5. **Land Acquisition and Displacement**

5.1. **Chapter Overview**

5.1.1. **Introduction**

Implementation of the Build Alternatives would require the acquisition of property and displacement of land uses for the purposes of constructing proposed rail infrastructure, passenger stations and parking areas, and the vehicle base facility (VBF). The potential impacts resulting from property acquisition and displacement, such as loss of jobs and possible mitigation measures, are discussed below.

5.1.2. **Summary of Findings**

The Northern Branch project will require the acquisition of both public and private properties for the development of station parking facilities and the proposed vehicle base facilities. All right-of-way improvements, which include the replacement of ballast and installation of new rail, will occur within the rail right-of-way and will not require acquisition. Table 5-1 summarizes the anticipated land acquisition requirements.

<table>
<thead>
<tr>
<th>Location</th>
<th>Element</th>
<th>Number and Acreage of Private Properties to be Acquired</th>
<th>Number and Acreage of Public Properties to be Acquired</th>
<th>Business Displacements/Estimated Employee Displacements</th>
<th>Estimated Residential Displacements</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Vehicle Base Facilities</strong> <em>(Either North Bergen OR Englewood)</em></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>North Bergen</td>
<td>Proposed VBF</td>
<td>1 property/3.96 acres</td>
<td>3 properties (1 of which is partial)/6.60 acres</td>
<td>0 businesses/0 employees</td>
<td>0 residences</td>
</tr>
<tr>
<td>Englewood</td>
<td>Optional VBF</td>
<td>6 properties/5.49 acres</td>
<td>1 property/0.02 acres</td>
<td>4 businesses/85 employees</td>
<td>0 residences</td>
</tr>
<tr>
<td><strong>Station Locations</strong> <em>(Denotes Preferred Alternative Locations, Only)</em></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>North Bergen</td>
<td>91st Street Station</td>
<td>1 property/0.5 acres</td>
<td>None</td>
<td>0 businesses/0 employees</td>
<td>0 residences</td>
</tr>
<tr>
<td>Ridgefield</td>
<td>Ridgefield Station</td>
<td>2 properties/3.19 acres</td>
<td>3 properties/0.34 acres</td>
<td>5 businesses/50 employees</td>
<td>0 residences</td>
</tr>
<tr>
<td>Palisades Park</td>
<td>Palisades Park Station</td>
<td>3 properties/2.64 acres</td>
<td>None</td>
<td>8 businesses/60 employees</td>
<td>0 residences</td>
</tr>
<tr>
<td>Leonia</td>
<td>Leonia Station</td>
<td>None</td>
<td>None</td>
<td>0 businesses/0 employees</td>
<td>0 residences</td>
</tr>
<tr>
<td>Englewood</td>
<td>Englewood Route 4 Station</td>
<td>1 property/5.18 acres</td>
<td>None</td>
<td>1 business/126 employees</td>
<td>0 residences</td>
</tr>
<tr>
<td></td>
<td>Englewood Town Center Station*</td>
<td>None</td>
<td>None</td>
<td>0 businesses/0 employees</td>
<td>0 residences</td>
</tr>
<tr>
<td></td>
<td>Englewood Hospital Station*</td>
<td>None</td>
<td>None</td>
<td>0 businesses/0 employees</td>
<td>0 residences</td>
</tr>
<tr>
<td>Tenafly</td>
<td>Tenafly Town Center Station*</td>
<td>None</td>
<td>1 property/0.24 acres</td>
<td>0 businesses/0 employees</td>
<td>0 residences</td>
</tr>
<tr>
<td></td>
<td>Tenafly North Station*</td>
<td>12 properties/7.16 acres</td>
<td>None</td>
<td>6 businesses/85 employees</td>
<td>5 residences</td>
</tr>
</tbody>
</table>
The total acquisition required for each Build Alternative depends on the distance of the Build Alternative and the site of the vehicle base facility, as follows:

- Light Rail to Tenafly (Preferred Alternative) provides the greatest linear distance of service. As a result, it provides four additional station sites but also requires more land acquisition, as follows:
  - Light Rail to Tenafly with the North Bergen VBF requires 20 private properties (22.63 acres) and seven public properties (7.18 acres), and is estimated to displace 321 jobs and 5 residences.
  - Light Rail to Tenafly with the Englewood VBF requires 25 properties (24.16 acres) and five public properties (0.60 acres), and is estimated to displace 406 jobs and 5 residences.
- Light Rail to Englewood Route 4 is the shorter of the two Build Alternatives in terms of total linear distance served. Total land acquisition is less than that required for the Preferred Alternative, but varies depending on the location of the VBF.
  - Light Rail to Englewood Route 4 with the North Bergen VBF requires eight private properties (15.47 acres) and six public properties (6.94 acres), and is estimated to displace 236 jobs and no residences.
  - Light Rail to Englewood Route 4 with the Englewood VBF requires 13 private properties (17.00 acres) and four public properties (0.36 acres), and is estimated to displace 321 jobs and no residences.

All private properties or portions of properties that would be acquired under this proposed project would be purchased at fair market value pursuant to the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970. Under the guidelines set forth in 49 CFR Part 24 “Uniform Relocation Assistance and Real Property Acquisition Regulations for Federal and Federally Assisted Programs”, assistance to all displaced residents and businesses would include helping residents and businesses complete forms required by lending institutions, the Small Business Administration and other entities involved in the leasing or purchasing of new locations and helping residents and businesses complete reimbursement claims following the relocation. In addition, NJ TRANSIT would assist displaced residents and businesses find suitable relocation sites and would compensate them for moving expenses. Individuals experienced in residential and business relocation and guidelines laid out in the “Uniform Relocation Assistance and Real Property Acquisition Regulations for Federal and Federally Assisted Programs” would be utilized during this process.

Compensation for the use of public properties owned by the local municipal jurisdiction or county would be negotiated with NJ TRANSIT. Use of the CSX right-of-way for station platforms, substations and the proposed VBF will require acquisition or lease arrangements between NJ TRANSIT and CSX. Negotiations will occur during Final Design and Engineering.

5.2. Methodology

During the concept design of the Northern Branch project, identification of station site and VBF locations considered the operating needs of the proposed service plan for the Northern Branch service and the development patterns in the existing community. To achieve a service plan that provides a viable alternative to single-occupancy automobiles, Northern Branch stations were located approximately one mile apart. This allows for the rail vehicles to achieve running speed before having to slow down to pick up more passengers at the next station. Placing stations too close together results in operational inefficiencies, while placing stations too far apart fails at serving the communities through which the rail service runs. Inefficient service or service that bypasses a potential ridership population would fail to meet the goals and objectives stated for the Northern Branch project.

