8. Community Facilities

8.1. Chapter Overview

8.1.1. Introduction

Community facilities are public or publicly-funded facilities, such as police and fire protection, emergency medical response, hospitals, schools, and libraries. This section identifies the community facilities within the Northern Branch Corridor’s one-half mile study area. Facilities are identified graphically on Figures 8-1 through 8-6, found in each municipal discussion.

8.1.2. Summary of Findings

Generally, impacts to community facilities are related to potential access issues resulting from the increase in rail traffic proposed in association with the two Build Alternatives. Following are the specific impacts associated with each Build Alternative:

- Neither Build Alternative will require the acquisition of land that is currently in use as a community facility, which includes all emergency service providers, schools, medical facilities, and extended care facilities.
- Neither Build Alternative will result in an increase in population in the study area that may otherwise burden community facilities, particularly schools, but also emergency services.
- South of, and including, Englewood Route 4 Station, developed land uses are concentrated on the east side of the rail right-of-way. Emergency service providers and schools are likewise located east of the right-of-way. As a result, increased rail traffic and frequent grade crossings do not present an impact to community facilities in North Bergen, Fairview, Ridgefield, Leonia or Englewood south of Route 4.  
  o Light Rail to Englewood Route 4 is therefore unlikely to result in impacts to community facilities as all improvements and service associated with this Build Alternative are confined to the area between North Bergen and the proposed Englewood Route 4 Station.
- The rail alignment north of Englewood Route 4 Station, which includes the remainder of Englewood and all of Tenafly, bisects the municipalities, with community services and facilities located on both sides of the right-of-way. Without mitigation measures, the increase in grade crossings may affect access to community facilities, such as schools, and may result in delays for mobile service providers. 
  o Light Rail to Tenafly (Preferred Alternative) is associated with the potential for impacts to community facilities in Englewood and Tenafly.
- NJ TRANSIT is familiar with the needs of emergency service providers and public safety issues as they pertain to grade crossings. NJ TRANSIT will coordinate with the local jurisdictions and the affected counties to develop physical and operational measures to mitigate the potential for access issues to and from community facilities and services. Grade crossing pre-emption, dispatch protocols, and community education and information campaigns are some of the initiatives that will be explored in this regard.

8.2. Methodology

Community facilities were identified through mapping, phone book, and Internet data searches for public and private schools, hospitals, police facilities, fire houses, ambulance corps, and extended care facilities. The street locations of these facilities were mapped. The one-half-mile study area boundary was overlain on the community facilities base map to identify those facilities located within one-half mile east and west of the rail right-of-way centerline.
8.3. Environmental Review

The following section provides an inventory by municipality of community facilities located within the one-half mile study area. Regional public safety coverage is also detailed below. Community facilities are discussed in terms of the whole municipality, not by project element. This is a result of the potential impacts to community facilities, which are confined primarily to access issues. Grade crossings present issues at any grade crossing as well as at proposed station site locations. Discussion by project element would require that applicable resources be discussed twice. Additionally, and more importantly, critical services, which include police, fire, and ambulance, are mobile resources. The location of their headquarters is less important than the geographic distribution of land uses within each municipality and the potential effect of the proposed project on access to those uses. This requires a broader approach to analysis than would be afforded with a station-by-station analysis.

8.3.1. Regional Facilities

In New Jersey, certain duties, such as the maintenance and patrol of county roads, lie under the jurisdiction of the respective county. In some areas of the state, resources are also pooled to provide a regional service that covers a multi-jurisdictional area. The following section describes the regional facilities that serve the Northern Branch Corridor.

8.3.1.1. Existing Conditions

County Police
The Hudson County Sheriff’s Office (Hudson County Police) is located on Duncan Avenue in Jersey City, New Jersey. The Hudson County Sheriff provides police coverage for the entire county in addition to the municipal police, overseeing county roadways and other county property located within each municipality.

In addition to the police departments of the Bergen County study area municipalities, the Bergen County Police Department provides police coverage for county roadways and county property located within each municipality and provides specialized assistance to municipalities within the county. The Bergen County Police Department does not maintain any facilities within the project corridor, but is located on 66 Zabriskie Street in Hackensack, New Jersey.

NJ TRANSIT Police
The NJ TRANSIT Police Department serves more than 400,000 commuters that use the NJ TRANSIT system on a daily basis. The Department consists of approximately 244 sworn officers and 61 non-sworn members. The NJ TRANSIT Police is located at One Penn Plaza East in Newark, New Jersey.

Regional Fire
North Hudson Regional Fire and Rescue was formed in 1999 when the former fire departments of the municipalities of North Bergen, Union City, Weehawken, West New York, and Guttenberg began to merge fire service personnel, equipment and facilities. This regional department serves the northern section of Hudson County and is the third largest fire department in the state, serving over 195,000 residents. The department provides fire protection to a 10-square mile geographic district with operations divided into three battalions. Battalion 1 extends from the Jersey City border north to 32nd Street. Battalion 2 is responsible for the area between 32nd Street and 60th Street. Battalion 3 runs from 60th Street north to the Bergen County border. This fire department is staffed by approximately 14 civilians and 293 uniformed firefighters.
8.3.1.2. Potential Impacts and Mitigation

**No Build Alternative**
Under the No Build Alternative, the community facilities within the study corridor would likely remain the same as for the existing conditions. Development would continue to reflect similar patterns, and changes in community facilities would be minor and small in scale. This alternative would not result in added population and would not intrude or adversely impact community facilities within the study corridor.

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

*Impacts* – The proposed project is not expected to result in an increase in population requiring additional emergency resources. Impacts to regional community facilities are confined primarily to issues of access resulting from the increased number of vehicles through the grade crossings proposed under the Build Alternatives. However, the majority of development served by the regional services and the regional community facilities are concentrated to the east side of the rail right-of-way. The exception to this lies in Englewood and Tenafly, where county roads, which would be patrolled by Bergen County Sheriff’s officers, may cross the rail right-of-way.

