25. Section 4(f) Evaluation

25.1. Chapter Overview

25.1.1. Introduction

Documentation of compliance with Section 4(f) is required for transportation projects that may receive Federal funding and/or discretionary approvals through one or more agencies of the U.S. Department of Transportation including the Federal Railroad Administration (FRA), the Federal Highway Administration (FHWA) and/or the Federal Transit Administration (FTA).

This Section 4(f) evaluation has been conducted pursuant to Federal regulations codified in 23 USC § 138 and 49 USC § 303 and implemented through 23 CFR 774 as of April 2008, which were originally enacted as Section 4(f) of the U.S. Department of Transportation Act of 1966 and still commonly referred to as “Section 4(f)”.

25.1.2. Summary of Findings

There are 13 recreational and two historic resources within the Northern Branch study area that qualify as Section 4(f) resources. Neither Build Alternative will require acquisition of any of these resources. The operation of the proposed passenger rail service will not constitute a use of any Section 4(f) resource.

25.2. Applicability of Section 4(f)

Section 4(f) of the U.S. Department of Transportation Act of 1966 as amended (49 USC 303(c)), stipulates that Federally-funded or approved transportation projects may not use land from a publicly-owned park, recreation area, wildlife or waterfowl refuge, or from a historic site of national, state, or local significance, unless a determination is made that: (1) there is no feasible or prudent alternative to the use of the land from the property; and (2) the project or action includes all possible planning to minimize harm to the land resulting from its use. Historic sites refer to public or privately-owned properties that are listed or eligible for listing on the National Register of Historic Places as defined in 36 CFR Part 800 and through consultation with the State Historic Preservation Office (SHPO) and appropriate local officials. Significant historic sites encompass both archaeological and historic resources. Archaeological resources are considered a historic site and therefore a Section 4(f) resource only if it warrants preservation in place. A Section 4(f) evaluation is not required when parks, recreational areas, and waterfowl or wildlife refuges are privately-owned, even if such areas are open to the public.

According to Section 4(f), as defined in 23 CFR § 774.17, a “use” would occur to the resources described above under the following conditions: when land from a 4(f) site is permanently incorporated into a transportation project; when there is temporary occupancy of land that is adverse; or when proximity impacts to a 4(f) site are so severe that there is a constructive use. This type of use occurs when a project does not physically incorporate the resource but is close enough to result in impacts so severe that the protected activities, features, or attributes that qualify a resource for protection under Section 4(f) are substantially impaired. General indirect impacts that may result in constructive use include noise, visual intrusion and restricted access.

This Section 4(f) evaluation is being circulated as a chapter within the Northern Branch Corridor Draft Environmental Impact Statement (DEIS).
25.3.  Project Description

25.3.1.  Project Purpose and Need

The Northern Branch Corridor is characterized as a mature densely-settled suburban environment. The study area has a growing population and a high proportion of residents that work in business districts outside of the area. Between 2000 and 2030 the Bergen County communities within the Northern Branch Rail Corridor service market area are anticipated to experience population increases of 13 percent overall. A large commuter population resides within the service market area communities, with approximately 20 percent commuting to Manhattan and the Hudson County Waterfront. According to Census 2000 data, approximately 25,500 Bergen County Northern Branch Corridor residents travel between these two destinations.

The current transportation system within the densely-settled Northern Branch Corridor is characterized as a substantial roadway-based transportation system. This system includes limited-access highways as well as a variety of local and commuter bus routes, all of which contribute to the recurring traffic congestion prevalent within the corridor and on the region’s roadways and crossings.

In general, the frequency of peak-hour public transit services is dictated by system constraints and not by need. Heavy peak-hour roadway congestion limits the throughput of local and commuter buses, notably at the Lincoln Tunnel and Manhattan’s Port Authority Bus Terminal (PABT). The PABT was constructed in the 1950s and has reached the limits of its design. Service during the morning and evening peak hours is often delayed by the volume of riders or number of vehicles in the queue. In addition, current bus service to Manhattan is at capacity and putting more vehicles into service is not an option, as the Express Bus Lane at the Lincoln Tunnel is at capacity.

If not significantly hampered by capacity limitations, the corridor’s roadway-based transportation system would provide an acceptable level of mobility for area residents and workers. The population and economic shifts discussed in Chapter 1: Background and Setting, have led to increased mobility needs, placing strains on the existing transportation system. An increasing population and an improvement in employment opportunities deliver increasingly more work and non-work trips to county roads and transit lines, during both peak and non-peak hours. Travel times to work continue to increase, as does the length of the peak period, as travelers seek to avoid mounting congestion. These conditions are further exacerbated by the continued dominant use of the single occupant vehicle in the study area. Without other choices, these conditions are expected to continue without improvement into the future.

Growing congestion would make the transportation system increasingly unable to meet existing and future mobility demands. Further, growing congestion would likely impact Bergen County’s ability to attract and retain commercial development. In recognition of the latter possibility, the Bergen County Economic Development Corporation and the master plans of all municipalities in the study area (refer to Chapter 6: Local Plans) identify transportation infrastructure improvements as key to the economic health of the study area.

Growing congestion would also be expected to negatively impact the roadway-based transit system. Likely congestion impacts to transit include reduced reliability and a limited ability to serve potential new markets, close existing gaps in service areas, and improve regional links. Without the ability to provide reliable and comprehensive service, or to serve new markets, the transit system will remain at a competitive disadvantage with automobile commuting in the study area and will be ineffectual in efforts to reduce congestion.

The purpose and need of the proposed project is to examine solutions to improve mobility within Hudson and Bergen Counties, alleviate some traffic congestion, and support continued economic growth.
Provisions of new transportation service in the Northern Branch Corridor would address the following goals:

- Meet the needs of travelers in the project area;
- Advance cost-effective transit solutions;
- Attract growth and support development in Bergen and Hudson Counties, including the Hudson River Waterfront;
- Improve regional mobility and access;
- Reduce roadway congestion; and,
- Enhance the transit network.