Once the general vicinity for the station sites was established, specific properties were identified through aerial mapping and tax map data and confirmed through site visits. Estimated displacement figures were
established by a parking survey of each parcel. Whenever possible, vacant, industrial, or publicly-owned land was identified for acquisition. Although it is the preference of NJ TRANSIT to avoid the acquisition of private property, this was not possible at all station site locations. The station and VBF property acquisition narrative below describes the potential impacts associated with Northern Branch project element construction. It is assumed that these sites represent the best alternative for balancing the achievement of project goals and objectives with potential impacts to the study area communities.

The discussion that follows describes land acquisition by municipality for each Build Alternative. South of Englewood Route 4 Station, land acquisition is identical for both Build Alternatives. The differences in acquisition occur north of Englewood Route 4 Station. From that point north, only the Preferred Alternative (Light Rail to Tenafly) results in impacts associated with land use acquisition. The effect on the local tax base is discussed in Appendix D: Local Tax Base.

5.3. Environmental Review

Existing Conditions summarizes the land use types in the vicinity of the proposed project element. Specific information pertaining to the uses identified for acquisition is found in the Potential Impacts and Mitigation section.

5.3.1. North Bergen

5.3.1.1. Existing Conditions

Rail Right-of-Way
The rail right-of-way itself is actively used for freight service and is considered a transportation/railroad use. The majority of the land within the area proposed for rail right-of-way improvements is owned by NYS&W.

The substation at 69th Street, the viaduct to connect between the HBLR Tonnelle Avenue Station and the NYS&W line, and the viaduct between 69th Street and 83rd Street are proposed to be constructed within existing railroad rights-of-way. The undergrade bridge at 85th Street is proposed to be constructed within the existing right-of-way of 85th Street, which is owned by the Township of North Bergen.

North Bergen Vehicle Base Facility
The proposed North Bergen VBF is located southwest of the existing HBLR Tonnelle Avenue Station, east of West Side Avenue. The property identified for the VBF and adjacent area is currently used for railroad storage as well as some industrial uses. Three of the parcels within and adjacent to the proposed VBF site are publicly owned; one is privately owned, but currently undeveloped.

91st Street Station
The platforms for the proposed 91st Street Station will be constructed within the rail right-of-way, which is owned by NYS&W. The property proposed for the parking area and substation was redeveloped as parking for the large commercial development recently constructed between the rail right-of-way and Tonnelle Avenue.

5.3.1.2. Potential Impacts and Mitigation

No Build Alternative

Under the No Build Alternative, the acquisition of property and displacement of land uses along the rail right-of-way would not be necessary, resulting in no impacts. Any property acquisition and subsequent displacement under the No Build Alternative would occur independently of the proposed project.
**Light Rail to Tenafly (Preferred Alternative) and Light Rail to Englewood Route 4**

Both Light Rail to Tenafly (Preferred Alternative) and Light Rail to Englewood Route 4 are identical in their potential impacts and mitigation through North Bergen. Consequently, the discussion below applies to both alternatives.

**Rail Right-of-Way**

*Impacts* – All improvements to the rail right-of-way will occur within the existing right-of-way. No acquisition is required.

*Mitigation* – None required.

**North Bergen Vehicle Base Facility**

*Impacts* – Construction of the VBF and rail infrastructure in the area generally located between 41st Street and 47th Street in North Bergen would necessitate the acquisition of four properties, including one partial lot. These properties are owned by state and local government and railroad entities, and the majority of land is vacant, including the one privately-owned property located on Block 485 Lot 2.

Block 452.04, Lot 6.024 is presently occupied by a sewage treatment plant operated by the North Bergen Municipal Utilities Authority. Independent of the Northern Branch project, North Bergen intends to move this operation to an industrial area north of the existing location. VBF improvements will be coordinated with North Bergen to ensure that construction of the rail facilities would not result in the disruption of municipal services. Table 5-2 summarizes the proposed land use acquisition associated with North Bergen VBF development (Refer to Figure 5-1).

**Table 5-2: Land Acquisition Associated with the Development of North Bergen VBF**

<table>
<thead>
<tr>
<th>Block</th>
<th>Lot</th>
<th>Property Location</th>
<th>Parcel Area (Acres)</th>
<th>Acquisition Area (Acres)</th>
<th>Type of Use</th>
<th>Employees Affected</th>
<th>Ownership Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>452.04</td>
<td>6.03</td>
<td>4400 West Side Ave</td>
<td>1.3</td>
<td>1.3</td>
<td>Railroad: Vacant Land</td>
<td>N/A</td>
<td>Public</td>
</tr>
<tr>
<td>452.04</td>
<td>6.04</td>
<td>4300 West Side Ave</td>
<td>3.3</td>
<td>3.3</td>
<td>Sewage Treatment Plant-Municipal relocation planned separate from this project</td>
<td>N/A</td>
<td>Public</td>
</tr>
<tr>
<td>452.04</td>
<td>6.024</td>
<td>4600 West Side Ave</td>
<td>3.96</td>
<td>3.96</td>
<td>Vacant</td>
<td>0</td>
<td>Private</td>
</tr>
<tr>
<td>485</td>
<td>2 (Partial)</td>
<td>NYS&amp;W ROW</td>
<td>5.69</td>
<td>2.0</td>
<td>Vacant</td>
<td>0</td>
<td>Public</td>
</tr>
</tbody>
</table>

*Source: New Jersey Parcel Map Online, 2009*

*Mitigation* – The vacant private property would be acquired at fair market value pursuant to the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970. Compensation for the acquisition of public property would be negotiated between the Township of North Bergen and NJ TRANSIT, and in the case of the NYS&W property, between NYS&W and NJ TRANSIT.

