

Southeastern Pennsylvania Transportation Authority Jenkintown-Wyncote Station ADA Improvement Project in Cheltenham Township and Jenkintown Borough, Montgomery County

Revised Determination of Effects Report

E.R. # 2009-0756-091



**U.S. Department of Transportation,
Federal Transit Administration**



**Southeastern Pennsylvania Transportation
Authority**

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ABSTRACT

This Determination of Effects Report has been prepared for the Southeastern Pennsylvania Transportation Authority (SEPTA) Jenkintown-Wyncote Station Americans with Disabilities Act (ADA) Improvement Project in Cheltenham Township and Jenkintown Borough, Montgomery County. The project involves improvements to SEPTA's Jenkintown-Wyncote Regional Rail Station, also known as the Philadelphia & Reading Railroad Station: Jenkintown in the National Register of Historic Places (NRHP). Previously, this project included the construction of a parking garage in addition to ADA improvements. However, based on community feedback on the parking garage as well as capital funding priorities, SEPTA put the project on hold from 2010 to 2015 until the scope and funding could be clearly identified. With the passage of the state of Pennsylvania's Act 89 Transportation Funding Bill in 2013 and the regulatory need to comply with ADA, SEPTA restarted the capital project design in 2015 without the parking garage. In 2015, SEPTA invested in maintenance of the Philadelphia & Reading Railroad Station: Jenkintown as part of a separate project, including the rehabilitation of the station building and the replacement of the canopy roofs.

This version of the Determination of Effects Report is updated from the previously submitted version on February 7, 2017, and has been revised to address comments received from consulting parties before, during, and after the scheduled meeting held on May 31, 2017.

The Federal Transit Administration (FTA) is the lead federal agency for the project. This Determination of Effects Report has been prepared in accordance with the provisions of the National Historic Preservation Act of 1966 (NHPA), as amended, and subsequent regulations (36 CFR 800) published by the Advisory Council on Historic Preservation (ACHP), as revised. Other federal and state mandates for the protection of cultural resources include the National Environmental Policy Act of 1969, Executive Order 11593, the Archaeological and Historic Preservation Act of 1974, and the Commonwealth of Pennsylvania Act No. 1978-273, amended as Act No. 1988-72. This report has been prepared according to the "Guidelines for Historic Resource Surveys in Pennsylvania" of the Pennsylvania Historical and Museum Commission (PHMC) and the "Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation" (Federal Register 1983). The study also adheres to the policies and guidelines of the Bureau for Historic Preservation of the Pennsylvania Historical and Museum Commission (BHP/PHMC).

A literature search and review of existing surveys found two historic resources listed on the NRHP within the Area of Potential Effects (APE). The Wyncote Historic District was listed on the NRHP in 1986, and the Philadelphia & Reading Railroad Station: Jenkintown was listed on the NRHP in 2014. Three historic resources within the Area of Potential Effects have been determined eligible for the NRHP: the Jenkintown Syndicate Subdivision, determined eligible in 1999; the North Pennsylvania Railroad (Philadelphia to Bethlehem) (which includes the Philadelphia & Reading Railroad: Bethlehem Branch), determined eligible in 2004; and the Philadelphia & Reading Railroad (Aggregate File), determined eligible in 2002.

The SEPTA Jenkintown-Wyncote Station ADA Improvement Project has been evaluated applying the Criteria of Adverse Effects in accordance with the Section 106 regulations of the NHPA, as amended. It has been determined that the project will have No Adverse Effect on the Wyncote Historic District, the Jenkintown Syndicate Subdivision, the

Philadelphia & Reading Railroad Station: Jenkintown, the North Pennsylvania Railroad (Philadelphia to Bethlehem) (which includes the Philadelphia & Reading Railroad: Bethlehem Branch), and the Philadelphia & Reading Railroad (Aggregate File).

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I. INTRODUCTION

This Determination of Effects Report has been prepared to evaluate the effects of the Southeastern Pennsylvania Transportation Authority Jenkintown-Wyncote Station ADA Improvement Project (also known as “the project” elsewhere in this document) on historic resources within the APE. The project is located in Cheltenham Township and Jenkintown Borough, Montgomery County, Pennsylvania. This report constitutes part of broader environmental studies for the project being conducted by SEPTA and the FTA.

The FTA is the lead federal agency for the project. This Determination of Effects Report has been prepared in accordance with the provisions of the NHPA, as amended, and subsequent regulations (36 CFR 800) published by the ACHP, as revised. Other federal and state mandates for the protection of cultural resources include the National Environmental Policy Act of 1969, Executive Order 11593, the Archaeological and Historic Preservation Act of 1974, and the Commonwealth of Pennsylvania Act No. 1978-273, amended as Act No. 1988-72. This report has been prepared according to the “Guidelines for Historic Resource Surveys in Pennsylvania” of the PHMC and the “Secretary of the Interior’s Standards and Guidelines for Archaeology and Historic Preservation” (Federal Register 1983). The study also adheres to the policies and guidelines of the Bureau for Historic Preservation of the BHP/PHMC.

This revised report includes additional information gathered and analyzed in response to comments made by consulting parties before, during and subsequent to the consulting parties meeting held on May 31, 2017.

A. PROJECT DESCRIPTION

The purpose of the Jenkintown-Wyncote Station ADA Improvements Project is to improve passenger safety, provide ADA accessibility, improve operational efficiency, and improve vehicular circulation. An Alternatives Report was prepared to demonstrate the different design considerations that were evaluated during the development of this project and the constraints associated with each alternative.

The NRHP-listed Philadelphia & Reading Railroad Station: Jenkintown, also known as SEPTA’s Jenkintown-Wyncote Station, is located in Jenkintown Borough and Cheltenham Township, Montgomery County, Pennsylvania (Figure 1). The Philadelphia & Reading Railroad Station: Jenkintown is SEPTA’s busiest station outside of Center City Philadelphia. The station and adjacent surface parking lots are located in an inner suburban area with mixed land uses. Portions of the adjacent neighborhood in Cheltenham Township, as well as the Philadelphia & Reading Railroad Station: Jenkintown, are part of the NRHP-listed Wyncote Historic District and, in Jenkintown Borough, the NRHP-eligible Jenkintown Syndicate Subdivision. Parking is currently at capacity during peak periods. The station does not comply with the ADA because the platforms are at track level and the inbound and outbound platforms are connected via a tunnel with stairs. During rush hour, trains approaching the station stack up as they wait for other trains to disembark passengers onto the low-level platforms, impacting SEPTA’s operations and limiting the frequency of trains through the station. Plans for potential adaptive reuse opportunities for the existing station building are currently being considered by SEPTA and would be completed as a separate

undertaking, as adaptive reuse is outside the project's current scope.

The project includes the following improvements:

- **ADA-compliant High-level Platforms and Ramps:** These new platforms will feature new canopies on bracketed steel columns designed to harmonize with the existing original train station canopies that provide coverage for the majority of the existing platforms. The existing platform canopies consist of flat roofs built on wooden roof decking, in turn set on a bracketed steel frame with riveted steel beams and rafters. The proposed canopies are a continuation of the existing design with the roof set at a higher elevation to accommodate the vertical clearance required for high-level platforms. (Appendix B: Figure B1-3, C1, E1, F1). Lighting will be integrated into the canopy designs to provide safe light levels for pedestrians on the platforms. The construction of new ADA-compliant high-level platforms will necessitate that approximately 50 feet of the existing original 443-foot canopy on the outbound side and 50 feet of the 629 feet of the existing original inbound canopy north of the Greenwood Avenue bridge be salvaged and raised onto new foundations to accommodate the new high-level platforms (Appendix B: Figure C1). The outbound high-level platform will also connect with the West Avenue walkway. (Appendix B: Figure B3, C1). The design of the high-level platforms also includes enclosed passenger shelters on both the inbound and outbound platforms and new accessible restrooms on the inbound platform. (Appendix B: Figure B3, C1)
- **New Pedestrian Overpass Structure:** To connect the new inbound and outbound platforms, a new ADA-compliant pedestrian overpass structure is planned. This overpass will incorporate stair and elevator towers on both sides of the tracks, which includes two towers connected by a glass-enclosed steel truss bridge, as well as a shelter for passengers, and two ADA compliant bathrooms. The overpass would include predominantly traditional finish materials (fieldstone veneer, standing seam metal roofs) and a restrained use of modern finish materials (precast concrete components, ground face concrete block). The new overpass architectural forms and massing are intended to integrate with the architecture of the high-level platform canopy structure, complement the existing historic station building, and also be visually compatible with the architecture of the adjacent historic districts (Appendix B: Figure A1, F1). The elevator towers serving the new overpass structure will be approximately 47 feet above the existing parking lot elevation and 14 feet above the top of the Greenwood Avenue bridge parapet. The overpass itself will be approximately 40 feet above the parking lot elevation and 7 feet above the parapet of the Greenwood Avenue bridge. The existing station exhibits crucial traits of Tudor Revival architecture: a steeply pitched roof, prominent chimneys, steel casement windows with true divided lites, and an entry porch. The design of the proposed overpass complex purposely avoids these features in the interest of avoiding associations with a Tudor Revival architecture. Doing so will differentiate the overpass from the existing building's design and character while still maintaining visual compatibility with the existing station building and adjacent structures located within the surrounding historic districts. This compatibility is accomplished using a combination of traditional and modern finish materials of similar scale, texture, and variation as found in the surrounding context, thus complementing the original Tudor Revival style without mimicking the exact detailing and ornamentation, which would detract from the authenticity of the station's contributing elements.

- **Extension of the Catenary Support Structure:** The construction of the new overpass necessitates the vertical extension of the existing adjacent catenary steel support structure. An 8-foot-high extension will be added to the columns on each side of the tracks to facilitate the relocation of existing feeder arms and provide the required clearances between the power lines and the overpass roof structure.
- **Modification of the South Parking Lot:** Modification of the south parking lot (which is outside the boundaries of the historic district) is required to accommodate the new high-level platforms and other appurtenances, such as the construction of the pedestrian overpass along the east portion of the parking lot. Changes to the south lot are intended to be minimal and only as required to accommodate the other key elements of the work. This work is limited to the areas immediately adjacent to the high-level platforms and consists of restriping parking spaces and drive lanes and adding new curbs and bituminous paving.
- **Expansion and Enhancement of the West Avenue Station Entrance:** The station entrance along West Avenue in Jenkintown will be expanded and enhanced (Appendix B: Figure C1, C2). Improvements to West Avenue include a 10-foot widening of the roadway to the west to allow for parallel parking on both sides of the street. The existing island for the pick-up/drop-off will be reconfigured to prevent vehicles from making U-turns. The roof structure of the existing historic steel canopy structure at this location will be modified and slightly shortened to avoid a conflict between the canopy roof and the revised curb line limits of the passenger drop-off area. The West Avenue canopy does retain some original features. While no record of alterations aside from recent rehabilitations (a new roof and metal coping in 2014) was revealed, a visual inspection indicates that it was altered at some point in time. Both ends of the canopy appear to have been shortened as the edges are roughly cut. However, it still retains most of its original historic architectural fabric and is still a contributing feature of the station complex. From West Avenue, passengers will be able to access the platform either by the existing stairway to the existing low-level platforms or by a new ADA-compliant covered walkway that will connect to the high-level platform. A section of the existing retaining wall approximately 6 feet wide by 1 foot 6 inches high adjacent to the platform will be modified to allow for the connection of the walkway to the high-level platform. A portion of this retaining wall was recently reconstructed as part of the Greenwood Avenue bridge reconstruction, which was necessitated by the construction of the new bridge abutment adjacent to the outbound platform. The new high-level platform will transition to the existing low-level platform via steps and an ADA-compliant ramp (Appendix B: Figure E1, E2). The existing historic outbound waiting room and baggage room buildings north of the platforms will remain. Currently, these spaces are closed to the public and will continue to be maintained by SEPTA throughout the duration of the project. There will be extensive landscaping on the West Avenue (east) side of the outbound platforms (Appendix B: Figure G).
- **Repair of East Retaining Wall:** An existing stone retaining wall south of the Greenwood Avenue bridge on the outbound side of the tracks is leaning and will be repaired/reinforced as part of this project.