25.3.2. Project Overview and Build Alternatives

The proposed project involves the establishment of Northern Branch passenger rail service from North Bergen in Hudson County into Bergen County. The proposed rail service would operate along the existing Northern Branch rail right-of-way. The DEIS analyzes two Build Alternatives representing two different northern termini (Refer to Figure 25-1). Both Light Rail to Tenafly (Preferred Alternative) and Light Rail to Englewood Route 4 propose to use Hudson-Bergen Light Rail (HBLR) vehicles. Both Build Alternatives would originate in North Bergen in Hudson County then extend north through Bergen County. Light Rail to Tenafly (Preferred Alternative) would terminate at a station near the Tenafly/Cresskill border while Light Rail to Englewood Route 4 would terminate near Route 4 in Englewood.

The proposed project includes a direct connection to the HBLR system. Both Build Alternatives would involve the construction of new transportation infrastructure, including tracks, viaducts, light, single-wire catenary, substations, stations, and parking areas.

25.4. Environmental Review

25.4.1. Existing Conditions – Identification of Section 4(f) Resources

25.4.1.1. Parklands and Recreational Facilities

All existing private and public parkland and recreational facilities along the Northern Branch Corridor were identified in DEIS Chapter 7: Parklands. Privately-owned recreation facilities and parks are not included in the Section 4(f) analysis as they are excluded from Section 4(f) protection, but fields and play areas associated with public schools that are actively utilized by the general public outside the typical school hours of operation are included. Fifteen public parks and recreational facilities are located adjacent to the right-of-way. These resources are identified in Table 25-1 and shown on Figures 25-2 through 25-6.
Light Rail to Tenafly (Preferred Alternative)

Light Rail to Englewood
Route 4

NORTHERN BRANCH DEIS BUILD ALTERNATIVES
Northern Branch Corridor
Figure 25-1
NORTH BERGEN
Parklands, Recreational Facilities and Historic Resources Subject to Section 4(f) Use

Northern Branch Corridor
Figure 25-2
RIDGEFIELD/PALISADES PARK
Parklands, Recreational Facilities and Historic Resources Subject to Section 4(f) Use

Northern Branch Corridor
Figure 25-3

Source: Field Inspection
LEONIA/ PALISADES PARK

Parklands, Recreational Facilities and Historic Resources Subject to Section 4(f) Use
Northern Branch Corridor
Figure 25-4

Northern Branch Corridor Map

- Stations: Englewood Route 4 Station, Leonia Station, Borough of Palisades Park
- Parks: Overpeck County Park Palisades Park Area, Sylvan Park, Overpeck County Park Leonia South Area, Overpeck County Park Henry Hoebie Area, Station Park, Leonia High School Fields
- Historic Resources: Barretts, Palmer & Heal Dyeing & Cleaning Establishment

Legend:
- Station - All Alternatives
- Station - Light Rail to Tenafly (Preferred Alternative Only)
- Viaduct
- HBLR Connection
- Proposed Alignment
- Half-Mile Study Area
- Freight Only
- Hudson-Bergen Light Rail (HBLR)
- Municipal Boundary
- Parks/Open Space/Recreational Facilities
- Historic Resources

Source: Field Inspection
ENGLWOOD
Parklands, Recreational Facilities and Historic Resources Subject to Section 4(f) Use

Northern Branch Corridor
Figure 25-5

Source: Field Inspection
TENAFLY

Parklands, Recreational Facilities and Historic Resources Subject to Section 4(f) Use

Northern Branch Corridor

Figure 25-6

- Tenafly North Station
- Tenafly Town Center Station
- Borough of Tenafly
- Borough of Cresskill
- City of Englewood
- Bergen County
- Hudson County
- New Jersey
- New York

Source: Field Inspection

Northern Branch Corridor

- Tenafly Railroad Station
- 13 - Walnut Park
- 14 - Dean Park
- 15 - Huyler Park
- Historic Resources
  - E - Tenafly Railroad Station

Legend:
- Station - All Alternatives
- Station - Light Rail to Tenafly (Preferred Alternative Only)
- Viaduct
- HBLR Connection
- Proposed Alignment
- Half-Mile Study Area
- Freight Only
- Hudson-Bergen Light Rail (HBLR)
- Municipal Boundary
- Parks/Open Space/Recreational Facilities
- Miles

Source: Field Inspection
### Table 25-1: Section 4(f) Resources Parkland and Recreational Facilities by Municipality and Build Alternative

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Resource Name</th>
<th>Location</th>
<th>Proximity to Light Rail to Tenafly (Preferred Alternative)</th>
<th>Proximity to Light Rail to Englewood Route 4</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>NORTH BERGEN</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>North Bergen</td>
<td>(1) HCST Recreation Center</td>
<td>2136 85th Street. East of ROW</td>
<td>Adjacent</td>
<td>Adjacent</td>
</tr>
<tr>
<td>North Bergen</td>
<td>(2) North Bergen Municipal Pool Complex</td>
<td>91st Street. West of ROW</td>
<td>Adjacent</td>
<td>Adjacent</td>
</tr>
<tr>
<td><strong>RIDGEFIELD</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ridgefield</td>
<td>(3) Willis Field</td>
<td>Linden Avenue. East of ROW</td>
<td>Adjacent</td>
<td>Adjacent</td>
</tr>
<tr>
<td><strong>PALISADES PARK</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Palisades Park</td>
<td>(4) Palisades Park Municipal Pool</td>
<td>Roosevelt Place, West of ROW Adjacent</td>
<td>Adjacent</td>
<td>Adjacent</td>
</tr>
<tr>
<td>Bergen County</td>
<td>(5) Overpeck County Park – Palisades Park Area</td>
<td>Roosevelt Place, West of ROW Adjacent</td>
<td>Adjacent</td>
<td>Adjacent</td>
</tr>
<tr>
<td><strong>LEONIA</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Leonia</td>
<td>(6) Sylvan Park</td>
<td>Grand Ave. south of Elizabeth Terr. East of ROW</td>
<td>Adjacent</td>
<td>Adjacent</td>
</tr>
<tr>
<td>Bergen County</td>
<td>(7) Overpeck County Park - Leonia South Area</td>
<td>South of Fort Lee Road, West of ROW Adjacent</td>
<td>Adjacent</td>
<td>Adjacent</td>
</tr>
<tr>
<td>Bergen County</td>
<td>(8) Overpeck County Park - Henry Hoeble Area</td>
<td>North of Fort Lee Road, West of ROW Adjacent</td>
<td>Adjacent</td>
<td>Adjacent</td>
</tr>
<tr>
<td>Leonia</td>
<td>(9) Station Park</td>
<td>Fort Lee Road. East of ROW</td>
<td>Adjacent</td>
<td>Adjacent</td>
</tr>
<tr>
<td>Leonia</td>
<td>(10) Leonia High School Athletic Fields</td>
<td>Christie Heights Street. East and West of ROW</td>
<td>Adjacent</td>
<td>Adjacent</td>
</tr>
<tr>
<td><strong>ENGLEWOOD</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Englewood</td>
<td>(11) Depot Square Park</td>
<td>Englewood Town Center. Bisected by ROW Adjacent</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>Englewood</td>
<td>(12) Durie Park</td>
<td>Tenafly Rd. between Brook and Durie Aves West of ROW Adjacent</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td><strong>TENAFLY</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tenafly</td>
<td>(13) Walnut Park</td>
<td>Walnut Drive &amp; Leonard Ave. Adjacent</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>Tenafly</td>
<td>(14) Dean Park</td>
<td>Westervelt Ave. &amp; Elm Street. East of ROW Adjacent</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>Tenafly</td>
<td>(15) Huyler Park</td>
<td>Tenafly Town Center Adjacent</td>
<td>N/A</td>
<td></td>
</tr>
</tbody>
</table>

