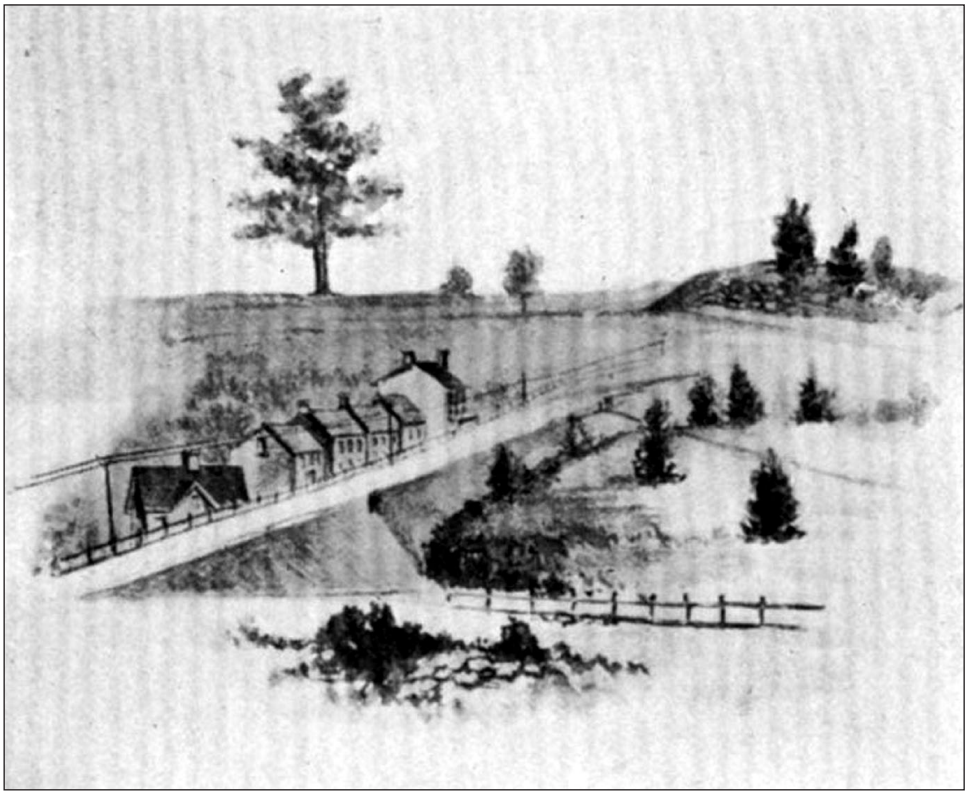


Figure 1: Titled the "King of the Woods," this view depicts a giant tulip tree overlooking the site of the Jersey City and Harsimus Cemetery prior to its removal in 1871. The setting is rural. According to Eaton, General Lafayette camped beneath the tree in 1779, indicating its age (Source: Eaton 1899: 56-57).

CONTINUATION SHEET

Historic Sites #:

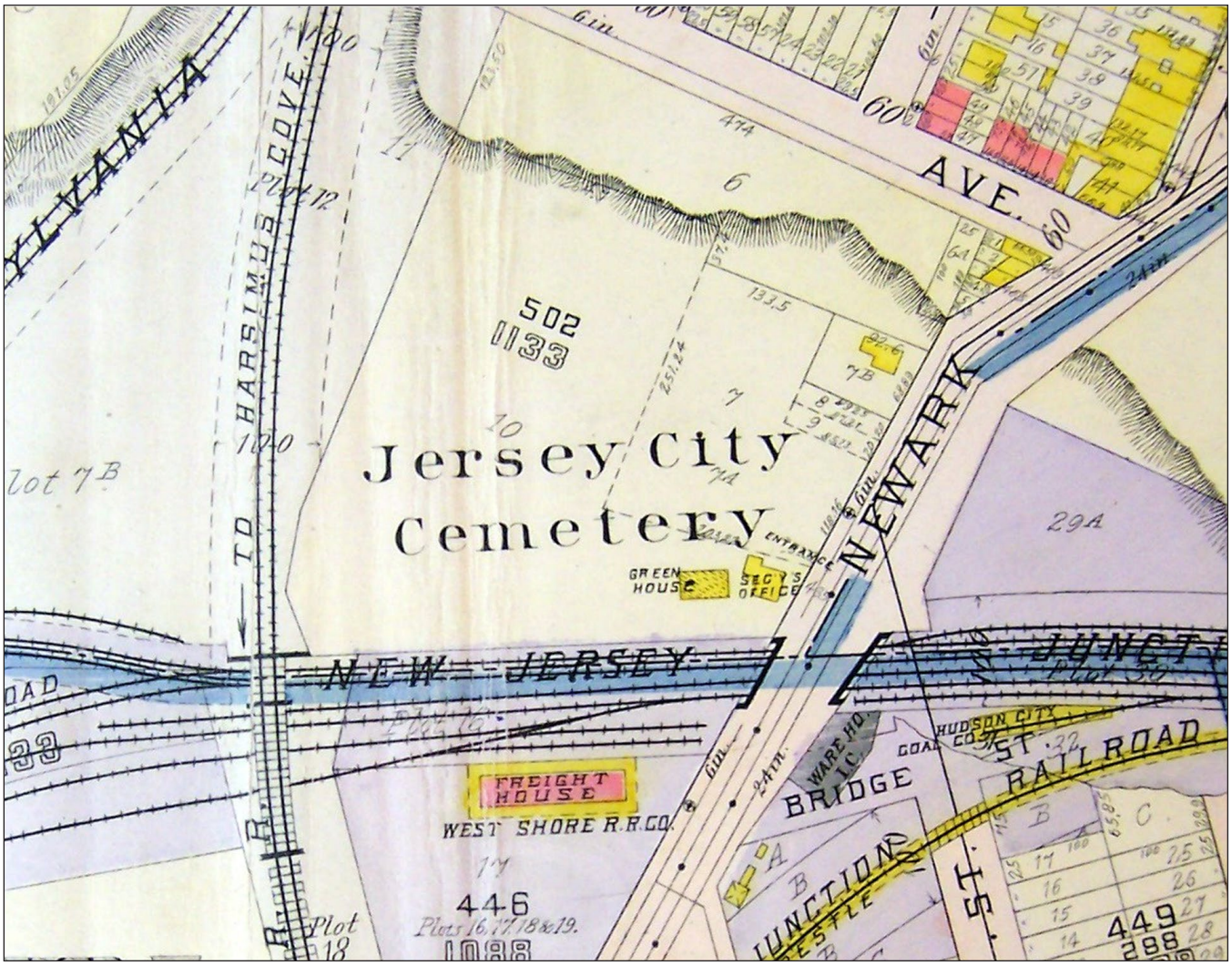
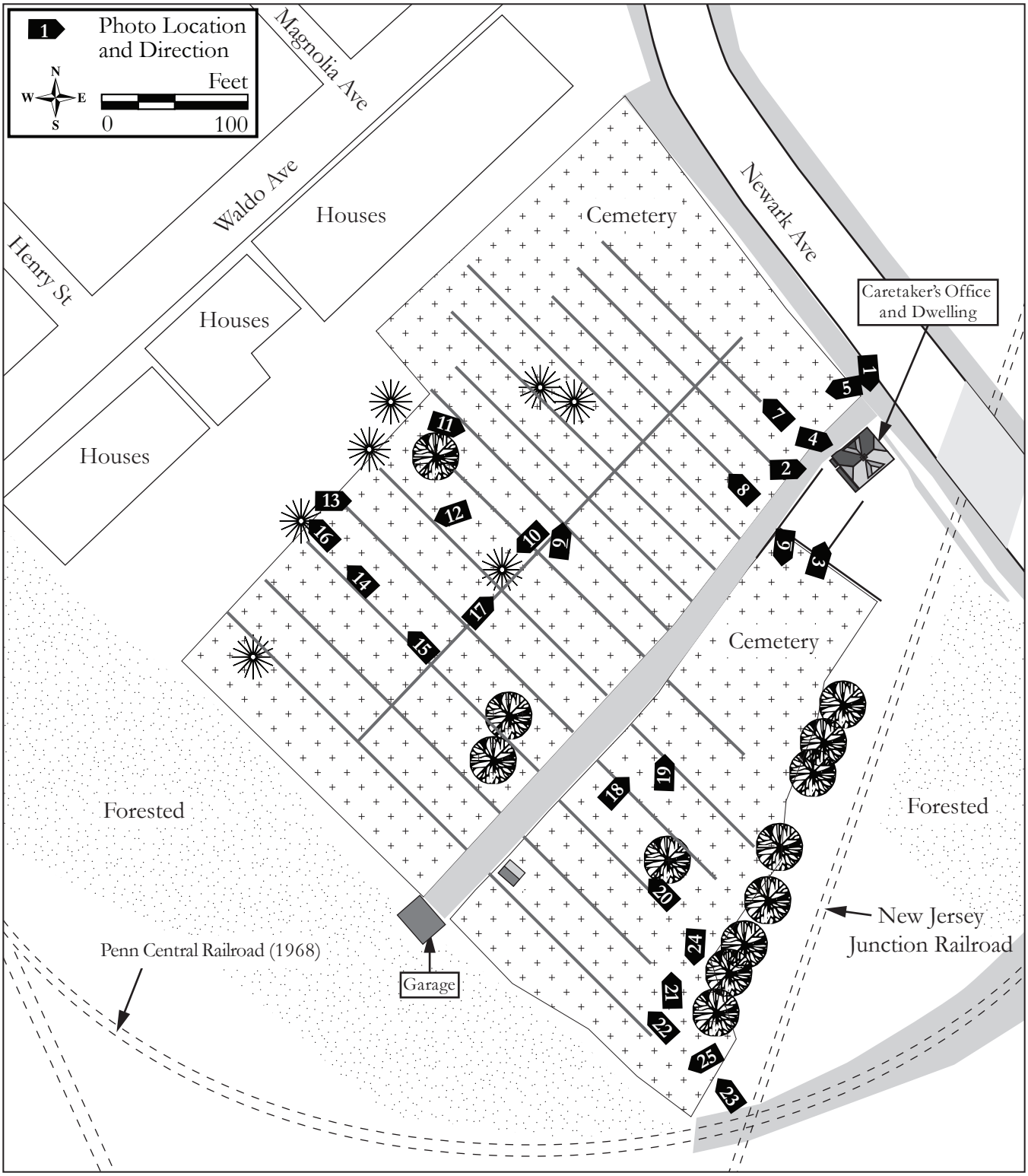


Figure 2: 1908 atlas of the Jersey City and Harsimus Cemetery showing the original Caretaker's Office (identified as "Sec[retar]y's Office" and greenhouse (Hopkins 1908). Additional land along Newark Avenue (indicated by dotted outline) was purchased in 1912, squaring off the cemetery (JJ, 23 May 1912).

CONTINUATION SHEET

Historic Sites #:



Photgraph Location Map.

Survey Name: Conrail Harsimus Branch Abandonment
Surveyor: Allee Davis and Alana K. Stops
Organization: RGA, Inc.
Date: November 2015

CONTINUATION SHEET

Historic Sites #:

Plate: 1

Photo view:

Southeast

Photographer:

Damon Tvaryanas

Date:

November 3, 2015

Perspective view of the Caretaker's Office and Dwelling at the entrance to the Jersey City and Harsimus Cemetery.

Plate: 2

Photo view:

Northeast

Photographer:

Allee Davis

Date:

November 3, 2015

View of the rear of the Caretaker's Office and Dwelling situated at the entrance to the Jersey City and Harsimus Cemetery.

CONTINUATION SHEET

Historic Sites #:

Plate: 3

Photo view:

North

Photographer:

Allee Davis

Date:

November 3, 2015

Perspective view of the rear of the Caretaker's Office and Dwelling.

Plate: 4

Photo view:

Northeast

Photographer:

Allee Davis

Date:

November 3, 2015

Detail view of the northwest elevation and date stone of the Caretaker's Office and Dwelling.

CONTINUATION SHEET

Historic Sites #:

Plate: 5

Photo view:

Southwest

Photographer:

Damon Tvaryanas

Date:

November 3, 2015

Overview of the western half of the Jersey City and Harsimus Cemetery with a view of the rear of the buildings on Waldo Avenue (right).

Plate: 6

Photo view:

South

Photographer:

Allee Davis

Date:

November 3, 2015

Overview of the eastern half of the Jersey City and Harsimus Cemetery. Note the downward slope of the land.

CONTINUATION SHEET

Historic Sites #:

Plate: 7

Photo view:

Northwest

Photographer:

Allee Davis

Date:

November 3, 2015

Overview of the northern corner of the Jersey City and Harsimus Cemetery with a view of the modern iron fence that bounds the cemetery along Newark Avenue.

Plate: 8

Photo view:

Northwest

Photographer:

Allee Davis

Date:

November 3, 2015

View along one of the masonry walkways within the Jersey City and Harsimus Cemetery looking towards the buildings that line Waldo Avenue.

CONTINUATION SHEET

Historic Sites #:

Plate: 9

Photo view:

North

Photographer:

Allee Davis

Date:

November 3, 2015

Looking towards the northern corner of the Jersey City and Harsimus Cemetery showing the various types of grave markers found in the cemetery.

Plate: 10

Photo view:

Southwest

Photographer:

Allee Davis

Date:

November 3, 2015

Looking towards the southwest corner of the Jersey City and Harsimus Cemetery showing the various types of obelisk grave markers located in the cemetery.

CONTINUATION SHEET

Historic Sites #:

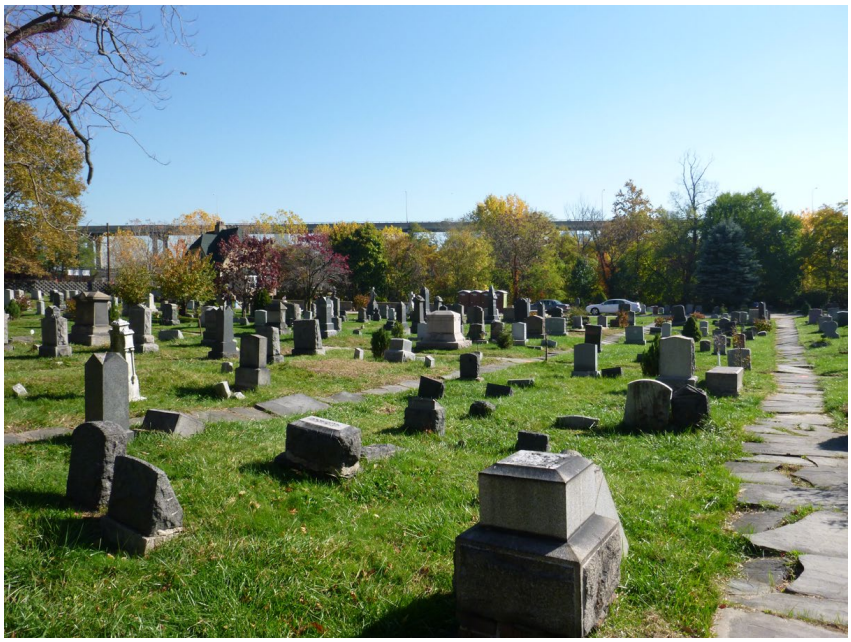


Plate: 11

Photo view:

East

Photographer:

Allee Davis

Date:

November 3, 2015

Overview of the Jersey City and Harsimus Cemetery depicting some of the masonry walkways that aid in the layout of the cemetery.

Plate: 12

Photo view:

West

Photographer:

Allee Davis

Date:

November 3, 2015

View of the headstone of Mary (Rood) Drayton (d. 1847), Henry Drayton (d. 1856), and John B. Drayton (d. 1875). The highly decorative Gothic-style headstone evokes romantic images of Protestant faith and morality.

CONTINUATION SHEET

Historic Sites #:

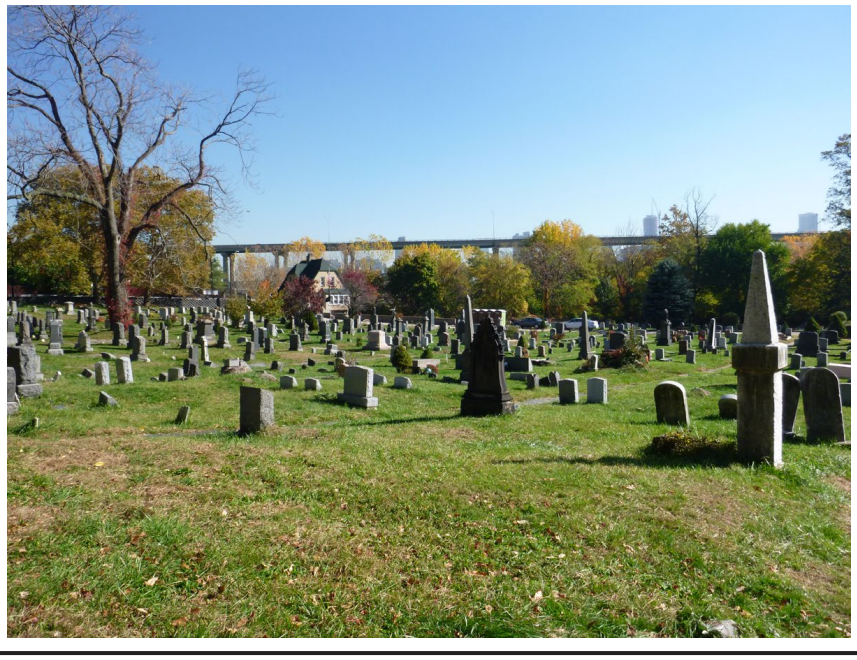


Plate: 13

Photo view:

East

Photographer:

Allee Davis

Date:

November 3, 2015

Overview of the Jersey City and Harsimus Cemetery from the southwest corner of the cemetery.

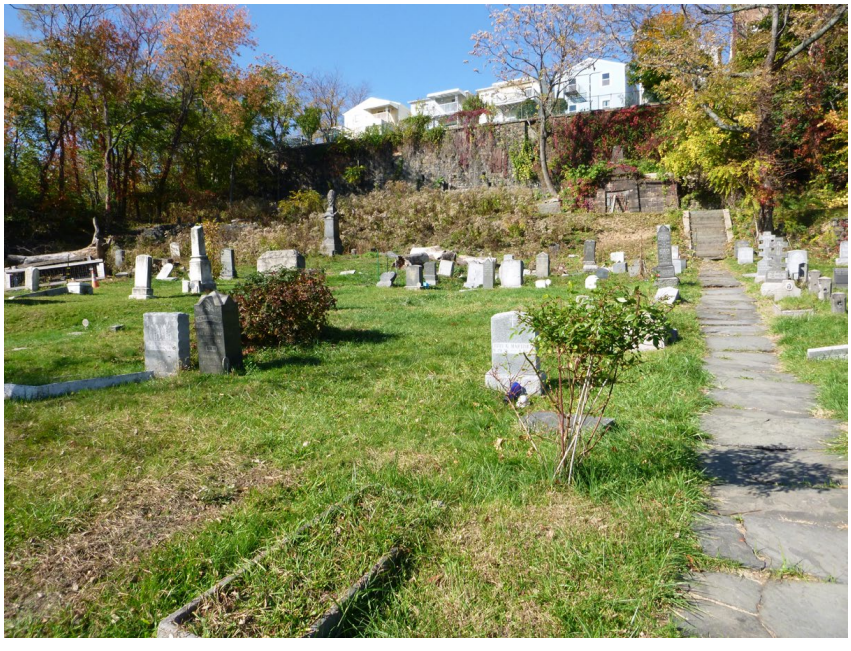


Plate: 14

Photo view:

Northwest

Photographer:

Allee Davis

Date:

November 3, 2015

View looking towards the Edge family chamber tomb embedded in the northwest embankment of the Jersey City and Harsimus Cemetery.

CONTINUATION SHEET

Historic Sites #:

Plate: 15

Photo view:

Northwest

Photographer:

Allee Davis

Date:

November 3, 2015

Overview of the southwest corner of the Jersey City and Harsimus Cemetery. This area of the cemetery is partially overgrown and in a moderate state of disrepair.

Plate: 16

Photo view:

Northwest

Photographer:

Allee Davis

Date:

November 3, 2015

View of the Edge family chamber tomb constructed in 1855 in the Egyptian style for Isaac and Frances Edge. The chamber door has been cemented to prevent further vandalism.

CONTINUATION SHEET

Historic Sites #:

Plate: 17

Photo view:

Northeast

Photographer:

Allee Davis

Date:

November 3, 2015

Overview of the Jersey City and Harsimus Cemetery.

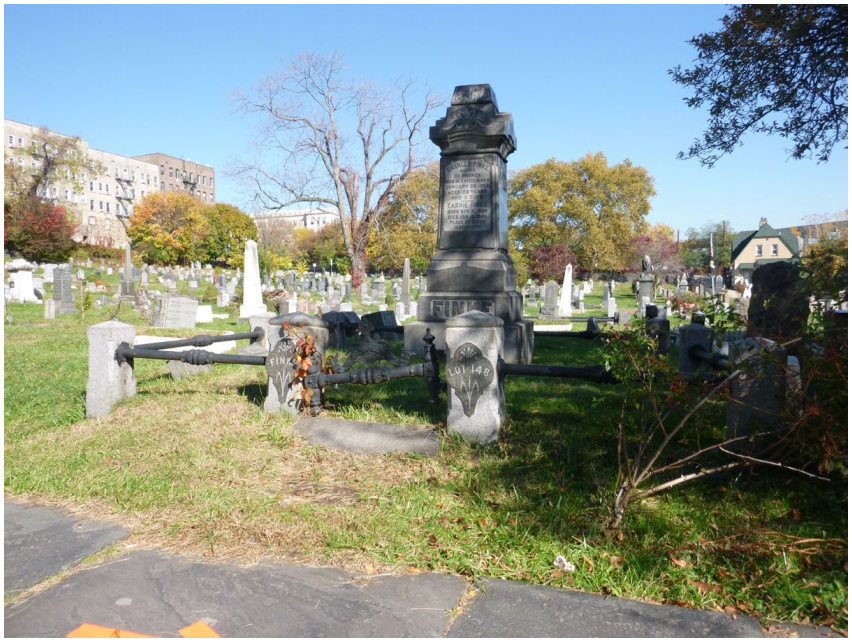


Plate: 18

Photo view:

Northeast

Photographer:

Allee Davis

Date:

November 3, 2015

View of the Finke family lot located in the Jersey City and Harsimus Cemetery. The grave marker is a pedestal tomb. Note the stone fence posts with iron railings surrounding the plot.

CONTINUATION SHEET

Historic Sites #:

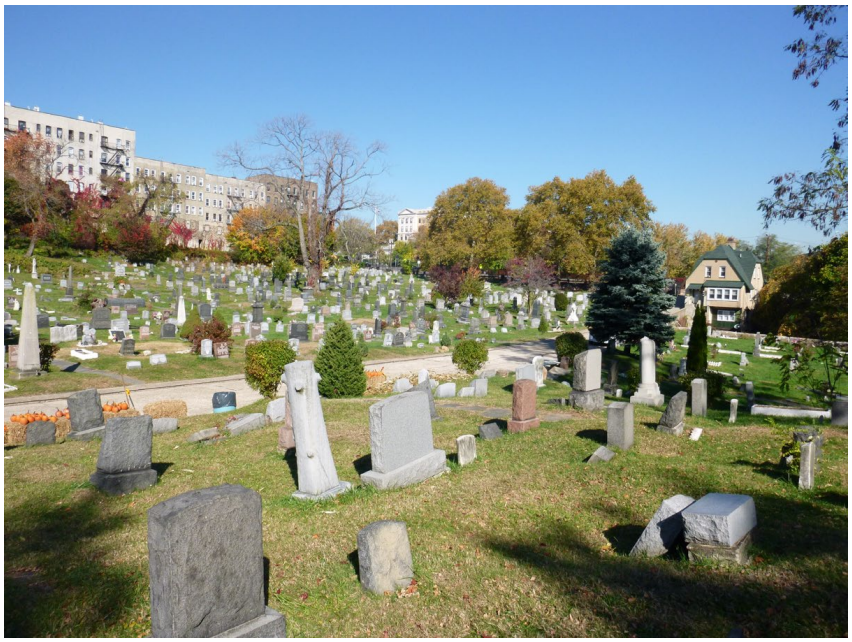


Plate: 19

Photo view:

North

Photographer:

Allee Davis

Date:

November 3, 2015

Overview of the Jersey City and Harsimus Cemetery.

Plate: 20

Photo view:

Northwest

Photographer:

Allee Davis

Date:

November 3, 2015

Overview of the Jersey City and Harsimus Cemetery with a view of the Cairns family lot, laid out in 1881. The grave marker is a pedestal tomb featuring a sculptural urn at the top. Note the stone fence posts surrounding the plot.

CONTINUATION SHEET

Historic Sites #:

Plate: 21

Photo view:

North

Photographer:

Allee Davis

Date:

November 3, 2015

Overview of the Jersey City and Harsimus Cemetery from the southeast corner of the cemetery. Note the slope of the land. This area of the cemetery is unkemt and overgrown compared to the western half. Many grave markers are displaced, broken, or shrouded by vegetation.

Plate: 22

Photo view:

Northwest

Photographer:

Allee Davis

Date:

November 3, 2015

View of one of the masonry walkways located in the southeast section of the Jersey City and Harsimus Cemetery.

CONTINUATION SHEET

Historic Sites #:

Plate: 23

Photo view:

Northwest

Photographer:

Allee Davis

Date:

November 3, 2015

Overview of the Jersey City and Harsimus Cemetery from atop the defunct 1968 Penn Central steel viaduct.

Plate: 24

Photo view:

South

Photographer:

Allee Davis

Date:

November 3, 2015

Overview of the southern corner of the Jersey City and Harsimus Cemetery looking towards the defunct 1968 Penn Central steel viaduct. Note the advanced state of disrepair of many of the grave makers in this area of the cemetery and unkempt vegetation.

CONTINUATION SHEET

Historic Sites #:

Plate: 25

Photo view:

West

Photographer:

Allee Davis

Date:

November 3, 2015

Detail view of one of the cradle graves found within the Jersey City and Harsimus Cemetery. This grave marker is in an advanced state of disrepair and has since shifted from its original position.

BASE SURVEY FORM

Historic Sites #:

Property Name: Holy Rosary Roman Catholic Church Complex

Street Address: *Street #:* *See below* (Low) _____ (High) *Apartment #:* _____ (Low) _____ (High)

Prefix: _____ *Street Name:* 344 Sixth; 183 Brunswick *Suffix:* _____ *Type:* St

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

Municipality(s): City of Jersey City **Block(s):** 9907; 9803

Local Place Name(s): _____ **Lot(s):** 9; 6

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

Description:

The Holy Rosary Roman Catholic Church Complex consists of four buildings: the 1903-04 Holy Rosary Roman Catholic Church; the 1938 Holy Rosary Parochial School; the 1953 Convent; and the 1958 Rectory (Plates 1-10). The Holy Rosary Church Complex is discontiguous. The adjoining church and rectory front Sixth Street, between the Saint Anthony of Padua Parochial School to the west and the Saint Anthony of Padua Rectory and Church to the east. The school and convent are located next to each other along Brunswick Street, between Sixth and Seventh Streets.

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

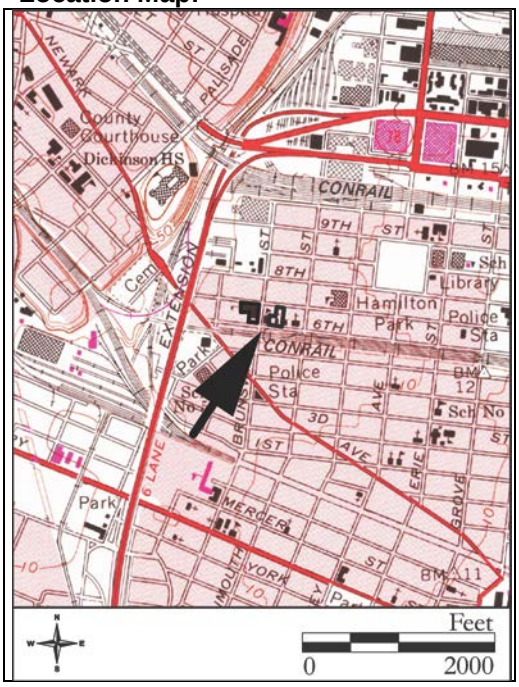
Surveyor: Allee Davis and Alana K. Stops Date: November 2015

Organization: RGA, Inc.

BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:

See Continuation Sheet

Bibliography/Sources:
See Continuation Sheet

Additional Information:
The Holy Rosary Roman Catholic Church was included in the 1981 Jersey City Historic Sites Inventory of Jersey City, which recommended the Baroque Revival style church possibly eligible for listing on the National Register (Brooks 1982: Inventory No. 0906D E 321).

More Research Needed? ☐ Yes ☒ No

INTENSIVE LEVEL USE ONLY

Attachments Included: 4 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 Alana K. Stops Date: November 2015
Organization: RGA, Inc.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: Holy Rosary Roman Catholic Church
Historic Name: Holy Rosary Roman Catholic Church
Present Use: Institutional-Religious activity
Historic Use: Institutional-Religious activity
Construction Date: 1903-1904 **Source:** Cornerstone; Gerbino 1960
Alteration Date(s): 1927; 1950 **Source:** Gerbino 1960
Designer: Eugene Ciccarelli **Physical Condition:** Good
Builder: C.H. Kruger & Sons; John Wheelihan & Sons **Remaining Historic Fabric:** Medium
Style: Baroque Revival
Form: Other **Stories:** 2
Type: N/A **Bays:** 3
Roof Finish Materials: Asphalt shingle
Exterior Finish Materials Other-cement brick veneer

Exterior Description:
The Holy Rosary Roman Catholic Church is a three-bay, two-story building with raised basement, constructed of brick, clad with cement brick veneer (1950), and covered with an asphalt shingle roof. The entrance is accessed by a set of brick and cement steps (1950). A traditional tripartite design emphasizes the church's verticality. The central section, or nave, is two stories tall and marked by double entrance doors within an elaborately scrolled broken pediment with carved volutes. Ionic pilasters form the door surround. 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. The niche is flanked by Venetian-style arched windows at the second-story level, forming an arcade ornamented with Corinthian pilasters and exaggerated keystones carved with acanthus leaves. The pedimented gable features a denticulated cornice with egg-and-dart molding and bulbous frieze. The center of the pediment is pierced by a round window originally designed for a rose window but now containing a cross. A carved plinth at the gable apex supports a large cross. Shorter flanking side aisles emphasize the height of the taller central nave and feature shed roofs and Venetian-style windows. Solid, curving buttresses form screens to mask the aisle roofs, and are ornamented with bold scrolls. The southwestern corner of the church includes an altered campanile surmounted by a new conical steeple.

