Chapter 3 Land Use, Zoning, and Public Policy

3.1 INTRODUCTION

This chapter examines the potential for the No Action and Build Alternative to impact land use, zoning, and public policy. Land use is the activity occurring on a particular piece of land and in the structures that occupy the land. Land uses may be categorized broadly (e.g., residential, commercial, industrial) or in more detail by specifying the particular use. Zoning is the classification and regulation of land according to use categories, developed by the local jurisdiction. Zoning controls the type, density, and bulk of development in a given jurisdiction by establishing districts where specific land uses are allowed. Public policy may include development plans and other types of policies adopted by localities to identify community goals and guide development and green space preservation. Although not required by NEPA, public policy is being analyzed to evaluate compliance with local requirements. The methodology for this analysis is presented below, followed by a description of existing baseline conditions, projected future conditions without the proposed Project, and the potential for impacts to result from advancing the Build Alternative. Property acquisition requirements associated with the Build Alternative are also identified.

3.2 METHODOLOGY

Two study areas were developed for this analysis:

1) The proposed Project area plus a 500-foot buffer on either side of the electrical line routes (including alternative routes), new substations and HBLR Headquarters.

2) The two-mile study area, which includes the area within a two-mile radius of the Main Facility's stacks on the Koppers Koke Site, is used to address air quality modeling regulations and identify sensitive land uses within those boundaries (NJDEP 2009). In this chapter, the two-mile radius study area is for analysis of land use only.

The proposed Project area is defined as the potential construction footprint of the Build Alternative, and includes:

- The Main Facility and natural gas pipeline connection to the Main Facility (Preferred Alternative Project Components A and B);
- the railroad right-of-way, including the HBLR, that would be used for the proposed electrical lines (Preferred Alternative Project Components C, D, E and G, optional routing for Project Component D); and
- the NJ TRANSIT owned HBLR Headquarters property on Caven Point Avenue (Preferred Alternative Project Component F).

The 500-foot study area is used for analysis of land use, zoning and public policy. The land use, zoning and public policy analysis was performed according to the following methodology:

- Preparing land use and zoning maps based on published data, maps and other available documentation;
- Describing existing land uses and zoning in the study area and planned projects that are scheduled to be completed by 2021 (future No Action conditions);
- Qualitatively assessing the compatibility of the Build Alternative with existing and proposed land uses, and compliance with or variance from land use patterns, zoning and public policy initiatives;
- Evaluating the proposed Project's compliance with the *Koppers Coke Peninsula Redevelopment Plan* (the Redevelopment Plan) (NJMC 2013) including: setbacks, site development regulations, and local code requirements applicable to the zone and scale and type of development; and
- Identifying properties that need to be acquired in order to construct and operate the proposed Project, including partial and full permanent and temporary fee acquisitions and easements.

3.3 AFFECTED ENVIRONMENT

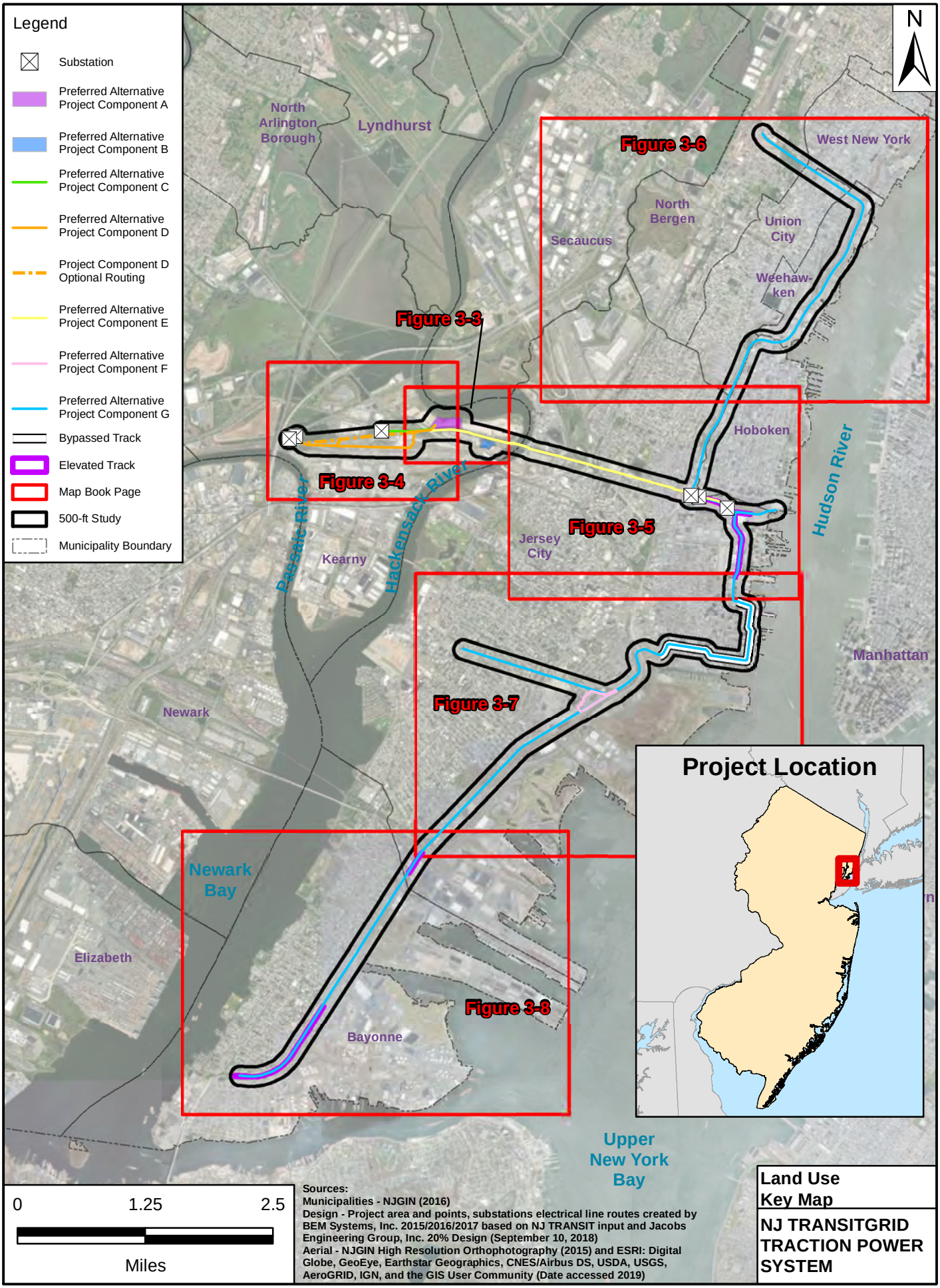
3.3.1 Land Use

Land uses in both study areas for the Build Alternative are shown on Figures 3-1 through 3-8 and discussed separately below.

Project Area Plus 500-Foot Buffer

The proposed Project area extends from the new Kearny Substation location at the western end, adjacent to the existing Amtrak Substation No. 41 in the Town of Kearny, Hudson County, NJ, across the Hackensack River to the new NJ TRANSITGRID East Hoboken Substation (see Figure 3-1) and the Henderson Street Substation at the eastern end in Jersey City, Hudson County. The proposed Project area also includes the NJ TRANSIT owned HBLR Headquarters property on Caven Point Avenue in Jersey City for Preferred Alternative Project Component F and the approximately 14.4 miles of the HBLR where new electrical lines for Preferred Alternative Project Component G would be installed (see G in Figure 3-1 and Figure 3-2). The land uses near Project Components A through G are described below.

Preferred Alternative Project Components A (Main Facility) and B (six-acre parcel) are located in a heavily industrialized area (see Figure 3-1) on the northern end of the Kearny Peninsula and along the western shore of the Hackensack River. As shown in Figure 3-9, they are located within to the Redevelopment Area as defined in the Redevelopment Plan and are a part of the former "Koppers Seaboard Koke and By-Products Plant," also known as the "Koppers Koke Site." The Koppers Koke Site is approximately 170 acres in size and comprises two parcels—the large parcel to the north of NJ TRANSIT's Morris & Essex Line and the six-acre parcel south of the Morris & Essex Line. Entrances to the large parcel are located at One Fish House Road, through a culvert under the Morris & Essex Line, and an existing west access point that



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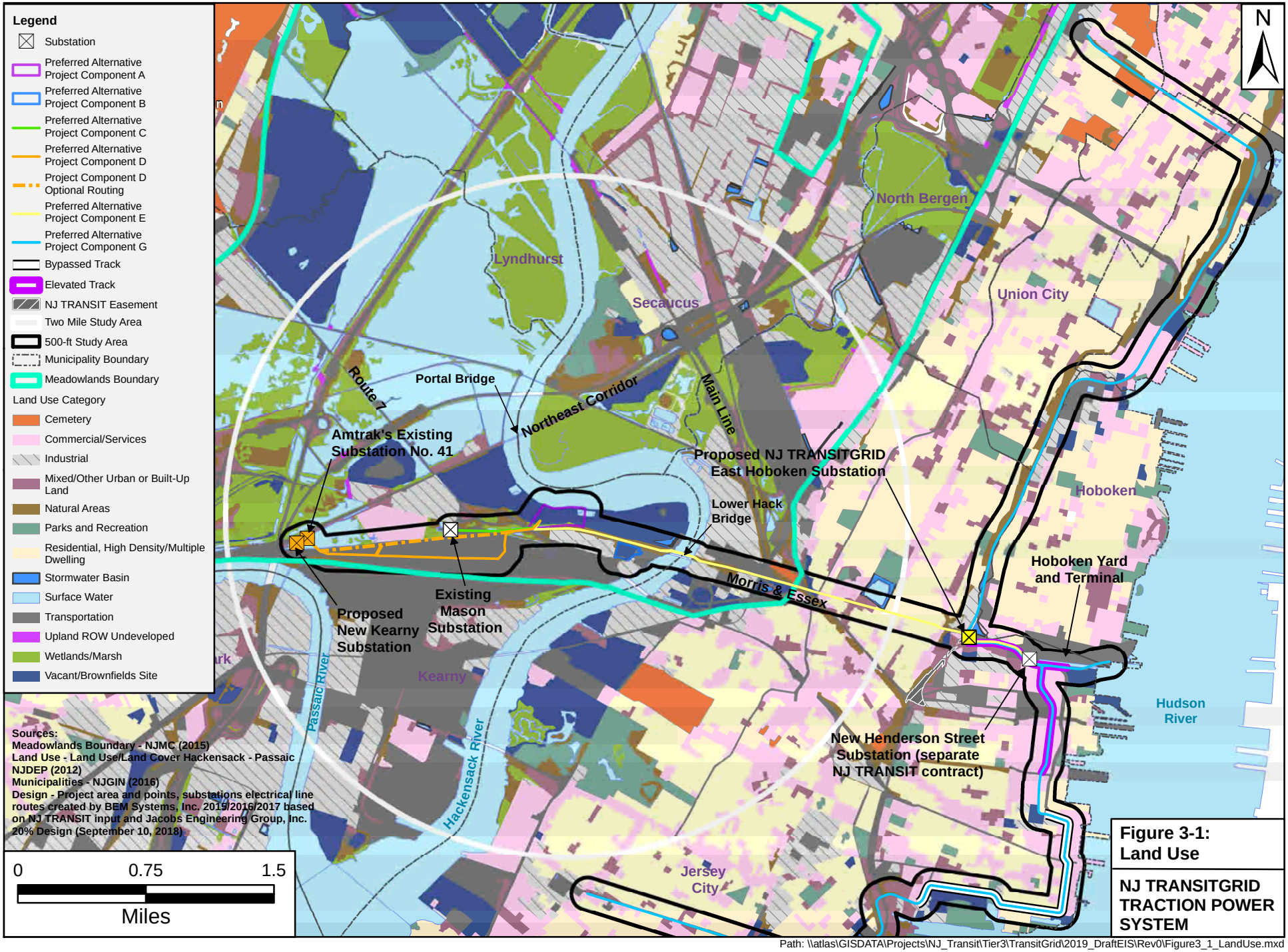
Legend
Substation
Preferred Alternative Project Component A
Preferred Alternative Project Component B
Preferred Alternative Project Component C
Preferred Alternative Project Component D
Project Component D Optional Routing
Preferred Alternative Project Component E
Preferred Alternative Project Component G
Bypassed Track
Elevated Track
NJ TRANSIT Easement
Two Mile Study Area
500-ft Study Area
Municipality Boundary
Meadowlands Boundary
Land Use Category
Cemetery
Commercial/Services
Industrial
Mixed/Other Urban or Built-Up Land
Natural Areas
Parks and Recreation
Residential, High Density/Multiple Dwelling
Stormwater Basin
Surface Water
Transportation
Upland ROW Undeveloped
Wetlands/Marsh
Vacant/Brownfields Site
N
North Bergen
Lyndhurst
Secaucus
Union City
Route 7
Portal Bridge
Northeast Corridor
Main Line
Amtrak's Existing Substation No. 41
Proposed NJ TRANSITGRID East Hoboken Substation
Lower Hack Bridge
Hoboken
Hoboken Yard and Terminal
Morris & Essex
Proposed New Kearny Substation
Existing Mason Substation
Kearny
Passaic River
Hackensack River
Hudson River
New Henderson Street Substation (separate NJ TRANSIT contract)
Jersey City
Sources:
Meadowlands Boundary - NJMC (2015)
Land Use - Land Use/Land Cover Hackensack - Passaic NJDEP (2012)
Municipalities - NJGIN (2016)
Design - Project area and points, substations electrical line routes created by BEM Systems, Inc. 2015/2016/2017 based on NJ TRANSIT input and Jacobs Engineering Group, Inc. 20% Design (September 10, 2018)
0
0.75
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Miles
Figure 3-1: Land Use
NJ TRANSITGRID TRACTION POWER SYSTEM
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Figure 3-2: Land Use

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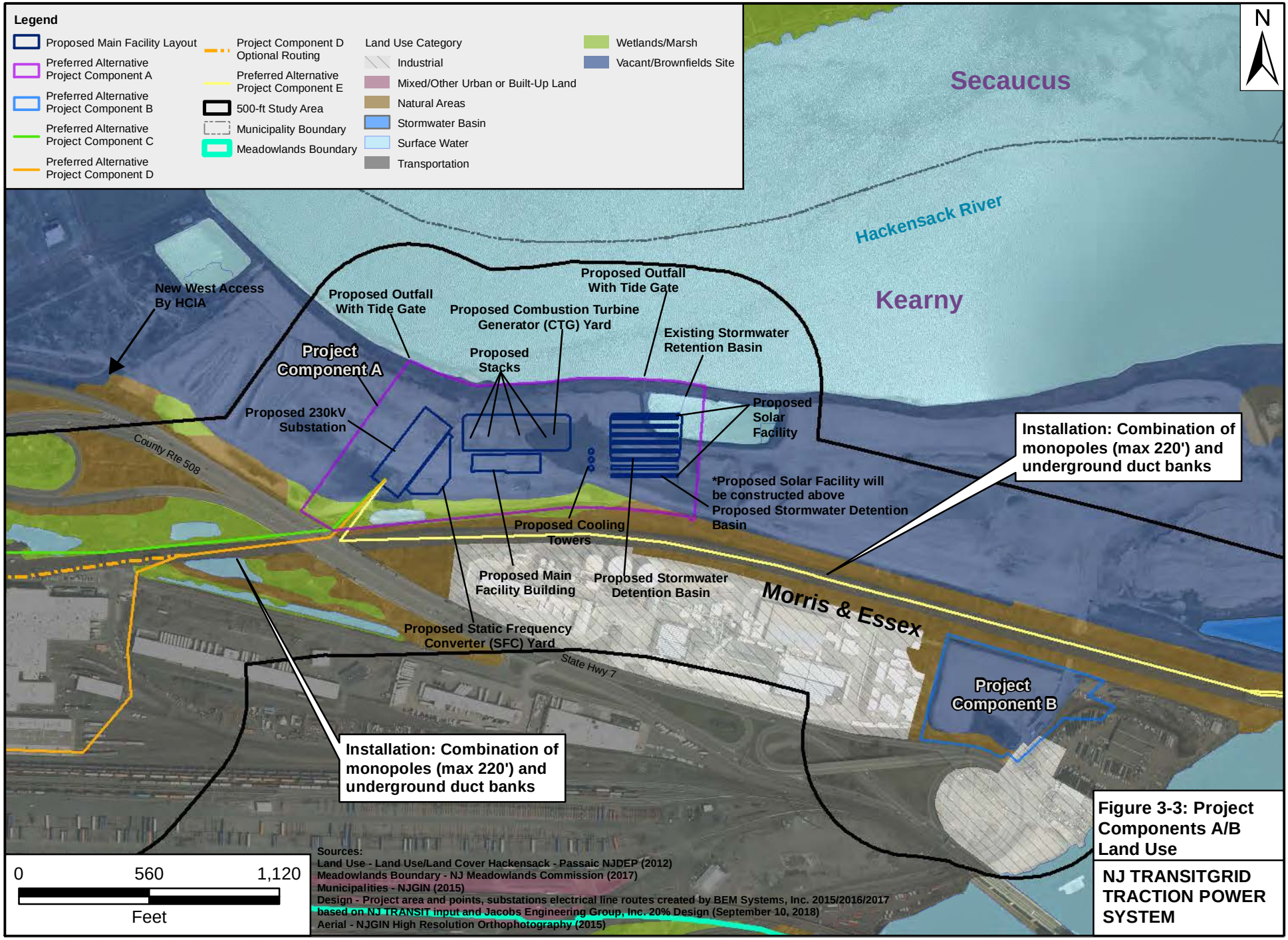

Figure 3-3: Project Components A/B Land Use

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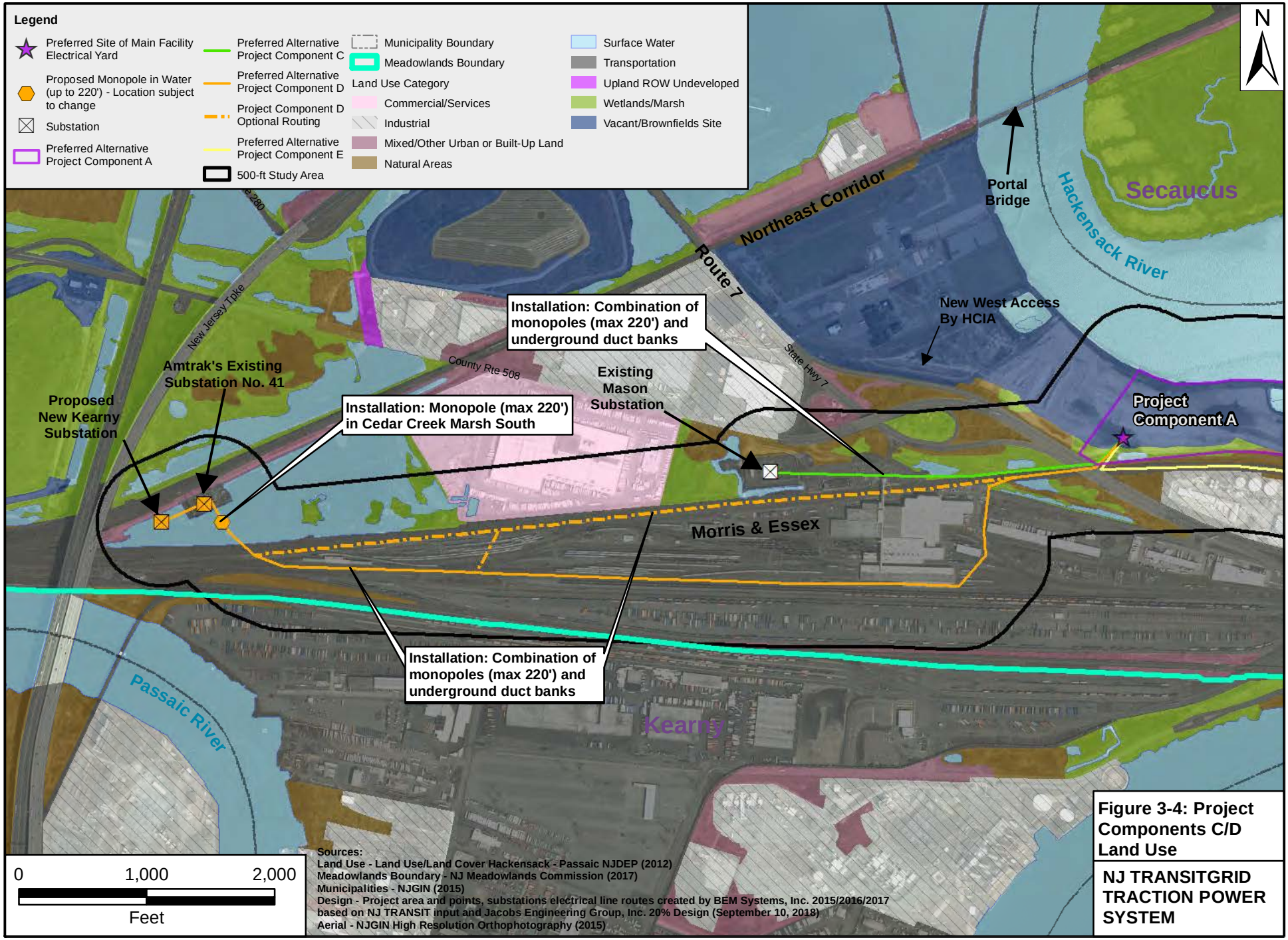

Figure 3-4: Project Components C/D Land Use

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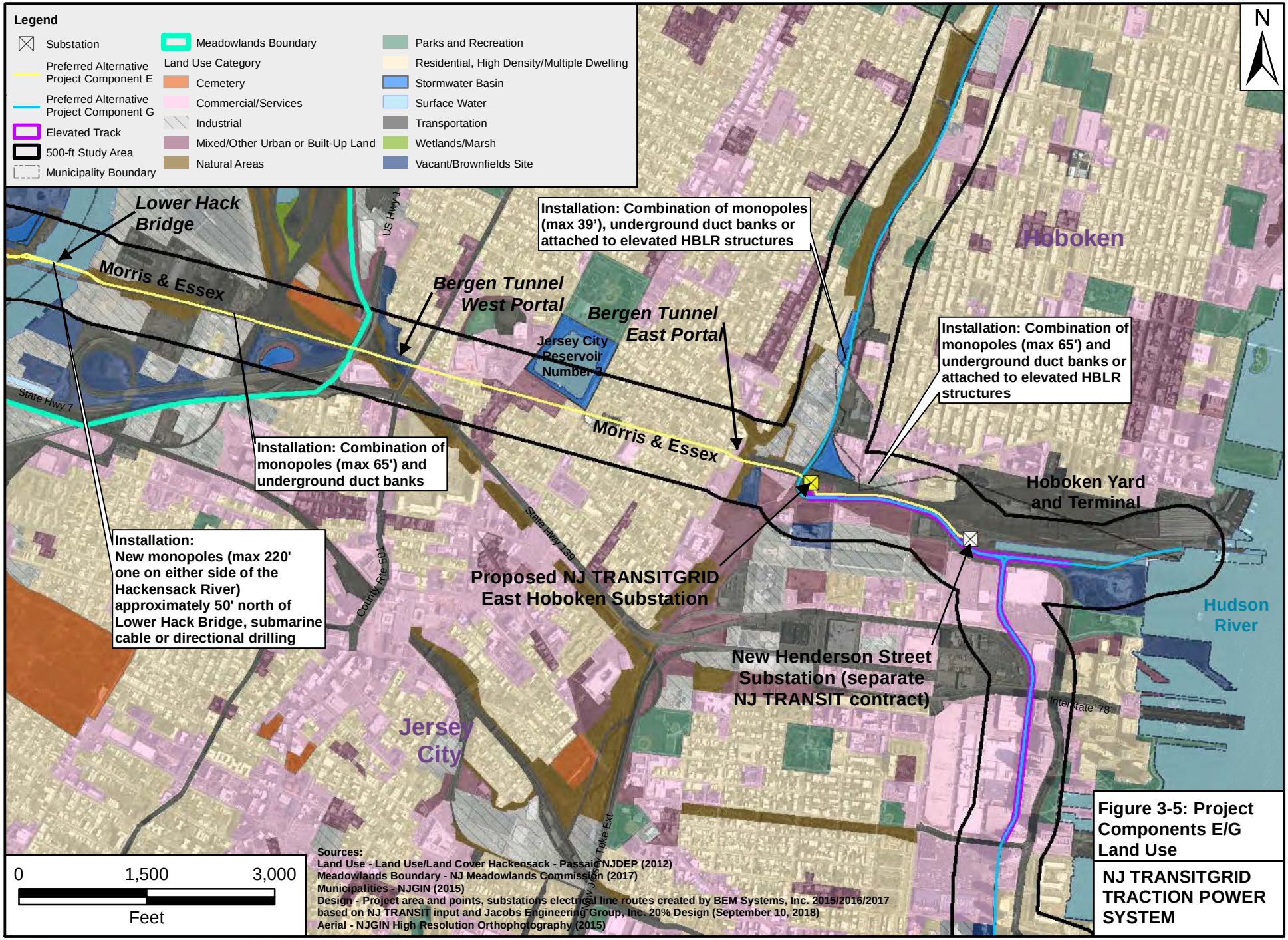

