

## **Appendix D: Historic and Cultural Resources**

## **Appendix D: Historic and Cultural Resources**

D-1 Amended Finding Documentation, December 17, 2015



## Parks, Recreation and Historic Preservation

**ANDREW M. CUOMO**  
Governor

**ROSE HARVEY**  
Commissioner

February 25, 2016

Daniel P. Hitt, RLA  
Director, Office of Environment  
NYS Department of Transportation  
50 Wolf Road  
Albany, NY 12232

Re: FHWA  
Tappan Zee Hudson River Crossing Project  
Shared Use Path Facilities and Bicycle Pedestrian Connection Amended Finding  
Documentation-Retaining Wall Stone Cladding Information  
11PR06692

Dear Mr. Hitt:

Thank you for requesting the additional comments of the NYSHPO. Specifically, you have asked us to clarify our comments regarding potential impacts to the National Register eligible South Nyack Historic District.

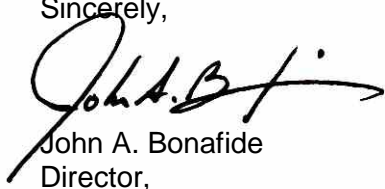
As you are aware this district was determined eligible as part of the Section 106 review process for this undertaking. It includes 130 contributing and 34 non-contributing buildings and encompasses a large portion of the village of South Nyack. The district was found to meet the National Register criteria in the areas of history and architecture. A portion of the western edge of the district abuts the New York State Thruway, US Route 9W and the bridge interchange portion of the project.

Specifically, we have been asked to clarify our December 30<sup>th</sup> comments regarding proposed changes to the Shared Use Path (SUP) portion of the bridge replacement project and the existing National Register eligible South Nyack Historic District. This letter is to clarify that the previous determination of Adverse Effect encompasses the Proposed Action.

The changes to the SUP will directly and indirectly affect historic resources within the project's Area of Potential Effect, including a small section of the boundary of the eligible district. However, these project modifications will not alter, directly or indirectly, the characteristics that qualify the South Nyack Historic District for inclusion in the Register. The historic district will continue to retain its qualifying characteristics as a property eligible for inclusion in the National Register of Historic Places as previously defined through the Section 106 process for the Tappan Zee Hudson River Crossing Project.

If I can be of any further assistance please do not hesitate to contact me at (518) 268-2166 or [john.bonafide@parks.ny.gov](mailto:john.bonafide@parks.ny.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "John A. Bonafide", with a stylized flourish extending from the end.

John A. Bonafide  
Director,  
Technical Preservation Services Bureau

cc: John Burns, FHWA





## Parks, Recreation and Historic Preservation

**ANDREW M. CUOMO**  
Governor

**ROSE HARVEY**  
Commissioner

February 24, 2016

Daniel P. Hitt, RLA  
Director, Office of Environment  
NYS Department of Transportation  
50 Wolf Road  
Albany, NY 12232

Re: FHWA  
Tappan Zee Hudson River Crossing Project  
Shared Use Path Facilities and Bicycle Pedestrian Connection  
Amended Finding Documentation-Retaining Wall Stone Cladding Information  
11PR06692

Dear Mr. Hitt:

Thank you for providing additional information as requested in my last letter. Based on a review of this new material, the NYSHPO has no additional concerns regarding the choice of material proposed for the SUP walls.

If I can be of any further assistance please do not hesitate to contact me at (518) 268-2166.

Sincerely,

A handwritten signature in black ink, appearing to read "John A. Bonafide".

John A. Bonafide  
Director,  
Technical Preservation Services Bureau



**Department of  
Transportation**

**ANDREW M. CUOMO**  
Governor

**MATTHEW J. DRISCOLL**  
Commissioner

**Cathy Calhoun**  
Chief of Staff

February 9, 2016

John Bonafide  
Director, Bureau of Technical Preservation Services  
Division for Historic Preservation  
NYS Office of Parks, Recreation & Historic Preservation  
P.O. Box 189 - Peebles Island State Park  
Waterford, New York 12188-09

RE: Tappan Zee Hudson River Crossing Project  
Shared-Use Path Facilities and Bicycle Pedestrian Connections  
Amended Finding Documentation  
Additional Information – Retaining Walls  
11PR06692

Dear Mr. Bonafide:

On December 17, 2015, the New York State Department of Transportation (NYSDOT), in coordination with the New York State Thruway Authority (NYSTA) and the Federal Highway Administration (FHWA), submitted an Amended Finding Documentation to the New York State Historic Preservation Office (SHPO) for the *Tappan Zee Hudson River Crossing Project: Shared-Use Path Facilities and Bicycle Pedestrian Connections*. The document was provided for review in accordance with Section 106 of the National Historic Preservation Act, as amended, and implementing regulations at 36 CFR Part 800: *Protection of Historic Properties*.

In response to your letter dated December 29, 2015, we offer the following additional information to clarify the proposed treatment of retaining walls, as described in the Amended Finding Documentation.

Alternative F

Natural stone cladding, defined as traditional stone facing laid-up along the exposed concrete face of the walls, will be provided on the retaining walls, which are to the east of the South Nyack Village Hall. Additional vegetation will be provided to screen the retaining and noise walls in the vicinity of the Village Hall to the maximum extent practicable. The precast noise wall panels replacing the existing wooden noise barrier will have a form liner with a stone pattern, and will be behind the proposed vegetation.

Alternative E

Natural stone cladding will be provided on the retaining walls in the vicinity of the South Nyack Village Hall. The existing wood noise barrier and vegetation will remain to the immediate west of the Village Hall.

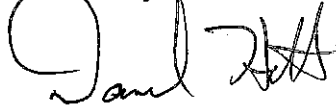
Attached for your review, please find a drawing of the proposed treatment for the retaining walls.

Taking into consideration the proposed vegetative screening and use of traditional stone facing on retaining walls, we request your concurrence that Alternative E and Alternative F for the *Shared-Use Path and Bicycle Pedestrian Facilities* will not adversely affect the South Nyack Historic District or the South Nyack Village Hall, a contributing resource to the district.

This amendment does not alter the existing Adverse Effect determination for the undertaking, as recorded in the Memorandum of Agreement, executed in June 2012.

If you have any questions, or would like additional information, please contact Mary Santangelo at [Mary.Santangelo@dot.ny.gov](mailto:Mary.Santangelo@dot.ny.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "Daniel P. Hitt", with a stylized flourish at the end.

Daniel P. Hitt, RLA  
Director, Office of Environment

DH/ms/cl

Encl: Figure 1 - Retaining Wall with Stone Cladding

cc: Ruth Pierpont, OPRHP / SHPO (w/out enclosure)  
John Burns, FHWA  
Elizabeth Novak, NYSTA  
Kristine Edwards, New NY Bridge Project  
Daniel D'Angelo, NYSDOT

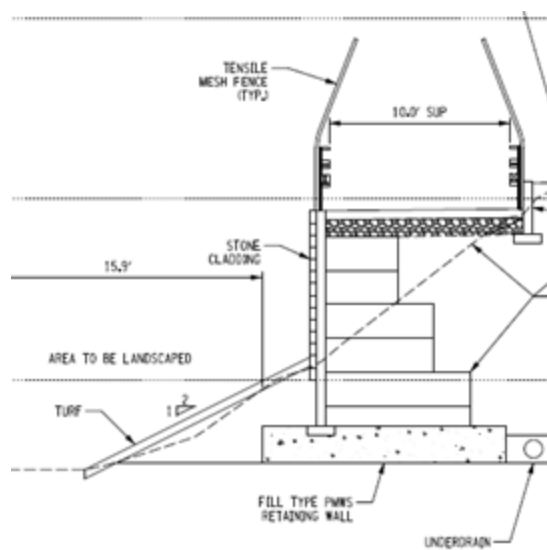


Figure 1 Retaining Wall with Stone Cladding



## Parks, Recreation and Historic Preservation

ANDREW M. CUOMO  
Governor

ROSE HARVEY  
Commissioner

December 30, 2015

Mr. Daniel P. Hitt, RLA  
Director, Office of Environment  
NYS Department of Transportation  
50 Wolf Road  
Albany, NY 12232

Re: FHWA, NYSTA, NYSDOT  
Tappan Zee Hudson River Crossing Project  
Shared Use Path Facilities and Bicycle Connections/Amended Finding Document  
11PR06692

Dear Mr. Hitt:

Thank you for your agency's continued consultation on this undertaking. We continue to review the project in accordance with Section 106 of the National Historic Preservation Act of 1966 and the appropriate agreements. These comments are those of the SHPO and relate only to Historic/Cultural resources.

We have reviewed the updated SUP facilities and connections proposal recently submitted to the NYSHPO. Based on our review we concur that the proposed changes will continue to fall under the existing Adverse Effect finding previously issued under Section 106 (NHPA) for this undertaking. Both alternatives would appear to remove existing vegetative screening now in place at the proposed parking areas and behind the village hall. As noted under Section 4 of the Amended Finding Document, we would encourage efforts to maximize any potential to reintroduce similar plantings as part of the project. We also agree that stone cladding on all retaining walls is necessary. However we are unsure whether this statement in the document refers to the actual laying of traditional stone as facing for the poured concrete retaining structures or if the intent is to utilize a panelized section with rock texture or to use traditional form liners. As written, our expectation is that traditional stone facing ("cladding") will be laid up along the exposed concrete face of the walls.

If I can be of any further assistance please do not hesitate to contact me at (518) 268-2166 or [john.bonafide@parks.ny.gov](mailto:john.bonafide@parks.ny.gov).

Sincerely,

John A. Bonafide  
Director,  
Technical Preservation Services Bureau  
(via email only)

cc: John Burns, FHWA  
Elizabeth Novak, NYSTA



December 17, 2015

John Bonafide  
Director, Bureau of Technical Preservation Services  
Division for Historic Preservation  
NYS Office of Parks, Recreation & Historic Preservation  
P.O. Box 189 - Peebles Island State Park  
Waterford, New York 12188-0189

RE: Tappan Zee Hudson River Crossing Project  
Shared-Use Path Facilities and Bicycle Pedestrian Connections  
Amended Finding Documentation  
Section 106 Review (11PR06692)

Dear Mr. Bonafide:

The New York State Department of Transportation (NYSDOT), in coordination with the New York State Thruway Authority (NYSTA) and the Federal Highway Administration (FHWA), is submitting the enclosed *Amended Finding Documentation* prepared for the Tappan Zee Hudson River Crossing (TZHRC) Project for review by the New York State Historic Preservation Office (SHPO) in accordance with Section 106 of the National Historic Preservation Act, as amended, and implementing regulations at 36 CFR Part 800: *Protection of Historic Properties*.

A Final Environmental Impact Statement (FEIS), prepared in July 2012, evaluated the potential impacts of the Tappan Zee Hudson River Crossing Project. As described in the FEIS, the Section 106 process concluded with an executed Memorandum of Agreement (MOA) to resolve adverse effects associated with the removal and replacement of the existing Tappan Zee Bridge. The Joint Record of Decision (Joint ROD) and State Environmental Quality Review Act (SEQRA) Findings Statement for the Project was issued in September 2012.

Subsequent to publication of the Joint ROD and SEQRA Findings Statement for the Project, the lead agencies are proposing modifications to the Project to add facilities, such as parking and restrooms, for users of the replacement bridge's Shared-Use Path (SUP) and to provide pedestrian and bicycle connections between these facilities and the proposed SUP termini in Westchester and Rockland Counties. The FHWA, in coordination with the NYSTA and NYSDOT, is supplementing the FEIS for the Project with an Environmental Assessment (EA) in accordance with the National Environmental Policy Act of 1969 (NEPA), to consider the potential environmental, social, and economic impacts of providing facilities to accommodate users of the SUP (the proposed action) for the replacement Tappan Zee Bridge.

A series of build alternatives for the SUP facilities and connections were evaluated through the Section 106 process in January-February 2015. The Section 106 evaluation included the preparation of two documents: *Revised Area of Potential Effect (APE) and Identification of Historic Properties* dated January 23, 2015 and *Finding Documentation: Section 106 Effect Finding Addendum, Shared Use Path Facilities and Bicycle and Pedestrian Connections* dated February 17, 2015 (the Section 106 Effect Finding Addendum). The SHPO and FHWA concurred that the scope and the scale of the proposed alternatives would not add to the adverse effects already identified for the TZHRC undertaking.



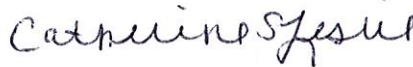
Based on subsequent discussions with the Village of South Nyack, the previously considered concepts for the SUP facilities and connections in Rockland County have been dismissed from further study, and two new build alternatives are being advanced for consideration in the EA. In coordination with the NEPA process, we are continuing Section 106 consultation to amend the previous finding by taking into account the effects of these new alternatives on historic properties.

Applying the *criteria of adverse effect* (36 CFR Part 800.5(a)), the *Amended Finding Documentation* concludes that the proposed modifications to provide SUP facilities and bicycle and pedestrian connections would cause no new adverse effects that were not previously identified as part of the Section 106 review for the Project. The existing Adverse Effect determination for the Project, issued by FHWA on June 6, 2012, remains valid.

Based on review of the provided information, we respectfully request the written concurrence of the SHPO with this finding. To maintain the schedule for the proposed action, we would appreciate your response by **December 31, 2015**.

Please contact Mary Santangelo at (518) 457-0153 or [Mary.Santangelo@dot.ny.gov](mailto:Mary.Santangelo@dot.ny.gov) if you have questions or would like additional information.

Sincerely,



for Daniel P. Hitt, RLA  
Director, Office of Environment

DH/ms/cl

Encl: *Shared-Use Path Facilities and Bicycle/Pedestrian Connections Amended Finding Documentation*

cc: Ruth Pierpont, OPRHP / SHPO (w/out encl)  
John Burns, FHWA (w/ encl)  
Elizabeth Novak, NYSTA (w/ encl)  
Kristine Edwards, New NY Bridge Project (w/out encl)  
Daniel D'Angelo, NYSDOT (w/out encl)

**Tappan Zee Hudson River Crossing Project  
Shared-Use Path Facilities and Bicycle / Pedestrian Connections**

**Section 106 Review: Amended Finding Documentation**

**PIN 8TZ1.00/11PR06692**

December 16, 2015

**1. PROJECT DESCRIPTION**

**PROJECT PURPOSE AND HISTORY**

The Tappan Zee Hudson River Crossing (TZHRC) Project is a federally funded project being undertaken by the New York State Department of Transportation (NYSDOT) and New York State Thruway Authority (NYSTA) as joint lead agencies and the Federal Highway Administration (FHWA) as the federal lead agency under the National Environmental Policy Act of 1969 (NEPA; 42 USC § 4321 et seq.). FHWA also serves as the lead for the implementation of Section 106 of the National Historic Preservation Act (NHPA). The purpose of the TZHRC Project is to maintain a vital link in the regional and national transportation network by providing an improved Hudson River crossing between Rockland and Westchester Counties, New York.

A Final Environmental Impact Statement (FEIS), prepared in July 2012, evaluated the potential impacts of the TZHRC Project. As described in the FEIS, the Section 106 process concluded with an executed Memorandum of Agreement (MOA) to resolve adverse effects associated with the removal and replacement of the existing Tappan Zee Bridge. The Joint Record of Decision (Joint ROD) and State Environmental Quality Review Act (SEQRA) Findings Statement for the TZHRC Project was issued in September 2012.

The Tappan Zee Bridge is an approximately three-mile long structure that spans the Hudson River between Westchester and Rockland Counties, New York, about 25 miles north of New York City. The bridge carries Interstate 87 (the New York State Thruway) and Interstate 287. As presented in the Joint ROD and Findings Statement, the selected alternative for the TZHRC Project includes a replacement bridge with two parallel structures (one eastbound/southbound and the other westbound/northbound) with a 12-foot-wide shared-use pedestrian and bicycle path (the "SUP") along the full extent of the westbound/northbound structure. The SUP will allow for non-motorized transportation across the Hudson River, which is not available on the existing Tappan Zee Bridge.

Subsequent to publication of the Joint ROD and SEQRA Findings Statement for the TZHRC Project, the lead agencies are proposing modifications to the Project to add facilities, such as parking and restrooms, for users of the replacement bridge's SUP and to provide pedestrian and bicycle connections between these facilities and the proposed SUP termini in Westchester and Rockland Counties.

In accordance with NEPA, FHWA, in coordination with NYSDOT and NYSTA, is supplementing the FEIS for the TZHRC Project with an Environmental Assessment (EA) to consider the potential environmental, social, and economic impacts of providing facilities to accommodate users of the SUP (the proposed action) for the replacement bridge.

A series of "build" alternatives to provide parking and restroom facilities and pedestrian and bicycle connections between these facilities and the proposed SUP termini in Westchester and Rockland Counties were evaluated through the Section 106 process in January-February 2015. The Section 106 evaluation included the preparation of two documents: *Revised Area of Potential Effect (APE)*



*and Identification of Historic Properties* dated January 23, 2015 and *Finding Documentation: Section 106 Effect Finding Addendum, Shared Use Path Facilities and Bicycle and Pedestrian Connections* dated February 17, 2015 (the Section 106 Effect Finding Addendum). The SHPO and FHWA concurred that the scope and the scale of the proposed alternatives would not add to the adverse effects already identified for the TZHRC undertaking.

