Chapter 8

8.1 INTRODUCTION

This chapter considers the potential for the proposed Project to affect visual quality in the Area of Visual Effect (AVE), by identifying the extent to which the elements of the Build Alternative are visible and evaluating the consistency of the Build Alternative with the existing visual environment.

8.2 REGULATORY CONTEXT AND METHODOLOGY

This analysis has been prepared in accordance with the *U.S. Department of Transportation Guidelines for the Visual Impact Assessment of Highway Projects* (DOT 2015), which represents current best practices for conducting a thorough evaluation of visual impacts caused by a transportation project. The steps in the analysis include:

- 1. Identify viewsheds in the AVE, defined as what can be seen in the environment in and near the visible project components after consideration of physical constraints and the limits of human perception.
- 2. Document the visual character in the AVE by describing natural and manmade features and identifying visual resources.
- 3. Identify the viewer groups whose views would be affected by the Build Alternative.
- 4. Assess the visual quality in the AVE and establish a set of key views that would serve as the basis for the characterization of visual impacts.
- 5. Assess the compatibility of the Build Alternative with the visual environment and the viewer sensitivity to changes in the visual character of visual resources to determine the degree of impact.
- 6. Develop mitigation or visual enhancement measures, if and where warranted.

As part of the Historic Architectural Resources Background Study and Effects Assessment (HARBS)/EA that was prepared for the proposed Project, a detailed viewshed analysis was conducted to account for potential visual and/or contextual effects (see Appendix C, "Historic Resources") (RGA 2017). In order to delineate the study area for the viewshed analysis, three techniques were employed: electronic viewshed mapping, computer-generated simulations of new monopoles, and stationary field reconnaissance from specific viewpoints. The AVE is based upon this viewshed analysis. The AVE for the proposed Project is shown on Figures 8-1 and 8-2. The viewshed analysis considered the project components that have the potential to affect visual quality of the localized and surrounding area. As a result, the AVE extends the farthest in the vicinity of Preferred Alternative Project Components C, D (including optional routing for Project Component D), and part of Preferred Alternative Project Component E, where monopoles up to



Path: \\atlas\GISDATA\Projects\NJ_Transit\Tier3\TransitGrid\2019_DraftEIS\Rev0\Figure8_1_VisualQuality.mxd



220 feet in height are proposed. The remainder of Preferred Alternative Project Component E and all of Preferred Alternative Project Components F and G, involve the construction of elements that would be lower in height (e.g., 65-foot-tall monopoles and 39-foot utility poles). Therefore, the AVE for Preferred Alternative Project Components A, B, F, G and part of Preferred Alternative Project Component E are smaller than the AVE for the other components.

8.3 AFFECTED ENVIRONMENT

The AVE for the Preferred Alternative Project Components A through G is described below.

8.3.1 Project Components A and B

Preferred Alternative Project Components A and B and the larger Koppers Koke Site are located in a highly urbanized, industrial area that is characterized by relatively flat terrain and bordered by the Hackensack River (refer to the HARBS/EA in Appendix C for additional photos). The visual landscape is dominated by elevated highways and bridges (including the New Jersey Turnpike, Pulaski Skyway, and Wittpenn Bridge), railroad infrastructure (including the Northeast Corridor, the Morris & Essex Line, and the Montclair-Boonton Line), electrical lines, warehouses, and industrial buildings (see Photos 1 and 2). Much of the existing infrastructure in this portion of the AVE exceeds 150 feet in height. The lift towers on the existing Wittpenn Bridge are approximately 160 feet tall, and numerous utility monopoles, lattice towers, and cell phone monopoles and towers are in excess of 200 feet tall. As observed in the AVE in Industrial Kearny, lattice towers carry about 6 to 8 lines per tower, other utility poles carry 1 to 3 lines per tower, catenary poles on the Morris & Essex Line corridor in Kearny carry up to 20 suspended lines. The potential proposed range is 6 to 14 utility lines. However, the number of lines will be determined on actual final pole placement and connectivity.