Figure 3-5: Project Components E/G Land Use

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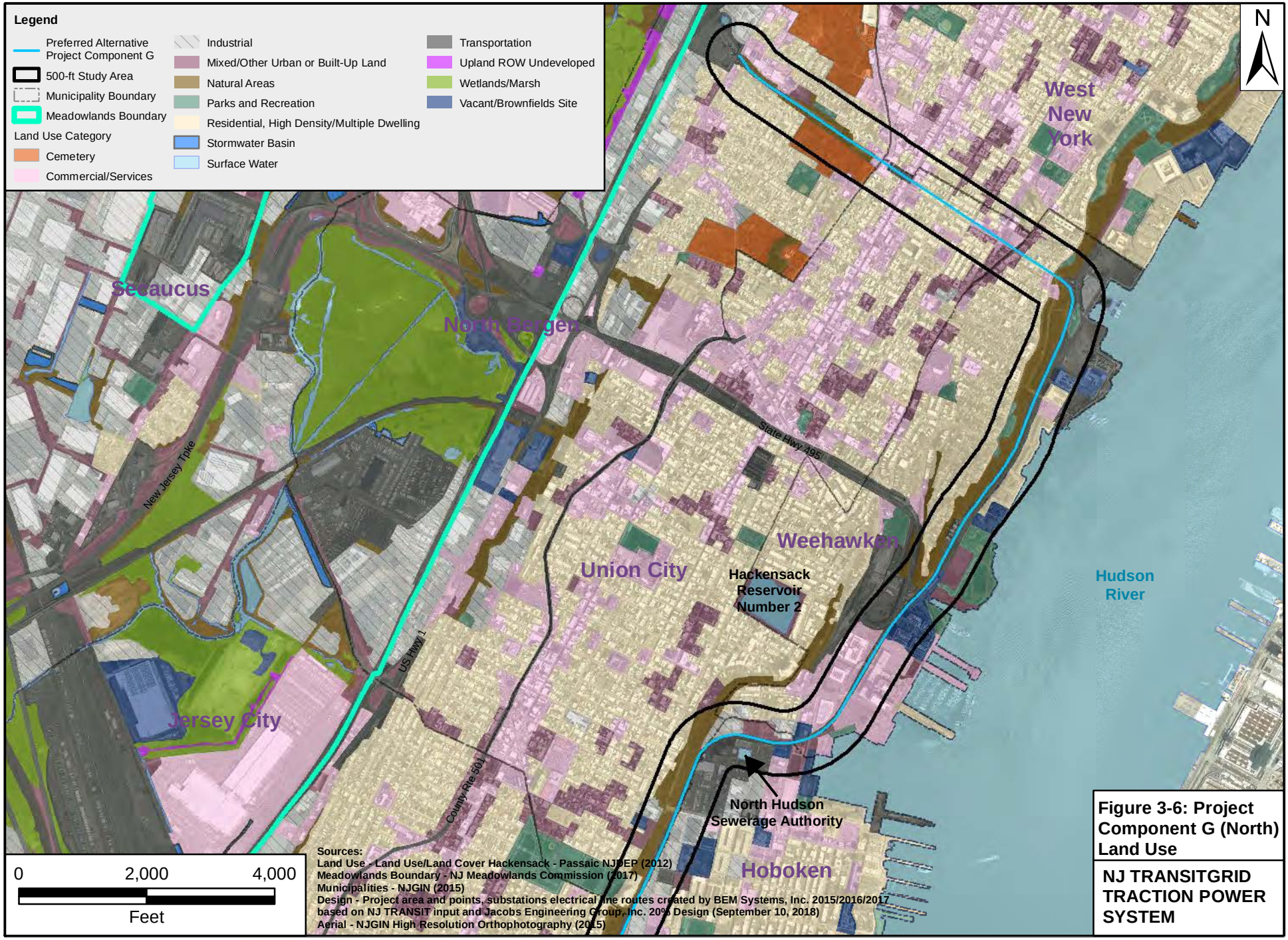

Figure 3-6: Project Component G (North) Land Use

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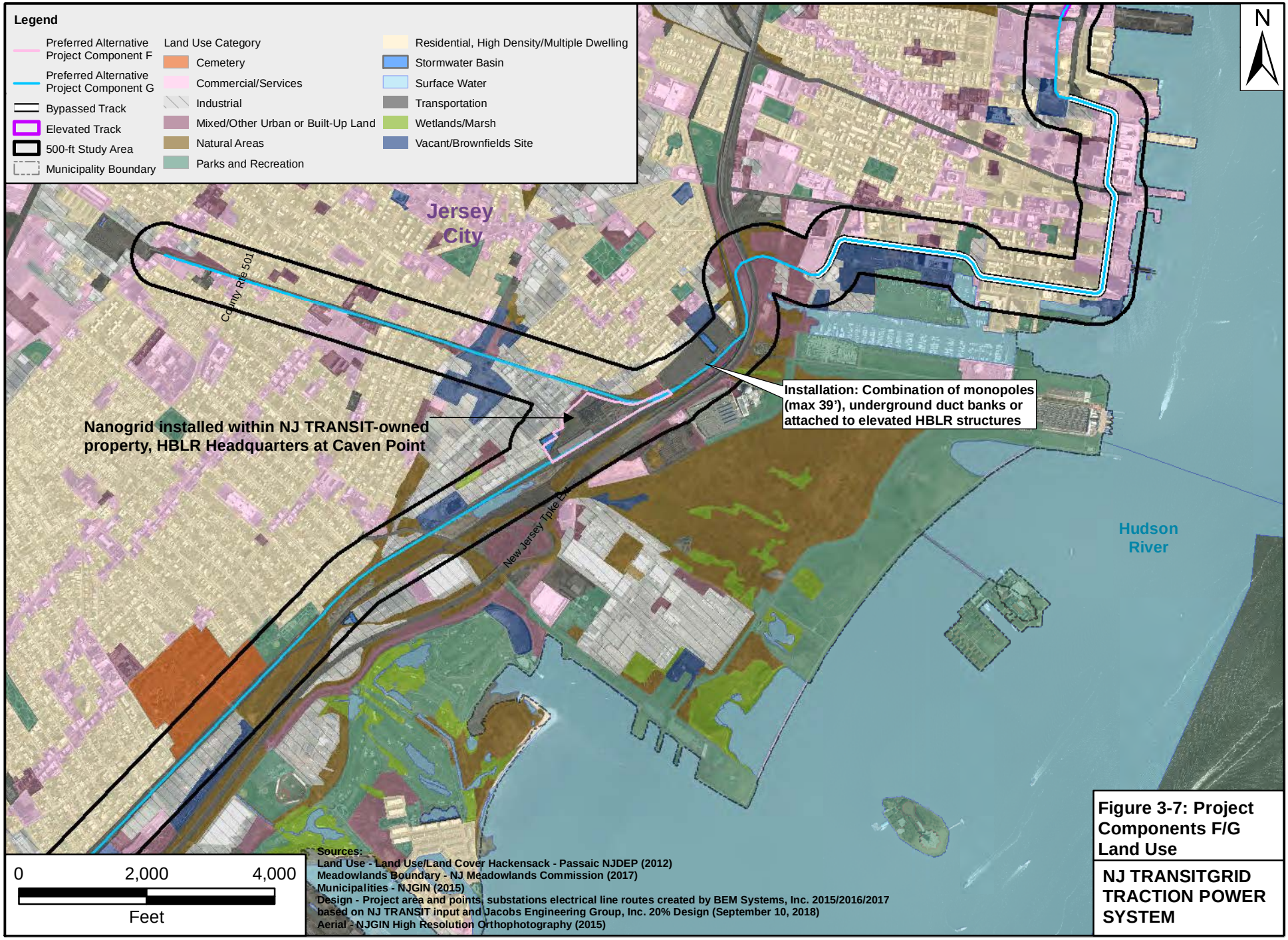

Figure 3-7: Project Components F/G Land Use

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Figure 3-8: Project Component G (South) Land Use

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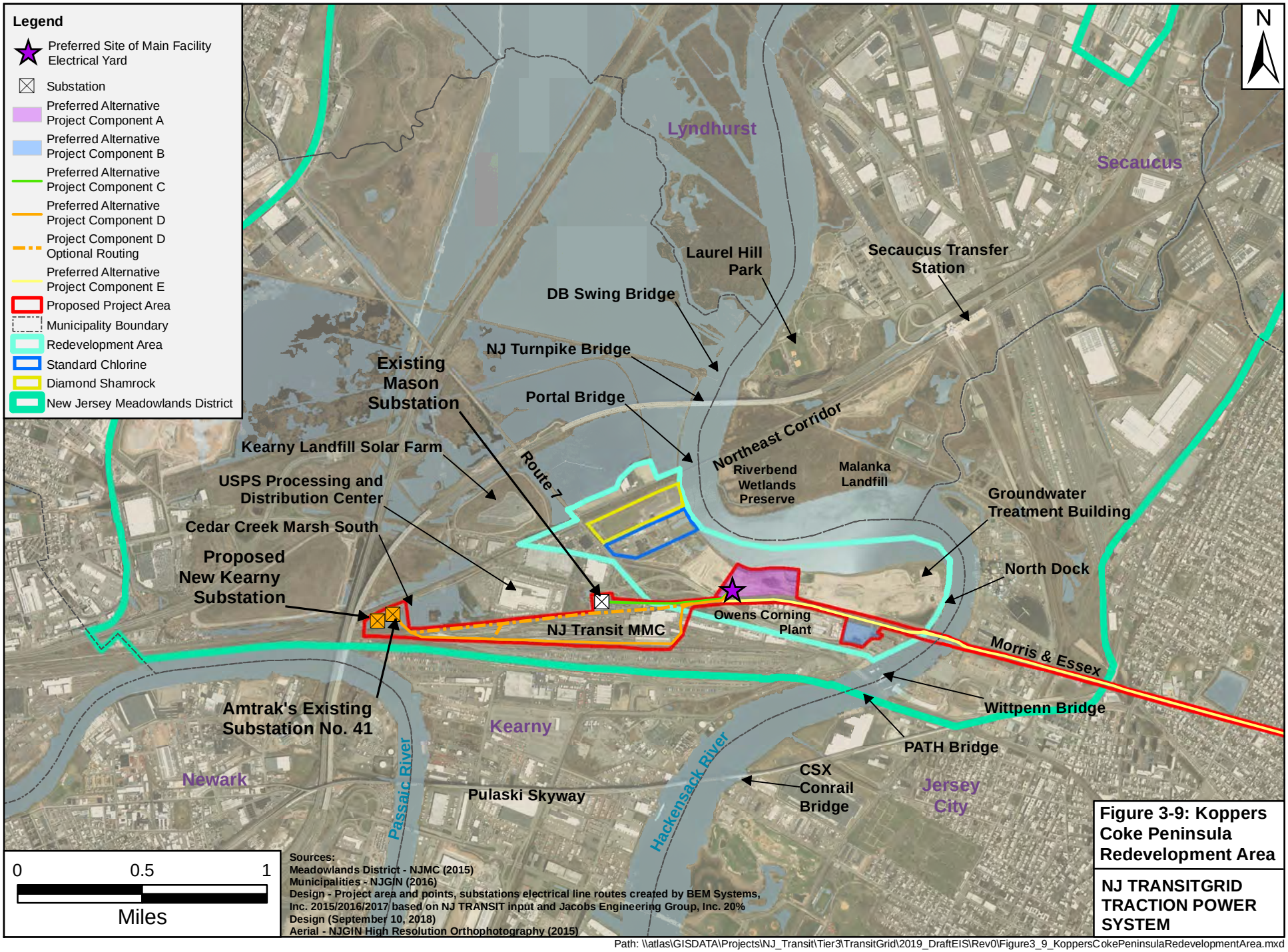

Figure 3-9: Koppers Coke Peninsula Redevelopment Area

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connects to Route 7. Both parcels are currently owned by HCIA. The large parcel was historically used for coke production and coal-tar processing. The Koppers Koke facility was constructed in 1917 and razed in 1979. The Koppers Koke Site includes Block 287, Lots 32.01, 54, 55, 56, 60, 61.02, 61.03, 62, 62.01, 63, 70, 70.01, 71, and 71.01. These block/lots are on the Known Contaminated Sites List (KCSL), maintained by the NJDEP to provide a record of sites with confirmed soil or water contamination at levels greater than the applicable cleanup criteria or standards. Bounded by the Hackensack River to the north and east, the Koppers Koke Site is generally flat, a result of recent site remediation efforts performed in accordance with an extensive Remedial Action Work Plan (discussed in detail in Chapter 14, "Contaminated Materials"). HCIA has prepared the site for redevelopment by placing processed dredged material (PDM) as a cap and to elevate the site. The Great Lakes Dredge & Dock Company (GLDD) operates a dredged material processing facility from the North Dock on the Hackensack River at the eastern end of the Koppers Koke Site. Two PSE&G high-voltage electrical towers are located on the site along the river, and a groundwater treatment building is located in the northeast portion of the site. NJ TRANSIT's Morris & Essex Line and Route 7 provide the southern boundary for the preferred site for the Main Facility (Project Component A) (see Figure 3-9).

The Koppers Koke Site is part of the Redevelopment Area, which encompasses approximately 367 acres and 74 former industrial properties that are either abandoned or vacant. These properties include the Owens Corning property and a liquid material receiving station and pipeline to the south of the Koppers Koke Site, and the Standard Chlorine Chemical Company (SCCC) and Diamond Shamrock properties to the northwest. The SCCC and Diamond Shamrock sites have extensive contamination and, together with the contiguous Koppers Koke Site, are considered brownfields sites—defined as "any former or current commercial or industrial site that is currently vacant or underutilized and on which there has been, or there is suspected to have been, a discharge of a contaminant" (NJMC 2013). The SCCC site is also a Superfund site listed on the USEPA Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) database.

Several redevelopment projects within the Redevelopment Area are in the planning stages. Two notable planned projects include:

- Koppers Koke Site / Warehousing Development—HCIA is working with a developer to redevelop approximately 126 acres of the Koppers Koke Site into a warehousing facility. The planned project is anticipated to result in two million square feet of warehouse space, occupying three lots that flank Project Component A. This redevelopment will include utility improvements and a frontage road spanning the Koppers Koke Site with access to Route 7. On August 21, 2017, an agreement was signed between the Morris Kearny Associates, LLC and NJSEA, providing the rights to redevelop the site to Morris Kearny Associates, LLC. No construction is currently authorized. (NJSEA 2017)

- SCCC / Diamond Shamrock Sites—The Town of Kearny is working with a developer to redevelop the SCCC and Diamond Shamrock properties, located to the northwest of the Koppers Koke Site. The planned project includes redevelopment of approximately 50 acres for warehousing

purposes, potentially including one 849,000 square-foot building that would span the two parcels. As of the date of this report, the construction schedule is not known.

The route of the proposed electrical line for Preferred Alternative Project Component C travels along the Morris & Essex Line to the Mason Substation (Figure 3-4). To avoid existing utilities, under the preferred alternative, the electrical line for Project Component D would extend west from the Main Facility along the Morris & Essex Line and depart from the Morris & Essex Line east of the Mason Substation and travel south around the MMC buildings and west along the MMC access rail and through Cedar Creek Marsh South to the existing Amtrak Substation No. 41 (total of 1.47 miles) (see Figure 3-4). As an optional routing, the electrical line could travel past Mason Substation through open water to the existing Amtrak Substation No. 41 in Cedar Creek Marsh South, (with possible brief south routing just before reaching the marsh) ending at the location of the new Kearny Substation. The study area for connectivity to the new Kearny Substation includes the rail yard that the electrical line will travel through. Existing land uses surrounding Preferred Alternative Project Components C and D, and the optional routing for Project Component D include the Cedar Creek Marsh South (surface water), a U.S. Postal Service processing and distribution center (commercial/services), Family Food Distributors (industrial), the MMC (transportation), and the CSX South Kearny Yard (transportation) (see Figure 3-4). Other land uses in this portion of the Project area include surface water, vegetated areas, and partially vegetated areas (designated by NJDEP as "up to 25% brush covered lands"). See Chapter 12, "Natural Resources," for detailed discussion of the natural environment (i.e., vegetation, wetlands, and waters) within the project area.

The electrical line route for Preferred Alternative Project Component E follows the existing railroad right-of-way and extends east from the Main Facility site across the Hackensack River, continuing through an industrial section of Jersey City and past historic Saint Peter's Cemetery to an intersection with John F. Kennedy Boulevard. Past John F. Kennedy Boulevard, the Preferred Alternative Project Component E electrical line route enters NJ TRANSIT's Bergen Tunnel beneath neighborhoods dominated by residential and commercial uses (see Figure 3-3 and 3-5). Upon exiting the Bergen Tunnel, the electrical line would continue along the Morris & Essex Line through a transportation corridor and connect the new NJ TRANSITGRID East Hoboken Substation to the Henderson Street Substation, the line would be divided with a feeder headed north on the HBLR easement (Preferred Alternative Project Component G), and a feeder headed east to feed Hoboken Yard and a small section of the HBLR in Jersey City. The NJ TRANSIT-owned HBLR Headquarters property on Caven Point Avenue is also included in the study area for the proposed nanogrid (Preferred Alternative Project Component F). Several mixed-use developments are planned near Preferred Alternative Project Component E, near the Bergen Tunnel East Portal. According to the City of Jersey City's Hoboken Avenue Redevelopment Plan (Jersey City 2015), the Hoboken Brownstone Company has plans to redevelop several properties near Hoboken Avenue and Monmouth Street:

- The former Van Leer Chocolate Factory site is being redeveloped into a residential condominium complex with a 1.5-acre public park. The two-phase project will entail two, six story apartment buildings with 568 residential units, 7,500 square feet of retail space, and parking. Construction is currently planned for completion in 2019 (Hoboken Brownstone Company 2017). This project is

included under the Cumulative Effects analysis as part of Chapter 18, "Indirect and Cumulative Effects.

- Along Coles Street, about 5.5 acres of land is expected to be redeveloped into a large mixed-use development with a two-acre public park. The project is reported to include 1,181 residential units, about 90,000 square feet of retail space, and parking. The project received local Jersey City planning approvals in 2016, but the project has not commenced construction. No construction dates are currently available. (Hoboken Brownstone Company 2017)

Land uses along Preferred Alternative Project Component E are primarily transportation-related. Uses within the 500-foot buffer of Preferred Alternative Project Component E include vacant/brownfields sites, stormwater basins, industrial, commercial/services, mixed/other urban or built-up land, vegetation, surface water, residential (high density/multiple dwelling), cemetery, and up to 25% brush-covered land. Land uses over the Bergen Tunnel, which would not be impacted by the electrical line installation, include residential (high density/multiple dwelling), commercial/services, stormwater basin, and surface water Within the 500-foot buffer for Preferred Alternative Project Component F, land uses include commercial/services, mixed/other urban or built-up land, transportation, stormwater basin, industrial, and residential (high density/multiple dwelling).

Land uses within the 500-foot buffer for Preferred Alternative Project Component G in North Bergen are predominately industrial, commercial/services, residential, natural areas (vegetated buffers), and cemetery. Continuing east, the mapped land use of the study area in Union City and West New York includes commercial/services, residential, and transportation. As the HBLR alignment navigates south through Weehawken, adjacent land uses include primarily transportation, parks, and natural areas (vegetative buffers), with commercial, residential, industrial, and other uses nearby. To the south, where the HBLR alignment follows the border of Union City and Hoboken, the surrounding land uses are industrial (including a large bus depot and wastewater treatment plant), natural areas (vegetative buffers), commercial/services, and some residential areas. As the HBLR alignment continues south through Jersey City, the land uses vary but are predominately commercial/services, residential, park/open space, and industrial. Continuing south, land uses in the Bayonne portion of the study area include residential, industrial, commercial/services, and transportation.

Two-Mile Study Area

The two-mile study area is centered on the Main Facility site (Preferred Alternative Project Component A) and includes portions of Lyndhurst (Bergen County), Newark (Essex County), Kearny, Secaucus, and Jersey City (Hudson County). Much of the two-mile study area, including the Redevelopment Area, lies within the New Jersey Meadowlands District. The Hackensack River and the NJ TRANSIT Morris & Essex Line roughly divide the area into quadrants (see Figure 3-1).

The northwest quadrant (Lyndhurst and Kearny) is dominated by open water and wetland areas. It also contains numerous transportation rights-of-way and major roadways, Amtrak's Northeast Corridor, several landfills, warehouses, and brownfield redevelopment properties (including the Diamond

Shamrock and SCCC sites referenced above). The Kearny Landfill Solar Farm is a 3MW installation operated by PSE&G on a 13-acre section of a closed landfill known as "Landfill 1A."

The southwest quadrant (Kearny and Newark) is dominated by rail yards, industrial uses, and utilities. These include NJ TRANSIT's MMC and the CSX South Kearny Yard. There are no residential areas in this quadrant. The Hudson County Correctional Facility is located on South Hackensack Avenue in the southern portion of the Kearny Peninsula. Two of the three power generation facilities that are located within the two-mile study area are located in this quadrant: the PSE&G Fossil Kearny Generating Station (a 452MW gas-fired combustion turbine power generating station and retired 1925 power plant building), and the 81MW PSE&G Fossil Essex Generating Station, which is located across the Passaic River, in a heavy industrial area known as "Point No Point" in Newark (see Figure 3-10).

The northeast quadrant (Secaucus and Jersey City) is a mix of vegetation, recreational, transportation, industrial, vacant and residential and commercial areas. The 620MW PSE&G Fossil Hudson Generating Station is located along the Hackensack River in Jersey City (see Figure 3-10). Norfolk Southern's Croxton Intermodal Terminal is located in Jersey City, adjacent to the NJ International and Bulk Mail Center. A residential Jersey City neighborhood referred to as "The Heights" is located east of Tonnelle Avenue. Land uses in the Secaucus portion include the Northeast Corridor, Riverbend Wetland Preserve, the former Malanka Landfill, the Frank R. Lautenberg Secaucus Transfer Station and an associated residential complex, and Laurel Hill Park (see Figure 3-9).

The southeast quadrant (Jersey City) is a mix of industrial, vacant, and other uses along the waterfront and parks, residential, and commercial areas towards inland areas. The Holy Name Cemetery and the 150-acre Lincoln Park are located in this quadrant. Residential and commercial areas are present east of U.S. Route 1/9 and Route 440.

3.3.2 Zoning and Public Policy

Zoning designations for the study areas for Project Components A through G are shown on Figures 3-11 through 3-16 and reflect the zoning codes of the individual municipalities except within the Meadowlands District, where the District's zoning supersedes the local designation. Furthermore, within the designated Redevelopment Area, the Redevelopment Plan supersedes NJSEA prior zoning.

Project Study Area Plus 500-Foot Buffer

With the exception of the eastern portion of Preferred Alternative Project Component E and all of Preferred Alternative Project Components F and G, this study area lies within the Meadowlands District (formerly known as the Hackensack Meadowlands). The Meadowlands District encompasses about 32 square miles in Bergen and Hudson Counties, of which approximately 13 square miles are wetlands, waterways, and open space. The NJSEA, which recently incorporated the MRC, formerly the NJMC, is charged with environmental protection and stewardship and promoting orderly development in the Meadowlands District.