NJ TRANSIT will have adequate resources to provide security services to the proposed station sites.

*Mitigation* – NJ TRANSIT will develop an emergency service response plan with Hudson and Bergen County service providers prior to the initiation of passenger rail service in the project corridor. The emergency service response plan includes several measures designed to educate emergency responders and the community about grade crossing issues and may include physical improvements and protocols designed to facilitate the movement of emergency responders across the rail right-of-way. The specific method of coordination will be determined through negotiations with the County.

8.3.2. North Bergen

8.3.2.1. Existing Conditions

**Police**
The North Bergen Police Department headquarters are located at 4233 Kennedy Boulevard, which lies southeast of the proposed North Bergen Vehicle Base Facility (VBF) site. This station has 19 civilian employees, 123 police officers and a fleet of 40 vehicles, including three SUVs and three motorcycles. In addition, the Public Safety Building, located at 6101 Tonnelle Avenue, houses the police department and provides a garage for police vehicles (Refer to Figure 8-1).

**Fire**
Fire protection within North Bergen falls under the jurisdiction of the North Hudson Regional Fire and Rescue (NHRFR), as described above. The NHRFR has four engine companies and one ladder company that provide fire protection services in the Borough of North Bergen. Ladder 5, located on 83rd Street and
NORTH BERGEN STATION
COMMUNITY FACILITIES

Northern Branch Corridor
Figure 8-1

Source: Field Inspection

Community Facilities

- Police
  1 - North Bergen Police Department
  2 - Public Safety Building

- Fire
  1 - Engine 6
  2 - Ladder 5
  3 - Engine 9/ Battalion 3

- Medical
  1 - North Bergen EMS
  2 - North Bergen Department of Health & Welfare

- School
  1 - Franklin School
  2 - Horace Mann School
  3 - McKinley School
  4 - North Bergen HS
  5 - HCST North Hudson Center
  6 - New Durham Christian Academy
  7 - Saint Brigid's School
  8 - Lincoln School

- Viaduct
- Proposed Alignment
- Half-Mile Study Area
- Freight Only
- Hudson-Bergen Light Rail (HBLR)
- Existing Tonnelle Av HBLR Station
- Municipal Boundary
Kennedy Boulevard, houses a hook-and-ladder truck. Engine 9/Battalion 3 is located on 62nd Street and Kennedy Boulevard and Engine 1 is located on 10th Street and Paterson Plank Road, which is outside of the study area, but both of these Engine Companies will be called upon in an emergency. Engine 6 at 1814 43rd Street is located south and east of the North Bergen VBF site. Engine 13 was built in 1991 and is located on 75th Street and Hudson Avenue, outside of the ½ mile study area. Fire facilities are spread throughout the County and are able to adequately serve the areas near the North Bergen VBF as well as those areas in northern North Bergen.

Medical Response/Hospitals/Long-Term Care Facilities
North Bergen provides primary emergency medical response for the Borough of North Bergen as well as mutual aid response to neighboring municipalities. North Bergen’s Emergency Medical Services provides an ambulance service operating out of 6222 Granton Avenue. Palisades Medical Center, located beyond the limits of the study area at 7600 River Road, serves the majority of North Bergen. In addition, the North Bergen Department of Health and Welfare is located at 1116 43rd Street which addresses minor needs of the local community.

Schools
There are a total of eight schools within North Bergen comprised of five public schools, two private schools and one vocational institution. Public institutions include the Franklin School at 5211 Columbia Avenue with an enrollment of 800 and the Horace Mann School at 1215 83rd Street with an enrollment of 1,250. The McKinley School is a pre-K through 8th grade public school at 3110 Liberty Avenue. The Lincoln School is a K through 8th grade public school at 63rd Street and Durham Avenue. North Bergen High School, a public institution with 2,400 students, is located at 7417 Kennedy Boulevard.

Private institutions within North Bergen include the New Durham Christian Academy at 4616 Tonnelle Avenue and Saint Brigids School at 46th Street and Liberty Avenue. Hudson County School of Technology’s (HCST) North Hudson Center is a vocational high school located at 2000 85th Street. This facility has an associated recreation center known as the HCST Recreation Center also located on 85th Street slightly west of the HCST building (see Chapter 7: Parklands for further detail).

Library
The North Bergen Free Public Library is located at 8411 Bergenline Avenue, approximately 0.86 miles from the right-of-way. This facility serves as the main library for North Bergen.

8.3.2.2. Potential Impacts and Mitigation

No Build Alternative
Under the No Build Alternative, the community facilities within the study corridor would likely remain the same as for the existing conditions. Development would continue to reflect similar patterns, and changes in community facilities would be minor and small in scale. This alternative would not result in an added population and would not intrude or adversely impact community facilities within the study corridor.

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.

Impacts – The improvements planned for North Bergen (VBF, viaduct/undergrade bridge, and 91st Street Station) will not physically displace any community facility or impede access to community facilities during the construction phase of the project. Community facilities are primarily located on the east side of the right-of-way and would not be impacted by the increase in rail traffic.
The closure of 83rd Street and the construction of the 85th Street undergrade bridge will not physically displace any community facilities. However, the Hudson County School of Technology is located on 85th Street which would experience an increase in traffic as a result of the 83rd Street closure (see Chapter 9: Parking and Traffic). NJ TRANSIT will coordinate with busing companies that serve this school which may be affected by the diversion to ensure the safety and timely arrival of students.

This project element would force public safety providers to change their current routes that utilize 83rd Street to 85th Street in order to access areas west of the right-of-way. Since the two streets are nearby, the use of 85th Street is anticipated to result in minimal re-routing. Moreover, police, fire and emergency medical services may benefit from the 85th Street undergrade bridge and roadway extension because of a safer roadway configuration with increased site distance than currently exists.