25.4.1.2. Historic Resources

Historic resources along the Northern Branch corridor and guidelines for their selection were identified based on the Section 106 analysis described in DEIS Chapter 23: Historic Properties and Resources. Five historic resources were identified within the Areas of Potential Effect (APEs). These resources are identified in Table 25-2 and Figures 25-3 through 25-6.

Table 25-2: Section 4(f) Resources Historic Resources by Municipality and Build Alternative

<table>
<thead>
<tr>
<th>Resource Name</th>
<th>Location</th>
<th>Proximity to Light Rail to Tenafly (Preferred Alternative)</th>
<th>Proximity to Light Rail to Englewood Route 4</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>RIDGEFIELD</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(A) Dutch Reformed Church in the English Neighborhood</td>
<td>1040 Edgewater Avenue, Ridgefield, Bergen County</td>
<td>Within viewshed</td>
<td>Within viewshed</td>
</tr>
<tr>
<td><strong>PALISADES PARK</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(B) U.S. Route 46 Corridor Between George Washington Bridge and Grand Avenue Interchange</td>
<td>U.S. Route 46 and Grand Avenue, Ridgefield/Palisades Park, Bergen County</td>
<td>Within APE, but outside of viewshed</td>
<td>Within APE, but outside of viewshed</td>
</tr>
<tr>
<td><strong>ENGLEWOOD</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(C) Barretts, Palmer &amp; Heal Dyeing &amp; Cleansing Establishment</td>
<td>60 Cedar Lane</td>
<td>Within Viewshed</td>
<td>N/A</td>
</tr>
<tr>
<td>(D) Palisades Trust and Guaranty Company Building</td>
<td>21 Park Place, Englewood, Bergen County</td>
<td>Within Viewshed</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>TENAFLY</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(E) Tenafly Railroad Station</td>
<td>1 Piermont Road</td>
<td>Adjacent</td>
<td>N/A</td>
</tr>
</tbody>
</table>


25.4.1.3. Archaeological Resources

Preliminary archaeological research indicates that there are no known archaeological resources within the project APEs as identified in Chapter 24: Archaeology. As indicated in Chapter 24, while the analysis identified the location of the earlier railroad structures based on records, site analysis indicated that little remained of the resources. Additionally, the New Jersey State Historic Preservation Officer (SHPO) determined that the resources identified were not eligible for listing on the State or National Registers of Historic Places. However, although no remains of structures or evidence of prehistoric occupation were found during the Phase I Analysis, the potential exists for buried portions of known resources and previously undocumented resources to be discovered during the development of either Build Alternative. If resources are identified, a Phase II Analysis, which requires soil borings, will be performed. Mitigation for any resources discovered during the Phase II Analysis will be determined in consultation with the SHPO.

Should it be determined that any archaeological resources encountered during this effort warrant preservation in place, NJ TRANSIT and FTA would prepare a separate Section 4(f) evaluation for such resource, under Section 774.13(b), as applicable.
25.4.2. Potential Use of Section 4(f) Resources and Mitigation

25.4.2.1. No Build Alternative

The No Build Alternative was not documented individually as its impact would be uniform with respect to the following resources. Under the No Build Alternative, passenger rail service on the Northern Branch Corridor would not be introduced. Parklands, recreational, and historic resources would remain similar to existing conditions. This alternative would not involve any use, as defined by Section 4(f) of any of the resources described below.

25.4.2.2. Build Alternatives

No project elements associated with either Build Alternative would use parkland or recreational facilities within the project study area. As such, none of the parklands resources protected under Section 4(f) in the project corridor would be subject to permanent, temporary, or constructive use. A description of each resource proximate to the right-of-way is provided below with a discussion of how the resource is not a Section 4(f) use under the Build Alternatives.

The parks and recreational facilities, identified in Table 25-1, would be near or adjacent to the alignment, but they would not be substantially impaired by the reactivation of passenger rail on the Northern Branch Corridor. The increase in rail traffic would intermittently impact these resources due to their proximity to the right-of-way. However, even with the increase in rail traffic, people would continue to utilize these facilities and recreational opportunities would still exist within each property.

In most locations, park properties that are intended for active recreational uses such as basketball, baseball and soccer would not be substantially impaired by audible warning whistles or rail vehicle noise according to the FTA’s Transit Noise and Impact Assessment Guidance Manual. This guidance states that the noise-sensitivity of a park is dependent on whether it is used for active or passive recreation. Parks utilized for passive recreational activities such as reading, concerts, conversation and contemplation would be considered noise-sensitive under this guidance while parks used primarily for active recreation would not be considered noise-sensitive. Accordingly, the implementation of the proposed project would not result in the Section 4(f) use of these parks as described below.

Parks and Recreational Facilities
None of the parks or recreational facilities within the Northern Branch study area would be subject to permanent acquisition, direct impacts, or temporary occupancy and are not subject to a Section 4(f) use. Facilities adjacent to the rail alignment are identified in Table 25-1 and inventoried below.

North Bergen

HCST Recreation Center
Description of the Resource. This facility, located on 91st Street immediately east of the right-of-way, is the former APA Transport employee recreation center. This resource is currently associated with the Hudson County School of Technology’s Fitness and Wellness Department. The center also hosts judo tournaments.