Based on subsequent discussions with the Village of South Nyack in Rockland County, alternatives for the proposed action have been refined and developed further. The previously considered concepts in Rockland County assessed in these two documents have been dismissed from further study and two refined or new “build” alternatives are being advanced for consideration in the EA.

Therefore, in coordination with the EA being prepared under NEPA, this document continues the Section 106 process by further amending the Area of Potential Effects (APE) previously established for the TZHRC Project in the 2012 FEIS and the February 2015 Section 106 Effect Finding Addendum in Rockland County, identifying historic properties within the Amended APE that may be affected by the proposed modification to the Project, and assessing the potential effects of the proposed action on historic properties.

#### **ALTERNATIVES TO BE CONSIDERED IN THE ENVIRONMENTAL ASSESSMENT**

A “no build” alternative and two “build” alternatives (Alternatives E and F) are being considered for the EA. The “build” alternatives include parking accommodations near the eastern (Tarrytown, Westchester County) and western (South Nyack, Rockland County) termini of the replacement bridge’s SUP. In Westchester County, under both build alternatives, the proposed action is the same whereby parking and restroom facilities would be provided on existing NYSTA property. This property is in the location of existing office and maintenance facilities and parking areas that are being reconstructed as part of the TZHRC Project. In Rockland County, the proposed parking accommodations, restroom facilities, and bicycle and pedestrian connections differ among the two build alternatives. The alternatives considered in the EA are described below and depicted in **Appendix A and Appendix B**.

##### ***NO BUILD ALTERNATIVE***

The No Build Alternative assumes that the proposed action would not be implemented and serves as the baseline to assess the potential benefits and impacts of the proposed action. Under the No Build Alternative, no dedicated parking or other facilities would be provided for the replacement bridge’s SUP in Westchester and Rockland Counties.

##### ***BUILD ALTERNATIVE – WESTCHESTER COUNTY***

In Westchester County, the proposed action is the same for the two Build Alternatives, Alternatives E and F. The proposed action would provide dedicated parking and restroom facilities for the SUP on the NYSTA property at 333 South Broadway, at the eastern (Westchester County) terminus of the SUP. Vehicular access to the parking area would be from Route 9 (Broadway). These alternatives have not changed the proposed action in Westchester County since preparation of the February 2015 Section 106 Effect Finding Addendum for the previous SUP Alternatives and with which SHPO and FHWA concurred on February 26, 2015 and April 1, 2015 respectively (although the Build Alternatives have been renamed to Alternatives E and F).

##### ***BUILD ALTERNATIVES – ROCKLAND COUNTY***

The revised Build Alternatives that will be evaluated in the EA for Rockland County are described below:

- **Alternative E.** At the western terminus of the SUP in Rockland County, Alternative E would provide dedicated parking and a comfort station for users of the SUP on NYSTA property in a vacant area adjacent to the northeastern portion of Interchange 10 bound by the Franklin Street Extension (Route 9W northbound) and the existing Interstate 87/287 westbound/northbound exit ramp (to Clinton Avenue) and entrance ramp (see **Figure A-1 of Attachment A and Figure B-1a of Attachment B**). The SUP would extend along Interstate 87/287 within NYSTA right-of-way (and to a minor extent, the Village street right-of-way on the west side of South Broadway), passing through a proposed pedestrian underpass at the South Broadway bridge abutment (see **Figure B-1c of Attachment B**). The SUP would continue along a switchback ramp and pedestrian bridge that would connect to the existing Raymond G. Esposito Trail adjacent to the Route 9W overpass of the Interstate 87/287 mainline and southbound/eastbound entrance from Cornelison Avenue, behind the South Nyack Village Hall (see **Figure B-1b of Attachment B**). The switchback ramp is needed to achieve the grade changes and remain compliant with the American Disabilities Act (ADA) and federal accessibility guidelines. The pedestrian bridge would be a precast concrete or steel frame truss bridge that would provide 15.5 feet of vertical clearance over the Interstate 87/287 southbound/eastbound on-ramp. The SUP would continue along a new paved side path adjacent to the Raymond G. Esposito Trail to the location of a new 10-foot-wide paved path and staircase ramp that would connect users to a new crosswalk across the “Stop”- controlled northbound Route 9W connectors, providing access to the parking area. The parking area would provide 56 spaces.

A gated emergency access-only entrance would be provided to the SUP from Smith Avenue, just east of South Broadway. Because of existing elevation changes, some regrading would be required beyond the right-of-way at the end of Smith Avenue to this entrance to facilitate safe and efficient emergency service access.

As part of Alternative E, the “Y” intersection at Route 9W and Franklin Street Extension would be reconfigured to facilitate pedestrian activity at the new crosswalk.

- **Alternative F.** Under Alternative F, a dedicated parking area and a comfort station for users of the SUP would be provided on vacant land within the southeastern section of Interchange 10 (a different area than under Alternative E). Access to this parking area would be from northbound Route 9W. The parking area would comprise 54 spaces and the comfort station would be located within the center of the parking lot between parking aisles (see **Figure A-2 of Attachment A and Figure B-3a of Attachment B**).

The SUP would continue along Interstate 87/287 within NYSTA right-of-way and pass through a pedestrian underpass at the South Broadway bridge (see **Figure B-3c of Attachment C**). The existing Interstate 87/287 southbound/eastbound on-ramp (currently accessed from South Broadway at Cornelison Avenue) would be closed to vehicular traffic. The southbound/eastbound on-ramp space would be used to connect a 10 ft.-wide pedestrian and bicycle ‘spur path’ from the SUP to provide a direct connection to the Raymond G. Esposito Trail behind the South Nyack Village Hall (see **Figure B-3b of Attachment B**). The SUP would continue to the proposed parking area.

Closure of the existing southbound/eastbound Interstate 87/287 on-ramp from South Broadway would require several roadway modifications, particularly at the south end of Interchange 10 to handle the diverted traffic. The existing southbound/eastbound on-ramp accessed from

northbound Route 9W would remain, to which all interchange traffic bound for the Tappan Zee Bridge would be directed. To process these higher and redirected demands, the intersection of Route 9W (Hillside Avenue) and Shadyside Avenue would be reconfigured, with new traffic signals installed. Modifications may be required to extend some driveways to Hillside Avenue at the reconfigured intersection of Hillside Avenue and Shadyside Avenue. Traffic signals would also be installed at the intersections of South Franklin Street and Clinton Avenue, as well as Franklin Street Extension and Route 9W (Hillside Avenue).

For user safety, indirect and recessed lighting, designed to be sensitive to the surrounding neighborhood, would be installed along the SUP under both Alternatives E and F.

#### **AMENDED AREA OF POTENTIAL EFFECTS IN ROCKLAND COUNTY**

As documented in the 2012 FEIS, an area of potential effects (APE) was previously established for the TZHRC Project as part of the Section 106 process (the “previously established APE”). The APE is defined as “the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if such properties exist” (36 CFR § 800.16[d]). Established in consultation with the SHPO, the APE defined the area for efforts to identify historic properties that may be affected by the project.

Within the single APE for the Project, separate areas were defined for different types of effects. The portion of the APE associated with direct effects was based on the potential for direct physical disturbance in association with the Project, and defined the area for studies to identify archaeological resources. A larger portion of the APE associated with indirect effects was based primarily on the potential for visual effects and defined the area for the inventory and evaluation of architectural resources.

On January 23, 2015, the NYSDOT sought concurrence from the SHPO for revisions to the previously established APE and identification of historic properties within the revised APE to account for modifications proposed to the project with respect to the need to add the parking and restrooms for users of the replacement bridge’s SUP and to provide pedestrian and bicycle connections between these facilities and the proposed SUP termini in Westchester and Rockland Counties. On February 10, 2015 SHPO concurred with these revisions to the TZHRC undertaking’s APE and also concurred with the outcome of the additional historic resources survey within the expanded APE areas.

The Build Alternatives currently under consideration in the EA for Rockland County – Alternatives E and F– require further amendment of the APE in Rockland County, as these alternatives affect the location of the parking and restrooms, connections between these facilities and the SUP, and include other proposed roadway modifications within and adjacent to the NYSTA right-of-way. No changes to the APE as presented to the SHPO and the FHWA on January 23, 2015 and in the February 2015 Section 106 Effect Finding Addendum are proposed in Westchester County, and, therefore, this document focuses solely on the Build Alternatives in Rockland County.

This amendment to the previously evaluated APE in Rockland County is based on the proposed action’s alternatives and their potential to affect historic properties, including potential direct and indirect effects, based on information available at this time. The Amended APE in Rockland County is discussed in greater detail below and is depicted in **Figure 1**.

#### **AMENDED APE FOR DIRECT EFFECTS**

The APE associated with direct effects has been amended to include all locations that could potentially be subject to direct ground disturbing activities as a result of Build Alternatives E and F.

Anticipated activities include grading, excavation, cutting, and construction of the proposed modifications. **Figure 1** presents the Amended APE for Direct Effects.

The Amended APE for Direct Effects in Rockland County includes:

- The location of proposed parking and comfort station facilities;
- The location of proposed reconfigured roadways within and adjacent to Interchange 10 that are within NYSTA right-of-way and areas of proposed construction outside the NYSTA right-of-way (e.g. Smith Avenue and driveways connecting to Hillside Avenue); and
- The location of proposed connections between the SUP and the parking/comfort station facilities and the Raymond G. Esposito Trail as well as a proposed paved side path adjacent to the Raymond G. Esposito Trail.

As illustrated in **Figure 1**, the Amended APE includes areas within the previously evaluated APE and additional expanded areas.

#### *AMENDED APE FOR INDIRECT EFFECTS*

The Amended APE for Indirect Effects is based on potential indirect effects associated with the proposed action, such as changes in visual qualities and setting. The Amended APE for Indirect Effects includes:

- Areas within the previously evaluated APE east of Interstate 87/287 that are in proximity to, or may have views of, the proposed parking and comfort station facilities and connections to the Raymond G. Esposito Trail;
- Areas within the previously evaluated APE that are in proximity to, or may have views of, the proposed ramps and/or pedestrian bridge to be built on land between South Broadway and Interstate 87/287 and behind the South Nyack Village Hall at 282 South Broadway to connect users of the SUP to either the Raymond G. Esposito Trail or parking and restroom facilities; and the proposed tunnel under the South Broadway Bridge;
- Additional areas east of the previously evaluated APE in the area of Cornelison and Smith Avenues to account for the proximity and potential visibility of proposed ramps and sound wall modifications between South Broadway and Interstate 87/287, the proposed pedestrian underpass at the South Broadway bridge, and the regrading of a portion of Smith Avenue; and
- Additional areas west of Interstate 87/287 that are in proximity to, or may have views of, the parking and restroom facilities within Interchange 10 and roadway modifications within and adjacent to the NYSTA right-of-way including at Hillside and Shadyside Avenues.

## **2. STEPS TAKEN TO IDENTIFY HISTORIC PROPERTIES (IN THE AMENDED APE IN ROCKLAND COUNTY)**

Historic properties include any district, site, building, structure or object listed in or eligible for listing in the National Register of Historic Places (36 CFR§800.16(l)).

## **ARCHAEOLOGICAL RESOURCES**

There are no previously identified archaeological sites in the Amended APE for Direct Effects. As shown on **Figure 1**, portions of the Amended APE have been previously evaluated for archaeological sensitivity, and these areas were found to not possess archaeological potential. The Phase I Archaeological Survey Report (January 2012) prepared for the TZHRC Project concluded that the NYSTA right-of-way and Interchange 10 in the area of the Amended APE for Direct Effects have no archaeological potential. The original landform in the vicinity of Interchange 10 and the area immediately behind the South Nyack Village Hall at 282 South Broadway experienced extensive ground disturbance and surface modification during construction of the Interstate 87/287 corridor and construction of the Erie Railroad Nyack Branch and have low archaeological potential.

The proposed parking and comfort station facilities are located within the NYSTA right-of-way and have no archaeological potential. The location of proposed reconfigured roadways within and adjacent to Interchange 10 within NYSTA right-of-way also have no archaeological potential. There are two areas of proposed construction outside the NYSTA right-of-way: a portion of Smith Avenue and driveways connecting to Hillside Avenue. The portion of Smith Avenue has low archaeological sensitivity due to previous disturbances associated with the original construction of the road, which would be expected to have extended a few feet below current grade. Disturbance associated with the proposed pedestrian underpass near Smith Avenue will extend below the pre-existing grade, since I-87/287 was constructed on fill in this area. However, since it is highly likely that the pre-existing grade was disturbed during site preparation, earth moving activities, and compaction associated with construction of I-87/287, this area has low archaeological potential. The driveways that would be modified to connect to the new alignment of Hillside Avenue would extend across the current alignment of Hillside Avenue, an area of low archaeological potential due to previous disturbances associated with the original construction of the roadway.

The Raymond G. Esposito Trail was established on the abandoned rail bed of the former Nyack Branch. The portion of this former rail bed located on the east side of Interchange 10 is elevated several feet above the adjacent terrain and was likely constructed of gravel and fill and has low archaeological potential. The location of proposed connections between the SUP and parking/comfort station facilities and the Raymond G. Esposito Trail as well as a proposed paved side path adjacent to the Raymond G. Esposito Trail would occur in an area of low archaeological potential.

In summary, there are no archaeological concerns within the Amended APE for Direct Effects in Rockland County.

## **ARCHITECTURAL RESOURCES**

The Section 106 record for the 2012 FEIS and New York State Office of Parks, Recreation and Historic Preservation's Cultural Resource Information System (CRIS) provided information concerning the eligibility status of previously evaluated buildings and structures within the Amended APE.

For buildings and structures over 50 years old which have not been previously evaluated, a field survey was conducted by architectural historians meeting the National Park Service Professional Qualification Standards for Architectural History (36 CFR Part 61).

A list of all properties in the Amended APE in Rockland County is provided in **Table C-1 of Attachment C**. This table identifies those properties that have been previously evaluated for National Register eligibility and those properties that are recommended Not Eligible as a result of the amended survey.

The National Register-eligible **South Nyack Historic District** was previously identified as a result of Section 106 consultation for the TZHRC Project, and is partially within the Amended APE for Indirect Effects (see **Figure 1**). Twenty of the historic district's contributing resources are within the Amended APE and are listed by address in **Table C-1 of Attachment C**. These resources include 19 residential properties on Clinton Avenue, South Broadway, Cornelison Avenue, and Smith Avenue, as well as the South Nyack Village Hall (282 South Broadway). A small portion of Smith Avenue within the boundaries of the **South Nyack Historic District** is located within the Amended APE for Direct Effects.

Two individual National Register-eligible properties were also previously identified as a result of Section 106 consultation for the TZHRC Project within the Amended APE for Indirect Effects. These are a residence at **121 Clinton Avenue** and a residence at **2 Shadyside Avenue** in the Village of South Nyack.

Photographs of buildings that are over 50 years old that are recommended Not Eligible are provided in **Figures C-2 through C14 of Attachment C**. These photographs illustrate alterations and a lack of architectural integrity as the basis for recommendations of "Not Eligible." The locations of these properties are mapped in **Figure C-1 of Attachment C**.

No photographs are provided of buildings less than 50 years old, considered Not Eligible because they do not meet the minimum age for National Register eligibility.

No previously unevaluated properties are recommended NR-eligible in the Amended APE.

### **3. EVALUATION OF PROJECT IMPACT ON HISTORIC PROPERTIES**

A description of the historic properties in the Amended APE and discussion of the proposed action's effects on those properties are provided below. **Table 1** lists the historic properties in the Amended APE and indicates changes to those properties for each of the proposed alternatives.

