US Army Corps
of Engineers®
New York District

WESTCHESTER COUNTY STREAMS, BYRAM RIVER BASIN

FLOOD RISK MANAGEMENT FEASIBILITY STUDY

FAIRFIELD COUNTY, CONNECTICUT AND WESTCHESTER COUNTY, NEW YORK

FINAL INTEGRATED FEASIBILITY REPORT & ENVIRONMENTAL IMPACT STATEMENT

APPENDIX A.11:

Environmental Compliance Coordination

US Army Corps
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New York District

WESTCHESTER COUNTY STREAMS, BYRAM RIVER BASIN

FLOOD RISK MANAGEMENT FEASIBILITY STUDY

FAIRFIELD COUNTY, CONNECTICUT AND WESTCHESTER COUNTY, NEW YORK

FINAL INTEGRATED FEASIBILITY REPORT & ENVIRONMENTAL IMPACT STATEMENT

NYSDOS Coordination

STATE OF NEW YORK
DEPARTMENT OF STATE
ONE COMMERCE PLAZA
99 WASHINGTON AVENUE
ALBANY, NY 12231-0001
WWW.DOS.NY.GOV

ANDREW M. CUOMO
GOVERNOR

ROSSANA ROSADO
SECRETARY OF STATE

April 23, 2019

Mr. Peter Weppler
Chief, Environmental Analysis Branch
U.S. Army Corps of Engineers, New York District
26 Federal Plaza
New York, NY 10278-0090

Re: F-2019-0103 (DA)
United States Army Corps of Engineers (Corps) submission of a consistency determination for the DRAFT Byram River Basin Flood Risk Management Feasibility Study. The tentatively selected plan (TSP) consists of the replacement of the two (2) Route 1 bridges over the Byram River at Putnam Avenue and Hillside Avenue in the Village of Port Chester, Westchester County, NY and the Town of Greenwich, Fairfield County, CT.
Concurrence with Consistency Determination

Dear Mr. Weppler:

The Department of State has completed its review of the Corps' consistency determination regarding the TSP for the Byram River Flood Risk Management Study, with the New York State Coastal Management Program.

Based upon the information submitted, the Department of State concurs with the Corps' consistency determination regarding this matter.

Please feel free to contact Jennifer Street at (518) 474-7247 or e-mail at: Jennifer.Street@dos.ny.gov and reference file no. F-2019-0103 (DA).

Sincerely,

Gregory L. Capobianco
Office of Planning, Development and
Community Infrastructure

GLC/jls
cc: COE/New York District – Kimberly A. Rightler
COE/New York – Rosie Miranda
DEC Region 3 – Div. Environmental Permits
NYS DOS – Lisa Vasilakos
CT DEEP – Colin Clark, Brian Thompson
Village of Port Chester – Erik Zamft

DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS, NEW YORK DISTRICT
JACOB K. JAVITS FEDERAL BUILDING
26 FEDERAL PLAZA
NEW YORK, NEW YORK 10278-0090

Environmental Analysis Branch

February 11, 2019

Mr. Matthew Maraglio
Supervisor, Consistency Review Unit
Office of Communities & Waterfronts
New York Department of State
Suite 1010
One Commerce Place,
99 Washington Avenue
Albany, New York 12231-0001

Dear Mr. Maraglio:

The U.S. Army Corps of Engineers (Corps), New York District (District), in cooperation with the Town of Greenwich is conducting a feasibility study to examine flood risk management measures along the Byram River within the Town of Greenwich, Fairfield County, CT and the Village of Port Chester, Westchester County, NY.

For some background, the District formulated a total of five flood risk management (FRM) alternatives for evaluation. One of the alternatives advanced, known as Alternative 5, was identified as the Tentatively Selected Plan (TSP).

The Tentatively Selected Plan (TSP) consists of replacing the two existing U.S. Route 1 bridges with two new bridges to improve the conveyance of the Byram River under the bridges. The existing U.S. Route 1 bridges are historic structures with low roadway profiles, large center piers, and shallow arches. The existing bridges would be replaced with two prestressed concrete box beam bridges, in the same location, that do not have center piers and have roadway profiles about three feet higher than the existing profile. The replacement would include the reuse of stone from the original bridges to mitigate the adverse effect to historic properties. The TSP will decrease the extent of the floodplain and reduce the water surface elevation behind the bridges during storm events, resulting in decreased risk of damages to surrounding structures.

A Draft Integrated Feasibility Report and Environmental Impact Statement (DIFR/EIS) documenting the alternatives analyzed and effects of the TSP was prepared and underwent a public and agency review from July 6, 2018 through August 20, 2018. The Notice of Availability of the DIFR/EIS was sent to your office on June 29, 2018 via email. We did not receive any comments from your agency.

Enclosed for your review is the DIFR/EIS. The DIFR/EIS contains the alternative analysis within the main report, a Coastal Zone Management Compliance Statement for applicable state and local policies associated with the Village of Port Chester Local

Based on the District's analysis, the TSP will be undertaken in a manner consistent to the maximum extent practicable with applicable state and local policies. As such, the District requests concurrence with the District's consistency determination.

The District will continue to coordinate with your office. Should any questions arise during your review of the report, or if additional information is required, please contact Ms. Kimberly Rightler, Project Biologist at (917) 790-8722 or via email at kimberly.a.rightler@usace.army.mil.

Sincerely,

Peter Weppler
Chief, Environmental Analysis Branch

Enclosure

US Army Corps
of Engineers®
New York District

WESTCHESTER COUNTY STREAMS, BYRAM RIVER BASIN

FLOOD RISK MANAGEMENT FEASIBILITY STUDY

FAIRFIELD COUNTY, CONNECTICUT AND WESTCHESTER COUNTY, NEW YORK

FINAL INTEGRATED FEASIBILITY REPORT & ENVIRONMENTAL IMPACT STATEMENT

NYSDEC Conditional Water Quality Certification

NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION

Division of Water, Bureau of Flood Protection and Dam Safety
625 Broadway, Albany, New York 12233-3504
P: (518) 402-8185 | F: (518) 402-9029
www.dec.ny.gov

March 29, 2019

Colonel Thomas D. Asbery, Commander
United States Army Corps of Engineers
New York District
Jacob K. Javits Federal Building
26 Federal Plaza
New York, New York 10278-0090

Re: Westchester County Streams, Byram River Basin Flood Risk Management Feasibility Study, Fairfield County, Connecticut and Westchester County, New York

Dear Colonel Asbery:

The purpose of this letter is to relay to you that based on the New York State Department of Environmental Conservation's (Department) review of the Westchester County Streams, Byram River Basin Flood Risk Management Feasibility Study Report dated June 2018, that the Department does not foresee any problems that would preclude the issuance of a Water Quality Certification (WQC) for the project as described. The Department will initiate the formal review process of the WQC once the Corps application is submitted and a final determination on the issuance will be made at that time.

The Department appreciates the relationship that exists between the New York District and will continue working to move this project forward. If you have any questions please contact me by e-mail at aafuchs@dec.ny.gov, or by telephone at (518) 402-8185.

Sincerely,

Alan A Fuchs, PE
Director
Bureau of Flood Protection and Dam Safety

US Army Corps
of Engineers®
New York District

WESTCHESTER COUNTY STREAMS, BYRAM RIVER BASIN

FLOOD RISK MANAGEMENT FEASIBILITY STUDY

FAIRFIELD COUNTY, CONNECTICUT AND WESTCHESTER COUNTY, NEW YORK

FINAL INTEGRATED FEASIBILITY REPORT & ENVIRONMENTAL IMPACT STATEMENT

CTDEEP Conditional Water Quality Certification and CZM Consistency Determination Concurrence

Connecticut Department of

ENERGY &
ENVIRONMENTAL
PROTECTION

Mr. Peter Weppler, Chief
Environmental Analysis Branch
U.S. Army Corps of Engineers, New York District
26 Federal Plaza
New York, NY 10278-0090

RE: Request for Federal Coastal Consistency concurrence for U.S. Route 1 bridge replacements over Byram River, between the Town of Greenwich, CT and the Village of Port Chester, NY

Dear Mr. Weppler:

We are in receipt of your February 11th, 2019 correspondence for the subject project, submitted to the Land & Water Resources Division pursuant to 15 CFR 930.50 for a coastal consistency concurrence.

We have determined that the proposed activities identified in your consistency concurrence request will require a Section 401 Water Quality Certification (WQC) from the Department of Energy and Environmental Protection. For your information, a state permit application has not been filed to date.

Regardless, in the interest of permit coordination, we have elected to waive coastal consistency at this time. This waiver should not be construed as our determination that the proposed activities are consistent with Connecticut's approved Coastal Management Program. Instead, the State of Connecticut will evaluate the consistency of this proposed activity for conformance with the relevant coastal management policies, standards and criteria in conjunction with the state WQC review process.

At this time however, based on a cursory review of materials provided as part of your Draft Integrated Feasibility Report (DFIR) & Environmental Impact Statement (EIS), we have no reason to believe that the project as currently designed would not be eligible for a state WQC and thereby be consistent with Connecticut's approved Coastal Management Program, pursuant to Section 22a-96(c) of the Connecticut General Statutes.

You are hereby notified and cautioned that commencement of any of the proposed activities prior to the receipt of a WQC, in addition to any federal authorizations, is a violation of state law subject to all applicable enforcement authorities and penalties set forth in Connecticut's General Statutes.

If you have any questions regarding this matter, you may contact Colin Clark of my staff at (860) 424-3214, or colin.clark@ct.gov.

Sincerely,

Brian P. Thompson, Director
Land & Water Resources Division
Bureau of Water Protection & Land Reuse

3/13/19
Date

cc (via email):
Peter Weppler, Chief, Environmental Analysis Branch; peter.m.weppler@usace.army.mil
Kimberly A. Rightler, Project Biologist, USACE; kimberly.a.rightler@usace.army.mil

DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS, NEW YORK DISTRICT
JACOB K. JAVITS FEDERAL BUILDING
26 FEDERAL PLAZA
NEW YORK, NEW YORK 10278-0090

Environmental Analysis Branch

February 11, 2019

Brian Thompson
Director, Coastal Resources
Connecticut Department of Energy and Environmental Protection
Office of Long Island Sound Programs
79 Elm Street
Hartford, CT 06106-5127

Dear Mr. Thompson:

The U.S. Army Corps of Engineers (Corps), New York District (District), in cooperation with the Town of Greenwich is conducting a feasibility study to examine flood risk management measures along the Byram River within the Town of Greenwich, Fairfield County, CT and the Village of Port Chester, Westchester County, NY.

For some background, the District formulated a total of five flood risk management (FRM) alternatives for evaluation. One of the alternatives advanced, known as Alternative 5, was identified as the Tentatively Selected Plan (TSP).