Documentation of Potential Use. Neither Build Alternative would use property from this site. The construction of the 85th Street undergrade bridge and roadway extension would not displace or require right-of-way from the recreation center. No temporary or permanent use would result. This center is

utilized for active recreation and is not classified as a noise-sensitive resource. In addition, since recreation primarily occurs indoors, any temporary visual change from passing rail traffic would not hinder the use of the center. No substantial impairment of the activities in the park or constructive use would occur during the implementation of the proposed project under any of the Build Alternatives.

**North Bergen Municipal Pool Complex**

*Description of the Resource.* This facility contains a variety of amenities including an Olympic-size and children’s pools, picnic area, spark park as well as basketball and volleyball courts. This complex is situated on 91st Street on the west side of the right-of-way.

*Documentation of Potential Use.* Neither Build Alternative would use property from this site. The construction of the 85th Street undergrade bridge and roadway extension would not displace this recreational resource. As such, no permanent or temporary use of this Section 4(f) resource would result. The pool complex is not classified as a noise-sensitive resource since it is used for active recreation which does not depend on a quiet setting. Any indirect increase in noise or temporary visual change would not hinder the use of this facility. No substantial impairment of the activities in the park or constructive use would occur during the implementation of the proposed project.

**Ridgefield**

**Willis Field**

*Description of the Resource.* Willis Field, maintained by the Ridgefield Recreation and Parks Department, is a 3.3-acre athletic complex located at Linden Avenue, off of Grand Avenue (Route 93) in the Borough of Ridgefield. The park contains a football/soccer field, a concession stand, and a playground with swings and slides. New amenities include an all-weather track and an irrigation system. The public in addition to Borough recreation leagues and school athletic teams use this facility. Park users can access the park by parking on nearby streets such as Linden Avenue, or by walking and bicycling to the site.

*Documentation of Potential Use.* Under the Build Alternatives, no significant adverse impacts would result to Willis Field, as the proposed project alternatives would not cause the displacement or physical encroachment of any property. Consequently, no permanent use will occur. No temporary occupancy or use of this resource would occur. This park is not classified as a noise-sensitive resource under the FTA’s *Transit Noise and Impact Assessment Guidance* since it consists of active recreational amenities, which do not depend on a quiet setting. Any indirect increase in noise or temporary visual change would not alter the use of this parkland, as this resource is an active facility. Additionally, the proposed project would not hinder access to Willis Field. No substantial impairment of the activities in the park or constructive use would occur during the implementation of the proposed project under any of the Build Alternatives.

**Palisades Park**

**Palisades Park Municipal Pool**

*Description of the Resource.* This facility contains an Olympic-size and lap pool, picnic area, as well as ball courts. This complex is situated on Roosevelt Place on the west side of the right-of-way.

*Documentation of Potential Use.* Neither Build Alternative would use property from this site. The construction of the station or improvements to the corridor would not displace this recreational resource. As such, no permanent or temporary use of this Section 4(f) resource would result. The pool complex is not classified as a noise-sensitive resource since it is used for active recreation which does not depend on a quiet setting. Any indirect increase in noise or temporary visual change would not hinder the use of this
facility. No substantial impairment of the activities in the park or constructive use would occur during the implementation of the proposed project.

**Overpeck County Park: Palisades Park Area (Bergen County Jurisdiction)**

*Description of the Resource.* Palisades Park Area is a 40-acre section of Overpeck County Park, located on Roosevelt Place in Palisades Park, between the right-of-way and the Hackensack River. This area is home to the Palisades Park Sports Complex, a regional sports facility designed for football, baseball, track and field, soccer, and softball. This compound contains concession stands and five athletic fields equipped with synthetic turf, lighting, bleachers, and electronic scoreboards. Athletic fields include NCAA-regulation baseball and softball fields, and designated Little League and Challenger Division fields. A 2,500-seat stadium features a multi-sport football/soccer field encircled by an eight-lane track for county and regional high school football, soccer, and track and field championships. Additionally, the stadium functions as the “home field” for the athletic teams from Leonia, Palisades Park, and Englewood high schools. The Palisades Park Swim Club is also situated in this section of the park, with swim programs available to the public. This section of the park is accessible to park users via local streets, such as Roosevelt Place, or by walking or bicycling to the site.

*Documentation of Potential Use.* No direct use or permanent acquisition of any portion of Overpeck County Park would result from the implementation of the proposed project under any of the Build Alternatives. There would be no access restrictions to developed recreational facilities in the park. Additionally, accessibility to recreational facilities would improve as a result of passenger rail service, providing potential park patrons with an additional means of transportation that is otherwise not available. Passing trains and their associated warning whistles at the nearby grade crossings would intermittently impact the Palisades Park Area due to their proximity to the alignment and the nearby grade crossings. The intermittent visual intrusion of the train would not permanently obstruct views of park settings or other resources, which derive their value in part from their setting. There is currently an existing, active railroad alignment in the project corridor and the proposed project would have similar features to the existing conditions. Overhead catenary would be visible; however, the catenary is light rail catenary consisting of one wire on small poles, as opposed to heavy rail catenary, which is considerably more visually intrusive. It is unlikely that the catenary would become a prominent visual feature from the park.

**Leonia**

**Sylvan Park**

*Description of the Resource.* This park, owned and operated by the Borough of Leonia, is located on Grand Avenue, just south of Elizabeth Terrace, adjacent to the Northern Branch right-of-way. Amenities at this 8.1-acre recreational resource include lighted baseball, soccer, and softball fields, as well as swings and playground equipment. A concession stand is open during selected events. The park can be accessed via pedestrian or vehicular modes.