Interior Description:
The interior was not accessible during the architectural survey. A description of the interior appears in *Our Lady of the Most Holy Rosary* (Gerbino 1960:25). According to this source, the church is center-aisle in plan, with a main altar located in the northern half-domed sanctuary and flanked by two side chapels. The Holy Water Font is constructed of Venetian marble, and the pews are made of oak. The stained glass windows depict the 15 mysteries of the Rosary. Two rows of Corinthian columns line the nave and separate it from the two side aisles. The original interior finishes on the walls and ceilings were repaired and redecorated in 1950. At the same time, the sanctuary floor was covered with terrazzo and embedded with the motto of Holy Rosary, *Ad Jesum per Mariam* ("To Jesus through Mary").

Setting:
The Holy Rosary Church is situated along Sixth Street, in an urban section of Jersey City. Directly west of the church is the Rectory. Saint Anthony of Padua Roman Catholic Church and School are located east and west. North of the church is a small park fronting on Seventh Street. Across Sixth Street to the south stands the stone embankment of the Pennsylvania Railroad (PRR) Harsimus Branch.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: Rectory
Historic Name: Rectory
Present Use: Institutional-Religious activity
Historic Use: Institutional-Religious activity
Construction Date: 1958 **Source:** Cornerstone; Gerbino 1960
Alteration Date(s): N/A **Source:**
Designer: George Voinovich **Physical Condition:** Good
Builder: Censullo-Brake **Remaining Historic Fabric:** High
Style: Modernistic
Form: Irregular **Stories:** 2
Type: N/A **Bays:** 3
Roof Finish Materials: Asphalt shingle
Exterior Finish Materials Brick, common bond

Exterior Description:
The Rectory is a two-story, three-bay building, constructed of brick, and clad with an asphalt shingle roof. 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 façade approximately four feet and is covered by a shed roof. The second-story windows are one-over-one, double-hung sash, symmetrically arranged on the façade. The eaves of the roof are wide and overhang.

Interior Description:
The interior was not accessible during the architectural survey. A description of the interior appears in *Our Lady of the Most Holy Rosary* (Gerbino 1960:44). The rectory was built with 22 rooms, separated into public and private spaces. The public area is located on the first floor and consists of four offices, a reception room, a record room, a dining room, kitchen, and housekeeper's quarters. The private rooms are located on the second floor and are divided into the pastor's suit, three additional clergy suites, and one guest suite.

Setting:
The rectory is located just west of the Holy Rosary Roman Catholic Church along Sixth Street. East of the rectory is the St. Anthony's of Padua Parochial School. The surrounding area is largely built up, consisting of a mixture of residential and institutional buildings. North of the rectory are several late-nineteenth century row houses. Across Sixth Street to the south stands the stone embankment of the Pennsylvania Railroad (PRR) Harsimus Branch.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: Resurrection School
Historic Name: Holy Rosary Parochial School
Present Use: Institutional-Education activities
Historic Use: Institutional-Education activities
Construction Date: 1938-1939 **Source:** Cornerstone; Gerbino 1960
Alteration Date(s): 1953 **Source:** Cornerstone; Gerbino 1960
Designer: Anthony De Pace **Physical Condition:** Good
Builder: D'Elia Construction **Remaining Historic Fabric:** Medium
Style: Renaissance Revival
Form: Other **Stories:** 3
Type: N/A **Bays:** 5
Roof Finish Materials: Not visible
Exterior Finish Materials Brick, common bond

Exterior Description:
The Holy Rosary School is a three-story, five-bay structure constructed of brick with concrete quoining. The roof material is not visible from the ground. 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 first story windows are six-over-six, double-hung sash, topped by lintels and keystones. The second story windows are much smaller in scale, consisting of three-over-three, double-hung sash with simple concrete window surrounds. The third-story windows (1953) are paired, with replacement two-over-two sash. Along with the third-story addition, the building features a rear addition (also 1953) constructed off of the western elevation. 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.

Interior Description:
The interior was not accessible during the architectural survey. A description of the interior appears in *Our Lady of the Most Holy Rosary* (Gerbino 1960:38; 42). The original school consisted of eight classrooms, an auditorium, dressing rooms, nurse's room, and office. The addition, which included the third story and western extension, consisted of eight additional classrooms, a kindergarten, cafeteria, and library.

Setting:
The Holy Rosary School is located on the corner of Brunswick Street and Seventh Street, with the entrance oriented towards Brunswick Street. To the south of the school, along Brunswick Street, is the Holy Rosary Convent. A 1953 memorial depicting the Virgin Mary inside a stone vaulted grotto stands in front of the school at the corner of Seventh and Brunswick Streets and is dedicated to all deceased veterans of the parish The surrounding environment is a mixture of residential and commercial buildings, dating to the early-twentieth century.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: Holy Rosary Convent
Historic Name: Holy Rosary Convent
Present Use: Institutional-Religious activity
Historic Use: Institutional-Religious activity
Construction Date: 1953 **Source:** Cornerstone; Gerbino 1960
Alteration Date(s): N/A **Source:**
Designer: David Scrocco **Physical Condition:** Good
Builder: D'Elia Construction **Remaining Historic Fabric:** High
Style: Modernistic
Form: Center Hall **Stories:** 3
Type: N/A **Bays:** 3
Roof Finish Materials: Not visible
Exterior Finish Materials Brick, common bond

Exterior Description:
The Holy Rosary Convent is a three-story, three-bay brick building resting on a high basement level. The entrance is centered on the façade, with a double-sided staircase leading from ground level to the first floor. Above the entrance door, the word "Covent" is inscribed into the architrave. The façade of the building is restrained. The corners are articulated with brick quoining. 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 plain concrete belt course separates the second story from the third. A molded decorative cornice separates the third-story from a solid brick parapet. The parapet rises in the center to form a central cartouche surmounted by a Roman cross. A small arcaded walkway connects the Convent with the neighboring Holy Rosary Parochial School.

Interior Description:
The interior of the Holy Rosary Convent was examined on December 8, 2008, during the architectural survey. The interior of the building is divided into public spaces in the basement and first floor, and private quarters on the upper two stories. A center hallway is carried through each of the three floors and basement. The first floor, now occupied as offices and storerooms for a non-profit organization currently renting the convent from the Church, originally held a chapel, nursery, study hall, and kitchen. Ten dormitory rooms were located on each of the upper floors, with the Mother Superior's room on the second floor. Each of the dormitory rooms, except the Mother Superior's room, shared a bathroom. Communal shower rooms were also located on each floor.

Setting:
The Holy Rosary Convent is located along Brunswick Street, just south of the Holy Rosary School. A large parking lot, surrounded by a brick fence, is south of the convent, and contains a four-car garage at the southwest corner. South of the convent, on the southwest corner of Sixth Street and Brunswick Street, is a paved parking lot. To the east, at the northeast corner of Sixth Street and Brunswick Street, is St. Anthony's School.

ELIGIBILITY WORKSHEET

Historic Sites #:

History:
See Continuation Sheet

Significance:
See Continuation Sheet

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:

Building/Element Attachment – Holy Rosary Roman Catholic Church
Building/Element Attachment – Rectory
Building/Element Attachment – Holy Rosary Parochial School
Building/Element Attachment – Convent

Narrative Boundary Description:

The Holy Rosary Church Complex is a discontiguous resource seated within a residential neighborhood of the City of Jersey City, Hudson County, New Jersey. The Holy Rosary Roman Catholic Church and Rectory are situated on Block 9907, Lot 9; and the Holy Rosary Parochial School and Convent are on Block 9803, Lot 6. The church and rectory face south towards Sixth Street and are flanked by the school and church of St. Anthony's Polish Roman Catholic Church and School Complex (SHPO Opinion: 4/13/1994). The school and convent are oriented towards Brunswick Street at the intersection of Seventh Street which lines the northern perimeter of the school.

CONTINUATION SHEET

Historic Sites #:

History:

The history of the Holy Rosary Roman Catholic Church Complex is closely tied to the history of Italian immigration in Jersey City, as well as to the history of the Catholic Church in the present-day Archdiocese of Newark. Pope Pius IX created the Diocese of Newark out of the Archdiocese of New York in 1853, with a jurisdiction covering all of northern New Jersey. The Diocese was elevated to an Archdiocese in 1937 by Pope Pius XI (Roman Catholic Archdiocese of Newark 2008).

The Holy Rosary Church in Jersey City was the brainchild of Bishop Winand Wigger, the first bishop of the newly created Diocese of Newark. Wigger recognized the need for the establishment of a strictly Italian parish in Jersey City to minister to waves of new immigrants from Italy. Between 1880 and 1930, Italian and Slavic people dominated immigration and marked a movement away from the predominantly German and Irish immigration of the 1850s, 1860s, and 1870s. As a largely unskilled work class, the Italians gravitated to the urban, industrial areas. Few North Jersey immigrants turned to agriculture, preferring the established infrastructure and work opportunities of the cities (Mahon 1995:64; Flynn 1904:275).

The Italians, like the Irish and Germans before them, were Roman Catholic, but unlike established Catholic populations, the Italians were slow to join in the considerable religious life of the city. In 1873, the diocese of Newark, which included all of North Jersey, contained 109 Catholic churches, 57 parochial schools, one college, five hospitals, one protector (a church-operated institution for the protection of destitute children), and three orphanages (Mahon 1995:64). Across the United States, the hierarchy, clergy, and laity of the Catholic Church were dominated by those of Irish and German descent. Language barriers, as well as social customs, served as obstacles to Italian assimilation into Jersey City's Catholic Society. Additionally, cultural beliefs, such as Italian nationalism and parochialism hindered the Italian's acceptance of the established Catholic Church in Jersey City.

Italian nationalism was a decidedly difficult obstacle for Italian immigrants to overcome, finding it hard to be both patriotic Italians and faithful Catholics. Nationalistic attitudes in the late-nineteenth century were dominated by liberal, socialist views, which were often in direct conflict with the Church hierarchy (Vecoli 1969:222). This, in turn, engendered a strong feeling of anticlericalism. Immorality and greed were common among the Italian clerics, and had become part of the folk humor of Italy. Many Italians had little respect for their clerics, and few Italian priests followed their parishioners to America (Vecoli 1969:229). The parochial and traditional ideas of many of the Italian immigrants presented additional conflicts with the Church. Most Italians came to this country as peasants, or *contadini*, who arrived primarily from the *Mezzogiorno* in the southern portion of Italy historically associated with the Kingdom of Naples. Much of the *Mezzogiorno* remained isolated well into the mid-twentieth century, allowing Catholicism to remain a "fusion of Christian and pre-Christian elements, of animism, polytheism, and sorcery with the sacraments of the Church" (Vecoli 1969:227-28). Generally, these immigrants felt stronger ties to their patron saints than to the Vatican or the German or Irish Catholic churches of America. Italian immigrants were also distrustful of parochial schools, preferring public schools or no schools at all (Mahon 1995: 217).

In America, Italian religious practices and attitudes towards the Church scandalized the Irish and German establishment. Many Italians attended mass infrequently, appearing on important saints' days but not for regular Sunday mass. Michael Eula described Italian Catholic mass as a "gathering of villagers who interspersed their devotions to the saints with a variety of activities which had nothing to do with what the priest wanted" (Eula 1987:286). Understandably, these newly arrived immigrants found it difficult to relate to the strict masses of the Irish and Germans. They were equally reluctant to donate their own money to the support of the church. Italian peasants looked to the Church for charity and were unaccustomed to the idea of voluntary support. Adding to the Italian immigrants' reluctance to give money to the Church was the fact that many of them had little money to spare. Unlike the educated Germans who arrived a generation before, Italian immigrants were decidedly poorer.

CONTINUATION SHEET

Historic Sites #:

History, cont.:

Those Italians who frequented mass were slow to establish their own churches, and often made due by holding their own mass in the basements of Irish or German churches (Vecoli 1969:231-32; 237-38). By the 1880s, it became clear that the Italians needed a church of their own. Bishop Wigger entrusted Father Gennaro de Concilio with the task of establishing a new church specifically for an Italian congregation. Father de Concilio was assisted by Father James S. Hanley, the pastor of St. Bridget's Church, located on Montgomery Street. In 1884, Father de Concilio purchased two lots at 340 and 342 Sixth Street at the cost of $2000 (Holy Rosary Church 2008). An existing small frame structure located on the property was retooled to serve as a temporary chapel until a permanent church could be constructed. The first mass was held inside the temporary building church in February 1885. Called Holy Rosary, it was the first parish in Jersey City dedicated to Italian Catholics and the first of its kind within the Diocese of Newark.

Construction of Holy Rosary's first permanent church began in the spring of 1885 and was formally dedicated and incorporated in August 1886 by Bishop Wigger (Holy Rosary Church 2008; Another Catholic Church Incorporated, *Jersey Journal*, August 14, 1886). It was a simple rectangular building set back from the street with a plain gable-front roof and a capacity for 300 seated parishioners. It measured 30 feet by 50 feet and cost $6,000 to erect. Similar churches specifically dedicated to Italian Catholics followed in rapid succession, including St. Philip Neri in Newark (1886), St. Joseph's in Hammonton (1886), and St. Mary's in East Vineland (1887) (Starr 1985:35). In its first Holy Rosary saw financial trouble, some of which was mitigated by a variety of fundraising activities (Social Gatherings, *Jersey Journal*, October 31, 1887). These strains were expressed in an 1887 article for the *Jersey Journal* where the author suggested that non-Italians be charged at the door for entrance to Sunday Mass (Among the Churches, *Jersey Journal*, February 21, 1887). In 1888, the church closed for three and a half months for "lack of funds and interest" after the favored Father Shaughnessy had been transferred (Failure of the Italian R.C. Church, *Jersey Journal*, March 30, 1880; The Italian Church: It is Thrown Open Again for Worship, *Jersey Journal*, July 16, 1888). Following the closing, a new pastor was appointed by Bishop Wigger, Father Leonard A. Mazziotta of New York, who became active in fund-raising and making improvements at the church (Church Improvements Completed, *Jersey Journal*, November 13, 1888; Six Hundred Italian Christians, *Jersey Journal*, September 11, 1890).

By 1891, the parishioners of Holy Rosary had reached approximately 5,000 in number, and the first church building required expansion. Father Mazziotta oversaw the extensive renovations, which were completed by Neil Campbell, a Scottish wholesale masonry supplier, and the Keary Brothers Construction Company, both of Jersey City (Shaw 1972:155). The Keary Brothers were known for their public buildings in Jersey City. Their work included the Charity Hospital, St. Michael's Orphan Asylum, St. Francis Hospital, and the Catholic Institute (International Publishing Company 1887:135). The project involved moving the existing structure forward to the property line along Sixth Street and adding a 44-foot by 45-foot addition onto the rear.

In 1901, Father Vincent Sciolla was named pastor of the Holy Rosary Church with parishioners totaling 10,000. He formed the St. Rocco Society in Jersey City to assist with the construction of an entirely new church large enough to hold the expanding parish, and in 1903, he purchased three lots to the east of the existing property for $16,000. Eugene Ciccarelli was commissioned as architect, and C. H. Kruger and Sons and John Wheelihan and Sons were hired as the contractors. Among Cicarelli's other commissions was the Congregation of Mount Sinai building, a Romanesque Revival style temple also located in Jersey City. The cornerstone was laid on October 26, 1903 (Holy Rosary R.C. Corner-Stone; *Jersey Journal,* October 26, 1903). The new Holy Rosary Church was completed in December 1903 and formally dedicated on September 18, 1904 (Holy Rosary Church 2008). The old church building next door was downgraded to serve as a parish hall. By this same time, there were 13 other Italian Catholic churches in the Diocese of Newark, and Italians comprised nearly 17 percent of the population of Hudson County (Starr 1985: 60).

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Historic Sites #:

History, cont.:

The original exterior of the new Holy Rosary church was clad with Trenton brick and bluestone. The main building measured 95 feet in height; the campanile peaked at 125 feet. The campanile, as well as the façade's two corner pilasters, were capped by open cupolas with bell-shaped roofs (no longer extant). Fifteen stained glass windows lined the exterior of the church and depicted the mysteries of the rosaries (Holy Rosary Church 2008). The new church could accommodate 800 people on the main floor and another 800 people in the basement.

Ciccarelli designed the new building in the Baroque Revival style. The pillared cupolas crowning the campanile and pilasters, the scrolled buttresses, and the elaborate detailing on the façade, door surround, windows, arcade, and pediment fused Ancient Roman and early Renaissance architecture into a fluid, unorthodox architectural style reminiscent of the late sixteenth-century Baroque period in Italy.

In addition to the new church, the parish constructed a number of other buildings on the property. A Sisters' House (no longer extant) was built at the rear of the Holy Rosary property around 1900 (Hopkins 1908; Gerbino 1960:29). A school (no longer extant) was established on the northwest corner of the Holy Rosary Church property shortly after the new church was constructed (Sanborn 1912; Schiavo 1949:730). Some 200 students were taught there by the Sisters of the Immaculate Conception. A church day nursery (no longer extant), the first of its kind in Jersey City, was established adjacent to the Sisters' House in 1921 (*The New York Times* [NYT] 26 November 1940).

During the second quarter of the twentieth century, the Holy Rosary Church Complex underwent several changes. In 1926-27, a 30-foot extension was added to the rear of the church, increasing the overall length of the building to 130 feet and expanding its seating capacity to 1,000 persons. The addition included an entirely new sanctuary beneath a half-dome ceiling and the addition of flanking side chapels. The old school building was removed to make room for the expansion, (Schiavo 1949:730; Holy Rosary Church 2008).

On Saturday, October 6, 1934, Bishop Thomas J. Walsh performed the rite of consecration for the Holy Rosary Church in a four-hour long ceremony. The rite of consecration is different from that of the blessing of a church. The consecration rite must be performed by a bishop and is the solemn ceremony is which the building is dedicated to the service of God. The ceremony consists of the sprinkling of holy water and the reciting of prayers. The blessing of a church is a less solemn rite, performed by a priest (Schulte 1908). The consecration ceremony was begun at 7:30 in the morning on the 6th, culminating in the mass said on Sunday, October 7th, the Feast of Our Most Holy Rosary. During the consecration ceremony, Bishop Walsh walked around the outside of the church three times to bless the walls. He then entered the church and blessed the interior. The Bishop celebrated low mass at the conclusion of the ceremony, and Monsignor Felix Di Persia celebrated the Coram Pontifical Mass. The following day, Monsignor Di Persia offered Solemn High Requiem Mass for all deceased parishioners (Gerbino 1960:34; *The Jersey Journal* [JJ] 5 October 1934; JJ 8 October 1934). The church became the first Italian church in the Diocese of Newark to be so consecrated (Gerbino 1960:34; Holy Rosary Church 2008).

Contrary to some accounts, the consecration rite was not actually performed by Pope Pius XI. According to the *Jersey Journal* article published the day before the consecration rite, Monsignor Di Persia cabled Pope Pius XI in Italy for permission to bestow the Papal Blessing upon the congregation following all the masses that Sunday (JJ 5 October 1934). The first Papal visit to the United States did not take place until 1965, when Pope Paul VI visited New York and the United Nations (Alden 1965).

The other key change during this period included the construction of the Holy Rosary School in 1938-39. The school, located on Brunswick Street, east of the church, was constructed during the tenure of Monsignor Di Persia (NYT 26 November 1940). Monsignor Di Persia had purchased eight lots along Brunswick and Seventh Streets in 1935 for the development of a new school. It was designed by Anthony J. De Pace, of New York City, an architect for several

History, cont.:
parochial schools and churches in the Diocese of Newark. The contract for the construction of the two-story structure was awarded to the D'Elia Building Company of Jersey City, at the approximate cost of $140,000 (NYT, 17 August 1938; NYT 9 September 1973).

Italians were slow to accept parochial education. In 1908, only 815 children of Italian immigrants attended parochial schools in the Diocese of Newark, compared to 5,645 children of Italian immigrants who attended public schools in the Diocese. Although public schools were essentially antagonistic toward the Catholic faith, they were free. Lingering suspicions toward the church noted earlier also played a role in limiting attendance. In order to overcome the immigrant parents' hesitancy, ethnic Italian Catholic schools were established that combined an Italian language education with traditional religious instruction (Mahon 1995:217; Loffredo 1967:168).

Seven sisters from the Maestre Pie Filippini arrived in 1938 to teach at the school. The sisters resided in the old convent, or Sisters' House, at the rear of the main church (JJ 4 August 1934; Sanborn 1938). They replaced the Capuchin sisters who had taught the children of the Holy Rosary parish for the prior 15 years (Gerbino 1960:36). At its inception, the new Holy Rosary School taught the first four grades. The school building contained eight classrooms, an auditorium, dressing rooms, a nurse's room, and an office (Gerbino 1960:38).

Following World War II, the parish launched another major building campaign. In 1948, the deteriorating cupolas atop the campanile and corner pilasters were removed and a plain conical spire erected on the bell tower. In 1950, the interior of the church was improved with new electrical wiring and light fixtures. The walls and ceilings were also repaired and redecorated. The sanctuary floor was covered with terrazzo and embedded with the motto of Holy Rosary, *Ad Jesum per Mariam* ("To Jesus Through Mary"). The original brick exterior walls were covered with an cement veneer of artificial brickwork. The bluestone front steps were removed and replaced with brick (Holy Rosary 2008).

By 1953, both the student and teacher population had outgrown the Holy Rosary School. Architect David Scrocco was retained to expand the school and build a new convent (Gerbino 1960:42). The D'Elia Building Company, responsible for the construction of the 1937-38 school building, was retained to complete the addition and the convent (Gerbino 1960:39; 42). The school expansion included the addition of a third floor to the original structure and the construction of an 80-foot by 65-foot wing fronting Seventh Street. The total cost was $240,000. The expansion provided a significant amount of additional space, including eight new classrooms, a kindergarten classroom, a cafeteria, and a library (Gerbino 1960:42). The convent was erected on adjoining vacant land fronting Brunswick Street, originally purchased in 1942 by Father Umberto Donati to serve as a play yard for the school. The convent was also designed as a thee-story structure. It measured 35 feet by 60 feet and was joined to the school by an arched walkway. The convent contained 20 dormitory rooms for the nuns, as well as a chapel, nursery, study hall, and kitchen. The remaining open space to the south of the convent was made into a courtyard, with a four-car garage in the southwest corner (Gerbino 1960:42).

In 1956, the old rectory and youth center, housed in the original 1886 church building, was demolished and replaced with a new rectory designed by George Voinovich and built by Censullo-Brake of Secaucus. Completed in 1958 and measuring 35 feet by 60 feet, the building contained a reception room, four offices, a record room, dining room, kitchen, and housekeeper's quarters. The second floor contained the pastor's quarters, three additional suites, and one guest suite (Gerbino 1960:44).

The Holy Rosary Church remains active in Jersey City, with an Italian mass still held each Sunday. However, the community has grown smaller over the past quarter-century. In 2002, the Holy Rosary School joined the Resurrection Parish, a group of five downtown parishes formed in 1997 and composed of St. Boniface, St. Bridget, St. Mary, St. Michael, and St. Peter (Resurrection School 2008). The Holy Rosary Convent, although still owned by the church, has

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History, cont.:
been vacant of nuns since 2003. Its chapel has been removed, and it now serves as the offices of a non-profit organization (Lillian Hernandez, personal communication 2008). Today, new waves of immigrants are now taking over neighborhoods historically dominated by German, Irish, Italian, and Polish people (George 2004).

Significance, cont.:
The parish of the Holy Rosary Roman Catholic Church played a role in the history of religion and Italian ethnic heritage in North Jersey. Established in 1885, the parish was the first of its kind exclusively dedicated to Italian Catholics in the Diocese of Newark and was founded in direct response to the wave of Italian Catholic immigrants entering New Jersey in the final decades of the nineteenth century. A Diocese dominated by an Irish and German Catholic establishment, language barriers and social customs, among other issues, necessitated the establishment of a separate Italian Catholic church. This set the stage for numerous additional Italian parishes throughout the Diocese. All of the buildings associated with the founding and early years of Holy Rosary, however, no longer survive. The parish's first permanent church building, completed in 1885, was demolished in 1956. By the time the present—and much-altered—church building was completed in 1904, the novelty of Holy Rosary had been diluted by 13 more Italian Catholic churches throughout the Diocese of Newark. The extant buildings that today comprise the Holy Rosary Roman Catholic Church Complex, including the Church, the School, the Convent, and the Rectory, were all built to replace earlier buildings that no longer survive. These newer buildings are ordinary, institutional structures built or significantly altered in the years following the end of World War II.

Justification of Eligibility/Ineligibility:
The parish comprising the Holy Rosary Roman Catholic Church Complex is recommended as eligible for the National Register under Criterion A in the area of Social History for its important role in the religious and ethnic history of Italian immigrants in northern New Jersey and as the first parish in the Diocese of Newark dedicated specifically to Italians. From its inception in 1885 and throughout the twentieth century, it has served as a central focal point in the Italian-American community of Jersey City. This community, poor and marginalized in the late nineteenth century, supported Holy Rosary Church through patronage and fundraising to continually improve the church and its related institutions; these included a school, day nursery, and Sister's House. Through this community investment, the Church became a central social and religious anchor in Italian-Americans in Jersey City.

The individual religious leaders, architects, and builders associated with the Holy Rosary Roman Catholic Church Complex lack sufficient importance to qualify them and the Complex for inclusion to the National Register under Criterion B.

The Church complex no longer possesses the buildings from the period of the parish's founding. The school, the convent, and the rectory were either built or extensively altered in the post-World War II period, long after the importance of the parish had been diluted by the construction of numerous other Italian churches. The church (built 1903-04; altered 1926-27) has also undergone modernization in the post-World War II period with the application of an exterior cement coating and changes to the structure's façade and bell tower. Although the buildings are located on or in the general vicinity of the site of the original church, the setting no longer retains the homogeneity of the original grouping of buildings. This, in turn, diminishes the feeling of a late nineteenth-century parish church and its associations with the first wave of Italian immigrants to the area.

Architecturally and artistically, the Complex's School, Convent, and Rectory are examples of typical institutional buildings of the post-World War II period, built from common materials, using ordinary designs and standard building practices. The Church as it now stands has been expanded and altered during various periods. The removal of the cupolas in 1948 significantly diminishes the architectural distinction and integrity of the building. The addition of the conical steeple to the top of the bell tower introduced a discordant design element. Finally, the addition of the stucco brick veneer to the building's exterior, and the replacement of the original front steps with the present

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Historic Sites #:

Justification of Eligibility/Ineligibility cont.:

structure, obscures the building's original historic finish and diminishes the integrity of its design, workmanship, and materials. The sum of these modifications, while not fundamentally altering the form of the church, has changed its character-defining features

By comparison, other churches or complexes of similar age are listed in or eligible for listing in the National Register for clear and compelling reasons. The adjacent St. Anthony of Padua Roman Catholic Church (SR: 12/24/2003; NR: 3/22/2004) on Monmouth Street, for example, is listed on the State and National Registers under Criterion C as the first Polish Roman Catholic Church in the Diocese of Newark, and as an excellent example of a late-Victorian Gothic church. The interior ornamentation includes Munich-style windows of exceptional design. In this case, the building possesses excellent high style designs and remains largely intact. St. Lucy's Roman Catholic Church Complex (SHPO Opinion: 1/11/2000) on Grove Street, established in 1884 for Irish railroad workers, is eligible for listing in the National Register under Criterion C for its well-preserved Romanesque Revival and Italianate style buildings. St. John's Roman Catholic Church Complex (SHPO Opinion: 11/20/1991) on Kennedy Boulevard includes excellent examples of both the Richardsonian Romanesque style and the Late Gothic Revival style and was designed by John T. Rowland, the architect for the Jersey City Board of Education between 1901 and 1945. The Sacred Heart Roman Catholic Church Complex (SHPO Opinion: 9/19/1995) on Martin Luther King Drive was designed by master architect Ralph Adams Cram with stained glass windows by Wright Goodhue. Our Lady of Victories Parochial School (SHPO Opinion: 5/16/1995) on Ege Avenue is eligible for listing in the National Register for its Art Deco design, with excellent and intact modernistic detailing.

Two additional church complexes are listed or eligible under both Criteria A and C. St. Patrick's Parish Complex (SR: 3/17/1980; NR: 9/17/1980), located on Ocean Avenue, Grand Street, and Bramhall Avenue, is listed on both the State and National Registers in the areas of religion and education, as well as architecture. St. Patrick's Parish was founded in 1868 and has contributed to the educational system of Jersey City since 1901. St. Patrick's Cathedral is also significant as an example of Victorian Gothic architecture designed by Patrick C. Keely, a prolific church architect in the northeast. St. Ann's Polish Roman Catholic Church Historic District (SHPO Opinion: 3/10/1999), located at thesoutheast corner of St. Paul's Avenue and Tonnelle Avenue, is eligible for listing on the National Register under Criteria A and C as a reflection of the dramatic shift in the ethnic makeup of the surrounding neighborhood from German to Polish in the early-twentieth century. The church is an excellent example of the Gothic Revival style, designed by Anthony DePace, and erected in 1946-50. Previously, DePace designed the now extensively altered Holy Rosary School in 1938-39 (see above).

While other Jersey City churches and complexes are listed in or eligible for listing in the National Register because of their strong artistic merit and exceptional level of integrity, the Holy Rosary Church Complex lacks both and is therefore recommended not eligible under Criterion C for architectural or artistic significance.

The extensive additions and alterations the Holy Rosary Church Complex has undergone, however, do not detract from its eligibility under Criterion A for the congregation's contributions to the social history of Italians in Jersey City and northern New Jersey.

