

Community Development
Department

HISTORIC AND ARCHITECTURAL REVIEW BOARD AGENDA

**Wednesday, September 2, 2015
6:00 P.M.**

1. Call to Order
2. Pledge of Allegiance
3. HARB-2015-15 – 320 Louella Avenue – Modify and renovate carriage house to include a 3 car garage with second floor art studio.
4. New Business
 - a. Presentation regarding Amtrak's Philadelphia Zoo to Paoli Electrification Transmission Line Project.
5. Old Business
6. Public Participation
7. Adjournment

The next meeting of the HARB is scheduled for Wednesday, October 7, 2015 at 6:00 P.M. Applications for the October 7, 2015 meeting must be submitted on or before September 22, 2015.

**TOWNSHIP OF RADNOR
HISTORICAL AND ARCHITECTURAL REVIEW BOARD**

General Information: Meetings of the Historical and Architectural Review Board (HARB) are currently held on the first Wednesday of the month at 6:00 p.m., in the Radnor Township Administration Building located at 301 Iven Avenue, Wayne, PA. *All applicants or their authorized representatives must attend this meeting. Formal application must be filed with the Department of Community Development fifteen (15) calendar days prior to the meeting.* Incomplete or late applications will not be accepted. Copies of the Historic Preservation Ordinance and application are available in the Community Development Department, or online at www.radnor.com.

Please refer to the Consolidated Fee Schedule, as amended, on our website at www.radnor.com for a copy of our current fees.

PERMIT APPLICATION TO OBTAIN A CERTIFICATE OF APPROPRIATENESS

TOWNSHIP USE ONLY

APPLICATION NUMBER: HARB-2015-15 DATE: 8-17-15 FEE PAID: \$50

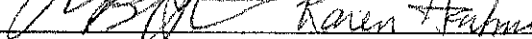
Applicant Information:

Name: THOMAS B. + KAREN K HAATMAN Phone: 610-971-2422
Address: 320 LOVELLA AVE WAYNE PA Zip Code: 19087
Cell Phone: 484 354 7195 Email: SKAQUAL@COMCAST.NET

Property Information (If different from above):

Name of Owner: SAME AS ABOVE Phone: SAME AS ABOVE
Property Location: SAME AS ABOVE

I, the applicant, understand that any and all documents and plans submitted with this application are subject to the Pennsylvania Right to Know Law (RTK) and may be provided or copies to other parties in response to a request under the RTK Law or to township officials and I authorize the Township to do so.

Applicant Signature:  Karen Haatman Date: 16 AUGUST 2015

Description of Proposed Work: MODIFY AND RENOVATE CARRAGE HOUSE TO
INCLUDE A 3 CAR GARAGE WITH A SECOND FLOOR ART STUDIO.
SEE ATTACHED SUMMARY

Application must be accompanied by the following information:

- Seven (7) copies of a site plan drawn to scale prepared by an engineer or surveyor registered in the Commonwealth of Pennsylvania.
- Seven (7) copies of architectural elevation plans drawn to scale, prepared by a registered architect or engineer, of the proposed exterior construction, and such other information which the HARB may require to review the application consistent with the terms of Ordinance 2005-27, as amended.
- Photographs of building under review, adjacent buildings, structures across street, and any other buildings to show context of building within neighborhood. Photos must be labeled according to plan.

Note: All information must be separated into 7 individual packets. The plans shall not exceed 24" X 36", and must be neatly folded to no greater dimension than 8 ½" x 11" at filing.

Paoli to Zoo
Presentation outline – DRAFT
Johnette Davies
July 15, 2015

I suggest that one person or perhaps two people make the presentation. I don't know if it is possible to get the first two sections down to five minutes total, but that would be a great goal.

Introduce Presentation

The team will provide a brief overview of the project and where we are in the design and environmental studies processes; summarize the project consultation to date under Section 106 of the NHPA; then – the main purpose of this meeting - describe proposed steps to mitigate adverse effects on historic properties, and provide an opportunity for discussion.

Introduce the team members present, noting that they are available to answer questions at the end of the presentation.

3 minutes, 2 slides:

1. Project introduction: project limits, needs, benefits
2. Federal Funding includes: Environmental studies and design (complete 2015); Construction anticipated 2017

(I suggest using a graphic that shows the timeline for environmental studies – ending in FONSI, timing of public outreach, and best-case construction start.)