*Documentation of Potential Use.* Neither Build Alternative would permanently displace or temporarily encroach upon Sylvan Park property. Consequently, no permanent or temporary use will occur. This park is not classified as a noise-sensitive resource under the FTA’s *Transit Noise and Impact Assessment Guidance* since it consists of active recreational amenities, which do not depend on a quiet setting. This site is not expected to experience intermittent noise increases or visual impacts severe enough to impede the overall function of this recreational resource. The proposed project would not hinder access to Sylvan Park since the entrance is from Grand Avenue. None of the Build Alternatives would cause a constructive use of Sylvan Park because the proximity impacts are not substantial enough to diminish the activities or features of this public open space resource.
Overpeck County Park: Leonia South and Henry Hoeble Areas (Bergen County Jurisdiction)

Description of the Resource. The Leonia South Area is composed of approximately 140 acres located south of the park’s Henry Hoeble section on Fort Lee Road in Leonia. The Leonia South Area is comprised of four passive picnic areas with a total capacity for 590 park users, the Bergen Equestrian Center, a wildlife refuge, and active recreational amenities including a playground, bike path, running track, baseball field, and sports courts. This section of the park, which begins just north of the Shop Rite supermarket on West Central Avenue, is immediately adjacent to the rail right-of-way, and is accessible by car, bicycle, and foot from Fort Lee Road. Bergen County is currently reconfiguring access to the Leonia South Area of Overpeck Park to provide access to the new Ridgefield Park area. The new access would provide a new vehicular/pedestrian bridge adjacent to Fort Lee Road. This reconfiguration would maintain access to the Equestrian Center.

The Henry Hoeble Area is composed of approximately 51 acres located north of Fort Lee Road in the Borough of Leonia and is adjacent to the alignment along its entire length. Active recreational amenities include four lighted tennis courts with a practice backstop, a playground, a 1.25-mile bicycle-pedestrian path, running track and athletic fields. A World Trade Center Memorial is located within this section of the park, approximately 0.08 miles west of the rail alignment. Park users are able to park along the access road, as well as walking and bicycling to the site.

Documentation of Potential Use. No direct use or permanent acquisition of any portion of Overpeck County Park would result from the implementation of the proposed project under any of the Build Alternatives. There would be no access restrictions to developed recreational facilities in the park. Additionally, accessibility to recreational facilities would improve as a result of passenger rail service, providing potential park patrons with an additional means of transportation that is otherwise not available.

Passing trains and their associated warning whistles at the nearby grade crossings would intermittently impact the Leonia South and Henry Hoeble areas due to their proximity to the alignment and the nearby grade crossings. The World Trade Center Memorial site would be considered a noise-sensitive use per FTA guidance since it is used for quiet contemplation. However, the memorial is located more than 500 feet west of the right-of-way, beyond the limit of the analyzed noise contours (see Chapter 12) and would not be impacted by any of the Build Alternatives.

The intermittent visual intrusion of the train would not permanently obstruct views of park settings or other resources, which derive their value in part from their setting. There is currently an existing, active railroad alignment in the project corridor and the proposed project would have similar features to the existing conditions. Overhead catenary would be visible; however, the catenary is light rail catenary consisting of one wire on small poles, as opposed to heavy rail catenary, which is considerably more visually intrusive. It is unlikely that the catenary would become a prominent visual feature from the park. It is unlikely that the catenary poles and wire will be visible at all from the World Trade Center Memorial location, and the main features including the picnic areas, equestrian center and grassy open space would not be disturbed, as they are located to the interior of the park. Therefore a constructive use would not occur at this park due to visual intrusion from the operation of the proposed rail service.

A parking area was initially proposed for inclusion within Overpeck County Park, but the parking area as proposed for Leonia Station (refer to Chapter 3) represents a prudent and feasible option to the taking of public parkland, thus precluding further consideration of the conversion of parkland resources for non-park uses.

Parking for Leonia Station would involve the construction of a multi-level parking facility for the proposed Leonia Station on a portion of a commercial site that currently functions as an existing surface parking lot. Refer to Chapter 9, for a detailed discussion on parking conditions for Leonia Station under all of the Build Alternatives. This parking layout would necessitate the acquisition of the “air rights”
associated with the existing surface parking lot. The parking area would not result in a permanent incorporation of Section 4(f) parkland since this site is situated beyond the limits of Overpeck County Park. Constructive uses to the Henry Hobele Area of Overpeck County Park would not result from the implementation of this alternative as the areas of the park nearest the proposed parking area are overgrown weedy areas, and drainage swales adjacent to the existing rail bed and the park access road, not areas used for active or passive recreation. Due to the adjacent office and industrial buildings, the addition of a parking deck east of the park would not substantially alter the viewshed from the park or interfere with the use or aesthetic qualities of the park. The deck will be visible, but not obtrusively so, and views from the park to the proposed parking deck site will not be adversely affected as a result of the deck’s development, as there are no visual receptors or landmarks east of the proposed deck’s location for which the deck would block line-of-sight. As a result, no constructive use of Overpeck County Park will occur from the development of the parking deck.

Station Park

Description of the Resource. This park is located just south of Fort Lee Road within the Borough of Leonia. This 4.5-acre park is immediately east of the right-of-way. Passive and active recreational amenities are contained within this facility including a shaded picnic area and a playground, as well as a ball field. Station Park lies directly across the right-of-way from the Leonia South Area of Overpeck County Park.

Documentation of Potential Use. Neither Build Alternative would use property from this site and no permanent use would occur. No temporary occupancy or use of this resource would occur. Passing rail vehicles and warning whistles associated with the Fort Lee Road grade crossing would cause an increase in noise under both Build Alternatives. However, no constructive noise impact would result since this resource which primarily contains active recreational uses is not considered noise-sensitive per FTA guidance. Visual impacts from both Build Alternatives, due to the proximity of the site from the alignment, would be intermittent and would not impair the use of this park in whole or part for its intended purpose. No substantial impairment of the activities at this facility or constructive use would occur during the implementation of the proposed project under either Light Rail to Tenafly (Preferred Alternative) or Light Rail to Englewood Route 4.

Leonia High School Athletic Fields

Description of the Resource. Leonia High School is located adjacent to the east side of the right-of-way on Christie Heights Street within the Borough of Leonia. A baseball field is located next to the high school while a football field, running track, tennis courts, and parking lot used by Leonia High School students are located on the opposite side of the rail right-of-way. Currently, a dirt path serves as a pedestrian crossing for students to access the west side of the right-of-way.