The Tentatively Selected Plan (TSP) consists of replacing the two existing U.S. Route 1 bridges with two new bridges to improve the conveyance of the Byram River under the bridges. The existing U.S. Route 1 bridges are historic structures with low roadway profiles, large center piers, and shallow arches. The existing bridges would be replaced with two prestressed concrete box beam bridges, in the same location, that do not have center piers and have roadway profiles about three feet higher than the existing profile. The replacement would include the reuse of stone from the original bridges to mitigate the adverse effect to historic properties. The TSP will decrease the extent of the floodplain and reduce the water surface elevation behind the bridges during storm events, resulting in decreased risk of damages to surrounding structures.

A Draft Integrated Feasibility Report and Environmental Impact Statement (DIFR/EIS) documenting the alternatives analyzed and effects of the TSP was prepared and underwent a public and agency review from July 6, 2018 through August 20, 2018. The Notice of Availability of the DIFR/EIS was sent to your office on June 29, 2018 via email. We did not receive any comments from your agency.

Enclosed for your review is the DIFR/EIS. The DIFR/EIS contains the alternative analysis within the main report, a Coastal Zone Management Compliance Statement for applicable state and local policies (Refer to Appendix A.6-1 of the report), and preliminary plans for the TSP (refer to Appendix B4 of the report).

Waterfront Development Plan (Refer to Appendix A.6-2 of the report), and preliminary plans for the TSP (refer to Appendix B4 of the report).

Based on the District's analysis, the TSP will be undertaken in a manner consistent to the maximum extent practicable with applicable state and local policies. As such, the New York District requests concurrence with the District's consistency determination.

The District will continue to coordinate with your office. Should any questions arise during your review of the report, or if additional information is required, please contact Ms. Kimberly Rightler, Project Biologist at (917) 790-8722 or via email at kimberly.a.rightler@usace.army.mil.

Sincerely,

Peter Weppler
Chief, Environmental Analysis Branch

Enclosure

US Army Corps
of Engineers®
New York District

WESTCHESTER COUNTY STREAMS, BYRAM RIVER BASIN

FLOOD RISK MANAGEMENT FEASIBILITY STUDY

FAIRFIELD COUNTY, CONNECTICUT AND WESTCHESTER COUNTY, NEW YORK

FINAL INTEGRATED FEASIBILITY REPORT & ENVIRONMENTAL IMPACT STATEMENT

NOAA-Fisheries Coordination

DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS, NEW YORK DISTRICT
JACOB K. JAVITS FEDERAL BUILDING
26 FEDERAL PLAZA
NEW YORK, NEW YORK 10278-0090

Environmental Analysis Branch

March 5, 2019

Mr. Lou Chiarella
US Department of Commerce
National Oceanic and Atmospheric Administration
National Marine Fisheries Service
Greater Atlantic Fisheries Office
55 Republic Drive
Gloucester, Massachusetts 01930-2276

Dear Mr. Chiarella:

The U.S. Army Corps of Engineers (Corps), New York District (District), is in receipt of your September 11, 2018 (Enclosure) letter providing comments on the *Westchester County Streams, Byram River Basin Flood Risk Management Feasibility Study Draft Integrated Feasibility Report and Environmental Impact Statement (DIFR/DEIS)*, including Conservation Recommendations on the Essential Fish Habitat Assessment (EFH Assessment) (included as an appendix to the report).

The Corps' Feasibility-level studies are mandated to adhere to our SMART Planning processes and schedules. Through close collaboration between our offices, NMFS has concurred as an acceptable process by which to achieve and sustain compliance with statutes and regulations under your jurisdiction. Additionally, in support of NMFS feedback to the District regarding appropriate, efficient and effective coordination, the District has synchronized with NMFS to streamline analyses, as justified, on those studies less likely to accrue significant adverse impacts to resources under NMFS jurisdiction.

The District has included in our report and the EFH Assessment, best management practices (BMPs) intended to be protective of aquatic species under NMFS jurisdiction. Such BMPs include an in-water work restriction from 1 March to 30 June to protect anadromous fish, and the use of a coffer dam in order to minimize adverse impacts to water quality and potential adverse effects to protected species that might be utilizing the area during construction. Therefore, we concur with your conservation recommendation of adhering to an in-water work restriction from 1 March to 30 June to for anadromous fish and to employ sediment control technologies. In regards to your Conservation Recommendation related to submission of any vegetation restoration and monitoring plans for NMFS review, the District concurs and would submit any such plans to your agency during the Preconstruction Engineering and Design (PED) Phase of the project.

Based upon extensive surveys in the New York Bight (refer to reports located at: https://www.nan.usace.army.mil/Missions/Navigation/New-York-New-Jersey-

Harbor/Harbor-Program-Reports/), it would be unlikely that winter flounder would be migrating from their offshore population to their spawning grounds prior to mid-February, when temperatures fall to a point, consistently, where spawning activities are triggered. While this deduction is based in an extrapolation of the data from the New York Bight population to the Long Island Sound population, it is not without some rationale, or justification.

Therefore, the District is tentatively concurring with NMFS highly conservative conservation recommendation on winter flounder early life stage protections *"No in-water work from January 1 to May 31 to minimize adverse effects to winter flounder early life stages and their EFH. Work may occur within sealed cofferdams provided they are installed before January 1 and removed after June 30"*, so as to advance the study through its SMART Planning schedule. However, we intend to reinitiate consultation with NMFS during the PED phase of the project so as to fully evaluate the likelihood of adverse effects on early life stages of winter flounder in the project area of Byram River.

The District has completed its compliance obligations under the Fish Wildlife Coordination Act (FWCA), and has similarly completed its compliance obligations under the Endangered Species Act (ESA).

The District looks forward to our continued coordination with your office on this project as it moves forward. If you have any questions or need additional information, please do not hesitate to contact Kimberly Rightler, Project Biologist at (917) 790-8722 or Kimberly.a.rightler@usace.army.mil.

Sincerely,

Peter Weppler
Chief, Environmental Analysis Branch

Enclosure

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
GREATER ATLANTIC REGIONAL FISHERIES OFFICE
55 Great Republic Drive
Gloucester, MA 01930-2276

SEP 1 1 2018

Peter Weppler
Chief, Environmental Analysis Branch
U.S. Army Corps of Engineers
New York District
Jacob J. Javits Federal Building
26 Federal Plaza
New York, New York 10278-0090

RE: Westchester County Streams, Byram River Basin
Flood Risk Management Feasibility Study
Draft Integrated Feasibility Report and Environmental Impact Statement

Dear Mr. Weppler:

We have reviewed the June 2018 revised essential fish habitat (EFH) assessment for the Westchester County Streams, Byram River Basin Flood Risk Management Feasibility Study Draft Integrated Feasibility Report and Environmental Impact Statement (DIFR/DEIS). The study area is located in Fairfield County, Connecticut and Westchester County, New York. The tentatively selected plan involves removing two bridges on Route 1 that straddle the Byram River in Port Chester, NY and replacing them with new bridges at a higher elevation to allow more water to pass underneath. The plan also includes minor channel improvements to remove accumulated sediment.

Magnuson Stevens Fisheries Management and Conservation Act (MSA)

The area of the southern bridge has been designated as EFH for a number of federally managed species including Atlantic mackerel (*Scomber scombrus*), Atlantic herring (*Clupea harengus*), bluefish (*Pomatomus saltatrix*), black sea bass (*Centropristis striata*), clearnose skate (*Raja eglanteria*), cobia (*Rachycentron canadum*), king mackerel (*Scomberomorus cavalla*), little skate (*Leucoraja erinacea*), red hake (*Urophycis chuss*), scup (*Stenotomus chrysops*), Spanish mackerel (*Scomberomorus maculates*), summer flounder (*Paralichthys dentatus*), windowpane flounder (*Scophthalmus aquosus*), winter flounder (*Pseudopleuronectes americanus*), and winter skate (*Leucoraja ocellata*).

The MSA requires federal agencies to consult with us on project such as this that may affect EFH adversely. This process is guided by the requirements of our EFH regulation at 50 CFR 600.905, which mandates the preparation of EFH assessments, lists the required contents of EFH assessments, and generally outlines each agency's obligations in this consultation procedure.

The EFH final rule published in the Federal Register on January 17, 2002, defines an adverse effect as "any impact which reduces the quality and/or quantity of EFH" and further states that:

> An adverse effect may include direct or indirect physical, chemical, or biological alterations of the waters or substrate and loss of, or injury to, benthic organisms, prey species and their habitat, and other ecosystems components, if such modifications reduce the quality and/or quantity of EFH. Adverse effects to EFH may result from action occurring within EFH or outside EFH and may include site-specific or habitat-wide impacts, including individual, cumulative, or synergistic consequences of actions.

We have reviewed the EFH assessment for this project. The assessment adequately assesses some of the impacts of the project on EFH, and we agree that the use of time of year restrictions and "dry" coffer dams for the removal of existing bridge abutments and subsequent river bank restoration and stabilization may minimize temporary impacts to EFH. However, the EFH assessment did not evaluate a number of other activities proposed such as impacts from the installation of new bridge abutments. Although the abutments will be placed outside of the river channel it is not clear that this is equivalent to being placed outside of EFH (above mean high water). The alteration of 5,000 sf of river bottom from the placement of the abutments should have been more thoroughly evaluated and characterized, including all temporary and permanent impacts to the project area. The project activities related to river bank restoration and stabilization are also not clearly explained.

Because the EFH assessment does not fully evaluate all of the direct, indirect, individual and cumulative effects of all of the activities proposed, our EFH conservation recommendations are precautionary in nature. If additional information is provided to us to address the impacts not considered or not consider fully in the EFH assessment, we may be able to revise our EFH conservation recommendations. Our website at: www.greateratlantic.fisheries.gov.noaa.gov/habitat contains information on EFH, the descriptions of EFH for each species, guidance on the EFH consultation process including EFH assessments, and information relevant to our other mandates.

Impacts to EFH and other Aquatic Resources

Winter flounder

Winter flounder ingress to spawning areas within mid-Atlantic estuaries and rivers when water temperatures begin to decline in the fall. Tagging studies show that most return repeatedly to the same spawning grounds (Lobell 1939, Saila 1961, Grove 1982 in Collette and Klein-MacPhee 2002). Winter flounder typically spawn in the winter and early spring, although the exact timing is temperature dependent and thus varies with latitude (Able and Fahay 1998). Winter flounder have demersal eggs that sink and remain on the bottom until they hatch. After hatching, the larvae are initially planktonic, but following metamorphosis they assume an epibenthic existence. Winter flounder larvae are negatively buoyant (Pereira et al. 1999), and are typically more abundant near the bottom (Able and Fahay 1998). These life stages are less mobile and thus more likely to be adversely affected adversely by any impact to benthic habitat. The removal of the old bridges and construction of the new bridges, as well as the accompanying alteration of the river bottom, will result in a temporary, and potentially permanent, loss of winter flounder EFH.