3-5 minutes, 1 slide:

1. Overview of Section 106 of NHPA, and where we are in the process

(I suggest using a 106 process flow chart to illustrate steps and where we are; can show 106 and NEPA on same graphic, if desired.)

2. Describe consulting parties outreach to date, and summarize results of previous meeting

(I suggest using the above 106 process flow chart, adding to it to illustrate when public/consulting party outreach occurred.)

10-15 minutes:

1. Review draft MOA generally, noting that it was circulated prior to the meeting.
2. Note the minimization techniques (tree trimming- not wholesale cutting, lower height of poles, placement of poles near existing locations)
3. Outline rationale for each mitigation stipulation, as needed (documentation, re-design of new substation buildings, catenary pole treatment, etc. – see draft MOA stipulations)

Not for the presentation, but have this information available to answer questions:

1. Describe public outreach to date (# of meetings, methods of advertisement, etc.)



U.S. Department of Transportation
Federal Railroad Administration



MEETING NOTICE

TO: Consulting Parties

FROM: Federal Railroad Administration (FRA) and Amtrak

DATE: August 14, 2015

RE: Section 106 Consultation - Amtrak Philadelphia Zoo to Paoli Electrification Transmission Line Project

As you are aware, Amtrak plans to upgrade the existing overhead electrification system along a 20-mile segment of the Keystone Corridor between the Philadelphia Zoo substation and the Paoli substation as part of the Zoo to Paoli Electrification Transmission Line Project. The majority of the existing catenary poles are approximately 50'-0" feet in height and a majority of the proposed new catenary poles will be between 60'-0" and 70'-0" high, with most poles measuring 60'-2". A few poles reach 80 feet high at overhead bridges to achieve adequate clearance. All of the proposed new poles will be located in the existing railroad right-of-way and in close proximity to the existing poles. The Bryn Mawr substation will be demolished and replaced, and the site expanded to include a new substation to help support the catenary voltage between the Zoo and Paoli substations.

Meetings of Section 106 consulting parties were previously held in June 2013, September 2014, and June 2015 to present the findings of the cultural resources investigations completed at that time and to receive comments from the consulting parties regarding historic resources in the project area. As a follow-up to those meetings and in response to comments received from the consulting parties at the June 1, 2015 meeting, the last meeting of consulting parties for this project is scheduled for the following date and location:

September 2, 2015 at 6:00 p.m.

Radnor Township Historic & Architectural Review Board (HARB)

Radnorshire Room

301 Iven Avenue

Wayne, PA 19087

The purpose of this meeting is to review and discuss the attached draft Memorandum of Agreement, including the proposed means to mitigate the project's adverse effects on historic resources. Section 106 of the National Historic Preservation Act requires sponsors of federally funded projects to take into account the potential project effects on historic properties. Section 106 entitles parties with a demonstrated interest in history or historic preservation to provide comments and suggest mitigation measures, if necessary, for the project.

The draft Determination of Effects report can be accessed and viewed at the following location: <https://bgroup.sharefile.com/d-sb1d96461d9445b68>. Additional project information is available on the FRA website at <https://www.fra.dot.gov/Page/P0810>.

Should you have any questions or require additional information, please contact Allen Heist at 610-286-0100 or aheist@stellee.com.

**MEMORANDUM OF AGREEMENT
AMONG
THE FEDERAL RAILROAD ADMINISTRATION
THE NATIONAL RAILROAD PASSENGER CORPORATION
THE RAILROAD MUSEUM OF PENNSYLVANIA
AND THE
PENNSYLVANIA STATE HISTORIC PRESERVATION OFFICE
REGARDING THE AMTRAK ZOO TO PAOLI ELECTRIFICATION
TRANSMISSION LINE PROJECT
IN PHILADELPHIA, MONTGOMERY, DELAWARE, AND
CHESTER COUNTIES, PENNSYLVANIA**

WHEREAS, the National Railroad Passenger Corporation (Amtrak), with funding provided by the Federal Railroad Administration (FRA), proposes to implement the Amtrak Zoo to Paoli Electrification Transmission Line Project, hereafter referred to as the “Undertaking,” to modernize and upgrade the electrification system on a 20-mile section of Amtrak’s Keystone Corridor between the Philadelphia Zoo Substation in Philadelphia and the Paoli Substation, extending through portions of Philadelphia, Montgomery, Delaware, and Chester Counties; and