- **Improved Fare Collection:** Provisions for implementing SEPTA’s updated fare collection system are included in the design. Currently, tickets are sold at the ticket office located inside the existing historic station building. However, because of the new fare collection system, this ticketing function will no longer be required, and it will no longer serve as a ticket office as part of this project. The existing ticket office will remain, be maintained, and allowing the station building to be reused for other functions.
- **Improvements to Vehicular and Pedestrian Circulation:** The improvements to West Avenue as noted above promote a more streamlined vehicular flow for passenger drop-off by preventing cars from making U-turns and slowing down traffic. The planned overpass is an improvement for pedestrian circulation between the platforms because pedestrians currently descend steps to an underpass adjacent to the station building that is tight and dingy and contains blind corners (Appendix B: Figure B3). The overpass design is intended to address each of these deficiencies by providing a structure that feels open and airy to maximize the comfort and safety of the pedestrians crossing between tracks.

B. HISTORIC RESOURCES AFFECTED BY THE ADA IMPROVEMENT PROJECT

1. Wyncote Historic District

- **Resource Overview:** The Wyncote Historic District consists of 178 contributing buildings and 14 noncontributing buildings designed predominantly between 1865 and 1934. This 108-acre district was placed on the NRHP in 1986 under Criterion A for being associated with events that have made significant contributions to the broad patterns of our history and Criterion C for exceptional architecture. The district is comprised of four different developments: Wyncote Village, Redfield Development, Walt Development, and Tyson Development. Each development had deed requirements on minimum building costs and lot sizes, and all happened to be developed around the same time. These developments were primarily occupied by nouveau riche businessmen and created a perfect example of a wealthy turn-of-the-century Philadelphia suburb. Buildings were designed by notable architects Frank Furness, Horace Trumbauer, and J. Linden Heacock, among others. The architectural styles included Queen Anne, Tudor Revival, Dutch Colonial, Gothic Revival, as well as other variations of the Victorian style. On the NRHP nomination form, the district is noted as being “altered,” but the alterations are not explicitly mentioned.
- **Effects on Resource:** A portion of the station improvements noted within the project description above are located within the Wyncote Historic District. Others are located outside the limits of the district but are within the select viewsheds as seen from areas of the district. The planned modifications to the existing platforms and the canopies required to provide ADA access to the high-level platforms are within the limits of the district. The canopy structures will be salvaged and reconstructed to minimize the impact on their historical integrity. The planned improvements to the West Avenue entrance are also located within the district, but do not compromise the historical significance of the existing structures because the canopy will retain its original materials and will only be shortened to accommodate the modified curb lines below.

The pedestrian walkways, elevator towers, and 8-foot vertical extension to the catenary are outside the limits of the district, but will introduce new visual elements to the setting. However, these structures will be experienced against a backdrop of an existing stone retaining wall and a 1970s-era development 100 feet east of the existing station as seen from various vantage points, including, but not limited to, the view looking east from Glenside Road (approximately 350 feet away at its closest vantage point), which requires you look through dense trees and across the station's existing 310-car (approximately) surface lot. New visual elements would be introduced into the viewshed including the elevator towers, pedestrian overpass, and catenary extension, but the viewshed is not one of the historic district's significant features. The NRHP nomination form for the historic district states that there is a "woodland setting" throughout "much," but not all of, the district. None of the woodland setting of the district would be directly or indirectly affected by any of the project elements.

The overpass structure will also be of a comparable height to several buildings within the district, which would not compromise the district's integrity in terms of scale. The existing topography east of the proposed structure and historic district diminishes the structure's scale as compared to the existing buildings immediately east of the station, which are situated at a higher elevation and contained within the same viewsheds. (Appendix B: Figure H1, H2). The overpass, stair, and elevator structure will also have a lower height than that of several commercial and residential buildings (Beaver Hill Condominiums, 101 Greenwood Avenue, and Pitcairn Offices) outside, but adjacent to, the surrounding historic district. These buildings are within the same viewshed as the proposed overpass, stair, and elevator structures; are of a larger scale; and lack aesthetic compatibility to the buildings within the district. The Beaver Hill Condominiums and 101 Greenwood Avenue, at their closest points, are both of comparable distance to the distance to the historic district as the proposed elevator towers and pedestrian overpass are. The elevator tower and pedestrian walkway, as well as 101 Greenwood Avenue, are 80 feet from the historic district, while the Beaver Hill Condos is 85 feet from the historic district. The proposed elevator towers and pedestrian overpass will not visually diminish the integrity of the historic district.

The improved fare collection for the station will replace the current ticketing function housed in the existing ticket office at the Philadelphia & Reading Railroad Station: Jenkintown. The current ticket office is not original and was constructed as part of the renovations completed to convert a portion of the station building into a restaurant shortly before being listed on the NRHP. The original ticketing office was located on the center on the east exterior wall of the station building. As part of the renovations, it was relocated to its current site at the southeast corner of the station building, which freed up the remainder of the building to be utilized as a commercial space. The current ticket office and its waiting room are the only portion of the building that is still actively utilized by the station. As part of this project, the ticket sales function will be removed, allowing the entire station building to be reused for another function. The individual NRHP nomination form for the Philadelphia & Reading Railroad Station: Jenkintown states that adaptive reuse of the station's original main depot and coal offices still "clearly convey[s] the function and local importance of the station." At the completion of the fare collection improvements, the station will continue to convey its importance.

The modifications to the east retaining wall and the south parking lot will create new visual elements outside the district. Both are minor alterations located 80 feet away from the limits of the district rendering their collective impact insignificant.

2. Philadelphia & Reading Railroad Station: Jenkintown

- **Resource Overview:** The Philadelphia & Reading Railroad Station: Jenkintown was built in 1932 by Horace Trumbauer in the Tudor Revival style, with the primary material being Wissahickon Schist. The station retains its original design. It was included within the Wyncote Historic District as a contributing resource and was later individually placed on the NRHP in 2014 for under Criterion A for being a property associated with events that have made significant contributions to the broad patterns of our history. The Trumbauer station was one of the last traditional railroad stations built in the area. It is the busiest station outside of Center City Philadelphia and is symbolic of the “strength of American ingenuity and innovation during the era of the Great Depression, and the important role of regional rail through the mid-20th century.” According to its nomination form, the Philadelphia & Reading Railroad Station: Jenkintown “complex, even with the new uses of the main depot and the Coal office, provides the viewer with the experience of boarding a train at the end of the golden era of train travel.” The nomination form notes that additions were made to the station after it was included in the Wyncote Historic District, specifically the addition of a restaurant on the south side of the building in 1987. When the building was remodeled to add the restaurant, care was taken to retain the station’s original interior style. This is the only noted alteration to the building.
- **Effects on Resource:** The planned modifications to the existing platforms and the canopies required to provide ADA access to the high-level platforms and the alterations to the West Avenue canopy, all features that are part of the Philadelphia & Reading Railroad Station: Jenkintown, will have a direct effect on the station. However, the canopy structures on the platform will be salvaged and raised to minimize impact and to preserve their historical integrity as much as possible. The West Avenue entrance will be shortened to match the curb below, still allowing the canopy to serve its function and retaining its historical significance as an early-20th-century canopy structure.

The proposed pedestrian overpass, elevator towers, and high-level platforms will extend outside the historic district. The 8-foot vertical extension to the catenary will introduce new visual elements to the Philadelphia & Reading Railroad Station: Jenkintown. However, the new visual elements will be visible from the Station, but they will be partially obstructed by the Greenwood Avenue bridge, minimizing the impact for much of the viewshed (Appendix B: Figure D1). The construction of the high-level platforms and canopy will be designed to be of a similar style and of similar materials to the existing canopy in order to harmonize with the existing canopy. From the south side of the platform, the pedestrian overpass and elevator towers can be seen. They are designed to be compatible with, but differentiated from, the existing station building so as not to adversely affect the district.

The improved fare collection for the station will replace the current ticketing function housed in the existing ticket office at the Philadelphia & Reading Railroad Station: Jenkintown. The current ticket office is not original and was constructed as part of the

renovations completed to convert a portion of the station building as a restaurant shortly before being listed on the NRHP. The original ticketing office was located on the center on the east exterior wall of the station building. As part of the renovations, it was relocated to its current site at the southeast corner of the station building, which freed up the remainder of the building to be utilized as a commercial space. The current ticket office and its waiting room are the only portion of the building that is still actively utilized by the station. As part of this project, the ticket sales function will be removed, allowing the entire station building to be reused for another function. The individual NRHP nomination form for the Philadelphia & Reading Railroad Station: Jenkintown states that adaptive reuse of the station's original main depot and coal offices still "clearly convey[s] the function and local importance of the station." At the completion of the fare collection improvements, the station will continue to convey its importance.

The modifications to the east retaining wall and the south parking lot will create new visual elements outside the district, but both are minor alterations located 80 feet away from the limits of the district and their collective impact is insignificant.

3. Jenkintown Syndicate Subdivision

- **Resource Overview:** The Jenkintown Syndicate Subdivision is an 80-acre neighborhood that was laid out in 1900 on the southern portion of Jenkintown Township. It remained primarily undeveloped and used as farmland until the North Pennsylvania Railroad was built nearby, serving as a catalyst to development in the area. It was almost entirely completed by World War I. The subdivision was initially a more affordable option to the Wyncote Historic District in the early part of the 20th century, but later catered to the nouveau riche with the incentive of owning a home designed by Trumbauer, a common practice of other upscale developments like Wyncote and Elkins Park. The subdivision was determined eligible for the NRHP in 1999 under Criterion A for community development and Criterion C for architecture. The survey by the PHMC indicates that addition/alterations occurred between 1950 and 1998, but they are not outlined or explained explicitly.
- **Effects on Resource:** The entire project is located outside the limits of the Jenkintown Syndicate Subdivision. The planned improvements to the West Avenue entrance are visible from the limits of the district, but do not have a serious effect on the historical significance of the existing structures. From the closest distance between the subdivision and the West Avenue entrance at 80 feet away, the shortening of the canopy is not noticeable and the canopy retains its look and significance as an early-20th-century canopy.

The construction of the pedestrian walkway and elevator towers, the modifications to the existing platforms and the canopies required to provide ADA access to the high-level platforms, and the 8-foot vertical extension to the catenary structure introduce new visual elements outside the subdivision. However, the alterations to both the West Avenue canopy and the proposed elevator towers and pedestrian overpass are each approximately 100 feet from the western boundary lines that run along West Avenue and Township Line Road. Other than the 150-foot viewshed to the northwesternmost tip of the Jenkintown Syndicate Subdivision on West Avenue, the view to the elevator towers, pedestrian overpass, and catenary is completely obstructed by a thickly wooded area to

the west of the subdivision and east of the proposed project site. The catenary extension would not result in any adverse effects because it will retain its historic features and will still run along the railroad line; it involves merely extending the original catenary. The elevator tower and pedestrian overpass will be done in a style that is compatible with, but differentiated from, buildings of the Victorian Era. The views from the subdivision that may be affected by the proposed elevator towers and pedestrian overpass are not a historical element that contributed to its eligibility for inclusion in a NRHP district.

