7. Parklands

7.1. Chapter Overview

7.1.1. Introduction

This chapter discusses the potential for project improvements to adversely affect parkland, open space, and recreational resources in the study area. Open space is defined as land that is publicly accessible and has been designated for leisure, play, or sport, or has been set aside for the protection and/or enhancement of the natural environment. Public open space is accessible to the public on a regular basis or for designated daily periods and includes outdoor schoolyards, ball fields, esplanades, institutional campuses and open space designated through regulatory approvals, such as plaza bonuses and large-scale permits that prescribe publicly accessible space. Private open space is that which is not available to the public on a regular basis. This section identifies existing public and private parkland and open space resources for each municipality along the Northern Branch corridor and discusses any potential impacts and mitigation methods associated the project improvements.

7.1.2. Summary of Findings

The parkland assessment identified 46 park or open spaces resources in the Northern Branch study area. (This tally counts Overpeck County Park segments as separate resources.) The majority, 34 of the 46 resources identified, are publicly-owned and accessible to the community without a fee. All but three of the public resources are municipally-owned; those three are owned and operated by Bergen County as Overpeck County Park. Twelve of the resources are privately owned, and of those, eight are cemeteries. The remaining private resources are recreational clubs, such as swim clubs, racquet clubs, and a gun club/shooting range in Tenafly.

There are three types of impacts considered for open space resources: physical takings, visual impacts and noise impacts. Physical takings, situations in which open space is converted from open space or recreational use to another non-open space use, are always considered impacts, regardless of the nature or use of the resource or its ownership (public or private). Impacts to access roads into an open space resource are also considered physical impacts as access modifications can diminish the usefulness of the resource to the community, thus limiting its benefits. Visual impacts result when an incongruous use is introduced that changes the viewshed of an open space area, restricts sunlight, or otherwise changes the “feel” of the location as a result of changes in the landscape.

Noise impacts are evaluated relative to the intended use of the open space resource. Resources set aside for quiet contemplation and reflection, such as cemeteries and memorials, or for concerts and performances are more sensitive to external noise than resources used for active recreation, such as ball games and other sports. In the latter example, noise is part of the recreational experience. FTA’s Transit Noise and Impact Assessment Guidance does not classify active recreational facilities as noise-sensitive resources.

Specific facts and findings regarding the potential for impact to open space resources are as follows:

- Neither Build Alternative proposes physical acquisition of parkland or open space for use in the Northern Branch project corridor. Consequently, no parkland will experience a physical impact.
- Neither Build Alternative proposes alterations to the road network or means of access to any open space resource that would reduce or complicate access to the resource.
- Installation of overhead catenary will affect the rail right-of-way only and will not result in a noticeable change in the viewshed of any parkland or recreational resource.
Both Build Alternatives will shift freight service to the overnight hours when most parks, open space, and recreational uses are closed. The change in the time of day of the sounding of freight train horns would have no adverse effect on any parkland in the study area, including areas north of Tenafly.

Both Build Alternatives will operate the rail service at frequent headways which will result in frequent grade crossings that require rail vehicles to sound their horns. The following noise-sensitive resources are located in close proximity to grade crossings associated with the following Build Alternatives:

- **Light Rail to Tenafly (Preferred Alternative) and Light Rail to Englewood Route 4** - The 9/11 Memorial in Overpeck County Park is located near the Fort Lee Road grade crossing in Leonia. However, based on noise contour modeling, the Memorial is located a sufficient distance from the right-of-way, such that it will not experience impacts as a consequence of the proposed rail service.

- **Light Rail to Tenafly (Preferred Alternative)** - Huyler Park in Tenafly is located near the grade crossings at Clinton Avenue and Washington Street and hosts outdoor summer concerts, which qualify the park as a noise-sensitive use. Following are potential mitigation measures for this impact:
  - The Township of Tenafly may choose to institute Quiet Zones, which would mitigate this impact; however, Quiet Zones must be requested by the municipality (although NJ TRANSIT assumes responsibility for the installation of safety measures at grade crossings)
  - The Township of Tenafly may consider relocating the summer concert series to a location further from the rail right-of-way. Presently, Davis Johnson Park and Gardens hosts a summer concert series and will not be impacted by the grade crossing noise. Sunnyside Park, Roosevelt Common, and Municipal Center Field are all a sufficient distance from the rail right-of-way to provide a venue for the summer concert series.

### 7.2. Methodology

Parkland resources were identified through the review of open space plans, which provided context for the entire region as well as specific information pertaining to the Northern Branch corridor. Both the Hudson County Division of Planning’s *Hudson County Open Space, Recreation, and Historic Preservation Trust Fund Report* (May 2004) and Bergen County Department of Planning and Economic Development’s *Bergen County Open Space and Recreation Plan* (August 2004) were reviewed to identify parkland. As these resources had not been updated in the last two years, the New Jersey Department of Environmental Protection Green Acres Program database was also reviewed to ensure that all known public parkland resources were included. Historic resource analysis was also used to identify private open space resources, particularly cemeteries, as well as the presence of any open space resource held in a private, historic trust. No private historic trust resources were identified in the study area.

The open space and parkland data was converted to digital information and displayed on GIS mapping overlain with the one-half-mile study area. Parkland resources that were located within or intersecting the boundary of the study area were considered to be potentially affected resources. Project elements were applied to the mapping to determine whether open space resources would be physically affected by the development of proposed project elements. Additionally, noise contours were applied to the mapping to determine whether open space resources would be impacted by project-generated noise. The noise impacts discussed below in the environmental review are focused specifically on parkland and open space resources, assessing whether the potential for project-generated noise will affect the parkland resource in such a way that its value as a parkland/recreational/open space resource would be compromised. Additional discussion of noise impact methodology and mitigation, generally, including FTA criteria for noise-sensitive resources can be found in Chapter 12: Noise.
7.3. Environmental Review

The following section describes the environmental review for open space and parkland resources. Existing conditions, potential impacts, and mitigation methods are described for each municipality separately. Overpeck County Park, owned by Bergen County Department of Parks, is divided into sections named by their municipal location by the County. The various sections of Overpeck County Park are described in the context of the municipality in which they are found, although any impacts or issues related to Overpeck County Park will be addressed to Bergen County Department of Parks, not the local municipal jurisdiction.