Documentation of Potential Use. Neither Build Alternative would permanently displace or temporarily encroach upon property from this site. Consequently, no permanent or temporary use will occur. The athletic fields are not classified as a noise-sensitive resource since they are used for active recreation which does not depend on a quiet setting. Any indirect increase in noise from audible warning whistles or temporary visual change from passing rail traffic would not be considered a noise impact or hinder the use of this facility. Access between the high school and the fields would be improved with a protected grade crossing under both of the Build Alternatives. No substantial impairment of the activities at this facility or constructive use would occur during the implementation of the proposed project under either Light Rail to Tenafly (Preferred Alternative) or Light Rail to Englewood Route 4.
Englewood

Depot Square Park

Description of the Resource. This park, owned by the City of Englewood, is located in Englewood’s town center. This 5.7-acre parkland consists of a grassy area and playground between North Van Brunt and West Streets as well as a wide strip of green space along North Dean Street. This site is accessible from the aforementioned local streets and by walking and bicycling to the site. The east and west sections of the park are segmented by the former Englewood Rail Station, currently a music studio, the existing alignment, North Van Brunt Street and Veterans Memorial Place.

Documentation of Potential Use. Light Rail to Englewood Route 4 alternative terminates at Englewood Route 4 Station, which is located south of Depot Square Park. No elements are proposed for construction north of Englewood Route 4 Station; consequently, no impacts would result with the implementation of Light Rail to Englewood Route 4. Improvements associated with Light Rail to Tenafly (Preferred Alternative) would occur in the vicinity of this resource; however, it would not permanently displace or temporarily encroach upon property from this site. Consequently, no permanent or temporary use will occur. Passing vehicles and their associated warning whistles at the nearby grade crossing of Demarest Avenue would cause a moderate noise increase; however, this resource is not considered a noise-sensitive resource when considering FTA guidance for active recreational facilities and accounting for the park’s proximity to the former Englewood Rail Station. While passing rail vehicles and project components of the Light Rail to Tenafly (Preferred Alternative) would be visible from this park, these components would be subordinate to other visual features within view of the park. Safety concerns related to pedestrians crossing the alignment to access the respective sections of the park would be addressed through the installation of grade crossing protection potentially consisting of gates, flashers, whistles or signage. Access would not be restricted to developed portions of the park, although it would be segmented by intermittently passing light rail vehicles. These temporary access issues would not hinder the use of this facility. Moreover, noise increases or safety impacts associated with the proposed project would not impair the protected activities, features, or attributes of Depot Square Park nor cause any constructive use of this open space resource.

Durie Park

Description of the Resource. This park, owned by the City of Englewood, is located across from Englewood Hospital. This 4.24-acre parkland consists of athletic fields and tennis courts between Brook and Durie Avenues.

Documentation of Potential Use. Light Rail to Englewood Route 4 alternative terminates at Englewood Route 4 Station, which is located south of Durie Park. No elements are proposed for construction north of Englewood Route 4 Station; consequently, no impacts would result with the implementation of Light Rail to Englewood Route 4. Improvements associated with Light Rail to Tenafly (Preferred Alternative) would occur in the vicinity of this resource; however, it would not permanently displace or temporarily encroach upon property from this site. Consequently, no permanent or temporary use will occur. Passing vehicles and their associated warning whistles at the nearby grade crossings would cause a moderate noise increase; however, this resource is not considered a noise-sensitive resource when considering FTA guidance for active recreational facilities. While passing rail vehicles and project components of the Light Rail to Tenafly (Preferred Alternative) would be visible from this park, these components would be subordinate to other visual features within view of the park. Noise increases or safety impacts associated with the proposed project would not impair the protected activities, features, or attributes of Durie Park nor cause any constructive use of this open space resource.
Tenafly

Walnut Park

Description of the Resource. This 2.1-acre “tot lot” is located between Walnut Drive and Leonard Avenue in the Borough of Tenafly. This park sits adjacent to the rail right-of-way and is comprised of grassy open space and children’s playground. Park users can access the park by parking on local streets such as Walnut Drive, or by walking and bicycling to the site.

Documentation of Potential Use. Light Rail to Englewood Route 4 alternative terminates at Englewood Route 4 Station, which is located south of Walnut Park. No elements are proposed for construction north of Englewood Route 4 Station; consequently, no impacts would result with the implementation of Light Rail to Englewood Route 4. Improvements associated with Light Rail to Tenafly (Preferred Alternative) would occur in the vicinity of this resource; however, the Light Rail to Tenafly (Preferred Alternative) would not use property from this site. As a result, no permanent use or temporary occupation of this site would occur. Any low to moderate increase in noise or changes to visual character from passing light rail vehicles would not minimize the function of this park as a community park. Walnut Park is an actively used “tot lot” and any increase in noise would not alter the use of this open space resource. Fencing is currently installed to serve as a safety barrier between the park and right-of-way. No substantial impairment of the activities in the park or constructive use would occur with the implementation of Light Rail to Tenafly (Preferred Alternative).

Dean Park

Description of the Resource. Dean Park, owned by the Borough of Tenafly, is a 2.6-acre linear park located on the east side of the Northern Branch right-of-way between Westervelt Avenue and Elm Street. Public use of this open space is minimal as it has no recreational amenities and functions as a landscaped greenbelt along the right-of-way.

Documentation of Potential Use. Light Rail to Englewood Route 4 alternative terminates at Englewood Route 4 Station, which is located south of Dean Park. No elements are proposed for construction north of Englewood Route 4 Station; consequently, no impacts would result with the implementation of Light Rail to Englewood Route 4. Improvements associated with Light Rail to Tenafly (Preferred Alternative) would occur in the vicinity of this resource; however, the Preferred Alternative would not permanently displace or temporarily occupy property from this site. As a result, no permanent or temporary use of this park would occur. The Light Rail to Tenafly (Preferred Alternative) would intermittently impact Dean Park because this 2.6-acre linear park functions as a landscaped buffer along the existing right-of-way and is in close vicinity to the grade crossing at Dean Drive. While project components would be visible from this resource, they would not overwhelm other features visible from Dean Park or impair the function of this parkland as a landscaped greenbelt. In addition, attendance would not be impacted, since public use is negligible due to the lack of on-site recreational amenities. Light Rail to Tenafly (Preferred Alternative) would not cause a constructive use of this site because the proximity impacts to it are not anticipated to substantially diminish park characteristics in whole or part.

Huyler Park

Description of the Resource. This 0.6-acre passive green space is located across Piermont Road from the rail right-of-way and the historic Tenafly rail station, in downtown Tenafly. The park, owned by the Borough of Tenafly, is reminiscent of a town square. This resource contains shade trees, several benches and war memorials. The park is utilized for annual Memorial Day ceremonies and a summer concert series sponsored by the Tenafly Business Development Committee. The park is accessible from local streets or by walking and bicycling to the site.