Visual resources near Preferred Alternative Project Components A and B include the Hackensack River and several roadway and railroad bridges. The view corridor along the Hackensack River includes adjacent wetlands that are a part of the ecologically sensitive Meadowlands District, the Koppers Koke Site, and other industrial waterfront properties. Roadway and railroad bridges traversing the Hackensack River in the area include: the Lower Hack Draw Bridge, the Wittpenn Bridge, the Pennsylvania Railroad Harsimus Branch (Conrail/CSX) Bridge, and the Pennsylvania Railroad (PATH) Bridge. These four bridges are historic resources and together form the National Register of Historic Places (NRHP) eligible Hackensack River Lift Bridges Historic District (see Chapter 9, "Historic Resources"). The only landside viewsheds to the Hackensack River are from a limited portion of Route 7 and other nearby industrial properties. Despite the proximity of Route 7 and Fish House Road to the Hackensack River, views of the proposed locations of Preferred Alternative Project Components A and B and the Hackensack River are limited due to low roadway elevations, the presence of large industrial buildings, and intervening roadside vegetation. Motorists crossing the Wittpenn Bridge (Route 7) have brief and partially obscured views of the Hackensack River view corridor, due to the truss framework of the bridge itself, and a distant view of Preferred Alternative Project Component A. The new Wittpenn Bridge is currently under construction and will accommodate bicycle and pedestrian traffic and introduce new viewers to the study area (NJDOT 2016). NJ TRANSIT passengers on the Morris & Essex Line have intermittent and brief opportunities to

view the Hackensack River, as well as the proposed locations of Preferred Alternative Project Components A and B (see Photo 3). Amtrak and NJ TRANSIT passengers on the Northeast Corridor have distant views of Preferred Alternative Project Component A; Preferred Alternative Project Component B would not be visible to these travelers due to its distance from the railroad.

In general, the landside viewer groups of the existing Preferred Alternative Project Components A and B sites are limited to motorists on Route 7 and workers at the industrial properties in and around the Koppers Koke Site. Viewer sensitivity of workers is considered low since employees are presumed to be engaged with business activities. Viewer sensitivity of motorists (and passengers on railroads) is also considered low because the high rates of speed preclude fixed views of their surroundings. Viewer sensitivity of bicyclists and pedestrians is considered high, although as explained above, bicyclists and pedestrians crossing the Wittpenn Bridge (Route 7) would have brief and partially obscured views of the Hackensack River view corridor, due to the truss framework of the bridge itself, and a distant view of Preferred Alternative Project Component A.

The only waterside viewshed to Preferred Alternative Project Components A and B and the Hackensack River is from the Hackensack River itself. Landside green spaces such as the Riverbend Wetland Preserve (which is outside of the AVE) are not publicly accessible and while Laurel Hill Park (also outside of the AVE) fronts the eastern shore of the Hackensack River in Secaucus, there is no view from the park to the site of Preferred Alternative Project Component A, due to the bend in the river and the intervening bridges (see Photo 4). Therefore, boaters comprise the only viewer group in the waterside viewshed. Boaters, including kayakers and small pleasure craft operators, travel along this segment of the Hackensack River. Hudson County offers free public boat launches and the Hackensack Riverkeeper (a nonprofit advocacy group whose mission is to represent the natural living resources of the Hackensack River) maintains a paddling and boating center within Laurel Hill Park that provides seasonal weekend canoe and kayak rentals. While boaters constitute a viewer group that is seasonal and relatively few in number, viewer sensitivity is considered high, especially for recreational boaters who spend longer periods out on the water.

8.3.2 Project Components C and D

The AVE associated with Preferred Alternative Project Components C and D is an industrial landscape with warehouse/industrial buildings, trailer/container storage, and limited vegetation. Existing lattice towers, monopoles, and cell phone towers (several in excess of 200 feet tall), along with elevated highways and bridges, are visible from most locations within the study area (see Photos 5 through 8). Existing towers and rail infrastructure currently carry a range of 1 to 20 suspended lines in the AVE of Project Components C and D. The potential proposed range is 6 to 14 utility lines. However, the number of lines will be determined on actual final pole placement and connectivity.

Visual resources within this portion of the study area include the Hackensack and Passaic Rivers and the Pulaski Skyway. Several historic railroad bridges that cross the Hackensack River (discussed above) are also visible from portions of the study area. From some vantage points, these visual resources are visible to workers at industrial properties in the study area; travelers on the Morris & Essex Line, PATH, and the Northeast Corridor; motorists on the New Jersey Turnpike, Pulaski Skyway, and local access roads; and

boaters and small pleasure craft operators on the rivers. As stated above, viewer sensitivity of workers is considered low since employees are presumed to be engaged with business activities; viewer sensitivity of motorists (and travelers on railroads) is considered low because the high rates of roadway speed preclude fixed views of their surroundings and conversely viewer sensitivity of boaters is considered high.