**Table 1**

**Historic Properties and Summary of Changes and Effects**

Name	Address	Changes	
		Alternative E	Alternative F
Rockland County – South Nyack Historic District (Contributing Properties)			
Residence	87 Clinton Avenue	Minor changes to setting behind the property at Interchange 10, no physical changes	Minor changes to setting behind the property at Esposito Trail, no physical changes
Residence	89 Clinton Avenue	Minor changes to setting behind the property at Interchange 10, no physical changes	Minor changes to setting behind the property at Esposito Trail, no physical changes
Residence	91 Clinton Avenue	Minor changes to setting behind the property at Interchange 10, no physical changes	Minor changes to setting behind the property at Esposito Trail, no physical changes
Residence	97 Clinton Avenue	Minor changes to setting behind the property at Interchange 10, no physical changes	Minor changes to setting behind and next to the property at Esposito Trail, no physical changes
Residence	212 S. Broadway	Minor changes to setting behind the property at Interchange 10, no physical changes	Minor changes to setting behind the property at Esposito Trail, no physical changes
Residence	214 S. Broadway	Minor changes to setting behind the property at Interchange 10, no physical changes	Minor changes to setting behind the property at Esposito Trail, no physical changes
Residence	216 S. Broadway	Minor changes to setting behind the property at Interchange 10, no physical changes	Minor changes to setting behind the property at Esposito Trail, no physical changes
Residence	220 S. Broadway	Minor changes to setting behind the property at Interchange 10, no physical changes	Minor changes to setting behind the property at Esposito Trail, no physical changes
Residence	234 S. Broadway	Minor changes to setting behind the property at Interchange 10, no physical changes	Minor changes to setting behind the property at Esposito Trail, no physical changes
Residence	267 S. Broadway	Minor changes to setting – pedestrian bridge behind South Nyack Village Hall. No physical changes	Minor changes to setting – ramp behind South Nyack Village Hall and retaining wall. No physical changes
Residence	269 S. Broadway	Minor changes to setting – pedestrian bridge behind South Nyack Village Hall. No physical changes	Minor changes to setting – ramp behind South Nyack Village Hall and retaining wall. No physical changes
Residence	271 S. Broadway	Minor changes to setting – pedestrian bridge behind South Nyack Village Hall. No physical changes	Minor changes to setting– ramp behind South Nyack Village Hall and retaining wall. No physical changes
Residence	275 S. Broadway	Minor changes to setting – pedestrian bridge behind South Nyack Village Hall, paved side path along the Esposito Trail, new sound wall along South Broadway. No physical changes	Minor changes to setting – closure of I-87/287 entrance ramp, ramp behind South Nyack Village Hall and retaining wall, paved side path along the Esposito Trail, new sound walls south of South Nyack Village Hall . No physical changes
Residence	277 S. Broadway	Minor changes to setting – pedestrian bridge behind South Nyack Village Hall, paved side path along the Esposito Trail, new sound wall along South Broadway. No physical changes	Minor changes to setting – closure of I-87/287 entrance ramp, ramp behind South Nyack Village Hall and retaining wall, paved side path along the Esposito Trail, new sound walls south of South Nyack Village Hall. No physical changes
Residence	279 S. Broadway	Minor changes to setting – pedestrian bridge behind South Nyack Village Hall, paved side path along the Esposito Trail, new sound wall along South Broadway. No physical changes	Minor changes to setting – closure of I-87/287 entrance ramp, ramp behind South Nyack Village Hall and retaining wall, paved side path along the Esposito Trail, new sound walls south of South Nyack Village Hall. No physical changes
Residence	281 S. Broadway	Minor changes to setting – pedestrian bridge behind South Nyack Village Hall, paved side path along the Esposito Trail, new sound wall along South Broadway. No physical changes	Minor changes to setting – closure of I-87/287 entrance ramp, ramp behind South Nyack Village Hall and retaining wall, paved side path along the Esposito Trail, new sound walls south of South Nyack Village Hall. No physical changes
South Nyack Village Hall	284 S. Broadway <sup>1</sup>	No physical changes, possible construction easement on property to build pedestrian bridge. Minor changes to setting(in NYSTA right-of-way) behind the property	No physical changes, possible construction easement on property to build ramp. Minor changes to setting (in NYSTA right-of-way) behind the property
Residence	285 S. Broadway	Minor changes to setting – pedestrian bridge behind South Nyack Village Hall and new sound wall along South Broadway. No physical changes	Minor changes to setting – closure of I-87/287 entrance ramp, ramp behind South Nyack Village Hall and retaining wall, new sound walls south of South Nyack Village Hall. No physical changes

**Table 1 (cont'd)**

**Historic Properties and Summary of Changes and Effects**

Name	Address	Changes	
		Alternative E	Alternative F
Residence	21 Cornelison Avenue	Minor changes to setting –pedestrian bridge over the I-87/287 entrance ramp and new sound wall along South Broadway.	Minor changes to setting –closure of I-87/287 entrance ramp, ramp behind South Nyack Village Hall, new sound walls south of South Nyack Village Hall. No physical changes
Residence	78 Smith Avenue	Minor changes to setting – SUP underpass at S Broadway bridge, road grading and gate at foot of Smith Ave	Minor changes to setting – SUP underpass at S Broadway bridge
South Nyack Historic District		No adverse effects	No adverse effects
<b>Rockland County – Individual Properties</b>			
Residence	121 Clinton Avenue	No adverse effects associated with minor changes to setting behind the property at Interchange 10, no physical changes	No adverse effects. No physical alterations or alterations to immediate setting
Residence	2 Shadyside Avenue	No adverse effects. No physical alterations or alterations to immediate setting	No adverse effects associated with roadway modifications. No physical changes
<b>Note:</b> 1. The mailing address for the South Nyack Village Hall is 282 South Broadway. However, the Historic and Natural Districts Inventory Form completed as part of the TZHRC Project gives the address as 284 South Broadway, and therefore, the 284 South Broadway address is listed here to avoid confusion, as 282 South Broadway is identified in the Historic and Natural Districts Inventory Form as a vacant, non-contributing parcel.			

Three historic properties have been identified in the Amended APE, the National Register-eligible South Nyack Historic District and the National Register-eligible properties at 121 Clinton Avenue and 2 Shadyside Avenue (see **Figure 1**).

#### **SOUTH NYACK HISTORIC DISTRICT**

As depicted on **Table 1**, there are twenty (20) contributing properties to the South Nyack Historic District in the Amended APE for the Project. These include the South Nyack Village Hall at 282 South Broadway and nineteen (19) residential properties. There are no contributing resources to the South Nyack Historic District within the footprint of proposed Alternative E.

FHWA, in coordination with NYSDOT and in consultation with the SHPO, determined the South Nyack Historic District eligible for listing on the National Register of Historic Places in December 2011, as part of the Section 106 process for the TZHRC Project. The South Nyack Historic District contains 130 contributing and 34 non-contributing resources. The Historic and Natural Districts Inventory Form (October 2005/Revised 2011) describes the South Nyack Historic District as eligible under National Register Criteria A and C for its historic and architectural significance. It is National Register-eligible under Criterion A because of the important role that the community, located along the Hudson River, played in the residential and industrial development of Rockland County and the Nyacks from the early 19th century to the mid-20th century. It is also eligible under Criterion C because it is characterized by a cohesive assembly of predominantly residential architecture built ca. 1830-1935, with very few inappropriate intrusions. The period of significance of the South Nyack Historic District extends from ca. 1830-ca. 1935.

The South Nyack Historic District boundary encompasses properties between Brookside Avenue to the north, Smith Avenue to the south, the Hudson River to the east, and I-87/287/Interchange 10 to the west. The western edge of the historic district within the Amended APE abuts the NYSTA right-of-way, constructed in 1955, which replaced developed areas of the Village of South Nyack and is a heavily trafficked transportation corridor. The Esposito Trail, a gravel recreational rail-to-trail, intervenes between the highway and the historic district and is separated from the historic district by a vegetated buffer. As described in greater detail below, the properties within the historic district at the western edge of the district, e.g. those west of Broadway, face away from I-87/287/Interchange 10, with the NYSTA right-of-way at the rear of the properties.



#### ALTERNATIVE E

As described above, the SUP would pass through a pedestrian underpass that would be constructed at the South Broadway bridge abutment, at the foot of Smith Avenue within the NYSTA right-of-way (see **Figures B-1a and B-1c**). Gated access would be provided at the foot of Smith Avenue for emergency access to the SUP; an existing chain-link fence with gate provides access to the abutment (see **Photograph 1 of Figure 2**). Creating the emergency access would require some grading at the end of Smith Avenue outside the NYSTA right-of-way. No construction would occur within the boundaries of the two adjacent contributing properties to the South Nyack Historic District at 78 Smith Avenue and 21 Cornelison Avenue. Compared to existing conditions, the proposed underpass would not alter the setting of these properties, defined by the NYSTA right-of-way to the west, including the South Broadway bridge, a gated access, and with adjacent residential properties to the east. The property at 78 Smith Avenue contains a residence that is located on the south side of Smith Avenue, adjacent to the NYSTA right-of-way, and which is set back approximately 70 feet from Smith Avenue, and behind a row of tall hedges that line the sidewalk (see **Photograph 2 of Figure 2**). The property at 21 Cornelison Avenue contains a residence that is located on the south side of Cornelison Avenue, and which is oriented so that it faces north towards that street. A small one-story garage associated with this property is located on the north side of Smith Avenue, adjacent to the NYSTA right-of-way. This garage is a utilitarian structure and is not a contributing resource to the South Nyack Historic District.

From the underpass, the SUP would continue along the proposed switchback ramp and a pedestrian bridge that would carry visitors to and from the SUP and Esposito Trail over the Interstate 87/287 southbound/eastbound entrance ramp at South Broadway (see **Figure A-1 of Attachment A** and **Figures B-1a, B-1b and B-2 of Attachment B**). A new sound wall would be constructed, replacing the existing sound wall that extends along I-87/287 between the South Broadway Bridge and the Route 9W bridge. The new sound wall would be approximately ten (10) feet closer to South Broadway than the existing sound wall. Along South Broadway it would be approximately the same height as the existing sound wall, with the northern portion of the sound wall that extends along the southbound/eastbound I-87/287 entrance ramp stepping up in height by four (4) feet (see **Figure D-1 of Attachment D**). New vegetation, such as shrubs and ivy, would be planted along the sound wall to minimize visual effects.

The pedestrian bridge would extend behind the South Nyack Village Hall, connecting to the Esposito Trail north of the South Nyack Village Hall. It would be either a precast concrete bridge with an eight-foot-tall railing along the walkway (and with a deck structure of approximately two (2) feet in height) or a steel frame truss bridge with an eight-foot-tall truss, with the deck of the bridge at approximately the same height as the Route 9W bridge. The bridge would be 10-feet-wide, and would pass behind the South Nyack Village approximately 20 feet from the rear (west) façade of the building (see **Figure B-1a and B-1b of Attachment B**). The pedestrian bridge would be within NYSTA right-of-way and would require removal of a shed behind the South Nyack Village Hall. A short retaining wall, to be clad in stone, would be constructed on the NYSTA embankment to support the bridge as it meets the grade of the Esposito Trail (see **Figure D-2 of Attachment D**). Construction of the pedestrian bridge may result in some minor ground disturbance on the Village Hall property, requiring a temporary easement.

The South Nyack Village Hall at 284 South Broadway is a contributing resource to the South Nyack Historic District<sup>1</sup>. It is described as a Queen Anne-style, cross-gable building, probably built as a residence, and converted for use as South Nyack Village Hall ca. 1950. The Village Hall is one of the few buildings remaining on the west side of South Broadway at the south end of the historic district, with Interchange 10 of I-87/287 directly behind it. The buildings that formerly flanked the building were removed during construction of I-87/287, including the original village hall.

The South Nyack Village Hall faces east towards South Broadway, with a paved parking lot to the north (see **Figure 3, Photograph 5 of Figure 4, and Figure 6**). The property is bordered to the south by the entrance ramp to southbound/eastbound I-87/287. A wooden sound wall borders the entrance ramp to the east from its intersection with South Broadway, extending north to the concrete abutment of the Route 9W bridge that crosses I-87/287. To the west of the South Nyack Village Hall, the Esposito Trail and Route 9W North extend above the Broadway grade, supported on the Route 9W bridge that crosses I-87/287 to the south and a sloped embankment to the north, with Interchange 10 beyond to the west. The rear of the South Nyack Village Hall, which faces Route 9W North/Interchange 10, has an exterior stair with an asphalt shingled roof that was likely constructed during or after the conversion of the building to municipal use to create a secondary form of egress (see **Figure 5**).<sup>2</sup> A small common shed with a gable roof that post-dates the period of significance for the historic district is located behind the building, partially located within the NYSTA right-of-way, and abuts the concrete retaining wall that supports the Route 9W bridge (see **Photograph 3 of Figure 3 and Figure 5**). Since the shed is a non-contributing structure, its proposed demolition to construct the pedestrian bridge would not result in a direct effect to the South Nyack Historic District.

As depicted on **Figures B-1a and B-1b of Attachment B**, the proposed pedestrian bridge would be located at a similar distance from the South Nyack Village Hall as is the existing NYSTA right-of-way embankment. Compared to existing conditions, the NYSTA right-of-way would continue to be vegetated, though some vegetation and young trees would need to be removed during construction. The NYSTA embankment would also be modified with the addition of a short retaining wall that would be clad in stone to blend into the surroundings. The proposed paved side path would be constructed along the east side of the Esposito Trail from the pedestrian bridge to the proposed ramp and stairs that would provide access to the parking, and would be within the existing width of the Esposito Trail. The existing wood stairs that provide access to and from the Esposito Trail and South Broadway at Mansfield Avenue (as shown in **Photograph 6 of Figure 4**) would be retained. The split rail fence that borders the Esposito Trail would be removed during construction and replaced in kind as part of the proposed project. Both the wood staircase and split rail fence are outside the boundaries of the South Nyack Historic District.

The pedestrian bridge would not alter the integrity of the South Nyack Village Hall's location within the historic district. As described above, the Interstate 87/287 right-of-way has been an adjacent use since 1955, post-dating the district's period of significance. Furthermore, the pedestrian bridge would be constructed behind the building, and would therefore not alter the existing spatial

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<sup>1</sup> The mailing address for the South Nyack Village Hall is 282 South Broadway. However, the Historic and Natural Districts Inventory Form identifies the property as 284 South Broadway, with 282 South Broadway identified as a vacant, non-contributing property on a separate tax lot.

<sup>2</sup> A 1946 Sanborn map depicts the footprint of the property at 282 South Broadway, at that time a residence, without the stair addition.

relationships with other contributing resources to the historic district, which are located to the east across Broadway.

The proposed pedestrian bridge, switchback ramp, and replacement sound wall would not alter contributing features of the setting of eight (8) contributing properties to the South Nyack Historic District located on the east side of South Broadway between Cornelison Avenue and Washington Avenues and the contributing property at 21 Cornelison Avenue. The eight (8) contributing properties to the South Nyack Historic District on the east side of South Broadway consist of residences at 267-285 South Broadway. An additional residence is located at the southeast corner of South Broadway and Cornelison Avenue, at 21 Cornelison Avenue. The residences are typically set back from South Broadway and Cornelison Avenue behind landscaped front yards (see **Photograph 10 of Figure 6**). The pedestrian bridge would be minimally visible from these properties, as it would be largely screened by the replacement sound wall. Vegetation planted between the sound wall and South Broadway would partially screen the sound wall. The historic properties would continue to exist within a setting defined by contributing historic properties to the east and with South Broadway, the South Nyack Village Hall and its parking lot, and the Esposito Trail and I-87/287, including a sound wall, to the west.

Nine (9) contributing properties to the South Nyack Historic District are located adjacent to the proposed modifications on NYSTA property adjacent to Interchange 10 that include the proposed parking, comfort station, connection of the Esposito Trail with the parking and comfort station, and a new paved side path to be constructed along the east side of the Esposito Trail from north of the South Nyack Village Hall (at the juncture of the pedestrian bridge that would cross the I-87/287 southbound/eastbound entrance ramp) north to Clinton Avenue. These are residential properties east of South Franklin Street that front onto Clinton Avenue (four properties at 87-97 Clinton Avenue) and residential properties that front on South Broadway south of Clinton Avenue (five properties at 212-234 South Broadway). The rear yards of five of these properties abut the Esposito Trail (89, 91, and 97 Clinton Avenue and 220 and 234 South Broadway). These properties and the four other properties that do not directly abut the Esposito Trail (87 Clinton Avenue and 212, 214, and 216 South Broadway) are substantially screened from the Esposito Trail by fencing and vegetation (see **Photo 11 of Figure 7 and Figure 8**). In addition, the NYSTA right-of-way between Interchange 10 and the Esposito Trail is also vegetated, providing additional screening between Interchange 10 and the properties east of the Esposito Trail (see **Figure 8**).

The proposed parking would consist of a surface parking lot that would be constructed between the South Franklin Street Extension and Interchange 10 ramps (see **Figure A-1 of Attachment A** and **Figure B-1 of Attachment B**). Due to the topography of the land that slopes down from these roadways, retaining walls would be constructed to support the roadways north and south of the parking lot. The parking lot would be lit with five, approximately 15-foot-high light poles equipped with fixtures designed to mitigate “spill-over” and positioned to focus light only on the parking lot. The comfort station would be located southeast of the parking lot, and would consist of a one-story, pre-fabricated square building of approximately 350- to 400-square feet. It would have a small accent light. Access to and from the parking lot and the Esposito Trail would be accomplished via a new crosswalk at Route 9W, and by the provision of a 10-foot-wide staircase and ramp in the NYSTA right-of-way that would connect with the Esposito Trail. A light pole would also be provided near the pedestrian walkway between the parking lot and the Route 9W crosswalk.

The proposed parking, comfort station, reconfiguration of the “Y” intersection and connection to the Esposito Trail within the NYSTA right-of-way would not alter the contributing features of the setting of the nine (9) residential properties that abut or are near the Esposito Trail (87-97 Clinton Avenue

and 212-234 South Broadway). As described above, these properties are oriented away from Interstate 87/287/Interchange 10 and the Esposito Trail, facing Clinton Avenue and South Broadway respectively. There is generally substantial vegetated screening between the rear yards of these properties and Interchange 10 and the Esposito Trail which would be retained as part of the proposed project. In addition, the lighting for the parking lot and along the Esposito Trail is designed to minimize effects on adjacent residential properties.

Under existing conditions, the setting of the historic district includes a non-historic transportation use and a recreational trail outside the historic district boundaries to the rear of the historic properties. The introduction of a parking lot and small comfort station, reconfiguration of the “Y” intersection located within NYSTA right-of-way, provision of a connection to the Esposito Trail within NYSTA right-of-way to the rear of the historic properties, and construction of a paved side path along the Esposito Trail would not alter character-defining features of the setting of the South Nyack Historic District.