Mitigation – NJ TRANSIT will develop an emergency service response plan with North Bergen emergency service providers prior to the initiation of passenger rail service in the project corridor. The emergency response plan includes several measures designed to educate emergency responders and the community about grade crossing issues and may include physical improvements and protocols designed to facilitate the movement of emergency responders across the rail right-of-way. The specific method of coordination will be determined through negotiations with the municipality.

8.3.3. Fairview

8.3.3.1. Existing Conditions

The Borough of Fairview has one police station, fire department, and library, four public schools and one private school, but all are located outside of the one-half mile study area.

8.3.3.2. Potential Impacts and Mitigation

No Build Alternative
Under the No Build Alternative, the community facilities within the study corridor would likely remain the same as for the existing conditions. Development would continue to reflect similar patterns, and changes in community facilities would be minor and small in scale. This alternative would not result in an added population and would not intrude or adversely impact community facilities within the study corridor.

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.

Impacts – Only a very small portion of Fairview is located west of the right-of-way. This area serves as parking and storage for an industrial facility lying east of the right-of-way in Fairview, but is the continuation of a larger storage area located in North Bergen and accessed via 95th Street in North Bergen. As such, community facilities would not be impacted by the increase in rail traffic.

Mitigation – NJ TRANSIT will develop an emergency service response plan with Fairview emergency service providers prior to the initiation of passenger rail service in the project corridor. The emergency response plan includes several measures designed to educate emergency responders and the community about grade crossing issues and may include physical improvements and protocols designed to facilitate the movement of emergency responders across the rail right-of-way. The specific method of coordination will be determined through negotiations with the municipality.
8.3.4. Ridgefield

8.3.4.1. Existing Conditions

Police
The Ridgefield Police Department’s headquarters is located at 604 Broad Avenue, northeast of the proposed Ridgefield Station site, and has 28 staff members and a fleet of 17 vehicles, including three motorcycles. The Police Department in Ridgefield uses Hendricks Causeway, an east-west street over the right-of-way, to cross the right-of-way (Refer to Figure 8-2).

Fire
The Ridgefield Fire Department has three engine companies that provide fire protection services in the Borough of Ridgefield. The department has a professional staff of approximately 75 and a fleet of 14 vehicles distributed across three substation engine companies. Closest to the right-of-way is Engine Company #1, located at Ray Avenue and Broad Avenue North, less than one-quarter mile east of the right-of-way. Engine Company #2, located on 588 Bergen Boulevard at Oakdene Avenue, is almost one mile east of the right-of-way. Engine Company #3 is located on Shaler Boulevard at Banta Place. The Fire Department in Ridgefield gains access to the right-of-way by crossing Hendricks Causeway.

Medical Response/Hospitals/Long-Term Care Facilities
The Ridgefield Volunteer Ambulance Corps provides primary emergency medical response for the Borough of Ridgefield as well as mutual aid response to neighboring municipalities. Vehicles are dispatched from a facility on Shaler Boulevard at Hamilton Avenue, approximately 2,000 feet from the proposed Ridgefield Station site. The Corps has 30 members, 14 of whom are Emergency Medical Technicians, one first-responder vehicle, and three ambulances. The Corps responds to approximately 1,400 calls annually. The primary east-west roadway utilized by vehicles to cross the right-of-way is Hendricks Causeway.

Schools
Three schools are located within the project study area with all located over one-quarter mile from the right-of-way. The Shaler Academy, located on Shaler Boulevard, is a public special needs school for grades K through 8. This facility has an enrollment of approximately 160 students. Slokum Skewes is a public school serving grades 2 through 8. This school is located at 650 Prospect Avenue, approximately 0.36 miles from the right-of-way. The Young School and Elementary located at 1041 Maple Avenue is a private school within the study area. Finally, the Notre Dame Interparochial School is a pre-K through 8 school located at 312 First Street.

Library
The Ridgefield Public Library is located at 527 Morse Avenue. The library, which is approximately 0.36 miles from the right-of-way, offers a variety of children’s and young adult programming.

8.3.4.2. Potential Impacts and Mitigation

No Build Alternative
Under the No Build Alternative, the community facilities within the study corridor would likely remain the same as for the existing conditions. Development would continue to reflect similar patterns, and changes in community facilities would be minor and small in scale. This alternative would not result in an added population and would not intrude or adversely impact community facilities within the study corridor.
RIDGEFIELD STATION COMMUNITY FACILITIES

Northern Branch Corridor
Figure 8-2

- Palisades Park Station
- Borough of Palisades Park
- Borough of Ridgefield
- Village of Ridgefield Park
- Township of North Bergen
- Borough of Fairview
- NJ Meadowlands District
- Community Facilities
- Police
- Fire
- Medical
- School
- NJ Meadowlands District
- Palisades Park Station
- Borough of Palisades Park
- Borough of Ridgefield
- Village of Ridgefield Park
- Township of North Bergen
- Borough of Fairview
- NJ Meadowlands District
- Community Facilities
- Police
- Fire
- Medical
- School

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)
Municipal Boundary

Community Facilities
- Police
- Fire
  1 - Ridgeland Engine Company #1
  2 - Ridgeland Engine Company #3
- Library
- Medical
- School
  1 - Shaler Academy
  2 - Skokum Skewes Elementary School
  3 - Young School Elementary

Miles

0 0.2 0.4
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.

Impacts – The improvements planned for Ridgefield Station will not physically displace any community facility or impede access to community facilities during the construction phase of the project.

Neither Build Alternative would directly or indirectly introduce a new residential population to the project study area and, therefore, are not expected to overburden existing health and medical facilities, schools, or libraries. It is anticipated that existing police and fire safety resources would be sufficient to safely and efficiently provide police and fire protection to the municipality. As a result, it is unlikely that there would be a significant increased demand for emergency protection and community resources.