Anadromous Fishes
Anadromous species such as river herring (alewife *Alosa pseudoharengus* and blueback herring *Alosa aestivalis*) may use the Byram River as a migratory pathway and as spawning, nursery and forage habitat. From the information available, it is unclear if spawning currently occurs within the river, but historical records indicate that alewife, blueback herring and gizzard shad (*Dorosoma cepedianum*) all used the Byram River as spawning, nursery and forage habitat. In the absence of data to suggest otherwise, our recommendations are based upon the assumption that these species continue to use the waterway

River herring spend most of their adult life at sea, but return to freshwater areas to spawn in the spring. Both species are believed to be repeat spawners, generally returning to their natal rivers (Collette and Klein-MacPhee 2002). Because landing statistics and the number of fish observed on annual spawning runs indicate a drastic decline in alewife and blueback herring populations throughout much of their range since the mid-1960s, river herring have been designated as a Species of Concern by NOAA. Species of Concern are those species about which we have concerns regarding status and threats, but for which insufficient information is available to indicate a need to list the species under the Endangered Species Act. We wish to draw proactive attention and conservation action to these species in order to preclude the need to list them in the future.

Buckel and Conover (1997) in Fahey et al. (1999) reports that diet items of juvenile bluefish include *Alosa* species such alewife and blueback herring. Juvenile *Alosa* species have also been identified as prey species for windowpane flounder and summer flounder in Steimle et al. (2000). As a result, activities that adversely affect the spawning success and the quality for the nursery habitat of these anadromous fish can adversely affect the EFH for juvenile bluefish, windowpane and summer flounder by reducing the availability of prey items.

Essential Fish Habitat Conservation Recommendations
Pursuant to Section 305 (b) (4) (A) of the MSA, our EFH conservation recommendations are as follows to minimize adverse effects to EFH for winter flounder, bluefish, windowpane, summer flounder and other federally managed species:

1. No in-water work from January 1 to May 31 to minimize adverse effects to winter flounder early life stages and their EFH. Work may occur within sealed cofferdams provided they are installed before January 1 and removed after June 30.

2. No in-water work from March 1 to June 30 of each year to minimize impacts to migrating diadromous species including river herring (alewife and blueback herring) and American eel. Work may occur within sealed cofferdams provided they are installed before January 1 and removed after June 30

3. If vegetation on the river bank will be restored, a restoration and monitoring plan be developed and provided to us for review.

4. BMPs such as sediment control measures should be employed to ensure turbidity is minimized in the water. We suggest incorporating appropriate measures found in our

National Marine Fisheries Service/Federal Highway Administration Best Management Practices Manual for Transportation Activities in the Greater Atlantic Region found on our website at: https://www.greateratlantic.fisheries.noaa.gov/habitat/efh/garfo-fhwa-bmp-manual-apr-2018.pdf.

Fish and Wildlife Coordination Act

Catadromous American eel (*Anguilla rostrata*) are known to use the Byram River as a migratory pathway and as nursery and forage habitat. American eel spawn in the Sargasso Sea and move as elvers into estuarine and freshwater habitats within coastal embayments. They inhabit these areas until they return to the sea through as adults. According to the 2012 benchmark stock assessment, the American eel population is depleted in U.S. waters. The stock is at or near historically low levels due to a combination of historical overfishing, habitat loss, food web alterations, predation, turbine mortality, environmental changes, toxins and contaminants, and disease (ASMFC 2012). We agree that Byram River is an important habitat for American eel and that the use of time of year restrictions and "dry" cofferdams may minimize project impacts to the species.

Endangered Species Act

Atlantic Sturgeon

Atlantic sturgeon could be present in the Byram River. The New York Bight, Chesapeake Bay, Carolina and South Atlantic Distinct Population Segments (DPS) of Atlantic sturgeon are endangered; the Gulf of Maine DPS is threatened. Adult and subadult Atlantic sturgeon originating from any of these DPSs could occur in the proposed project area. As young remain in their natal river/estuary until approximately age 2, and early life stages are not tolerant of saline waters, no eggs, larvae, or juvenile Atlantic sturgeon will occur within the Byram River.

Shortnose Sturgeon

Shortnose sturgeon could occur in the Byram River. Shortnose sturgeon are listed as endangered throughout their range. As early life stages are not tolerant of saline water, no eggs, larvae, or juvenile shortnose sturgeon will occur within the saline waters of the Byram River.

As project details develop, we recommend you consider the following effects of the project on Atlantic and shortnose sturgeon:

- For any impacts to habitat or conditions that temporarily render affected water bodies unsuitable for the above-mentioned species, consider the use of timing restrictions for in-water work.
- For activities that increase levels of suspended sediment, consider the use of silt management and/or soil erosion best practices (i.e., silt curtains and/or cofferdams).
- For activities that may affect underwater noise levels, consider the use of cushion blocks and other noise attenuating tools to avoid reaching noise levels that will cause injury or behavioral disturbance to sturgeon - see the table below for more information regarding noise criteria for injury/behavioral disturbance in sturgeon.

Organism	Injury	Behavioral Modification
Sturgeon	206 dB re 1 µPaPeak and 187 dB cSEL	150 dB re 1 µPaRMS

You will be responsible for determining whether the proposed action may affect listed species. If you determine that the proposed action may affect a listed species, you should submit your determination of effects, along with justification and a request for concurrence to the attention of the Section 7 Coordinator, NMFS, Greater Atlantic Regional Fisheries Office, Protected Resources Division, 55 Great Republic Drive, Gloucester, MA 01930 or nmfs.gar.esa.section7@noaa.gov. Please be aware that we have recently provided guidance and tools to assist action agencies with their description of the action and analysis of effects to support their determination on our website at: http://www.greateratlantic.fisheries.noaa.gov/section7. After receiving a complete, accurate comprehensive request for consultation, in accordance to the guidance and instructions on our website, we would then be able to conduct a consultation under section 7 of the ESA. Should project plans change or new information become available that changes the basis for this determination, further coordination should be pursued. If you have any questions regarding these comments, please contact Edith Carson-Supino (978-282-8490; edith.carson-supino@noaa.gov).

We look forward to our continued coordination with your office on this project as it moves forward. If you have any questions or need additional information, please do not hesitate to contact Ursula Howson of our Highlands, NJ field office at ursula.howson@noaa.gov or (732) 872-3116.

Sincerely,

Louis A. Chiarella,
Assistant Regional Administrator
for Habitat Conservation

PRD – E. Carson-Supino
USFWS – S. Sinkevich
NOAA NEPA
ACOE: R. Salim, K. Rightler

Literature Cited

Able, K.W. and M.P. Fahay. 1998. The First Year in the Life of Estuarine Fishes of the Middle Atlantic Bight. Rutgers University Press. New Brunswick, NJ

Atlantic States Marine Fisheries Commission. 2007. Species Profile: shad and river herring: Atlantic states seek to improve knowledge of stock status and protect populations coast wide. www.asmfc.org. Washington, DC.

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US Army Corps
of Engineers®
New York District

WESTCHESTER COUNTY STREAMS, BYRAM RIVER BASIN

FLOOD RISK MANAGEMENT FEASIBILITY STUDY

FAIRFIELD COUNTY, CONNECTICUT AND WESTCHESTER COUNTY, NEW YORK

FINAL INTEGRATED FEASIBILITY REPORT & ENVIRONMENTAL IMPACT STATEMENT

DOI Comment Letter

United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
15 State Street – 8th Floor
Boston, Massachusetts 02109-3572

August 20, 2018

9043.1
ER 18/0314

Ms. Kimberly Rightler
U.S. Army Corps of Engineers, New York District
Planning Division- Environmental Branch
Jacob J. Javits Federal Building
26 Federal Plaza
New York, New York 10278-0090

Subject: Draft Environmental Impact Statement (DEIS)
Byram River Flood Risk Management Project
Fairfield County, Connecticut and Westchester County, New York

Dear Ms. Rightler:

The U.S. Department of the Interior (Department) has reviewed the Draft Environmental Impact Statement (DEIS) for the Byram River Flood Risk Management Project, Fairfield County, Connecticut and Westchester County, New York. The Department has no comment on the DEIS.

Thank you for the opportunity to review and comment on the DEIS. Please contact me at (617) 223-8565 if I can be of assistance.

Sincerely,

Andrew L. Raddant
Regional Environmental Officer

US Army Corps of Engineers®
New York District

WESTCHESTER COUNTY STREAMS, BYRAM RIVER BASIN

FLOOD RISK MANAGEMENT FEASIBILITY STUDY

FAIRFIELD COUNTY, CONNECTICUT AND WESTCHESTER COUNTY, NEW YORK

FINAL INTEGRATED FEASIBILITY REPORT & ENVIRONMENTAL IMPACT STATEMENT

EPA Comment Letter

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 1
5 POST OFFICE SQUARE, SUITE 100
BOSTON, MA 02109-3912

August 16, 2018

U.S. Army Corps of Engineers, New York District
Planning Division- Environmental Branch (Attn: Ms. Kimberly Rightler)
Jacob J. Javits Federal Building
26 Federal Plaza
New York, New York 10278-0090

RE: Westchester County Streams, Byram River Basin Flood Risk Management Feasibility Study Fairfield County, Connecticut and Westchester County, New York Draft Integrated Feasibility Report & Environmental Impact Statement, CEQ# 20180152

Dear Ms. Rightler:

In accordance with our responsibilities under the National Environmental Policy Act (NEPA), and Section 309 of the Clean Air Act, we have reviewed the U.S. Army Corps of Engineers' (USACE) June 2018 Draft Integrated Feasibility Report & Environmental Impact Statement (DEIS) for the Westchester County Streams, Byram River Basin Flood Risk Management Feasibility Study Fairfield County, Connecticut And Westchester County, New York.

According to the DEIS, the USACE prepared the flood risk management study in conjunction with the Town of Greenwich, Connecticut to develop alternatives to manage and reduce the risk of damage "…caused by frequent fluvial flooding." The DEIS documents flooding in the Byram River that is worsened by the geometry of two existing bridges along Route 1 over the river. The bridges constrain flows leading to increases in surface water elevations upstream—particularly in the Pemberwick neighborhood in Greenwich, Connecticut. Historical flood damage is well documented in the DEIS.

The DEIS considered structural and non-structural solutions to the flooding problems including "…levees, floodwalls, bridge removals and replacements, wet and dry floodproofing, structure elevations, buyouts of properties, and localized ringwalls." Based on the evaluation of these solutions the USACE determined that removal and replacement of the two Route 1 bridges would remove flow restrictions that contribute to upstream flooding. The DEIS documents that the environmental impacts associated with the sequenced removal and replacement of both bridges can be managed with effective mitigation. We concur with that finding.

The DEIS provides a good foundation for future decision-making regarding solutions to the flooding problem. However, based on our review, additional information could be provided to more fully explain whether river sediment in the project area is contaminated. If pollutants are present, we recommend that the FEIS describe mitigative measures designed to address and

control the release of contaminants, including proper disposal of any contaminated sediments captured by proposed turbidity/silt curtains, treatment of dewatering discharges, etc.