The modifications to the east retaining wall and the south parking lot will create new visual elements outside the district, but both are minor alterations located 80 feet away from the limits of the district which would have no effect on the elements that make the resource significant.

4. **North Pennsylvania Railroad (Philadelphia to Bethlehem)**

- **Resource Overview:** The North Pennsylvania Railroad (Philadelphia to Bethlehem) is approximately 57 miles from the train depot along the Delaware River to the northern terminus at Bethlehem Junction. This stretch makes passenger stops through Philadelphia, Montgomery, Bucks, and Northampton counties. Originally, the railroad was formed to be a direct competitor to the Philadelphia & Reading Railroad in 1852 and was sponsored by wealthy businessmen in the Philadelphia area and its surrounding counties with the intent to connect with the northern railroad lines like the Erie Railroad and New York Central Railroad. The railroad was constructed between 1853-1857. The North Pennsylvania Railroad “brought increased settlement and provided market access for improved industrial and agricultural output within the region it served.” It was nominated to the NRHP for “its association with events or trends that have made a significant contribution to the broad patterns of history.” It was partly responsible for the residential, commercial, and industrial development that occurred in Philadelphia and its surrounding counties in the mid- to late-19th century. The right of way for this linear railroad historic district is 70 feet wide and includes all catenaries, rails, stations, structures, etc. The Jenkintown Station is also a contributing resource within this linear historic district (Historic Resource Information – CRGIS). The North Pennsylvania Railroad (Philadelphia to Bethlehem) was determined to be eligible for the NRHP in 2004 under Criterion A for its significant contribution to pivotal trends in the area through the continued service of the tracks and station. No alterations or additions were mentioned in the survey.

Effects on Resource: The planned modifications to the station (a contributing resource within the linear historic district) include changes to the existing platforms and the canopies required to provide ADA access to the high-level platforms. In addition, the project involves the construction of new pedestrian walkways, elevator towers, and 8-foot vertical extension to the catenary adjacent to, and above, the North Pennsylvania Railroad (Philadelphia to Bethlehem). These project activities will affect the historic property, but will not detract from the characteristics that contribute to the significance of the railroad resource. The catenary, canopy, and platforms are part of the existing district, but are not being modified in a way that would adversely affect the district. The original catenary structure will remain and merely be extended. The canopy will be salvaged and raised; their significance will not be impacted by the proposed project as the work will use the same materials and executed in a style that matches that currently found at the

station. The walkways and elevator towers are new visual elements and will be designed in a way that will be compatible with, but differentiated from, the existing station building. This work will not diminish the elements that contribute to the significance of the resource, under Criterion A. Setting is not one of the character defining elements of the resource. The historic property is a linear railroad historic district and will retain that transportation function and setting.

The improved fare collection for the station will replace the current ticketing function housed in the existing ticket office at the Philadelphia & Reading Railroad Station: Jenkintown. The current ticket office is not original and was constructed as part of the renovations completed to convert a portion of the station building as a restaurant shortly before being listed on the NRHP. The original ticketing office was located on the center on the east exterior wall of the station building. As part of the renovations, it was relocated to its current site at the southeast corner of the station building, which freed up the remainder of the building to be utilized as a commercial space. The current ticket office and its waiting room are the only portion of the building that is still actively utilized by the station. As part of this project, the ticket sales function will be removed, allowing the entire station building to be reused for another function. The individual NRHP nomination form for the Philadelphia & Reading Railroad Station: Jenkintown states that adaptive reuse of the station's original main depot and coal offices still "clearly convey[s] the function and local importance of the station." At the completion of the fare collection improvements, the station will continue to convey its importance.

The modifications to the east retaining wall and the south parking lot will create new visual elements outside the district. However, the repairs to the wall will be done in a way that maintains its historic significance. The alterations to the parking lot are not relevant to the railroad's significance and eligibility to be listed on the NRHP.

5. **Philadelphia & Reading Railroad (Aggregate File)**

- **Resource Overview:** The Philadelphia & Reading Railroad (Aggregate File) was originally used for freight traffic, predominantly coal transportation. The Philadelphia & Reading Railroad managed to acquire assets and increase its capabilities through self-sufficiency. It produced its own parts and provided maintenance, among other things. It also purchased controlling shares of stock in track lines and leased track lines long term, greatly expanding the road. It also created branches to connect with other railroads to reach places like Bethlehem and New York. The railroad was eventually bought out by the Reading Company in 1896. The northeast corridor saw a significant rise in railroad traffic shortly thereafter. In 2002, the Philadelphia & Reading Railroad (Aggregate File) was deemed eligible for the NRHP under Criterion A for its association with growth and development of the Reading Company, more specifically, its aggressive growth strategies of owning and leasing massive amounts of tracks. The right of way for this linear railroad historic district is 70 feet wide and includes all catenaries, rails, stations, structures, etc. Thus, the Jenkintown Station is also a contributing resource within this linear historic district. Additions/alterations to the resource were not noted in the NRHP nomination form.

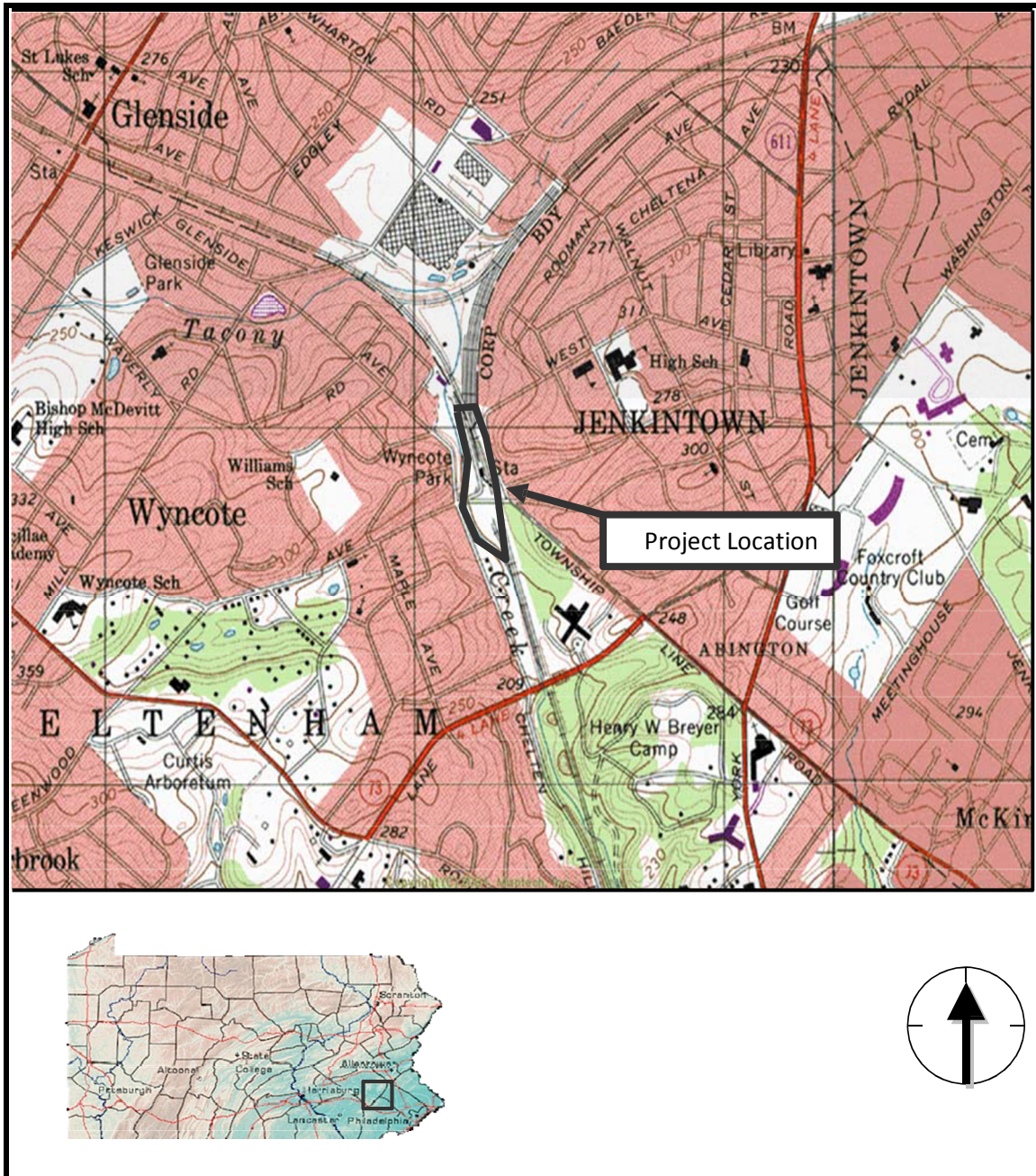
Effects on Resource: The planned modifications to the station (a contributing resource within the linear historic district) include changes to the existing platforms and the

canopies required to provide ADA access to the high-level platforms. In addition, the project involves the construction of new pedestrian walkways, elevator towers, and 8-foot vertical extension to the catenary adjacent to, and above, the Philadelphia & Reading Railroad (Aggregate File). These project activities will affect the historic property, but will not detract from the characteristics that contribute to the significance of the railroad resource. The catenary, canopy, and platforms are part of the existing district, but are not being modified in a way that would adversely affect the district. The original catenary structure will remain and merely be extended. The canopy will be salvaged and raised; their significance will not be impacted by the proposed project as the work will use the same materials and executed in a style that matches that currently found at the station. The walkways and elevator towers are new visual elements and will be designed in a way that will be compatible with, but differentiated from, the existing station building. This work will not will not negatively impact the aspects of the NRHP-eligible railroad resource that make it significant under Criterion A.

The improved fare collection for the station will replace the current ticketing function housed in the existing ticket office at the Philadelphia & Reading Railroad Station: Jenkintown. The current ticket office is not original and was constructed as part of the renovations completed to convert a portion of the station building as a restaurant shortly before being listed on the NRHP. The original ticketing office was located on the center on the east exterior wall of the station building. As part of the renovations, it was relocated to its current site at the southeast corner of the station building, which freed up the remainder of the building to be utilized as a commercial space. The current ticket office and its waiting room are the only portion of the building that is still actively utilized by the station. As part of this project, the ticket sales function will be removed, allowing the entire station building to be reused for another function. The individual NRHP nomination form for the Philadelphia & Reading Railroad Station: Jenkintown states that adaptive reuse of the station's original main depot and coal offices still "clearly convey[s] the function and local importance of the station." At the completion of the fare collection improvements, the station will continue to convey its importance.

The modifications to the east retaining wall and the south parking lot will create minor changes in the setting outside of the linear historic district, but the visual modifications are minimal. While not a contributing element to the historic district, the repairs to the wall will be completed without compromising the visual integrity of the current wall. The adjacent parking lot is paved with macadam, is outside the boundary of the resource, and the alterations will have no impact on the railroad resource or the characteristics that make it eligible for the NRHP.

