

HOBOKEN ZONING BOARD OF ADJUSTMENT
CITY OF HOBOKEN

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RE: SPECIAL MEETING OF THE HOBOKEN : April 14, 2015
ZONING BOARD OF ADJUSTMENT : 7 p.m.
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Held At: Multi Service Center
124 Grand Street
Hoboken, New Jersey

B E F O R E:

- Chairman James Aibel
- Commissioner Michael DeFusco
- Commissioner Diane Fitzmyer Murphy
- Commissioner John Branciforte
- Commissioner Tiffanie Fisher
- Commissioner Owen McAnuff
- Commissioner Frank DeGrim

A L S O P R E S E N T:

- Eileen Banyra, Planning Consultant
- Jeffrey Marsden, PE, PP
Board Engineer
- Patricia Carcone, Board Secretary

PHYLLIS T. LEWIS
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1 A P P E A R A N C E S:

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6 Attorney for the Board.

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1 CHAIRMAN AIBEL: Good evening.

2 Good evening, everybody.

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

11 If you would all join me in the salute
12 of the flag.

13 (Pledge of Allegiance recited)

14 CHAIRMAN AIBEL: So if anybody is lost,
15 we are at a meeting, a Special Meeting of the
16 Hoboken Zoning Board of Adjustment, April 14th.

17 We have got a couple of administrative
18 matters to take care of very quickly at the
19 beginning, but I will say for those who were not
20 here at the last session, that the acoustics are
21 very poor, so we will ask everybody to speak as loud
22 as possible, something that I am not accustomed to
23 doing. And if you have trouble hearing, please try
24 to squeeze as close as you can to the front.

25 With that said, we will have a roll

1 call.

2 MS. CARCONE: Commissioner Aibel?

3 CHAIRMAN AIBEL: Here.

4 MS. CARCONE: Commissioner Greene is
5 absent.

6 Commissioner Cohen is absent.

7 Commissioner DeFusco?

8 COMMISSIONER DE FUSCO: Here.

9 MS. CARCONE: Commissioner Grana is
10 absent.

11 Commissioner Marsh is absent.

12 Commissioner Murphy?

13 COMMISSIONER MURPHY: Here.

14 MS. CARCONE: Commissioner Branciforte?

15 COMMISSIONER BRANCIFORTE: Here.

16 MS. CARCONE: Commissioner Fisher?

17 COMMISSIONER FISHER: Here.

18 MS. CARCONE: Commissioner McAnuff?

19 COMMISSIONER MC ANUFF: Here.

20 MS. CARCONE: Commissioner DeGrim?

21 COMMISSIONER DE GRIM: Here.

22 CHAIRMAN AIBEL: Great. Thanks.

23 Next we will do a memorialization of a
24 resolution of approval for 604 Hudson Street.

25 MR. GALVIN: Those voting are Mr.

1 DeFusco, Ms. Murphy, Mr. Branciforte, and the
2 Chairman.

3 Can I have a motion?

4 COMMISSIONER BRANCIFORTE: Motion to
5 approve the resolution.

6 MR. GALVIN: Can I have a second?

7 COMMISSIONER MURPHY: Second.

8 MR. GALVIN: Thank you.

9 Mr. DeFusco?

10 COMMISSIONER DE FUSCO: Yes.

11 MR. GALVIN: Ms. Murphy?

12 COMMISSIONER MURPHY: Yes.

13 MR. GALVIN: Mr. Branciforte?

14 COMMISSIONER BRANCIFORTE: Yes.

15 MR. GALVIN: Chairman Aibel?

16 CHAIRMAN AIBEL: Yes.

17 MR. GALVIN: The resolution is
18 memorialized.

19 CHAIRMAN AIBEL: Very good. Thank you.

20 We have one waiver, but we will do that
21 at the end of the session.

22 And we also have a second hearing on
23 tonight for 727-733 Clinton Street. If anybody is
24 here for that application, that is going to be heard
25 on another night. It is going to be resubmitted and

1 additional further notice will be given to the
2 public on that application.

3 So, again, if anybody is here on
4 727-733 Clinton, it will be heard on another night
5 after you receive notice.

6 And, Pat, you will follow up with
7 counsel, if we need a letter.

8 MS. CARCONE: Yes.

9 CHAIRMAN AIBEL: Thanks.

10 (Continue on next page.)

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HOBOKEN ZONING BOARD OF ADJUSTMENT
CITY OF HOBOKEN

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 RE: Stevens Institute of Technology : SPECIAL MEETING
 Academic Gateway Center :
 APPLICANT: Stevens Institute of :
 Technology :April 14, 2015
 Preliminary & Site Plan Application :Tuesday 7:15 p.m.
 C & D Variances :
 (Continued from 2/24/15) :
 ----- X

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14 66 Sunset Strip (Suite 205)
15 Succasunna, New Jersey 07876
16 (973) 584-1400
17 BY: PATRICK J. DWYER, ESQ.
18 Attorney for Concerned Neighbors.

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WITNESS

PAGE

JOHN A. DIGIACINTO, PE

14

CHARLES D. Olivo, PE, PTOE

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1 CHAIRMAN AIBEL: Okay. I think we are
2 ready to resume with Stevens Academic Gateway
3 Center, Mr. Tuvel.

4 MR. GALVIN: All right. Mr. Tuvel, do
5 you want to put your --

6 MR. TUVEL: My appearance on the
7 record?

8 MR. GALVIN: -- yeah, that would be
9 awesome.

10 (Laughter)

11 MR. TUVEL: No problem.

12 Jason Tuvel from the law firm of
13 Gibbons, PC, attorney for the applicant, Stevens
14 Institute of Technology.

15 Good evening, Mr. Chairman, and Members
16 of the Board.

17 MR. GALVIN: I just want to introduce
18 that I know that there is an objector's attorney
19 here.

20 Mr. Dwyer, do you want to put your --

21 MR. DWYER: Yes.

22 Good evening.

23 Patrick Dwyer of the law firm of
24 Nusbaum Stein on behalf of some concerned neighbors.

25 MR. GALVIN: Okay.

1 CHAIRMAN AIBEL: Thank you.

2 MR. TUVEL: Thank you, Mr. Chairman.

3 As you recall, where we left it off at
4 the last meeting, we presented our architect.

5 At this meeting what I hope to do is
6 start with our site engineer from Langan
7 Engineering, John Digiacinto, and from there go to
8 our traffic engineer, Charles Olivo, and if we have
9 additional time, which I hope we can accomplish a
10 lot this evening, Bob Maffia, who is Vice President
11 of Facilities at Stevens.

12 What I also just wanted to bring the
13 Board up to speed with --

14 MR. GALVIN: And then your planner,
15 right?

16 MR. TUVEL: If we can get further, I
17 wasn't as optimistic as you were, Mr. Galvin, but,
18 yeah, if we can get even past there, we will have
19 our planner, Elizabeth McKenzie, as well.

20 Since our last meeting, we did have a
21 hearing before the Hoboken Historic Preservation
22 Commission. As I let Mr. Galvin know and also Mr.
23 Dwyer, since I have learned of his appearance as
24 well, the Historic Preservation Commission voted to
25 endorse or recommend approval of the application

1 with some recommendations and conditions at their
2 May 4th meeting, which is the next meeting, they
3 will memorialize that recommendation of approval in
4 writing to the Zoning Board as required by statute,
5 so that is what we have accomplished since the last
6 meeting, so I think that is it in terms of
7 procedural issues.

8 So with that, I would like to call my
9 first witness, if that is okay with the Board.

10 MR. GALVIN: I just wanted to comment
11 also --

12 MR. TUVEL: Sure.

13 MR. GALVIN: -- that we don't have a
14 copy of that report yet from the Historic
15 Commission.

16 MR. TUVEL: Correct. That will be
17 memorialized at their May 4th meeting, and I believe
18 then transmitted to the Zoning Board pursuant to
19 statute.

20 MR. GALVIN: All right. Thank you.

21 MR. TUVEL: Sure.

22 So the first witness that I would like
23 to call is our site engineer, John Digiacinto, from
24 Langan Engineering.

25 MR. GALVIN: Raise your right hand

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

4 MR. DIGIACINTO: I do.

5 J O H N D I G I A C I N T O, PE, Langan, 619 River
6 Drive, Elmwood Park, New Jersey 07407, having been
7 duly sworn, testified as follows:

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

10 THE WITNESS: John Digiacinto,
11 D-i-g-i-a-c-i-n-t-o.

12 MR. TUVEL: Okay.

13 Mr. Galvin, just for everyone's
14 benefit, we are going to have the PowerPoint, which
15 we think is helpful, so that everybody can see.

16 There are also boards on the other
17 side, but they will be the same items that are on
18 the PowerPoint, but we wanted to have physical
19 boards for the record as well.

20 Is it okay if John presents from over
21 here and I stand here?

22 I hate to have my back to anybody,
23 but --

24 MR. GALVIN: As soon as -- as soon as
25 John gives us three Boards he has appeared before

1 recently.

2 MR. TUVEL: Okay.

3 THE WITNESS: Paterson, Newark,
4 Westwood, Paramus.

5 MR. GALVIN: That is four.

6 THE WITNESS: I squeezed an extra one
7 in there.

8 All right. Do we accept his
9 credentials?

10 CHAIRMAN AIBEL: We do.

11 MR. GALVIN: Okay.

12 MR. TUVEL: Okay. So Mr. Digiacinto
13 will be qualified as an expert --

14 MR. GALVIN: Oh, Mr. Dwyer, do you have
15 any objection to his credentials?

16 MR. DWYER: No, sir.

17 MR. GALVIN: All right.

18 MR. TUVEL: Thank you very much.

19 Okay. Mr. Digiacinto, can you please
20 go over your role in connection with this project?

21 THE WITNESS: I was the main project
22 manager responsible for the site design work, as
23 well as supervision of the site design work for our
24 staff at the office --

25 THE AUDIENCE: Louder, speak up. Speak

1 louder.

2 THE WITNESS: Okay. I will do my best.

3 MR. TUVEL: Okay.

4 Let's start with the existing
5 conditions. Now, we don't need to go over the
6 existing conditions and repeat what Mr. King went
7 over, but just from a site engineering perspective,
8 can you bring the Board up to speed with respect to
9 the relevant existing conditions as they deal with
10 your testimony?

11 THE WITNESS: I will do my best. It
12 has been a few weeks since he testified.

13 So, as you know, we have two lots here.
14 We have the north lot and the south lot --

15 THE AUDIENCE: We still can't hear you.

16 UNIDENTIFIED VOICE: You need to talk
17 to the audience and not to a wall.

18 UNIDENTIFIED VOICE: Yeah. If you look
19 at them, it would help us to hear.

20 THE WITNESS: But that is what I am --
21 okay. I will do my best to try and look this way
22 and pretend to point.

23 Yeah. Why don't I try that?

24 We have two lots. We have the north
25 lot and the south lot down on Sixth Street and it

1 fronts on Hudson --

2 THE REPORTER: I can't hear you either.

3 What does it front on?

4 CHAIRMAN AIBEL: Okay. We are going to
5 take a quick break to see if we can get the fan
6 turned off.

7 THE WITNESS: -- it fronts on Hudson --

8 CHAIRMAN AIBEL: Everybody can take
9 their jackets off.

10 THE WITNESS: Do you want me to keep
11 going, or do you want me to wait?

12 MR. GALVIN: No, keep going, but you
13 got to be louder than that.

14 THE WITNESS: All right. All right.
15 I'll try.

16 MR. GALVIN: Come on.

17 THE WITNESS: Okay.

18 The northern lot is a rectangular lot
19 about 7,750 feet or .188 acres. It has 77 and a
20 half feet of frontage on Hudson, a hundred feet in
21 frontage on Sixth.

22 A portion of the project also includes
23 the lot to the east, which is Lot 16. That is a .11
24 acre lot. We have approximately .04 acres of
25 disturbance in that lot, which includes the loading

1 area behind the building and what's within the
2 alleyway, what exists there.

3 As you are aware, most people are aware
4 this parking lot is a paved parking lot with a
5 chainlink fence surrounding it.

6 In case you are not aware, the parking
7 lot itself actually extends into the municipal
8 right-of-way on Hudson by about 14 feet and on to
9 Sixth by about five feet.

10 There are two driveway ramps that have
11 entrances from Sixth. The lot is lit with flood
12 lights, and essentially at the corners on PSE&G
13 poles that also contain overhead street lighting, as
14 well as transformers and electrical systems.

15 Again, I mentioned there is the
16 alleyway behind the lot that is part of actually the
17 adjacent lot, Lot 16. That contains three parking
18 spaces and very limited green space.

19 Topography of the site, on this eastern
20 edge it's about 43 and a half, 43 dropping down to
21 Hudson, which is about 38, 37 and a half, which is
22 about five and a half feet of range change towards
23 Hudson.

24 Additionally, there is a wall that
25 holds up the alleyway from the site that is about

1 two and a half feet in the northern corner and drops
2 down to zero feet in the southern corner along that
3 eastern boundary.

4 MR. TUVEL: And just for the record,
5 Mr. Galvin, this exhibit, I believe, was previously
6 marked at the first meeting.

7 But, John, can you just identify what
8 you are looking at?

9 THE WITNESS: Yeah. I'm looking at
10 drawing CS100, the overall site location plan --

11 MR. GALVIN: What has it been marked
12 as?

13 MR. TUVEL: That was marked as A-1 with
14 the entire set by Mr. King.

15 MR. GALVIN: All right. Please
16 proceed.

17 THE WITNESS: Okay. I mentioned the
18 wall.

19 On Hudson Street, obviously there are
20 sidewalks and tree pits. The width of that sidewalk
21 inclusive of the tree pits into the curb and walk is
22 about ten feet.

23 On Sixth, we have about seven and a
24 half, curb to the edge of the wall.

25 MR. TUVEL: What is the existing

1 impervious coverage for the north lot?

2 THE WITNESS: The north lot is 100
3 percent impervious coverage, essentially all asphalt
4 paving, and as I mentioned, actually extends into
5 the right-of-way.

6 There is a limited pervious area along
7 the frontage of the lot on Hudson. That is about 77
8 feet by three feet, and it has evergreen shrubs in
9 it, and it helps screen the parking lot, but again,
10 that's in the public right-of-way.

11 And as Richard had mentioned last week,
12 that area is being improved with the building being
13 set back to the property line, it is going to be a
14 much larger landscaped planted area there.

15 Obviously in the existing conditions,
16 we have no setbacks because of the existing
17 buildings right now.

18 I'm going to move onto the south
19 block --

20 MR. TUVEL: Go ahead.

21 THE WITNESS: -- Block 227, Lot 1,
22 which actually encompasses the entire block from
23 Fifth to Sixth, River to Hudson, as one lot, that's
24 about 1.95 acres, 425 feet of frontage on Hudson,
25 200 feet on Sixth and Fifth as well.

1 It contains the Lieb Building, the
2 Burchard Building -- the Lieb Building, which is
3 within our project limit. The Burchard Building
4 behind it, Carnegie Building, Stevens Hall, and also
5 the Stevens Central Plant, and obviously the project
6 limits that we are working within here are outlined
7 in red.

8 So those project limits have about 73
9 feet of frontage on Hudson and a hundred feet of
10 frontage on Sixth, and then this piece that extends
11 into the site behind the Carnegie Building is about
12 165 feet.

13 Again, the topography changes from
14 roughly 43 down to about 38 at Hudson, so there will
15 be another five feet of grade change.

16 The sidewalks on Hudson, a little
17 narrower on this side of the block, about eight and
18 a half, inclusive of the tree pits. And then on
19 Sixth, they are actually a little larger. They are
20 eleven feet. They essentially go to the curb to the
21 base of the building, which essentially sits on the
22 property line.

23 The impervious coverage for this entire
24 lot -- well, building coverage, which is the
25 coverage of the zoning code, is 59.3 percent.

1 Impervious coverage of the entire block is about 80
2 percent, with three being the majority of the 20
3 percent pervious. Within our project limits, the
4 red outline again, it is 100 percent impervious.
5 That area is about .32 acres.

6 The building itself is about 61 percent
7 of that project area with the paved portion of the
8 site, and there is an existing green space within
9 the Hudson Street right-of-way that is about 800
10 square feet. That is also going to be increased as
11 well as enhanced with, you know, with plantings and
12 a couple --

13 THE REPORTER: A couple of what?
14 Plantings and a couple of what?

15 THE WITNESS: -- more plantings to
16 replace a couple of evergreens that are existing
17 there now.

18 MR. TUVEL: What are the current --
19 what are the current setbacks from the building to
20 the located -- on the property --

21 THE WITNESS: Obviously, this only
22 applies to the south lot. We have the existing Lieb
23 Building, which has a zero setback on Hudson and
24 Sixth, and in fact, actually that existing building
25 goes past the property line into the right-of-way by

1 about I think a little less than a foot on Hudson
2 and about a little less than half of a foot on
3 Sixth.

4 This is consistent with both the
5 existing Carnegie Building, as well as the existing
6 Burchard Building, which are adjacent to the
7 frontages of the Lieb Building.

8 MR. TUVEL: Are there ADA ramps located
9 in the area?

10 THE WITNESS: Yes. There are ADA
11 ramps. Two ramps on each corner allowing for
12 crossing at Sixth and Hudson.

13 MR. TUVEL: In terms of the proposed
14 conditions, I think what we should start with first
15 is the drainage patterns, stormwater, and how this
16 site is going to function in the proposed condition.

17 So starting with the north lot, can you
18 describe a little bit more on how the current
19 drainage patterns work today, and then go into how
20 they are proposed to work as part of the project?

21 THE WITNESS: Absolutely.

22 MR. GALVIN: You can drink some more
23 water. We'd rather you rested that throat and you
24 were a little louder, okay?

25 THE WITNESS: Okay. I'll do my best.

1 MR. GALVIN: No. You got to do better
2 than that. Come on.

3 (Laughter)

4 THE WITNESS: Only when I am
5 testifying.

6 The existing northern lot essentially
7 sheet flows from east to west. Again, the
8 topography slopes down to Hudson, so most of this
9 sheet flow actually ends up in the southwest corner,
10 there is an inlet within the parking lot. The
11 majority of the runoff is captured by that inlet.

12 Based on our review of the topography,
13 there is some runoff that will get past that inlet,
14 past the evergreens and sheet flow across the
15 sidewalk and then get picks up by the existing
16 drains within Hudson.

17 Some important things to bring up about
18 that, which will get clarified when we talk about
19 the post conditions, obviously when you are doing
20 surface flow in a parking lot, there is significant
21 potential for the runoff of I think of silt, oils,
22 trash and convey that into the municipal sewer
23 system.

24 Hoboken has a large sewer system, so
25 both stormwater and sanitary sewerage flow through

1 the same pipe network.

2 MR. TUVEL: What else can occur due to
3 sheet flow?

4 Can it result in icing conditions?

5 THE WITNESS: Yeah. I guess this --
6 the water flowing across during the winter could
7 potentially form ice, which obviously would be a
8 tripping hazard or a slipping hazard for people.

9 And then on the north lot, because we
10 have existing buildings, this existing building
11 actually collects the water on the roof, and it's
12 conveyed through a pipe network directly into the
13 Hoboken sewer system.

14 MR. TUVEL: Just to clarify, that is
15 the south lot, right?

16 THE WITNESS: The south lot. On the
17 south lot, the water is collected on the existing
18 Lieb Building at the roof and conveyed into Hudson
19 Street.

20 MR. GALVIN: And it goes into the North
21 Hudson Sewerage Authority, right?

22 THE WITNESS: Correct.

23 MR. TUVEL: So can you describe both
24 the --

25 THE WITNESS: Sorry.

1 MR. TUVEL: -- that's okay.

2 Since we described both the existing
3 conditions with respect to the drainage patterns on
4 both the north and south lots, let's talk about the
5 proposed drainage conditions on the north lot first.

6 THE WITNESS: The north lot, we are
7 going to essentially have a building covering the
8 entire lot, so all of that stormwater is going to be
9 collected at the roof, conveyed through an internal
10 piping system.

11 We have that water being conveyed below
12 grade into a small detention system that is going to
13 be installed in the alleyway behind the building on
14 Lot 16.

15 MR. TUVEL: What is a detention system
16 just for the record?

17 THE WITNESS: It is essentially a
18 collection, or in this case, one large pipe, which
19 the water gets stored in it. It is controlled
20 through an outlet controlled structure made up of
21 orifices and weirs, that essentially restrict the
22 flow to reduce the flow rate out of the system.

23 MR. TUVEL: Okay.

24 THE WITNESS: And the reason we are
25 doing that based on the stormwater calculations we

1 performed comparing existing flow conditions of the
2 project, there is a very slight increase in the peak
3 runoff rate, which we have addressed through this
4 detention system, bringing it down to the existing
5 conditions, and then in actuality we are reducing
6 the two-year and ten-year peak runoff rate and
7 matching the hundred-year runoff rate.

8 MR. TUVEL: And in your opinion, is
9 this a better design than what exists out there
10 today?

11 THE WITNESS: Absolutely.

12 MR. TUVEL: And why is that?

13 THE WITNESS: Mainly because you are
14 keeping a lot of things out of the sewer system that
15 could potentially get in there, including silt,
16 trash, some oil, and by reducing the rate itself,
17 the peak runoff rate at the time of the peak when
18 everything starts to combine into that sewer, there
19 should be a limited amount of relief in that sewer
20 with that reduction.

21 MR. TUVEL: And does it eliminate that
22 icing condition that could occur due to sheet flow?

23 THE WITNESS: Yeah. At that point you
24 have no potential for sheet flow, because the only
25 precipitation falling on the sidewalks is above the

1 sidewalks, not in front of the property.

2 MR. TUVEL: Okay.

3 Now, in connection with this lot, we do
4 need a coverage variance, correct?

5 THE WITNESS: Yes.

6 MR. TUVEL: And that's due to the
7 building coverage, right?

8 THE WITNESS: Correct.

9 Coverage in Hoboken is listed as
10 building coverage.

11 MR. TUVEL: And although the lot
12 coverage from an impervious standpoint is staying
13 the same, we need a variance for building coverage.
14 Do you -- from an engineering standpoint, in your
15 opinion, do you see any negative implications from
16 the building coverage?

17 THE WITNESS: No, absolutely not.

18 MR. TUVEL: And the reasons are due to
19 what you just mentioned, correct?

20 THE WITNESS: Correct.

21 They are really not changing the
22 characteristics of the surface. It is impervious
23 now and impervious in the future.

24 MR. TUVEL: Okay.

25 And you had mentioned before that there

1 is going to be an increase in the green area on the
2 north -- next to -- adjacent to the northern lot,
3 correct?

4 THE WITNESS: Correct.

5 MR. TUVEL: Can you just briefly -- I
6 know Richard had described that at the last meeting,
7 but can you briefly go over that as well?

8 THE WITNESS: Yeah.

9 On the north lot, as I mentioned, is
10 about 77 by three foot wide strips, and it works out
11 to be 230 square feet, plus or minus.

12 In the proposed condition, this
13 enlarged planting area, which actually extends over
14 where you see the cars, that almost lines up with
15 the brownstones, it is going to be about 900 square
16 feet, so you are getting three times as much green
17 space than you had --

18 MR. TUVEL: So moving over to the south
19 lot, can you describe the proposed conditions as to
20 drainage with respect to the south lot?

21 THE WITNESS: Hum, I'm just going to
22 back up one step.

23 One thing I didn't mention in the
24 existing conditions, where we don't have a building
25 within our project limits, there's a small alleyway

1 essentially between Lieb and Carnegie. It is a
2 paved area. This area actually sheet flows out to
3 Hudson Street, so again, you have the potential for
4 water -- you have water crossing, but the potential
5 for ice to form --

6 MR. TUVEL: -- and the reason for that
7 as well is because of the topography, correct?

8 THE WITNESS: Correct.

9 MR. TUVEL: And that the project --
10 the site drains east to west?

11 THE WITNESS: Correct.

12 So in the post conditions, the building
13 is going to essentially take up the majority of this
14 project limit in the red outlined area.

15 You have existing roof -- we're
16 obviously replacing that with the proposed roof, and
17 we're removing this alleyway with the building, and
18 then some of the structure behind Carnegie and part
19 of the central plain is being to replace the roof.

20 That is going to work very similar to
21 the north side, and as the existing building does,
22 when all of the runoff collected on the roof conveys
23 to a pipe network.

24 In this case, this building is actually
25 going to be connected into a new combined sewer that

1 is being constructed at Sixth and conveyed into the
2 combined sewer, the North Hudson sewer in Hudson.

3 We don't have detention on this, and
4 what I want to explain is, we evaluated both of
5 these lots as one project. So the existing
6 conditions of both of these compared to the proposed
7 conditions of both, the resulting need was a very
8 small amount of detention.

9 That was placed behind the northern
10 building and accounts for the deviation from the
11 peak runoff of existing propose, so to meet
12 requirements for the North Hudson Sewerage
13 Authority, Hoboken in meeting the flow -- the peak
14 flow rates, we don't need to do detention on both.
15 We need to do detention on one, the overall project.

16 MR. TUVEL: We also need a slight
17 coverage variance, building coverage with respect to
18 the area on the southern lot, correct?

19 THE WITNESS: Correct.

20 As I mentioned, the existing building
21 coverage on the lot is 59.3 percent with the
22 increase of building footprint over that existing
23 alleyway, we are raising it by about three percent
24 taking it to 62 percent.

25 MR. TUVEL: Okay.

1 Again, just in your professional
2 opinion from a drainage standpoint, any negative
3 implications with raising the impervious surface by
4 three percent or the building coverage by three
5 percent?

