HOBOKEN ZONING BOARD OF ADJUSTMENT
CITY OF HOBOKEN

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RE: 914-930 Monroe : SPECIAL MEETING
APPLICANT: Monroe Properties, LLC :September 30, 2014
Preliminary Site Plan Review and :Tuesday 7 p.m.
C & D Variances :
- X

Held At: 94 Washington Street
Hoboken, New Jersey

B E F O R E:

Chairman James Aibel
Vice Chair Elliot H. Greene
Commissioner Phil Cohen
Commissioner Michael DeFusco
Commissioner Antonio Grana
Commissioner Carol Marsh
Commissioner Diane Fitzmyer Murphy
Commissioner John Branciforte
Commissioner Tiffanie Fisher
Commissioner Owen McAnuff
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CHAIRMAN AIBEL: Good evening, everyone. Thank you.

Board members, Board members, professionals, thank you.

I would like to advise all of those present that notice of the meeting has been provided to the public in accordance with the provisions of the Open Public Meetings Act, and that notice was published in The Jersey Journal and city website. Copies were provided in The Star-Ledger, The Record, and also placed on the bulletin board in the lobby of City Hall.

If you would all join me in saluting the flag.

(Pledge of Allegiance recited)

CHAIRMAN AIBEL: Good evening, everybody.

We are at a special meeting of the Zoning Board of Adjustment. We have one matter on tonight, no administrative matters, so we will take the roll call and get going.

MS. CARCONE: Commissioner Aibel?

CHAIRMAN AIBEL: Here.

MS. CARCONE: Commissioner Greene?

VICE CHAIR GREENE: Here.

MS. CARCONE: Commissioner Cohen?

COMMISSIONER COHEN: Here.

MS. CARCONE: Commissioner DeFusco?

COMMISSIONER DE FUSCO: Here.

MS. CARCONE: Commissioner Grana?

COMMISSIONER GRANA: Here.

MS. CARCONE: Commissioner Marsh?

COMMISSIONER MARSH: Here.

MS. CARCONE: Commissioner Murphy?

COMMISSIONER MURPHY: Here.

MS. CARCONE: Commissioner Branciforte?

COMMISSIONER BRANCIFORTE: Here.

MS. CARCONE: Commissioner Fisher?

COMMISSIONER FISHER: Here.

MS. CARCONE: Commissioner McAnuff is absent.

Commissioner Tremitiedi?

COMMISSIONER TREMITIEDI: Here.

CHAIRMAN AIBEL: Great.

914-930 Monroe.

Good evening, Mr. Matule.

MR. MATULE: Good evening, Mr. Chairman.

Robert Matule appearing on behalf of the applicant, Monroe Properties.

Just by way of overview, this is an application for preliminary site plan approval and variances for a mixed-use project for the property fronting on Monroe Street, the west side of Monroe Street, basically between 9th and 12th Streets.

Mr. Marchetto, the architect, will go into more specific detail, but just as an overview, the project consists of two principal buildings with 515 residential units, approximately 39,000 square feet of retail space and a gymnasium, 24,500 square feet of office space, and 531 parking spaces.

There will also be approximately 63,000 square feet of open space, a little over an acre. And as part of our submission, we have indicated that the project will include 52 affordable units, which is the 10 percent requirement of the Affordable Housing Ordinance.

I have the testimony this evening of a representative of the applicant; our architect, Dean Marchetto, and our site engineer, Michael Dipple. We have our traffic consultant, Mr. Dean, and our planner, Mr. Kolling. I don't know how far we will get through that list this evening, but we will try to do our best.

But before I bring up Mr. Marchetto, I

would like to present the testimony of Jeff Mandelbaum, who is a representative of the applicant, just to give the Board kind of an overview of the history of this property, and how long they've owned it, what they've used it for, and their vision for the future use of it is.

So if there are no objections, I would like to call Jeffrey Mandelbaum.

MR. GALVIN: Raise your right hand.

Do you swear to tell the truth, the whole truth, and nothing but the truth, so help you God?

MR. MANDELBAUM: I do.

J E F F R E Y M A N D E L B A U M, having been duly sworn, testified as follows:

MR. GALVIN: State your full name for the record and spell your last name.

THE WITNESS: M-a-n-d-e-l-b-a-u-m.

CHAIRMAN AIBEL: All right. Your witness, Mr. Matule.

MR. MATULE: Thank you, Mr. Galvin.

Mr. Mandelbaum, you are a representative of Monroe Properties, the owner of this property, the applicant?

THE WITNESS: Yes.

MR. MATULE: And you are familiar with the property and its use?

THE WITNESS: Yes.

MR. MATULE: Could you give the Board and any members of the public who are here a brief history of the property and your ownership of it, how it has been utilized, and how you hope to use it in the future?

THE WITNESS: Sure.

So my family has owned the property for over 35 years. And as a background about my family, we are one of the larger private New Jersey real estate families. We have large homes and apartments, industrial, retail, office, and we have a lot of experience in all of those areas.

And for our assets, we pull things generationally, and we want great assets that are great parts of the community that can exist for generations. My family still owns the first property that my grandfather bought in Newark in the 1930s, and that is the way we operate, and we want to do something great with this property as well and own it for the next hundred years in our family.

We've had this property for years and we've been waiting. It's an industrial property in

an industrial zone, and we've had at least -- it was an industrial property for that time.

We have obviously thought of residential and mixed use for this property as the area has changed. In fact, we engaged Dean Marchetto back in 2006 to start looking at this.

Like many things, whether it was the redevelopment plan at the time, or the economy changing, things kept pushing the date back on where this was ripe to come in and look and seek for a variance or see what was happening in the town, and we are really at a crossroads now, where we thought it was appropriate to come in and seek this variance for several reasons.

First of all, we know 900 Monroe, which actually used to be part of the same building, they shared building systems, went in a couple of years ago, got a zoning variance, sort of the left half of our building, and now the right half, we are coming in for a variance as well.

As we get into the application, you will see we think that our building has a lot of elements that are even more of a benefit for the community than that, and in the park and the commuting services, the large retail, the green

building and all elements that you would want to see in a building.

Also, it is hard as an owner to have a property that there might be something that happens in town that enables you to go and build what everyone in the community wants.

We have been waiting and waiting, and I understand there is a Western Edge Redevelopment that Maser Consulting started, but we honestly don't know if it is five months, five years, 15 years, because, you know, previously you don't know that timing, and we are ready to go now.

It is hard as a landlord to try to keep a tenant short-term and flexible without really hurting value. And without an approval to really protect ourselves, we may have to do a long-term lease with an industrial tenant, because that is what we are right now, and then it could be another ten years before this is built, and all of the benefits that come with it in our vision would be there for the community that I think desperately needs what this property can bring.

(Commissioner McAnuff present)

So part of our vision for this property is, you know, this is one of the few sites in

Hoboken that is large. It is over four acres, and there is a lot that you can do for the community as really a beacon for that area in having a property this large.

First of all, rather than small buildings that get built with a couple thousand square feet of little mini retail, we can have large retail spaces, big box retail, destination for that area.

I went to one of the community meetings about the western edge, and the people living in this area are desperate for restaurants and larger retail, and even for this area of Hoboken, and this is next to the ShopRite, the light rail stop. It has got a lot of great benefits that enable us to go and provide a benefit to the people who live there.

You are going to see in our plans, we have put a lot of time and thought into it. We also have office and other aspects of the development, and some of this is, you know, we started with the guideline from the prior redevelopment and started as the thought, that is a little bit of what the town wants. That is what they are looking for in this area, but let's take that and do even more, do even more for the community. We want this to be a

great asset.

So I think, you know, having the large retail, the park, mixed use, including office, common space, the green circuit, all of the elements that the town is looking for is going to really make this a unique destination property that is going to totally transform the western edge of Hoboken for all of the residents there and actually for the larger Hoboken because of the ease of travel and the light rail.

So I know we have a great team of professionals here and, you know, we put a lot of time and thought into the presentation and the building and, you know, we hope you will look favorably on our application. I will let them tell you more about it.

MR. MATULE: Thank you Mr. Mandelbaum.

Any questions?

MR. GALVIN: I just wanted to let the record reflect that Mr. McAnuff arrived.

CHAIRMAN AIBEL: Board members?

MR. MATULE: Jeff, I just wanted to make sure that no Board members have questions.

CHAIRMAN AIBEL: We are opening it up to the Board members.

COMMISSIONER DE FUSCO: Mr. Mandelbaum, your family has owned the property for 30 years. It has been an industrial use for 30 years?

THE WITNESS: Yes.

COMMISSIONER DE FUSCO: If not approved, and I am not saying that that is at all what is going on, but if not approved, this would continue being an industrial use?

THE WITNESS: Well, it is zoned industrial, so I am not sure we really have any other options.

You know, the area has not been rezoned, so the only way for us to do this mixed-use project that I, you know, think the community wants is through a variance application.

COMMISSIONER DE FUSCO: Correct. Yeah, I agree with you.

THE WITNESS: Yeah.

COMMISSIONER DE FUSCO: As an industrial -- in an industrial zone, as the property owner, if not approved, you would be forced to find a tenant that is an industrial tenant --

THE WITNESS: Right.

COMMISSIONER DE FUSCO: -- anything that falls within, you know, that category?

THE WITNESS: That is right.

And the problem is, you know, for tenants, they want to make an investment in the building, and no one is going to take a two-year lease and put real money in and do their fit-out and have that kind of commitment.

For us to really, you know, run our property properly, a tenant needs a long-term lease and we do to really, you know, to have them comfortable in there, and what the expectations of the market is. So that is the trouble that we have given the uncertainty going on in this area is, you know, we are trying to balance these things, and that is why we needed to come in here. We really couldn't wait. We've been waiting for years to come in.

We decided, you know what, we are going to come in. We're going to go for the variance application because otherwise, you know, you see the building there, and that is what it's probably going to be for a while until, you know, until that happens.

And, listen, for us as a family, we can wait. We have no debt on the property. If it takes ten years, it takes ten years, and our time line is

very long, but I don't know why that is needed, you know. So if it gets built in ten or 15 years, that's fine, but it would stay the way it is. That is really the only path for us as an alternative.

COMMISSIONER DE FUSCO: Thanks.

THE WITNESS: Sure.

COMMISSIONER GRANA: I have a question.

Mr. Mandelbaum, is the site currently occupied?

Does it currently have a tenant?

THE WITNESS: Yes, it does.

There is a tenant, CTX Lambie. They're in the paper distribution business, and they have been a very long-term tenant, but we keep doing these short-term extensions because we are waiting for something to happen. It has been very detrimental to us as a property owner to continue to do that for really what's been years now that we have been doing that.

COMMISSIONER GRANA: Thank you.

CHAIRMAN AIBEL: Board members, anything else?

COMMISSIONER COHEN: Can you just tell me what business is CTX Lambie is in?

THE WITNESS: Paper distribution. I

think they are like a third-party logistics company, and I believe their clients are like International Paper, so they have large -- when I've have gone in there, they have giant, giant rolls of paper. I mean, it is actually sort of interesting, if you ever want to go by, but that is the business they are in.

COMMISSIONER COHEN: Thank you.

CHAIRMAN AIBEL: And how long have they been in the property?

THE WITNESS: I'd have to look for the exact amount, but it's a long time. Certainly more than five years, maybe more than ten years.

CHAIRMAN AIBEL: Anything else, Board members?

COMMISSIONER MURPHY: I am just curious. You used the phrase "big box" retail.

THE WITNESS: Big box.

COMMISSIONER MURPHY: How many square -- I mean, I know we're going to get into that, but like what kind of -- I think Walmart when I think big box.

THE WITNESS: No, no, no, no.

COMMISSIONER MURPHY: Oh.

THE WITNESS: It's not that kind of

size, but you will see the retail.

I mean, typically when you look at these four-story stick buildings that go up in Hoboken, there is a little, you know, a little deli. There's a little nail salon, and they are doing these thousand square foot.

This is a property where maybe Dean can help me with the numbers --

MR. MARCHETTO: 40,000.

THE WITNESS: -- but there's over 40,000 square feet of retail, which means you can have a whole different set of retail that doesn't exist. You can have that 10,000, that 15, that 20, whether it is, you know, larger format restaurants, you know, whether it is, you know, companies like Best Buy, and you know, there is enlarged gyms and other things that the community would like. There is enough retail space here to do all of that.

And, again, this is a great location. You know, the property is over four acres, so you can -- you know, we can accommodate that, and we have a large park dedication that you will see as part of the presentation that's great, and still do all of that retail, and make it all work, and this is really I think a great spot to do it.

The light rail is right there. The ShopRite, which is already bringing retail traffic there, so it is really a one-stop area. We are going to trails and paths you can walk around and common areas, and it is really a design thought out for the community, you know, that it will be a relevant and an important property for 50 or a hundred years.

CHAIRMAN AIBEL: Could you sort of give us some color about how you arrived at the allocation among the retail, commercial and residential uses?

THE WITNESS: Sure.

So the retail is guided by the building footprint, and you know, you have the trade-offs. It is first floor. Second floor retail doesn't really work. You are really looking at the first floor retail and the footprint based on making the building to make sense. I know Dean will get into the locations of the building footprints with the park, looking at the existing streets and making it really esthetically pleasant, so that started with the retail, and then working on enough parking, and you'll also hear -- I know that some buildings in Hoboken go for a much lower parking ratio.

Again, we don't want to be short parking. We are not trying -- we're trying to build something that will last for a long time, so we actually have a very strong parking ratio in this building.

And then as we got into the rest of it, and we have a very heavy amenity building, the nice thing in being able to do a building that's over 500 units, and you will see, is we can do everything in this from basketball courts to bowling alleys, golf simulators, lounges, and this is really going to be a unique building for Hoboken because they can share all of those amenities.

And then what we also worked in, again, guided a little bit by the prior redevelopment plan, which we read, is the office component, and some live-work, sort of artist spaces, which are all worked into the design.

You know, the one comment I will have on the office side is we have office and we have a good amount of office, I think it is 30 --

MR. MARCHETTO: 25,000.

THE WITNESS: -- 25,000 feet, but the difficulty for us just from a real estate perspective, an office here is an office needs good transportation networks, because as a small firm,

you have five or ten people, and you can locate locally, and your employees are local. But if you are trying to attract a firm of 50 or a hundred thousand square feet, one of the first things that a company does is they do a study on where the employees live and what their commuting time is. And the places in Hoboken that are appropriate are near the Lincoln Tunnel, near the Holland Tunnel, near the Path station because they are easy to get to for people who are coming from all over the state.

The problem with this area for a large office component, in our mind, it is not as easy to get to. You have to come into Hoboken and then trans -- you know, this is in the middle back of Hoboken. And when you add that extra 15 or 20 minutes to the commute to get there compared to being located near the Path station, no one is going to lease there. There is just not going to be a demand for office, but we can do smaller offices there. And the other concept, you know, there's companies like WeWork, which are shared offices, which is very popular.

We actually have met them at the site, and we would consider doing something like that,

which is a great sort of shared office and provide more of this smaller firm, the tech companies, you know, a place that they can really work and grow their businesses within Hoboken, and that is sort of how we came to the office piece of it.

CHAIRMAN AIBEL: Thank you.

COMMISSIONER FISHER: I have a question.

How much -- when you were looking at the location and access and transportation, how much are you relying on do you think the light rail, and have you looked at the usage on the light rail?

THE WITNESS: That I probably have to leave for my experts.

But the light rail is going to be an important part, but also for our parking radio, we have almost a one-to-one parking ratio, which is very strong for a town like Hoboken, because we wanted to have the extra parking, so that it wouldn't be an issue.

You know, we are not trying to go as tight as we can, because again, we want this building to be -- we don't want to have issues, you know, in the next 50 years with parking.

I mean, also other things that we think

of and may not be as important, but, you know, when we look at the trends in apartment buildings, ceiling heights used to be eight feet. Now, they are nine feet, and they might be ten feet, so we don't want this to become obsolete. We went high on the ceiling heights, even though it's more of a cost for us, because we want this building to be right. I mean, that is the way we do things. It's a long-term view, so those will come out as they get into the technical parts of the presentation.

COMMISSIONER FISHER: Thanks.

One other quick follow-up.

I know you mentioned that you looked back at the prior Western Edge Redevelopment Plan, and they are in process now. Did you take into consideration like the results of the online survey? They had about 1200 Hoboken residents respond to it.

Did you look at the results of that?

THE WITNESS: I did.

I talked with Dave Roberts from Maser, and I went to the community session that they had probably a month ago or so and actually talked to a lot of people there and saw the results on all of the poster boards.

I was actually a little surprised on

how much the people there at least seemed to really feel like they are living in a no man's land and there are no amenities and services for them over there, and how, you know, a lot of their focus was, you know, on the elements that we put in.

It was very gratifying because, you know, we designed it a little bit in a vacuum, but to see that a lot of the things that came up in that are all in our design, and that was nice to see that we hopefully got it right for the most part. I mean, nothing is ever perfect, but we try to do what we can.

COMMISSIONER FISHER: Thank you.

THE WITNESS: Sure.

CHAIRMAN AIBEL: Let me open it up to the public.

Anybody in the public wish to ask the witness questions?

MR. EVERS: Is the architect going later?

CHAIRMAN AIBEL: He is.

MR. EVERS: Thanks.

CHAIRMAN AIBEL: All right. Seeing none, can I have a motion to close?

COMMISSIONER DE FUSCO: Motion to close

the public portion.

COMMISSIONER GRANA: Second.

COMMISSIONER MURPHY: Second.

THE WITNESS: Thank you.

CHAIRMAN AIBEL: All in favor?

(All Board members answered in the affirmative.)

COMMISSIONER DE FUSCO: Can I ask just one more question?

CHAIRMAN AIBEL: Okay.

COMMISSIONER DE FUSCO: I'm sorry.

THE WITNESS: No problem.

COMMISSIONER DE FUSCO: You spoke very vaguely about the possible tenants, but you also made a comment that you didn't want to wait much longer because you may have somebody on hold.

Is that -- what kind of tenants are you actually looking at?

Are there any on hold right now, pending approvals?

What kind of amenities are we actually talking about in terms of what you can claim people identified as a positive impact while you were at these community meetings?

THE WITNESS: I'm sorry.

Can you ask that one more time?