The proposed light rail activity will result in frequent grade crossings that will occur approximately every three minutes during the peak period. As described in Chapter 4: Land Use and Zoning, the majority of residential and commercial development is located east of the right-of-way. As seen in Figure 8-2, the community facilities that serve Ridgefield are also situated east of the rail corridor. Public schools in the study area as well as the Ridgefield Public Library are all located over one-quarter mile east of the right-of-way.

The delivery of police, fire, and EMS services to portions of Ridgefield east of the right-of-way is not anticipated to be adversely impacted. While the majority of land west of the right-of-way is industrial, a small residential neighborhood is located north of Edgewater Avenue. Police and fire protection services as well as emergency medical response units would be able to access the western portion of Ridgefield and this area via Hendricks Causeway, a grade separated east-west roadway. In addition, it is unlikely that the Build Alternatives would result in the alteration of school bus routes, since buses would still be able to access this neighborhood west of the right-of-way from Hendricks Causeway.

Mitigation – NJ TRANSIT will develop an emergency service response plan with Ridgefield emergency service providers prior to the initiation of passenger rail service in the project corridor. The emergency response plan includes several measures designed to educate emergency responders and the community about grade crossing issues and may include physical improvements and protocols designed to facilitate the movement of emergency responders across the rail right-of-way. The specific method of coordination will be determined through negotiations with the municipality.

8.3.5. Palisades Park

8.3.5.1. Existing Conditions

Police
The Palisades Park Police Department is headquartered at 275 Broad Avenue between Cleveland Place and Central Boulevard, approximately one-half mile east of the proposed Palisades Park Station site. The department has 30 staff members and a fleet of 10 vehicles. The Department utilizes West Ruby Avenue, Roosevelt Street, and West Central Boulevard to traverse the right-of-way (Refer to Figure 8-3).

Fire
The Palisades Park Volunteer Fire Department provides fire protection services for the Borough of Palisades Park. The Department is headquartered in a shared emergency complex with the Palisades Park Police and ambulance dispatch. There are approximately 50 volunteer fire members with a fleet of four vehicles. Located at 275 Broad Avenue between Cleveland Place and Central Boulevard, this complex is approximately one-half mile due east from the right-of-way in Palisades Park.
Palisades Park Stations Community Facilities

Northern Branch Corridor
Figure 8-3

- Borough of Leonia
- Borough of Palisades Park
- Township of Teaneck
- Village of Ridgefield Park
- Township of Teaneck

Northern Branch Corridor
Figure 8-3

- Borough of Leonia
- Borough of Palisades Park
- Township of Teaneck
- Village of Ridgefield Park

Northern Branch Corridor
Figure 8-3

- Borough of Leonia
- Borough of Palisades Park
- Township of Teaneck
- Village of Ridgefield Park

Source: Field Inspection
Medical Response/Hospitals/Long-Term Care Facilities
The Palisades Park Volunteer Ambulance squad provides primary emergency medical response for the Borough of Palisades Park. A fleet of two ambulance vehicles and 20 volunteer responders are dispatched from a facility on Second Street, approximately one-half mile from the proposed Palisades Park Station site.

Schools
Notre Dame Interparochial is a private school serving grades 1 through 8 with an enrollment of approximately 330 students. This school is located approximately one-half mile from the right-of-way.

Library
The Palisades Park Public Library offers a variety of programming including art and ESL classes. This facility is located at 257 Second Street which is approximately one-half mile from the right-of-way.

8.3.5.2. Potential Impacts and Mitigation

No Build Alternative
Under the No Build Alternative, the community facilities within the study corridor would likely remain the same as for the existing conditions. Development would continue to reflect similar patterns, and changes in community facilities would be minor and small in scale. This alternative would not result in an added population and would not intrude or adversely impact community facilities within the study corridor.

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.

Impacts –The improvement planned for Palisades Park Station will not physically displace any community facility or impede access to community facilities during the construction phase of the project.

Neither Build Alternative would directly or indirectly introduce a new residential population to the project study area and, therefore, are not expected to overburden existing health and medical facilities, schools, or libraries. It is anticipated that existing police and fire safety resources would be sufficient to safely and efficiently provide police and fire protection to the municipality. As a result, it is unlikely that there would be a significant increased demand for emergency protection and community resources.

The proposed light rail activity will result in frequent grade crossings that will occur approximately every three minutes during the peak period. As described in Chapter 4: Land Use and Zoning, public facilities and community services that serve Palisades Park are located well east of the right-of-way proximate to residential and commercial uses.

The delivery of police, fire, and EMS services to areas of Palisades Park east of the right-of-way is not anticipated to be adversely impacted under the Build Alternatives. In addition, the Build Alternatives will not result in the alteration of school bus routes since there is no residential development on the west side of the rail corridor in Palisades Park.

The proposed project calls for improvements to grade crossings at West Ruby Avenue, Roosevelt Place, and West Central Boulevard which provide access to the western portion of the municipality. The increase in rail traffic will result in more frequent grade crossings; however, mobility issues are not
anticipated to be great enough west of the right-of-way in Palisades Park to result in a notable reduction in the provision of community services.

\textit{Mitigation} – NJ TRANSIT will develop an emergency service response plan with Palisades Park emergency service providers prior to the initiation of passenger rail service in the project corridor. The emergency response plan includes several measures designed to educate emergency responders and the community about grade crossing issues and may include physical improvements and protocols designed to facilitate the movement of emergency responders across the rail right-of-way. The specific method of coordination will be determined through negotiations with the municipality.

8.3.6. Leonia

8.3.6.1. Existing Conditions

\textbf{Police}

The Leonia Police Department is headquartered at One Wood Park in a facility that is attached to the Leonia Volunteer Fire Department, adjacent to the corner of Broad Avenue and Fort Lee Road. There are 20 police officers, five civilian staff, and a fleet of 10 police cars and two motorcycles. Department vehicles use Fort Lee Road to access the area west of the right-of-way (Refer to Figure 8-4).