7.3.1. North Bergen

7.3.1.1. Existing Conditions

Figure 7-1 illustrates the location of existing parkland in North Bergen. There are a total of 10 recreational or open space resources. Nine of the facilities are located east of the right-of-way consisting of one recreation center, four parks, and four cemeteries, and the new pool complex is located west of the right-of-way, as summarized on Table 7-1 and shown on Figure 7-1.

<table>
<thead>
<tr>
<th>Resource Name (number on figures)</th>
<th>Location</th>
<th>Public/Private</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Grove Reformed Church Cemetery (1)</td>
<td>Kennedy Blvd. and 46th Street Edge of study area</td>
<td>Private</td>
<td>150-year old cemetery associated with Grove Reformed Church.</td>
</tr>
<tr>
<td>Flower Hill Cemetery (2)</td>
<td>5433 Kennedy Blvd. East of ROW</td>
<td>Private</td>
<td>Cemetery adjacent to Hoboken Cemetery (west).</td>
</tr>
<tr>
<td>Macphelah Cemetery (3)</td>
<td>Tonnelle Ave. East of ROW</td>
<td>Private</td>
<td>Cemetery located on western ridge of the Palisades.</td>
</tr>
<tr>
<td>Stan Newman Field- (64th Street Field) (5)</td>
<td>Bounded by Cottage Ave., Durham Ave., 64th Street, and 67th Street. East of ROW</td>
<td>Public</td>
<td>2.82 acre recreational resource. Includes two multi-purpose courts, baseball diamond, youth baseball diamond, softball field, and surface parking lot. Serves as home field for North Bergen High School baseball and softball teams, and hosts community events. Family Movie Nights held in Summer.</td>
</tr>
<tr>
<td>88th Street Park (6)</td>
<td>Durham Ave and 88th Street. East of ROW</td>
<td>Public</td>
<td>1.67-acre municipal park containing playground equipment, basketball court, dog run, walking path, and concert area. Family Movie Nights held in Summer.</td>
</tr>
<tr>
<td>82nd Street Park (7)</td>
<td>Corner of Grand Ave. and 82nd Street. East of ROW</td>
<td>Public</td>
<td>0.95-acre municipal park</td>
</tr>
<tr>
<td>Robert Allen Field (8)</td>
<td>Corner of Durham Ave. and 76th Street. East of ROW</td>
<td>Public</td>
<td>Baseball field</td>
</tr>
<tr>
<td>HCST Recreation Center (9)</td>
<td>2136 85th Street</td>
<td>Public/HSCT</td>
<td>Former APA Transport employee recreation center that is now associated with HSCT Fitness &amp; Wellness Dept.; judo tournaments held in facility.</td>
</tr>
<tr>
<td>North Bergen Municipal Pool Complex (10)</td>
<td>91st Street. West of ROW</td>
<td>Public</td>
<td>Contains Olympic size pool, children’s pool, picnic area, spray park, basketball and volleyball courts.</td>
</tr>
</tbody>
</table>
NORTH BERGEN AND FAIRVIEW PARKLAND & OPEN SPACE
Northern Branch Corridor
Figure 7-1

Source: Field Inspection
Rail Right-of-Way
The HCST Recreational Center and the North Bergen Municipal Pool Complex are adjacent to the rail
right-of-way in North Bergen. Both facilities are active recreational resources.

North Bergen Vehicle Base Facility
There are no parkland or open space facilities within or adjacent to the proposed North Bergen Vehicle
Base Facility (VBF).

91st Street Station
The North Bergen Municipal Pool Complex is located near the proposed 91st Street Station site, with
access to the Complex from 91st Street.

7.3.1.2. Potential Impacts and Mitigation

No Build Alternative
Under the No Build Alternative, the Northern Branch project would not be constructed; consequently, no
impacts associated with rail development under the Northern Branch project would occur. Other planned
development within North Bergen would proceed under the No Build Alternative.

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 - The extension of 85th Street and the construction of an undergrade bridge would not impair the
function of the HCST Recreation Center or the North Bergen Municipal Complex. The recreational
amenities of the pool complex are located well north of 85th Street and these project elements would not
require the use of these recreational properties. Additionally, as both are active recreational uses, they
would not be affected by increased traffic and associated noise along 85th Street or the noise along the rail
right-of-way. All other resources are buffered from the rail right-of-way by intervening development so
as to remain unaffected by noise generated by the proposed rail service. Catenary will be installed within
the rail right-of-way. Overhead catenary wires for light rail service are visually unobtrusive and will not
affect the viewsheds to or from parkland or recreational resources.

Mitigation – None required.

North Bergen Vehicle Base Facility
Impacts - There are no parkland or open space facilities within or adjacent to the proposed North Bergen
VBF. All resources are a sufficient distance from the proposed VBF so as to remain unaffected by any
noise generated by the facility. No parkland will be acquired for the development of the VBF, and no
access roads to parkland will be altered as a result of the operation of the facility.

Mitigation – None required.

91st Street Station
Impacts – The only recreational facility in the vicinity of the proposed 91st Street Station site is the
Municipal Pool Complex. Although the Complex is set back from the street, access to the Complex is via
91st Street, the same street that would be utilized to access the station. However, the traffic associated
with the station is not anticipated to affect access to the Complex. Additionally, the Complex is not
noise-sensitive; therefore it would not be affected by any increase in traffic noise. No parkland will be
acquired for the development of the station.
Mitigation – None required.

7.3.2. Fairview

7.3.2.1. Existing Conditions

Figure 7-1 (previously) illustrates the location of existing parkland in Fairview, which includes two cemeteries, the Fairview Cemetery and Mount Moriah Cemetery, both of which are located east of the right-of-way. These resources are summarized on Table 7-2.

Table 7-2: Existing Open Space Resources in Fairview

<table>
<thead>
<tr>
<th>Resource Name (number on figures)</th>
<th>Location</th>
<th>Public/Private</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fairview Cemetery (1)</td>
<td>500 Fairview Ave. Eastern edge of project area</td>
<td>Private</td>
<td>Cemetery</td>
</tr>
<tr>
<td>Mount Moriah Cemetery (2)</td>
<td>658 Fairview Ave. Eastern edge of project area</td>
<td>Private</td>
<td>Cemetery</td>
</tr>
</tbody>
</table>

7.3.2.2. Potential Impacts and Mitigation

No Build Alternative
Under the No Build Alternative, the Northern Branch project would not be constructed; consequently, no impacts associated with rail development under the Northern Branch project would occur. Other planned development within Fairview would proceed under the No Build Alternative.