WHEREAS, Amtrak has determined that implementation of the Undertaking requires upgrades or replacement of approximately 325 80-to-100-year-old catenary structures, transmission lines, signal power lines, and replacement of the 100-year-old Bryn Mawr Substation with a new Bryn Mawr switching station; and

WHEREAS, FRA has authorized Amtrak to initiate consultation with the Pennsylvania Historical and Museum Commission, which acts as the State Historic Preservation Office (PA SHPO), pursuant to authority provided by the Advisory Council on Historic Preservation (Council) regulations implementing Section 106 of the National Historic Preservation Act, as amended (16 USC 470) (36 CFR§ 800) (“Section 106”), including participating in the consultation process; and

WHEREAS, FRA has established the Area of Potential Effects (APE), as defined in 36 CFR 800.16(d), to include the Undertaking’s segment of the right-of-way (roughly 100 feet in width) from its point of departure from Amtrak’s Zoo Substation in Philadelphia, Pennsylvania, to Paoli Substation, in Paoli, Pennsylvania, for a distance of approximately 20 miles; and

WHEREAS, FRA has identified 28 historic properties in the APE, with concurrence by the PA SHPO on March 16, 2015, and April 24, 2015; and

WHEREAS, one of the identified historic properties in the APE is the Pennsylvania Railroad Main Line (Philadelphia to Harrisburg) (Key No. 105675), which was determined eligible for listing in the National Register of Historic Places (NRHP) by the PA SHPO on September 14, 1993, and again on November 16, 2007;

WHEREAS, the catenary structures and the Bryn Mawr Substation building are Contributing Resources to the NRHP-eligible Pennsylvania Railroad Main Line (Philadelphia to Harrisburg);

and

WHEREAS, FRA has determined that the Undertaking will have an Adverse Effect on historic properties, namely, the Pennsylvania Railroad Main Line (Philadelphia to Harrisburg) because of the removal of the catenary structures and the Bryn Mawr Substation, as discussed in the Determination of Effects Report, dated August 2015, and with which the PA SHPO concurred on [insert date]; and

WHEREAS, the FRA and Amtrak have explored options to avoid an adverse effect and have concluded that such options are not practicable, as discussed in the Determination of Effects Report; and

WHEREAS, Amtrak has minimized adverse effects by removing commercial transmission lines to minimize catenary structure heights, committed to a tree trimming program to facilitate the project rather than removal of trees along the right-of-way, and committed to placement of new structures in the same location or as near as possible to existing structures; and

WHEREAS, FRA and Amtrak invited 40 organizations, institutions, governmental agencies, elected officials, and individuals to participate as Consulting Parties for the purposes of Section 106, including the resolution of adverse effects of the Undertaking; and

WHEREAS, FRA and Amtrak conducted public involvement meetings from 2012 through 2015, that have included public officials meetings, general public meetings, and Consulting Party coordination meetings; and

WHEREAS, Amtrak received and considered comments from the following organizations that participated as Consulting Parties for the purposes of Section 106:

Preservation Alliance for Greater Philadelphia
Delaware Valley Association of Rail Passengers, Inc.
Haverford Township Historical Commission
Township of Lower Merion
National Railway Historical Society, Philadelphia Chapter, Inc.
Haverford Station Historic District Neighborhood Coalition
Railroad Museum of Pennsylvania

WHEREAS, all actions will occur in areas disturbed by previous construction, and thus no archaeological investigations were determined necessary for the proposed project; and

WHEREAS, FRA initiated consultation with potentially interested Native American Tribes and sought comments from the following Tribes for the purposes of complying with Section 106 and the requirements of government to government consultation:

Absentee-Shawnee Tribe of Oklahoma
Delaware Nation

Delaware Tribe of Indians
Eastern Shawnee Tribe of Oklahoma
Onondaga Nation
St. Regis Mohawk Tribe
Shawnee Tribe
Stockbridge-Munsee Band of the Mohican Nation of Wisconsin

WHEREAS, the Railroad Museum of Pennsylvania participated in the consultation and has been invited to be a signatory in this Memorandum of Agreement; and

WHEREAS, FRA notified the Advisory Council on Historic Preservation (Advisory Council) of the determination of adverse effects in accordance with 36 CFR 800.6(a)(1) and the Advisory Council has declined to participate in the consultation process; and

NOW, THEREFORE, the FRA, Amtrak, the Railroad Museum of Pennsylvania, and the PA SHPO agree that upon Amtrak's decision to proceed with the Undertaking, Amtrak and FRA will ensure that the following stipulations are implemented in order to mitigate the Adverse Effect of the Undertaking on historic properties, and that these stipulations shall govern the Undertaking and all of its parts until this Memorandum of Agreement (Agreement) expires or it is terminated.