\textbf{Fire}

The Leonia Volunteer Fire Department provides fire protection for the Borough of Leonia. It is headquartered at Boro Place, behind 2 Municipal Complex, in a facility that abuts the Leonia Police Department, adjacent to the corner of Broad Avenue and Fort Lee Road, approximately 2,000 feet east of the proposed Leonia Station site. The department has a volunteer staff of approximately 53 firefighters and a fleet of 10 vehicles. In order to traverse the right-of-way, department vehicles may use the Fort Lee Road grade crossing.

\textbf{Medical Response/Hospitals/Long-Term Care Facilities}

The Leonia Volunteer Ambulance Corps provides primary emergency medical response for the Borough of Leonia. While the number of volunteers fluctuates, Leonia tries to maintain at least five to 10 volunteers on call. Two ambulances and one first response vehicle are dispatched from a facility at 2 Municipal Complex, across from the Police Department facility at Wood Park, approximately 2,000 feet east of the proposed Leonia Station site. Access to this facility and 2 Municipal Complex is provided via the public library parking lot. There is also a shared parking area between the Ambulance Corps facility and the Police Department building.

\textbf{Schools}

There are a total of four elementary and secondary schools located in Leonia, three of which are public institutions. Anna C. Scott Elementary school is a public elementary school located at 100 Highland Avenue with an enrollment of over 600 students. This school is approximately one-half mile east of the right-of-way. The school runs from kindergarten through 5th grade. Leonia Middle School at 500 Broad Avenue, serves approximately 580 students in grades 6 through 8. Leonia High School, with an enrollment of approximately 600 students, is located on Christie Heights Avenue off of Willow Tree Road. The school’s athletic fields are adjacent to the right-of-way. The school itself is approximately 500 feet from the right-of-way. In addition, students utilize facilities in Overpeck County Park with students crossing the right-of-way at an unprotected pedestrian crossing. St. John the Evangelist is a private school with classes from K through 8th grade. This school on Harrison Street is over 2,000 feet east of the right-of-way. Another private institution, the Ben Porat Yosef School, serves students in pre-K through 2nd grade and is located at 150 Grand Avenue.
LEONIA STATION COMMUNITY FACILITIES

Northern Branch Corridor
Figure 8-4

- 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)
- Municipal Boundary

Community Facilities:
- Police
- Fire
- School
  1 - Anna C. Scott Elementary
  2 - Leonia High School
  3 - Leonia Middle School
  4 - St. John The Evangelist School
  5 - Ben Porat Yosef School
- Library
- Leonia Senior Center

Source: Field Inspection
Library
The Leonia Public Library offers programs for adults, teens and children ranging from author discussions to arts and crafts. The library is located over 1,800 feet east of the right-of-way on 227 Fort Lee Road. Access to this facility is provided by Fort Lee Road, an east-west roadway, as well as Grand Avenue and Broad Avenue, two north-south roadways.

Other Facilities
The Leonia Senior Center is located at 305 Beechwood Place in the Borough Annex. Typical activities provided for seniors at the center include classes, trips and film programs.

8.3.6.2. Potential Impacts and Mitigation

No Build Alternative
Under the No Build Alternative, the community facilities within the study corridor would likely remain the same as for the existing conditions. Development would continue to reflect similar patterns, and changes in community facilities would be minor and small in scale. This alternative would not result in an added population and would not intrude or adversely impact community facilities within the study corridor.

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.

Impacts – The improvement planned for Leonia Station will not physically displace any community facility or impede access to community facilities during the construction phase of the project.

Neither Build Alternative would directly or indirectly introduce a new residential population to the project study area and, therefore, are not expected to overburden existing health and medical facilities, schools, or libraries. It is anticipated that existing police and fire safety resources would be sufficient to safely and efficiently provide police and fire protection to the municipality. As a result, it is unlikely that there would be a significant increased demand for emergency protection and community resources.

The proposed light rail activity will result in frequent grade crossings that will occur approximately every three minutes during the peak period. As described in Chapter 4: Land Use and Zoning, Overpeck County Park spans the length of Leonia on the west side of the rail right-of-way. Consequently, community facilities are situated east of the rail corridor following the residential, commercial and industrial development patterns of the municipality.

The delivery of police, fire, and EMS services to areas of Leonia east of the right-of-way is not anticipated to be adversely impacted under the Build Alternatives. In addition, the Build Alternatives will not result in the alteration of school bus routes due to the absence of residential development on the west side of the rail corridor in Leonia. Leonia High School, situated 500 feet east of the right-of-way, currently has an unprotected pedestrian crossing across the right-of-way to provide students with access to athletic facilities and a parking lot on the west side of the right-of-way in Overpeck County Park. Grade protection would be installed at this crossing, including pedestrian gates, trimming of the adjacent vegetation to provide sight distances, and flashers, as discussed in Chapter 22: Safety and Security.

Fort Lee Road functions as a major east-west arterial through Leonia. These alternatives would result in more frequent grade crossings that, without mitigation, may have an effect on the provision of public safety services to the recreational uses found west of the right-of-way.
Mitigation – NJ TRANSIT will develop an emergency service response plan with Leonia emergency service providers prior to the initiation of passenger rail service in the project corridor. The emergency response plan includes several measures designed to educate emergency responders and the community about grade crossing issues and may include physical improvements and protocols designed to facilitate the movement of emergency responders across the rail right-of-way. The specific method of coordination will be determined through negotiations with the municipality.

8.3.7. Englewood

8.3.7.1. Existing Conditions

Police
The Englewood Police Department is headquartered at 75 South Van Brunt Street, immediately south of the proposed Englewood Town Center Station site, and has 72 sworn police officers and 40 vehicles. In order to access areas of the city located east of the right-of-way, Department vehicles may use grade crossings at Linden, Englewood and Palisade Avenues (Refer to Figure 8-5).