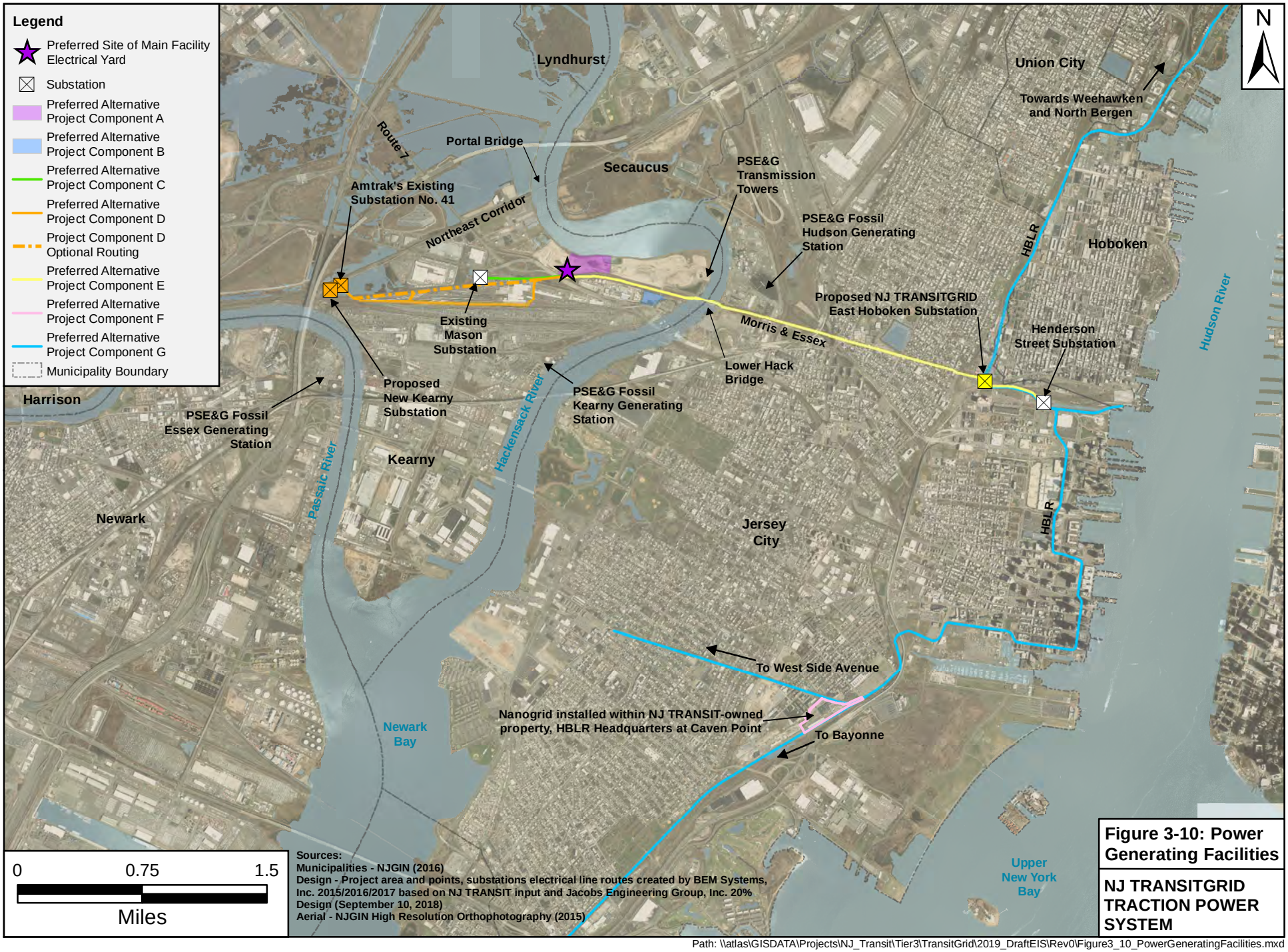

Figure 3-10: Power Generating Facilities

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Most of the area surrounding Project Components A, B, C, and D (including all options for Project Component D) is zoned as intermodal (see Figures 3-11 and 3-12). The area around Amtrak's Substation No. 41, including the location of the new Kearny Substation (Preferred Alternative Project Component D), is a designated Environmental Conservation Zone, which consists of areas designated for open space and habitat protection and enhancement, including wetland restoration and/or mitigation and potential wildlife management areas, and a Redevelopment Area is present at the western end of the 500-foot study area. Areas of Preferred Alternative Project Component E within the Kearny Peninsula are designated intermodal, until the electrical line route reaches the Hackensack River. The Preferred Alternative Project Component E electrical line route passes through the Meadowlands District Heavy Industrial zone in Jersey City and a Jersey City Highway Commercial zone prior to entering the Bergen Tunnel. Within the 500-foot buffer, areas are also zoned for Park/Open Space, Transportation, and Residential Redevelopment (see Figure 3-13). Upon exiting the tunnel portal on the Morris & Essex Line's right-of-way, the 500-foot buffer zone includes portions of Jersey City's Redevelopment Area, and Hoboken Industrial zones (see Figure 3-13). Areas are also zoned as Medical, Residential and Transportation in Jersey City.

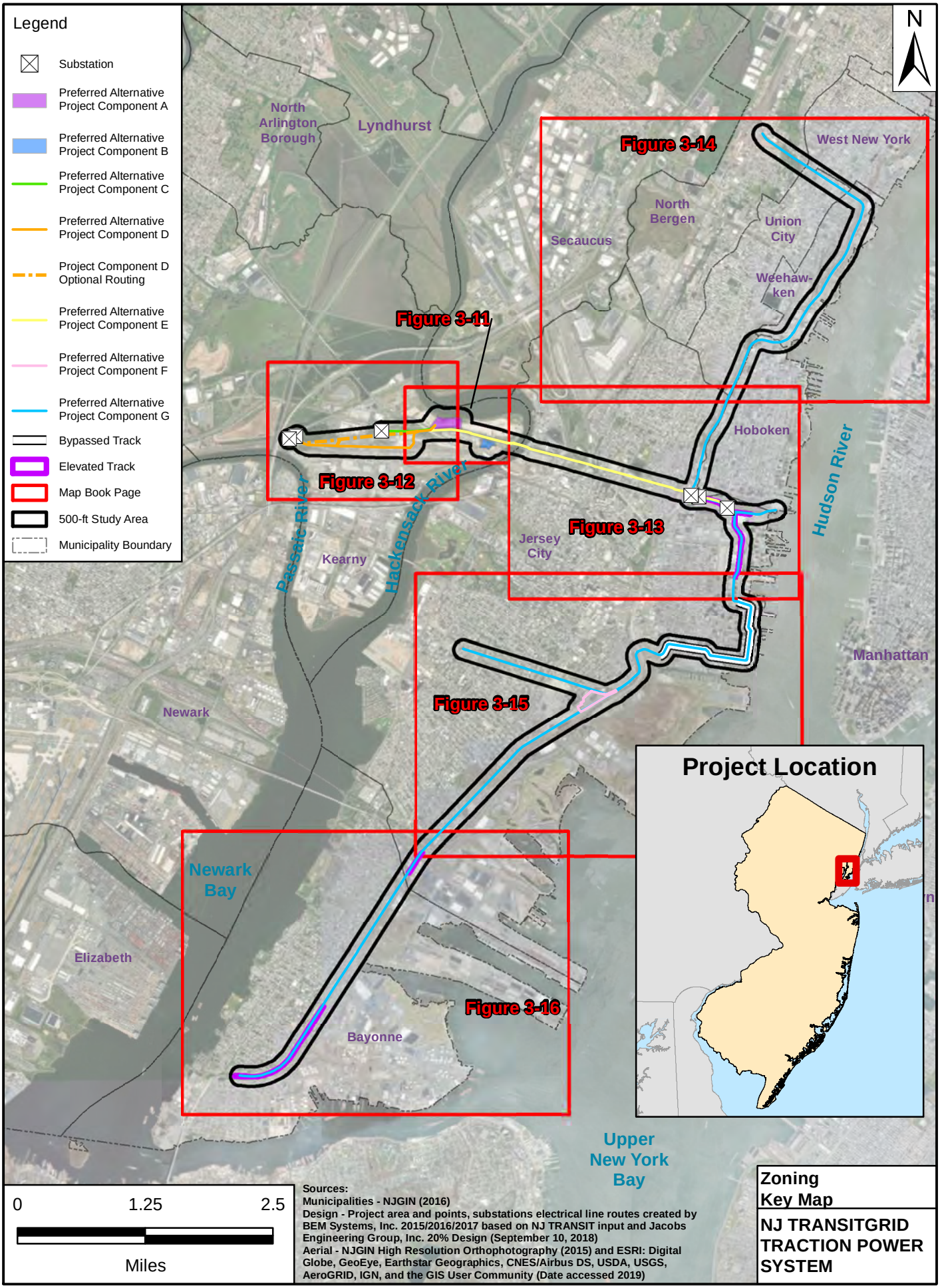
Preferred Alternative Project Component F consists of a smaller "nanogrid" that would be installed on NJ TRANSIT-owned property at the HBLR Headquarters on Caven Point Avenue in Jersey City. The nanogrid would consist of two approximately 2MW generators driven by natural gas reciprocating engines and will supply power to the southern half of the HBLR during emergencies. Some measure of stored energy is also anticipated in the form of batteries or flywheels to help smooth out the instantaneous load profile of the HBLR traction loads. The 500-foot buffer of Preferred Alternative Project Component F includes Redevelopment Areas (see Figure 3-14).

For Preferred Alternative Project Component G, from Tonnelle Avenue in North Bergen, the HBLR travels east toward Bergenline Avenue. The study area within North Bergen is zoned Commercial, Residential, Developed Area and Park/ Open Space. From Bergenline Avenue in Union City, the HBLR alignment continues east to the Weehawken Tunnel, where the HBLR is below ground through Union City, and surfaces west of Port Imperial in Weehawken. The study area extends into the southern portion of West New York. Zoning within the study area (above the Weehawken Tunnel) through Union City includes: Redevelopment Area, Industrial, Park/ Open Space, Commercial and Developed Space.

From Port Imperial, the HBLR alignment continues south through Weehawken, Hoboken, and Union City, toward Hoboken Terminal. The study area extends into the western border of Hoboken. The zoning in this area includes Redevelopment Area, Industrial, Park/ Open Space, Commercial and Historic District.

West and south of Hoboken Terminal, the HBLR alignment travels through Jersey City toward 45th Street, with a western spur terminating at West Side Avenue. The zoning in this area includes Redevelopment Area, Industrial, Park/ Open Space, Commercial and Historic District.

From 45th Street, the HBLR alignment continues south through the City of Bayonne toward the southern terminus at 8th Street. A large portion of the study area is zoned as Residential, Commercial, Industrial and Redevelopment Area.



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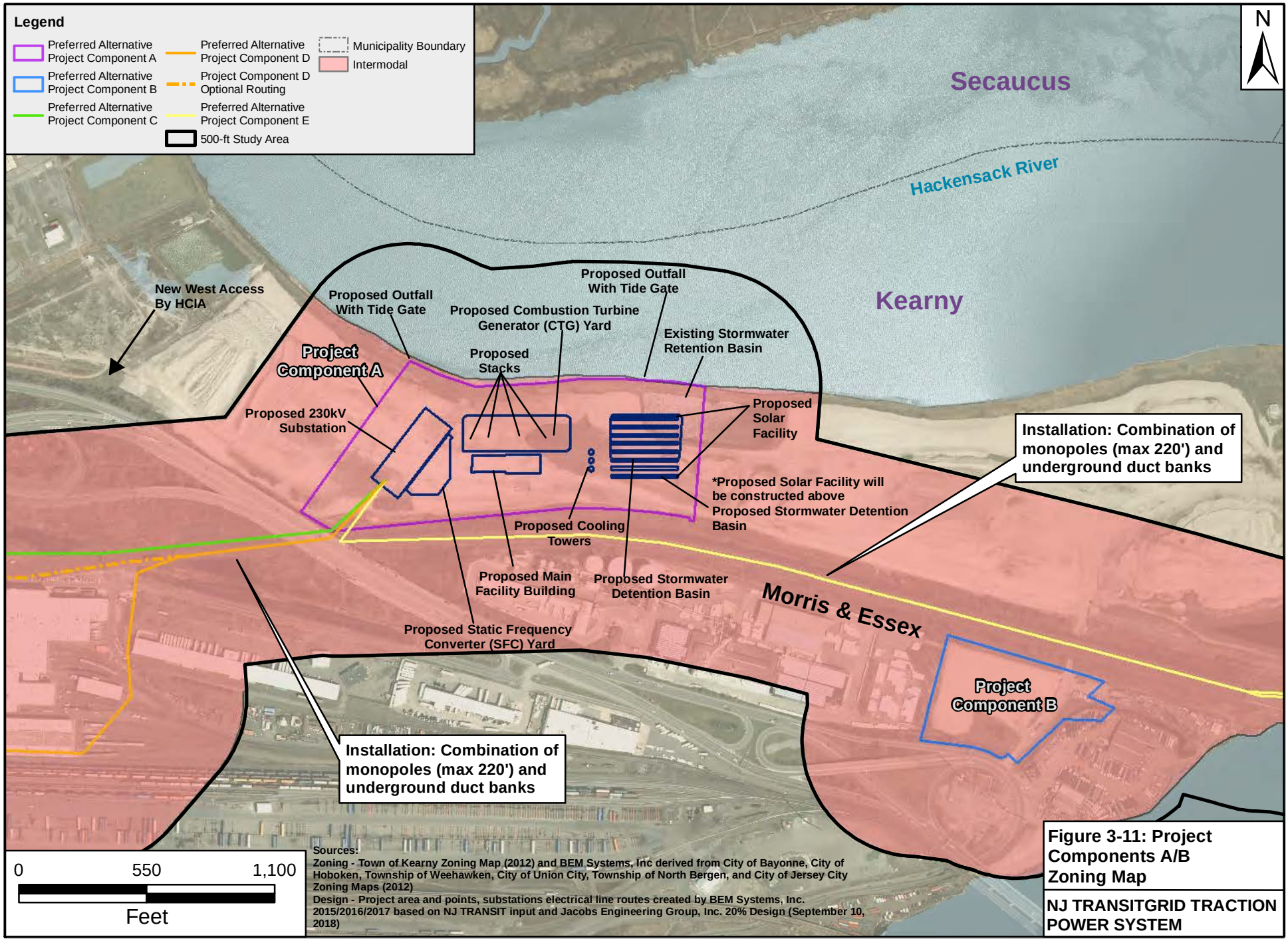

Figure 3-11: Project Components A/B Zoning Map

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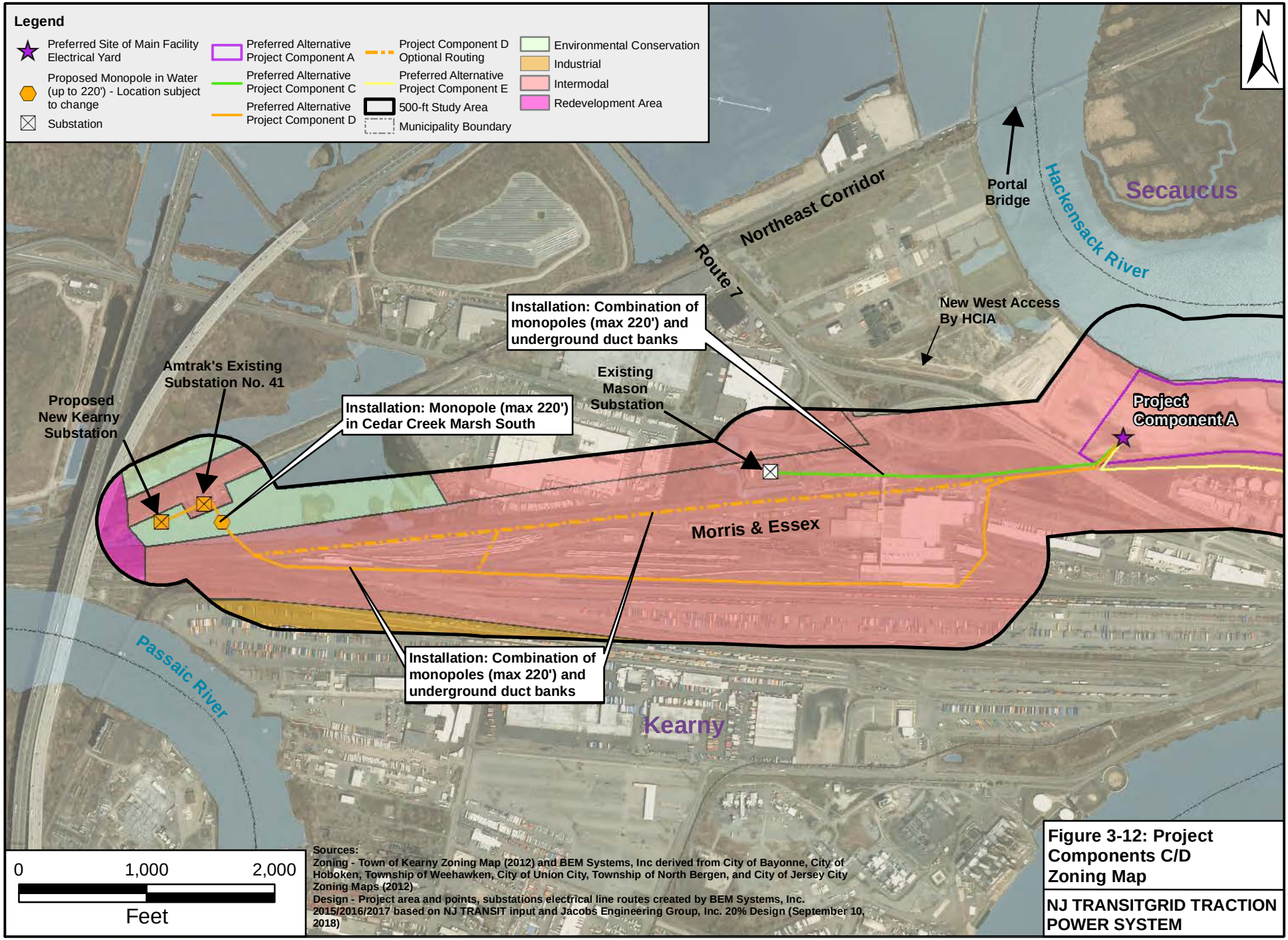

Figure 3-12: Project Components C/D Zoning Map

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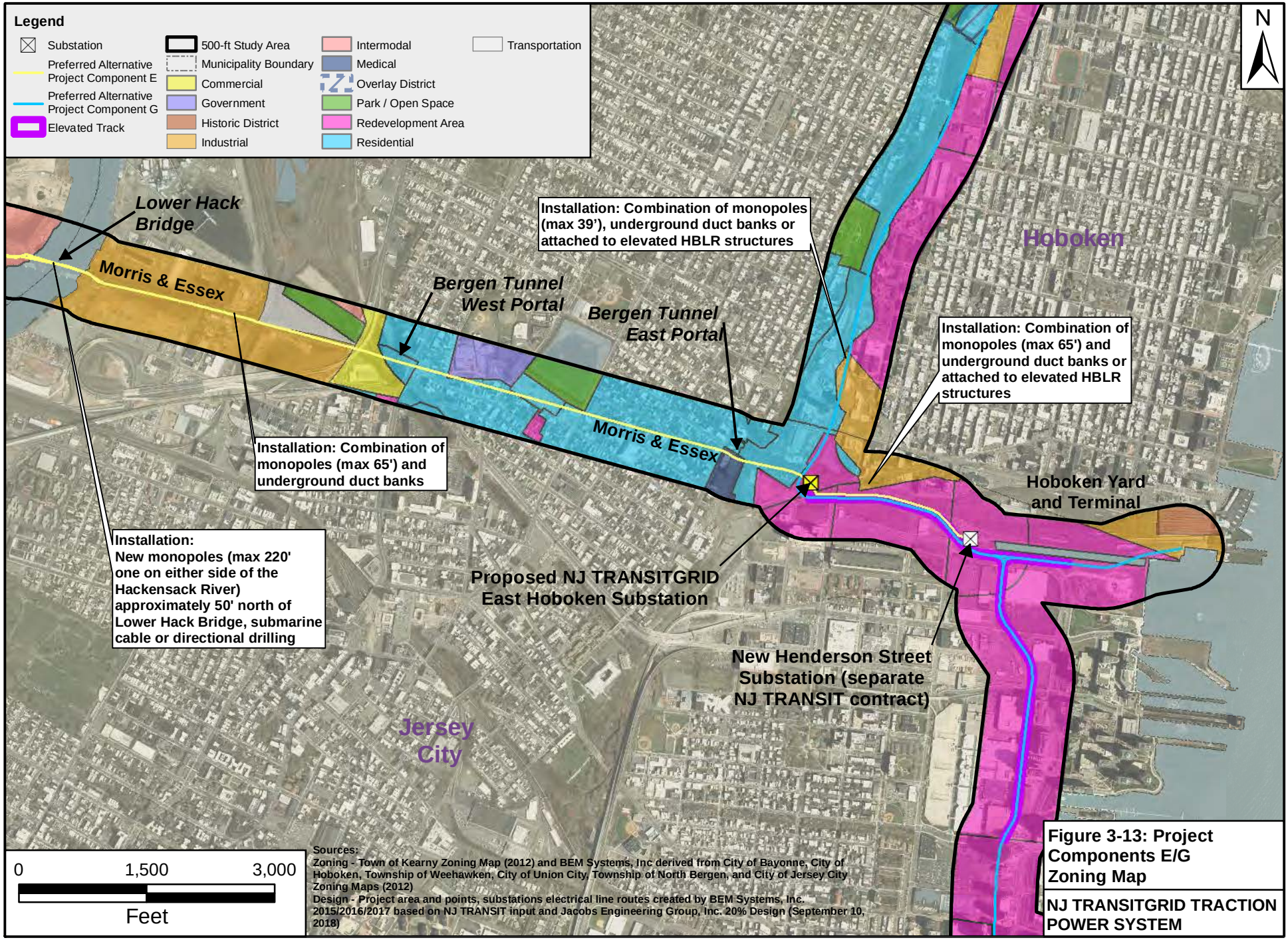