8.3.3 Project Component E

The electrical line route for Preferred Alternative Project Component E extends east from the Main Facility, over the Hackensack River, and along the Morris & Essex Line to Henderson Street Substation. The Kearny portion of the AVE is an industrial landscape with warehouses and industrial buildings, tall lattice towers, monopoles, cell phone towers, and elevated highways and bridges (see Photos 9 and 10). Visual resources in the western portion of the AVE include the Hackensack River and several bridges. Views of the electrical line route are available to travelers on the Morris & Essex Line, workers in the industrial areas, motorists on local roadways, and boaters on the Hackensack River. The towers of the Lower Hack Bridge currently support several visible electrical lines (see Photos 11,12 and 13). Existing monopoles and lattice towers run parallel to the rail corridor just to the south as observed in Photo 11 where they carry up to 16 lines and up to 16 lines/electrical wires are also visible on the Lower Hack Bridge to commuting rail passengers. Lattice towers with up to 8 lines are also visible to passengers with a view point to the north. The potential proposed range is 6 to 14 utility lines. However, the number of lines will be determined on actual final pole placement and connectivity.

An existing power generation facility (with smokestacks approximately 499 feet tall) is located on the eastern shore of the Hackensack River (see Photo 13). The electrical line route continues east through an industrial section of Jersey City that sits along the bank of the Hackensack River and passes Saint Peter's Cemetery to an intersection with John F. Kennedy Boulevard (see Photo 14; refer to the HARBS in Appendix C for additional photos).

A substantial portion of the Preferred Alternative Project Component E electrical line route lies within NJ TRANSIT's existing Bergen Tunnels. East of the tunnel portal in Jersey City, the route traverses a small segment of a high-density mixed-use neighborhood with commercial, institutional, and residential uses in the route to Hoboken Yard (see Photos 15 and 16). There are no visual resources or view corridors in the eastern portion of the route. Views of the electrical line route are available to travelers on the Morris & Essex Line and area workers and residents in the western portion of the AVE. Viewer sensitivity of workers is considered low since employees are presumed to be engaged with business activities. Viewer sensitivity of motorists (and travelers on railroads) is also considered low because the high rates of speed preclude fixed views of their surroundings. As explained earlier, viewer sensitivity for boaters is considered high, especially for recreational boaters who spend longer periods out on the water. Residents are considered to be sensitive viewers as they would have views of longer duration.

8.3.4 Project Component F

The Preferred Alternative Project Component F consists of electrical power connectivity to the southern portions of HBLR by construction of a small "nanogrid" (or two emergency standby generators) on NJ TRANSIT-owned property at the HBLR Headquarters facility. A small portion of the HBLR Headquarters

property is visible from nearby residential apartment buildings (see Photos 17 through 19). Primary viewer groups within the study area include train passengers, and workers, both of which have low viewer sensitivity. Residents within the AVE would be considered sensitive viewers as they would have views of longer duration. Existing utility poles and rail infrastructure currently carry a range of 10 to 12 suspended lines in the AVE of Project Component F. The potential proposed range is 6 to 14 utility lines. However, the number of lines will be determined on actual final pole placement and connectivity.

8.3.5 Project Component G

Preferred Alternative Project Component G is located in a highly urbanized industrial area that is characterized by relatively flat terrain located west of the Hudson River. Existing overhead electrical lines on utility poles are visible from most locations within the study area. Overall, the visual character of the study area is dominated by transportation use, specifically railroads. The HBLR alignment travels through a mix of residential, commercial, and industrial areas. Visual resources in the study area include the Hudson River and several parks, such as Liberty State Park. Views of the New York City skyline are available from locations along the Hudson River and from Liberty State Park. Viewer groups within the study area include residents, workers, motorists, travelers on railroads, and park visitors. Residents and park visitors are considered to be sensitive viewers as they would have views of longer duration. Viewer sensitivity of workers is considered low since employees are presumed to be engaged with business activities. Viewer sensitivity of motorists (and travelers on railroads) is also considered low because the high rates of speed preclude fixed views of their surroundings. Along the Project Component G corridor existing towers carry 1 to 6 lines and rail infrastructure/ poles currently carry a range of 2 to 4 suspended lines in the AVE of Project Component G. The potential proposed range 6 to 14 utility lines. However, the number of lines will be determined on actual final pole placement and connectivity.