We have rated the DEIS "LO-1" (Lack of Objections--Adequate) in accordance with EPA's national rating system, a description of which is enclosed. EPA supports the USACE efforts to reduce the extent of flooding in the study area and we plan to remain involved in the NEPA and subsequent permitting phases of the project as appropriate. When the FEIS is released for public review, please forward one copy to me at the address above (mail code: OEP 06-3). If you have any questions regarding our comments please contact me at 617-918-1025.

Sincerely,

Timothy L. Timmermann, Director
Office of Environmental Review

enclosure

Summary of Rating Definitions and Follow-up Action

Environmental Impact of the Action

LO--Lack of Objections
The EPA review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

EC--Environmental Concerns
The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce the environmental impact. EPA would like to work with the lead agency to reduce these impacts.

EO--Environmental Objections
The EPA review has identified significant environmental impacts that must be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

EU--Environmentally Unsatisfactory
The EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potentially unsatisfactory impacts are not corrected at the final EIS stage, this proposal will be recommended for referral to the CEQ.

Adequacy of the Impact Statement

Category 1--Adequate
EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis or data collection is necessary, but the reviewer may suggest the addition of clarifying language or information.

Category 2--Insufficient Information
The draft EIS does not contain sufficient information for EPA to fully assess environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analyzed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses, or discussion should be included in the final EIS.

Category 3--Inadequate
EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analyzed in the draft EIS, which should be analyzed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data, analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the NEPA and/or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

US Army Corps
of Engineers®
New York District

WESTCHESTER COUNTY STREAMS, BYRAM RIVER BASIN

FLOOD RISK MANAGEMENT FEASIBILITY STUDY

FAIRFIELD COUNTY, CONNECTICUT AND WESTCHESTER COUNTY, NEW YORK

FINAL INTEGRATED FEASIBILITY REPORT & ENVIRONMENTAL IMPACT STATEMENT

Federal Highway Administration Coordination

U.S. Department of Transportation
Federal Highway Administration

Connecticut Division

628-2 Hebron Avenue
Suite 303
Glastonbury, CT 06033
860-659-6703
860-659-6724
Connecticut.FHWA@dot.gov

April 18, 2018

In Reply Refer To:
HEO-CT

Ms. Kimberly Rightler
Project Biologist
U.S. Army Corps of Engineers
Jacob K. Javits Federal Building
26 Federal Plaza
New York, New York 10278-0090

Dear Ms. Rightler:

The Federal Highway Administration (FHWA) Connecticut Division received your letter dated March 23, 2018 inviting FHWA to become a cooperating or participating agency for the Environmental Impact Statement to examine flood risk management measures along the Byram River within the Town of Greenwich, CT and the Village of Port Chester, NY.

The FHWA Connecticut and New York Division Offices reviewed your request jointly, and while we do appreciate the invitation, we have decided to decline the offer to become a cooperating or participating agency. We do not expect the proposed undertaking to require specific action by FHWA, nor are we aware of any Title 23 (surface transportation) funds programmed for the proposed undertaking. While we do have special expertise with respect to the highway system, the scope of work you are proposing would normally be overseen by the state DOT owner/operator (in this case, the New York State Department of Transportation) and not FHWA.

For these reasons, the FHWA is hereby declining your invitation to become a cooperating or participating agency.

If you have any questions please do not hesitate to contact me at 860-494-7577 or christopher.hansen@dot.gov.

Sincerely yours,

CHRISTOPHER P HANSEN

Digitally signed by CHRISTOPHER P HANSEN
DN: c=US, o=U.S. Government, ou=FHWA FHWAGlastonburyCT, ou=DOT FHWAGlastonburyCT, cn=CHRISTOPHER P HANSEN
Date: 2018.04.18 15:42:33 -04'00'

Chris Hansen
Acting Team Leader for Planning, Environment, and Research

cc: Sara Gross (FHWA New York Division)

From:	Rightler, Kimberly CIV USARMY CENAN (US)
To:	"Hansen, Christopher (FHWA)"
Cc:	Gross, Sara (FHWA); FHWA, Connecticut (FHWA); Brighton, Nancy J CIV USARMY CENAN (US)
Subject:	RE: Cooperating/Participating Agency Invitation for Byram River EIS
Date:	Thursday, April 19, 2018 8:43:00 AM

Good Morning Mr. Hansen,

I'm confirming receipt of your letter declining our invitation to become a cooperating agency. We appreciate your quick response. We will send you a notice of availability when we initiate the 45 day public/agency review period for the Draft Feasibility Report/Environmental Impact Statement to give you an opportunity to comment on the report.

Thank You,
Kimberly Rightler
Project Biologist
917-790-8722

U.S. Army Corps of Engineers, New York District
26 Federal Plaza
Rm 2146
New York, NY 10278

-----Original Message-----
From: Hansen, Christopher (FHWA) [mailto:christopher.hansen@dot.gov]
Sent: Wednesday, April 18, 2018 3:50 PM
To: Rightler, Kimberly CIV USARMY CENAN (US) <Kimberly.A.Rightler@usace.army.mil>
Cc: Gross, Sara (FHWA) <sara.gross@dot.gov>; FHWA, Connecticut (FHWA) <Connecticut.FHWA@dot.gov>
Subject: [Non-DoD Source] Cooperating/Participating Agency Invitation for Byram River EIS

Ms. Rightler,

Please see attached for FHWA's response to the invitation to become a cooperating or participating agency for the EIS to examine flood risk management measures along the Byram River within the Town of Greenwich, CT and the Village of Port Chester, NY.

Thank you,

Chris Hansen

Acting Team Leader for Planning, Research, and Environment

Federal Highway Administration

628-2 Hebron Avenue, Suite 303

Glastonbury, CT 06033

860.494.7577

christopher.hansen@dot.gov <mailto:christopher.hansen@dot.gov>

DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS, NEW YORK DISTRICT
JACOB K. JAVITS FEDERAL BUILDING
26 FEDERAL PLAZA
NEW YORK NEW YORK 10278-0090

March 23, 2018

Planning Division

Mr. Michael Canavan
New York Division Office
Federal Highway Administration
Leo W. O'Brien Federal Building
Room 719
11A Clinton Avenue
Albany, NY 12207

Dear Mr. Canavan:

The U.S. Army Corps of Engineers (Corps), New York District (District), in cooperation with the Town of Greenwich is conducting a feasibility study to examine flood risk management measures along the Byram River within the Town of Greenwich, CT and the Village of Port Chester, NY.

For some background, the District formulated a total of five flood risk management (FRM) alternatives for evaluation. A preliminary screening analysis identified two alternatives to be advanced for further evaluation. One of the alternatives advanced, known as Alternative 5, includes the removal and replacement of the Route 1 bridge decks within the Byram Circle in the Town of Greenwich. The bridges are owned by the New York Department of Transportation and the District has been closely coordinating with them throughout the feasibility phase.

A Notice of Intent to prepare an Environmental Impact Statement was published in November 22, 2017 and a National Environmental Policy Act (NEPA) Scoping Meeting was held on November 16, 2018. In addition, there was a 30 day NEPA Scoping Period from November 16, 2018 through December 15, 2018. As part of the NEPA Scoping, Scoping Document was prepared and is enclosed for your information (Encl. 1). Subsequent of the NEPA Scoping Period, further analysis identified Alternative 5 as the Tentatively Selected Plan which is plan with the highest net benefits.

As part of the environmental review process for this project, the lead agencies must identify, as early as practicable, any other Federal and non-Federal agencies that may have an interest in the project, and invite such agencies to become participating agencies in the environmental review process.[1]

Because Route 1 is a U.S. highway, this letter serves as an invitation for your agency to participate in the feasibility study as a Cooperating Agency in accordance with the Council of Environmental Quality (CEQ) final implementing regulations for NEPA (40 C.F.R.§1501.16 and §1508.5). Should your agency

choose to assume cooperating status, your agency's specific responsibilities as a cooperating agency will include:

- Attendance at and input during agency coordination meetings
- Comment and feedback on the EIS schedule, overall scope of the document, significant issues to be evaluated in the EIS, environmental impacts, study and assessment methodologies, range of alternatives and proposed compensatory mitigation, if applicable
- Guidance on relevant technical studies required as part of the EIS
- Identification of issues related to your agency's jurisdiction by law and special expertise
- Participation, as appropriate, at public meetings and hearings
- Timely review of the administrative and public drafts of the Draft Integrated Feasibility Report(IFR)/EIS and Final IFR/EIS;
- Providing staff support at the lead agency's request to enhance the latter's interdisciplinary capability.

As part of the feasibility study, the District is preparing an integrated Feasibility Report and Environmental Impact Statement (EIS) pursuant to NEPA, as amended. The integrated Feasibility Report and EIS will summarize the Corps' planning and evaluation process, FRM alternatives evaluated and the environmental impacts associated with the Tentatively Selected Plan. The Draft integrated Feasibility Report and EIS is scheduled to be released for public and agency review in June 2018.

As a cooperating agency, you have the right to expect that the NEPA document will enable you to discharge your jurisdictional responsibilities. Likewise, you have the obligation to tell us if, at any point in the process, your agency's requirements are not being met. We expect that, at the end of the NEPA process, the EIS will satisfy your NEPA requirements including those related to project alternatives, environmental consequences and mitigation.

Your agency does not have to accept this invitation to be a cooperating agency or a participating agency. If, however, you elect not to become either a cooperating agency or participating agency, you must decline this invitation in writing, indicating that your agency has no jurisdiction or authority with respect to the project, no expertise or information relevant to the project, and does not intend to submit comments on the project. The declination may be transmitted electronically to Ms. Kimberly Rightler, Project Biologist at kimberly.a.rightler@usace.army.mil.

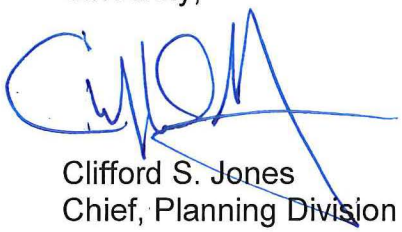
In order to give your agency adequate opportunity to weigh the relevance of your

[1] Designation as a "participation agency" does not imply that the participating agency supports the proposed project or has any jurisdiction over, or special expertise concerning the proposed project or its potential impacts. A "participating agency" differs from a "cooperating agency," which is defined in regulations implementing the National Environmental Policy Act as "any Federal agency other than a lead agency which has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposal (or a reasonable alternative) for legislation or other major Federal action significantly affecting the quality of the human environment." 40 CFR 4 - 1508.5.

participation as either a cooperating agency or a participating agency or both in this environmental review process, written response to this invitation is not due until April 20, 2018. Please be aware that we have also sent this request to your counterpart, Ms. Amy Jackson-Grove, at the Connecticut Division of your agency.