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 - There are no parkland or open space facilities adjacent to the rail right-of-way in Fairview. All resources are a sufficient distance from the rail right-of-way so as to remain unaffected by noise generated by the proposed rail service. No parkland will be acquired for rail right-of-way improvements, and no access roads to parkland will be altered as a result of the operation of the rail service. Catenary will be installed within the rail right-of-way. Overhead catenary wires for light rail service are visually unobtrusive and will not affect the viewsheds to or from parkland or recreational resources.

Mitigation – None required.

7.3.3. Ridgefield

7.3.3.1. Existing Conditions

A total of three recreational resources are located within the project study area in Ridgefield. As seen in Figure 7-2 both Marine Park and Meadowlands Park are west of the right-of-way while Willis Field is immediately east of the right-of-way. Resources are summarized in Table 7-3.
RIDGEFIELD STATION
PARKLAND & OPEN SPACE

Northern Branch Corridor
Figure 7-2

- 1 - Willis Field
- 2 - Marine Park
- 3 - Meadowlands Park

Source: Field Inspection
Table 7-3: Existing Open Space Resources in Ridgefield

<table>
<thead>
<tr>
<th>Resource Name (number on figures)</th>
<th>Location</th>
<th>Public/Private</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Willis Field (1)</td>
<td>Linden Ave., off of Grand Ave. adjacent to east of ROW</td>
<td>Public</td>
<td>3.3-acre athletic complex including a football/soccer field, all-weather running track, concession stand, and playground.</td>
</tr>
<tr>
<td>Marine Park (2)</td>
<td>Adjacent to Overpeck Creek, west of ROW</td>
<td>Public</td>
<td>1.3-acre undeveloped municipal park.</td>
</tr>
<tr>
<td>Meadowlands Park (3)</td>
<td>Pleasant View Terrace, west of ROW</td>
<td>Public</td>
<td>Baseball and soccer fields.</td>
</tr>
</tbody>
</table>

7.3.3.2. Potential Impacts and Mitigation

No Build Alternative
Under the No Build Alternative, the Northern Branch project would not be constructed; consequently, no impacts associated with rail development under the Northern Branch project would occur. Other planned development within Ridgefield would proceed under the No Build Alternative.

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 - There are no passive parkland or open space facilities adjacent to the rail right-of-way in Ridgefield. Willis Park is adjacent to the east side of the rail right-of-way, but this facility hosts active recreational uses for which intermittent noise generated by the proposed rail service will not alter the use and enjoyment of this facility. All other resources are a sufficient distance from the rail right-of-way so as to remain unaffected by noise generated by the proposed rail service. No parkland will be acquired for rail right-of-way improvements, and no access roads to parkland will be altered as a result of the operation of the rail service. Catenary will be installed within the rail right-of-way. Overhead catenary wires for light rail service are visually unobtrusive and will not affect the viewsheds to or from parkland or recreational resources.

Mitigation – None required.

Ridgefield Station
Impacts - There are no parkland or open space facilities within or adjacent to the proposed Ridgefield Station site. All resources are a sufficient distance from the proposed station site so as to remain unaffected by any noise generated by the facility. No parkland will be acquired for the development of the station, and no access roads to parkland will be altered as a result of the development and use of the station site.

Mitigation – None required.
7.3.4. Palisades Park

7.3.4.1. Existing Conditions

Figure 7-3 illustrates the location of existing parkland in Palisades Park. There are two resources in Palisades Park, the Palisades Park Municipal Pool and the Palisades Park Area of Overpeck County Park, which is owned and operated by the Bergen County Department of Parks. The municipal pool is located within Overpeck County Park but is owned and managed by the municipality, not the County. Table 7-4 summarizes the open space and recreational resources within Palisades Park.

Table 7-4: Existing Open Space Resources in Palisades Park

<table>
<thead>
<tr>
<th>Resource Name (number on figures)</th>
<th>Location</th>
<th>Public/Private</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Palisades Park Municipal Pool (2)</td>
<td>Roosevelt Place, adjacent to the west side of the ROW</td>
<td>Public</td>
<td>Municipal swimming pool. Hosts swim meets for public and private teams. Parking lot is used by Bergen County Controline Flyers model aviators organization.</td>
</tr>
<tr>
<td>Palisades Park Area of Overpeck Park (1)</td>
<td>Roosevelt Place between Hackensack River and ROW</td>
<td>Public</td>
<td>40-acre section home to Palisades Park Sports Complex which contains concession stands, five athletic fields, 2,500 seat stadium, track; Palisades Park Swim Club situated in this section of park.</td>
</tr>
</tbody>
</table>

**Rail Right-of-Way**

The Palisades Park Area of Overpeck Park is adjacent to the rail right-of-way, and the Palisades Park Municipal Pool is near, but separated by a row of development from the right-of-way.

**Palisades Park Station**

The Palisades Park Area of Overpeck Park and the Palisades Park Municipal Pool are near, but separated by a row of development from the right-of-way.

7.3.4.2. Potential Impacts and Mitigation

**No Build Alternative**

Under the No Build Alternative, the Northern Branch project would not be constructed; consequently, no impacts associated with rail development under the Northern Branch project would occur. Other planned development within Palisades Park would proceed under the No Build Alternative.

**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* – The recreational resources in Palisades Park are active in nature. Additionally, at the southern portion of Palisades Park, existing commercial and industrial development are located east of the two parkland resources and west of the rail right-of-way, serving to buffer the majority of the recreational resources from noise generated by the proposed rail service. No parkland will be acquired for rail right-of-way improvements, and no access roads to parkland will be altered as a result of the operation of the rail service. Catenary will be installed within the rail right-of-way. Overhead catenary wires for light rail service are visually unobtrusive and will not affect the viewsheds to or from parkland or recreational resources.
**Palisades Park Station**

**Parks/Open Space & Recreational Facilities**
- Overpeck County Park
- Palisades Park Municipal Pool

**Northern Branch Corridor**

Figure 7-3

Source: Field Inspection
Mitigation – None required.

Palisades Park Station

Impacts - There are no parkland or open space facilities within or adjacent to the proposed Palisades Park Station site. Parking for the facility will be located on the east side of the rail right-of-way, between Fairview Avenue and Ruby Street. No parkland or recreational resources will be acquired to develop the station or station parking. The existing development located between the rail right-of-way and the active recreational facilities will buffer the recreational uses from any noise generated by the station facility. No access roads to parkland will be altered as a result of the development and use of the station site.

Mitigation – None required.