Figure 3-13: Project Components E/G Zoning Map

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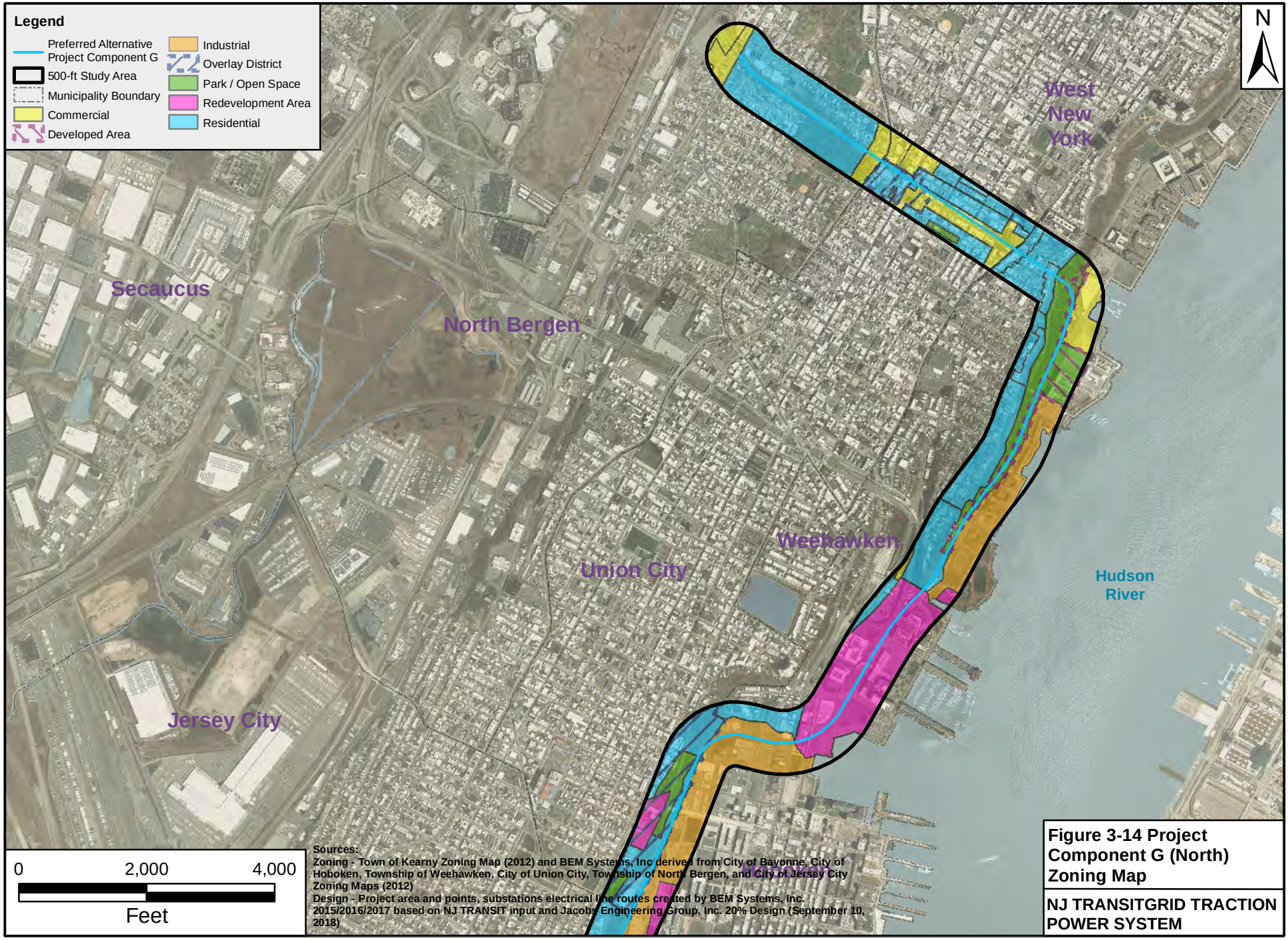

Figure 3-14 Project Component G (North) Zoning Map

NJ TRANSITGRID TRACTION POWER SYSTEM

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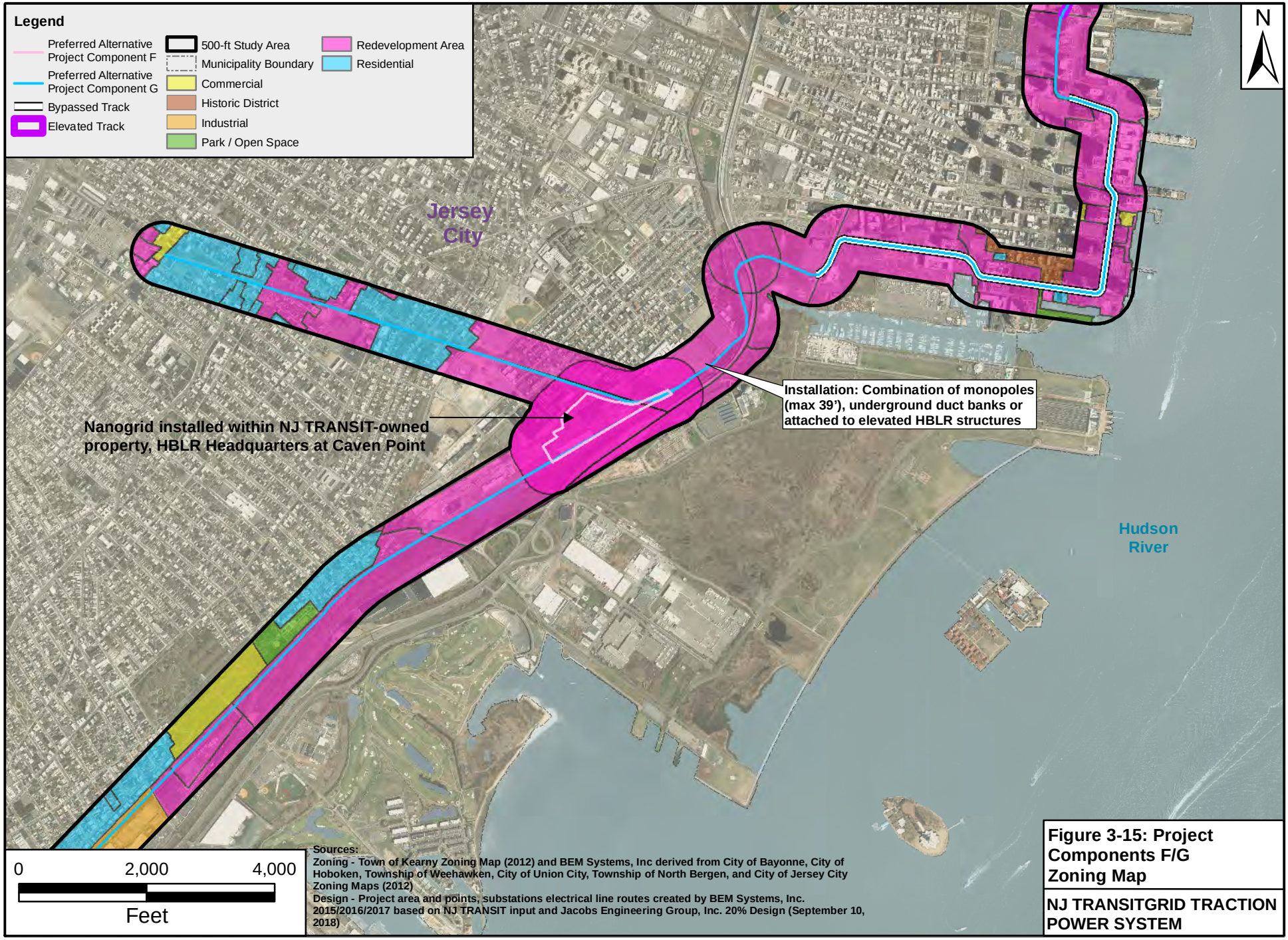

Figure 3-15: Project Components F/G Zoning Map

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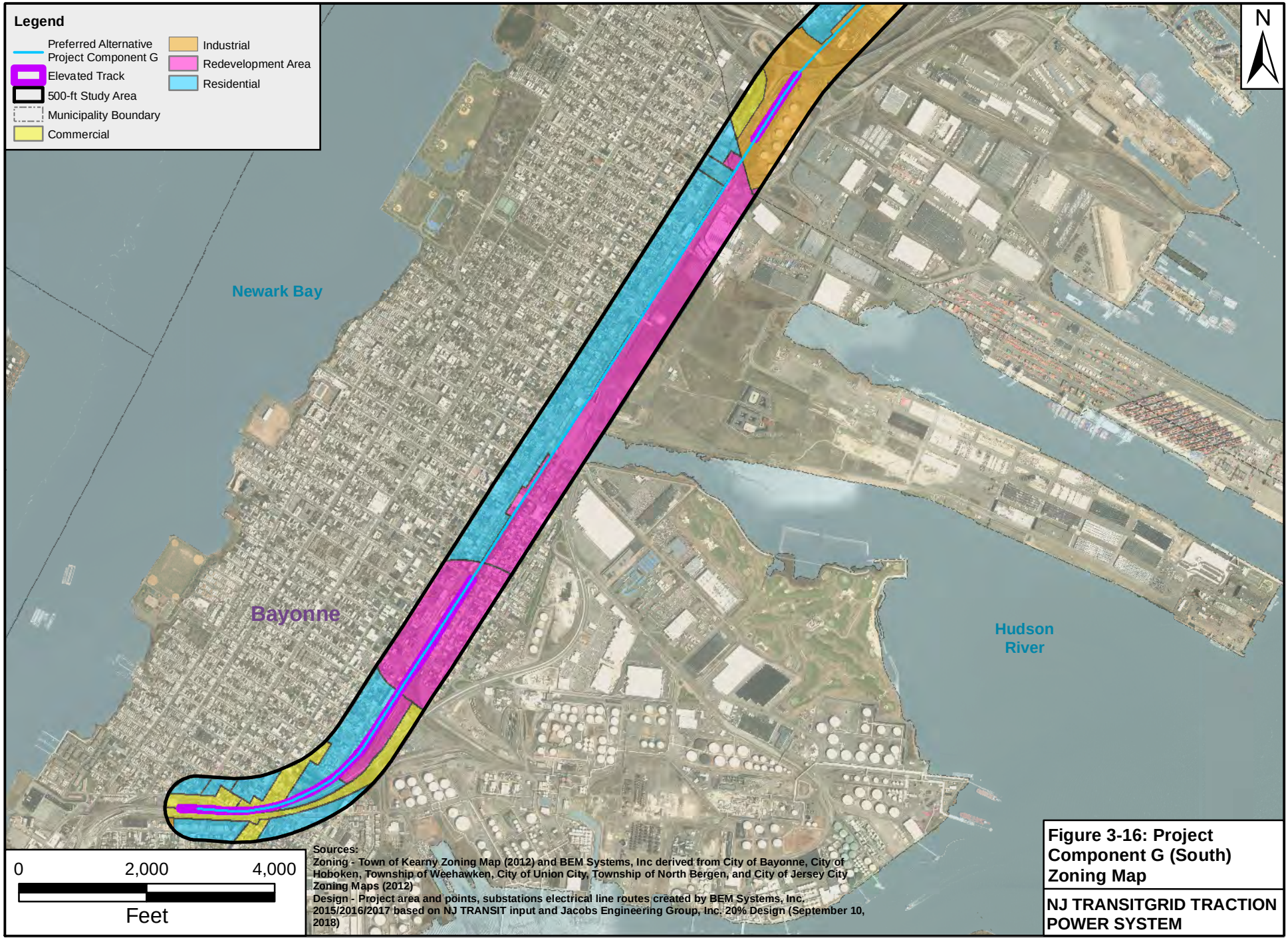

Sources:
Zoning - Town of Kearny Zoning Map (2012) and BEM Systems, Inc derived from City of Bayonne, City of Hoboken, Township of Weehawken, City of Union City, Township of North Bergen, and City of Jersey City Zoning Maps (2012)
Design - Project area and points, substations electrical line routes created by BEM Systems, Inc. 2015/2016/2017 based on NJ TRANSIT input and Jacobs Engineering Group, Inc. 20% Design (September 10, 2018)

Figure 3-16: Project Component G (South) Zoning Map

NJ TRANSITGRID TRACTION POWER SYSTEM

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Zoning changes are not required or expected to result from the activities associated with Preferred Alternative Project Component G, as the existing light rail has operated along the alignment since 2000, and the land use and layout of the alignment would not change as a result of Preferred Alternative Project Component G. The proposed electrical lines associated with Preferred Alternative Project Component G would be installed within the existing transportation right-of-way where electrical lines are currently prevalent. No significant adverse impacts to zoning are expected under Preferred Alternative Project Component G.

Land development on the Koppers Koke Site is regulated by the Redevelopment Plan, which provides an outline for redevelopment to encourage the remediation of contaminated sites and return defunct and underutilized properties to active use, allowing them to contribute to the local economy. Prior to issuance of the Redevelopment Plan, the Koppers Koke Site was designated as a Meadowlands District Intermodal B zone, which is designed to accommodate high-intensity transportation facilities that are located proximate to rail lines in the Meadowlands District and whose operations are related to port and rail activities, including rail and trucking facilities and supporting uses. The Redevelopment Plan applies a zoning overlay onto certain properties within Blocks 286 and 287 in Kearny, including the Koppers Koke Site. The Redevelopment Plan proposes to provide for a variety of uses to support industrial usage of the properties while also providing opportunities for services to support industry within the Redevelopment Area. The recommended land uses for the planned development of the area can be classified into five planning categories; industrial/storage/truck uses, transport support services, neighborhood services, public/quasi-public uses (e.g., light public utilities), and water-dependent uses. The plan acknowledges that the historic contamination issues render the area unsuitable for residential development. The plan provides a comprehensive list of specific allowable uses, ranging from essential public services to heavy industry to "area-specific power generation facilities," defined as a facility producing power for the sole purpose of serving single or multiple properties within the redevelopment area boundary. In addition to permissible uses, the plan specifies bulk requirements, design criteria, and other redevelopment standards that supersede existing regulations. The Redevelopment Plan indicates that "unless superseded herein, all uses shall comply with the Category C environmental performance standards in N.J.A.C.§ 19:4-7.1 (2013)." (NJMC 2013).

Other public policy and adopted plans that guide development in the study area include:

- ***2004 NJMC Master Plan***. The latest Master Plan for the Meadowlands District includes land use plans for the entire district to guide future redevelopment and foster a healthy Meadowlands economy through the implementation of strategies that promote redevelopment and infill development, while minimizing the development of greenfields. Redevelopment of underutilized brownfield sites is one of the goals and the Redevelopment Area is identified as one of 20 planning areas, designated as Logistics Intermodal/Industrial. Traditionally associated with heavy industry, the Logistic Intermodal/ Industrial planning area provide the opportunity for meeting the demands of the logistics and intermodal industries. The intermodal designation is derived from the use of multiple transportation modes to move goods from manufacturing facilities to the consumer market. District zoning regulations and the Hackensack District Meadowlands Zoning

Map serve as the implementation tool for the land use planning objectives of the Master Plan. (NJMC 2004; (N.J.A.C. § 19:4 [2013]))

- ***The State Strategic Plan: New Jersey's State Development and Redevelopment Plan*** (and pending revisions), designates the Meadowlands District as a "Priority Growth Investment Area" – an area where more significant development and redevelopment is preferred and will be prioritized. The Redevelopment Plan cross-references the State plan and explains how it helps advance several of the State plan's goals, including targeted economic growth and effective regional planning. (New Jersey State Planning Commission [NJSPC] 2012)

- In 2008, the Town of Kearny adopted a ***Master Plan Reexamination Report / Master Plan Revision***. Several planning goals and objectives in this plan are promoted by and cross-referenced in the Redevelopment Plan, including the utilization of the redevelopment process as a tool for Kearny's revitalization, investments in the regional transportation network, and reclamation of contaminated sites. (Town of Kearny 2008)

- The Town of Kearny has been a New Jersey Urban Enterprise Zone (UEZ) Program municipality since November 1992. The UEZ program is intended "to foster an economic climate that revitalizes designated urban communities and stimulates their growth by encouraging businesses to develop and create private section jobs through public and private investment" (New Jersey Department of Community Affairs). Two properties in the redevelopment area, the Jana Company and Owens Corning sites, are currently included within the Town of Kearny's UEZ program. The Redevelopment Plan recommends the exploration of expanding the UEZ program to include all properties in the redevelopment area. (NJMC 2013)

- In 2006, the City of Jersey City adopted its ***Hoboken Avenue Redevelopment Plan*** (amended through 2015). The plan is intended to take a pro-active approach to addressing vacant land in generally poor condition and redevelop such lands to be more consistent with recently revitalized areas in the surrounding communities. (Jersey City 2015)

3.4 PROBABLE IMPACTS OF THE PROJECT ALTERNATIVES

3.4.1 No Action Alternative

Under the No Action Alternative, the proposed Project would not be constructed. With or without the proposed Project, NJ TRANSIT intends to acquire the 20-acre parcel (Preferred Alternative Project Component A) on the Koppers Koke property as well as the adjacent six-acre parcel (Preferred Alternative Project Component B). As explained in Chapter 2, this acquisition is moving forward as part of a property settlement agreement between NJ TRANSIT and HCIA. Therefore, in the absence of the proposed Project, it is likely these portions of the Koppers Koke Site would be used for ancillary railroad purposes (storage, parking, etc.). Separately, Amtrak has plans to construct the new Kearny Substation, replacing the functions of the existing Substation No. 41 with or without the proposed Project; therefore, some changes to the land use within Cedar Creek Marsh South will occur, specifically to mapped surface water. This

change however is consistent with current uses, and is located in an area that is not accessible for public recreation.

3.4.2 Build Alternative

Preferred Alternative Project Components A and B would occupy 20 acres and six acres, respectively, within the Redevelopment Area and result in a change in land use from vacant/brownfield to transportation, a positive impact. The utility improvements required to support the Main Facility would occur within NJ TRANSIT utility easements or within the 20-acre parcel and would not require any additional land use changes. The electrical lines for Project Components C, D, E and G would be located within railroad rights-of-way and would not require connection to public utilities. The preferred alternative for installation of electrical lines on a combination of monopoles, underground duct banks, and attachment to existing NJ TRANSIT infrastructure (i.e., HBLR elevated tracks and bridges) is consistent with current land use and zoning. Both the Preferred Alternative Project Component D through the rail yard and the optional routing along the Morris & Essex right-of-way would have the same impacts to land use and zoning. Preferred Alternative Project Component F is construction of an elevated platform for two emergency standby generators (i.e., the nanogrid) on NJ TRANSIT-owned property at the HBLR Headquarters facility. The proposed Project would be located primarily within NJ TRANSIT's existing right-of-way and entirely within transportation rights-of-way, and would not adversely affect land use, land use trends, future development, zoning, or public policy. Construction of the Build Alternative would further the goals of the Redevelopment Plan by returning a defunct and underutilized brownfield property to active use.

Use of the site for the Main Facility does not strictly adhere to the Redevelopment Plan's list of permitted uses, which includes: area-specific power generation facility, essential public services, heavy industry, rail terminals and yard, electric transmission tower, among other uses. An "area-specific power generation facility" is defined to be "a facility producing power for the sole purpose of serving single or multiple properties within the redevelopment area boundary" (NJMC 2013). The energy generated by the Main Facility would power railroad substations that are located beyond the boundaries of the Redevelopment Area. Nonetheless, the microgrid is consistent with the intent of the Redevelopment Plan, which includes supporting transportation services and restoring the property to active use. The Main Facility would be consistent with the intent of the underlying Intermodal B zoning designation, as it would support rail services. It is also consistent with the original Town of Kearny industrial zone designation. Additionally, implementing the proposed Project at the preferred location would not prevent the remainder of the Redevelopment Area from being developed in accordance with the Redevelopment Plan's intent and requirements. Where feasible and practical, the final design of Preferred Alternative Project Components A and B would conform to the applicable bulk requirements, design criteria, setbacks, and other redevelopment standards outlined in the Redevelopment Plan. NJ TRANSIT would continue to coordinate with NJSEA throughout the permitting and design phases as required.

The entirety of Cedar Creek Marsh is 60.5 acres of wetlands and open water; Cedar Creek Marsh North comprises 31.5 acres north of the Northeast Corridor and Cedar Creek Marsh South encompasses approximately 29 acres to the south of the Northeast Corridor. The new Kearny Substation and monopoles would occupy approximately two acres of waters in Cedar Creek Marsh South. The adjacent Amtrak

Substation No. 41 would be decommissioned once the new Kearny Substation is operational. While this two-acre portion would change to a transportation land use, the remainder of Cedar Creek Marsh South would maintain its existing natural land use. Cedar Creek Marsh South is a designated Environmental Conservation Zone, which consists of transportation corridors, areas designated for open space and habitat protection and enhancement, including wetland restoration and/or mitigation and potential wildlife management areas. The project area is located within the New Jersey Meadowlands District – an area of approximately 19,730 acres (32 square miles) in Bergen and Hudson Counties, of which approximately 8,400 acres (13 square miles) are wetlands, waterways, and open space (NJMC 2007). While the two acres of Cedar Creek Marsh South required for the new Kearny Substation and monopoles would not be used for open space or habitat protection or enhancement, it would not comprise a substantial percentage of the Meadowlands and would not adversely impact the effective regulatory land use policies. Furthermore, N.J.A.C. § 19:4-5.10 (2013) modified the Environmental Conservation Zone policy to include several special exception uses—including communication transmission towers and electrical transmission towers. The modification acknowledged that electrical transmission towers often require significant open spaces without obstructions from nearby buildings, and that the addition of electrical towers is consistent with the provision of the comprehensive regional plan not to exclude uses of a regional benefit. Overall, the proposed Project would not result in significant adverse impacts to the land use policies of the Meadowlands District, the NJDEP, or land use modifications governed by the USACE.

Where monopoles are installed for the electrical lines, they would be in areas where electrical lines, utility lines, and catenary systems are prevalent, and they would be in context with the existing infrastructure. The new monopoles will be designed to be consistent in color and texture to the existing monopoles, to further blend into the existing conditions of the corridor. The electrical line routes (Preferred Alternative Project Components E and G) would optimize the use of existing railroad right-of-way and easements and optimize the use of a NJ TRANSIT-owned tunnel and other transportation rights-of-way. Where electrical lines are installed in underground duct banks, there would be no effect on land use or zoning. Where the nanogrid (Preferred Alternative Project Component F) is proposed for connectivity to the southern portions of HBLR, it would be built entirely within NJ TRANSIT-owned property, already developed for transportation purposes.

As further discussed in Chapter 16, “Safety and Security,” the installation of monopoles within or near developed residential, commercial or mixed-use areas will not adversely affect public health from electromagnetic fields (EMFs). Electric fields from power lines, measured by voltage or the force behind the flow of electricity, rapidly become weaker with distance from its source and can be greatly reduced by trees, vehicles, walls and roofs of buildings. Underground power line electric fields are significantly reduced compared to its above ground counterparts. A more detailed analysis of EMFs for the Build Alternative is included in Chapter 16, “Safety and Security.” As the project corridor is currently a utility transmission corridor, the distance from power lines to occupied buildings and publicly accessible open areas will be within the guidelines and consistent with existing conditions.

Project Components A, B, C, D and E (portion within Kearny) will not affect the existing land use of adjacent properties, as the area is primarily heavy industry and transportation. The installation of electrical lines (both monopoles and underground duct banks) for Project Component C, D, and E (in Kearny), are

proposed entirely within existing transportation rights-of-way, which already consist of existing electrical infrastructure and are surrounded by industrial and transportation areas. This existing infrastructure includes poles and towers at heights exceeding the maximum proposed monopole height (220 feet) for the proposed Project in industrial Kearny.

Preferred Alternative Project Component E in Jersey City travels next to the existing Hudson Generating Station and other industrial land uses before entering the Bergen Tunnels. Upon exiting the Bergen Tunnel, Project Component E travels through a heavily developed area of industrial, commercial, mixed use and high-density residential land uses. Electrical lines installed on monopoles for this section of Project Component E would not have an adverse impact on the adjacent land uses since the monopoles would be designed to be consistent with existing infrastructure. Where the electrical line is installed within underground duct banks, there would be no impact to adjacent land use since they would be installed within transportation rights-of-way and would not be visible, once the Build Alternative is operational.

Preferred Alternative Project Component F is proposed within the existing HBLR Headquarters property. Views of the nanogrid would be obstructed from nearby residential properties due to the existing HBLR Headquarters building. Therefore, there would be no impact to adjacent land use or zoning with construction of Preferred Alternative Project Component F.

Preferred Alternative Project Component G would be located entirely within NJ TRANSIT's existing right-of-way and travels through highly developed areas, as described above in Section 3.3.1. Where electrical lines are installed on monopoles (up to 39 feet tall) the monopoles would be designed to reflect the existing character of the particular areas (i.e., the new monopoles would be consistent in color and texture to existing monopoles in particular areas) to avoid aesthetic impacts. Where electrical lines are installed in underground duct banks or attached to the elevated HBLR tracks, the lines would not be visible. Therefore, the adjacent land uses will not change with the installation of the electrical lines on a combination of monopoles and underground duct banks for Preferred Alternative Project Component G.

Table 3-1 presents a summary of the changes in land use and zoning for each project component associated with the Build Alternative. As demonstrated in the table and in the analysis presented above, no significant impacts to land use, zoning, and public policy would result from implementation of the Build Alternative.