Documentation of Potential Use. Light Rail to Englewood Route 4 terminates at Englewood Route 4 Station, which is located south of Huyler Park. No elements are proposed for construction north of
Englewood Route 4 Station; consequently, no impacts would result with the implementation of Light Rail to Englewood Route 4. Improvements associated with Light Rail to Tenafly (Preferred Alternative) would occur in the vicinity of this resource; however, the Preferred Alternative would not permanently displace or temporarily occupy property from this site. As a result, no permanent or temporary use of this park would occur. Passing vehicles and their associated warning whistles at grade crossings near the town center like East Clinton Avenue would cause a moderate noise increase. Huyler Park is classified as a noise-sensitive resource due to the seasonal concert series that it hosts in the summer. These summer concerts which are typically held between 7:30 p.m. and 10:00 p.m. would occur in off-peak hours. Quiet zones are proposed for this area to reduce the noise impacts. Other than the seasonal concert series, no substantial impairment of the activities in the park or constructive use would occur during the implementation of the proposed project. The implementation of Light Rail to Tenafly (Preferred Alternative) would not result in a Section 4(f) use of Huyler Park, which has well-established ties to the railroad due to its proximity to Tenafly Town Center and the historic Tenafly rail station.

**Historic Resources**

None of the historic resources within the Northern Branch study area would be subject to permanent acquisition, direct impacts, or temporary occupancy and are not subject to a Section 4(f) use. Resources adjacent or proximate to the rail alignment are identified in Table 24-2 and inventoried below.

**Ridgefield**

**Dutch Reformed Church in the English Neighborhood, 1040 Edgewater Avenue, Ridgefield (SR: 11/27/78) (NR: 01/25/79).**

*Description of the Resource.* The Dutch Reformed Church in the English Neighborhood is one of eight stone churches in Bergen County associated with the Dutch Reformed religion. As with the other churches built between 1791 and 1819, this church is an outstanding example of a vernacular interpretation of a church type established by British architects Sir Christopher Wren and James Gibbs. All these churches illustrate the merging of the stone building methods of the Dutch culture with English architectural layout and forms.

The Dutch Reformed Church in the English Neighborhood, also known as the English Neighborhood Reformed Church of Ridgefield, was built in 1793. The church property consists of the entire block bordered by Edgewater Avenue on the north, Hendricks Causeway on the south, Church Street on the east, and Fulton Street on the west (Block 2907, Lot 1), which consists of a total of 5.8 acres. The church is a rectangular, one-story sandstone building with a balcony. The style is Vernacular Wren-Gibbs with Gothic Revival elements. A cemetery surrounds the church on all sides. An Education Building/Fellowship Hall, erected in 1912, is adjacent to the church on the eastern boundary of the property; both the Fellowship Hall and the cemetery are part of the National Register-listed complex.

*Documentation of Potential Use.* This resource would not be subject to a use under Part 23 § 774.17 since it would not be permanently incorporated into either Build Alternative. Implementation of the Build Alternatives would not cause a permanent or temporary use of this property since there would not be any temporary encroachment or permanent acquisition. This site is not expected to experience intermittent noise increases or visual impacts severe enough to impede the overall function of this resource. Light rail catenary consists of one wire and thin metal poles, resulting in minimal visual intrusion. This is in comparison with heavy rail catenary, which incorporates significant overhead structures, multiple wires, and large poles, visible for a considerable distance from the right-of-way. Neither of the Build Alternatives would result in a constructive use of this property.
Palisades Park

U.S. Route 46 Corridor Between George Washington Bridge, Fort Lee to Grand Avenue Interchange, Palisades Park (SHPO Opinion: 02/21/97).

Description of the Resource. U.S. Route 46 was originally constructed as New Jersey Route 6. Route 6 was planned in 1927 to provide an east-west route between the Delaware River and the George Washington Bridge. The bridge over the railroad was built in 1930. In 1934 the entire route between the Delaware River and the George Washington Bridge was completed and officially opened as Route 6. In 1953 the highway was renamed US Route 46. The section from the George Washington Bridge to the interchange with Grand Avenue in Palisades Park (approximately one mile) is eligible as a single linear historic district. This section contains the most intensive civil engineering; this portion of Route 46 was designed and built with a single approach to separate Route 46 traffic from local streets, and is significant as an excellent and relatively intact highway system which displays bridge technology and highway designs representative of the period prior to World War II.

Documentation of Potential Use. This resource would not be subject to a use under Part 23 § 774.17 since it would not be permanently incorporated into either Build Alternative. Implementation of the Build Alternatives would not cause a permanent or temporary use of this property since there would not be any temporary encroachment or permanent acquisition. This site is not expected to experience intermittent noise increases or visual impacts severe enough to impede the overall function of this resource. Light rail catenary consists of one wire and thin metal poles, resulting in minimal visual intrusion. This is in comparison with heavy rail catenary, which incorporates significant overhead structures, multiple wires, and large poles, visible for a considerable distance from the right-of-way. This resource presently experiences background noise and vibration from the traffic traveling along Route 46. Neither of the Build Alternatives would result in a constructive use of this property.

Englewood

Barretts, Palmer & Heal Dyeing & Cleansing Establishment, 60 Cedar Lane, Englewood (SHPO Opinion: 07/28/09)

Description of the Resource. This resource consists of a multi-building factory complex built in varying construction dates and primarily constructed of red brick. Roofs are gabled and many windows are the original wood sash with multi-lites. Established circa 1876, Barretts, Palmer & Heal Dyeing & Cleansing Establishment operated for 65 years in its original function as a dye works and is potentially eligible for listing on the National Register of Historic Places as an excellent example of the early industrial heritage of this section of Englewood. Barretts, Palmer & Heal Dyeing & Cleansing Establishment is also eligible for National Register listing as an early and relatively intact example of a late nineteenth century factory complex.