7.3.5. Leonia

7.3.5.1. Existing Conditions

Figure 7-4 illustrates the location of existing parkland in Leonia. There are eight resources in Leonia, six of which are adjacent to the rail right-of-way. Table 7-5 summarizes the location of these parkland and recreational resources.

<table>
<thead>
<tr>
<th>Resource Name (number on figures)</th>
<th>Location</th>
<th>Public/Private</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Leonia South Area of Overpeck County Park (1)</td>
<td>South of Fort Lee Road</td>
<td>Public</td>
<td>Contains four passive picnic areas, playground, courts, bike path, track and baseball field; Bergen Equestrian Center located within this area; adjacent to ROW.</td>
</tr>
<tr>
<td>Henry Hoeble Area of Overpeck County Park (2)</td>
<td>North of Fort Lee Road</td>
<td>Public</td>
<td>Active recreational amenities include tennis courts, a playground, 1.25-mile bicycle/pedestrian path, a track, athletic fields, and World Trade Center/9/11 Memorial; adjacent to ROW along entire length.</td>
</tr>
<tr>
<td>Leonia High School Fields (3)</td>
<td>Christie Heights Street, adjacent. East side of ROW</td>
<td>Public</td>
<td>Baseball field is located adjacent to the high school. Other athletic facilities are located in Overpeck County Park.</td>
</tr>
<tr>
<td>Station Park (4)</td>
<td>Fort Lee Road, immediately east of ROW</td>
<td>Public</td>
<td>4.5-acre park containing a picnic area, a playground, and ball field.</td>
</tr>
<tr>
<td>Sylvan Park (5)</td>
<td>Grand Ave. south of Elizabeth Terrace, adjacent to the east side of ROW</td>
<td>Public</td>
<td>8.1-acre park containing lighted baseball, soccer, and softball fields as well as swings and playground equipment. Park has been awarded three Open Space Trust Fund grants.</td>
</tr>
<tr>
<td>Leonia Swim Club (6)</td>
<td>Grand Ave., east of ROW</td>
<td>Public</td>
<td>Swimming facility including a water slide, concession stand, and playground.</td>
</tr>
<tr>
<td>Leonia Recreation Center (7)</td>
<td>370 Broad Ave.</td>
<td>Public</td>
<td>Contains gymnasium, classroom, recreation department offices, arts and crafts room, and dance studio.</td>
</tr>
<tr>
<td>Wood Park (8)</td>
<td>Located behind Recreation Center, 370 Broad Ave.</td>
<td>Public</td>
<td>Amenities include three lighted tennis courts, two playgrounds, softball field, picnic area, as well as handball and basketball courts.</td>
</tr>
</tbody>
</table>
LEONIA STATION
PARKLAND & OPEN SPACE

Northern Branch Corridor
Figure 7-4

- Station - All Alternatives
- Station - Light Rail to Tenafly (Preferred Alternative Only)
- Viaduct
- Proposed Alignment
- Half-Mile Study Area
- Freight Only
- Hudson-Bergen Light Rail (HBLR)
- Existing
- Tonnelle Avenue HBLR Station
- Municipal Boundary

Parks/Open Space/Recreational Facilities
1 - Overpeck County Park (Leonia South Area)
2 - Overpeck County Park (Henry Hoeble Area)
3 - Leonia High School Fields
4 - Station Park
5 - Sylvan Park
6 - Leonia Swim Club
7 - Leonia Recreation Center
8 - Wood Park

Source: Field Inspection
Rail Right-of-Way
Both sections of Overpeck County Park, the Leonia High School Fields, Station Park, Sylvan Park, and Leonia Swim Club are adjacent to the rail right-of-way. The World Trade Center/9/11 Memorial within the Henry Hoeble Area of Overpeck County Park is considered a noise-sensitive resource. The remaining resources are not considered noise-sensitive per FTA criteria. The Leonia Recreation Center and Wood Park are located nearly one-half mile from the rail right-of-way.

Leonia Station
Station Park and the two sections of Overpeck County Park are adjacent to the proposed Leonia Station Site.

7.3.5.2. Potential Impacts and Mitigation

No Build Alternative
Under the No Build Alternative, the Northern Branch project would not be constructed; consequently, no impacts associated with rail development under the Northern Branch project would occur. Other planned development within Leonia would proceed under the No Build Alternative.

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 – With the exception of the World Trade Center/9/11 Memorial site within the Henry Hoeble Area of Overpeck County Park, the parkland and recreational resources adjacent to the rail right-of-way are not considered noise-sensitive. As a result, the operation of the proposed Northern Branch rail service will not adversely affect the use and enjoyment of these facilities as a result of noise effects, and the operation of the proposed rail service will not adversely affect access to the parkland and recreational facilities along the rail right-of-way.

The World Trade Center/9/11 Memorial is a noise-sensitive resource; however, it is located centrally within the Henry Hoeble Area of Overpeck County Park. The Memorial is located beyond the boundary of the noise contours (see Chapter 12: Noise) within which a noise impact would result. As a result, the Memorial will not be affected by noise generated by the operation of rail vehicles.

The Leonia Recreation Center and Wood Park are located nearly one half-mile from the rail right-of-way. At this distance, the proposed Northern Branch project will have no effect on these two resources.

Catenary will be installed within the rail right-of-way. Overhead catenary wires for light rail service are visually unobtrusive and will not affect the viewsheds to or from parkland or recreational resources.

Mitigation – None required.

Leonia Station
Impacts – The two areas of Overpeck County Park (Leonia South and Henry Hoeble) as well as Station Park are adjacent to the proposed Leonia Station. Station platforms will be located within the rail right-of-way and parking will be accommodated on a developed site located between the rail right-of-way and Willow Tree Road, east of the Henry Hoeble Area of Overpeck County Park. No open space or recreational resources will be acquired to develop the station site and parking. The proposed station site is located far enough from the World Trade Center/9/11 Memorial so as not to affect it. The Overpeck County Park areas and Station Park are otherwise considered active recreational resources. Noise
generated at the station site will therefore not adversely affect the use and enjoyment of these facilities. Access to the station parking area will be from Willow Tree Road and will not affect access to any of the parkland resources in Leonia.

Mitigation – None required.

7.3.6. Englewood

7.3.6.1. Existing Conditions

Figure 7-5 illustrates the location of existing parkland in Englewood. There are a total of nine recreational or open space resources located both east and west of the right-of-way. The resources include two sections of a private cemetery, and community ball fields. Overpeck County Golf Course is located mostly in Teaneck, but a portion of the facility is located within Englewood. Table 7-6 summarizes the open space and recreational resources in Englewood.