#### *ALTERNATIVE F*

Alternative F also includes the construction of a pedestrian underpass for the SUP at the South Broadway Bridge and construction of a paved side path on the east side of the Esposito Trail (see **Figure A-2 of Attachment A** and **Figure B-3a and B-3c**). The South Broadway I-87/287 southbound/eastbound entrance ramp would be closed, with the SUP constructed in the location of the closed on ramp, having its northern terminus at the parking and comfort station proposed within Interchange 10 at a location north of the Route 9W bridge and west of Route 9W North (see **Figure A-2 of Attachment A** and **Figure B-3a of Attachment B**). A pedestrian and bicycle ramp carrying a spur of the SUP would be constructed behind South Nyack Village Hall that would provide a connection between the SUP and the Esposito Trail (see **Figures B-3a, B-3b and B-4 of Attachment B**). The existing sound wall that borders the NYSTA right-of-way along South Broadway and the wood sound wall that extends along the east side of the South Broadway southbound/eastbound I-87/287 entrance ramp would be removed and replaced. The new sound wall would be approximately the same height as the sound walls to be replaced in these locations (see **Figures D-3 and D-4 of Attachment D**). The sound wall would border the SUP to the east, and would be constructed across the closed South Broadway southbound/eastbound I-87/287 entrance ramp. The sound wall to replace the wood sound wall south of the South Nyack Village Hall would be clad in stone (see **Figure D-4**). Similar to Alternative E, new vegetation would be planted along the sound wall.

The proposed SUP ramp that would be constructed behind the South Nyack Village Hall would be within NYSTA right-of-way, with no contributing resources to the South Nyack Historic District located within the footprint of the proposed pedestrian ramp. Similar to Alternative E, construction of the ramp would require the removal of the non-contributing shed located behind South Nyack Village Hall, and could result in some minor ground disturbance on the Village Hall property, requiring a temporary easement.

The 10-foot-wide pedestrian and bicycle ramp that would connect the SUP with the Esposito Trail would be located approximately 15 feet from the rear (west) façade of the South Nyack Village Hall (see **Figures B-3a and B-3b**). The ramp would increase from grade level at the intersection of South Broadway and the southbound/eastbound entrance ramp of I-87/287 on a gradual 5% slope. The proposed ramp would connect with the existing grade of the Esposito Trail and the proposed paved side path to be built on the east side of the Esposito Trail at approximately the location of the wood stairs that provide access to and from South Broadway and the Esposito Trail north of the South Nyack Village Hall parking lot. As the ramp inclines north of the South Nyack Village Hall, retaining

walls would be built to support the ramp Esposito Trail. To blend into the surrounding area, the retaining walls would be clad in stone, and it is envisioned that additional vegetation would be planted between the retaining wall and the South Nyack Village Hall parking lot. Similar to Alternative E, the wood stairs between South Broadway and the Esposito Trail would be retained, and with the split rail fence that borders the Esposito Trail, to be removed during construction, replaced in kind (see **Figure D-4 of Attachment D**).

The proposed ramp would not alter the integrity of the South Nyack Village Hall's location within the historic district. The proposed parking and comfort station within Interchange 10 would not be visible from South Broadway, due to the greater elevation of the intervening Esposito Trail and Route 9W North roadway. Although modifications would be made in the immediate vicinity of the South Nyack Village Hall, including closure of the South Broadway southbound/eastbound I-87-287 entrance ramp, construction of the SUP ramp, replacement of the wood sound wall, and construction of the retaining walls north of the South Nyack Village Hall, the overall setting of the property would not be substantially altered. As described above, the Interstate 87/287 right-of-way has been an adjacent use since 1955, the sound wall that would replace the wood sound wall would be of a similar height, clad in stone, and minimally visible from South Broadway behind vegetation, and the retaining walls would also be clad in stone to be contextual. The overall setting of the South Nyack Village Hall adjacent to the NYSTA right of way and the relationships of the South Nyack Village Hall other contributing resources to the historic district, which are located to the east across Broadway, would not be changed.

The proposed modifications would also not alter contributing features of the setting of other contributing properties to the South Nyack Historic District, including the residences located on the east side of South Broadway and at 21 Cornelison Avenue and 78 Smith Avenue. These properties would continue to exist within a setting defined by the NYSTA right-of-way and Esposito Trail to the west. No elements of Alternative F would affect the character defining features of the historic district.

The closure of the South Broadway southbound/eastbound I-87/287 entrance ramp would require several roadway modifications. These include providing vehicular access to the SUP parking area from 9W North within Interchange 10, and reconfiguring other Interchange 10 roadways as well as sections of Route 9W and Shadyside Avenue west of Interchange 10. As these modifications would be located either within Interchange 10 or to the west of I-87/287, they would not compromise the integrity of the setting of the South Nyack Historic District, located east of I-87/287.

#### *SOUTH NYACK HISTORIC DISTRICT – SUMMARY DISCUSSION OF EFFECTS*

In summary, the proposed modifications would not result in the removal, alteration, or demolition of contributing resources within the South Nyack Historic District boundaries. Therefore, neither Alternatives E and F would have direct effects on the South Nyack Historic District.

As described above, the NYSTA right-of-way has been an adjacent use since 1955, post-dating the district's period of significance. The South Nyack Historic District was determined eligible for listing on the National Register under Criterion A because of the important role that the community played in the residential and industrial development of Rockland County and the Nyacks, and under Criterion C as a cohesive assembly of predominantly residential architecture built ca. 1830-1935. The proposed modifications would not alter the characteristics that qualify the district for the National Register. Occurring behind the historic properties and outside the historic district, the

proposed modifications would not alter the physical or visual relationship of the contributing resources within the historic district.

The proposed modifications would also not obstruct views of the historic district or views within the historic district to contributing historic properties.

Overall, the proposed modifications associated with Alternative E and Alternative F would not alter the characteristics of the South Nyack Historic District that qualify it for inclusion in the National Register in a manner that would diminish the integrity of the historic district's contributing historic features.

#### **RESIDENTIAL PROPERTY AT 121 CLINTON AVENUE**

The property at 121 Clinton Avenue is located in the Amended APE associated with the parking and other modifications proposed within NYSTA right-of-way adjacent to Interchange 10 under Alternative E. The property is eligible for listing on the National Register of Historic Places under National Register Criterion Consideration B: Moved Properties, and Criterion C Design/Construction as it retains architectural significance as an example of a Four-Square, Craftsman-style residence. The property consists of a single family residence and garage originally constructed in another location in South Nyack in 1920. As described in the Historic Resources Inventory Form (October 2005/Revised 2014) for the property, the house was moved to 121 Clinton Avenue in the 1950s during construction of I-87/287, on land that had once been developed with the Bell Memorial Chapel and Bell Home, which were demolished during construction of I-87/287. The house is a four-square Craftsmen-style frame house of two stories (see **Figure 9**). It is oriented to the north facing Clinton Avenue, on property at the southeast corner of the intersection of Clinton Avenue and Cooper Drive. The property is bounded to the west and southwest by I-287/87, where a sound barrier borders the NYSTA right-of-way (see **Figures 1 and 9**).

The house and garage are located approximately 250 feet north of the South Franklin Street Extension that crosses I-87/287, with a residential property (123 Clinton Avenue) and vegetation intervening. Under Alternative E, the construction of the parking lot and comfort station and reconfiguration of the "Y" intersection within NYSTA right-of-way would occur to the rear of the property, south of the Franklin Street Extension, within the NYSTA right-of-way adjacent to Interchange 10 that is part of the residence's existing setting. Construction of the stair and ramp connection to the Esposito Trail would occur well to the east of this property. There would be no direct effects to the property, which is not within or directly adjacent to construction under Alternatives E and F. The proposed modifications would occur within the NYSTA right-of-way that has been part of this resource's setting since it was moved to this location during construction of I-87/287. The modifications would not result in the introduction of any visual or atmospheric elements that would diminish the integrity of the property's significant historic features or otherwise substantially alter the setting of the property.

#### **RESIDENTIAL PROPERTY AT 2 SHADYSIDE AVENUE**

The property at 2 Shadyside Avenue is located in the Amended APE associated with the roadway modifications proposed within NYSTA right-of-way adjacent to Interchange 10 under Alternative F. The property is eligible for listing on the National Register of Historic Places under National Register Criterion C Design/Construction as it retains architectural significance as an example of a mid-to-late-19th-century residence with Gothic Revival features. The property consists of a two 1/2-story single family frame residence located on a wedge-shaped parcel formed by the intersection of Route 9W (Hillside Avenue) and Shadyside Avenue (see **Figure 10**). As described In the Historic Resources

Inventory Form (April 2006/Revised 2011) for the property, contributing elements, in addition to the residence, include a fieldstone retaining wall that flanks the eastern edge of the property along Route 9W (Hillside Avenue).

The primary façade of the house faces east and fronts onto Hillside Avenue. A gravel driveway to the house is located from Shadyside Avenue near the point of intersection with Hillside Avenue (see **Photograph 17 of Figure 10**). Several evergreen trees and a white picket fence extend north along the east side of the property along Hillside Avenue from the residence. The fieldstone wall, a low wall, extends in front of the house along Hillside Avenue, with a set of stairs built into it just north of the residence.

Under Alternative F, the intersection of Hillside Avenue and Shadyside Avenue would be modified with a new intersection constructed northeast of the original (see **Figure A-2 of Attachment A** and **Figure B-3a of Attachment B**). As part of the reconfigured intersection, Shadyside Avenue would be extended farther northeast, and Hillside Avenue would be shifted east. This would result in the creation of a grassy area in the location of the existing roadbeds to the north of the 2 Shadyside Avenue property (see **Figure D-5 of Attachment D**). The shift of Hillside Avenue to the east would occur just north of the residence, with the spatial relationship of the residence, stone retaining wall, and paved Hillside Avenue roadbed remaining largely unchanged directly in front of the house. The stone retaining wall and other features of the property, including non-contributing features such as the evergreen trees, picket fence, and driveway, would not be altered.

As described in the Historic Resource Inventory Form for the property, historic maps indicate that the triangular-shaped Hillside/Shadyside Avenue intersection was created between 1902 and 1943. However, the residence appears to date to the mid-to-late-19th century, and its original setting while unknown, therefore did not likely contain this intersection in its existing configuration. The proposed modifications, while reconfiguring the roadways, would not alter the historic property's overall setting as a property set upon a steeply sloped parcel of land that is bounded to the west by Shadyside Avenue, to the east by Hillside Avenue, to the south by residential properties, and with Interchange 10 located to the north ( as shown in **Figure 11**).

The proposed modifications would occur within NYSTA right-of-way that has been part of this resource's setting since construction of I-87/287. The roadway modifications would not result in the introduction of any visual or atmospheric elements that would diminish the integrity of the property's significant historic features or otherwise substantially alter the setting of the property.

#### **4. BASIS FOR RECOMMENDED PROJECT FINDING**

##### **EFFORTS TO AVOID AND MINIMIZE EFFECTS**

Measures to avoid and minimize direct and indirect adverse effects to contributing historic properties include:

- Cladding of the retaining walls proposed under Alternatives E and F in the NYSTA right-of-way north of the South Nyack Village Hall and the sound wall proposed under Alternative F south of the South Nyack Village Hall with stone;
- Planting of vegetation along the proposed sound walls and the proposed retaining walls north of the South Nyack Village Hall;

- Use of light fixtures at the proposed parking lots designed to mitigate “spill-over” and positioned to focus light only on the parking lot and also the use of indirect and recessed lighting at the SUP.

In addition, construction protection measures would be developed for certain historic properties in proximity to project construction. Due to the proximity of the pedestrian bridge proposed under Alternative E and the SUP spur ramp proposed under Alternative F to the existing South Nyack Village Hall, protective measures are proposed to avoid inadvertent damage to the South Nyack Village Hall (282 South Broadway) during construction of these elements. Additional protective measures are proposed to avoid inadvertent damage during construction due to the proximity of the pedestrian underpass at the South Broadway bridge to the property at 78 Smith Avenue proposed under Alternatives E and F and the proximity of the roadway configurations proposed at Hillside and Shadyside Avenues to the residence at 2 Shadyside Avenue under Alternative F. Protection methods may include the use of construction barriers to avoid inadvertent damage to the buildings or contributing elements (such as the stone retaining wall in front of 2 Shadyside Avenue) from construction machinery. Depending on the means and methods of construction, it may also be prudent to perform a preconstruction inspection of the buildings and to monitor the buildings for vibration and settlement. An assessment of appropriate protection measures will be made by a licensed engineer after final design, when the construction and staging methods have been determined, and in advance of any construction. A resource specific construction protection plan was already prepared for the property at 78 Smith Avenue in March 2014, which SHPO concurred was in keeping with the requirements established in the executed MOA for the TZHRC Project and should be implemented, as stated in a letter dated October 10, 2014.

The other historic properties, including eighteen (18) contributing residential properties in the South Nyack Historic District (87-97 Clinton Avenue, 212-234 South Broadway, 267-285 South Broadway, and 21 Cornelison Avenue) are located either across South Broadway from the location of the proposed pedestrian bridge (proposed under Alternative E), the SUP and SUP spur ramp (proposed under Alternative F), and the proposed sound walls located under both alternatives, or are located east of (and on the other side of) the Esposito Trail from the area of the proposed parking and other modifications proposed under Alternative E. Therefore, there is low potential for these properties to sustain vibration impacts.

Applying the *criteria of adverse effect* (36 CFR Part 800.5(a)), the proposed modifications to provide SUP facilities and bicycle and pedestrian connections would cause no new or additional adverse effects to historic properties that were not previously disclosed and evaluated as part of the existing Adverse Effect determination for the Project, documented in the 2012 FEIS and Supplemental Section 106 Finding Documentation (June 2012). The modifications do not alter the Adverse Effect determination made for the Project as a whole, issued by FHWA on June 6, 2012.

## **5. PUBLIC INVOLVEMENT**

Following issuance of the Joint ROD and SEQRA Findings Statement for the TZHRCP in September 2012, NYSTA established a continued public outreach effort for the construction period of the project. NYSTA engaged in periodic meetings with the Villages of South Nyack, Nyack and Tarrytown and interested parties to maintain an open line of communication during construction.

The Environmental Assessment (EA) being prepared in accordance with the National Environmental Policy Act (NEPA) for the proposed action will be made available for a minimum 30-day-public review period, during which NYSTA anticipates holding two public meetings.



## 6. ATTACHMENTS

- Figure 1: Amended APE Boundary and Architectural Resources Map – Rockland County
- Figures 2-11: Photographs-Rockland County: Amended Area of Potential Effects

### APPENDIX A: Alternatives Under Consideration

- Figure A-1: Rockland County – Alternative E
- Figure A-2: Rockland County – Alternative F

### APPENDIX B: Plans and Profiles

- Figure B-1a: Rockland County – Alternative E Plan
- Figure B-1b: Rockland County – Alternative E Plan: North Detail
- Figure B-1c: Rockland County – Alternative F Plan: South Detail
- Figure B-2: Rockland County – Alternative E Profile
- Figure B-3a: Rockland County – Alternative F Plan
- Figure B-3b: Rockland County – Alternative F Plan – North Detail
- Figure B-3c: Rockland County – Alternative F Plan – South Detail
- Figure B-4: Rockland County – Alternative F Profile

### APPENDIX C: Architectural Properties in the Amended APE

- Table C-1: List of Architectural Properties in the Amended APE – Rockland County
- Figure C-1: Locations of Properties in the Amended APE Over 50 Years Old Recommended Not Eligible for the National Register
- Figures C-2 through C-14: Photographs of Properties in the Amended APE Over 50 Years Old Recommended Not Eligible for the National Register