Table 3-1 Summary of Build Alternative's Effects on Land Use and Zoning

Project Element	Current Land Use	Current Zoning	Proposed Land Use	Proposed Zoning	Effects
Preferred Alternative Project Component A: Main Facility Site	Vacant Brownfields	Meadowlands District - Intermodal B Zone and Redevelopment Area	Transportation	Meadowlands District - Roads, Railroad Right-of-Way	Land Use: Positive Zoning: Neutral

Project Element	Current Land Use	Current Zoning	Proposed Land Use	Proposed Zoning	Effects
Preferred Alternative Project Component B: Natural Gas Pipeline Connection	Vacant Brownfields	Meadowlands District - Intermodal B Zone and Redevelopment Area	Transportation	Meadowlands District - Roads, Railroad Right-of-Way	Land Use: Positive Zoning: Neutral
Project Components C, D (all potential route options) and E: Proposed Electrical Line Routes (New Monopoles and Duct Banks)	Transportation	Meadowlands District - Intermodal B Zone, Environmental Conservation Area and Redevelopment Area, Heavy Industrial Jersey City – Highway Commercial, Transportation Right-of-Way, Residential, Redevelopment Area	Railroad Right-of-Way	Railroad Right-of-Way, Transportation	Land Use: Neutral Zoning: Neutral
Preferred Alternative Project Component D: New Kearny Substation and Towers in Cedar Creek Marsh South	Surface Water	Meadowlands District - Environmental Conservation Area	Transportation	Meadowlands District - Roads, Railroad Right-of-Way	Land Use: Adverse Zoning: Adverse
Preferred Alternative Project Component E: New NJ TRANSITGRID East Hoboken Substation	Mixed/Other Urban or Built-up Land	Jersey City - Redevelopment Area	Transportation	Transportation	Land Use: Neutral Zoning: Neutral

Project Element	Current Land Use	Current Zoning	Proposed Land Use	Proposed Zoning	Effects
Preferred Alternative Project Component F: Nanogrid at HBLR Headquarters	Commercial Services, Transportation	Jersey City - Redevelopment Area, Residential, Open/Space, Commercial	No change. Improvements on NJ TRANSIT owned property.	No change. Improvements on NJ TRANSIT owned property.	Land Use: Neutral Zoning: Neutral
Preferred Alternative Project Component G: Utility Work within existing HBLR Right-of-Way	Transportation	Residential, Industrial, Overlay District, Developed Area, Redevelopment Area, Commercial	No change. Electrical line within existing HBLR right-of-way	No change. Electrical line within existing HBLR right-of-way	Land Use: Neutral Zoning: Neutral

As shown in this table, the proposed Project will have an adverse effect on the land use and zoning for the approximately two acres of Cedar Creek Marsh South for construction of the new Kearny Substation. However, the area is within a restricted water body and is adjacent to two railroads and an interstate. This area is not publicly accessible and is a low value for natural resources, making any potential effects minor and insignificant. Other effects are positive or neutral for land use and zoning designations of the proposed Project area. Please refer to Chapter 8, "Visual Resources" for visual impacts, mitigation requirements for impacts within Cedar Creek Marsh South are discussed in Chapter 12, "Natural Resources."

3.5 PROPERTY ACQUISITION REQUIREMENTS

As discussed in Chapter 2, "Project Alternatives," and above, NJ TRANSIT's acquisition of the two parcels within the Redevelopment Area would proceed as part of the No Action Alternative and is not an element of the proposed Project. Two new permanent easements would be utilized for the proposed Project. No active businesses or residences would be displaced. Preferred Alternative Project Components A and B would utilize the fee acquisition of 26 acres within the Koppers Koke Site—approximately 20 acres for Preferred Alternative Project Component A and six acres for the connection to the natural gas pipeline and the associated metering station (Preferred Alternative Project Component B).

Project Components C and D (all route options) would be entirely within NJ TRANSIT's right-of-way, except for the monopole in Cedar Creek Marsh South and the acreage needed for the new Kearny Substation, which would be located on Amtrak property. The monopole would be installed on an existing railroad easement through a privately-owned portion of Cedar Creek Marsh South (owned by 42 Monmouth Street, LLC). Preferred Alternative Project Component E would be located entirely within NJ TRANSIT right-of-way. Preferred Alternative Project Component F would be within NJ TRANSIT-owned property (HBLR Headquarters). A description of the fee acquisitions and the permanent easements required for

construction of the Build Alternative are presented in Table 3-2. The permanent easements include the land needed to construct the proposed Project and for ongoing maintenance requirements. A temporary floating access easement would be secured for construction access.

In the event that it becomes necessary for NJ TRANSIT to acquire additional properties, all acquisitions will be performed in accordance with the requirements of the Uniform Relocation Act. All FTA real property requirements, including FTA's early acquisition guidance, will be maintained if early acquisition of real property is required prior to the completion of NEPA. Identification of additional property acquisitions, although not currently anticipated, will be identified prior to final design of the project.

Table 3-2 Property Acquisition and Easements from the Build Alternative

Description/Need for Property	Block/Lot	Current Owner	Acquisition Type	Estimated Acreage
Preferred Alternative Project Component A: Main Facility Site [Note: this property is being acquired as part of No Action Alternative]	Portions of Block 287, Lots 60, 61.02, 61.03, 62, 63, 70	HCIA	Fee acquisition	19.38. HCIA and NJ TRANSIT would maintain various non-exclusive agreements for site access, drainage/stormwater system, construction, maintenance and mooring easements within this parcel.
Preferred Alternative Project Component B: Natural Gas Pipeline Connection and Metering Station [Note: this property is being acquired as part of No Action Alternative]	Block 287 Lot 73	HCIA	Fee Acquisition	6.05. HCIA would retain a non-exclusive Fish House Road access easement totaling 0.52 acres.
Preferred Alternative Project Component D: New Kearny Substation and Monopoles in Cedar Creek Marsh South	Block 284 Lot, 28.01, 28.03,	Amtrak (Lot 28.03) 42 Monmouth Street, LLC (Lot 28.01)	Permanent Easement	Minimum of 30-foot radius for construction and maintenance of electrical towers (Lot 28.01) and approximately 1.7 acres for new Kearny Substation (Lot 28.03).
Access/construction access	Portion of Block 287, Lot 70	HCIA	Temporary Floating Access Easement	Minimum of 30-foot width, total of 1.2 acres

3.6 SUMMARY OF SIGNIFICANT ADVERSE IMPACTS AND MITIGATION MEASURES

The Build Alternative would not result in significant adverse impacts to land use in the study area and would be consistent with zoning and public policy. While no mitigation is required for land use or zoning, the proposed Project will have an adverse effect on the land use and zoning for the approximately two acres of Cedar Creek Marsh South for construction of the new Kearny Substation. As discussed in Chapter 2, "Project Alternatives," under the No Action Alternative, the new Kearny Substation would still be constructed. Other effects from the proposed Project are positive (returning vacant Brownfield to active use) or neutral for land use and zoning designations.

Chapter 4 Community Facilities

4.1 INTRODUCTION

This chapter provides an inventory of community facilities, parkland, and open space within the study area and evaluates the potential for the No Action and Build Alternative to affect such resources and the services they provide. The analysis considers the same study areas as identified in Chapter 3, "Land Use, Zoning, and Public Policy." Community facilities include publicly-accessible or publicly-funded facilities or services such as police and fire stations, schools, hospitals, nursing homes, day care centers, and libraries. Parkland and publicly-accessible open spaces are also addressed in this chapter. Parkland means land acquired, developed, and/or used for recreation and conservation purposes, and includes funded and unfunded parkland (NJDEP 2011). Open space is defined as publicly or privately-owned land that is publicly accessible and available for leisure, play, or sport, or is set aside for the protection and/or enhancement of the natural environment. Open space can be described as active or passive—active open space is used for sports, exercise, or active play and passive open space is used for relaxation, such as sitting or strolling.

The inventory was created to support the land use analysis prepared in accordance with the *Guideline on Air Quality Impact Modeling Analysis* (NJDEP 2009). The inventory identified centers where the elderly, young or the infirmed congregate. This chapter also evaluates the applicability of additional laws and permits that pertain to parkland—including the New Jersey Green Acres Program, which includes properties subject to Section 6(f) of the Land and Water Conservation Fund Act (16 U.S.C. § 460 [2005]).

Since the Build Alternative would not include residential construction or new transit service that would induce additional development, it would not place additional demand on community services such as schools, parks, or hospitals. A description of the extent to which the Build Alternative would influence the local police and fire departments and emergency medical service response to an event at the facilities within the study area is addressed below.

4.2 AFFECTED ENVIRONMENT

Community facilities as well as parklands, open spaces and cemeteries in the study areas for Project Components A through G are listed in Table 4-1 and are identified by Map ID # on Figures 4-1 and 4-2.

4.2.1 Project Area Plus 500-Foot Buffer

Due to the heavy industrial nature of the area, no community facilities or parks are located within the 500-foot buffer in Kearny (Project Components A through D). In Weehawken, Jersey City, Hoboken, Union City, North Bergen, West New York and Bayonne. There are seventeen educational facilities (public and private), four fire departments, three healthcare facilities, three cemeteries and twenty-eight parks within 500 feet of Preferred Alternative Project Components E and G. Six of the educational facilities (Map ID #s 24, 39, 77, 78, 79. 82) are located within the 500-foot buffer where electrical lines will either travel through a tunnel or within the bypassed track section of Preferred Alternative Project Component G. One

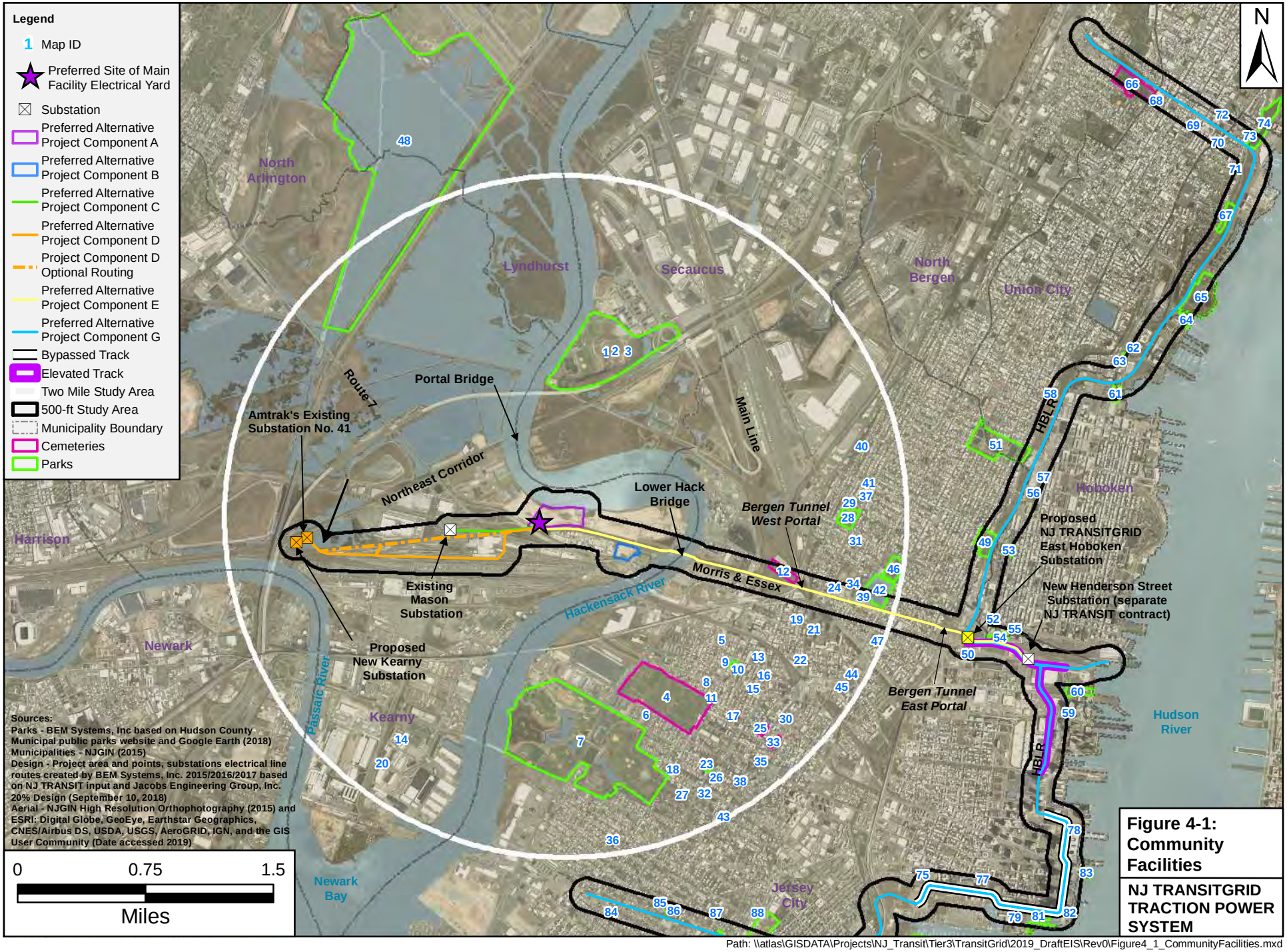

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Figure 4-2: Community Facilities

NJ TRANSITGRID TRACTION POWER SYSTEM

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fire department (Map ID #34) and one health care facility (Map ID #75) is also located within the 500-foot buffer of Preferred Alternative Project Components E and G where the electrical line would pass underground through the Bergen Tunnels or within the bypassed track. One of the three cemeteries (Map ID #66) is located within the 500-foot buffer of Preferred Alternative Project Component G where the electrical line would pass through the Weehawken Tunnel. Of the twenty-eight parks, three (Map ID #s 42, 83, and 81) are within sections of Preferred Alternative Project Components E and G where the electrical line would pass underground through the Bergen Tunnels or within the bypassed track. These facilities within tunnel or bypassed track sections are not included in the 500-foot buffer area discussion below.

Educational and Day Care Facilities

There are 11 educational and day care facilities located within the 500-foot buffer of Preferred Alternative Project Component G where the electrical line would be installed through a combination of monopoles (maximum of 39 feet tall), underground duct banks, or attached to existing infrastructure (i.e., HBLR elevated tracks). These educational and day care facilities are summarized below and are listed in Table 4-1.

The Viaquenti Academy (Map ID #50) - The Viaquenti Academy is a private school serving children from the age of three months (in the form of day care, early pre-school, pre-school, and pre-kindergarten) through second grade. It is located at 837 Jersey Avenue in Jersey City. It has a licensed capacity of 105 children.

The Learning Experience (Map ID #56) – The Learning Experience is a private school serving children from the age of six weeks through eight years, located at 900 Monroe Street in Hoboken. It has a licensed capacity of 161 children.

The Smart Start Academy (Map ID #57) – The Smart Start Academy is a private school serving children from the age of six months through nine years (in the form of infant programs through pre-kindergarten, day care, and after school programs for children until the age of 9), located at 552 9th street in Hoboken. It has a licensed capacity of 73 children.

The River School Newport (Map ID #59) – The River School Newport is a private school serving children from the age of eight weeks through six years (corresponding to day care through pre-kindergarten), located at 30 Newport Parkway in Jersey City. There are currently approximately 160 students enrolled for the 2018-2019 school year. It has a licensed capacity of 175 children.

The Liberty Science Center (Map ID #76) – The Liberty Science Center is a 300,000 square foot interactive science museum and learning center that accepts guests of all ages, located at 222 Jersey City Boulevard in Jersey City. More than 750,000 students, teachers, and parents visit the Liberty Science Center each year.

Advanced Services International DayCare Center (Map ID #84) – Advanced Services International DayCare Center is an adult day care that accepts senior citizens and disabled adults over 18 years of age, located at 49-51 Morton Place in Jersey City.

The Learning Tree (Map ID #86) – The Learning Tree is a private school designed for young children. It offers child care/ day care, pre-school, and pre-kindergarten services, and is located at 411-413 Martin Luther King Drive in Jersey City. It has a licensed capacity of 30 children.

Lincoln Community School #5 (Map ID #95) – Lincoln Community School #5 is a public-school serving pre-kindergarten through eighth grades, located at 208 Prospect Avenue in Bayonne. Enrollment is 481 students in the 2018-2019 school year.

Nicholas Oresko Community School #14 (Map ID #97) - Nicholas Oresko Community School #14 is a public-school serving pre-kindergarten through eighth grades, located at 33 East 24th Street in Bayonne. Enrollment is 466 students in the 2018-2019 school year.

Beacon Christian Academy (Map ID #99) – The Beacon Christian Academy is a private school serving pre-school through eighth grades and includes over 80% children of color. It is located at 21 West 8th Street in Bayonne and has 184 students enrolled for the 2018-2019 school year.

Bayonne Head Start Program (Map ID #102) – Bayonne Head Start Program is a public program for low-income and special needs children from the age of three to five years to succeed in future schooling. It has a licensed capacity of 89 children.

Law Enforcement and Fire Departments

There are four fire departments and no law enforcement facilities located within the 500-foot buffer of Preferred Alternative Project Components E and G where the electrical line would be installed through a combination of monopoles (maximum of 39 feet tall), underground duct banks, or attached to existing infrastructure (i.e., HBLR elevated tracks). These facilities are summarized below and are listed in Table 4-1.

Hoboken Fire Department (Map ID #55) – The Hoboken Fire Department (Engine Company 1/Ladder Company 2) is located at 43 Madison Street in Hoboken near Hoboken Yard and within the 500-foot buffer of Preferred Alternative Project Component E.

North Hudson Regional Fire and Rescue 3 (Map ID #63) – The North Hudson Regional Fire and Rescue 3 is located at 1900 Willow Avenue in Weehawken within the 500-foot buffer of Preferred Alternative Project Component G.

North Hudson Regional Fire and Rescue Ladder 3 (Map ID #70) – The *North Hudson Regional Fire and Rescue Ladder 3* is located at 4610 Park Avenue in Weehawken within the 500-foot buffer of Preferred Alternative Project Component G.

North Hudson Regional Fire and Rescue Squad 1/Battalion 2 (Map ID #72) – The North Hudson Regional Fire and Rescue Squad 1/Battalion 2 is located at 4911 Broadway in West New York and is within the 500-foot buffer of Preferred Alternative Project Component G.

Health Care and Emergency Services

There are two health care facilities located within the 500-foot buffer of Preferred Alternative Project Component G where the electrical line would be installed through a combination of monopoles (maximum of 39 feet tall), underground duct banks, or attached to existing infrastructure (i.e., HBLR elevated tracks). These facilities are summarized below and are listed in Table 4-1.

Metropolitan Family Care Hospital (Map ID #89) – Metropolitan Family Care hospital is located at 935 Garfield Avenue in Jersey City within the 500-foot buffer of Preferred Alternative Project Component G where the electrical line would be installed through a combination of monopoles (maximum of 39 feet tall), underground duct banks, or attached to existing infrastructure (i.e., HBLR elevated tracks).

Bayonne Medical Center (Map ID #94) – Bayonne Medical Center is located at 29 East 29th Street in Bayonne within the 500-foot buffer of Preferred Alternative Project Component G where the electrical line would be installed through a combination of monopoles (maximum of 39 feet tall), underground duct banks, or attached to existing infrastructure (i.e., HBLR elevated tracks).

Cemeteries

There are two cemeteries located within the 500-foot buffer of Preferred Alternative Project Component G where the electrical line would be installed through a combination of monopoles (maximum of 39 feet tall), underground duct banks, or attached to existing infrastructure (i.e., HBLR elevated tracks). These educational and day care facilities are summarized below and are listed in Table 4-1.

Saint Peters Cemetery (Map ID #12) – The Saint Peters Cemetery was established in 1849 at 309 Tonnelle Avenue in Jersey City. The cemetery is approximately 4.29 acres in size and is no longer active. As this is also a Historic Resource, it is further discussed in Chapter 9, "Historic Resources."

Bay View New York Bay Cemetery (Map ID #91) – Bay View New York Bay Cemetery is located at 321 Garfield Avenue in Jersey City and was established in 1848. It extends to the sloped terrain from Garfield Avenue to the bottom of a hill that oversees New York City. The cemetery is still operational.

Parkland and Open Space

There are currently no publicly-accessible parks or open space near Preferred Alternative Project Components A, B, C, or D. As noted in Chapter 3, "Land Use, Zoning, and Public Policy," two planned residential developments near Project Component E will include publicly-accessible open space:

- The former Van Leer Chocolate Factory residential condominium complex will include a 1.5-acre public park. This development is currently under construction.

- Along Coles Street, about 5.5 acres of land will be redeveloped into a large mixed-use development with a two-acre public park. While this project has been approved by Jersey City, a construction start date is not currently available from the developer.

The twenty-eight parks that are located within the 500-foot study area of Preferred Alternative Project Components E, F, and G are summarized below and shown on Figures 4-1 and 4-2. Note that only the Liberty State Park (Map ID #80) is located within the 500-foot study area of both Preferred Alternative Project Components F and G while Southwest (Map ID #52), and Gateway (Map ID #54) Parks are the only parks within the 500-foot study area of both Preferred Alternative Components E and G. All other parks discussed below are partially or completely located within the 500-foot buffer of Preferred Alternative Project Component G where the electrical line would be installed through combination of monopoles (maximum of 39 feet tall), underground duct banks, or attached to existing infrastructure (i.e., HBLR elevated tracks).

Riverview-Fisk Park, Jersey City (Map ID #49) – Riverview-Fisk Park, encompassing 8.55 acres, is owned by the City of Jersey City and is located on Ogden Avenue. It consists of multiple basketball courts and a playground. It also has a view of the Hudson River waterfront and New York City skyline.

Washington Park, Jersey City and Union City (Map ID #51) – Washington Park, encompassing 26.55 acres, is owned by Hudson County and is located along Central and New York Avenues within Jersey City and Union City. It consists of four baseball fields, nine tennis courts, a basketball court, and a playground.

Southwest Resiliency Park, Hoboken (Map ID #52)– Southwest Resiliency Park encompassing 0.69 acres, is owned by the City of Hoboken, and is located at 58 Jackson Street. It consists of a dog run, outdoor amphitheater, flower gardens, sitting areas with tables and benches.

Mama Johnson Field, Hoboken (Map ID #53) – Mama Johnson Field, encompassing 1.70 acres, is owned by the City of Hoboken and is located at 400 Jackson Street. It consists of a multi-use athletic field.

Gateway Park, Hoboken (Map ID #54) – Gateway Park, encompassing 2.74 acres, is owned by the City of Hoboken and is located on the corner of Newark and Jackson Streets. It consists of a grassy area with landscaped shrubbery.

Firefighters Memorial Park, Union City (Map ID #58) – Firefighters Memorial Park, encompassing 0.66 acres, is owned by the City of Union City and is located at 9th Street and Palisades Avenue. It consists of an Olympic sized pool with handicapped access, a children's wading facility, and a sprinkler playground. The park is dedicated to North Hudson Regional Fire and Rescue.

Newport Green Park, Jersey City (Map ID #60) – Newport Green Park, encompassing 5.08 acres, is owned by the City of Jersey City and is located at the intersection of Washington Boulevard and 14th Street. It consists of a sandy beach, playground area, and landscaped grass area. The park is located along the Hudson River waterfront walkway with views of the River as well as New York City.

Sixteen Hundred Park, Hoboken (Map ID #61) – Sixteen Hundred Park, encompassing 2.80 acres, is owned by the City of Hoboken and is located at 1600 Park Avenue. It consists of a multi-use field and a dog run.

19th Street Basketball Courts, Weehawken (Map ID #62) – 19th Street Basketball Courts, encompassing 0.24 acres, is owned by the Township of Weehawken and is located at the intersection of 19th Street and Park Avenue. It consists of basketball and handball courts.

Weehawken Pier and Lincoln Harbor Park, Weehawken (Map ID #64) – The pier stretches 450 feet into the Hudson River and includes five piers connected by aluminum bridges, with seating and lighting. The pier is collocated to Lincoln Harbor Park, which includes space for relaxation and sight-seeing. Both are at the intersection of Harbor and Port Imperial Boulevards.

Weehawken Waterfront Park and Recreation Center, Weehawken (Map ID #65) – The Waterfront Park and Recreation Center, encompassing 22.34 acres, is owned by the Township of Weehawken and is located along the Hudson River at Port Imperial Boulevard. It consists of two small playgrounds and the Hudson River Walk. The recreation facilities include turf soccer fields, two softball fields, a track, three tennis courts, and a workout area.