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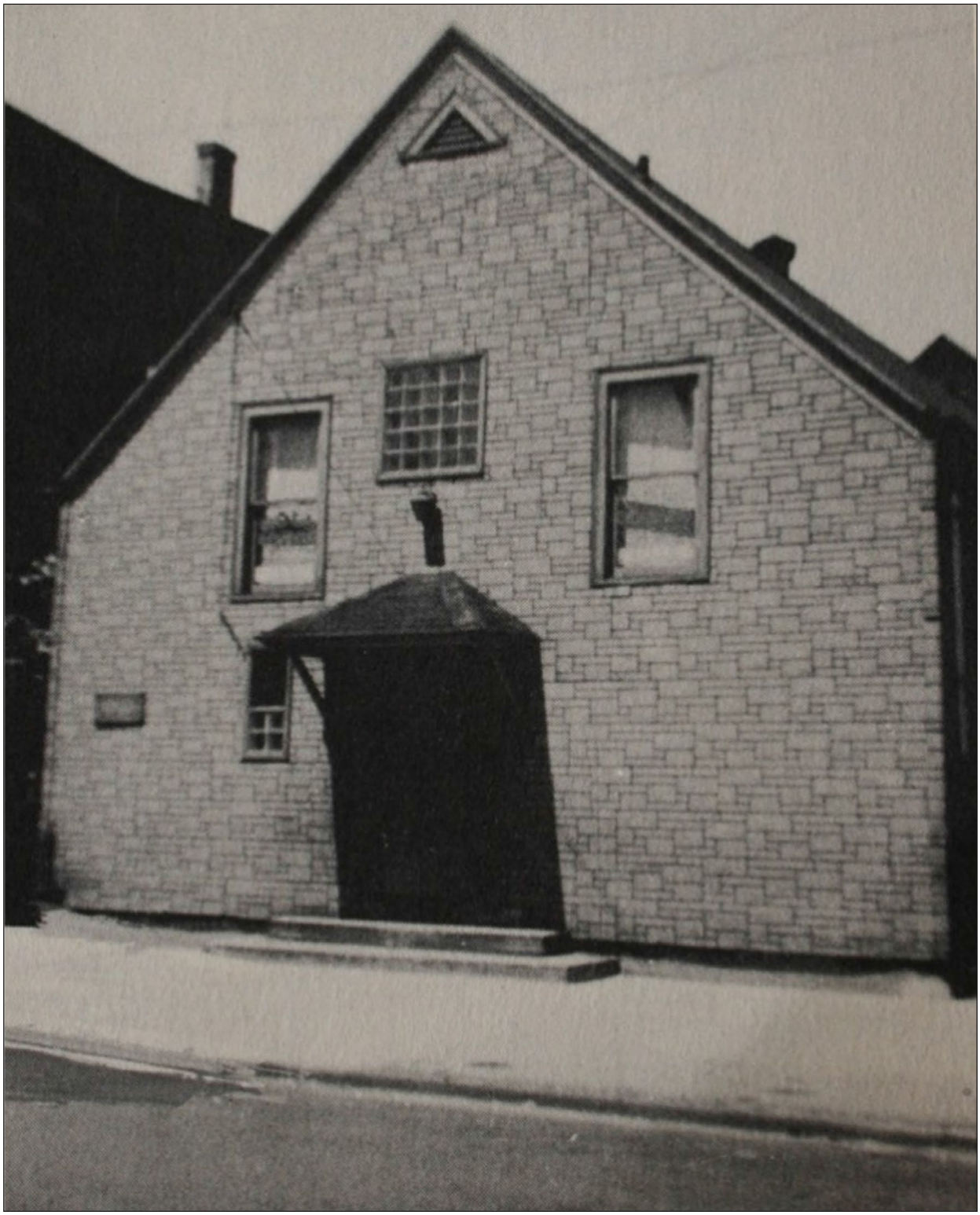

Figure 1: Image of the 1885 Holy Rosary Church. This church was demolished in 1956. The new rectory was constructed on this site in 1958 (Source: Gabrino 1960:19)

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Historic Sites #:

Figure 2: Photograph of the 1903-4 Holy Rosary Church before the Byzantine Revival cupolas were removed (Soured: Gerbino 1960:22).

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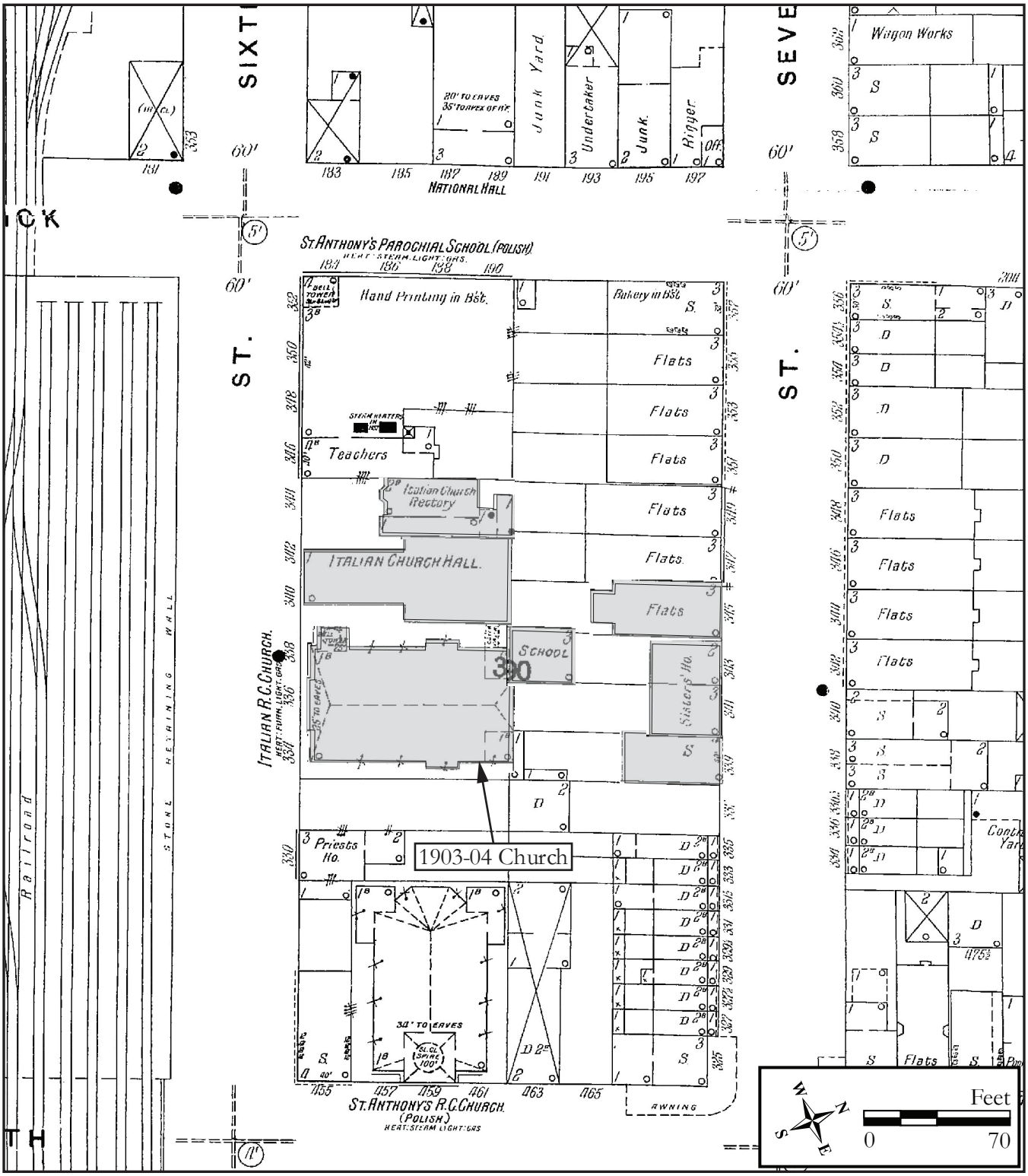

Figure 3: 1912 Sanborn map showing the extant 1903-04 Holy Rosary Church, the old church (Italian Church Hall), the old school, and the Sisters' House and flats owned by the church (Source: Sanborn 1912). With the exception of the main church, all buildings have been demolished.

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Surveyor: Allee Davis
Date: November 2015
Organization: RGA, Inc.

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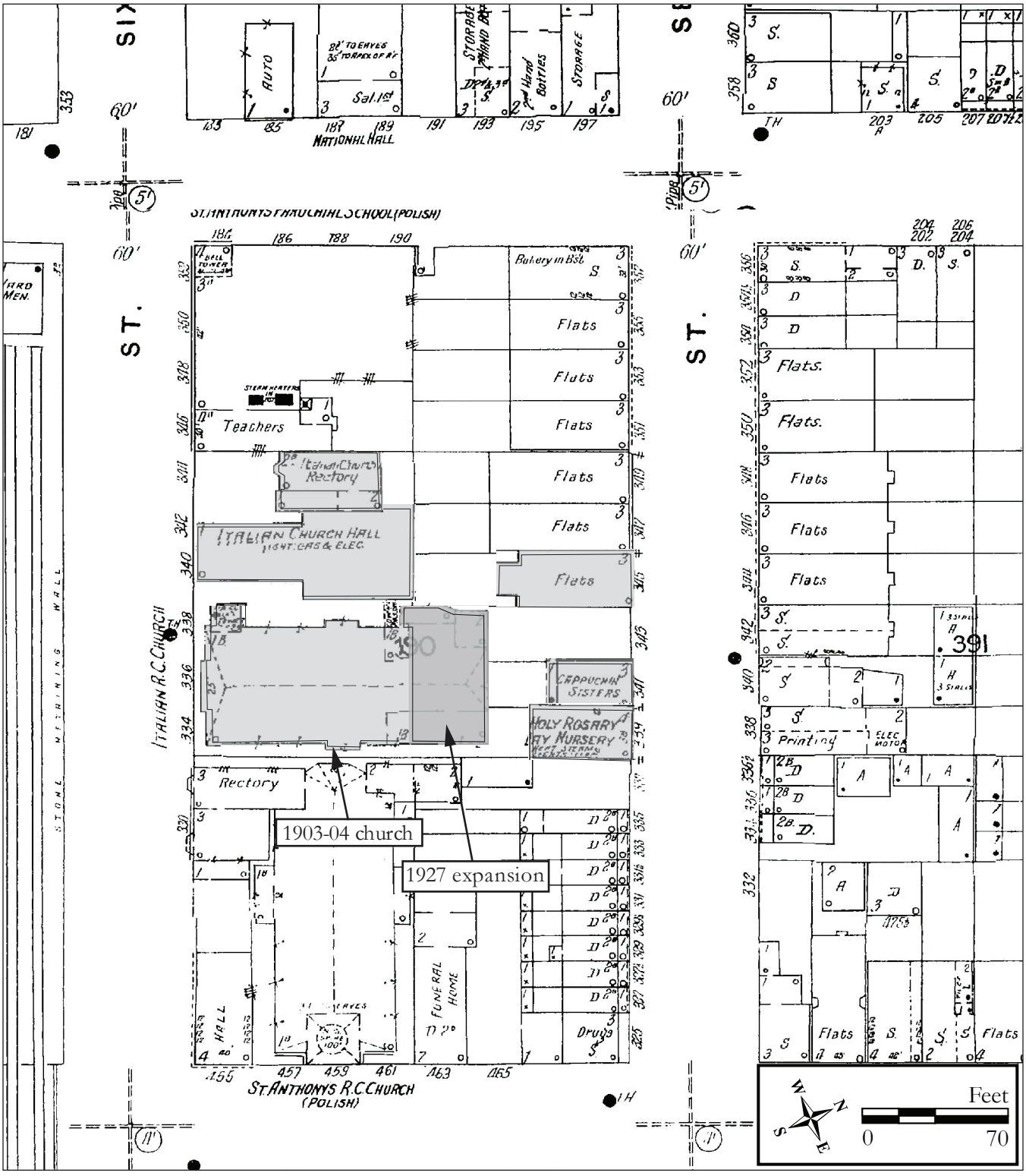

Figure 4: 1938 Sanborn map showing the extant 1903-04 Holy Rosary Church with the rear addition, as well as the old church (Italian Church Hall), the Holy Rosary Day Nursery, the Capuchin Sisters' house, and flats owned by the church (Source: Sanborn 1938).

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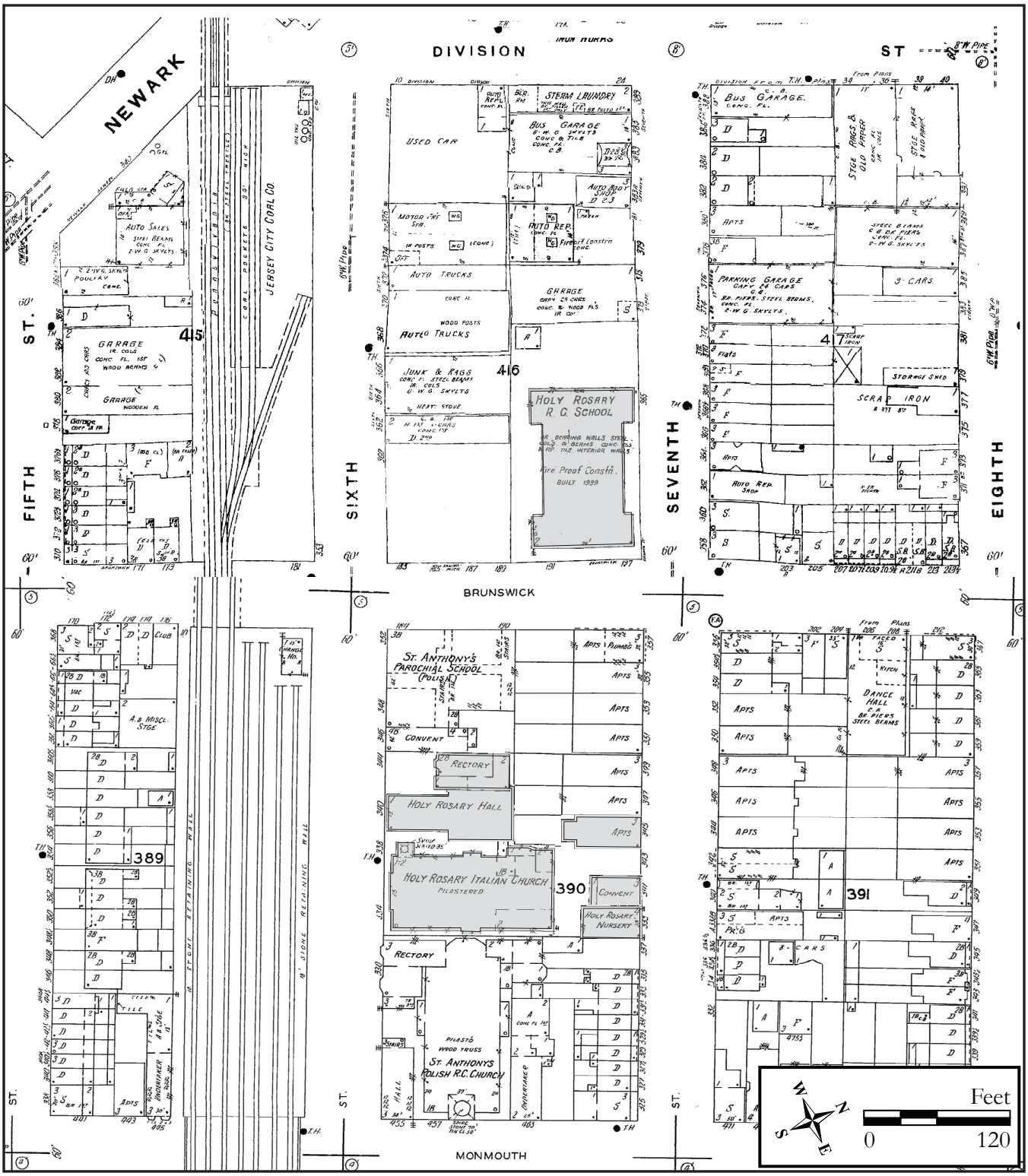

Figure 5: 1951 Sanborn map showing the extant 1903-04 Holy Rosary Church and addition, the old church (Holy Rosary Hall), the old convent, the old Holy Rosary Nursery, and flats owned by the church (Source: Sanborn 1951). The extant Holy Rosary School is located on Brunswick Street.

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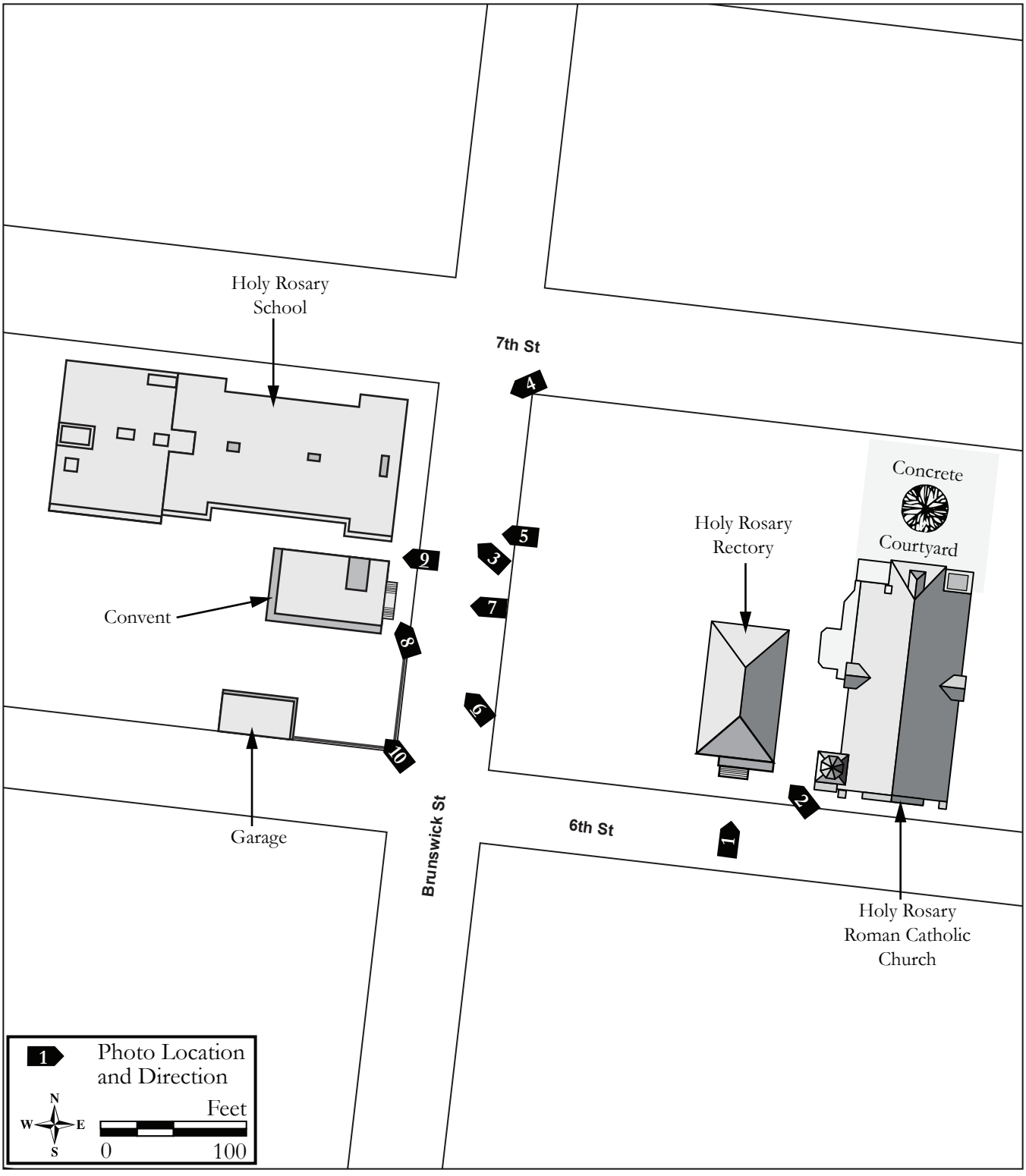
CONTINUATION SHEET

Historic Sites #:

Figure 6: 1979 Sanborn map showing the extant 1903-04 Holy Rosary Church and addition, the extant 1958 Rectory, the extant Holy Rosary School, and the extant 1953 convent (Source: Sanborn 1979).

CONTINUATION SHEET

Historic Sites #:



Photgraph Location Map.

Survey Name: Conrail Harsimus Branch Abandonment
Surveyor: Allee Davis
Organization: RGA, Inc.
Date: November 2015

CONTINUATION SHEET

Historic Sites #:

Plate: 1

Photo view:

North

Photographer:

Allee Davis

Date:

November 3, 2015

View of the Holy Rosary Rectory, built in 1958.

Plate: 2

Photo view:

Northwest

Photographer:

Allee Davis

Date:

February 17, 2016

View of the Holy Rosary Rectory, built in 1958.

CONTINUATION SHEET

Historic Sites #:

Plate: 3

Photo view:

Northwest

Photographer:

Allee Davis

Date:

November 3, 2015

View of the Holy Rosary School, constructed in 1938-39 and expanded in 1953 with the addition of a third floor.

Plate: 4

Photo view:

Southwest

Photographer:

Allee Davis

Date:

November 3, 2015

Perspective view of the Holy Rosary School at the intersection of Brunswick and Seventh Streets.

CONTINUATION SHEET

Historic Sites #:

Plate: 5

Photo view:

West

Photographer:

Allee Davis

Date:

February 26, 2016

View of the Holy

Rosary Convent (left), built in 1953, and the Holy Rosary School (right).

Plate: 6

Photo view:

Northwest

Photographer:

Allee Davis

Date:

February 26, 2016

View along

Brunswick Street showing the Holy Rosary Convent and the Holy Rosary School.

CONTINUATION SHEET

Historic Sites #:

Plate: 7

Photo view:

West

Photographer:

Allee Davis

Date:

February 26, 2016

View of the Holy Rosary Convent.

Plate: 8

Photo view:

Northwest

Photographer:

Allee Davis

Date:

November 3, 2015

Detail view showing the cornerstone which reads "1953" on the southeast corner of the Holy Rosary Convent.

CONTINUATION SHEET

Historic Sites #:

Plate: 9

Photo view:

West

Photographer:

Allee Davis

Date:

November 3, 2015

View showing the arcaded passageway connecting the Holy Rosary convent and school.

Plate: 10

Photo view:

Northwest

Photographer:

Allee Davis

Date:

November 3, 2015

View of the parking lot associated with the Holy Rosary Roman Catholic Church complex at the southeast corner of Brunswick and Sixth Streets.

BASE SURVEY FORM

Historic Sites #:

Property Name: Jersey City Fire Department Engine 5/Ladder 6

Street Address: *Street #:* 355 *(Low)* _____ *(High)* *Apartment #:* _____ *(Low)* _____ *(High)*

Prefix: _____ *Street Name:* Newark *Suffix:* _____ *Type:* Ave

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

Municipality(s): City of Jersey City **Block(s):** 10901

Local Place Name(s): _____ **Lot(s):** 129

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

Description:

Built in 1965, the 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 (Plates 1-8). 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. Directly adjacent to the north of the fire station is a concrete-paved pocket park dotted by two monuments and several benches. *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

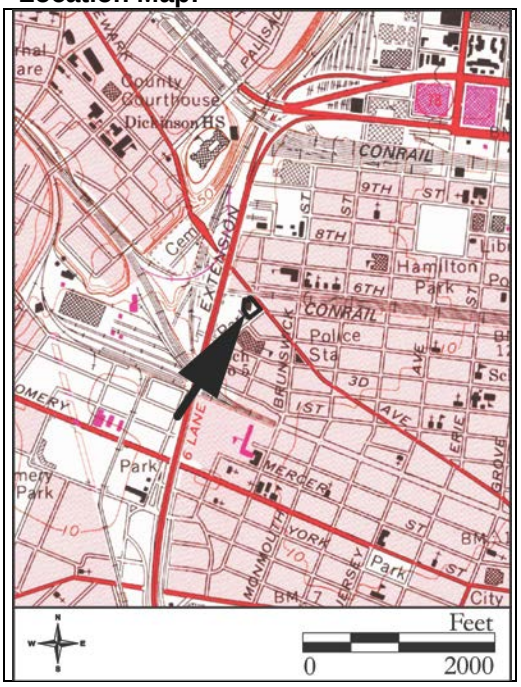
Surveyor: Allee Davis Date: November 2015

Organization: RGA, Inc.

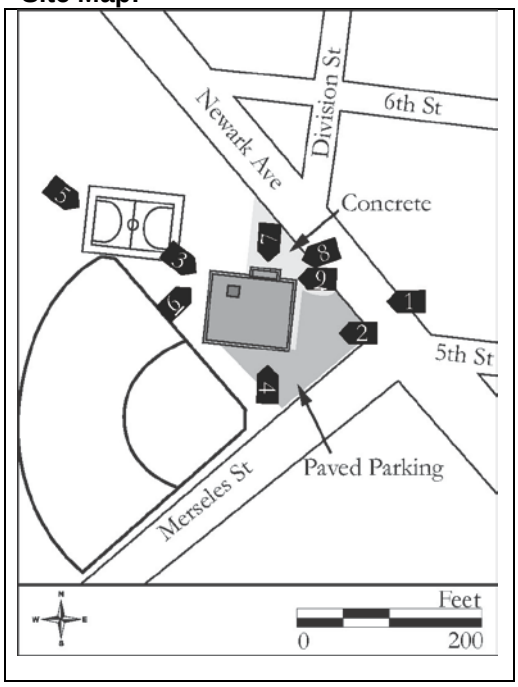
BASE SURVEY FORM

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: Allee Davis Date: November 2015
Organization: RGA, Inc.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: Jersey City Fire Department Engine 5/Ladder 6
Historic Name: Jersey City Fire Department Engine 5/Ladder 6
Present Use: Institutional Activities (Public Safety)
Historic Use: Institutional Activities (Public Safety)
Construction Date: 1965 **Source:** Plaque
Alteration Date(s): N/A **Source:** N/A
Designer: Comparetto & Kenny **Physical Condition:** Good
Builder: Unknown **Remaining Historic Fabric:** High
Style: Modernistic
Form: Other **Stories:** 2
Type: Other **Bays:** 5
Roof Finish Materials: Rolled Asphalt
Exterior Finish Materials Concrete

Exterior Description:
See Continuation Sheet

Interior Description:
Not accessible.

Setting:
The Jersey City Fire Department Engine 5/Ladder 6 is prominently sited at the intersection of Newark Avenue and Merseles Street, with its primary elevation facing east. A paved apron and parking lot surrounds the fire station to the east and south, respectively. A concrete-paved pocket park with two monuments positioned towards Newark Avenue abuts the fire station to the north. Facing the pocket park is the one-story Comfort Station built in 1965 for use by visitors to Mary Benson Park. To the rear (west) of the building is the baseball diamond and basketball court of Mary Benson Park, which is separated from the fire station by a chain-link fence. The surrounding area is primarily residential with commercial development concentrated along Newark Avenue.

ELIGIBILITY WORKSHEET

Historic Sites #:

History:
See Continuation Sheet

Significance:
See Continuation Sheet

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 Jersey City Fire Department Engine 5/Ladder 6 is situated on Block 10901, Lot 129 which is shared by Mary Benson Park in the City of Jersey City, Hudson County, New Jersey. The fire station is bounded by Newark Avenue to the northeast, Merseles Street to the southeast, and Mary Benson Park to the southwest and northwest. Today, the lot comprises approximately 0.5 acres of the larger 2.73-acre parcel it shares with Mary Benson Park.

CONTINUATION SHEET

Historic Sites #:

Description (continued):

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 primary (east) elevation measures five bays in length with each bay being punctured by multi-pane, aluminum sash ribbon windows on the second floor. The middle three bays each contain garage door openings to accommodate the station's fire trucks. Cantilevering over the garage door openings in each of the middle three bays are shallow concrete slabs. The southernmost bay of the primary elevation is pierced by a smaller garage door opening fitted with a modern rolling garage door. The northernmost bay appears to have been filled in and fitted with a simple double-hung, vinyl-sash window. When built, this bay likely matched the southernmost bay by containing a similar garage door opening.

The north elevation is bisected by the stair tower. Otherwise, aluminum-framed ribbon windows dominate the majority of the concrete surface. At the eastern end of the north elevation there is a garage door opening that has been filled in and fitted with a modern double-hung, vinyl-sash window. An air conditioning unit also punches through the wall adjacent to the east of the window. The west and south elevations are similar in appearance to each other. Each elevation contains aluminum-framed ribbon windows for both the first and second story. The west elevation, however, contains an additional entrance located roughly in the middle.

The stair tower is dominated by the 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. Affixed to the north elevation of the stair tower is silver lettering spelling out the name of the fire station; however, several letters are missing. Positioned below the lettering is a metal plaque which states the building's date of construction, "1965."

History:

During the years surrounding the construction of the Jersey City Fire Department Engine 5/Ladder 6, Jersey City was undergoing extensive redevelopment projects which were at times branded as urban renewal. In 1963, Thomas J. Whelan was elected mayor, replacing Thomas Gangemi who was forced to resign after a short two years once it was discovered he was not a legal United States citizen. Shortly after taking office, Mayor Whelan announced plans to continue the redevelopment projects initiated under the Gangemi Administration. An array of proposals was shared including the construction of a new consolidated firehouse to be located in the Downtown section of Jersey City. The Downtown area roughly encompasses the Hamilton Park and Harsimus Cove neighborhoods, the Powerhouse Arts District, and the Van Vorst Park and Paulus Hook neighborhoods. This section of Jersey City was to be largely rebuilt due, in part, to large-scale plans being implemented by developer Arthur Padula. Padula "conceived a unique mixture of new homes and apartments Downtown, along with the retention of the good older buildings" (Jersey Journal 1964a). One of Padula's largest development projects was the construction of the Gregory Park Apartments during the mid-1960s. Other plans Whelan described included the purchase of new street-sweeping equipment and revisions to the city's alternate-side parking in support of the street cleaning program, as well as the acquisition of new police and fire vehicles.

Part of the impetus for a new consolidated firehouse came after Mayor Whelan toured Jersey City's municipal facilities. At several of the city's fire stations, Mayor Whelan observed fireman tending to vehicles that were older than they were which, undoubtedly, raised concern over the general safety of the public (Jersey Journal 1964a). This tour may have been spurred by the alarming statistic that, in 1963, Jersey City experienced its highest number of fires in the fire department's recorded history (Jersey Journal 1964b). More grass, auto, and dump blazes were to blame, with brush fires being the most severe. Moreover, the majority of these fires occurred in the Downtown and Journal Square areas, the most densely populated areas of Jersey City at the time.

The Jersey City Fire Department was organized in 1829 as the Volunteer Liberty Engine Company One (Jersey City Fire Department). As Jersey City developed, additional fire stations were built within the various neighborhoods, with the bulk of fire station construction occurring during the late-nineteenth and early-twentieth centuries. In general, fire

CONTINUATION SHEET

Historic Sites #:

History (continued):

companies were still mostly volunteer-operated organizations; however, at the turn of the century, municipalities began to recognize the need to financially support fire companies as a means to bolster public safety. It was also around this time that fire stations began to evolve into specialized buildings (Zurier 1982:98). Fire stations were typically built directly within the neighborhoods they served. Although there was no prevailing opinion on how a fire station should look or what architectural style to use, architects often implemented a contextually-sensitive appearance while also providing just enough stylized design to stand apart, establishing the fire station as a visual emblem of its respective municipal government (Zurier 1982:89).

In Jersey City, several fire stations were located in the Downtown area. Built during the latter half of the nineteenth century, these stations were becoming outmoded and unable to adequately respond to emergencies by the mid-twentieth century. The proposed new firehouse would consolidate three of the outdated fire stations: the Truck Company 6 at Wayne and Brunswick Streets, Engine Company 4 on First Street between Monmouth and Coles Streets, and Engine Company 5 on Sixth Street between Coles Street and Jersey Avenue. To improve access to the Downtown area, the new consolidated firehouse was to be sited at the intersection of Newark Avenue and Merseles Street, on land historically a part of Mary Benson Park (Jersey Journal 1964e).

To help pay for the design and construction of the new consolidated firehouse, Mayor Whelan secured a grant from the National Federal-Municipal Matching Program. The grant was for $225,000, which covered approximately half of the total cost (Jersey Journal 1964 2 June). The other half, as implied by the name of the federal program, was to be matched by Jersey City. In May of 1964, the city issued a Request for Proposals for contractors to complete the general construction, structural and metalwork, plumbing, heating and ventilation, and electrical work for the new consolidated firehouse (Jersey Journal 1964c).