8.4 PROBABLE IMPACTS OF THE PROJECT ALTERNATIVES

8.4.1 No Action Alternative

Under the No Action Alternative, the project components would not be constructed and NJ TRANSIT and Amtrak would continue to be served by the existing commercial grid. Under the No Action Alternative, other Non-Project 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 and Amtrak initiatives that will affect operations on the Northeast Corridor. Planned re-development projects within the Redevelopment Area (described in Chapter 3, "Land Use, Zoning, and Public Policy") include warehouse facilities, which would modestly change the visual landscapes of the Kearny peninsula, as they would introduce new structures adjacent to the Hackensack River.

In the absence of the proposed Project, Amtrak has plans to completely replace and rebuild Substation No. 41. Two existing lattice towers in Cedar Creek Marsh South that carry electrical lines to Substation No. 41 will be replaced with one monopole. Under the No Action Alternative, NJ TRANSIT intends to acquire the 20-acre parcel on the Koppers Koke property as well as the adjacent six-acre parcel as part of a property settlement as described in Chapter 2. Under the No Action Alternative, the 20 acres that

NJ TRANSIT is acquiring would likely be used for ancillary railroad purposes. Overall, no impact to visual quality is expected under the No Action Alternative.

8.4.2 Build Alternative

Project Component A

Preferred Alternative Project Component A would introduce new infrastructure (the Main Facility) adjacent to the Hackensack River. It would be built on a vacant brownfields property and would be contextual with the surrounding industrial nature of the Kearny peninsula. Motorists on Route 7 and workers at adjacent properties within the Redevelopment Area would have views of the Main Facility. As explained above, these viewer groups have low sensitivity to changes in the visual environment. Bicyclists and pedestrians crossing the Wittpenn Bridge would have distant and partially obscured views of Preferred Alternative Project Component A. Preferred Alternative Project Component A may be briefly visible to rail passengers along the Morris & Essex Line and more distantly visible to Amtrak and NJ TRANSIT passengers along the Northeast Corridor. While Preferred Alternative Project Component A would be visible from certain limited locations, it would not block any important views within the Hackensack River viewshed. Boaters on the Hackensack River may be able to view elements of Preferred Alternative Project Component A; however, the site has been elevated and the existing bulkhead would continue to be the most prominent visual element. The proposed improvements would be in context with the industrial landscape, the existing and planned warehouses and industrial buildings, and the railroad and utility infrastructure elements. As a result of these considerations, Preferred Alternative Project Component A is not expected to result in significant visual impacts.

Project Component B

Project Component B involves construction of an underground gas pipeline (to fuel the proposed microgrid) and a gas metering station enclosed in a small structure, security fencing, and other security improvements. Due to the limited nature of these improvements, construction of Project Component B would not block views within the Hackensack River viewshed and would not result in significant visual impacts.

Project Components C and D

As discussed in Chapter 2, "Project Alternatives," this DEIS evaluated three design options for Project Components C and D (see Photo 20): 1) all electrical lines installed overhead on monopoles (up to 220 feet); 2) all electrical lines installed underground in duct banks; and 3) a combination of using overhead (monopoles) and underground (duct banks) options. The third alternative was selected as the preferred design option based on various site-specific factors, such as access, site constraints, localized geology, areas of known contamination and documentation/survey of existing utilities (both overhead and underground). Construction impacts to existing utilities may result in interruptions to public utilities and/or transportation service delays and therefore, the project is being designed to avoid these interruptions. As explained above, the current visual landscape includes numerous utility monopoles, lattice towers, and cell phone towers in excess of 200 feet tall. The new monopoles would be in context

with the existing industrial character of the AVE. Travelers on the area's public transportation, motorists on the area's roadways, workers at nearby industrial properties, and boaters on the Passaic and Hackensack Rivers would have views of the new electrical lines. However, the new monopoles would not obscure any view corridors nor would they block any views of visual resources. The introduction of the new visual elements would not be considered an adverse visual effect due to the prevalence of similar infrastructure in the industrial area of Kearny.

Views of Cedar Creek Marsh South are extremely limited due to its location between the Northeast Corridor and the Morris & Essex Line. The replacement of Amtrak's Substation No. 41 with the new Kearny Substation and any new monopoles would not represent a substantial change from the existing infrastructure and would not impact visual quality in this area.