Figure 1
Project Location
Borough of Jenkintown, Cheltenham Township, Montgomery County, Pennsylvania
7.5' Series quadrangle, 1997 USGS, Germantown, Pennsylvania
Scale: 1:24,000



II. PUBLIC INVOLVEMENT

The views of the public are essential to informed decision-making under the Section 106 process and are required under the revisions to 36 CFR 800. Per 36 CFR 800.2(d)(1), “The views of the public are essential to informed Federal decision making in the section 106 process. The agency official shall seek and consider the views of the public in a manner that reflects the nature and complexity of the undertaking and its effects on historic properties, the likely interest of the public in the effects on historic properties, confidentiality concerns of private individuals and businesses, and the relationship of the Federal involvement to the undertaking.”

Public participation outreach was utilized for the purposes of presenting project information, obtaining public input, and addressing concerns and issues. Public participation started with the previous iteration of the project before funding and community concerns resulted in the project being delayed. Public participation will continue to occur throughout the preliminary engineering phase, final design, and construction.

A. PUBLIC NOTIFICATION

To date, the following public information meetings have been held. The purpose of the meetings was to present the scope and the objectives of the project, project team, engineering and environmental investigations and to receive comments and questions from the participants. The meetings listed below held between 2008 and 2010 were centered around the parking garage.

August 6, 2008: Presentation to Jenkintown Borough and Cheltenham Township Public Officials at Jenkintown Borough

This was a project introduction presentation to the public officials and community to inform them about the scope of the project and the preliminary engineering development and to obtain initial input.

September 9, 2008: Presentation at the Cheltenham Township Public Works Meeting

The purpose of this presentation was to provide an overview of the design options for the proposed garage and other site improvements. The concerns expressed by the community included the historical context of the area, flooding problems, traffic, the size of the garage, the number of cars, emergency plans, security, the impact on adjacent neighborhood streets, temporary parking locations, the appearance, ridership preferences, bike paths, bike parking, safe pedestrian lanes on the bridge, and property values.

September 10, 2008: Presentation at the Jenkintown Borough Public Works Meeting

The purpose of this presentation was to provide an overview of the design options for the proposed parking garage and other site improvements. The concerns expressed by the public were station appearance, garage operations and size, flooding, access to the station, and temporary parking areas during construction.

September 19, 2008: Meeting with Cheltenham Engineering Staff

The purpose of this meeting was to present and discuss the floodplain issues with Cheltenham Township.

January 14, 2009: Presentation at the Public Works Meeting at Jenkintown Borough

The concept design alternatives were presented for a parking garage, vehicular and pedestrian access improvements, high-level platforms, and other site features. These concepts were developed based on input received from previous community input and comments from the public officials.

February 20, 2009: Public Meeting with Cliff Terrace Residents at All Hallows Episcopal Church

SEPTA presented an overview of the proposed Jenkintown-Wyncote Station Project including the process, environmental issues and regulations, existing conditions, proposed action and impacts, and estimated schedule. A question and comment session followed the presentation. The residents expressed concerns about the need for a parking garage, the size and scale of the parking garage, the construction of a parking garage within a residential community, site flooding, and traffic issues. Community issues were also expressed about the impact of a parking garage on residential property values.

February 24, 2009: Public Open House Meeting at Cheltenham High School

The purpose of this open house meeting was to present an overview of the SEPTA Jenkintown-Wyncote Station Project, including the process, environmental issues and regulations, existing conditions, proposed action and impacts, and estimated schedule and to obtain public input. Key community concerns include the need for a parking garage and its size, deficiencies of the previous feasibility study, the historic context of the community, other potential options for improving the nearby stations, traffic and security issues associated with a parking garage, construction costs, and project funding.

April 6, 2009: Wyncote Community Sponsored Meeting at All Hallows Episcopal Church

This meeting was held by the Wyncote Community to present their concerns, alternatives, and ideas on the SEPTA Jenkintown-Wyncote Station Project to SEPTA and the community at large. The presentation included various concerns including, but not limited to, the deficiencies of the previous parking demand studies, improvements needed at nearby stations to increase ridership, maintenance issues, impacts on the community, and the cost of constructing a large garage. The community presented several potential alternatives to provide additional surface parking adjacent to the station.

SEPTA followed with a presentation on the design concepts and issues that needed to be resolved while incorporating the public's concerns. Key presentation features were parking demand, a need to improve access and increase ridership, ADA accessibility, site drainage, and vehicular and pedestrian circulation and access.

April 14, 2009: Public Works Meeting at the Little Theater, Cheltenham High School

At this public works meeting, the Wyncote Community presented their concerns, alternatives, and ideas about the SEPTA Jenkintown-Wyncote Station Project. This presentation was followed by SEPTA's presentation on the status of the project.

The presentation by the members of the Wyncote Community included the Wyncote Community setting, the parking demand study, floodplain issues, safety concerns, the historic station, maintenance issues with SEPTA stations, cost analysis and sustainability, the size of the garage structure, and other alternatives. SEPTA followed with a presentation on the need for the SEPTA Station Improvements and Parking Expansion. The presentation also

included parking capacity, traffic flow, flooding issues, temporary parking during construction, and an announcement of the start of smaller workshops to exchange ideas with the community, public officials, and the design team.

April 23, 2009: Workshop Meeting #1 at Jenkintown High School/Middle School

The purpose of this workshop was to engage community representatives in a participatory process concerning potential alternatives for the SEPTA Jenkintown-Wyncote Station Improvement Project. An overview of the Parking Demand Study was presented along with several alternatives. Detailed discussions followed with concerns expressed that the demand for increased parking was not fully demonstrated during the 2005 Parking Demand Study. Many questions were expressed regarding the methodology, analysis, survey questions, and conclusions.

May 7, 2009: Workshop Meeting #2 at Jenkintown High School/Middle School

The purpose of this second workshop was to present and obtain input on the Ridership Preference Survey and Study and continue discussions on increased surface parking options, parking garage issues and options, and other site concerns along with next steps.

January 13, 2010: Public Works Meetings at Cheltenham Township and Jenkintown Borough

The purpose of this presentation was to present the Commuter Preference and Parking Needs Study, the 30% design phase, and next steps. This presentation was made concurrently at both municipalities.

The 30% design phase documentation from this meeting represented the preliminary design step under the project development process. This preliminary design of the proposed project incorporated design features to address concerns and issues expressed by the public. This presentation included environmental resource studies, impact assessment, and the incorporation of design features to avoid, minimize, and mitigate impacts.

Representatives of the Cheltenham Chamber of Citizens then gave a presentation on their concerns and issues with the Parking Demand Study and the garage at the Cheltenham Township meeting.

Following this meeting, the project was put on hold by SEPTA management until the scope and funding could clearly be identified. With the passage of the Act 89 Transportation Funding Bill in 2013 and the regulatory need to comply with the Americans with Disabilities Act (ADA), SEPTA restarted the capital project design in 2015. The project was down-scoped to include only surface parking and the objective of meeting ADA requirements.

January 4, 2016: Meeting with Jenkintown Borough

As noted above, in 2013 the project was down-scoped from the previous iterations to only include surface parking improvements and meeting ADA compliance. The purpose of this meeting was to discuss the revised project scope, traffic-calming measures, and future development affecting the station with PennDOT.

May 31, 2017: Section 106 Consulting Parties Meeting

The purpose of this meeting was to address Section 106 comments received from consulting parties, provide an overview of the project scope, and elicit additional comments as appropriate.

Public Involvement History:

Date	Meeting Description
August 6, 2008:	Presentation to Jenkintown Borough and Cheltenham Township Public Officials at Jenkintown Borough
September 9, 2008	Presentation at the Cheltenham Township Public Works Meeting
September 10, 2008	Presentation at the Jenkintown Borough Public Works Meeting
September 19, 2008	Meeting with Cheltenham Engineering Staff
January 14, 2009	Presentation at the Public Works Meeting at Jenkintown Borough
February 20, 2009	Public Meeting with Cliff Terrace Residents at All Hallows Episcopal Church
February 24, 2009	Public Open House Meeting at Cheltenham High School
April 6, 2009	Wyncote Community Sponsored Meeting at All Hallows Episcopal Church
April 14, 2009	Public Works Meeting at the Little Theater, Cheltenham High School
April 23, 2009	Workshop Meeting #1 at Jenkintown High School/Middle School
May 7, 2009	Workshop Meeting #2 at Jenkintown High School/Middle School
January 13, 2010	Public Works Meetings at Cheltenham Township and Jenkintown Borough
January 4, 2016	Meeting with Jenkintown Borough
May 31, 2017	Section 106 Consulting Parties Meeting

III. METHODOLOGY

The identification of aboveground historic resources involved background research with field verification. An initial literature search and review of existing surveys determined the level of previous identification studies in the area. This process included a review of the files at the BHP/PHMC in Harrisburg and selected secondary sources.

A. PREVIOUS SURVEYS

The Pennsylvania Archaeological Site Survey (PASS) files and files of the PHMC were used to prepare this report. There are no previously recorded archaeological sites or surveys in the project area. With over a hundred years of ground-disturbing activities in the area of the SEPTA's Philadelphia & Reading Railroad Station: Jenkintown, there is no potential for intact archaeological materials. The area has been repeatedly subjected to soil-moving activities for railroad lines, parking lots, intersection improvements, building construction, and underground utilities.

In a letter dated February 2009, the BHP/PHMC confirmed that archaeological testing was not required for the project. FTA and SEPTA are relying on PHMC's 2009 determination that no archaeological testing is required because the project remains in the same location (Appendix C).

A literature search and review of existing surveys found five historic resources listed on or determined eligible for the NRHP within the APE (Figure 2):

- The Wyncote Historic District in Cheltenham Township and Jenkintown Borough was listed on the NRHP in 1986 under Criterion A for being associated with events that have made significant contributions to the broad patterns of our history and Criterion C for exceptional architecture.
- The Jenkintown Syndicate Subdivision, on the east side of the project area, was determined eligible for the NRHP in 1999 under Criterion A for community development and Criterion C for architecture.
- The North Pennsylvania Railroad (Philadelphia to Bethlehem), as well as all stations along that line, was determined eligible for the NRHP in 2004 under Criterion A for its association with events or trends that have made a significant contribution to the broad patterns of history.
- The Philadelphia & Reading Railroad Station: Jenkintown is a contributing element of the Wyncote Historic District and was also determined to be significant enough that it was listed individually on the NRHP in 2014 under Criterion A for being one of the last traditional railroad stations in the area.
- The Philadelphia & Reading Railroad (Aggregate File), which cuts through the project area and includes all stations along that railroad line, was determined eligible for the NRHP in 2002 under Criterion A due to its association with the growth and development of the Reading Company.