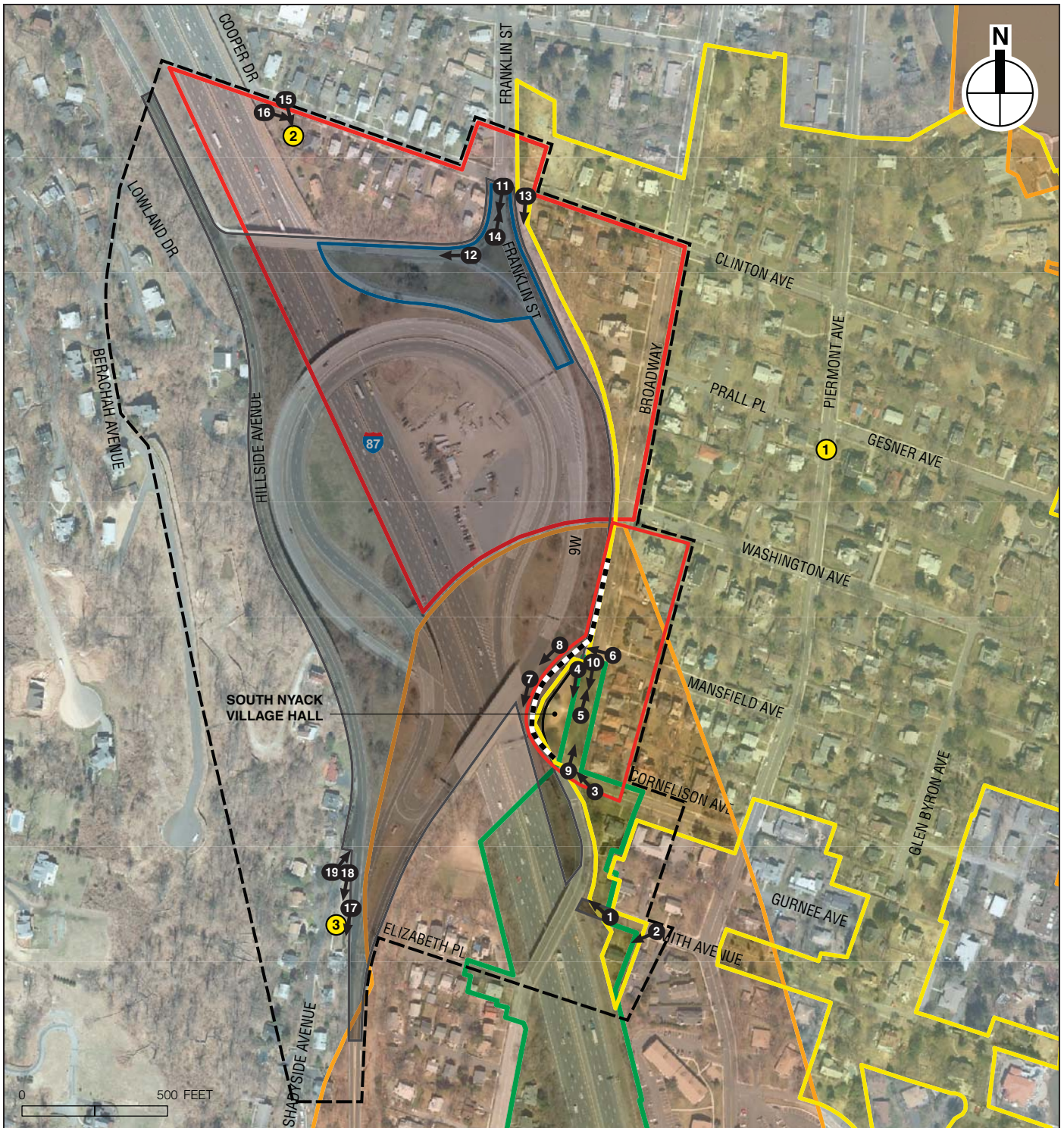
### APPENDIX D: Visual Simulations

- Figure D-1: Alternative E: View Northwest at South Broadway and Cornelison Avenue
- Figure D-2: Alternative E: View Southwest on South Broadway at the South Nyack Village Hall
- Figure D-3: Alternative F: View Northwest at South Broadway and Cornelison Avenue
- Figure D-4: Alternative F: View Northwest on South Broadway at the South Nyack Village Hall
- Figure D-5: Alternative F: View South on Hillside Avenue including 2 Shadyside Avenue

## 7. REFERENCES CITED

- *Construction Protection Plan for Historic Properties for the Tappan Zee Hudson River Crossing, Resource-Specific Construction Protection Plan for 78 Smith Avenue, Tappan Zee Constructors, March 12, 2014.*

- *Historic and Natural Districts Inventory Form*, South Nyack Historic District, prepared by AECOM October 2005, revised by AKRF Inc., 2011.
- *Historic Resource Inventory Form*, 121 Clinton Avenue, prepared by AECOM September 2010, revised by AKRF Inc., 2014.
- *Historic Resource Inventory Form*, 2 Shadyside Avenue, prepared by AECOM April 2006, revised by AKRF Inc., 2011.
- *Revised Area of Potential Effect (APE) and Identification of Historic Properties*, January 23, 2015.
- *Sanborn Map Company*, Nyack, NY, Rockland County, 1946, Plates 7 and 15
- Section 106 Finding Documentation, April 2012, Supplemental Section 106 Finding Documentation, June 2012, and Section 106 Effect Finding Addendum Shared Use Path Facilities and Bicycle and Pedestrian Connections, February 17, 2015.
- Section 106 Memorandum of Agreement among FHWA, ACHP, NYSDOT, NYSTA, and NYSHPO, June 2012.
- Tappan Zee Hudson River Crossing Project Phase I Archaeological Survey Report, prepared by AECOM March 2011, repackaged and redacted by AKRF Inc., December 2011/January 2012.



➔ Photograph View Direction and Reference Number

- ① South Nyack Historic District - National Register - Eligible
- ② 121 Clinton Avenue - National Register - Eligible
- ③ 2 Shadyside Avenue - National Register - Eligible

#### FEIS APE (2012)

- APE Direct Effects - FEIS 2012
- APE Indirect Effects - FEIS 2012
- National Register Eligible

#### Revised APE (Previous SUP Alternatives)

- ⋯ Revised APE Direct Effects - Shared-Use Path to Esposito Trail Ramp (Previous Alternatives)
- Revised APE Direct Effects - Shared-Use Path Parking & Facilities (Previous Alternatives)
- Revised APE Indirect Effects (Previous Alternatives)

#### Amended APE (New SUP Alternatives)

- Amended APE Direct Effects for New SUP Alternatives E and F
- ⋯ Amended APE Indirect Effects for NEW SUP Alternatives E and F

New SUP Alternatives -  
Amended Area of Potential Effects (APE)  
and Architectural Resources Map:  
Village of South Nyack, Rockland County

Figure 1





View west at the foot of Smith Avenue towards the South Broadway Bridge abutment and access gate

1



View southwest towards 78 Smith Avenue. The house is hidden behind the hedges that front along the Smith Avenue sidewalk

2

Photographs - Rockland County:  
Amended Area of Potential Effects (APE)

Figure 2





View west at intersection of South Broadway and Cornelison Avenue. The Direct Effects APE includes the NYSTA right-of-way adjacent to I-87/287, which is behind the South Nyack Village Hall at 282 South Broadway. The Village Hall is pictured on the right

3



View south from the South Nyack Village Hall parking lot to South Nyack Village Hall and Cornelison Avenue. To the right is the Direct Effects APE, the embankment along the Raymond G. Esposito Trail

4

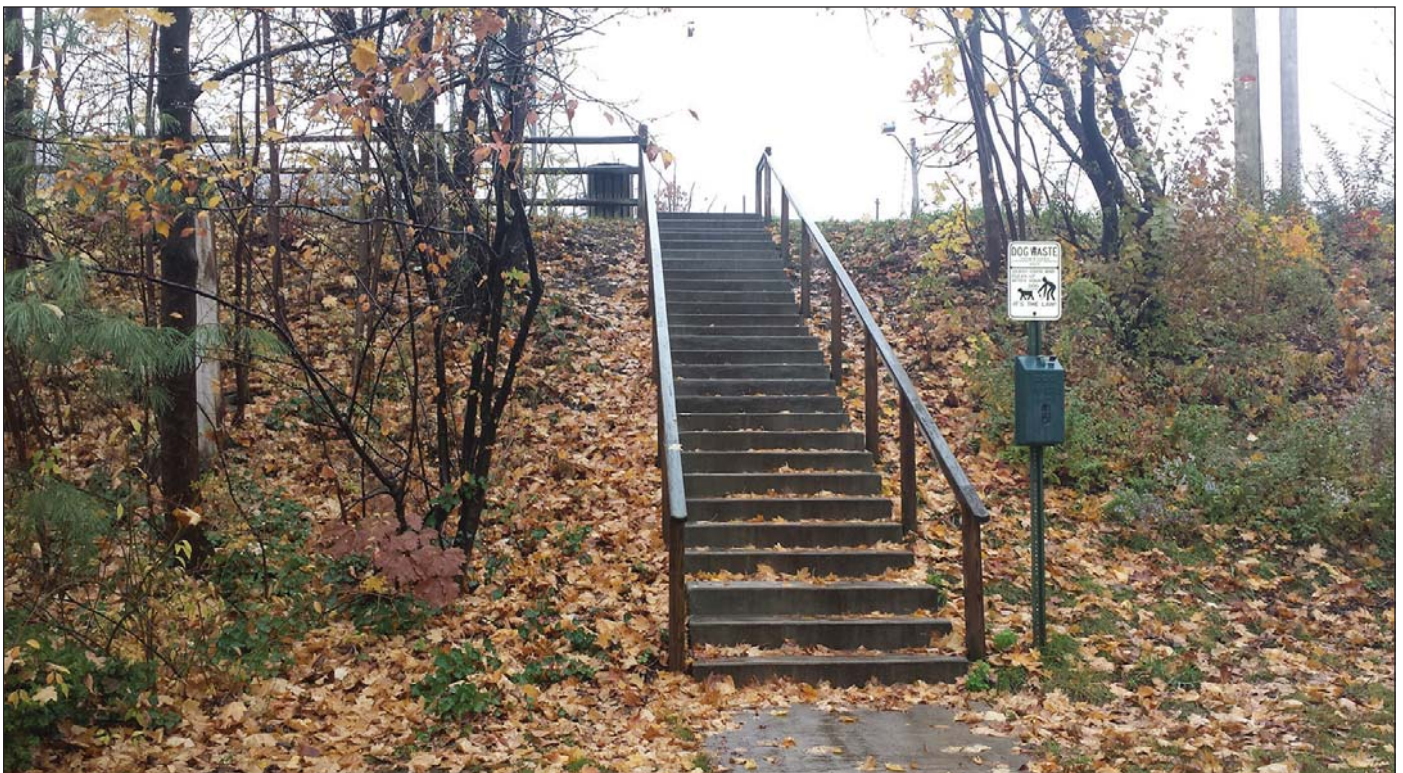
Photographs - Rockland County:  
Amended Area of Potential Effects (APE)





View north from in front of South Nyack Village Hall at 282 South Broadway. To the left is the Direct Effects APE, the embankment along the Raymond G. Esposito Trail

5



View west of the stairs to the Raymond G. Esposito Trail located north of the South Nyack Village Hall parking lot

6

Photographs - Rockland County:  
Amended Area of Potential Effects (APE)

**Figure 4**



View south from the Raymond G. Esposito Trail,  
including the NYSTA right-of-way behind  
South Nyack Village Hall in the Direct Effects APE

7



View southwest from the Raymond G. Esposito Trail, including the embankment between the South  
Nyack Village Hall parking lot and the Raymond G. Esposito Trail in the Direct Effects APE,  
the Raymond G. Esposito Trail, South Nyack Village Hall, and I-87/287

8

Photographs - Rockland County:  
Amended Area of Potential Effects (APE)  
**Figure 5**





View north from the intersection of South Broadway and Cornelison Avenue, including South Nyack Village Hall at 282 South Broadway

9



View south on South Broadway from the South Nyack Village Hall parking lot including residential properties also located in the South Nyack Historic District

10

Photographs - Rockland County:  
Amended Area of Potential Effects (APE)





View south of the Direct Effects APE from the intersection of South Franklin Street and Clinton Avenue. The Raymond G. Esposito Trail is located behind the vegetation on the left. The location of the proposed parking is to the right, between the South Franklin Street Extension and I-87/287

11



View west towards the South Franklin Street Extension bridge and I-87/287. The location of the proposed parking is on the left

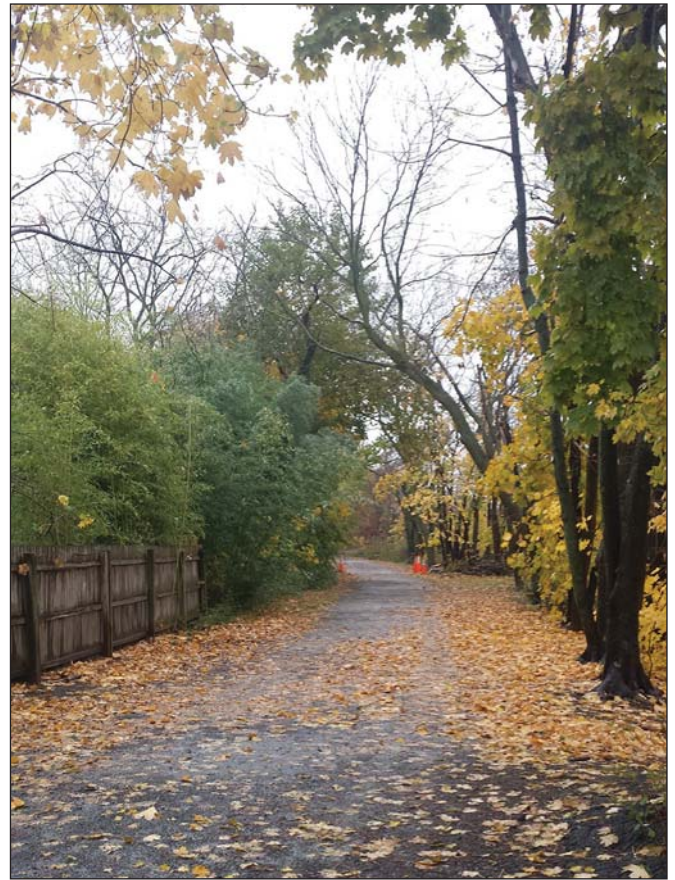
12

Photographs - Rockland County:  
Amended Area of Potential Effects (APE)  
**Figure 7**



View south on the Raymond G. Esposito Trail from  
Clinton Avenue

13



View northwest towards the intersection of South Franklin Street and Clinton Avenue.  
The Raymond G. Esposito Trail is on the right behind the vegetation

14

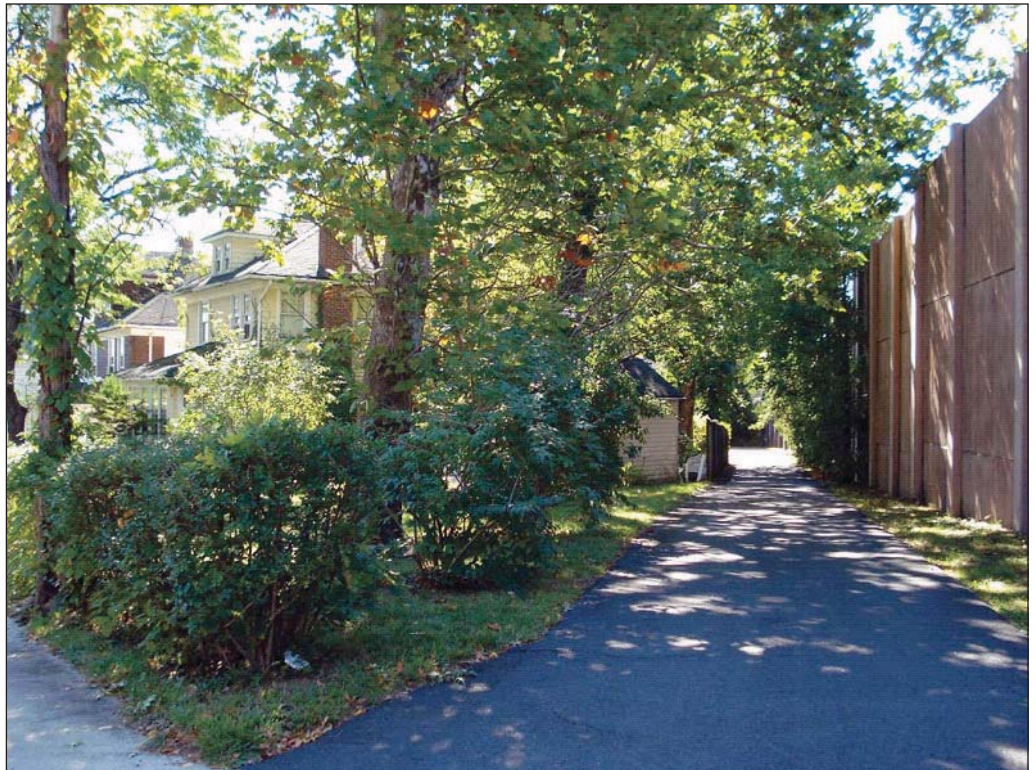
Photographs - Rockland County:  
Amended Area of Potential Effects (APE)

Figure 8





Looking southeast toward north and west facades of 121 Clinton Avenue 15



Looking southeast toward north and west facades of 121 Clinton Avenue. 16  
The I-87/287 sound barrier is on the right





View south of the property at 2 Shadyside Avenue from its driveway on Shadyside Avenue near the juncture with Hillside Avenue

17



View south of the Direct Effects APE on Hillside Avenue. The property adjacent at 2 Shadyside Avenue on the right. Shadyside Avenue is partially pictured to the far right

18

Photographs - Rockland County:  
Amended Area of Potential Effects (APE)  
Figure 10