Overall, the proposed monopoles are expected to be compatible with the visual character of the AVE. Where the electrical lines are installed in underground duct banks, there would be no adverse visual impacts. As a result, Preferred Alternative Project Components C and D, and the optional routing for Project Component D, are not expected to result in significant visual impacts.

Project Component E

The preferred design option for electrical lines for Preferred Alternative Project Component E from the Main Facility to the Hackensack River would be a combination of using overhead monopoles (up to 220 feet tall) and underground duct banks. The new monopoles would be in context with the existing industrial character of the study area and the scale of the existing transmission lines, monopoles, lattice towers, and cell phone towers. Options for crossing the Hackensack River include a submarine cable laid on the river bottom, a directional drilled cable below the river bottom, or an aerial crossing approximately 50 feet north of the Lower Hack Bridge. While the first two options would be primarily below grade, structures would be required on either side of the Hackensack River for the transition from monopoles to underground electrical lines. These structures would be visible to travelers on the Morris & Essex Line, workers in the industrial areas, motorists on local roadways, and boaters on the Hackensack River. The third option, which is the preferred option, would involve the installation of new poles up to 220 feet, one on either side of the river. The proposed poles and electrical lines over the Hackensack River would be similar in character to existing lattice towers and overhead electrical lines that are located just north of the bridge. These improvements would not block any views of the river or bridge. At the Bergen Tunnels, the electrical line would travel through the south tunnel in a duct bank and would not be visible.

The above-ground portions of Preferred Alternative Project Component E would be visible to motorists on study area roadways, rail passengers, workers and residents in the vicinity, boaters on the Hackensack River, and pedestrians and bicyclists on the Wittpenn Bridge. Proposed monopoles east of the Hackensack River would be no more than 65 feet tall; the change in visual quality resulting from their construction would not be significant since the new monopoles would be similar in scale and character to existing infrastructure prevalent throughout the study area. The new NJ TRANSITGRID East Hoboken Substation would be located in an isolated parcel, owned by NJ TRANSIT, between the existing railroad and roadways. While the new NJ TRANSITGRID East Hoboken Substation would be visible from certain locations, it would be consistent with the surrounding visual character. Where the electrical lines are installed in underground duct banks, they would not be visible and therefore would not result in adverse visual impacts. Overall, Project Component E is expected to be compatible with the visual character of the AVE and would not result in significant adverse visual impacts.

Project Component F

At the HBLR Headquarters property, which is the proposed location of the nanogrid for electric power connectivity to the southern portions of HBLR (Preferred Alternative Project Component F), the surrounding areas are highly developed urban areas. This portion of the study area includes rail line, warehouses and other industrial infrastructure. The maximum height of the equipment installed for the nanogrid would be 25 feet above the ground surface. Much of the existing infrastructure in this portion of the AVE exceeds 25 feet in height. The nanogrid would be smaller in scale and similar in character to existing infrastructure in the study area. As a result, Project Component F is not expected to result in significant visual impacts.

Project Component G

Utility work included in Preferred Alternative Project Component G would be entirely within the existing HBLR right-of-way. The preferred design option will consist of a combination of new utility poles (up to 39 feet tall), underground duct banks and attachment to existing HBLR structures. The aboveground electrical lines would be visible to residents, workers, and motorists on local roadways, as well as rail passengers and park visitors. The proposed 39-foot-tall monopoles would not block views to any visual resources or change the visual quality since the new monopoles would be located in an existing transportation right-of-way and would be similar in scale and appearance to existing poles and overhead electrical lines prevalent throughout the study area. Overall, the proposed monopoles are expected to be compatible with the visual character of the study area. Where the electrical lines are installed via underground duct banks or attached to existing HBLR structures, the electrical lines would not be visible and therefore would not impact visual resources. As a result, Project Component G is not expected to result in significant visual impacts.

8.5 SUMMARY OF SIGNIFICANT ADVERSE IMPACTS AND MITIGATION MEASURES

The Main Facility and natural gas pipeline connection will be constructed in an existing industrial area. The new substations and the nanogrid would be consistent with surrounding visual character. Under the preferred design option for the electrical lines (i.e., a combination of monopoles, duct banks and attachment to existing NJ TRANSIT owned structures [HBLR]), where the electrical lines are installed on monopoles, the new monopoles will be designed to complement the existing visual character in the various project areas. Where electrical lines are installed in underground duct banks, or attached to existing infrastructure, there would be no impact to visual resources. While the design option for all electrical lines to be installed in underground duct banks would have no impact to visual resources, this option is not feasible based on various site-specific factors, such as access, site constraints, localized geology, areas of known contamination and documentation/survey of existing utilities (both overhead and underground). Construction impacts to existing utilities may result in interruptions to public utilities

and/or transportation service delays and therefore, the project is being designed to avoid these interruptions.