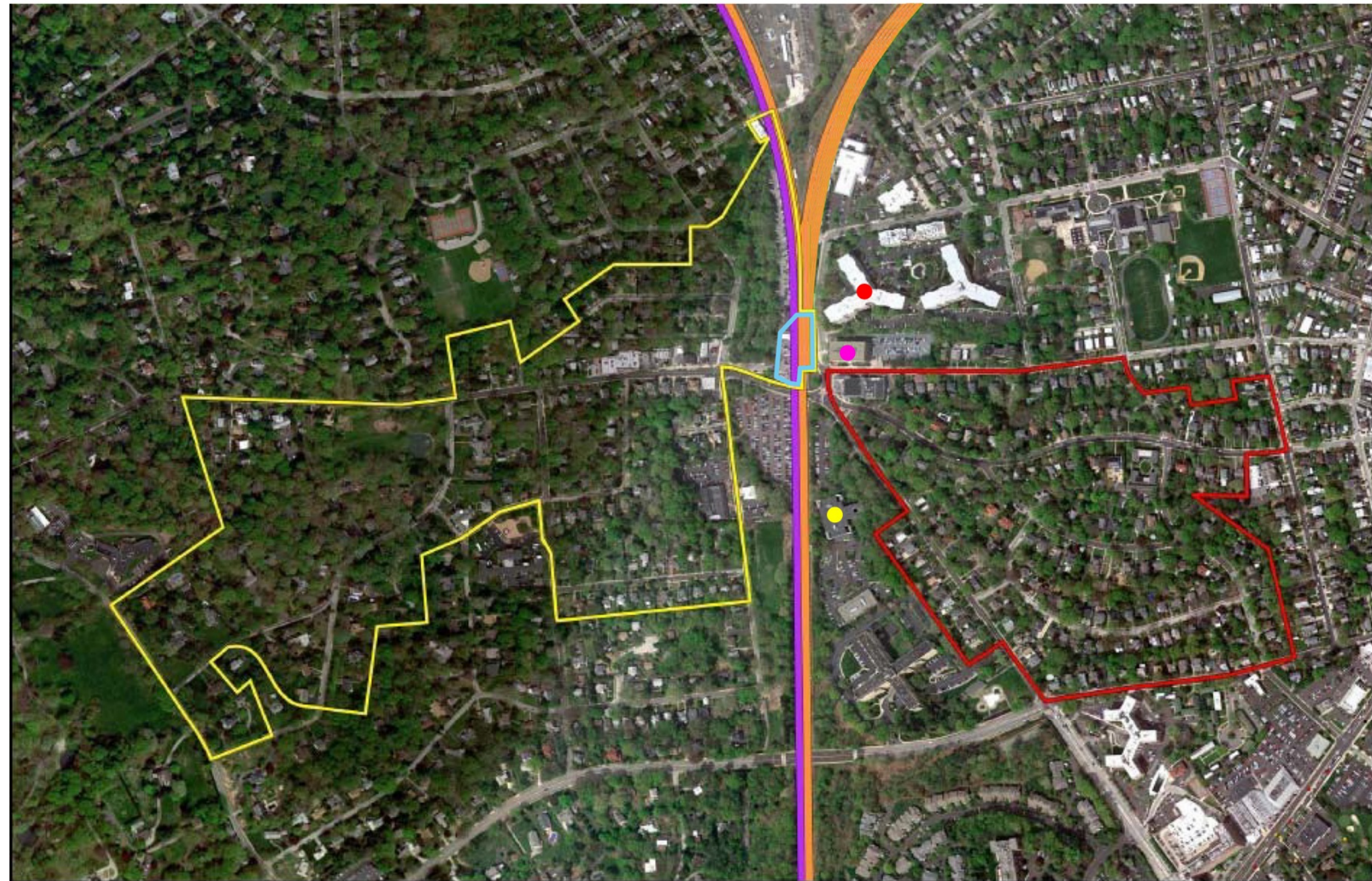










Figure 2
National Register of Historic Places
Listed or Eligible Properties
Cheltenham Township, Borough of Jenkintown
Montgomery County, Pennsylvania

KEY	
	Wyncote Historic District
	Jenkintown Syndicate Subdivision
	North Pennsylvania RR (Philadelphia to Bethlehem)
	Philadelphia & Reading RR: (Aggregate File)
	Philadelphia & Reading RR Station: Jenkintown
	101 Greenwood Avenue
	Pitcairn Offices
	Beaver Hills Condominiums

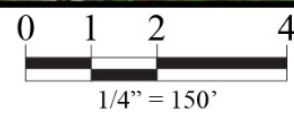
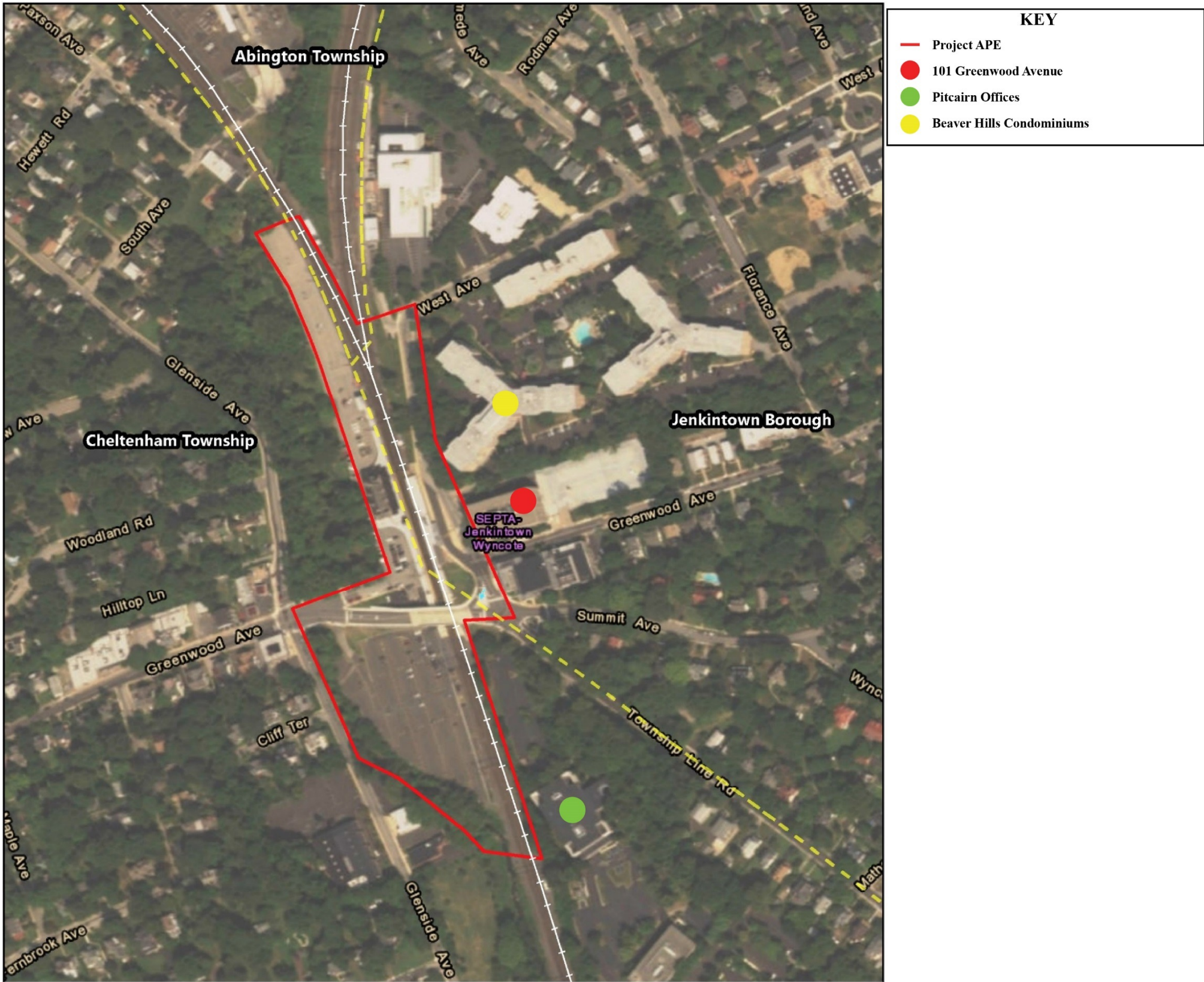


Figure 3
ADA Improvement Project – APE Map
Cheltenham Township, Borough of Jenkintown
Montgomery County, Pennsylvania



IV. APPLICABLE LEGISLATION

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended, the proposed SEPTA Jenkintown-Wyncote Station ADA Improvement Project must be evaluated to determine its effect upon resources listed on or determined eligible for the NRHP. Guidelines for this evaluation are set forth in the regulations of the ACHP at 36 CFR 800, effective August 5, 2004.

The regulations (36 CFR 800.16(i)) define an effect on a historic property as “an alteration to the characteristics of a historic property qualifying it for inclusion in or eligibility for the NRHP.” An adverse effect is defined in the regulations as follows:

Criteria of Adverse Effects (36CFR 800.5(a)(1))

An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative (36 CFR 800.5(a)(1)).

Adverse effects on historic properties (36 CFR 800.5(a)(2)) include, but are not limited to:

- (i) Physical destruction of or damage to all or part of the property;*
- (ii) Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines;*
- (iii) Removal of the property from its historic location;*
- (iv) Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance;*
- (v) Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features;*
- (vi) Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of religious and cultural significance to an Indian tribe or Native Hawaiian organization; and*
- (vii) Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.*

V. EFFECTS EVALUATION

Throughout the project development process, the APE was refined from 2008 in order to identify all resources that could be directly or indirectly affected by the proposed ADA Improvement Project. The removal of the parking garage resulted in the reduction of the limits of the APE to address the reduction in the scale and scope of the current project. Within the APE, two previously listed NRHP resources, the Wyncote Historic District and the Philadelphia & Reading Railroad Station: Jenkintown, were identified. Three resources that have been determined eligible for the NRHP were also identified. They are the Jenkintown Syndicate Subdivision, the North Pennsylvania Railroad (Philadelphia to Bethlehem) (which includes the Philadelphia & Reading Railroad: Bethlehem Branch), and the Philadelphia & Reading Railroad (Aggregate File).

A. DEFINITION OF EFFECTS EVALUATION

1. Wyncote Historic District

SUMMARY OF RESULTS OF EFFECTS EVALUATION FOR

Wyncote Historic District

Table 1. Application of the Definition of Effects: Wyncote Historic District

DEFINITION OF EFFECTS	EVALUATION
<p>An effect may occur when there is alteration to the characteristics of a historic property qualifying it for inclusion in or eligible for the NRHP as defined in Section 800.16(1).</p>	<p>The SEPTA Jenkintown-Wyncote Station ADA Improvement Project includes modifications to the railroad platforms and canopies of the Philadelphia & Reading Railroad Station: Jenkintown, a contributing resource within the NRHP-listed Wyncote Historic District. The expansion of the West Avenue entrance to the station will shorten the existing canopy. The new elevator towers and pedestrian overpass will be located to the south and east of the boundary of the Wyncote Historic District, but will be visible from within the district. The construction of the overpass will also necessitate an 8-foot vertical extension of the catenary structure, also outside of the district, but visible. The fare collection improvements associated with the project will remove the ticketing function from the ticket office. The east retaining wall will be repaired and there will be modifications to the south parking lot.</p>
<p>FINDING:</p>	<p>Historic Property Affected</p>

2. Jenkintown Syndicate Subdivision

SUMMARY OF RESULTS OF EFFECTS EVALUATION FOR

Jenkintown Syndicate Subdivision

Table 2. Application of the Definition of Effects: Jenkintown Syndicate Subdivision