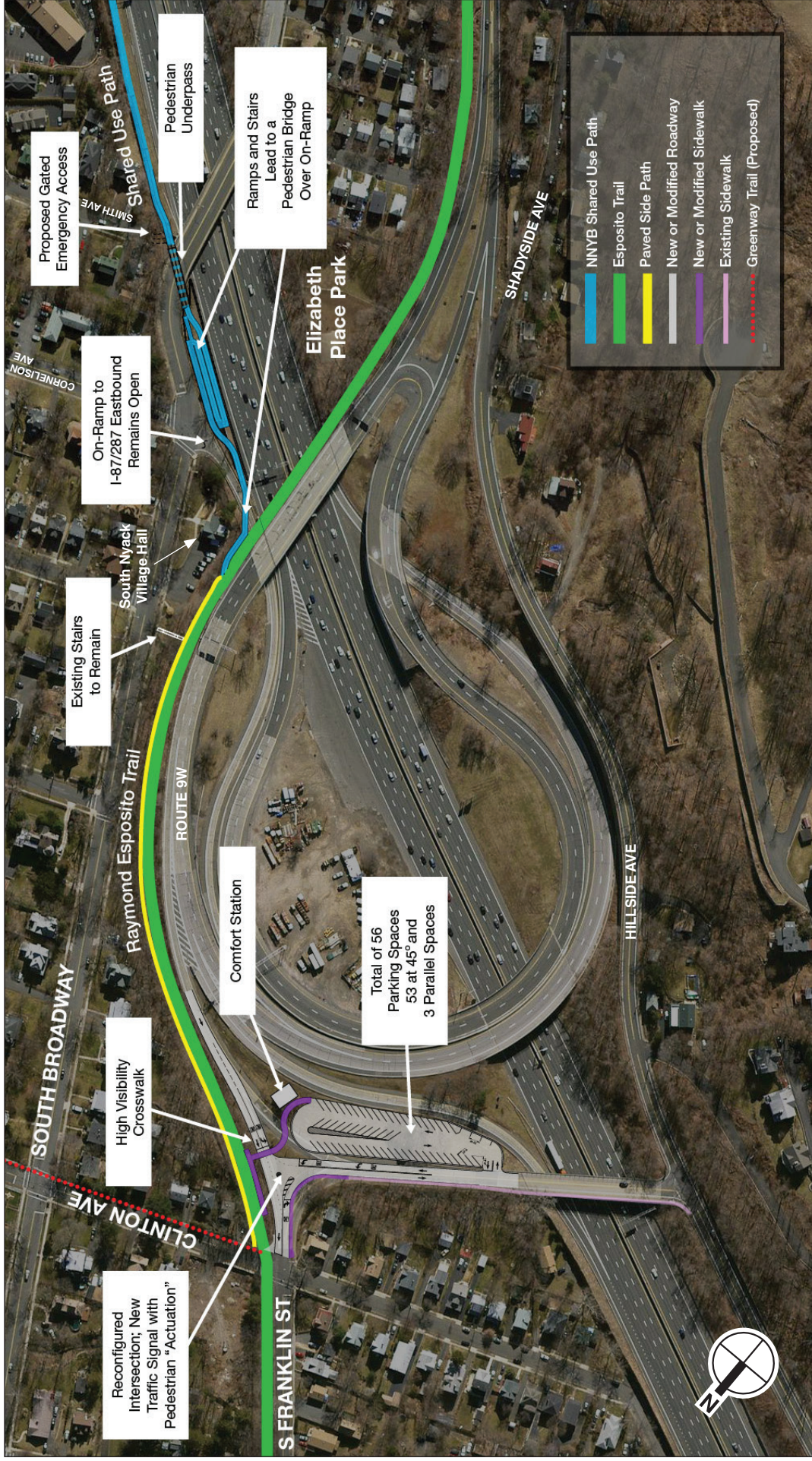




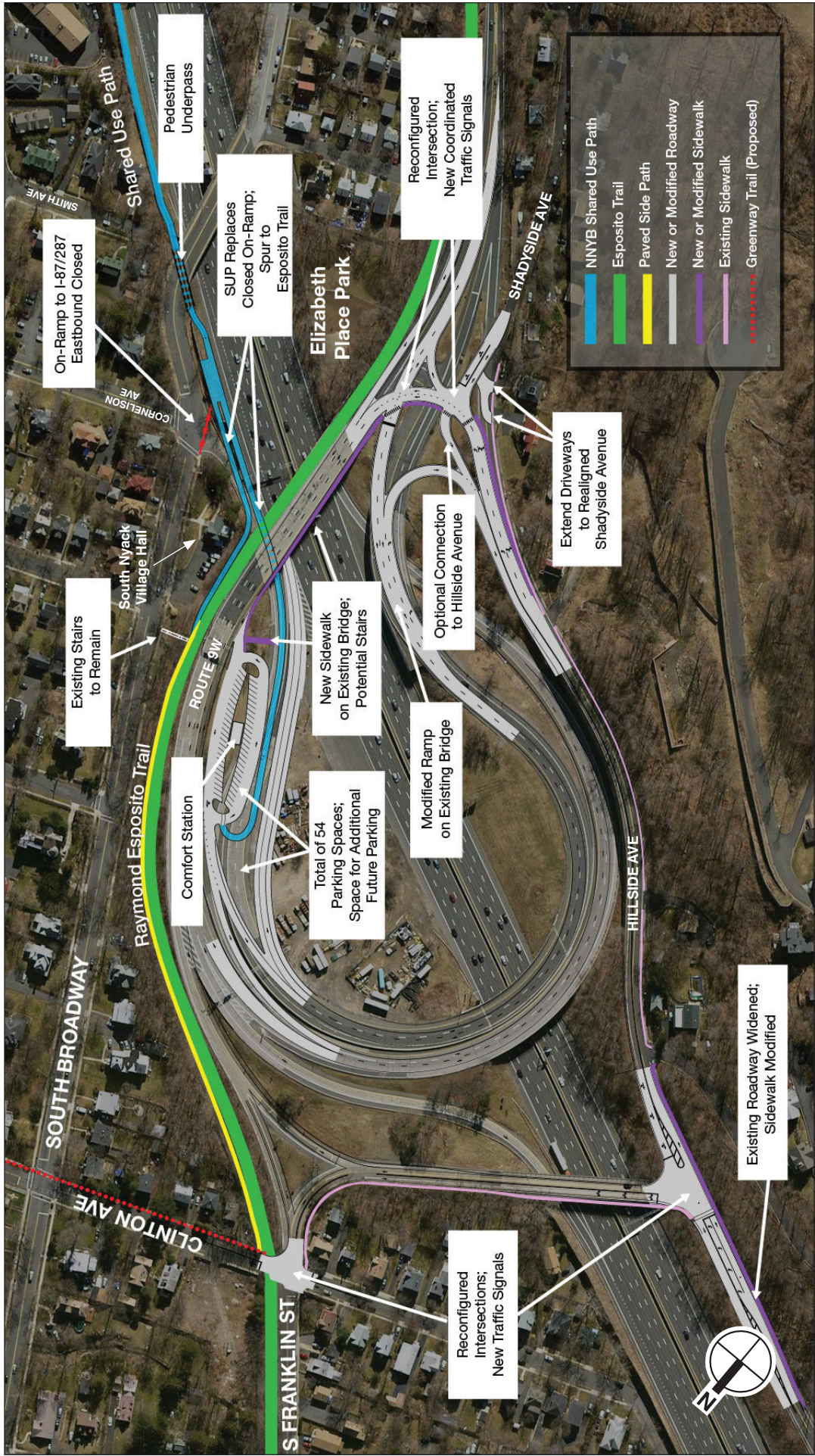
View north from the property at 2 Shadyside Avenue, looking towards Interchange 10 19

**APPENDIX A:**  
**ALTERNATIVES UNDER CONSIDERATION**





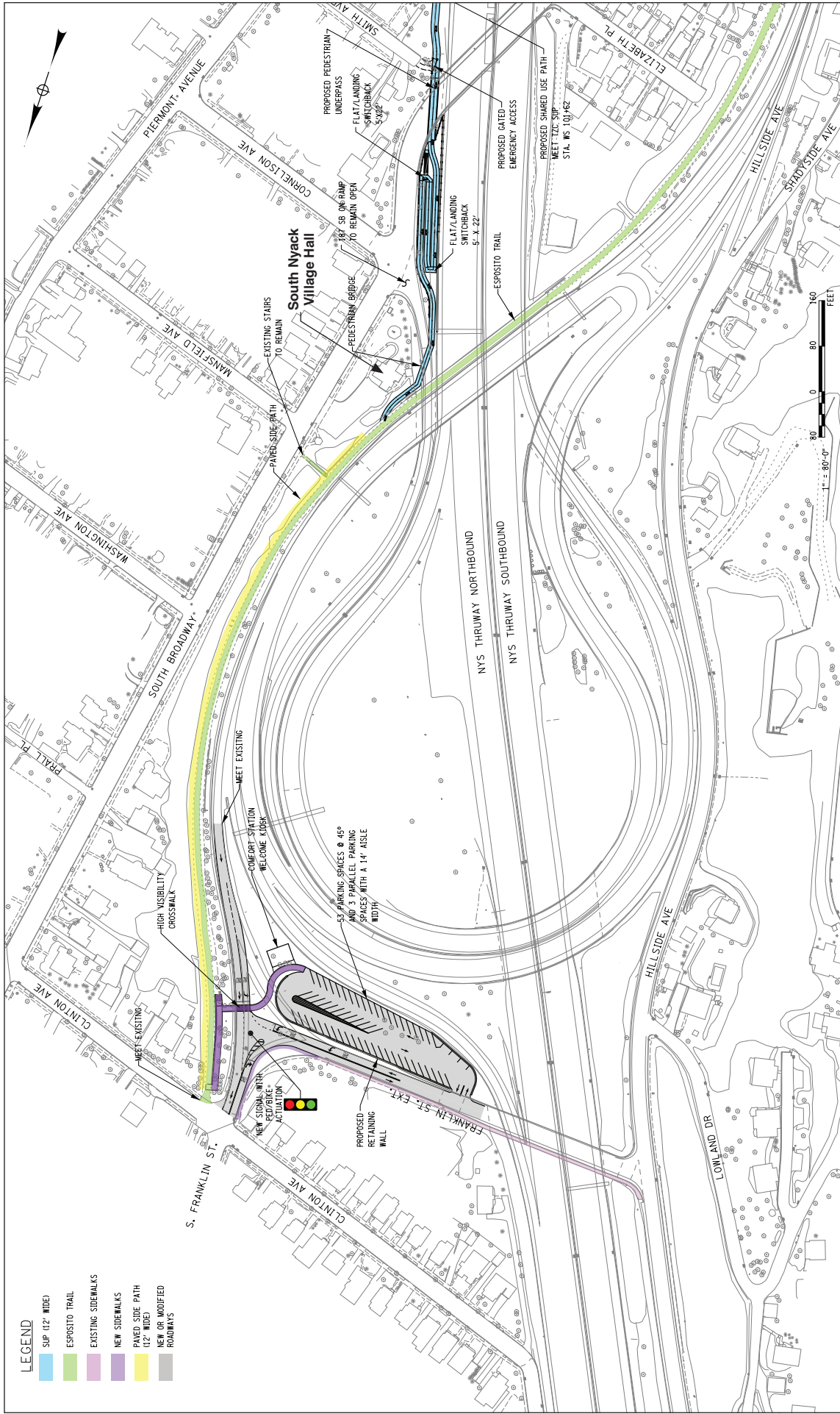






## **APPENDIX B: PLANS AND PROFILES**

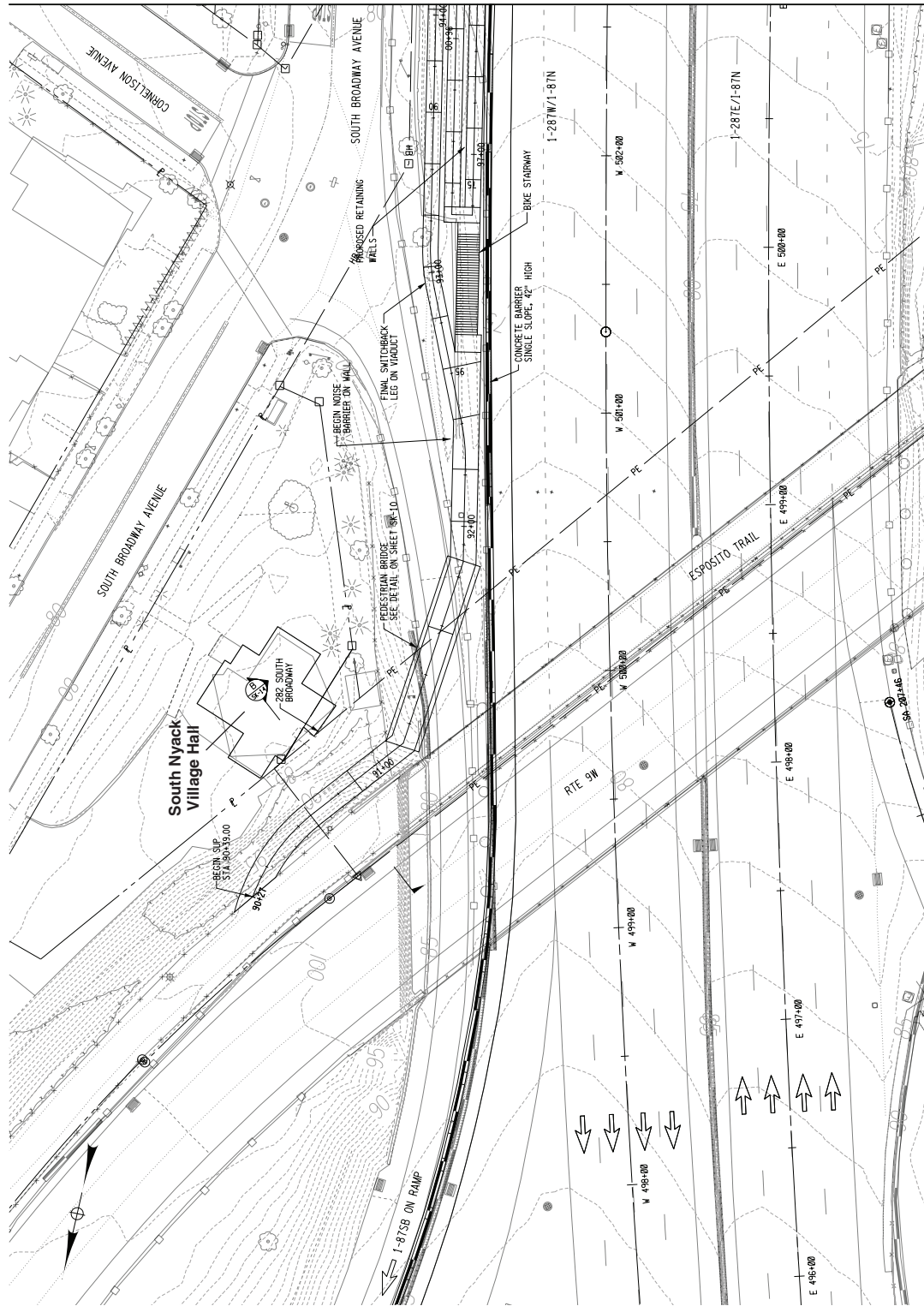
12.15.15



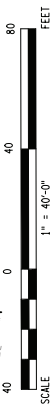
Rockland County – Alternative E Plan  
Figure B-1a

Tappan Zee Hudson River Crossing Project

LEGEND



PLAN VIEW



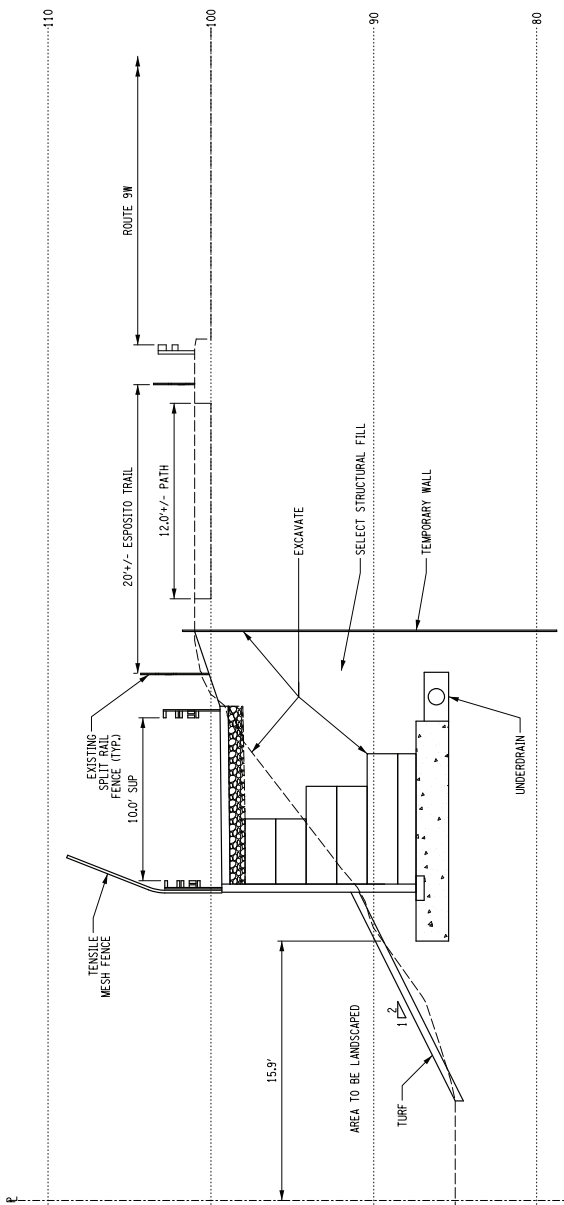
Rockland County - Alternative E Plan: North Detail  
Figure B-1b



## Tappan Zee Hudson River Crossing Project

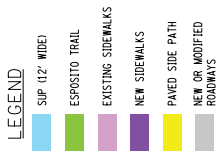


South Nyack Village Hall  
PHOTO NOT TO SCALE



SECTION EE - STA 90+80  
1/4" = 1'-0"