<table>
<thead>
<tr>
<th>Resource Name (number on figures)</th>
<th>Location</th>
<th>Public/Private</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Overpeck County Golf Course (1)</td>
<td>East Cedar Lane, Englewood and Teaneck</td>
<td>Public</td>
<td>18-hole, 6,314-yard course and clubhouse; not adjacent to right-of-way.</td>
</tr>
<tr>
<td>MacKay Park (2)</td>
<td>Englewood Ave., ¼ mile west of proposed Englewood Town Center Station</td>
<td>Public</td>
<td>20-acre park including softball, baseball and soccer fields, basketball and tennis courts, and an ice-skating rink, bicycle track, playground, swimming pool and picnic area.</td>
</tr>
<tr>
<td>Depot Square Park (3) and (4)</td>
<td>Englewood Town Center, between Van Brunt, West, and North Dean Streets, bisected by ROW</td>
<td>Public</td>
<td>5.7-acre facility divided into an Eastern and Western section with grassy play area, playground, and hosts the Englewood Farmers Market. Annual Spring Family Festival held at park and includes carnival rides, food, and game booths. Facility was awarded a Bergen County Open Space Trust grant in 2003. The eastern and western sections of the park are identified individually on Figure 7-5.</td>
</tr>
<tr>
<td>Englewood Field Club (5)</td>
<td>Engle Street, east of ROW</td>
<td>Private</td>
<td>Members-only facility containing a regulation swimming pool, ice hockey rink, clubhouse, squash courts, bowling alley, snack bar, tennis courts, and three all-weather tennis courts.</td>
</tr>
<tr>
<td>Durie Park (6)</td>
<td>Tenafly Rd. between Brook and Durie Aves, adjacent to ROW</td>
<td>Public</td>
<td>4.24-acre recreational facility owned by the Englewood Public School District. Facility includes athletic fields and tennis courts.</td>
</tr>
<tr>
<td>Brookside Cemetery (7) and (8)</td>
<td>Engle Street, immediately east of ROW</td>
<td>Private</td>
<td>36-acre cemetery separated into Eastern and Western sections (identified individually on Figure 7-5).</td>
</tr>
<tr>
<td>Crystal Lake Park (9)</td>
<td>North of I 80/95 on Sheffield Ave.</td>
<td>Public</td>
<td>5.8-acre park including picnic areas and a large pond.</td>
</tr>
</tbody>
</table>
ENGLEWOOD STATIONS
PARKLAND & OPEN SPACE

Northern Branch Corridor
Figure 7-5

Source: Field Inspection

Station - All Alternatives
Station - Light Rail to Tenafly (Preferred Alternative Only)
Viaduct
Proposed Alignment
Half-Mile Study Area
Freight Only
Hudson-Bergen Light Rail (HBLR)
Existing
Tonnelle Avenue HBLR Station
Municipal Boundary

Parks/Open Space/Recreational Facilities
1 - Overpeck County Golf Course
2 - MacKay Park
3 - Depot Square (East Section)
4 - Depot Square (West Section)
5 - Englewood Field Club
6 - Durie Park
(Englewood Board of Ed. Ball Fields)
7 - Brookside Cemetery (East Section)
8 - Brookside Cemetery (West Section)
9 - Crystal Lake Park

0 0.2 0.4 Miles

Source: Field Inspection
Rail Right-of-Way
Depot Square Park (both sections) and Durie Park are adjacent to the rail right-of-way, and the western section of Brookside Cemetery is across the street from the rail right-of-way.

Englewood Optional Vehicle Base Facility
There are no parkland or open space facilities within or adjacent to the proposed optional VBF.

Englewood Route 4 Station
There are no parkland or open space facilities within or adjacent to the proposed Englewood Route 4 Station site.

Englewood Town Center Station
There are no parkland or open space facilities within or adjacent to the proposed Englewood Town Center Station site.

Englewood Hospital Station
Durie Park, which contains the Englewood Board of Education Ball Fields, is adjacent to the proposed Englewood Hospital Station.

7.3.6.2. Potential Impacts and Mitigation

No Build Alternative
Under the No Build Alternative, the Northern Branch project would not be constructed; consequently, no impacts associated with rail development under the Northern Branch project would occur. Other planned development within Englewood would proceed under the No Build Alternative.

Light Rail to Tenafly (Preferred Alternative)

Rail Right-of-Way
Impacts – Depot Square and Durie Park are the two public recreational resources adjacent to the rail right-of-way in Englewood; Brookside Cemetery is a private facility across the street from the alignment. None of the three resources are considered to be noise-sensitive; consequently, the operation of the light rail service within the rail right-of-way will not affect the use of these facilities. Access to the facilities will not be affected by the operation of rail service, and no open space will be acquired for the development of right-of-way facilities.

All other resources are a sufficient distance from the rail right-of-way so as to remain unaffected by noise generated by the proposed rail service. Catenary will be installed within the rail right-of-way. Overhead catenary wires for light rail service are visually unobtrusive and will not affect the viewsheds to or from parkland or recreational resources.

Mitigation – None required.

Englewood Optional Vehicle Base Facility
Impacts - There are no parkland or open space facilities within or adjacent to the proposed Englewood Optional VBF. All other resources are a sufficient distance from the rail right-of-way so as to remain unaffected by noise generated by the facility. No parkland will be acquired for the development of the VBF, and no access roads to parkland will be altered as a result of the operation of the facility.

Mitigation – None required.
Englewood Route 4 Station
Impacts - There are no parkland or open space facilities within or adjacent to the proposed Englewood Route 4 Station site. All other resources are a sufficient distance from the rail right-of-way so as to remain unaffected by noise generated by the facility. No parkland will be acquired for the development of the station, and no access roads to parkland will be altered as a result of the development and use of the station site.

Mitigation – None required.

Englewood Town Center Station
Impacts - There are no parkland or open space facilities within or adjacent to the proposed Englewood Town Center Station site. All other resources are a sufficient distance from the rail right-of-way so as to remain unaffected by noise generated by the facility. No parkland will be acquired for the development of the station, and no access roads to parkland will be altered as a result of the development and use of the station site.

Mitigation – None required.