**91st Street Station**

*Impacts* – Under the Build Alternatives a portion of a property located on the south side of 91st Street and just east of the Northern Branch right-of-way in the Township of North Bergen would be utilized for a surface parking lot and a substation. This property is currently part of a large-scale shopping center that was recently completed. The portion of the parcel to be acquired for the construction of the proposed parking lot is vacant of structures. The acquisition will not result in the loss of jobs or residential units. Table 5-3 summarizes this acquisition (Refer to Figure 5-2).
PROPERTY ACQUISITION
NORTH BERGEN VBF

Northern Branch Corridor
Figure 5-1

Stations - All Alternatives
Stations Light Rail To Tenafly (Preferred Alternative Only)
Viaduct
Proposed Alignment
Half-Mile Study Area
Freight Only
Hudson-Bergen Light Rail
Hudson County Parcels
Property Acquisition
Municipal Boundary

Bergen County
Hudson County
New York

Hudson County Parcels
Property Acquisition

0 300 600 Feet

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Table 5-3: Land Acquisition Associated with the Development of 91st Street Station

<table>
<thead>
<tr>
<th>Block</th>
<th>Lot</th>
<th>Property Location</th>
<th>Parcel Area (Acres)</th>
<th>Acquisition Area (acres)</th>
<th>Type of Use</th>
<th>Employees Affected</th>
<th>Ownership Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>460</td>
<td>1 (partial)</td>
<td>2100 88th Street</td>
<td>5.16</td>
<td>0.5</td>
<td>Commercial</td>
<td>0</td>
<td>Private</td>
</tr>
</tbody>
</table>

Source: New Jersey Parcel Map Online, 2009

Mitigation -- The vacant portion of the private property would be acquired at fair market value pursuant to the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970.

5.3.2. Fairview

5.3.2.1. Existing Conditions

Rail Right-of-Way
The rail right-of-way itself is actively used for freight service and is considered a transportation/railroad use. The area immediately adjacent to the right-of-way is substantially light industrial. The majority of the land within the area proposed for rail right-of-way improvements is owned by CSX.

5.3.2.2. Potential Impacts and Mitigation

No Build Alternative
Under the No Build Alternative, the acquisition of property and displacement of land uses along the rail right-of-way would not be necessary, resulting in no impacts. Any property acquisition and subsequent displacement under the No Build Alternative would occur independently of the proposed project.

Light Rail to Tenafly (Preferred Alternative) and Light Rail to Englewood Route 4
Both Light Rail to Tenafly (Preferred Alternative) and Light Rail to Englewood Route 4 are identical in their potential impacts and mitigation through Fairview. Consequently, the discussion below applies to both alternatives.

Rail Right-of-Way
Impacts – All improvements to the rail right-of-way will occur within the existing right-of-way. No acquisition is required.

Mitigation – None required.

5.3.3. Ridgefield

5.3.3.1. Existing Conditions

Rail Right-of-Way
The rail right-of-way itself is actively used for freight service and is considered a transportation/railroad use. The right-of-way is owned by CSX.

Ridgefield Station
The platforms for the proposed Ridgefield Station will be located within the existing rail right-of-way. The parking area for the proposed Ridgefield Station area is bound by Broad Avenue (US Route 1/9) to the east, the rail right-of-way to the west, Hendricks Causeway to the north and a warehouse facility to the
south. The proposed station site contains a new retail development consisting of a grocery store, bakery, houseware store, golf shop, and restaurant catering to the Korean community.

5.3.3.2. Potential Impacts and Mitigation

**No Build Alternative**
Under the No Build Alternative, the acquisition of property and displacement of land uses along the rail right-of-way would not be necessary, resulting in no impacts. Any property acquisition and subsequent displacement under the No Build Alternative would occur independently of the proposed project.

**Light Rail to Tenafly (Preferred Alternative) and Light Rail to Englewood Route 4**
Both Light Rail to Tenafly (Preferred Alternative) and Light Rail to Englewood Route 4 are identical in their potential impacts and mitigation through Ridgefield. Consequently, the discussion below applies to both alternatives.

**Rail Right-of-Way**
*Impacts* – All improvements to the rail right-of-way will occur within the existing right-of-way. No acquisition is required.

*Mitigation* – None required.

**Ridgefield Station**
*Impacts* – Construction of the surface parking lot and substation at the proposed Ridgefield Station Area would require the acquisition of three narrow, grassy right-of-way parcels owned by the NJ Department of Transportation, one privately-owned parking area, and the new commercial/retail development. The commercial/retail development, located on Block 3501, Lot 1, contains approximately five shops/restaurants catering to the Korean community in Ridgefield. Table 5-4 summarizes these acquisitions (Refer to Figure 5-3).

A preliminary review of businesses in the vicinity indicates more than 23 Korean restaurants, food stores, and community facilities within Ridgefield and nearby Palisades Park. The uses to be acquired for the development of the station site are not unique in their service to a niche population who would be otherwise adversely affected by the loss of these establishments, however the acquisition will likely represent a loss of jobs and investment to the owner/developer who recently remodeled the site.

<table>
<thead>
<tr>
<th>Block</th>
<th>Lot</th>
<th>Property Location</th>
<th>Parcel Area (Acres)</th>
<th>Acquisition Area (acres)</th>
<th>Type of Use</th>
<th>Employees Affected</th>
<th>Ownership Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>3501</td>
<td>1</td>
<td>1 Remsen Pl</td>
<td>2.75</td>
<td>2.75</td>
<td>Retail/Commercial Korean shopping center</td>
<td>50</td>
<td>Private</td>
</tr>
<tr>
<td>3501</td>
<td>3</td>
<td>553 Broad Ave</td>
<td>0.0909</td>
<td>0.0909</td>
<td>DOT grass ROW</td>
<td>0</td>
<td>Public</td>
</tr>
<tr>
<td>3501</td>
<td>4</td>
<td>545 Broad Ave</td>
<td>0.098</td>
<td>0.098</td>
<td>DOT grass ROW</td>
<td>0</td>
<td>Public</td>
</tr>
<tr>
<td>3501</td>
<td>5</td>
<td>543 Broad Ave</td>
<td>0.1543</td>
<td>0.1543</td>
<td>DOT grass ROW</td>
<td>0</td>
<td>Public</td>
</tr>
<tr>
<td>3501</td>
<td>6</td>
<td>525 Broad Ave</td>
<td>0.4409</td>
<td>0.4409</td>
<td>Parking</td>
<td>0</td>
<td>Private</td>
</tr>
</tbody>
</table>

*Source: New Jersey Parcel Map Online, 2009*
PROPERTY ACQUISITION
Ridgefield Station

Figure 5-3

Northern Branch Corridor

Stations - All Alternatives
Stations Light Rail To Tenafly (Preferred Alternative Only)
Viaduct
Proposed Alignment
Half-Mile Study Area
Freight Only
Hudson-Bergen Light Rail
Bergen County Parcels
Property Acquisition
Municipal Boundary
Mitigation – The property owner would be compensated at fair market value for the acquisition of Block 3501, Lot 1, and the “Uniform Relocation Assistance and Real Property Acquisition Regulations for Federal and Federally Assisted Programs” (49 CFR Part 24) will provide business relocation assistance through the Small Business Administration. In addition, NJ TRANSIT would assist in finding suitable relocation sites and compensate for moving expenses. The parking area located on Block 3501, Lot 6 would be acquired at fair market value pursuant to the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970.