MR. MATULE: If I could just interject. I think -- and, Jeff, you can certainly answer -- but I think when Mr. Mandelbaum was testifying earlier about the tenants, he was talking about the industrial tenants in the building. I don't know that there is any potential tenants for this project.

THE WITNESS: For the retail, yeah. I mean, this project is not at the point that we would even start talking to retailers and seeing who would locate here. But just knowing the market and knowing this location, you know, we have a different set of retailers we can go to because of the size of the space.

And so I was trying to give an idea, you know, when I say "big box," this isn't hundred-thousand square foot Walmarts and Costcos and that, but for Hoboken "big box," which is really more of the medium-sized retailers. We can do the five, the ten, the 15, the 20,000 footers in that sub set, and that is what I meant, but we haven't started any discussions with anyone because that would be highly premature at this point.

COMMISSIONER DE FUSCO: Got it.

Thank you.

THE WITNESS: Sure.

CHAIRMAN AIBEL: Okay. Thank you.

Mr. Matule?

MR. MATULE: Okay. Mr. Marchetto?

MR. GALVIN: Yeah, I can do that.

Hi, how are you doing?

(Laughter)

Raise your right hand.

Do you swear to tell the truth, the whole truth, and nothing but the truth, so help you God?

MR. MARCHETTO: Yes, I do.

D E A N M A R C H E T T O, having been duly sworn, testified as follows:

MR. GALVIN: State your full name for the record and spell your last name.

THE WITNESS: Dean Marchetto, M-a-r-c-h-e-t-t-o.

MR. GALVIN: Mr. Chairman, do we accept Mr. Marchetto's credentials as an architect?

CHAIRMAN AIBEL: If he represents that he has been practicing architecture since we last saw him.

(Laughter)

THE WITNESS: It's been a while.

CHAIRMAN AIBEL: It's been a while. Yes.

MR. MATULE: Thank you, Mr. Chairman.

Mr. Marchetto, as usual, if we are going to refer to exhibits --

THE WITNESS: I have five exhibits.

MR. MATULE: -- all right. Well, if you want, we can premark them right now.

THE WITNESS: How about A-1 will be an area site plan, and I will put this up.

(Exhibit A-1 marked.)

MR. MATULE: Okay. Again, just for the record, is this an area site plan?

MR. GALVIN: Is that to scale?

THE WITNESS: Yes, it is to scale.

(Laughter)

MR. MATULE: That is a two-easel site plan.

THE WITNESS: Yes, it is a long site.

And A-2 will be a photograph of existing conditions.

(Exhibit A-2 marked.)

MR. MATULE: That was taken by your office?

THE WITNESS: That was taken by me, yes.

MR. MATULE: What is A-3 going to be?

THE WITNESS: A-3 is a photograph of existing conditions, too.

(Exhibit A-3 marked.)

MR. MATULE: Okay. So that's a photo board with two existing conditions photos?

THE WITNESS: Yes.

Exhibit No. 4 is a proposed rendering.

MR. MATULE: Okay. A-4.

(Exhibit A-4 marked.)

THE WITNESS: A-5 you may not need to mark this as an exhibit, but these are the site plans that were submitted to the Board.

MR. GALVIN: They don't have to be marked.

THE WITNESS: Okay. So we only have four.

MR. MATULE: Thank you for that.

Okay. Mr. Marchetto, if you would, please describe the existing site and the surrounding area as it currently exists.

THE WITNESS: Yes. I am going to refer to these. I think that --

CHAIRMAN AIBEL: One second.

Can everyone see?

THE WITNESS: Should I move this central?

COMMISSIONER MURPHY: I'm okay right now.

CHAIRMAN AIBEL: You're okay?

VICE CHAIR GREENE: I can't see it, but I will stand up.

CHAIRMAN AIBEL: If anybody in the public wants to walk around and look at the board as Mr. Marchetto testifies, thanks.

THE WITNESS: Okay.

So this property is a very unique property. It's got a special condition. It is sitting at the edge of the city below the Palisades. It is sitting under the Doric parking structure, and it is adjacent to the light rail on the south side, and it is adjacent to a triangular piece of property on the northern side, so it is three blocks long.

I am going to refer I guess first to this area site plan, which shows the aerial view.

This here is 9th Street. Up here is the light rail stop.

Just to the left of the page is the

Metro Stop Building, which is an 11-story building. It's been there about five years.

This right here is the former Mandelbaum property. It's now Bijou's project. Bijou is building 900 Monroe right here. It is an 11-story building. This is the shape of the 11-story tower. This is the parking garage, and he has a green park connection to the circuit behind his building.

So somewhere between 9th and 10th in the middle of the block is where the Mandelbaum piece of property starts, in the middle of the block. The site goes all the way past what is the extension of 10th Street that does not exist now, 11th, all the way up to 12th.

So you can see as the railroad, which is at the top of the page bends around the bottom, you can see that the properties narrow down, and they get tapered, so it is really three -- two and a half lengths of a block.

This is Monroe Street, so it is Monroe between 9th, 10th, 11th, and 12th.

This exhibit here, and I will just hold it up, and then I will put it back again, is an aerial photograph, and perhaps this maybe is more

illustrative to help you see exactly where the property is.

This is the Bijou property that's under construction at 900 Monroe.

This is Metro Stop.

This is the right rail stop right here.

This is the Mandelbaum property, and it goes all the way up to here. You can see in this photograph the one-story industrial structure that's on the property now.

You can also see in the foreground a ShopRite building. It has been there, I'd say, about eight years, that ShopRite building, and the parking lot associated with that.

And then, of course, you can see the Palisades behind, which is -- and in between the Palisades and the building is the light rail that runs behind there, and this is the dark building on the Union City property.

So the next exhibit, again, just to put the project into context, is Exhibit A-3. This is a photograph of the aerial view. Again, the Doric, the light rail, Metro Stop, and the light rail right here, Monroe Street, and you can see right here, this is the Mandelbaum property, which is the

subject property for tonight.

As Jeff said, he hired me in 2006 to design this building. And while we have never been in front of the Board before, we have done several plans and reacting to City Council's actions and Planning Board's actions over the years.

In 2007, the city declared this area an area in need of redevelopment, recognizing that this is an industrial site in an area that is becoming something other than industrial, more notably residential and commercial.

In 2008, there was -- the Planning Board created a redevelopment plan for this area called the Western Edge Redevelopment Plan. That plan was in front of the Planning Board, but it was never approved by Council.

We waited. We waited for that plan. It didn't happen. It never got approved.

Then in 2010, another planning firm was hired, and they created another redevelopment plan for the Western Edge. This is that most recent Western Edge Redevelopment Plan. This also was never approved. So the property is an area in need of redevelopment, recognizing that it should change from what it is, but no formal plan.

So as the owner has said, he is stuck between a rock and a hard place. He has got a piece of property, and it's an industrial use. It is an outdated use for this area, and yet we don't have the zoning that allows us to transform it into something new.

So, therefore, after these two plans went forward, the only option we have is to come before the Zoning Board and present the case.

So for lack of any further or better understanding of what the community wants, we started off with this plan. That is the only guidance we really have as far as a beginning for what could be here.

So if you read this redevelopment plan, it talks about mixed-use for this area.

So when we had looked at the site, and we can see it here, there were several goals that came out of our design as objectives for this design and this site. The first goal was to create a mixed-use project that was truly a mixed-use, because that is what the redevelopment added in here.

This plan called for 40 percent office. Part of the reason why it did not get approved or

adopted by the Council is because the owners of the property in the area felt that this was not going to be a marketable use for commercial office space. But we have included a truly mixed-use building. We have commercial, office, large scale retail. We have residential and recreational.

So the second goal that we had for the project was to create a little bit of a retail node in the Northwest District. As you know, the Northwest District is typically also known as the Northwest Redevelopment District, and it by and large, except for the edge, except for the edge, calls for five-story buildings. It is five over one or four over one, five and six-story buildings.

Typically those building are square donut buildings that wrap around the perimeter of the block with a hole in the middle for light and air in the back, a parking garage on the ground floor and corner retail. Those types of buildings you can see in this rendering have been built over the last ten years, and this is the type of building that is in the Northwest District.

Because this building is -- this site is not a rectangular block, a typical Hoboken block, it is a linear thing that is against the light rail,

it has a different formal condition. It is triangular. It's linear, and therefore, in my opinion, deserves a different response. So you will see when I show you the design what the response is.

The third goal in this plan that we have adopted was to extend the green circuit and create a very recreational and park-like amenitized site.

What does that mean?

That means that we have a four-acre site of which 1.7 acres, 42 percent of our site is dedicated to open space, so that is a little bit less than half.

You will see when I go through the site plan, all of the open space that we have. We have also made a connection to a green circuit, which is in the plan, that is intended to be a walking trail and a bike trail or a recreational trail that ultimately wraps around the city.

Another goal for the project was to create a building that, believe it or not, hid the Doric parking lot structure from Hoboken --

(Laughter)

-- and I am going to refer to this drawing, because if you go down here, and you look

at this, this parking structure with its underside of steel columns is a dark dreary place, and if you go to the ShopRite, and you look up, and you see that in the back, we think that because our site is in front of that, the goal of this building could be to hide that view from Hoboken, and it's clearly an eyesore for us to be looking at that, especially in the winter when the trees and the leaves are bare especially.

And, again, with the retail, as Mr. Mandelbaum said, because you have the ShopRite here, because you have a parking lot associated with the parking, if we could put some retail on this site that kind of built off the energy of the retail from the supermarket, maybe we could create a place, a one-stop shopping place, where people in Hoboken can go do their food shopping, do their electronic shopping, do their dry cleaning, and maybe create like a little retail node that is a little different than you find on the corner stores on a typical block. Here is a chance to make a little bit of a town center almost, and this building could spark that kind of idea. So with that, we set about designing the project.

So I think the easiest way to get it

all in one shot is to show you this three-dimensional view, which I will hold up and then I'll turn it back.

Here is our three-dimensional rendition. In this photograph you will see things that you recognize, the ShopRite here, Metro Stop. You see the project here at 900 Monroe that's currently under construction. It is an 11-story building with a green roof on the deck and the roof.

Here is the beginning of the Mandelbaum site that goes all the way to here, and the park isn't shown in this drawing because it would get too small, so we will refer to this drawing here.

So this is A-4, and you can see that one of the first things that we did was divide the building in half. If you look at this photograph, again, looking at the overall site, you will see that the 10th Street view corridor that ends directly into the property. When we live in a city like Hoboken that is dense, and we have buildings on all four blocks, when you get to those intersections, it is really, really important to extend your view, so that when you get to an intersection, you can look north, east, south and west.

When you take a street in Hoboken, and you block one of those streets with a building, all of a sudden, you feel a little bit closed in. It is really important and it's common good planning to extend view corridors. We have done it at Maxwell House when we extended 11th Street down to the water, and here is the same thing.

We think -- and I'll refer to this plan here -- we think it is really, really important to take the building, break it in half, extend the view corridor through, so when you are on 10th Street, which dead ends into Hoboken ball field, you look west, you can see the Palisades.

In Hoboken, if you look east, you can see the Hudson River and the skyline. If you look west, you see the Palisades, and it is a green wall. It's actually, you know, a nice thing to look at as a terminus, so it is really important to us to extend that view corridor.

Now, this is not meant to be an opening that allows vehicles. This is for pedestrians. So in between the two buildings, there is a common plaza that is built. It is public space. You can walk up the steps to get out of the flood zone. We have to eventually bring this building out of the

flood zone. That area in town is notorious. It is one of the lowest parts of town, and as part of the new FEMA flood regulations, we are required to bring the elevation of a residential building and the lobbies up. So what we do here is we go from Elevation 5 stepping up to 8, and then eventually up to 13 and come back.

What you can see in this rendering is that once you come through this 10th Street corridor, you come out the back, and there is a trail that connects to the Bijou property behind, who has a continuing trail leading to the light rail, and then the trail continues in front of the Metro Stop and behind Metro Stop, and eventually all the way to the south end of town.

Each property along this western edge needs to do its part to continue that trail, so the trail here goes like this, bends around onto Monroe to a double landscaped sidewalk, comes into a park, and you can see on the third block, this is a recreational park that is a public park.

It has recreational facilities, a multi-purpose field here. It could be basketball, handball. It could be hockey. That's not ice hockey, but it's that modern plastic surface that

they do hockey on. Roll hockey, right? And then a green passive area, a gazebo, and some outdoor passive park areas.

So what we have done is we have taken the site, one long continuous site, broke it into three block sized components, two buildings, and one park. And you can see again in this photograph here, which is a rendered view, showing the buildings in place.

You can see here, I am sure that the issues that are probably most interested in by this Board are density and height.

The site plan, I think everybody will agree, that this idea of creating the green circuit, opening the 10th Street view corridor and not enclosing those intersections is good sound planning. But here, you can see what we are proposing.

The density for these projects is based on a 3.3 floor area ratio. The 3.3 floor area ratio is consistent with the western edge proposal for density, and it's consistent with most redevelopment plans that have been adopted in the City of Hoboken. It is less than the waterfront, but it's similar to the northwest, for instance. Even this here is at

3.0. The Northwest Redevelopment District has six-story buildings, five and six-story buildings, and is a 3.0 floor area ratio.

This is a proposal at 3.3, so we're just .3 above that, and if you have corners in this Northwest Redevelopment District, and you provide open space, you are entitled to go up to 3.3. So we maintain the density that is customary for this redevelopment area.

What we have done, however, is we created two separate buildings, one building south of 10th Street that is nine stories. It is eight and nine, and then this is a ten-story building on the north side.

In this building, and we can go to the plans, but the garage is buried inside of the building, so you never see the parking. The garage for the north building comes up, comes down, and enters the building from I guess this is 11th Street, comes in from 11th Street, and you don't see the parking in that building.

We have 531 parking spaces. That is the total number of parking spaces between the two buildings.

We have 515 residential units, and I

will take you through the plans, and we can look at where they are located and how big they are, and how they are configured.

But you can see here in the building that all of the roofs will be green. We are proposing this to be a LEED certified building with green roofs, recreation decks, and then the two different buildings.

There is an office component here on the north end that enters here and has its own separate entrance, and again, this is the view corridor that comes through on 10th Street.

So in short, you know, we have a four-acre site, 1.7 acres, and I'll turn this around. 1.7 acres is open space. We connected the green circuit, and you can see here that when you are on street level here, you will hide that Doric garage that overhangs into Hoboken.

So, again, the nine-story and ten-story building, 515 residential units. We have 25,000 square feet of office space, 39,700 square feet of retail/commercial, and that total is approximately 11 percent of the building, so we have about 11 percent non residential principal use.

At this point I guess I think what I

would like to do is maybe open up the plans and take you through the actual site.

Here is the set of plans that was submitted with the application --

MR. GALVIN: Just for clarification purposes, when we are doing the floor area ratio, you are including the entire triangular piece?

THE WITNESS: The tract, the whole tract.

MR. GALVIN: Okay.

THE WITNESS: Yes. And the site is like I said, four acres, and the site is 178,440 square feet. That is the area of the site, which is approximately 4.01 acres. It's almost exactly four acres.

MR. GALVIN: Right.

No. The question comes up because you are creating the view corridor and the park, and you know, I could see somebody in a different application trying to -- well, I guess you would want to include it, right?

THE WITNESS: Yes. It is designed to be included.

(Laughter)

MR. GALVIN: Oh, wait a minute.

(Laughter)

MR. MATULE: Thank you, Counselor.

THE WITNESS: That's exactly how FAR is measured. It is the amount of the principal use density over the tract area.

MR. GALVIN: Okay.

THE WITNESS: The fact that we are providing 1.7 acres as open space shouldn't penalize us, you know what I mean --

MR. GALVIN: No, it doesn't.

THE WITNESS: -- if that is where you are trying to angle on, I'm not sure --

MR. GALVIN: I never do that.

(Laughter)

THE WITNESS: So it is 3.3 FAR.

MR. GALVIN: I am trying to understand the case. Apparently I am a little slow to the party, but that is all right.

THE WITNESS: That is okay.

So here is the site plan. This is the set of drawings that was submitted with the application.

You can see here the zone map that shows how the property is situated within the redevelopment zone. You can see the I-1 Zone. You

can see this is the Northwest District in here, and we also have our zoning chart here on the right, and we'll get to that.

Again, there are several variances on the site. The most -- the most obvious variance is the use. Residential mixed-use is not permitted here. It is an industrial site, and that is the variance --

MR. GALVIN: Yes. I think from the architectural testimony, we shouldn't be going into the use variance. That should be the planner's testimony.

MR. MATULE: Absolutely.

MR. GALVIN: Okay.

MR. MATULE: I think Mr. Marchetto was just speaking anecdotally.

MR. GALVIN: Yes, I know, but just before we go there -- okay?

THE WITNESS: Okay.

MR. MATULE: Very good.

THE WITNESS: This here is the ground floor plan. The elevation here of the street is Elevation 5 above sea level.

So what we have here is we have a stepped site, so at 5, we have a setback of the

building, which is approximately 10 feet from the property line, which really is about a 20-foot setback from the curb approximately, and what you have is a sidewalk down here at grade. Then you have some ramps and landscaped stairways that get you up to an arcade, which is above the sidewalk about three feet.

While that retail will not be out of the flood zone, it will be out of the flood zone enough that most flooding will be mitigated. Flooding won't reach this retail.

If you have a Hurricane Sandy, at this point we will have to flood proof that retail, and that is required as part of the FEMA regulations.

What we have done is, instead of putting the retail right down on the sidewalk, where it will flood at every rain, we lifted it up three feet, but not seven. Seven feet is what is required for residential use, but the retail can be lower.

So you will have an arcade along the entire -- an open arcade along the entire front of both buildings, so that once you come to use the retail, and you can see on this floor plan that the retail will line up the south building, and it will line up the north building.

The entrance to the residential components of the building will be off this common center plaza, so it will be separate entrances. One on the right to the north building, and one on the left for the south building.

You will go into a lobby. You will have a mail room. You will have some amenity space here, and the amenity space, the lounge and the mail room is all open to this common space in the middle, so that that space is activated, so it feels like there is pedestrians. It feels healthy.

On the right-hand side, which is the north building, we have what Jeff Mandelbaum was telling you as the majority of our retail space. You will see that not only do we have retail that fronts along the street, but it goes deep into the back of the building on the ground floor, so that you will have a fitness area and some retail that isn't really defined yet. It is just an open tenant space to be divided up or to be used by whatever tenant we find will be suitable when it is time to lease. But you can see it is 19,000 square feet here, another retail space of 8,000 square feet, and another retail space here on the south building of just over 4,000.