Englewood Hospital Station
Impacts – Durie Park, an active recreational resource, is adjacent to the west side of the proposed Englewood Hospital Station site. The park facility consists of a baseball field and football field with relatively large paved parking areas. Use of the station facility will not require the acquisition of land from Durie Park, and as an active use, noise generated by the station will not interfere with the use and enjoyment of the Durie Park facilities. The proposed station site will not alter access to the Durie Park facilities. All other resources are a sufficient distance from the rail right-of-way so as to remain unaffected by noise generated by the facility.

Mitigation – None required.

Light Rail to Englewood Route 4

Rail Right-of-Way
Impacts – There are no public recreational resources adjacent to the rail right-of-way in Englewood, south of Route 4. The two resources south of Route 4 are a sufficient distance from the rail right-of-way so as to remain unaffected by noise generated by the proposed rail service. Catenary will be installed within the rail right-of-way to its terminus at Route 4. Overhead catenary wires for light rail service are visually unobtrusive and will not affect the viewsheds to or from parkland or recreational resources.

Mitigation – None required.

Englewood Optional Vehicle Base Facility
Impacts - There are no parkland or open space facilities within or adjacent to the proposed Englewood Optional VBF. All other resources are a sufficient distance from the rail right-of-way so as to remain unaffected by noise generated by the facility. No parkland will be acquired for the development of the VBF, and no access roads to parkland will be altered as a result of the operation of the facility.

Mitigation – None required.

Englewood Route 4 Station
Impacts - There are no parkland or open space facilities within or adjacent to the proposed Englewood Route 4 Station site. All other resources are a sufficient distance from the rail right-of-way so as to remain unaffected by noise generated by the facility. No parkland will be acquired for the development
of the station, and no access roads to parkland will be altered as a result of the development and use of the station site.

*Mitigation* – None required.

**Englewood Town Center Station**

*Impacts* – No impact. The Light Rail to Englewood Route 4 Alternative would not involve construction at this station, thus there would be no physical, noise, or access impacts.

*Mitigation* – Not applicable

**Englewood Hospital Station**

*Impacts* – No impact. The Light Rail to Englewood Route 4 Alternative would not involve construction at this station, thus there would be no physical, noise, or access impacts.

*Mitigation* – Not applicable

### 7.3.7. Tenafly

#### 7.3.7.1. Existing Conditions

Figure 7-6 illustrates the location of existing parkland in Tenafly. There are a total of 16 recreational or open space resources located both east and west of the right-of-way. The resources include a combination of passive and active public recreational space and private facilities. Table 7-7 summarizes the open space and recreational resources in Tenafly.

**Rail Right-of-Way**

Walnut Park, Dean Park, and Huyler Park are public recreational resources adjacent to the rail right-of-way near the town center of Tenafly. Walnut Park is located to the west of the rail alignment and Dean Park and Huyler Park are located to the east. Three private recreational facilities, the Tenafly Swim Club, the Tenakill Swim Club, and the Tenafly Rifle & Pistol Club, are adjacent to the west side of the rail right-of-way in the northern portion of Tenafly, and one private cemetery, Mt. Carmel Cemetery, is located to the east of the alignment, across the street from the alignment.

**Tenafly Town Center Station**

Huyler Park, located adjacent to the east side of the rail right-of-way is also adjacent to the proposed Tenafly Town Center Station site.

**Tenafly North Station**

The Tenakill Swim Club and the Tenafly Rifle & Pistol Club are adjacent to the proposed Tenafly North Station site.
Northern Branch Corridor
Figure 7-6

TENAFLY STATIONS
PARKLAND & OPEN SPACE

Bergen County
Hudson County

Borough of Cresskill
Borough of Tenafly
Borough of Demarest

Tenafly North Station
Tenafly Town Center Station

Parks/Open Space/Recreational Facilities
1. Sunnyside Park
2. Walnut Park
3. Dean Park
4. Davis Johnson Park & Gardens
5. Huylers Park
6. Roosevelt Common
7. Tenafly High School Athletic Fields
8. Tenafly Swim Club
9. Tenakill Swim Club
10. Tenafly Rifle & Pistol Club
11. Tenafly Racquet Club
12. Municipal Center Field
13. Froggy Park
14. Mt. Carmel Cemetery
15. Stillman Elementary School Field
16. Tenafly Middle School Field

Station - All Alternatives
Station - Light Rail to Tenafly (Preferred Alternative Only)
Viaduct
Proposed Alignment
Half-Mile Study Area
Freight Only
Hudson-Bergen Light Rail (HBLR)
Existing
Tonnelle Avenue HBLR Station
Municipal Boundary