Hamilton Park, Weehawken (Map ID #67) – Hamilton Park, encompassing 3.86 acres, is owned by the Township of Weehawken and is located at 773 Boulevard East at Hudson Place. It consists of a landscaped lawn area with benches and a view of the New York City skyline. It also consists of several monuments and a Soldiers and Sailors Memorial.

Louisa Park, Weehawken (Map ID #71) – Louisa Park, encompassing 0.40 acres, is owned by the Township of Weehawken and is located at 915 JFK Boulevard East. It consists of a playground, two basketball courts, benches, and picnic tables and has views of the New York City skyline.

Township of Weehawken Veterans Park, Weehawken (Map ID #73) – Township of Weehawken Veterans Park, encompassing 0.16 acres, is owned by the Township of Weehawken and is located at 10 49th Street. It consists of a fenced-in grass area with benches and a view of the New York City skyline.

Old Glory Park, Weehawken (Map ID #74) – Old Glory Park, encompassing 10.32 acres, is owned by the Township of Weehawken and is located on John F. Kennedy Boulevard. It consists of a small landscaped area with benches and a view of New York City and the Hudson River.

Berry Lane Park, Jersey City (Map ID #88) – Berry Lane Park, encompassing 12.76 acres, is owned by the City of Jersey City and is located along Garfield Avenue. It consists of a baseball diamond, basketball courts, multi-purpose athletic fields, tennis courts, skate park, spray park, playground, and dog run. It also has a fitness court, walking path, and rain garden. The area was originally designated as a brownfield but was remediated through funding obtained by federal, state, county and local agencies and developed into parkland.

Virginia Avenue Park, Jersey City (Map ID #85) – Virginia Avenue Park, encompassing 0.28 acres, is owned by the City of Jersey City and is located at 74-80 Virginia Avenue. It consists of a gated playground as well as basketball courts.

Arthur Ashe Basketball Court, Jersey City (Map ID # 86) – Arthur Ashe basketball court, encompassing 0.13 acres, is owned by the City of Jersey City and is located at 285 Arlington Avenue. It consists of a fenced-in basketball court.

Bayside Park, Jersey City (Map ID #90) – Bayside Park, encompassing 9.27 acres, is owned by the City of Jersey City and is located at 99 Bayside Park Avenue. It consists of a baseball court, basketball court, playgrounds, and tennis courts. It also has a landscaped lawn and walking paths.

Russell Golding Park, Bayonne (Map ID #92) – Russell Golding Park, encompassing 0.41 acres, is owned by the City of Bayonne and is located along Avenue E. It consists of a spray park, basketball court, seating area, playground, and walking paths.

Sigmund "Ziggy" Mackiewicz Park, Bayonne (Map ID #93) – Sigmund "Ziggy" Mackiewicz Park, encompassing 0.15 acres, is owned by the City of Bayonne and is located at the corner of 40th Street and Avenue E. The park is dedicated to a Korean war veteran and Bayonne Fire Department Captain. The park consists of a fenced-in playground.

28th Street Playground, Bayonne – (Map ID #96) 28th Street Playground, encompassing 0.98 acres, is owned by the City of Bayonne and is located at Avenue F and East 28th Street. It consists of a walking trail, benches, playground, and basketball courts.

Sister Miriam Teresa Park, Bayonne (Map ID #98) – Sister Miriam Teresa Park, encompassing 0.87 acres, is owned by the City of Bayonne and is located at 2 Gregg Lane. It consists of a walking path, benches, and flowering gardens.

11th Street Oval Park, Bayonne (Map ID #100) – 11th Street Oval Park, encompassing 0.68 acres, is owned by the City of Bayonne and is located at the intersection of Avenue E and East 10th Street. It consists of a walking trail, benches, baseball field, and a playground.

Edward F. Clark Park, Bayonne (Map ID #101) – Mayor Edward Clark Park, encompassing 0.58 acres, is owned by the City of Bayonne and is located at the intersection of Avenue C and West 8th Street. It consists of a walking trail, benches, basketball court, wading pool, and playground.

4.2.2 Two-Mile Study Area (Project Component A)

Similar to Chapter 3, "Land Use, Zoning, and Public Policy", a two-mile radius around the Main Facility (Preferred Alternative Project Component A) was delineated. Community facilities in this two-mile study area are discussed below.

Educational and Day Care Facilities

There are twenty-four educational facilities located within the two-mile study area, which are in Jersey City and Secaucus. The nearest school (The Ethical Community Charter School in Jersey City [Map ID #5]) is approximately 1.3 miles away from the Main Facility site. The educational facilities are listed in Table 4-1 below.

Law Enforcement and Fire Departments

There are five fire departments located in the two-mile study area. The closest fire department is Kearny Fire Department Station 4 (Map ID #20), located at 2 John Miller Way in the southern portion of the Kearny peninsula. The Jersey City Fire Department operates and maintains a hazardous materials response unit out of their locations.

There are four law enforcements facilities located within the two-mile study area (i.e., Map ID #14, 22, 44, and 45). The Hudson County Correctional Center (Map ID #14) is the closest law enforcement facility to Preferred Alternative Project Component A.

Healthcare and Emergency Services

There are no emergency service facilities located within the two-mile study.

Parkland and Publicly-Accessible Open Space

There are ten public parks within the two-mile study area:

Laurel Hill Park, Secaucus (Map ID #1) - Laurel Hill Park is owned by Hudson County and is considered a landmark in the North Jersey region because of its large igneous rock formations. Formerly a quarry, the remaining rock forms the southern edge of the park. This bedrock juts up approximately 111.83 feet at its highest point. The park offers ball fields, cricket and batting cages, playgrounds and picnic areas on the Hackensack waterfront.

Lincoln Park and Lincoln Park West, Jersey City (Map ID #7) - Lincoln Park, dating back to 1905, is owned by Hudson County and is situated on 252.52 acres with many historic points of interest, memorials and monuments. The park hosts a variety of athletic facilities, including 21 tennis courts, 7 baseball/softball diamonds, basketball courts, handball courts, soccer fields, an artificial surface multipurpose field, a running track, a cross-country course, and a horseshoe pit. There are also two playgrounds and a spray pool area for children. Visitors can take advantage of full-length trails, barbeque areas, and an enclosed dog run. The county recently added a 9-hole public golf course in Lincoln Park West and there are also fishing facilities.

*Michael Martucci Sr. Memorial Little League Park, Jersey City (*Map ID #10*)* – Michael Martucci Sr. Memorial Little League Park, encompassing 0.98 acres, is owned by the City of Jersey City and is located at 1020 Westside Avenue. It consists of a fenced-in little league park and soccer field.

LaPointe Park, Jersey City (Map ID #17) - LaPointe Park, encompassing 0.28 acres, is owned by Jersey City and located on Stuyvesant Avenue and Dekalb Avenue. The park is gated and locked when not in use. Facilities include a children's playground, a spray bollard, a plaza with seating, a picnic area, and benches.

Boyd McGuiness Park, Jersey City (Map ID #23) - Boyd McGuiness Park, encompassing 0.64 acres, is owned by the City of Jersey City and located on Kennedy Boulevard and Duncan Avenue. It consists primarily of a memorial, with a diagonal path running through the pocket park.

Leonard Gordon Park, Jersey City (Map ID #28) - Leonard Gordon Park is owned by Jersey City and is situated on 5.99 acres on the western slope of the Palisades between Kennedy Boulevard and Liberty Avenue in Jersey City Heights. The park contains a gazebo, a fenced children's playground, two basketball courts, a tennis court, and passive open space. Park statuary includes the *Buffalo and Bears,* a World War I Memorial Doughboy, a bronze reclining lion, and a granite memorial from the Raymond Sipnick Post of the Jewish War Veterans.

Terrace Avenue Park (Edward Crincoli Park, RA Park), Jersey City (Map ID #40) – These two parks encompass approximately 0.83 acre, owned by the City of Jersey City on Thorne Street. Wooded and gently sloping, these parks feature a tennis court, playground, spray bollard, and passive open space.

Reservoir No. 3, Jersey City (Map ID #42) - Reservoir No. 3, encompassing 13.94 acres, is owned by Jersey City and located on Central, Summit and Jefferson Avenues. It is contiguous to Pershing Field. It was a water-holding facility until it was closed in the 1970s and is still entirely surrounded by imposing stone walls. The park is used for only passive recreation due to the existing natural habitats on the park site.

Pershing Field Park, Jersey City (Map ID #46) - Pershing Field, encompassing 7.04 acres, is owned by the City of Jersey City and located on Central Avenue. It is one of the largest Jersey City-owned parks and is opposite the Reservoir No. 3 site. Facilities include an adult baseball field, a youth/little league baseball field, two basketball courts, bocce/shuffleboard courts, a running track, spray bollards, an indoor swimming pool and swimming bathhouses, a children's playground, community center, an ice-skating rink, and four tennis courts.

Richard W. DeKorte Park, Lyndhurst (Map ID #48) - Richard W. DeKorte Park is owned by the NJSEA. The 625.27-acre park features a landscaped capped landfill and trails leading out into wildlife observation areas and bird blinds. The 640-acre park also includes the Meadowlands Environment Center, which contains informative exhibits on the Meadowlands and its ecology, and the William D. McDowell Observatory.

Cemeteries

Cemeteries found within the two-mile study area of Project Component A are described below.

Holy Name Cemetery & Mausoleum (Map ID #4) – The Holy Name Cemetery & Mausoleum was established in 1866 at 823 West Side Avenue in Jersey City. The cemetery is approximately 63 acres in size and is an active cemetery for Catholic families.

Speer Cemetery (Map ID #25) – The Speer Cemetery was established in 1866 and is located at 145 Vroom Street in the City of Jersey City. The earliest grave marker is dated 1756. The cemetery is slightly larger than one acre in size. The last interments occurred during World War I.

Old Bergen Cemetery (Map ID #33) – The Old Bergen Cemetery was established in 1668 at the southwest corner of Bergen and Vroom Street in Jersey City. The last burial took place in 1945.

Table 4-1 Community Facilities within 500 Feet of Proposed Electrical Line and/ or Two-Mile Study Area

MAP ID #	FACILITY	ADDRESS	CITY	STUDY AREA
	EDUCATIONAL AND DAY CARE FACILITIES			
2	High Tech High School	1 High Tech Way	Secaucus	2 Mile
3	Knowledge Advanced Skills	1 High Tech Way	Secaucus	2 Mile
5	The Ethical Community Charter School	95 Broadway	Jersey City	2 Mile
6	Dr. Charles P. DeFuccio No. 39 Elementary School	214 Plainfield Avenue	Jersey City	2 Mile
8	Liberty High School	299 Sip Avenue	Jersey City	2 Mile
11	Mosdos Of Greenville	925 West Side Avenue	Jersey City	2 Mile
13	Mahatma K. Gandhi School – PS 23	143 Romaine Avenue	Jersey City	2 Mile
16	Saint Elizabeth Child Care	129 Garrison Avenue	Jersey City	2 Mile
18	Saint Aloysius Elementary Academy	721 West Side Avenue	Jersey City	2 Mile
19	Anthony J. Infante No. 31 Elementary School	3055 Kennedy Boulevard	Jersey City	2 Mile
21	Jersey City Golden Door Charter School	3044 Kennedy Boulevard	Jersey City	2 Mile
24	Franklin L. Williams School – MS 7	222 Laidlaw Ave	Jersey City	2 Mile
26	Saint Dominic Academy	2572 John F. Kennedy Boulevard	Jersey City	2 Mile
27	Learning Community Charter School	2495 John F. Kennedy Boulevard	Jersey City	2 Mile
29	Oasis Child Care	260 Hutton Street	Jersey City	2 Mile
30	Martin Luther King, Jr. – PS 11	886 Bergen Avenue	Jersey City	2 Mile
31	Little Smiles Preschool	70 Beach Street	Jersey City	2 Mile
32	Primary Prep	41 Tuers Avenue	Jersey City	2 Mile
35	Hudson Catholic Regional High School	790 Bergen Avenue	Jersey City	2 Mile
36	Dr. Paul Rafalides School PS #33	362 Union Street	Jersey City	2 Mile
37	Nicolaus Copernicus School – PS 25	3385 Kennedy Boulevard	Jersey City	2 Mile
39	Patricia M. Noonan School, PS#26	164 Laidlaw Avenue	Jersey City	2 Mile
43	Joseph H. Brensinger School – PS 17	600 Bergen Avenue	Jersey City	2 Mile
47	Jotham W. Wakeman No. 6 Elementary School	100 St. Pauls Avenue	Jersey City	2 Mile
50	Viaquenti Academy	837 Jersey Avenue	Jersey City	500-Foot
56	The Learning Experience	900 Monroe Street	Hoboken	500-Foot
57	Smart Start Academy	552 9th Street	Hoboken	500-Foot
59	River School Newport	30 Newport Parkway	Jersey City	500-Foot
68	Hudson County Community College	4800 Kennedy Boulevard	Union City	500-Foot
69	Union City Day Care	219 47th Street	Union City	500-Foot
76	Liberty Science Center	222 Jersey City Boulevard	Jersey City	500-Foot
77	Early Learning Academy	201 Marin Boulevard Unit 1A	Jersey City	500-Foot
78	Bright Horizons at Plaza 3- Waterfront	152 Plaza 3	Jersey City	500-Foot
79	Waterfront Montessori	150 Warren Street, Suite 108	Jersey City	500-Foot
82	Learning Ladders	33 Hudson Street	Jersey City	500-Foot

MAP ID #	FACILITY	ADDRESS	CITY	STUDY AREA
84	Advanced Services International DayCare Center	49-51 Morton Place	Jersey City	500-Foot
86	Learning Tree	411-413 Martin Luther King Drive	Jersey City	500-Foot
95	Lincoln Community School #5	208 Prospect Avenue	Bayonne	500-Foot
97	Nicholas Oresko #14	33 East 24th Street	Bayonne	500-Foot
99	Beacon Christian Academy	30 Prospect Avenue	Bayonne	500-Foot
102	Bayonne Head Start Program	21 West 8th Street	Bayonne	500-Foot
	LIBRARIES			
9	Marion Library	1017 West Side Avenue	Jersey City	2 Mile
	LAW ENFORCEMENT & FIRE DEPARTMENTS			
14	Hudson County Correctional Center	30-35 Hackensack Avenue	Kearny	2 Mile
15	Jersey City Fire Department - Engine 15 Ladder 9	200 Sip Avenue	Jersey City	2 Mile
20	Kearny Fire Department Station 4	2 John Miller Way	Kearny	2 Mile
22	Jersey City Police Department	1 Journal Square Plaza – Division of Police - Floor 4	Jersey City	2 Mile
34	Jersey City Fire Department - Engine 7 Ladder 3	715 Summit Avenue	Jersey City	2 Mile
38	Jersey City Fire Department Engine 9	697 Bergen Avenue	Jersey City	2 Mile
41	Jersey City Fire Department - Engine 11	152 Lincoln Street	Jersey City	2 Mile
44	Hudson County Prosecutor's Office	595 Newark Avenue	Jersey City	2 Mile
45	Hudson County Sheriff's Office	595 Newark Avenue	Jersey City	2 Mile
55	Hoboken Fire Department Engine Company 1/ Ladder Company 2	43 Madison Street	Hoboken	500-Foot
63	North Hudson Regional Fire and Rescue	11 Port Imperial Boulevard	West New York	500-Foot
70	North Hudson Regional Fire and Rescue Ladder 3	1900 Willow Avenue in Weehawken	Weehawken	500-Foot
72	North Hudson Regional Fire and Rescue Squad 1	4911 Broadway	West New York	500-Foot
	HEALTHCARE AND EMERGENCY SERVICES			
75	Jersey City Medical Center	355 Grand Street	Jersey City	500-Foot
89	Metropolitan Family Health Network	935 Garfield Avenue	Jersey City	500-Foot
94	Bayonne Medical Center	29 East 29th Street	Bayonne	500-Foot
	PARKLAND AND PUBLICLY-ACCESSIBLE OPEN SPACE			
1	Laurel Hill Park	Laurel Hill Road	Secaucus	2 Mile
7	Lincoln Park	Duncan Avenue	Jersey City	2 Mile
10	Michael Martucci Sr. Memorial Little League	1020 Westside Avenue	Jersey City	2 Mile
17	LaPointe Park	Dekalb Avenue	Jersey City	2 Mile
23	Boyd McGuiness Park	Duncan Avenue	Jersey City	2 Mile
28	Leonard Gordon Park	John F. Kennedy Boulevard	Jersey City	2 Mile
40	Terrace Avenue Park (Edward Crincoli Park, RA Park)	Thorne Street	Jersey City	2 Mile
42	Reservoir No. 3	Reservoir Avenue	Jersey City	2 Mile
46	Pershing Field Park	201 Central Avenue	Jersey City	2 Mile

MAP ID #	FACILITY	ADDRESS	CITY	STUDY AREA
48	Richard W. DeKorte Park	1 DeKorte Park	Lyndhurst	2 Mile
49	Riverview-Fisk Park	Ogden Avenue	Hoboken	500-Foot
51	Washington Park	198 New York Avenue	Union City	500-Foot
52	Southwest Resiliency Park	58 Jackson Street	Hoboken	500-Foot
53	Mama Johnson Park	400 Jackson Street	Hoboken	500-Foot
54	Gateway Park	653 Newark Street	Hoboken	500-Foot
58	Firefighters Memorial Park	906 Palisade Avenue	Union City	500-Foot
60	Newport Green Park	Washington Boulevard & 14th Street	Jersey City	500-Foot
61	Sixteen Hundred Park	1600 Park Avenue	Hoboken	500-Foot
62	19th Street Basketball Courts	19th Street and Park Ave.	Weehawken	500-Foot
64	Weehawken Pier and Lincoln Harbor Park	Port Imperial Boulevard	Weehawken	500-Foot
65	Weehawken Waterfront Park and Recreation Center	1 Port Imperial Boulevard	Weehawken	500-Foot
67	Hamilton Park	773 Boulevard East	Weehawken	500-Foot
71	Louisa Park	915 JFK Boulevard East	Weehawken	500-Foot
73	Township of Weehawken Veterans Park	10 49th Street	Weehawken	500-Foot
74	Old Glory Park	John F. Kennedy Boulevard	Weehawken	500-Foot
80	Liberty State Park	200 Morris Pesin Drive	Jersey City	500-Foot
81	Korean War Veterans Park	Washington Street	Jersey City	500-Foot
83	J. Owen Grundy Park	Hudson Street	Jersey City	500-Foot
85	Virginia Avenue Park	74-80 Virginia Avenue	Jersey City	500-Foot
87	Arthur Ashe Basketball Court	285 Arlington Avenue	Jersey City	500-Foot
88	Berry Lane Park	1000 Garfield Avenue	Jersey City	500-Foot
90	Bayside Park	99 Bayside Park Drive	Jersey City	500-Foot
92	Russell Golding Park	Avenue E and East 49th Street	Bayonne	500-Foot
93	Sigmund Mackiewicz Park	40th Street	Bayonne	500-Foot
96	28th Street Park and Avenue F	28th Street	Bayonne	500-Foot
98	Sister Mariam Theresa Park	2 Gregg Lane	Bayonne	500-Foot
100	11th Street Oval Park	Avenue E and East 10th Street	Bayonne	500-Foot
101	Edward F. Clark Park	Avenue C and West 8th Street	Bayonne	500-Foot
	CEMETERIES			
4	Holy Name Cemetery & Mausoleum	823 West Side Avenue	Jersey City	2 Mile
25	Speer Cemetery	145 Vroom Street	Jersey City	2 Mile
33	Old Bergen Church Cemetery	806 Bergen Avenue	Jersey City	2 Mile
12	Saint Peters Cemetery	309 Tonnelle Avenue	Jersey City	500-Foot
66	Grove Church Cemetery	1132 46th Street	North Bergen	500-Foot
91	Bay View- New York Bay Cemetery	321 Garfield Avenue	Jersey City	500-Foot

4.3 PROBABLE IMPACTS OF THE PROJECT ALTERNATIVES

4.3.1 No Action Alternative

Under the No Action Alternative, the proposed Project would not be constructed and NJ TRANSIT and Amtrak would continue to be served by the existing commercial grid. Without the microgrid, commuter and intercity rail service in Amtrak's and NJ TRANSIT's core service territory would remain vulnerable to power outages. There would be a missed opportunity to increase commuter safety and security in future widespread power outages. Under the No Action Alternative, other planned and programmed transportation improvements for which commitment and financing have been identified would be implemented by 2021. These include projects in NJ TRANSIT's Resilience Program, Amtrak initiatives that will affect operations on the Northeast Corridor, and HCIA plans for warehousing development on portions of the Koppers Koke Site.

As stated above, there are two planned residential developments in Jersey City near the proposed electrical line routes that will include publicly-accessible open space. The former Van Leer Chocolate Factory residential condominium complex (currently under construction) will include a 1.5-acre public park and a two-acre public park will be developed along Coles Street in a larger (5.5 acre) mixed-use development. These residential developments will be completed under the No Action Alternative.

In the absence of the proposed Project, Amtrak has plans to completely replace and rebuild Substation No. 41. Amtrak is currently proceeding with reconstruction of certain elements of Substation No. 42, located east of the project area at the entrance to the North River Tunnels in Weehawken, NJ, including the installation of a new Control House. Under the No Action Alternative, NJ TRANSIT intends to acquire the 20-acre parcel (Preferred Alternative Project Component A) on the Koppers Koke Site as well as the six-acre parcel (Preferred Alternative Project Component B) located south of the Morris & Essex Line (due to a property settlement, as described in Chapter 2). The No Action Alternative will not result in any changes or impacts to community facilities or services, parkland, or open space in the study areas.

4.3.2 Build Alternative

There are no community facilities, parklands, or publicly accessible open space resources within the construction footprint of the Build Alternative. As previously noted, the community facilities identified on Figure 4-1 and Table 4-1 (Map IDs 2, 3, 19, 21, 24, 34, 42, 66, 68, 69, 75, 77, 78, 82 and 83) are located where Preferred Alternative Project Component E travels through the Bergen Tunnels or where Preferred Alternative Project Component G travels through the Weehawken Tunnel or along the bypassed track for Preferred Alternative Project Component G. Although community facilities are located along these project components, these transportation and utility uses have co-existed with such facilities and therefore, no direct or indirect impact on community facilities would result from operation of the proposed Project.

According to NJDEP's Recreation and Open Space Inventory (ROSI) (NJDEP 1996) and a Green Acres Program letter dated November 22, 2017, three properties within the 500-foot study areas of Preferred Alternative Project Component G are Green Acres encumbered. However, no construction from the proposed Project will occur within these NJDEP Green Acres encumbered properties and a reply

notification was sent on December 1, 2017. NJDEP Green Acres accepted the notification and it has been deemed that this proposed Project will not impact properties encumbered by NJDEP Green Acres (see Appendix D).

As described in Chapter 6, "Air Quality," and Appendix B, "Air Quality Technical Appendix," the proposed Main Facility (Preferred Alternative Project Component A) would utilize combined-cycle natural gas turbine technology, and efficient and modern combustion equipment and control devices. Air quality modeling was conducted for the project using standard EPA modeling techniques and meteorological data. The receptor grid extended five miles from the facility's stacks, more than covering the study area, and receptors were placed at schools, health care facilities, and other sensitive receptor locations, such as parklands. Impacts for all of the criteria pollutants were below the applicable ambient air quality standards at all receptors. Therefore, no significant air quality impacts would occur from the operation of the Main Facility. Preferred Alternative Project Component F includes a nanogrid (i.e., two emergency generators) at HBLR Headquarters that will provide emergency power to the southern portion of the HBLR independently of the microgrid during emergencies only. During normal conditions, both engines of the nanogrid would only be run for maintenance once a month for one hour. During emergency conditions, the nanogrid in Preferred Alternative Project Component F would be in full-time operation, but the commercial grid would not be producing power for Preferred Alternative Project Components F and G (i.e., by definition these would not be receiving power from the commercial grid), so emissions from operating the nanogrid during emergencies would be somewhat offset by the reduction in emissions from the reduced output of the commercial grid.