Parking for both buildings are entered in two different locations. On the south building, the parking is entered -- you come down Monroe Street and make a right at the very end of the property, and you go into a garage that is buried inside the building. It's a multi-story garage, three levels, and it goes up inside the building.

The roof of that garage, and you will see on the later drawings, the roof of that garage is a common public space for the residents.

So here you have activated space on the plaza, retail on the sidewalk, activated space here on the plaza, so if you are walking through here, you feel like there are eyes on the street. It is lit and it's safe. Then behind it is a trail that takes you back to the light rail along here.

The parking entered on the north building is here on 11th Street. You will come down 11th Street over a paved area and into the parking area. You go up, and there is a multi-story deck in here. When you reach the roof of the parking lot, that's roofed over, so you don't see it from above, and it is also going to be a recreation space for the residents of the building.

Now, the office component is entered

here on the north end of the north building. There is a separate entrance with its own office lobby, and there is another small retail space on the corner, which will activate the park. So if people are in the park, this might be a place where you can get a soda, a pop, a hot chocolate in the winter. You know, it will be kind of like a cafe space because it's right on the park, and it is 745 square feet as a separate little space that has its own life on the edge.

And the mechanicals are here back against the light rail on the back side of the building, hidden from public view, so that is the first floor.

I am going to go back up now to the second floor, Page A-2. I'll start again on the south side.

You can see here that the parking garage goes up to the second floor. There is a mezzanine in the retail, so when you go into the retail space, it is a two-story height. It is a very nice very tall ceiling underneath there with very tall windows. A lot of light gets into that retail, and then inside there is a mezzanine, so you will have a second level for either seating or

display, and that's optional. We are showing it there because the building was there to accommodate it, but we included the square feet in the calculation.

Then, of course, in the lobby and the amenity spaces, that also is a two-story space. So when you walk into the lobby, it is not just an eight-foot ceiling, but it's double height. It gives you a really nice feeling, so it is a two-story activated window on that plaza.

On the north building, here again, the parking lot you see it just continues up. There is a ramp internally, and there's parking that goes up for maybe two or three floors here. Again, mezzanine space on the retail, and two-story spaces here in the lobby activating the public space. And then when you get on the second floor here, there is a separate 3,675 square foot office space on the corner.

So this is the mezzanine level, and there is another floor here, which is what we are calling this the second floor, even though it is really the third level because -- the mezzanine is an interstitial floor, so the floor has a very tall ceiling, and there's a level inside of it, so we are

calling that the mezzanine. It doesn't occupy more than one-third of the space below, so by definition it's a mezzanine.

COMMISSIONER MARSH: Can you talk just a little slower? I'm sorry.

(Laughter)

THE WITNESS: No problem.

COMMISSIONER MARSH: Thank you.

THE WITNESS: So on the second floor, the north building, here is where we start residential units.

Now, here on Monroe Street, and as we turn the corner into the public space, you start to see residential units, and those residential units are a liner building. It is a one single-loaded corridor. The parking is behind, and what that does is it hides the parking from view. So when you are on the street, and you look at that three-story garage, you don't see the garage. You see residential units with windows, shades, those kind of residential uses, lights on and off and activity.

Again, now you are up on the third deck of parking. The north building on the right side also has a liner that goes around the parking garage.

When I say "a liner," what I mean here is a single-loaded residential component that hides the parking. I can't have units on the back because it is dark against the parking, so the units only face towards the street, and behind me is a corridor, and the corridor faces the parking lot. That allows me to make sure that the front of this building has a pleasant activated feeling. You don't have the parking garage exposed. As you can see, it wraps the parking garage.

I am going to go to the next page, which is the third floor. At this point we are above the parking. I will start again on the south side and take you through here.

This now is a C-shaped double loaded corridor building. You can see maybe here, if you are looking at this site plan, when you look at the upper floors, it is a C-shaped building, and there is a courtyard above the parking level, which is the roof of the third floor.

So at this point the building turns to a C-shaped building. There is a common area on top of the garage that the units, we will call them courtyard units, that face south, so they get a lot of light, that have windows and private terraces

that are onto the courtyard.

You will also notice here on this floor that we have two amenity spaces, a media room and a lounge, so that people in the building can have a common area that opens up to a common area on the roof. So even if you don't have a view or you don't have a deck, or you can't get to the roof deck, you can come down here and have an outdoor space. So people in the building not only will be able to enjoy the public outdoor space, but we have also taken advantage of the roofs and parking decks to make them recreational and outdoor space for the residents.

On the north building here, what we have done is a line of building along the perimeter, just like the floor below, but behind the residential corridor is where we have our office space.

On this floor, which is the third floor, you will see that there is 20,000 square feet of office space on the west side of the corridor, and behind it is an open terrace again that is related to the amenities on this side of the building.

For instance, here on the third floor,

we have recreation spaces for a golf simulator, a bowling alley, lounge space with pool tables shown and kind of a common area for residents indoors and that opens up to a roof deck above the parking, where we are showing basketball courts and open space. It could also be a dog walking area out here. We are giving that some consideration, so residents in the building have a place on the third floor opposite the offices, and it would be buffered, but there is 20,000 square feet of office space.

Now, on the residential floor on this side, we have some live-work spaces. We have one, two, three, four, five live-work spaces, so they are opposite the office space. We think that if there's somebody who is maybe working here in an incubated space or a small office or a small studio, they may want to have a live-work space across, so these spaces will be reserved for live-work space.

If I continue on the fourth floor, and now the building continues as it goes up. However, on this fourth floor, the building that's on the north side sets back approximately about another 20 feet from the front street.

You can see here, once we get to the

fourth floor, the whole front of the building sets back again. And if I show you the rendering, it might be easier to see here. You can see once we get above the floor here, this top of the building sets back, so this becomes open space. It will be green space, and it will be overlooking the view, and it will have some private terraces for the units that are on that floor. So if you have one of these units here, this is called like a patio unit, you will be able to have private space, outdoor open space out there in front of your unit.

So as we go up, the plan just gets continuous, so it would go up to the fifth to the seventh floor. You can see it is identical. It's basically C-shaped here, and L-shaped on the north building.

The eighth floor is very similar, maybe a different configuration of unit types, but it is basically the same.

Now, when you get up to the ninth floor, the building here on Monroe just opposite the ShopRite stops at eight. And on the roof of the eighth story, we have an outdoor common space here, which is for the residents.

If you come up to the ninth floor, you

will be able to get off the elevator into a recreational room, a common room, a room that people can use for birthday parties or some events that they may have in their family, and then come out to an outdoor area here above the eighth floor. So this is an outdoor deck on top of the eighth story component, and then this becomes the ninth story component, so on the street it is eight stories stepping back the ninth.

On this side, the north side, as the Palisades continue to rise as we go north, the building is one story taller, and you can see here that there is one more floor of units, which is the tenth floor plan.

Typically it is a double loaded corridor similar to the floors below, and then you can see here as we get up to the tenth floor, which is the roof of the south building, this is a green roof. So the entire roof here, which you can see in this site plan, this is a green roof.

Then when you get up to the roof of the north building, it is green again, so there will be a green roof on top of the north building as well, and you can see that here.

Page A-11 is the technical elevations.

Here you can see floor-to-floor heights. On the top left, drawing number one, is the east elevation. This is the elevation along Monroe Street. You can see here in the foreground, this is the eighth story. The ninth story is behind, and then the tenth story is here on the right.

This portion of the building, as I showed you in 3-D, is set way back, another 20 feet back, about 40 feet from the curb line.

This is the open space between. You can start to see in here the landscaping and stairs that go up instead of there.

You can see on the ground here all of the big windows, which represent retail space with individual doors. If a tenant comes in and wants a space that is this big on the ground floor, one of these doors might be closed, or these could be individual stores depending on who is coming to lease.

You will also notice in the 10th Street view corridor, we lowered the height of the building and protruded it out into the bay to create some architectural definition and create a gateway to go through into that pedestrian plaza.

Now, the drawing here on the bottom

shows you what the entire block feels like. So you can see on the left side, 900 Monroe, and you can see on the right side the proposed buildings at 8th, 9th, and 10th, and the rest of the drawings are courtyard elevations and facade calculations.

MR. MATULE: Dean, what is the proposed unit mix?

THE WITNESS: Yes, I have it.

So there are 515 units, and of the 515 it has 49 studio apartments. These are rental apartments. These are not condominiums. These are rentals.

There are 284 one-bedroom units.

There are 153 two-bedroom units.

There are 24 three-bedroom units.

There are also 5 live-work units, so if you add that up, it is 515.

MS. BANYRA: Mr. Marchetto, can you read that again?

THE WITNESS: Yes.

There are 49 studio units, 284 one-bedroom units, 153 two-bedroom units, 24 three-bedroom units, and there are five live-work units. That is a total of 515.

MR. MATULE: The live-work, if I might,

Dean, and I am calling it "live-work," but that is really not defined in our ordinance, is the anticipation kind of a typical home occupation that's not really defined in the ordinance?

THE WITNESS: What we have done before in Hoboken, it is commonplace where a photographer or a studio of some kind or some kind of non -- some kind of use that is not an ironworker with welding, you know, something where you can work out of your home, if you have a little office, a professional or an artistic-type studio.

MR. MATULE: Home occupation?

THE WITNESS: Home occupation.

MR. MATULE: And I think you might have touched on it, but when you were talking about, I guess the third floor plan, where the office space is, that is accessed through -- that doesn't communicate with the residential portion, does it, its access?

THE WITNESS: There is a separate elevator lobby that comes up to this floor from the ground floor with its own entrance, its own separate lobby. You get off the elevator here, and this is the commercial space, so it has a separate --

MR. MATULE: So somebody wouldn't be

walking down the residential hallway to get into that live-work?

THE WTINESS: That is correct.

MR. MATULE: Okay. And the 11th Street, we're calling it 11th Street, where the entrance to the garage on the north building is --

THE WITNESS: Yes.

MR. MATULE: -- that is actually on the site, correct?

THE WITNESS: Yes.

MR. MATULE: It is not the intention to dedicate that to the city or anything?

THE WITNESS: No. Well, I think the public open space, I don't know how that legally will be arranged --

MR. MATULE: I'm not talking about the open space to the north, but I am actually talking about, quote, unquote, the street that goes to the parking garage.

THE WITNESS: Bob, I think that will be an easement across that space to get in. This is owned by the developer.

MR. MATULE: Yes, that is what I mean.

THE WITNESS: Yes. It's owned by the developer.

MR. MATULE: It is part of the site as opposed to typically when a big subdivision is done, you know, the roads are dedicated to the town. They are turned over to the town.

THE WITNESS: Right.

MR. MATULE: We are calling it 11th Street, but for all practical purposes, it is the entrance driveway --

THE WITNESS: Thank you for correcting me.

This is the 11th Street view corridor, but it is private, but it's accessible. People can drive there and be able to get into the garage from that street, and you might be able to do a turn-around in here and pick somebody up in the park. There is no gate, you know, that closes you off.

MR. MATULE: Okay.

I have nothing further.

THE WITNESS: Okay.

That concludes my direct testimony. I am ready to take questions.

CHAIRMAN AIBEL: Good.

Board members?

COMMISSIONER MC ANUFF: Yeah, I have a

question.

How many parking spaces are dedicated to the retail and office spaces?

THE WITNESS: Okay. On the front page here, there is a calculation, and I could tell you we have 530 -- we have 500 -- there is .78 spaces per residential units, so we have a little more than three-quarter parking space per unit.

There are 99 spaces for the retail, and there are 65 spaces associated with the office space.

CHAIRMAN AIBEL: What does the ordinance require?

THE WITNESS: I'm sorry?

CHAIRMAN AIBEL: What does the ordinance require for total parking?

THE WITNESS: Total parking required by the ordinance is 670. We have 531. 531.

COMMISSIONER GRANA: Question about the parking:

So it is not exactly one to one. I am trying to characterize. This is more of like a public parking garage type of operation?

THE WITNESS: Well, we have a retail component, and we have a floor dedicated to retail

parking, so that could be shared parking. For instance, during the daytime, that could be retail parking. During the evening, that could be residential parking. So depending on the management of the building to maximize and optimize the use of the parking space, that could be a shared parking situation.

But in order to, you know, dedicate the parking, so that we can compare it to the ordinance, we have initially allocated .78 for the residential units, 400 residential spaces, and then 99 for the retail, and 65 for the office.

But like I said, the office will be gone at night, the retail will be gone at night, and there is a way to utilize those parking spaces as overflow parking spaces.

Remember, we are right here on the light rail. There are a lot of places and people who come to Hoboken that don't have cars, and we think that this place would attract some of those type of residents.

MR. MATULE: I think Mr. Dean will talk more to that also during his testimony, our traffic engineer.

CHAIRMAN AIBEL: Board members?

Ms. Marsh?

COMMISSIONER MARSH: I had a question about the live-work spaces.

I mean, is there any -- I mean, what differentiates a live-work space from a regular residential apartment?

THE WITNESS: Just permitted to allow a commercial home occupation.

COMMISSIONER MARSH: I thought you were permitted -- I mean, doesn't the State of New Jersey allow you -- I mean, if you are a programmer, you can program from home, right?

THE WITNESS: No. But I guess if you want to entertain customers.

COMMISSIONER MARSH: Okay. But there is nothing that requires you to have that, right?

THE WITNESS: No.

COMMISSIONER MARSH: I mean, that's 500 square feet bigger than your two-bedroom or what's been a three-bedroom I think --

THE WITNESS: It is a little larger, so --

COMMISSIONER MARSH: -- so it could just as easily be --

THE WITNESS: -- you could have like an

office and --

COMMISSIONER MARSH: -- but nothing prevents it from being a four-bedroom apartment, right?

THE WITNESS: No.

COMMISSIONER MARSH: Okay.

COMMISSIONER MURPHY: Or a large space.

COMMISSIONER MARSH: Or a large space.

VICE CHAIR GREENE: Except for the lack of windows on either side because you need windows --

COMMISSIONER MARSH: Right, right.

MR. GALVIN: Speak up.

MR. MATULE: If I might interject, from a construction code perspective, could that space be laid out to be a four-bedroom apartment in terms of lights and windows and all of the things that you need in those live-work units?

I mean, typically that is what drives not making them --

MR. GALVIN: I have a question also kind of related to this --

THE WITNESS: It could be a four-bedroom unit, if you want.

MR. GALVIN: -- are we proposing five

live-work because we want to propose them, or do we have unique space that we're turning in -- I think we saw in the last case that we had some unique spaces that made sense to make live-work because --

MR. MATULE: Right.

THE WITNESS: Well, they can be accessed off the other elevator, and we can put a door in the hallway to close them off, so that they could be kind of on the end by themselves, accessed by a separate elevator.

MR. GALVIN: I'm sorry. Let me try again. Listen to what I am saying real carefully.

Do you think it is a good idea to have five home office type spaces in the building, or do you have spaces that they are not really going to be as effective as a studio or as a one-bedroom, and you think that we should convert them into live-work space?

THE WTINESS: We think that we want to have five live-work spaces there to create a diversity of unit types.

MR. GALVIN: Okay. Thank you.

CHAIRMAN AIBEL: Well, let Ms. Fisher go.

COMMISSIONER FISHER: Dean, maybe I

missed this, and my apologies, but can you point out where the loading zones are for the building?

I have, and some people are aware, I have a concern about moving trucks especially if this is a rental property and you have 500 units. My guess is you are going to have a hundred or 200 moves a year, so where do the big moving trucks go?

THE WITNESS: Well, the building won't be able to accommodate a tractor trailer, so like most places in Hoboken, we will be able to bring in a loading zone right here on the first floor.

There is also a location here on the first floor of the north building, where you can bring in a small moving truck, but we are not able to accommodate a, you know, tractor trailer. So if a tractor trailer came, it would have to park on the street.

COMMISSIONER FISHER: Okay.

COMMISSIONER MURPHY: Can you just point out to me where the elevators are in the building relative to like talking about a truck?

THE WITNESS: Okay.

The elevator to the south building is located right here. There are three elevators --

COMMISSIONER MURPHY: Right, right.

THE WITNESS: -- you can get to them through the lobby right here.

MR. GALVIN: He's pointing to the south side of the building -- I mean the north side of the building.

THE WITNESS: The north side of the south building.

MR. GALVIN: The north side of the south building.

THE WITNESS: Then here on the north building, the elevators are located right here. So you come in the lobby and there are the elevators right here.

COMMISSIONER MURPHY: So what about from the parking garage? I'm sorry -- the --

THE WITNESS: You can enter the lobby from the parking garage at each level right here and here. So if you park your car, you can walk over to the corner here, get into the elevator lobby, and it would be the same thing.

COMMISSIONER MURPHY: So that would be the same way like if someone was moving in, they would come to these elevators and move in and out through them?

THE WITNESS: Yes. You can come in

through the garage with a cart, some kind of a wheelly cart or --

COMMISSIONER MURPHY: And --

COMMISSIONER FISHER: Just on that, didn't you say, though, that the -- the moving trucks would be on A-1, the ground floor, but I don't see where the ground floor parking attaches to the residential elevators on the other building.

THE WITNESS: Oh, the other building?

COMMISSIONER FISHER: Yes, on the north building.

COMMISSIONER MURPHY: On the north building.

THE WITNESS: On those buildings, right here, there is an elevator here that is specific to this end of the building for loading, and you will be able to come up this elevator and get off on each floor and go into the residential.

MR. GALVIN: All right. Now we are pointing to the north end of the north building.

THE WITNESS: The north end of the north building, there is a separate elevator for that purpose.

COMMISSIONER FISHER: I mean, I guess I have concern given the size of the property and the

number of units, and the fact that it is a rental, more turnover than maybe a condo building. I am totally guesstimating and maybe at some point Mr. Mandelbaum can speak to what their expectation of turnover is, but it is potentially a lot of big trucks. You know, it is not just vans. It's a lot of -- whether it is a tractor trailer or the small version of a tractor trailer, and I guess the question is: What do we really think the volume of loading is going to be effectively on the perimeter of the site including for retail?

I think Mr. Mandelbaum mentioned Best Buy. Best Buy, I am guessing typically, you know, loads large items in a big truck.