Fire
The Englewood Fire Department provides fire protection services for the City of Englewood. It is headquartered in the Englewood Safety Complex on William Street between Englewood and Palisade Avenues, northwest of the proposed Englewood Town Center Station site. The Department has a professional staff of approximately 51 responders and a fleet of 12 vehicles. The Department participates in a mutual aid agreement with 15 other east- and mid-Bergen area municipalities. In order to traverse the right-of-way, Department vehicles use grade crossings at Linden, Englewood, and Palisade Avenues.

Medical Response/Hospitals/Long-Term Care Facilities
The Englewood Volunteer Ambulance Corps provides primary emergency medical response for the City of Englewood. Vehicles are dispatched from a facility on Jay Street, in close proximity to the Police Department facility on South Van Brunt Street, immediately southwest of the proposed Englewood Town Center Station site. In order to access areas of the city located east of the right-of-way, vehicles use grade crossings at Linden, Englewood, and Palisade Avenues.

Englewood Hospital, located on Engle Street, is the only major medical facility in the project corridor and is a frequent destination for emergency vehicles. The hospital is a 520-bed facility and provides emergency room services. The emergency room entrance is on Dean Street, directly adjacent to the proposed station site. The hospital serves as a base facility for two paramedic vehicles.

Two long-term care facilities are also located within the project corridor in Englewood. Actor’s Fund Homes, located on Hudson Avenue approximately one-quarter mile west of the right-of-way along the Englewood-Tenafly border, is a private nursing and assisted-living facility with 111 residents. Inglemoor Center – Genesis Elder Care, located approximately one-quarter mile east of the right-of-way on Grand Avenue south of Forest Avenue, is a private nursing facility with 62 residents.

Schools
In the City of Englewood, there are three public schools that fall within the study area and one private school. McCloud Elementary School, formerly named Cleveland Elementary, is located on Tenafly Road approximately one-quarter mile from the right-of-way. The Donald A. Quarles Early Childhood Center at 186 Davidson Place has an enrollment of 480 students in pre-K through 1st grade. The Dr. John Grieco Elementary School is a newly constructed public elementary school completed in December 2008. It is within 500 feet of the right-of-way. Saint Cecilia’s Interparochial School, a private school serving students in pre-K through 8th grade, is located on Demarest Avenue.
ENGLEWOOD STATIONS COMMUNITY FACILITIES

Northern Branch Corridor
Figure 8-5

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)
Municipal Boundary

Community Facilities
- Police
- Fire
- Library
- Medical
- School

1 - Actor's Fund Homes
2 - Englewood Hospital
3 - Englewood Volunteer Ambulance Corps
4 - Inglemoor Center - Genesis Elder Care
1 - McCloud Elementary School
2 - Donald A. Quarles Early Childhood Ctr.
3 - Dr. John Grieco Elementary School
4 - St. Cecilia's Interparochial School

Source: Field Inspection
Library
The Englewood Public Library is located at 31 Engle Street. The library offers a variety of programming including monthly programs for seniors, literacy classes, preschool story time, and book groups. This facility is situated within 900 feet of the right-of-way.

8.3.7.2. Potential Impacts and Mitigation

No Build Alternative
Under the No Build Alternative, the community facilities within the study corridor would likely remain the same as for the existing conditions. Development would continue to reflect similar patterns, and changes in community facilities would be minor and small in scale. This alternative would not result in an added population and would not intrude or adversely impact community facilities within the study corridor.

Light Rail to Tenafly (Preferred Alternative)
Impacts – None of the improvements planned for Englewood under this Build Alternative (Englewood Route 4 Station, the optional Englewood VBF, Englewood Town Center Station, and Englewood Hospital Station) will physically displace any community facility or impede access to community facilities during the construction phase of the project.

This Build Alternative would not directly or indirectly introduce a new residential population to the project study area and, therefore is not expected to overburden existing health and medical facilities, schools, or libraries. It is anticipated that existing police and fire safety resources would be sufficient to safely and efficiently provide police and fire protection to the municipality. As a result, it is unlikely that there would be a significant increased demand for emergency protection and community resources.

The proposed light rail activity will result in frequent grade crossings that will occur approximately every three minutes during the peak period. Englewood contains substantial development both east and west of the rail alignment. Commercial development is prevalent throughout Englewood town center before transitioning to residential, recreational, and institutional in the vicinity of Englewood Hospital Station site and north. Public safety services as well as emergency response and a number of schools are located on the west side of the right-of-way. One public school, Grieco Elementary School, is located on Durie Avenue, approximately 500 feet west of the right-of-way. The closest grade crossing to this school is on Hamilton Avenue. In addition, St. Cecilia’s Interparochial School is located 1,200 feet west of the Demarest Avenue grade crossing.

The closest grade crossing to the Englewood Police Department is on Englewood Avenue approximately 200 feet east of the facility. The Fire Department is located west of the rail alignment with the closest grade crossings to the south at Englewood Avenue and to the north at the Palisades Avenue, within 800 feet of the fire department.

Mitigation – NJ TRANSIT will develop an emergency service response plan with Englewood emergency service providers prior to the initiation of passenger rail service in the project corridor. The emergency response plan includes several measures designed to educate emergency responders and the community about grade crossing issues and may include physical improvements and protocols designed to facilitate the movement of emergency responders across the rail right-of-way. The specific method of coordination will be determined through negotiations with the municipality. NJ TRANSIT will also coordinate with school districts and busing companies which serve the municipality that may be affected by the increased frequency of grade crossings to ensure the safety and timely arrival of students who are bused to school.
**Light Rail to Englewood Route 4**

*Impacts* – None of the improvements planned for Englewood under this Build Alternative (Englewood Route 4 Station and the optional Englewood VBF) will physically displace any community facility or impede access to community facilities during the construction phase of the project.