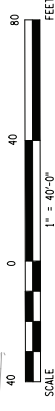
## LEGEND



## Tappan Zee Hudson River Crossing Project

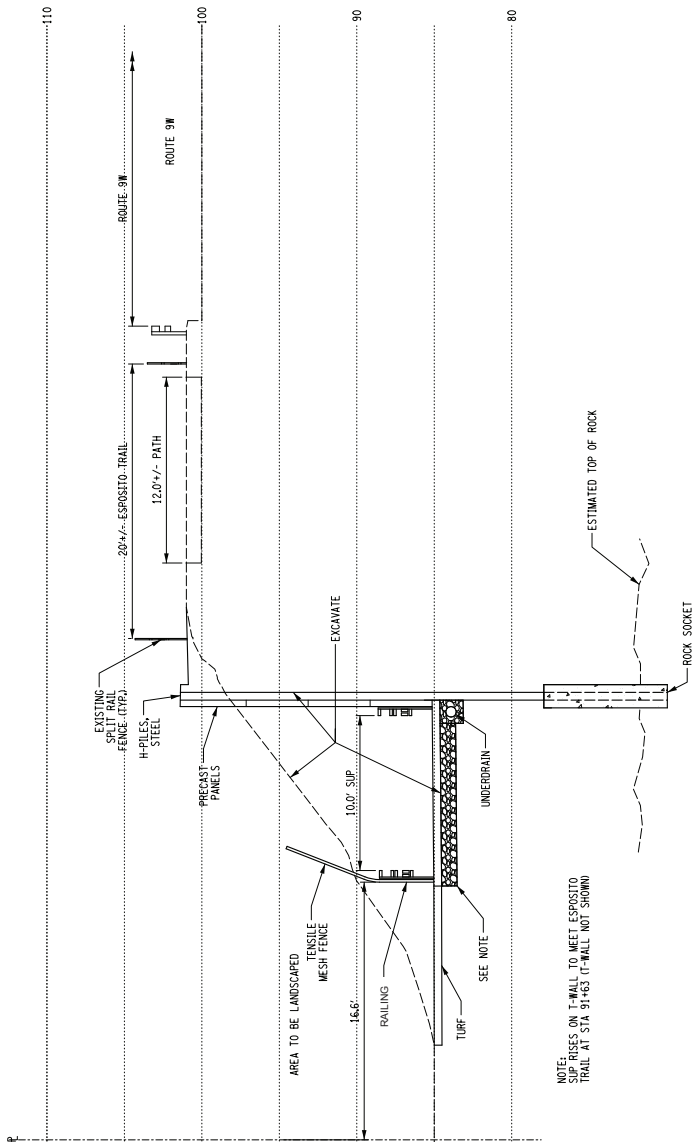


### LEGEND

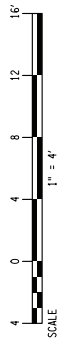




South Nyack Village Hall  
PHOTO NOT TO SCALE



SWITCHBACK SECTION - SECTION EE, STA 94+42  
1/4" = 1'-0"



# **ATTACHMENT C: ARCHITECTURAL PROPERTIES IN THE AMENDED APE**

## **CONTENTS:**

- Table C-1: List of Architectural Properties in the Amended APE – Rockland County
- Figure C-1: Locations of Properties in the Amended APE Over 50 Years Old Recommended Not Eligible for the National Register
- Figures C-2 through C-12: Photographs of Properties in the Amended APE Over 50 Years Old Recommended Not Eligible for the National Register

Table C-1

## List of Architectural Properties in the Amended APE– Rockland County

Photo Ref. No. <sup>1</sup>	Address/Location	Recommended NR- Eligible	Recommended Not NR-Eligible	≤ 50 years old	Existing NR Status / Comments
<b>Village of South Nyack, Rockland County – MCD 08745</b> (corresponds to APE shown on Figure 1)					
<b>South Franklin Street<sup>3</sup></b>					
N/A	210 S. Franklin Street				Not NR-Eligible
N/A	212 S. Franklin Street				Not NR-Eligible
<b>Clinton Avenue<sup>3</sup></b>					
N/A	87 Clinton Avenue				NR-Eligible S. Nyack Historic District
N/A	89 Clinton Avenue				NR-Eligible S. Nyack Historic District
N/A	91 Clinton Avenue				NR-Eligible S. Nyack Historic District
N/A	97 Clinton Avenue				NR-Eligible S. Nyack Historic District
N/A	103 Clinton Avenue				Not NR-Eligible
N/A	105 Clinton Avenue				Not NR-Eligible
N/A	107 Clinton Avenue				Not NR-Eligible
N/A	109 Clinton Avenue				Not NR-Eligible
N/A	110 Clinton Avenue				Not NR-Eligible
N/A	111 Clinton Avenue				Not NR-Eligible
N/A	111A Clinton Avenue				Not NR-Eligible
N/A	113 Clinton Avenue				Not NR-Eligible
N/A	115 Clinton Avenue				Not NR-Eligible
N/A	117-119 Clinton Avenue				Not NR-Eligible
N/A	121 Clinton Avenue				NR-Eligible
N/A	123 Clinton Avenue				Not NR-Eligible
<b>South Broadway</b>					
N/A	212 S. Broadway				NR-Eligible S. Nyack Historic District
N/A	214 S. Broadway				NR-Eligible S. Nyack Historic District
N/A	216 S. Broadway				NR-Eligible S. Nyack Historic District
N/A	220 S. Broadway				NR-Eligible S. Nyack Historic District
N/A	224 S. Broadway				NR-Eligible S. Nyack Historic District – Non Contributing
N/A	234 S. Broadway				NR-Eligible S. Nyack Historic District
N/A	267 S. Broadway				NR-Eligible S. Nyack Historic District
N/A	269 S. Broadway				NR-Eligible S. Nyack Historic District
N/A	271 S. Broadway				NR-Eligible S. Nyack Historic District
N/A	275 S. Broadway				NR-Eligible S. Nyack Historic District
N/A	277 S. Broadway				NR-Eligible S. Nyack Historic District
N/A	279 S. Broadway				NR-Eligible S. Nyack Historic District
N/A	281 S. Broadway				NR-Eligible S. Nyack Historic District
N/A	284 S. Broadway <sup>2</sup>				NR-Eligible S. Nyack Historic District
N/A	285 S. Broadway				NR-Eligible S. Nyack Historic District
<b>Cornelison Avenue</b>					
1	13-17 Cornelison Avenue		X		No previous evaluation
N/A	21 Cornelison Avenue				NR-Eligible S. Nyack Historic District
<b>Smith Avenue</b>					
N/A	74 Smith Avenue			X	No previous evaluation
N/A	78 Smith Avenue				NR-Eligible S. Nyack Historic District
2	79 Smith Avenue		X		No previous evaluation
<b>Hillside Avenue</b>					
3, 4	110 Hillside Avenue		X		No previous evaluation
N/A	120 Hillside Avenue			X	No previous evaluation
5, 6	150 Hillside Avenue		X		No previous evaluation
7	156 Hillside Avenue		X		No previous evaluation
8	160 Hillside Avenue		X		No previous evaluation
N/A	164 Hillside Avenue			X	No previous evaluation
<b>Lowland Drive</b>					
9, 10	1 Lowland Drive		X		No previous evaluation
N/A	5 Lowland Drive			X	No previous evaluation
N/A	7 Lowland Drive			X	No previous evaluation
N/A	9 Lowland Drive			X	No previous evaluation

Table C-1 (cont'd)

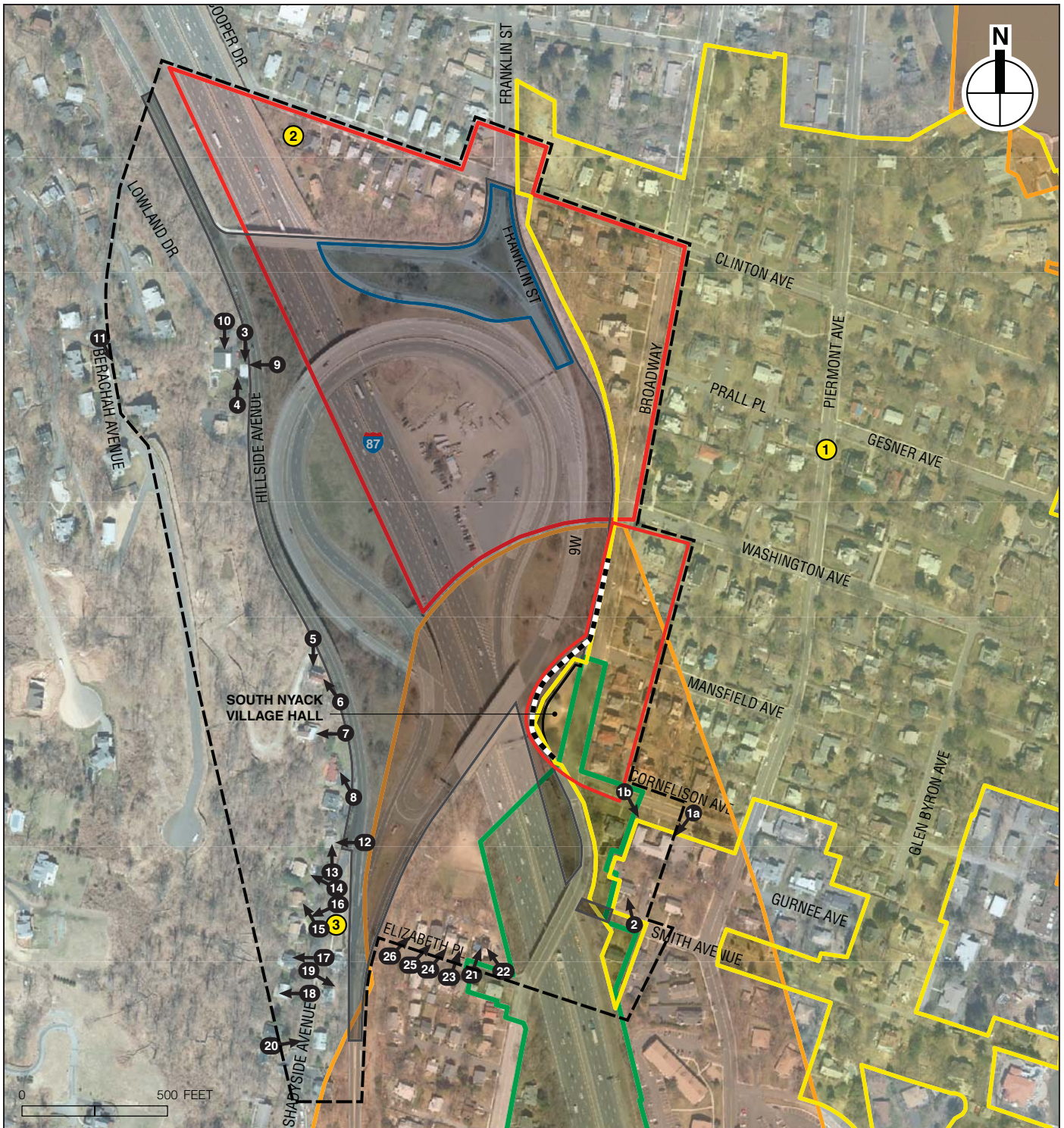
## List of Architectural Properties in the Amended APE– Rockland County

Photo Ref. No. <sup>1</sup>	Address/Location	Recommended NR- Eligible	Recommended Not NR-Eligible	≤ 50 years old	Existing NR Status / Comments
<b>Village of South Nyack, Rockland County – MCD 08745 (corresponds to APE shown on Figure 1)</b>					
<b>Berachah Avenue</b>					
11	2 Berachah Avenue		X		No previous evaluation
N/A	4 Berachah Avenue			X	No previous evaluation
<b>Shadyside Avenue</b>					
12, 13	1 Shadyside Avenue		X		No previous evaluation
N/A	2 Shadyside Avenue <sup>4</sup>				NR-Eligible
14	3A Shadyside Avenue		X		No previous evaluation
15	3B Shadyside Avenue		X		No previous evaluation
16	3C Shadyside Avenue		X		No previous evaluation
17	3D Shadyside Avenue		X		No previous evaluation
18	5 Shadyside Avenue		X		No previous evaluation
19	6 Shadyside Avenue		X		No previous evaluation
20	8 Shadyside Avenue		X		No previous evaluation
N/A	10 Shadyside Avenue			X	No previous evaluation
<b>Elizabeth Place</b>					
21, 22	1 Elizabeth Place		X		No previous evaluation
23	1A Elizabeth Place		X		No previous evaluation
24	3 Elizabeth Place		X		No previous evaluation
25	5 Elizabeth Place		X		No previous evaluation
26	7 Elizabeth Place		X		No previous evaluation

## Notes:

1. Photographs are provided for only those properties that are 50 years and older and are recommended not NR Eligible
2. The mailing address for the South Nyack Village Hall is 282 South Broadway. However, the Historic and Natural Districts Inventory Form completed as part of the TZHRC Project gives the address as 284 South Broadway, and therefore, the 284 South Broadway address is listed here to avoid confusion, as 282 South Broadway is identified in the Historic and Natural Districts Inventory Form as a vacant, non-contributing parcel.
3. Properties on South Franklin Street and Clinton Avenue have been reviewed by SHPO for eligibility. Though not yet updated in CRIS, SHPO's February 10, 2015 letter concurred with historic survey outcome and recommendations regarding eligibility provided to them on January 23, 2015.
4. The property at 2 Shadyside Avenue was determined NR-eligible in 2011 as part of the Section 106 process for the Tappan Zee Hudson River Crossing Project EIS, though this is not updated in CRIS.





➔ Photograph View Direction and Reference Number

- ① South Nyack Historic District - National Register - Eligible
- ② 121 Clinton Avenue - National Register - Eligible
- ③ 2 Shadyside Avenue - National Register - Eligible

#### FEIS APE (2012)

- ▬ APE Direct Effects - FEIS 2012
- ▬ APE Indirect Effects - FEIS 2012
- ▬ National Register Eligible

#### Revised APE (Previous SUP Alternatives)

- ▬ Revised APE Direct Effects - Shared-Use Path to Esposito Trail Ramp (Previous Alternatives)
- ▬ Revised APE Direct Effects - Shared-Use Path Parking & Facilities (Previous Alternatives)
- ▬ Revised APE Indirect Effects (Previous Alternatives)

#### Amended APE (New SUP Alternatives)

- ▬ Amended APE Direct Effects for New SUP Alternatives E and F
- ▬ Amended APE Indirect Effects for NEW SUP Alternatives E and F

New SUP Alternatives E and F -  
Amended Area of Potential Effects (APE)  
and Locations of Properties Over 50 Years Old  
that are Recommended Not Eligible for the National Register:  
Village of South Nyack (MDC 08745), Rockland County

**Figure C-1**





13-17 Cornelison Avenue 1a



13-17 Cornelison Avenue 1b



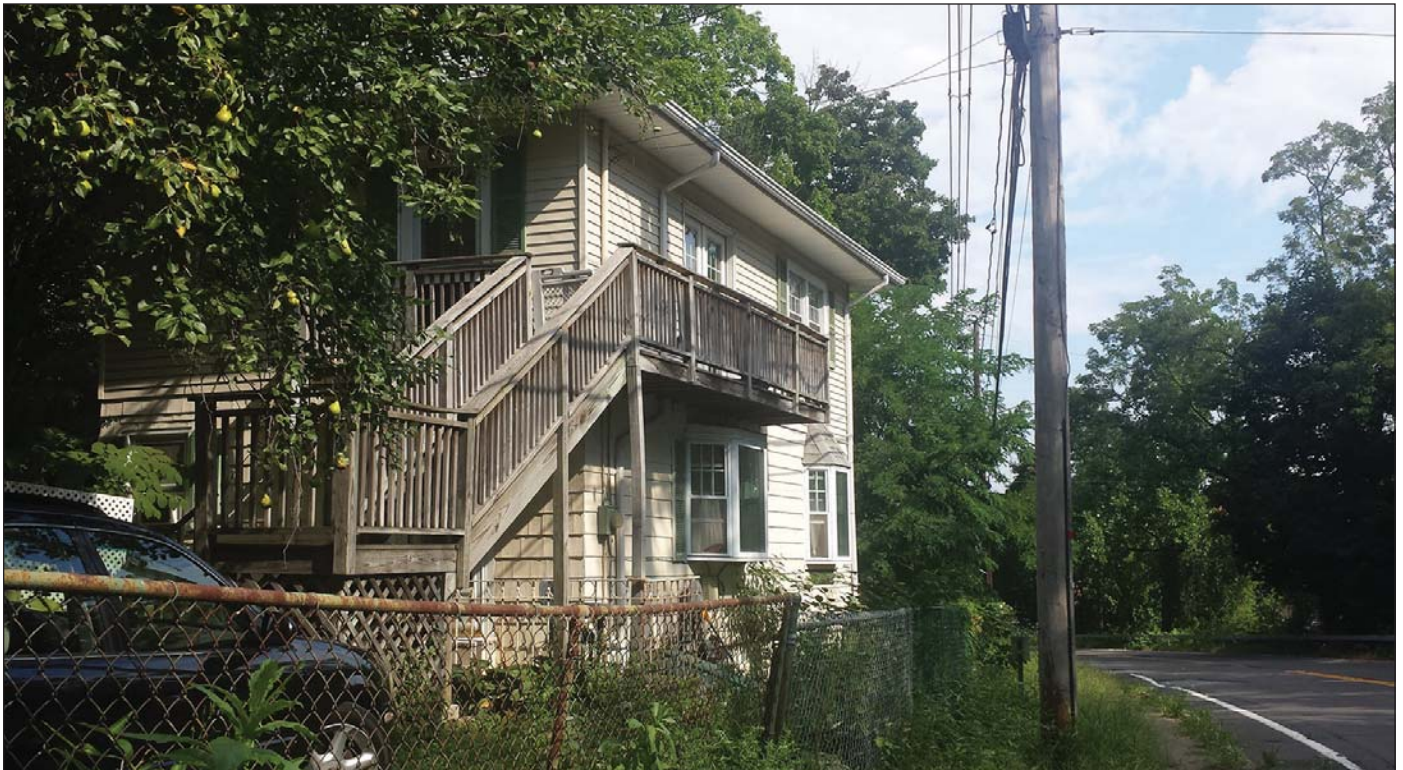
79 Smith Avenue, clad in aluminum siding 2