The architectural firm of Comparetto & Kenny developed the design and plans for the firehouse, as well as for an accompanying comfort station. Although the comfort station was built concurrently with the firehouse, this one-story, brick building is formally part of Mary Benson Park. This firm was frequently hired by Jersey City to design many of their municipal facilities and other public institutions during the latter half of the twentieth century. The firm's design for the consolidated firehouse clearly reflected the current architectural trends of the 1960s with its ribbon windows and simple horizontal and vertical lines created by the building's two-part massing and overall fenestration. By this time, however, the design of fire stations had become quite modest with efforts centered on efficiency and fireproof construction. Moreover, placing greater emphasis on the aesthetics of a fire station risked being criticized as a waste of taxpayer money (Zurier 1982:228). In light of this, Comparetto & Kenny's design for the consolidated firehouse thoughtfully struck a balance between crafting a notable civic symbol and generating a utilitarian building that functioned efficiently. The firehouse's principal elevation (east) displays a logical organization of horizontal and vertical lines which is emphasized by the design of the stair tower. Here, the architects designed a vivid arrangement of polychrome glazing which varies in size and orientation, recalling the iconic paintings of Dutch artist Piet Mondrian.

Firehouses and most other municipal buildings built during the 1960s were reduced to one story in height and often consisted of a mundane, institutional design. The size and location of the lot on which the new consolidated firehouse was to be built also influenced the design of the building. Comparetto & Kenny designed the firehouse to be two stories in height and sited at an angle facing the intersection of Newark Avenue and Merseles Street. The siting of the consolidated firehouse may have been partly influenced by the recommendations set forth by the National Board of

Fire Underwriters for the design of firehouses. Their recommendations advised that the building should be situated along a wide street with easy access to a main road, and should include a large apron for ease of maintenance of equipment and apparatus (Zurier 1982:214). As is seen today, a triangular, paved apron wraps around the east and west of the building.

CONTINUATION SHEET

Historic Sites #:

History (continued):

During the twentieth century, architects working in Jersey City were afforded "bolder building opportunities" where verticality was emphasized along the waterfront and newer apartment buildings began to replace the city's fire-prone tenement housing (Gomez 2014:101). During the years following the Second World War, the architectural atmosphere of Jersey City was speckled with the construction of several notable buildings which remain extant today. In 1950, architect Martin Hedmark provided one of Jersey City's first major mid-century modern architectural landmarks when he designed the Bethany Evangelical Lutheran Church at the intersection of John F. Kennedy Boulevard and Audubon Avenue. Two years later, in 1952, Comparetto & Kenny introduced the commercial International Style tower to Jersey City through their design of the Hudson County Hall of Records and Administration Building (Gomez 2014:101). Around the same time they designed the new consolidated firehouse, Comparetto & Kenny also designed Public School No. 38 on Stegman Parkway (NETR 1966). On Summit Avenue, Ann Willis, one of Jersey City's few women architects, designed a "bold, absolutely original Brutalist edifice" for Trinity Unity Methodist Church, completed in 1968 (Gomez 2014:101).

As designed, the new consolidated fire station was three times the size of any existing firehouse in Jersey City. In anticipation of its completion, Fire Director William Woods emphasized that "a new plan will give stepped up fire protection to the entire [Downtown] area" (Jersey Journal 1964d). In June of 1964, Mayor Whelan attended a groundbreaking ceremony for the new firehouse and comfort station (Figure 1). Amid the fanfare, Mayor Whelan proclaimed, "We hope this signals a period of renewal and re-development of public facilities, so necessary to an older city such as ours" (Jersey Journal 1964d). In attendance at the groundbreaking ceremony were Fire Director William Woods and other fire officials, along with state and federal public work officials (Jersey Journal 1964e). The new, central location of the firehouse was outfitted with modern facilities which included three truck ports, dormitories, lockers, showers, conference rooms, offices, and the latest hose drying equipment (Jersey Journal 1964d). To further support the overarching goal of providing better fire protection, the city changed the direction of Fifth Street to run east to allow fire trucks to reach the waterfront and other key Downtown points more quickly (Jersey Journal 1964d). This was the first new firehouse built in Jersey City in nearly 50 years.

The Newark Avenue Consolidated Firehouse, as it came to be known, was expected to be completed and operational by Spring of 1965 (Figure 2). In Mayor Whelan's "State of the City" address, he announced plans to appoint more than 65 new policemen and firemen which would bring the total number of uniformed personnel in the fire department to almost 700 (Jersey Journal 1965a). In March of 1966, the Jersey City Fire Department Engine 5/Ladder 6 was formally dedicated and fully operational (Jersey Journal 1966a). With a newly-consolidated firehouse, the city's fire department was further outfitted with modern equipment to support their efforts in providing high-quality, yet traditional, fire protection services to Jersey City.

Construction of the new firehouse contributed to Jersey City's new annual record of building for 1965 with a total of $19 million in building permits issued (Jersey Journal 1966b). This large redevelopment effort sought to modernize the 300-year-old city through various urban renewal projects such as the Gregory Park Apartments (Jersey Journal 1966b). In light of the city's ambitious urban renewal efforts, Jersey City was a contender to be a "test city" for Lyndon B. Johnson's Demonstration Cities Act of 1966 (Jersey Journal 1966b). A total of $30,000,000 was approved by the Federal government for Jersey City to continue and expand on its ambitious downtown renewal plans which focused on residential rehabilitation and commercial development along Newark Avenue. The funds were earmarked for a distribution period of 10 years.

In 1967, Mayor Whelan was reelected marking his fifth year in office. Since he was elected in 1963, Mayor Whelan had made considerable progress in improving and modernizing Jersey City. Under his Administration, several new schools were opened with three more soon to be completed, a variety of new health programs were introduced, better street lighting was provided citywide, and the city's alternate-side parking program was expanded (Jersey Journal 1967).

CONTINUATION SHEET

Historic Sites #:

History (continued):
Urban renewal projects included the demolition of over 800 tenements which were replaced with nearly 4,000 housing units. For three years in a row, Mayor Whelan's Administration set a building record with construction totaling more than $70,000,000 (Jersey Journal 1967). Following the opening of the consolidated firehouse in 1965, Jersey City's Fire Department was rated the best in New Jersey by the National Fire Protection Association for the subsequent five years (Jersey Journal 1971).

The Jersey City Fire Department has since grown and expanded. In the 1980s, an administration office was constructed on Luis Munoz Marin Boulevard to further support the department's operations, which are nationally celebrated and recognized. Several additional fire stations have been built in the Heights and Bergen-Lafayette sections of Jersey City to expand fire protection and replace nearby outmoded stations. Most of the fire stations built during the late-nineteenth and early twentieth-centuries that have been placed out of service have been either demolished or adaptively reused for residential or commercial use. Most notable is the former Engine Company 5 on Sixth Street between Coles Street and Jersey Avenue which has since been converted to a residence. Today, the fire department responds from 17 active fire stations and is composed of nearly 600 employees.

Significance:
Built in 1965, the Jersey City Fire Department Engine 5/Ladder 6 is distinctive architecturally for fusing commonly-used architectural components of a traditional firehouse with mid-century-modern elements characteristic of the International Style. Most notable is the east elevation of the stair tower which features polychrome glazing framed by aluminum sash evoking the work of Dutch painter Piet Mondrian. Moreover, the design of the firehouse is significant for the context in which it was designed. During the 1960s, the design of fire stations across the United States shifted focus from architectural merit to efficiency and fireproof construction due to budgetary concerns. The building's architects, Comparetto & Kenny, creatively struck a balance between crafting a notable civic symbol and generating a utilitarian building that functioned efficiently.

The Jersey City Fire Department Engine 5/Ladder 6 is significant as part of a mid-twentieth-century rebuilding and urban revitalization campaign overseen by the Whelan Administration. When constructed, the firehouse combined Engine Companies 4, 5, and 6 in an effort to provide better access to downtown areas in Jersey City. This was the first new firehouse built in Jersey City in nearly 50 years and was part of larger efforts to redevelop the Downtown area of Jersey City. With the new consolidated firehouse, the Jersey City Fire Department was effectively modernized and equipped to provide state-of-the-art fire protection to the city. The fire department was subsequently rated the best in New Jersey by the National Fire Protection Association for five years in a row, and it continues to excel in promoting public safety. The city's fire department was started in 1829 following the outbreak of several fires and a general call from the public demanding fire protection. Since its formation, the city's fire department has grown to include 17 fire stations.

Justification of Eligibility/Ineligibility:
Primarily, the Jersey City Fire Department Engine 5/Ladder 6 is recommended eligible for listing in the National Register of Historic Places under Criterion C in the area of Architecture. By the 1960s, the design of firehouses shifted from high-style architecture of the late nineteenth and early twentieth centuries to more austere forms with little to no ornamentation. The building's architects, Camparetto & Kenny, created a remarkable building which blended the low cost of utility with thoughtful design to create a significant architectural statement. Through the simple horizontal and vertical lines created by the building's two-part massing, the overall fenestration, and treatment of the east elevation of the stair tower, the architects crafted a notable civic symbol for Jersey City while also generating an efficient, utilitarian fire station. Following its completion in 1965, the Jersey City Fire Department Engine 5/Ladder 6 has undergone minimal alterations. Several garage door openings have since been filled in and the original roller doors have been replaced with modern versions. Otherwise, the firehouse retains a high degree of integrity in terms of its design, setting, materials, workmanship, feeling, association, and location.

CONTINUATION SHEET

Historic Sites #:

Justification of Eligibility/Ineligibility (continued):

The comfort station, sited directly adjacent to the north of the firehouse, was also built in 1965 but is formally part of Mary Benson Park. A more detailed discussion of the comfort station is included in a separate survey form (RGA, Inc. 2016: Appendix T, RGA 7).

The Jersey City Fire Department Engine 5/Ladder 6 is also recommended eligible for listing in the National Register of Historic Places under Criterion A for its significance in the areas of Community Planning and Development and Politics/Government. The construction of the firehouse occurred during a period of vast urban renewal during the 1960s under the Whelan Administration. Half of the costs of the firehouse were provided from a grant from the National Federal-Municipal Matching Program, for which Mayor Whelan successfully lobbied and secured. This use of this Federal grant coincided with additional government funding which supported the myriad redevelopment projects throughout the city. Under Mayor Whelan's administration, multiple building records were set with costs totaling more than $70,000,000. The consolidated firehouse was one of many construction projects that effectively changed the urban landscape of Jersey City during the 1960s making it a physical vestige of this transformative period.

Bibliography/Sources:

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n.d. Fire Department, City of Jersey City Official Website. Electronic resource, http://www.cityofjerseycity.com/emergency.aspx?id=15062, accessed March 2016.

Jersey Journal [Jersey City, New Jersey]
1964a Whelan: Half-Year Report. 15 May. Jersey City, New Jersey.
1964b Careless Smokers Caused Most City Fires in '63. 3 July. Jersey City, New Jersey.
1964c Note to Contractors. 22 May. Jersey City, New Jersey.
1964d Work Starts on Firehouse, Largest in Jersey City. 7 July. Jersey City, New Jersey.
1964e Jersey City to Get New Firehouse. 2 June. Jersey City, New Jersey.
1964f Photo titled "More Progress." 6 August. Jersey City, New Jersey.
1965a Mayor Whelan Cites Year's Gains in Police, Fire Protection. 18 January. Jersey City, New Jersey.
1965b Photo tiled "Coming Along." 15 March. Jersey City, New York.
1966a 600 Hear Whelan at Firehouse Dedication. 23 March. Jersey City, New Jersey.
1966b Highlights of Mayor Whelan's Message. 4 January. Jersey City, New Jersey.
1967 Whelan Starts 5th Year in Office. 15 November. Jersey City, New Jersey.
1971 Fire Dept. Entering 'Crisis Stage,' Enny Tells City Council. 29 July. Jersey City, New Jersey.

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1966 Historic Aerial Photographs. Electronic Document, historicaerials.com, accessed March 2016.

RGA, Inc.
2016 Cultural Resources Investigation Conrail Harsimus Branch Abandonment (STB Docket No. AB 167 [Sub No. 1189X]) City of Jersey City, Hudson County New Jersey, June 2016. On file, RGA, Inc., Cranbury, New Jersey.

Zurier, Rebecca
1982 *The American Firehouse: An Architectural and Social History.* Abbeville Press, Inc., New York, New York.

Figure 1: 1964 photo from a Jersey Journal article reporting on the process of the excavating work taking place for the foundation of the new consolidated firehouse (Source: Jersey Journal 1964f).

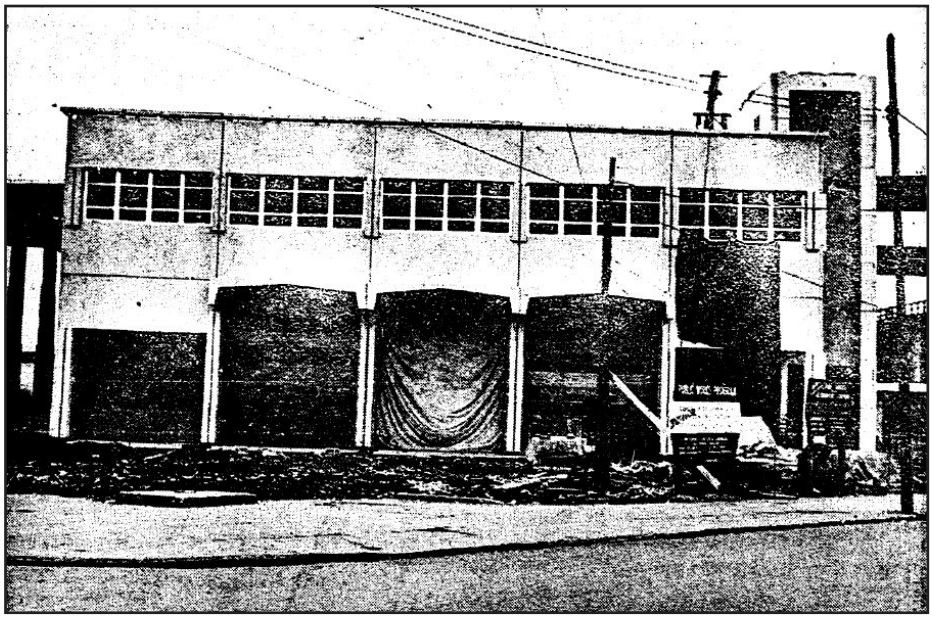


Figure 2: 1965 photo from a Jersey Journal article showing the nearly-completed consolidated firehouse (Source: Jersey Journal 1965b).

CONTINUATION SHEET

Historic Sites #:

Plate: 1

Photo view:

West

Photographer:

Allee Davis

Date:

November 3, 2015

View of the Jersey City Fire Department.

Plate: 2

Photo view:

West

Photographer:

Allee Davis

Date:

November 3, 2015

View of the primary (east) elevation of the Jersey City Fire Department. Note the cantilevering concrete canopies above the three garage bays, and the use of ribbon windows on the upper floor.

CONTINUATION SHEET

Historic Sites #:

Plate: 3

Photo view:

Southeast

Photographer:

Allee Davis

Date:

November 3, 2015

View of the west elevation of the Jersey City Fire Department, which faces Mary Benson Park.

Plate: 4

Photo view:

North

Photographer:

Allee Davis

Date:

November 3, 2015

View of the south elevation of the Jersey City Fire Department.

CONTINUATION SHEET

Historic Sites #:

Plate: 5

Photo view:

Southeast

Photographer:

Allee Davis

Date:

November 3, 2015

General view of the Jersey City Fire Department from the basketball court of Mary Benson Park.

Plate: 6

Photo view:

Northeast

Photographer:

Allee Davis

Date:

November 3, 2015

View along the west elevation of the Jersey City Fire Department.

CONTINUATION SHEET

Historic Sites #:

Plate: 7

Photo view:

South

Photographer:

Allee Davis

Date:

November 3, 2015

Detail view of the lettering found on the north elevation of the Jersey City Fire Department.

Plate: 8

Photo view:

Southwest

Photographer:

Allee Davis

Date:

November 3, 2015

View of the entrance piercing the polychrome-glazed stair tower abutting the north elevation of the Jersey City Fire Department.

CONTINUATION SHEET

Historic Sites #:

Plate: 9

Photo view:

Southwest

Photographer:

Damon Tvaryanas

Date:

November 3, 2015

Detail view of the east elevation of the stair tower.

BASE SURVEY FORM

Historic Sites #:

Property Name: The Fifth Ward Savings Bank (Hudson City Savings Bank)

Street Address: *Street #:* 495 *(Low)* _____ *(High)* *Apartment #:* _____ *(Low)* _____ *(High)*

Prefix: _____ *Street Name:* Manila *Suffix:* _____ *Type:* Ave

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

Municipality(s): City of Jersey City **Block(s):** 10105

Local Place Name(s): _____ **Lot(s):** 13

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

Description:

The Fifth Ward Savings Bank, built in 1925, is a one-story tall, three-bay wide rectangular, Classical Revival-style building, constructed of concrete and faced with brick (Plates 1-5). The building consists of an arcaded block, with three symmetrical arches along the east (primary) façade on Grove Street, and five arches along Pavonia Avenue, with a high stone faced water table wrapping around the building. A small, two-story office section is connected to the main block of the building on the western elevation. The fascia is inscribed with the "The Fifth Ward Savings Bank." A flat parapet rises above the cornice. The south elevation is parged cement. The entrance is located along the east façade, towards Manila Avenue. The entrance is aediculated, with console brackets supporting a pediment. Metal grillwork is located above the pediment; modern windows fill the arched window openings. The remaining arches have modern windows and modern iron security grills.

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

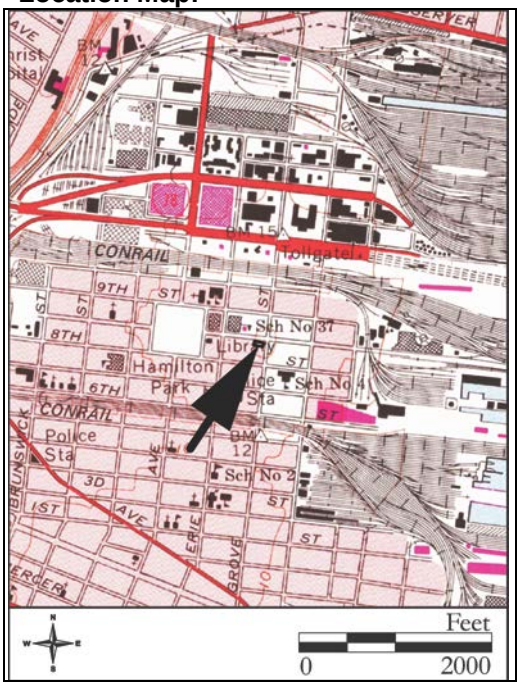
Surveyor: Allee Davis Date: November 2015

Organization: RGA, Inc.

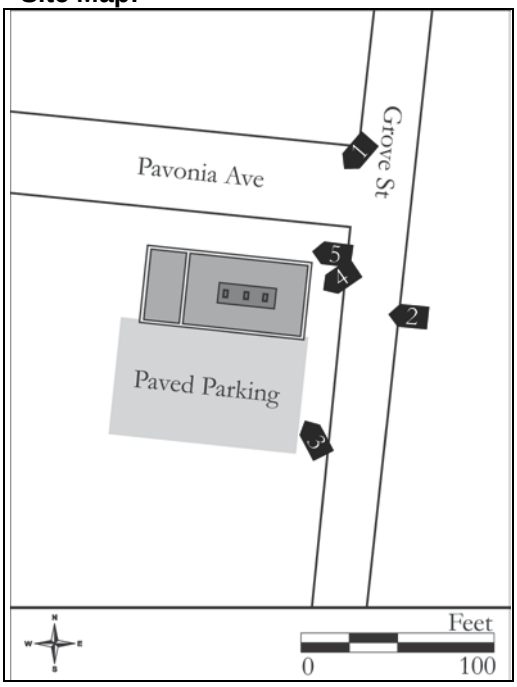
BASE SURVEY FORM

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: Allee Davis Date: November 2015
Organization: RGA, Inc.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: Hudson City Savings Bank
Historic Name: The Fifth Ward Savings Bank
Present Use: Commercial (Personal Services)
Historic Use: Commercial (Personal Services)
Construction Date: 1925 **Source:** Cornerstone
Alteration Date(s): N/A **Source:** N/A
Designer: Unknown **Physical Condition:** Good
Builder: Unknown **Remaining Historic Fabric:** Medium
Style: Classical Revival
Form: Commercial **Stories:** 1
Type: N/A **Bays:** 3
Roof Finish Materials: Rolled Asphalt
Exterior Finish Materials Brick, English Bond

Exterior Description:
See Base Survey Form

Interior Description:
Not accessible.

Setting:
The Fifth Ward Saving Bank is sited on a rectangular parcel at the intersection of Manila and Pavonia Avenues. The building is oriented with its primary elevation facing east. A sidewalk lines the building on the east and north. Abutting the building to the south is a parking lot accessed from Manila Avenue. The surrounding area is primarily residential. Hamilton Park is located approximately one block to the west of the building.

ELIGIBILITY WORKSHEET

Historic Sites #:

History:
See Continuation Sheet

Significance:
Founded in 1863, the Fifth Ward Savings Bank has long since been a community anchor in the Hamilton Park neighborhood of Jersey City. Despite having to relocate several times before becoming permanently situated in its present location, the bank steadily prospered throughout the nineteenth century as neighborhood demographics evolved and was only one of four savings bank in Hudson County for many years. In 1970, the bank merged with the Hudson City Savings Bank under which it continues to operate as a branch.

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 Fifth Ward Savings Bank is recommended not eligible for listing in the National Register of Historic Places, as it lacks sufficient architectural and historical significance in order to meet the requisite criteria for listing. The Classical Revival-style building is not an exceptional example of its type and does not represent the work of a master. The architectural integrity of the building has been denigrated through the unsympathetic replacement of the large arched windows throughout the building, as well as the installation of a modern security door. The building does not meet Criterion C. Additionally, the building does not contribute significantly to any historical events or movements, and is not associated with any important persons, and does not meet Criteria A or B.

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 Fifth Ward Savings Bank is situated on Block 10105, Lot 13 in the City of Jersey City, Hudson County, New Jersey. The building is bounded by Pavonia Avenue to the north, Manila Avenue to the east, a parking lot to the south, and residential buildings to the west. Today, the lot comprises 0.9 acres.

CONTINUATION SHEET

Historic Sites #:

History:

The Fifth Ward Savings Bank was incorporated in March of 1863 and began accepting deposits that May. The bank initially operated out of a small, one-story frame building on Pavonia Avenue, near Grove Street (Jersey Journal 1867; 1871). The bank quickly became prosperous amid a rapidly-growing area of Jersey City and was heralded as one of the city's "best and most useful public institutions" (Jersey Journal 1867b). In less than a decade, the Fifth Ward Savings Bank outgrew the one-story, frame building necessitating a move to more accommodating quarters. In 1871, the bank relocated to a handsome four-story, brick building on the northwest corner of Pavonia Avenue and Erie Street which came to be known as the Matthews Building (Jersey Journal 1871).

In 1883, the Fifth Ward Savings Bank was forced to close due to theft of bonds by the bank's Secretary and Treasurer, Garrett Boice (Jersey Journal 1883a). Boice stole a total of $24,500 in bonds from the bank vaults. Immediately thereafter, the Chancery of New Jersey overtook control of the bank and disallowed any additional deposits or withdraws until a plan was in place to recoup the lost funds and repay the bank's many depositors. To start the recovery process, the Chancellor ordered the bank to liquefy its assets and use the profits to help repay the affected individuals (Jersey Journal 1883b). The repayment process occurred over the course of several years with payments including a small amount of interest. Just when the Fifth Ward Savings Bank was certain it would never reopen, the Third National Bank Company purchased the institution in 1887 (Jersey Journal 1887). The bank would remain in the Matthews Building and resume business under the same name under which it was organized in 1863 (Figure 1).

As the nineteenth century came to a close, the Fifth Ward Savings Bank was only one of four savings banks in Hudson County, three of which were located in Jersey City with the fourth in Hoboken. In 1896, it was reported that the bank had 977 open accounts and continued to prosper having since been reorganized nearly 10 years ago under the auspices of the Third National (Jersey Journal 1896) Bank. By 1914, the bank had nearly 1,500 accounts with deposits totaling over $1,000,000 (Jersey Journal 1914). The demographics of the Hamilton Park neighborhood have also evolved since the bank opened in 1863. A 1914 *Jersey Journal* article observed that this area was once "one of the finest residential sections of Jersey City and many of the prominent men in the affairs of our city had their homes there" with tenement housing replacing many of the grand, private residences (Jersey Journal 1914). In light of this, the article further noted the need for a savings bank in this area of Jersey City, as is evidenced by the bank's steady increase in its number of depositors (Jersey Journal 1914).

In 1915, the Fifth Ward Savings Bank received news it was to relocate a new building. St. Francis Hospital, which neighbored the bank to the west, purchased the Matthews Building with intentions to raze the building and construct an addition for the hospital (Jersey Journal 1915). By April of 1916, the Fifth Ward Savings Bank was operating out of a building at the intersection of Pavonia Avenue and Grove Street (Jersey Journal 1916). The number of depositors continued to increase causing the bank to consider, yet again, larger accommodations in order to operate more efficiently. In 1922, Jersey City architect John T. Rowland presented preliminary sketches for new banking rooms to be located across the street at Pavonia Avenue and Grove Street in the building that was soon to be vacated by the Jersey City Free Public Library (Jersey Journal 1922). The building in which the Fifth Ward Savings Bank is currently located was built in 1925 which suggests the plans created by Rowland proved inadequate and, instead, the bank erected a new building (Figure 2). However, research to date has not verified if Rowland also provided the plans for the present edifice.

By 1933, the Fifth Ward Savings Bank had become a State Savings Bank (Federal Reserve System). In 1970, the Fifth Ward Savings Bank merged with the Hudson City Savings Bank and became a branch of the latter-named bank (Jersey Journal 1970). The building at Pavonia Avenue and Grove Street operated as the Jersey City Branch of the Hudson City Savings Bank and for the first time in its institutional history offered checking accounts. By 1980, the building adjacent to the south of the bank was demolished and converted into a surface parking lot for use by bank employees and customers (NETR 1979). Today, the bank remains in operation as a branch of the Hudson City Savings Bank.

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CONTINUATION SHEET

Historic Sites #:

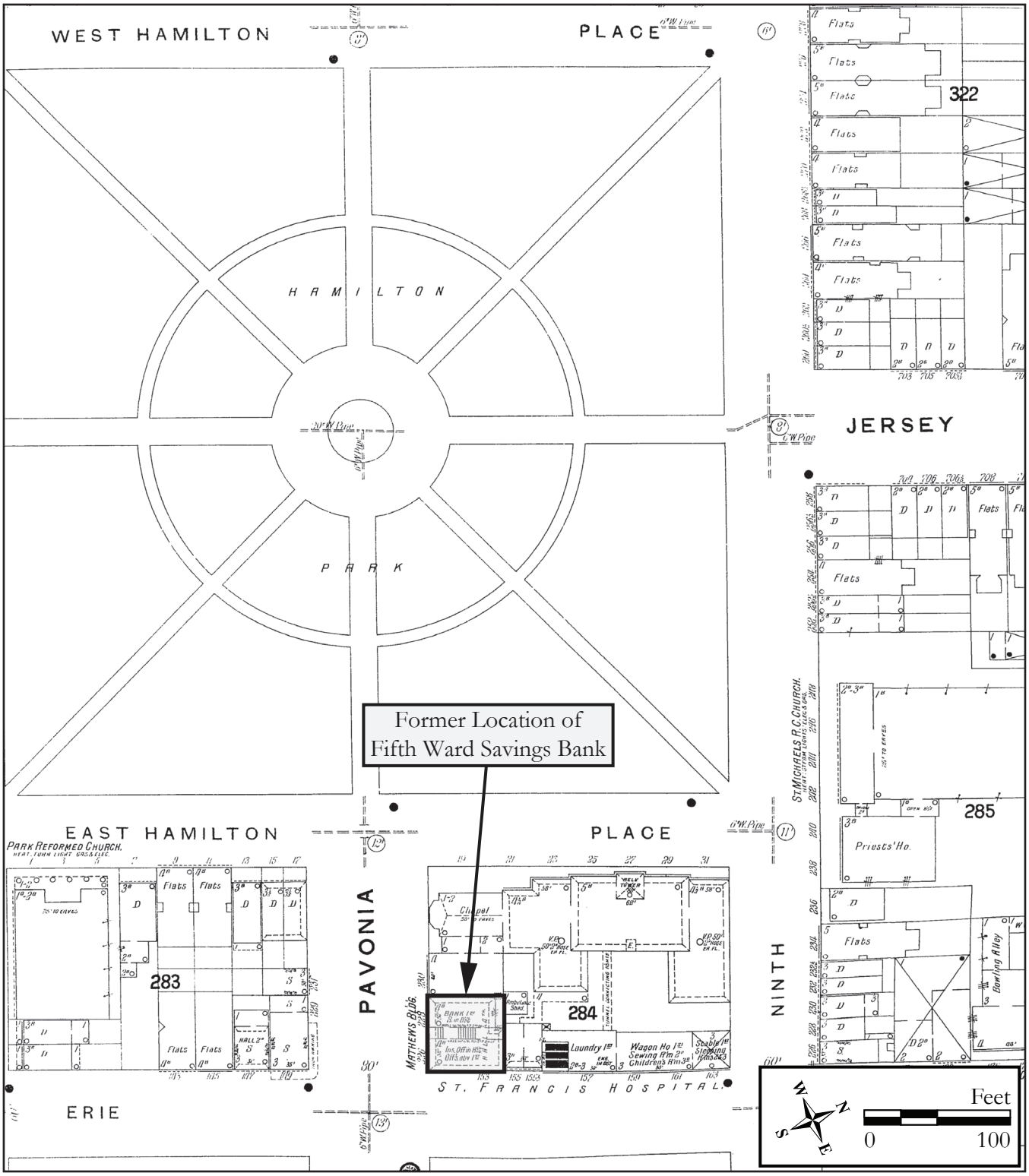


Figure 1: 1906 Sanborn map showing the former location of the Fifth Ward Savings Bank in the Matthews Building, adjacent to the east of St. Francis Hospital (Source: Sanborn Map Company 1906).