We look forward to your response to this request and your role as a cooperating or participating agency on this study. If you have questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact Ms. Kimberly Rightler at (917) 790-8722 or email above.

Sincerely,



Clifford S. Jones
Chief, Planning Division

Encls.

Cc: A. Jackson-Grove, Connecticut Division Office, FHA

DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS, NEW YORK DISTRICT
JACOB K. JAVITS FEDERAL BUILDING
26 FEDERAL PLAZA
NEW YORK NEW YORK 10278-0090

March 23, 2018

Planning Division

Ms. Amy Jackson-Grove
Connecticut Division Office
Federal Highway Administration
628-2 Hebron Avenue
Suite 303
Glastonbury, CT 06033

Dear Ms. Jackson-Grove:

The U.S. Army Corps of Engineers (Corps), New York District (District), in cooperation with the Town of Greenwich is conducting a feasibility study to examine flood risk management measures along the Byram River within the Town of Greenwich, CT and the Village of Port Chester, NY.

For some background, the District formulated a total of five flood risk management (FRM) alternatives for evaluation. A preliminary screening analysis identified two alternatives to be advanced for further evaluation. One of the alternatives advanced, known as Alternative 5, includes the removal and replacement of the Route 1 bridge decks within the Byram Circle in the Town of Greenwich. The bridges are owned by the New York Department of Transportation and the District has been closely coordinating with them throughout the feasibility phase.

A Notice of Intent to prepare an Environmental Impact Statement was published in November 22, 2017 and a National Environmental Policy Act (NEPA) Scoping Meeting was held on November 16, 2018. In addition, there was a 30 day NEPA Scoping Period from November 16, 2018 through December 15, 2018. As part of the NEPA Scoping, Scoping Document was prepared and is enclosed for your information (Encl. 1). Subsequent of the NEPA Scoping Meeting, further analysis identified Alternative 5 as the Tentatively Selected Plan which is plan with the highest net benefits.

As part of the environmental review process for this project, the lead agencies must identify, as early as practicable, any other Federal and non-Federal agencies that may have an interest in the project, and invite such agencies to become participating agencies in the environmental review process.[1]

Because Route 1 is a U.S. highway, this letter serves as an invitation for your agency to participate in the feasibility study as a Cooperating Agency in accordance with the Council of Environmental Quality (CEQ) final implementing regulations for NEPA (40 C.F.R.§1501.16 and §1508.5). Should your agency choose to assume cooperating status, your agency's specific responsibilities as a

cooperating agency will include:

- Attendance at and input during agency coordination meetings
- Comment and feedback on the EIS schedule, overall scope of the document, significant issues to be evaluated in the EIS, environmental impacts, study and assessment methodologies, range of alternatives and proposed compensatory mitigation, if applicable
- Guidance on relevant technical studies required as part of the EIS
- Identification of issues related to your agency's jurisdiction by law and special expertise
- Participation, as appropriate, at public meetings and hearings
- Timely review of the administrative and public drafts of the Draft Integrated Feasibility Report(IFR)/EIS and Final IFR/EIS;
- Providing staff support at the lead agency's request to enhance the latter's interdisciplinary capability.

As part of the feasibility study, the District is preparing an integrated Feasibility Report and Environmental Impact Statement (EIS) pursuant to NEPA, as amended. The integrated Feasibility Report and EIS will summarize the Corps' planning and evaluation process, FRM alternatives evaluated and the environmental impacts associated with the Tentatively Selected Plan. The Draft integrated Feasibility Report and EIS is scheduled to be released for public and agency review in June 2018.

As a cooperating agency, you have the right to expect that the NEPA document will enable you to discharge your jurisdictional responsibilities. Likewise, you have the obligation to tell us if, at any point in the process, your agency's requirements are not being met. We expect that, at the end of the NEPA process, the EIS will satisfy your NEPA requirements including those related to project alternatives, environmental consequences and mitigation.

Your agency does not have to accept this invitation to be a cooperating agency or a participating agency. If, however, you elect not to become either a cooperating agency or participating agency, you must decline this invitation in writing, indicating that your agency has no jurisdiction or authority with respect to the project, no expertise or information relevant to the project, and does not intend to submit comments on the project. The declination may be transmitted electronically to Ms. Kimberly Rightler, Project Biologist at kimberly.a.rightler@usace.army.mil.

In order to give your agency adequate opportunity to weigh the relevance of your participation as either a cooperating agency or a participating agency or both in this

[1] Designation as a "participation agency" does not imply that the participating agency supports the proposed project or has any jurisdiction over, or special expertise concerning the proposed project or its potential impacts. A "participating agency" differs from a "cooperating agency," which is defined in regulations implementing the National Environmental Policy Act as "any Federal agency other than a lead agency which has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposal (or a reasonable alternative) for legislation or other major Federal action significantly affecting the quality of the human environment." 40 CFR 4 - 1508.5.

environmental review process, written response to this invitation is not due until April 20, 2018. Please be aware that we have also sent this request to your counterpart, Mr. Michael Canavan, at the New York Division of your agency.

We look forward to your response to this request and your role as a cooperating or participating agency on this study. If you have questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact Ms. Kimberly Rightler at (917) 790-8722 or email above.

Sincerely,

Clifford S. Jones
Chief, Planning Division

Encl.

Cc: M. Canavan, New York Division Office, FHA

US Army Corps
of Engineers®
New York District

WESTCHESTER COUNTY STREAMS, BYRAM RIVER BASIN

FLOOD RISK MANAGEMENT FEASIBILITY STUDY

FAIRFIELD COUNTY, CONNECTICUT AND WESTCHESTER COUNTY, NEW YORK

FINAL INTEGRATED FEASIBILITY REPORT & ENVIRONMENTAL IMPACT STATEMENT

CT SHPO Coordination

DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS, NEW YORK DISTRICT
JACOB K. JAVITS FEDERAL BUILDING
26 FEDERAL PLAZA
NEW YORK NEW YORK 10278-0090

July 18, 2019

Planning Division

Catherine Labadia
Deputy State Historic Preservation Officer
State Historic Preservation Office
Department of Economic and Community Development
One Constitution Plaza
Hartford, Connecticut 06103

Dear Ms.Labadia;

The U.S. Army Corps of Engineers, New York District (Corps) has prepared the Westchester County Streams, Byram River Basin Flood Risk Management Feasibility Study, Fairfield County, Connecticut, and Westchester County, New York, Final Integrated Feasibility Report and Environmental Impact Statement. The study looked at a variety of alternatives for flood risk reduction along the Byram River in the Town of Greenwich and the Village of Port Chester. The cultural resources investigation completed for this study consisted of the review of the previous surveys at the Connecticut State Museum and State Historic Preservation Office as well as a review of the New York State Historic Preservation Office Cultural Resources Information System.

The proposed plan includes the removal and replacement of the two bridges crossing the Byram River, collectively known as the Route 1 Bridges or individually as the West Putnam Avenue and the Hillside Avenue Bridges. Both bridges are owned by the New York State Department of Transportation. The bridges would be replaced with two bridges, each with a single span at a higher elevation. The Area of Potential Effect (APE) includes the footprint of the bridge removal and replacement, associated channel modification to accommodate the new bridge spans, approaches to and from the bridges and staging areas, which have not been identified (Enclosure 1).

Within the APE, there are several historic properties. In Connecticut, the Thomas Lyon House is located to the east of the West Putnam Avenue Bridge. In New York, in addition to the two bridges, the William James Memorial Park and Pumphouse is also eligible for the National Register of Historic Places (see Enclosure 1). It is not anticipated that archaeological sites, other than those related to the construction of the bridges, will be identified because the construction of the bridges as well as later roadway re-alignment would have likely disturbed or destroyed archaeological sites within the APE.

The proposed plan will have an adverse effect on historic properties, the Route 1 Bridges. Based on current plans, the proposed plan will have limited re-grading of the street in front of both the William James Memorial Park and Pumphouse and the

Thomas Lyon House and is not anticipated to have an adverse effect on these properties.

The Corps prepared a preliminary draft Memorandum of Agreement (MOA) which stipulates the activities the Corps will undertake to address the adverse effects identified above (see Enclosure 1, Appendix B). The preliminary draft Memorandum of Agreement was included in the draft integrated feasibility report and environmental impact statement as part of its public review and the identification of historic properties and determination of adverse effects was included in the public meeting held during the review period. Public comments were received as part of the review related to the public's ability to review the bridge design when developed and consideration of the rehabilitation of the Thomas Lyon House and William James Memorial Park and Pumphouse as mitigation for the removal of the bridges (Enclosure 2). Currently, the draft MOA proposes documentation of the bridges, the development of a context of the Works Progress Administration in New York, and the reuse of original or compatible material in the new bridge design for aesthetics.

This information and the draft MOA is being sent to the New York State Historic Preservation Office, New York State Department of Transportation, the Delaware Nation, Delaware Tribe, the Stockbridge-Munsee Community, the Mashantucket Pequot Tribe, the Mohegan Tribe, the Port Chester Historical Society, the Westchester County Historical Society and the Greenwich Historical Society for final comments. The New York State Department of Transportation will be invited to be a signatory to the MOA.

Please review the enclosed documents and provide comments in accordance with 36 CFR Part 800.6. Any comments received will be incorporated into the agreement, which will then be circulated for execution. If you have any questions or need additional information, please contact Nancy J. Brighton at Nancy.J.Brighton@usace.army.mil or 202-761-4618. Thank you for your assistance with this project.

Sincerely,

Peter Weppler
Chief, Environmental Analysis Branch

Enclosures

DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS, NEW YORK DISTRICT
JACOB K. JAVITS FEDERAL BUILDING
26 FEDERAL PLAZA
NEW YORK NY 10278-0090

August 5, 2015

Planning Division
Environmental Analysis Branch

Daniel Forrest
Director of Arts and Historic Preservation
State Historic Preservation Officer
One Constitution Plaza
Hartford, Connecticut 06103

Dear Mr. Forrest;

The U.S. Army Corps of Engineers, New York District (District) is developing a flood risk management feasibility study for the portion of the Byram River located in Fairfield County, Connecticut, and Westchester County, New York (Attachment 1). The current study was authorized in 2007 as part of a larger Westchester County streams study area that included the Byram River Basin. A previous feasibility study was completed in 1977, but the project was never constructed. The current study will examine the project proposed in 1977 as well as determine if there are other alternatives for flood risk management along the river.

The Area of Potential Effect (APE) currently extends from the New York-Connecticut border and the US Route 1/West Point Avenue Bridge at the southern end to the intersection of Bailiwick and Riversville Roads to the north (Attachment 2). The District has initiated a cultural resources study to 1) provide an historic context for the APE; 2) identify known historic properties; 3) assess archaeological sensitivity; and 4) locate above-ground features that have not been previously identified but are potentially eligible for the National Register of Historic Places (Attachment 3). The cultural resources study utilized reviews of site files and documentation from both New York and Connecticut as well as a field reconnaissance of the APE. Phone interviews with residents who were identified as having knowledge of local history were also conducted.

