



PROPOSED MITIGATION

**DEMOLITION OF 2001 TONNELLE
WAREHOUSE**

NORTH BERGEN, NEW JERSEY

March 12, 2010

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Under Section 106 of the National Historic Preservation Act (NHPA), the proposed full demolition of the warehouse would constitute an *Adverse Effect* on a historic property because it would result in the “physical destruction of or damage to all or part of the property”.

To mitigate the *Adverse Effect* that would result from the proposed post FEIS full demolition of the warehouse, a Historic American Buildings Survey (HABS), and an Addendum to the C7 Tonnelles Avenue Underpass Construction Protection Plan (CPP) would be prepared and submitted to the Federal Transit Administration (FTA) and the New Jersey State Historic Preservation Office (NJSHPO). In addition, NJ TRANSIT’s Red Bank Train Station would be stabilized and partially renovated. These proposed mitigation measures are further described below.

Historic American Building Survey (HABS)

The HABS recordation will document the resource photographically and provide an architectural overview of the property, as well as the history of its design and ownership. A state-level recordation of the building was previously completed for 2001 Tonnelles Avenue in accordance with the ARC Section 106 Programmatic Agreement and focused on the northern-most portion of the building that was to be demolished under the FEIS design. The state-level documentation was approved by the NJSHPO on August 28, 2009 (HPO Log # 05-0759-43).

In support of the full demolition of the warehouse, the proposed HABS recordation would consist of archival black and white photography of the building’s exterior, focusing specifically on the character-defining features of the warehouse’s main office area that fronts on Tonnelles Avenue. In response to NJSHPO’s request at coordination meeting held on October 16, 2009, background research and written documentation would supplement the previously completed HABS recordation by explaining and illustrating the historic and geographic relationship among the warehouse, Tonnelles Avenue (Routes 1&9) and the New York Susquehanna and Western (NYS&W) and Conrail freight railroads. This supplemental background research and written documentation would also include how these transportation facilities influenced the operations of the property.

Construction Protection Plan (CPP) for Built Historic Properties

The CPP that was prepared in support of the Tonnelles Avenue Underpass C07 construction Contract describes measures (i.e. vibration monitoring) to protect the warehouse from potentially harmful ground-borne vibrations and ground movements anticipated to be generated by construction activities. An addendum to the C07 CPP would be prepared to eliminate the need for vibration monitoring of the warehouse.

Off-site Mitigation – Stabilization and Renovation of NJ TRANSIT’s Red Bank Train Station

As part of the initial consultation with the NJSHPO regarding the proposed full demolition of the warehouse, several historic properties in need of rehabilitation owned by NJ TRANSIT, including those within the ARC project area, were considered with regard to the application of

off-site mitigation. Based on a review of the existing conditions of these facilities and NJSHPO's input, it was determined that stabilization and partial renovation of NJ TRANSIT's Red Bank Station would be the most appropriate off-site mitigation measure for full demolition of the warehouse.

The Red Bank Passenger Station is listed in the New Jersey and National Registers of Historic Places (SR: 1/7/1976; 5/28/1976) and included as part of the Operating Railroad Stations of New Jersey Thematic Nomination (SR: 3/17/1984; 6/22/1984). The station is also a key contributing resource to the New York and Long Branch Railroad Historic District (SHPO Opinion: 8/20/2004). All stabilization and renovation work would conform to the *Secretary of the Interior's Standards for Rehabilitation*.

This work would include the following: Replacement of main station roof; repairs to damaged wood siding; removal of pigeon nestings in holes in soffits and fascias; repairs to soffits and fascias; removal of deteriorated, non-original gingerbread trim; stripping and repainting the exterior; re-pointing mortar in basement foundation walls; sealing of all deteriorated window sills to prevent further water infiltration; replacement of makeshift structural supports in basement; repair of sagging area of waiting room ceiling; stripping and repainting the waiting room; and repairs to the brick chimney.