Survey Name: Conrail Harsimus Branch Abandonment
Surveyor: Allee Davis
Date: November 2015
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

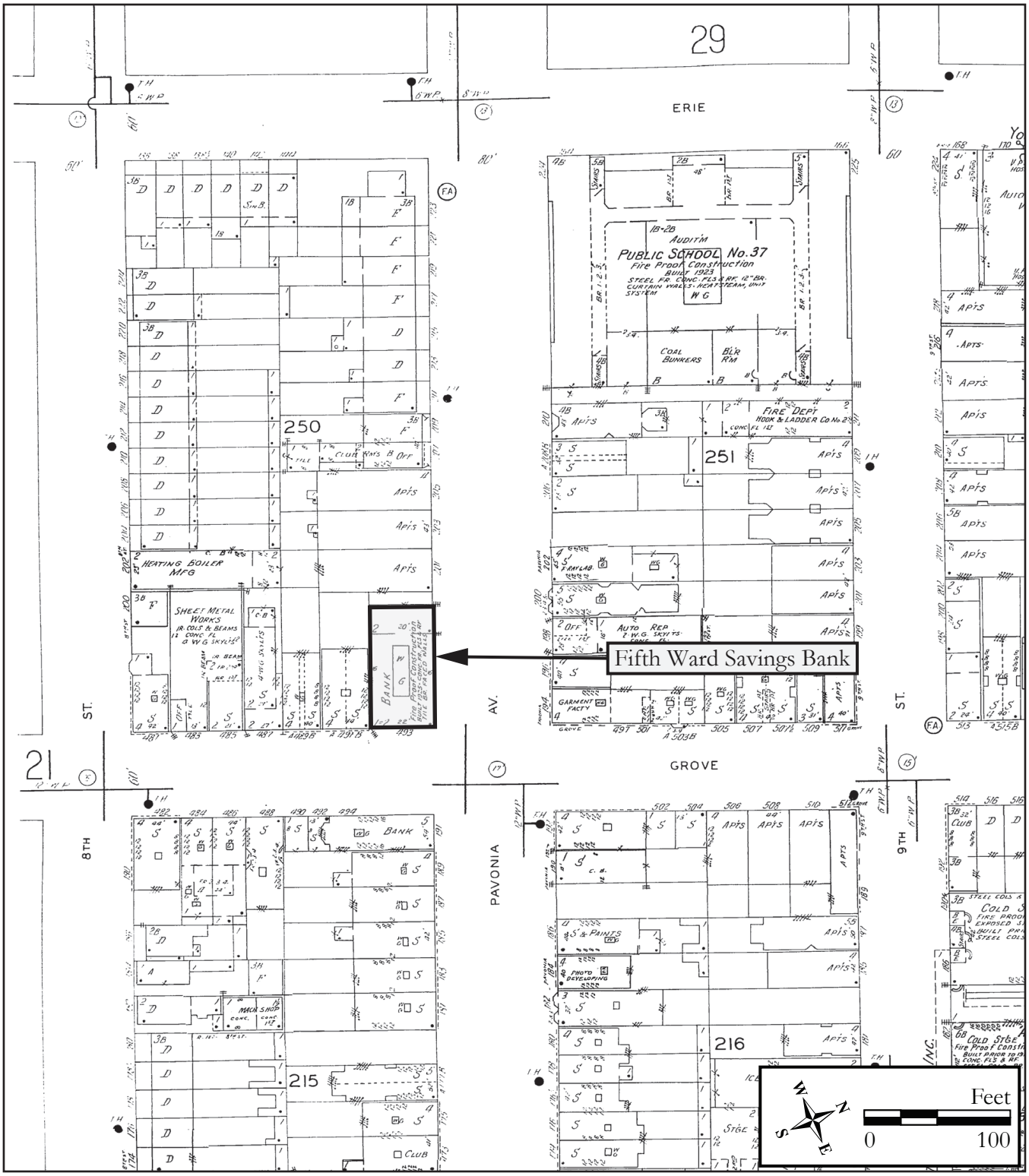


Figure 2: 1951 Sanborn map showing the present location of the Fifth Ward Savings Bank (Source: Sanborn Map Company 1951).

Survey Name: Conrail Harsimus Branch Abandonment
Surveyor: Allee Davis
Date: November 2015
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

Plate: 1

Photo view:

Southwest

Photographer:

Allee Davis

Date:

November 4, 2015

Perspective view of the Fifth Ward Savings Bank showing the east (primary) and north elevations. Note the symmetrical arcade that continues from the east (primary) elevation along the extent of the north elevation.

Plate: 2

Photo view:

West

Photographer:

Allee Davis

Date:

November 4, 2015

View of the primary (east) elevation of the Fifth Ward Savings Bank. Note the aediculated entrance centered within the symmetrical arrangement of the building's fenestration.

CONTINUATION SHEET

Historic Sites #:

Plate: 3

Photo view:

Northwest

Photographer:

Allee Davis

Date:

November 4, 2015

View of the south elevation of the Fifth Ward Savings Bank showing the parged concrete wall. The south elevation was originally obscured by a four-story commercial building that has since been demolished.

Plate: 4

Photo view:

Southwest

Photographer:

Allee Davis

Date:

November 4, 2015

Detail view of the aediculated entrance of the Fifth Ward Savings Bank.

CONTINUATION SHEET

Historic Sites #:

Plate: 5

Photo view:

West

Photographer:

Allee Davis

Date:

November 4, 2015

Detail view of the construction date (1925) inscribed in the water table at the northeast corner of the Fifth Ward Savings Bank.

BASE SURVEY FORM

Historic Sites #:

Property Name: Public School. No. 4 (St. Anthony's High School)

Street Address: *Street #:* 175 *(Low)* _____ *(High)* *Apartment #:* _____ *(Low)* _____ *(High)*

Prefix: _____ *Street Name:* Eighth *Suffix:* _____ *Type:* St

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

Municipality(s): City of Jersey City **Block(s):** 10103

Local Place Name(s): _____ **Lot(s):** 11

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

Description:

Built in 1917, Public School No. 4 is a three-story tall, three-bay wide Tudor Revival-style building constructed of brick laid in a running bond. The T-shaped building is oriented with its primary elevation facing north. A flat roof sheathed in rolled asphalt caps the school. The primary (north) elevation is symmetrically arranged into three large bays with the central bay stepped back. The basement level rises partially above grade and is separated from the first story by a stone water table. *Continued on Building 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

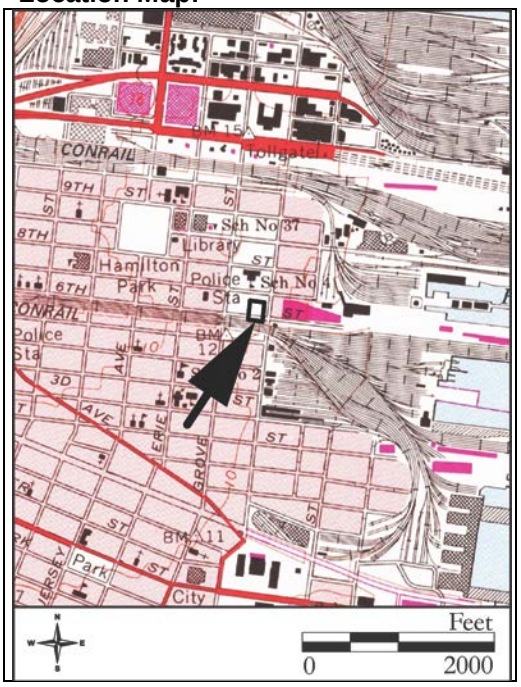
Surveyor: Allee Davis Date: November 2015

Organization: RGA, Inc.

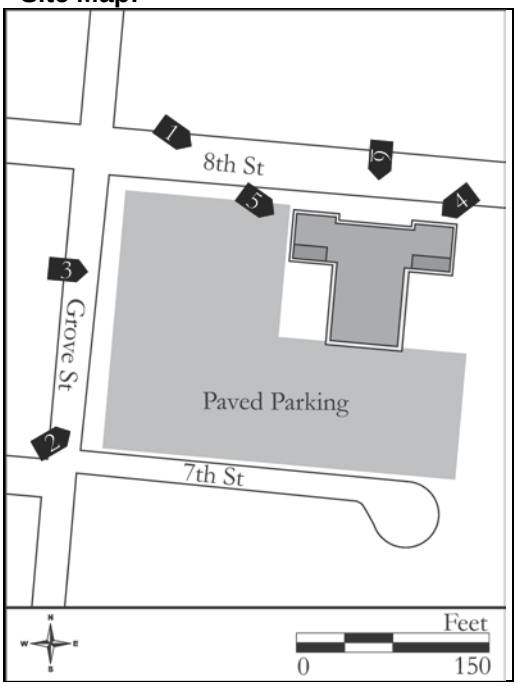
BASE SURVEY FORM

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: Allee Davis Date: November 2015
Organization: RGA, Inc.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: St. Anthony's High School
Historic Name: Public School. No. 4
Present Use: Institutional-Educational activity
Historic Use: Institutional-Educational activity
Construction Date: 1917 **Source:** Cornerstone
Alteration Date(s): N/A **Source:** N/A
Designer: John T. Rowland **Physical Condition:** Good
Builder: N/A **Remaining Historic Fabric:** High
Style: Tudor Revival
Form: Other **Stories:** 3
Type: N/A **Bays:** 3
Roof Finish Materials: Rolled Asphalt
Exterior Finish Materials Brick, Running Bond

Exterior Description:
The main entrance is centered on the primary elevation and flanked by windows. Framing the modern metal door of the main entrance is a solid stone entryway which protrudes from the brick surface. Segmental arched hood label molding with simple label stops surround the door. Above, three small rectangular elements depict an open book and flora. The architrave is covered by a modern sign which reads "St. Anthony's High School." Above the architrave, a small corner supports a hipped, standing seam metal roof. Centered above the standing seam metal roof is a stone-carved Moorish detail depicting a pike of books with a genie lamp inside a quatrefoil, flanked by pointed, carved Moorish arches.

On the east and west bays, each of the three stories are pierced by ribbon windows framed by stone and are further delineated by molded stringcourses. All windows on the primary elevation are topped by label molding. Each window has since been replaced by modern sash. Peaked parapets with scroll details are above the east and west bays. The east and west elevation are similar in design with simple fenestration patterns. Both are pierced by secondary entrances. The south elevation is more austere and perforated only by three central windows on each story.

Interior Description:
Not accessible.

Setting:
Public School No. 4 is sited on a rectangular parcel on the south side of Eighth Street between Marin Boulevard and Grove Street. The building is oriented with its primary elevation facing north and directly abuts the sidewalk. A parking lot surrounds the school to the west and south. To the east is the Jersey City Fire Department headquarters. The surrounding area is primarily residential with commercial development located to the east of the school. One block south of the school is the Roberto Clemente Baseball Field.

ELIGIBILITY WORKSHEET

Historic Sites #:

History:
See Continuation Sheet

Significance:
Public School No. 4 was built in 1917 following designs prepared by John T. Rowland, long-time architect for the Jersey City Board of Education, to replace 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, based on designs by Rowland. Although buildings designed by Rowland's are neither innovative nor particularly distinguishable, it is the remarkably large number of commissions he received over the course of 40 years which set the tone for civic architecture throughout Jersey City. During the bulk of Rowland's architectural career in Jersey City, Frank Hague reigned as Mayor. The sheer number of commissions Rowland received is an expression of the powerful influence and pervasiveness of Hague's political machine. Today, the majority of buildings designed by Rowland remain extant and continue to characterize the architectural fabric of many of Jersey City's neighborhoods.

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:
Designed by John T. Rowland and built in 1917, Public School No. 4 is recommended eligible for listing on the National Register of Historic Places under Criterion C as part of a thematic historic district based on the work of Rowland. Several other schools in Jersey City designed by John T. Rowland, including Public School 5, 23, and 34, have received SHPO Opinions based on the recommendations of the 1986 Jersey City Historic Resources Survey (Mary B. Dierickx Architectural Preservation Consultants 1986). The 1986 survey indicated that there was potential for a thematic listing of educational/public buildings designed by Rowland. An investigation into the eligibility of a thematic listing is outside the scope of the current project and was not undertaken.

In large part, the school retains a high degree of integrity in terms of its design, materials, workmanship, feeling, association, and location. The setting of the school has been altered over the years through major demolition episodes which occurred principally during the 1960s and 70s. Several other alterations are evident and include the replacement of sash in many of the windows, painting of the primary entrance on the north elevation, and replacing the roof capping the entrance with a standing-seam metal roof. These minor alterations, however, do not denigrate the integrity of the school or Rowland's intended design.

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:
Situated on Block 10103, Lot 11 in the City of Jersey City, Hudson County, New Jersey, Public School No. 4 is bounded by Eighth Street to the north, Marin Boulevard to the east, Seventh Street to the south, and Grove Street to the west. Today, the lot comprises approximately 0.7 acres.

Survey Name: Conrail Harsimus Branch Abandonment
Surveyor: Allee Davis Date: November 2015
Organization: RGA, Inc.

History:

The first building that housed Public School No. 4 was completed in 1868 and located on the same lot on which the present school stands on Eighth Street between Grove and Henderson Streets (Figure 1). Located in what was then known as the Horseshoe section of Jersey City, it was hoped the new school would relieve overcrowding in Jersey City's other schools located in the lower part of the city (Jersey Journal 1868). In 1890, due to overcrowding, the school was enlarged to accommodate an additional 400 students (Jersey Journal 1890). Over the next few decades, Public School No. 4 provided education for many children and was also used to hold night classes for adult foreigners to learn English and basic arithmetic (Jersey Journal 1904). For example, 75-percent of one night class held during 1904 was composed of Polish and German immigrants, while another class was made up of 35 Italian males who ranged in age. A third class was dedicated to women of different nationalities who were being taught the same subjects (Jersey Journal 1904).

After nearly 50 years of continued use, the three-story school began to fall into disrepair. The Jersey City Board of Education became concerned as they saw conditions of the building worsen creating dangerous conditions for student and staff. Joseph E. Bernstein, the Director of Education, began placing inquiries to the Board of School Estimate for funds for a new school. In 1915, the issue was exacerbated when the Jersey City Fire Department inspected the building and declared the school unsafe warning that "loss of life might result from continued occupancy of the building" (Jersey Journal 1915a). Director Bernstein advocated for proper fire escapes to be installed at Public School No. 4 until a solution was settled on. In the meantime, a committee was appointed by the Board of Education to explore options (Jersey Journal 1915b).

The special committee considered two scenarios. The first scenario was finding a proper site on which to build a new school. The second scenario was razing the present Public School No. 4 and building in its place a new building. Consensus was generally in favor of the first scenario arguing the present site was surrounded by factories making it an unfavorable location for school children (Jersey Journal 1915c). By February of 1916, three sites were being considered by the Board of Education: the same or an adjacent lot on the block bounded by Seventh and Eighth Streets and Henderson and Grove Streets; a lot on Erie Street between Pavonia Avenue and Eighth Street; and the site of St. Michael's Orphanage at the intersection of Pavonia Avenue and Erie Street (Jersey Journal 1916a). The following month, the Board settled on the present site of the school with the intention of purchasing adjacent lots to allow for a bigger school to be built (Jersey Journal 1916b).

With the decision made to use the existing site of Public School No. 4, architect John T. Rowland immediately set to work preparing plans for the new school. The new building would be outfitted with 40 classrooms which was hoped would adequately accommodate a larger, ever-growing student body (Jersey Journal 1916b). In preparation of construction, eight parcels encircling the school were cleared of all structures considered, at the time, to be "ramshackle houses" (Sanborn Map Company 1912; Jersey Journal 1916c). Construction of the new school was completed in 1917, but was not occupied until fall of 1919 (Figure 2; Jersey Journal 1919). Rowland designed the school in the Tudor Revival style with three stories atop a raised basement level, and was built of reinforced concrete.

Rowland was born in Rockland County, New York and went on to study architecture at the University of Pennsylvania and Cornell University (New York Times 1945). In 1900, he opened his own practice in Jersey City and soon after became the official architect for the Jersey City Board of Education, a position he held for over 40 years (Wyatt 1983). During Rowland's tenure, he designed all four of the city's local high schools, 25 public schools, and seven parochial schools (New York Times 1945). In addition to the myriad educational facilities, Rowland also designed the Art Deco-styled Jersey City Medical Center (NR: 3/19/1985; SR: 3/19/1985), built throughout the 1920s and 30s, and the Beaux Arts-styled Labor Bank Building in Journal Square (NR: 6/14/1984; SR: 5/1/1984),

CONTINUATION SHEET

Historic Sites #:

History, cont.:

built in 1928. Although Rowland's work was neither innovative nor particularly distinguishable, it is the prodigiousness of his work that set the tone for civic architecture throughout Jersey City (Wyatt 1983). The bulk of Rowland's commissions occurred during the mayoral administration of Frank Hague which is widely touted as a period rife with corruption.

For the next 60 years, Public School No. 4 operated amid a densely-populated residential neighborhood, surrounded on nearly all sides by houses. By 1980, the blocks to the north and south of the school had been cleared of their buildings (NETR 1979). To the north, a high rise housing development was built atop two combined blocks. To the south, the Roberto Clemente Baseball Field was built. The houses lining Grove Street from Ninth Street to First Street were demolished and replaced with modern tract housing. Also by this time, the houses neighboring the school to the west were razed and the land converted to a surface parking lot for use by staff at Public School No. 4. Today, the school serves as the Saint Anthony High School.

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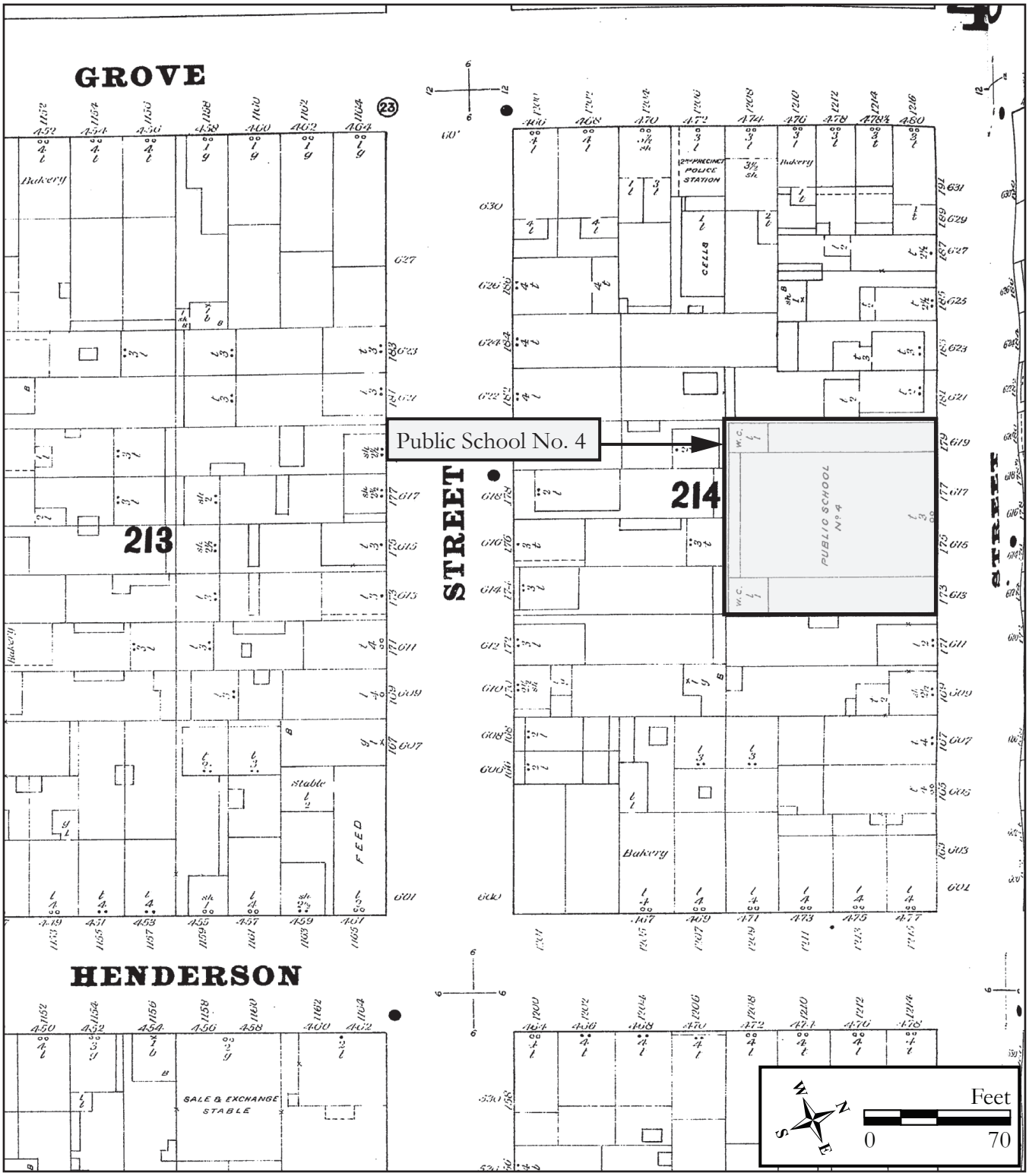


Figure 1: 1885 Sanborn map illustrating the first building which housed Public School No. 4 on the same lot on which the present school was built (Source: Sanborn Map Company 1885).

Survey Name: Conrail Harsimus Branch Abandonment
Surveyor: Allee Davis
Date: November 2015
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

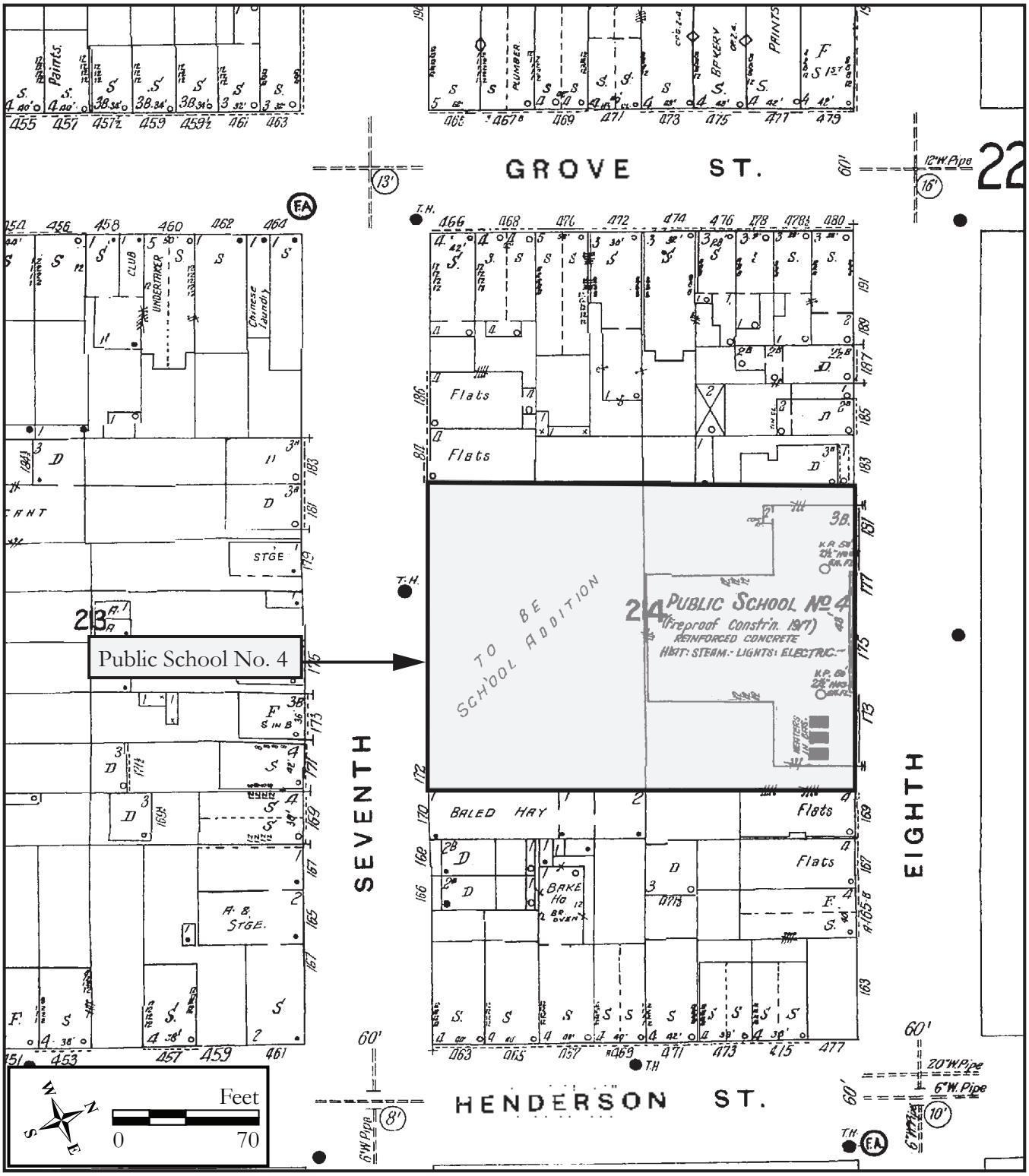


Figure 2: 1938 Sanborn map showing Public School No. 4 (Source: Sanborn Map Company 1938). The map notes an addition was planned for the rear (south) of the school but this additional was never built.

Survey Name: Conrail Harsimus Branch Abandonment
Surveyor: Allee Davis
Date: November 2015
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

Plate: 1

Photo view:

Southeast

Photographer:

Allee Davis

Date:

February 26, 2016

Perspective view of the north (primary) and west elevations of Public School No. 4.

Plate: 2

Photo view:

Northeast

Photographer:

Allee Davis

Date:

February 26, 2016

View of the south (rear) elevation of Public School No. 4.

CONTINUATION SHEET

Historic Sites #:

Plate: 3

Photo view:

East

Photographer:

Allee Davis

Date:

November 4, 2015

View of the west elevation of Public School No. 4.

Plate: 4

Photo view:

Southwest

Photographer:

Allee Davis

Date:

November 4, 2015

Detail view along the north (primary) elevation of Public School No. 4 with a view of the main entrance.

CONTINUATION SHEET

Historic Sites #:

Plate: 5

Photo view:

Southeast

Photographer:

Allee Davis

Date:

November 4, 2015

Detail view of the cornerstone (1917) on the northwest corner of Public School No. 4.

Plate: 6

Photo view:

South

Photographer:

Allee Davis

Date:

November 4, 2015

View of the main entrance which pierces the center of the north (primary) elevation of Public School No. 4.

BASE SURVEY FORM

Historic Sites #:

Property Name: Mary Benson Park

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

Prefix: _____ *Street Name:* Merseles and Third *Suffix:* _____ *Type:* St

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

Municipality(s): City of Jersey City **Block(s):** 10901

Local Place Name(s): _____ **Lot(s):** 129

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

Description:
See Landscape 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

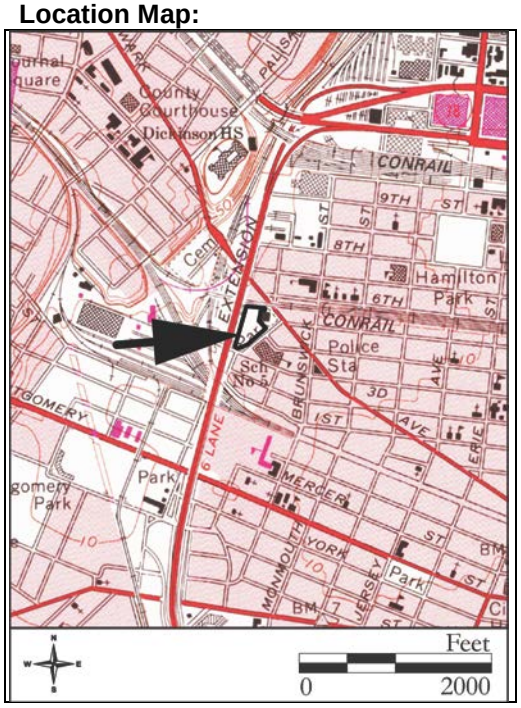
Surveyor: Allee Davis and Teresa Bulger Date: November 2015

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: 1 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: Allee Davis and Teresa Bulger Date: November 2015
Organization: RGA, Inc.

LANDSCAPE ATTACHMENT

Historic Sites #:

Common Name: Mary Benson Park
Historic Name: Mary Benson Park
Present Use: Recreational and Entertainment Activity-Active and Passive recreation
Historic Use: Recreational and Entertainment Activity-Active and Passive recreation
Construction Date: 1901 **Source:** Jersey Journal 1901
Alteration Date(s): 1965; circa 1979 **Source:** NETR 1966; NETR 1979
Primary Landscape Architect/Designer: N/A
Type: Grounds designed for outdoor recreation and/or sports activities
Physical Condition: Good
Style: Urban Park
Remaining Historic Fabric: Low
Acreage: 2.73

Hardscape: Driveways, Earth; Walkways, Asphalt
Plantings: Mature Hardwoods; Shrubbery
Other Features: Fences, Steel

Description:
Mary Benson Park is a 2.73-acre park situated at the southwest corner of Newark Avenue and Merseles Street. A chain-link fence borders 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 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.

Setting:
Mary Benson Park comprises Block 10901, Lot 129 of the City of Jersey City, Hudson County. The irregular-shaped lot is bounded by Newark Avenue to the northeast, Merseles Street to the southeast, Third Street to the southwest, and the New Jersey Turnpike Extension (Interstate 78) to the west. An urban neighborhood surrounds the park to the north, east, and south. Overlooking the park to the east across Merseles Street is Public School No. 5 (SHPO Opinion: 2/28/1991).

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: Comfort Station, Mary Benson Park
Historic Name: Comfort Station, Mary Benson Park
Present Use: Recreational and Entertainment Activity-Active and Passive recreation
Historic Use: Recreational and Entertainment Activity-Active and Passive recreation
Construction Date: 1965 **Source:** Jersey Journal 1964
Alteration Date(s): N/A **Source:** N/A
Designer: Comparetto & Kenny **Physical Condition:** Good
Builder: Unknown **Remaining Historic Fabric:** High
Style: Modernistic
Form: Other **Stories:** 1
Type: N/A **Bays:** N/A
Roof Finish Materials: Rolled Asphalt
Exterior Finish Materials Brick, Running Bond

Exterior Description:
Built in 1965, the Comfort Station at Mary Benson Park is a one-story, rectangular brick building situated in the northeast region of the park. A flat, asphalt roof lined with an aluminum fascia caps the building. The exterior envelope consists of a brick veneer laid in a running bond and is punctured by minimal fenestration. Several brick piers help to break up the exterior wall surfaces. The east elevation is pierced by a door which leads to a women's bathroom. Partially lining the north elevation are ribbon windows with aluminum sash and green-painted paneling. Another door which leads to the men's bathroom is located at the northwest corner of the building, on the north elevation. Aluminum-framed clerestory windows are found on the south elevation along with white-painted paneling.

Interior Description:
Not accessible.

Setting:
The Comfort Station at Mary Benson Park is situated in Block 10901, Lot 129 of the City of Jersey City, Hudson County. The building is sited in the northeast region of the park and faces Newark Avenue. Surrounding the building is the Jersey City Fire Department Engine 5/Ladder 6, built in 1965, to the south, a small paved, pocket park to the east, concrete piers that originally carried the line for the Pennsylvania Railroad Harsimus Branch to the north, and a basketball court to the west.