The study identified a number of resources that are listed on the National Register, or have been determined to be eligible for listing, or have the potential to be eligible. These include six bridges, the Glenville Historic District, the New Mill and Depot/American Felt Company, the Glenville School, the Thomas Lyon House, the Byram School, the remains of the Byram River Beagle Club, dams associated with industries once located along the rivers and retaining walls and other structures lining the river. The study also noted areas along the river that are archaeologically sensitive, recommending a archaeological survey to include shovels tests as well as possibly deep-testing (see Attachment 3).

Although the study references two alternatives, the District is developing other alternatives to include a non-structural alternatives that might involve house-raising, wet and dry flood-proofing and acquisitions. Once it has developed its suite of alternatives, the District will assess all of the

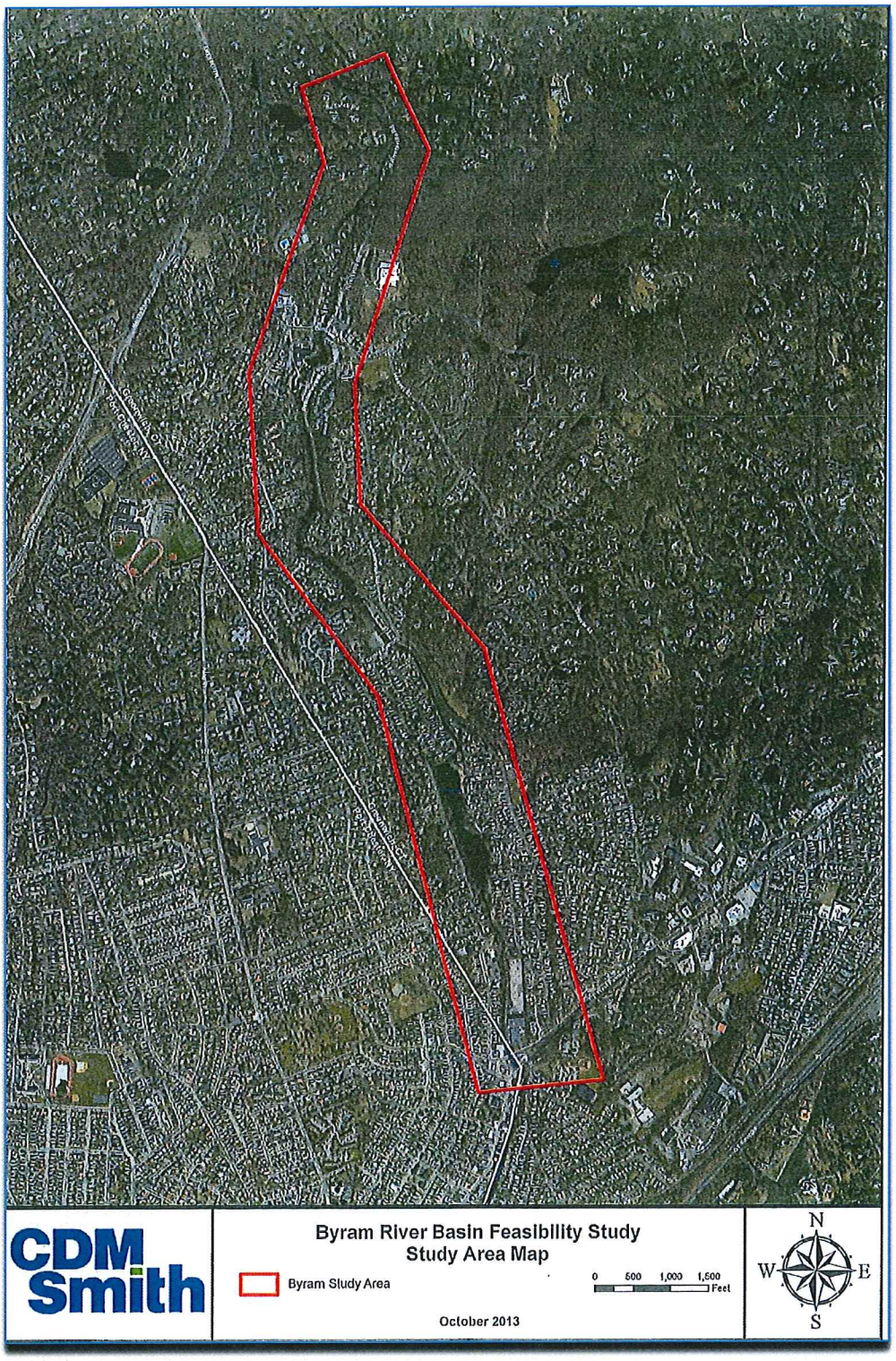
alternatives for their effect on historic properties, which will be coordinated with your office as well as the public. To date, there have been several general public meetings held jointly by the Town of Greenwich and the District to present the ongoing flood risk management study and potential alternatives.

Please review the attached study and provide comments or questions regarding the identification of resources or the recommendations for additional archaeological survey. If you have any questions or need additional information, please contact Nancy J. Brighton at (917) 790-8703 or Nancy.J.Brighton@usace.army.mil. Thank you for your assistance.

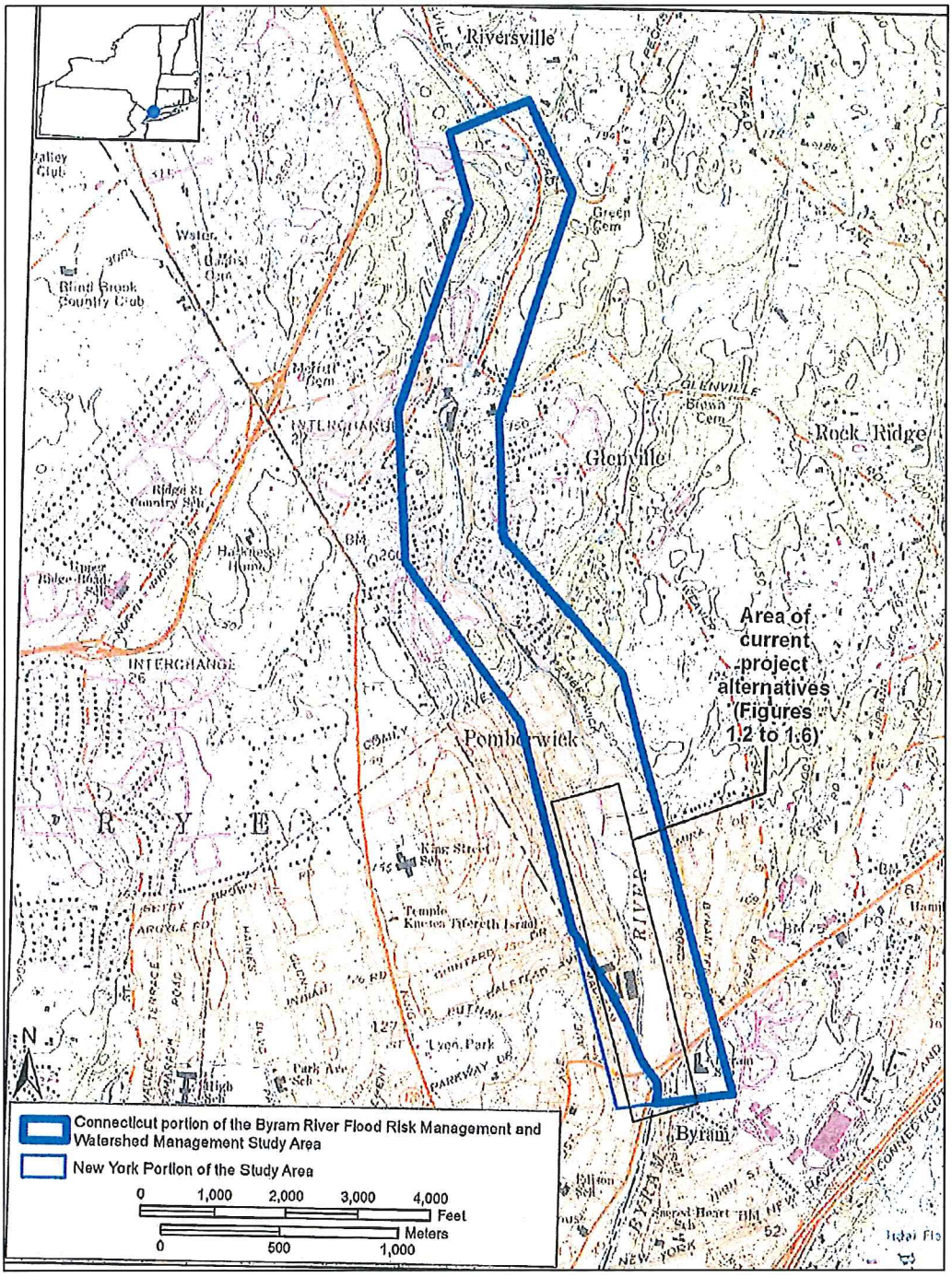
Sincerely,

Peter Weppler
Chief, Environmental Analysis Branch

Attachments



Attachment 1: Byram River Basin Feasibility Study Area



Attachment 2: Area of Potential Effect, Byram River Basin Feasibility Study Area

Department of Economic and Community Development

Connecticut
still revolutionary

State Historic Preservation Office

One Constitution Plaza | Hartford, CT 06103 | 860.256.2800 | Cultureandtourism.org

PROJECT REVIEW COVER FORM

1. This information relates to a previously submitted project. ☐ You do not need to complete the rest of the form if you have been previously issued a SHPO Project Number. Please attach information to this form and submit

SHPO Project Number _____
(Not all previously submitted projects will have project numbers)

Project Address TOWN OF GREENWICH, FAIRFIELD COUNTY, CONNECTICUT
(Street Address and City or Town)

2. This is a new Project. ☑ If you have checked this box, it is necessary to complete ALL entries on this form .

Project Name PHASE IA CULTURAL RESOURCES INVESTIGATION, BYRAM RIVER

Project Location US RT. 1/WEST PUTNAM AVE & BALLWICK & RIVERSVILLE ROADS
Include street number, street name, and or Route Number. If no street address exists give closest intersection.

City or Town TOWN OF GREENWICH
In addition to the village or hamlet name (if appropriate), the municipality must be included here.

County FAIRFIELD
If the undertaking includes multiple addresses, please attach a list to this form.

Date of Construction (for existing structures) N/A

PROJECT DESCRIPTION SUMMARY (include full description in attachment):
FLOOD RISK MANAGEMENT ALTERNATIVES FOR BYRAM RIVER W/IN THE TOWN OF GREENWICH.

TYPE OF REVIEW REQUESTED

a. Does this undertaking involve funding or permit approval from a State or Federal Agency?