Source: Field Inspection
## Table 7-7: Existing Open Space Resources in Tenafly

<table>
<thead>
<tr>
<th>Resource Name (number on figures)</th>
<th>Location</th>
<th>Public/Private</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sunnyside Park Tenafly (1)</td>
<td>Oak Avenue at western edge of project area</td>
<td>Public</td>
<td>5.5-acre municipal park with playground equipment, walking paths, three baseball/softball fields, two soccer fields, and a comfort station.</td>
</tr>
<tr>
<td>Walnut Park (2)</td>
<td>Between Walnut Drive and Leonard Ave., adjacent to ROW</td>
<td>Public</td>
<td>2.1-acre “tot lot” containing a grassy open space and playground equipment. Chain link fence separates park from ROW.</td>
</tr>
<tr>
<td>Dean Park (3)</td>
<td>Between Westervelt Ave. and Elm Street, adjacent to east side of ROW</td>
<td>Public</td>
<td>2.6-acre linear park adjacent to the ROW. No facilities or improvements. Functions as landscaped greenbelt along ROW.</td>
</tr>
<tr>
<td>Davis Johnson Park and Gardens (4)</td>
<td>Engle Street and Westervelt Ave., east of ROW.</td>
<td>Public</td>
<td>7-acre botanical park including an award-winning rose garden, topiary, herb garden, sunken gardens, greenhouse, gazebo, and walking paths. Used for summer concert series and movies in the park.</td>
</tr>
<tr>
<td>Huyler Park (5)</td>
<td>Downtown Tenafly, adjacent to ROW</td>
<td>Public</td>
<td>0.6-acre passive open space, with shades trees, benches, and war memorials, used for the summer concert series and Memorial Day ceremonies.</td>
</tr>
<tr>
<td>Roosevelt Common (6)</td>
<td>Riveredge Road, west of ROW</td>
<td>Public</td>
<td>10-acre open space facility with historic monument, pond, walking paths, playground, nine tennis courts, and a skate park.</td>
</tr>
<tr>
<td>Tenafly High School Athletic Fields (7)</td>
<td>Columbus Drive, west of ROW</td>
<td>Public</td>
<td>Public school facility including two baseball diamonds, two softball diamonds, multi-purpose field, and five tennis courts.</td>
</tr>
<tr>
<td>Tenafly Swim Club/Tenakill Swim Club (8) and (9)</td>
<td>Grove St., adjacent to ROW</td>
<td>Private</td>
<td>Private swim clubs with memberships available for residents of Tenafly and neighboring communities. Facility amenities include a 40-meter pool, gated “kiddie-pool”, playground, basketball court, and shuffleboard.</td>
</tr>
<tr>
<td>Tenafly Rifle and Pistol Club (10)</td>
<td>157 Grove Street, adjacent to ROW</td>
<td>Private</td>
<td>Private shooting range including handgun facilities, gallery, kitchen and locker room.</td>
</tr>
<tr>
<td>Tenafly Racquet Club (11)</td>
<td>195 county Road, east of the ROW</td>
<td>Private</td>
<td>Private sports club including heated/air conditioned racquet courts, lounge, and pro shop.</td>
</tr>
<tr>
<td>Municipal Center Field (12)</td>
<td>Located behind Borough Hall, access from Riveredge Rd. or West Clinton Ave.</td>
<td>Public</td>
<td>Resource contains a synthetic turf field utilized for youth and adult soccer, softball, and junior football; field also holds special events for the Borough.</td>
</tr>
<tr>
<td>Froggy Park (13)</td>
<td>Foster Road and West Clinton Ave.</td>
<td>Public</td>
<td>Small toddler playground located on the corner of Foster Road and West Clinton Avenue.</td>
</tr>
<tr>
<td>Mt. Carmel Cemetery (14)</td>
<td>10 Serpentine Road, across from Dean Park</td>
<td>Private</td>
<td>Cemetery.</td>
</tr>
<tr>
<td>Stillman Elementary School ball fields (15)</td>
<td>75 Tenafly Road, west of ROW</td>
<td>Public</td>
<td>Public school facility including a ball field, soccer field, and tot lot.</td>
</tr>
<tr>
<td>Tenafly Middle School ball fields (16)</td>
<td>Sunset Lane, west of ROW</td>
<td>Public</td>
<td>Public school facility including a baseball field, a football field, and a track.</td>
</tr>
</tbody>
</table>
7.3.7.2. Potential Impacts and Mitigation

No Build Alternative
Under the No Build Alternative, the Northern Branch project would not be constructed; consequently, no impacts associated with rail development under the Northern Branch project would occur. Other planned development within Tenafly would proceed under the No Build Alternative.

Light Rail to Tenafly (Preferred Alternative)

Rail Right-of-Way
Impacts – Dean Park and Walnut Park are essentially greenbelt spaces buffering the railroad from adjacent development. They do not contain uses or memorials that would qualify them as noise-sensitive uses. Improvement of the rail corridor would not require the acquisition of any parkland within these two facilities, and access to each park area would not be affected by the proposed passenger rail service.

The three private facilities adjacent to the right-of-way in the northern area of Tenafly (the two swim clubs and the Tenafly Rifle & Pistol Club) are active uses that are not noise-sensitive. Mt. Carmel Cemetery is a private facility across the street from the alignment. None of the three resources are considered to be noise-sensitive. Improvement of the rail right-of-way will not require the acquisition of any of these recreational resources, and operation of the proposed rail service will not affect access to the facilities.

Huyler Park is adjacent to the east side of the rail right-of-way within the town center of Tenafly and is considered a noise-sensitive resource. During the summer, Tenafly hosts a summer concert series that includes performances in Huyler Park and other facilities throughout the township. Train horns at grade crossings approaching Huyler Park would disturb the concerts. The proposed rail service would not result in any physical impacts to Huyler Park and would not affect access to the facility.

All other resources are a sufficient distance from the rail right-of-way so as to remain unaffected by noise generated by the proposed rail service. Catenary will be installed within the rail right-of-way. Overhead catenary wires for light rail service are visually unobtrusive and will not affect the viewsheds to or from parkland or recreational resources.

Mitigation – None required for Dean Park, Walnut Park, the Tenafly Swim Club, the Tenailk Swim Club, the Tenafly Rifle and Pistol Club, or Mt. Carmel Cemetery. Mitigation is required for Huyler Park. The Township of Tenafly may choose to institute Quiet Zones, which would mitigate this impact; however, Quiet Zones must be requested by the municipality. The Township of Tenafly may consider relocating the summer concert series to a location further from the rail right-of-way. Presently, Davis Johnson Park and Gardens hosts a summer concert series and will not be impacted by the grade crossing noise. Sunnyside Park, Roosevelt Common, and Municipal Center Field are all a sufficient distance from the rail right-of-way to provide a venue for the summer concert series.

Tenafly Town Center Station
Impacts – Huyler Park is located adjacent to the proposed Tenafly Town Center Station. Development of the station would not require acquisition of any portion of Huyler Park and operation of the station would not affect access to the park facility. Noise associated with the station, including the sounding of train horns to signal the boarding period at the station, represents an impact to Huyler Park for the same reasons described above regarding the rail right-of-way impacts. All other resources are a sufficient distance from the rail right-of-way so as to remain unaffected by noise generated by the facility.
**Mitigation** – Mitigation for noise-related impacts to Huyler Park associated with Tenafly Town Center Station are identical to those described above for impacts associated with the operation of the proposed rail service.

**Tenafly North Station**

**Impacts** – The Tenakill Swim Club and the Tenafly Rifle & Pistol Club are adjacent to the proposed Tenafly North Station. Development of the station site will not require the acquisition of any portion of these recreational facilities. Operation of the proposed station will not affect access to these facilities. All other resources are a sufficient distance from the rail right-of-way so as to remain unaffected by noise generated by the facility.

**Mitigation** – None required.

**Light Rail to Englewood Route 4**

**Rail Right-of-Way**

**Impacts** – No impact. The Light Rail to Englewood Route 4 Alternative terminates at Englewood Route 4 Station. The installation of four-quadrant gates would not impact any parks.

**Mitigation** – Not applicable

**Tenafly Town Center Station**

**Impacts** – No impact. The Light Rail to Englewood Route 4 Alternative would not involve construction at this station, thus there would be no physical, noise, or access impacts.