STIPULATIONS

I. Mitigation Measures

A. Documentation

- i. Amtrak will assist the Railroad Museum of Pennsylvania (RMP) with the recordation of the Bryn Mawr Substation and related catenary system to Historic American Engineering Record (HAER) Documentation Level II, as outlined in the publication, *Secretary of the Interior's Standards and Guidelines for Architectural and Engineering Documentation: HABS/HAER Standards*, available on <http://www.nps.gov/hdp/standards/standards.pdf>. Documentation Level II includes a narrative with the history and description of the resource, archival photographs, and copies of selected existing historic drawings. For this project, the existing drawings may be supplemented with new measured drawings, to the extent that is necessary to sufficiently document the resources. The documentation will describe the design of the Bryn Mawr Substation Building as well as the design of the catenary system in the project APE. The extent of the documentation (e.g., format and length of narrative, quantity of photographs, and extent of documentation using historic or new measured drawings) will be determined in consultation with PA SHPO prior to beginning the work. The draft materials will be reviewed and approved by PA SHPO. Documentation will be deposited at The State Museum of Pennsylvania, the Railroad Museum of Pennsylvania, and the Lower Merion Historical Society. [*Note: Responsibilities of each party will be clarified prior to the final MOA.*]

- ii. Amtrak will provide Railroad Worker Protection for RMP personnel while on Amtrak property, as needed. RMP will provide the labor and products for the documentation of the historic resources.

B. Interpretation

- i. Interpretive Signage - Amtrak will provide an interpretive sign near the Bryn Mawr station that focuses on the history of the Pennsylvania Railroad "Main Line," with particular attention to the importance of the electrification of the route. Illustrations on this sign would be specific to that location. The content of this sign will be submitted to PA SHPO for review and comment. Once installed, the interpretive sign will become the property of the respective community where it is located. Amtrak will not be responsible for the maintenance of the sign or the replacement or repair should it be damaged for any reason or vandalized after installation.
- ii. Equipment Donation - Amtrak will donate materials and elements of the catenary system that Amtrak or its contractors remove from the historic Bryn Mawr Substation, to be removed to the RMP for use in their upcoming new exhibits about the history of railroad electrification. To the extent available, Amtrak may also donate other materials, such as a pantograph, hangers, insulators, signage, and digital photographs for use in RMP electrification exhibits. All photographs and other donations provided by Amtrak will be appropriately accredited. The donation of documents, photographs, and other corporate records will be governed by Amtrak's Records Management policies. Amtrak will accompany RMP staff on a tour of the Substation prior to demolition so that the organization can identify materials they would like to receive. Amtrak will make the items available and RMP will retrieve them from the Substation property at its own expense. Because the construction schedule for Amtrak's project is uncertain, Amtrak will work with RMP and FRA to coordinate the timing of project activities and donations for exhibits to the extent possible. All donated materials will be provided to RMP on an "as-is, where-is" basis. Prior to removal of any materials, RMP will provide Amtrak with a full release from all claims, suits, damages, costs, etc. for the donated materials.
- iii. Conservation Allowance – To be coordinated with FRA, Amtrak, and RMP.
- iv. Oral History Opportunity - Amtrak will provide to RMP contact information for current or former Amtrak Electric Traction Department employees for the purpose of conducting oral history interviews. RMP will provide to Amtrak a description of the oral history process and proposed discussion topics for Amtrak to share with potential interviewees so that they can make an informed decision about their participation in the project. Amtrak will make reasonable efforts to recruit current and former personnel for the project, but cannot guarantee their participation. Amtrak retains the right to screen contents of the interviews intended for public access to ensure that sensitive security and operations information is not shared with the public. Transcripts and other relevant documentation of the interviews will be deposited at RMP, the PA State Archives, and Amtrak.