This Build Alternative would not directly or indirectly introduce a new residential population to the project study area and, therefore, is not expected to overburden existing health and medical facilities, schools, or libraries. It is anticipated that existing police and fire safety resources would be sufficient to safely and efficiently provide police and fire protection to the municipality. As a result, it is unlikely that there would be a significant increased demand for emergency protection and community resources.

The proposed light rail activity will result in frequent grade crossings that will occur approximately every three minutes during the peak period. The uses on both sides of the rail corridor are largely industrial and commercial from the Leonia border to the proposed Englewood Route 4 Station site. Only one community facility, a long-term care facility, is present in the southern portion of Englewood. This facility, the Inglenoof Center-Genesis Elder Care, situated on Grand Avenue south of Forest Avenue, is north of the proposed station and east of the right-of-way. This community resource can be accessed from Grand Avenue as well as Route 4. The closest grade crossing to this facility is on West Forest Avenue, over one-quarter mile away.

The increase in rail activity would not adversely impact the remaining community facilities within Englewood as these resources are primarily located well north of the terminus of this Alternative at Englewood Route 4 Station.

*Mitigation* – NJ TRANSIT will develop an emergency service response plan with Englewood emergency service providers prior to the initiation of passenger rail service in the project corridor. The emergency response plan includes several measures designed to educate emergency responders and the community about grade crossing issues and may include physical improvements and protocols designed to facilitate the movement of emergency responders across the rail right-of-way. The specific method of coordination will be determined through negotiations with the municipality.

**8.3.8. Tenafly**

**8.3.8.1. Existing Conditions**

**Police**
The Tenafly Police Department is headquartered in the Borough’s Municipal Center at 100 Riveredge Road, approximately one-quarter mile northwest of the proposed Tenafly Town Center Station site. The Department employs a staff of 30 and has a fleet of 24 vehicles including two ambulances. In order to access areas of the Borough located east of the right-of-way Department vehicles use grade crossings at Riveredge Road and Clinton Avenue (Refer to Figure 8-6).

**Fire**
The Tenafly Fire Department provides fire protection services in the Borough of Tenafly. The department is headquartered in the Borough’s Municipal Center at 100 Riveredge Road, approximately one-quarter mile northwest of the proposed Tenafly Town Center Station site. The Department employs a volunteer staff of 40 people and has a fleet of 14 vehicles. In order to access areas of the Borough located east of the right-of-way, Department vehicles use Riveredge Road and Clinton Avenue.
TENAFLY STATIONS
COMMUNITY FACILITIES

Northern Branch Corridor
Figure 8-6

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)
Municipal Boundary

Community Facilities
- Police
- Fire
- Library
- Medical
- School
  1 - MacKay Elementary School
  2 - Maugham Elementary School
  3 - Our Lady of Mount Carmel School
  4 - Stillman Elementary School
  5 - Tenafly Middle School
  6 - Tenafly Senior High School
  7 - Smith Elementary School
  8 - Lubavitch on the Palisades School
  9 - The Spring School of Montessori
  10 - Temple Sinai School
- Community Center
  1 - Tenafly Youth Center
  2 - Tenafly Senior Center

Source: Field Inspection
**Medical Response/Hospitals/Long-Term Care Facilities**

The Tenafly Volunteer Ambulance Corps provides primary emergency medical response for the Borough of Tenafly. Vehicles are dispatched from the Borough’s Municipal Center at 100 Riveredge Road, approximately one-quarter mile northwest of the proposed Tenafly Town Center Station site. In order to access areas of the Borough located east of the right-of-way, vehicles may use grade crossings at Riveredge Road and Clinton Avenue.

In addition, one long-term care facility is located within the project area in Tenafly. County Manor, southeast of the Tenafly North Station on County Road, is a private nursing facility with 69 residents.

**Schools**

The Tenafly School District provides public education from kindergarten through 12th grade within the Borough. Study area schools include six public schools and four private schools. Public elementary schools approximately one-half mile from the right-of-way include MacKay Elementary School at 111 Jefferson Avenue and J. Spencer Smith Elementary School at 101 Downey Drive. Maugham Elementary School on Magnolia Avenue and Stillman Elementary School on Tenafly Road are 1,300 feet and 1,000 feet, respectively, from the right-of-way. Tenafly Middle School on Sunset Lane serves students in grades 6 through 8 and is 1,000 feet from the right-of-way. The Tenafly Senior High School on Columbus Drive has a student population of 1,100 and is approximately 1,000 feet from the right-of-way.

Private schools within the study area include the Spring School Montessori on North Summit Avenue and the Temple Sinai School at 1 Engle Street just north of the Tenafly-Englewood municipal boundary. Our Lady of Mount Carmel School and the Lubavitch School of the Palisades are both located within 200 feet of the right-of-way.

**Library**

The Tenafly Public Library is located at 100 Riveredge Road in Tenafly’s Municipal Center. The library is home to several permanent pieces of artwork and hosts several art exhibits each year. Programming includes book discussion groups, lectures, and historical exhibits. Children’s programs range from summer reading programs to puppet shows. The library is situated approximately 1,300 feet from the right-of-way.

**Other Facilities**

Tenafly’s Municipal Center at 100 Riveredge Road also houses the Tenafly Youth Center. This facility is open six days per week and features a computer room, video games and sports equipment. The Tenafly Senior Center, located at 20 South Summit Street, provides individuals in their mid-fifties to mid-nineties with an array of programs including classes, lectures, workshops and travel opportunities. This facility is located approximately 400 feet from the right-of-way.

### 8.3.8.2. Potential Impacts and Mitigation

**No Build Alternative**

Under the No Build Alternative, the community facilities within the study corridor would likely remain the same as for the existing conditions. Development would continue to reflect similar patterns, and changes in community facilities would be minor and small in scale. This alternative would not result in an added population and would not intrude or adversely impact community facilities within the study corridor.