DEFINITION OF EFFECTS	EVALUATION
<p>An effect may occur when there is alteration to the characteristics of a historic property qualifying it for inclusion in or eligible for the NRHP as defined in Section 800.16(1).</p>	<p>The SEPTA Jenkintown-Wyncote Station ADA Improvement Project includes alterations to the West Avenue canopy of the Philadelphia & Reading Railroad Station: Jenkintown, a contributing resource within the NRHP-eligible Jenkintown Subdivision, the construction of new elevator towers and a pedestrian overpass structure. Each are approximately 200 feet from the nearest boundary line at Greenwood Avenue and West Avenue that runs south along Township Line Road, but both are visible from within the historic district. The 8-foot vertical extension of the catenary structure will add a visual element from outside the subdivision. The modification of the south parking lot, repair of the east retaining wall, the fare improvement plan, and alterations to the existing station’s canopies will be visible from the subdivision.</p>
<p>FINDING:</p>	<p>Historic Property Affected</p>

3. North Pennsylvania Railroad (Philadelphia to Bethlehem)

SUMMARY OF RESULTS OF EFFECTS EVALUATION FOR

North Pennsylvania Railroad (Philadelphia to Bethlehem)

Table 3. Application of the Definition of Effects: North Pennsylvania Railroad (Philadelphia to Bethlehem)

DEFINITION OF EFFECTS	EVALUATION
<p>An effect may occur when there is alteration to the characteristics of a historic property qualifying it for inclusion in or eligible for the NRHP as defined in Section 800.16(1).</p>	<p>The SEPTA Jenkintown-Wyncote Station ADA Improvement Project includes modifications to a portion of the Philadelphia & Reading Railroad Station: Jenkintown, a contributing resource within the NRHP-eligible North Pennsylvania Railroad (Philadelphia to Bethlehem), railroad platforms and canopies (including the West Avenue canopy alterations). The proposed elevator towers, pedestrian overpass structure, and 8-foot high catenary pole extension are new visual elements within the district. The fare collections improvement removes the ticketing function from the ticket office. The east retaining wall will be repaired and there will be modifications to the south parking lot.</p>
<p>FINDING:</p>	<p>Historic Property Affected</p>

4. Philadelphia & Reading Railroad (Aggregate File)

SUMMARY OF RESULTS OF EFFECTS EVALUATION FOR

Philadelphia & Reading Railroad (Aggregate File)

Table 4. Application of the Definition of Effects: Philadelphia & Reading Railroad (Aggregate File)

DEFINITION OF EFFECTS	EVALUATION
<p>An effect may occur when there is alteration to the characteristics of a historic property qualifying it for inclusion in or eligible for the NRHP as defined in Section 800.16(1).</p>	<p>The SEPTA Jenkintown-Wyncote Station ADA Improvement Project includes modifications to a portion of the Philadelphia & Reading Railroad Station: Jenkintown, a contributing resource within the NRHP-eligible Philadelphia & Reading Railroad (Aggregate File), railroad platforms and canopies (including the West Avenue canopy alterations). The proposed elevator towers, pedestrian overpass structure, and 8-foot high catenary pole extension are new visual elements within the district. The fare collections improvement removes the ticketing function from the ticket office. The east retaining wall will be repaired and there will be modifications to the south parking lot.</p>
<p>FINDING:</p>	<p>Historic Property Affected</p>

5.Philadelphia & Reading Railroad Station: Jenkintown

SUMMARY OF RESULTS OF EFFECTS EVALUATION FOR

Philadelphia & Reading Railroad Station: Jenkintown

Table 5. Application of the Definition of Effects: Philadelphia & Reading Railroad Station: Jenkintown

DEFINITION OF EFFECTS	EVALUATION
<p>An effect may occur when there is alteration to the characteristics of a historic property qualifying it for inclusion in or eligible for the NRHP as defined in Section 800.16(1).</p>	<p>The SEPTA Jenkintown-Wyncote Station ADA Improvement Project includes the modification of the contributing railroad platforms and canopies (as well as the alterations to be made on the West Avenue canopy) in the NRHP-listed Philadelphia & Reading Railroad Station: Jenkintown. The fare collection improvement removes the ticketing function from the ticket office, which includes the removal of the ticketing machines and tellers. The modifications to the south parking lot, east retaining wall, and 8-foot vertical catenary extension will introduce new visual elements outside the Philadelphia & Reading Railroad: Jenkintown. The construction of the elevator towers and pedestrian overpass will introduce new visual elements.</p>
<p>FINDING:</p>	<p>Historic Property Affected</p>

It should be noted that, while the historic resources may be directly or indirectly affected by the ADA Improvement Project, it does not necessarily mean that the proposed project has an Adverse Effect on the historic resources as the historical significance of the resources will not be compromised. A table summarizing the effects on each historic resource is as follows.

B. SUMMARY OF EFFECTS

Table 6. Summary of Effects

Resource Name	Finding
Wyncote Historic District	Historic Property Affected
Jenkintown Syndicate Subdivision	Historic Property Affected
North Pennsylvania Railroad (Philadelphia to Bethlehem)	Historic Property Affected
Philadelphia & Reading Railroad (Aggregate File)	Historic Property Affected
Philadelphia & Reading Railroad Station: Jenkintown	Historic Property Affected

VI. APPLICATION OF THE CRITERIA OF ADVERSE EFFECTS

The Criteria of Adverse Effects have been applied to the Wyncote Historic District, the Jenkintown Syndicate Subdivision, the North Pennsylvania Railroad (Philadelphia to Bethlehem), Philadelphia & Reading Railroad (Aggregate File), and the Philadelphia & Reading Station: Jenkintown. As noted in Section V, these historic resources will be affected by the ADA Improvement Project, but will not result in adverse effects to these resources.

1. Application of Criteria of Adverse Effects

Table 7: Application of the Criteria of Adverse Effects: Wyncote Historic District

CRITERIA OF ADVERSE EFFECTS	DETERMINATION
<i>Adverse effects on NRHP listed or eligible properties may occur under conditions which include but are not limited to:</i>	
A) Physical destruction of or damage to all or part of the property;	A) Approximately 50 feet of the existing low-level platform canopy structure on both the inbound and outbound side of the railroad tracks, which are part of the Wyncote Historic District, will be deconstructed and reinstalled with extended columns to accommodate a new high-level platform. This will not have an adverse effect or compromise the historical significance because the canopy will be disassembled, refurbished, and reconstructed using the existing canopy structure.
B) Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary’s Standards for the Treatment of Historic Properties (36 CFR Part 68) and applicable guidelines;	B) Approximately 50 feet of the existing low-level platform canopy structure on both the inbound and outbound side of the railroad tracks, which are part of the Wyncote Historic District, will be deconstructed and reinstalled with extended columns to accommodate a new high-level platform. This will not have an adverse effect or compromise the historical significance because the canopy will be disassembled, refurbished, and reconstructed using the existing canopy structure. On the outbound platform, a handicap accessible ramp will connect the existing low-level platform to the high-level platform, which will obscure the view of a portion of the existing stone retaining wall. The view of the stone retaining wall is not a major contributing factor to the historic resource, the Philadelphia & Reading Railroad Station: Jenkintown (a contributing resource) within the Wyncote Historic District, and therefore would not compromise the historic significance of the district. The expansion of the West Avenue entrance will result in the alteration of the canopy. The canopy is comprised of its original materials. The only alteration to it will be to shorten the canopy, which will allow it to retain its historical significance.
C) Removal of the property from its historic location;	C) There will not be any removal of historical property from the property’s location.

<p>D) Change of the character of the property's use or of physical features within the property's setting that contribute to its historical significance;</p>	<p>D) Approximately 50 feet of the existing low-level platform canopy on both the inbound and outbound side of the railroad tracks, which are part of the Wyncote Historic District, will be salvaged and raised with extended columns to accommodate a new high-level platform. This will not change the character of the use or compromise the historical significance of the district because the canopy will be disassembled, refurbished, and reconstructed using the existing canopy structure. On the outbound platform, a handicap-accessible ramp will connect the existing low-level platform to the high-level platform, which will obscure the view of a portion of the existing stone retaining wall. The view of the stone retaining wall is not a major contributing factor to the historic resource, the Philadelphia & Reading Railroad Station: Jenkintown (a contributing resource) within the Wyncote Historic District, and therefore would not compromise the historical significance of the district or have an adverse effect on the large, overall district. The existing canopy structure at the enlarged passenger drop-off area will be modified. The canopy will be shortened but will not change the district's character because it is only a minor alteration that will leave nearly all the original existing West Avenue canopy intact. Ticketing at the station is also being modernized as part of the project, which will result in the closure of the ticket office in favor of ticket vending at the platforms. This will not change the character of the use of the district. The individual NRHP nomination form for the Philadelphia & Reading Railroad Station: Jenkintown states that adaptive reuse of the station's original main depot and coal offices still "clearly convey[s] the function and local importance of the station," despite being adapted for reuse. Although the ticketing function will no longer be used, the setting contributing to its historical significance, trains running along the corridor, will not be compromised. The proposed elevator towers and pedestrian overpass are within the boundary of the railroad, but they do not alter the function, use, or historical significance of the resource. There will be an 8-foot vertical extension to the existing catenary outside the historic district. The extension of the catenary structure will not have a negative effect on the district because the catenary already stands at 80 feet 2 inches and an 8-foot extension to a viewshed that is not a contributing factor in the Wyncote Historic District's inclusion to the NRHP.</p>
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<p>E) Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant features;</p>	<p>E) The project includes a new high-level railroad platform canopy on the outbound side of the railroad tracks within the Wyncote Historic District. This will not have an adverse effect or compromise the historical significance because the canopy will be disassembled, refurbished, and reconstructed using the existing canopy structure. On the outbound platform, a handicap-accessible ramp will connect the existing low-level platform to the high-level platform, which will obscure the view of a portion of the existing stone retaining wall. The view of the stone retaining wall is not a major contributing factor to the historic resource, the Philadelphia & Reading Railroad Station: Jenkintown (a contributing resource) within the Wyncote Historic District, and therefore would not visually diminish the integrity of the district or have an adverse effect on the district. The reconfigured passenger drop-off area at West Avenue also includes a modification to the existing canopy structure at this location. The shortening of the canopy will not diminish the visual integrity of the resource because much of the existing canopy will remain. Ticketing at the station is also being modernized as part of the project, which will result in the closure of the ticket office in favor of ticket vending at the platforms. This will not diminish the integrity of the district because the significant features of the platforms and station will remain. The elevator towers and pedestrian overpass are new features, but are located outside the limits of the district. The structures will be compatible with the Philadelphia & Reading Railroad Station: Jenkintown, and will not detract from or diminish the integrity of the district. There will be an 8-foot vertical extension to the existing catenary outside of the historic district. The extension of the catenary structure will not have a negative effect on the district because the catenary already stands at 80 feet 2 inches and an 8-foot extension to a viewshed that is not a contributing factor in the Wyncote Historic District's inclusion to the NRHP.</p>
<p>F) Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian Tribe or Native Hawaiian organization;</p>	<p>F) The project includes a fare improvement plan, which would make the existing ticketing office obsolete. Adaptive reuse plans are being discussed for the Philadelphia & Reading Railroad Station: Jenkintown, an element of the Wyncote Historic District. The project will not result in the neglect of the property.</p>
<p>G) Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.</p>	<p>G) There will not be a transfer, sale, or lease of property out of Federal ownership without restrictions.</p>
	<p>DETERMINATION: The project will have No Adverse Effect on the Wyncote Historic District</p>

2. Application of Criteria of Adverse Effects

Table 8: Application of the Criteria of Adverse Effects: Jenkintown Syndicate Subdivision