Where do we expect that to go, and what do we expect that volume to potentially be?

THE WITNESS: I couldn't tell you that until we identify a tenant. But I could tell you that there is parking on both streets of Monroe. A loading zone could be created, and it could be organized so that commercial loading comes off hours.

I mean, Hoboken is like that. These sites are not big enough to have big tractor trailer loading. That is the way the nature of the city is.

COMMISSIONER BRANCIFORTE: It has one now.

THE WITNESS: What's that?

COMMISSIONER BRANCIFORTE: It has one now.

COMMISSIONER FISHER: Yeah. They have them now. I mean, that building has -- the whole side of the building is a loading zone, right? Trucks coming in -- trucks load into the building is my guess. I think we've seen --

THE WITNESS: In the industrial building?

COMMISSIONER FISHER: Yeah.

THE WITNESS: Oh, yes. There is a big parking lot associated with it.

COMMISSIONER MURPHY: So I just want to go back to the elevator thing.

So you are proposing a mezzanine, and I realize it may not happen, but if you have a mezzanine in a retail space, and particularly if it's a restaurant, you would have to be able to have some way for people to get an elevator up.

THE WITNESS: Yes.

COMMISSIONER MURPHY: So where would you put an elevator in?

THE WITNESS: It would be in the retail space. That will be part of the tenant fit-up.

COMMISSIONER MURPHY: Okay. But don't they normally need some kind of height above? Is that a difficulty to --

THE WTINESS: No. We would have plenty of height to do that.

COMMISSIONER MURPHY: Okay.

THE WITNESS: Yes.

There would be a stair inside or there would be an elevator, if it was public use.

If it was a mezzanine for storage of inventory or something, you wouldn't need the elevator. It would just be a stair --

COMMISSIONER MURPHY: Right. Obviously it would only be a public --

THE WITNESS: -- so we allowed the mezzanine space because we have the ceiling height to do it, but that would be a tenant fit-up, you know, depending upon whoever was in there --

COMMISSIONER MURPHY: Right, right. I understand. Okay.

I am just curious about actually having height on the mezzanine.

THE WITNESS: We have very tall

ceilings there in the mezzanine.

CHAIRMAN AIBEL: Mr. Greene?

VICE CHAIR GREENE: I am not clear about the loading for move-ins and move-outs.

I am moving in. A truck pulls up to the street. How do I get my furniture to my apartment?

THE WITNESS: It depends on the size of your truck. If it is a big box truck, if it's a moving van --

VICE CHAIR GREENE: It's a big -- yeah --

THE WITNESS: -- it would have to park here on the street and come up in the garage.

VICE CHAIR GREENE: So they would carry the furniture in through the garage to access the elevator?

THE WITNESS: Yes. There is a ramp here, and you roll it in through with some kind of a dolly or some wheely, and you come into the back of the elevators here.

VICE CHAIR GREENE: So you are not suggesting that they move in through the lobby --

THE WITNESS: No.

VICE CHAIR GREENE: -- because that

wasn't clear.

THE WITNESS: Okay.

COMMISSIONER FISHER: What is the -- what's the height again from like the street level, assuming -- assuming the truck is parked on the street, and you are going up that ramp, how high --

THE WITNESS: It goes from five feet to 13 feet.

COMMISSIONER FISHER: So it's going eight feet up that ramp --

THE WITNESS: Correct.

COMMISSIONER FISHER: -- effectively? So --

COMMISSIONER MC ANUFF: Question: Given the size of the building, what is the proposed method of getting rid of the trash for the residents and the retail?

THE WITNESS: Well, on each building we have a trash chute and a trash room on the ground level, that the trash would be compacted and taken out through the garage.

COMMISSIONER MC ANUFF: Okay. And it winds up on the street for pickup?

THE WITNESS: Yes.

CHAIRMAN AIBEL: Mr. Grana?

COMMISSIONER GRANA: Thank you.

So on A-1, I heard your testimony. Three things that I just wanted to go back to.

So you described three areas of being activated. One is on Monroe, and the activation on Monroe is really the people activation, the pedestrian activation --

THE WITNESS: Right.

COMMISSIONER GRANA: -- more eyes on the street that's activated by the retail.

THE WITNESS: Yes.

COMMISSIONER GRANA: At the corner of 11th and Monroe, we also have a corner spot that hopefully activates some activity relating to the open space.

THE WITNESS: Right.

COMMISSIONER GRANA: Then the 10th Street corridor, you said that is activated.

I wasn't clear. Is that activated by the presence of just people who are walking through, or is it activated by retail?

What's in the -- I don't fully understand what is inside of that corridor there.

THE WITNESS: Okay. Well, this is a landscaped corridor with paving and landscaping, and

we have a landscape plan that someone can talk to. But in terms of the activation, to answer your question, the lobby is right here.

As you walk down here, I have a playroom - we call it a playroom - it is a lounge. It has a pool table, and it's got chairs in it and it's got lights on.

Then we have a fitness room here, so that there are people inside of the windows maybe working out on a spin machine or a StairMaster, but they are all lined up against the windows here, so that it is not a dark wall. It is all glass in here.

Then on the other side, we have a commercial space that goes right along this whole ledge. We have a lobby, of course, and then we have a commercial space here. So whatever activity is inside of that commercial space, if it's a store, a cafe, if there is a restaurant there, if it's a fitness center, a commercial gym, you know, it would be activity. It is not a dark space is what I'm saying.

COMMISSIONER GRANA: Right.

So, in fact, on the upside of the north side, that is commercial space on the 10th Street

corridor?

THE WITNESS: Yes, it is.

COMMISSIONER GRANA: Thank you.

CHAIRMAN AIBEL: Mr. Cohen?

COMMISSIONER COHEN: I recognize that because it is an industrial zone, that there is no density variance that you are applying for here because there is no permitted residential development here. But I still think that, you know, density is something that we think about in a building like this, and it strikes me that the size of the units are not particularly on a large scale, and the studios seem to be a good size. The one-bedrooms are around 700 square feet. The two-bedrooms are around a thousand square feet, and the three-bedrooms at 1200 square feet are not -- two and three-bedrooms are not particularly large units.

Mr. Galvin made a reference to a prior application, where there were constraints because of an existing structure that was there. Here you have a clean slate when you are building, and I am wondering what your thinking is with respect to the size of the units that you are choosing for this property.

THE WITNESS: I guess they are just based on the market, what most rentable unit sizes would be. That is, if you did a market study and you looked at this, and say, well, what size is a one-bedroom and what size is a two-bedroom, and what size is a three-bedroom, I think that you would find that typically those are convenient sizes.

COMMISSIONER COHEN: So you don't think that families are looking to rent larger units in Hoboken?

THE WITNESS: I think they probably are. There are a lot of families in Hoboken.

I guess if you are looking at it as a family, you might have two people or maybe one child, and then you might outgrow it, but that is the market that we were designing it for.

COMMISSIONER COHEN: Okay. Thank you.

CHAIRMAN AIBEL: Ms. Marsh -- my apologies -- let Mr. Branciforte go.

COMMISSIONER BRANCIFORTE: Go ahead.

COMMISSIONER MARSH: No.

Who is going?

CHAIRMAN AIBEL: Come on, John. Give John a shot. Go on.

COMMISSIONER BRANCIFORTE: Okay. Well,

I am going to go on for a while, Carol, so if you have just one question, you can go.

COMMISSIONER MARSH: I just have one question. I know you are not applying for a variance, but what is the density?

THE WITNESS: The density?

COMMISSIONER COHEN: There is no density.

COMMISSIONER MARSH: Yeah, there is a density --

THE WITNESS: I can tell you what it is --

COMMISSIONER MARSH: Yeah.

THE WITNESS: -- I can tell you it is 128 dwelling units per acre.

COMMISSIONER BRANCIFORTE: So that calculated to 3.3 you said?

THE WITNESS: Yes -- well, it's not. It is less than 3.3 because more than 10 percent is office and retail, which is in that FAR.

COMMISSIONER MARSH: But it's not in the density, right?

The office and retail doesn't count in density? Office and retail don't count in density.

THE WITNESS: Well, it counts in the

FAR, so --

COMMISSIONER MARSH: Yeah.

THE WITNESS: -- so when you say density in terms of units per acre, if you were to take our site, the number of acres divided by the number of units, it is 128 dwelling units per acre --

COMMISSIONER MARSH: How many acres is the site again? I'm sorry.

COMMISSIONER FISHER: Four acres.

COMMISSIONER MARSH: Four acres. Okay.

THE WITNESS: -- which I guess I could --

COMMISSIONER MARSH: Can you give -- what are the dimensions of the site?

THE WITNESS: -- I can -- I can tell you what the density is in neighboring districts, if that helps you.

The Northwest Redevelopment is 129 units per acre. The I-1WPUD District on the waterfront is 139 units per acre, and --

COMMISSIONER MARSH: That's allowed or built?

THE WITNESS: -- that is what the current zoning is.

COMMISSIONER MARSH: Okay.

THE WITNESS: The R-1 and R-2, the corridor city is 60 units per acre --

COMMISSIONER MARSH: R-1 and R-2 --

THE WITNESS: -- I am sorry --

COMMISSIONER MARSH: -- that can't be.

THE WITNESS: -- R-2 and R-3.

COMMISSIONER MARSH: And what's R-1?

THE WITNESS: I don't have the R-1.

COMMISSIONER MARSH: And what's R-2 and R-3? I'm sorry. Could you --

THE WITNESS: 60 and --

COMMISSIONER MARSH: Thank you.

COMMISSIONER BRANCIFORTE: Okay.

So the question is about the driveways, how they cross the pedestrian walkways.

Can you just go over the safety mechanisms you have in place to make sure pedestrians are not getting hit by cars pulling in and out of the driveway?

THE WITNESS: On the front entrances?

COMMISSIONER BRANCIFORTE: Yeah.

THE WITNESS: I will have traffic discuss that. We have a traffic consultant that's sitting here waiting for you.

COMMISSIONER BRANCIFORTE: But I am talking directly to your design about the lights, about safety devices that would warn people.

THE WITNESS: Yes. We will have the warning light when the garage goes up and down, there is an audio and visual signal that when the door is opening and closing, there will be a device there --

COMMISSIONER BRANCIFORTE: But can you point out exactly where they will be on the plan?

I mean, are they at the garage door, or are they at the point where the driveway meets the --

THE WITNESS: It would be on the wall. See, it says: "Visual pedestrian warning device" --

COMMISSIONER BRANCIFORTE: I have to be honest with you, I can barely read them. It is so small.

But then on the north building, where would it be?

THE WITNESS: It would be right here. "Visual pedestrian warning device" right adjacent to the garage door.

COMMISSIONER BRANCIFORTE: And then you make that right, and you come down towards I guess

Monroe --

THE WITNESS: You mean you're coming out this way?

COMMISSIONER BRANCIFORTE: Yeah.

And then when you cross that driveway, is there any pedestrian warning system there?

THE WITNESS: When I cross this driveway?

COMMISSIONER BRANCIFORTE: Yeah.

THE WITNESS: No. It would be like any other street. You would have a crosswalk, and again, I would defer to the civil engineer for technical details like that, but it would be the curb. It would be, you know, like a crosswalk, paved in the street, so you would know. Maybe it would have a texture to it, like a brick crossing so that you could --

MR. GALVIN: I think what we should do, and I am trying to help you, and if I'm not, you will tell me.

I think you should just tell him you want a convex mirror, and you want a --

(Laughter)

COMMISSIONER BRANCIFORTE: Well, no, I'm going down -- I'm going down a little bit

further than that, because I am curious as to when the driveway hits the sidewalk. On the north building, the driveway hits the sidewalk -- you know, what is the view when the driver pulls up to the stop sign and looks left and looks right, what is he seeing?

Is he seeing a wide-open space there, or is he looking at the building still?

Do we need a convex --

THE WITNESS: He's seeing a wide-open space.

COMMISSIONER BRANCIFORTE: -- or do we even need a convex where -- I'm sorry --

COMMISSIONER MARSH: The building --

(Commissioners speaking at once.)

THE REPORTER: Please speak one at a time.

THE WITNESS: No. The building is set back. It's 20 feet from the curb line -- the building is back --

COMMISSIONER MARSH: -- so it's like this --

COMMISSIONER BRANCIFORTE: What's that?

THE WITNESS: -- the building is back 20 feet from the curb line.

COMMISSIONER BRANCIFORTE: Okay. So there's 20 feet.

THE WITNESS: Twenty feet. So when you pull out, the building will stop, and you will still be able to nose out and look up and down.

And, of course, on the left side, if you are looking who is coming down at you, because it is a one-way south, you have the park there, so it would be unobstructed.

COMMISSIONER BRANCIFORTE: Oh, so that's fine.

Electric car chargers in the garage, do you have any?

THE WITNESS: No. We don't have any specified. If it is something you would like us to put in, we would consider that.

COMMISSIONER BRANCIFORTE: I know you haven't been here in a while, but yeah, that's basically what is going on now, electric car chargers and more --

(Laughter)

THE WITNESS: I didn't see it in the ordinance, but I will be happy to put them in.

COMMISSIONER BRANCIFORTE: -- that is the point.

The bicycle racks, you show 200 bicycle racks for 2000 occupants -- well, let me -- before you get on to the bicycle racks, let me ask you: On your recycling and garbage refuse calculation --

THE WITNESS: Yes.

COMMISSIONER BRANCIFORTE: -- you show 2000 occupants. So with 2000 people, you have less than 200 bike racks?

THE WITNESS: 2000 people, you know, you might have children. You might have babies, and they don't drive bikes. You have strollers --

COMMISSIONER BRANCIFORTE: The kids ride bikes, Dean, and it is actually -- it's actually --

THE WITNESS: I'm not sure there would be 2000 people here, I mean --

COMMISSIONER BRANCIFORTE: -- that is your calculation, so that's the number I am using.

THE WITNESS: -- that is the recycling calculation that's specified. That doesn't mean that that is going to be occupants of the building --

COMMISSIONER BRANCIFORTE: But we need a calculation, and that's what you're putting into evidence, that there is going to be 2000 occupants.

THE WITNESS: I can't tell you how many people will rent these apartments, John. You know, you have a one-bedroom, you could have one person. You could have two people. You know, you can't tell, so you got to go by an average.

The recycling calculation is set up by the standard for recycling. I can't tell you that that calculation is going to tell you how many people are there.

Maybe we can do an average. 500 units, we have studios, one-bedrooms and two-bedroom units.

What you are saying then is there is four people per unit with that calculation. There is no way the average apartment size here is going to have four people.

COMMISSIONER BRANCIFORTE: Hum --

(Board members confer)

COMMISSIONER BRANCIFORTE: -- well, I think we need electric car chargers, more bike racks.

The detention system in the basement --

THE WITNESS: There is a detention system under the building, yes.

COMMISSIONER BRANCIFORTE: -- I mean, how big is it?

THE WITNESS: I can't tell you that. We will get you a calculation in the final site plan. Right now the engineering for this isn't complete. We have the civil engineer. He might be able to give you an estimate, but we plan on doing the full engineering of that detention system, you know, on the final site plan.

COMMISSIONER BRANCIFORTE: Okay.

I think that is all for now, Mr. Chair.

Thank you.

CHAIRMAN AIBEL: Mike?

COMMISSIONER DE FUSCO: Thank you, Mr. Chair.

You know, just to follow up on a couple of John's comments that I actually think are pretty well founded, I will ask you this question: There are two bike rooms, correct?

THE WITNESS: Yes.

COMMISSIONER DE FUSCO: One has 198 on the southern building, and the northern building has -- the southern has 134, and the northern has 198, correct?

But my concern, being that they are on the second and third floors of the building, they are not on the ground level.

THE WITNESS: Well, they are accessed right through the garage. You can come right out through the garage.

COMMISSIONER DE FUSCO: Which leads me to my next question.

THE WITNESS: Yes.

COMMISSIONER DE FUSCO: Do you feel -- it seems to me, there are a lot of dead ends in the garage, one-ways that end in walls.

Do you feel -- I know you are not the traffic engineer -- but from an architectural perspective, does this offer the optimal work flow, specifically in regards to the southern building, where I can count one, two, three -- three dead ends over the course of the few floors?

THE WTINESS: Well, this is a garage where there will be assigned spaces, so if you come down here, this aisle, it is because you have a parking space here. When you pull in your parking space, you simply back out, like a K-turn, and you can come back out.

If this was a supermarket spot or something like that, where you have different people coming in, you might go down that aisle looking for a parking space and not find one.

But these are assigned spaces. This is a common garage design that we have done in Hoboken for many years.

COMMISSIONER DE FUSCO: So to that end, though, if you're coming -- the bicyclists are going to be entering the same entrance and exiting the same entrance as cars, as moving vehicles, as people rolling their belongings up and down as they move into the building. By my account, that is probably not the safest especially from a cycler's perspective, so I just -- I don't know if you have a thought on that.

THE WITNESS: Well, the garage is up. We have to get the garage out of the flood zone, so it is not down at grade.

COMMISSIONER DE FUSCO: Right.

THE WITNESS: You would have to put an elevator in for the bikes if you wanted to do something like that.

But, you know, what we could is we could put a bike plain in the ramp, so that bikes would be on a separate ramp. That's something we could do. I think that is a good suggestion --

COMMISSIONER DE FUSCO: Yeah. My concern is that of safety, and specifically the

cyclists who are, you know, always especially in this city fighting against automobiles and any new building, especially this size, I think needs to really accommodate them, which leads me to my next question, the green circuit.

It looks very pedestrian-friendly, and it connects very nicely to the building to the north. But, again, from a cyclist's perspective, how do I get from the southern property along the green circuit to the northern end of this property on a bike?

THE WITNESS: Well, you would walk your bike down the ramp. You know, it is not intended to be a place where you ride your bike through a public plaza here. But you can get off your bike and come down here, and you could come down the ramp. There's a ramp on both sides. You would be able to ramp down to the sidewalk.

I imagine, if you came out on your bike, you could turn on 9th Street and go up Monroe, but you can walk your bike down that ramp.

COMMISSIONER DE FUSCO: Just the thought that as the city develops to be a much more bike friendly place, I think that every design that we need to see has to incorporate that facet, and a

development of this size, I think, should incorporate a more fluid bike path design.

So I guess if I were to put that into a question: Is it possible to work in a bicycler's -- more fluid bicycler's pathway?