As indicated in Chapter 16, "Safety and Security," the operation of the Build Alternative would not result in adverse health or safety impacts at community facilities or to the general public. Based on the electrical characteristics of the transmission system, no electromagnetic field (EMF) effects on public health would occur. Additionally, under evacuation scenarios, commuters would have access to designated central meeting points, such as schools, hospitals, and safe shelters.

Operation of the Main Facility would employ approximately 30 full-time staff, who may or may not reside locally. As a result, there would be little measurable population impact (if any) attributable to the proposed Project and thus, operation of the new facility would not place additional demand on community services or have an adverse impact on the ability of local service providers to provide such services.

Operation of the Main Facility is not expected to have an adverse impact on the ability of local departments to provide police and fire services (or on the NJ TRANSIT Police Department). Preferred Alternative Project Components A and B would be fenced and access-controlled. Personnel would be on duty 24 hours a day and available to respond to concerns within the Main Facility. Onsite security features would minimize opportunities for theft and vandalism. The Main Facility would have its own fire prevention, protection, and fire detection system. This would include a non-water based fire suppression system and dedicated water storage system, hose stations, and fire pump systems. Water storage dedicated to fire protection use would be provided onsite in accordance with or exceeding code requirements. Facility staff would receive basic fire suppression training, which would cover only small

fires that can be controlled and/or extinguished with rack hoses and fire extinguishers. If a fire exceeds the resources available, assistance from the local fire department would be requested. The Main Facility would be designed to allow full access for firefighting and hazardous materials response vehicles.

4.4 SUMMARY OF SIGNIFICANT ADVERSE IMPACTS MITIGATION MEASURES

Under normal operating conditions, there would be no impact (adverse or favorable) to community facilities, parkland, or publicly-accessible open space resources in the project area. Since the Build Alternative will provide resilient electric power to Amtrak and NJ TRANSIT rail lines, including during emergency conditions that disrupt the commercial power grid, there would be a realized positive impact for the local community to have access to central meeting points. The proposed Project would not result in temporary or permanent impacts to parkland or Green Acres/6(f) parkland properties, and no further documentation is required. As a result, mitigation measures for the Build Alternative are not required.

Chapter 5 Socioeconomic Conditions

5.1 INTRODUCTION

A project could affect social conditions if it results in impacts on the local population or causes a change in neighborhood cohesion or character. As such, this chapter examines the potential for the Build Alternative to affect social conditions, including neighborhood character and relevant population characteristics. This chapter also assesses the potential effects on economic conditions. The analysis considers the same study areas as identified in Chapter 3, "Land Use, Zoning and Public Policy."

5.2 METHODOLOGY

The assessment of potential socioeconomic conditions includes:

- Two study areas defined as follows:

    1) The proposed Project area plus a 500-foot buffer on either side of the electrical line routes, new substations, HBLR Headquarters and HBLR alignment. The proposed Project area is defined as the potential construction footprint of the Build Alternative, and includes the:

        - Main Facility and natural gas pipeline connection to the Main Facility (Preferred Alternative Project Components A and B);
        - Railroad right-of-way that would be used for the proposed electrical lines (Preferred Alternative Project Components C, D, E and optional routing for Project Component D);
        - NJ TRANSIT-owned HBLR Headquarters property on Caven Point Avenue (Preferred Alternative Project Component F);
        - HBLR right-of-way (Preferred Alternative Project Component G).

    2) A two-mile study area that includes the area within a two-mile radius of the Main Facility's stacks on the Koppers Koke Site.

- Presentation of 2016 American Community Survey (ACS) data from the U.S. Census Bureau for each census tract in the study areas and comparison to relevant county and state data for population density, elderly population, and disability status. In addition, population projections from the North Jersey Transportation Planning Authority (NJTPA), the region's Metropolitan Planning Organization, are presented to highlight future population trends (NJTPA 2017). While some of the census tracks are only partially within a study area, for the purpose of this analysis, these census tracts were evaluated as if they were fully within the

study areas. The census data for Kearny, NJ (location of the Main Facility) is presented at the census block group level. As stated in FTA's Environmental Justice Circular, "Small area Census data such as blocks and block groups is generally more appropriate for projects and local planning activities. Large scale Census data, such as tracts and counties, may be more appropriate for Statewide and metropolitan planning activities." Given the extent of the project alignment, the proposed Project is qualified as a metropolitan project and therefore census tract level data are appropriate for electrical lines in Jersey City, Hoboken, Bayonne, Weehawken and Union City. However, as the Main Facility could have impacts that are more localized, census block groups were assessed for this portion of the proposed Project.

- Assessment of the potential effect on neighborhood cohesiveness and community character.
- Estimated number of permanent jobs that would be generated by the proposed Project.

Data on race/ethnicity and poverty rates, and the potential for impacts to minorities and low-income populations are included in Chapter 19, "Environmental Justice."

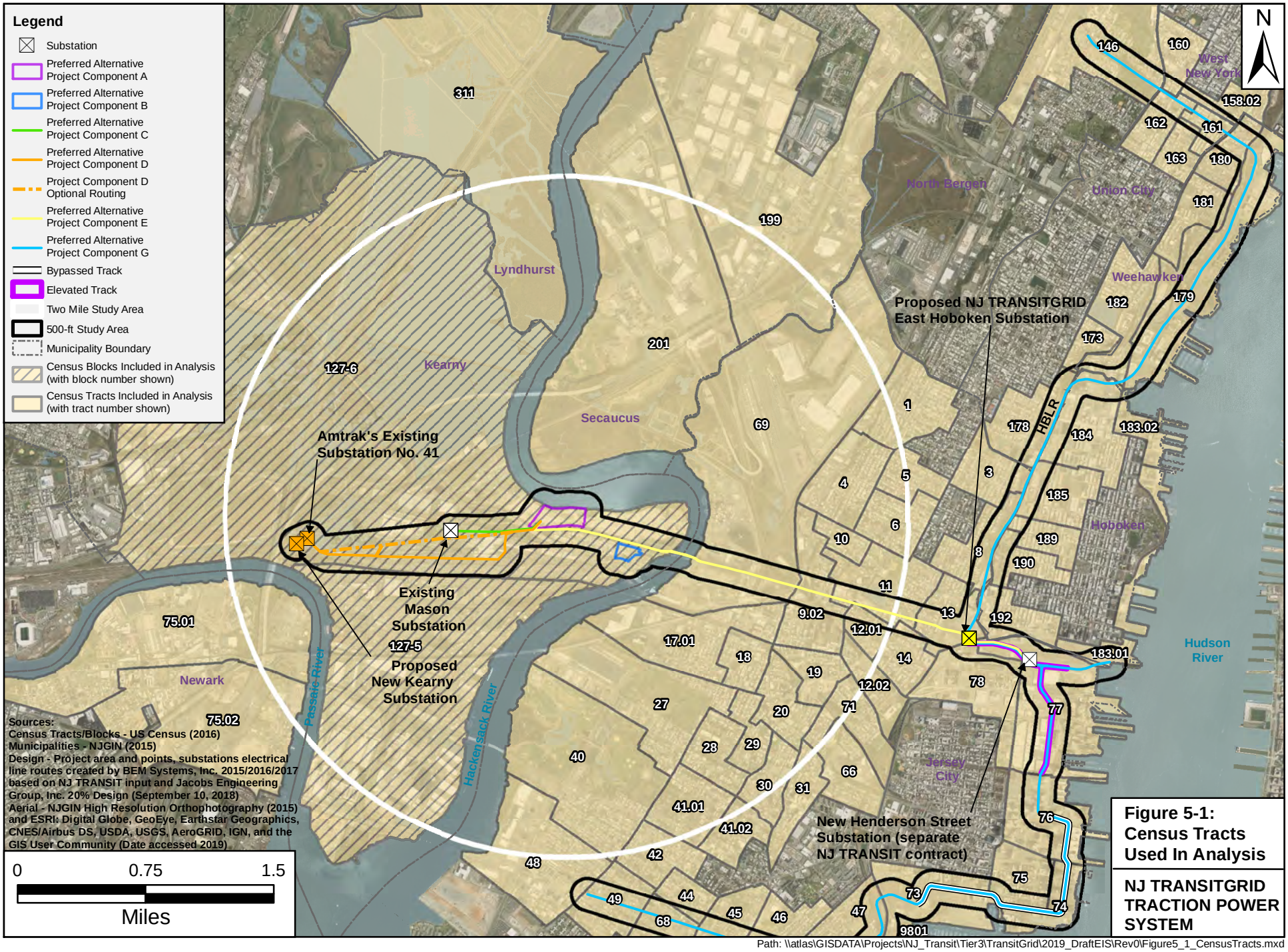
5.3 AFFECTED ENVIRONMENT

Socioeconomic conditions in the study areas for Project Components A through G are discussed below.

5.3.1 Population Density

The 80 census tracts and two census block groups used for analysis of demographic data are shown in Figures 5-1 and 5-2, while population density per square mile is presented on Figures 5-3 and 5-4. Since the census block group where the Main Facility is proposed (census tract 127, block group 6) is primarily industrial and open space, no population or demographic data are available for this census block group. It should also be noted that census tract 9801 in Jersey City comprises Liberty State Park, and therefore no demographic information is available for this census tract. Although no residential areas are located in the Kearny, Lyndhurst, or Secaucus portions of the study area, population data for these areas are included in this analysis as there are residential areas within the overall census tracts, but outside of the study area. As mentioned above, to be comprehensive, those portions of the census tracts that are not within the study area were still included as part of this assessment. The 500-foot buffer for Project Component D within Kearny includes census tract 127, block group 5, which has a population of 832 and a population density of 529; however, this number reflects those residing in the Hudson County Correctional Facility that is located near the southern tip of the Kearny peninsula (U.S. Census 2016). The nearest resident to the Main Facility site is located approximately 0.7 miles away in Jersey City.

Hudson County is one of the most populous counties in the state of New Jersey, with 10,687 residents per square mile of total area in 2016. Within Hudson County, the towns of Kearny and Secaucus have the lowest population densities at about 4,109 and 2,753 residents per square mile, respectively while West New York and Union City have among the highest at about 51,888 and 55,172 residents per square mile, respectively (U.S. Census 2016).



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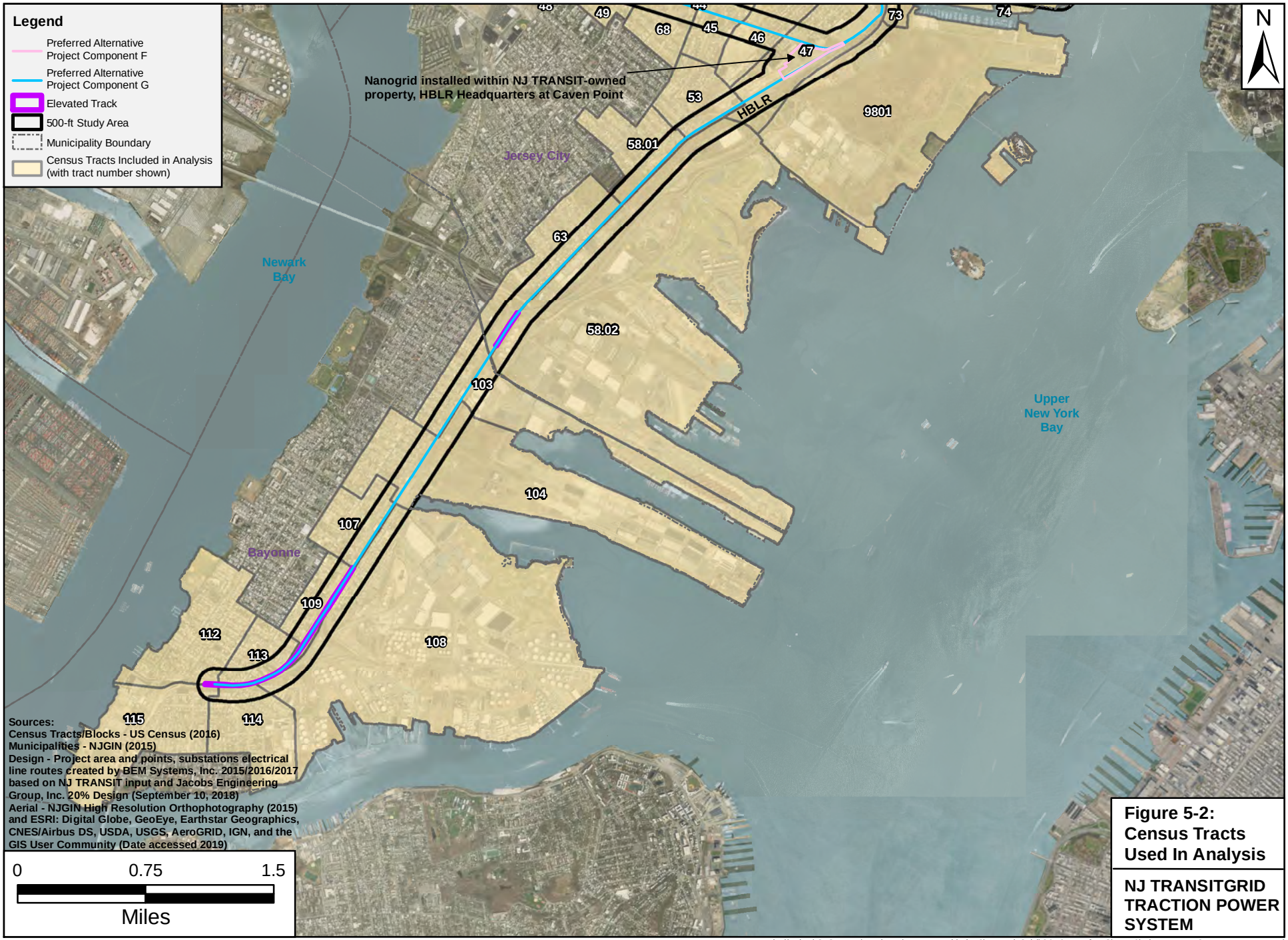

Figure 5-2: Census Tracts Used In Analysis

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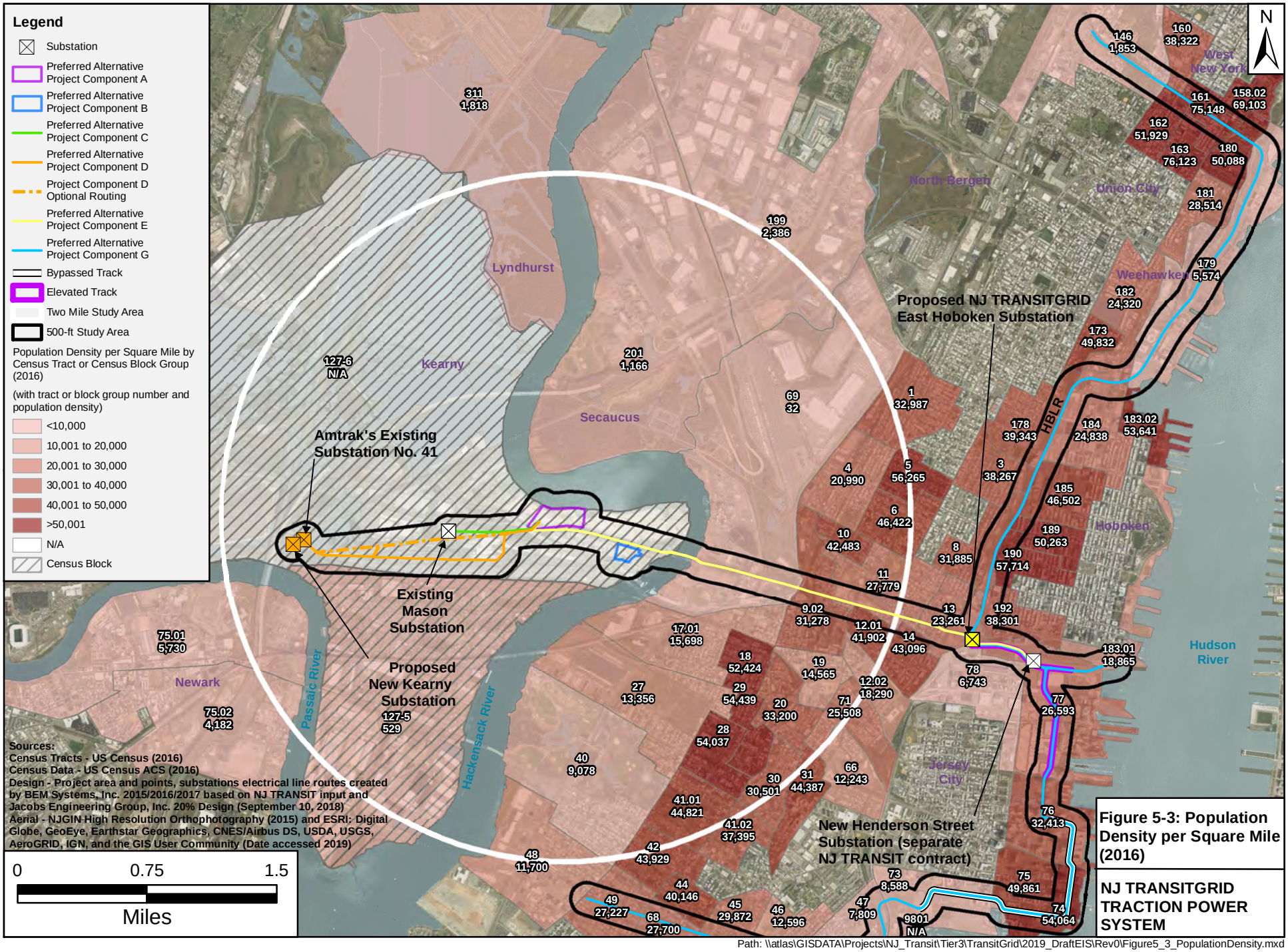

Figure 5-3: Population Density per Square Mile (2016)

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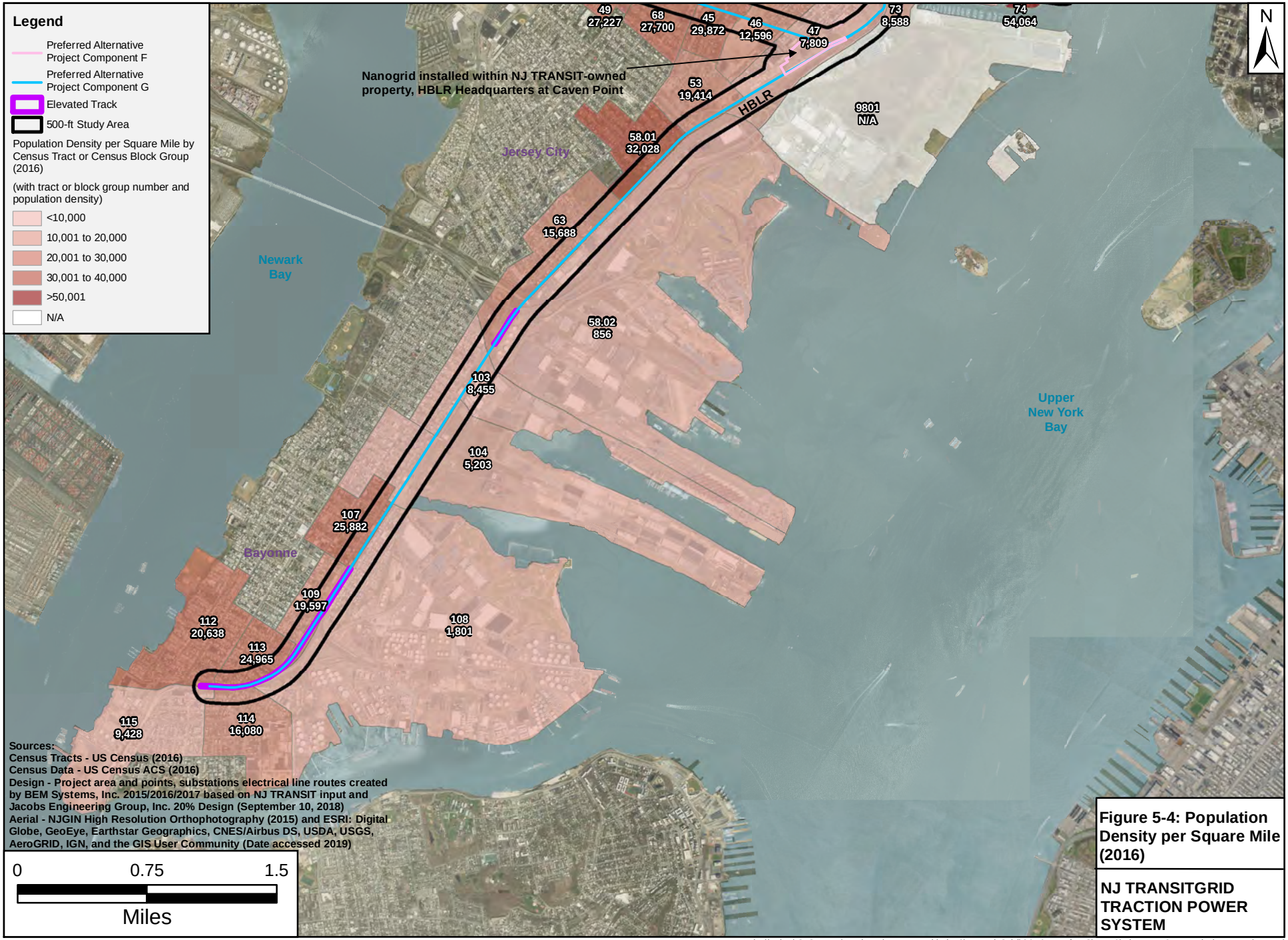

Figure 5-4: Population Density per Square Mile (2016)

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The population density per square mile in the two-mile study area ranges from 32 in census tract 69 in Jersey City to 56,265 in census tract 5, also within Jersey City. The census block groups in Kearny and census tracts in Jersey City and Secaucus, closest to Project Components A and B, have very low population densities and are primarily industrial in nature. The population density increases along Project Component E through Jersey City and into Hoboken. The census tracts closest to HBLR Headquarters (Project Component F) are also lower in population density (U.S. Census 2016).

The population density per square mile by census tract (census block group in Kearny, NJ) was compared to that of the State of New Jersey and New Jersey counties and municipalities within the study area, see Table 5-1.

Table 5-1 Population Density per Square Mile by Municipality, County, State

Area	Population Density per Square Mile
Town of Kearny	4,109
Jersey City	12,317
Hoboken City	26,083
Township of Lyndhurst	4,360
City of Newark	10,716
Township of Weehawken	16,878
Township of West New York	51,888
Township of North Bergen	9,925
City of Bayonne	11,301
Union City	55,172
Town of Secaucus	2,753
Hudson County	10,687
Essex County	6,108
Bergen County	3,755
New Jersey	1,020

Source: *U.S. Census 2016*

5.3.2 Population Projections

Population projections from NJTPA indicate relatively low growth rates for the towns and counties in the study area (see Table 5-2). However, Jersey City is reportedly the fastest growing metropolitan area in New Jersey and currently has 7,000 housing units under construction and another 19,000 units planned (Fulop 2017). Development would continue to be focused in the areas near the Grove Street and Journal Square PATH stations in Jersey City, which offer short commutes to Manhattan. These areas are greater than one mile from the Main Facility (Preferred Alternative Project Component A).