5.3.4. Palisades Park

5.3.4.1. Existing Conditions

Rail Right-of-Way
The rail right-of-way itself is actively used for freight service and is considered a transportation/railroad use. The right-of-way is owned by CSX.

Palisades Park Station
The platforms for the proposed Palisades Park Station will be located within the existing rail right-of-way. The proposed Palisades Park Station parking area is defined by one square block comprised of light-industrial, warehousing, and associated office uses.

5.3.4.2. Potential Impacts and Mitigation

No Build Alternative
Under the No Build Alternative, the acquisition of property and displacement of land uses along the rail right-of-way would not be necessary, resulting in no impacts. Any property acquisition and subsequent displacement under the No Build Alternative would occur independently of the proposed project.

Light Rail to Tenafly (Preferred Alternative) and Light Rail to Englewood Route 4
Both Light Rail to Tenafly (Preferred Alternative) and Light Rail to Englewood Route 4 are identical in their potential impacts and mitigation through Palisades Park. Consequently, the discussion below applies to both alternatives.

Rail Right-of-Way
Impacts – All improvements to the rail right-of-way will occur within the existing right-of-way. No acquisition is required.

Mitigation – None required.

Palisades Park Station
Impacts – The acquisition of three parcels would be required to construct the proposed station surface parking lot and substation. The parcels comprise the block bound by Fairview Street, West Ruby Avenue, Grand Avenue, and the right-of-way. The parcels contain a number of buildings utilized for industrial and light manufacturing warehousing uses and commercial uses fronting Grand Avenue.

It is estimated that there are approximately eight businesses that provide jobs for approximately 60 employees. The loss of jobs and the jobsite will result in impacts to the individuals employed as well as the employers. Table 5-5 summarizes these acquisitions (Refer to Figure 5-4).
PROPERTY ACQUISITION
Palisades Park Station

Northern Branch Corridor
Figure 5-4

Bergen County

Stations - All Alternatives
Stations Light Rail To Tenafly (Preferred Alternative Only)

Viaduct
Proposed Alignment
Half-Mile Study Area
Freight Only
Hudson-Bergen Light Rail
Bergen County Parcels
Property Acquisition
Municipal Boundary

0 200 400 Feet

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### Table 5-5: Land Acquisition Associated with the Development of Palisades Park Station

<table>
<thead>
<tr>
<th>Block</th>
<th>Lot</th>
<th>Property Location</th>
<th>Parcel Area (Acres)</th>
<th>Acquisition Area (acres)</th>
<th>Type of Use</th>
<th>Employees Affected</th>
<th>Ownership Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>504</td>
<td>1 (includes 2,3,4,5,10)</td>
<td>Fairview Street</td>
<td>2.27</td>
<td>2.27</td>
<td>Industrial/Retail</td>
<td>Beauty supply warehouse and 2 vacant warehouse/retail</td>
<td>10</td>
</tr>
<tr>
<td>504</td>
<td>6</td>
<td>71 Grand Avenue</td>
<td>0.18</td>
<td>0.18</td>
<td>Commercial/Services</td>
<td>Architecture office, doctor office, ophthalmologist, courier service, sound engineering services</td>
<td>35</td>
</tr>
<tr>
<td>504</td>
<td>6.01</td>
<td>61 Grand Avenue</td>
<td>0.19</td>
<td>0.19</td>
<td>Industrial/Commercial</td>
<td>Pet Grooming, Benjamin Moore Paints</td>
<td>15</td>
</tr>
</tbody>
</table>

Source: New Jersey Parcel Map Online, 2009

**Mitigation** – The property owners would be compensated at fair market value for the acquisition of their property under the “Uniform Relocation Assistance and Real Property Acquisition Regulations for Federal and Federally Assisted Programs” (49 CFR Part 24), which will also provide business relocation assistance through the Small Business Administration. In addition, NJ TRANSIT would assist in finding suitable relocation sites and compensate for moving expenses.

### 5.3.5. Leonia

#### 5.3.5.1. Existing Conditions

**Rail Right-of-Way**

The rail right-of-way itself is actively used for freight service and is considered a transportation/railroad use. The right-of-way is owned by CSX.

**Leonia Station**

The platforms for the proposed Leonia Station will be located within the rail right-of-way. The proposed parking area for Leonia Station is located at the parking area of the office building on Willow Tree Road, on the north side of Fort Lee Road, east of the rail alignment.

#### 5.3.5.2. Potential Impacts and Mitigation

**No Build Alternative**

Under the No Build Alternative, the acquisition of property and displacement of land uses along the rail right-of-way would not be necessary, resulting in no impacts. Any property acquisition and subsequent displacement under the No Build Alternative would occur independently of the proposed project.

**Light Rail to Tenafly (Preferred Alternative) and Light Rail to Englewood Route 4**

Both Light Rail to Tenafly (Preferred Alternative) and Light Rail to Englewood Route 4 are identical in their potential impacts and mitigation through Leonia. Consequently, the discussion below applies to both alternatives.
Rail Right-of-Way

Impacts – All improvements to the rail right-of-way will occur within the existing right-of-way. No acquisition is required.

Mitigation – None required.

Leonia Station

Impacts – The development of Leonia Station would involve the construction of a multi-level parking facility on a portion of a commercial site that currently functions as an existing surface parking lot and is located east of the rail right-of-way. NJ TRANSIT proposes the acquisition of the “air rights” associated with the existing parking lot, which would allow the existing parking lot to remain in place and in use by the owner of the building, Kulite, for its current employees, while providing parking for Northern Branch passengers on the upper floors of the parking deck. Parking areas displaced to provide room for the support structures for the parking deck and the substation would be relocated to marked spaces on the upper floors of the parking deck so that the owner of Block 801 Lot 2 experiences no net loss in parking availability or long-term disruption to his existing business. Table 5-6 summarizes this acquisition (Refer to Figure 5-5).

Table 5-6: Land Acquisition Associated with the Development of Leonia Station

<table>
<thead>
<tr>
<th>Block</th>
<th>Lot</th>
<th>Property Location</th>
<th>Parcel Area (Acres)</th>
<th>Acquisition Area (Acres)</th>
<th>Type of Use</th>
<th>Employees Affected</th>
<th>Ownership Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>801</td>
<td>2</td>
<td>Willow Tree Rd 3.37</td>
<td>0</td>
<td>0</td>
<td>Office/Industrial</td>
<td>0</td>
<td>Private</td>
</tr>
</tbody>
</table>

Source: New Jersey Parcel Map Online, 2009

Mitigation – The proposed improvements will not require the acquisition of real property. Providing parking spaces in the upper stories of the proposed parking structure will mitigate any loss of existing parking resulting from the required structural members of the proposed parking deck.