ELIGIBILITY WORKSHEET

Historic Sites #:

History:
See Continuation Sheet

Significance:
Due to the untiring efforts of one of Jersey City's most philanthropic citizens, Mary Benson Park was built and opened in 1901 in what was then referred to as the Little Italy neighborhood. The park provided a clean, open space for children and their families to enjoy amid an area that was considered to be one of the more dilapidated sections of Jersey City. Mary Benson Park was designed with several curving pathways along the southeastern portion of the park that led to an oval pathway. Centered in the oval created by the pathway was a frame bandstand. In 1909, Mary Benson Park was greatly improved after having fallen into disrepair due to neglect. The improvements were directed by landscape architect John T. Withers and included the construction of a baseball field. From then on, the park has since hosted myriad baseball teams despite the construction of the New Jersey Turnpike Extension (I-78) in the 1950s which effectively cut the amount of available space of the park in half. Even more space was detracted from the park when the Jersey City Fire Department Engine 5/Ladder 6 was built in 1965 in the northeast region of the property. The construction of I-78 and the firehouse greatly altered not only the original amount of acreage afforded to park-users, but also entirely destroyed the park's original design which included a series of winding pathways, benches, and a frame bandstand.

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:
Mary Benson Park is situated on Block 10901, Lot 129 in the City of Jersey City, Hudson County, New Jersey. The park is bounded by Newark Avenue to the northeast, Merseles Street to the southeast, Third Street to the southwest, and the New Jersey Turnpike Extension (Interstate 78) to the west. Today, the park comprises 2.73 acres and shares its lot with the Jersey City Fire Department Engine 5/Ladder 6 which is situated in the northeast corner of the tax parcel.

CONTINUATION SHEET

Historic Sites #:

History:

The opening of Mary Benson Park in 1901 occurred at the height of the settlement house movement in the United States. This movement, which sought to help ease the "settlement" process of new immigrants to America, focused its efforts on educating immigrants on American life-ways, social mores, and cultural ideals. As one form of domestic reform, the settlement house movement created opportunities for middle-class, frequently white, women to redefine certain public roles as suited towards a woman's "natural" capacity for morality, piety, and caretaking (Spencer-Wood 1999:170). Whereas in the early to mid-nineteenth century, women's roles were idealized as focused on family and home, as domestic reform ideologies took hold, women increasingly sought to serve the "community-as-household" (Spencer-Wood 1999:170). Inherently paternalistic, the settlement house movement was not always well-received by the individuals it was meant to serve, and often focused more on conforming the poor to the ideals of the middle-class than asking the community what it needed.

The residents of Little Italy, the home of Mary Benson Park, were subject to a host of settlement-movement activity, directed at once at improving their living conditions and quality of life, as well as assimilating them into American culture. Little Italy was one neighborhood chosen for examination by Whittier Settlement House, established in 1894. When Whittier research fellow Mary Sayles undertook her 1903 study *Housing Conditions in Jersey City,* Sayles wrote that Little Italy was "the most distinctively national section of the city, and the most dilapidated and neglected" (Sayles 1903:7). While this study served to encourage the formation of the reform-focused New Jersey State Tenement House Commission (Burstyn 1997:111), it also reiterated notions of racial and economic inequality between the reformers and the subjects of the reform.

Mary Benson Park was another reform project based in Little Italy that precipitated from the settlement house movement in Jersey City in the early twentieth century. Mary Benson, the park's namesake, was actively engaged in the domestic reform movement, as exemplified by her membership to the Jersey City Woman's Club, an organization initiated by the Whittier Settlement House and targeted at serving the community through the volunteer efforts of their members. Mrs. Benson was known for her unconditional commitment to helping those in need and conceived of the park after a visit to a kindergarten class on Mercer Street in the Little Italy neighborhood of Jersey City. Mrs. Benson had observed that "the kindergarten room is sunny, and the children happy in it" but in her visits to their homes she saw "its unpleasantness the way so many of them were forced to live" (Jersey Journal 1900). Mrs. Benson visited several of the children's homes only to learn of their desires for fresh air and an open space in which to play "other than the dumps about the railroads" (Jersey Journal 1906). Immediately thereafter, Mrs. Benson was determined to find suitable land to serve as a park. She met with city officials and spoke at numerous public meetings in hopes of galvanizing support for a new public park (Jersey Journal 1900). Mrs. Benson carried with her a petition in which she successfully procured over 5,000 signatures in support of convincing the City to set aside a piece of land. She firmly advocated that "if these children had something to do, some place to play in, and a spot on the earth which was all their own, they would be happier, better, cleaner, and more apt to make good men and women" (Jersey Journal 1900).

Mrs. Benson was born Mary Strong in Vermont and later moved with her family to Canada. While there, Mary married a young lawyer from Scotland and had four children which included State Senator Robert S. Hudspeth. Following the unexpected death of her husband, Mary relocated to Jersey City where she remarried to a physician, Dr. Benson. He also died suddenly leaving Mary as a widow in their large house on Garfield Avenue. In 1896, Mary joined the Jersey City Woman's Club, which was founded in 1894 (Jersey Journal 1904c). It was not long after that Mary committed herself to a life defined by philanthropic efforts which included her battle to create a park in which the children residing in Little Italy could enjoy.

Convincing the city to devote a piece of land for conversion into a park did not take long. The same year Mrs. Benson commenced her efforts, she was successful in urging the Street and Water Commissioners, the department ultimately

CONTINUATION SHEET

Historic Sites #:

History cont.:

responsible for such a task, to officially set aside land (Jersey Journal 1900). A plat of a little more than four acres at the intersection of Newark Avenue and Merseles Street was chosen. At the time, the property was used for dumping (Jersey Journal 1901c). Its transformation into a park was readily welcomed by nearby residents. The chosen site was also partially traversed by the elevated line of the Pennsylvania Railroad Harsimus Branch right-of-way along the site's northern perimeter, which was completed in 1873.

With one battle won, the Jersey City Woman's Club quickly set to work to win the next. With the land chosen, the next task was to select a name for the new park. The Woman's Club fervently lobbied for the name "Mary Benson Park" in honor of Mrs. Benson. Jersey City Resident Alice Mary Scudder argued "it is a Jersey City custom to name their parks for individuals" citing Van Vorst Park and Hamilton Park as examples (Jersey Journal 1901a). The city put forth their options for naming the park which included the generic "City Park" and "Mount Pleasant Park" (Jersey Journal 1901b; 1901c).

On Arbor Day in 1901, a ceremony was held for the opening of the new park in Little Italy. A handful of trees were dedicated and planted in the park including 10 trees donated by the children from Public School No. 9 (Jersey Journal 1901d). The design of the park consisted of a series of curving pathways that converged at an oval (Figure 1). The pathways led from Newark Avenue to the north, Merseles Street to the east, and Third Street to the south. In the center of the oval was a frame grand stand where entertainment, such as open air concerts, was provided for the public. City officials chose to name the park "Mount Pleasant Park," denying the Jersey City Woman's Club's request to name the park in honor of Mrs. Benson (Jersey Journal 1906). Jersey City residents, however, only spoke of it as "Little Italy Park" (Jersey Journal 1906). Still, members of the Jersey City Woman's Club led the effort to petition for naming the new park "Mary Benson Park."

By 1904, their efforts proved successful when city officials at long last decided to rename the park in honor of Mrs. Benson (Jersey Journal 1904a). However, by this time, the park had fallen into a state of disrepair. Most of the trees planted by Jersey City residents in 1901 had died and the paths had become overgrown and neglected (Jersey Journal 1904b). City officials had since installed several benches as a means to invite passersby to rest and enjoy the park. The possibility of spreading about fresh sand and erecting a frame shed were discussed as a means to try and improve the poor conditions of the park. This same year, the Jersey City Woman's Club began lobbying for a memorial to place in Mary Benson Park to further honor the woman behind the park's existence. Tragically, in December of 1904, Mary Benson died in her home in Millington, Morris County after having been ill for several months (Jersey Journal 1904c).

In 1906, two years following Mrs. Benson's death, the Jersey City Woman's Club was successful in acquiring permission to erect a monument in the park to honor the life and efforts of Mrs. Benson. The monument, which was formally dedicated in 1907, took the form of a drinking fountain and was positioned near Newark Avenue at the end of the park (Jersey Journal 1906). Grey granite was used to fashion the six-foot monument so as to provide cold drinking water for park-users and passersby. Drinking cups were chained to the stone (Jersey Journal 1907). The lower part of the monument also included a small water dispensary for dogs. In 1965, the monument was relocated a short distance from its original location when the adjacent fire station was constructed.

Conditions of Mary Benson Park remained poor over the next few years. The open land had been marred by dumping which prohibited its intended use as a park. This pattern of use is unsurprising as no details of the park's plan outlined an alternative means of addressing the rubbish dumping which had previously taken place there. Beginning in 1909, the Shade Tree Commission orchestrated a number of improvements for the four-acre park. Overseen by landscape architect John T. Withers, improvements included new soil to support the growth of trees, shrubbery, and flowers, and the addition of a new bandstand, baseball field, and playground (Jersey Journal 1909). With the help of the Jersey City Woman's Club, work commenced on clearing the garbage, levelling the ground, and planting flower beds and other seeds to help return the park back to a suitable order and appearance.

CONTINUATION SHEET

Historic Sites #:

History cont.:

With the introduction of a baseball field, Mary Benson Park quickly became popular for use by local baseball teams, hosting myriad games and providing a place for teams to practice. The baseball diamond was positioned in the northwest corner of the park. For many years, Mary Benson Park teemed with baseball players while also providing space for the community to hold a variety of public events such as carnivals. During the 1940s, however, the New Jersey Turnpike began to seek a right-of-way across Mary Benson Park to construct an extension. After a debate over land ownership that stemmed back to Hudson County Democratic leader Robert Davis, the New Jersey Turnpike was successful in acquiring nearly half of Mary Benson Park on which to construct the elevated road. By 1956, the Newark Bay Extension of Interstate 78 (I-78) was completed.

Mary Benson Park was effectively cut in half following the construction of I-78. Moreover, the elevated road introduced a western barrier for the park in addition to the visual and physical barrier provided by the Harsimus Branch rail line along the park's northern perimeter. In 1965, the park was reduced further in size with the construction of the city's new consolidated firehouse, Jersey City Fire Department Engine 5/Ladder 6, and an accompanying comfort station. The comfort station provided park users with restrooms and storage. When the firehouse was built, the Mary Benson monument was relocated and no longer used as a water fountain (Figure 2). A World War II monument was also installed adjacent to the Mary Benson monument. As a result of the construction of I-78 and the firehouse, the beloved baseball field of Mary Benson Park was forced to be reconfigured and relocated (NETR 1966). It was not until the early 1990s that a new baseball field was constructed for the park (NETR 1994). By the early 2000s, the tracks of the Harsimus Branch were removed leaving behind several stone and concrete piers which effectively cleared the northern viewshed from within Mary Benson Park (NETR 2002).

Justification of Eligibility/Ineligibility:

Mary Benson Park is recommended not eligible for listing on the National Register of Historic Places. Although the park was established at the beginning of the twentieth century and is associated with the broader settlement house movement in the United States, little remains of the original park design (see Figure 1). Most of the current park space is occupied by athletic fields and the Jersey City Fire Department Engine 5/Ladder 6. Although the efforts of Mary Benson and the Jersey City Woman's Club can be associated with the settlement movement of the early twentieth century, Mary Benson Park no longer retains the degree of integrity necessary to convey its historical association with this important movement in history. Neither does the park meet Criterion B as the place most directly associated with an individual. The Boyle/Hudspeth-Benson House, located in Millington, Morris County, New Jersey, is listed on the New Jersey and National Registers, partially due to its association with Mary Benson (NR: 12/10/1975; SR: 12/5/1974). The Boyle/Hudspeth-Benson House meets Criteria Consideration B as it is the most important surviving structure associated with Mary Benson. Her house in Jersey City was demolished in 1929. The park no longer reflects its appearance from Mary Benson's lifetime and does not retain the necessary amount of integrity to adequately represent the significance of Mary Benson's philanthropic efforts. Additionally, the park does not meet Criterion C as its original dimensions have been reduced in size by the construction of the New Jersey Turnpike Extension (I-78) and the Jersey City Fire Department Engine 5/Ladder 6. The park has been remodeled and reworked and no longer resembles its original design.

CONTINUATION SHEET

Historic Sites #:

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1901c Glowing Tribute to Mrs. Benson. 13 May. Jersey City, New Jersey.
1901d Little Italy's New Park Dedicated. 6 May. Jersey City, New Jersey.
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1904c Mrs. Mary Benson Died Last Night. 2 December. Jersey City, New Jersey.
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CONTINUATION SHEET

Historic Sites #:

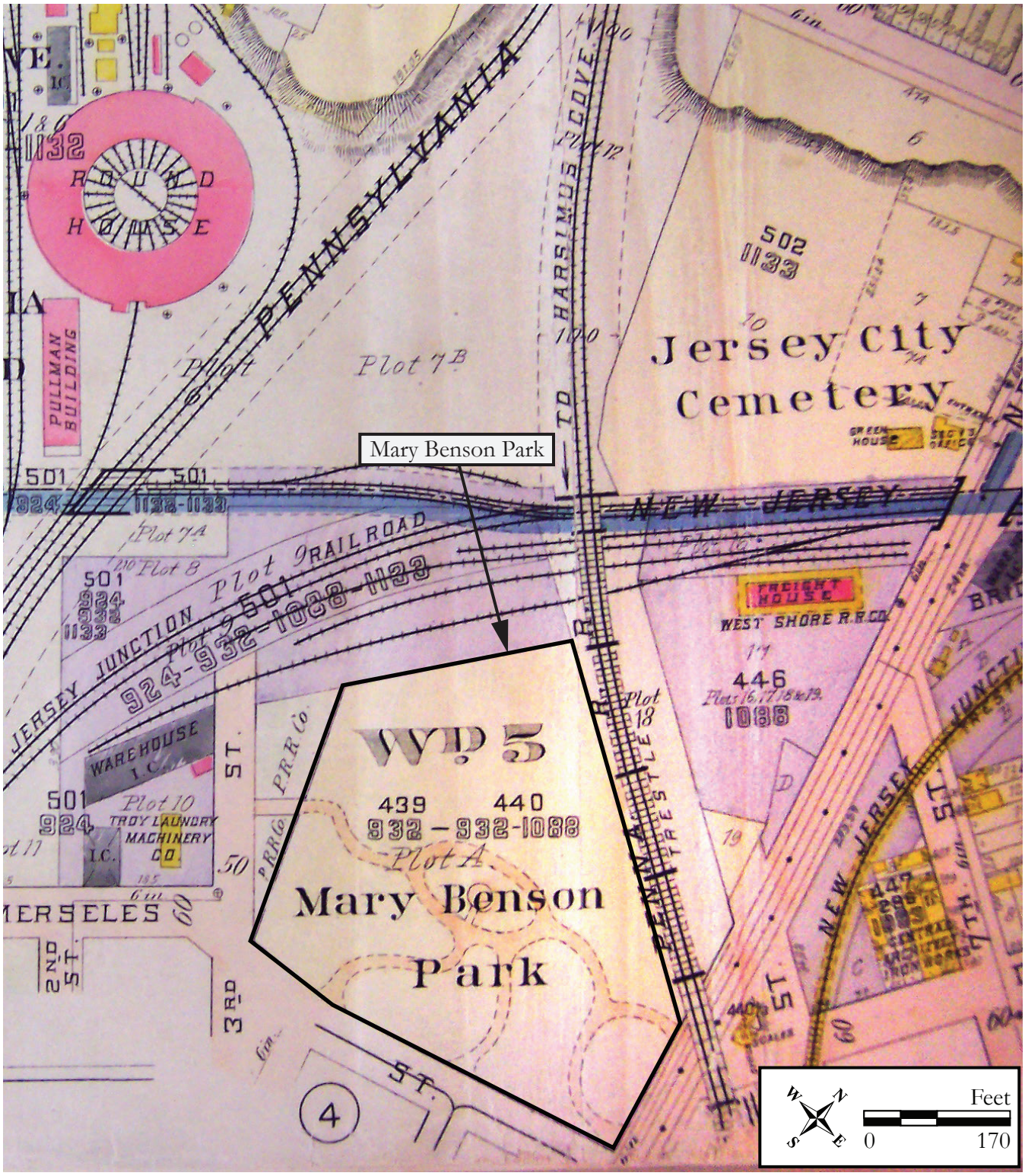


Figure 1: 1908 G.M. Hopkins map showing the original design of Mary Benson Park (Source: G.M. Hopkins 1908).

Survey Name: Conrail Harsimus Branch Abandonment
Surveyor: Allee Davis and Teresa Bulger
Date: November 2015
Organization: RGA, Inc.

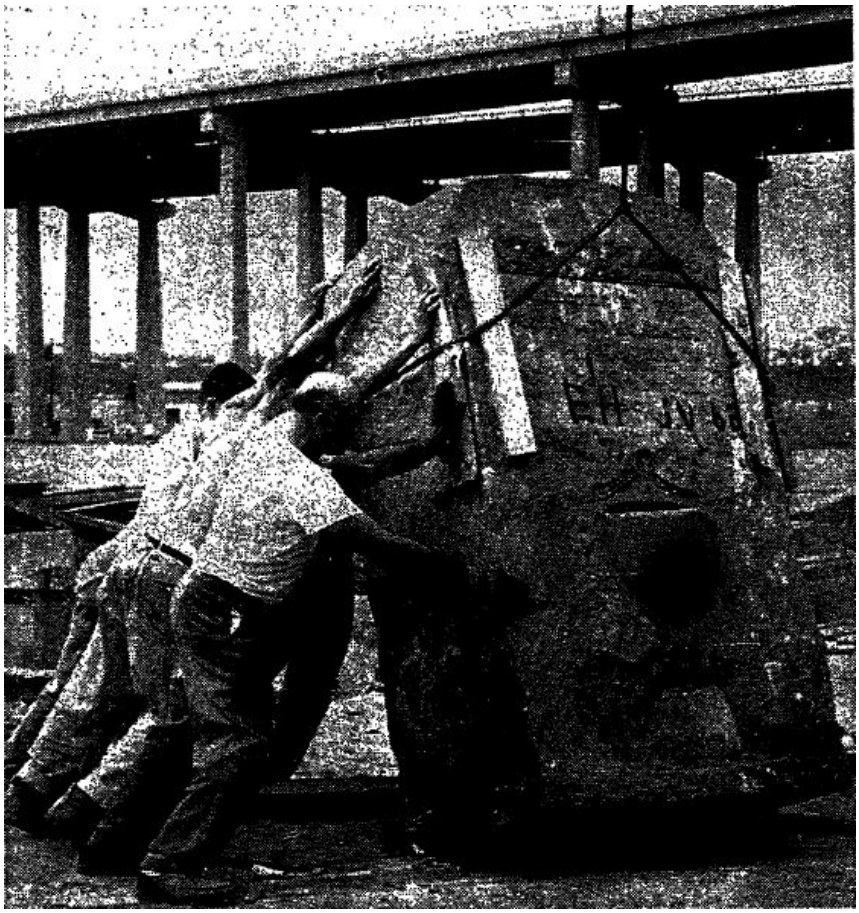


Figure 2: 1964 photograph from the Jersey Journal capturing the reinstallation of the Mary Benson Memorial amid the construction of the Jersey City Fire Department Engine 5/Ladder 6 and accompanying comfort station (Source: Jersey Journal 1964b).

CONTINUATION SHEET

Historic Sites #:

Plate: 1

Photo view:

Southeast

Photographer:

Allee Davis

Date:

November 3, 2015

Overview of the basketball court and partial view of the baseball diamond of Mary Benson Park.

Plate: 2

Photo view:

Southwest

Photographer:

Allee Davis

Date:

November 3, 2015

View of the comfort station built for Mary Benson Park.

CONTINUATION SHEET

Historic Sites #:

Plate: 3

Photo view:

Southeast

Photographer:

Allee Davis

Date:

November 3, 2015

View of the concrete-paved area along Newark Avenue which contains two stone monuments.

Plate: 4

Photo view:

Northwest

Photographer:

Allee Davis

Date:

November 3, 2015

View of the concrete-paved area along Newark Avenue which contains two stone monuments.

CONTINUATION SHEET

Historic Sites #:

Plate: 5

Photo view:

South

Photographer:

Allee Davis

Date:

November 3, 2015

View of the circa 1945 VFW Memorial.

Plate: 6

Photo view:

West

Photographer:

Allee Davis

Date:

November 3, 2015

View of the stone monument dedicated to Mary Benson.

BASE SURVEY FORM

Historic Sites #:

Property Name: Healy's Tavern

Street Address: *Street #:* 374 *(Low)* _____ *(High)* *Apartment #:* _____ *(Low)* _____ *(High)*

Prefix: _____ *Street Name:* Newark *Suffix:* _____ *Type:* AVE

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

Municipality(s): City of Jersey City **Block(s):** 9805

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

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

Description:

Healey's Tavern is a one-story tall, three-bay wide, frame building constructed circa 1885 and altered circa 1906 into its present-day form (Plates 1 and 2). 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. The southeast and rear (northeast) elevations are void of any openings. *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

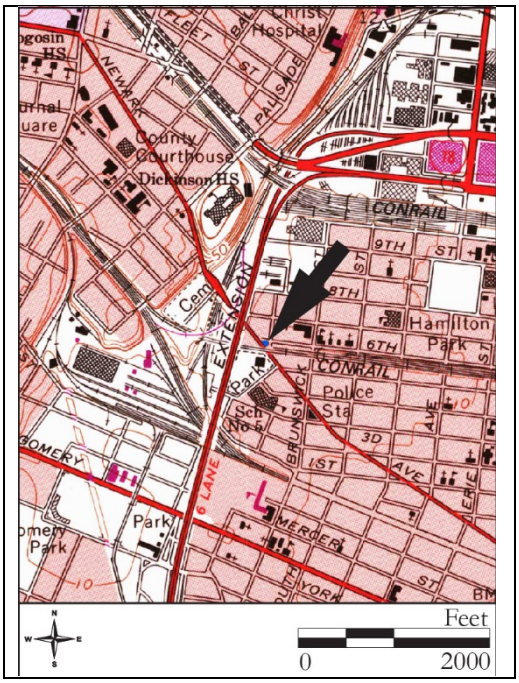
Surveyor: Allee Davis Date: April 2017

Organization: RGA, Inc.

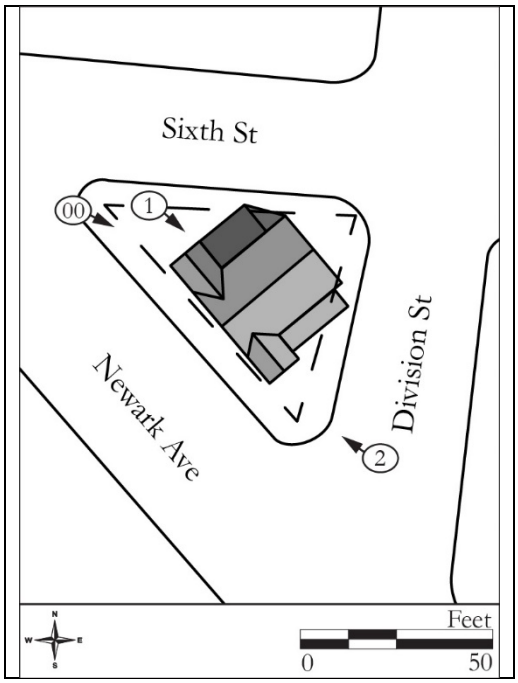
BASE SURVEY FORM

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: Allee Davis Date: April 2017
Organization: RGA, Inc.

BUILDING/ELEMENT ATTACHMENT

Historic Sites #:

☒ **BUILDING** ☐ **STRUCTURE** ☐ **OBJECT**

Common Name: Healy's Tavern

Historic Name: 374 Newark Avenue

Present Use: Commercial Activity, Eating, Drinking

Historic Use: Commercial Activity, Eating, Drinking; Industrial Activity, Light Industrial; Commercial Activity, Office Activity, Private Business

Construction Date: Circa 1885 **Source:** Brush 1885

Alteration Date(s): Circa 1905 **Source:** Sanborn Map Company 1906

Designer: Unknown **Physical Condition:** Good

Builder: Unknown **Remaining Historic Fabric:** Low

Style: Other

Form: Other **Stories:** 1

Type: N/A **Bays:** 3

Roof Finish Materials: Asphalt Shingle

Exterior Finish Materials Stucco; Wood, Plank

Exterior Description:
See Base Survey Form

Interior Description:
Not accessible.

Setting:
Healy's Tavern is sited on a triangular parcel (Block 9805, Lot 1) located at the intersection of Newark Avenue, Sixth Street, and Division Street in the City of Jersey City, Hudson County, New Jersey. The building is oriented with its primary elevation facing southwest and is set back approximately eight feet from the road. A concrete sidewalk surrounds the building. The building is located in an urban setting surrounded by mid- to late-twentieth century residential and commercial properties. Mary Benson Park and a branch of the Jersey City Fire Department are located south of the building, across Newark Avenue.

ELIGIBILITY WORKSHEET

Historic Sites #:

History:
See Continuation Sheet

Significance:
Constructed circa 1885, the building that today houses Healy's Tavern is associated with the industrial history of Jersey City. Until the mid-1960s, the building served as an office for the Jersey City Coal Company, as well as for its successor companies. Shortly thereafter, the building was converted for use as a restaurant. In 2010, the restaurant was renamed "Healy's Tavern," for co-owner Patrick Healy, a firefighter and son of former Jersey City Mayor Jerry Healy.

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:
Healy's Tavern is recommended not eligible for listing in the National Register of Historic Places, as it lacks sufficient architectural and historical significance in order to meet the requisite criteria for listing. Architecturally, the building is not significant or a particularly good example of its type. Furthermore, modern alterations to the building have diminished its integrity in terms of materials, design, and workmanship. Unsympathetic alterations include replacement of original windows and the installation of other modern materials. The building does not meet Criterion C. Additionally, the building does not contribute significantly to any historical events or movements, and is not associated with any important persons, and does not meet Criteria A or B. For these reasons, Healy's Tavern 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: April 2017
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

History:

The building known today as Healy's Tavern first appears cartographically in 1885 on a Sanborn fire insurance map as a one-story, rectangular building with a tin roof (Sanborn Map Company 1885). Labeled as the "Jersey City Coal Company Offices," the map depicts the building as being equipped with a scale used to weigh coal by its occupants, Northrup & Co. (McLean 1895:374). Established in 1875 by prominent Jersey City businessmen C.L. Northrup and Smith D. Mackey, the Northrup & Co. also operated under the name "Jersey City Coal Company." By 1906, the building was extended to the northwest (Sanborn Map Company 1906).

In 1888, Northrup died and the company was renamed "Mackey, Young & Co." due to Mackey's new business partners, Edward F.C. Young and William V. Toffey (McLean 1895:374). Mackey, Young & Co. continued operations out of the subject building, in addition to maintaining additional offices located on Grand Street in Jersey City and Liberty Street in New York (Black Diamond Company 1905:32). In 1909, Young died and bequeathed his share of the business to his son. Young's son separated from the business and took over operation of the Grand Street office under the name "E.L. Young & Co." Mackey and Toffey retained ownership of the subject building, operating officially under the name "Jersey City Coal Co." (Saward 1909:318).

In 1922, the Jersey City Coal Company constructed two new platform truck scales and a coal bin at the corner of Division and Sixth Streets (The Jersey Journal [JJ] 17 June 1922:9). The coal bin was likely used to store coal onsite prior to transportation to customers, and the platform truck scale likely weighed the coal before departing for transportation. The Jersey City Coal Company maintained operations at 374 Newark Avenue until at least 1961, at which time the company expanded to the sale of oil in addition to coal (JJ 29 March 1961:3) (Figure 1).

Beginning in the 1960s, Jersey City experienced an industrial decline that led to factory closures and the abandonment of rail lines (Jersey City Online 2007). The building's role in the Jersey City coal industry ended in 1964, when Frank Rostek applied for a license to open a tavern at 374 Newark Avenue (JJ 15 June 1964:15). This was a relocation of a tavern Rostek operated nearby on Grove Street (JJ 28 November 1964:2). Rostek operated the tavern for approximately 10 years before offering the premises, listed as a "bar & grill," for sale (JJ 22 January 1975:40). Rosario D'Amato purchased the property and operated a tavern through the late 1970s (JJ 11 October 1976:4).

In 2010, Newark Avenue Bros., LLC purchased the subject building and opened Healy's Tavern the following year (Hudson County Clerk's Office [HCCO] 8760:187). Healy's Tavern is named for co-owner Patrick Healy, a firefighter and son of former Jersey City Mayor Jerry Healy (The Observer 17 March 2015). Today, the tavern remains a popular watering hole for local firefighters.

Bibliography:

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1905 Eastern General and Personal Notes. *The Black Diamond* (34) 1, 7 January. Black Diamond Company, New York, New York.

Brush, Charles B.
1885 *Insurance Maps of Hudson County, New Jersey*. Chas B. Brush, Hoboken, New Jersey.

Edwards, Richard
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Hopkins, G.M.
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CONTINUATION SHEET

Historic Sites #:

Bibliography (continued):

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1961 Advertisement for the Jersey City Coal & Oil Company. 29 March:3. Jersey City, New Jersey.
1964 License Notice. 15 June:15. Jersey City, New Jersey.
1964 Dismiss Appeal of Bar Owners. 28 November:2. Jersey City, New Jersey.
1975 Business Opportunities. 22 January:40. Jersey City, New Jersey.
1976 3 Taverns Charged. 11 October:4. Jersey City, New Jersey.

McLean, Alexander
1895 *History of Jersey City, N.J.* The Jersey City Printing Company, Jersey City, New Jersey.

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1997 Historic Aerial Photographs. Electronic document, http://historicaerials.com. Accessed April 27, 2017.

The Observer [Kearny, New Jersey]
2015 The March to Healy's Tavern: in Jersey City, Old Rivals Find Their Way Home to Hudson. 17 March. Kearny, New Jersey.

Richard Grubb & Associates, Inc.
2012 *Next Stop, Metuchen: Three Railroads Shape a Crossroads Community*. Prepared for the New Jersey Department of Transportation. Electronic document, http://www.state.nj.us/transportation/works/environment/pdf/nextstopmetuchen6.pdf, accessed April 27, 2017.

Sanborn Map Company
1906 *Insurance Maps of Hudson County, New Jersey. Volume Two.* Revised 1938. Sanborn Map Company, New York, New York.

Saward, Frederick E., ed.
1909 Change in Mackey, Young & Co. *The Coal Trade Journal* Vol. 41. 6 January. Frederick E. Saward, New York, New York.

CONTINUATION SHEET

Historic Sites #:

Figure 1: Advertisement for the Jersey City Coal & Oil Company (JJ 29 March:3).

CONTINUATION SHEET

Historic Sites #:

Plate: 1

Photo view:

East

Photographer:

Allee Davis

Date:

November 3, 2015

View of the northwest elevation of Healy's Tavern.