6 THE WITNESS: No. Again, we are not
7 changing the impervious surface.

8 MR. TUVEL: Okay.

9 The same question I asked you on the
10 northern lot, that Richard did cover, but just to
11 reiterate, there will be additional landscaping
12 added to the front on Hudson Street, correct?

13 THE WITNESS: Yes.

14 Currently there is basically two
15 planted beds on Hudson -- on Hudson fronting -- in
16 front of the building, separating the walkway.
17 Those total about 800 square feet.

18 The proposed bed will be one -- you
19 know, basically cover the entire frontage, one
20 continuous planting strip, and that's going to be
21 slightly larger. It's about 840 square feet.

22 MR. TUVEL: Is there any other general
23 stormwater item that you wanted to testify to or
24 express to the Board?

25 THE WITNESS: Well, the North Hudson

1 Sewerage Authority governs everything that goes into
2 their sewer system, so that includes the storm as
3 well as the sanitary.

4 They will be redoing -- we will be
5 submitting to them. They will be redoing our
6 stormwater design. We are already in compliance
7 with all of their regs. I don't want to anticipate
8 any comments meeting their requirements.

9 That will happen once we get through
10 the Board approval process because we have also to
11 do other permitting, and North Hudson Sewerage
12 Authority essentially says that the best they can do
13 is get your approval, so that we can do all of the
14 reviewing and permitting in one package as opposed
15 to piecemeal.

16 In the overall project, we are
17 increasing the pervious area, the green space, by
18 about 530 feet. Most of that is, as I mentioned, is
19 within this right-of-way area, a little here, a
20 little in front of the south lot and it's already in
21 front of the north lot.

22 As far as North Hudson Sewerage
23 Authority regulations go, this is considered -- not
24 considered a major development. We are under one
25 acre, about .4 acres of disturbance, and again, we

1 are complying with the regulations for a minor
2 development, not a major development.

3 The stormwater detention that I
4 mentioned earlier in this alleyway is going to be
5 approximately 55 feet of a 24-inch solid HDP pipe.
6 I mentioned the "solid" because they make perforated
7 and solid. Perforated is simply used when you want
8 to infiltrate water back into the ground.

9 In this case, we are going with the
10 solid and getting everything into the system.

11 The detention system during the
12 hundred-year storm event stores about 150 cubic feet
13 of water, and again, we are reducing the runoff rate
14 to the two-year and the ten-year storm and matching
15 the hundred-year storm event.

16 The conveyance system -- I mentioned
17 the combined sewer we're replacing in Sixth
18 connected to Hudson. That will collect the runoff
19 from this building, as well as from the detention
20 system behind the north building as well as the
21 south building. That pipe, the typical design
22 standards are you use conveyance systems of 25
23 years. We sized that pipe to make sure it would
24 hold the hundred-year flow for this project, so that
25 that water, including any storm event up to the

1 hundred-year event, which is a standard design
2 procedure, that water will all get conveyed into the
3 municipal sewer system.

4 MR. TUVEL: Moving from drainage, which
5 I know is a very exciting topic, but going to the
6 setbacks of the building, just from a site
7 engineering standpoint, and I believe we marked this
8 previously as well as part of A-1.

9 THE WITNESS: Yes. This is --

10 THE REPORTER: I'm sorry. Are you
11 talking to me, or what are you doing?

12 THE WITNESS: No. I'm talking to him.

13 THE REPORTER: I know, but you have to
14 talk to louder. I really can't hear either one of
15 you.

16 MR. TUVEL: Just identify the exhibit.

17 THE WITNESS: Okay.

18 This is the site plan CS101, which was
19 included in the overall submission package and
20 marked as an exhibit.

21 MR. GALVIN: I hope you guys didn't
22 have a big pasta dinner before you started tonight.
23 That is all I am going to say. All right?

24 From the labonza, let's go.

25 THE WITNESS: Okay.

1 (Witness laughs)

2 For the northern lot, we have a
3 proposed zero foot setback to where a 5 to 10
4 setback is required, and we are requesting a
5 variance for that.

6 MR. GALVIN: I bet you if I called your
7 mother, she is going to tell me you are a lot louder
8 than this.

9 THE WITNESS: No. She would say it's
10 quieter.

11 (Witness laughs)

12 MR. GALVIN: Oh, okay.

13 THE WITNESS: In my opinion, there are
14 no negative impacts with this zero foot setback
15 because it is in -- consistent with the existing
16 brownstones, as well as the existing buildings on
17 Sixth and River.

18 In the side yard, we are compliant with
19 a zero foot setback.

20 And then we also have a variance for
21 the rear yard setback, in this case, we are looking
22 for a zero foot setback, so they're right on the
23 line, where the code requires 30 percent, and in
24 this case 30 feet, 30 percent or 30 feet, whichever
25 is greater. In this case they match 30 feet within

1 a hundred foot depth.

2 MR. TUVEL: And that rear yard setback
3 faces the service area that's proposed by Stevens,
4 correct?

5 THE WITNESS: Correct.

6 The service area would be this portion
7 here, just past the alleyway. You have the alleyway
8 there and then Stevens owns this building that's
9 behind it.

10 MR. TUVEL: And all of the adjacent
11 properties are owned by Stevens as well?

12 THE REPORTER: I'm sorry. What was
13 your question? I can't hear you.

14 THE WITNESS: Correct.

15 MR. TUVEL: I just said: And all of
16 the adjacent properties are owned by Stevens as
17 well, correct?

18 THE WITNESS: Correct.

19 MR. TUVEL: So let's move to the -- I
20 will talk louder.

21 So let's move to the south lot setback
22 requirements.

23 THE WITNESS: Okay. In this case, all
24 of the setbacks comply because this lot -- because
25 it's one lot for the entire block. It actually is

1 four front yards, so both Sixth and Hudson are
2 considered front yards, and that is a zero lot
3 setback, which is what we are proposing with this
4 building. Again, that is consistent with both the
5 Buchard and Carnegie buildings, which are built at
6 the property line.

7 MR. TUVEL: Okay.

8 We need a variance for separation
9 between buildings, correct?

10 THE WITNESS: Correct.

11 MR. TUVEL: Okay.

12 Where is that variance located, and do
13 you see any problems with it?

14 THE WITNESS: Well, that variance is --
15 well, the existing condition, Lieb and Carnegie have
16 about eight foot -- 8.4 foot sep -- separation. In
17 the proposed new building, it will be built up
18 against the Carnegie building, so that is where our
19 building separation comes into play.

20 Again, I don't see any negative aspects
21 of having these two buildings up against each other,
22 and essentially a lot of these building are butting
23 up against the back portion that is part of the
24 central plain, butting up against the building.
25 They really don't have a lot of separation between

1 the Lieb and Carnegie.

2 MR. TUVEL: What are the proposed
3 utilities for this project?

4 THE WITNESS: Obviously recovery,
5 again, we got sanitary stormwater, and we have to do
6 a lot of stormwater, and we also have the sanitary
7 that is going out of both buildings into the new
8 combined sewer they're putting in Sixth and again
9 connecting into the combined sewer system into
10 Hudson, and we will have water, gas, electric, all
11 of those things, which will be coordinated with the
12 local utility agencies.

13 There is also some overhead wiring on
14 Sixth that we are looking to relocate. That is on
15 wood with PSE&G utility poles that run the length of
16 the street, and you have overhead wiring. You have
17 overhead fixtures. I am sure there is cable and
18 telephone on there as well, which we would
19 coordinate with those utilities, and we started
20 talking with PSE&G about relocating that. And part
21 of the relocation or removal of that would be to
22 remove the wood poles, as well as the Cobra
23 headlight fixtures and the flood lights that are
24 lighting the parking lot and installing other
25 pedestrian scaled lighting, which Richard talked

1 about at the last meeting.

2 MR. TUVEL: Are there proposed
3 sidewalks in connection with this application?

4 THE WITNESS: Yes. There's sidewalks
5 on the entire frontage of our work limits, which
6 includes the south lot about 80 and a hundred plus
7 feet back actually going past where the building
8 sits to create a new ramp at the alleyway, and
9 again, also Hudson all the way up Sixth past our
10 site to that new loading area.

11 MR. TUVEL: Those are going to be new
12 sidewalks, correct?

13 THE WITNESS: Correct.

14 And with those sidewalks, we are
15 actually increasing the width of those sidewalks.
16 On the north lot, Hudson, the existing condition is
17 about ten feet, and we are going to have 12 feet
18 from the curb base to the planter.

19 On Sixth, currently seven and a half to
20 eight feet of sidewalk, and when we are done, we
21 will have 13 --

22 THE REPORTER: I'm sorry. What did you
23 say after "We will have 13"?

24 THE WITNESS: -- we have 13 including
25 the tree pits and plantings from the curb base back.

1 On the south lot, Hudson's existing is
2 about eight and a half feet, and we are going to be
3 going to roughly 12 feet, again, from the curb base
4 to the planter, and on Sixth, there is very little
5 change, currently there's about 11 feet with the
6 building being pulled back to the property line, we
7 will have about 11 and a half feet.

8 MR. TUVEL: So, in your view, widening
9 the sidewalk, is that a positive thing?

10 THE WITNESS: Absolutely. It's better
11 ability for pedestrian flow. You know, you are not
12 bumping into people as you're trying to walk that
13 street there or anything, through the tree pit
14 there's a little more space around it.

15 MR. TUVEL: Is there new curbing
16 proposed with application?

17 THE WITNESS: Yes. We will have new
18 curbing along the entire frontage as shown on the
19 plans, as well as sidewalks. Again, we will do a
20 new ramp to the alleyway and a new ramp for the
21 alleyway in the loading area --

22 MR. TUVEL: Okay. Sorry.

23 THE WITNESS: -- so we will also
24 construct new ADA accessibility ramps --

25 THE REPORTER: I didn't hear what your

1 question was.

2 MR. TUVEL: I didn't ask one. He just
3 kept going.

4 THE WITNESS: He said "sorry." He
5 thought I was done.

6 We will be installing four new ADA
7 ramps, essentially where the existing ramps are,
8 which will allow for crossing on Hudson as well as
9 Sixth. And we will be repaving essentially Sixth
10 Street from Hudson all the way up to the end of our
11 project limit, which is about 60 percent of the way
12 up to River Terrace. That will be curb to curb
13 repaving, and I am sure we will probably have some
14 repaving areas in Hudson, as we understand what the
15 utility companies are proposing.

16 MR. TUVEL: In connection with the
17 bridge that's proposed, the connecting bridge that
18 is proposed, did you --

19 THE AUDIENCE: We can't hear you.

20 MR. TUVEL: -- in connection with the
21 connecting bridge that is proposed with the
22 application, did you touch base with the fire
23 department on the clearance?

24 THE WITNESS: Yes, we did. We spoke to
25 the Fire Chief Blohm, B-l-o-h-m, I want to make sure

1 I pronounce that right, and that was in November.

2 He had indicated that the maximum
3 clearance required for his fire vehicles is 11 feet.
4 The bridge is designed to have a minimum clearance
5 of 15 feet, to which he said, I'm -- we are not
6 going to have any issues with the fire department.

7 MR. TUVEL: All right.

8 Did you review the comment letter from
9 Mr. Marsden, the Board Engineer?

10 THE WITNESS: Yes, I did.

11 MR. TUVEL: Okay.

12 And have you addressed all of those
13 comments, or will you address all of those comments?

14 THE WITNESS: Yes.

15 MR. TUVEL: So we have no issues with
16 the review letter, correct?

17 THE WITNESS: We do not.

18 MR. TUVEL: That concludes my direct
19 testimony.

20 CHAIRMAN AIBEL: Thank you.

21 Before we move on, one second.

22 Phyllis, do you want to move closer?

23 THE REPORTER: Yes. I guess I could.

24 CHAIRMAN AIBEL: Take your time.

25 Thank you.

1 MR. GALVIN: Mr. Chairman, I'm
2 suggesting that Jeff goes first.

3 Do you want him to ask the questions on
4 his review letter?

5 Jeff, I'm just asking that you stand up
6 and be loud, so the public can hear you.

7 MR. MARSDEN: Okay.

8 (Board member confer.)

9 MS. CARCONE: Do you want the fans off?

10 MR. GALVIN: Yes.

11 (Laughter)

12 (Board members confer about the
13 acoustics)

14 CHAIRMAN AIBEL: Okay. While we are
15 trying to fix the acoustics, go ahead, Jeff.

16 MR. GALVIN: Go ahead, Jeff.

17 MR. MARSDEN: Did you look at the ADA
18 receiving ramps, and although they may not meet the
19 current ADA requirements, are they accessible to
20 handicapped wheelchair people?

21 THE WITNESS: You are speaking of the
22 ramps on the --

23 MR. MARSDEN: On the receiving side.

24 THE WITNESS: The west side of Hudson?

25 MR. MARSDEN: Right.

1 THE WITNESS: Yes. We looked at those.

2 MR. MARSDEN: You did look at those.

3 Okay. Your drainage, just to clarify,
4 the drainage is going to be detained completely on
5 the north lot for any increase that also occurs on
6 the south lot?

7 THE WITNESS: Correct.

8 MR. MARSDEN: And you are also reducing
9 in accordance with the criteria that North Hudson
10 has?

11 THE WITNESS: Correct.

12 MR. MARSDEN: And North Hudson will
13 review and issue an approval?

14 THE WITNESS: Yes, part of the
15 requirements.

16 MR. GALVIN: What?

17 THE WITNESS: It's part of the
18 requirements of the city to have --

19 THE REPORTER: I know. I still can't
20 hear him.

21 MR. GALVIN: That's it.

22 THE AUDIENCE: We can't hear the
23 questions either.

24 MR. GALVIN: I am working on that, too.
25 What can I do?

1 THE AUDIENCE: There's an iPhone app
2 for a microphone --

3 THE REPORTER: I can't even hear her.

4 COMMISSIONER MC ANUFF: She's talking
5 about an iPhone app for a microphone.

6 MR. GALVIN: Speak up, Jeff.

7 MR. MARSDEN: Oh, lighting, you are
8 going to increase the lighting in accordance with my
9 areas of questions, where you had insufficient
10 lighting, in my opinion?

11 THE WITNESS: Langan was not
12 responsible for site lighting. Actually WRT was,
13 but my understanding is the lighting has been
14 updated to address some of your concerns.

15 MR. TUVEL: We will address the
16 comment.

17 MR. MARSDEN: And they will all have,
18 you know, dark sky cutoffs and so forth, so that the
19 light doesn't spill?

20 MR. TUVEL: Yes.

21 THE WITNESS: Yes.

22 MR. MARSDEN: Oh, yeah. Is there any
23 reason why you didn't choose to recharge your
24 detention rather than just store it?

25 THE WITNESS: Yes. Actually when we

1 did our -- Langan did a geotechnical investigation
2 as part of the project, the groundwater levels were
3 found to be above the basement, the lowest level of
4 the basement, so obviously recharging is going to
5 increase groundwater issues in this area, and we
6 didn't think that was appropriate.

7 MR. MARSDEN: Why do you think that is
8 the case?

9 THE WITNESS: Why we don't think it is
10 appropriate?

11 MR. MARSDEN: No, no.

12 Why would the groundwater be perched at
13 that elevation?

14 THE WITNESS: We were actually very
15 surprised by that. We actually, you know, in
16 working with Stevens, did a very -- we did our
17 initial geotechnical investigation. We measured
18 groundwater depths. We had -- we were surprised to
19 find them that high.

20 We went back several times, purged the
21 wells, basically emptied all of the water out of the
22 well, let it recharge to see if for some reason it
23 was purged water or trapped.

24 All of the wells recharged. We even
25 went further to do some investigation in the area of

1 the buildings in that area to see if possibly
2 stormwater or other sanitary sewerage or something
3 was leaking, and we did dye testing at a bunch of
4 locations, and none of the dye showed up in the
5 wells, so we are slightly baffled as to why the
6 water is there --

7 MR. MARSDEN: So am I.

8 THE WITNESS: -- but it was there.

9 (Witness laughs)

10 And, like I said, we went back probably
11 half a dozen times, emptied the wells until they
12 were completely dry, and no water was coming in. We
13 waited, came back in six hours, 12 hours later, and
14 they filled right back up.

15 MR. MARSDEN: Okay.

16 Thank you.

17 CHAIRMAN AIBEL: Board members, any
18 questions for the witness?

19 Go ahead, John.

20 COMMISSIONER BRANCIFORTE: So you are
21 saying that the stormwater that falls in the south
22 building is going to be piped over to a detention
23 pit on the north building?

24 THE WITNESS: No.

25 The north building -- the runoff from

1 the roof of the north building will go into the
2 detention system.

3 COMMISSIONER BRANCIFORTE: Right.

4 And the south building?

5 THE WITNESS: And the south building
6 will go direct -- from the detention, it goes into
7 the new combined sewer. The south building will go
8 directly into the combined sewer, and again, we
9 looked at the drainage for the entire project, found
10 that there was a slight increase and addressed it by
11 reducing the north, so that it covers both sites.

12 COMMISSIONER BRANCIFORTE: I guess I am
13 kind of confused because I am just wondering all of
14 that water that is going to be hitting the north --
15 the south building, it is going directly into the
16 sewer system, and I'm wondering -- I mean, North
17 Hudson has no problem with that?

18 THE WITNESS: I don't anticipate they
19 will. We haven't submitted to them yet. We will
20 wait until we finish this process.

21 But, again, the existing Lieb Building
22 is piped directly into the Hudson Street sewer, and
23 the sheet flow that comes through here, through that
24 alley that exists now and goes right into a catch
25 basin.

1 COMMISSIONER BRANCIFORTE: Okay.

2 And you are going to lose the curb cut
3 that's there now on Hudson Street, right --

4 THE WITNESS: Yes.

5 COMMISSIONER BRANCIFORTE: -- for the
6 driveways -- and you are going to ask for another
7 curb cut on Sixth Street for that loading area?

8 THE WITNESS: There is an existing curb
9 cut for this alley, which we are replacing.

10 There is an existing curb cut for this
11 alley, and we are going to widen it to allow for the
12 loading next to the alleyway.

13 COMMISSIONER BRANCIFORTE: Okay. And
14 there's cars that park there now I guess.

15 THE WITNESS: There are three cars that
16 park there now.

17 COMMISSIONER BRANCIFORTE: Okay. So we
18 are going lose three cars when we expand that curb
19 cut?

20 THE WITNESS: Correct.

21 COMMISSIONER BRANCIFORTE: How far down
22 do you go before you hit the asbestos rock?

23 Is there asbestos rock there, and how
24 far down do you go before you hit it?

25 THE WITNESS: It is not technically

1 asbestos rock. Good question. It's not technically
2 asbestos rock --

3 COMMISSIONER BRANCIFORTE: It's
4 serpentine --

5 THE WITNESS: -- it's serpentine
6 rock --

7 COMMISSIONER BRANCIFORTE: -- I'm
8 sorry. Serpentine rock, right?

9 THE WITNESS: -- we did find
10 indications, and it is well-known that Hoboken has
11 serpentine rock.

12 We did find serpentine rock. We took
13 samples of the materials that came out of the cores
14 that we had done, sent them to a lab. I think we
15 did three or four -- we did three or four samples.
16 All of them came back with no asbestos --

17 COMMISSIONER BRANCIFORTE: Okay.

18 THE WITNESS: -- but we will, as the
19 project moves forward, and we start to get into the
20 escalations where we hit the rock, we are going to
21 continue to monitor that and make sure we are in
22 compliance with Hoboken's requirements for that
23 issue.

24 COMMISSIONER BRANCIFORTE: So when you
25 dig the -- both buildings are going to have cellars,

1 Well, there's some --

2 MR. KING: We will double check.

3 THE WITNESS: -- we will double
4 check --

5 COMMISSIONER BRANCIFORTE: I want to
6 get going, because I am a little worried if the rock
7 is disturbed, you know, what is going to happen.

8 I think that is all I have for now.

9 Thanks.

10 Just one other question: On the
11 drawings, do you show the detention pits on the
12 drawings?

13 THE WITNESS: Yeah.

14 COMMISSIONER BRANCIFORTE: On which
15 drawing --

16 THE WITNESS: Actually --

17 COMMISSIONER BRANCIFORTE: -- which
18 drawing is it on, so I know?

19 THE WITNESS: That's the grating and
20 drainage plan CG101 in the full set. It's probably
21 like the fifth drawing from the front.

22 It shows the larger pipe along the curb
23 line and the alleyway behind the building.

24 COMMISSIONER BRANCIFORTE: Yeah, but it
25 doesn't show the detention pond -- pit.

1 THE WITNESS: That actually is the
2 detention.

3 COMMISSIONER BRANCIFORTE: Oh, it is?

4 THE WITNESS: We are going to use a
5 24-inch HDP pipe.

6 COMMISSIONER BRANCIFORTE: Got you.
7 You mentioned that before.

8 Okay. Good. Thanks.

9 Thanks, Mr. Chair.

10 CHAIRMAN AIBEL: Tiffanie?

11 COMMISSIONER FISHER: I have a
12 question.

13 One of the reasons given last time for
14 the pedestrian bridge was to make more efficient use
15 of the utilities in the south building and be able
16 to effectively link the buildings, and I think the
17 testimony was that you -- those utilities could not
18 go underground.

19 Can you tell us why they can't go
20 underground?

21 THE WITNESS: That is a difficult one,
22 because the MEP relates to building design. There
23 are definitely some issues. We do have a number of
24 existing utilities. Actually this doesn't show
25 everything, but there is an existing sewer line that

1 comes from the residential building at the corner of
2 River and Sixth, runs through the street.

3 There are two water lines, I believe it
4 is a six-inch and a 12-inch.

5 There is a telecommunications line, as
6 well as a gas line. All of these are at varying
7 heights, so you do have roughly probably till five
8 or six feet below grade that is considered your
9 utility quarter in this case.

10 Connecting a building through a public
11 right-of-way is never a good idea, if it can be
12 avoided, because --

13 (Laughter)

14 -- anyone has access to that
15 right-of-way.

16 COMMISSIONER FISHER: Aren't you
17 already ripping up the street and putting these
18 sewer pipes in?

19 THE WITNESS: We're putting a new sewer
20 pipe in. We're running parallel --

21 COMMISSIONER FISHER: But -- okay.

22 THE WITNESS: -- but interconnecting
23 two buildings with the low grade utilities through a
24 public right-of-way is definitely something I have
25 always tried to avoid in my design, and I know in

1 both projects we tried to avoid having that done,
2 because a lot of times with smaller utilities, we
3 would have to go underneath everything that is
4 there, which means if anything ever happened to
5 those utilities, we would be opening the entire
6 street to get to depths that could be eight to ten
7 feet below grade.

8 CHAIRMAN AIBEL: Anybody else, Board
9 members?

10 COMMISSIONER DE FUSCO: Sure.

11 So I'm just going to go back to the
12 water detention conversation that we were having
13 just before with Commissioner Branciforte.

14 So, in your opinion, there is no
15 benefit of having a dedicated water detention system
16 underneath the southernmost building?

17 THE WITNESS: We couldn't put it under
18 the building itself because with the building depth,
19 you would be below the existing municipal sewers, so
20 we would have a very difficult time getting that
21 water into the municipal sewer system and definitely
22 a potential for the sewer system to back up into it.

23 COMMISSIONER DE FUSCO: So is there any
24 benefit to having a detention system anywhere in the
25 southernmost building?

1 THE WITNESS: It is not necessary
2 meeting the requirements --

3 COMMISSIONER DE FUSCO: Why don't you
4 think it is necessary?

5 THE WITNESS: Because for the overall
6 project site, we are meeting the requirements of
7 Hoboken and North Hudson Sewerage Authority.

8 COMMISSIONER DE FUSCO: During a
9 hundred-year flood event, which in my totally, you
10 know, pedestrian opinion is going to be less than a
11 hundred years from now, how will this retention
12 system react to a Sandy-like storm?

13 THE WITNESS: Sandy was not a
14 hundred-year storm event, because Sandy was not
15 rain. Sandy was wave action.

16 COMMISSIONER BRANCIFORTE: How about
17 Irene?

18 THE WITNESS: Irene was.

19 COMMISSIONER BRANCIFORTE: How would it
20 react to an Irene-type storm?

21 Sorry, Mike,

22 COMMISSIONER DE FUSCO: No, please ask.

23 THE WITNESS: All stormwater design in
24 New Jersey is essentially capped at a hundred-year
25 storm event. Irene may have been more significant,

1 but let's just say it was a hundred-year storm
2 event.

3 This detention system will reduce the
4 flow rate -- not reduce -- this one matches the
5 hundred-year storm event from the site, so the
6 runoff, the peak runoff rate that is coming from
7 this site in the existing conditions, the parking
8 lot, the Lieb Building, the adjacent hard scape,
9 with the new buildings installed and the new
10 detention system, that system slows the water down,
11 so that it matches the existing hundred-year storm
12 event.

13 COMMISSIONER DE FUSCO: So there is no
14 doubt that this is certainly better than the
15 existing conditions, but is there any benefit to the
16 community that we exceed a hundred-year storm?

17 THE WITNESS: In terms of the design of
18 the system exceeding, increasing the size of the
19 system?

20 COMMISSIONER DE FUSCO: Correct, yes.

21 THE WITNESS: That is a difficult
22 question to answer.

23 On the surface, over all 4,000 foot
24 look, yes, if you increase detention, there is a
25 benefit.

1 However, where I hesitate to say it is
2 an absolute benefit is the municipal sewer system
3 and the time in which things happen in that system,
4 by detaining the water, more water, and slowing it
5 down to a further rate, which is essentially how you
6 detain more water, we could be delaying when the
7 water gets into the system and potentially making it
8 worse.