**Mitigation** – Not applicable

**Tenafly North Station**

**Impacts** – No impact. The Light Rail to Englewood Route 4 Alternative would not involve construction at this station, thus there would be no physical, noise, or access impacts.

**Mitigation** – Not applicable

### 7.3.8. Areas North of Tenafly

Both Build Alternatives would shift freight service to the overnight hours, which would affect municipalities north of Tenafly regardless of the northern terminal of the Build Alternative (Tenafly or Englewood Route 4). Freight service would operate between 11 p.m. and 5 a.m. Parkland and open space resources are typically open from dawn to dusk, except during special nighttime events, such as fireworks or evening concerts. In most cases, park activity will cease by 11 p.m. As a result, the shift in freight service to the overnight hours will not have an adverse effect on parkland, recreational, or open space resources in the municipalities north of Tenafly.

### 7.4. Summary of Potential Environmental Effects

Table 7-8 compares the two Build Alternatives – Light Rail to Tenafly (Preferred Alternative) and Light Rail to Englewood Route 4 – in terms of their potential for resulting in adverse impacts to open space, parkland, and recreational resources within the Northern Branch study area.

As the table describes, there are no differences between the two alternatives for the section of the proposed project common to both (the distance between North Bergen and the proposed Englewood
Route 4 Station). None of the open space, parkland, or recreational resources in this section of the project will be affected by acquisition, noise, or changes to access.

Light Rail to Tenafly (Preferred Alternative) extends beyond the proposed Englewood Route 4 Station to terminate at the proposed Tenafly North Station in Tenafly. Adjacent to the rail right-of-way and the proposed Tenafly Town Center Station is Huyler Park, classified as a noise-sensitive resource due to the summer concert series hosted in the park by the Township of Tenafly. Train horn noise generated both by grade crossings of the light rail vehicle and boarding calls at the proposed station site represent a noise impact to Huyler Park. Mitigation for this impact requires participation from the Township of Tenafly. The Township may choose to institute Quiet Zones or they may consider relocating the summer concert series to a location further from the rail right-of-way.

### Table 7-8: Comparison of Alternatives

<table>
<thead>
<tr>
<th>Municipality and Project Element</th>
<th>Light Rail to Tenafly (Preferred Alternative)</th>
<th>Light Rail to Englewood Route 4</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>NORTH BERGEN</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rail ROW</td>
<td>Impacts: None Mitigation: None required</td>
<td>Same as Light Rail to Tenafly (Preferred Alternative)</td>
</tr>
<tr>
<td>North Bergen VBF</td>
<td>Impacts: None Mitigation: None required</td>
<td>Same as Light Rail to Tenafly (Preferred Alternative)</td>
</tr>
<tr>
<td>91st Street Station</td>
<td>Impacts: None Mitigation: None required</td>
<td>Same as Light Rail to Tenafly (Preferred Alternative)</td>
</tr>
<tr>
<td><strong>FAIRVIEW</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rail ROW</td>
<td>Impacts: None Mitigation: None required</td>
<td>Same as Light Rail to Tenafly (Preferred Alternative)</td>
</tr>
<tr>
<td><strong>RIDGEFIELD</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rail ROW</td>
<td>Impacts: None Mitigation: None required</td>
<td>Same as Light Rail to Tenafly (Preferred Alternative)</td>
</tr>
<tr>
<td>Ridgefield Station</td>
<td>Impacts: None Mitigation: None required</td>
<td>Same as Light Rail to Tenafly (Preferred Alternative)</td>
</tr>
<tr>
<td><strong>PALISADES PARK</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rail ROW</td>
<td>Impacts: None Mitigation: None required</td>
<td>Same as Light Rail to Tenafly (Preferred Alternative)</td>
</tr>
<tr>
<td>Palisades Park Station</td>
<td>Impacts: None Mitigation: None required</td>
<td>Same as Light Rail to Tenafly (Preferred Alternative)</td>
</tr>
<tr>
<td><strong>LEONIA</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rail ROW</td>
<td>Impacts: None Mitigation: None required</td>
<td>Same as Light Rail to Tenafly (Preferred Alternative)</td>
</tr>
<tr>
<td>Leonia Station</td>
<td>Impacts: None Mitigation: None required</td>
<td>Same as Light Rail to Tenafly (Preferred Alternative)</td>
</tr>
<tr>
<td><strong>ENGLEWOOD</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rail ROW south of Englewood Route 4 Station</td>
<td>Impacts: None Mitigation: None required</td>
<td>Same as Light Rail to Tenafly (Preferred Alternative)</td>
</tr>
<tr>
<td>Englewood Rt. 4 Station</td>
<td>Impacts: None Mitigation: None required</td>
<td>Same as Light Rail to Tenafly (Preferred Alternative)</td>
</tr>
<tr>
<td>Englewood VBF</td>
<td>Impacts: None Mitigation: None required</td>
<td>Same as Light Rail to Tenafly (Preferred Alternative)</td>
</tr>
</tbody>
</table>
### Table 7-8: Comparison of Alternatives (continued)

<table>
<thead>
<tr>
<th>Municipality and Project Element</th>
<th>Light Rail to Tenafly (Preferred Alternative)</th>
<th>Light Rail to Englewood Route 4</th>
</tr>
</thead>
</table>
| Rail ROW north of Englewood Route 4 Station | **Impacts:** None  
**Mitigation:** None required | No impact. |
| Englewood Town Center Station | **Impacts:** None  
**Mitigation:** None required | Light Rail to Englewood Route 4 terminates at Englewood Route 4 Station. No project improvements proposed north of Englewood Route 4 Station. No project improvements proposed north of Englewood Route 4 Station. |
| Englewood Hospital Station | **Impacts:** None  
**Mitigation:** None required | |
| **TENAFLY** | | |
| Rail ROW | **Impacts:** Huylar Park will experience noise impacts.  
**Mitigation:** Township led efforts required: institute Quiet Zones or relocate summer concert series to another location. | |
| Tenafly Town Center Station | **Impacts:** Huylar Park will experience noise impacts.  
**Mitigation:** Township led efforts required: institute Quiet Zones or relocate summer concert series to another location. | |
| Tenafly North Station | **Impacts:** None  
**Mitigation:** None required | |
| **AREAS NORTH OF TENAFLY** | | |
| The shift in freight rail service to the overnight hours will introduce a noise source along the rail right-of-way during a time period when it does not currently exist; however, parkland and recreational resources are not actively used during the period of freight operation (11pm to 5am). No impact will result. No mitigation is required. | |