Plate: 2

Photo view:

West

Photographer:

Allee Davis

Date:

November 3, 2015

View of the southeast elevation of Healy's Tavern.

BASE SURVEY FORM

Historic Sites #:

Property Name: 194-196 Bay Street

Street Address: *Street #:* 194 *(Low)* 196 *(High)* *Apartment #:* *(Low)* *(High)*

Prefix: *Street Name:* Bay *Suffix:* *Type:* ST

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

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

Local Place Name(s): **Lot(s):** 13, 14

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

Description:

The building at 194-196 Bay Street is a three-and-a-half-story tall, six-bay wide masonry rowhouse with a raised basement constructed circa 1887 (Plates 1 and 2). A flat roof sheathed in rolled asphalt caps the building. The building is oriented with its primary elevation facing south, which is built of brick laid in a running bond. The brick façade extends beyond the roof surface to form a parapet with brick coping. One-over-one, vinyl-sash windows, spaced evenly across the façade, perforate the building's primary (south) elevation. A stucco water table runs the length of the façade between the first floor and raised basement-level windows. Recessed, modern doors accessed by poured-in-place concrete stairs provide access to each side of the building, which is likely divided by an interior masonry party wall. The east and west elevations are void of any openings. The rear (north) elevation is not visible from the public right-of-way. *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

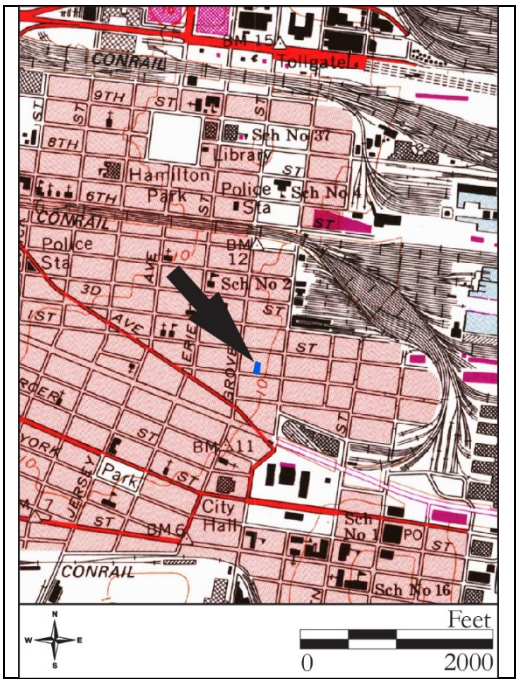
Surveyor: Allee Davis Date: April 2017

Organization: RGA, Inc.

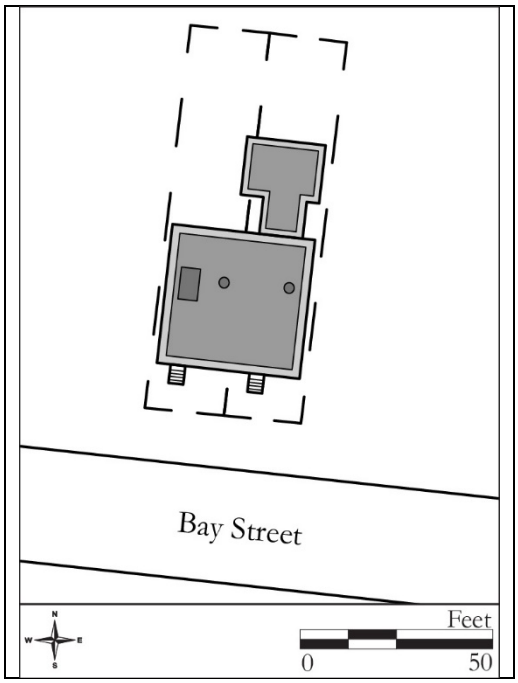
BASE SURVEY FORM

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 _____ 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: April 2017
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

Description (continued):

The subject building first appears cartographically on L.D. Fowler's 1887 *Atlas of Jersey City, New Jersey* as part of a row of four brick, semi-detached rowhouses labeled "190-196 Bay Street" (Fowler 1887). By 1906, a one-story, frame porch ran the length of the row's south façade (Sanborn Map Company 1906). By 1938, the porch was removed and a three-story, T-shaped addition was added to the north elevation of 196 Bay Street (Sanborn Map Company 1938). 190 and 192 Bay Street were demolished circa 1997 and were replaced by two paved surface parking lots (NETR 1997).

The building at 194-196 Bay Street is recommended not eligible for listing in the National Register of Historic Places (NRHP). Architecturally, the building is not significant or a particularly good example of its type. Furthermore, unsympathetic modern alterations to the building have diminished its integrity in regards to its original materials, design, and workmanship. These alterations include the replacement of original windows and entryways with vinyl fixtures and other modern materials. Research did not uncover any information to suggest the building was associated with significant persons or events. For these reasons, 194-196 Bay Street is recommended ineligible for listing in the NRHP.

Bibliography:

Fowler, L.D.
1887 *Atlas of Jersey City, New Jersey*. G.W. Bromley & Co., Philadelphia, Pennsylvania.

Nationwide Environmental Title Research [NETR]
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United States Geological Survey (U.S.G.S.)
1967 7.5' Quadrangle: Jersey City, NJ-NY [photorevised 1981].

CONTINUATION SHEET

Historic Sites #:

Plate: 1
Photo view:
North
Photographer:
Allee Davis
Date:
April 30, 2017

View of south elevation of 194-196 Bay Street.

Plate: 2
Photo view:
Photographer:
Allee Davis
Date:
April 30, 2017

Perspective view of north and east elevations of 194-196 Bay Street.

BASE SURVEY FORM

Historic Sites #:

Property Name: Luis Munoz Marin Boulevard Streetscape

Street Address: *Street #:* 360 *(Low)* 382 *(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; 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 360-364 Luis Munoz Marin Boulevard (Block 11509, Lot 1). 382 Luis Munoz Marin Boulevard is a four-story, mixed-use commercial and residential building. The building was constructed circa 1906 as a masonry building faced with brick (Sanborn Map Company 1906). Intricate detailing is found on the pressed metal cornice. 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

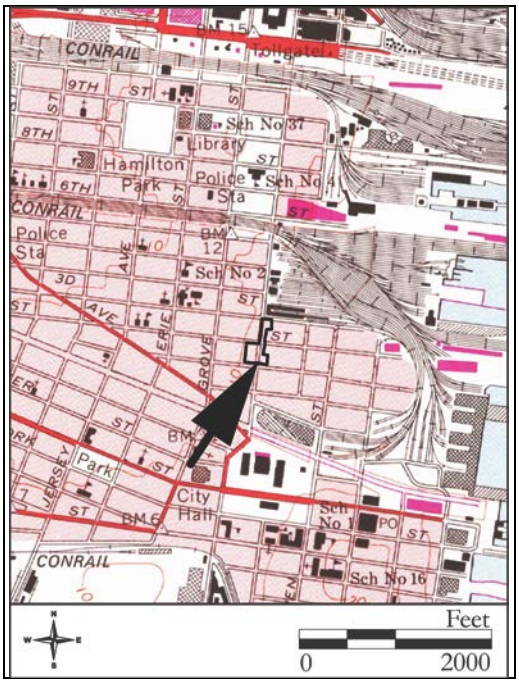
Surveyor: Allee Davis Date: April 2017

Organization: RGA, Inc.

BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:

See Continuation Sheet

Bibliography/Sources:

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1966 Historic Aerial Photographs. Electronic document, http://historicaerials.com. Accessed April 25, 2017.

Sanborn Map Company
1906 *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].

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: April 2017
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

Description (continued):

360-364 Luis Munoz Marin Boulevard consists of two two-story, mixed-use buildings constructed circa 1906 (Sanborn Map Company 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.

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 are being developed as a condominium building.

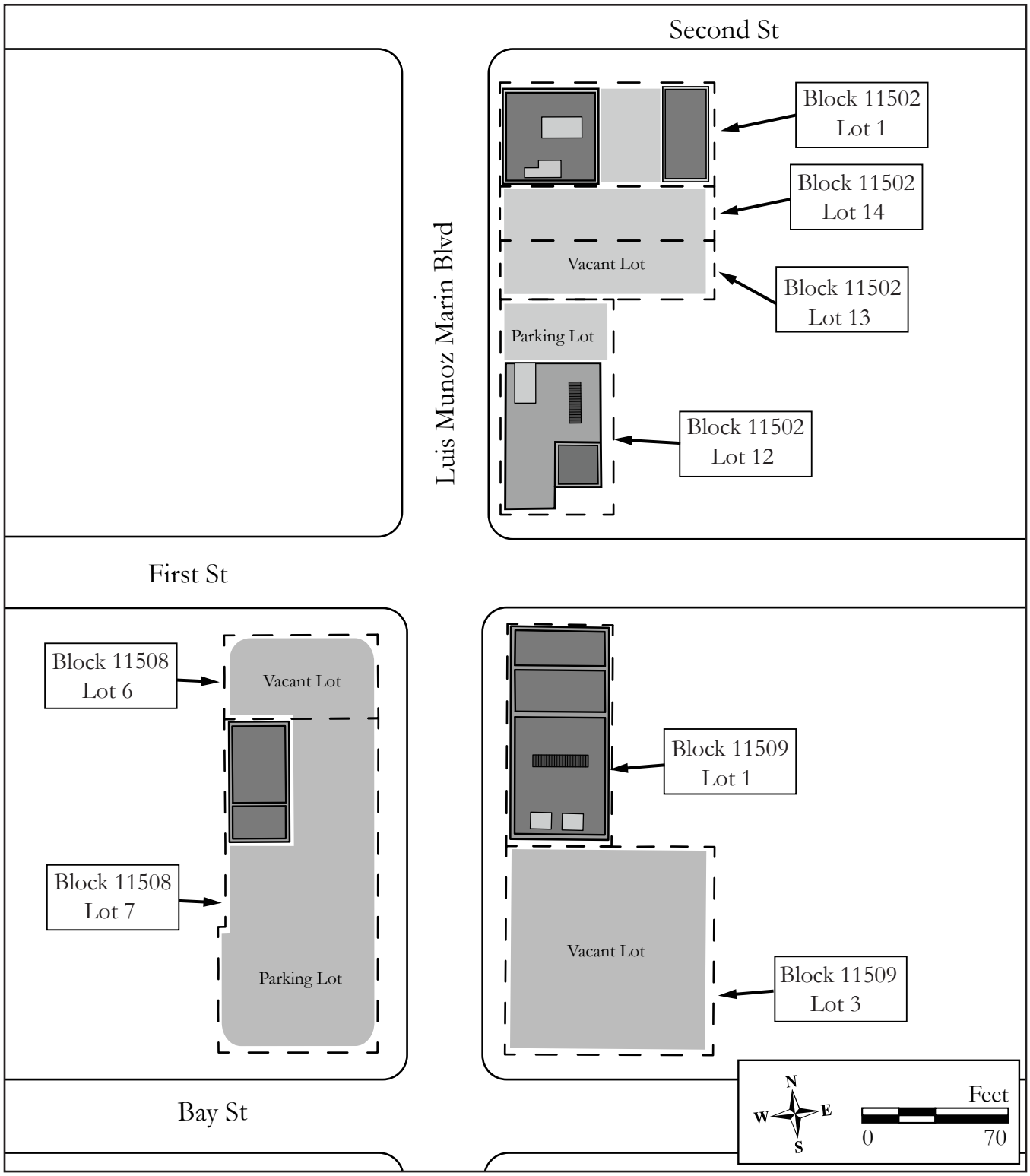
The Luis Munoz Marin Boulevard Streetscape is recommended not eligible for listing in the National Register of Historic Places (NRHP), as it lacks architectural and historical significance. The buildings along the subject streetscape are largely commercial in nature and have diminished architectural integrity due to unsympathetic alterations. 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.

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 1906	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 1906	Two-story, mixed-use building
11509	3	N/A	N/A	Surface parking lot

CONTINUATION SHEET

Historic Sites #:



Site Map.

Survey Name: Conrail Harsimus Branch Abandonment
Surveyor: Allee Davis
Organization: RGA, Inc.
Date: April 2017

CONTINUATION SHEET

Historic Sites #:

Plate: 1

Photo view:

Southwest

Photographer:

Allee Davis

Date:

November 4, 2015

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

Plate: 2

Photo view:

Northeast

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.

CONTINUATION SHEET

Historic Sites #:

Plate: 3

Photo view:

Southeast

Photographer:

Allee Davis

Date:

November 4, 2015

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

Plate: 4

Photo view:

Northeast

Photographer:

Allee Davis

Date:

November 4, 2015

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

CONTINUATION SHEET

Historic Sites #:

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

Plate: 5

Photo view:

North

Photographer:

Allee Davis

Date:

November 4, 2015

BASE SURVEY FORM

Historic Sites #:

Property Name: Merseles Street Streetscape

Street Address: *Street #:* 182 *(Low)* 202 *(High)* *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 buildings lining the southeast side of the street which are primarily commercial and institutional in nature (Plate 1-4; Table 1). Near the intersection of Newark Avenue 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 1919 as the "F. Palancio Paper Stock" building (Hopkins 1919). 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. *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

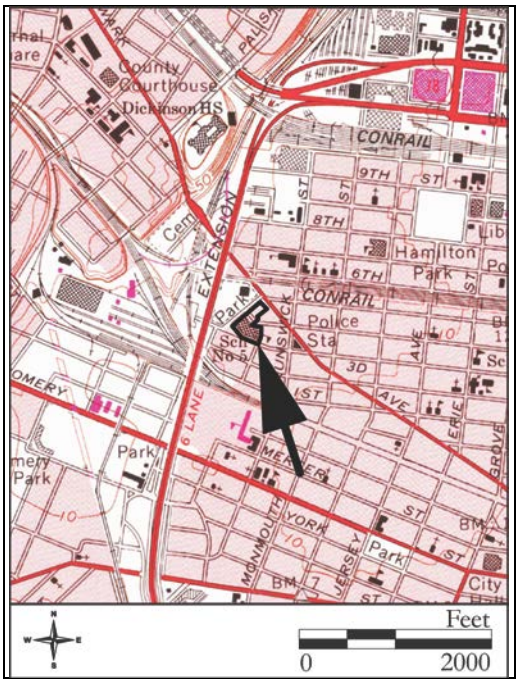
Surveyor: Allee Davis Date: April 2017

Organization: RGA, Inc.

BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:

See Continuation Sheet

Bibliography/Sources:

Hopkins, G.M.
1919 *Plat Book of Jersey City and Bayonne, N.J.* G.M. Hopkins Co., Philadelphia, Pennsylvania.

Nationwide Environmental Title Research [NETR]
1994 Historic Aerial Photographs. Electronic document, http://historicaerials.com. Accessed April 25, 2017.

United States Geological Survey (U.S.G.S.)
1967 7.5' Quadrangle: Jersey City, NJ-NY [photorevised 1981].

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: April 2017
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

Description (continued):

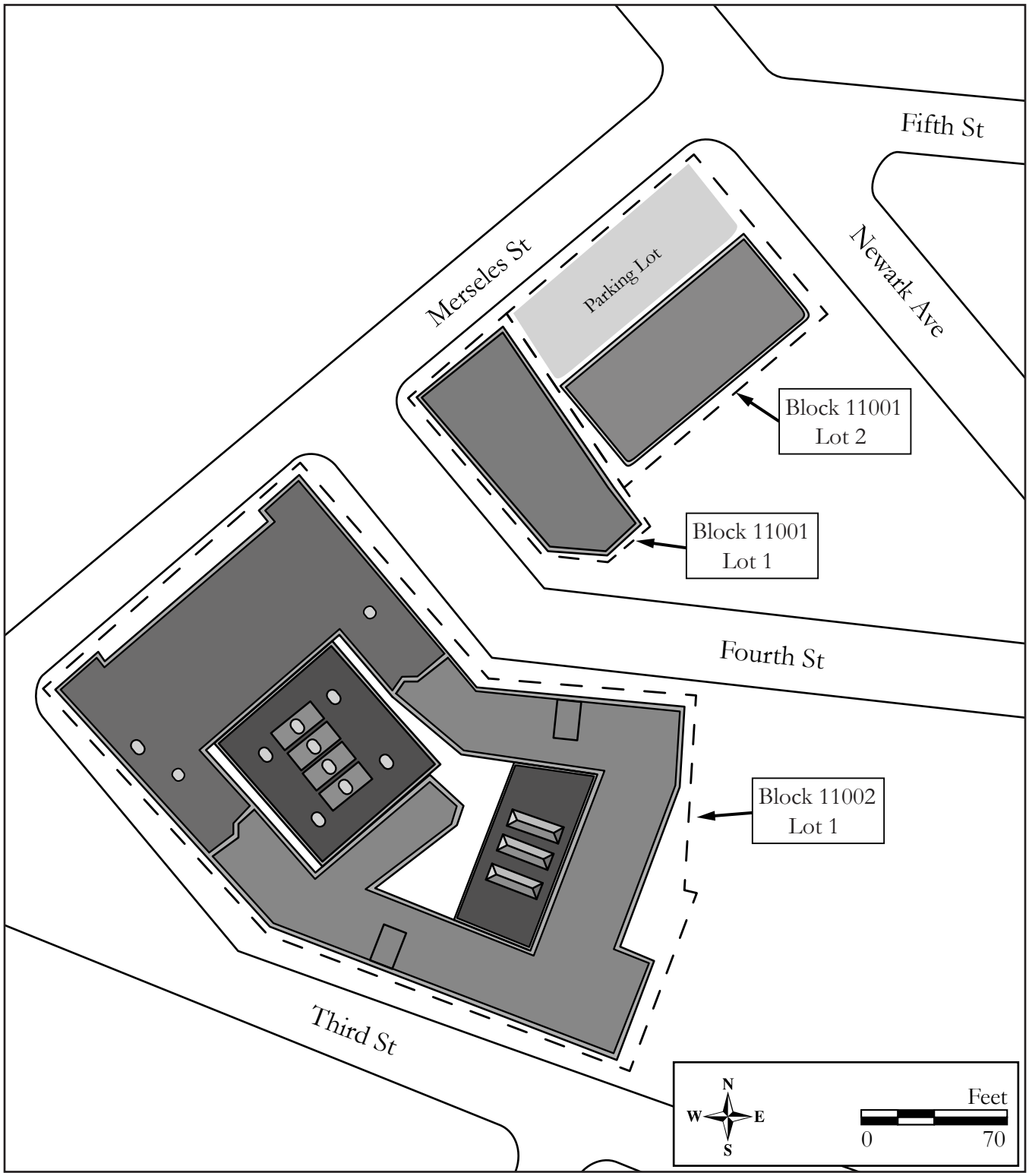
The Merseles Street Streetscape is recommended not eligible for listing in the National Register of Historic Places (NRHP), as it lacks architectural and historical significance. The Merseles Street Streetscape includes the National Register-eligible Public School No. 5 (SHPO Opinion: 2/28/1991). The remaining buildings 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 is not associated with any persons of historic importance. For these reasons, the Merseles Street Streetscape is recommended ineligible for listing in the NRHP.

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

Block	Lot	Address	Date of Construction	Description
11001	1	202 Merseles Street	Circa 1919	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)

CONTINUATION SHEET

Historic Sites #:



Site Map.

Survey Name: Conrail Harsimus Branch Abandonment
Surveyor: Allee Davis
Date: April 2017
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

Plate: 1

Photo view:

Northeast

Photographer:

Allee Davis

Date:

November 3, 2015

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

Plate: 2

Photo view:

South

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.

CONTINUATION SHEET

Historic Sites #:

Plate: 3

Photo view:

Northeast

Photographer:

Allee Davis

Date:

November 3, 2015

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

Plate: 4

Photo view:

Southeast

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.

BASE SURVEY FORM

Historic Sites #:

Property Name: Fifth Street Streetscape

Street Address: *Street #:* 308 *(Low)* 390 *(High)* *Apartment #:* *(Low)* *(High)*

Prefix: *Street Name:* Fifth *Suffix:* *Type:* St

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

Municipality(s): City of Jersey City **Block(s):** 9804; 9905; 11209

Local Place Name(s): **Lot(s):** 8-22; 3-25, 28-35; 1-21

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

Description:

The Fifth Street Streetscape is bounded by Newark Avenue to the west and the State and National Register-listed Harsimus Cove Historic District (SR: 10/15/1987; NR: 12/9/1987) at Coles Street to the east. Fifth Street is primarily residential, with a small number of commercial buildings located at the western end (Plates 1-6; Table 1). *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

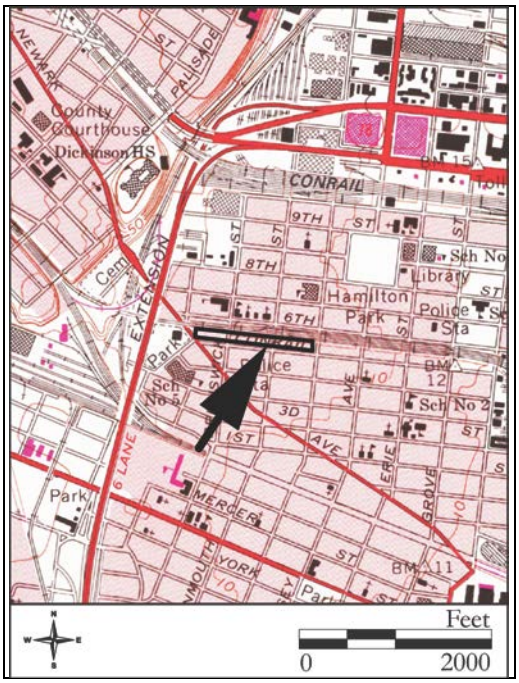
Surveyor: Allee Davis Date: April 2017

Organization: RGA, Inc.

BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:

See Continuation Sheet

Bibliography/Sources:
See Continuation Sheet

Additional Information:
A portion of the Fifth Street Streetscape was surveyed in the 1982 Jersey City Phase 1 Survey of Ward E by Joseph C. Brooks, and the 1986 Jersey City Phase 2 Survey of Ward E by Mary B. Dierickx Architectural Planning Consultants. The survey (Brooks 1982: Survey No. 0906 E 86) made special note of no. 328 Fifth Street (Block 11209, Lot 8), a four-story tenement building built in the Italianate style. The streetscape, however, was recommended not eligible for listing in the National Register of Historic Places due to diminished integrity as a result of unsympathetic alterations to many of the buildings (Brooks 1982; Mary B. Dierickx Architectural Planning Consultants 1986).

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: April 2017
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

Description (continued):

The buildings defining the Fifth Street Streetscape between Newark Avenue and Brunswick Street consist of two commercial buildings at the western end with the remainder being residential. Nearly half of the block contains dwellings of contemporary construction. 386 Fifth Street (Block 9804, Lot 20) and 386½ Fifth Street (Block 9804, Lot 21) are similar one-story, brick-faced buildings constructed circa 1938 (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. Nos. 374, 376, and 376½ Fifth Street (Block 9804, Lots 13, 14, and 15) were constructed circa 1885, but have all been unsympathetically altered by the concealing or removal of original exterior elements by vinyl siding and the removal of original window fixtures (Sanborn Map Company 1885). Of note on this block of the subject streetscape is 370 Fifth Street (Block 9804, Lot 11) which was built circa 1906 as a three-story, brick dwelling (Sanborn Map Company 1906). The exterior of the building retains much of its original brickwork and patterned cornice.

Between Brunswick and Monmouth Streets, the Fifth Street Streetscape consists entirely of residential buildings; the majority of which were built circa 1885. Most 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, 338 Fifth Street (Block 9905, Lot 28) and 338½ Fifth Street (Block 9905, Lot 29) 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 contextually sensitive contemporary buildings.

The easternmost block of the Fifth Street Streetscape spans between Monmouth and Coles Streets and is defined by mostly residential buildings constructed during the late-nineteenth and early-twentieth centuries. Of note are 328 Fifth Street (Block 11209, Lot 8) and 322 Fifth Street (Block 11209, Lot 11). 328 Fifth Street is a four-story, Italianate-style apartment building, constructed circa 1885 (Sanborn Map Company 1885). A few originals details of the building remain, including the detailing on the pressed metal cornice and the rounded arches above the windows and doors. 322 Fifth Street is the El Shaddai Church, constructed circa 1919, and was used as a research laboratory during the mid-twentieth century (Hopkins 1919; Sanborn Map Company 1951). A gabled false front, surmounted by a cross, occupies the first story of 322 Fifth Street. Insensitive alterations, such as vinyl siding and vinyl window fixtures denigrate the integrity of most of the buildings on this block of the subject streetscape. Several buildings are of contemporary construction.

The Fifth Street Streetscape is excluded from the State and National Register-listed Harsimus Cove Historic District (SR: 10/15/1987; NR: 12/9/1987) as it does not contribute to the district. The Harsimus Cove Historic District is primarily residential in nature, marked by blocks of intact Italianate rowhouses constructed during the second half of the nineteenth century. The western boundary of the district ends at Coles Street, "beyond which is an increasing ratio of buildings that have been unsympathetically altered" (Sullebarger and Arms 1987).

The Fifth Street Streetscape is recommended not eligible for listing in the National Register of Historic Places (NRHP) as it lacks architectural and historical significance. The streetscape does not meet Criterion C as most of the buildings have experienced diminished architectural integrity over the course of the twentieth century. The subject streetscape does not meet Criteria A or B as it is not associated with any significant historic events or important individuals.

CONTINUATION SHEET

Historic Sites #:

Description (continued):

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

Block	Lot	Address	Date of Construction	Description
9804	8	N/A	N/A	Surface parking lot
9804	9	173 Brunswick Street	Circa 1885	Four-story dwelling
9804	10	171 Brunswick Street	Circa 1885	Four-story dwelling
9804	11	370 Fifth Street	Circa 1906	Three-story dwelling
9804	12	372 Fifth Street	Circa 2002	Three-story duplex
9804	13	374 Fifth Street	Circa 1885	Two-story dwelling
9804	14	376 Fifth Street	Circa 1885	Two-story dwelling
9804	15	376½ Fifth Street	Circa 1885	Two-story dwelling
9804	16	378 Fifth Street	Circa 2007	Three-story dwelling
9804	17	380 Fifth Street	Circa 2001	Three-story dwelling
9804	18	382 Fifth Street	Circa 2001	Three-story dwelling
9804	19	384 Fifth Street	Circa 2001	Three-story dwelling
9804	20	386 Fifth Street	Circa 1938	One-story garage
9804	21	386½ Fifth Street	Circa 1938	One-story garage
9804	22	390 Fifth Street	Circa 1947	One-story commercial building
9905	3	366½ -368½ Fifth Street	Circa 1951	Three-story dwelling
9905	4	366 Fifth Street	Circa 1885	Three-story dwelling
9905	5	N/A	N/A	Vacant land
9905	6	364 Fifth Street	Circa 1885	Two-and-a-half-story dwelling
9905	7	362 Fifth Street	Circa 1885	Two-and-a-half-story dwelling
9905	8	N/A	N/A	Vacant land
9905	9	N/A	N/A	Vacant land
9905	10	N/A	N/A	Vacant land
9905	11	360½ Fifth Street	Circa 1885	Three-and-a-half-story dwelling
9905	12	360 Fifth Street	Circa 1885	Two-and-a-half-story dwelling
9905	13	358 Fifth Street	Circa 1885	Two-and-a-half-story dwelling
9905	14	356½ Fifth Street	Circa 1885	Two-and-a-half-story dwelling
9905	15	356 Fifth Street	Circa 1885	Two-and-a-half-story dwelling
9905	16	354 Fifth Street	Circa 1885	Three-and-a-half-story dwelling
9905	17	N/A	N/A	Vacant land
9905	18	352½ Fifth Street	Circa 2007	Three-and-a-half-story dwelling
9905	19	352 Fifth Street	Circa 1885	Three-and-a-half-story dwelling
9905	20	350 Fifth Street	Circa 1885	Three-and-a-half-story dwelling
9905	21	348½ Fifth Street	Circa 2016	Four-and-a-half-story dwelling
9905	22	348 Fifth Street	Circa 1885	Three-and-a-half-story dwelling
9905	23	346 Fifth Street	Circa 1885	Two-and-a-half-story dwelling
9905	24	N/A	N/A	Vacant land
9905	25	445 Monmouth Street	Circa 1900, Circa 1966	Three-story dwelling and one-story commercial building
9905	28	338 Fifth Street	Circa 1885	Three-story dwelling
9905	29	338½ Fifth Street	Circa 1885	Three-story dwelling
9905	30	340 Fifth Street	Circa 1912	Three-story dwelling
9905	31	340½ Fifth Street	Circa 2007	Three-story dwelling
9905	32	342 Fifth Street	Circa 1885	Three-story dwelling

CONTINUATION SHEET

Historic Sites #:

Description (continued):

Table 1; cont.