THE WITNESS: I don't know. I can't design it right here --

COMMISSIONER DE FUSCO: Yeah, I know.

THE WITNESS: -- but I could take that into consideration and look at it and see if there is a way to do a bike lane on the property.

COMMISSIONER DE FUSCO: Right. And then I will stop talking after this next question, which is going back to Commissioner Greene's comment about the live-work spaces.

So my assumption, if you were coding in one of these live-work spaces, you would take the office elevator up to the hallway, or would you take the residential elevator up from the northern building's main lobby?

THE WITNESS: You could take either. But if you are going to a live-work space, you would have a bell here. You ring the bell. You wouldn't have that commercial entrance here on the lobby. There would probably be a concierge there to control

that, but you would be able to come in here and maybe have an intercom and access audibly to the live-work spaces. But you would be able to come up this elevator and come right in this corridor right here, and then you could have a door here to close it off.

COMMISSIONER DE FUSCO: Right. I think that is -- you know, I think that's a good idea, because especially we don't know what these new businesses are going to be. I think new medium and technology is definitely suitable in Hoboken.

I don't know if the hours of such industry correspond to residential hours. So any way to work that in more with the office space is probably a good idea.

I will kick it back to the rest of the Board because I have taken up a lot your time.

Thank you.

CHAIRMAN AIBEL: Mr. Cohen?

COMMISSIONER COHEN: I just wanted to follow up on Commissioner DeFusco's question about the serpentine path.

I appreciate having the green corridor at the end of the property, and I also appreciate having the open view of 10th Street. But I am

wondering why the design doesn't permit the joining of the park that you have on 11th Street to the 10th Street green space, which would connect with the Bijou property.

Why does this design require essentially a 90-degree turn?

THE WITNESS: We --

COMMISSIONER COHEN: Commissioner DeFusco mentioned that you need to have bicyclists dismount on the walk, why couldn't we have a unified green path across that whole edge of the property?

THE WITNESS: The property you can see here gets narrow here, right?

So as the property gets more narrow, it becomes more difficult to fit both in, and we thought this is right underneath that garage.

You know, it would the compromise the garage, and we thought it would make sense to come out this way. You get right here and you're in the park. And even here, you can get back in here and put a bike trail around the back or bike I guess right through this landscaped paved area.

But the direct answer to your question is, as you see, the property is getting narrow. As the property gets narrow, it is more difficult. You

have a wide setback in the front. I thought it would be more valuable to move the building to the back and create a wider sidewalk in the front rather than move the building forward and put the path in the back. It's just a function of the dimension.

COMMISSIONER COHEN: I guess from my perspective, I would want the building pushed in on both front and back to permit both the nice retail plaza in the front down the pedestrian walkway in the back, but that's just me.

CHAIRMAN AIBEL: Ms. Fisher?

COMMISSIONER FISHER: Just to add what Commissioner Cohen and Commissioner DeFusco said about that walkway around the back side.

When I was asking the question of Mr. Mandelbaum about seeing the western edge, the online survey, the results, I know it is not final, and I know there is additional work to be done, but when you looked at how people responded as to what's important, very important, et cetera on various questions, almost 90 percent of the people said that having a walkway basically like around the perimeter was very important to them.

So when I look at something like this, and I think about that great percentage of people

that responded, saying how important it is to have that continuous walkway, and this doesn't have it, that concerns me, and I totally know it is not final. It's a data point, but it is actually a very recent data point.

THE WITNESS: Well, if you think about the garage there, the rail right there with the embankment for the rail, and then the new building that we are proposing, even if I push it back ten feet, that would not be a very pleasant place to walk back there. So I think it would be a much more better experience to come out to the open space in front of the site, because, again, look at what you have here.

This is a very difficult position underneath here. It actually could be unsafe to be honest with you. It would be narrow, and it would have, you know, the garage would be on this side, and the garage for Doric would be on the other side, and the rail would be there. It would seem like a difficult place to police and to surveil.

It would seem to me that when it gets that narrow, you might want to just pull it out to Monroe Street, so that is what we are recommending.

I will take your comments under

advisement, and we will go back and take a look at that before we return.

COMMISSIONER FISHER: Your point about safety I think is a good one. We have been recent -- or I have been in meetings, different meetings about the safety on narrow corridors, so it's a good one.

I have a second question, which is I will make the assumption that this is going to be a pet-friendly building. You mentioned that the only place I think where there is potentially a dog park is elevated on the third floor. Is that realistic?

I mean, there is a lot of open space there, but from a practical standpoint in terms of residents seeing it outside of their window, is that the only place that's going to be --

THE WITNESS: On the building, yes.

If you wanted to take a small dog out here against the commercial area, maybe that would work for a small dog, but you have a park here that could have its own dog run. You know, it's right outside of your door. You also have all of this green space in the back --

COMMISSIONER FISHER: Yeah. I -- I --

THE WITNESS: -- I didn't specifically,

I didn't do the landscape plan. I didn't specifically design a dog run in here, but if that's something that you think is part of the programing of that park, we would take that under consideration.

COMMISSIONER FISHER: I think -- I think from my own personal experience, as people know, I live in The Tea Building. When you have that many people in a dense area and with the demographic shifting in Hoboken, a lot more younger children, et cetera, you are going to have a constant competitive tension between what do you use your grass for. Do you let small children crawl on it, or do you let dogs go on it, and having a separation I think will actually be beneficial for the community, but it will be beneficial as a landlord to have that separation.

You are going to have tenants that are going to be like, where can I put my dog, I don't want my kid walking around where dogs have gone to the bathroom, so I would encourage you to do that.

CHAIRMAN AIBEL: John?

COMMISSIONER BRANCIFORTE: Well, there was talk about you possibly doing it there on the green, the deck of the north building.

Okay. A couple of other things.

In the courtyard itself, you talked about the security issues. Would the owner object to putting video cameras on that side of the building?

THE WITNESS: I don't think so.

COMMISSIONER BRANCIFORTE: Okay.

You also talked about the view corridor. When you were talking about the view corridor, you were saying that, you know, how beautiful the Palisades are, the greenery of the Palisades. You were opining about that.

THE WITNESS: Yes.

COMMISSIOENR BRANCIFORTE: So what is more important to you?

What should be more important to the community, seeing the green Palisades -- seeing the Palisades being blocked by an 11-story building, or having the 11-story building there, so we can block the view of the parking deck of the Doric?

THE WITNESS: Well, the view of the Palisades is critical from the street corridors.

Every block that you go on, there are buildings on the block.

COMMISSIONER BRANCIFORTE: Right.

THE WITNESS: What is important to me and what I think is important as a Hoboken designer is that that view corridor at each street when you go up to 11th Street, and you go left, you can see it. When you go up 12th, you look left.

To preserve the view of the Palisades from all of the private properties I think is a factor.

COMMISSIONER BRANCIFORTE: But, you know, across the street you have this big parking lot that, you know -- ShopRite --

THE WITNESS: Yes --

COMMISSIONER BRANCIFORTE: -- so you have Monroe, you have what -- Monroe and then Madison, I guess, going west to east -- Monroe -- Madison, is it?

THE WITNESS: Jefferson is the next street down.

COMMISSIONER BRANCIFORTE: Jefferson, right.

So if you're walking along Jefferson, and you look west across the parking lot of the ShopRite, and you see the Palisades right now --

THE WITNESS: Well, you do see the Palisades, but you see --

COMMISSIONER BRANCIFORTE: -- but with an 11-story building there, you are going to see the 11-story building, and you're not going to see the Palisades.

THE WITNESS: That is correct at that location, until you go to the park or until you get to the cross street. But I would want to say that at that particular block, and this particular block, that view of the Palisades, as you see here is compromised. It is a challenged view. It's really, I think, it is a detrimental here --

COMMISSIONER BRANCIFORTE: Yeah. I can see that. It even shows on the placard behind you would show what I proposed.

THE WITNESS: It is not the best view of the Palisades, but right here at the 10th Street intersection, there is no building there, and you can see that green wall at that intersection.

Like I said, I really think it is very important when you get to those streets and you can look four directions and get a sense that you have four ways to go and it's not enclosing.

COMMISSIONER BRANCIFORTE: All right.

And the parking, when you park one car in front of the other, it's called --

THE WITNESS: Tandem.

COMMISSIONER BRANCIFORTE: -- I'm sorry?

THE WITNESS: Tandem.

COMMISSIONER BRANCIFORTE: Tandem parking.

You are showing a lot of -- I am literally having a hard time reading these plans because they are so small right now. But you have a lot of compact cars set up -- tandem parking is for compact cars.

THE WITNESS: I think we are within the regulation. We don't need a variance for that, if the code allows --

COMMISSIONER BRANCIFORTE: Well, you need a D variance, so everything is up for -- as far as I am concerned, everything is up for negotiations right now because --

THE WITNESS: Well, I'm -- okay.

COMMISSIONER BRANCIFORTE: -- right now the code where you are, what does it say about in the I-1 District, what does it say about tandem compact car parking?

THE WITNESS: I don't know.

COMMISSIONER BRANCIFORTE: Then it is

not to code, is it?

THE WITNESS: Okay, I got it.

We are a residential building. I'm using the residential, the logical residential parking percentages because it is a residential building. I am not proposing an industrial building.

So if you go into a residential district in Hoboken, and it said, you're allowed to have 40 percent compacts, 25 percent tandems, for a residential building, I think that is the appropriate standard to apply.

COMMISSIONER BRANCIFORTE: So right now you're at 40 -- what are you at now? 40 percent compact tandem?

THE WITNESS: I know that we are less than what is allowed, so we don't have a variance on that, or a deviation, if you will, if you prefer that word, but it is on the front page of the drawing, so --

COMMISSIONER FISHER: How does -- How does tandem --

(Counsel and witness confer)

THE WITNESS: Okay. 40 percent are permitted, and we have 19 percent of compacts.

COMMISSIONER FISHER: -- how does --

MR. GALVIN: Can I interrupt? I just want to say this.

Mr. Marchetto is trying to answer all of your questions, but they do have a really good traffic expert that can answer some of those questions better.

I think that before John was asking critical traffic questions because it relates to what had to actually be done to the building physically --

COMMISSIONER FISHER: My question is -- I am -- I think I know what tandem is, because at least one person I know has it -- I think of tandem, and correct me if I am wrong, and this is specific to --

MR. GALVIN: I will answer it --

COMMISSIONER FISHER: -- okay. But it's when you have two cars like this. You have to back one out before the other one, right?

MR. GALVIN: Exactly. When you have a suburban driveway, one car is in it, and one car is behind it, the cars are parked in tandem.

COMMISSIONER FISHER: So when you have a building that has a significant amount of studios

and one-bedrooms, and I am not sure, I don't remember the percentage, but it is a giant percentage, I would think that tandem wouldn't be as logical when you have a building with so many smaller units because tandem to me seems more like it relates to a family, where two people have control over two cars, you know, you tell your boyfriend, husband, wife, whatever, go down and move the car as opposed to two random people that are independent of each other living in the same place.

MR. GALVIN: That is all correct, but we have to take the plans the way they are presented. Unless the applicant wants to revise the plan --

COMMISSIONER FISHER: Right. Which is the reasons why I think we are raising it is whether or not the parking structure makes sense to the makeup of the building.

MR. GALVIN: Yes. I got you.

THE WITNESS: So typically those two spaces are leased with an apartment that has two cars in it. So then there is an apartment that doesn't have a car, so they wouldn't get a parking space. So those tandem spaces because of the configuration of the property, it is hard to get an

island in front of every parking space, so there are occasions where people may have two cars --

COMMISSIONER FISHER: Sure.

THE WITNESS: -- and maybe what they'll do is they will have one for the weekend, and they'll have one partner who goes to work every day with a car, and that car in the front gets moved on weekends. There is all different ways that that could work. But the most effective way it works is when the two cars are associated with the same apartment.

CHAIRMAN AIBEL: Antonio?

COMMISSIONER GRANA: Thank you, Mr. Chair.

I don't know the question about -- is it Monroe?

THE WITNESS: Monroe, yes.

COMMISSIONER GRANA: So the retail component is elevated to --

THE WITNESS: Yes.

COMMISSIONER GRANA: -- account for what? It will be an arcade or --

THE WITNESS: It will be like a two level sidewalk, a sidewalk at grade and then a sidewalk three foot up that has stairs and ramps to

get to it.

COMMISSIONER GRANA: Okay. So will that arcade be accessible at multiple points along or only at the ends?

THE WITNESS: In multiple places, yes. You can see a stair here, a stair here, and a ramp and stair here, and a ramp and a stair over here. So you can get in on this end, the middle and on this end.

COMMISSIONER GRANA: Okay.

Do you feel that those number of stairs are sufficient to create what I will call the retail draw to bring people off the street and up?

THE WITNESS: It would be better if it was lower, but we have real conditions here with the flood zone, you know. I am trying to do a balancing act. It could come down lower, but the likelihood is that it would flood more.

So we thought that there would be a balance instead of going up seven feet to get out of the flood zone to go up three feet, so that you could still feel like you're related to it when you walk along. It is easy enough to get up to it. It's only a three-foot incline, and it is connected, you know, visually connected, so that is the best --

that is the compromise we made.

COMMISSIONER GRANA: My question was actually less about height, but just the number of access points. Potentially the retail could be a challenge. I am not opining on your planning. There's limited access, if somebody had to walk up and all the way down to get to the retail space versus it, you know, it's essentially stepped or accessible for the entire length of the block, and the more points you have either to completely step along the block, then you have the connection between the sidewalk and the retail --

THE WITNESS: Right now we have four, but maybe we can put more.

COMMISSIONER GRANA: Thank you for your consideration.

THE WITNESS: Yes.

CHAIRMAN AIBEL: A couple of quick questions, Mr. Marchetto, before we go to the professionals.

You testified that you are proposing 25,000 square feet of office space, 39 -- 40,000 of retail. That's about 65,000 square feet. What is the square footage of the residential component?

THE WITNESS: The gross residential

including corridors and common areas is 594,000 square feet.

CHAIRMAN AIBEL: Thank you.

I think you testified that this is about a four acre plot. How many acres are there in the western edge?

THE WITNESS: I don't know the answer to that. I have to do some looking.

CHAIRMAN AIBEL: Eileen, are you able to provide it?

MS. BANYRA: I want to say it's 11.8. It is 11-something. You have the plan right there. I think it is 11 and a half, 11.8, I'm pretty sure.

THE WITNESS: I can try to do some research and maybe if I get a break tonight, I can come back to you. I am sure it is in this book.

CHAIRMAN AIBEL: That's fine.

My question is, you know, what percentage is this property of the entire western edge lot.

My last couple of questions, Mr. Marchetto, is: I just wanted to confirm my understanding. The north building looks as if it is going to be 400 feet long along Madison -- Monroe?

THE WITNESS: Yes, it probably is. I

don't see a dimension on this page, but it is a whole block. It goes from the right-of-way, along 10th to the right-of-way along the 11th Street --

CHAIRMAN AIBEL: And it will be about 190 feet deep at the southern end of the north building?

THE WITNESS: You're right. It is 400 feet long.

CHAIRMAN AIBEL: It will be about 127 feet high?

THE WITNESS: Are you asking me about the north building?

CHAIRMAN AIBEL: About the north building.

THE WITNESS: It is 127 feet.

CHAIRMAN AIBEL: And the south building is proposed to be 200 feet deep, which is the full lot -- block depth, is that correct?

THE WITNESS: Yes. It is 200 feet deep.

CHAIRMAN AIBEL: And about 220 feet along Madison -- Monroe?

THE WITNESS: Yes.

CHAIRMAN AIBEL: My apologies.

And about 114 feet high?

THE WITNESS: That's correct.

CHAIRMAN AIBEL: Okay. And a typical block in Hoboken is about 200 feet deep?

THE WITNESS: About 200 by 400, yes.

CHAIRMAN AIBEL: So the south building will be in effect a fully developed half block of Hoboken?

THE WITNESS: Yes.

CHAIRMAN AIBEL: Okay. Thanks.

Anybody else?

VICE CHAIR GREENE: You can go ahead.

COMMISSIONER MARSH: Well, I have a couple of questions here.

VICE CHAIR GREENE: Okay.

I have a question about the office.

Now, the office is going to be ten stories?

THE WITNESS: No. The offices on the first floor -- there is an office here, which is on the mezzanine floor, which is about one story above the ground, and that is a small office, an individual office of 3600 square feet.

Then on the next floor, which is the third floor, the elevator would take you up to the third floor, and you have this office there.

VICE CHAIR GREENE: Oh, I get it. It is one office, one large office.

THE WITNESS: And this one here is 20,000 square feet.

VICE CHAIR GREENE: So it would be contemplated that that would be a single use?

THE WITNESS: It could be incubator space. It could be divided into separate smaller offices. I don't know, but it is flexible. Just a commercial office until we know who the user would be.

VICE CHAIR GREENE: Okay.

CHAIRMAN AIBEL: Ms. Marsh?

COMMISSIONER MARSH: First off, could you just repeat when the date of the designation of the area in need of redevelopment was?

MR. MATULE: I have the answer.

COMMISSIONER MARSH: You don't have to answer it right away if you want to look it up.

MR. MATULE: I believe it was, I want to say --

THE WITNESS: Effectuated by the City Council in July of 2007.

MR. MATULE: Yes.

COMMISSIONER MARSH: The area in need

of redevelopment, 2007?

MR. MATULE: 2007.

COMMISSIONER MARSH: Then I wanted to ask a couple of questions about the open space.

THE WITNESS: Yes.

COMMISSIONER MARSH: I have to stand up because -- at its widest point, that -- not that -- no, no, no, no, no. The triangle to the north.

THE WITNESS: This?

COMMISSIONER MARSH: Yeah.

As its widest space, how wide is it?

THE WITNESS: I will look it up.

About 140 feet.

COMMISSIONER MARSH: 140 feet.

Okay. So that is -- so that is a little -- that is 60 feet less than -- I am just trying to get the feel for it. It is 60 feet less than the side of a typical block.

THE WITNESS: Yes. This is the dimension of a typical block. This is 200 feet as Chairman Aible pointed out. This is 200 feet, so if you compare that to this, it is about three-quarters, maybe a little less than three-quarters, so I am scaling it at about 140 plus or minus.

COMMISSIONER MARSH: And then, you know, this is going to make me go back to my geometry days, but that is approximately a hypothe -- I mean a right triangle, you know --

THE WITNESS: Yes. This is a right triangle.