9 So without a -- and I know a firm did a
10 study for North -- North Hudson Sewerage Authority
11 M-Net. I don't know if they did a full evaluation
12 of all of the pipe networks, but essentially what
13 you would have to do is have the entire pipe network
14 analysis, you need the whole thing surveyed and
15 plugged into a program, and then you could plug in
16 what would the effect be by slowing it down a little
17 bit more.

18 COMMISSIONER DE FUSCO: Right. So your
19 testimony -- I hate to oversimplify this --

20 THE WITNESS: No.

21 COMMISSIONER DE FUSCO: -- but there is
22 a whole hearing we have to go through.

23 Your testimony is there is no benefit
24 to increasing the size of this system for this
25 particular building?

1 THE WITNESS: No.

2 COMMISSIONER DE FUSCO: So there is a
3 benefit?

4 THE WITNESS: There is a potential for
5 benefit. On the surface I would say there is a
6 benefit. Without the analysis of the full sewer
7 system, I can't guarantee it.

8 COMMISSIONER DE FUSCO: Maybe perhaps
9 you could look into that a bit more because the
10 benefit I see is quite simple, again in my
11 pedestrian opinion, which is this is one of the
12 highest most points in Hoboken, and this is quite a
13 large building as you documented with its building
14 coverage, so the benefit would be that to detain
15 more water per square foot of this lot coverage is a
16 benefit not just to the neighborhood, but to all of
17 the community that falls underneath this
18 neighborhood and other parts of town. So I just
19 would politely ask you to look into that and maybe
20 think about it a little a little more --

21 THE WITNESS: It's something I can look
22 into --

23 COMMISSIONER DE FUSCO: -- as this goes
24 forward.

25 THE WITNESS: -- you know, I can talk

1 to Stevens, and I'll talk with Jeff Marsden.

2 COMMISSIONER DE FUSCO: That would be
3 great, yes.

4 So just to kind of continue on that, is
5 there a gray water, reuse of water situation, where
6 you could perhaps push more in a LEED direction for
7 reuse of this water?

8 THE WITNESS: That -- from a site
9 perspective, I don't -- gray water doesn't usually
10 come into my purview. That would be more of an
11 architectural design issue.

12 COMMISSIONER DE FUSCO: Okay.

13 THE WITNESS: There may be the
14 potential to use some of it for the irrigation. We
15 don't have a lot of area to irrigate, so there may
16 not be a need to store a lot of that water.

17 COMMISSIONER DE FUSCO: You do have a
18 fair amount of -- actually we have a couple of
19 street trees.

20 But so are you able to testify to LEED
21 certification, or is that the architect?

22 THE WITNESS: That would be the
23 architect, I guess.

24 COMMISSIONER DE FUSCO: That's funny,
25 because when I asked the architect at the last

1 meeting, he said it would be the engineer.

2 THE WITNESS: Did he?

3 (Laughter)

4 I do have some pieces of LEED.

5 MR. KING: The issues of particular
6 questions that were asked were related to a
7 mechanical engineer, which is different than a
8 civil --

9 MR. GALVIN: Could you stand up?

10 COMMISSIONER DE FUSCO: Okay.

11 MR. KING: -- there are several
12 engineers on the job. We have structural engineers,
13 mechanical, electrical, civil, plumbing, so there
14 are many different engineers.

15 The civil engineer is responsible for
16 the areas outside of the building, so he is
17 responsible to take the water that's collected in
18 the building and convey it into the municipal
19 system.

20 So as he testified, the stormwater
21 system that we designed meets the regulations for
22 Hudson County and for Hoboken, so the rules that are
23 against stormwater in the city that hopefully have
24 been adjusted to deal with situations like Sandy are
25 designed by John.

1 COMMISSIONER DE FUSCO: Sure.

2 MR. KING: WSP is an engineer that we
3 are working with for the system for the interior of
4 the building, and they include mechanical,
5 electrical, plumbing, and those are the major ones.

6 COMMISSIONER DE FUSCO: And they will
7 testify as a separate witness?

8 MR. TUVEL: No. I think what we were
9 going to do at the last meeting, we were going to go
10 through architectural engineering and the other
11 design professionals, okay, and then we were going
12 to provide you with the LEED items that we are going
13 to, I guess, put into this building.

14 Somebody had asked -- I don't know if
15 you had asked for it. Dennis may have asked for
16 it --

17 MR. GALVIN: Listen, one of the things
18 that I say all of the time, if you are going to do
19 LEED certification, is that I want a list of the
20 actual functioning items that are going to be part
21 of -- I know when you go for LEED certification, a
22 lot things factor into it. The fact that Hoboken
23 is, you know, like a very walkable city, it adds a
24 lot of points to your LEED certification.

25 Do you know what kind of LEED

1 certification you're going for?

2 MR. TUVEL: Gold. We testified to
3 that at the last meeting.

4 MR. GALVIN: So at some point what you
5 are representing is you are going to present us with
6 a list of items that will comprise the hard scape of
7 your LEED certification.

8 MR. TUVEL: Right.

9 So I believe several of the
10 Commissioners had asked questions about LEED aspects
11 to the building. So the goal was to make this as
12 efficient as possible and the Board and its
13 professionals would be listen to all of the comments
14 that come up, like some of the comments that came up
15 today, and then address those in one fell swoop, so
16 to speak, so you have a clear picture of all of the
17 LEED items that we will be addressing, in addition
18 to other comments that will come up.

19 COMMISSIONER DE FUSCO: Sure, yeah.

20 Just to wrap this up, I will just add
21 that I think waste water -- gray water recycling is
22 a substantial benefit to any green project in
23 Hoboken.

24 MR. TUVEL: We will examine that.

25 COMMISSIONER DE FUSCO: Great. Thanks.

1 CHAIRMAN AIBEL: Mr. DeGrim?

2 COMMISSIONER DE GRIM: Thank you.

3 If I understand it correctly, the
4 detention off of the north wing is being done by a
5 large pipe?

6 THE WITNESS: Correct.

7 COMMISSIONER DE GRIM: Okay. And it
8 can't be under the building because then it is below
9 the groundwater?

10 THE WITNESS: Correct.

11 COMMISSIONER DE GRIM: Okay. And the
12 pipe is located under the walkway to the west of the
13 north wing?

14 THE WITNESS: It is actually going to
15 be located just east of the walkway --

16 COMMISSIONER DE GRIM: To the east,
17 right.

18 THE WITNESS: -- within the pavement of
19 the alleyway.

20 COMMISSIONER DE GRIM: Right.

21 Now, you have a similar walkway to the
22 east of the south wing. Is that correct?

23 THE WITNESS: Yes. There is an
24 existing alleyway there.

25 COMMISSIONER DE GRIM: Okay. So a pipe

1 could be put there if you determine that --

2 THE WITNESS: We could definitely look
3 at that as an option.

4 I know this existing alleyway does have
5 quite a few utilities in it. I know there is water
6 and there's electric in there. Where as the
7 existing alleyway that connects from River to Sixth
8 doesn't have much in it, so there is the room to put
9 the detention in, but we certainly could look at it,
10 you know, with the discussions with Jeff and
11 Stevens, that option.

12 COMMISSIONER DE GRIM: Okay. Thank
13 you.

14 COMMISSIONER BRANCIFORTE: Yeah. You
15 know, the other Commissioners were discussing, I
16 have to believe that the more water we keep and hold
17 on this property and the longer we can do it, and
18 the longer we can delay it from going into the sewer
19 system, the better, so I am not quite sure why we
20 are not looking at a green roof for that south
21 building.

22 THE WITNESS: Again, that's
23 architectural, not a site --

24 MR. TUVEL: Well, let's -- let's --
25 let's do this. I hear the message loud and clear

1 from the Commissioners about could we do more
2 detention on site in order to slow the flow from
3 this project, because it is basically going downhill
4 into the rest of the Hoboken to use a layman's term,
5 right?

6 So we hear that message loud and clear,
7 so let's -- after this meeting we will work with
8 your office, with Jeff and Langan to see if we can
9 accommodate more detention for project limits. I
10 understand the question and the comments.

11 MS. BANYRA: Let me just ask a
12 question.

13 In your part of your stormwater, you
14 don't calculate, for example, the rain garden or,
15 for example, green roof. You have to do with
16 mechanically, and that is what you are testifying
17 to, correct?

18 THE WITNESS: I'm not sure I understand
19 the question.

20 MS. BANYRA: You're testifying to the
21 stormwater being held -- retained in pipes?

22 THE WITNESS: Yes.

23 MS. BANYRA: Do you have rain gardens
24 proposed on this, as I understand, in front of the
25 building?

1 THE WITNESS: There are landscaped
2 areas. They're not rain gardens.

3 MS. BANYRA: Okay. And then the
4 rooftop, if there is a green roof, if you wouldn't
5 mind quantifying those, you know, and maybe consider
6 a rain garden in the front, because I know we often
7 get -- I understand the mechanical and the engineer,
8 you are quantifying what you have to do for Central
9 Hudson or North Hudson, but often we don't get
10 anyone quantifying the roof or a rain garden, for
11 example, so if you won't mind quantifying that when
12 we get to that.

13 MR. TUVEL: Eileen, just to be clear,
14 those would be in the right-of-way.

15 The plantings or rain garden would be
16 in the right-of-way.

17 MS. BANYRA: Understood, but that was
18 what I thought was on your plans.

19 MR. TUVEL: Okay. Yes, no, no, no, it
20 is.

21 CHAIRMAN AIBEL: Okay. Are we all
22 finished?

23 We are going to open it up to the
24 public for comment, and I invite Mr. Dwyer to lead
25 off.

1 MR. DWYER: Thank you, Mr. Chairman.

2 Just a few questions, Mr. Digiacinto,
3 if I may.

4 About the drainage again since we seem
5 to be focusing on that a bit tonight --

6 CHAIRMAN AIBEL: Mr. Dwyer, you are
7 going to need to speak up.

8 MR. DWYER: All right.

9 With respect to the drainage, you
10 mentioned -- you mentioned early on that you thought
11 that, because it is not required, you were not going
12 to try to capture drainage on the south side and
13 northern, and you will just meet the requirements by
14 installing the pipe on the north lot.

15 But one of the benefits that you
16 mentioned to this project was that it would improve
17 drainage, in your opinion. Is that correct?

18 THE WITNESS: I don't disagree that
19 from an overall global, additional detention would
20 help.

21 MR. DWYER: And would it have the same
22 benefit if that building on the right side was --
23 met the zoning requirements for height?

24 THE WITNESS: Height would not impact.

25 MR. DWYER: It would be the same

1 benefit?

2 THE WITNESS: Right --

3 MR. DWYER: Right.

4 THE WITNESS: -- I'm not quite sure I
5 understood the question.

6 The height wouldn't impact the
7 stormwater.

8 MR. DWYER: It wouldn't impact drainage
9 at all?

10 THE WITNESS: It does not impact
11 drainage.

12 MR. DWYER: But you would have the same
13 benefit, even though the building was lower?

14 THE WITNESS: What benefit are we
15 talking about?

16 MR. DWYER: You testified how the
17 project was going to improve drainage --

18 THE WITNESS: Yes.

19 MR. DWYER: -- but if the project was
20 smaller, it would still improve drainage.

21 THE WITNESS: No matter what height the
22 building is with this footprint, the impact is the
23 same. From a site perspective, I am essentially
24 looking at it from the air, not to the height --

25 MR. DWYER: Okay. Can we go back to

1 the first slide --

2 THE WITNESS: -- taller would be the
3 same scenario.

4 MR. DWYER: -- can we go back to the
5 first slide?

6 THE WITNESS: Yeah.

7 MR. DWYER: I am sorry. The one after
8 that.

9 MR. TUVEL: Which one do you want?

10 MR. DWYER: There we go.

11 THE WITNESS: The survey?

12 MR. DWYER: The next one.

13 THE WITNESS: Site plan?

14 MR. DWYER: Site plan, yes.

15 THE WITNESS: Okay.

16 MR. DWYER: So looking at the site
17 plan, you identified that there is going to be new
18 drainage over here and --

19 THE WITNESS: Yeah. Actually do you
20 mind if I switch to the drainage plan?

21 MR. DWYER: Okay. But my question has
22 to do with the existing use of the property directly
23 behind what would be the north wing was, if I am not
24 mistaken, it is a loading area, correct?

25 THE WITNESS: The existing use is an

1 alleyway and three parking spaces.

2 MR. DWYER: So it is not the loading
3 area for the site of the building?

4 THE WITNESS: Right now the existing
5 conditions, there are three parking spaces and the
6 alleyway.

7 In our proposed, those parking spaces
8 are removed, and it's replaced with a loading area
9 adjacent to the alleyway.

10 MR. DWYER: That loading area is for
11 both the north wing and the south wing?

12 THE WITNESS: Yes.

13 MR. TUVEL: There will be more
14 testimony on deliveries as we go forward.

15 MR. DWYER: Okay.

16 You mentioned that the buildings as
17 they exist now encroach in the right-of-way?

18 THE WITNESS: Correct.

19 MR. DWYER: Will that problem, will
20 that issue be resolved or eliminated by the project?

21 THE WITNESS: That will be.

22 The southern building, as I mentioned,
23 has about a .8 foot encroachment and a .35 foot
24 encroachment.

25 Both buildings, both the north and

1 south building will be built to the right-of-way
2 line, so we will be removing that encroachment.

3 MR. DWYER: Okay. So you think it is a
4 good idea to stay out of the right-of-way?

5 THE WITNESS: With a building,
6 absolutely.

7 MR. DWYER: You mentioned that part of
8 the site design has to do with drainage, et cetera,
9 it has to.

10 Are there any pumps involved with what
11 is being proposed?

12 THE WITNESS: No.

13 MR. DWYER: You mentioned or at least
14 the architect mentioned at the last hearing, I
15 wasn't here, but I read the transcript, and I think
16 you mentioned as well in response to the
17 Commissioner's question, that the utility piping
18 could not go underground between the two buildings.

19 THE WITNESS: The utility piping can go
20 underground, absolutely --

21 MR. DWYER: Okay. All right. But it
22 is not being proposed that way?

23 THE WITNESS: -- but from MEP
24 perspective -- I'm not an MEP, so --

25 MR. DWYER: What is MEP first of all?

1 THE WITNESS: Mechanical, electrical,
2 plumbing, that's another branch of engineering.

3 MR. KING: Specify your pipes
4 specifically.

5 What pipes are you talking about?

6 MR. DWYER: Is Mr. King still sworn?

7 MR. GALVIN: He is actually.

8 MR. TUVEL: Repeat the question, so we
9 are all clear.

10 THE WITNESS: I can talk to the site
11 utilities.

12 MR. DWYER: Okay.

13 THE WITNESS: The building utilities, I
14 think the architect and their consultant, their MEP,
15 engineer would have to talk about that.

16 MR. DWYER: Okay. So as far as you
17 know, it could be done underground?

18 THE WITNESS: There is a way to do
19 anything these days. I can't say no to that, but it
20 does present significant difficulties and potential
21 issues.

22 MR. DWYER: But good engineers could
23 solve those issues?

24 MR. GALVIN: You don't have to answer
25 that.

1 (Laughter)

2 MR. DWYER: You mentioned that there
3 are some variances involved, for example, that there
4 was a zero setback on the north building, correct?

5 THE WITNESS: Yes.

6 MR. DWYER: And that there was
7 insufficient building separation according to the
8 ordinance, correct?

9 THE WITNESS: Yes, on the south lot.

10 MR. DWYER: On the south lot.

11 But are you testifying here as a
12 planner?

13 THE WITNESS: No.

14 MR. DWYER: So that is not planning
15 testimony about those variances?

16 THE WITNESS: No. That's just stating
17 the site facts.

18 MR. DWYER: With respect to the
19 lighting --

20 MR. GALVIN: Engineers can comment as
21 to non planning issues, regular variances. They are
22 equipped.

23 MR. DWYER: With respect to -- but I
24 just -- he is not the professional planner is all I
25 am saying.

1 MR. GALVIN: No, and --

2 MR. TUVEL: He is testifying within his
3 discipline.

4 MR. DWYER: Okay.

5 With respect to the lighting plan that
6 is going to be resolved or changed rather to meet
7 the engineer's comments, that will include, as you
8 said, pedestrian-friendly lighting?

9 THE WITNESS: Yes, just --

10 MR. DWYER: So I assume --

11 THE WITNESS: -- to clarify, Langan is
12 not doing the site lighting on the job. That is
13 being done by the architect. But we are putting
14 pedestrian scale lighting on Sixth as part of the
15 project.

16 MR. DWYER: Okay. So, and according to
17 the testimony, if I heard you correctly, you're
18 going to -- it would -- it would attempt to
19 eliminate any spillover from any of those lights?

20 THE WITNESS: Yes.

21 MR. TUVEL: We said that we would
22 comply with Mr. Marsden's comments.

23 MR. DWYER: Did you ever receive a
24 letter from the fire department regarding the
25 clearance?

1 THE WITNESS: No. We did not. Just
2 had a conversation. If needed, we can get that, I
3 assume.

4 MR. DWYER: So I don't know if you are
5 the right person to ask this question, but from what
6 I read in February, and I know it has become an
7 issue, and Mr. Tuvel has spoken to it, but is the
8 applicant stipulating that this project would meet
9 gold LEED requirements?

10 MR. TUVEL: The applicant doesn't
11 certify the project themselves --

12 MR. DWYER: No, they don't.

13 MR. TUVEL: -- I believe they go for a
14 target, so that would be gold --

15 MR. GALVIN: Let me help out.

16 I have a condition already that says:
17 The applicant is to obtain LEED gold certification
18 and will include the following, and then I have a
19 list of things, which I am not going to go on about.

20 I think there is an expectation that
21 this project is going to be LEED gold.

22 MR. TUVEL: I was just saying that we
23 are not the ones that certify it ourselves

24 MR. GALVIN: Let's be direct.

25 MR. DWYER: You mentioned that there

1 are in the street, just to be clear, I am talking
2 about Sixth Street and between the north and south
3 wings, that there are a number of connections,
4 utility connections that exist in the
5 right-of-way --

6 THE WITNESS: Yes.

7 MR. DWYER: -- which would make it
8 harder for there to be connections between the north
9 and the south wings underground?

10 THE WITNESS: Correct.

11 MR. DWYER: Are any of those
12 connections which exist in that right-of-way
13 required gravity?

14 THE WITNESS: The combined sewer or the
15 sewer line, I don't know if it's is combined or not,
16 that services this existing residential building at
17 the corner of River and Sixth is gravity into
18 Hudson.

19 MR. DWYER: Have you studied where
20 those different utility lines are, at what
21 elevations?

22 THE WITNESS: Yes and no. We've --

23 MR. DWYER: Well, it is one or the
24 other.

25 MR. TUVEL: Let him explain.

1 THE WITNESS: -- we've determined the
2 elevations of anything that is visible. We pulled
3 up all the record mapping that was available. What
4 we haven't done is done any sort of test pitting to
5 open up the street to get exact vertical elevations.

6 MR. DWYER: So you don't really know?

7 THE WITNESS: We don't, but I know
8 where standards are -- what the standards are. So
9 water lines have a minimum of four feet of coverage
10 required by the state.

11 MR. DWYER: No further questions,
12 Mr. Chairman.

13 Thank you.

14 CHAIRMAN AIBEL: Thank you, sir.

15 Anybody else in the public have
16 questions? This is questions only of the witness.

17 Why don't we start with this lady.
18 Please come up and state your name for the record..

19 MR. FAUCHER: Amy Faucher. I live at
20 606 Hudson Street.

21 THE REPORTER: Can you spell your last
22 name?

23 MS. FAUCHER: F, as in Frank,
24 a-u-c-h-e-r.

25 My first question just has to do with

1 the rain garden aspects versus the water coming down
2 into a pipe. I don't know if you can help. But it
3 seems to me that the water going into the ground
4 straight from a rain garden, is that what a rain
5 garden does?

6 It is then going to seep through the
7 ground into my basement as it already does. So it
8 seems to me like a pipe is a better -- would be a
9 better way to get rid of the stormwater than --

10 MR. GALVIN: Let him answer that
11 question.

12 MS. FAUCHER: Is that --

13 THE WITNESS: Yes. Anything that is
14 pervious, green, not paved, will percolate.

15 MS. FAUCHER: Right.

16 So the parking lot right now is
17 impervious, and there is only a little strip of
18 trees along the sidewalk on the west side.

19 THE WITNESS: Right.

20 MS. FAUCHER: Now, if that gets bigger,
21 that is more water that can go into the ground,
22 right?

23 THE WITNESS: There is also going to be
24 a lot more vegetation than just those new
25 evergreens, with the idea that they will absorb a

1 lot of that.

2 MS. FAUCHER: Okay. Okay.

3 And then when you talk about -- I don't
4 know if you are the right person for this, but the
5 fact that there will be a full basement underneath,
6 how do they propose to break up those rocks?

7 Is there going to be blasting, is there
8 going to be cracking them up by hand?

9 THE WITNESS: I don't know that answer
10 at this point. I think that is something that as
11 the project progresses and gets more into working
12 with construction firms or construction managers,
13 they will start to explore the options for how to
14 deal with that, if, in fact, we need to get to the
15 rubble.

16 We need to look again at those numbers
17 because the architect doesn't think so --

18 MS. FAUCHER: Okay. I have concerns
19 about the rocks being that I know across the street,
20 there were huge rocks in my basement, and so I would
21 just like to say that there are concerns about the
22 structural integrity of the houses in the
23 surrounding area, if they have to do any kind of
24 blasting and whatnot, but I'll sit down.

25 MR. GALVIN: Okay.

1 THE WITNESS: If anybody had to go that
2 route, they would do a monitoring plan, where they
3 looked at existing conditions before and after.

4 MS. FAUCHER: Okay.

5 CHAIRMAN AIBEL: Why doesn't everybody
6 just line up here, if there is more than one
7 questioner.

8 Please come forward.

9 MR. GALVIN: All right. Name and
10 address?

11 MS. PREGIEON: Susan Pregieon, P, like
12 Peter, r-e-g-i-e-o-n, 624 Hudson Street.

13 MR. GALVIN: Super. Go ahead.

14 MS. PREGIEON: I also have a concern
15 about rocks and about water, and I will have a
16 question for you, but I have the magical answer to
17 where your water is coming from and filling up any
18 hole that you could possibly make on that property.

19 There are dozens and dozens and dozens
20 of natural springs on that campus, and you can see
21 them in the summer, and you can see them, and hence,
22 Sybil's Cave was -- you know --

23 THE WITNESS: I know about Sybil's
24 Cave.

25 MS. PREGIEON: -- water -- but if you

1 go on Sinatra, the water is dripping down off the
2 campus down into that --

3 MR. GALVIN: You got to turn it into a
4 question

5 MS. PREGIEON: -- Okay.

6 Now, how are you going to stop that
7 water when you dig a basement, how are you going to
8 stop that water, because I will tell you I have
9 three French drains in my house --

10 MR. GALVIN: No, no, no. Stop, stop,
11 stop, stop, stop --

12 MS. PREGIEON: -- and I want to know
13 how you are going to contain the water.

14 MR. GALVIN: Good. You did good.

15 How are you going to contain the water
16 when it comes up through the ground.?

17 THE WITNESS: Stop the water, it is
18 impossible, if it is natural spring. I think we
19 know that. We can't stop the water from getting
20 there.

21 MS. PREGIEON: Okay.

22 THE WITNESS: The architect, and there
23 are other consultants who will be addressing the
24 building itself, but typically the foundation in a
25 typical scenario, you would waterproof a foundation,

1 and you would also provide drainpipes around the
2 foundation to relieve the water pressure to help
3 with your structural design.

4 MS. PREGIEON: And where would that
5 water go then?

6 Once you tried to get it out of your
7 area, where is that water going to go?

8 THE WITNESS: First, I don't know if
9 the water is being removed, or if structurally the
10 building is going to be designed to withstand the
11 water pressure --

12 MR. TUVEL: Stop, stop.

13 THE WITNESS: -- so I don't -- I
14 haven't gotten to a point where I thought or even
15 considered where the water would go knowing that --
16 not knowing what --

17 MR. GALVIN: All right. Stop, stop,
18 stop, stop, stop.

19 He is doing his best to answer your
20 question, but it is not helping us.

21 So, Mr. Tuvel, what do you got?

22 MR. TUVEL: I was going to have the
23 architect address that question, just so we can --

24 MR. GALVIN: All right.

25 Mr. King, what do you got? It's King,

1 right?

2 MR. KING: Yes, it is.

3 MR. GALVIN: Okay. State your full
4 name for the record.

5 MR. KING: Richard King, K-i-n-g.

6 A couple of different things: One, I
7 think one thing John did not mention about the study
8 that we did related to the water is that the water
9 contained chemicals, so it is not entirely clear
10 that the water is coming from a spring. It
11 suggested that the water might be coming from a
12 broken pipe. That is why we did the dye testing
13 that John mentioned earlier, so it is not clear that
14 that water is coming from a spring. It very well
15 could be. It could be coming from several different
16 sources, so just to give that point of
17 clarification.

18 To the way -- we would waterproof the
19 basement, and we also would put in what is called a
20 perforated drain around the basement that is set in
21 crushed stone. Those pipes are then channeled into
22 the storm system for the city, so that when that
23 water hits the building, it has a place to go, so we
24 don't just let it sit.

25 So it is not the intent to just --

1 water does move around mysterious underground --

2 MS. PREGIEON: Oh, it does, and it's
3 going to come from underneath. It's not going to
4 come from the top down. It is coming from
5 underneath.

6 MR. KING: Well, that again is not
7 entirely clear.

8 As I said, some of the water could be
9 coming from other sources, so there is often, you
10 know, there's perched water, there's some chemicals
11 in it, so where the source is, it's not exactly
12 clear.