Documentation of Potential Use. This resource would not be subject to a use under Part 23 § 774.17 since it would not be permanently incorporated into either Build Alternative. Implementation of the Build Alternatives would not cause a permanent or temporary use of this property since there would not be any temporary encroachment or permanent acquisition. This site is not expected to experience intermittent noise increases or visual impacts severe enough to impede the overall function of this resource. Light rail catenary consists of one wire and thin metal poles, resulting in minimal visual intrusion. This is in comparison with heavy rail catenary, which incorporates significant overhead structures, multiple wires, and large poles, visible for a considerable distance from the right-of-way. This resource presently experiences background noise from an elevated portion of I-80/95, which it abuts. Neither of the Build Alternatives would result in a constructive use of this property.
Description of the Resource. The Palisades Trust and Guaranty Company Building is significant as an excellent example of an early twentieth century commercial building designed in the Tudor Revival style by prominent architect Aymar Embury II with a period of significance of 1906-1929. The Palisades Trust and Guaranty Company Building, built in 1906 with additions that date from 1908-1915; 1922-1929; and 1980, is a two-story limestone-clad Norman Tudor building with a gabled roof covered with red clay tile with cast iron snow guards. Large multi-pane windows are of leaded glass. Although the interior has been modified, the bank retains its original walls and ceilings of stucco with half timbers and a large leaded glass skylight. Architect Aymar Embury II (1880-1966). Embury, who lived in Englewood for a time, specialized in the design of suburban country houses and estates and was the chief architect of many of Robert Moses’s public works projects including the Tri-borough, Henry Hudson and Whitestone Bridges as well as the Wollman Skating Rink in Central Park.

Documentation of Potential Use. Light Rail to Englewood Route 4 terminates at Englewood Route 4 Station, which is located south of the Palisades Trust and Guaranty Building. No elements are proposed for construction north of Englewood Route 4 Station; consequently, no impacts would result with the implementation of Light Rail to Englewood Route 4. Improvements associated with Light Rail to Tenafly (Preferred Alternative) would occur in the vicinity of this resource. This resource would not be subject to a use under Part 23 § 774.17 since it would not be permanently incorporated into Light Rail to Tenafly (Preferred Alternative). Implementation of Light Rail to Tenafly (Preferred Alternative) would not cause any physical encroachment or require the permanent acquisition of this resource. This site is not expected to experience intermittent noise increases or visual impacts severe enough to impede the overall function of this resource. Light rail catenary consists of one wire and thin metal poles, resulting in minimal visual intrusion. This is in comparison with heavy rail catenary, which incorporates significant overhead structures, multiple wires, and large poles, visible for a considerable distance from the right-of-way. Neither of the Build Alternatives would result in a constructive use of this property.

Tenafly

Tenafly Railroad Station, 1 Piermont Road, Tenafly (SR: 11/27/78) (NR: 01/25/79) Description of the Resource. The Tenafly Railroad Station, built in 1872-74, is an excellent representative example of a suburban railroad station built during the last quarter of the nineteenth century. It is also one of the foremost examples of the Victorian Gothic style in the State. It is one of two stations on the Northern Branch of the Erie Railroad that were constructed of native sandstone. Tenafly Railroad Station was designed by Daniel Topping Atwood (1836-1919), an important suburban New York architect who practiced during the last half of the 19th century. The construction of the station was jointly funded by the Northern Railroad and the Tenafly community; local resident George Huyler donated the land for the station site and provided one third of the construction cost. Other Tenafly residents paid one third, and the Northern Railroad of New Jersey, paid the remainder. The Borough of Tenafly purchased the station from Conrail in 1963; passenger service ended in 1966. The current tenant is a restaurant.

Documentation of Potential Use. Light Rail to Englewood Route 4 alternative at Englewood Route 4 Station, which is located south of the Tenafly Railroad Station. No elements are proposed for construction north of Englewood Route 4 Station; consequently, no impacts would result with the implementation of Light Rail to Englewood Route 4. Improvements associated with Light Rail to Tenafly (Preferred Alternative) would occur in the vicinity of this resource. This resource would not be subject to a use under Part 23 § 774.17 since it would not be permanently incorporated into Light Rail to Tenafly (Preferred Alternative). Implementation of Light Rail to Tenafly (Preferred Alternative) would not cause any physical encroachment or require the permanent acquisition of this resource. There would be no temporary occupancy of the station building and there would be no use under Part 23 § 774.13(d). While
warning whistles at the grade crossing would cause a noise increase, the noise would not have an adverse impact on the character defining features that qualify this resource for protection under Section 4(f). This resource presently experiences background noise levels associated with the busy downtown area and is historically tied to the rail alignment. During construction, measures to minimize noise, dust and vibration during the installation of proposed project components and catenary would be implemented. Catenary locations would be positioned to minimize any potential visual impacts to the station. Noise increases or visual impacts associated with Light Rail to Tenafly (Preferred Alternative) would not impair the protected activities, features, or attributes of this resource nor cause any constructive use.

25.5. Avoidance Alternatives

Avoidance alternatives are not applicable as Light Rail to Tenafly (Preferred Alternative) and Light Rail to Englewood Route 4 avoid Section 4(f) properties.

25.6. Measures to Minimize Harm

Measures to minimize harm are not applicable as Light Rail to Tenafly (Preferred Alternative) and Light Rail to Englewood Route 4 avoid Section 4(f) protected resources.

25.7. Next Steps and Coordination

The Section 4(f) review process requires ongoing dialogue with several stakeholder agencies to achieve concurrence on the characterization of impacts to 4(f) resources. Coordination with the following regulatory and resource agencies is necessary: United States Department of Interior, Federal Transit Administration, Bergen County Department of Parks and Recreation, NJ State Historic Preservation Office, Bergen County Executives Office, NJ Department of Transportation and NJ Department of Environmental Protection. Discussions have taken place between NJ TRANSIT and Bergen County pertaining to the location of the Leonia Station area parking facility. Bergen County participated in the site selection process and fully supports the proposed location, as it would provide benefits for park users, transit passengers and drivers on area roadways.

As discussed in the introductory section of this analysis, this Section 4(f) evaluation is included as a chapter of the Northern Branch Corridor DEIS, and would be subject to public review and comment as part of the NEPA public review process. Several meetings were convened with members of the general public, as well as elected and appointed officials and agency staff members throughout the DEIS study process to solicit their concerns, obtain input to the planning process and disseminate project information. Coordination with the public and local, county, state and Federal agency representatives would continue. During the DEIS comment and hearing period, remarks from the public on the matter would be received and addressed. The final selection of a Build Alternative and the corresponding determination of no “use” to the Section 4(f) resources, identified above, would be included in the Northern Branch Corridor Final Environmental Impact Statement (FEIS).