COMMISSIONER MARSH: So how long is it at the longest?

THE WITNESS: The length?

COMMISSIONER MARSH: The length, yes.

THE WITNESS: 400 feet.

COMMISSIONER MARSH: 400. Okay. So I'm going to figure that out later.

My next question was --

VICE CHAIR GREENE: Do you need a calculator?

COMMISSIONER MARSH: No.

(Laughter)

COMMISSIONER MARSH: You know, X squared, Y squared divided by --

(Laughter)

-- what -- you said that you don't know how many people are going to live here, right?

THE WITNESS: I don't.

COMMISSIONER MARSH: But it's safe -- I

think we can make a safe assumption, that there will be at least 515 people, right?

THE WITNESS: Yes, we can.

COMMISSIONER MARSH: Okay. So at bare minimum -- and, oh, if there's -- a restaurant would also have to apply for a variance, right, if you were going to put --

THE WITNESS: Yes.

COMMISSIONER MARSH: -- okay. But how many cubic feet of trash do 515 people create? There must be statistics about this.

THE WITNESS: I don't know the answer to that question. I could find out. I don't know the answer to that question. Cubic feet of trash, I would have to find some --

COMMISSIONER MARSH: I mean, that seems like kind of an important question, because you said that the trash is going to wind up like on the street side or curb, right?

I think that is what you said.

THE WITNESS: Yes. I mean, isn't that what most buildings do?

COMMISSIONER MARSH: Well, I know that there's a really -- no offense to The Tea Building -- but there is a really ugly white fence

that every time I go jogging in the morning, I have to like do a right turn like this because somebody I guess got mad and said, you know, hide the trash.

So now, I guess, when people first looked at the building, they said, oh, you know, there's a sort of, you know, it's kind of a nice little corner, and now it is gone because there is a big white plastic fence around it, so I would be interested in how many cubic feet of trash 515 people generate.

THE WITNESS: Okay. I will try to find that answer.

VICE CHAIR GREENE: Can I follow up?

COMMISSIONER MARSH: Sure.

VICE CHAIR GREENE: If I can just follow up on Commissioner Marsh's comment, why wouldn't you just program space within the building to be a trash room?

THE WITNESS: We had. Each building has a trash room.

VICE CHAIR GREENE: I know, but I mean a trash room from which the trash can be picked up as opposed to putting it on the street.

THE WITNESS: Then the garbage truck would have to go into the building.

VICE CHAIR GREENE: Not necessarily. They could open up the garage door and take the bags or containers out.

THE WITNESS: Well, the lowest level is up at 13, and the sidewalk is at five, so I need to get down eight feet from the garage.

There is no basement underneath this because it is in the flood zone. So once I get down to my lowest level, which is right here, you can see I have a trash room associated with this, which is my lowest level of the garage.

Typically what we are used to doing is having the trash compacted here and held until garbage pickup, and at night it gets moved out with a cart or a buggy, and it gets placed, and it is compacted, right? It is compacted, and it gets placed on the street for pickup. That is typically what we do.

COMMISSIONER FISHER: It's not -- in the Tea building, not the white fence that Carol was mentioning, which is at Harbor Side.

We have what Dean just mentioned, which is we have compactor rooms. They bring the trash out.

With the -- the unanticipated issue is

recycling, which is not compacted. And if you go by the Tea Building at night, at 10 o'clock at night between Washington and Bloomfield, half of that road just has giant bags like on the side right next to the sidewalk.

So when you walk from the parking garage to the Tea Building, you walk by a bunch of garbage, which is just sitting on the side of the road, so, you know, we have an opportunity to maybe think about doing something differently, otherwise that's what you have every single night, a long path road just filled with bags of recycling and garbage, et cetera.

CHAIRMAN AIBEL: Have we finished up with --

COMMISSIONER MARSH: I am done.

CHAIRMAN AIBEL: -- can we finish up with Board questions?

COMMISSIONER BRANCIFORTE: I have something I forgot to bring up.

Generators on this building, emergency generators?

THE WITNESS: Yes.

COMMISSIOENR BRANCIFORTE: I just want one quick thing. They have to be -- I am going to

ask you in the resolution that they be hooked up to the trash compactors, that trash compactors be hooked up to the emergency generators.

I just wanted to bring up that at 1 Maxwell Place, when we were out of power for seven days, everybody emptied their refrigerators at once, and there was no compactor on an emergency generator, so all of the garbage literally backed up into the building, so it is important from now on that we see that.

CHAIRMAN AIBEL: Board members, let me just finish up with the Board members.

Professionals?

MR. MARSDEN: I just wanted to add one thing, and that is: The idea of pushing the cart or anything else from the trash room is totally infeasible. The ramp is at 12 percent. I mean, it will go down, but it ain't coming back up. That is a real task.

THE WITNESS: It would be motorized. It would be like a gator, you know, those type of vehicles, little dump trucks almost, like a buggy, that has a motor on it. You put the trash on the back and drive it down and drive it back.

MS. BANYRA: The same holds true, Dean,

for unloading furniture and things like that.

MR. MARCHETTO: Yes.

MR. MARSDEN: I think you have to look at your loading and unloading because if you don't -- how are you going -- what's the height of this high clearance in the garage, six and a half or seven feet?

THE WITNESS: No. The clearance above the floor, the head room?

MR. MARSDEN: Right.

THE WITNESS: Nine foot six.

MR. MARCHETTO: 9-6, so a small box truck would have a problem in there, so typical moving vehicles are significantly --

THE WITNESS: A van would get in. A pickup truck would get in.

MR. MARSDEN: Yeah. But you are talking about loading an apartment and unloading an apartment, that would be a difficult task, and you can't really wheel it up a 12 percent ramp. So I think you need to look at that and either provide another way to get furniture in. 12 percent is very steep. I understand why you have it, because you have to get it out of the flood quicker, but I think it is really not feasible to try to get, you know,

move an entire three-bedroom apartment in with a pickup truck.

CHAIRMAN AIBEL: Anything else?

MR. MARSDEN: Yes.

Did you check -- oh, in the center of the southern building, you have handicapped spaces near the center of the building, but they are not the closest or accessible to the elevator. I think you should consider moving them just closer to the elevator in the southern building.

THE WITNESS: Okay.

MR. MARSDEN: Because that's, you know, they get to be -- what do you call it -- the open space, you know, but they can get there from both locations.

I mean, the other thing, just a question is: With a four-acre site, you can't provide the required parking?

THE WITNESS: Excuse me?

MR. MARCHETTO: I mean, it sounds like a four-acre site. You should be able to provide the parking --

THE WITNESS: Like I said, we have commercial spaces here. There is almost a hundred parking spaces that could be shared spaces, so I

think there will be adequate parking.

MR. GALVIN: We are going to wait for Mr. Dean to comment on it.

MR. MARSDEN: Okay. That's it.

Thank you.

CHAIRMAN AIBEL: Ms. Banyra, anything?

MS. BANYRA: Yes, just two questions.

A lot of the Board members have already asked the question, but I guess I was going to ask it a little differently in terms of your design and the green circuit, how you considered your design, and I think we brought this up at the ARC meeting, you know, running the trail behind.

So when you were considering your design, and I know you answered this, you said right now it is a safety issue, but on the circuit behind, you know, makes a circuit to me, and I think we had discussed that.

Regarding the tandem parking, so the ordinance allows tandem parking for compact spaces only, which is what I think you have, and other than that, tandem is usually only used for valet. It has to be designed as if there is no valet parking, so just as a point of clarification for the Board.

Then the only other thing that you said

that I guess is a little bit different for the community is the idea that this could be a town center. How do you think a town center, operating as a town center here, would affect Washington Street, First Street, if this was the town center?

THE WITNESS: Well, the Northwest District is where we are growing. I mean, you have buildings going up there in the Northwest District.

Washington Street serves as a great small shop retail, street side retail. But here in the back of this area, where there is new development happening, I think it would be appropriate to have right next to your supermarket, which is your major shopping draw for food, you go and you park your car, and you can do two or three errands at one spot, so that is what I meant by town center. I really meant like a retail center, some place where you could do more than one just one move. Oftentimes, people might take a car to the supermarket, so they have a trunk and some place to load groceries.

But here, with this kind of retail, you could have access to different kinds of retail for the back end of town. You know, if you need something, and it is convenient for you, it could be

here, and it has parking.

MS. BANYRA: The town center thing just really made me --

THE WITNESS: Maybe I used the wrong word. Maybe I should have said like a retail mode.

MS. BANYRA: Okay. The only other comment I wanted to make, and, Dean, you probably know this also, that the city has always kind of -- the fact that we have small retail spaces, the city has intentionally designed them small retail spaces to allow kind of the private more boutiquey type retail, which is evidenced on Washington and is evidenced even on the corners of the Northwest Redevelopment Zone.

THE WITNESS: Yes.

MS. BANYRA: So this would be -- you know, "big box" has really been discouraged in the city.

THE WITNESS: Well, maybe that term was incorrect. Maybe we will call it a medium box, if that's better.

If you look at the CVS across the street, it is 30,000 square feet. You know, there is a CVS uptown or a Rite Aid uptown, and it's probably about 15,000 square feet, and those are

neighborhood stores that serve everyday uses for people. They have all kinds of things besides a drugstore, groceries, batteries, and all kinds of different things.

MS. BANYRA: I understand.

I am saying more for the Board that they may or may not know, that there was an intentional decision to kind of keep -- I'm going to say big box -- and now you qualified it as smaller than big box, so I agree with that.

THE WITNESS: Yes. I think that was the wrong term.

CHAIRMAN AIBEL: Are you okay?

MS. BANYRA: Yes.

CHAIRMAN AIBEL: Let me open it up to the public.

Does anybody have questions for the architect?

Please come forward.

MR. EVERS: I do.

Michael Evers, 252 Second Street, Hoboken, New Jersey.

Are you the famous Dean Marchetto who designed the waterfront?

THE WITNESS: Sure.

(Laughter)

CHAIRMAN AIBEL: Mr. Evers, could you just ask the question?

MR. EVERS: Okay. There is a couple of questions.

There are more than ten residential units in this development?

THE WITNESS: Yes, there are.

MR. EVERS: Are they all low income?

THE WITNESS: No.

MR. EVERS: Okay.

Is this being built as part of an adopted redevelopment plan?

THE WITNESS: No.

MR. EVERS: Okay. And is residential a permitted use in that site?

THE WITNESS: It is not now.

MR. EVERS: That means no, correct?

THE WITNESS: Yes.

MR. EVERS: Well, good.

Well, my question to you is why is there --

MR. MATULE: Can I interrupt?

MR. EVERS: No, you may not. I want to finish my question.

MR. GALVIN: I agree with Mr. Evers.

CHAIRMAN AIBEL: Let Mr. Evers finish.

MR. GALVIN: Unless you have an objection.

MR. EVERS: Now, my question here is: Why do you feel that the Affordable Housing Ordinance in Hoboken does not apply to this development?

MR. GALVIN: Time out. These are all good questions, but we do have an affordable housing component, right?

MR. MATULE: Yes.

What I was trying to say is that I think you came in a little later during the presentation, but at the outset we talked about the fact that we were going to have 52 affordable units as required by the ordinance, because we are asking for a density variance.

MR. EVERS: Well, then I would apologize because when examining the folder this afternoon, there is no compliance plan in the folder indicating how you are going to go about --

MR. GALVIN: There was no --

MS. BANYRA: There is.

MS. CARCONE: There is a document --

MR. MATULE: It was filed. I could find a copy for you.

MS. CARCONE: I wasn't there when you went through the folder, so I wasn't there --

MR. EVERS: I know. You left this thing out on the desk --

MS. CARCONE: -- so I left the folder out, but --

MR. EVERS: -- so I could look at it.

MS. CARCONE: -- I wasn't there to point you in the direction of the document.

MR. EVERS: -- you're a nice guy, but that's too cozy.

(Laughter)

There is a plan --

MS. CARCONE: Yes.

MR. EVERS: -- and that will still be available for public inspection some day before final approval is given?

MR. GALVIN: Tomorrow.

MS. CARCONE: Tomorrow.

MR. EVERS: If you have a copy now, give it to me.

MR. MATULE: You're quite right to be clear. I will look. I am sure I have a copy in my

file that as per the input of Ms. Bishop at the preliminary stage, the affidavit has been structured such that we say we will comply, and that would be a condition of the final.

In other words, we don't flesh out the plan at this point, because we don't know what the plan is going to be.

What we are saying is whatever the ordinance requires us to comply with, we will, and that based upon the density we are projecting of 515 units, that would be 52 units broken up between one-bedrooms, two-bedrooms and three-bedrooms, and low and moderate as per the ordinance.

MR. EVERS: So no final --

MR. GALVIN: There is no plan --

MR. EVERS: -- approval is going to be given until you've had a chance to review and approve the compliance plan?

MR. GALVIN: That's correct. But the compliance plan hasn't been done yet.

MR. EVERS: One last question.

Isn't this a beautiful project?

(Laughter)

THE WTINESS: Is that a question?

MR. EVERS: Yes.

THE WITNESS: Yes, it is, absolutely.

CHAIRMAN AIBEL: Anybody else in the public have questions for the architect?

Seeing none, may I have a motion?

COMMISSIONER MURPHY: Motion to close the public.

CHAIRMAN AIBEL: Is there a second?

COMMISSIONER MC ANUFF: Second.

CHAIRMAN AIBEL: All in favor?

(All Board members answered in the affirmative)

CHAIRMAN AIBEL: Before we take a break, it is 9:10.

Mr. Matule, we will go roughly somewhere between ten and 10:30. I imagine you are not going to get all of your witnesses done in the next hour.

MR. MATULE: No. I am sure I am not. I have several more, but I will see who will come up. We have the site engineer and the landscape guy, and maybe it would be appropriate to do that.

I think before the traffic person and the planner talks, we should get all of the physical testimony in, and I am open to any order.

CHAIRMAN AIBEL: No. It is your case,

so we will take a ten-minute break.

(Recess taken)

CHAIRMAN AIBEL: It is 9:25. We are back on the record, Mr. Matule.

MR. MATULE: Thank you, Mr. Chairman.

What I would like to do at this point, because I think it will tie in with Mr. Marchetto's testimony and also sort of be a logical breaking point when we are done with that testimony is have our landscape architect, Bradley Meumann come up and Go through sort of the site plan in the context of how it was laid out and why it was laid out that way, and why we are putting what we are putting where.

So Bradley Meumann, come on up and be sworn and qualified.

CHAIRMAN AIBEL: Dennis.

MR. GALVIN: Raise your right hand.

Do you swear to tell the truth, the whole truth, and nothing but the truth, so help you God?

MR. MEUMANN: Yes, I do.

B R A D L E Y A. M E U M A N N, 88 Maple Avenue, Morristown, New Jersey, having been duly sworn, testified as follows:

MR. GALVIN: State your full name for the record and spell your last name.

THE WITNESS: Bradley A. Meumann, M-e-u-m-a-n-n.

MR. GALVIN: Okay. Your expertise is?

THE WITNESS: I am a landscape architect, a licensed landscape architect in New Jersey, certified and then licensed, which is how our process has gone since 1986.

MR. GALVIN: Could you just give us three Boards that you appeared before in the not too distant past?

THE WITNESS: Hackensack, River Edge. and Cliffside Park.

MR. GALVIN: All right.

Do we accept Mr. Meumann's credentials?

CHAIRMAN AIBEL: We do.

MR. GALVIN: Very good. Welcome.

THE WITNESS: Thank you.

MR. MATULE: Thank you, Mr. Chairman.

All right. Mr. Meumann, I am sure you heard Mr. Marchetto's testimony and you probably also heard some questions from the Board members, but could you take us through the site plan in the context of the landscaping design and makeup to the

landscaping and sort of how you have come to lay it out the way you laid it out?

THE WITNESS: Certainly.

So from I guess a macro point of view, we have talked about what some of the other professionals, the architect, engineer, traffic people, also interpreting what some of the thinking had taken place on this greenway connection prior to this, just looking at the earlier proposals.

The idea is to connect this green corridor similar to what one of the earlier plans had been, so the idea is part of this has already been envisioned on this other project from the light rail station, and so what we are doing is we are picking up this greenway and bringing it through, and obviously, in a nicer fashion than the dotted line on some of those maps, but we still think it makes sense to follow that path, and also as we are looking at the plan here, this view corridor, as the architect was explaining, is really connecting that and connecting it through, and then connecting down the road to the Clark section, so that is kind of the overall flow.

And then what we did in terms of the design and the features really initially was to

create kind of a nice flowing effect on the walkway. If you look close at that, it is actually a very subtle kind of curve that wraps through the site. It is a little different than the very straight sidewalks that you might find in the neighborhood. I don't think it is alien to the neighborhood, but it is a bit of a counter point to what you have.

Part of the reason for that is to try to use some of the space that we have to not have these very small little tree pits, which unfortunately is prevalent. When you have a small site, there is really no room, and you put a tree in there, and that's it. The tree has to go here. You have a small little four-by-four pit, and that is your green space.

So what we are trying to do is to create actual beds and sections, you know, in whole zones where trees can thrive and have enough soil to grow and also create some separation from the streets.

As you are walking, you are not forced to walk only along the curb. You actually are brought into the site. There is some separation from traffic. The walkway does return back, so that you can cross the street, and if there happens to be

some J-walking people, they can still get across.

But once you are into the park at any one of the connections, you are brought away from the street, and then you have -- we have different sections of this. We have a fountain area, a sitting area, a quiet sitting area, some green lawns for various activities, and then the active area here.

But really just bringing you in and having some separation, and even as you are driving through here, I think scenically you are not walled off. You really have some setback. I believe that is the theme of this whole project as well.

Even as we get towards the front of the buildings, we are set back quite a bit, and we have enough room to really play with the walkways, and also there are several entry points on the walkways to bring you up.

In addition to that, we have trees on one side, trees on the other side, so there is a variety of interest here.

In addition to that, we have a variety of trees, taller trees, smaller trees in, you know, live tree section.

As we get up into this upper plaza

area, which would also relate to some of the -- we were saying there might be some office or retail connecting up into there, we are just picking up some of the flow of the lower area and bringing that up into a sweep, another sweep, another sweep, so just from a landscape architecture point of view, as you are perceiving the space, things tends to connect together. We are not really boxing things off. We have a nice flow to that, so the idea would be to pick some paving that would work with that type of design.