C. Design

- i. Amtrak will design the exterior of the new substation buildings with buff brick walls consistent with the brick at the existing historic Bryn Mawr Substation. The design will be consistent with the materials, color, and texture of the existing substation, but will not mimic the historic building to make it clear that the new buildings are non-historic and do not create a false sense of history. The design will be submitted to PA SHPO for review and approval prior to construction.
- ii. Amtrak will incorporate the "Bryn Mawr Substation" sign currently on the historic building into a new retaining wall or other landscape feature adjacent to the substation.
- iii. Amtrak will offer the bricks from the historic Bryn Mawr Substation for salvage upon removal of the building. Amtrak will notify consulting parties and the public when the bricks will be available and will take requests for the materials. Amtrak will not deliver the brick, but will make it available for pick-up for a specified, reasonable period of time. Amtrak cannot guarantee the amount or number of salvageable bricks and makes no warrantee about the suitability of the bricks for any intended purpose.

D. Other Items To Be Discussed

- i. Catenary structures: *Treatment to be determined. Amtrak prefers to use bare galvanized steel. This would avoid future maintenance costs associated with maintaining a painted surface, avoid accelerated equipment replacement needs created by the use of weathering steel (another alternative), which rusts, and achieve consistency of equipment.*
- ii. Other potential stipulations to be discussed with Consulting Parties during September Consulting Parties Meeting.

II. General Provisions

A. Amendment of the Agreement

If changes to the proposed project occur that might result in additional or new effects on historic properties, FRA will notify the SHPO. In accordance with 36 CFR 800.6(c)(7) of the regulations, signatories to the Agreement may request that it be amended. No amendment to the Agreement will be effective until all signatories to the Agreement agree in writing.

B. Termination of the Agreement

Any signatory of the Agreement may terminate it for cause. FRA and Amtrak shall either execute an amended Agreement with the signatories or request the comments of the Council in accordance with 36 CFR 800.7(a).

C. Dispute Resolution

Should any party to this Agreement object in writing to any action carried out in accordance with the Agreement, the signatories shall consult to resolve the objection. Should the signatories be unable to resolve the disagreement, any party may request recommendations from the Council. The party seeking assistance from the Council shall forward all documentation relevant to the dispute to the Council. Should the Council agree to provide such recommendations, the FRA will take such recommendations into account in reaching a final decision regarding the dispute.

D. Duration of Agreement

This Agreement shall be valid through [*insert date*] or when the parties have agreed to terminate the Agreement, whichever comes first. If the terms of this Agreement have not been implemented by [*insert date*], this Agreement shall be considered null and void. In such event, the FRA or Amtrak shall notify the parties to this Agreement, and if it chooses to continue with the Undertaking, shall reinitiate review of the undertaking in accordance with 36 CFR 800.

E. Unanticipated Discoveries Plan

In consultation with FRA, Amtrak has developed an Unanticipated Discoveries Plan for human and non-human archaeological resources in the event that any unanticipated archaeological resources are encountered during construction of the Project. The Unanticipated Discoveries Plan has been reviewed by FRA. In the event of the Unanticipated Discovery of human or non-human archaeological resources, Amtrak shall cease work in the affected area until [*insert name of interested tribe(s)*] have received notice and are given opportunity for consultation as requested.

EXECUTION of this Agreement, and implementation of its terms evidences that FRA and Amtrak have taken into account the effects of the Undertaking on historic properties, and that FRA and Amtrak have satisfied their responsibilities under Section 106 of the Act and implementing regulations codified in 36 CFR 800.

FEDERAL RAILROAD ADMINISTRATION (FRA)

By: _____ Date: _____
David Valenstein, Division Chief, Environmental & Corridor Planning

NATIONAL RAILROAD PASSENGER CORPORATION (AMTRAK)

By: _____ Date: _____
Joseph H. Boardman, President and Chief Executive Officer

RAILROAD MUSEUM OF PENNSYLVANIA

By: _____ Date: _____
XXXX, President and Chief Executive Officer

PENNSYLVANIA STATE HISTORIC PRESERVATION OFFICE (PA SHPO)

By: _____ Date: _____
Serena Bellew, Director, Bureau for Historic Preservation, and Deputy State Historic
Preservation Officer

APPROVED AS TO FORM:

BY: _____
XXXX
Counsel for National Railroad Passenger Corporation