☑ Yes ☐ No

Agency Name/Contact	Type of Permit/Approval	State	Federal
USARMY CORPS OF ENG, NY DISTRICT	SECTION 106 REVIEW	☐	☑
		☐	☐
		☐	☐

	Yes	No
b. Have you consulted the SHPO and UCONN Dodd Center files to determine the presence or absence of previously identified cultural resources within or adjacent to the project area?	☑	☐
If yes: Was the project site wholly or partially located within an identified archeologically sensitive area?	☑	☐
Does the project site involve or is it substantially contiguous to a property listed or recommended for listing in the CT State or National Registers of Historic Places?	☑	☐
Does the project involve the rehabilitation, renovation, relocation, demolition or addition to any building or structure that is 50 years old or older?	☑	☐

Department of Economic and Community Development

Connecticut
still revolutionary

State Historic Preservation Office

One Constitution Plaza | Hartford, CT 06103 | 860.256.2800 | Cultureandtourism.org

PROJECT REVIEW COVER FORM

The Historic Preservation Review Process in Connecticut Cultural Resource Review under the National Historic Preservation Act – Section 106 http://www.achp.gov/106summary.html involves providing technical guidance and professional advice on the potential impact of publicly funded, assisted, licensed or permitted projects on the state's historic, architectural and archaeological resources. This responsibility of the State Historic Preservation Office (SHPO) is discharged in two steps: (1) identification of significant historic, architectural and archaeological resources; and (2) advisory assistance to promote compatibility between new development and preservation of the state's cultural heritage.

Project review is conducted in two stages. First, the SHPO assesses affected properties to determine whether or not they are listed or eligible for listing in the Connecticut State or National Registers of Historic Places. If so, it is deemed "historic" and worthy of protection and the second stage of review is undertaken. The project is reviewed to evaluate its impact on the properties significant materials and character. Where adverse effects are identified, alternatives are explored to avoid, or reduce project impacts; where this is unsuccessful, mitigation measures are developed and formal agreement documents are prepared stipulating these measures. For more information and guidance, please see our website at: http://www.cultureandtourism.org/cct/cwp/view.asp?a=3933&q=293820

ALL PROJECTS SUBMITTED FOR REVIEW MUST INCLUDE THE FOLLOWING MATERIALS*:

☑ **PROJECT DESCRIPTION** Please attach a full description of the work that will be undertaken as a result of this project. Portions of environmental statements or project applications may be included. The project boundary of the project should be clearly defined** SEE ATTACHED REPORT. (PAN AMERICAN 2015) CONSULTANTS

☐ **PROJECT MAP** This should include the precise location of the project – preferably a clear color image showing the nearest streets or roadways as well as all portions of the project. Tax maps, Sanborn maps and USGS quadrangle maps are all acceptable, but Bing and Google Earth are also accepted if the information provided is clear and well labeled. The project boundary should be clearly defined on the map and affected legal parcels should be identified. SEE ATTACHED REPORT (PAN AMERICAN 2015) CONSULTANTS

☐ **PHOTOGRAPHS** Clear, current images of the property should be submitted. Black and white photocopies will not be accepted. Include images of the areas where the proposed work will take place. May require: exterior elevations, detailed photos of elements to be repaired/replaced (windows, doors, porches, etc.) All photos should be clearly labeled. (SEE ATTACHED REPORT.)

For Existing Structures	Yes	N/A	Comments
Property Card	☐	☑	Greenwich not online
For New Construction	**Yes**	**N/A**	**Comments**
Project plans or limits of construction (if available)	☐	☑	Proj Plans/Alts not developed
If project is located in a Historic District include renderings or elevation drawings of the proposed structure	☐	☑	
Soils Maps http://websoilsurvey.nrcs.usda.gov/app/HomePage.htm	☑	☐	Attached Reports
Historic Maps http://magic.lib.uconn.edu/	☑	☐	Attached Report
For non-building-related projects (dams, culverts, bridge repair, etc)	**Yes**	**N/S**	**Comments**
Property Card	☐	☑	Greenwich not online
Soils Map (see above)	☑	☐	
Historic Maps (see above)	☑	☐	See Attached Report

PROJECT CONTACT

Name Nancy Brighton Title Supv. Archaeologist
Firm/Agency US Army Corps of Engineers, New York District
Address Rm 2151 26 FEDERAL PLAZA
City New York State NY Zip 10278
Phone 917 790 8703 Cell Fax 212 264 0961
Email Nancy.J.Brighton@usace.army.mil.

*Note that he SHPO's ability to complete a timely project review depends largely on the quality of the materials submitted.

** Please be sure to include the project name and location on *each page* of your submission.

Department of Economic and Community Development

Connecticut
still revolutionary

September 28, 2015

Ms. Nancy Brighton
United States Army Corps of Engineers, New York District
26 Federal Plaza, Room 2151
New York, NY 10278

Subject: Byram River Flood Risk Management Study
Greenwich, Connecticut

Dear Ms. Brighton:

The State Historic Preservation Office (SHPO) has reviewed the referenced project in response to your request for our comments regarding potential effects to historic properties, dated August 5, 2015. A Phase IA Cultural Resources Investigation of the study area, prepared by Panamerican Consultants Inc. (Panamerican), was also reviewed. SHPO understands that the United States Army Corps of Engineers, New York District (District) is developing a flood risk management feasibility study along a portion of the Byram River, approximately extending from West Point Avenue Bridge in a northerly direction to the intersection of Bailiwick and Riversville Roads. We also understand that the District is considering multiple alternatives and additional coordination with this office will continue as the alternatives are evaluated. SHPO would like to note that 'Attachment 3' of the cover letter was not received by this office, but believes the referenced information was provided in the report prepared by Panamerican.

As noted in the submission, a historic district and four individual properties listed on the National Register of Historic Places (NRHP) are situated within the study area. In addition, several potentially eligible properties have been identified, but have not been fully documented. SHPO strongly encourages the preparation of a map depicting the location of these potentially eligible resources as the project moves forward. A review of files maintained by the Office of State Archaeology suggested that only a single archeological site has been previously recorded within 0.75 miles of the project boundaries. SHPO is unclear about the nature of the discrepancy, but the files maintained by this office indicate that at least 8 additional archeological resources have been recorded within 0.75 miles of the project boundaries (Sites 57-20, 57-23, 57-27, 57-28, 57-29, 57-36, 57-53, and 57-54). SHPO recommends that these sites are included during future alternative evaluations. Based on the known archaeological resources in the vicinity, SHPO concurs that the proposed undertaking has an elevated potential to contain significant archaeological resources. SHPO recommends the use of a hand auger to assist in developing a plan for deep testing, if needed. All work should be in compliance with our *Environmental Review Primer for Connecticut's Archaeological Resources* and no construction or other project-related ground disturbance should be initiated until SHPO has had an opportunity to review and comment.

This office appreciates the opportunity to review and comment upon this project and we look forward to additional consultation. These comments are provided in accordance with the Connecticut Environmental Policy Act and Section 106 of the National Historic Preservation Act, as amended. For additional information, please contact me at (860) 256-2764 or catherine.labadia@ct.gov.

Sincerely,

Catherine Labadia
Deputy State Historic Preservation Officer

US Army Corps
of Engineers®
New York District

WESTCHESTER COUNTY STREAMS, BYRAM RIVER BASIN

FLOOD RISK MANAGEMENT FEASIBILITY STUDY

FAIRFIELD COUNTY, CONNECTICUT AND WESTCHESTER COUNTY, NEW YORK

FINAL INTEGRATED FEASIBILITY REPORT & ENVIRONMENTAL IMPACT STATEMENT

NY SHPO Coordination

DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS, NEW YORK DISTRICT
JACOB K. JAVITS FEDERAL BUILDING
26 FEDERAL PLAZA
NEW YORK NEW YORK 10278-0090

July 18, 2019

Planning Division

Olivia Brazee
New York State Division for Historic Preservation
P.O. Box 189
Waterford, New York 12188-0189

RE: 15PR00914

Dear Ms. Brazee;

The U.S. Army Corps of Engineers, New York District (Corps) has prepared the Westchester County Streams, Byram River Basin Flood Risk Management Feasibility Study, Fairfield County, Connecticut, and Westchester County, New York, Final Integrated Feasibility Report and Environmental Impact Statement. The study looked at a variety of alternatives for flood risk reduction along the Byram River in the Town of Greenwich and the Village of Port Chester. The cultural resources investigation completed for this study consisted of the review of the previous surveys at the Connecticut State Museum and State Historic Preservation Office as well as a review of the New York State Historic Preservation Office Cultural Resources Information System.

The proposed plan includes the removal and replacement of the two bridges crossing the Byram River, collectively known as the Route 1 Bridges or individually as the West Putnam Avenue and the Hillside Avenue Bridges. Both bridges are owned by the New York State Department of Transportation. The bridges would be replaced with two bridges, each with a single span at a higher elevation. The Area of Potential Effect (APE) includes the footprint of the bridge removal and replacement, associated channel modification to accommodate the new bridge spans, approaches to and from the bridges and staging areas, which have not been identified (Enclosure 1).

Within the APE, there are several historic properties. In Connecticut, the Thomas Lyon House is located to the east of the West Putnam Avenue Bridge. In New York, in addition to the two bridges, the William James Memorial Park and Pumphouse is also eligible for the National Register of Historic Places (see Enclosure 1). It is not anticipated that archaeological sites, other than those related to the construction of the bridges, will be identified because the construction of the bridges as well as later roadway re-alignment would have likely disturbed or destroyed archaeological sites within the APE.

The proposed plan will have an adverse effect on historic properties, the Route 1 Bridges. Based on current plans, the proposed plan will have limited re-grading of the street in front of both the William James Memorial Park and Pumphouse and the

Thomas Lyon House and is not anticipated to have an adverse effect on these properties.

The Corps prepared a preliminary draft Memorandum of Agreement (MOA) which stipulates the activities the Corps will undertake to address the adverse effects identified above (see Enclosure 1, Appendix B). The preliminary draft Memorandum of Agreement was included in the draft integrated feasibility report and environmental impact statement as part of its public review and the identification of historic properties and determination of adverse effects was included in the public meeting held during the review period. Public comments were received as part of the review. The comments related to the public's ability to review the bridge design when developed and consideration of the rehabilitation of the Thomas Lyon House and William James Memorial Park and Pumphouse as mitigation for the removal of the bridges (Enclosure 2). Currently, the draft MOA proposes documentation of the bridges, the development of a context of the Works Progress Administration in New York, and the reuse of original or compatible material in the new bridge design for aesthetics.

This information and the draft MOA is being sent to New York State Department of Transportation, the Delaware Nation, Delaware Tribe, Stockbridge-Munsee Community, the Mashantucket Pequot Tribe, the Mohegan Tribe, the Port Chester Historical Society, the Westchester County Historical Society and the Greenwich Historical Society for final comments. The New York State Department of Transportation will be invited to be a signatory to the MOA.