And then in addition to that, we would be talking about a variety of gardens, layered effect of plantings, lower plantings, a little higher plantings. There are a number of perennial beds that we have planned, so you have a little more seasonal interest in the summer, but we also have some evergreens, so things look great during the winter.

Then, of course, we are connecting back in a similar fashion to the other project that is under construction and really trying to blend in with that as well.

So the idea is to really -- at any one point, where you enter the site, you will be able to

really have a nice separation. As you go deeper into the site, you will have places to sit, and we also have a very nice connection over, which will eventually get to the light rail station. So you can really hit this, come to the park, go back, and you never have to cross the street. Maybe you are walking with your kids, you really have that a separation.

Again, even though diagrammatically it is along the road, you really have that separation from the road, so I think that is one of the nice features of this whole development from kind of a resident's point of view that may not even be living here, from an off site.

You may be just be walking to the neighborhoods, so there is a lot of benefit to what we're showing, in addition to the residents that have a nice park and green space. Really the users of the city also have a nice place to use and traverse.

MR. MATULE: On that Exhibit A-1, this is the great outdoor recreation area for the building?

THE WITNESS: Right.

MR. MATULE: You also have landscaping?

THE WITNESS: Oh, some plantings here, too, exactly. This you would not see from the street level or the public use.

MR. MATULE: Unless you were in the Doric.

(Laughter)

Okay. There was some conversation, and I don't know if you're dealing with it or not, but there was some conversation from the Board members about if it would make sense to have a dog run or some dedicated space there.

Is that something that could be factored in?

Is there space to do that?

THE WITNESS: Well, I mean, and there is some additional things that we would want to show in a final development -- design development plan.

We would be showing trash receptacles, maybe the dual trash and recycling, benches. There would be some bike parking, which would be added to this. There is ample room to add that. We are not showing it at this time, but there would be also room if you wanted to do some type of a dog park.

You could make a list of everything that you would like to see. We can't do everything

that everybody could come up with, but certainly you can identify some of the key needs, and we would want to put those into a park design. It is not really just for the residents of the building. It's we are trying to really weave that into what is the fabric of this area.

So there are sitting places over here, but there is -- certainly the residents here can use that, or they have their own sitting areas in the building, so this really needs to function for everybody, not just for the building. That is really what we are bringing to this.

So the general area, if we see -- I think if there is a need for a dog park, that would be probably the reason we would put the dog park in, not necessarily for the buildings, but for the larger area would be my comment.

MR. MATULE: Okay.

I have no further questions.

CHAIRMAN AIBEL: Okay.

Elliot?

VICE CHAIR GREENE: So the street level green scape that you created, how does that do during floods?

THE WITNESS: Well, assuming that -- I

guess that depends on the flood. I mean, if we are talking about water coming up and water going down --

VICE CHAIR GREENE: Both.

The architect described that area floods during heavy rains.

THE WITNESS: It is my understanding that it floods and then recedes. It is not sitting there for a long time. So typically the types of plants we use would be -- it would be able to handle that. I mean, I have seen them handle that.

We have had some similar projects. In Manhattan, we have some at I think Elevation 5, and that got hit twice.

VICE CHAIR GREENE: So the vegetation you are proposing would survive the typical Northwest flood, where the water is on the surface for 24 or 48 hours?

THE WITNESS: And we are talking flood fresh water, exactly. If we're talking --

VICE CHAIR GREENE: I am not sure how fresh it is.

(Laughter)

THE WITNESS: Rainwater, again, there is a lot of variations.

So we have not designed this with every possible event in place, but in general, if you have a lot of rainwater, it is rising and then it's going down, I would say yes, that is it. It would be great.

If you are having salt water breaching and flooding, you know, that is a completely different issue --

VICE CHAIR GREENE: More like sewers backing up --

THE WITNESS: -- on the park, right on the water is a different issue. But, again, many of the trees can take that.

Actually, they get -- at least it's my opinion that some of these parking lots get worse abuse than, you know, an occasional flood because you are dumping all of the salt, and it is really a bad situation.

VICE CHAIR GREENE: Okay.

And then in terms of -- you were talking about walking down the street with your kids in tow. It would be my guess, and it's purely a guess, that if you are going to have 515 apartments, you are likely to have 200 dogs, so there needs to be some accommodation for those dogs to be able to

go, and they may not all be small dogs.

THE WITNESS: Well, again, they talked about something on site, you know, on the building --

VICE CHAIR GREENE: Yeah, on the roof.

THE WITNESS: -- but, certainly, you know, just some spots, there could be a spot here we could add. There's some down this way, so there is certainly areas that could happen.

If it's more out front, then we would be thinking more of a community dog park.

But if it is kind of hidden away or maybe in the back of the building, that might be more dedicated to just the building owners. Obviously, if it is a level or two up, it is only building people, and there might be two of those, if there are that many dogs.

VICE CHAIR GREENE: Thank you.

COMMISSIONER MARSH: Is that 11th Street thing, yes --

THE WITNESS: Right.

COMMISSIONER MARSH: -- can you walk through -- what are the elevations again?

THE WITNESS: So we come in at street level, and then we have a set of steps that brings

you up to I think it is three feet to a retail level, and then there is another set of steps that brings you up to then that upper level, which I think --

COMMISSIONER MARSH: Where is the retail level and where is the upper level?

THE WITNESS: Running along here and along this level here, so think about it in terms of three levels. Think about a street level, just up several feet is a retail level, and then you go up one more level to where you are --

COMMISSIONER MARSH: So I see this --

THE WITNESS: -- so this is the highest part.

COMMISSIONER MARSH: -- can you just show me where the street level is, and where does the street level end?

THE WITNESS: The street level is really this whole section in here.

COMMISSIONER MARSH: Right. And it ends?

THE WITNESS: There is a little wall --

COMMISSIONER MARSH: No, no, no, no. We're talking just the 11th Street corridor --

VICE CHAIR GREENE: I think it's 10th.

THE WITNESS: -- This is street level, and then there is steps and --

COMMISSIONER MARSH: So there are steps and the steps end?

THE WITNESS: Then the steps come up to this platform, which then connects into this level.

COMMISSIONER MARSH: Okay. What's the height? That is about three feet up?

THE WITNESS: It's three feet up.

COMMISSIONER MARSH: Off street -- and where does that three feet up end?

THE WITNESS: That continues through here --

COMMISSIONER MARSH: No -- yes, back.

MR. MATULE: Going West.

COMMISSIONER MARSH: Going west.

THE WITNESS: It goes up and back.

Then from that level, you can get some steps up here or you can get some steps up here. So it is kind of like street, retail, and then the plaza level is the highest.

COMMISSIONER MARSH: So you have, you said, a double wide sidewalk, which is street level --

THE WITNESS: Right.

COMMISSIONER MARSH: -- how many feet is that?

THE WITNESS: That would be -- we are looking at between 15 feet and 12 feet, and at one point it is 25 feet --

COMMISSIONER MARSH: Okay.

THE WITNESS: -- so those are --

COMMISSIONER MARSH: Just in that corridor, you have how many feet going east to west that are at street level?

THE WITNESS: How many feet east to west like this?

MR. MATULE: No. East to west --

COMMISSIONER MARSH: No. That's north-south.

MR. MATULE: -- from the curb to the bottom of the steps.

THE WITNESS: Oh, so if you're walking up the curb to those steps.

COMMISSIONER MARSH: Yeah. I want to know what I am actually experiencing when I walk from east to west.

THE WITNESS: So that's about 16 feet.

COMMISSIONER MARSH: All right. 16 feet, and then you have three steps --

THE WITNESS: Then you have six steps. which would be three feet,

Then we have a 12-foot land -- Another 12 foot --

COMMISSONER MARSH: Landing, okay.

THE WITNESS: -- which is very wide. Obviously it's 40 feet wide, but it's 12 foot, and then you come up another eight steps or so, and then you are into this -- when you up at that ultimate height, that's all of the same elevation.

COMMISSIONER MARSH: So where does the ultimate height start?

THE WITNESS: At the top of that second set of steps there.

COMMISSIONER MARSH: So that little square above your finger is at the ultimate height?

THE WITNESS: Yes. From here all the way back.

COMMISSIONER MARSH: Okay. So that plaza is, you said, 40 feet wide?

THE WITNESS: When you get up here, it is about 50 feet wide, and then this arc, so if you measure across the arc, it is 50, and then comes down to about 25 --

COMMISSIONER MARSH: I'm trying to

figure out how far between buildings --

THE WITNESS: So this building --

COMMISSIONER MARSH: You're -- you're saying --

THE REPORTER: Wait a second. Can you just speak one at a time?

THE WITNESS: -- it's about 70 foot between the buildings.

COMMISSIONER MARSH: Okay. So it is 70 feet by about --

THE WITNESS: 150.

COMMISSIONER MARSH: Okay, thank you.

THE WITNESS: Not all paved, though, but that is your starting bulk volume.

COMMISSIONER MARSH: Thank you.

COMMISSIONER FISHER: Quick question: It is all steps. There's no ramp or anything to get up?

THE WITNESS: Well, actually we were just specifically talking about that, but there is ramps on the side here that comes up, and there is actually two other spots where there is ramps.

COMMISSIONER FISHER: Up to the retail level, but that additional eight steps to go up to the highest plateau, is there a ramp that goes from

the retail up to the --

THE WITNESS: There's a ramp. Yes, you can take a ramp. You can get on this ramp and go all the way up to that plaza --

COMMISSIONER FISHER: Okay.

THE WITNESS: -- and really the idea was walking and biking and pushing a stroller and, of course, that is a barrier free design as well. But the idea was that you could just kind of traverse through here and not cross any steps.

COMMISSIONER FISHER: Thank you.

CHAIRMAN AIBEL: John?

COMMISSIONER BRANCIFORTE: I actually made notes on my iPhone tonight.

There at the top of the steps, you have that plaza with the lobbies on each side, exactly that section there.

Couple of questions: How will the public know as they are walking down the street that they are allowed to walk up those steps, they're welcome to walk up those steps into that plaza area and hang out?

THE WITNESS: That is a good question. I would assume signage, but I think that not having a "keep out" sign would probably be good.

COMMISSIONER BRANCIFORTE: Not having a "keep out" sign.

THE WITNESS: Big wide steps, things that draw you. I mean, just going through public spaces, I have found that unless it is barricaded off, if you are welcoming people, they feel welcome. But I mean certainly if there is any signage, people want to come through. I think we are talking about a very wide connection. I am assuming that we would have some type of a demarcation. We would be proud of the fact that this is all public green space, so this is public green space. It is a greenway.

COMMISSIOENR BRANCIFORTE: So two large plaques that say public welcome, public greenway, welcome?

MR. MATULE: If I might, Mr. Braciforte, I just was asking the architect. Yes, probably some signage about this being part of the Hoboken green circuit.

COMMISSIONER BRANCIFORTE: Public welcome.

MR. MATULE: Yes.

COMMISSIONER BRANCIFORTE: And then we can also stick one at the handicapped ramp, so the handicapped people will also know that.

On top of that the plaza there, there is retail space in one of the buildings or both buildings, at that plaza space level?

THE WITNESS: As it is designed now, there is like an access out here, which is private, and that is going to be kind of walled off with some shrubs, and then there is a lot of -- and that is why we have a lot of planting here, so it is against that building.

On the other side, there would be doors and access and that is where this is all paved here.

COMMISSIONER BRANCIFORTE: Yeah. But that section of the building is commercial -- see, it is kind of confusing because on A-1, it is marked as "Fitness Center/Commercial Space," so I am not sure if it is the fitness center for the --

MR. MATULE: Yes. I was going to say, can I bring Dean back up --

COMMISSIONER BRANCIFORTE: Yes, that would be good.

MR. MATULE: -- maybe he could answer the question better, because I think he testified -- Dean?

MR. MARCHETTO: Yes.

THE WTINESS: This is where you are

talking about right here?

COMMISSIONER BRANCIFORTE: That green part of the building to the right --

MR. MATULE: Dean, the question is, if I might, your testimony was down at the plaza level there was going to be a health club on this corner, a fitness center?

MR. MARCHETTO: It is fitness for the building right around both sides here.

MR. MATULE: Right. Then this side was going to be the retail. Is that correct?

MR. MARCHETTO: This is retail space, commercial space.

COMMISSIONER BRANCIFORTE: Okay. On your plan, it is marked as "Fitness Center/Commercial Space."

MR. MARCHETTO: Correct. It is commercial fitness.

COMMISSIONER BRANCIFORTE: So are you talking about a gym?

MR. MARCHETTO: It could be a gym. It is membership. It's not just for the building.

COMMISSIONER BRANCIFORTE: I got you.

The reason I asked is because on the plaza, I am wondering if we should put benches or

cafe tables depending on what kind of commercial space it is going to be to invite people to come up and sit.

THE WITNESS: I think street furnishing would be a layer that we need to develop as part of our final --

COMMISSIONER BRANCIFORTE: As a landscape architect, do you bother yourself or get interested in bike racks and stuff like that?

THE WITNESS: I would say that is the final layer. Actually we did plan some seating back here. There is ample room for all of that, and I think part of it is what is the final retail going to be. So if in fact there is cafes or a coffee shop, then we do have a great space for that.

If it is a Best Buy, I don't know if we really need the tables there.

For me just to throw tables there, we could do that, and you know, I would say we are definitely going to have furnishings. We're definitely going to have bike racks, and we are definitely going to have trash, absolutely.

Where do those exactly go in this case, it would be nice to know exactly what the use is, but definitely we would be having all of that.

COMMISSIONER BRANCIFORTE: So the west side of the building there on the north building, the north building on the west side, south building -- the north building --

THE WITNESS: The north building --

COMMISSIONER BRANCIFORTE: -- exactly where you are pointing right there, that little sliver of green. How are we going to keep people from walking back there, you know, keep them away from -- keep them from getting in between the building and the light rail, how do you plan on keeping people from getting people back in there, speeding back there?

THE WITNESS: Well, I am not showing any of that for security, but I am assuming there would be security fencing. I don't think -- somebody was saying if there was going to be some kind of connection back there. This plan is not providing that connection, so --

COMMISSIONER BRANCIFORTE: Well, I mean, we would have to see some sort of security, something to keep people from wandering behind that building and on towards the light rail.

THE WITNESS: That is a good comment.

COMMISSIONER BRANCIFORTE: I mean,

between you and I, we can't rely on New Jersey Transit to provide a secure fence.

THE WITNESS: No, and we are certainly not trying to borrow any of their land as well, so we would definitely want to secure that.

COMMISSIONER BRANCIFORTE: I think that is it.

Thank you, Mr. Chairman.

CHAIRMAN AIBEL: Mike?

COMMISSIONER DE FUSCO: Question: From a landscape architect's perspective, what is the average width of a bicycle lane that goes in two directions?

THE WITNESS: The average width, I wouldn't want to just give you the minimums, but I guess it is about six and six.

COMMISSIONER DE FUSCO: Six and six?

THE WITNESS: Six and six, but it could be bigger, riding the tire --

COMMISSIONER DE FUSCO: An urban bike lane, like, for instance, the Hudson circuit on the other side --

THE WITNESS: Well, I mean, if you go across the street --

THE REPORTER: Wait a second. You

can't talk at the same time.

CHAIRMAN AIBEL: Mr. Neumann, you have to pause, because it is not just always the Board that is overtalking you. Okay?

THE WITNESS: I'm sorry.

MR. GALVIN: That's all right.

Go ahead.

THE WITNESS: Well, I am pausing.

MR. GALVIN: Who's going?

MR. GALVIN: I stopped Mr. Meumann from answering your question.

COMMISSIONER DE FUSCO: Six and sixteen is a little excessive to me on the bike trails that I've ridden in urban landscapes.

THE WTINESS: I'm sorry. What was it?

COMMISSIONER DE FUSCO: Six and six seems a little excessive in my experience as a cyclist in urban landscapes.

If you look at the Hudson Circuit on the other side of the river in Manhattan, there are portions of that trail that are ridden by cyclists every day that I would estimate are probably no more than three feet in each direction.

It's a long way of asking you the following question: What would it take, in your

opinion, to create some sort of circuit for cyclists, which is in my opinion, something that is important for, you know, attractive land that borders on a proposed green circuit. It is not just for pedestrians.

Let me just add this: That probably good planning would entail separating cyclists -- cycle lanes from pedestrian lanes in terms of safety, so I throw it back to you.

MR. GALVIN: Go ahead.

MR. MATULE: Now you can talk.

(Laughter)

MR. GALVIN: Yes.

THE WITNESS: Well, I am not going to -- I don't think there was a specific question, but you were just saying --

MR. GALVIN: No.

Mike, just ask a specific question.

COMMISSIONER DE FUSCO: What would it take, in your opinion, to get bicycle lanes into this project?

THE WITNESS: Well, in a sense I think we have it because, you know, just in thinking of bicycles and what they are going to do, if you are coming from this part -- well, you have to connect

that. It doesn't just have -- this is not going to be a self-contained bike park or bike lane. It is always about what's the continuity. You're coming from here and you're going to here, so if we are doing our part, what are we connecting up to.

So here, assuming there is going to be some kind of a bike lane this way, and assuming you are going to connect up over here, if you are going to strike -- you certainly need a width of pedestrian walkway, and you certainly would need, as you say, you know, if you went three and three, I think that's narrow, but even if you went four and four, you would have a stripe and a stripe.

If you are talking about high speed biking and a lot of pedestrians, now you want to basically separate them. It is nice to have a barrier, but that is when you are talking about high volume and when you are talking about cyclists that are really going a long distance and connecting up.

If you are not going a long distance, I think the speed is slower. I don't think you need as much of a -- put it like bike highway design, and again, just judging from other projects, where bikes continue through.

When you hit an area, you slow down, so

I definitely see this as not a, you know, bike highway. I would definitely say that this is -- you are able to bring your bike here, and you are able to traverse it, and that is safe.

I wouldn't want to promote, you know, a heavy high speed biking through here, so I don't think we would want to create that separated area. I don't think we do.

COMMISSIONER DE FUSCO: Right.

On behalf of the community, I would think that a green circuit would serve both cyclists and pedestrians in a safe manner, and I think from what I am seeing in this application, agree or disagree, I guess would be the question, it doesn't seem to accommodate that particular function and on a detriment it actually creates a stop gap in what could be a larger picture for green infrastructure in the city.