13 But the intent is for us to build a
14 proper foundation system with drainage systems that
15 would tie into the storm system, so that that water
16 would be conveyed away from the foundations and away
17 from surrounding foundations --

18 MS. PREGIEON: Is there any -- one
19 final question.

20 Is there any additional testing that
21 can be done before you even break ground, or that
22 this project is approved, that this water is going
23 to be dealt with and not come out because we all got
24 water underneath our basement on the 600 block of
25 Hudson Street.

1 I can sit there -- stand in my
2 basement, and I hear it running 24/7. It does not
3 stop.

4 I had the water company out there.
5 Everybody else had. It is not coming from the
6 water. They did testing. It is not their water.
7 It's not a broken pipe --

8 THE WITNESS: Natural water flowing --

9 MS. PREGIEON: -- so that is our
10 concern. I mean, that water is always a concern,
11 and we are on the highest point of Hudson Street, so
12 that is my question.

13 MR. GALVIN: All right. You did good.

14 MR. KING: So I would say that
15 currently there is no capacity on the site, on
16 either site, to capture any under groundwater and
17 convey it into the storm system, so we will be
18 digging basements and putting in piping, so we will
19 effectively be putting in some measures to try and
20 control that more than it is currently controlled.

21 MR. GALVIN: Thank you.

22 MR. COOKE: Hi.

23 Frank Cooke, 632 Hudson Street.

24 MR. GALVIN: You got to spell that last
25 name anyway.

1 MR. COOKE: C-o-o-k-e.

2 MR. GALVIN: That's so we treat
3 everybody fairly, right?

4 MR. COOKE: Yup, absolutely. I could
5 not have an "E."

6 MR. GALVIN: That's all right. It
7 could have had an "E."

8 THE REPORTER: I thought you did say it
9 had an "E."

10 MR. COOKE: I do have an "E." Yes.

11 MR. GALVIN: He did.

12 Don't listen to me. I'm not a witness.

13 MR. COOKE: You have to have a little
14 bit of fun, right?

15 MR. GALVIN: Yes.

16 MR. COOKE: I just wanted to make sure
17 I heard something right.

18 I thought I heard a 14-foot
19 right-of-way incursion onto Hudson Street from the
20 north lot. Is that accurate?

21 THE WITNESS: The existing parking lot
22 extends about 14 feet past the right-of-way line.

23 MR. COOKE: So some amount of that will
24 still be an incursion into the right-of-way?

25 THE WITNESS: No. The proposed

1 building will stop at the right-of-way line, so that
2 edge of asphalt that's now extending about 14 feet
3 out will no longer exist. That should be replaced
4 with --

5 MR. COOKE: But it will be a planting
6 bed or something that is not actually public
7 right-of-way in a rational interpretation.

8 THE WITNESS: It is public
9 right-of-way, but, you know, Stevens will maintain
10 it as opposed to asking the city to do it.

11 MR. COOKE: Thank you.

12 You answered question.

13 The retention system that everyone has
14 been talking about in the back alley, this building
15 is on a slope, so how deep do you plan on going with
16 that pipe in order to pull water from the front of
17 the property into the back?

18 THE WITNESS: We are not actually going
19 to pull water from the front of the property. All
20 of the water is coming from the roof, so it is
21 obviously just gravity right into that pipe. That
22 pipe will --

23 MR. COOKE: So how deep will the system
24 be in order to get that gravity to actually pull the
25 water back there?

1 THE WITNESS: The pipe is going to only
2 need to be a couple of feet deep.

3 MR. COOKE: Have you seen the slope of
4 that property?

5 THE WITNESS: Yes, but the building is
6 going to eliminate the slope, and the water is on
7 the roof, so the water is collected on the roof.

8 MR. COOKE: So you are saying you are
9 going to grade the property in order to eliminate --

10 THE WITNESS: Well, the building is
11 going to eliminate that slope --

12 THE REPORTER: Wait a second. You
13 can't talk at the same time.

14 THE WITNESS: Sorry.

15 The building is going to eliminate that
16 slope, because --

17 MR. COOKE: The building will not
18 eliminate the slope. The roof will be flat --

19 THE WITNESS: The roof will be flat.
20 The site will not -- the site itself will be covered
21 by a building.

22 MR. COOKE: What's the grade change
23 from the back of the building to the front of the
24 building and the number of feet?

25 THE WITNESS: From the alley to Hudson,

1 it's probably seven to eight feet.

2 MR. COOKE: And how deep is the pipe
3 going to be in the back?

4 THE WITNESS: Two or three feet.

5 MR. COOKE: How does that work?

6 THE WITNESS: Water comes from the roof
7 40 feet up in the air.

8 MR. COOKE: So all the water from the
9 top all the way to the back, and then it's going to
10 come down?

11 THE WITNESS: The water is caught at
12 the top. It's internal plumbing and then brought
13 out the basement wall into the detention system.

14 MR. COOKE: Okay.

15 You also indicated that there were no
16 safety issues on having the building abut guess
17 other buildings in the area.

18 So would you continue to say that that
19 is the case from a fire life safety issue in terms
20 of access, firefighters being able to get around the
21 whole building?

22 THE WITNESS: That would more of an
23 architect-related question because they designed the
24 building, but I know --

25 MR. COOKE: You answered the question.

1 THE WITNESS: -- those buildings will
2 be designed to meet all necessary fire --

3 MR. COOKE: So you are changing your
4 answer?

5 MR. TUVEL: Objection. He didn't say
6 that.

7 MR. COOKE: Yes, he did.

8 MR. TUVEL: No. He said that from a
9 site engineering standpoint, he didn't see any
10 concerns with the buildings being up against each
11 other. That's what he said.

12 MR. COOKE: Okay. I consider a fire,
13 especially considering that Stevens has had
14 something like 160 fire alarms per year --

15 MR. GALVIN: No. Stay on the
16 questions. You will be able to make your comments
17 later, all right?

18 MR. COOKE: Sorry. Fair enough.

19 Then you also indicated that delaying
20 water could possibly be worse for the sewer system.

21 Can you explain to me how that could
22 possibly be?

23 THE WITNESS: Yes.

24 I'm going to try and simplify it as
25 best as possible. It is a long complicated process.

1 What you need -- what you do is
2 evaluate all of the sources of the water and the
3 time it takes to get to certain points.

4 If at any point in time things are
5 changing with the water, water from here, from one
6 side coming in, et cetera, et cetera. So at certain
7 moments in time, you will have peaks, where you will
8 have peak flooding or the peak flow rate, plus the
9 flooding.

10 If you delay the peak from one source,
11 and it happens to time out where that peak beat
12 another peak to a certain point, if I use laymen's
13 terms, say you had --

14 MR. COOKE: I understand water, so you
15 can go a little bit more engineering.

16 THE WITNESS: -- if you had a peak flow
17 getting into say a header collection pipe, and it
18 was getting there before another peak hit, so that
19 that water is moving ahead of the other water. Now,
20 all of a sudden, you're slowing the water down from
21 Source A. If you time it, and those two peaks meet
22 at the same time now that you delayed it, you could
23 actually be increasing the peak that was in that
24 pipe at that moment in time.

25 Does that sort of make sense?

1 MR. COOKE: So you are claiming that
2 there is going to be some engineering that manages
3 peak flow from different parts of the property into
4 the sewerage system because I think that is what I
5 just heard.

6 THE WITNESS: As part of this project,
7 absolutely not, because you are talking about a
8 global municipal issue that one applicant is not
9 possible to -- the North Hudson Sewerage Authority
10 and possibly the municipal engineer could tell us
11 whether or not in their opinion they think delaying
12 the rainwater further would be any sort of a
13 disadvantage.

14 My guess is, and I will be honest, it
15 is probably not an issue, but it is not something
16 that you can just say it is not an issue and to do
17 because you could be creating more problems, if
18 somebody knows something about the overall system,
19 that I don't.

20 MR. COOKE: So I guess what we are
21 saying or to paraphrase what you are saying is we
22 don't know if delaying water is good, bad or
23 indifferent?

24 THE WITNESS: Essentially, yes.

25 MR. COOKE: Thank you.

1 MS. ONDREJKA: Mary, last name, O-n, as
2 in none, d, as in dog, r-e-j-k-a. 159 9th Street.
3 I can speak loud.

4 (Laughter)

5 Since this was brought up in the
6 session, I am asking these questions.

7 First of all, how many feet are you
8 going to -- are they going to dig down for the
9 basements?

10 Do you know?

11 Am I asking you, the correct person to
12 ask that, because it was brought up, so that is the
13 only reason I am asking.

14 THE WITNESS: I don't recall the
15 finished floor elevation.

16 MS. ONDREJKA: Okay. You were asked a
17 question, would you hit serpentine rock.

18 THE WITNESS: Yes, we were asked that.

19 MS. ONDREJKA: That answer -- that
20 question was asked last time, and the gentleman who
21 answered it said no, and you said yes. Wait a
22 minute. I am not attacking you --

23 THE WITNESS: No, I was going to
24 answer --

25 MS. ONDREJKA: -- I am actually

1 curious. How does anybody really know that you will
2 hit serpentine rock at that particular place in that
3 area?

4 I am gathering that really nobody
5 knows.

6 THE WITNESS: Well, actually we do.

7 We did -- Langan was engaged by Stevens
8 to do a geotechnical investigation, so we did a
9 number of borings on both of these sites.

10 MS. ONDREJKA: All right. How far
11 down?

12 THE WITNESS: To rock and --

13 MS. ONDREJKA: Inches and feet, how --

14 THE WITNESS: -- into rock. I don't
15 know the numbers. I don't have the report in front
16 of me. I didn't handle that part of it. I did the
17 site engineering. You know, they probably -- I'm
18 guessing, 20 feet plus.

19 MS. ONDREJKA: 20 feet plus. Okay.

20 And how high are the basements?

21 THE WITNESS: Basements are on the
22 order of 15 feet --

23 MS. ONDREJKA: Fifteen feet.

24 THE WITNESS: -- and that is finished
25 floor, first floor to basement.

1 MS. ONDREJKA: And will there be any
2 electrical underneath that basement?

3 THE WITNESS: No.

4 MS. ONDREJKA: No.

5 Okay. Fair enough.

6 All right. Now, next question. You
7 brought up, of course, the water retention.

8 Now, of course, this is the highest
9 point in town practically, and the issue of water,
10 since they want to build the building where it is
11 totally impervious with concrete already, it doesn't
12 really matter how high the building is that you put
13 there, that is not going to have any effect,
14 correct, on the water because it still can't go into
15 the ground.

16 My understanding or my question is,
17 actually you will have a little bit more green,
18 which is good --

19 THE WITNESS: Yes.

20 MS. ONDREJKA: -- because they are
21 paving the entire island of Hoboken with concrete,
22 so that is good. And also, the fact that water,
23 except for springs, which I live over one, is not a
24 big, you know, an issue so much there. Your
25 building and your process and your retention center

1 will actually help the area.

2 MR. GALVIN: Question.

3 A VOICE: Correct?

4 (Laughter)

5 MR. GALVIN: She set that up.

6 (Laughter)

7 MS. ONDREJKA: I know. I am supposed
8 to ask questions.

9 THE WITNESS: The answer is yes.

10 This particular site, that detention
11 system --

12 MS. ONDREJKA: In my logic mind here, I
13 would think so --

14 THE WITNESS: Yes.

15 MS. ONDREJKA: -- I mean, as it is now,
16 it is just a parking lot.

17 Okay. And one more question, if I am
18 allowed. I don't know. Am I allowed to ask about
19 the variance?

20 MR. GALVIN: Why don't you ask it, and
21 then we will decide.

22 MS. ONDREJKA: Okay.

23 The building that would go on the
24 concrete parking lot has a variance -- that you
25 would need a variance for that building to go on

1 for the planner.

2 MS. ONDREJKA: -- so I would rather
3 have the correct person.

4 I do. Thank you.

5 MR. GALVIN: Thank you.

6 MR. SNYDER: Richard Snyder, 551
7 Observer Highway.

8 MR. GALVIN: You have to spell your
9 last name.

10 MR. SNYDER: Snyder, S-n-y-d-e-r,
11 like the pretzels.

12 MR. GALVIN: What is that?

13 MR. SNYDER: Like the pretzels.

14 MR. GALVIN: Okay.

15 MR. SNYDER: A couple of questions.

16 When you were giving your testimony,
17 you said that you felt that the new design is an
18 improvement over the existing conditions. Is that
19 right?

20 THE WITNESS: Yes.

21 MR. SNYDER: And just in a nutshell,
22 why do you think that is?

23 THE WITNESS: One of the biggest
24 benefits is going to be the actual collection,
25 detention of the stormwater. It is going to

1 eliminate a lot of the potential for silt, trash,
2 oils, things that come --

3 MR. SNYDER: Because right now it is
4 just a parking lot, right?

5 THE WITNESS: Correct.

6 MR. SNYDER: Correct.

7 THE WITNESS: And additionally the
8 potential for sheet flow across the sidewalks
9 that --

10 MR. SNYDER: So the logic is because
11 you are building everything new, everything is newly
12 piped, you have the ability to kind of control all
13 of the water basically on that site --

14 THE WITNESS: Yes.

15 MR. SNYDER: -- where as right now, it
16 does whatever it wants to.

17 The second question, and it ties in
18 with the earlier kind of architectural testimony, so
19 if you dig a hole in the ground and you put this
20 kind of French drain system, for lack of a better
21 word, around the building, does that kind of act as
22 a void and kind of control water better in a
23 localized area --

24 THE WITNESS: It --

25 MR. SNYDER: -- like a well in a way,

1 it brings it into the --

2 THE WITNESS: -- it controls the
3 groundwater and allows it to flow into pipes and
4 continue to flow somewhere else.

5 MR. SNYDER: So is it conceivable that
6 this development would actually kind of improve the
7 local groundwater condition -- the hydrostatic
8 pressure is being relieved in a bigger footprint?

9 THE WITNESS: It's definitely
10 conceivable, and I am not the foundation designer.

11 MR. SNYDER: I mean just broadly
12 speaking conceptually, you are digging a big hole.
13 You're lining it with gravel --

14 THE WITNESS: If you are putting in a
15 French drain, you are relieving -- you are going to
16 be relieving the pressure that the water would be
17 putting on the building.

18 MR. SNYDER: So right now, the water
19 just goes under the parking lot, but by digging a
20 new building and a hole, it has the ability to find
21 its way into that void and be controlled?

22 THE WITNESS: And be sent out.

23 MR. SNYDER: Okay, that makes sense.

24 Then the last question, it is kind of a
25 big picture question.

1 I don't know if you are familiar with
2 Hoboken recently had the design competition for the
3 Rebuild By Design. It was like an international
4 competition --

5 THE WITNESS: I don't know.

6 MR. SNYDER: -- after Hurricane Sandy.

7 Okay. Well, it is actually kind of
8 neat, because Hoboken has been distinguished as one
9 of the few cities in the world. It was recognized
10 by the U.N. for having the sustainable design.

11 I guess my question doesn't really go
12 anywhere, because I was going to ask you: Do you
13 feel like the stormwater retention and design that
14 you developed for this project, do you feel like it
15 dovetails with that?

16 MR. GALVIN: But since he doesn't know,
17 he can't answer that.

18 MR. SNYDER: But he can't really answer
19 that anyway.

20 So the take-away is go look at it.
21 It is very interesting, and there were -- I think
22 San Francisco and Hoboken, believe it or not, were
23 the only two cities that had received this award
24 from the U.N. so it is actually pretty
25 distinguished.

1 MR. GALVIN: Thank you, Mr. Snyder.

2 Thank you.

3 CHAIRMAN AIBEL: Anybody else in the
4 public have questions?

5 MS. KUCSMA: Pamela Kucsma. The last
6 name is K-u-c-s-m-a. 600 Hudson Street.

7 When you mentioned the height of the
8 Gateway, I only heard that you consulted Hoboken
9 Fire Department.

10 If there was anything major to happen,
11 have you consulted Jersey City or any other area
12 fire companies --

13 THE WITNESS: I have not, but --

14 MS. KUCSMA: -- because if anything
15 major happens, I think other agencies will be
16 responding.

17 THE WITNESS: It is an easy phone call
18 to make. I'll be happy to do that.

19 CHAIRMAN AIBEL: Anyone else?

20 MR. GALVIN: You have to come up.

21 MR. DICAPUA: Mind if I ask from here
22 and speak up?

23 MR. GALVIN: No, no.

24 MR. DICAPUA: My name is John --

25 MR. GALVIN: No. I said no. Come on

1 up.

2 MR. DICAPUA: If I ask --

3 MR. GALVIN: No.

4 CHAIRMAN AIBEL: Is there anybody who
5 would --

6 MR. GALVIN: We will wait for you.

7 CHAIRMAN AIBEL: We'll arrange the room
8 next time better. I'm sorry.

9 MR. DICAPUA: No problem.

10 John Dicapua, D-i-c-a-p-u-a, 82
11 Bloomfield.

12 I just have one question about the
13 setbacks and the sidewalks and how the new design
14 integrates the existing sidewalks on Hudson Street,
15 Sixth Street, and you know, in terms of pedestrian
16 flow, because there is a lot of issues around
17 Hoboken where you got planter boxes, and me and my
18 wife and I have a stroller and trying to get it
19 between steps and whatnot, just how that integrates
20 into the overall --

21 THE WITNESS: We are actually widening
22 the overall sidewalk width on Hudson and Sixth for
23 the north lot, and Hudson in front of the south lot.
24 Again, the existing sidewalk with -- on Sixth, with
25 the south lot isn't changing more than a half of a

1 foot.

2 You will have a wider walking area.
3 You are still going to have the tree pits that exist
4 there now, but we are going to have increased
5 sidewalk beyond those trees.

6 MR. DICAPUA: So I understand the
7 design in front of the building, but how does it tie
8 in after you leave what you're installing?

9 Is the sidewalk just as wide to the
10 right and to the left of that area, or does it jog?
11 How does it tie in?

12 THE WITNESS: That is a good question.
13 I am a little lost -- based on the Carnegie
14 Building, it appears that the sidewalk width is
15 approximately the same, so it will narrow back down,
16 but we are not touching that area.

17 I am not sure about beyond north of the
18 north building. I think the sidewalk is a little
19 bit wider there, too, but you do have the stoops
20 that come down, and I think the existing parking
21 lot, as well as the -- not so much the parking lot,
22 but the proposed planter bed --

23 MR. DICAPUA: Right.

24 THE WITNESS: -- essentially lines up
25 very close to a lot of those stoops.

1 MR. DICAPUA: Okay.

2 Thank you.

3 CHAIRMAN AIBEL: Thank you.

4 Anyone else?

5 MR. GALVIN: I am gathering this is the
6 last person to ask questions for this witness,
7 right?

8 MS. HEALEY: Leah Healey, 806 Park,
9 H-e-a-l-e-y.

10 You testified to building coverage and
11 setbacks, especially side yard also.

12 THE WITNESS: Yes.

13 MS. HEALEY: How does the overhead
14 bridge fit into those calculations?

15 THE WITNESS: The overhead bridge does
16 not fit into the coverage for setbacks. It is
17 actually over the right-of-way.

18 MS. HEALEY: And I believe you
19 mentioned that you might have to remove overhead
20 wires. Is that on Sixth Street?

21 THE WITNESS: Yes. It's on the north
22 side of Sixth Street.

23 MS. HEALEY: And why do you have to do
24 that?

25 THE WITNESS: It is actually more of a

1 preference than anything to put in the pedestrian
2 scaled lighting and remove the overheads.

3 THE WITNESS: And where is -- where do
4 you desire to have it replaced, assuming you can get
5 the utility to agree to it?

6 THE WITNESS: The utility would dictate
7 how they want to re-route, but the idea that we have
8 been discussing and considering is putting it
9 underground along the sidewalks.

10 MS. HEALEY: So the overhead bridge
11 doesn't have anything to do with this decision?

12 THE WITNESS: Half and half.

13 It does play into it because obviously
14 the overhead wiring is in the way of the bridge, but
15 with or without the bridge, I think we would still
16 be looking at getting rid of that wiring and putting
17 it underground to allow for the pedestrian scaled
18 lighting and remove, you know, what everybody loves
19 to withhold, the Cobra head on top.

20 MS. HEALEY: Okay.

21 And with respect to the clearance of 15
22 feet for the bridge, I understand you contacted the
23 fire department, and you might contact other fire
24 departments.

25 is there any other reason a

1 construction vehicle would need to have more than
2 that clearance, if working in a public street?

3 THE WITNESS: Not likely.

4 I also consulted our traffic
5 department, and they informed me that the highway
6 traffic standards, that 15 feet is adequate for
7 highway standards and bridges and things like, so I
8 think if you have a construction vehicle in the rare
9 instance that you have some sort of unique
10 construction vehicle that requires more than 15
11 feet, you are going to have other issues, overhead
12 wiring. A lot of overhead wiring is not much more
13 than 15 feet above.

14 And if for some reason they needed to
15 get to this point, there's the ability to go up
16 Fifth and around. But, again, highway standards,
17 our traffic department said that 15 feet was
18 adequate for 99 percent of the vehicles on the US
19 highways.

20 MS. HEALEY: Cranes, and that kind of
21 thing.

22 And just to clarify, the architect
23 testified about the utilities that would be
24 traveling through the bridge and indicated the
25 engineer would testify more about that. I have

1 quite a few questions about that, but you are not
2 the guy.

3 THE WITNESS: I am not a mechanical
4 engineer.

5 MS. HEALEY: Okay. Thank you.

6 MR. GALVIN: Thank you.

7 CHAIRMAN AIBEL: Seeing no further
8 questions from the public, can I have a motion to
9 close?

10 COMMISSIONER MURPHY: Motion to close.

11 COMMISSIONER DE FUSCO: I will second
12 that.

13 CHAIRMAN AIBEL: All in favor.

14 (All Board members answered in the
15 affirmative.)

16 CHAIRMAN AIBEL: Mr. Tuvell, who do you
17 have up next?

18 MR. TUVEL: Okay. The next person I
19 would like to call, Mr. Chairman, is our traffic
20 engineer, Charles Olivo, from Stonefield
21 Engineering.

22 (Board members confer.)

23 CHAIRMAN AIBEL: We will take a break
24 until nine o'clock, so the witness will start
25 testifying at nine o'clock sharp.

1 (Recess taken)

2 CHAIRMAN AIBEL: Let's come to order.

3 MR. GALVIN: Here we go.

4 (Laughter)

5 CHAIRMAN AIBEL: We are back on the

6 record. It is almost nine o'clock sharp.

7 Mr. Tuvell?

8 MR. TUVEL: How is that?

9 THE AUDIENCE: Much better, yeah.

10 (Laughter)

11 MR. TUVEL: Our next witness that we
12 are going to call is Charles Olivo from Stonefield
13 Engineering, and he is going to be qualified as a
14 traffic expert.

15 So should we swear in the witness?

16 MR. GALVIN: Yes.

17 Raise your right hand.

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

21 MR. OLIVO: I do.

22 C H A R L E S D. O L I V O, PE, PTOE,
23 Stonefield Engineering & Design, LLC, 75 Orient Way,
24 Rutherford, New Jersey 07070, having been duly
25 sworn, testified as follows:

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

3 THE WITNESS: Certainly.

4 Good evening, Mr. Chairman,
5 Commissioners, members of the public: My name is
6 Charles Olivo --

7 MR. GALVIN: This is the guy who
8 doesn't need the microphone.

9 (Laughter)

10 THE WITNESS: I will try to keep it at
11 this decibel level the entire time.

12 My last name is Olivo, O-l-i-v, as in
13 Victor, o. I am a principal with Stonefield
14 Engineering & Design located at 75 Orient Way in
15 Rutherford, New Jersey.

16 MR. GALVIN: All right. And could you
17 give us a few Boards that you have appeared before
18 recently?

19 THE WITNESS: Certainly.

20 Kearny, Bayonne, North Bergen, Jersey
21 City.

22 MR. GALVIN: Do we accept his
23 credentials?

24 CHAIRMAN AIBEL: We do.

25 MR. GALVIN: Mr. Dwyer, do you have any

1 problem?

2 MR. DWYER: No, I don't.

3 MR. GALVIN: All right. You're good to
4 go.

5 MR. TUVEL: Thank you very much.

6 Mr. Olivo, let's go over the existing
7 roadway network and what you did in connection with
8 the study that you prepared for this application.

9 THE WITNESS: Absolutely.

10 What I would like to start to look at
11 first is an exhibit that was prepared by WRT
12 Architecture Group. This was Exhibit 1 previously
13 presented at the first hearing for the project. And
14 for those of you on the other side of the room,
15 because I know this is a little bit difficult to
16 see, the same image is posted on a physical board on
17 the opposite side of the room here.

18 What this depicts is generally an
19 aerial image of the existing conditions at the
20 subject redevelopment program, and just framing the
21 picture a bit, Hudson Street is running across
22 somewhat of the middle of the page.

23 To the north is to the left-hand side
24 as you face the image.

25 Then also Sixth Street is running from

1 the bottom to the top of the page, again Sinatra
2 Drive meandering towards the top being the easterly
3 extent of the image that we have here.

4 I won't necessarily get into the
5 renderings. I think what we do is we will focus on
6 the aerial image and speak about what we have under
7 existing conditions.

8 We were retained to look at the traffic
9 and the parking impacts that could occur as a result
10 of the redevelopment of this subject development
11 program, so we are looking at two parcels and a
12 portion of a third.

13 As part of any traffic impact study,
14 and I am sure the Board has seen a number of
15 presentations with regard to traffic and parking in
16 the city, and the public as well, but we typically
17 start with the look of the context of where we are,
18 the existing conditions that we have, the types of
19 roadways and parking facilities that are available.