110 Hillside Avenue, first floor clad in shingles, second floor in vinyl siding.  
New and altered windows, additional second story entrance added

3



110 Hillside Avenue, additional view

4





150 Hillside Avenue, recently renovated with vinyl siding 5



150 Hillside Avenue, additional view 6





156 Hillside Avenue, alterations include aluminum and vinyl siding, new windows, deck addition

7



160 Hillside Avenue, possibly a portion of the house is 50 years old or older, but it was recently substantially rebuilt/expanded. Clad in aluminum and vinyl siding

8



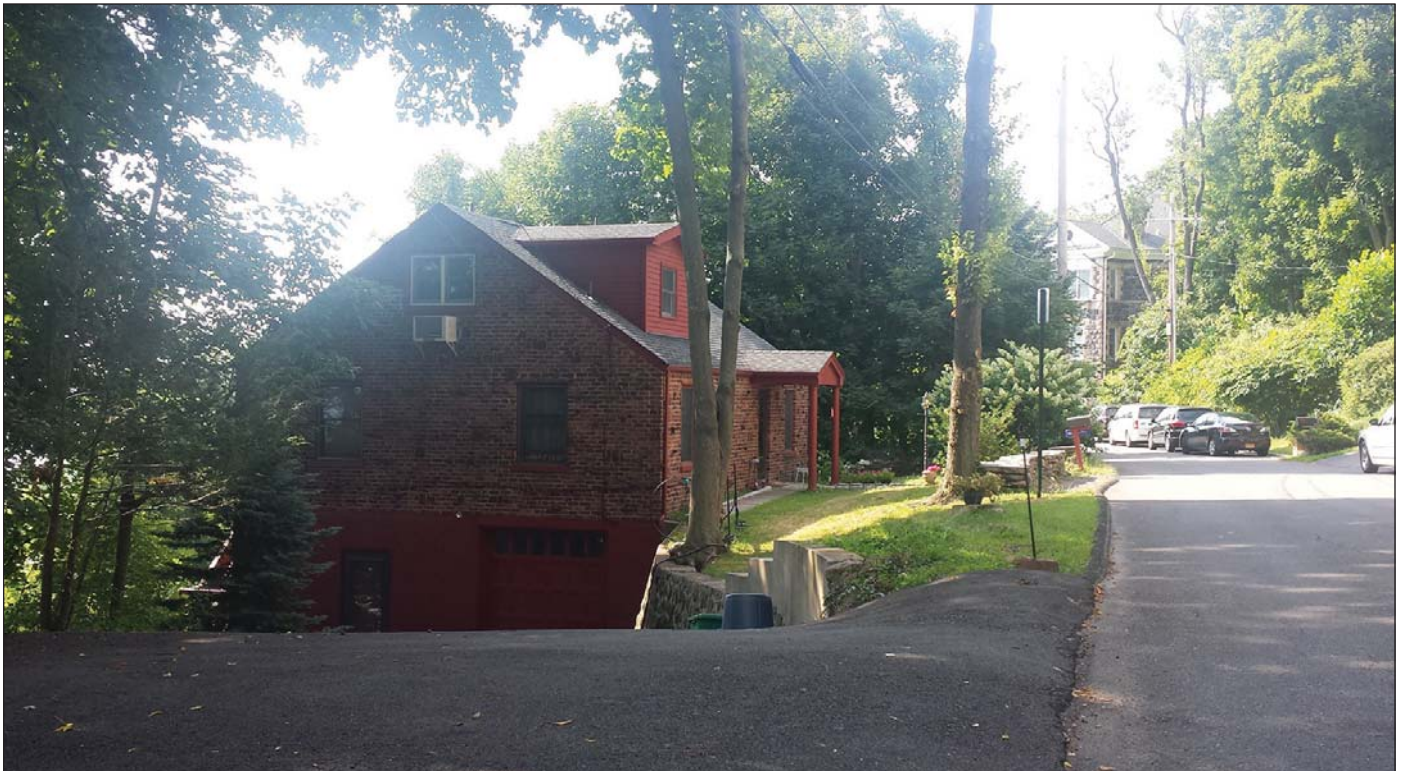


1 Lowland Drive 9



1 Lowland Drive, additional view 10





2 Berachah Avenue 11

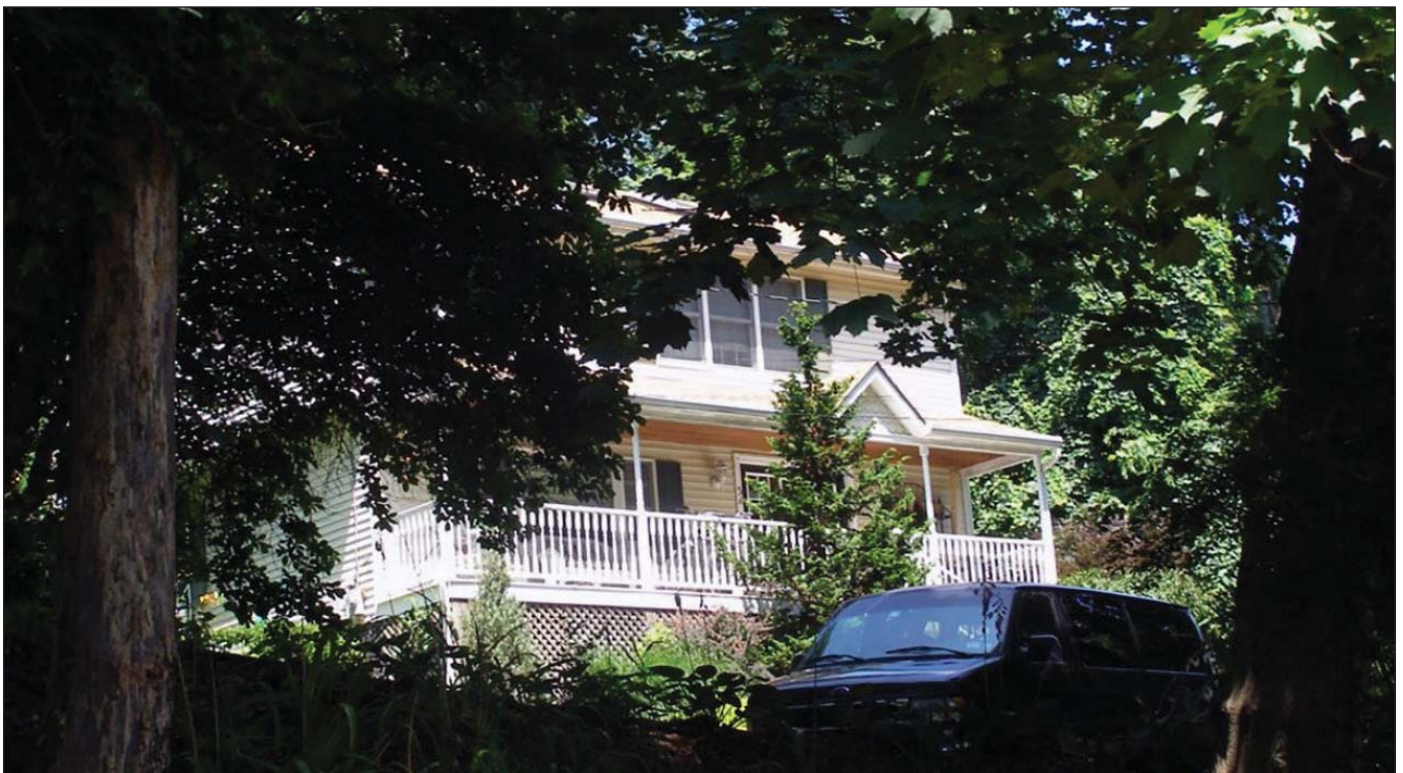


1 Shadyside Avenue, late 19th/early 20th century house that has been modified through the replacement and addition of new windows, the addition of an enclosed porch with modern windows on the principal Shadyside Avenue façade, a recently constructed deck at the northwest corner of the north façade, and a concrete-clad addition at the northeast corner 12





1 Shadyside Avenue, additional view 13



3A Shadyside Avenue 14





3B Shadyside Avenue 15



3C Shadyside Avenue 16





3D Shadyside Avenue 17



5 Shadyside Avenue 18





6 Shadyside Avenue 19



8 Shadyside Avenue, alterations include replacement siding, windows, and new entrance 20



1 Elizabeth Place, substantially modified Victorian house, including replacement siding, windows, porch, and with additions

21



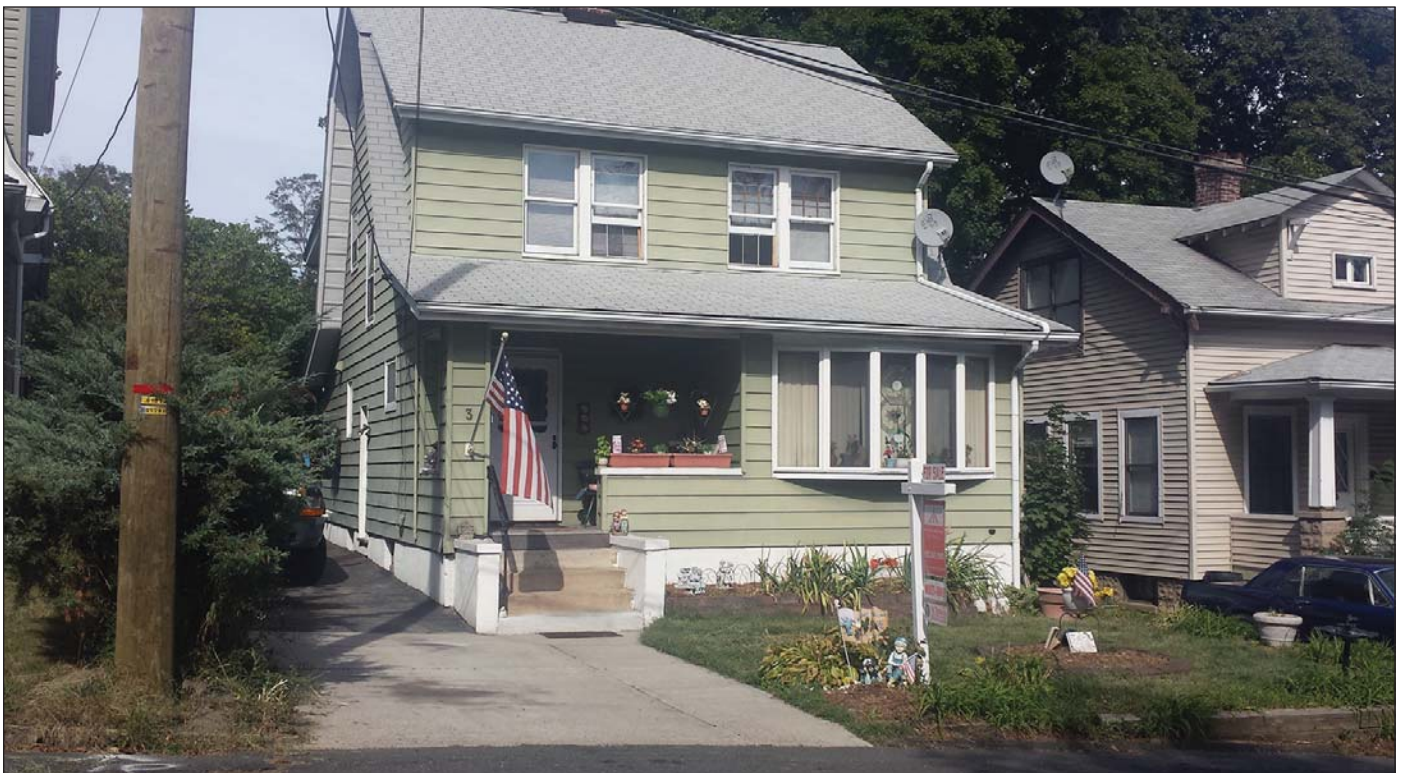
1 Elizabeth Place, additional view

22





1A Elizabeth Place, alterations include replacement siding and windows, modifications to the porch and front dormer window **23**



3 Elizabeth Place, alterations include aluminum siding, front porch enclosed **24**





5 Elizabeth Place, alterations including replacement siding and new windows 25



7 Elizabeth Place, alterations include replacement siding and enclosure of porch 26



## **APPENDIX D: VISUAL SIMULATIONS**



Existing Conditions



Proposed Alternative E

Visual Simulation - Alternative E:  
View Northwest at South Broadway  
and Cornelison Avenue  
**Figure D-1**





Existing Conditions



Proposed Alternative E

Visual Simulation - Alternative E:  
View Southwest on South Broadway at  
the South Nyack Village Hall  
**Figure D-2**





Existing Conditions



Proposed Alternative F

Visual Simulation – Alternative F:  
View Northwest at South Broadway and  
Cornelison Avenue  
**Figure D-3**





Existing Conditions



Proposed Alternative F

Visual Simulation – Alternative F:  
View Northwest on South Broadway at the  
South Nyack Village Hall  
**Figure D-4**





Existing Conditions



Proposed Alternative F

Visual Simulation – Alternative F:  
View South on Hillside Avenue including  
2 Shadyside Avenue  
**Figure D-5**



## **Appendix D: Historic and Cultural Resources**

D-2 SHPO Archaeology Letter, January 29, 2016



## Parks, Recreation, and Historic Preservation

ANDREW M. CUOMO  
Governor

ROSE HARVEY  
Commissioner

January 29, 2016

Ms. Mary Santangelo  
Environmental Specialist 2  
NYSDOT Office of Environment  
50 Wolf Road  
POD 4-1  
Albany, NY 12232

Re: FHWA  
Tappan Zee Bridge Hudson River Crossing Project  
11PR06692

Dear Ms. Santangelo:

Thank you for requesting the comments of the New York State Historic Preservation Office (SHPO). We have reviewed the submitted materials in accordance with Section 106 of the National Historic Preservation Act of 1966. These comments are those of the SHPO and relate only to Historic/Cultural resources. They do not include other environmental impacts to New York State Parkland that may be involved in or near your project. Such impacts must be considered as part of the environmental review of the project pursuant to the National Environmental Policy Act and/or the State Environmental Quality Review Act (New York State Environmental Conservation Law Article 8).

I have reviewed the submitted report entitled "Limited Phase IA Historic Documentary and Archaeological Assessment of the area formerly known as the Hoe Property, as part of the New NY Bridge Project (Tappan Zee Bridge), Westchester County, New York" (January 2016). Intact wall segments were identified during construction in August, 2015. The wall segments appear to represent structures that were part of the nineteenth and twentieth century Hoe estate. This has been designated by SHPO as the Hoe site (USN 11950.000515).

As described in the submitted Limited Phase IA report, the Hoe family "were significant figures in the late nineteenth to early twentieth century printing industry" (p. 45). At this time, it is SHPO's opinion that the limited available data regarding the archaeological deposits and features are insufficient to assess the site's potential eligibility for listing in the National Register of Historic Places (NRHP). Therefore, SHPO concurs with the report recommendation that additional archaeological testing should be conducted, to assess the site's potential eligibility for the NRHP. SHPO further concurs with the report's designation of four areas of particular sensitivity within the "Westchester Inland Staging Area," and we concur with the proposed method of shovel testing in these four areas. SHPO recommends that testing be conducted at intervals less than the standard 50 feet, and the use of probes and cores should also be considered. The consultant might also consider the use of ground-penetrating radar, which is particularly useful for identifying buried structural remains.

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### Division for Historic Preservation

P.O. Box 189, Waterford, New York 12188-0189 • (518) 237-8643 • [www.nysparks.com](http://www.nysparks.com)



Ms. Mary Santangelo  
January 29, 2016  
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If further correspondence is required regarding this project, please refer to the OPRHP Project Review (PR) number noted above. If you have any questions I can be reached at 518-268-2186.

Sincerely,

A handwritten signature in black ink, appearing to read 'Tim Lloyd', with a stylized flourish at the end.

Tim Lloyd, Ph.D., RPA  
Scientist - Archaeology  
timothy.lloyd@parks.ny.gov

via e-mail only