CRITERIA OF ADVERSE EFFECTS	DETERMINATION
<i>Adverse effects on NRHP listed or eligible properties may occur under conditions which include but are not limited to:</i>	
A) Physical destruction of or damage to all or part of the property;	A) All project activities will take place outside the boundaries of the district and thus there will be no physical destruction or damage to the property.
B) Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary’s Standards for the Treatment of Historic Properties (36 CFR Part 68) and applicable guidelines;	B) There will be no alterations or repairs in the Jenkintown Syndicate Subdivision.
C) Removal of the property from its historic location;	C) There will be no removal of property from the Jenkintown Syndicate Subdivision.
D) Change of the character of the property’s use or of physical features within the property’s setting that contribute to its historical significance;	D) The project will not change the character of the subdivision because the project is located outside of the resource, 80 feet at its closest point. The majority of the subdivision is not visible from the project, nor can the project be seen from the majority of the district, due to thickly wooded areas. The project will not compromise the character of use of the NRHP-eligible district.
E) Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property’s significant features;	E) There will be new high-level railroad platforms and canopies and an enlarged passenger drop-off area on property immediately adjacent to the Jenkintown Syndicate Subdivision. The enlarged passenger drop-off area includes a modification to the existing canopy structure at this location. The pedestrian overpass, elevator towers, and 8-foot extension of the catenary structure are located outside the limits of the district. Many of these new visual elements being introduced will be built or altered behind a thickly wooded area along the westernmost portion of the Jenkintown Syndicate Subdivision, which is 80 feet from the project at its closest vantage point. The project elements that would be visible from limited portions of the resource (catenary extension, canopy modifications, elevator towers and pedestrian overpass), would not detract from the characteristics that make the subdivision significant. The catenary will be raised 8 feet, a minor change, outside the subdivision. The canopy modifications are planned to minimize impact by salvaging and raising the existing canopy. The elevator towers and pedestrian overpass are designed in a way that is both compatible to, but differentiated from, other buildings of that time period. These alterations are not significant enough changes to the district that they could visually diminish the integrity of the Subdivision because the viewshed is not a significant factor for its eligibility to be listed on the NRHP.

<p>F) Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian Tribe or Native Hawaiian organization;</p>	<p>F) The project will not cause any neglect or deterioration to the NRHP-eligible Jenkintown Syndicate Subdivision.</p>
<p>G) Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.</p>	<p>G) There will not be a transfer, sale, or lease of property out of Federal ownership without restrictions.</p>
	<p>DETERMINATION: The project will have No Adverse Effect on the Jenkintown Syndicate Subdivision.</p>

3. Application of Criteria of Adverse Effects

Table 9: Application of the Criteria of Adverse Effects: North Pennsylvania Railroad (Philadelphia to Bethlehem)

CRITERIA OF ADVERSE EFFECTS	DETERMINATION
<p><i>Adverse effects on NRHP listed or eligible properties may occur under conditions which include but are not limited to:</i></p>	
<p>A) Physical destruction of or damage to all or part of the property</p>	<p>A) Approximately 50 feet of the existing low-level platform canopy on both the inbound and outbound side of the railroad tracks, which are part of the North Pennsylvania Railroad (Philadelphia to Bethlehem) and a contributing resource, NRHP-listed Philadelphia & Reading Railroad Station: Jenkintown, will be salvaged and raised with extended columns to accommodate a new high-level platform. This will not have an adverse effect or compromise the historical significance because the canopy will be disassembled, refurbished, and reconstructed using the existing canopy structure. There will be an 8-foot vertical extension to the existing catenary. This will have a direct, but not adverse, effect on the resource because the catenary will merely be extended and still preserve its look, style, and character, retaining its historical significance.</p>
<p>B) Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary’s Standards for the Treatment of Historic Properties (36 CFR Part 68) and applicable guidelines;</p>	<p>B) Approximately 50 feet of the existing low-level platform canopy structure on both the inbound and outbound side of the railroad tracks, which are part of the North Pennsylvania Railroad (Philadelphia to Bethlehem) and a contributing resource, NRHP-listed Philadelphia & Reading Railroad Station: Jenkintown, will be deconstructed and reinstalled with extended columns to accommodate a new high-level platform. This will not have an adverse effect or compromise the historical significance because the canopy will be disassembled, refurbished, and reconstructed using the existing canopy structure. On the outbound platform, a handicap-accessible ramp will connect the existing low-level platform to the high-level platform, which will obscure the view of a portion of the existing stone retaining wall. The view of the stone retaining wall is not a major contributing factor to the historic resource, the North Pennsylvania Railroad (Philadelphia to Bethlehem), and therefore would not compromise the historical significance of the district. There will be an 8-foot vertical extension to the existing catenary. This will have a direct, but not adverse, effect on the resource because the original catenary will merely be extended and preserve its look, style, and character, retaining its historical significance. The expansion of the West Avenue entrance will result in the alteration of the canopy. The canopy is comprised of its original materials. The only alteration to it will be a shortening of the canopy, which will allow it to retain its historical significance.</p>

<p>C) Removal of the property from its historic location;</p>	<p>C) There will be no removal of property from the North Pennsylvania Railroad (Philadelphia to Bethlehem).</p>
<p>D) Change of the character of the property’s use or of physical features within the property’s setting that contribute to its historical significance;</p>	<p>D) There will be new high-level railroad platforms and canopies and an enlarged passenger drop-off area on property immediately adjacent to the North Pennsylvania Railroad (Philadelphia to Bethlehem). This will not have an adverse effect or compromise the character or the use of the resource because the canopy will be disassembled, refurbished, and reconstructed using the existing canopy structure. The existing canopy structure at the enlarged passenger drop-off area will be modified. The canopy will be shortened, but will not change the district’s character because it is only a minor alteration that will leave nearly all of the existing West Avenue canopy intact and original, preserving the resource’s function. Ticketing at the station is also being modernized as part of the project, which will result in the closure of the ticket office in favor of ticket vending at the platforms. The individual NRHP nomination form for the Philadelphia & Reading Railroad Station: Jenkintown, a contributing resource for the North Pennsylvania Railroad (Philadelphia to Bethlehem), states that adaptive reuse of the station’s original main depot and coal offices still “clearly convey[s] the function and local importance of the station,” despite being adapted for reuse. This will not change the character of use of the district because the setting contributing to its historical significance, trains running along the corridor, will not be not compromised. The new elevator towers and pedestrian overpass are within the boundary of the railroad, but they do not alter the function, use or historical significance of the resource with continued use through the corridor. There will be an 8-foot vertical extension to the existing catenary. This will have a direct, but not adverse, effect to the resource because the catenary will merely be extended and preserving its look, style, and character, retaining its historical significance and the character of its use.</p>

<p>E) Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant features;</p>	<p>E) Approximately 50 feet of the existing low-level platform canopy on both the inbound and outbound side of the railroad tracks, which are part of the North Pennsylvania Railroad (Philadelphia to Bethlehem), will be salvaged and raised with extended columns to accommodate a new high-level platform. This will not visually diminish the integrity of the district because the canopy will be disassembled, refurbished, and reconstructed using the existing canopy structure. On the outbound platform, a handicap-accessible ramp will connect the existing low-level platform to the high-level platform, which will obscure the view of a portion of the existing stone retaining wall. The view of the stone retaining wall is not a major factor to the historic resource, the Philadelphia & Reading Railroad Station: Jenkintown, within the North Pennsylvania Railroad (Philadelphia to Bethlehem) and would not visually diminish the integrity of the district or have an adverse effect on the district. The existing canopy structure at the enlarged passenger drop-off area will be modified. The canopy will be shortened but will not change the district's character because it is only a minor alteration that will leave nearly all the existing West Avenue canopy intact. Ticketing at the station is also being modernized as part of the project, which will result in the closure of the ticket office in favor of ticket vending at the platforms. This will not diminish the integrity of the district because the setting contributing to its historical significance, continued transit use along the corridor, will not be compromised. The proposed elevator towers and pedestrian overpass are within the boundary of the railroad, but they do not visually diminish the integrity of the property because the resource would continue service and not see any change in location or association with development in the area. There will be an 8-foot vertical extension to the existing catenary. This will have a direct, but not adverse, visual effect on the resource because the catenary will merely be an extension of the original catenary structure and preserve its look, style, and character, retaining the integrity of the property's significant features.</p>
<p>F) Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian Tribe or Native Hawaiian organization;</p>	<p>F) The project includes a fare improvement plan, which would make the existing ticketing office obsolete. There are adaptive reuse plans being discussed for the Philadelphia & Reading Railroad Station: Jenkintown, a contributing resource of the North Pennsylvania Railroad (Philadelphia to Bethlehem). The project will not result in the neglect of the property.</p>
<p>G) Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.</p>	<p>G) There will not be a transfer, sale, or lease of property out of Federal ownership without restrictions.</p>

	DETERMINATION: The project will have No Adverse Effect on the North Pennsylvania Railroad (Philadelphia to Bethlehem) .
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4. Application of Criteria of Adverse Effects

Table 10: Application of the Criteria of Adverse Effects: Philadelphia & Reading Railroad (Aggregate File)

CRITERIA OF ADVERSE EFFECTS	DETERMINATION
<p><i>Adverse effects on NRHP listed or eligible properties may occur under conditions which include but are not limited to:</i></p>	
<p>A) Physical destruction of or damage to all or part of the property;</p>	<p>A) Approximately 50 feet of the existing low-level platform canopy on both the inbound and outbound side of the railroad tracks, which are part of the Philadelphia & Reading Railroad (Aggregate File) and a contributing resource, NRHP-listed Philadelphia & Reading Railroad Station: Jenkintown, will be salvaged and raised with extended columns to accommodate a new high-level platform. This will not have an adverse effect or compromise the historical significance because the canopy will be disassembled, refurbished, and reconstructed using the existing canopy structure. There will be an 8-foot vertical extension to the existing catenary. This will have a direct, but not adverse, effect on the resource because the catenary will merely be extended and still preserve its look, style, and character, retaining its historical significance.</p>
<p>B) Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary’s Standards for the Treatment of Historic Properties (36 CFR Part 68) and applicable guidelines;</p>	<p>B) Approximately 50 feet of the existing low-level platform canopy structure on both the inbound and outbound side of the railroad tracks, which are part of the Philadelphia & Reading Railroad (Aggregate File) and a contributing resource, NRHP-listed Philadelphia & Reading Railroad Station: Jenkintown, will be deconstructed and reinstalled with extended columns to accommodate a new high-level platform. This will not have an adverse effect or compromise the historical significance because the canopy will be disassembled, refurbished, and reconstructed using the existing canopy structure. On the outbound platform, a handicap-accessible ramp will connect the existing low-level platform to the high-level platform, which will obscure the view of a portion of the existing stone retaining wall. The view of the stone retaining wall is not a major contributing factor to the historic resource, the Philadelphia & Reading Railroad (Aggregate File), and therefore would not compromise the historical significance of the district. There will be an 8-foot vertical extension to the existing catenary. This will have a direct, but not adverse, effect on the resource because the original catenary will merely be extended and preserve its look, style, and character, retaining its historical significance. The expansion of the West Avenue entrance will result in the alteration of the canopy. The canopy is comprised of its original materials. The only alteration to it will be a shortening of the canopy, which will allow it to retain its historical significance.</p>