20 And even at that point, we take a step
21 backwards. We look at the general history,
22 approvals in the area, things of that nature, that
23 may impact where we go as part of a construction
24 condition and then a future condition, so it's
25 really that context, history, existing, construction

1 and then a build condition, and those
2 chronologically are what I will step through as part
3 of this presentation with regard to traffic and
4 parking.

5 So as I mentioned, we are at the
6 intersection of Hudson and Sixth Street. This is an
7 unsignalized intersection. As you are coming from
8 the north continuing south on Hudson Street, which
9 is a one-way roadway, this is the first stop control
10 that you come to after the 11th Street signalized
11 intersection -- signalized intersection.

12 So essentially as you are coming down
13 Hudson Street through the 11th Street intersection,
14 you are moving at free flow until you come to the
15 stop bar at Hudson Street. One lane in a southbound
16 direction, parking on both sides of the road. To
17 the right-hand side as you're coming down the road,
18 you have resident parking. On the left-hand side
19 you have both resident and visitor parking.

20 Sixth Street is one-way in a westerly
21 direction. And knowing the City of Hoboken well, as
22 I am sure everyone does, you are generally speaking,
23 your even number roadways move in a westerly
24 direction, and your odd number roadways move in an
25 easterly direction, so Fifth Street moving to

1 Sinatra Drive, Sixth Street bringing you essentially
2 into the Washington Street area. That is also under
3 a stop controlled approach.

4 If you look at the traffic volume that
5 pumps through the network on a daily basis, you have
6 just under 5000 vehicles a day that travel on Hudson
7 Street. It is a county roadway, and just kind of
8 the bigger picture when you look at county arteries,
9 that is a relatively low amount of vehicular
10 traffic, but that is balanced with pedestrian
11 traffic as it crosses both Hudson Street and Sixth
12 Street.

13 So here within more of an urban
14 context, we are not in suburban New Jersey or rural
15 New Jersey, but within the urban context here you
16 have the balancing of different types of modes of
17 transportation. You have shuttle buses, NJ Transit
18 buses, and The Hoboken Hop that run through the
19 network, as well as having, as I mentioned, vehicles
20 and pedestrians that traverse this general
21 intersection.

22 So looking at the site and where we
23 are, there has been a lot of testimony put on by the
24 project architect, Mr. King, about where this site
25 is located. There will be more planning testimony

1 about the appropriateness of this location and its
2 proximity to the academic core of Stevens.

3 Also, as we talk about the proposed
4 condition, you will hear a lot about the Babbio
5 Garage. That is the building that is located
6 somewhere towards the top of the image, and that is
7 hatched in a cross-hatched red outline. And that
8 gives you sense of how proximate that garage
9 structure will be once completed to this Academic
10 Gateway area that we are speaking about as part of
11 this application process.

12 Now, in terms of what we have on the
13 site today, and what we have done as part of this
14 traffic and parking study is really deconstruct the
15 various pieces. There is traffic and there's
16 parking. They are somewhat interrelated, but we
17 have broken them up -- broken them up, so we can
18 look at them in detail and make sure that there is
19 both adequate parking provided at all times, and
20 also any traffic-related concerns can be mitigated
21 throughout this entire process.

22 So if we focus on the northerly portion
23 of the redevelopment plan, we're looking at the
24 northeast corner of Hudson Street and Sixth Street.
25 You have a 36-car parking lot, surface lot. It is

1 not covered in any way. These vehicles are not
2 sheltered in any way. It is served by two access
3 points. That is certainly by virtue of being curb
4 cuts on Sixth Street, prevent any parking from
5 occurring along those portions of the roadway apron.

6 You also have a right-out driveway that
7 comes onto Sixth Street from three parking stalls
8 located on a portion of a site just to the east of
9 us, so we are looking at in total 39 surface parking
10 stalls in those two areas.

11 There is no parking provided where the
12 Lieb Building is located, which is just over 17,000
13 square feet, so that is what we have under existing
14 conditions, and I will also mention that there is a
15 loading alley that is provided just to the south of
16 the building marked "B," which is the Lieb Building,
17 and that would go away in the proposed condition as
18 well, so you can kind of see this theme of the
19 access management changing here.

20 In some ways if you think about Hudson
21 Street, you think about this surface parking lot.
22 It is rather unconventional when you drive down
23 Hudson Street, and you will hear planning testimony
24 about this, and I would say that this creates
25 somewhat of a void in the urban fabric. You have

1 very attractive buildings lining Hudson Street on
2 either side.

3 You have heard testimony from the
4 architect about the classic look of the building,
5 the esthetics of the building, the time and energy
6 and detail that has been put in by both Stevens and
7 WRT to design something here that is attractive and
8 gestures to other buildings within the community,
9 most particularly along Hudson Street, so I think
10 that is an important point. Surface parking lots
11 like this are certainly not common in the stretch.

12 Now, what we are proposing to do as
13 part of the construction condition, which would be
14 approximately 18 months in length, and you will hear
15 more testimony from Robert Maffia of Stevens about
16 that construction period and what will occur, is
17 that in that time those 36 plus three, the 39
18 parking stalls, will be displaced.

19 And what I can tell everybody here is
20 that at that time, what Stevens is willing to do and
21 is prepared to do is relocate those parking stalls
22 and more into secure, sheltered, convenient and paid
23 for lots. Garage B and Garage G, which are just off
24 of the page in a southerly direction, and those
25 spots would be coordinated by Stevens as part of

1 this redevelopment project.

2 So if you look at the project as a
3 whole, the parking supply provided by Stevens under
4 all conditions will be as much as it is today or
5 more.

6 60 parking stalls, 30 per staff, and 30
7 for commuting students will be relocated, so not the
8 39 and not 40, but 60 under agreement will be
9 relocated within Garage B and Garage G. So, again,
10 that parking supply is going through uptake as a
11 result of the construction condition that would
12 occur here.

13 Now, in addition to looking at the
14 parking in that temporary time period, as you can
15 imagine, motorists will not be traveling into the
16 this lot. They won't be able to. It will be under
17 construction.

18 So the motorists that come down Hudson
19 Street in a southerly direction down Fifth, around
20 River, and then come into the parking lot under
21 existing conditions will simply travel through,
22 continue on their way to Garage B and Garage G.

23 Just for a frame of reference, if I
24 didn't mention it, it is about a five to six-minute
25 walk.

1 Combined with some of the other traffic
2 demand management principles that have been
3 implemented by Stevens, this will fit nicely into
4 the operations that they currently have today. What
5 I mean by that is the shuttle service that has only
6 been expanding, and more detail will be provided
7 about the ridership of that shuttle service.

8 So in looking at the traffic demand
9 piece and the potential traffic impacts in the
10 construction condition, what we have done is we have
11 looked at essentially a six-intersection grid and
12 conducted counts, of course, at the subject
13 intersection, and then at the intersections that as
14 you continue in a southernly direction basically
15 cordon off this area where we would expect the
16 vehicles to be traveling to and from.

17 As part of that traffic analysis, what
18 we've identified is that you would have well under
19 what we typically hold a rule of thumb of a hundred
20 peak hour trips, that is 60-minute trips. There
21 will be well less than those hundred trips, and if
22 you think about that, you have 36 vehicles that can
23 be parking there for extended periods of time, so
24 that hundred rule of thumb is we are well below that
25 here in terms of potential traffic demand diversions

1 that would be occurring within the roadway network.

2 We have analyzed it with respect to
3 what I will call the industry's conventional level
4 of service and demand criteria, and the level of
5 service, basically the driver experience as you
6 travel through the roadway network would not change
7 as a result of the diversion associated with those
8 motorists that would no longer be parking within the
9 surface lot and would continue on their way on
10 Hudson Street. Minimal amounts of traffic,
11 particularly during the peak hour.

12 As I mentioned, the traffic that flows
13 through this ambient network on a daily basis is
14 relatively minimal, if you compare it to suburban
15 areas and rural areas on county roads. But I
16 certainly understand that traffic is one concern in
17 Hoboken, and parking tends to be one of the more
18 overlying concerns in Hoboken.

19 So the traffic impact study, the
20 conclusions of that, there would be no impact based
21 on the diversion of traffic associated with that
22 construction condition.

23 Now, as I mentioned, the parking
24 condition, the 39 parking stalls would be replaced
25 by 60 parking stalls. I am sure the question may

1 arise, and we will certainly have that discourse as
2 part of the cross-examination, is why wouldn't I
3 find parking on Hudson Street rather than driving
4 down Hudson Street and parking in a garage, and here
5 is why: There are many different factors that you
6 use every day somewhat subconsciously to determine
7 whether or not and where you are going to park.
8 Much of that has to do with cost. These parking
9 stalls would be paid for by Stevens. Also, much of
10 that has to do with availability and proximity to
11 where you ultimately want to go.

12 The shuttle service, five-minute walk,
13 all of these things can be conveniently handled,
14 plus you will have a demarked parking stall in
15 garages that have available parking. There will be
16 no hunting, no need to hunt for parking stalls, and
17 that is what you do in Hoboken.

18 You certainly hunt for parking stalls
19 and wait until they become free essentially on
20 Hudson Street, but with 60 stalls allocated in
21 Garage B and G, there will no need for that. It's
22 convenient. It's sheltered from the elements, and
23 that is certainly not the case today, and the price
24 is right. That is during the construction
25 condition.

1 Once the building is occupied, what we
2 refer to as the "build" condition, what we typically
3 do as part of a traffic impact study is we look at a
4 site as somewhat of a freestanding non integrated
5 development program. That is really not the case
6 with what is happening here.

7 You heard about in Mr. King's testimony
8 about this idea of connection, this theme of
9 connection, the two buildings being connected, this
10 Academic Gateway being connected to the academic
11 core. That is what is happening here.

12 As a result of the infrastructure that
13 you have within Hoboken, PATH, rail, bus, ferry, all
14 of it, probably the best in terms of public
15 transportation in New Jersey, the parking, the
16 traffic, these things are interconnected as well.

17 91,000 square feet of new building
18 floor area taking -- it's not taking a credit for
19 the 17,000 square feet of Lieb, will be essentially
20 constructed on these two sites and married by the
21 skybridge that has been spoken about.

22 If we look at generating traffic for
23 that 91,000 square feet, if this were a freestanding
24 site in the middle of nowhere, you would assume that
25 that 91,000 square foot building would generate

1 traffic to and from it, typically in a surface
2 parking lot. That's not what this building is. It
3 is part of the integrated Stevens campus.

4 So as a result of that, we have taken a
5 very conservative estimate of the traffic that could
6 be generated by the Academic Gateway when it is
7 built. And what we projected during the morning
8 peak hour is 77 vehicular trips.

9 Now, think about that, a 60-minute
10 period from 8 to 9 a.m. that the Academic Gateway
11 building by itself will generate 71 new vehicular
12 trips. It is a very conservative estimate. The
13 reason we estimate it in that fashion is to truly
14 understand if there could be impacts as a result of
15 constructing the building. We try to take a look at
16 a worse case scenario when we review traffic impacts
17 of this nature.

18 Within that trip generation study that
19 is provided within the traffic impact study, the
20 traffic impact study, just if the Board would like
21 to follow along, is dated February of 2015. I am
22 referring to Page 5, which has Table I, centrally
23 located in the page, which you will see the morning
24 peak hour trips and the evening peak hour trips as
25 well.

1 In addition to looking at the trips at
2 the subject intersection, we then weave them through
3 the network. The expectation in plan is that the
4 Babbio garage will be fully constructed at the time
5 of occupation of the Academic Gateway.

6 Now, what that means is that the
7 motorists that are traveling to and from the garage,
8 assuming that the driveway is generally located at
9 Sinatra, those motorists, after the construction is
10 complete and the doors are open, will be traveling
11 on Sinatra, not on Hudson.

12 So two main points here, the first
13 being in all cases the parking provided by Stevens
14 will be higher than what it is today.

15 Also, in the proposed condition with
16 Babbio garage constructed, there will be a reduction
17 in the traffic associated with Stevens campus as a
18 result of the diversion to Sinatra Drive.

19 Now, when Babbio garage was studied by
20 Remington Vernick in about 2008, there was an
21 extensive analysis done of another grid system,
22 Sinatra, River, areas of Hudson as well, to
23 understand what the impacts of the garage could be.
24 Originally the garage was contemplated at
25 approximately 710 parking stalls. It then came down

1 to 436 parking stalls, and it did receive
2 preliminary approval from the city.

3 There is an approval in hand with
4 regard to the construction of Babbio garage. The
5 goal is to be able to provide the parking, which is
6 contemplated in the resolution, provide parking for
7 the growth of Stevens within that garage.

8 Now, if you follow along in the traffic
9 impact study, and for those who don't have it, I
10 will walk through this as well. This is on Page 8,
11 Table II, and this is the construction parking
12 supply table, so I will start at the existing
13 condition. 744 existing parking stalls are supplied
14 by Stevens. These are not on-street parking stalls.
15 We're not taking any credit for that type of
16 parking. These are within Stevens' operated parking
17 fields.

18 As you move down a line item, if
19 approved, and as we would expect as a condition of
20 approval, Stevens enters an agreement with Garage B
21 and G to add 60 parking stalls to their parking
22 supply. Hang tags, transponders, there is an
23 excellent system of management, parking management
24 today that has been undertaken by Stevens, and it
25 will continue. It is part of the very detailed and

1 organized manner in which they run the campus.

2 We would then demolish the academic
3 building. Construction begins on the south wing of
4 the gateway. Now, we haven't taken credit, and if
5 you think about the parking requirement of the city,
6 it looks at one parking stall per thousand square
7 feet of building floor area. And in that
8 methodology, we really should take the credit for
9 Lieb being 17,000 square feet, take a credit for 17
10 parking stalls, vehicles removed off the roadway.
11 We are not taking a credit for that, again, to be
12 conservative.

13 When construction begins on the north
14 wing of the Gateway, we will lose those 39 stalls.
15 We have already signed the lease for the 60 stalls,
16 and you see that there is a surplus in stalls being
17 provided in that snapshot and time period.

18 When the Babbio garage addition is
19 completed, we will realize the addition of 237
20 parking stalls as a result of the completion of that
21 garage, and there is some math that goes into that,
22 but there is 140 parking stalls within the garage
23 today. There would be the displacement of a 30
24 parking -- a 30-parking stall lot and a 29-parking
25 stall lot, and then those would be absorbed within

1 the Babbio garage as well, so the net-net is 237 new
2 parking stalls within the Babbio garage.

3 Now, if you then keep moving downwards,
4 the wrap-around building, 49 parking stalls
5 required. The south wing completed, 53 parking
6 stalls required, and then the north building would
7 be completed, 38, so those two numbers, the 91
8 parking stall requirement that we spoke about, the
9 60 lease spaces would then be returned, and within
10 the Babbio garage at that point in time, you would
11 have a surplus of approximately 58 parking stalls.

12 So, again, getting back to that theme
13 of more than enough parking would be provided as a
14 result of the construction of that garage, and then
15 also certainly being able to accommodate the traffic
16 demand, that has been studied within the Babbio
17 garage traffic study. So with regard to parking and
18 traffic, no significant impact.

19 I do think it is important to note,
20 some of the transportation demand management
21 techniques of Stevens. In 2008, Stevens implemented
22 a shuttle service, and during that time it got about
23 a hundred riders per day.

24 Approximately four years later, 2012,
25 the ridership was at approximately 550 per day. Now

1 there are four lines, blue, green red, gray. They
2 carry approximately 2,000 riders per day.

3 What Stevens has effectively done is
4 fill in the gaps within the public transportation
5 system. Shuttles are being used for this all over
6 New Jersey right now. Stevens has been ahead of the
7 game, but that is what has been created by the
8 shuttle service. It allows people that live,
9 commute to the train station and go to other areas,
10 not using a motor vehicle or parking a motor vehicle
11 in other locations, to use the shuttle. The
12 shuttles carry anywhere from 15 to 20 passengers,
13 and so if you think about that from a conversion
14 perspective, you are taking approximately 25 cars or
15 trips and converting them to one.

16 They are able to navigate the street
17 system. Stevens continues to refine that program in
18 hopes that a more efficient shuttle service will
19 certainly foster more usage of it as well.

20 Generally, they have about a 15 to
21 20-minute headway, meaning if you miss it, which is
22 always frustrating, one is coming in about 15 to 20
23 minutes. So these are some of the principles and
24 techniques that are already being implemented by
25 Stevens and really being to some extent refined as

1 part of that they are doing.

2 As I mentioned, there are bus stops
3 generally located around Washington Street, good
4 mobility there.

5 Then as you walk down to the PATH
6 station, you have a number of different types of
7 modal uses that you can then interact with to
8 continue on your way.

9 MR. TUVEL: Now, the shuttle service
10 that you mentioned, that -- that didn't account in
11 your parking analysis, correct? You didn't take
12 credit for the shuttle service, right?

13 THE WITNESS: It did not, no.

14 MR. TUVEL: Okay.

15 Can you talk about some of the bicycle
16 parking as well that Stevens is implementing on its
17 campus?

18 I know we are complying with the
19 parking requirement as to vehicles, but just
20 additional TDM strategies that they are using with
21 respect to their campus.

22 THE WITNESS: Certainly.

23 Bicycle traffic has certainly become
24 more in vogue. People are using it more especially
25 when you have generally flat areas that are

1 conducive to that, and when you have bike racks, and
2 hopefully your bike doesn't get stolen from them.
3 But the idea here is that what Stevens is doing is
4 implementing bike racks. They have about 254 right
5 now and planning on adding another 50, so they will
6 be upwards of 300. They are working with the city
7 on the Bike Share Program to, again, try to foster
8 bicycle usage in the community as well.

9 And something I just want to mention
10 about the shuttle is I am sure there are people here
11 that are aware of where the shuttle used to stop and
12 some of the congregation that would occur on the
13 westerly side of Hudson Street.

14 Again, in the spirit of cooperation,
15 what Stevens has done, is move the shuttle stop to
16 where River and Sixth is, somewhat interior to where
17 the campus is, so again, I think this is just
18 somewhat of a theme with Stevens in trying to again
19 fill in some of the gaps and be a good neighbor.

20 MR. TUVEL: In connection with the
21 Babbio garage, you said there would be 436 spaces,
22 correct?

23 THE WITNESS: That is correct, yes.

24 MR. TUVEL: Okay.

25 So that would account for the buildings

1 that you've noted in your report, including the
2 Gateway, correct?

3 THE WITNESS: Absolutely, yes.

4 MR. TUVEL: Would there be any
5 additional spaces located in the garage even after
6 accounting for all of those buildings?

7 THE WITNESS: There would be 58 spaces
8 after accounting for those buildings. And, again, I
9 will add to that, we have conservatively estimated
10 the parking demand associated with the Academic
11 Gateway.

12 What we are essentially saying is that
13 this Academic Gateway, which will have an
14 interaction with the campus as it exists today,
15 students, staff would be expected to use it, that
16 certainly we would then expect less than 91 parking
17 stalls being needed within the garage. However, the
18 garage has been sized for those 91 parking stalls.

19 MR. TUVEL: Okay.

20 That concludes my direct examination of
21 Mr. Olivo, and I would open it up to the Board and
22 Mr. Dwyer for questions.

23 CHAIRMAN AIBEL: Board members?

24 Ms. Fisher?

25 COMMISSIONER FISHER: By the way, thank

1 you for talking loud and clear. It was helpful.

2 THE WITNESS: I tried.

3 COMMISSIONER FISHER: I have a number
4 of questions. This just happens to be an area that
5 I often focus on.

6 THE WITNESS: Of course.

7 COMMISSIONER FISHER: First, a lot of
8 your analysis sounds like we are relying on Babbio
9 being open. Is there a specific condition that says
10 Gateway can't open until Babbio is completed and
11 open?

12 THE WITNESS: No. It's a great
13 question, and I will refer to Exhibit 4, just to
14 zoom in a bit as to what we are looking at here.
15 As I mentioned, Babbio is just off the page, very
16 conveniently located to the Academic Gateway.

17 The Board's engineering and planning
18 staff asked that there be some redundancy built into
19 if Babbio is not opened by the time that the
20 Academic Gateway is, the doors are open. And
21 Stevens has entered into an agreement with a parking
22 garage to provide the necessary parking stalls
23 within the garage at that time, so you do have
24 redundancy in what is being proposed, if Babbio
25 happens to lag for whatever reason.

1 Mr. Maffia will speak about the intent
2 of Stevens to construct the Babaio garage. It is
3 preliminarily approved. We are actually working on
4 some design tweaks right now with the project
5 architects, so we are certainly moving forward with
6 that.

7 COMMISSIONER FISHER: The original
8 approval for Babbio, when they were coming up with
9 the sizing and the total of 400-some-odd parking
10 spots, was Gateway contemplated at that time in the
11 sizing of it?

12 THE WITNESS: What the resolution
13 speaks of and the traffic study speaks of is future
14 growth within Stevens, and this accommodates that
15 future growth with both the wrap-around building,
16 the Academic Gateway.

17 A little bit before my time, Mr. Maffia
18 may be able to speak to what exactly was
19 contemplated, but what I can tell you at this
20 snapshot in time, it can be accommodated within the
21 Babbio garage.

22 COMMISSIONER FISHER: Okay.

23 So where I'm going with this is the
24 original approval when it came up with a number,
25 there is a calculation in there, and I just want to

1 make sure those spots weren't already accounted for
2 and somehow this is additive to that.

3 MR. TUVEL: It is an excellent point,
4 and we evaluated that, and that is why Mr. Olivo
5 took into account all the buildings that were
6 contemplated, as well as the fact that it does
7 mention the future growth --

8 MR. DIGIACINTO: And --

9 MR. TUVEL: -- and that's why we
10 took -- I'm sorry, John -- so that is why we took
11 the time to put all of those buildings and the spots
12 allocated to them in the parking and traffic
13 analysis.

14 THE WITNESS: And all joking aside, our
15 project attorney asked me to read that resolution
16 about 15 times to make sure that nothing else was
17 contemplated or conditioned as an approval of the
18 Babbio garage, so I can tell you with certainty what
19 is shown in traffic report is current and in
20 compliance with those conditions.

21 COMMISSIONER FISHER: The Hoboken
22 garages that you mentioned B and G, are they at
23 capacity right now?

24 THE WITNESS: No. In fact, I'll --
25 I'm sorry, did you finish the question?

1 COMMISSIONER FISHER: No. I just want
2 to understand what the impact is on users of those
3 garages, if you were going to -- now, Stevens is
4 going to take 60 -- at least 60, and if Babbio
5 doesn't open, potentially even more from those
6 garages.

7 THE WITNESS: Well, I will explain it
8 and walk through this, and Mr. Maffia will provide
9 some testimony about the direct coordination of
10 those garages.

11 Typically garages don't allocate
12 parking, unless they have it. There is an agreement
13 in place that allows for the parking to be provided.
14 There are 30 parking stalls -- more than 30 parking
15 stalls that are available right now in both of these
16 garages respectively.

17 These garages will not house that plan
18 B that I spoke of, if Babbio is not constructed,
19 that will be housed at another location.

20 CHAIRMAN AIBEL: Who is that?

21 THE WITNESS: 1300 Jefferson Street,
22 and again, there is an agreement in place for that
23 as well.

24 Shuttle service will be provided, just
25 as convenient as any of the shuttle service to

1 Stevens.

2 COMMISSIONER FISHER: When I read
3 through your report, you don't actually provide the
4 levels of service at the intersection. Can you tell
5 us what they are?

6 THE WITNESS: Sure.

7 They are at their worst level of
8 service D, and just in the framework of level of
9 service for those who might not know, but it seems
10 like you certainly do, though, level of service
11 spans quantitatively from a certain amount of
12 seconds of average delay for a vehicle at an
13 unsignalized intersection.

14 Quantitatively the measure is A through
15 F, and it's somewhat of A being the best, and F
16 being the worst. By no means is F not unacceptable,
17 but that is just simply the worst condition that you
18 would come across when trying to describe traffic
19 conditions.

20 Within the urban context and with
21 pedestrian vehicular conflicts, you would expect
22 within areas of Hoboken to see levels of service E
23 or F during peak periods. At all intersections
24 studied, and we would be provide happy to provide
25 the analysis results to the Board, so you can give

1 it a detailed look, it is level of service D or
2 better.

3 In fact, in most cases it is level of
4 service A, B, and that has to do with the traffic
5 volume. It's rather minimal in this area as I spoke
6 about.

7 COMMISSIONER FISHER: I find it
8 interesting that you keep saying that it's minimal,
9 because since I've been on this Board, I have not
10 heard of the level D. Everything has been higher
11 than that, so it is just a shared observation.

12 My question -- my next question, if it
13 is level D at the worst time, I recognize that
14 moving the 39 and continuing down is not, you know,
15 down to the 60 spots, it's not going to have a
16 meaningful impact. It is kind of just they are
17 still going in the same direction. But now that you
18 have a -- it seems like the Gateway Center may be
19 the welcoming place for students coming into the
20 university now.

21 I mean, what is the expectation on
22 pedestrian counts, coming into that intersection,
23 and then what is the impact on the level of service
24 for what a lay person thinks there may be a
25 significant number of pedestrians at that

1 intersection?

2 THE WITNESS: Well, just flipping back
3 to the aerial exhibit, there certainly is the
4 expectation of pedestrian traffic, and so now we
5 think where do they come from to get to the Academic
6 Gateway.

7 The fact that we are looking to really
8 marry this building with the academic core, they are
9 essentially coming from the campus itself. They
10 could come from the west and walk east certainly,
11 but that would not have a measurable impact on the
12 level of service.

13 What you have here, as I mentioned, I
14 am not sure if it is shown have, but you have stop
15 bars on Hudson and stop bars on Sixth Street as
16 well, and that really preserves the pedestrian
17 progression.