5.3.6. Englewood

5.3.6.1. Existing Conditions

Rail Right-of-Way
The rail right-of-way itself is actively used for freight service and is considered a transportation/railroad use. The right-of-way is owned by CSX.

Englewood Route 4 Station
The platform for the proposed Englewood Route 4 Station will be located within the rail right-of-way, south of and under Route 4. The proposed parking area and substation would be located on the lot west of Nordhoff Place, just south of Route 4. Land in the vicinity of the station site is privately owned.

Englewood Optional VBF
The proposed VBF would be located on the east side of the rail right-of-way on parcels currently occupied by industrial uses, primarily warehouses. Land in the vicinity of the optional VBF site is privately owned.

Englewood Town Center Station
The platforms and substation for the proposed Englewood Town Center Station will be located within the existing rail right-of-way. No parking is proposed at this station.
PROPERTY ACQUISITION
Leonia Station

Northern Branch Corridor
Figure 5-5

- Stations - All Alternatives
- Stations Light Rail To Tenafly (Preferred Alternative Only)
- Viaduct
- Proposed Alignment
- Half-Mile Study Area
- Freight Only
- Hudson-Bergen Light Rail
- Bergen County Parcels
- Property Acquisition of Air Rights
- Municipal Boundary

NJ TRANSIT
The Way To Go.

JACOBS
**Englewood Hospital Station**
The platforms and substation for the proposed Englewood Hospital Station will be located within the existing rail right-of-way. No parking is proposed at this station.

5.3.6.2. Potential Impacts and Mitigation

**No Build Alternative**
Under the No Build Alternative, the acquisition of property and displacement of land uses along the rail right-of-way would not be necessary, resulting in no impacts. Any property acquisition and subsequent displacement under the No Build Alternative would occur independently of the proposed project.

**Light Rail to Tenafly (Preferred Alternative)**

**Rail Right-of-Way**
**Impacts** – All improvements to the rail right-of-way will occur within the existing right-of-way. No acquisition is required.

**Mitigation** – None required.

**Englewood Route 4 Station**
**Impacts** – Under the Preferred Alternative, one property would be acquired for the purpose of constructing a surface parking lot for the Englewood Route 4 Station. The industrial property lines the southern edge of Route 4 and the western edge of West Nordhoff Place. It is estimated that the industrial use proposed to be acquired provides employment for approximately 126 employees. The loss of jobs and the jobsite will result in impacts to the individuals employed as well as the employers. Table 5-7 summarizes this acquisition (Refer to Figure 5-6).

<table>
<thead>
<tr>
<th>Block</th>
<th>Lot</th>
<th>Property Location</th>
<th>Parcel Area (Acres)</th>
<th>Acquisition Area (acres)</th>
<th>Type of Use</th>
<th>Employees Affected</th>
<th>Ownership Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>2602</td>
<td>5</td>
<td>456 W. Nordhoff Place</td>
<td>5.18</td>
<td>5.18</td>
<td>Industrial - C&amp;C Metal Products</td>
<td>126</td>
<td>Private</td>
</tr>
</tbody>
</table>

Source: New Jersey Parcel Map Online, 2009

**Mitigation** – The property owner would be compensated at fair market value for the acquisition of the property under the “Uniform Relocation Assistance and Real Property Acquisition Regulations for Federal and Federally Assisted Programs” (49 CFR Part 24), which will also provide business relocation assistance through the Small Business Administration. In addition, NJ TRANSIT would assist in finding suitable relocation sites and compensate for moving expenses.

**Englewood VBF Option**
**Impacts** – Seven properties would be acquired for the purpose of constructing the optional VBF. The industrial and commercial properties line the southern edge of Route 4 and the eastern edge of South Dean Street. One of the properties is owned by the City of Englewood and is vacant. The remaining six properties are privately owned and function as industrial and commercial businesses, including an auto body repair shop. It is estimated that approximately four businesses provide employment for approximately 85 employees. The loss of jobs and the jobsite will result in impacts to the individuals employed as well as the employers. Table 5-8 summarizes these acquisitions (Refer to Figure 5-6).
PROPERTY ACQUISITION
Englewood Route 4 Station and Optional VBF
Northern Branch Corridor
Figure 5-6

Bergen County

New York

Hudson County

Stations - All Alternatives
Stations Light Rail To Tenafly (Preferred Alternative Only)
Viaduct
Proposed Alignment
Half-Mile Study Area
Freight Only
Hudson-Bergen Light Rail
Bergen County Parcels
Property Acquisition
Municipal Boundary

0 300 600 Feet

NJ TRANSIT
The Way To Go.

JACOBS
Table 5-8: Land Acquisition Associated with the Development of the Optional Englewood VBF

<table>
<thead>
<tr>
<th>Block</th>
<th>Lot</th>
<th>Property Location</th>
<th>Parcel Area (Acres)</th>
<th>Acquisition Area (acres)</th>
<th>Type of Use</th>
<th>Employees Affected</th>
<th>Ownership Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>3004</td>
<td>1</td>
<td>444 S. Dean Street</td>
<td>0.0187</td>
<td>0.0187</td>
<td>Public Property</td>
<td>0</td>
<td>Public</td>
</tr>
<tr>
<td>3004</td>
<td>2</td>
<td>454 S. Dean Street</td>
<td>1.1</td>
<td>1.1</td>
<td>Industrial - Vacant</td>
<td>0</td>
<td>Private</td>
</tr>
<tr>
<td>3004</td>
<td>3</td>
<td>470 S. Dean Street</td>
<td>0.494</td>
<td>0.494</td>
<td>Commercial - Used for parking</td>
<td>0</td>
<td>Private</td>
</tr>
<tr>
<td>3004</td>
<td>4</td>
<td>480 S. Dean Street</td>
<td>0.757</td>
<td>0.757</td>
<td>Industrial - Stryker Orthopedics</td>
<td>30</td>
<td>Private</td>
</tr>
<tr>
<td>3004</td>
<td>5</td>
<td>490 S. Dean Street</td>
<td>1.016</td>
<td>1.016</td>
<td>Industrial - Mega USA</td>
<td>20</td>
<td>Private</td>
</tr>
<tr>
<td>3004</td>
<td>6</td>
<td>520 S. Dean Street</td>
<td>1.21</td>
<td>1.21</td>
<td>Industrial - Hoyt Corporation</td>
<td>20</td>
<td>Private</td>
</tr>
<tr>
<td>3004</td>
<td>7</td>
<td>3-5 E. Sheffield Avenue</td>
<td>0.916</td>
<td>0.916</td>
<td>Commercial - Englewood Car Wash</td>
<td>15</td>
<td>Private</td>
</tr>
</tbody>
</table>

Source: New Jersey Parcel Map Online, 2009

Mitigation – The property owners would be compensated at fair market value for the acquisition of the properties under the “Uniform Relocation Assistance and Real Property Acquisition Regulations for Federal and Federally Assisted Programs” (49 CFR Part 24), which will also provide business relocation assistance through the Small Business Administration. In addition, NJ TRANSIT would assist in finding suitable relocation sites and compensate for moving expenses.