<p>C) Removal of the property from its historic location;</p>	<p>C) There will be no removal of property from the Philadelphia & Reading Railroad (Aggregate File).</p>
<p>D) Change of the character of the property’s use or of physical features within the property’s setting that contribute to its historical significance;</p>	<p>D) There will be new high-level railroad platforms and canopies and an enlarged passenger drop-off area on property immediately adjacent to the Philadelphia & Reading Railroad (Aggregate File). This will not have an adverse effect or compromise the character or the use of the resource because the canopy will be disassembled, refurbished, and reconstructed using the existing canopy structure. The existing canopy structure at the enlarged passenger drop-off area will be modified. The canopy will be shortened, but will not change the district’s character because it is only a minor alteration that will leave nearly all of the existing West Avenue canopy intact and original, preserving the resource’s function. Ticketing at the station is also being modernized as part of the project, which will result in the closure of the ticket office in favor of ticket vending at the platforms. The individual NRHP nomination form for the Philadelphia & Reading Railroad Station: Jenkintown, a contributing resource for the Philadelphia & Reading Railroad (Aggregate File), states that adaptive reuse of the station’s original main depot and coal offices still “clearly convey[s] the function and local importance of the station,” despite being adapted for reuse. This will not change the character of use of the district because the setting contributing to its historical significance, trains running along the corridor, will not be not compromised. The new elevator towers and pedestrian overpass are within the boundary of the railroad, but they do not alter the function, use or historical significance of the resource with continued use through the corridor. There will be an 8-foot vertical extension to the existing catenary. This will have a direct, but not adverse, effect to the resource because the catenary will merely be extended and preserving its look, style, and character, retaining its historical significance and the character of its use.</p>

<p>E) Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property’s significant features;</p>	<p>E) Approximately 50 feet of the existing low-level platform canopy on both the inbound and outbound side of the railroad tracks, which are part of the Philadelphia & Reading Railroad (Aggregate File), will be salvaged and raised with extended columns to accommodate a new high-level platform. This will not visually diminish the integrity of the district because the canopy will be disassembled, refurbished, and reconstructed using the existing canopy structure. On the outbound platform, a handicap-accessible ramp will connect the existing low-level platform to the high-level platform, which will obscure the view of a portion of the existing stone retaining wall. The view of the stone retaining wall is not a major factor to the historic resource, the Philadelphia & Reading Railroad Station: Jenkintown, within the Philadelphia & Reading Railroad (Aggregate File) and would not visually diminish the integrity of the district or have an adverse effect on the district. The existing canopy structure at the enlarged passenger drop-off area will be modified. The canopy will be shortened but will not change the district’s character because it is only a minor alteration that will leave nearly all the existing West Avenue canopy intact. Ticketing at the station is also being modernized as part of the project, which will result in the closure of the ticket office in favor of ticket vending at the platforms. This will not diminish the integrity of the district because the setting contributing to its historical significance, continued transit use along the corridor, will not be compromised. The proposed elevator towers and pedestrian overpass are within the boundary of the railroad, but they do not visually diminish the integrity of the property because the resource would continue service and not see any change in location or association with development in the area. There will be an 8-foot vertical extension to the existing catenary. This will have a direct, but not adverse, visual effect on the resource because the catenary will merely be an extension of the original catenary structure and preserve its look, style, and character, retaining the integrity of the property’s significant features.</p>
<p>F) Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian Tribe or Native Hawaiian organization.</p>	<p>F) The project includes a fare improvement plan, which would make the existing ticketing office obsolete. There are adaptive reuse plans being discussed for the Philadelphia & Reading Railroad Station: Jenkintown, a contributing resource of the Philadelphia & Reading Railroad (Aggregate File). The project will not result in the neglect of the property.</p>
<p>G) Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property’s historic significance.</p>	<p>G) There will not be a transfer, sale, or lease of property out of Federal ownership without restrictions.</p>
	<p>DETERMINATION: The project will have No Adverse Effect on the Philadelphia & Reading Railroad (Aggregate File)</p>

5. Application of Criteria of Adverse Effects

Table 11: Application of the Criteria of Adverse Effects: Philadelphia & Reading Railroad Station: Jenkintown

CRITERIA OF ADVERSE EFFECTS	DETERMINATION
<i>Adverse effects on NRHP listed or eligible properties may occur under conditions which include but are not limited to:</i>	
A) Physical destruction of or damage to all or part of the property;	A) Approximately 50 feet of the existing low-level platform canopy structure on both the inbound and outbound side of the railroad tracks, which are part of the Philadelphia & Reading Railroad Station: Jenkintown, will be deconstructed and reinstalled with extended columns to accommodate a new high-level platform. This will not have an adverse effect or compromise the historical significance because the canopy will be disassembled, refurbished, and reconstructed using the existing canopy structure.
B) Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary’s Standards for the Treatment of Historic Properties (36 CFR Part 68) and applicable guidelines;	B) Approximately 50 feet of the existing low-level platform canopy structure on both the inbound and outbound side of the railroad tracks, which are part of the Philadelphia & Reading Railroad Station: Jenkintown, will be deconstructed and reinstalled with extended columns to accommodate a new high-level platform. This will not have an adverse effect or compromise the historical significance because the canopy will be disassembled, refurbished, and reconstructed using the existing canopy structure. On the outbound platform, a handicap-accessible ramp will connect the existing low-level platform to the high-level platform, which will obscure the view of a portion of the existing stone retaining wall. The view of the stone retaining wall is not a major contributing factor to the Philadelphia & Reading Railroad Station: Jenkintown, and therefore would not compromise the historical significance of the building. The West Avenue entrance will result in the alteration of the canopy. The canopy is comprised of its original materials. The only alteration to it will be a shortening of the canopy, which will allow it to retain its historical significance.
C) Removal of the property from its historic location;	C) There will be no removal of property from the Philadelphia & Reading Railroad Station: Jenkintown.

<p>D) Change of the character of the property’s use or of physical features within the property’s setting that contribute to its historical significance;</p>	<p>D) Approximately 50 feet of the existing low-level platform canopy on both the inbound and outbound side of the railroad tracks, which are part of the Philadelphia & Reading Railroad Station: Jenkintown, will be salvaged and raised with extended columns to accommodate a new high-level platform. This will not change the character of use or compromise the historical significance of the station because the canopy will be disassembled, refurbished, and reconstructed using the existing canopy structure. On the outbound platform, a handicap-accessible ramp will connect the existing low-level platform to the high-level platform, which will obscure the view of a portion of the existing stone retaining wall. The view of the stone retaining wall is not a major contributing factor to the Philadelphia & Reading Railroad Station: Jenkintown, and therefore would not compromise the historical significance of the building. The existing canopy structure at the enlarged passenger drop-off area will be modified. The canopy will be shortened, but will not change the district’s character because it is only a minor alteration that will leave nearly all of the existing West Avenue canopy intact and original. Ticketing at the station is also being modernized as part of the project, which will result in the closure of the ticket office in favor of ticket vending at the platforms. The individual NRHP nomination form for the Philadelphia & Reading Railroad Station: Jenkintown states that adaptive reuse of the station’s original main depot and coal offices still “clearly convey[s] the function and local importance of the station,” despite being adapted for reuse. This will not change the character of use of the station because the setting contributing to its historical significance, the continued use of the corridor and the platform’s continued use, is not compromised. The new elevator towers and pedestrian overpass are outside the boundary of the station, but they do not alter the function, character of use, or historical significance of the resource, striking a balance by being compatible with, but differentiated from, the existing station. There will be an 8-foot vertical extension to the existing catenary outside the boundary of the station. The extension of the catenary structure will not have a negative effect on the district because the catenary already stands at 80 feet and an 8-foot extension to the original structure would not have an adverse effect or change the character of the use the district.</p>
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<p>E) Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant features;</p>	<p>E) The project includes a new high-level railroad platform canopy on the outbound side of the railroad tracks within the Wyncote Historic District. This will not have an adverse effect or compromise the historical significance because the canopy will be disassembled, refurbished, and reconstructed using the existing canopy structure. On the outbound platform, a handicap-accessible ramp will connect the existing low-level platform to the high-level platform, which will obscure the view of a portion of the existing stone retaining wall. The view of the stone retaining wall is not a major contributing factor to the Philadelphia & Reading Railroad Station: Jenkintown, and therefore would not visually diminish the integrity of the district or have an adverse effect on the building. The reconfigured passenger drop-off area at West Avenue also includes a modification to the existing canopy structure at this location. The shortening of the canopy will not diminish the visual integrity of the resource because much of the existing canopy will remain. Ticketing at the station is also being modernized as part of the project, which will result in the closure of the ticket office in favor of ticket vending at the platforms. This will not diminish the integrity of the district because the significant features of the platforms and station will remain. The elevator towers and pedestrian overpass are new features, but are located outside the limits of the district. The structures will be compatible with the Philadelphia & Reading Railroad Station: Jenkintown, but will not detract from or diminish the integrity of the district. There will be an 8-foot vertical extension to the existing catenary outside of the historic district. The extension of the catenary structure will not have a negative effect on the district because the catenary already stands at 80 feet and an 8-foot extension to a viewshed that is not a contributing factor in the Wyncote Historic District's inclusion to the NRHP.</p>
<p>F) Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian Tribe or Native Hawaiian organization;</p>	<p>F) Ticketing at the station is being modernized as part of the project, which will result in the closure of the ticket office in favor of ticket vending at the platforms. There are adaptive reuse plans being discussed for the Philadelphia & Reading Railroad Station: Jenkintown. The project will not result in the neglect of the property.</p>
<p>G) Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.</p>	<p>G) This project will not lead to the transfer, sale, or lease of property out of Federal ownership or control without restrictions.</p>
	<p>DETERMINATION: The project will have No Adverse Effect on the Philadelphia & Reading Railroad Station: Jenkintown</p>

VII. CONCLUSION

The SEPTA Jenkintown-Wyncote Station ADA Improvement Project has been evaluated under the definition of Effect of 36 CFR 800.16(i) in accordance with the Section 106 Regulations of the National Historic Preservation Act, as amended. It has been determined that the proposed project will have No Adverse Effect on the NRHP-listed Wyncote Historic District on the Philadelphia & Reading Railroad Station: Jenkintown or the NRHP-eligible Jenkintown Syndicate Subdivision, the North Pennsylvania Railroad (Philadelphia to Bethlehem), and the Philadelphia & Reading Railroad (Aggregate File). None of the proposed project elements would impact any of the resources within the APE to the level where their National Register significance would be compromised – they all retain integrity and are able to convey the elements that contribute to their significance. In accordance with 36 CFR 800.5(b), no historic resources will be adversely affected by this project.

Summary of Findings Table

Table 11: Summary of Findings

Survey Name	Effect Determination
Wyncote Historic District	No Adverse Effect
Jenkintown Syndicate Subdivision	No Adverse Effect
North Pennsylvania Railroad (Philadelphia to Bethlehem)	No Adverse Effect
Philadelphia & Reading Railroad (Aggregate File)	No Adverse Effect
Philadelphia & Reading Railroad Station: Jenkintown	No Adverse Effect
Overall Project Finding	No Adverse Effect

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APPENDIX A

PREPARERS

LIST OF PREPARERS

The initial research and documentation of existing conditions was undertaken by the ASC Group. Subsequent effort and the Effects Assessment was prepared by Sowinski Sullivan Architects, PC under the direction of Richard Sullivan, RA

Sowinski Sullivan Architects Personnel

Richard Sullivan, RA, LEED AP, GGP

Education:

Professional Experience:

Role:

Director of Design

B.A., New York Institute of Technology

31 years

Project management, report production

William Breard

Education:

Professional Experience:

Role:

Historic Preservation Specialist

Master of Science in Historic Preservation,
Columbia University

28 years

Report production