Table 5-2 NJTPA Population Projections

Area	2015 Population	2045 Population	Annualized % Population Change 2015-2016
Town of Kearny	41,693	44,757	0.2%
Jersey City	260,335	369,381	1.2%
Hoboken City	52,899	55,899	0.5%
Township of Lyndhurst	21,039	23,989	0.4%
City of Newark	282,102	328,809	0.7%
Township of Weehawken	13,706	14,868	0.3%
Township of West New York	52,236	55,219	0.2%
Township of North Bergen	62,374	67,599	0.3%
City of Bayonne	65,606	70,939	0.3%
Union City	68,390	71,954	0.2%
Town of Secaucus	18,147	19,910	1.1%
Hudson County	664,767	815,684	0.8%
Essex County	790,342	909,021	0.5%
Bergen County	928,735	1,030,503	0.4%

Source: *NJTPA 2017*

5.3.3 Percentage Elderly and Disabled

The percentage of elderly citizens (above age 65 years) in 2015 ranged from 0 percent (census tract 127, block group 5 and census tract 69) to 23.3 percent (census tract 78) within the 80 census tracts with documented population within the two study areas. The percentage of elderly citizens and disabled persons within the study areas are presented in Table 5-3 and Table 5-4 and on Figures 5-5 through 5-6 and 5-7 through 5-8, respectively. The percentage of elderly citizens per census tract was compared to that of the state of New Jersey (14.7 percent), the Town of Kearny (11.6 percent), Jersey City (9.7 percent), Hoboken City (6.1 percent), City of Newark (9.1 percent), City of Secaucus (16.2 percent), Town of Lyndhurst (16.1 percent), Township of Weehawken (11.0 percent), Township of West New York (11.9 percent), Township of North Bergen (13.1 percent), City of Bayonne (13.4 percent), Union City (10.4 percent), Hudson County (10.7 percent), Essex County (12.5 percent), and Bergen County (16.0 percent) (U.S. Census 2016). Although the Township of Lyndhurst has a higher elderly population than the state of New Jersey, the percentage is similar to the percentage in Bergen County, where Lyndhurst is located.

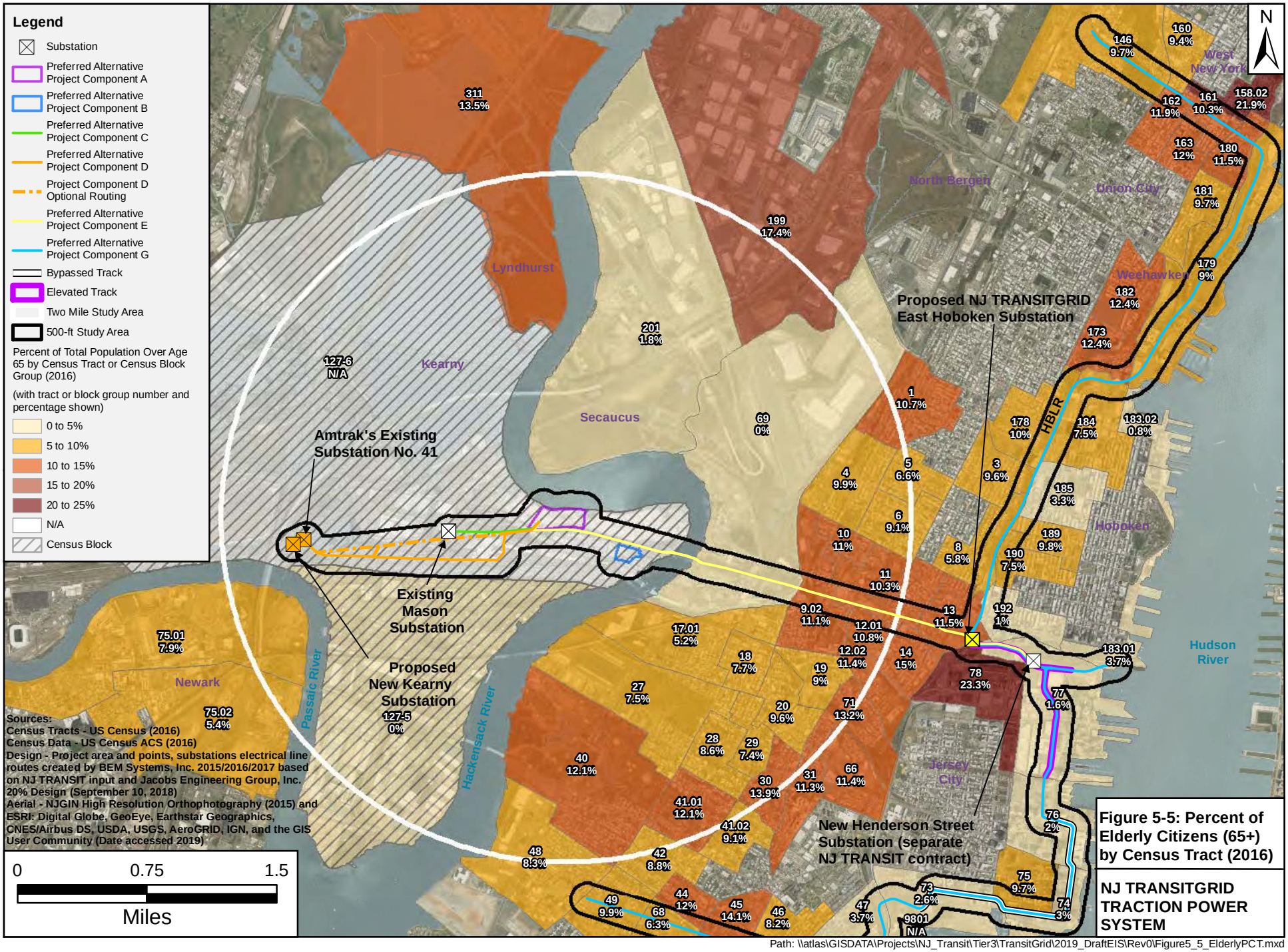

Figure 5-5: Percent of Elderly Citizens (65+) by Census Tract (2016)

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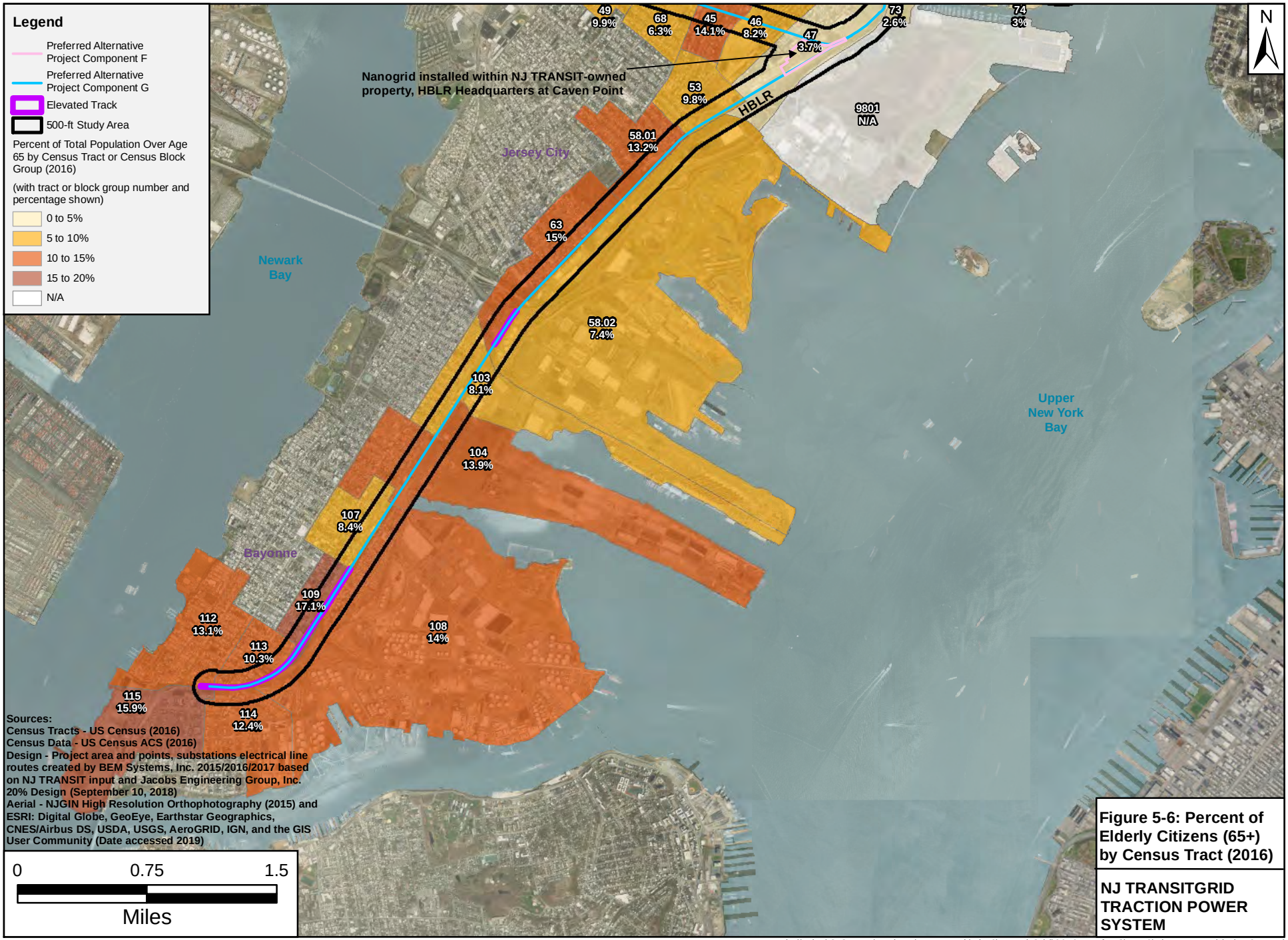

Sources:
Census Tracts - US Census (2016)
Census Data - US Census ACS (2016)
Design - Project area and points, substations electrical line routes created by BEM Systems, Inc. 2015/2016/2017 based on NJ TRANSIT input and Jacobs Engineering Group, Inc. 20% Design (September 10, 2018)
Aerial - NJGIN High Resolution Orthophotography (2015) and ESRI: Digital Globe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community (Date accessed 2019)

Figure 5-6: Percent of Elderly Citizens (65+) by Census Tract (2016)

NJ TRANSITGRID TRACTION POWER SYSTEM

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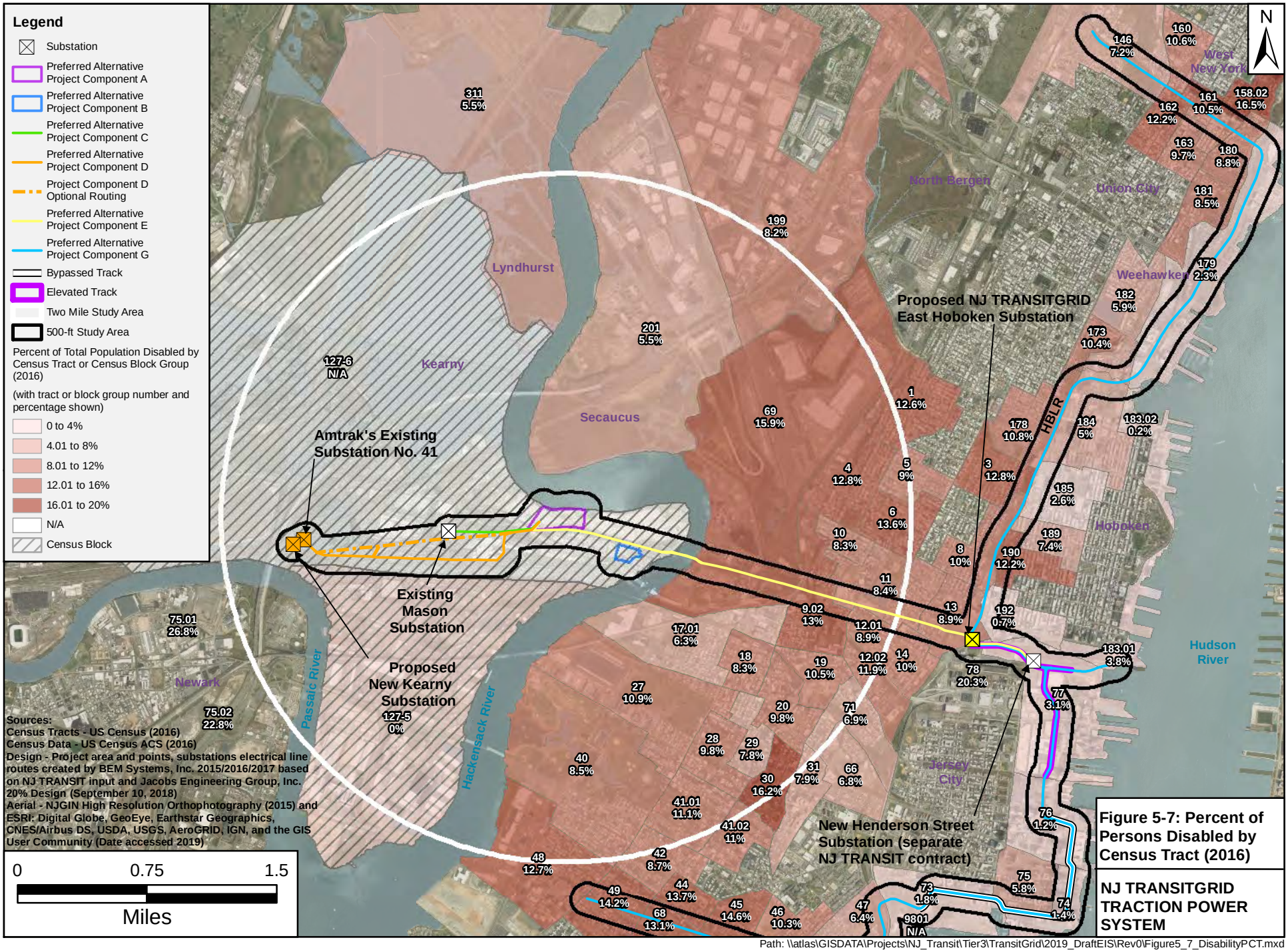

Figure 5-7: Percent of Persons Disabled by Census Tract (2016)

NJ TRANSITGRID TRACTION POWER SYSTEM

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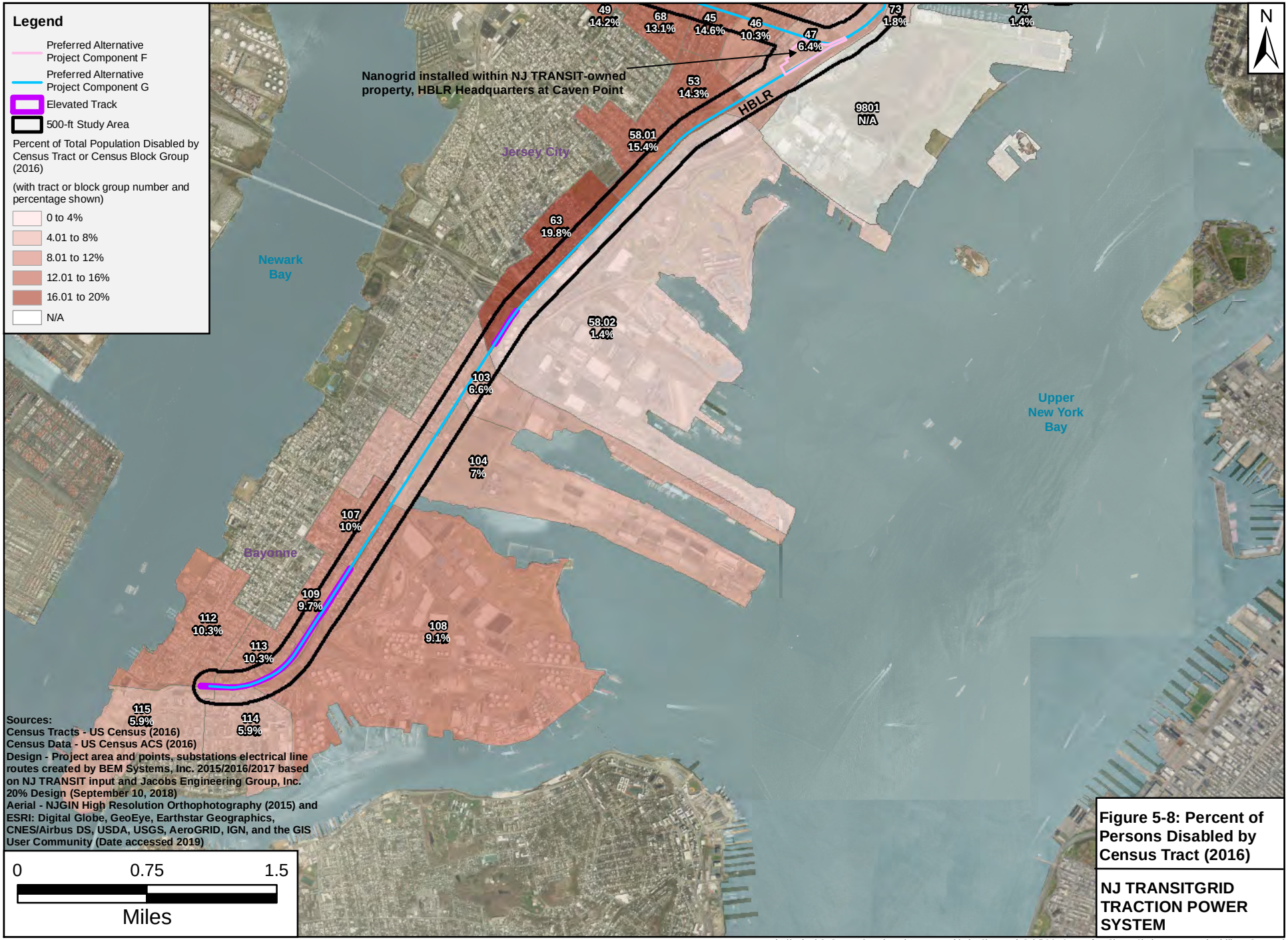

Sources:
Census Tracts - US Census (2016)
Census Data - US Census ACS (2016)
Design - Project area and points, substations electrical line routes created by BEM Systems, Inc. 2015/2016/2017 based on NJ TRANSIT input and Jacobs Engineering Group, Inc. 20% Design (September 10, 2018)
Aerial - NJGIN High Resolution Orthophotography (2015) and ESRI: Digital Globe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community (Date accessed 2019)

Figure 5-8: Percent of Persons Disabled by Census Tract (2016)

NJ TRANSITGRID TRACTION POWER SYSTEM

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Table 5-3 Percentage of Elderly Citizens by Municipality, County, State

Area	Percentage of Elderly Citizens
Town of Kearny	11.6
Jersey City	9.7
Hoboken City	6.1
Township of Lyndhurst	16.1
City of Newark	9.1
Township of Weehawken	11.0
Township of West New York	11.9
Township of North Bergen	13.1
City of Bayonne	13.4
Union City	10.4
Town of Secaucus	16.2
Hudson County	10.7
Essex County	12.5
Bergen County	16.0
New Jersey	14.7

Source: *U.S. Census 2016*

The percentage of disabled persons in the 80 census tracts and two census block groups within the two study areas in 2016 ranged from 0.2 percent (census tract 183.02) to 26.8 percent (census tract 75.01). Census tract 75.01 in Bayonne contains the highest percent (26.8 percent) of disabled persons in the study area. The median of the range is comparable to the percentage of disabled persons living in the state of New Jersey (10.5 percent), Town of Kearny (9.4 percent), Jersey City (9.9 percent), Hoboken City (5.7 percent), Township of Lyndhurst (11.5 percent), City of Newark (13.7 percent), City of Weehawken (6.7 percent), Township of West New York (10.1 percent), Township of North Bergen (9.6 percent), City of Bayonne (8.9 percent), Union City 10.0 percent), Town of Secaucus (10.3 percent), Hudson County (9.4 percent), Bergen County (7.6 percent), and Essex County (11.2 percent) (U.S. Census 2016).

Table 5-4 Percentage of Disabled Citizens by Municipality, County, State

Area	Percentage of Disabled Citizens
Town of Kearny	9.4
Jersey City	9.9
Hoboken City	5.7
Township of Lyndhurst	11.5
City of Newark	13.7
Township of Weehawken	6.7
Township of West New York	10.1
Township of North Bergen	9.6
City of Bayonne	8.9
Union City	10.0
Town of Secaucus	10.3
Hudson County	9.4
Essex County	11.2
Bergen County	7.6
New Jersey	10.5

***Source: U.S**. Census 2016*

5.4 PROBABLE IMPACTS OF THE PROJECT ALTERNATIVES

5.4.1 No Action Alternative

Under the No Action Alternative, the proposed Project would not be constructed and NJ TRANSIT and Amtrak would continue to be served by the existing commercial grid. Without the microgrid, commuter and intercity rail service in Amtrak's and NJ TRANSIT's core service territory would remain vulnerable to power outages. Under the No Action Alternative, other planned and programmed transportation improvements for which commitment and financing have been identified would take place by 2021. These include projects in NJ TRANSIT's Resilience Program, Amtrak initiatives that will affect operations on the Northeast Corridor, and HCIA plans for warehousing development on portions of the Koppers Koke Site.

In the absence of the proposed Project, Amtrak plans to completely replace and rebuild Substation No. 41. The existing lattice towers in Cedar Creek Marsh South will be replaced with a monopole. Amtrak is currently proceeding with reconstruction of certain elements of Substation No. 42, located east of the project area at the entrance to the North River Tunnels in Weehawken, NJ, including the installation of a new Control House. Under the No Action Alternative, NJ TRANSIT intends to acquire the 20-acre parcel (Preferred Alternative Project Component A) on the Koppers Koke property as well as the six-acre parcel (Preferred Alternative Project Component B) located south of the Morris & Essex Line (due to a property

settlement, as described in Chapter 2). Since NJ TRANSIT-owned property is exempt from property tax obligations, any land acquired by NJ TRANSIT would not generate tax revenue for the municipalities in the Meadowlands District. In addition, the Koppers Koke Site is in a redevelopment zone that is tax exempt and therefore any development in this area would not generate revenue for the municipalities in the Meadowlands District. As such, under the No Action Alternative, properties will be taken off the tax rolls as part of NJ TRANSIT's property tax exemptions. No changes to social conditions would be expected under the No Action Alternative and no new employment opportunities would be realized.

5.4.2 Build Alternative

The Build Alternative would not increase commuter rail service, and would not affect population or otherwise induce population growth or development. There would be no direct or indirect displacement of businesses or residences in the study areas. Electrical lines would be installed within existing, active railroad corridors that are prevalent with utility lines. As discussed in Chapter 16, "Safety and Security," there would be no impact to the public from electromagnetic fields (EMFs). As a result, no impact to population density, population projections, or the percentage of elderly/disabled populations is expected.

As the proposed Project is located within an existing industrial area and railroad right-of-way, components of the proposed Project would not affect neighborhood cohesiveness or demographics. Construction of the proposed Project, including installation of new monopoles, would be consistent with the existing railroad infrastructure and the general characteristics of the study areas. Therefore, the Build Alternative would not adversely affect attributes that contribute to community character, such as air quality, visual considerations, and public safety.

Similar to the No Action Alternative, since NJ TRANSIT-owned property is exempt from property tax obligations, the 26 acres that would be acquired for Project Components A and B would not generate tax revenue for the municipalities in the Meadowlands District[8]. As with the No Action Alternative, the Koppers Koke Site is in a redevelopment zone that is tax exempt and therefore any development in this area would not generate revenue for the municipalities in the Meadowlands District. Some temporary jobs would be created during construction, which is expected to last no more than 48 months. A small number of permanent jobs would be created to operate the Main Facility (approximately 30 full-time positions), which would not be expected to meaningfully affect employment statistics or the economic base of the study area, but nonetheless is a positive impact.

The proposed Project would benefit the regional economy during power outages of the commercial grid by providing a reliable electric power source to maintain regional mobility in the NJ TRANSIT and Amtrak core service territory. During an evacuation, commuters would have access to designated central meeting points, such as schools, hospitals, and safe shelters. Employees using public transportation can access important community facilities to direct public safety. Under normal conditions, the microgrid would generate "behind the meter" loads, which refers to a self-generating energy system that does not require energy from the commercial electric utility. Thus, the Build Alternative would provide for a more reliable

[8] There is a tax sharing program among the 14 municipalities that extends into the Meadowlands District.

electric system resulting in economic benefits related to improved resiliency and potentially improved ridership for commuters based on increased confidence during emergency situations.

5.5 SUMMARY OF SIGNIFICANT ADVERSE IMPACTS AND MITIGATION MEASURES

The Build Alternative would not result in adverse impacts on socioeconomic conditions; therefore, no mitigation is required. Under normal operations, there would be a positive impact with the creation of approximately 30 full-time positions. Under emergency operations, there would be a positive effect in that commuters, including elderly and disabled citizens, would have reliable transportation during commercial power grid outages. There would be no negative socioeconomic effects resulting from the proposed Project under normal or emergency operations.