THE WITNESS: Again, I don't see us creating a high speed bike lane through here unless, of course, it is something that is part of another master plan. We are gleaning from what people talked about in master plans as creating that green link, and we are certainly providing that. We are not making the up and down steps. If in fact that

was a critical component, we could certainly widen some of these and we could certainly provide a striped bike way. So if it was something that was a conditional approval or something that just showed up in the master plan, I think we could accommodate it.

So specifically to your question, we would widen some of these. We could keep the bikes to one side. We could probably widen some of those wraps a little bit, and I don't think it would take a real lot to provide that --

COMMISSIONER DE FUSCO: So, in your opinion, would the --

THE WITNESS: -- I think with some small modifications, I think we could provide what you are describing.

COMMISSIONER DE FUSCO: -- with the current layout of the building --

THE WITNESS: With the current layout, yes, I do.

I don't know that we would want to, but we could, because I don't think we want to promote that -- once you stripe it, and I ride, too -- once you stripe it, it's like, you know, you have your spot, and I don't know that you'd want to have -- I

think you want people to slow down a little bit.

To be honest with you, if you're out and you want to go 25 miles an hour, I really do think you're just going to be on the road. I think this is more for people that are just going to experience -- that can get off the street, connect the green link. The kids are going to ride their bikes, but that is my opinion.

COMMISSIONER DE FUSCO: Last question: Do you think limiting -- in that logic, do you think limiting it to just pedestrians is limiting the use --

THE WITNESS: No, no. It is not limited. It's not limited to pedestrians. We are just saying we are not providing a bike -- like a high -- what I would call a higher speed bike way.

COMMISSIONER DE FUSCO: That was a really bad question.

Current setup, there is possibilities, in your professional opinion, to build a separate bike infrastructure into the greenway?

THE WITNESS: I think we could provide for a separated bike way.

COMMISSIONER DE FUSCO: Perfect.

Thank you.

CHAIRMAN AIBEL: Anybody else?

Go ahead, John.

COMMISSIONER BRANCIFORTE: Now, when I see those steps, the six steps followed by the landing, followed by the eight steps underneath, I just, if I were a 12-year-old kid with a skateboard, I would be all over that, so the entire plaza has to be basically skateboard proofed.

I understand it is an enforcement issue and blah, blah, blah, but if we can avoid making it an enforcement issue in the first place, I mean, is there anything you could do to turn it --

THE WITNESS: Well, there's certain -- they like ride walls, so you have -- there is lots of ways you can put those little stop gaps -- I mean, skate stops on a wall.

They like to jump and ride a rail down, so you have to have a handrail, so no matter what you do, you are going to have to have a smooth handrail, and that is a problem.

I think by breaking the steps up into smaller steps does help. You know, if you ever watch those videos of kids going down the ten, twelve riser stairs, and people do it on bikes, that's dangerous.

If you break that up into small grade changes, that is probably safer, inherently safer, but you can't put the skate stops on steps. We have ramps, so we don't have all steps.

I don't think it is feasible to eliminate all of the steps especially from an architectural point of view. That is your plaza. That is what invites people in --

COMMISSIONER BRANCIFORTE: I understand that. I understand the steps --

THE WITNESS: -- but the enforcement I think is really going to be the key.

COMMISSIONER BRANCIFORTE: -- I understand the steps are tough, but the surface before the steps on the plaza, if it wasn't smooth, if it was cobblestones or something, where kids couldn't get, you know, a head start on their -- or a push off on their skateboard --

COMMISSIONER MARSH: Even strollers --

COMMISSIONER BRANCIFORTE: -- if it's a stroller --

THE WITNESS: You know, I would agree with you a hundred percent, other than that my wife yelled at me on Saturday for a job I didn't even do, but she was yelling at me because landscape

architects put these rough cobbles in and women freak out on their heels, so I don't really have an answer for her --

(Laughter)

-- that would be a perfect solution. I think if -- one idea would be maybe to eliminate that straight run, so maybe we get a little planting on top, so when you come up the steps, there is maybe a nice garden presented to you eight or ten feet back, you have to walk around it, so you don't get a head steam. Something like that could work.

COMMISSIONER BRANCIFORTE: I'm just wondering if the surface area, if it was made rough, kids couldn't skateboard.

THE WITNESS: I would agree with you a hundred percent.

COMMISSIONER BRANCIFORTE: If it was just a five-foot wide section.

THE WITNESS: Yes. I think so. I agree with you.

CHAIRMAN AIBEL: How are we doing, Board members?

COMMISSIONER GRANA: Question: Do you believe that the staircases need to remain in place stepped, as the way they are and open wide to create

the perception of the public that it's open to the public, and people have a visual cue, and you don't want to actually visually block the visual cue to that public space, is that your opinion?

THE WITNESS: It is my opinion.

If the only way to eliminate that would be to have a big ramp, so in my opinion, without changing the dynamics of this --

COMMISSIONER GRANA: I am actually not proposing to change --

THE WITNESS: -- no, I do. I do.

COMMISSIONER GRANA: -- I'm just confirming.

THE WITNESS: No, it isn't. That is what I believe.

COMMISSIONER GRANA: Thank you.

CHAIRMAN AIBEL: Eileen?

MS. BANYRA: Along your street frontage, your tree pits, did you consider doing like a structured pavement or a structured tree pit just in terms of water retention, and I think that would accommodate what you wanted to accommodate in terms of -- you know, I am not familiar with, other than like on the waterfront to see, and I called it a serpentine --

THE WITNESS: You have some of the state of art material that you have on your parks out there, and people use that as an example of what to do.

MS. BANYRA: Right.

But so for here, I guess your design is a little bit unusual, but I think one of the reasons you explained that was because you were trying to accommodate a sufficient area to accommodate a lot of vegetation. Since this is a flood plain area, that might be something else to consider.

And what this is for the Board members is kind of an open pit area, so that it holds water as well as waters the landscaping, so it is a big retention -- retention pond underneath the tree pits, I think it is usually gravel, right?

THE WITNESS: Yes. It is a gradation of different soils. If you have smaller and then a bigger, and then the next big particle, you take it out of the middle, so that you have that automatic space.

But actually, a lot of what we are designing is kind of the old way, which is, if we have enough room for planting, then that is good. All of the structured soil is fine, but that's what

we're trying -- you know, if we have no room for trees, so we have to come up with all of this technology because we don't have any room for these trees, and there's cars driving over it, and there's all of this havoc going on, so we have to design a way out of it.

But the other way is to create big beds that things like to live in, so where possible, that's what we're doing.

In some of the smaller tree pits, I would definitely want to do that.

MS. BANYRA: Is that because -- is there a cost thing, is that why?

THE WITNESS: Well, it is a room thing. If you have no room, and you have to get a tree in, then you have to do it.

If we have room, then we should suck it up with green and plantings, which is what we're doing here --

MS. BANYRA: No, understood --

THE WITNESS: -- so I kind of get in first, and said I'm going to keep all of this land for myself.

MS. BANYRA: -- actually your landscaping plan was very detailed, and I

appreciated the species. You added a lot of different things that we don't usually see.

THE WITNESS: I would say I added a lot of what seemed to be working around here.

MS. BANYRA: Yes. I guess I am trying to accommodate the flood situation as well, that maybe accommodates the vegetation, flooding, you know, so the idea of adding something in addition to a bioswale for this particular, you know, location --

THE WITNESS: I'm certainly not discounting that. We want to consider that structural soil where needed --

COMMISSIONER FISHER: Maybe just to add to what Eileen was saying, I guess my one question, when we talk about flooding, we are not talking about torrential rainstorms. We are just talking about the average rainstorm in that area. I don't know how familiar you are with it, but it literally just holds water for 24 to 48 hours.

So not the tall trees, but whatever is lower to the ground is like mulch and that, is it movable?

Like if suddenly we have a foot of water just because it rained on Saturday, and it

goes down, all of that mulch is suddenly in the street or stones are all over, or things that don't have as deep of roots, like what happens in that situation?

But because this type of flooding literally does happen all of the time, this isn't the hundred-year flood, the 50-year flood. This is the five times a year flood.

THE WITNESS: Well, I guess where we have deeply rooted plants and ground cover, that's going to help.

If you have open mulch beds where there's real plants, that is not going to really do much, so I think planting density is going to help out.

Unless you put big rocks everywhere and just a few trees, that is probably the ultimate design of no maintenance. We could definitely consider using some of the larger river stone mulch in some of the bigger beds, and that would probably help some of that.

In addition to -- but, again, where you have the tight planting and the dense planting, you can't do that either, so I think it is really good preparation, dense planting, and the dense planting

reduces the amount of mulch that you have to put in, too.

Also, initially and over time, you don't want to have where you have an edge of pavement, you tend to keep adding mulch and adding mulch, and now that is ready to just wash away. If you can keep a nice even grade on that, that will help as well.

COMMISSIONER FISHER: Do -- do -- is it -- my apologies if it's in here, but is it contemplated that there will be pavers or is it pavement?

Because the reason why I am asking is, I would guess that with flooding, pavers will move, right? They are just going to -- water will get underneath them, and they will move.

THE WITNESS: They would probably move a little easier than like -- well, if you had concrete slab, then you could have the steal, and that is going to be a different matter.

But, you know, with the proper base preparation, you will see the pavers act pretty well, that are compacted pretty well.

We don't have the final pavement designed on this --

COMMISSIONER FISHER: That would be on the final?

THE WITNESS: -- there's is a variety of pavement that may very well be interlocking pavement that connects.

You are probably talking about decorative poured in place concrete along the street, which is really what we are talking about, so I would see that more along the street and concrete and the sidewalk that would help that.

CHAIRMAN AIBEL: Carol?

MS. BANYRA: Just so the Board knows, a lot of the detail relative to the landscaping plan, as he has indicated, he's not there yet. I think there is a lot of information that is here, but walls and edges and trimming and benches and coloration and what the stripe -- you know, that is not here, so I think that would be for a later date, you now, prior probably to preliminary, but there is certainly a lot of detail that is not here yet, you know.

CHAIRMAN AIBEL: Carol?

COMMISSIONER MARSH: I just want to -- I mean, I think this is a dumb question. I hope it is a dumb question.

All of that that you are calling the open space is all on the ground, right?

There is no -- it is not -- it is not like capped or anything. There is no like layer of cement of what you're putting --

THE WITNESS: Oh, like on a deck, you mean on top of a roof --

COMMISSIONER MARSH: -- you know, like part of the reason they used engineered soil in Pier A is because it is basically built on a concrete slab, so it is not really dirt. It's really a big planter. That is really dirt, right?

THE WITNESS: I think there is one section that is -- no, you know what -- yeah, it is -- because there is some seepage and drainage under here that are just, you know, on-site facilities vary. You have soil, on soil, on soil, on soil, on soil.

COMMISSIONER MARSH: I just -- do you have an estimate of how much of that is impervious because I appreciate what you are saying about the pavers moving. But every time you cover something with concrete, you are also putting water into your neighbor's yard, right?

THE WITNESS: Without a doubt.

So, yeah, I would call -- I mean, look, for an urban street scape approach, I would call this perforated, meaning that we have a lot of places for, you know, infiltration.

I am not saying when it floods, that that is going to solve flooding, but, you know, wherever possible, there is going to be water draining into beds, and it is going to sit there, and it is going to water the plants, and it's going to evaporate or sink into the ground. We are not dealing with, you know, things on a roof deck.

COMMISSIONER MARSH: So the green parts are the perforations. It is not like you're --

THE WITNESS: Where the green is, yes. You just dig here, and you keep digging, you are going to hit whatever base soil is down there. We are not capping it.

COMMISSIONER BRANCIFORTE: A question for our engineer, Jeff:

When they do the calculation on the detention tank, are they taking -- in the calculation, are they considering just the impervious section of the building, or are they looking at the entire site?

MR. MARSDEN: They should be looking at

the entire site. They develop runoff coefficients. Pavement is, you know, .99, and grass is like .4 or .5, depending on what kind of grass or vegetation, so that is how they evaluate the proposed conditions.

COMMISSIONER BRANCIFORTE: So theoretically, anything that falls on the site should go into the detention pond, the detention basin?

MR. MARSDEN: Well, in some cases you can't. You can't always collect everything, but that is usually their intent, which is to try to collect what they can.

COMMISSIONER BRANCIFORTE: Okay. Do you see that -- I mean, for later on, I want to talk about that more later, if you see that happening.

MR. MARSDEN: Okay.

COMMISSIONER BRANCIFORTE: Thank you.

CHAIRMAN AIBEL: Okay.

We are finished.

Let me open it up to the public.

Does anybody have questions for this witness?

Please come forward.

Seeing no one...

VICE CHAIR GREENE: I move to close the public portion.

COMMISSIONER GRANA: Second.

CHAIRMAN AIBEL: All in favor?

(All Board members answered in the affirmative.)

MR. MATULE: We can break now. I have our civil engineer here, but I don't know if this would be a good time to stop it here.

I would just like to also, if I could, Mr. Branciforte, respond. Generally that whole calculation as part of getting the sewer hookup permit with North Hudson Sewerage Authority is something that is done between the preliminary and final, and where it is to get approved in some iteration, we could come back to the Board with that all engineered out as part of our final approval.

CHAIRMAN AIBEL: Thank you.

VICE CHAIR GREENE: Can I just ask Jeff a question?

Jeff, what elevation does the first residential space have to be?

Is it 12 or 13?

MR. MARSDEN: I think there is a slight misnomer.

According to the Flood Hazard Area Regulations, all buildings, including parking spaces, have to be one foot above base flood elevation. In this case, base flood is 12, and the finished floor should be at 13. In this case they are proposing to have part of their commercial or the retail at Elevation 8.

DEP -- they will need an individual permit. DEP will typically tell them to dry flood proof the building by putting in gates and designing the thing, so it won't let water in as long as you have the flood gates up, and they have issued permits to other applications in Hoboken for that.

The only drawback is when you come to emergency access for emergency vehicles to get in or EMTs to get in and so forth, then they have a different method, and they typically wet proof that. So that is, you know, it should all be at 13, but because of the nature of Hoboken, you can't always do that.

VICE CHAIR GREENE: Thank you.

CHAIRMAN AIBEL: I am going to suggest that we close it for the evening and set a new date.

MR. MATULE: Okay.

MS. CARCONE: We have three meeting

dates in October, the 14th, the 21st and the 28th.

The 28th is dedicated to the Stevens' application.

The 21st, we have the continuation of the Bakery, the 720 Clinton project, and we have some smaller projects already scheduled for the 14th, so that kind of pushes us into November.

MR. GALVIN: What date is that, November what?

MS. CARCONE: We have two meeting dates in November, the 18th and the 25th. But the 25th is Thanksgiving week, right? That is probably a bad week, right?

COMMISSIONER BRANCIFORTE: There is also the municipal conference in Atlantic City.

COMMISSIONER MARSH: That is the week of the 17th.

MR. GALVIN: I didn't consider that.

COMMISSIONER MARSH: The 4th is Election Day, so that's --

CHAIRMAN AIBEL: Is there an off Tuesday?

(Board members confer and all talking at once)

VICE CHAIR GREENE: The 18th is the

conference, and the 25th is Thanksgiving.

COMMISSIONER MARSH: The 6th to 13th?

MR. GALVIN: Who is Phyllis taking down?

(Laughter)

(Board members continue to confer and talk at once.)

MR. MATULE: Mr. Chairman?

CHAIRMAN AIBEL: Please everybody.

Mr. Matule?

MR. MATULE: I have been told that the 17th, 18th, and 19th of November is I guess the League of Municipalities --

MR. GALVIN: Yes. I am doing a whole bunch of stuff.

MR. MATULE: -- so we may not be available.

MR. GALVIN: I could make it that Tuesday, if I have to. I am teaching in the afternoon.

(Counsel confers)

MR. MATULE: All right. We could do the 18th, if that is the Board's plan.

CHAIRMAN AIBEL: Is that okay?

COMMISSIONER MARSH: I can do the 18th.

CHAIRMAN AIBEL: So we will do it the 18th.

MR. MATULE: Okay. No public notice.

CHAIRMAN AIBEL: We will have a motion to carry this to November 18th without further public notice.

MR. MATULE: Can we consent to an extension of time within which the Board has to act to November 18th?

CHAIRMAN AIBEL: Do we have a motion, do we have a second?

COMMISSIONER COHEN: Second.

CHAIRMAN AIBEL: We have a second.

Pat?

MR. MATULE: Thank you.

MS. CARCONE: Are we taking a vote or all in favor?

CHAIRMAN AIBEL: Take a vote.

Commissioner Greene?

VICE CHAIR GREENE: Yes.

MS. CARCONE: Commissioner Cohen?

COMMISSIONER COHEN: Yes.

MS. CARCONE: Commissioner DeFusco?

COMMISSIONER DE FUSCO: Yes.

MS. CARCONE: Commissioner Grana?

COMMISSIONER GRANA: Yes.

MS. CARCONE: Commissioner Marsh?

COMMISSIONER MARSH: Yes.

MS. CARCONE: Commissioner Murphy?

COMMISSIONER MURPHY: Yes.

MS. CARCONE: Commissioner Aibel?

CHAIRMAN AIBEL: Yes.

Motion to adjourn?

VICE CHAIR GREENE: Motion to adjourn.

COMMISSIONER GRANA: Second.

CHAIRMAN AIBEL: All in favor?

(All Board members answered in the affirmative)

(The meeting concluded at 10:15 p.m.)

C E R T I F I C A T E

I, PHYLLIS T. LEWIS, a Certified Court Reporter, Certified Realtime Court Reporter, and Notary Public of the State of New Jersey, do hereby certify that the foregoing is a true and accurate transcript of the proceedings as taken stenographically by and before me at the time, place and date hereinbefore set forth.

I DO FURTHER CERTIFY that I am neither a relative nor employee nor attorney nor counsel to any of the parties to this action, and that I am neither a relative nor employee of such attorney or counsel, and that I am not financially interested in the action.

s/Phyllis T. Lewis, CSR, CRR

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PHYLLIS T. LEWIS, C.S.R. XI01333 C.R.R. 30XR15300
Notary Public of the State of New Jersey
My commission expires 11/5/2015.

Dated: 10/2/14

This transcript was prepared in accordance with NJ ADC 13:43-5.9.