No significant adverse impacts on visual quality or visual resources would be expected to result from implementation of the Build Alternative and the preferred design option for electrical lines. Therefore, no mitigation is required for the Build Alternative and preferred design option for electrical line installation.

Chapter 8: Visual Quality Photos

Project Components A and B



Photo 1: View west towards the New Jersey Turnpike and the Hackensack River from the Koppers Koke Site, photo taken within proposed Project Component A footprint. While the physical terrain is relatively flat, the visual landscape from this vantage point is dominated by the elevated highway, tall utility poles, and railroad infrastructure.



Photo 2: View east toward existing utility infrastructure and industrial development from the Koppers Koke Site, photo taken within proposed Project Component A footprint.



Photo 3: View north towards proposed Project Component A of the Koppers Koke Site and the Hackensack River from the Morris & Essex Line. The proposed locations of Project Components A and B are visible from the Morris & Essex Line.



Photo 4: View southwest toward the Hackensack River and the New Jersey Turnpike from Laurel Hill Park in Secaucus. Project Component A is not visible from Laurel Hill Park due to the bend in the Hackensack River and the New Jersey Turnpike Bridge. Therefore, boaters comprise the only viewer group in the waterside viewshed.

Project Components C and D



Photo 5: View southwest toward the Morris & Essex Line from the Mason Substation in proposed Project Components C and D. Tall utility towers are visible from the Morris & Essex Line.



Photo 6: View southwest toward the Morris & Essex Line from Mason Substation of proposed Project Component C. Tall monopoles, lattice towers, and electrical wires are visible adjacent to the railroad right-of-way.



Photo 7: View east toward the Morris & Essex Line from the Mason Substation within proposed Project Component D. Tall utility poles, lattice towers, and electrical lines are visible from the railroad right-of-way.



Photo 8: View north toward Mason Substation and existing utility infrastructure from the Morris & Essex Line.

Project Component E



Photo 9: View east towards the Lower Hack Bridge and the Morris & Essex Line from an access road. Tall monopoles, lattice towers, and electrical lines exist adjacent to the railroad right-of-way within proposed Project Component E.



Photo 10: View east towards the Lower Hack Bridge and existing utility infrastructure from the access road. Utility infrastructure can be seen by travelers on the Morris & Essex Line, workers in industrial areas, motorists on local roadways, and boaters on the Hackensack River.



Photo 11: View up close of the electrical wires attached to the Lower Hack Bridge, which are visible to passengers traveling on the Morris & Essex Line.



Photo 12: View north toward the Hackensack River from the Morris & Essex Line on the Lower Hack Bridge. Electrical wires attached to the Lower Hack Bridge are visible to railroad passengers. Tall electrical infrastructure is also visible in the distance from this perspective.



Photo 13: View north toward the Hackensack River and an existing power generation facility from the Morris & Essex Line. The far-right smokestack is approximately 499 feet tall. In addition, several tall lattice towers and utility poles are visible to railroad passengers on the Morris & Essex Line.



Photo 14: View southeast toward the proposed Project Component E electrical line from the Saint Peter's Cemetery in Jersey City.



Photo 15: View southeast toward the Morris & Essex Line's approach to Hoboken Yard from the 700 Grove Street Condos. The Morris & Essex Line and electrical infrastructure are visible from this mixed-use neighborhood.



Photo 16: View southwest toward the Morris & Essex Line's approach to Hoboken Yard from the 700 Grove Street Condos. The Morris & Essex Line and electrical infrastructure are visible from this mixed-use neighborhood.

Project Component F



Photo 17: View from HBLR Headquarters building facing north. Residential apartments are visible past the HBLR rail line.



Photo 18: View of the NJ TRANSIT-owned property between the HBLR Headquarters building (on right side of photo) and maintenance areas within the facility.



Photo 19: Another view of NJ TRANSIT-owned HBLR Headquarters facility storage areas. HBLR line splits in this area, line to West Side Avenue station is on left side of photo and line to Bayonne is on right side of photo.



Build Alternative, Project Component C&D, E

Photo 20: Rendering of proposed monopoles west of the Hackensack River.