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

*Impacts* – None of the improvements planned for Tenafly under this Build Alternative (Tenafly Town Center Station and Tenafly North Station) will physically displace any community facility or impede access to community facilities during the construction phase of the project.
This Build Alternative would not directly or indirectly introduce a new residential population to the project study area and, therefore, is not expected to overburden existing health and medical facilities, schools, or libraries. It is anticipated that existing police and fire safety resources would be sufficient to safely and efficiently provide police and fire protection to the municipality. As a result, it is unlikely that there would be a significant increased demand for emergency protection and community resources.

The proposed light rail activity will result in frequent grade crossings that will occur approximately every six minutes during the peak period. Tenafly contains substantial development on both sides of the rail alignment characterized by commercial and residential development near the town center with a small industrial area in the north near the Cresskill border. A concentration of public facilities including police, fire, and ambulance services are located in Tenafly’s Municipal Center at 100 Riveredge Road. The closest grade crossings to this complex providing access to areas east of the right-of-way are at Riveredge Road/Jay Street, Washington Street, and Clinton Avenue.

Our Lady of Mount Carmel School, the Lubavitch School of the Palisades, and The Spring School are three private schools in Tenafly which are located closest to the right-of-way. Tenafly does not provide busing to any of its schools.

**Mitigation** — NJ TRANSIT will develop an emergency service response plan with Tenafly emergency service providers prior to the initiation of passenger rail service in the project corridor. The emergency response plan includes several measures designed to educate emergency responders and the community about grade crossing issues and may include physical improvements and protocols designed to facilitate the movement of emergency responders across the rail right-of-way. The specific method of coordination will be determined through negotiations with the municipality. NJ TRANSIT will coordinate with school crossing guards in order to ensure the safe arrival of students who attend schools which are proximate to the right-of-way or near station areas.

**Light Rail to Englewood Route 4**

**Impacts** — Light Rail to Englewood Route 4 terminates at Englewood Route 4 Station. No improvements are planned for areas north of Englewood Route 4 Station, and passenger rail service would also terminate at the Englewood Route 4 Station. No impacts are anticipated north of Englewood Route 4 Station.

**Mitigation** — None required.

**8.3.9. Areas North of Tenafly**

Neither Build Alternative will affect community facilities north of Tenafly. All improvements and proposed rail service will terminate at the border of Tenafly and Cresskill for Light Rail to Tenafly (Preferred Alternative) and at the Englewood Route 4 Station for Light Rail to Englewood Route 4. The shift to overnight freight service will not affect community facilities or services as freight rail traffic is infrequent.

In the event of a regional emergency requiring assistance from emergency service providers in areas north of Tenafly, the same dispatch protocols or similar mitigation methods applied in the study area municipalities would be applied to facilitate movement of emergency vehicles across the rail right-of-way.

**8.4. Summary of Potential Environmental Effects**

There are no unmitigable, significant adverse effects on community facilities resulting from the implementation of the Build Alternatives. The most notable potential impact occurs north of Englewood Route 4 Station where development and community facilities and services are located on both sides of the road.
rail right-of-way. In these circumstances, access to and from community facilities and services may be affected by increased rail traffic anticipated under the Light Rail to Tenafly (Preferred Alternative). Light Rail to Englewood Route 4 would not have this issue, as it terminates south of this land use pattern. Coordination between NJ TRANSIT and the local jurisdiction will mitigate access issues through a combination of educational programs, physical improvements, and adjustments to dispatch protocols. Table 8-1 summarizes the potential adverse effects on public facilities resulting from the implementation of the Build Alternatives.

**Table 8-1: Comparison of Build Alternatives by Municipality**

<table>
<thead>
<tr>
<th>Municipality</th>
<th>Light Rail to Tenafly (Preferred Alternative)</th>
<th>Light Rail to Englewood Route 4</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regional Services</td>
<td>No physical taking of facilities or services. Access issues anticipated to be minor. Coordination between providers and NJ TRANSIT will mitigate potential issues.</td>
<td>Same as Preferred Alternative</td>
</tr>
<tr>
<td>North Bergen</td>
<td>All services and facilities and majority of developed land located east of right-of-way. No physical taking of facilities or services. Access issues anticipated to be minor. Coordination between providers and NJ TRANSIT will mitigate potential issues.</td>
<td>Same as Preferred Alternative</td>
</tr>
<tr>
<td>Fairview</td>
<td>All services and facilities located beyond 1/2 mile study area boundary. No impact.</td>
<td>Same as Preferred Alternative</td>
</tr>
<tr>
<td>Ridgefield</td>
<td>All services and facilities and majority of developed land located east of right-of-way. No physical taking of facilities or services. Access issues anticipated to be minor. Coordination between providers and NJ TRANSIT will mitigate potential issues.</td>
<td>Same as Preferred Alternative</td>
</tr>
<tr>
<td>Palisades Park</td>
<td>All services and facilities and majority of developed land located east of right-of-way. No physical taking of facilities or services. Access issues anticipated to be minor. Coordination between providers and NJ TRANSIT will mitigate potential issues.</td>
<td>Same as Preferred Alternative</td>
</tr>
<tr>
<td>Leonia</td>
<td>All services and facilities and majority of developed land located east of right-of-way. No physical taking of facilities or services. Access issues anticipated to be minor. Coordination between providers and NJ TRANSIT will mitigate potential issues.</td>
<td>Same as Preferred Alternative</td>
</tr>
<tr>
<td>Englewood</td>
<td>From Leonia border to the proposed Englewood Route 4 Station, no impact. North of Englewood Route 4, right-of-way bisects community. Access across right-of-way may be delayed by rail grade crossings. Coordination between providers and NJ TRANSIT will mitigate potential issues.</td>
<td>No impact</td>
</tr>
<tr>
<td>Tenafly</td>
<td>Right-of-way bisects community. Access across right-of-way may be delayed by rail grade crossings. Coordination between providers and NJ TRANSIT will mitigate potential issues.</td>
<td>No impact</td>
</tr>
</tbody>
</table>