Englewood Town Center station
Impacts – No property acquisition is required for the Englewood Town Center Station. No parking would be constructed.

Mitigation – None required.

Englewood Hospital Station
Impacts – No property acquisition is required for the Englewood Hospital Station. No parking would be constructed.

Mitigation – None required.

Light Rail to Englewood Route 4

Rail Right-of-Way
Impacts – All improvements to the rail right-of-way will occur within the existing right-of-way. No acquisition is required.

Mitigation – None required.

Englewood Route 4 Station
Impacts – Under the Preferred Alternative, one property would be acquired for the purpose of constructing a multi-level parking structure and substation for the proposed Englewood Route 4 Station. The industrial property lines the southern edge of Route 4 and the western edge of West Nordhoff Place. It is estimated that the industrial use proposed to be acquired provides employment for approximately 126 employees. The loss of jobs and the jobsite will result in impacts to the individuals employed as well as the employers. Table 5-9 summarizes this acquisition (Refer to Figure 5-6).
### Table 5-9: Land Acquisition Associated with the Development of Englewood Route 4 Station

<table>
<thead>
<tr>
<th>Block</th>
<th>Lot</th>
<th>Property Location</th>
<th>Parcel Area (Acres)</th>
<th>Acquisition Area (acres)</th>
<th>Type of Use</th>
<th>Employees Affected</th>
<th>Ownership Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>2602</td>
<td>5</td>
<td>456 W. Nordhoff Pl</td>
<td>5.18</td>
<td>5.18</td>
<td>Industrial - C&amp;C Metal Products and vacant space</td>
<td>126</td>
<td>Private</td>
</tr>
</tbody>
</table>

Source: New Jersey Parcel Map Online, 2009

**Mitigation** – The property owner would be compensated at fair market value for the acquisition of the property under the “Uniform Relocation Assistance and Real Property Acquisition Regulations for Federal and Federally Assisted Programs” (49 CFR Part 24), which will also provide business relocation assistance through the Small Business Administration. In addition, NJ TRANSIT would assist in finding suitable relocation sites and compensate for moving expenses.

**Englewood VBF Option**

**Impacts** – Seven properties would be acquired for the purpose of constructing the optional VBF. The industrial and commercial properties line the southern edge of Route 4 and the eastern edge of South Dean Street. One of the properties is owned by the City of Englewood and is vacant. The remaining six properties are privately owned and function as industrial and commercial businesses, including an auto body repair shop. It is estimated that approximately four businesses provide employment for approximately 85 employees. The loss of jobs and the jobsite will result in impacts to the individuals employed as well as the employers. Table 5-10 summarizes these acquisitions (Refer to Figure 5-6).

**Mitigation** – The property owners would be compensated at fair market value for the acquisition of the properties under the “Uniform Relocation Assistance and Real Property Acquisition Regulations for Federal and Federally Assisted Programs” (49 CFR Part 24), which will also provide business relocation assistance through the Small Business Administration. In addition, NJ TRANSIT would assist in finding suitable relocation sites and compensate for moving expenses.

### Table 5-10: Land Acquisition Associated with the Development of the Optional Englewood VBF

<table>
<thead>
<tr>
<th>Block</th>
<th>Lot</th>
<th>Property Location</th>
<th>Parcel Area (Acres)</th>
<th>Acquisition Area (acres)</th>
<th>Type of Use</th>
<th>Employees Affected</th>
<th>Ownership Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>3004</td>
<td>1</td>
<td>444 S. Dean Street</td>
<td>0.0187</td>
<td>0.0187</td>
<td>Public Property</td>
<td>0</td>
<td>Public</td>
</tr>
<tr>
<td>3004</td>
<td>2</td>
<td>454 S. Dean Street</td>
<td>1.1</td>
<td>1.1</td>
<td>Industrial - Vacant</td>
<td>0</td>
<td>Private</td>
</tr>
<tr>
<td>3004</td>
<td>3</td>
<td>470 S. Dean Street</td>
<td>0.494</td>
<td>0.494</td>
<td>Commercial - Used for parking</td>
<td>0</td>
<td>Private</td>
</tr>
<tr>
<td>3004</td>
<td>4</td>
<td>480 S. Dean Street</td>
<td>0.757</td>
<td>0.757</td>
<td>Industrial - Stryker Orthopedics</td>
<td>30</td>
<td>Private</td>
</tr>
<tr>
<td>3004</td>
<td>5</td>
<td>490 S. Dean Street</td>
<td>1.016</td>
<td>1.016</td>
<td>Industrial - Mega USA</td>
<td>20</td>
<td>Private</td>
</tr>
<tr>
<td>3004</td>
<td>6</td>
<td>520 S. Dean Street</td>
<td>1.21</td>
<td>1.21</td>
<td>Industrial - Hoyt Corporation</td>
<td>20</td>
<td>Private</td>
</tr>
<tr>
<td>3004</td>
<td>7</td>
<td>3-5 E. Sheffield Avenue</td>
<td>0.916</td>
<td>0.916</td>
<td>Commercial - Englewood Car Wash</td>
<td>15</td>
<td>Private</td>
</tr>
</tbody>
</table>

Source: New Jersey Parcel Map Online, 2009

**Englewood Town Center station**

**Impacts** – No elements are proposed for construction north of Englewood Route 4 Station; consequently, no impacts would result.

**Mitigation** – None required.
Englewood Hospital Station
Impacts – No elements are proposed for construction north of Englewood Route 4 Station; consequently, no impacts would result.

Mitigation – None required.