Block	Lot	Address	Date of Construction	Description
9905	33	342½ Fifth Street	Circa 2007	Three-story dwelling
9905	34	N/A	N/A	Vacant land
9905	35	344½ Fifth Street	Circa 1885	Three-story dwelling
11209	1	444 Monmouth Street	Circa 1979	One-story garage
11209	2	336 Fifth Street	Circa 1906	Three-and-a-half-story dwelling
11209	3	334½ Fifth Street	Circa 1906	Three-and-a-half-story dwelling
11209	4	334 Fifth Street	Circa 1906	Three-and-a-half-story dwelling
11209	5	332½ Fifth Street	Circa 1906	Two-and-a-half-story dwelling
11209	6	332 Fifth Street	Circa 1906	Two-story dwelling
11209	7	330-330½ Fifth Street	Circa 1906	Two-story dwelling
11209	8	328 Fifth Street	Circa 1885	Four-and-a-half-story dwelling
11209	9	326 Fifth Street	Circa 1885	Four-story dwelling
11209	10	324 Fifth Street	Circa 1885	Two-story dwelling
11209	11	322 Fifth Street	Circa 1919	El Shaddai Church
11209	12	320 Fifth Street	Circa 1979	One-story garage
11209	13	318 Fifth Street	Circa 1906	Three-and-a-half-story dwelling
11209	14	316 Fifth Street	Circa 1885	Four-story dwelling
11209	15	314 Fifth Street	Circa 1885	Three-and-a-half-story dwelling
11209	16	N/A	N/A	Vacant land
11209	17	93 Coles Street	Circa 2005	Three-story dwelling
11209	18	91 Coles Street	Circa 1885	Three-story dwelling
11209	19	308 Fifth Street	Circa 1938	Three-story dwelling
11209	20	310 Fifth Street	Circa 2002	Three-story dwelling
11209	21	312 Fifth Street	Circa 2002	Three-story dwelling

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Sanborn Map Company
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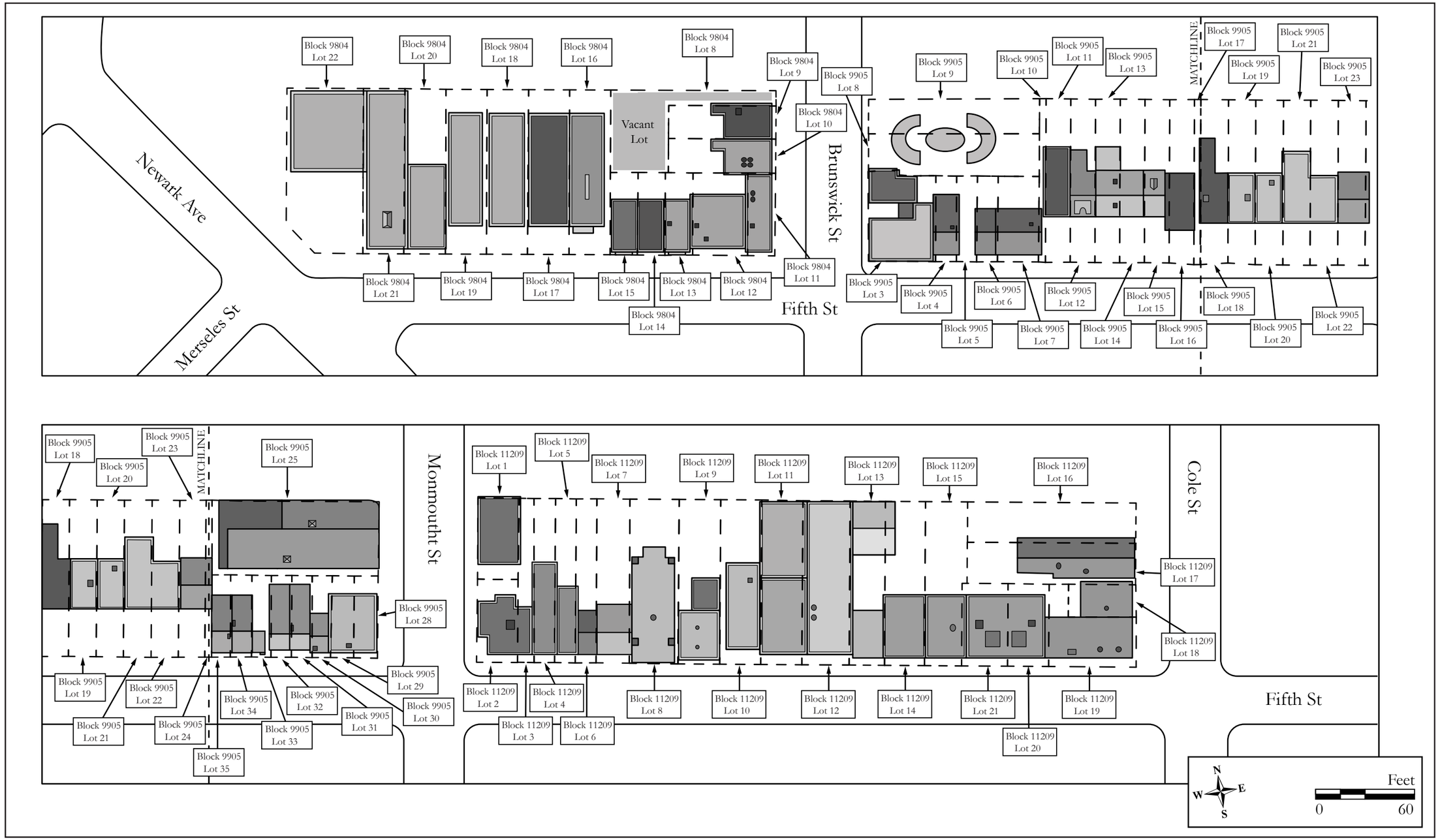
Survey Name: Conrail Harsimus Branch Abandonment
Surveyor: Allee Davis Date: April 2017
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:



Site Map.

Survey Name: Conrail Harsimus Branch Abandonment
Surveyor: Allee Davis
Organization: RGA, Inc.

Date: April 2017

CONTINUATION SHEET

Historic Sites #:

Plate: 1

Photo view:

North

Photographer:

Allee Davis

Date:

November 3, 2015

View of the former poultry market building at the western end of the Fifth Street Streetscape.

Plate: 2

Photo view:

Northwest

Photographer:

Allee Davis

Date:

November 3, 2015

View along the north side of Fifth Street showing recent construction.

CONTINUATION SHEET

Historic Sites #:

Plate: 3

Photo view:

Northwest

Photographer:

Allee Davis

Date:

November 3, 2015

View along the north side of Fifth Street from the intersection of Brunswick Street.

Plate: 4

Photo view:

Northwest

Photographer:

Allee Davis

Date:

November 3, 2015

View along the north side of Fifth Street between Brunswick and Monmouth Streets.

CONTINUATION SHEET

Historic Sites #:

Plate: 5

Photo view:

Northeast

Photographer:

Allee Davis

Date:

November 3, 2015

View along the north side of Fifth Street, between Brunswick and Monmouth Streets showing the highly-altered, typical residential buildings.

Plate: 6

Photo view:

Northwest

Photographer:

Allee Davis

Date:

November 3, 2015

View along the north side of Fifth Street showing recent construction of new dwellings.

BASE SURVEY FORM

Historic Sites #:

Property Name: Sixth Street Streetscape

Street Address: *Street #:* 298 *(Low)* 374 *(High)* *Apartment #:* *(Low)* *(High)*

Prefix: *Street Name:* Sixth *Suffix:* *Type:* St

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

Municipality(s): City of Jersey City **Block(s):** 9803; 9907; 11201

Local Place Name(s): **Lot(s):** 6-15; 1, 9, 10, 23; 29-43

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

Description:

The Sixth Street Streetscape extends from Division Street on the west to the Hamilton Park Historic District (SR: 4/27/1978; NR: 1/25/1979) and Extension (SR: 10/1/1982; NR: 12/2/1982) on the east, halfway between Monmouth and Coles Streets (Plates 1-6; Table 1). The Sixth Street Streetscape is characterized by a mixture of residential, commercial, and ecclesiastical buildings that line the northern side of the street, a majority of which face the Pennsylvania Railroad Harsimus Branch Embankment (COE: 2/17/1999; SR: 12/29/1999; DOE: 3/16/2000). *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

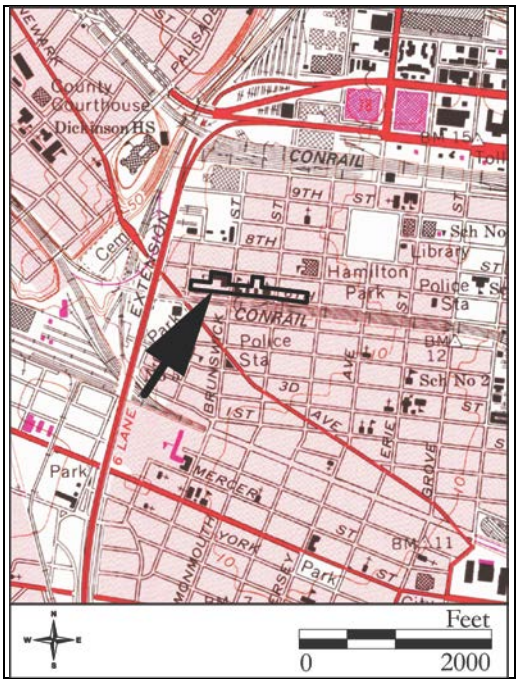
Surveyor: Allee Davis Date: April 2017

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 Date: April 2017
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

Description (continued):

At the western end of the Sixth Street Streetscape, between Division and Brunswick Streets, are primarily commercial and industrial businesses housed in buildings that date from the mid- to late-twentieth century (Sanborn Map Company 1938; NETR 1954, 1966). None of the buildings located on this block of the Sixth Street Streetscape are architecturally distinctive and a majority have been altered by insensitive modifications over the years. The only building of note is 360 Sixth Street (Block 9803, Lot 7) 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. 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 (Block 9803, Lot 6; see RGA 12).

Between Brunswick and Monmouth Streets, the Sixth Street Streetscape is occupied by ecclesiastical buildings, including the National Register-eligible St. Anthony's Polish Roman Catholic Church and School Complex (SHPO Opinion: 4/13/1994) located at 350 Sixth Street (Block 9907, Lot 1), the Holy Rosary Roman Catholic Church and rectory (see RGA 12) at 344 Sixth Street (Block 9907, Lot 9), and the individually State and National Register-listed St. Anthony of Padua Roman Catholic Church (SR: 12/24/2003; NR: 3/22/2004) at 459 Monmouth Street (Block 9907, Lot 10). The extant buildings along this block were constructed between the late nineteenth and mid-twentieth centuries.

The majority of buildings on the block between Monmouth and Coles Streets of the Sixth Street Streetscape were constructed during the latter half of the nineteenth century. A paved, surface parking lot bisects the buildings of the block roughly in the middle. 316 through 320 Sixth Street (Block 11201, Lots 37, 38, 39, and 40) are three-story, brick rowhouses built circa 1873 and are neighbored on the east by no. 314 Sixth Street, a four-story, brick rowhouse built circa 1885 (Hopkins 1873; Sanborn Map Company 1885). Adjacent to the east of the parking lot are nos. 298 through 304 Sixth Street (Block 11201, Lots 29, 30, 31, and 32). Nos. 298 and 302 Sixth Street were constructed circa 2015 and 2016, respectively. No. 300 Sixth Street was built circa 1885 and is a four-story apartment building with an Italianate-style cornice (Sanborn Map Company 1885). No. 304 Sixth Street, a three-story apartment building with a stepped parapet, was constructed circa 1906 (Sanborn Map Company 1906).

Located adjacent to the State and National Register-listed Hamilton Park Historic District the contributing or non-contributing status of nos. 300, 304, and 314 through 320 Sixth Street w evaluated in relation to the historic district. Based on dates referenced in the Nomination Form for the State and National Register-listed historic district, the period of significance appears to extend from circa 1835 to circa 1875, when the majority of the buildings in the district were constructed. The Nomination Form also notes that the residential row on Coles Street, near the southern boundary of the district, was included due to the "architectural quality of the residential structures" (Sheehan 1977). 300 Sixth Street and 304 Sixth Street are not architecturally distinct, and due to their late construction dates and their lack of architectural integrity and significance, they should be excluded from the Hamilton Park Historic District. Unlike the majority of other residential rowhouses located within the historic district boundaries, 300 Sixth Street and 304 Sixth Street lack architectural distinction and detailing, and are recommended not eligible for listing in the National Register of Historic Places, either individually or as contributing resources to the Hamilton Park Historic District.

Aside from the block between Brunswick and Monmouth Streets which consists primarily of eligible and listed historic architectural resources, the remainder of the Sixth Street Streetscape is recommended not eligible for listing in the National Register of Historic Places (NRHP), as it lacks architectural and historical significance. The buildings along the subject streetscape have diminished architectural integrity due to unsympathetic alterations. The streetscape

CONTINUATION SHEET

Historic Sites #:

Description (continued):
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 Sixth Street Streetscape is recommended ineligible for listing in the NRHP.

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

Block	Lot	Address	Date of Construction	Description
9803	6	183 Brunswick Street	1938-1939	Holy Rosary School and Convent of the Holy Rosary Roman Catholic Church Complex (see RGA 3)
9803	7	360 Sixth Street	Circa 1906	Two-story dwelling
9803	8	364 Sixth Street	Circa 1938	One-story garage
9803	9	366 Sixth Street	Circa 1938	One-story garage
9803	10	374 Sixth Street	Circa 1938	One-story garage
9803	11	N/A	N/A	Surface parking lot
9803	12	N/A	N/A	Surface parking lot
9803	13	N/A	N/A	Surface parking lot
9803	14	10 Division Street	Circa 1966	One-story commercial building
9803	15	N/A	N/A	Surface parking lot
9907	1	350 Sixth Street	1899	St. Anthony's Polish Roman Catholic Church and School Complex (SHPO Opinion: SHPO Opinion: 4/13/1994)
9907	9	344 Sixth Street	1904; 1958	Holy Rosary Roman Catholic Church Complex (see RGA 3)
9907	10	459 Monmouth Street	1890-1894	St. Anthony of Padua Roman Catholic Church (SR: 12/24/2006; NR: 3/22/2004)
9907	23	455 Monmouth Street	Circa 1900	Three-story dwelling; Parish for the St. Anthony of Padua Roman Catholic Church
11201	29	298 Sixth Street	Circa 2015	Four-story dwelling
11201	30	300 Sixth Street	Circa 1906	Four-story dwelling
11201	31	302 Sixth Street	Circa 2016	Two-story dwelling
11201	32	304 Sixth Street	Circa 1906	Three-story dwelling
11201	33	N/A	N/A	Surface parking lot
11201	34	N/A	N/A	Surface parking lot
11201	35	N/A	N/A	Surface parking lot
11201	36	314 Sixth Street	Circa 1885	Four-story dwelling
11201	37	316 Sixth Street	Circa 1873	Three-story dwelling
11201	38	316 ½ Sixth Street	Circa 1873	Three-story dwelling
11201	39	318 Sixth Street	Circa 1873	Three-story dwelling
11201	40	320 Sixth Street	Circa 1873	Three-story dwelling
11201	41	320 ½ Sixth Street	Circa 2016	Under construction at time of survey
11201	42	460 Monmouth Street	Circa 2002	One-story garage
11201	43	462 Monmouth Street	Circa 1885	Four-story dwelling

CONTINUATION SHEET

Historic Sites #:

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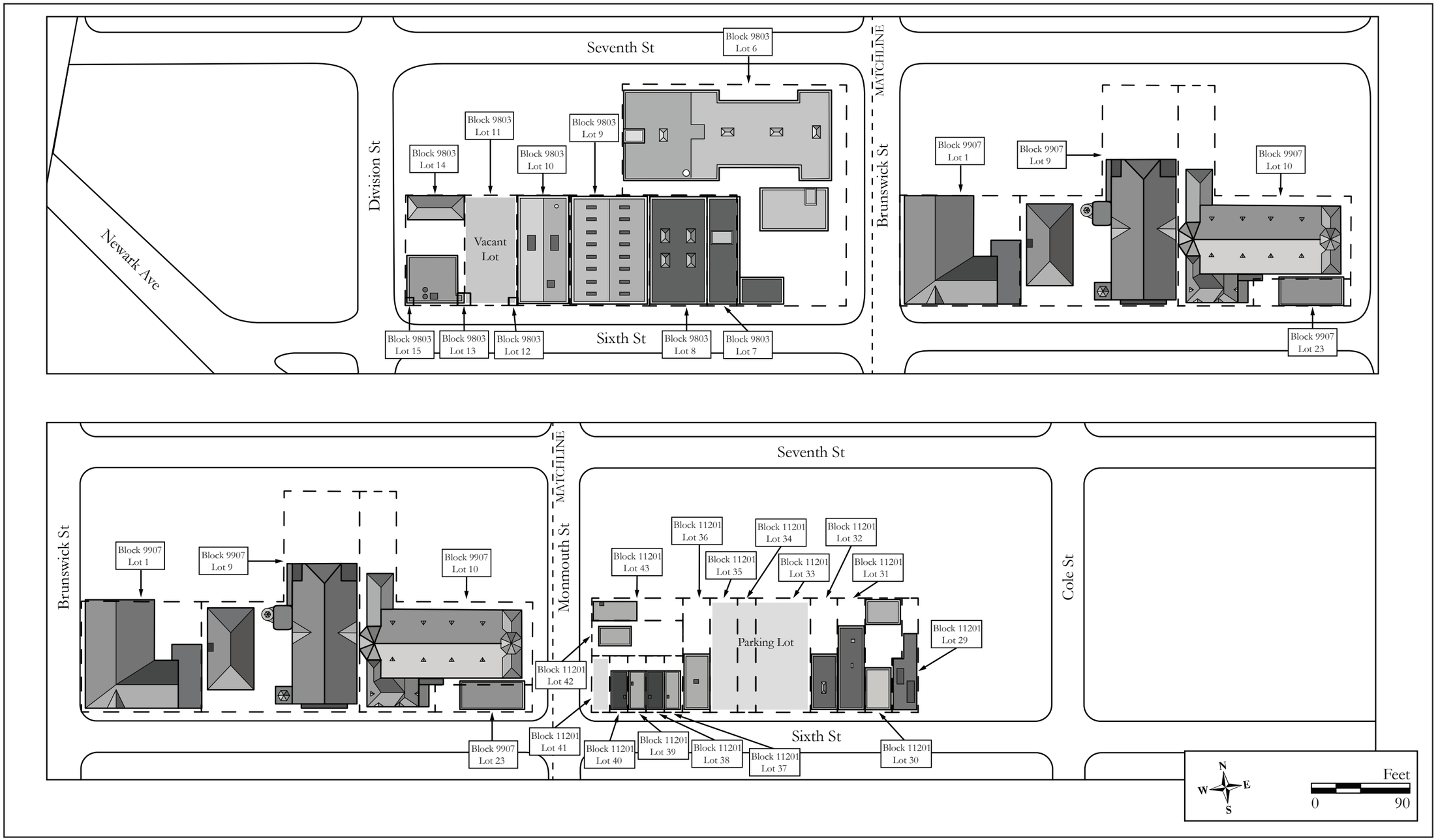
United States Geological Survey (U.S.G.S.)
1967 7.5' Quadrangle: Jersey City, NJ-NY [photorevised 1981].

CONTINUATION SHEET

Historic Sites #:



Site Map.

Survey Name: Conrail Harsimus Branch Abandonment
Surveyor: Allee Davis
Organization: RGA, Inc.

Date: April 2017

CONTINUATION SHEET

Historic Sites #:

Plate: 1

Photo view:

Northwest

Photographer:

Allee Davis

Date:

November 3, 2015

View along the north side of Sixth Street at the intersection of Coles Street.

Plate: 2

Photo view:

Southwest

Photographer:

Allee Davis

Date:

November 3, 2015

View along the north side of Sixth Street between Monmouth and Coles Street. The copper-clad steeple of State and National Register-listed St. Anthony of Padua Roman Catholic Church is visible above the rooflines of the typical residential dwellings.

CONTINUATION SHEET

Historic Sites #:

Plate: 3

Photo view:

Northeast

Photographer:

Allee Davis

Date:

November 3, 2015

View along Sixth Street near the intersection of Brunswick Street with a view of the National Register-eligible St. Anthony School.

Plate: 4

Photo view:

Northwest

Photographer:

Allee Davis

Date:

November 3, 2015

View along the north side of Sixth Street showing the industrial and commercial nature at the west end of the streetscape.

CONTINUATION SHEET

Historic Sites #:

Plate: 5

Photo view:

Northwest

Photographer:

Allee Davis

Date:

November 3, 2015

View along Sixth Street with a partial view of the Harsimus Branch Embankment on the left.

Plate: 6

Photo view:

Northwest

Photographer:

Allee Davis

Date:

November 3, 2015

View along Sixth Street showing typical residential construction which consists of older and newer building stock.

BASE SURVEY FORM

Historic Sites #:

Property Name: First Street Streetscape

Street Address: *Street #:* 300 *(Low)* 374 *(High)* *Apartment #:* *(Low)* *(High)*

Prefix: *Street Name:* First *Suffix:* *Type:* St

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

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

Local Place Name(s): **Lot(s):** 2-4, 6; 1, 2

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

Description:

The First Street Streetscape consists of buildings lining the southern side of First Street between Grove Street and Luis Munoz Marin Boulevard (Plates 1-3; Table 1). Historically, much of First Street in this area of Jersey City was dominated by foundries, chemical companies, and auto-related businesses. The majority of buildings associated with these industrial entities were demolished during the latter half of the twentieth century, leaving several open lots now used for surface parking. Today, the subject streetscape is flanked by the Harsimus Cove Historic District (SR: 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

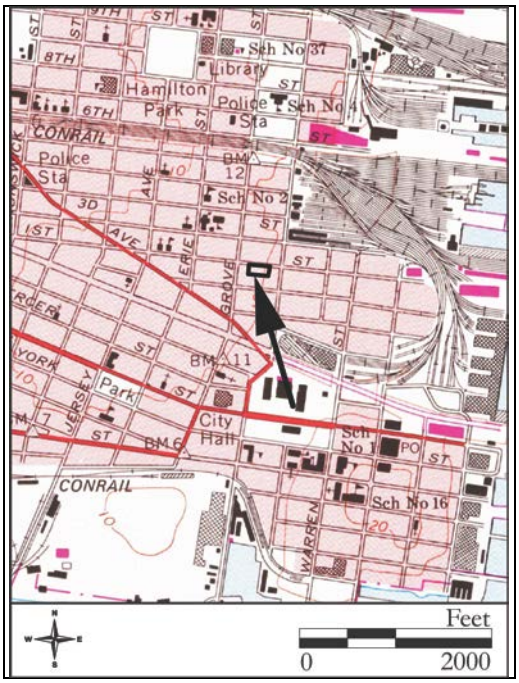
Surveyor: Allee Davis Date: April 2017

Organization: RGA, Inc.

BASE SURVEY FORM

Historic Sites #:

Location Map:



Site Map:

See Continuation Sheet

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United States Geological Survey (U.S.G.S.)
1967 7.5' Quadrangle: Jersey City, NJ-NY [photorevised 1981].

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: April 2017
Organization: RGA, Inc.

CONTINUATION SHEET

Historic Sites #:

Description (continued):

Three parcels containing two one-story, masonry buildings define the First Street Streetscape: 187-197 First Street (Block 11508, Lot 2) and 181-185 First Street (Block 11508, Lots 3 and 4). 187-197 First Street was built circa 1938 as a brick building with wired-glass skylights and originally functioned as a motor freight station (Sanborn Map Company 1938). The building retains much of its original brickwork on the north elevation despite alterations to the original fenestration pattern. 181-185 First Street was constructed circa 1966 as a one-story garage and is currently occupied by an auto body business (NETR 1966).

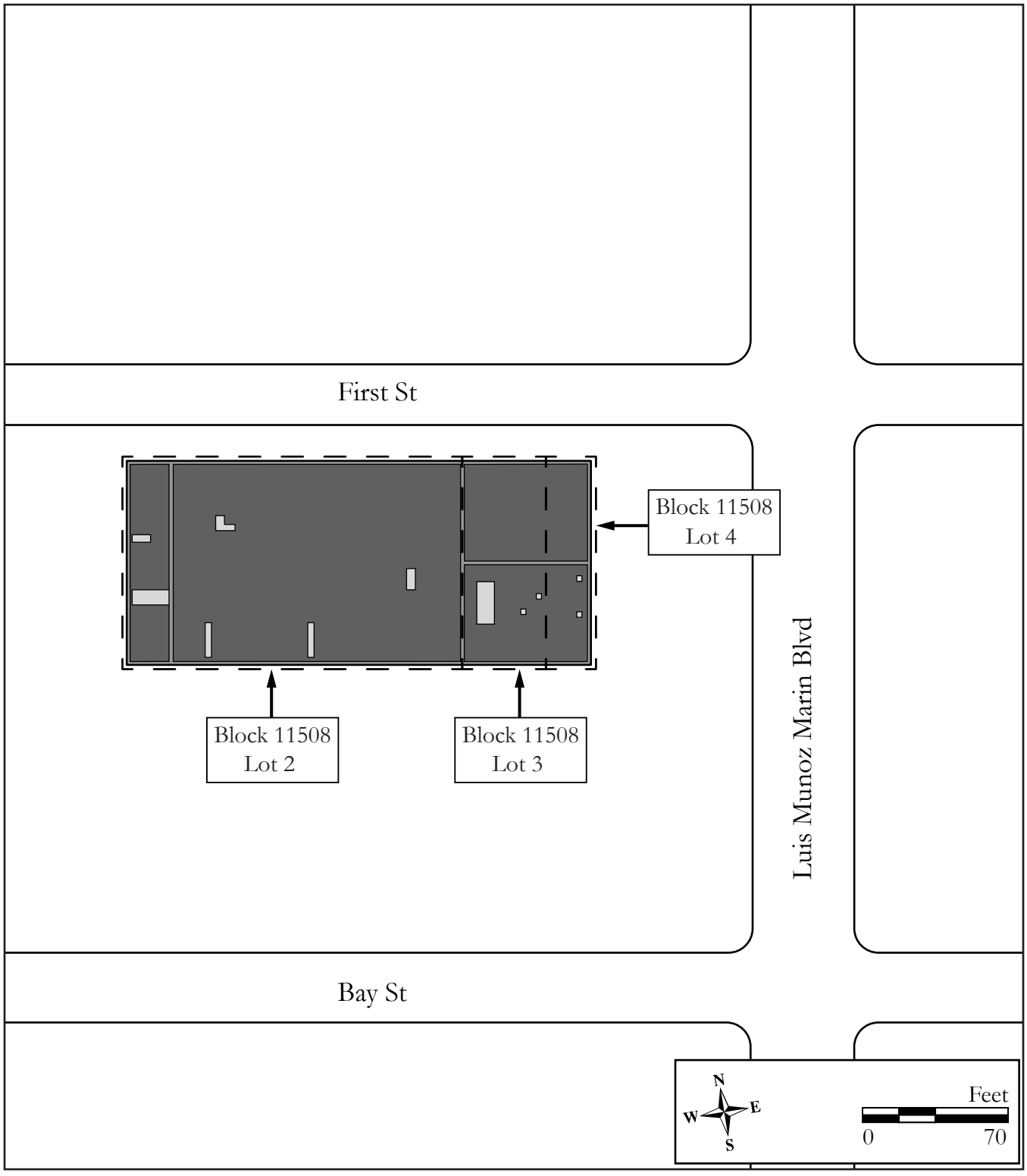
The First Street Streetscape is recommended not eligible for listing in the National Register of Historic Places (NRHP) as it lacks architectural and historical significance. The buildings of the subject streetscape have experienced diminished architectural integrity over the course of the twentieth century as a result of insensitive alterations. Due to the 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.

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

Block	Lot	Address	Date of Construction	Description
11508	2	187-197 First Street	Circa 1938	One-story, brick building
11508	3	183-185 First Street	Circa 1966	One-story garage
11508	4	181 First Street	Circa 1966	One-story garage

CONTINUATION SHEET

Historic Sites #:



Site Map.

Survey Name: Conrail Harsimus Branch Abandonment
Surveyor: Allee Davis
Organization: RGA, Inc.
Date: April 2017

CONTINUATION SHEET

Historic Sites #:

Plate: 1

Photo view:

Southwest

Photographer:

Allee Davis

Date:

November 4, 2015

View along the south side of First Street.

Plate: 2

Photo view:

Southwest

Photographer:

Allee Davis

Date:

November 4, 2015

View along the south side of First Street showing the one-story lumber mill built circa 1930 as a motor freight station.

CONTINUATION SHEET

Historic Sites #:

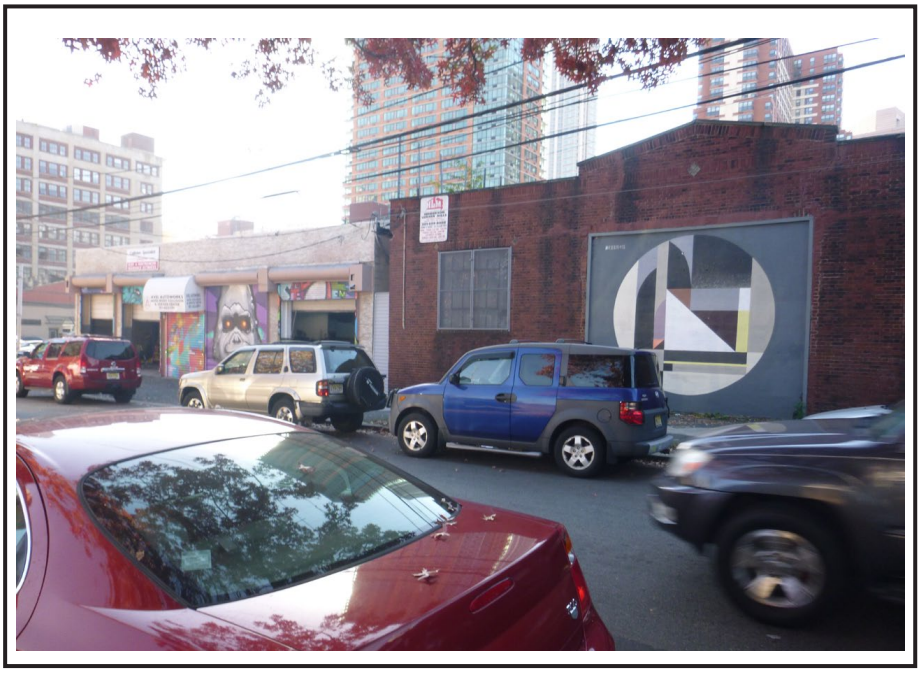


Plate: 3

Photo view:

Southeast

Photographer:

Allee Davis

Date:

November 4, 2015

View along the south side of First Street.

APPENDIX T: ANNOTATED BIBLIOGRAPHY

Authors:	Allee Davis, Adam Heinrich, Philip A. Hayden, Alana Stops, Robert J. Lore
Title:	Cultural Resources Investigation, Conrail Harsimus Branch Abandonment (STB Docket No. AB 167 [Sub No. 1189X]), City of Jersey City, Hudson County, New Jersey
Date:	May 2017
RGA Database Title	Conrail Harsimus Stage 2
RGA Project No.:	2015-211
State:	New Jersey
County	Hudson
Municipality:	City of Jersey City
U.S.G.S. Quad:	Jersey City, NJ
Drainage Basin:	Hudson River, Atlantic Ocean
Regulation:	Section 106
Project Type:	Transportation: Railroad Abandonment
Project Sponsor:	Conrail
Client:	Mayer Brown
Level of Survey:	Phase IA archaeological survey and reconnaissance/intensive-level architectural survey

Cultural Resources:

- Pennsylvania Railroad (New York to Philadelphia) Historic District (SHPO Opinion: 3/3/2003; eastern boundary undefined)
- New Jersey Railroad Bergen Cut Historic District (SHPO Opinion: 5/21/1999; eastern boundary undefined)
- Public School No. 5, 182-196 Merseles Street (SHPO Opinion: 2/28/1991)
- Pennsylvania Railroad Harsimus Branch Embankment (COE: 2/17/1999; SR: 12/29/1999; DOE: 3/16/2000)
- St. Anthony's Polish Roman Catholic Church and School Complex (SHPO Opinion: 4/13/1994)
- St. Anthony of Padua Roman Catholic Church (SR: 12/24/2003; NR: 3/22/2004)
- Hamilton Park Historic District (SR: 4/27/1978; NR: 1/25/1979)
- Harsimus Cove Historic District (SR: 10/15/1987; NR: 12/9/1987)
- 88-92 Erie Street, Albaniel Dye & Chemical Co. (SHPO Opinion: 7/2/1980; DOE: 8/27/1980)
- Warehouse Historic District (SHPO Opinion: 2/28/1991)
- Hudson & Manhattan Railroad Powerhouse (COE: 10/7/1999; NR: 11/23/2001)
- Great Atlantic & Pacific Tea Company Warehouse (SR: 6/2/1978; NR: 6/2/1978; NHL ID No. 1504)