18 We did pedestrian counts out here as
19 well. You have the majority of your pedestrian
20 traffic that's crossing Sixth Street, and you do
21 have a fair amount of traffic that also crosses
22 Hudson Street as well.

23 One of the reasons for the bridge, and
24 you have heard about it from their project
25 architect, he talked about the collaborative space

1 and the connection, but from a traffic perspective,
2 looking at it a little more bit simply just in terms
3 of the ebb and flow of traffic is now that your
4 pedestrian movements are separated at grade or moved
5 from the grade of where you have your vehicular
6 conflicts, so you are taking that off of the
7 roadway. It does require motorists and pedestrians
8 to have some interplay.

9 That skybridge will allow for the
10 connections of the buildings and students, staff,
11 deliveries, et cetera, to not have to occur at the
12 street level.

13 Something that I failed to mention,
14 which I will do now, is just with regard to
15 deliveries, and I am sure it will be a question as
16 we go. As I mentioned, there was a loading area
17 that was located off of Hudson Street, that will go
18 away. There will be no delivery vehicles. That
19 will be closed off. You may even be able to get one
20 more parking stall on Hudson Street, which will be
21 certainly a boon to someone.

22 Then as you are looking at Sixth
23 Street, there would be a loading area that is
24 proposed in some of the square hatched area that is
25 just to the east of the northerly Academic building,

1 and what that allows for is all of the deliveries to
2 essentially be corralled on the campus.

3 None of the deliveries will occur via
4 Hudson Street. They can come down Sixth Street,
5 unload, travel into the building about one a day for
6 the building itself. These are all coordinated
7 amongst the campus. And if there are any items that
8 need to be delivered to the southerly building, they
9 simply use the bridge, so, again, you remove that
10 conflict.

11 That vehicle can then leave the site
12 via the extended alleyway just to the east of the
13 building and then connect back with River and go to
14 some of the campus streets that are behind that.

15 There is a small cafe proposed as part
16 of the northern building. That would have
17 approximately two per day. These are not deliveries
18 of 40-foot tractor trailers. These are smaller
19 cargo vans, in some cases golf carts, things of that
20 nature.

21 There would be no garbage truck coming
22 here. Everything would be essentially bagged, taken
23 away by any of the members of the Stevens' team, and
24 then there is a more centrally located area for
25 garbage, waste, recyclables, et cetera, so all

1 smaller unit vehicles in terms of the delivery.

2 MR. TUVEL: And just to expand on that,
3 the number of deliveries won't change from what
4 exists today, except that they won't occur on Hudson
5 Street, correct?

6 THE WITNESS: That is correct, yes.

7 MR. TUVEL: I'm sorry, I interrupted
8 you.

9 COMMISSIONER FISHER: No, no, no, that
10 is okay.

11 But I guess the simple way to interpret
12 what you said is any negative impact of increased
13 pedestrian traffic is probably made up by the
14 positive impact of less loading -- less loading on
15 Hudson Street?

16 THE WITNESS: Well, I certainly think
17 that there is a benefit to that pedestrian bridge
18 for that reason, that skybridge.

19 The other thing I will mention is
20 talking about level of service, and I know you hear
21 a lot of different things from traffic engineers,
22 but if you look at the Remington Vernick study, they
23 actually looked at 11th Street and Sinatra Drive and
24 the intersection there with Hudson. During the peak
25 hours, you do see constraints there because of the

1 nature of the signal timing and where it gives the
2 majority of green time to.

3 So I'm not saying within the roadway
4 network of Hoboken, there are not E's and F's. In
5 fact, if you chase Hudson Street up to 11th Street,
6 you will see constraints that are E's and F's, but
7 that doesn't mean it is unacceptable, and the
8 Highway Capacity Manual gives engineers, planners,
9 the ability to interpret that information, but we
10 will provide the level of service calculations, and
11 the Board's engineer will see that those levels of
12 service that I mentioned are truly what are played
13 out here.

14 COMMISSIONER FISHER: What -- what --
15 one question I know that -- I think our engineer had
16 asked, which must have been directed to you, is what
17 is the expected increase in student population with
18 this building -- these buildings?

19 THE WITNESS: Well, from a traffic
20 perspective?

21 COMMISSIONER FISHER: I under --

22 THE WITNESS: What I am stating to you
23 is that there will be 91 potentially new parked
24 vehicles as a result of this and 77 peak hour trips.
25 Mr. Maffia can speak to the university itself and

1 what the plans are as part of it.

2 COMMISSIONER FISHER: Hum, and then
3 the -- this is the last question I have, which is:
4 What -- what -- you mentioned the different
5 scenarios, and one is a projected, you know, kind of
6 construction in the area.

7 What projects did you take into
8 consideration, and how did that impact the level of
9 service?

10 THE WITNESS: What we looked at rather
11 than looking at site specific, because we weren't
12 able to find site specific information, is we looked
13 at an ambient growth rate of two percent over two
14 years. That exceeds the background growth rate in
15 vehicular traffic for this area.

16 If there are specific development
17 projects, and now Hoboken is a little bit different
18 again than a suburban type of development project,
19 because you may not realize traffic increases as a
20 result of certain types of development projects.

21 For instance, as a right, you could
22 build residential on these sites. There would be
23 parking demand associated with that. There is no
24 need for off-site parking requirements, off-street
25 parking requirements as part of residential. So if

1 there are other projects in the area, we will be
2 happy to coordinate with the planner and the
3 engineer to see those into the network.

4 COMMISSIONER FISHER: So there is
5 probably, I'm going to guess, maybe about 750
6 residential units being built at the north end of
7 Hudson Street that are all approved or that have
8 opened after you did these counts, that my guess is
9 are probably not near level of service.

10 So I think to make it more accurate, we
11 should see the level of service. We should see what
12 the impact is of having so many -- they won't all
13 come down Hudson Street, but as a traffic engineer,
14 we often see the engineers, you know, give us
15 testimony on what percentage do you think requires
16 the south and center of it. There's a lot of
17 meaningful development in the four, five, six blocks
18 north of this that are directly on Hudson Street --

19 THE WITNESS: Well, we --

20 COMMISSIONER FISHER: -- it's
21 definitely not two percent. It's probably 50
22 percent.

23 THE WITNESS: -- well, remember, the
24 two percent is vehicular traffic volume.

25 COMMISSIONER FISHER: Yes.

1 THE WITNESS: If they opened after or
2 they opened before, I think is what you stated, we
3 counted --

4 COMMISSIONER FISHER: No --

5 THE WITNESS: -- them when we were out
6 there.

7 COMMISSIONER FISHER: -- no, they
8 didn't. One is probably just opening, and one has
9 been approved to be built, and one is in the process
10 of building built.

11 THE WITNESS: Well, typically when
12 these types of development projects are proposed,
13 they conduct the traffic impact study to assess
14 their impacts on the roadway conditions.

15 We would be happy to look at those
16 impact studies and route the vehicles through the
17 network, but they have put an effort in to
18 understand what their mitigation would be as part of
19 their development project.

20 COMMISSIONER FISHER: No. I understand
21 that, but we are talking about intersections that
22 are potentially going to be impacted by a meaningful
23 amount of traffic coming from the north that have
24 not been incorporated, so that level of service D
25 maybe goes to F, and I think that is something that

1 people should understand. I don't know if that's
2 going to happen --

3 THE WITNESS: Sure.

4 COMMISSIONER FISHER: -- but this isn't
5 five -- this isn't five parks, these are three
6 massive sites that are being -- that are currently
7 underway or have just opened and being, you know,
8 occupied, that I think are important because a lot
9 of that -- a lot of that, you know, travel south
10 towards the PATH, and I just think it is missing
11 from this analysis.

12 THE WITNESS: We would be happy to add
13 it to the analysis.

14 COMMISSIONER FISHER: That is all of my
15 questions.

16 CHAIRMAN AIBEL: Other Board members?

17 COMMISSIONER BRANCIFORTE: I'll defer
18 to Diane.

19 COMMISSIONER MURPHY: Just a quick
20 question. I just can't remember.

21 Is River Road one-way or two-way right
22 now?

23 THE WITNESS: Two.

24 COMMISSIONER MURPHY: Oh, it is
25 two-way.

1 That is all I have.

2 CHAIRMAN AIBEL: John?

3 COMMISSIONER BRANCIFORTE: So right now
4 on the north lot, how many people park there?

5 THE WITNESS: 36.

6 COMMISSIONER BRANCIFORTE: 36.

7 And are they students that are
8 residents?

9 Are they commuting every day into that
10 lot?

11 THE WITNESS: Generally that is a
12 commuter lot.

13 COMMISSIONER BRANCIFORTE: So it's
14 commuter students, 36 commuter students parking
15 their cars there every day?

16 THE WITNESS: And it could be staff as
17 well.

18 COMMISSIONER BRANCIFORTE: My worry is
19 this, and we will just discuss it as a question
20 later, I suppose.

21 I am more worried that the people who
22 are parking there now as commuters would prefer to
23 seek out parking on the street rather than go down a
24 few more blocks to the garages.

25 So how are we going to avoid this?

1 What are we going to do to make sure
2 that these commuters that are there and pulling in
3 every day aren't just going to take spots on the
4 street instead?

5 THE WITNESS: Well, as I mentioned
6 earlier, you make a number of decisions when you
7 come to the site, where do I look to park every
8 single day.

9 We have actually done parking counts,
10 occupation and utilization along Hudson and the side
11 streets over the course of about an 11 or 12-hour
12 day. And in some cases along Hudson, 70 percent of
13 the cars don't change over throughout the course of
14 that eleven or twelve-hour period, so you will have
15 to hunt through this network and find a parking
16 stall when you have a parking stall allocated to you
17 just down the road, a five or six-minute walk.

18 So if you are coming to Stevens for a
19 class or something of that nature, academia requires
20 you to come there, to hunt for parking and delay
21 yourself the availability of coming in, when there
22 are parking stalls allocated for you just seems
23 illogical to me, and that is why we provided not
24 just 39 stalls, there are 60 stalls. We are
25 exceeding that requirement. And then in the

1 proposed condition, you will be able to take an
2 elevator from Babbio up and walk two blocks.

3 So I understand the attractiveness of
4 trying to find parking along Hudson to walk into the
5 campus. I just don't think that it is going to
6 happen.

7 COMMISSIONER BRANCIFORTE: Well, where
8 do your residents -- where do the residents park
9 right now on campus, the resident students that live
10 in the dorms, are they allowed to have cars on
11 campus?

12 THE WITNESS: It depends on what year
13 you are, but seniors have the privilege. They have
14 to purchase a pass.

15 COMMISSIONER BRANCIFORTE: And do they
16 park on the campus up there, or are they off site
17 also?

18 THE WITNESS: 774 existing parking
19 stalls on the campus.

20 COMMISSIONER BRANCIFORTE: So could we
21 somehow move those residents, the people who are
22 living in the dorms, to the garages and let the
23 computers take those spaces?

24 THE WITNESS: Well, what we have done
25 is we have looked at 30 staff that would be taken

1 from these outer lots that we spoke about, moving
2 them to one of the garages. We somewhat
3 contemplated this idea, and then taking 30 commuter
4 students and moving them to the garage as well.

5 MR. TUVEL: If you are listening to my
6 client react to your statements, we could do that,
7 or we could make the garage spaces faculty and staff
8 as opposed to the commuter students and keep
9 commuter students on the campus itself.

10 COMMISSIONER BRANCIFORTE: We are
11 talking about how illogical it is for people to hunt
12 for spaces in Hoboken, but anyone, including myself,
13 you know, when I had a space at 916 Garden Street,
14 and I am as guilty as anyone else in this room, and
15 I will say it on the record, I hunt first, and then
16 if I find a spot that is more convenient than
17 parking in that garage, I take it, so I have to
18 disagree with you. I think people hunt first and
19 then do that.

20 I know when I went to Rutgers, if I
21 couldn't find parking, I just went home. I missed a
22 lot of classes.

23 (Laughter)

24 But I think more of Stevens' students
25 than that, though.

1 So I am worried about that, and I want
2 to see if you can't work it out, some way to make
3 sure that these commuters aren't taking parking
4 spaces on Hudson Street.

5 I think that is it.

6 Well, actually, I mean, in a way, it is
7 not, because if we are talking about 77 peak hour
8 trips, those 77 peak hour trips, are they mostly
9 administrative people?

10 They are not students coming in that
11 early for classes at seven, eight in the morning.

12 THE WITNESS: The complexion of those
13 37 trips could be staff. They could be students.
14 They could be service. They could be anything.

15 COMMISSIONER BRANCIFORTE: Could you
16 explain to the audience the peak hours that you look
17 at?

18 THE WITNESS: Sure.

19 We studied from approximately 7:30 in
20 the morning to ten a.m. to frame the morning peak
21 period, so longer than a 60-percent period.

22 Then we went back out in the afternoon,
23 and we looked at 3:30 p.m. to about seven p.m. to
24 frame the evening or afternoon period.

25 Then what we look at is the peak of the

1 peak. We look at the 60-minute period within those
2 longer periods, and that is when we found the eight
3 to nine a.m. morning peak is when you have the
4 highest amount of vehicular traffic in the network,
5 4:45 to 5:45.

6 That doesn't mean that at 7:30, you
7 don't feel like it's the peak, or at seven p.m., it
8 doesn't feel like it's the peak. But the peak
9 60-minute period are those time frames that I
10 mentioned.

11 COMMISSIONER BRANCIFORTE: And that's
12 the 77 cars in that --

13 THE WITNESS: Well, what we
14 conservatively estimated is with the construction of
15 the Academic Gateway, you could potentially in a
16 conservative manner have 77 peak hour trips
17 associated with it.

18 COMMISSIONER BRANCIFORTE: Okay.

19 And the other point I wanted to just
20 ask is: I grew up near the Rutgers campus, so I
21 actually walked to class or biked to class a lot, so
22 parking wasn't an issue really for me.

23 But in the morning when the
24 administrative people were coming into their
25 offices, and in the evening when they were leaving

1 and the grad students were coming in, and, you know,
2 so you had this influx of grad students, commuters
3 coming in, and administrative people leaving at the
4 same time, there are always huge traffic jams.
5 Are we going some see that here?

6 I mean, how many grad students are
7 coming in in the evening after seven or eight
8 o'clock? Is that a big deal at Stevens?

9 THE WITNESS: No.

10 And we have been studying Stevens and
11 the roadway networks here for the better part of a
12 year now. I've been working very closely with the
13 staff. You will hear from Mr. Maffia certainly a
14 bit more about the operations themselves, and we
15 have also looked at the parking of this 36 parking
16 stall lot. There is no overlap period that was
17 observed when people are waiting to get in.

18 I know exactly what you are speaking
19 about, and then there is those people that are
20 trying to get out, and that is, whether it is
21 industrial use or school-type use, that tends to be
22 when you have your congestion. We don't expect that
23 here.

24 COMMISSIONER BRANCIFORTE: All right.

25 Will you be around for the rest of the

1 hearing -- I mean, the next couple of hearings, in
2 case we have more questions?

3 MR. TUVEL: If you want him to be.

4 COMMISSIONER BRANCIFORTE: Well, I'll
5 leave it up to the Chair and --

6 MR. TUVEL: Yeah, all of our witnesses
7 can be present at every meeting in case there's a
8 question. We are happy to do that.

9 COMMISSIONER BRANCIFORTE: I have no
10 other questions.

11 Thanks.

12 CHAIRMAN AIBEL: Jeff Marsden?

13 MR. MARSDEN: You said -- you gave us
14 time periods from Garage B and C to the campus.
15 What is the distance, and do you anticipate these
16 students will be walking from B to your site?

17 THE WITNESS: They could be walking.
18 It is about a five-minute walk. We use the rate of
19 speed of three and a half feet per second, so you
20 will have to forgive me, but I don't recall the
21 distance off the top of my head, but I can certainly
22 get that for you.

23 MR. MARSDEN: Have you looked at or
24 considered in your construction period, the impacts
25 to the local people as far as -- because you are

1 going to have how many construction people, 30, 40,
2 50, and, you know, that is parking on site
3 sometimes, but in a tight situation like this, a lot
4 of times they have to be either parked somewhere
5 else and shuttled in.

6 Have you considered that, and is that
7 part of your plan?

8 THE WITNESS: In urban environments,
9 it's not uncommon, and Stevens has dealt with this
10 previously as part of construction efforts, but that
11 is typically the case where there are shuttles
12 involved.

13 Mr. Maffia can speak to historically
14 how construction projects have been managed.

15 In the process of looking at some of
16 the site specific developments that one of the
17 Commissioners mentioned, we can look also at seating
18 the network with construction traffic to see if that
19 moves the needle, so to speak, of the traffic
20 impacts.

21 MR. MARSDEN: Have you looked at any
22 impact to Garage B and C as far as maybe shutting
23 them down, as far as they are filled, and now you
24 can't have access?

25 And that is what I use when I come

1 here, and I've been doing this for, I guess, 12
2 years, and I have seen a lot of times when B or G or
3 both are closed, because they are filled, so you are
4 taking an additional 30 on B and 30 on G.

5 THE WITNESS: Correct.

6 MR. MARSDEN: Did you look at the
7 potential impact of that?

8 THE WITNESS: Well, when parking
9 garages are constructed, typically there is a
10 traffic study done for the driveways, the roadways
11 to make sure of a hundred percent utilization and
12 occupancy, the roadway networks can handle the
13 traffic volume associated with them. We did as part
14 of a level service analysis, and we'll submit that
15 to the Board for your review, look at a condition
16 where those additional vehicles will be traveling
17 through those subject intersections near the garage
18 driveways. There is no significant impact on level
19 of service, but I know you don't have --

20 MR. MARSDEN: You actually looked at
21 it, but you don't have the information?

22 THE WITNESS: I have to submit it to
23 the Board, and we will.

24 MR. MARSDEN: I tend to agree with Mr.
25 Branciforte. I do the same thing. I drive around

1 first to try to find a spot on the street. If I
2 can't, then I go to E or G to get to the site, so
3 that is a concern. I mean --

4 THE WITNESS: Is it because it is
5 cheaper? I'm just curious why --

6 MR. MARSDEN: No, no. It's just
7 closer.

8 THE WITNESS: It's closer.

9 MR. MARSDEN: It's closer. I am
10 getting old. I can't walk that far.

11 (Laughter)

12 You indicated this is a building that
13 would generate 77 extra trips?

14 THE WITNESS: It could, yes.

15 MR. MARSDEN: Is that including the 36
16 spaces that are now being removed?

17 THE WITNESS: It does include that. We
18 did not take a credit for 36 spaces.

19 MR. MARSDEN: Okay. You said there are
20 254 bike racks or bike spaces?

21 THE WITNESS: Bike spaces.

22 MR. MARSDEN: Bike spaces.

23 THE WITNESS: Bike spaces.

24 MR. MARSDEN: And for a large portion
25 of the construction, I presume you are going to have

1 six shut, shut down especially with the overhead
2 construction of the bridge and stuff?

3 THE WITNESS: Yes. During certain
4 sequencing, it would be, yes.

5 MR. MARSDEN: Are you going to have a
6 detour plan or --

7 THE WITNESS: Yes.

8 MR. MARSDEN: Okay. Did you submit
9 that or --

10 THE WITNESS: It has not been
11 submitted. We would be happy to submit that.

12 MR. MARSDEN: Okay. You will be
13 submitting that also to the traffic people?

14 THE WITNESS: Yes. All of the
15 logistics, construction staging plan could be
16 submitted.

17 MR. MARSDEN: You are going to have
18 deliveries for the construction materials, okay.

19 I presume that is going to be something
20 that you are going to have to work into your
21 circulation pattern on where you are dropping off.
22 I presume it is going to be reinforced steel --

23 THE WITNESS: Right.

24 MR. MARSDEN: -- steel beams and so
25 forth and concrete, and all of these materials.

1 Do you have a staging area for that?

2 THE WITNESS: Again, Mr. Maffia is
3 probably better apt to answer that, but we can
4 provide more information with regard to that as we
5 get into those construction details.

6 MR. MARSDEN: Staging is very important
7 outside like this, especially in the area, the
8 impact of the neighborhood --

9 THE WITNESS: I agree. Agreed.

10 MR. MARSDEN: -- and so I am concerned
11 about that.

12 In the case that Babbio doesn't get
13 constructed on the same time schedule when this is
14 done, which is probably rare, but if that doesn't
15 happen, you are saying you are going to 1500
16 Jefferson Street?

17 THE WITNESS: Correct.

18 MR. MARSDEN: Okay. And that is going
19 to be shuttled?

20 THE WITNESS: Correct.

21 MR. MARSDEN: Is there any way you are
22 going to be notifying the students and so forth, I
23 presume emailing them or, you know, letting them
24 know that this is available, so that they don't
25 drive around the site --

1 MR. TUVEL: Yeah. Mr. Maffia can talk
2 about how that could be done. But, yeah, of course,
3 there would be proper notifications, and everyone
4 would know well in advance.

5 MR. MARSDEN: Okay. That is all I have
6 right now.

7 But you will submit that additional
8 information?

9 THE WITNESS: We will.

10 MR. TUVEL: Can I just ask a question
11 before the Board continues?

12 Just on your concern regarding the
13 Garage B and Garage D, your concern is during
14 construction, correct, that is the concern?

15 I just wanted to make sure that we
16 properly address it and that I understand it.

17 COMMISSIONER BRANCIFORTE: No. My
18 concern isn't about construction. It is about after
19 the building is up and operating, you know, where
20 those -- I am not even quite sure what your question
21 is to me.

22 My question isn't about construction at
23 all. It's when the building is occupied for use.

24 MR. TUVEL: So when the building is
25 constructed and occupied -- I'm sorry.

1 MR. MARSDEN: That was my question.

2 COMMISSIONER BRANCIFORTE: That was
3 your question.

4 The engineer asked about construction
5 and staging and whatnot.

6 MR. TUVEL: Okay.

7 So I just wanted to make it clear, and
8 maybe you understood this, and I apologize. I just
9 wanted to make sure that it is clear, but once the
10 buildings are constructed, the Babbio garage would
11 be the primary source of parking for the Gateway
12 building, not those garages.

13 COMMISSIONER BRANCIFORTE: But the
14 Babbio garage has been an empty hole in the side of
15 that cliff for the last twelve years.

16 MR. TUVEL: And I understand that, and
17 Stevens understands that, and the goal is to end
18 that.

19 COMMISSIONER BRANCIFORTE: Okay, I
20 guess. I mean, all right. We will wait to see what
21 happens and what your plan is on completion of the
22 Babbio center --

23 COMMISSIONER FISHER: I still have a --

24 CHAIRMAN AIBEL: Ms. Fisher.

25 COMMISSIONER FISHER: -- yeah, I still

1 have a -- I think we are all struggling with the
2 concern that the residents of Hoboken are going to
3 be more affected by losing parking during this
4 process and after it opens than Stevens.

5 I mean, you are solving for keeping all
6 of your students able to have cars and park there,
7 but everything else is potentially occupying parking
8 spots that Hoboken residents occupy.

9 An example that our engineer mentioned
10 is if in the one night that he comes or twice a
11 month, he can't get into those parking garages
12 because they are full, they are already full right
13 now, and you are not taking 30 spaces, so that means
14 when you take those 30 spaces because they are fixed
15 spaces, that garage will close 30 spaces earlier,
16 and 29 people won't be able to park there.

17 So my question is, and I originally
18 asked, is what is the occupancy of those garages?

19 Is it -- you know, I have seen it
20 closed a number of times, but is it anecdotally two
21 percent of the time or is it 95 percent of the time
22 those garages are full, and are you really taking 60
23 spots away from Hoboken residents, visitors, et
24 cetera?

25 And I think that is all of this

1 concern. Babbio has been sitting there for twelve
2 years. It is not a condition to this building
3 opening.

4 Why don't you just tell all of your
5 freshmen, sophomores, juniors and seniors they can't
6 have cars. Reduce the number of cars on Stevens,
7 and not impact Hoboken residents.

8 Have you contemplated that?

9 THE WITNESS: Well, just going back
10 to --

11 MR. GALVIN: Time out, time out, time
12 out.

13 That is a good question --

14 COMMISSIONER FISHER: For a different
15 person.

16 MR. GALVIN: -- but the next witness is
17 going to come on, and that's the guy, so be ready
18 for that question that's coming.

19 (Laughter)

20 COMMISSIONER FISHER: But I -- but I
21 think the question particularly about occupancy of
22 those two garages, I think if that is something that
23 you can get from the city and share with us, I think
24 that's very important because if there is a ton of
25 excess capacity, this is not an issue. If there is

1 none and there's very little occupancy, then it is a
2 different issue for the Zoning Board and, you
3 know --

4 MR. TUVEL: Okay.

5 THE WITNESS: Stevens has no desire to
6 put and displace parking into lots where there is no
7 supply. But what I will state to you is we will
8 come back at the next hearing with the next
9 information.

10 MR. TUVEL: And the other issue again,
11 those garages are a temporary area for once the
12 Gateway is constructed, the Babbio garage will
13 accommodate those.

14 COMMISSIONER FISHER: They are
15 temporary until Babbio opens. We are assuming
16 Babbio -- worst case scenario, Babbio never opens,
17 so we are asking these questions because it hasn't
18 opened, so we don't know it will open --

19 MR. TUVEL: And I understand. I
20 understand why you're asking that.

21 CHAIRMAN AIBEL: Mr. DeFusco?

22 COMMISSIONER DE FUSCO: Yeah. So it's
23 really a question of methodology.

24 When you predict the traffic flow
25 through the traffic analysis, do you use a different

1 gauge for an academic building versus say a
2 restaurant, a housing complex, a mixed-use building?

3 THE WITNESS: We do.

4 COMMISSIONER DE FUSCO: And would you
5 say that that different methodology would kind of
6 negate -- not negate -- would kind of perhaps offer
7 an explanation to some of the Board's questions in
8 regards to whether or not they are going to be
9 parking in front of the building or five minutes
10 away, because I would just proffer this thought
11 process.

12 I am not quite sure if it's academic
13 enough for this conversation, but it's that you are
14 not coming to a university campus to go to one
15 building. You are coming to a university campus to
16 go to a number of buildings, whether you are a
17 student, a professor or a service provider.

18 So I would just think that the
19 arguments that this is going to cause -- this
20 buildout of an existing academic building is going
21 to cause people to park on Hudson Street.

22 I would think that they would want to
23 park in the place of least resistance to easily
24 access all the campus. Would you comment on that
25 for me?

1 THE WITNESS: I mentioned it before,
2 but I do think they would likely look to park in the
3 place of least resistance as you mentioned.

4 It would be paid for by Stevens. It
5 would be covered and sheltered from the elements.
6 There would be convenient service provided to the
7 garage as part of it. You would have a transponder
8 that lets you in as part of parking there.

9 I know the instinct, if you are going
10 to a retail use or a restaurant or some places to
11 look for a parking stall close by, and part of that
12 has to do with how long you are in a location.

13 There are many different factors that
14 play into parking, and there is a lot more
15 literature coming out both from the Urban Land
16 Institute and the ITE about parking characteristics,
17 but there are human factors that are associated with
18 it.

19 And one person, one Commissioner may
20 want to be parked right next to an academic
21 building, even if he is there all day long. Others
22 may be willing, because of the duration of their
23 stay, to park a little bit farther away, park for
24 free, take a shuttle or walk.

25 So I think there are a number of

1 factors that interplay, but what we are looking to
2 do is create a desirable situation for those stalls
3 that are being displaced, and particularly
4 understanding the sensitivity of the neighborhood
5 and the lack of parking spots.

6 COMMISSIONER DE FUSCO: Yeah, because I
7 don't think that there is a person in this room that
8 wants to see traffic increase or the parking supply
9 to go away. I'm just -- you know, in due respect to
10 my fellow Commissioners, who I very much respect, I
11 just -- I went to school in Washington, D.C. and
12 when I had a car on campus, I certainly wouldn't try
13 to park on the street. I went directly for the
14 campus provided garage, and there are a number of
15 similarities. So, you know, I'm eager to hear this
16 conversation finish up, but I think I am on the
17 other side of the table in regards to how this --
18 where people are actually going to go for parking,
19 but I am eager to see how it turns out.

20 THE WITNESS: I understand.

21 CHAIRMAN AIBEL: Eileen?

22 MS. BANYRA: Yeah. I just had one
23 comment, and it was to Commissioner Branciforte's
24 question about moving the resident student parking
25 to the garages and having the commuters come to the

1 campus. I think that might be the antithesis of
2 what we really want because then what we are doing
3 then is encouraging commuters to drive and have
4 convenient parking. So if there is literature that
5 you can -- that demonstrates, you know, one of those
6 things, but that to me indubitably is what we want
7 to do.

8 THE WITNESS: We would be happy to
9 drill down more into these dynamics, and as I
10 mentioned, traffic parking tends to be emotional,
11 just many human factors involved, but we will
12 provide some information to the Board.

13 MS. BANYRA: Yes.

14 The last thing is you cited a number of
15 times the Remington & Vernick traffic study that is
16 not referenced in here, so you probably should
17 provide it.

18 THE WITNESS: Absolutely.

19 MR. TUVEL: Yeah. We can provide a
20 copy. It is on file with the Board from a prior
21 approval, but we can submit an extra copy, if you
22 need it.

23 MS. BANYRA: That's great.

24 Thank you.

25 CHAIRMAN AIBEL: It's time to open it

1 up to the public.

2 Mr. Dwyer, do you want to kick off?

3 MR. DWYER: Yes.

4 Thank you, Mr. Chairman.

5 MR. DWYER: Mr. Olivo, is it correct

6 that the parking lot which is --

7 MR. TUVEL: Pat, why don't you use

8 this?

9 MR. DWYER: Thank you.

10 Is it correct that the parking, the

11 existing parking lot, which is on the north wing

12 section, which is being eliminated, 36 spaces?

13 THE WITNESS: There are 36 parking

14 stalls and three parking stalls located --

15 MR. DWYER: Those are on Stevens'

16 property, correct?

17 Those are owned by Stevens, correct?

18 THE WITNESS: Correct.

19 MR. DWYER: How are they currently

20 regulated, those spaces?

21 THE WITNESS: Through a system of

22 parking management, hang tags. Mr. Maffia can speak

23 to it in more detail, but they are managed through

24 Stevens' transportation policies.

25 MR. DWYER: So you don't know?

1 THE WITNESS: I just mentioned to you,
2 they are managed through hang tags and other ways of
3 notifying people where they can park and how they
4 can park.

5 MR. DWYER: Are they for students and
6 faculty?

7 THE WITNESS: My understanding is
8 predominantly used by students.

9 MR. DWYER: Are they for visitors?

10 THE WITNESS: They're used for
11 commuters.

12 MR. DWYER: So it's just for students
13 or faculty?

14 THE WITNESS: Correct.

15 MR. DWYER: So if I am visiting the
16 campus, I couldn't use that now?

17 THE WITNESS: My understanding is that
18 this is not a visitor lot.

19 MR. DWYER: Okay.

20 You mentioned that the Babbio garage
21 has preliminary approval. Do you know if it has
22 final approval?

23 THE WITNESS: I believe it has
24 preliminary approval. I don't know that it has
25 final approval.

1 MR. DWYER: During the construction
2 phase, you mentioned that Stevens had arranged to
3 lease 60 spaces in parking garages D and G, correct?

4 THE WITNESS: I did.

5 MR. DWYER: Is there a written lease
6 agreement for that?

7 THE WITNESS: I believe that there is,
8 and again, I would defer to Mr. Maffia about those
9 types of operations and lease agreements.

10 MR. TUVEL: If I can just clarify, the
11 answer is a legal question, not a parking question.

12 MR. DWYER: Do they have a written
13 agreement?

14 MR. TUVEL: They have a letter from the
15 City of Hoboken Parking Authority allowing them to
16 have those spaces on a temporary basis.

17 MR. DWYER: Okay. For how long are
18 those spaces available?

19 MR. TUVEL: Just keep asking him, and
20 I will look it up.

21 MR. DWYER: Okay.

22 During the construction phase, those 60
23 leased spaces that are available in the two garages,
24 B and G, are going to be used supposedly by the
25 people who are using the lot, the 39 spaces that are

1 being displaced, correct?

2 THE WITNESS: They will be used by 30
3 designated staff members and 30 designated
4 commuters.

5 MR. DWYER: Are they the same people
6 who --

7 THE WITNESS: Not necessarily.

8 MR. DWYER: So anyone who currently has
9 a Stevens' pass, could use the D and G spaces during
10 construction?

11 THE WITNESS: Again, it will be managed
12 by Stevens to designate 30 and 30.

13 MR. DWYER: So is that a yes?

14 THE WITNESS: I'm not sure what the
15 question was.

16 MR. DWYER: I am asking if the people
17 who are using spaces that are being eliminated are
18 the people that are going to be using the --

19 THE WITNESS: That question was asked
20 and answered, and I said perhaps some of them could
21 be. There will be 30 designated staff members and
22 30 designated commuters that will be reallocated
23 into Lots B and G.

24 MR. DWYER: Are they the same people
25 using the lots --

1 THE WITNESS: They may or may not be.

2 MR. DWYER: You don't know, though?

3 THE WITNESS: They may or may not be.

4 MR. GALVIN: That is the answer, "may
5 or may not be."

6 MR. DWYER: The spaces -- that the
7 traffic engineer -- or the engineer asked about the
8 construction workers, there is no specific plan for
9 construction parking, special construction worker
10 parking during construction?

11 THE WITNESS: Again, if there is
12 logistical information, we can provide it to the
13 town, to the city, to the Board professionals, if
14 they request that, and I believe they did, and we
15 will be happy to provide it.

16 MR. DWYER: So right now, there is no
17 plan, in other words?

18 THE WITNESS: We are starting this
19 entitlement process. There is no plan set in stone.
20 We will coordinate and provide a plan.

21 MR. TUVEL: There's typically not a
22 requirement on the checklist. We'll provide that.
23 Since the Board has asked for it, we can provide
24 that information.

25 MR. DWYER: You mentioned that

1 according to your calculations under the ordinance,
2 there is a requirement after the -- if the project
3 was built for 91 spaces based on one space per
4 thousand square feet, is that correct?

5 THE WITNESS: The 91,000 and change
6 square foot building that is being proposed, the
7 Academic Gateway, by my interpretation of the zoning
8 code would require those 91 spaces, one per
9 thousand.

10 MR. DWYER: Okay.

11 Does the 91,000 square feet include the
12 square footage within the enclosed skybridge?

13 THE WITNESS: It does.

14 MR. DWYER: Okay.

15 The students who have parking passes or
16 hang tags or whatever management system they have
17 now for campus, do you know whether or not they
18 currently park on Hudson?

19 THE WITNESS: I don't know that they
20 park on Hudson.

21 What I can represent to the Board is
22 that we conducted, as I mentioned, a parking
23 utilization study throughout Hudson, generally a two
24 to three-block radius, and what we attempted to do
25 as part of field data collection is see if anyone

1 parked their cars, and then walked up to the Stevens
2 campus, bookbag, some other telltale signs. We
3 didn't want to accost everyone and ask them what
4 they were doing and where they were parking, but
5 over the course of that eleven-hour period, it
6 appeared that approximately three of those parked
7 cars, those motorists walked up into the campus.

8 MR. DWYER: Is it because those three
9 were the lucky people to find spaces available on
10 Hudson?

11 THE WITNESS: It's hard to say, but
12 they found three spaces, and they walked up to the
13 campus.

14 MR. DWYER: What is the parking
15 regulation on Hudson right now?

16 THE WITNESS: The parking regulation,
17 as you are coming southernly on the right-hand side
18 is resident parking. On the left-hand side is
19 resident parking, and I believe four-hour visitor
20 parking.

21 MR. DWYER: Are students able to park
22 on Hudson?

23 THE WITNESS: On the right-hand side,
24 there's resident parking. You can park illegally
25 wherever you would like.

1 MR. DWYER: No.

2 THE WITNESS: Are you asking legally?

3 MR. DWYER: I am asking if students are
4 able to obtain a permit to park on Hudson now on the
5 right side.

6 THE WITNESS: I think that anyone
7 within the City of Hoboken, who resides in Hoboken,
8 can apply for a Hoboken parking pass.

9 MR. DWYER: And that would include
10 students who are at Stevens?

11 THE WITNESS: I don't know that it is
12 discriminated against, but I can certainly find out.

13 MR. DWYER: How are B and G presently
14 used?

15 THE WITNESS: I'm sorry?

16 MR. DWYER: How are Garages B and G
17 presently used?

18 THE WITNESS: They are parking
19 structures.

20 (Laughter)

21 MR. DWYER: Ask a dumb question.

22 Are they regulated in any way?

23 THE WITNESS: I believe that there are
24 barrier gates, there's transponders required to get
25 into them, if you use monthly passes, there's

1 typical regulations in terms of secure access.

2 MR. DWYER: So are they dedicated to
3 specifically for monthly passes, a certain
4 percentage, all of them, or what?

5 THE WITNESS: I think it is flexible.
6 My understanding, and that is why Stevens was able
7 to talk to them about having the 30 and the 30
8 parking stalls.

9 MR. DWYER: But do you know right now
10 how it is currently used?

11 THE WITNESS: I don't know exactly how
12 it's utilized, but, again, if the Board requests the
13 information, we can provide it. Nothing would stop
14 us from what we are intending to do is my
15 understanding as part of those operations.

16 MR. DWYER: Well, unless the Board
17 doesn't approve, correct?

18 THE WITNESS: Well, that may have
19 somewhat of a stumbling block, but in terms of the
20 operations of B and G, they have an agreement there.

21 MR. DWYER: I guess my question is --
22 my question is, I am trying to get an understanding
23 of how it is that at least during construction, if
24 you are going to use 60 spaces at this public
25 garage, now what demand is that.

1 Is that, effectively, isn't that just
2 shifting Stevens' burden to public space?

3 THE WITNESS: I don't believe so.

4 I believe that if there is occupancy,
5 which as part of coordinating with the garages,
6 there is occupancy, and you can shift and displace
7 the parking that's associated with where the
8 redevelopment will happen into those garages, you
9 are using the capacity that was constructed, and I
10 think that is what you do as to traffic and parking
11 mitigation.

12 MR. DWYER: So your estimation and your
13 knowledge, there has never been an instance when
14 those garages are right now currently at capacity?

15 THE WITNESS: There may be times when
16 they are at capacity. One of the Commissioners
17 asked for more information about the frequency of
18 that, and we are going to certainly find whether
19 that's something that's occurring often.

20 As I stated, Stevens has no desire to
21 shift those parking needs into lots that can't
22 accommodate them.

23 MR. DWYER: That's all I have, Mr.
24 Chairman.

25 CHAIRMAN AIBEL: Thank you, sir.

1 Please come up.

2 MS. CARROLL: Last name Carroll, two
3 Rs, and two Ls, and my first name is Amy.

4 CHAIRMAN AIBEL: Ma'am?

5 MS. CARROLL: I have a loud voice,
6 so --

7 MR. GALVIN: Your street address?

8 MS. CARROLL: Excuse me?

9 MR. GALVIN: Your street address?

10 MS. CARROLL: 600 Hudson.

11 I wanted to start with parking first,
12 and this is for post -- like during construction and
13 post.

14 Has Stevens considered about typically
15 what I understand about the community lots is they
16 give preference to residents during storms, you
17 know, inclement weather, that wouldn't necessarily
18 preclude or stop your construction.

19 What would happen in those scenarios in
20 those 60 spaces that are allocated?

21 THE WITNESS: Well, certainly one of
22 the Commissioners mentioned providing more
23 information about parking, how it is managed within
24 these garages, so we can get into the details of
25 that and provide it to the Board. It sounds like I

1 will be here at least one other evening, and I will
2 be happy to provide that information to the Board.

3 Again, emergency situations, we think
4 about what is happening during those situations, not
5 necessarily a lot of commuters coming to a campus to
6 park during an emergent storm or something like
7 that. So I am happy to find out when the parking
8 garages utilize the parking for situations like
9 that, how often it is. We can look to provide that,
10 if they are interested in providing it to us.

11 MS. CARROLL: Okay.

12 The second question I have is: The
13 spaces right now that are in front of the lot are
14 residential parking, and I think you mentioned there
15 might be four spaces.

16 Will that stay during construction and
17 after construction on the street level?

18 THE WITNESS: The four spaces on
19 Hudson?

20 MS. CARROLL: On Hudson, yes.

21 THE WITNESS: Nothing will change on
22 Hudson.

23 MS. CARROLL: Okay.

24 So my question will now move to
25 traffic. For traffic for the parking structure, you

1 mentioned that a lot of the traffic flow is going to
2 go out through River, but have you guys done studies
3 on River, because that is also a, you know, a single
4 lane street, and is that the only exit out of there?

5 During those peak hours, how does --
6 you know, if there is an emergency or whatever, does
7 it get rerouted back to Sixth Street, and then how
8 do those traffic patterns, you know, flow back on to
9 Hudson, because typically a lot of people take River
10 and then loop back to Hudson, and if that was under
11 consideration.

12 THE WITNESS: So as long as I make sure
13 I understand, when Babbio is complete, is that the
14 scenario we're looking at?

15 MS. CARROLL: Yeah, in the optimistic
16 scenario.

17 THE WITNESS: Right.

18 When Babbio is complete, the access
19 will generally be provided through Sinatra. That's
20 where the access line will be.

21 MS. CARROLL: But there is also an exit
22 point elsewhere then?

23 THE WITNESS: No. The entrance and the
24 exit would be located in the same general location.

25 MS. CARROLL: And that's the only --

1 that will be the only exit?

2 THE WITNESS: That would be the access
3 point, yes. That would be the sole access point to
4 the parking garage. That was studied back in 2008
5 when it was preliminary.

6 MS. CARROLL: So there won't be another
7 access point for the Babbio garage elsewhere to
8 exit --

9 THE WITNESS: No.

10 MS. CARROLL: -- is my point.

11 That seems like a hazard, but whatever,
12 that's a side topic.

13 The other question that I had was: In
14 the case of traffic when you are studying the
15 pattern of traffic on Hudson, and assuming, you
16 know, you have to make the assumption that maybe not
17 everybody is parking in the parking lot right now,
18 but they might be stopping off to, you know, drop
19 their buddies off to go to class or something, in
20 your study of the eleven-hour or whatever you did,
21 did you make any assumption on people maybe dropping
22 off their friends in those front streets on Hudson
23 and how that would impact traffic?

24 THE WITNESS: Well, dropoff certainly
25 is temporarily a delay that incurred with the

1 traffic, but dropoffs actually, as part of roadway
2 network, are not a bad thing, and they are
3 temporary, and momentarily that vehicle continues
4 on. It is a lot better than somebody trying to hunt
5 and find a parking stall in order for that.

6 MS. CARROLL: You should go to
7 Washington and 8th in the morning when you see
8 parents dropping off their kids and --

9 THE WITNESS: I have seen this network
10 in the mornings, the evenings, and Saturdays.

11 MS. CARROLL: Sure.

12 MR. GALVIN: Hey, guys?

13 MS. CARROLL: The other question I had
14 was you mentioned a lot about shuttles that no one
15 has asked you questions.

16 You said right now there is about 2,000
17 students using the shuttle, correct?

18 THE WITNESS: 2,000 riders a day.

19 MS. CARROLL: Riders a day.

20 But you said that there was about 15 of
21 20 minutes per ridership rate or like there's a lag
22 of 15 or 20, but there is only about 15 or 20
23 passengers per shuttle. Is that correct?

24 THE WITNESS: There are about 15 to 20
25 minutes between one shuttle and then the next

1 shuttle coming behind it.

2 MS. CARROLL: And there are four
3 different shuttle lines, is that correct?

4 THE WITNESS: There are four lines.

5 MS. CARROLL: Four lines.

6 So four lines times 20, and then that
7 20-minute lag for a period, and that's how you get
8 to about the 2,000 ridership, correct?

9 THE WITNESS: No. Stevens just logs
10 how many riders they have.

11 MS. CARROLL: Okay.

12 So from what I understand, there's no
13 real -- Stevens isn't contemplating increasing
14 residents on the campus, correct, for the increase
15 in students?

16 THE WITNESS: Again, we studied a
17 potential increase --

18 MS. CARROLL: No, no. This is --

19 THE WITNESS: -- of 91 parking stalls
20 being needed for Lieb. Mr. Maffia, who is from
21 Stevens, will provide information about student
22 population enrollment.

23 MR. GALVIN: He is the next witness.

24 MS. CARROLL: Okay. My question is
25 related to traffic, so it is for you.

1 My question is: Assuming whatever Mr.
2 Maffia will tell us regarding the student surge and
3 how those students are going to -- I don't know if
4 you guys are accounting for a hundred percent of
5 those students commuting, but what is the estimate
6 in the amount of shuttle services that you have to
7 increase, and what type of shuttle -- you know, like
8 vans or whatever, and if there's going to be more
9 touch points, and how that's going to impact the
10 road, because you haven't addressed that.

11 THE WITNESS: Well, some interesting
12 questions in there, and one thing that I'll state
13 that in terms of the actual commuter percentage of
14 undergraduate students that we have, I think it was
15 the fall of last year when the survey was done,
16 about 9 percent of the undergraduate student
17 population commutes. That is as opposed to
18 approximately 15 perhaps about four or five years
19 ago, so the commuter population is somewhat
20 dwindling as far as just the changing over the
21 years.

22 I also mentioned that in terms of the
23 shuttle usage, approximately seven to eight years
24 ago, it was more like a hundred riders per day.

25 What Stevens has done in that time to

1 encourage continued ridership is provide more
2 shuttles as they need to, and they will continue to
3 do that as they need to.

4 MS. CARROLL: But was that incorporated
5 in the amount of traffic increases as a function of
6 increased shuttle services is my question with
7 regard to the fact that there is potential parking
8 on 1500 Jefferson, which is quite far, as well as a
9 surge in student population with really no
10 additional space in Hoboken to be building student
11 dormitories, so it seems like the expectation is
12 there will be more commuters -- I'm not trying to
13 put words in your mouth -- but I am just trying to
14 understand how the surge in student population is
15 going to be absorbed by the city versus like how
16 that is going to impact the traffic and so forth,
17 because it doesn't seem like that has been thought
18 through.

19 THE WITNESS: Just to clear the record,
20 I didn't say there would be a surge in student
21 population. You are going to hear testimony from
22 Mr. Maffia --

23 MS. CARROLL: Oh, oh --

24 THE WITNESS: -- about student
25 population.

1 We have considered growth in the
2 network as part of this project, so I believe all of
3 the other items that you mentioned have been
4 addressed in the traffic study.

5 MS. CARROLL: And so within that
6 traffic study, you have incorporated that increase
7 as a function of how much shuttle demand, and the
8 amount of time it takes for students to get out, and
9 how that could potentially impact the street on
10 Hudson.

11 THE WITNESS: I believe so, yes.

12 MS. CARROLL: Okay.

13 Then in terms of returning back to the
14 parking spaces in the structure, do you need
15 approval from the city for potentially having
16 traffic on River?

17 THE WITNESS: I'm sorry?

18 MS. CARROLL: Because there is going to
19 be all of the exits at peak hours, right, which I
20 think you quoted like 77 cars or something?

21 THE WITNESS: For the garage, I am not
22 following your question.

23 MS. CARROLL: Yeah, for the garage.

24 THE WITNESS: The garage access is
25 through Sinatra.

1 MS. CARROLL: Correct.

2 So do you need city approval for the
3 amount of like traffic or whatever, that could be
4 there, because there is a lot of times when that
5 street gets closed for city related functions?

6 THE WITNESS: It was approved in 2008.

7 MS. CARROLL: Well, you said earlier,
8 preliminarily approved, right?

9 THE WITNESS: I'm sorry. Approved in
10 2009. There was an extensive traffic impact study
11 prepared --

12 MS. CARROLL: But not necessarily
13 approved it. It was preliminarily approved, so it's
14 not final, correct?

15 THE WITNESS: Well, we are parsing the
16 word "approved," but it was preliminarily approved
17 as part of a traffic impact study. That assessed
18 the impacts in distribution of traffic if the garage
19 were 100 percent occupied.

20 MS. CARROLL: Thank you.

21 CHAIRMAN AIBEL: Anyone else?

22 Please come forward.

23 UNIDENTIFIED VOICE: Ladies first.

24 MR. GALVIN: That was nice. Thank you.

25 MS. RIZZO: Ann Marie Rizzo, R-i-z-z-o.

1 523 Madison Street in Hoboken.

2 And the question relates to the parking
3 spaces again, and forgive me if you have already
4 addressed it, but I think it is important to ask
5 again.

6 Once the Gateway complex project is
7 completed, will the number of spaces on Hudson
8 Street remain the same?

9 THE WITNESS: Absolutely. It will
10 remain the same.

11 In fact, as a result of losing an
12 alleyway and loading area on the southerly side of
13 Hudson, there may be one spot gain.

14 MS. RIZZO: Thank you.

15 THE CHAIRMAN: Next.

16 MR. BOYLAN: Bruce Boylan, B, as in
17 boy, o-y-l-a-n, 513 Park.

18 After everything is done, I am a
19 resident, is the total number of spaces in Hoboken
20 per resident going to remain the same, increase,
21 decrease?

22 THE WITNESS: Unchanged, and it could
23 potentially increase, as I mentioned.

24 MR. BOYLAN: And how does Babbio fit
25 into it?

1 THE WITNESS: Babbio will increase the
2 parking supply within the Stevens campus, and after
3 construction we will have a surplus of parking
4 within.

5 MR. BOYLAN: Thank you.

6 THE WITNESS: You're welcome.

7 CHAIRMAN AIBEL: Next?

8 MS. MOH: Barbara Moh, M-o-h, 536
9 Hudson Street.

10 Just a question because you spoke about
11 when Babbio is completed, access to Babbio will be
12 through Sinatra Drive. Is that correct?

13 THE WITNESS: That is correct.

14 MS. MOH: That is correct.

15 And that would be the main access?

16 THE WITNESS: Yes.

17 MS. MOH: Okay.

18 So what happens, and as any resident of
19 Hoboken can tell you, there are often fairs where
20 Sinatra Drive is closed off. There were several
21 fairs that have been pretty much once the summer
22 starts, and even in the spring, what happens to
23 access to Babbio then when Sinatra Drive is closed?

24 THE WITNESS: Well, it depends on when
25 these affairs and events take place, whether or not

1 they occur during the school session, whether or not
2 they occur within school hours. All of these types
3 of things have interplay in whether or not Sinatra
4 would be closed or left open perhaps for someone to
5 come into it, but I would be happy to look at their
6 specific events. We could certainly look at the
7 timing of them. But one of the things I wanted to
8 mention is that, and I keep saying 2008, but it was
9 actually 2009 when the resolution was adopted,
10 but the garage location and the access point have
11 been preliminarily approved.

12 MS. MOH: Oh, no, I understand, but
13 preliminarily approved, but --

14 THE WITNESS: If there are events that
15 close it off, then we would have to look into how
16 that would be managed.

17 In my experience, being part of
18 different types of traffic management plans and
19 events and things like that is you work with the
20 property owners. You work with garage operators to
21 make sure that logistically everything is
22 coordinated properly, and I am sure Stevens would be
23 on top of that.

24 MS. MOH: But there are so many spaces
25 in Babbio, and there are days on the weekend, or

1 sometimes on the evening for festivals when they do
2 shut all of Sinatra Drive down, and those are the
3 times when Hudson Street is really horrible to try
4 to navigate, because Sinatra Drive is the only
5 recourse, and what happens, you know, for parking?

6 THE WITNESS: When any road shuts down
7 in Hoboken, I know that it is challenging. A lot of
8 times you have residents, other people parking on
9 the roadway system, and that requires --

10 MS. MOH: And visitors, too. That is
11 when there are a lot of visitors coming to
12 Hoboken --

13 THE WITNESS: Sure. And that is where
14 transportation management tools come into play,
15 whether it's an officer letting someone in, if it's
16 an emergency, or making sure that there is at least
17 an alley for cars to get in and out. There's many
18 different types of techniques that could be used.

19 MS. MOH: Yeah. But how could -- I
20 guess I am just asking specifically because when
21 they close Sinatra Drive, they really close it off.
22 I mean -- and you can't get through, because they
23 may have a fair where they have rides for kids --

24 MR. GALVIN: Well, let me just stop
25 you. I'm definitely -- it is not my place to say

1 this, but I am going to say it.

2 I see the garage here because I am
3 looking at the Google Map, and that is where it has
4 been placed. I would think what we would do is tell
5 people that Sinatra Drive is getting closed down
6 Sunday or Saturday from this time to this time, and
7 if you are smart, you get your car out of the garage
8 before that happens, and then unless the event uses
9 the garage, it doesn't get used again until Sinatra
10 Drive becomes reopened. But if there is some other
11 smart solution that they have, go for it.

12 But I think as it relates to this case,
13 I think the question is will Babbio be completed and
14 then used as part of this plan, and the Board wants
15 to make sure that if that is not the case, that we
16 have another way to solve the problem. But the
17 level of detail that you are asking us about what is
18 going to happen when Sinatra Drive closes for Babbio
19 garage is too far for us to answer.

20 COMMISSIONER FISHER: It is probably
21 also a Hoboken issue, because they could move the
22 festival and probably talk to the mayor, et cetera,
23 or the director --

24 MR. GALVIN: Who is up next?

25 Mr. Cooke with an E.

1 MR. COOKE: Just a few questions.

2 I believe you stated 5,000 vehicles a
3 day go down Hudson Street, and you said that that
4 was light load for a county road.

5 THE WITNESS: About 4500. It's a
6 one-way roadway.

7 MR. COOKE: And you compared it to a
8 suburban county road. Do you have a comparison for
9 an actual single lane road in a relatively dense
10 city?

11 THE WITNESS: I was just giving some
12 scale.

13 MR. COOKE: Do you have a scale for in
14 a city in an urban area?

15 THE WITNESS: In an urban area, county
16 roads can carry as much as 25,000 vehicles a day,
17 12,000 in one direction.

18 MR. COOKE: A single-lane road?

19 THE WITNESS: Absolutely.

20 MR. COOKE: Okay, thank you.

21 We talked a lot about the displacement
22 of Stevens' parking.

23 Can you talk to the public and the
24 Commissioners about the public spots that will be
25 impacted by the construction?

1 THE WITNESS: Absolutely. Just bear
2 with me for one moment.

3 There would be a number of parking
4 stalls, as we spoke about, along Sixth Street
5 between River and Hudson that may be lost to no
6 parking signs during construction staging.

7 Obviously, Stevens is going to do
8 everything it can to minimize that loss of parking.
9 This is no different than any construction project
10 within the City of Hoboken. There are certain rules
11 and regulations that need to be abided by. One of
12 those rules is you need to rent that parking stall
13 for as long as it is closed and put up a no parking
14 sign. It is about 40 dollars a day, and for as many
15 parking stalls that will be lost, that will need to
16 be paid to the city.

17 MR. COOKE: So no desire to actually
18 help the neighborhood in terms of finding
19 alternative parking?

20 THE WITNESS: I would hope that as part
21 of the testimony that the Board and the public is
22 familiar with the fact that Stevens is always
23 willing to help and has done so throughout many
24 different types of application processes. So if
25 there is an emergent need for a stall, I think that

1 Fair enough.

2 I just wanted to understand the growth
3 in the shuttles.

4 By my math, I heard 2,000 riders, 15 to
5 20 people per run, so is that roughly 200 to 250
6 shuttle runs a day that are currently on the streets
7 of Hoboken?

8 THE WITNESS: On a daily basis?

9 MR. COOKE: Right.

10 THE WITNESS: If your math is correct,
11 it could be.

12 MR. COOKE: And there is a potential
13 that that would increase?

14 THE WITNESS: Could potentially
15 increase.

16 MR. COOKE: Okay. Thank you.

17 MS. ONDREJKA: Mary Ondrejka, 155 9th
18 Street.

19 THE REPORTER: How do you spell that
20 again?

21 MS. ONDREJKA: Oh, I'm sorry.

22 It's O-n, as in none, d, as in dog,
23 r-e-j-k-a.

24 THE REPORTER: Thank you.

25 MS. ONDREJKA: I believe you said that

1 the commuter population is dwindling.

2 THE WITNESS: Correct, as a percentage.

3 MS. ONDREJKA: Okay. So that would
4 mean to me that less students are bringing cars and
5 relying on the shuttles.

6 THE WITNESS: Well, it could mean many
7 things. It means that they are using --

8 MS. ONDREJKA: Well, what do you mean
9 by the commuter population is dwindling?

10 THE WITNESS: Well, again, Mr. Maffia
11 can speak to this, but there is some registration
12 process that involves in calling out whether you're
13 a commuter or a non-commuter. But you could
14 certainly walk to campus. You live on campus.
15 There are a number of options there.

16 They may use the shuttle, but you could
17 actually as a commuter use the train and the shuttle
18 as well, so it has to do with living within certain
19 areas.

20 MS. ONDREJKA: So more students are
21 choosing or able to live within the confines of the
22 city, because you said that the commuters --

23 THE WITNESS: Could be.

24 MS. ONDREJKA: Could be.

25 THE WITNESS: Sure.

1 MS. ONDREJKA: Okay. That's good.

2 That's good.

3 THE WITNESS: It's logical, absolutely.

4 MS. ONDREJKA: All right. You
5 mentioned -- all right. I know the 39 spots, the 36
6 plus the three --

7 THE WITNESS: Right.

8 MS. ONDREJKA: -- also when that
9 building goes on that lot of parking, you actually
10 gain a spot because they have a driveway to come in
11 and out, right?

12 THE WITNESS: On Sixth Street?

13 MS. ONDREJKA: Yes.

14 THE WITNESS: Well, there are two
15 driveways that will be lost, and you're right --

16 MS. ONDREJKA: Well, you gain two
17 spots.

18 THE WITNESS: -- well, you might not
19 gain two. It depends where hydrants and things are
20 located, but we did look at it --

21 MS. ONDREJKA: But you gain at least
22 one --

23 THE WITNESS: -- and it looks like you
24 gain at least one.

25 MS. ONDREJKA: Yeah, that's what I

1 thought. That's good.

2 All right. The other thing is you said
3 that you were going to get 60 spaces in the B and G.

4 Now, I am sorry, where do you get the
5 number 60, because you are only losing 39?

6 THE WITNESS: Correct. We're going
7 above and beyond. Conservative --

8 MS. ONDREJKA: Oh, you are giving a
9 bonus here?

10 THE WITNESS: That's right.

11 MS. ONDREJKA: Oh, that is good, too.

12 (Laughter)

13 Now, let's go to the -- in your
14 opinion, also the students to keep them off -- I am
15 asking you a question -- the students to keep them
16 off of Hudson with their hang tags, the city could
17 always ticket them.

18 THE WITNESS: They sure could.

19 MS. ONDREJKA: That is a suggestion for
20 the city.

21 THE WITNESS: Subtle.

22 (Laughter)

23 MS. ONDREJKA: Okay. The other thing
24 is the street, Sixth, it will be closed off to
25 through traffic -- not through because it is only

1 going one way, west for 18 months, or is that going
2 to be open at different times?

3 THE WITNESS: Well, I think there is a
4 desire to see a little bit more construction staging
5 and logistical plan, but it may be closed to
6 traffic, and it may require detour routes during
7 certain time periods.

8 MS. ONDREJKA: So that would mean less
9 traffic flowing on Hudson.

10 THE WITNESS: I am with you again.

11 (Laughter)

12 MS. ONDREJKA: Good. All right. Any
13 less traffic, that's good, even if it's for 18
14 months.

15 THE WITNESS: Agreed.

16 MS. ONDREJKA: Now, the -- the -- I am
17 talking about here now -- I am talking about traffic
18 again.

19 In my thinking, you wouldn't be putting
20 up condos where people live and have cars to add to
21 our exorbitant amount of cars in our city, if you
22 are putting up an educational building.

23 You would be taking away the parking,
24 the location of the parking, which in my opinion,
25 and I want to ask your opinion rather, wouldn't you

1 think, in your opinion, that because you are
2 removing those 36 plus three in the loading, 39, in
3 that vicinity of Hudson and Sixth, that would
4 actually decrease the traffic flowing into Hudson,
5 because I have been around there many times
6 photographing and walking up there, and all of these
7 cars come out of the thing and I got to get out of
8 the way --

9 MR. GALVIN: Time out, time out --

10 MS. ONDREJKA: -- so I am just
11 wondering, would that decrease the parking -- I
12 mean, the traffic flow at all, because you don't
13 have a parking lot there any more?

14 THE WITNESS: I do believe that. Yes,
15 absolutely. That is very logical progression. If
16 you remove surface parking and the access
17 management, and you provide the accessibility to
18 Babbio via Sinatra for parking, they would be
19 diverted from Hudson to Sinatra.

20 MS. ONDREJKA: That's a good thing.
21 thank you.

22 CHAIRMAN AIBEL: Anybody else,
23 questions for the traffic engineer?

24 MS. HEALEY: Leah Healey, 806 Park.

25 I want to talk about Sixth Street. I

1 think you just testified that from a traffic
2 perspective, it is going to get better.

3 THE WITNESS: In the long-term, as I
4 mentioned, with the displacement of where the parked
5 vehicles are coming from and going to, moving them
6 to Sinatra Drive at that subject intersection, yes,
7 would potentially get better.

8 MS. HEALEY: And right now I think you
9 testified that Sixth Street runs east-west, and it
10 is one-way?

11 THE WITNESS: Yes. It's a one-way
12 roadway.

13 MS. HEALEY: So one-way has less
14 traffic than two-way, I assume.

15 And so how would you describe the
16 traffic pattern that is on Sixth Street at the
17 moment?

18 Where is the traffic on Sixth Street
19 coming from and where is it going to?

20 THE WITNESS: Well, the traffic on
21 Sixth Street is even less than the 5,000 a day on
22 Hudson Street. It is most likely like more like a
23 thousand vehicles a day, which even for a one-way
24 roadway is analogous to a very local road, somewhat
25 even of a residential type roadway for that minimal

1 amount of traffic volume, so that traffic certainly
2 could be circulating behind where the buildings are
3 located on Exhibit 4.

4 Then as they come west, they come
5 through South Bar, and then they could continue on
6 their way to Washington and other parts of Hoboken.

7 So the origin and destination, I didn't
8 do an exhaustive study of license plate surveys,
9 which is sometimes required to really understand
10 where people are coming from and where they are
11 going to, but as I mentioned, traffic is relatively
12 minimal. They are likely traveling in the roadway
13 network that is behind Fifth Street, River Street
14 and other areas.

15 MS. HEALEY: And when you complete the
16 project, will the parking be restored to both sides
17 of Sixth Street?

18 THE WITNESS: Yes.

19 MS. HEALEY: And when you have parking
20 on both sides of the street like that, does that
21 tend to slow traffic down?

22 THE WITNESS: Certainly on-street
23 parking within the urban context is used as a
24 traffic calming tool. It narrows the roadway, and
25 what you effectively then do is you minimize the

1 lateral distance. When you tend to have wider more
2 spacious lanes, you go past. So by having on-street
3 parking and narrow roadways, you tend to slow
4 vehicles down.

5 MS. HEALEY: So we have slower moving
6 vehicles, and we have a lot fewer vehicles than on
7 many of the adjacent roads on Sixth?

8 THE WITNESS: Generally, yes.

9 MS. HEALEY: Even with this project
10 built up?

11 THE WITNESS: Generally yes.

12 MS. HEALEY: So then my question is:
13 Why is it your opinion that it is so much safer for
14 the pedestrian to be traveling on a bridge as
15 opposed to crossing that street?

16 THE WITNESS: Well, I never said that,
17 but what I did say is fundamentally a pedestrian
18 traveling without conflict with the vehicle
19 separated from grade of a motorist is safer.

20 MS. HEALEY: Notwithstanding the fact
21 that this is a one-way street that you just said is
22 pretty calm.

23 Okay. Thank you.

24 CHAIRMAN AIBEL: Thank you.

25 Sir?

1 MR. PALMER: Nate Palmer, 907 13th
2 Street.

3 MR. GALVIN: Would you spell your last
4 name?

5 MR. PALMER: P-a-l-m-e-r.

6 I just have a question about all of the
7 methodology behind all of this, so that I can
8 understand it a bit better.

9 So for the 91 spaces, I came up with
10 this, a thousand square feet per -- you know, per
11 spot, basically it's kind of a ratio you are using,
12 and the 77 additional -- is it peak time that there
13 is an additional 77?

14 THE WITNESS: Right. The peak hour,
15 that is utilizing the ITE Land Use Code and using a
16 conservative factor to understand what the trip
17 generation would be.

18 MR. PALMER: So do you think it makes
19 sense to use the methodology on those numbers, or do
20 you think it makes maybe more sense to use the
21 methodology based on the growth of this, kind of a
22 large growth area for Stevens, do you think it makes
23 more sense to perform the traffic study and the
24 parking study based on that rather than the two
25 percent and the thousand square feet spot?

1 THE WITNESS: Well, those two things in
2 my opinion are the same. If you are building the
3 Academic Gateway, and you realize an additional
4 square footage as part of that, we used that square
5 footage utilizing the Institute of Transportation
6 Engineers Trip Generation Manual, and then from that
7 we have the output of what the trip projections can
8 be.

9 As I see it, I believe that 77 new
10 vehicles associated with an Academic Gateway
11 building that is essentially tied to the academic
12 core is a very conservative estimate for a 60-minute
13 period. More than likely, you will have the sharing
14 of resources within the Stevens campus today and
15 this being married with that where you don't
16 necessarily increase travel volume.

17 MR. PALMER: It seems a little strange
18 to me, but you are the professional, so thank you.

19 CHAIRMAN AIBEL: Anybody else have
20 questions for traffic engineer?

21 Seeing none, can I have a motion to the
22 close public portion?

23 COMMISSIONER MC ANUFF: Motion to close
24 the public portion.

25 CHAIRMAN AIBEL: Second?

1 COMMISSIONER BRANCIFORTE: Second.

2 CHAIRMAN AIBEL: All in favor?

3 (All Board members answered in the
4 affirmative.)

5 CHAIRMAN AIBEL: Now, Mr. Marsden has a
6 question.

7 MR. MARSDEN: Just a quick follow-up.

8 Did you say you did an O&D or did I
9 misunderstand?

10 THE WITNESS: No. We didn't do an
11 origin and designation study. I don't think it is
12 relevant in this area. We did not.

13 MR. MARSDEN: Okay, thank you.

14 CHAIRMAN AIBEL: Mr. Tuvell, give us a
15 moment.

16 Please come up.

17 I, for one, am very interested in
18 hearing from Mr. Maffia since he seems to know
19 everything.

20 (Laughter)

21 How long do you think his direct
22 testimony will take?

23 MR. TUVELL: I think he will take at
24 least 30 minutes, but I think in total it will be
25 longer.

1 My request of the Board was going to
2 be, we have heard two witnesses. There were a lot
3 of questions that were raised by not only the Board,
4 but by the public as well, and what I would like to
5 do is have an opportunity before the next meeting to
6 address those, and then have Mr. Maffia testify,
7 because a lot of those questions related to items
8 that he will be testifying to as well.

9 So my feeling is we want to work with
10 the Board, and we want to work with the public, and
11 I want to have the opportunity to digest those
12 comments, work with our project team, with your
13 professionals, and get you the additional
14 information that you requested throughout the course
15 of this hearing and also the last hearing.

16 CHAIRMAN AIBEL: That's fine.

17 Pat, do we have any dates for the next
18 hearing?

19 MS. CARCONE: I'm looking at June. We
20 are scheduled pretty much for May.

21 June 16th and June 23rd are our regular
22 meeting dates.

23 MR. TUVEL: What were the dates again?

24 MS. CARCONE: The 16th or the 23rd.

25 (Board members confer)

1 MR. TUVEL: I have a question that I
2 asked at the last meeting. I know this Board is
3 inundated with applications.

4 Is there any way to get a meeting
5 within the month of May, even if it were another
6 special meeting, or is the Board too jam packed, and
7 I understand that --

8 MR. GALVIN: We are literally meeting
9 every Tuesday night. That is a lot to ask for a
10 volunteer Board.

11 MR. TUVEL: I understand that. I just
12 wanted to ask. I understand.

13 MR. GALVIN: And the other thing that
14 we are up against, just so that you understand is
15 that not only do we have a lot of things that we
16 have to reach, they are at the end of their time
17 limitation --

18 MR. TUVEL: I understand.

19 MR. GALVIN: -- and not everyone is
20 being as cooperative as you are.

21 COMMISSIONER FISHER: As we are hoping
22 you --

23 CHAIRMAN AIBEL: The other issue is we
24 would like to see the Historic Preservation
25 evidence, so --

1 MR. TUVEL: I understand, of course.

2 CHAIRMAN AIBEL: -- so June might be
3 the better time.

4 MR. TUVEL: That should be, from
5 speaking with their counsel, that should come out on
6 May 4th at their meeting, and then that should be
7 transmitted I'm assuming directly to the Zoning
8 Board.

9 MR. GALVIN: The other thing, too, is
10 that I think the Board professionals have some
11 questions from tonight's meeting that might need
12 responses that you might need more time than you are
13 anticipating.

14 MR. TUVEL: Okay.
15 June 16th is okay for us.

16 CHAIRMAN AIBEL: Just to give everybody
17 sort of a road map to how we are going to move
18 forward, on June 16th we will come back again
19 without further notice.

20 We will have Mr. Maffia testify. We
21 then have your planner --

22 MR. TUVEL: Well, I think what we would
23 do if there are changes, for example, if there is
24 information that Mr. Olivo has come up with or our
25 site engineer has come up with, I know there were

1 some comments about detention and drainage. I
2 probably would address those first, and then have
3 Mr. Maffia testify and then our planner, if that is
4 acceptable, because if they do -- and the reason for
5 it is this: If they change the design, I want my
6 planner, who typically goes last, as you all know,
7 to testify on the final plan that would be proper.

8 MR. GALVIN: We are fine with that. We
9 are just trying to figure out, do you think you will
10 be able to complete your case in one more night?

11 MR. TUVEL: I hope.

12 MR. GALVIN: And I know Mr. Dwyer had
13 Mr. Steck here all night, so --

14 MR. TUVEL: I understand he is not
15 here for just the fun of it.

16 MR. GALVIN: He loves this stuff. I
17 don't know.

18 (Laughter)

19 MR. TUVEL: I know.

20 CHAIRMAN AIBEL: We are as eager to get
21 to a decision for you.

22 MR. TUVEL: I understand, but we want
23 to provide all of the information.

24 CHAIRMAN AIBEL: That is fine. I
25 encourage you to work with our Board professionals

1 with new plans or any new issues that can be
2 resolved.

3 MR. TUVEL: Absolutely.

4 For the purposes of the announcement of
5 carrying the notice, we are carrying it without any
6 further notice to seven o'clock, June 16th, in this
7 room.

8 CHAIRMAN AIBEL: As long as you bring
9 the microphone.

10 MR. TUVEL: But it is here, right?
11 Okay.

12 MR. GALVIN: And you are going to waive
13 the time in which the Board has to act?

14 MR. TUVEL: Yes, and I will send you a
15 letter to that effect as well.

16 CHAIRMAN AIBEL: Okay.

17 Thank you every one.

18 MR. GALVIN: Do you want a motion or a
19 second?

20 CHAIRMAN AIBEL: No. We have a waiver.

21 Could everybody give us a little
22 respect, a little extra time to finish up our
23 meeting?

24 MR. GALVIN: You still need a motion
25 and a second to carry this.

1 COMMISSIONER BRANCIFORTE: Motion --
2 motion to carry the Stevens' application to June
3 16th without further notice.

4 COMMISSIONER MC ANUFF: Second.

5 CHAIRMAN AIBEL: All in favor.

6 (All Board members voted in the
7 affirmative.)

8 (The meeting concluded at 10:50 p.m.)

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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 testimony 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, CRCR

 PHYLLIS T. LEWIS, C.C.R. XI01333 C.R.C.R. 30XR15300
 Notary Public of the State of New Jersey
 My commission expires 11/5/2015.
 Dated: 4/17/15
 This transcript was prepared in accordance with
 NJAC 13:43-5.9.

HOBOKEN ZONING BOARD OF ADJUSTMENT
CITY OF HOBOKEN

----- X
RE: SPECIAL MEETING OF THE HOBOKEN : April 14, 2015
ZONING BOARD OF ADJUSTMENT : 10:50 p.m.
----- X

Held At: Multi Service Center
124 Grand Street
Hoboken, New Jersey

B E F O R E:

- Chairman James Aibel
- Commissioner Michael DeFusco
- Commissioner Diane Fitzmyer Murphy
- Commissioner John Branciforte
- Commissioner Tiffanie Fisher
- Commissioner Owen McAnuff
- Commissioner Frank DeGrim

A L S O P R E S E N T:

- Eileen Banyra, Planning Consultant
- Jeffrey Marsden, PE, PP
Board Engineer
- Patricia Carcone, Board Secretary

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1 A P P E A R A N C E S:

2 DENNIS M. GALVIN, ESQUIRE
3 730 Brewers Bridge Road
4 Jackson, New Jersey 08527
5 (732) 364-3011
6 Attorney for the Board.

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1 MR. MARSDEN: Okay. I have a waiver
2 request for 618 Adams.

3 They have requested variance number 8,
4 which is photographs of the site. However, they
5 have provided some photographs to the site, so the
6 variance isn't really needed.

7 Their variance checklist is not
8 properly set up. It did not check the right boxes
9 and summarize everything the same.

10 The street scape elevation, they are
11 putting decks in the back of the building, so I
12 think that waiver should be approved.

13 The stormwater management plan, you
14 would have de minimus increase in drainage from a
15 deck, de minimus increase in drainage.

16 Okay. Now, so therefore, I would
17 approve their Request 25 for a stormwater management
18 plan.

19 And the other one they requested in the
20 summary was 26, any and all other information
21 required for this application, and I would recommend
22 the approval of that.

23 And at the very end, I basically said
24 that when the checklist is revised and resubmitted,
25 they should be deemed complete. So as soon as Pat

1 gets the revised checklist, I would recommend that
2 they be deemed complete.

3 CHAIRMAN AIBEL: Can I have a motion to
4 accept the engineer's recommendations?

5 COMMISSIONER MC ANUFF: Motion to
6 accept.

7 COMMISSIONER DE GRIM: Second.

8 CHAIRMAN AIBEL: All in favor?

9 (All Board members answered in the
10 affirmative.)

11 CHAIRMAN AIBEL: Thank you.

12 (Board members confer.)

13 THE REPORTER: Is this on the record?

14 MR. GALVIN: Yes.

15 MS. CARCONE: We're looking to do a
16 third meeting on May 12th, which is the second
17 Tuesday of the month, in addition to our other two
18 regularly scheduled meetings, and also similarly in
19 June, I think it is June 9th.

20 MS. BANYRA: What we are expecting is
21 that a couple more are going to end up getting
22 bumped into May, which is not -- why we wanted to do
23 this application. We wanted to carry any overflow
24 into the first meeting in May, and if we need it, we
25 just want to find out who is available.

1 COMMISSIONER DE FUSCO: I am not
2 available June 9th, but I am available for the
3 special meeting for this application.

4 COMMISSIONER DE GRIM: Yeah, the 23rd.

5 COMMISSIONER DE FUSCO: Yes.

6 COMMISSIONER MURPHY: We are not
7 meeting on the 5th --

8 MS. CARCONE: We're talking three
9 meetings for May and June, so it would be the
10 second, third and fourth Tuesdays of the month, and
11 so the second Tuesday would be a special meeting for
12 both May and June.

13 I can send an email out tomorrow to the
14 Board. Is that the best way to do it?

15 COMMISSIONER DE GRIM: Okay. That
16 would be great.

17 COMMISSIONER MC ANUFF: Right now
18 everything is free for me.

19 MS. CARCONE: Okay.

20 MS. BANYRA: Motion to close?

21 MR. GALVIN: Motion to close?

22 COMMISSIONER DE FUSCO: Motion to
23 close.

24 COMMISSIONER BRANCIFORTE: Second.

25 CHAIRMAN AIBEL: All in favor?

1 (All Board members answered in the
2 affirmative.)

3 (The meeting concluded at 11 p.m.)

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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 testimony 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, CCR, CRCR

PHYLLIS T. LEWIS, C.C.R. XI01333 C.R.C.R. 30XR15300
 Notary Public of the State of New Jersey
 My commission expires 11/5/2015.
 Dated: 4/18/15
 This transcript was prepared in accordance with
 NJAC 13:43-5.9.