5.3.7.  Tenafly

5.3.7.1. Existing Conditions

Rail Right-of-Way
The rail right-of-way itself is actively used for freight service and is considered a transportation/railroad use. The right-of-way is owned by CSX.

Tenafly Town Center Station
The platforms and substation for the proposed Tenafly Town Center Station will be located within the rail right-of-way. No general parking is proposed at this station, but a passenger drop-off area and handicapped parking area is proposed to be located on a site currently occupied by a public parking lot, owned by the Borough of Tenafly.

Tenafly North Station
The platform for the proposed Tenafly North Station will be located within the rail right-of-way. Parking for the Tenafly North Station is located south of the Cresskill border along Piermont Road. The proposed station parking area site is currently occupied by residential, commercial, industrial and light manufacturing/warehousing uses, and a performing arts studio. These parcels are located on three municipal blocks bordered by Summit Street to the north, Hudson Avenue to the south, Piermont Road to the west and Madison Avenue to the east.

5.3.7.2. Potential Impacts and Mitigation

No Build Alternative
Under the No Build Alternative, the acquisition of property and displacement of land uses along the rail right-of-way would not be necessary, resulting in no impacts. Any property acquisition and subsequent displacement under the No Build Alternative would occur independently of the proposed project.

Light Rail to Tenafly (Preferred Alternative)

Rail Right-of-Way
Impacts – All improvements to the rail right-of-way will occur within the existing right-of-way. No acquisition is required.

Mitigation – None required.

Tenafly Town Center station
Impacts – For the purposes of providing a passenger drop-off area and handicapped parking at the Tenafly Town Center Station Area, one municipally-owned property would be acquired. The parcel, currently used as a surface parking lot, is located just west of the right-of-way at the southeastern corner of West Clinton Avenue and Franklin Street. No loss of jobs is associated with the acquisition of this property. A total of 15 parking spaces will be acquired, but this loss represents a small portion of the total available parking in Tenafly Town Center. An analysis of project impacts to parking is found in Chapter 9: Parking and Traffic. Table 5-11 summarizes this acquisition (Refer to Figure 5-7).
Table 5-11:  Land Acquisition Associated with the Development of Tenafly Town Center Station

<table>
<thead>
<tr>
<th>Block</th>
<th>Lot</th>
<th>Property Location</th>
<th>Parcel Area (Acres)</th>
<th>Acquisition Area (Acres)</th>
<th>Type of Use</th>
<th>Employees</th>
<th>Ownership Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>905</td>
<td>1</td>
<td>West Clinton Ave</td>
<td>0.242</td>
<td>0.242</td>
<td>Public Property</td>
<td>0</td>
<td>Public</td>
</tr>
</tbody>
</table>

Source: Jacobs, 2009

Mitigation – Compensation for the acquisition of the public parking area will be negotiated between the Borough of Tenafly and NJ TRANSIT.

Tenafly North Station
Impacts – The proposed construction of a surface parking lot at the Tenafly North Station Area would require the acquisition of 12 parcels in the Borough of Tenafly, near the northern extent of the study area. The parcels to be acquired are found across three municipal blocks bordered by Summit Street, Hudson Street, Piermont Street, and Madison Avenue. The uses occupying the parcels to be acquired include six commercial/industrial uses, one two-family home, one three-family home, and four vacant parcels. The six businesses are estimated to support 85 employees. The residential units are composed of both renters and owners. The loss of businesses and residential units represents an impact to business owners, employees, residential property owners, and tenants. Table 5-12 summarizes these acquisitions (Refer to Figure 5-8).

Table 5-12:  Land Acquisition Associated with the Development of Tenafly North Station

<table>
<thead>
<tr>
<th>Block</th>
<th>Lot</th>
<th>Property Location</th>
<th>Parcel Area (Acres)</th>
<th>Acquisition Area (Acres)</th>
<th>Type of Use</th>
<th>Estimated Employees</th>
<th>Ownership Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>1304</td>
<td>1</td>
<td>137 Piermont Rd</td>
<td>0.36</td>
<td>0.36</td>
<td>Industrial - Bakery</td>
<td>15</td>
<td>Private</td>
</tr>
<tr>
<td>1304</td>
<td>2</td>
<td>Piermont Rd</td>
<td>0.92</td>
<td>0.92</td>
<td>Vacant Land - Parking Lot for car dealership</td>
<td>0</td>
<td>Private</td>
</tr>
<tr>
<td>1305</td>
<td>1</td>
<td>29 Atwood Ave</td>
<td>0.8</td>
<td>0.8</td>
<td>Industrial - Apex Wheel</td>
<td>30</td>
<td>Private</td>
</tr>
<tr>
<td>1305</td>
<td>2</td>
<td>15 Hudson Ave</td>
<td>1.51</td>
<td>1.51</td>
<td>Commercial - Vacant</td>
<td>0</td>
<td>Private</td>
</tr>
<tr>
<td>1305</td>
<td>3</td>
<td>125 Piermont Rd</td>
<td>0.2</td>
<td>0.2</td>
<td>Commercial - Elite Bohemian</td>
<td>5</td>
<td>Private</td>
</tr>
<tr>
<td>1306</td>
<td>4</td>
<td>Jersey Ave</td>
<td>0.057</td>
<td>0.057</td>
<td>Vacant Land - Parking lot</td>
<td>0</td>
<td>Private</td>
</tr>
<tr>
<td>1305</td>
<td>5</td>
<td>22 Jersey Ave</td>
<td>0.574</td>
<td>0.574</td>
<td>Commercial - Ford dealership warehouse</td>
<td>10</td>
<td>Private</td>
</tr>
<tr>
<td>1306</td>
<td>1</td>
<td>5 Atwood Ave</td>
<td>1.74</td>
<td>1.74</td>
<td>Industrial - (Commercial) Tenafly Performing Arts School</td>
<td>20</td>
<td>Private</td>
</tr>
<tr>
<td>1306</td>
<td>2</td>
<td>51 Madison Ave</td>
<td>0.207</td>
<td>0.207</td>
<td>Vacant Land - Identified as potential future COAH development site by Tenafly</td>
<td>0</td>
<td>Private</td>
</tr>
<tr>
<td>1306</td>
<td>3</td>
<td>49 Madison Ave</td>
<td>0.316</td>
<td>0.316</td>
<td>Residential</td>
<td>0</td>
<td>Private</td>
</tr>
<tr>
<td>1306</td>
<td>4</td>
<td>51 Hudson Ave</td>
<td>0.333</td>
<td>0.333</td>
<td>Vacant Land</td>
<td>0</td>
<td>Private</td>
</tr>
<tr>
<td>1306</td>
<td>5</td>
<td>35 Hudson Ave</td>
<td>0.144</td>
<td>0.144</td>
<td>Residential/Insurance Company</td>
<td>5</td>
<td>Private</td>
</tr>
</tbody>
</table>