Please review the enclosed document and provide comments in accordance with 36 CFR Part 800.6. Any comments received will be incorporated into the agreement, which will then be circulated for execution. If you have any questions or need additional information, please contact Nancy J. Brighton at Nancy.J.Brighton@usace.army.mil or 202-761-4618. Thank you for your assistance with this project.

Sincerely,

Peter Weppler
Chief, Environmental Analysis Branch

Enclosures

NEW YORK STATE OF OPPORTUNITY. | Parks, Recreation, and Historic Preservation

ANDREW M. CUOMO
Governor

ROSE HARVEY
Commissioner

April 02, 2015

Ms. Nancy Brighton
Supervisory Archaeologist
US Army Corps of Engineers, New York District
26 Federal Plaza, Room 2151
New York, NY 10278

Re: USACE
Byram River Flood Risk Management and Watershed Management
Port Chester, NY
15PR00914

Dear Ms. Brighton:

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

We concur that the Pump House and William James Memorial Gateway Park, the Hillside Avenue Bridge and the West Putnam Avenue Bridge are eligible for listing on the State and National Registers of Historic Places. Their resource evaluations are included for your use. We have determined that 13 Riverdale Avenue and 604 North Main Street are not eligible for listing on the State or National Registers of Historic Places.

In order for us to continue our review please provide plans, specifications and/or scope of work for the all proposed work. If alternatives are being considered we would appreciate the opportunity to comment on them as to the potential impacts to historic resources. If replacement of the bridges is proposed, please note that demolition of an historic structure is by definition an Adverse Effect. This would trigger an exploration of alternatives that might either remove the adverse effects or reduce harm to the historic resources.

Please note that archeology has requested additional information as well. If you have any questions, I can be reached at (518) 268-2181.

Sincerely,

Beth A. Cumming
Senior Historic Site Restoration Coordinator
e-mail: beth.cumming@parks.ny.gov via e-mail only

NEW YORK STATE OF OPPORTUNITY. Parks, Recreation, and Historic Preservation

Resource Evaluation

Date: 03/31/2015

Staff: Paul Archambault

USN Number: 11944.000454

Name: West Putnam Avenue Bridge

Location: Putnam Avenue, Port Chester NY

Resource Status:

1. **Determination:** Eligible
2. **Contributing:**

Criteria for Inclusion in the National Register:

A. [X] Associated with events that have made a significant contribution to the broad patterns in our history.

B. [ ] Associated with the lives of persons significant in our past.

C. [X] Embodies the distinctive characteristics of a type, period or method of construction; or represents the work of a master; or posses high artistic values; or represents a significant and distinguishable entity whose components may lack individual distinction.

D. [ ] Have yielded, or may be likely to yield information important in prehistory or history.

Summary Statement:

Hillside Avenue Bridge (11944.000453)
West Putnam Avenue Bridge (11944.000454)
Based on the information provided and brief research, the Byram River Bridges located on West Putnam Avenue and Hillside Avenue in Port Chester, New York were constructed circa 1907 and circa 1930, respectively. The bridges accommodate vehicular traffic and provide access into Greenwich, CT along U.S. Route 1. They are eligible for listing under Criterion A due to their connection with transportation history, and potentially, with the federal highway road building movement in the 1920s and 1930s, particularly under the Works Progress Administration of the New Deal Program; and under Criterion C as examples of the craftsmanship and design of the double arched stone bridges.

The first evidence of the double arched stone bridge on West Putnam Avenue is shown on the 1915 Sanborn Map. However this bridge, referred to as the "Byram River Bridge," is depicted in 1907 and 1910 postcards. It is possible that the "Byram River Bridge" does not appear on the Sanborn Map until 1915 because the south section of Port Chester was less developed. Most of the industry and residences were located in the north section of town near the intersections of North Main Street and Mill Street.

In addition to the central, double arched span, both ends of the bridge touching in Port Chester and Greenwich had stone wall supported inclines. They were most likely removed with road modifications in the mid-twentieth century. The cut stone on the West Putnam Avenue bridge has a rougher, more natural appearance than the Hillside Avenue bridge, providing evidence that it was constructed earlier.

The double arched stone bridge on Hillside Avenue does not appear on the Sanborn Maps until 1934. However, there is a gap in the Sanborn Maps from 1915-1934. At this point, with limited research, one can only speculate the approximate year it was built. The stone on this bridge span is more refined signifying that it was altered with, possibly, more advanced masonry machinery. Based on the refinement of the stone and knowing the bridge was on Hillside Avenue by 1934, it is possible that it was constructed circa 1930. At this time, there was an increasing number of vehicular traffic due to the rise of the automobile and expansion of the federal road system, especially in towns that were along major U.S. routes as is the case in Port Chester. Designed to match the West Putnam Avenue stone bridge, the Hillside Avenue bridge could have possibly been built under the Works Progress Administration program.

Both bridges retain a high degree of architectural integrity.

Bibliography:
Byram Bridge, Port Chester, NY postcard. Available at:
http://commons.wikimedia.org/wiki/File:Byram_Bridge,_Port_Chester,_Ny.JPG.

Byram Bridge Port Chester, NY postcard. Available at:
http://www.ebay.com/itm/Port-Chester-NY-Byram-Bridge-c1910-Old-Postcard-/360790892605

"Port Chester, New York." 1885-1934. "Sanborn Fire Insurance Maps, 1867-1970 – New York."

NEW YORK STATE OF OPPORTUNITY. Parks, Recreation, and Historic Preservation

Resource Evaluation

Date: 03/31/2015

Staff: Paul Archambault

USN Number: 11944.000453

Name: Hillside Avenue Bridge

Location: NY

Resource Status:

1. **Determination:** Eligible
2. **Contributing:** False

Criteria for Inclusion in the National Register:

A. [X] Associated with events that have made a significant contribution to the broad patterns in our history.

B. [ ] Associated with the lives of persons significant in our past.

C. [X] Embodies the distinctive characteristics of a type, period or method of construction; or represents the work of a master; or posses high artistic values; or represents a significant and distinguishable entity whose components may lack individual distinction.

D. [ ] Have yielded, or may be likely to yield information important in prehistory or history.

Summary Statement:

Hillside Avenue Bridge (11944.000453)
West Putnam Avenue Bridge (11944.000454)

Based on the information provided and brief research, the Byram River Bridges located on West Putnam Avenue and Hillside Avenue in Port Chester, New York were constructed circa 1907 and circa 1930, respectively. The bridges accommodate vehicular traffic and provide access into Greenwich, CT along U.S. Route 1. They are eligible for listing under Criterion A due to their connection with transportation history, and potentially, with the federal highway road building movement in the 1920s and 1930s, particularly under the Works Progress Administration of the New Deal Program; and under Criterion C as examples of the craftsmanship and design of the double arched stone bridges.

The first evidence of the double arched stone bridge on West Putnam Avenue is shown on the 1915 Sanborn Map. However this bridge, referred to as the "Byram River Bridge," is depicted in 1907 and 1910 postcards. It is possible that the "Byram River Bridge" does not appear on the Sanborn Map until 1915 because the south section of Port Chester was less developed. Most of the industry and residences were located in the north section of town near the intersections of North Main Street and Mill Street.

In addition to the central, double arched span, both ends of the bridge touching in Port Chester and Greenwich had stone wall supported inclines. They were most likely removed with road modifications in the mid-twentieth century. The cut stone on the West Putnam Avenue bridge has a rougher, more natural appearance than the Hillside Avenue bridge, providing evidence that it was constructed earlier.

The double arched stone bridge on Hillside Avenue does not appear on the Sanborn Maps until 1934. However, there is a gap in the Sanborn Maps from 1915-1934. At this point, with limited research, one can only speculate the approximate year it was built. The stone on this bridge span is more refined signifying that it was altered with, possibly, more advanced masonry machinery. Based on the refinement of the stone and knowing the bridge was on Hillside Avenue by 1934, it is possible that it was constructed circa 1930. At this time, there was an increasing number of vehicular traffic due to the rise of the automobile and expansion of the federal road system, especially in towns that were along major U.S. routes as is the case in Port Chester. Designed to match the West Putnam Avenue stone bridge, the Hillside Avenue bridge could have possibly been built under the Works Progress Administration program.

Both bridges retain a high degree of architectural integrity.

Bibliography:
Byram Bridge, Port Chester, NY postcard. Available at:
http://commons.wikimedia.org/wiki/File:Byram_Bridge,_Port_Chester,_Ny.JPG.

Byram Bridge Port Chester, NY postcard. Available at:
http://www.ebay.com/itm/Port-Chester-NY-Byram-Bridge-c1910-Old-Postcard-/360790892605

"Port Chester, New York." 1885-1934. "Sanborn Fire Insurance Maps, 1867-1970 – New York."

NEW YORK STATE OF OPPORTUNITY. Parks, Recreation, and Historic Preservation

Resource Evaluation

Date: 03/31/2015

Staff: Lorraine Weiss

USN Number: 11944.000452

Name: Pump House and William James Memorial Gateway Park

Location: NY

Resource Status:

1. **Determination:** Eligible
2. **Contributing:** False

Criteria for Inclusion in the National Register:

A. [ ] Associated with events that have made a significant contribution to the broad patterns in our history.

B. [ ] Associated with the lives of persons significant in our past.

C. [X] Embodies the distinctive characteristics of a type, period or method of construction; or represents the work of a master; or posses high artistic values; or represents a significant and distinguishable entity whose components may lack individual distinction.

D. [ ] Have yielded, or may be likely to yield information important in prehistory or history.

Summary Statement:

Based on the information provided, the William James Memorial Gateway Park and the Pumphouse are eligible for listing on the State and National Registers of Historic Places under Criterion C as an example of early 20th-century landscape design. Situated near the National Register-eligible Putnam Avenue bridge and located between Main Street and the Byram River, the park includes war memorials and is used as public space for community events. The c. 1920s 1.5-story Pumphouse reflects a simple Mediterranean style. Elements include a side-gabled red tile roof with extended gables and chimneys at the Main St. elevation; a patio area set between two wings, the open walls of which consist of three arches resting on Ionic columns on the Main Street side and brick piers on the river side; and small windows placed in the center of each wing on both sides.

NEW YORK STATE OF OPPORTUNITY. Parks, Recreation, and Historic Preservation

Resource Evaluation

Date: 03/31/2015

Staff: Paul Archambault

USN Number: 11944.000451

Name: 604 North Main Street

Location: 604 North Main Street, Port Chester NY

Resource Status:

1. **Determination:** Not Eligible
2. **Contributing:** False

Criteria for Inclusion in the National Register:

A. ☐ Associated with events that have made a significant contribution to the broad patterns in our history.

B. ☐ Associated with the lives of persons significant in our past.

C. ☐ Embodies the distinctive characteristics of a type, period or method of construction; or represents the work of a master; or posses high artistic values; or represents a significant and distinguishable entity whose components may lack individual distinction.

D. ☐ Have yielded, or may be likely to yield information important in prehistory or history.

Summary Statement: