

## BOSWELL McCLAVE ENGINEERING

ENGINEERS ■ SURVEYORS ■ PLANNERS ■ SCIENTISTS

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May 20, 2011

The Honorable Dawn Zimmer  
Mayor of the City of Hoboken  
94 Washington Street  
Hoboken, New Jersey 07030

Re: 15<sup>th</sup> Street at Shipyard Lane  
Block 264.2, Lot 1  
City of Hoboken  
Hudson County, New Jersey  
Our File No. HO-443

Dear Mayor and Council:

Boswell McClave Engineering is in receipt of the following documents relative to the above referenced address:

- a. Waterfront Development Permit Application submitted to the New Jersey Department of Environmental Protection (NJDEP), prepared by Potomac-Hudson Environmental, Inc., dated May 2011.
- b. Plans (23 sheets) entitled, "Monarch at Shipyard, 15<sup>th</sup> Street & Shipyard Lane, Hoboken, NJ, 07030, prepared by Gwathmey Siegel & Associates Architects, LLC., dated May 4, 2011.
- c. Stormwater Analysis Report, prepared by Birdsall Services Group, dated May 4, 2011.

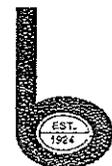
Based on our review of these documents, Boswell McClave Engineering offers the following comments:

1. The NJDEP Application indicates the property owner proposes to reconstruct the deck platform, replace the bulkhead, and develop residential property on the platform formerly known as the North Platform in the City of Hoboken.
2. The subject site contains an existing platform in disrepair. The northern most portion of the existing platform is owned by the City of Hoboken. The proposed development does not allow for vehicle access through to the City owned property essentially restricting development of this area of the platform.

3. This property is located within the Hudson Waterfront Area. As noted in the Permit Application, all development within the Hudson Waterfront Area shall conform to the criteria governing allowable building height, massing and public access as detailed in N.J.A.C. 7:7E-3.48, Coastal Zone Management Rules.
4. The proposed walkway must be designed in accordance with the Hudson Waterfront Walkway Plan and Design Guidelines.
5. Section 7:7E-3.48(d)1 details the usable landscaped public open space requirements for non-industrial development upon piers. We have the following comments relative to this requirement:
  - The landscaped open space requirement is based on the proposed average height of the building onsite. The permit application indicates a proposed building height of 60 feet. However, no building height calculations have been provided. Based on the information submitted we calculate an average building greater than 60 feet.
  - Based on the 60 feet average building height indicated, the minimum required public open space at the landward end of a pier is 30 feet, or 4,500 square feet. Of the required landscaped open space at each pier end, a minimum of 20 feet or 70% of the required length, whichever is greater must cover the full width of the pier. Therefore, 70% of the 30 feet required length is 21 feet. The proposed driveway access to the building splits the area on the landward end of the pier and does not allow for contiguous landscaped open space.
  - Based on the 60 feet average building height indicated, the minimum length of public open space at the waterward end of a pier is 45 feet, or 6,750 square feet. The waterward end of pier is defined as the end of pier most distant from its point of attachment to the upland or the northern end of the pier.

As noted above, the landscape open space at each pier end that covers the full width of the pier shall be a minimum of 20 feet or 70% of the required length, whichever is greater. Therefore, 70% of the 45 feet required length is 31.5 feet. The proposed length of open space at the waterward end of the pier is indicated as 16 feet of Hudson Waterfront Walkway. Therefore, no landscaped public open space is provided at the waterward end of the pier versus the minimum required 31.5 feet of landscape open space. Also, should the average building height prove to be greater than 60 feet the required minimum length will increase.

- Based on the 60 feet average building height indicated, the total required contiguous landscaped public open space on the subject site is 11,250 square feet. The application indicates 18,250 square feet is provided, however, approximately



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12,500 square feet is actually the 16 feet wide Hudson Waterfront Walkway and not landscaped open space. Therefore approximately 5,750 square feet of landscaped open space is provided onsite versus the required 11,250 square feet.

7. The maximum allowable average building height permitted by the NJDEP requirements is indicated at 80 feet. However Section 7:7E-3.48(d)3vii reduces the allowable height by 20% or 64 feet if the piers in the area are less than 400 feet apart. As noted above, building height calculations have not been provided. The applicant should provide support information verifying conformance to this requirement.
8. The Stormwater Analysis Report indicates stormwater runoff control and water quality measures are not required for this project due to proposed paved surfaces not exceeding 0.25 acres. We do not concur with this determination as the criteria for these requirements is one (1) acre of disturbance and/or an increase of 25% acre of impervious coverage not just paved surfaces. Stormwater management improvements should be provided in accordance with the NJDEP Stormwater Management Rules.
6. The subject site is located in the I-1(W) Zone District. An application has not been submitted to the city for this project to date, therefore, we have not conducted a comprehensive zoning review. However, it should be noted residential developments in the I-1(W) Zone District (Section 196-17B(2)) are required to address additional requirements detailed in Section 196-27.1 for Planned Unit Development within the City of Hoboken.

Specifically, "create and maintain view corridors (at street level) of the Hudson River primarily along the lines of adjacent east-west streets south of and including Fifteenth Street, and view corridors of Weehawken Cove -- primarily along the lines of adjacent north-south streets west of and including Hudson Street., per § 196-27.1."

Thank you for your kind attention to this matter. Should you have any questions or require anything further, please do not hesitate to contact me.

Very truly yours,

BOSWELL McCLAVE ENGINEERING



Joseph A. Pomante, P.E.  
City Engineer Representative

JAP/EB  
cc:  
110520jmcL1