Source: Jacobs, 2009
PROPERTY ACQUISITION
Tenafly North Station

Northern Branch Corridor
Figure 5-8

- Stations - All Alternatives
- Stations Light Rail To Tenafly (Preferred Alternative Only)
- Viaduct
- Proposed Alignment
- Half-Mile Study Area
- Freight Only
- Hudson-Bergen Light Rail
- Bergen County Parcels
- Property Acquisition
- Municipal Boundary
Mitigation – The property owners of both the commercial/industrial and residential properties would be compensated at fair market value for the acquisition of their property under the “Uniform Relocation Assistance and Real Property Acquisition Regulations for Federal and Federally Assisted Programs” (49 CFR Part 24). The Uniform Relocation Program would also provide business and residential relocation assistance. In addition, NJ TRANSIT would assist in finding suitable relocation sites and compensate for moving expenses for both business owners and residents.

**Light Rail to Englewood Route 4**

**Rail Right-of-Way**

*Impacts* – No elements are proposed for construction north of Englewood Route 4 Station; consequently, no impacts would result.

*Mitigation* – None required.

**Tenafly Town Center Station**

*Impacts* – No elements are proposed for construction north of Englewood Route 4 Station; consequently, no impacts would result.

*Mitigation* – None required.

**Tenafly North Station**

*Impacts* – No elements are proposed for construction north of Englewood Route 4 Station; consequently, no impacts would result.

*Mitigation* – None required.

5.3.8. **Areas North of Tenafly**

No improvements are proposed for areas north of Tenafly with the exception of the installation of four-quadrant gates at grade crossings. This installation would take place within the railroad right-of-way. No development or property acquisition is proposed north of Tenafly; consequently, implementation of the proposed project will not result in the displacement of residential or commercial uses in areas north of Tenafly. No impacts are anticipated and no mitigation is required.

5.4. **Summary of Environmental Effects**

Table 5-13 summarizes the land acquisitions required under each Build Alternative. Table 5-14 summarizes the potential for impact as a result of land acquisition for each Build Alternative, expressed in total acreage for public and private acquisitions, identifying the differences between the Build Alternatives as related to the VBF selected. While the Preferred Alternative requires more land acquisition, it is important to keep in mind that the Preferred Alternative provides service over a greater linear distance. Light Rail to Englewood Route 4 results is fewer acquisitions, but also serves a smaller rail service area and does not provide service to Tenafly.
### Table 5-13: Summary of Acquisition and Applicability to Build Alternative

<table>
<thead>
<tr>
<th>Location</th>
<th>Element</th>
<th>Total Number and Acreage of Properties to be Acquired</th>
<th>Estimated Employee Displacements</th>
<th>Light Rail to Tenafly (Preferred Alternative)</th>
<th>Light Rail to Englewood Route 4</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Light Rail to Tenafly (Preferred Alternative)</td>
<td>Light Rail to Englewood Route 4</td>
<td>Light Rail to Tenafly (Preferred Alternative)</td>
<td>Light Rail to Englewood Route 4</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Light Rail to Tenafly (Preferred Alternative)</td>
<td>Light Rail to Englewood Route 4</td>
<td>Light Rail to Tenafly (Preferred Alternative)</td>
<td>Light Rail to Englewood Route 4</td>
</tr>
<tr>
<td>North Bergen</td>
<td>Proposed VBF</td>
<td>4 properties/ 10.56 acres</td>
<td>4 properties/ 10.56 acres</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Englewood</td>
<td>Optional BVF</td>
<td>7 properties/ 5.51 acres</td>
<td>7 properties/ 5.51 acres</td>
<td>85</td>
<td>85</td>
</tr>
</tbody>
</table>

#### Vehicle Base Facilities
_Either North Bergen OR Englewood_

<table>
<thead>
<tr>
<th>Location</th>
<th>Element</th>
<th>Total Number of Properties and Acreage</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Bergen</td>
<td>Proposed VBF</td>
<td>4 properties/ 10.56 acres</td>
</tr>
<tr>
<td>Englewood</td>
<td>Optional BVF</td>
<td>7 properties/ 5.51 acres</td>
</tr>
</tbody>
</table>

#### Station Locations

<table>
<thead>
<tr>
<th>Location</th>
<th>Element</th>
<th>Total Number of Properties and Acreage</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Bergen</td>
<td>91st Street Station</td>
<td>1 property/ 0.5 acres</td>
</tr>
<tr>
<td>Ridgefield</td>
<td>Ridgefield Station</td>
<td>5 properties/ 3.53 acres</td>
</tr>
<tr>
<td>Palisades Park</td>
<td>Palisades Park Station</td>
<td>3 properties/ 2.64 acres</td>
</tr>
<tr>
<td>Leonia</td>
<td>Leonia Station</td>
<td>None</td>
</tr>
<tr>
<td>Englewood</td>
<td>Englewood Route 4 Station</td>
<td>1 property/ 5.18 acres</td>
</tr>
<tr>
<td></td>
<td>Englewood Town Center Station</td>
<td>None</td>
</tr>
<tr>
<td></td>
<td>Englewood Hospital Station</td>
<td>None</td>
</tr>
<tr>
<td>Tenafly</td>
<td>Tenafly Town Center Station</td>
<td>1 property/ 0.24 acres</td>
</tr>
<tr>
<td></td>
<td>Tenafly North Station</td>
<td>12 properties/ 7.16 acres (Includes 5 residential units)</td>
</tr>
</tbody>
</table>

### Table 5-14: Total Land Acquisition Comparison of Build Alternatives

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Total Number of Properties and Acreage</th>
<th>Residential Units Acquired</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Private</td>
<td>Public</td>
</tr>
<tr>
<td></td>
<td># of Lots</td>
<td>Total acres</td>
</tr>
<tr>
<td>Build Alternatives with North Bergen Vehicle Base Facility</td>
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</tr>
<tr>
<td>Preferred Alternative</td>
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<td>22.63</td>
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<tr>
<td>LRT to Englewood Route 4</td>
<td>8</td>
<td>15.47</td>
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<td>Build Alternatives with Englewood Vehicle Base Facility</td>
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<tr>
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<td>24.16</td>
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<tr>
<td>LRT to Englewood Route 4</td>
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<td>17.00</td>
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